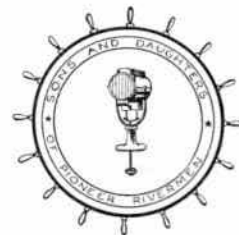


S&D

REFLECTOR

Published by Sons and Daughters
of Pioneer Rivermen



Vol. 20, No. 1

Marietta, Ohio

March 1983



At the wharf, Marietta, Ohio, September 16, 1955, the last day the SNYDER had steam.

-Photo by S. Durward Hoag

Read important announcement on page 31.

Advertisement in The Wall Street Journal:

Fabulous Lafayette Motor Hotel. A downtown - located in historic Marietta, Ohio, first organized settlement in the northwest territory - for sale. Close to Route 77, overlooking the Ohio River, 98 rooms, spacious parking, outstanding restaurant and lounge facilities. The gun room restaurant seats 160 people. Mobil three star rated. The sternwheel room provides banquet seating for up to 450 people. Six other meeting and dining rooms accommodate 30 to 120 people. Excellent kitchen and laundry facilities. Known coast to coast, the Lafayette is an excellent business opportunity for sales oriented, imaginative and creative management.

Soon after the ad appeared, the Marietta Times sent staff writer Denis M. Wolcott to interview Harry Robinson who bought the Lafayette from the late S. Durward Hoag in December 1974. Next day, on January 4, 1983 Mr. Wolcott's exclusive by-line story occupied top front page with a four-column head: **ROBINSON SEEKS LAFAYETTE BUYER.**

Harry Robinson had been mulling the idea of disposing of his hotel for some time. When S&D met there last September Harry told Woody Rutter (Harry and Woody were classmates at Marietta College) that the Lafayette was for sale.

One paragraph of Mr. Wolcott's story was particularly blunt:

"Robinson officially put the hotel up for sale last week by placing an advertisement in The Wall Street Journal. In addition to putting the hotel up for sale, Robinson fired general manager and long-time employee W. Robert 'Bob' Moseley. Jean O'Grady, former assistant general manager, was promoted to general manager."

Then Harry Robinson is quoted having said: "I felt it necessary to make the change. The future of this hotel will need a sales oriented, aggressive manager. You have to go out and sell rooms today. I will miss him (Moseley). He was a fine gentleman."

The Lafayette under the Hoag regime was long regarded as an almost isolated case of successful "downtown" hotel operation. Steve Hoag upgraded the rooms, extended the Gun Room restaurant, built new kitchen and pantries, acquired adjoining properties and turned them into parking areas. Then, in the opinion of many, he literally cooked his own goose by promoting the construction of U.S. Interstate 77, which resulted in the appearance of a passel of new big-name motels in the not-so-distant area. This competition and, of late, the recession, have resulted in a drastic drop in room occupancy.

Harry Robinson also has a major interest in the **BECKY THATCHER**, ex-MISSISSIPPI, moored in the Muskingum River a few blocks from the Lafayette. It contains a rather lavish restaurant operated under

Lafayette management. Although closed during the winter months, Harry has indicated that he will not reopen the dining facilities on the boat if he finds a buyer for the Lafayette.

Jerome Collins, exploring in a flea market, came upon papers relating to the operations of the Kenova Wharf & Ferry Co. which was operating the steam ferry PROCTOR K. SMILEY across the Ohio between Kenova, W. Va. and South Point, O. A letter dated April 25, 1926 names Theodore Ebersbach as president of the company, N. J. Stark as v.p., and J. W. Collier, secretary-treasurer. The letter, written by Collier, and addressed to Ebersbach in Tampa, Fla., was not optimistic.

"This past winter has been the hardest since 1917-1918, writes Collier. "We were out of business on account of ice many days, and when we did operate nothing was doing." He then reported the loss of \$730.61 for January, and losses of \$417.59 and \$314.82 for February and March. "I am of the opinion we will show a small net gain in April, but the margin will be small," he opines.

The opening of the Huntington highway bridge later that year, 1926, further reduced revenues.

The upshot was they laid the ferry up at Kenova where she was caught out on the bank in high water in early 1932, and there dismantled.

Sirs: Have got to wondering something about the ADMIRAL. I read that her hull was rebuilt. The question is: does any of the 1907 ALBATROSS still remain in her structure, or do we have a 1940 structure sitting on a 1980s hull?

Terms like "rebuilt" can have all shades of meaning, anything from a complete new hull to an old one in which a few plates have been replaced.

Richard E. Brown,
P.O. Box 1161,
Pico River, Calif. 90660

=The hull has a good bit of 1907 iron in it still. The "new" section added 1920-1921 at Keokuk changed her length from 308 to 365 feet. Streckfus brought ALBATROSS to St. Louis from the lower Miss under her own steam, removed all of the superstructure, then built on the bare hull an entirely new and modern excursion steamer. The only things above deck original in 1907 are the cylinder and wheel beams. -Ed.



Our thanks to James D. Pirtie of Lawrence, Ind. for a pamphlet describing and illustrating old homes in Madison, Ind. Included is a likeness of the fountain (see above) mentioned in our last issue, page 45, and further amplified on another page in this issue.

STEAMBOATIN' WEST OF THE ROCKIES

A welcome note here from Kathleen Ferrington to say that the grand DELTA QUEEN reunion held Saturday, January 15th last at Stanford University in California was a huge success. Over 170 attended. Music was provided by Vic and Alice Tooker and the Riverboat Ramblers including Dan Forman, pianist, Howard Kadison, drummer, and Reggie Evans, trumpet. Joel Simon, the Menlo Park photographer who accompanied the DQ on the Stanford Pittsburgh-New Orleans tour last September, presented a slide show.

An active historical group has been publishing a bulletin titled "The Crescent - Shousetown Historical News" aimed at expanding the knowledge of this old boat-building town now known as Glenwillard, Pa. The officers and members are considering putting up a large metal plaque in the form of a steamboat, to be erected in the park across from the firehall. The BUCKEYE STATE (b. 1850) and the GREAT REPUBLIC, both built at the Shousetown Yard, are being considered as candidates.

A Christmas note here from Russell M. Lintner, 528 Tingley Ave., Pittsburgh, Pa. 15202. Russ is considering selling his collection of steamboat negatives and pictures, which means some 2,000 negs and 10,000 photographs. "Do you know of anyone who might be interested?" he asks. Now that you know Russ's thinking take it from here and tell him we sent you.



THANKS to William E. (Slim) Brandt for this picture he took last August at the Steubenville (O.) Marina of the rejuvenated pleasure sternwheeler DIXIE. It seems almost like a coon's age ago when Ross Rogers, Jr. drove Nelson Jones and me to Vanport, Pa. where we discovered Sidney E. Johnson and his brother Harvey readying the DIXIE for a trial spin for the benefit of Primo and Jan Di Carlo, prospective purchasers from Steubenville. Actually the date was September 28, 1975 and now, over seven years of bitter disappointments, anguish and delays later, Jan has her pleasure boat, rebuilt and modernized, in the fleet of the American Sternwheelers. If ever there was a dream come true, it is this one.

The American Sternwheel Association elected the following officers for 1983 at their meeting November 15th last, Marietta, O.:

William Sheldon, president
R. C. (Heck) Heckert, v.p.
Jan Di Carlo, secretary
Vic Reeves, treasurer
Harry Robinson, the retiring president, thanked all for the cooperation extended to him.

William (Bill) Sheldon hails from Conneaut, O.

At press time word comes to us that the Association is seeking an editor for their quarterly magazine STERNWHEELER.

Harold Blake of Spencer, O., director of publicity, advises that inquiries and requests for membership be directed to Jan Di Carlo, 4600 Lexington Drive, Oakcrest, Steubenville, Ohio 43952.

- OBITUARIES -

Mrs. Yeatman Anderson, page 34
William B. Fenton, 34
Marion B. Frommel, 22
Dr. Charles Kolb, 40
Harry Stocksdale, 22
Rhyden F. Vawter, 7
Ernest J. Wilde, 36



How big does a steam whistle get?

Harry D. Barry of Ripley, N.Y. has added this one to his extensive collection.

Its bell measures 12" in diameter and four feet high.

It came from the Great Lakes passenger ship ASSINI-BOIA built in Scotland in 1907 for the Canadian Pacific Railroad. Upon arrival at Quebec she was chopped into two floating parts for passage through the St. Lawrence and the Welland Locks. The parts rejoined she was a Lake carrier until 1967. Then, under her own steam, she was taken to Philadelphia to become a floating restaurant, burned at her dock across from the city and sank, Nov. 9, 1969. The wreck was sold for scrap.

A new magazine with slick-stock cover, "Horn and Whistle," has been launched with aspirations by the Air Horn & Steam Whistle Enthusiasts, 140 Forest Ave., Glen Ridge, N.J. 07028. Plans are to send the magazine to members six times a year. Issue #4, Jan.-Feb. '83, front-pages the picture at the left.

S&D REFLECTOR

Published by Sons and Daughters
of Pioneer Rivermen



VOL. 20, NO. 1

MARIETTA, OHIO

MARCH 1983

Published quarterly in March, June, September and December by the Sons and Daughters of Pioneer Rivermen. Prepared at Sewickley, Pa. and printed and mailed at Marietta, O. Membership in S&D entitles each \$10 member to one copy per issue. Application to join should be accompanied with a check for \$10 (individual) plus \$1 additional for wife and each one of the immediate family under 18. Please list full names of children so each may receive a membership card. If you join alone send \$10; if you and wife join send \$11; for you and wife and one child send \$12, etc. Remit to:

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

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

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

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

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

Officers:

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

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

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

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

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

Board of Governors:

William Barr
G. W. (Jerry) Sutphin
Anne Mallinson Terms ending 1983

Catherine Remley
William E. Reed
Capt. C. W. Stoll Terms ending 1984

Capt. J. W. Rutter
Capt. Thomas E. Kenny
Bert Fenn Terms ending 1985

Trustees, Permanent Funds

J. W. Rutter, chairman
Yeatman Anderson III
Bert Fenn

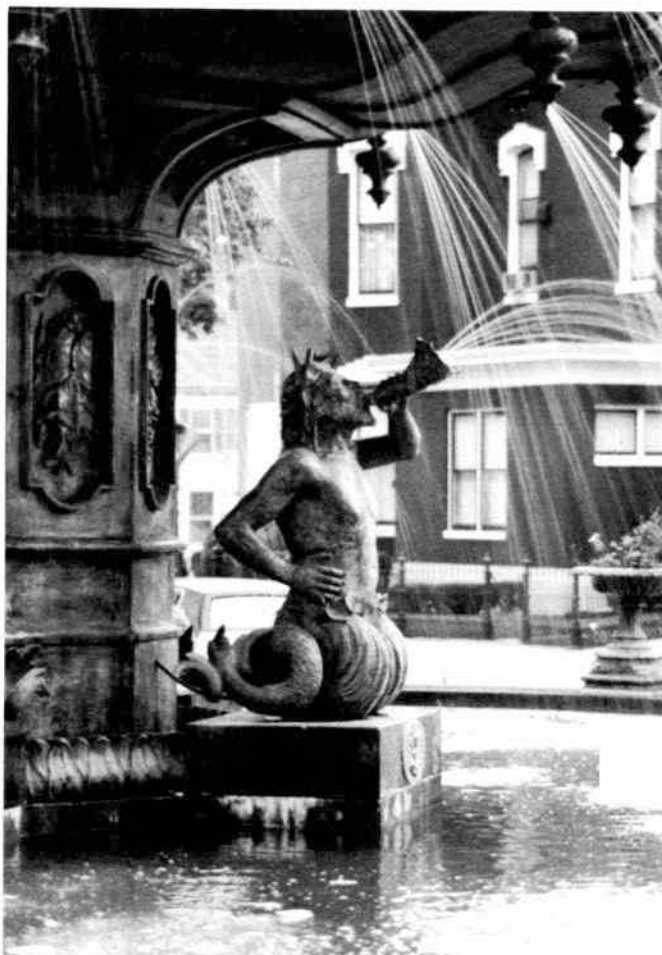
TELL CITY pilothouse restoration

Gene Fitch, chairman
Alan L. Bates
George W. Schotten
J. W. Rutter

Committee for Branch Chapters

Capt. Thomas E. Kenny
Bert Fenn
William Barr

ANNOUNCEMENT: The annual meeting of S&D has been arranged for the week-end of Saturday, September 17, 1983 with headquarters at the Hotel Lafayette, Marietta, O. as usual. -And, we hasten to add, this despite rather disturbing news elsewhere in this issue regarding the decision of Harry Robinson to offer the hotel for sale in the columns of The Wall Street Journal. John Briley advises us that the DELTA QUEEN is expected at Marietta also on September 17, enroute with tourists from Cincinnati to Pittsburgh, offering the prospect of a double-feature for S&D members, particularly those who have not had opportunity to visit on board. The program of events for Saturday 17th has not been worked out at this early date, but the Riverview Room at the Lafayette has been reserved for another get-together party for the evening of Friday 16th. The Sternwheel Room is reserved for the Board of Governors' meeting on Saturday morning, and also for the annual dinner and program Saturday evening. A local weather prophet of unblemished reputation in Marietta assures us that Saturday, Sept. 17th will be warm and dry with fleecy summer clouds, and hence we trust to arrange a noon buffet luncheon that day at the premises of the Marietta Boat Club. Come one, come all, leaving your troubles and umbrellas at home.



The celebrated fountain in Madison, Ind. is the subject of several pictures (pages 2, 34) and comments from Roy Emery and Jeff Spear (page 33) and now we have this fine detail portrait of what we take to be a water sprite taken by Fred Rutter who visited the fountain last fall. We asked to be "updated" (last issue, page 45) and many thanks for the generous responses.

F. A. LAIDLEY,
General Manager.

GEO. P. QUIGGIN,
Sec'y and Treas.

LOUISVILLE

TO

CINCINNATI,

FASTEST TIME ON RECORD.

DISTANCE, 150 MILES.	TIME, 9 Hours and 42 Minutes.
---------------------------------------	--

STEAMER

CITY OF LOUISVILLE,

APRIL 18, 1894.

OFFICERS.

JOHN BRENNEN, MASTER.

CHAS. C. LANGHART, Purser,	H. R. McCLANAHAN, Engineer,
GEO. BAUMGARTNER, Clerk,	GEORGE KINNEY, 2d Engineer,
WILL C. LEPPER, Jr., Clerk,	LEVI McCAIN, Striker,
CHAS. J. DUFOUR, Pilot,	CHAS. BAGLIN, Striker,
C. HEN. THOMAS, Pilot,	HENRY CULVERT, Carpenter,
ANDY HAZLETT, Mate,	CHAS. CLARK, Watchman,
WM. TURNER, 2d Mate.	GEO. L. WICKS, Steward.

LEFT LOUISVILLE 3.00 P. M.

	Time Between Points.
Passed 14-Mile Creek.....	4.00 P. M. 60 Minutes.
“ Westport.....	4.40 “ 40 “
“ Bell's Branch.....	4.54 “ 14 “
“ Hanover.....	6.00 “ 66 “
“ Madison (Trow's Mill).....	6.16 “ 16 “
“ Carrollton.....	7.12 “ 56 “
“ Vevay.....	7.48 “ 36 “
“ Warsaw.....	8.30 “ 42 “
“ Patriot.....	9.07 “ 37 “
“ Rising Sun.....	10.04 “ 57 “
“ Aurora.....	10.45 “ 41 “
“ Lawrenceburg.....	11.02 “ 17 “
“ Taylorsport.....	11.53 “ 51 “
Arrived Cincinnati (Foot Main Street).....	12.42 A. M. 49 “

22 Feet 10 Inches Water, Cincinnati Gauge.

Down, 5.58.

APRIL 5, 1896.

Up, 9.40.

STAGE & WATER 47 FEET.

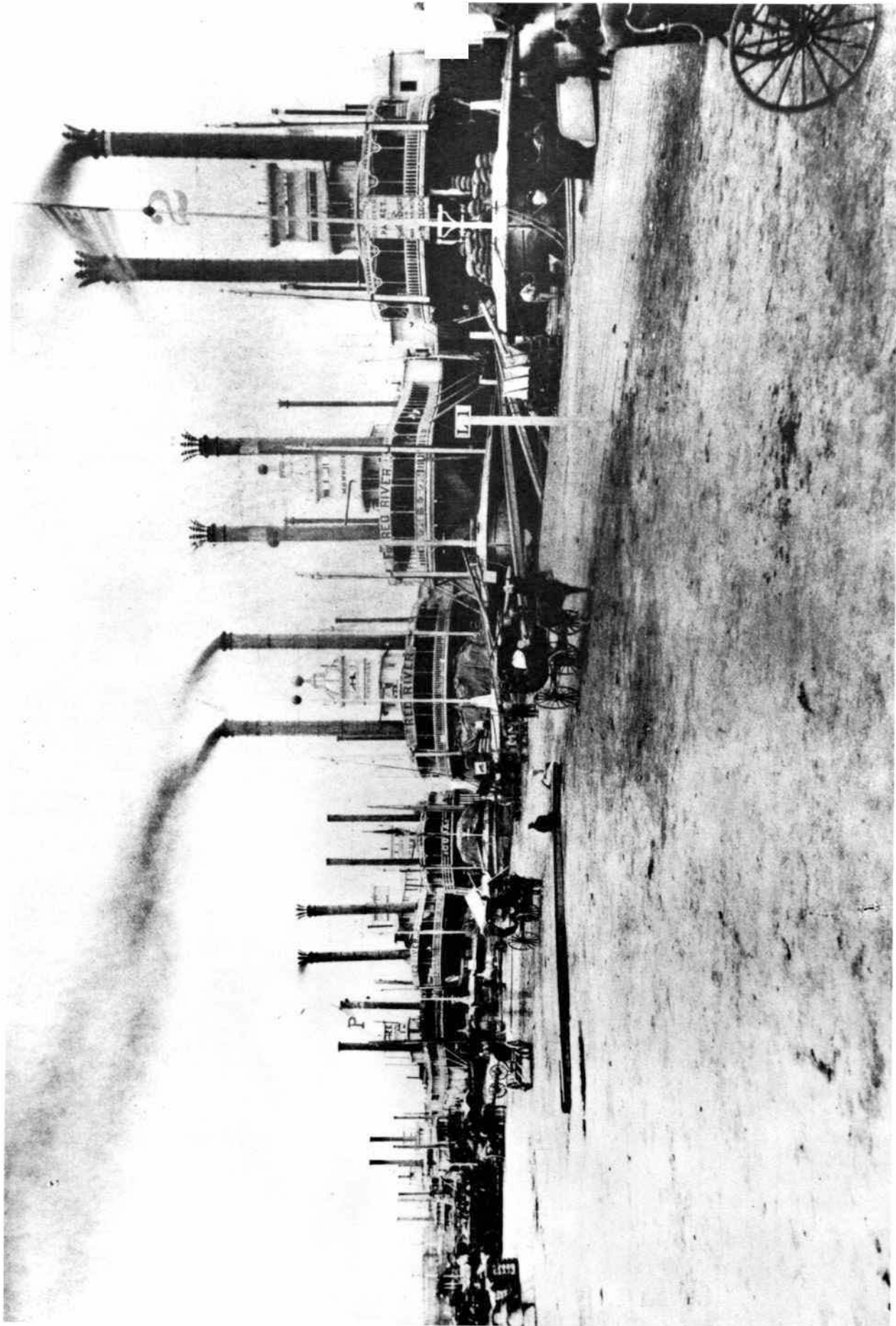
AN ORIGINAL of this memorial, framed under glass, hung in the cabin of the CITY OF LOUISVILLE as long as she ran. It is interesting to notice the statement appended at the bottom which, despite its brevity, is more remarkable. On April 5, 1896 she left Cincinnati at 7:13 a.m. and was landed at Louisville at 1:10 p.m. She left Louisville that same day at 2:15 p.m. and was again landed at Cincinnati at 11:55 p.m., a round trip in one day.

Capt. Ed Maurer, who piloted the CITY OF LOUISVILLE, added a footnote to this speedy boat's career in a letter to us, which we now quote:

"On April 18, 1899 we left Louisville at 5:10 p.m. The side-wheel CITY OF PITTSBURG had just backed out below us, on her way up from New Orleans to Cincinnati. We had heard she was very fast if she could hold her steam. Capt. John Brennen and chief Henry McClanahan didn't want to take chances, so they got the best coal Bob Dugan had. We made six landings and tied up at Cincinnati at 3:20 a.m. next morning. Ran out of sight of the CITY OF PITTSBURG at Fern Grove, and met her next evening while we were downbound at Muddy Creek. So it wasn't much of a race. The PITTSBURG's pilots had her aground two or three times; one of them, Smoky Rose, didn't know the river or how to pilot a side-wheeler; the other one, Doc Rice, knew the river but couldn't pilot---he is the only pilot I ever knew who came from Belleview, Ky. that was never able to make it."

Of the crew listed on the memorial your editor knew but two; Henry McClanahan, the chief engineer, and William C. Lepper, Jr., clerk. Henry was chief on the AMERICA when she raced with the CINCINNATI at Louisville in 1928. "Billy" Lepper (we've looked him up in "Who's Who on the Ohio River") was 14 when he was on the CITY OF LOUISVILLE in 1894 playing "mud" clerk. In later years he represented the insurance firm of Neare, Gibbs & Co., Cincinnati.

We persuaded (not much persuasion was needed) Ralph DuPae to take the original framed memorial from S&D's archives to have it photographed for posterity.



All aboard for Red River Landings - see next page, column one.

ALL ABOARD FOR RED RIVER LANDINGS
(Picture on the opposite page)

THE FOUR major side-wheelers in this scene taken at New Orleans have their "shingles" out for Red River. The original from which this is made is not dated but could have been taken as late as January 1868.

Starting in the right foreground and working toward the left are the B. L. HODGE NO. 2 (with the 2 between her stacks), MONSOON, ST. NICOLAS, CUBA NO. 2, BART ABLE, and the GEORGE D. PALMER. Three or four others at the extreme left are not identified. To the best of our knowledge none of these identified steamboats appears in any other known picture, which makes it pretty special.

The B. L. HODGE NO. 2 was built at Louisville, Ky. in 1867, succeeding the original of the name which had been dismantled, both named to honor a prominent attorney of Shreveport, La. The first of the name was some smaller, built at New Albany, Ind. in 1857, and during the Civil War had been a Confed troop and supply boat in upper Red River, Capt. Richard Sinnott. NO. 2 in 1868, when this picture may have been taken, was in the Shreveport trade, Capt. P. C. Montgomery. In 1876 she was taken to Jeffersonville for a new hull and was renamed SOUTHERN BELLE.

The MONSOON was built at Cincinnati in 1863, and a year later a river reporter there noted: "she looks gay as a peacock with her new and graceful chimneys and fancy pilothouse." After examining this fanciful pilothouse with a magnifying glass we then noticed that the ST. NICHOLAS, to her left, has one quite like it. In 1868 when this picture may have been taken, the MONSOON was in charge of Capt. John H. Menge who also owned half interest. His great grandson John H. Menge IV lives in New Orleans today, and is associated with J. H. Menge & Company, Inc., a marine engineering sales and inventory firm.

The ST. NICHOLAS was built at New Albany, Ind. in 1864 at the J. B. Ford shipyard, the same J. B. Ford for whom Ford City, Pa. on the Allegheny River is named, and associated with the glass firm, Libby, Owens, Ford. In 1868 she was owned entire by David Gibson of Cincinnati, and commanded by Capt. John C. Dowty. On December 23, 1868 she sank on Red River in full view of Natchitoches, La. and sat there on the bottom, straight and even, all that winter. A flood in May 1869 took off the cabin, texas and pilothouse. John Dowty went to St. Louis and chartered the STONEMAN to take her place and lost his life when that boat burned (see letter from James V. Swift in this issue for more on this catastrophe.)

The CUBA NO. 2 was built as the B. C. LEVI at Belle Vernon, Pa. in 1862, a sternwheeler. Known as the GENERAL CROOKS during the Civ-

il War in the U.S. service, she was rebuilt at Cincinnati in 1865 by Capt. John C. Shute of New Orleans who had operated the earlier CUBA, and renamed. Inasmuch as CUBA NO. 2 was snagged and lost at Shreveport on March 9, 1868, this picture may show her loading on this fatal trip. Shute had sold her about a year prior to her loss.

The BART ABLE was built at Louisville, Ky. in 1864, and was named for a prominent riverman of St. Louis. She came to the Red River trade in 1867 and one of her owners was Capt. W. H. Thorwegan who soon bought the GREAT REPUBLIC for the St. Louis-New Orleans trade. Dismantled in 1879 her engines went to the JESSE K. BELL.

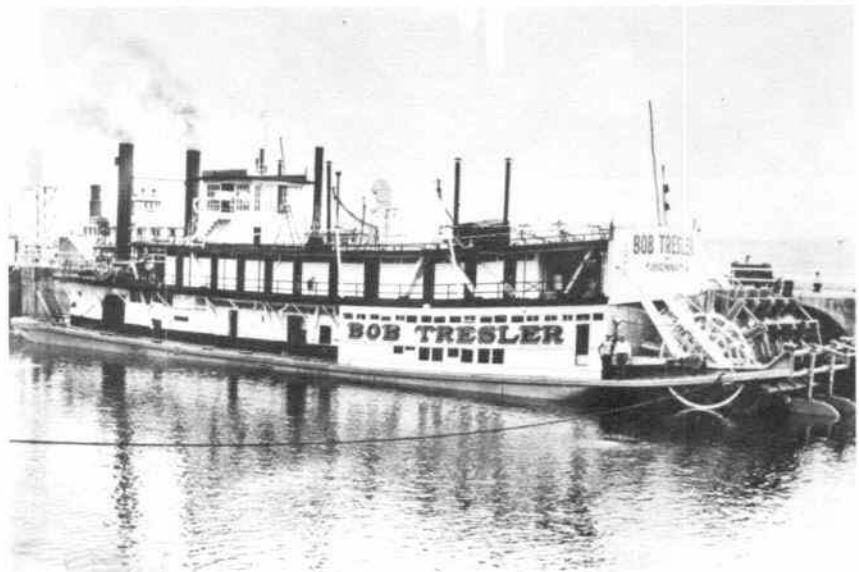
The GEORGE D. PALMER (with the P between her stacks) was built at Cincinnati in 1863, a sternwheeler originally named NANNIE BYERS. The BYERS was sunk in collision with the side-wheel C. E. HILLMAN at Eagle Hollow, above Madison, Ind. in 1866, was rebuilt at Madison, and renamed. She then ran New Orleans-Arkansas River and sank, upbound on the Arkansas, in latter January 1868 losing 1600 barrels of salt. She may have been loading this cargo when the picture was taken. After being raised she ran St. Louis-Keokuk, hit a pier of the Quincy bridge in October 1868 with loss of the boat and several lives.

The above scene comes from the collection of Dr. N. Philip Norman of New York City, native of Red River, courtesy of the University of Wisconsin collection at La Crosse, Wis.

Mrs. R. F. Vawter has informed our secretary of the death of her husband, Rhynden F. Vawter, on August 27, 1982. He was 87. During his active mature years he was well known in Madison, Ind. as a banker and the developer of "Highland Heights," subdivision on the hill. One of his grandfather was Capt. W. C. Lepper, and Capt. W. C. (Billy) Lepper, Jr. was his uncle. His father, Frank Vawter, was clerk and purser on packets calling at Madison, one of his favorites being the HATTIE BROWN. Other than his wife, Addilene Rowell Vawter, of 4822 Redwing Way, Louisville, Ky. 40213, he is survived by a son and two daughters; Russell K. Vawter, Mary Stuart Engleman, and Linda Keith Fair. Burial was in Fairmount Cemetery, Madison.

Manford H. Mueller, P.O. Box 1223, D-8788 Bad Brueckenau, Western Germany, writes our secretary to enclose his S&D dues and say: "I'm still busy in model riverboats since eight years. The model kits of the VALLEY BELLE and the Bryant's Showboat are ready; the big plans of the IDLEWILD (1:32) are drawn. By now we work very hard on the plans of the CHAPERON (1:32) and we have mailed 3200 catalogs since 1976. So the old shuffleboats are well known over here in Europe. By the way, the catalogue has 56 pages.

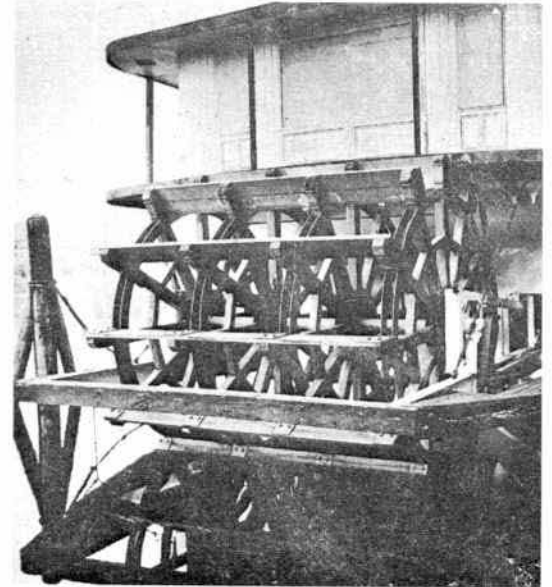
"I hope truly to be over in the States during the meeting of S&D as soon as possible, because I think I'm forgotten by all my friends in the States. My love to all of the riverfolks."



JOHAN R. MILLER, 729 Hazelhurst, Keokuk, Iowa 52632 sends this photo of the BOB TRESLER in drydock at Keokuk and dates it 1939. She was again there in August 1940 after she had sunk near La Crosse, Wis., towing oil from Cincinnati to St. Paul for the Tresler Oil Co. of Cincinnati. On page 21 this issue is mention of the DONALD BIRMINGHAM perched for two years at the top of the marine ways at Madison, Ind., and the BOB TRESLER wound up at that same location, beached at the top of the Madison ways during high water, and finally dismantled there in 1944.



WE CLIPPED the picture of the stern-wheel excursion steamer CANADIAN from a magazine, probably LIFE, in 1960 (opposite page, upper) simply because she looks particularly attractive. Now we have received from Matt Polka of "Soundings" magazine the three photographs of the same boat these 23 years later, published in the Hartford (Conn.) Courant. My, what a difference a few years make! Its voyages began in a New York City amusement park and have ended in a pond on private property in Moodus, Conn. She was built in 1954 by the now defunct Freedom Land amusement park in New York City. In the early 1970s she was purchased by Mr. and Mrs. Raymond C. Schmitt of Johnsonville Road, Moodus. The steamer was towed up the Connecticut River to a Salmon River landing and trucked overland to a mooring in a 16-acre pond on the Schmitt property, which includes the partially restored Johnsonville mill village. There are no present plans to restore the CANADIAN. --Photography by Melanie Booth of the Hartford Courant.



Jim Wallen notices mention in the 1920 edition of "The Ohio River," official chart book, of an electric railway serving Middleport, O., Pomeroy, O. and Racine, O. "Do you suppose such an inter-urban line ever really existed?" asks Jim. Yes, it did, although the details are not at our elbow. We have a photograph of a trolley rolling down the main street of Racine. Tom Way has a book recently released which details all of these electric lines.

Skip Gillham of Vineland, Ontario, reports in the Winter '82 issue of Steamboat Bill, page 284, as follows:

"The 87 year old former Mississippi riverboat MARK TWAIN is on the move again. She has been serving as a restaurant at Port Credit, west of Toronto, but has headed to New York City. She left the lakes as deck cargo aboard the

Dutch heavy lift ship DOCKLIFT 1."

This means the old towboat JAMES Y. LOCKWOOD is on the prowl again. She's been at Port Credit since about 1976, after having tried Chicago and Buffalo. Her hull was built on the bank of the Ohio River at McKees Rocks, Pa. and she was completed and got her machinery at Marietta in 1898, then went to the Mississippi River where she spent her river days handling railroad car floats, first in the St. Louis area and then at Natchez.

Virginia Bennett has moved into an apartment. Her new address: 22 Swain Court, Apartment 202, Harbour House, Covington, Kentucky 41011.

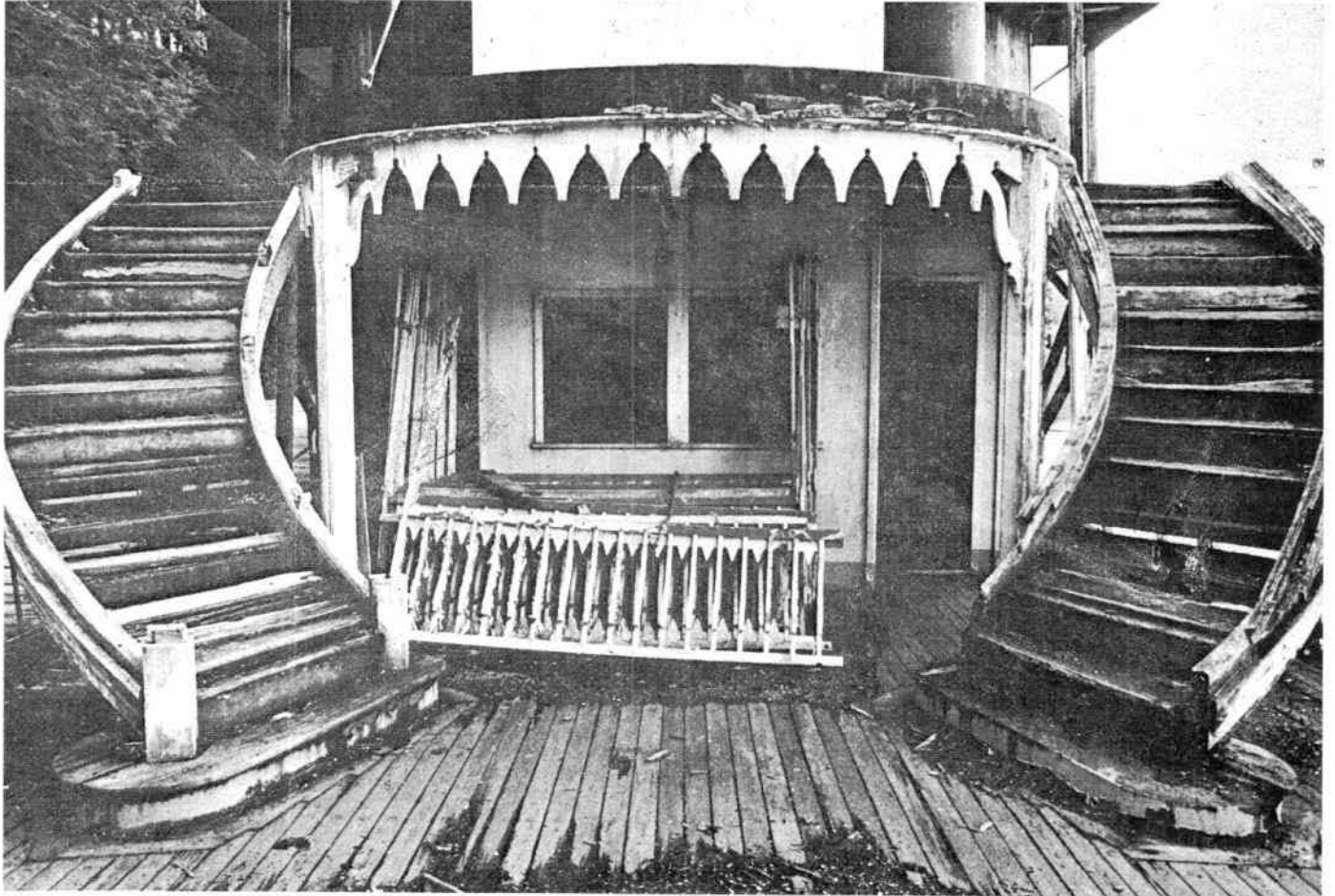
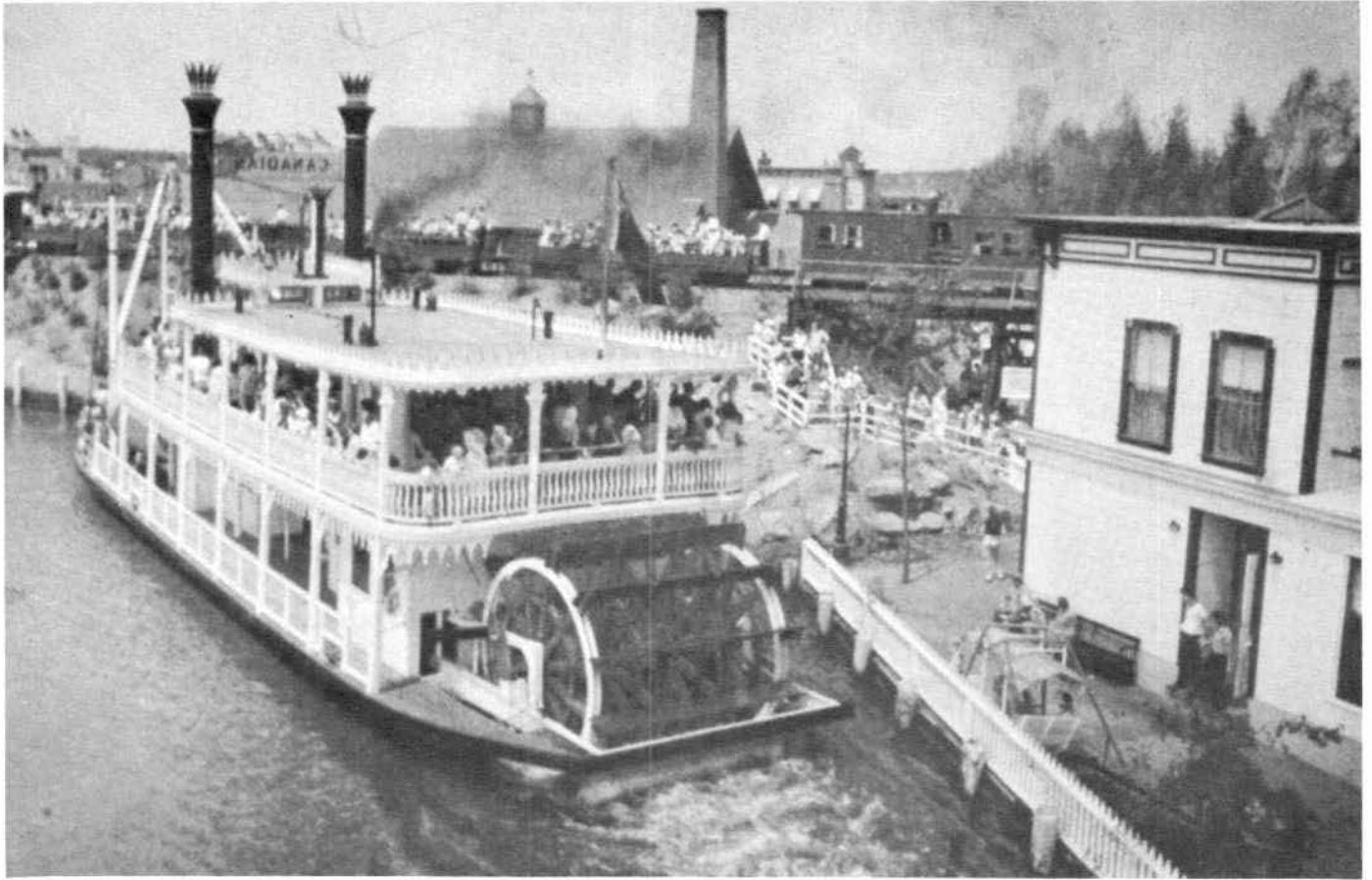
Sirs: The Louisiana State University Press, Baton Rouge, is about to go into production with my book "Opening the Inland Rivers with

Henry Miller Shreve." It is a scholarly work on which I do not expect a profit, but a project of great interest to me for many years. Publication will probably be in the spring of '84--I would like to hope--a little sooner.

Edith McCall,
P.O. Box 255,
Hollister, Mo. 65672

Thanks to William (Bill) Bryson, 712 E. Grand, Alhambra, Calif. 91801 we have a color post card of the small single decker LOLA taken at Starved Rock, Ill. and postmarked April 12, 1906. The card was made in Germany. Lack of space prevented its use in this issue.

During December our secretary heard from Richard M. (Dick) Halvorsen. Dick, wife, and daughter are living in Florida, and with them is Dick's father, now 101.



CAPT. JOHN W. TOBIN'S PAPERS
 Contract for ED RICHARDSON and
 Other Interesting Documents

The Louisiana Maritime Museum in New Orleans recently was the recipient of some 200 documents from the personal files of Capt. John W. Tobin, presented by the family heirs. Leonard V. Huber, leading historian of the region, was requested to examine the treasure, and has made available to us some of the river-related material.

By way of preface, the popular KATIE, although but seven years old, had proved unsuccessful for the tasks required of her. Decision was reached to return her to the Howards at Jeffersonville, Ind., tear her down, and use what material could be salvaged in the construction of a better boat--which was christened ED RICHARDSON.

All modern self-respecting maritime lawyers undoubtedly will shudder at the wording, the simplicity, and the casualness of the binding contract entered into in order to accomplish all of this.

HOWARD'S SHIP YARD
 Established 1834
 HOWARD & CO.
 Steamboat Builders
 Jeffersonville, Ind.

March 26th, 1878

It is understood that Howard & Co. are to build a Boat for John W. Tobin, (agent for Mrs. M. F. Tobin) and Jno. W. Cannon and do the Hull - Ship Carpenter outfit - Hog chain work Cabin and Painting. Boat to be built - for the "Katie" Machinery the Hull 290 ft. between perpendiculars, 48 ft. beam; 43 ft. floor and 10 feet Hold. Floors 10 in. deep forward and 9 in. aft. 4 in. plank on bottom and other dimensions of timbers in proportion. To use from the "Katie". Stages - Derricks - Yawl Life Boats. Steering apparatus - and everything else of the Ship Carpenters outfit - that will do. And all the Hog chains - taking out the Main Chain and splicing out the Boiler branch chains to hold the old boat - No Side Chains on New Boat.

Make the Cabin- Size of rooms to correspond with the "Katie's" So that everything can be used. Calculating to use everything from the Cabin of the "Katie" that be made available. A plain large Texas with an 8½ ft. Saloon and Guards around it and Stencilled glass in the Sky light. Halls and passages to be Sheathed with Ash and Walnut. Bar and office fixtures transferred just as they are. Work all to be done at Howard's Yard. The Boat after she is launched to be at the risk of Messrs. Cannon & Tobin agent. Work to commence immediately and Boat finished about 1st Oct. Price Fifty- thousand Dollars. Terms - one half Cash during prog-

Memorandum of Settlement 1878

Sh. J. M. White

Trip 128 Profit	2071.72	
" 129 "	1705.70	
" 130 "	2844.97	
" 131 "	3315.25	9.937.64

Sh. Natchez

Trip 190	1429.49	
" 91	3268.65	
" 92	2256.55	
" 93	3471.22	10.425.91

Sh. R. E. Lee

Trip 210 Profit	2207.95	
" 211 do do	473.20	
" 212 do "	3474.32	
" 213 do "	3026.35	10.081.82
<i>Total Profit</i>		<i>30,415.37</i>
<i>1/3 for each</i>		<i>10,148.45</i>

Natchez

Pay White	210.81	
" Lee	66.63	277.44

From Nov 17 to Dec 19/81

J. O. Cannon 1/10/82

THREE ACE NEW ORLEANS-VICKSBURG PACKETS WERE IN CAHOOTS
 Revealed in the Tobin documents is this Memorandum of Settlement. Capts. John W. Tobin, Thomas P. Leathers and John W. Cannon operated the J. M. WHITE, NATCHEZ and ROB'T E. LEE on a share-and-share-alike basis. Profits and, presumably, losses were tabulated for each boat monthly, and then adjusted so that all three fared alike. Leonard V. Huber says this: "Partnerships among steamboat owners were not uncommon - such agreements were known to have existed between Capts. T. P. Leathers and Truman Holmes; between Leathers and Cannon (later bitter enemies,); and between Cannon and Tobin. This "Memorandum" is evidence of a three-way collaboration between the most powerful steamboat owners in the lower Mississippi trades. From its number (No. 11), it is also evident that the agreement had existed through 1881 and probably also in 1880." Constraint of trade? It worked.

ress say \$2,000 - to commence with; 2,000 - 1st May; 2,000 - 1st June; 2,000 - 1st July; 2,000 - 1st Aug.; 2,000 - 1st Sept. And \$13,000 - during Sept. & Oct.

The deferred payments to be at - 4 - 6 and 8 months.

Signed
Howard & Co.
J.W. Cannon
J.W. Tobin
Agent

Howard & Co
J.W. Cannon
J.W. Tobin
agent

May 11, 1878 It is understood that the boat is to be made 10 ft. longer and 3 in. deeper in the Hold for Seventeen Hundred Dollars.

Howard & Co.

In the Howard contract book, reproduced in full in "From Paddle-Wheels to Propellers" by Charles Preston Fishbaugh, the contract for building the ED RICHARDSON is listed in 1878, a side-wheel packet 300 x 48.6 x 10.7, contract price \$51,700. Also in 1878 the J. M. WHITE is listed at \$103,500, and the JOHN W. CANNON at \$68,480.

Leonard V. Huber adds the following comments:

"Like the contract to build the J. M. WHITE, the contract to build the ED RICHARDSON was notable for what it did not contain. It was a gentlemen's agreement - both the Howards, Tobin and Cannon knew and trusted each other- they knew what to expect in the new boat and the agreement was more of a memorandum than a contract.

"The ED RICHARDSON was one of the Mississippian Leviathans, a handsome steamboat which could almost be taken as a twin of the great J. M. WHITE. She had gigantic engines with 38" diameter cylinders, a 10' stroke powered by 9 boilers which turned 42' paddle-wheels. In 1885, the RICHARDSON had the honor of carrying Rex, the King of New Orleans Carnival, up the Mississippi to the Cotton Centennial Exposition, at the head of a line of 18 flag-flying, whistle-tooting steamers. After serving nearly a decade, the RICHARDSON was dismantled and the hull burned to recover the iron (1888)."

The Tobin papers also contain a receipt for the sale of Capt. John W. Tobin's side-wheeler J. F. PARGOUD to The Confederate States at the outbreak of the Civil War. The steamer is valued at \$200,000, and to that amount is added claims for personal services, and for

services of three other gentlemen, resulting in a grand total amount of \$219,382.62.

Leonard V. Huber comments: "It is known that Capt. Thomas P. Leathers received Confederate States bonds when he turned over the NATCHEZ (5th) to the Confederate Navy and it is quite probable Capt. Tobin also received bonds for the J. F. PARGOUD.

The J. F. PARGOUD was built at the Howard Yard in 1860. According to the Howard contract book the price charged for her construction was \$14,000. The delivered price probably doubled that figure inasmuch as oftentimes the boilers and machinery were contracted separately to firms which specialized in such work. Even so, inflation must have been rampant in the Confederacy.

That Capt. John W. Tobin was a staunch Confederate is evidenced by two other documents, one for his purchase of Confederate 8% bonds through the Farmers Bank of Alabama at Montgomery in amount of \$34,700, upon which he paid a premium of 20%, dated February 29th, 1864, long after the fall of Vicksburg. The other document is a directive issued by the CS Navy Department dated at Richmond, Va. on November 7, 1861:

Acting Master J.W. Tobin,
Sir:

You will proceed to some point

on the Yazoo River and wait for further orders - after selecting your location, you will inform this Department.

By order of the Secretary
of the Navy
H. H. Mitchell
Commander

The unmistakable inference here is that Captain Tobin was in charge of a Confederate Navy vessel. Leonard V. Huber appends a note to this: "Too bad for posterity that Capt. Tobin didn't keep a diary!"

Also in the Tobin collection are trip statements for the ROB'T E. LEE (racer) for her last winter and spring season in the New Orleans-Vicksburg trade, 1875-1876. The statements are numbered 1-29, with Nos. 8 and 28 missing. How Captain Tobin came into the possession of these is not known, for he had no financial interest in Cannon's racer. Leonard V. Huber tallied the 27 statements to learn that the total profit for the period came to \$60,357.11. Not one of the statements shows a loss.

Best trip shows a profit of \$3,087 and the least was \$496. Little wonder that the racer was celebrated all the way up the Mississippi and Ohio on her way to the wreckers.

November 27th
Number 8th in **REPORT** *1878*

Steamer ROBERT E. LEE.

Trip No. *8* from N. O., To *Mississippi* and Return

FREIGHT	<i>9859.91</i>
PASSAGE	<i>1175.00</i>
	<i>8212.91</i>
WOOD	<i>1227.80</i>
WAGES	<i>1637.30</i>
STORES	<i>668.00</i>
EXPENSE	<i>1446.61</i>
SHORT AND DAMAGE	<i>4978.71</i>
<i>Profit</i>	<i>3087.21</i>

H. H. Mitchell

STEAMER

Natchez

J. P. Leathers Master.

From *New Orleans* to *Vicksburg* and Return.

Date of Trip from *Mar 3* to *Mar 9*, 188*8*, inclusive.

Trip No.	of	Days.	Receipts.	Disbursements.
Amount of Cabin Passage, Up				
" Deck " "				
" Cabin " Down				
" Deck " "				
Amount of Freight, Up,				
" " Down,				
By WAGES ACCOUNT, viz:				
<i>Steward's amt</i>				
Paid to Officers,				
" Men,				
By EXPENSE ACCOUNT, viz:				
<i>Steward's</i>				
<i>up 63.91</i> Paid Labor, <i>down 189.50</i>				
" <i>Repairs Agencies</i>				
" Expenses,				
" Wharriages,				
" <i>Contingent Fund</i>				
Paid Loss, \$				
Damages, \$				
By STORES ACCOUNT, viz:				
By FUEL ACCOUNT:				
<i>111</i> Cords Wood, <i>199</i> Bu. Coal,				
<i>Profit</i>				

J. P. Leathers Clerk.

This Statement is PRIVATE, and only intended to be used by the Master of the boat and Clerk.

Statement of Trip No. 149.

Steamer *Natchez*
 From *New Orleans*
 To *Vicksburg*

Recapitulation of Wages.

No. of Crew	OCCUPATION	DAYS	WAGES PER MONTH.	AMOUNT PAID
				Doll. Cts
1	Captain	7	400	} 59131
1	Clerk		300	
1	<i>Bill Clerk</i>		100	
1	Second Clerk		150	
1	Third Clerk		100	
1	Pilot		250	
1	Pilot		250	
1	Engineer		150	
1	Second Engineer		100	
1	Striker		50	
1	Striker		50	
1	Mate		250	
1	Second Mate		125	
1	Carpenter		100	
1	Watchman		60	
1	<i>Steward</i>		100	
DECK CREW.				
1	Firemen	7	50	} 12685
1	Greaser		30	
1	Deck Hands		50	
1	Sailor		50	
1	Deck Sweeper		45	
1	Scrubber		35	
40	Roustabouts	206	60	42650
<i>Steward's Crew</i>				2059
				13705

WEEKLY TRIP STATEMENT FOR NATCHEZ

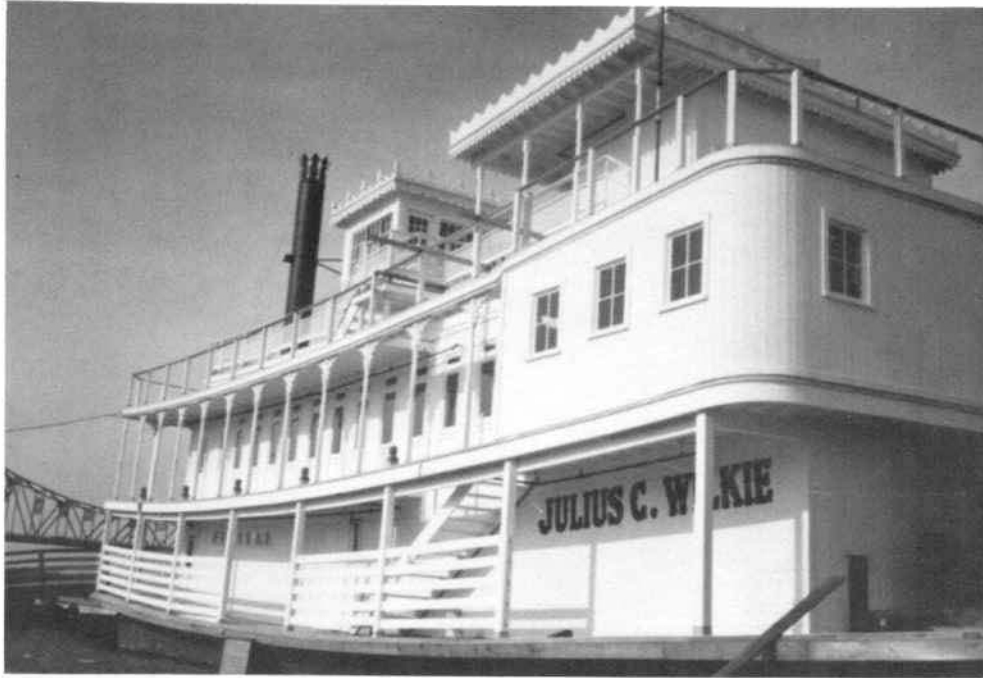
The average weekly cost of operating a big side-wheeler in the New Orleans-Vicksburg trade did not come cheap, even in March of 1883. Here she is with a total take in passengers and freight of \$4,387.61 and shows but \$512.21 profit, and no deductions for insurance or depreciation.

Look at that fuel bill! She's still buying cord wood even at that late date. Sixty cords of wood and 1,990 bushels of coal, \$893.75.

Under "Recapulation of Wages" the rates set forth, take note, are the rate per month, the captain down for \$400, and the head clerk down for \$300, these two potentates head-and-heels above all others. The two pilots get \$250 per, each, and doubtlessly they earned it. Rather curious in retrospect that the mate draws more than the chief engineer. The lowly roustabout was getting \$2 a day which was about par for the course until the end of packet days, no bed, meals served in a pan, on call 24 hours a day. The monthly rates paid in 1883 are slightly higher, in most cases, than Bill Pollock and I paid out on the GENERAL WOOD and BETSY ANN in 1928.

RECAPITULATION OF EXPENSE ACCOUNT.

Stores	Steward's Expense	Expense
Groceries	21398	Groceries
Meats	116310	Chapstick Pro
Butter & Eggs	5600	Soap
Bread	3394	M. D. Dummet Pro
Fish	2345	Hamline
Vegetables	2195	Changfool
Lye	2125	Sponges
Oysters	1805	
Fruit	1125	
Milk	2680	
	58787	
		4040
		2100
		670
		425
		300
		200
		900
		8135
		100
		3380
		240
		273
		200
		1000
		5440
		800
		2948
		2785
		250
		71150
		2851
		650
		249
		5100
		700
		930
		34950



BILL and Jeanette Patterson of Richmond, Ind. were touring along the Upper Miss this past October and stopped in at Winona, Minn. to photograph the new JULIUS C. WILKIE, which arose like a phoenix from the ashes of the former WILKIE. The work was done by the Winona County Historical Society. The first of the name was built from the JAMES P. PEARSON which dated back to 1898. She was torched by vandals and was a complete loss.

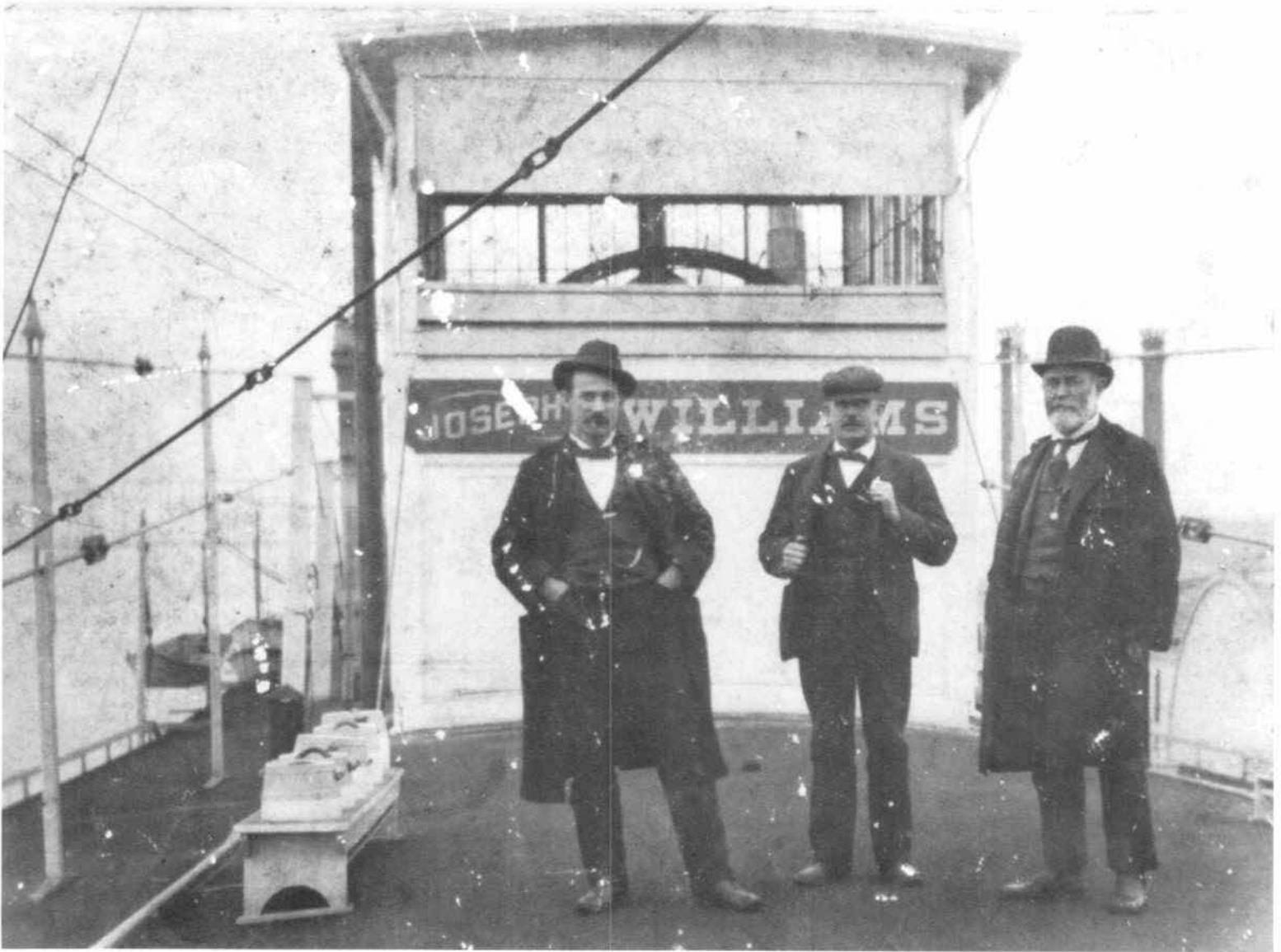
The JULIA BELLE SWAIN will run a regular schedule on the Illinois River between Peoria and Starved Rock during the summer months of '83. The departures listed below originate at Peoria at 9 a.m. Mondays and Wednesdays with return to Peoria at 7 p.m. Tuesdays and Thursdays.

MAY	JULY	
30-31	4-5	8-9
	6-7	10-11
	11-12	15-16
JUNE	13-14	17-18
1-2	18-19	22-23
6-7	20-21	24-25
8-9	25-26	29-30
13-14	27-28	31-1 Sept.
15-16		SEPT.
20-21		5-6
22-23	AUGUST	7-8
27-28	1-2	
29-30	3-4	

One way trips during October are planned between Starved Rock and Joliet. Downbound trips leave Joliet at 9 a.m. with arrival in Starved Rock at 8 p.m. Upbound trips leave Starved Rock at 9 a.m. and arrive at Joliet at 8 p.m.

<u>Downbound</u>	<u>Upbound</u>
Tues. Oct. 4	Wed. Oct. 5
Thurs. Oct. 6	Tues. Oct. 11
Wed. Oct. 12	Thurs. Oct. 13
Tues. Oct. 18	Wed. Oct. 19
Thurs. Oct. 20	Mon. Oct. 24
Tues. Oct. 25	Wed. Oct. 26
Thurs. Oct. 27	





THIS relic of a picture comes to us from C. W. Stoll with the following comment: "I am indebted to John T. Smith, curator of the Howard Museum, for this JOSEPH B. WILLIAMS photograph. The challenge, of course, is---who are these worthies? John thinks the gentleman at the right wearing the derby is Ed J. Howard. The man in the center is U.S. Steamboat Inspector Dunn; the man at the left unidentified." Inspector Dunn was Joseph J. Dunn who came up via the engineroom route on the CITY OF OWENSBORO, TELL CITY and others, and whose grandfather was Charles Henry who also was a riverman and is known to have sup-

erintended the building of the BALD EAGLE (1879 edition) at Madison, Ind. from start to finish. Joe Dunn married a talented musician, settled at 507 East Gray Street, Louisville, where a daughter was born to them in 1904. This young lady, Irene Maria Dunn, became a talented and noted movie star who added a final "e" to her professional name, being billed as Irene Dunne. John T. Smith, curator of the Howard Museum, also is river related, nephew of Capt. Mitchell P. Smith who lived at Jeffersonville and commanded the side-wheel excursion steamer AMERICA (ex-INDIANA).

-From the Steubenville (Ohio) Gazette, issue of July 12, 1879:-

Captain John Shouse, of this city, was the first pilot who suggested the propriety of placing a stove in the pilothouse of a steamboat on the Western Waters. The boat was the CLIPPER NO. 2, that ran from Pittsburgh to Cincinnati. The captain states that he took a boat from Steubenville to Pittsburgh once in very cold weather when he was obliged to land her several times to warm himself by the stove in the cabin,

then start her out again and run as long as he could stand the cold, when the same thing would be repeated. He says pilots in those days in order to keep from freezing were compelled to wear Buffalo overshoes and leggings with a muffler around the neck and face and then had hard work to keep warm.

Ed. Note on above: Capt. H. Nelson Crooks ran CLIPPER NO. 2 from the time she came out new in 1846 until he sold his stock to Capt. Pres Devol in January 1849, which probably was when the pilothouse

stove was installed. John Shouse piloted for Devol and in May 1851, took command. John Shouse may be right about this pilothouse stove business--he was highly regarded in Steubenville. His father was Peter Shouse who organized the boatyard at Shousetown, Pa. (now Glenwillard). John went on the river in 1832. A son of his, Jim Shouse, towboated most of his river career, born at Steubenville, lived many years at Baden, Pa., and at Sewickley for the last ten.

EARLY ATTEMPTS AT PROP TOWING
BRIEFLY REVIEWED

THE USE of propellers for commercial towing was fairly well established along the Mississippi System by the time of the Civil War. The application was limited to what may be called "harbor tugs," with pointed bow and the characteristic contour and design which singles out a harbor tug even today. These river tugs shifted barges around, performing their menial chores in a limited area.

By way of example, the J. E. MULFORD, a steam single prop tug, was built at Oswego, N.Y. in 1854. She had a wood hull 76.3 x 13.9 x 6.9 and worked a one cylinder vertical engine 22" x 22". The U.S. Quartermasters Corps acquired her for war purposes, calling her MULFORD, and then in September 1862 transferred her to Navy, at which time she became the DAISY. How or when she was brought to the Mississippi River is not clear, but the DAISY huffed and puffed her way through the war, quite familiar around Cairo and Mound City, and then was sold to private hands at the war's conclusion. The new owners renamed her LITTLE QUEEN and she served on the Mississippi until she wore out in 1871.

In such respect such tugs were entirely successful, multiplied, and were adopted for harbor shifting.

A small bulk carrier named PARANA was built at Pittsburgh in 1865 designed to transport 80 tons at a loading of limestone from Lock 4, Monongahela River, to the Jones & Laughlin mills in Pittsburgh. She had a wood hull 80 x 15 and could load out on 3'10" draft. She had twin props geared from a single steam engine 11" bore by 14" stroke, and by pilothouse control could be handled and reversed. The steam was supplied by a locomotive type boiler 36" dia. by 8 ft. long, fitted with 42 2½" tubes. Capt. Warren Elsey was her captain-pilot, and so got his start with the J&L firm with which he was associated the rest of his river career. There is no record that the PARANA ever attempted to tow loaded coal barges. She ran until 1875.

In like vein the first issue of the S&D REFLECTOR carried a front page picture of a canalboat built at Peninsula, Ohio in 1867, named COME & SEE ME, which had been converted to steam-prop, and was utilized to tow produce laden barges from the Muskingum River to New Orleans, and returned with the empties. Part of the cargo was loaded on board. This may be cited as an early attempt at long distance towing on the Mississippi System with a propeller-driven craft. Other canalboats are known to have been similarly converted.

The insurmountable problem of

using propellers in those early times was the extreme variation in channel depth. A paddlewheeler could keep going "on a heavy dew" but a prop required draft. This problem was approached in 1879 when a small towboat, 50 x 10 x 2.7, was built on the Allegheny River with a partially submerged prop cased in what was termed a tunnel stern." Thomas M. Rees, the Pittsburgh boat builder, recalls that her prop had blades "forming a screw shaped like a cone." Ephriam Ralph was the name of the builder. This experimental boat was modified and changed several times to no avail, and then in 1882 was sold to Shreveport, La. to tow cotton. Down there in the south she must have worked after a fashion for she continued to be documented at Lake Charles, La. into 1896 and perhaps some later. Her name was EXQUISITE. No photograph is known of her, a pity.

The principle of placing a partially submerged prop in a tunnel stern was not a new one. There is said to be a patent on such design issued in England to one John Buchanan in 1856.

At the time of the gold excitement on the Yukon River a tunnel stern towboat named EMPIRE was built at Seattle, Wash. Her steel hull was 80 x 32.2 x 5.4. The extreme width was to provide for six propellers. The Crescent Shipbuilding Co. of Elizabeth, N.J. handled the contract for the Empire Transportation Co. in which Standard Oil had an interest. She left Seattle on May 21, 1899 and arrived at St. Michael on July 1, under her own power.

Capt. Edwin W. Smith, a veteran of Yukon steamboats, wrote the following letter a few years later:

"I took the EMPIRE to St. Michael and started up the Yukon River with her in the summer of 1899. Will say I have no log of the trip but can give you an outline of the steamer's performance. The EMPIRE was an iron hull boat 90'0" long, about 36'0" beam, 5'0" hold, equipped with six compound engines and six propellers 36" diameter, working in tunnels which extended 18'0" forward from the stern transom in such a manner that all of the water used by the wheels was drawn from under the hull, which had square knuckles. When the steamer was in deep water with all engines operating she developed great power, as she had three Roberts pipe boilers, carrying 200 lbs. of steam. The boilers were very extravagant on fuel.

"We left St. Michael with three barges, two loaded with cargo of about 400 tons and one of coal. When we got on the flats off Point Romanoff in 7'0" of water the steamer sucked so bad we were obliged to slow down to half speed and when the water shoaled to 6'0" the suction was so great that the after deck was submerged and as much as 3" of water on deck. I was obliged to stop the engines. Then by working only the two outboard engines we were able to work ahead slowly, but not enough to

make steerage way, against a strong wind which was blowing. I worked the engines at different speeds and found that when the steamer had but three or four inches of water under her, and the engines were all working at a moderate speed, about two-thirds speed, the steamer would settle on the bottom and stop and so remain until all but two engines were stopped when she would float and drift off with the wind. I was compelled to anchor until the wind went down, after which by working slow we succeeded in getting into the river and deeper water. We proceeded up the river making very poor headway to Andrusky, where I left two of the barges, proceeding with one making but slow progress, being obliged to slow down so much on shoal water, as to barely move. I believe we were sixteen days making 600 miles where we gave up the attempt, transferred the cargo to another steamer and returned to St. Michael where the steamer was laid up and eventually dismantled. Yours respectfully, Capt. Edwin W. Smith, Seattle."

The above letter was addressed to Capt. Elmer E. Brown who at the time was Port Captain and superintendent of construction for the North American Transportation and Trading Company, headquartered at St. Michael, which built the sternwheel towboat WILL H. ISOM for Yukon service, completed at Seattle in 1901, capable of moving five loaded cargo barges (2,500 tons total) up that river.

According to the records of the former U. S. Steamboat Inspection Service a two-prop tunnel boat was built at Seattle in 1899 and behaved much the same as the EMPIRE in shallow water. She was named ALASKA, built by the Moran Brothers of Seattle for the Yukon, and finally abandoned.

Charles Ward, of Charleston, West Va., experimented with small tunnel-type boats. In 1893 he built the MASCOT, steel hull, 61 x 8.1 x 3.3, single prop, with a Ward water tube boiler. She was accepted by the U. S. Engineers, Wheeling District, and used on the Kanawha River to run errands and carry notables during the construction of locks and dams 7-11. Capt. E. A. Burnside took a liking to her later on, and used her as his private yacht around Point Pleasant, West Va. This was not a towboat, and was not intended to be, but the MASCOT served to stimulate interest.

A very brief experiment, trying to tow loaded barges down the Mississippi strung out behind the towboat, was initiated by Alexander McDougall of whaleback fame. For the purpose he built at St. Louis in 1900 a peculiar flat-bottom tug, pointed at both ends, hull 168 x 32 x 10.5, and named her for himself, MCDUGALL. She had a Scotch marine boiler, and tandem compound engines working twin props 8½ ft. dia. The spectacle of the trial leaving St. Louis did not last long when the barges became unmanageable. She found

employment in the New Orleans area shuffling oil barges, owned after 1920 by Standard of Louisiana, then based at Baton Rouge.

Then in 1901 the Charles Ward Engineering Works built a larger edition of the MASCOT, named her UNIQUE, and sold her to the Memphis District, U.S. Engineers, in 1904. She was 90 x 14 x 4.3, had a triple compound condensing engine and a Ward water tube boiler. The Engineers took off the steam plant and put in a Wolverine 100 hp. diesel. Here again there was no serious thought of using her as a towboat.

Such was the sum-total of the empirical knowledge of tunnel-prop river boats when, in 1903, the Wheeling District, U.S. Engineers, accepted from the Ward firm the twin-prop tunnel towboat JAMES RUMSEY. She was steel hull, 121.5 x 24 x 4.5. Had quadruple expansion engines working twin four-blade props 4'3" dia. The controversy over the expenditure of public funds for this towboat climaxed in a staged pushing contest in the Kanawha River at Charleston on Saturday, March 7, 1903, the RUMSEY pitted against the stern-wheeler D. T. LANE. The details of this affair, in which the RUMSEY won the laurels, are recorded in the June 1967 issue of the S&D REFLECTOR, along with profile and cross section drawings of the RUMSEY and photographs of the two contestants.

What we did not tell in that story, not having been privy to the letter, was the testimony of Capt. E. A. Burnside after he had been invited to pilot and handle the RUMSEY. Here's what he had to say:

"The RUMSEY had a derrick boat on her head drawing eighteen inches of water and dump scow drawing thirty inches of water, practically no wind or current. I requested Capt. Walter Johnson to maneuver the boat, to swing her around and to handle from side to side, and also to turn boat around and head upstream. After making several attempts and giving her every advantage to turn the boat with ordinary promptness, and failing, I then asked him to turn her around, which he attempted to do with no better success than he did before. A sternwheel boat under the same circumstances would have handled the tow of the RUMSEY and the RUMSEY included with ease and certainty, and rounded to in less than one-tenth of the time it took the RUMSEY. I tried the boat at the request of Captain Johnson. I worked ahead with both wheels full head, rudders hard down to starboard, to swing to the right and then stopped and backed on the starboard wheel, then on the larboard wheel, and with both wheels, giving her headway astern, then stopped the larboard wheel and came ahead on that wheel, to try to twist and throw the boat's head down, but she would simply go sideways and move but very little either way. I tried to handle the boat for twelve to twenty-five minutes, and finally succeeded in

getting her turned around. She is the poorest handler I was ever on, and Captain Johnson told me it was no uncommon thing for the boat to be fifteen to twenty minutes getting away from the shore."

Nevertheless the RUMSEY, operating within the limitations of her restricted abilities, survived to move the U.S. Engineer records, office furniture, and family and household goods from Wheeling to Huntington in a covered cement barge, arriving safely at destination of July 11, 1922, thus ending the Wheeling office. In September 1932 she was the first boat locked at the Marmet Lock and Dam on the Kanawha River. The Huntington District sold her at public sale in 1934 to the Louisville Sand and Gravel Co. and she was renamed STEVE CLICK, JR. This highly debated steamboat, denounced and ridiculed, served until she finally sank on July 3, 1947 at Helena, Ark. Too bad she was not preserved for posterity.

The JAMES RUMSEY was single deck and in 1906 Charles Ward built a more pretentious tunnel-prop towboat named A. M. SCOTT to honor the U.S. Engineer who had championed the building of the RUMSEY. The SCOTT was steel hull, 150.9 x 36 x 5.8 and was double deck. Details of her engines, boilers and prop size have eluded us, but she was twin prop, rated 500 hp. Also she was the first tunnel-prop on the Western Rivers having two stacks. Her employment during her first several years while owned by Mr. Ward is hazy, but she is said to have run excursions in the New Orleans area. He sold her in 1911 to the Kansas City - Missouri River Navigation Co., a recently formed organization dedicated to restoring Kansas City-St. Louis freight traffic via barge and boat, and completely gung-ho on tunnel-stern prop propulsion. Walter S. Dickey of this firm also bought the UNIQUE, previously mentioned in this discourse, and used her as a private pleasure boat.

This KC firm bought the steel hull packet CHESTER, originally CHEROKEE, built in 1888 at Dubuque, hull 216.4 x 33.9 x 5.4, took her to New Orleans and chopped her down to 150 ft. in length, and gave her three props in a tunnel stern. This also happened in 1911. They bought the steel hull sternwheel pleasure boat ANNIE RUSSELL, built in 1902 at Dubuque, and turned her into a single-stack towboat, retaining the engines and paddlewheel, and renamed her ADVANCE. Fortunately for all concerned World War I came along and, with it, the Federal Barge Line, which bought the A. M. SCOTT and ADVANCE and a flock of old KC model barges for \$458,500, a ransom price in 1918. The CHESTER was sold to New Orleans where the Sugar Products Co. stripped her down into a barge.

Throughout the course of this rather doleful discourse, the optimism for prop towboats would not be squelched even though the total number of enthusiasts could be counted on ten fingers. In 1915

the Ward firm at Charleston completed the INSPECTOR for the U.S. Engineers at Memphis, twin prop, triple-condensing engines, and water tube boilers. The hull was 144 x 26 x 6, tunnel stern. As things turned out she was the flagship of the enormous relief fleet sent into the Red, Black, Tensas and Ouachita rivers during the super-Mississippi flood in 1927. In lighter vein she year after year brought to Memphis the Royal Barge for the Cotton Carnival. The Engineers finally sold her in 1946, having put new B&W boilers on her two years prior.

The Dravo Contracting Co. built at their Neville Island plant near Pittsburgh a twin-prop steam towboat named PEACE, this in 1917. She had a steel hull 107.8 x 22 x 5.2. Like the JAMES RUMSEY she was single deck and much publicity attended this fact inasmuch as the War Department, in the interest of river navigation, decided that some of the bridges spanning the Allegheny River in the Pittsburgh area were much too low, and must be raised. Towboats built like the PEACE, it was pointed out, could safely pass under these low bridges. The PEACE fell short of expectations and War Secretary Newton D. Baker ordered the bridges raised.

The Carnegie Steel Company until World War I had contracted all of its towing in the Pittsburgh area. Decision was made in 1917 to build its own fleet of towboats and barges, principally to transfer coal from Monongahela River mines to its mills at Clairton and elsewhere. The Charles Ward Engineering Works at Charleston built for Carnegie a steam tunnel-stern prop towboat named CLAIRTON, her steel hull 157.2 x 26 x 5, twin screw, rated 1,000 hp. Her performance left much to be desired and the Carnegie fleet, which quickly became rather vast, was composed of sternwheel towboats of improved design.

Such was the state of the art of building prop towboats when excessive demands on railroads during World War I caused the Federal Government to charge its Council of National Defense with finding ways of making more effective use of the nation's inland waterways. As a result of the Council's study the government, in June 1917, commandeered privately owned floating equipment (see picture and caption of NOKOMIS on another page of this issue) and undertook the construction of a fleet of towboats and barges aimed, initially, to serve Mississippi River points between St. Louis and New Orleans. By April 1919, under the auspices of the U. S. Railroad Administration, they were operating the NOKOMIS, mentioned above, the A. M. SCOTT, ADVANCE, and two other sternwheelers, OSCAR F. BARRETT and CHOCTAW. Their barge fleet was composed of five cargo box barges acquired from the late Kansas City - Missouri River Navigation Co. and 20 barges transferred from the U. S. Engineers, St. Louis.

In view of the desultory performance and history of tunnel-prop towboats, it came as a real shocker to practical rivermen when the Council of National Defense approved plans to construct a fleet of 1800 hp. steam-prop towboats to revive Mississippi River commerce. Thomas M. Rees, heading James Rees & Sons Co., Pittsburgh boat building firm, was moved to write in *The Waterways Journal*:

"I was very much astonished at the statement the Government were now building modern steamboats or towboats for the Mississippi River, when I had been informed but a few weeks previously they had recently cancelled the contracts for the modern sternwheel towboats that had been let, and had adopted the half submerged propeller tunnel boat as the modern river boat for inland rivers. I understood this was done at the request of the Board who have charge of the work. I do not personally know all the members of the Board but what little I do know of it is there is not one practical river man or navigator on it, or one who has made a success of river navigation, or ever built a successful river boat, and while I do not profess to know only a small part of the business, I am willing to be enlightened on all that is practical and new, yet I have tried all my life or for about sixty years to keep in touch with navigation interests on the inland rivers in this country and all navigable rivers of Europe, South America and Asia."

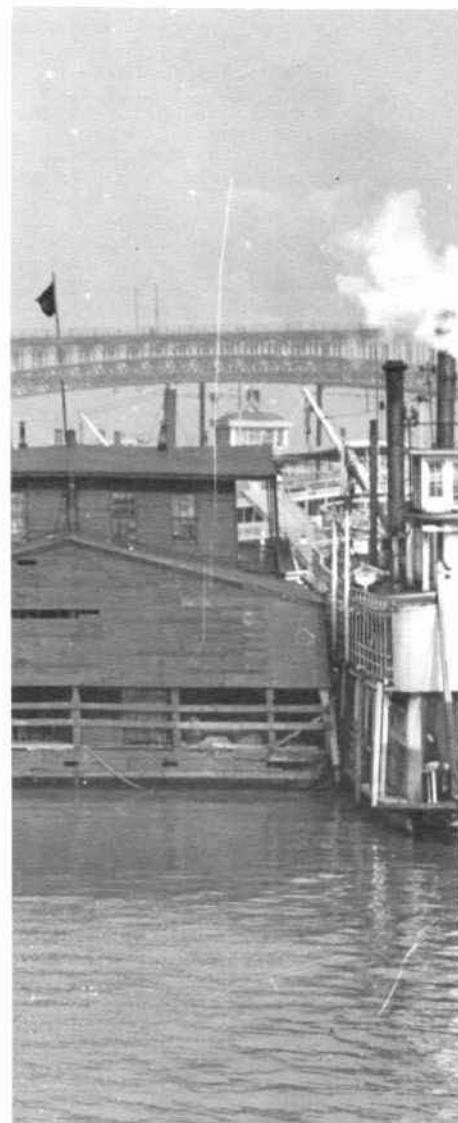
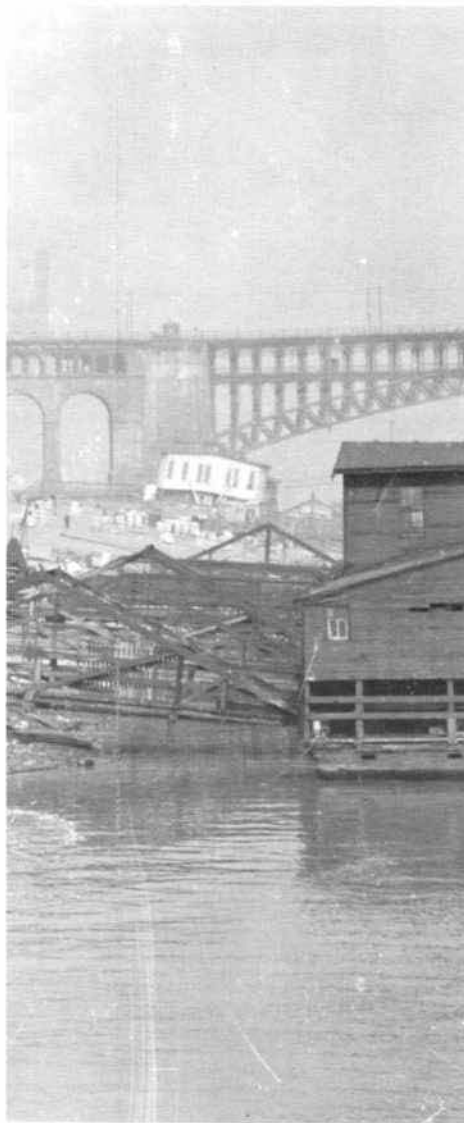
Thomas M. Rees was stunned into almost incoherence.

Incidentally the mention in his letter that plans for sternwheel towboats had been let, and cancelled, is news to this scribe. A set of drawings of these aborted sternwheelers would be of great interest today.

Of the six which were built, two were let to the Ward firm at Charleston, and the other four to the Marietta Manufacturing Co. at Pt. Pleasant. Ward built the NATCHEZ and VICKSBURG, and Marietta turned out the CAIRO, MEMPHIS, ST. LOUIS and BATON ROUGE. The plans were prepared in New York by marine architects Cox & Stevens with much consultation and assist from previous Ward experience. All six, called the "City boats," were 200 x 40 x 7, twin prop, each rated 1,800 hp. The success of these towboats was largely due to the adoption of "backing rudders" in addition to the main steering rudders, providing them with ability to back and flank, a "must" in river towing.

And thus it came to pass that the prop towboat, after years of experimentation, became a success thanks to World War I and the U.S. Railroad Administration. These "City" boats were produced in 1920 and 1921.

The NATCHEZ was clobbered by an ocean freighter. See page 46.



DICK LEMEN favored us with two Christmas photographs or, to put it another way, one photograph chopped in half lengthwise. An explanation of sorts accompanied: "I cut up photos to make Xmas greetings, Dick." Then Dick thought to add a few suggestions: "Wish you would write up Doggie Cross for the Reflector; he was a colorful guy. Rudy Gerber is probably the only living person who worked for Milt Harry. Milt should be written up too. People said dreadful things about him--but he was part of river history." But, to get back to the Christmas card(s). It (they) are tantalizing of course, taken at St. Louis with what appears to be the St. Louis & Tennessee River Packet Company wharfboat in center foreground, and off toward Eads Bridge what appears to be another large wharfboat beached at a tilt on the levee. Somebody must limber up a typewriter and write up Dick Lemen.

Larry Schwartzbach, 4 Maplewood Lane, Ottawa, Ill. 61350 tells us that an ancient side-wheeler named LUCIUS NEWBERRY was located by scuba divers in Lake Geneva, Wis. about a half-mile off shore in 65 feet late in 1982. She was built in 1874, 115 x 30, and caught fire at her dock at Lake Geneva about 1892. Fearing the flames would spread through the dockside area, she was cut adrift and burned and sank out in the lake. The loca-

tion of the wreck was not known until in 1981 a diving team located a few of her timbers.

This past November and December a scuba crew, with a 30-ton crane, retrieved the engines, and recovered brass faucets, brass trim from the pilothouse, and other fittings. The anchor also was brought up. The rudder was said to be in good condition below the water line.

Sirs: I've lived out here in California for 33 years, but think of Bethel, O. as home, where I rode the ISLAND QUEEN to Coney Island. During the early '50s I visited at the Maritime Museum in San Francisco and there learned that a DELTA QUEEN plied for many years from there to Sacramento. So I wrote Greene Line Steamers at Cincinnati to ask if their DQ was the same one, not having heard the story of the transit. Of all things a reply came personally to me from Capt. Tom Greene, telling me some of the details. Wasn't that nice of him! While in Marietta several years ago I bought a copy of the Saga of the DELTA QUEEN. What an adventure!

Walter Corsi,
624 W. 42nd St.,
San Bernardino, Ca. 92407

-Mr. Corsi enclosed clippings from the Los Angeles Times relating recent adventures of the DELTA KING, for which our thanks. -Ed.

In our last issue, page 38, we were speculating whether or not the present railroad transfer barge in Missouri Pacific's Natchez-Vidalia run is the hull of the

side-wheel STE. GENEVIEVE. In the January issue of Railfan & Railroad, page 51, the ferry operation appears in a photograph and the accompanying caption reads: "The carfloat STE. GENEVIEVE was originally a handsome side-wheeler with deckhouses and tall stacks outboard of the tracks. In that configuration she served MoPac subsidiary Missouri & Illinois between Kellogg, Ill. and Ste. Genevieve, Missouri. She has now been narrowed to a barge and teamed with the tug NATCHEZ."

January's Railfan & Railroad also features a bulletin titled "The Jinx Strikes." The story: "It's happened again. As we were in final production stages of this article the news reached us that the MoPac's carferry operation between Natchez and Vidalia shut down this (past) summer because of repairs needed on the barge and tug. The stresses of loading have reportedly caused some structural damage to the barge's hull, and as of early October 1982 no decision has been made as to whether it will be rebuilt or replaced or whether the operation will be terminated. Natchez traffic from the MoPac at Monroe is presently being routed ICG, crossing the Missis-

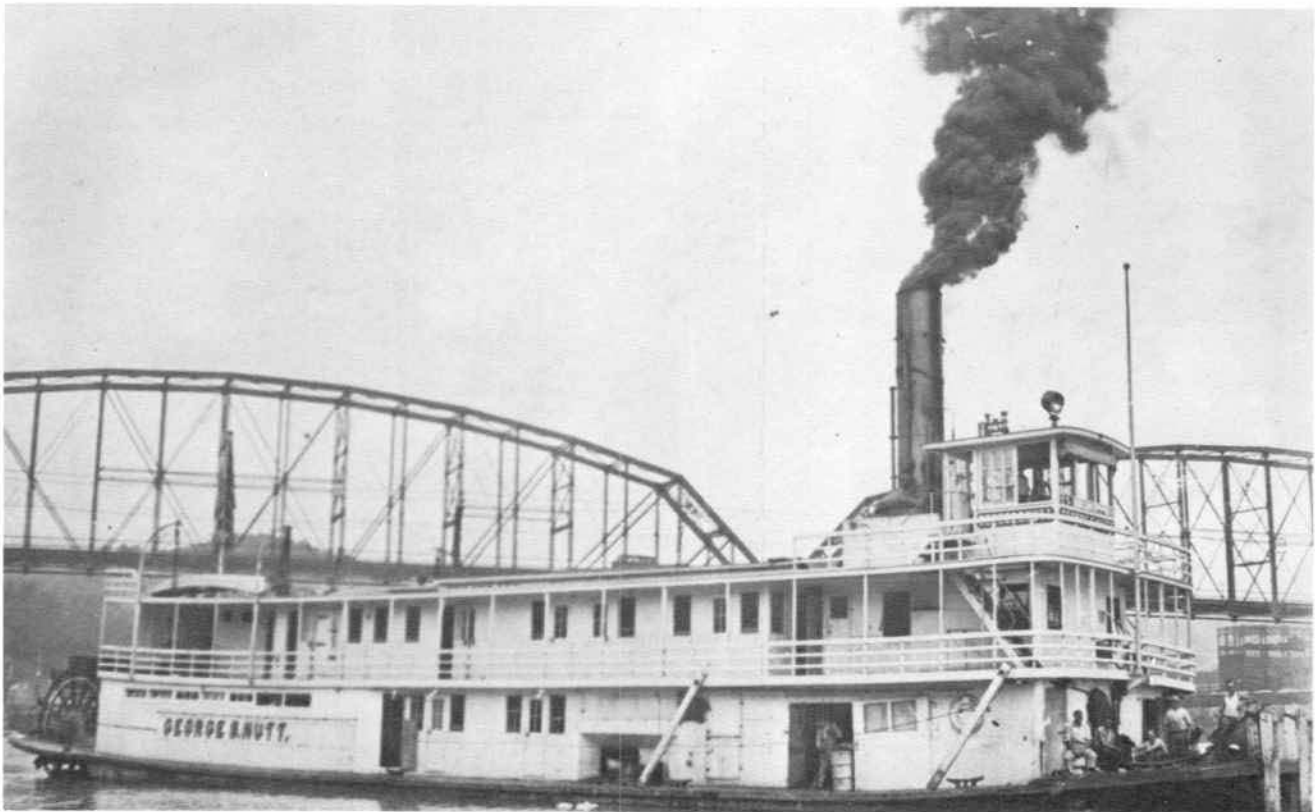
sippi at Vicksburg and delivered to the MoPac at Natchez." -Our thanks to Richard E. Brown for the above.

A Christmas-time story out of Washington, D. C. announces that business conventions held aboard U.S.-registered passenger vessels entitle the tourists to a substantial tax break. If, this is, such tourists can show work as well as play.

There isn't much choice about where you can go to reap such benefits. There are two Hawaii-based liners, OCEANIC INDEPENDENCE and OCEANIC CONSTITUTION to fill the bill, and, of course, the MISSISSIPPI QUEEN and DELTA QUEEN.

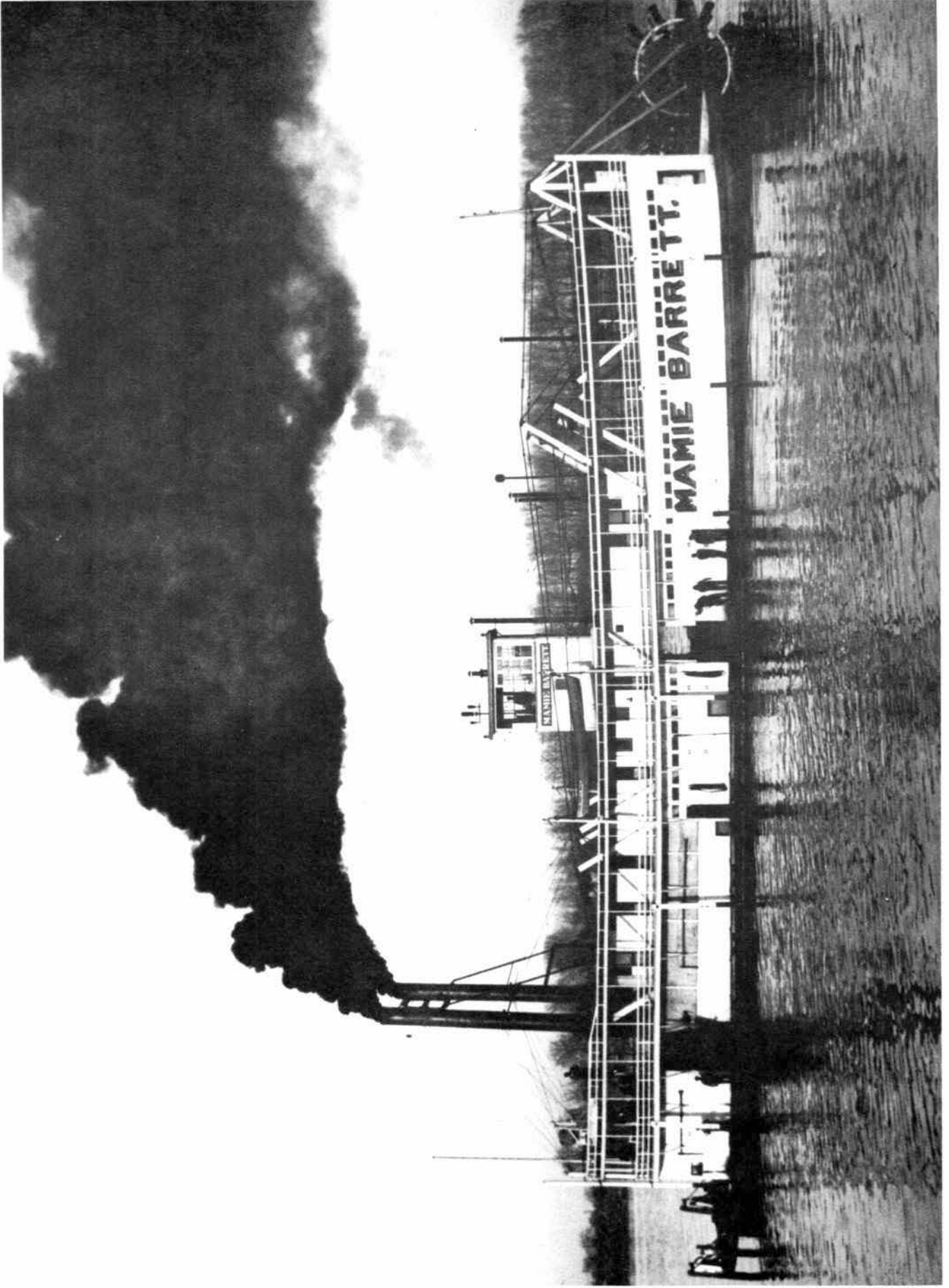
This legislation was tacked on as an amendment to the 5c federal gas tax bill to pay for highway and mass transit improvements.

The terms of the amendment stipulate that the annual tax deduction is limited to \$2,000 annually for each taxpayer, or \$4,000 in case of a married couple who attend such business-related conventions or seminars aboard vessels flying the U.S. flag which make ports of call only in this country or its possessions.



BUILT by Ward at Charleston, West Va. in 1924, the GEORGE S. NUTT came to Pittsburgh in the spring of 1926 with her original name, LOOKOUT. Ward had built her for the U.S. Engineers and she was at Nashville when Capt. Richard J. Hiernaux and crew went there to get her. At Pittsburgh her name was changed to GEORGE S. NUTT early in 1927 to honor posthumously a veteran riverman of the Monongahela Navigation Co., which had

owned the Monongahela River locks and dams, and who continued with the Pittsburgh District U.S.E. after the takeover. Mr. Nutt had died about six years prior. By 1937 she had been sold to New Orleans, renamed ADMIRAL, and was rebuilt at the Canulette Shipbuilding Co. in 1941, owned by W. Horace Williams Co. In the fall of 1948 they sold her to Yaun Boat & Barge Repairing Co. at Baton Rouge, who dismantled her.



Black-smoking the MAMIE BARRETT - story on next page.

PICTURE ON THE OPPOSITE PAGE

We are indebted to John T. Smith of the Howard Steamboat Museum for this photograph from his private collection of the MAMIE BARRETT, the best we have seen of her.

She was built in 1913 at Levan-na, Ohio on a wood hull 150 x 32.8 x 5.4, and had Marietta compound condensing engines, 14's, 26's- 7 ft. stroke, named for the wife of Capt. Oscar F. Barrett who, at the time, was sole owner of The Bar-rett Line, headquartered at Cin-cinnati and owner-operator of a considerable fleet of towboats and barges.

In May 1917 the Carnegie Steel Company, Pittsburgh, bought the MAMIE to tow coal from Mononga-hela River mines to their new cok-ing plant at Clairton, Pa. Under the supervision of Capt. A. O. Ackard she was cut down "pool style," the pilothouse moved forward on the boiler deck and all of the forward hurricane roof removed to aft of the stacks. Carnegie renamed her DUQUESNE, and so she became one of the original Car-negie river fleet.

After about ten years in Car-negie service she was sold to the Elsey River Transportation Co., headed by Capt. Phil C. Elsey, and was renamed DONALD BIRMINGHAM for a Monon Valley financier. The Great Depression cut short the am-bitions of this enterprise, and she was again sold, this time to the MacQuown River Transportation Co. with big ideas and lack of cash. Needing extensive hull work she was taken to the marine ways at Madison, Ind. in 1934 (your scribe piloted her down), was hauled out, the new owners could not produce the money needed to fix her, so she spent about two years perched at the top of the ways.

In the fall of 1936 Capt. A. C. Lyons of Pittsburgh bought the boat, completed the repairs at Madison, and renamed her KATIE LYONS. He chartered her out on towing jobs and at one time (1938) she was towing coal from East St. Louis to the Dewey Portland Cement plant near Davenport. There were lengthy periods of idleness after that when she was tied up at Pittsburgh, occasionally making a trip for the American Barge Line.

On March 16, 1942, downbound with loads, her tow struck a pier of the Bellaire, O. Baltimore & Ohio railroad bridge. The impact doubled up the hull and in shorter time than it takes to tell she be-came a total wreck, taking to their deaths Capt. Lyons, his pi-lot Harry McGuire, and others.

This accident was a real shocker coming as it did on the heels of a similar tragedy some three weeks prior when the towboat G. W. Mc-BRIDE was lost on the pier of a Cincinnati bridge resulting in the deaths of well-known rivermen, in-cluding Capt. Roy Edgington, Capt. Pete Lallance, and chief engineer Kenneth Peck.



Capt. Walter Blair's KEOKUK at Quincy, Ill. Thanks to John R. Miller.

36. OPERATION OF RIVER TRANSFERS:

Instructions and Rules for government of crews operating Steamer Ste. Genevieve and engines serving the steamer:

Engine Whistle Signals

One blast of whistle at top of incline—call for boat signal.
Two short blasts of whistle—acknowledgment of boat signal.

Boat Whistle Signals

Two blasts of whistle—boat has landed.
One blast of whistle—boat is departing from landing.
One blast of whistle when boat is being pulled or loaded—derailment.

Unloading Boat

Before pulling cars off the boat, Foreman in charge of boat engine shall first ascertain that track on boat is properly lined with track on apron girders and cradle, that all clamps are removed from tracks, that all cars in cut are coupled, air hose coupled and brake system charged. Foreman or Switchman shall ride the rear car.

Loading Boat

The boat Captain or Pilot will direct the manner of loading in order to avoid listing of the boat when loaded. Foreman of boat engine shall make up boat cut as directed by the Captain or Pilot. Before starting to shove cars down the incline, Foreman shall take slack out of cut of cars, know that all cars in cut are coupled, air hose coupled and brake system charged. Foreman or Switchman shall ride the lead car.

Engine Speed

Engine must not exceed five miles per hour while shoving cars on the boat, ten miles per hour pulling cars off the boat between the cradle points and boat.

General

Engineer on boat engine, in making a stop on the boat, shall use automatic brake and apply air in emergency when given STOP signal, to prevent cars from going over stern of boat.

In handling an engine or wrecking crane across the river, it shall be placed on the center track not less than one car length from the head end of the boat.

The Boat Captain or Pilot and Foreman of the boat engine shall be jointly responsible for the proper adjustment of cradle. The Boat Captain or Pilot will be responsible for the proper coupling of the boat to the cradle and the proper alignment of tracks on the boat with the track on the cradle.

Deck hands shall observe the loading and unloading of the boat and be prepared to place slide shoe on boat track in case cuts break in two. After the boat is loaded and before it leaves the cradle, a rail clamp should be securely clamped on one rail of each track immediately ahead of the front truck wheel of the forward car and clamps shall not be removed until the boat is landed and coupled to cradle.

Boat engine or cars shall not stand on cradle when boat is landing or backing away from cradle.

Instructions and Rules for government of crews operating Steamer Ste. Genevieve and engines serving the steamer.

In serving the boat, engine must always be headed up or backed down the incline. Tow car will be used with engine serving the boat and air brake line must be coupled through and air brakes on tow car operating.

Boat engine crew shall adjust the cradle on request of Captain or Pilot.

Foreman of boat engine will be held responsible for the handling of way bills to and from boat.

All wrecking derricks, bridge derricks, pile drivers, locomotive cranes and locomotives classifying E-45 or less, may be handled on boat for transfer across the river.

Care should be exercised to avoid overloading boat. Normal boat load of cars and lading must not exceed 1500 tons. Load limit of 1750 tons may be handled in an emergency.

37. TELEPHONES:

Location of telephones in booths and other buildings, other than telegraph offices connected with dispatching circuit.

Location	MP	Pole	Booth or building in which located
Bonne Terre Subdiv.:			
Riverside	0	0	Booth
BB Siding	11	8	Booth
Burnside	18	17	Booth
Valles Mines	20	22	Section House
Dolly Siding	33	27	Booth

The accompanying photo-stat on the operation of river transfers comes to us from William B. (Bill) Fletcher, 7515 Yankey St. Downey, Calif. 90242.

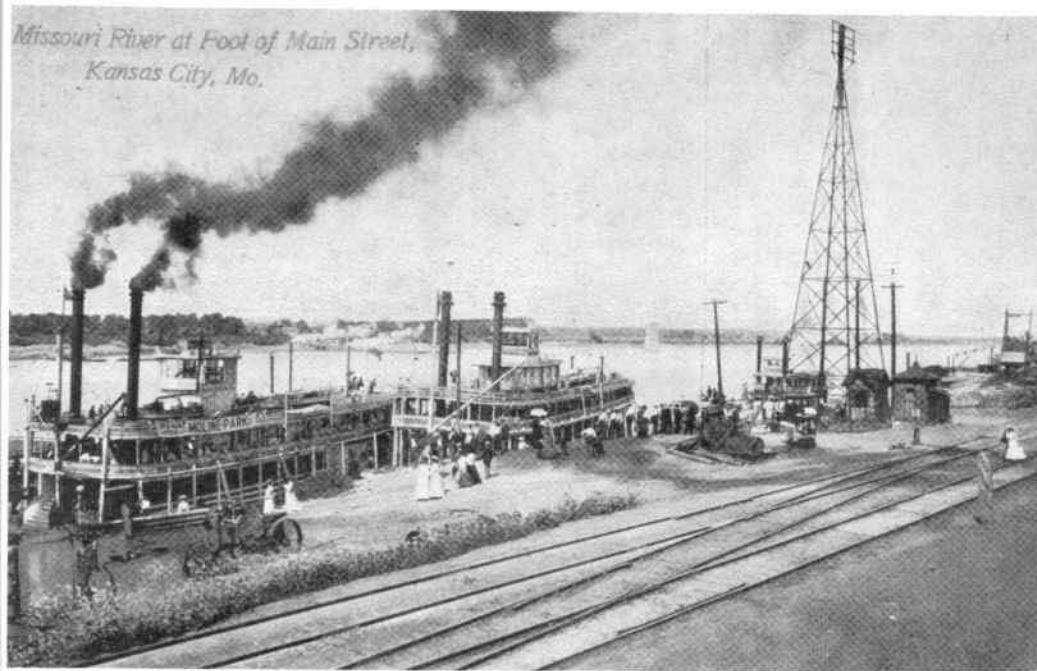
Bill was intrigued with the story in our last issue, page 36, regarding the side-wheel railroad transfer STE. GENEVIEVE.

The accompanying direc-tive appeared in Time Table No. 21 of the Mis-souri-Illinois Railroad Company, dated July 18, 1954. It was distributed to the employees.

Bill Fletcher was raised at Ironton, Mo. on the main line of the MOP, and an uncle of his ran an engine St. Louis-Poplar Bluff for 50 years. The two of them would drive to Ste. Genevieve with a picnic lunch and watch the transfer steamer operate. Bill spent a full day aboard the STE. GENEVIEVE taping the sounds and taking color slides. He recalls that Capt. Grieshauber, retired from the U. S. Engineers, was master at the time. As Bill recalls it, the boat made seven round trips that day he was aboard.

Our apologies for the fine print of the reproduction. It's worth the time to get a magnifying glass and learn how a transfer boat operated.

-For more about the STE. GENEVIEVE see page 19.



a wagon. On the second of that two-day event Harry Stocksdale was amongst those who played it. I don't recall that the picnic raised a lot of money but Alan Bates, Doc Hawley and I had a lot of fun with that wheezy old calliope.

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

Marion B. Frommel died on December 20, 1982 at home, One Lytle Place, Cincinnati. He was 71. He headed the Buckeye Boiler Repair & Welding Co. in Cincinnati's West End. An ardent river fan, he was active in the local Power Squadron and at one time was president of the Cincinnati Propeller Club. In 1957 he furnished a steam boiler allowed 650 psi for a prop yacht owned by the late Dr. Howard D. Fabing, Cincinnati neurologist. The boiler was a complete success, but the boat was not. (See Dec. '70 issue, page 39.) Marion was associated with the operation of the GORDON C. GREENE and the DELTA QUEEN, lending his mechanical talents to repair and adjustment problems. His avocation was to become a proficient Ohio River pilot, blessed as he was with the capability. His wife, Marian Penn Frommel, survives him.

'Scape pipes on early-day boats were short, sometimes extending only four feet above the hurricane roof. A news reporter with the Daily Gate City, Keokuk, asked an old-time boatman, somewhat of a wag, about the reasons for this. The answer was printed in the May 31, 1878 issue:

"The passengers used to amuse themselves by getting those who did not know the result to put their hats over the pipe to stop the steam. This invariably resulted in the loss of the hat and a laugh at the victim. Another use was the economy in scalding chickens and other fowls; but at length second cooks became so careless that the chicken got loose and dropped into the heater, and as it was boiled to pieces the bones were carried into the force pump and stopping the valves creating danger to the boiler, which was obviated by raising the steam pipes." -Thanks to John R. Miller, Keokuk, for the above.

Clifford A. Morris of 214 Adeline Ave., Pittsburgh, gave us a phone call the last week in January. His mother, Mrs. Howard Morris, now 87, was recovering from a bad spill, having broken bones in shoulder and arm. We talked with her briefly as she recalled the era when her husband was associated with the HOMER SMITH, LIBERTY, SENATOR CORDILL, GENERAL WOOD, BETSY ANN, QUEEN CITY and the JULIA BELLE SWAIN.

KANSAS CITY, MO., probably in 1902, showing the MOLINE at the left and the R. C. GUNTER. A canvas sign along the MOLINE's roof rail proclaims: THIS WAY FOR MOLINE PARK. She started out as a rafter on the Upper Miss, built at Cincinnati in 1880 for Dimock, Gould & Co. and enrolled out of Rock Island, Ill. In 1900 she was bought by the Kansas City Navigation Co. who converted her into an excursion boat, usually towing a passenger barge named MASCOT. Then in 1907 she was bought equal shares by Ralph Emerson Gaches and Edwin M. Price who brought her out in 1908 towing the GRAND FLOATING PALACE showboat, now renamed EMERSON. The R. C. GUNTER dated back to 1886 when she was built at Chattanooga as a packet for the trade to Decatur, her first master being Capt. R. C. Gunter. Later she ran out of St. Louis to the Illinois River and then, in 1902, was taken to Kansas City by Capt. Harry H. Monaghan for excursions. The color post card from which this picture is reproduced comes to us from Allen K. Wisby of Pasadena, Texas who says his wife picked it up at an antique show.

Harry Stocksdale, veteran excursion boat calliope player, died on Wednesday, December 29, 1982. He was 87. Harry was a native of New Albany, Ind. and lived there until some few years ago when he and his wife, Margie Ducker Stocksdale, moved to French Lick, Ind. to be near their daughter, Mrs. Mary Frances Cox.

He became intrigued with calliope music while a youngster when the excursion sternwheeler HIAWATHA was in the area, and when the ISLAND QUEEN (1st) took out trips from New Albany, 1901-1911, in the early spring before settling down for the summer in the Coney Island park runs at Cincinnati.

In 1920 he was engaged to play calliope on the PILGRIM then running Louisville-Fern Grove. She had an unusually large instrument with 36 whistles. After two seasons on her he went to the side-wheel AMERICA, ex-INDIANA. Also he played on the EAST ST. LOUIS, and was on the G. W. HILL, and was again on her after her name had been changed to ISLAND MAID. He played two seasons on the PRINCESS, ex-SUNSHINE, running Louisville-Sugar Grove. Also he was on the ROOSEVELT, ex-VERNE SWAIN.

In 1933 Harry played a fall tramping trip on the ISLAND QUEEN (2nd), and again in 1934. In 1943 he again went to the QUEEN and was on her four full seasons, resigning in the fall of 1946.

His facility at the keyboard came from silent movie days playing in theaters. He was best known around New Albany as a music teacher.

Other than his wife and daughter mentioned above, Harry leaves two grandchildren and three great-grandchildren. Burial was in the Fairview Cemetery, New Albany.

Sirs: Several years ago while visiting Harry Stocksdale (see above) he showed me the room where he gave music lessons. On the walls were many framed pictures of the boats he had served on. He had a collection of tape recordings of calliope on various boats and was more than happy to talk about his days on the river.

In the fall of 1971 a picnic was held in Jeffersonville, Ind. to raise funds for the fire-ravaged Howard Steamboat Museum. The air calliope which had come from the BELLE OF LOUISVILLE was mounted on

Michael Thomas Frye arrived on this planet on June 11, 1982, son of Michael and Linda (Jackson) Frye. Paternal grandparents are Rosco and Dorothy Frye. Christening was at St. John's United Church of Christ, Newport, Ky. on October 10th, and Virginia Bennett and Capt. Harry Loudon were named as godparents.

Sirs: Did I detect an error in the December issue, page 27? The caption says the picture is of the 8th NATCHEZ. I believe it was the seventh. The eighth was a stern-wheeler and was built in 1891. Right?

Judy Patsch,
921 21st Ave.,
Rock Island, Ill. 61201

=We were counting on our fingers, one of which had been sliced while opening a can of Argentine corned beef. -Ed.

Update on the LOUISE (Dec. '82 issue, page 13.) New hull timbers were placed on the port side and rakes at Winona, Minn. She then was launched and towed 120 miles down the Mississippi to Guttenburg where she was hauled ashore to sit out the winter. Extensive work remains to be done on the starboard side of the hull. Gary Frommelt also plans to give her a new engine.

Sirs: Was interested to read about the Lake Caddo wreck of the MITTIE STEPHENS (Dec. '82 issue, page 36.) After leaving Lake Caddo, boats entered Big Cypress Bayou which flowed through Jefferson, Texas, about 70 miles from my hometown of Tyler, Tex. Big Cypress Bayou is little more than a creek now. Jefferson is a Texas version of Natchez. It is especially interesting to spend a night in the old, respendant Excelsior House Hotel and be entertained through the night by the resident ghosts.

Lexie Palmore,
630 Windsor,
Tyler, Texas 75701

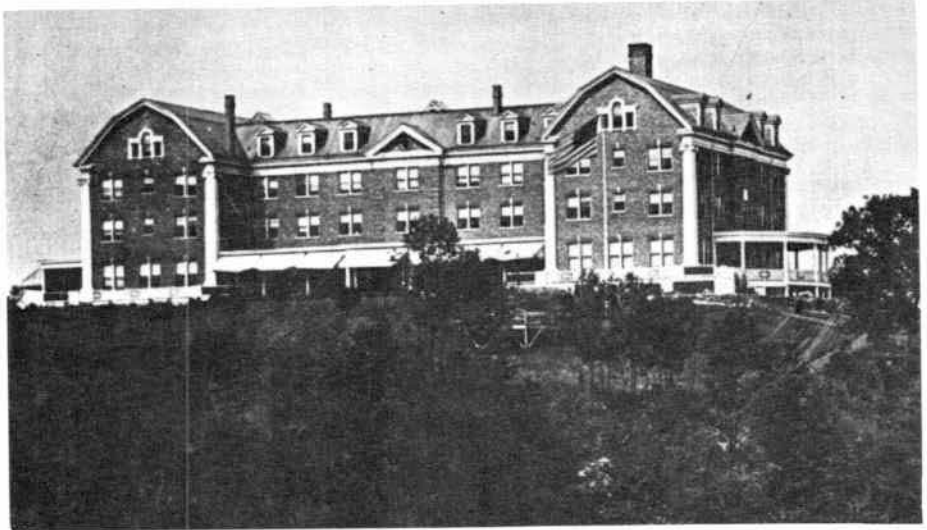
BACK ISSUES AVAILABLE

Our secretary has in stock the following:

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

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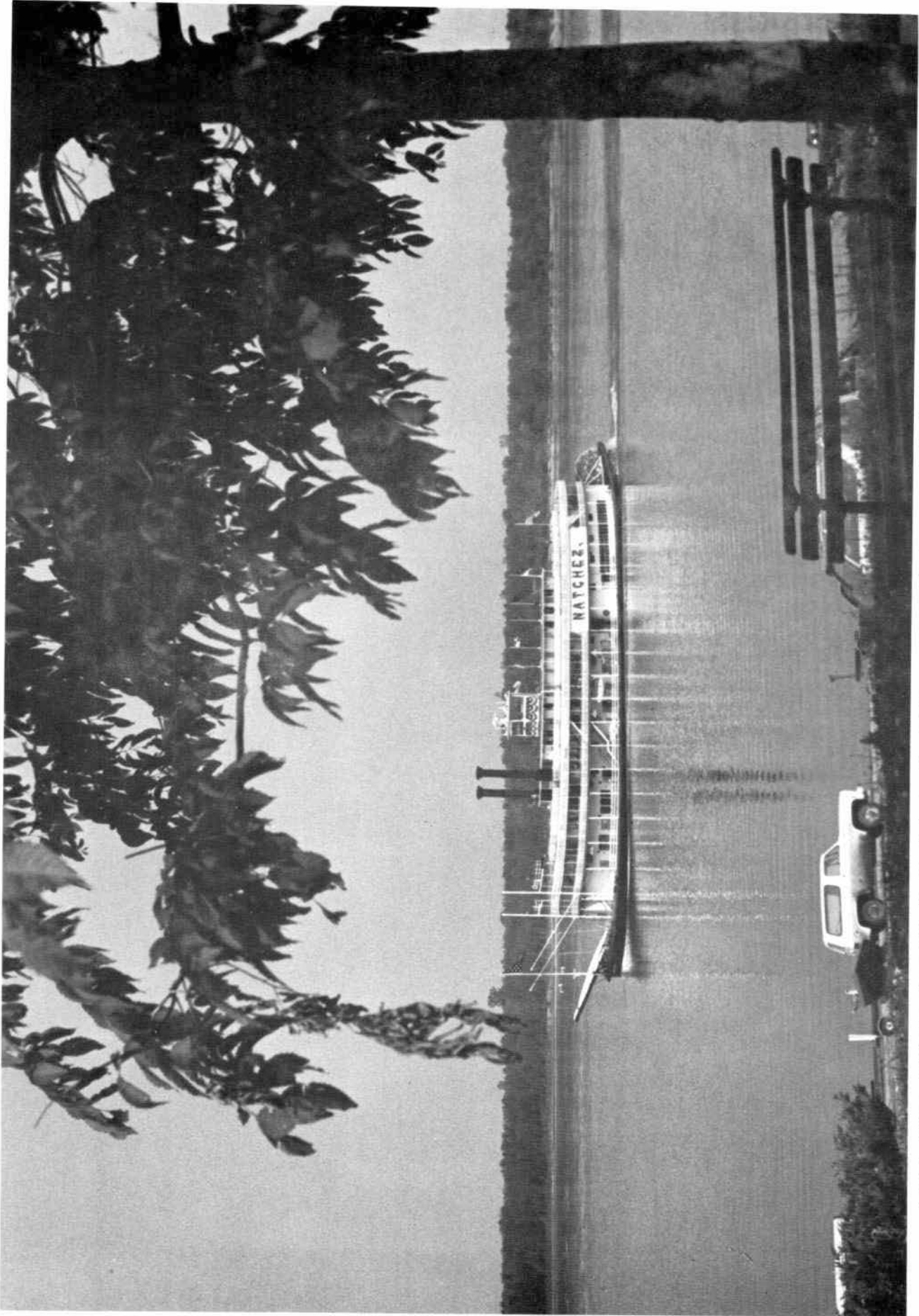
Any or all of these will be carefully wrapped and mailed to you at the going price, \$3 per copy. Address Mrs. J. W. Rutter, 964 Worthington, Birmingham, Mich. 48009.



On page 5 of our last issue mention is made of the Altamont Springs Hotel at Fort Thomas, Kentucky. This has brought to us a letter and the above photostat. Larry Walker says: "I had never heard of the place and so started to do a little digging. Found out that Ft. Thomas was noted for its mineral springs during the latter part of the 19th and the first part of the present century. The Altamont was located on top of the hill not far from the Fort, with another hotel, the Avenel, not far away. Am sending along a photo-copy of a picture of the Altamont. As you can see, it was fairly large."

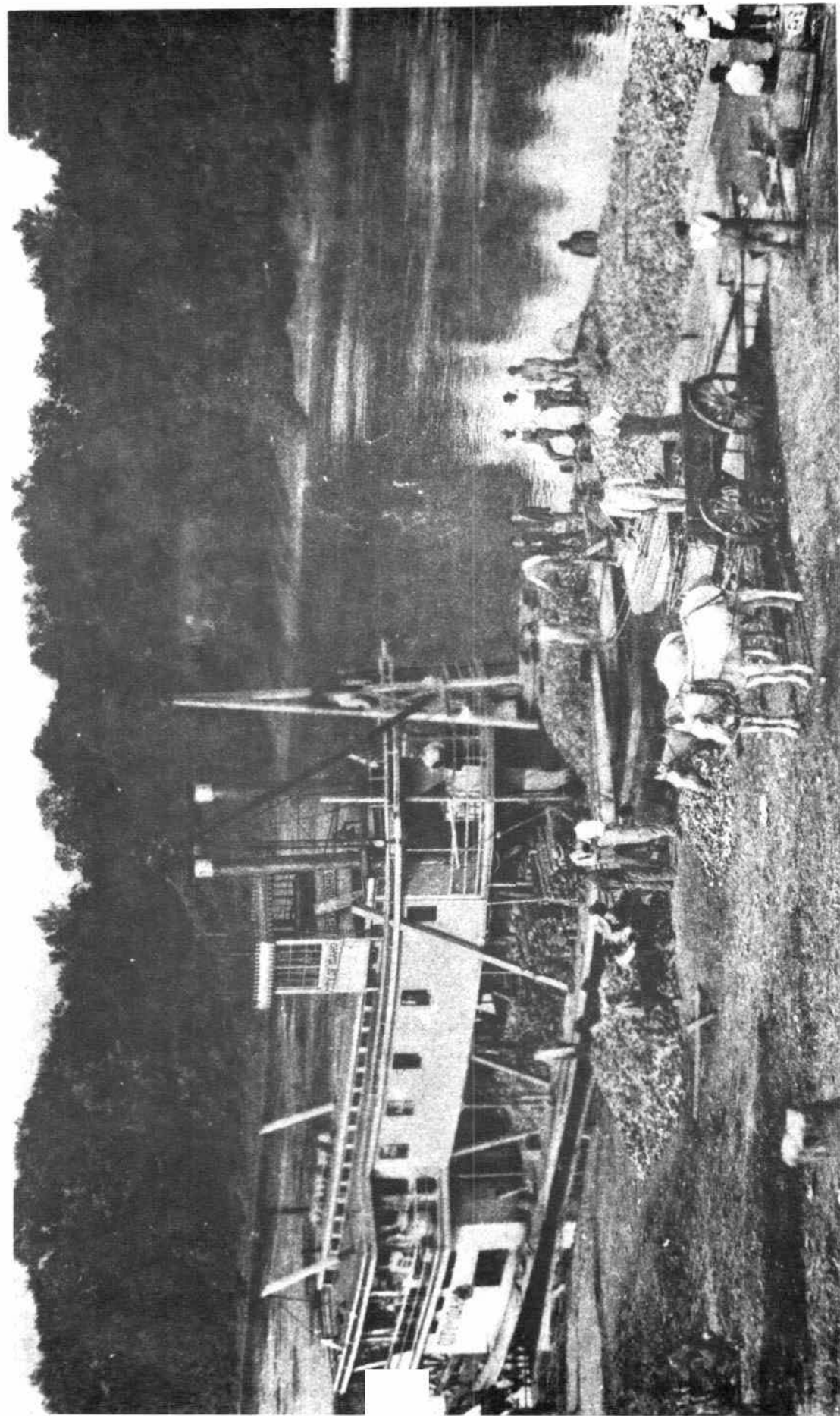


Scene in the St. Louis harbor taken one cold day in January 1887, the Mississippi clogged with ice. The 205-foot side-wheel railroad transfer JOHN TRENDLEY, owned by the Wiggins Ferry Co. appears at the left. She was built at Madison, Ind., 1881, two boilers on each side powering 22's-7 ft. engines. She burned at East St. Louis on November 11, 1892. Out in the river with a line ashore is the steam tug RESCUE NO. 2, built at Metropolis, Ill., 1882, which served at St. Louis until July 1889 when she went to Evansville, Ind. to serve the Louisville, Evansville & St. Louis Railroad Co. Later she was returned to St. Louis where she burned December 12, 1898. Ruth Ferris sent us the picture.



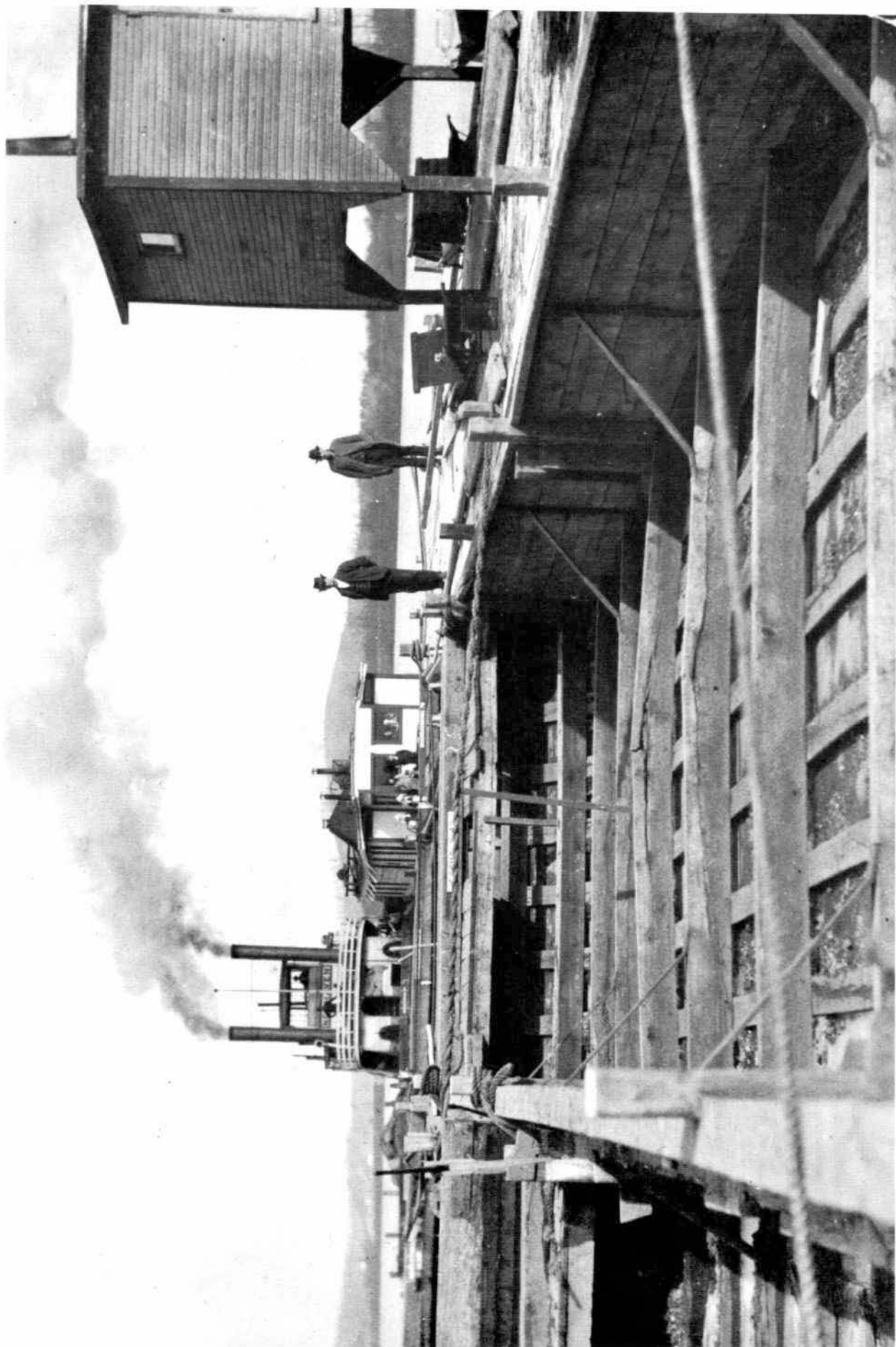
Jeff L. Yates, 3331 Lovelaceville Road, Paducah, Ky. 42001 took this picture of the NATCHEZ downbound at Paducah on May 3, 1982 as she was returning to New Orleans, having won the Derby Week steamboat race at Louisville. This picturesque

scene first appeared in The Waterways Journal, issue of May 15 '82, inasmuch as Jeff is the WJ's branch manager at Paducah. We made mention of it in the Sept. '82 issue of this magazine and Jeff was kind enough to send us a copy.



THE INDIANA HISTORICAL SOCIETY is the source of this view of the packet CITY OF IDAHO loading corn (our interpretation) on the Wabash River at Vincennes, Ind. It's piled in the deckroom, heaped on the forecastle, and she's faced to a decked flat loaded to capacity. Out on shore are several more heaps, and by the looks of the wagon more is arriving. This little steamboat was built at Memphis in 1898 on a wood hull 88 x 21.7 x 3.5, had one boiler, and worked engines 8 inches bore by 3½ ft. stroke. She ran Memphis-Fulton, then to Peter's Landing, and in 1903 was on White River, Newport and Clarendon. By 1904

she was at Evansville owned by Capt. Frank L. Kennedy who rebuilt her the following year--1905--the likely date when this picture was taken. In March 1906 Dana Scott inspected her for insurance purposes and reported back to Neare, Gibbs & Co. that she was in good condition "but not a desirable risk." Next we hear she was running New Orleans-Bayou Lafourche in May 1907 and then Dana Scott marked in his ledger "Dead." What we'd be most interested to learn is how she got that name CITY OF IDAHO, the implication being there was a city named Idaho, which eludes us, and apparently the mapmakers as well.



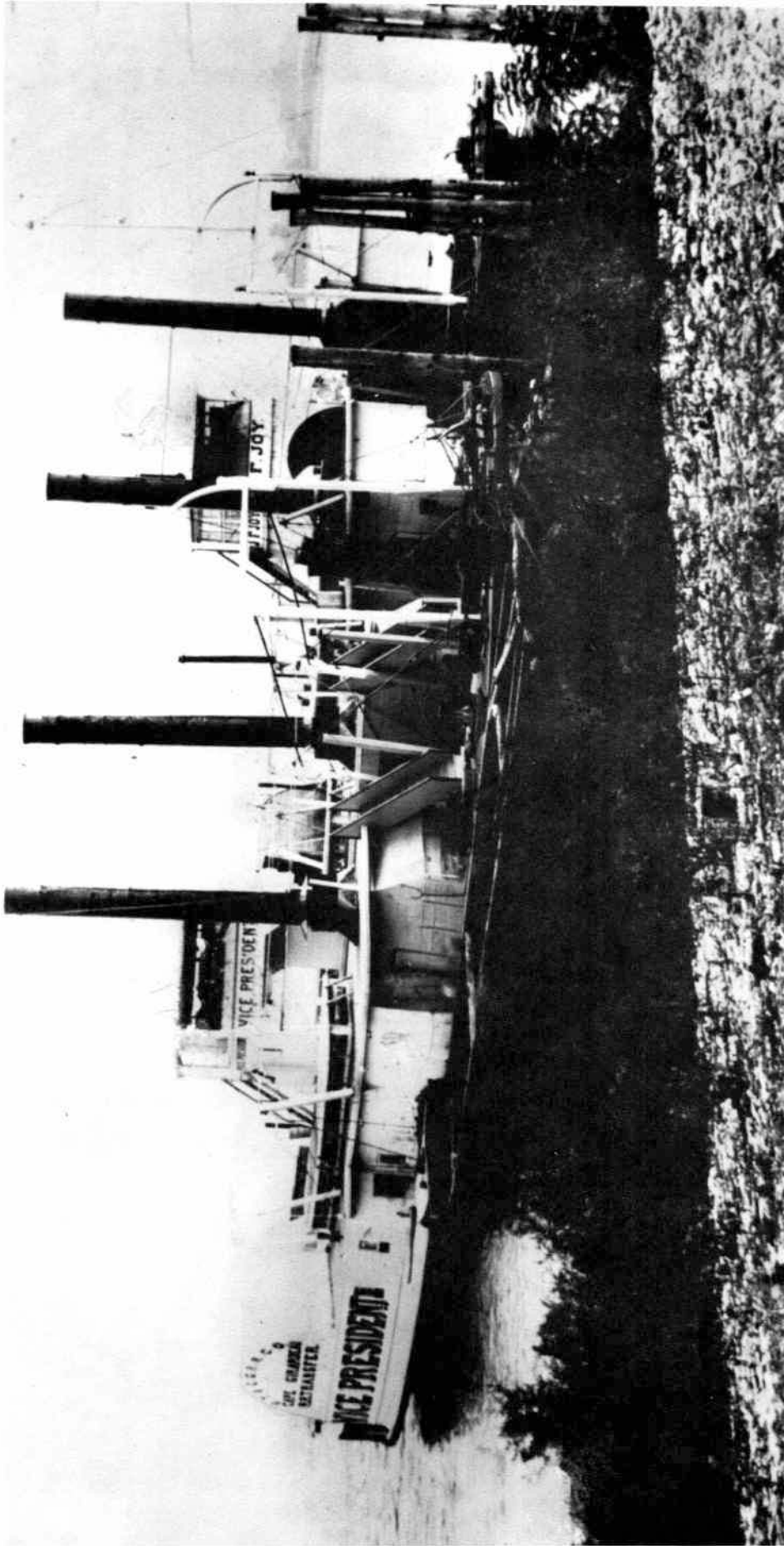
NOTED Upper Ohio River photographer Thornton Barrette got out on the barges with his camera and took this picture of the towboat NEW HAVEN with the Barrette Floating Photo Gallery hitch-hiking in the tow. The NEW HAVEN was built at Pomeroy, O. in 1892 and was named WM. WORMALD until purchased and renamed in 1896 by the New Haven Towboat Co. with I. N. Flesher of Middleport, O. as agent. The deck barge at the right with the stilted

shanty was a type commonly used for transporting lumber, brick and the like, with a watchman living aboard. If you look sharp, you can see children and grownups posing on the front deck of the Photo Gallery. This comes to us from the Murphy Library collection and is made from an original owned by C. M. Dowling, grandson of Thornton Barrette, now living in Miami, Florida.



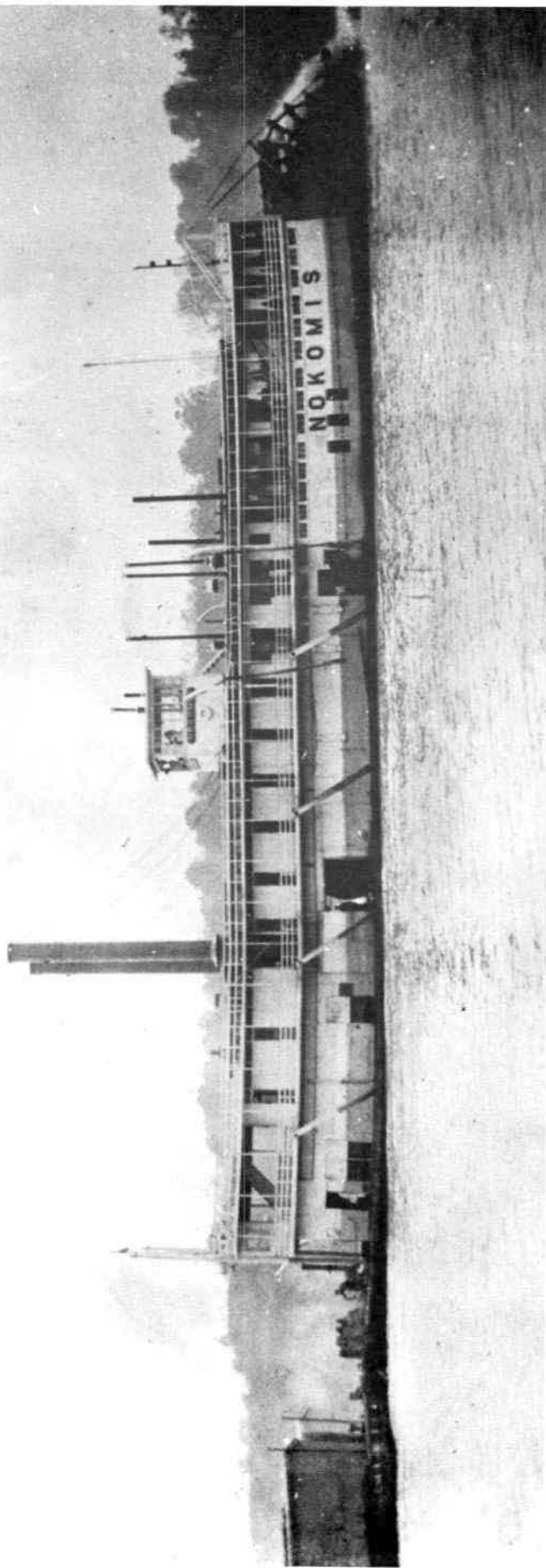
RALPH DUPAE unearthed this one at the Joe Sulleman Museum, Wabasha, Minn. The original print is unmarked. The folks at the Museum don't know what it is; Ralph doesn't know, and --to make short the story--we don't know. One oddity is that every blessed creature, male and female, young and old (there

must be several hundred) wears a hat. This dates the event, which seems to be a community picnic, before the first World War, and, judging from the dresses, maybe 1909 or 1910. Surely some grandson or granddaughter in S&D has seen this picture in the family album. Please clue us in!



DAVID TSCHIGGFRIE sent us this picture from Dubuque in 1970 and we've been sitting on it ever since--that is, until a week ago when Ralph DuPae produced an identical one that he had discovered in the files of the Dubuque Historical Society. The shot is exceptional inasmuch as both of the subject transfer boats, the VICE PRESIDENT and J. F. JOY, have eluded picture collectors for years. Both are old-timers, both built at Madison, Ind. within a year of one another, the V.P. in 1872 and the JOY in 1873. The picture was taken in all probability at Cape Girardeau, Mo. inasmuch as the lettering on the V.P.'s paddlebox reads CAPE GIRARDEAU R. R. TRANSFER and circled above are the initials G. T. & C. G. R. R. Co, which we take to be the Grand Tower & Cape Girardeau Rail Road Co., later sopped up by the Illinois Central. According to a compilation published in the July 1927 issue of the Missouri Historical Review the V.P. burn-

ed at Cape Girardeau on February 14, 1892 and had been serving there for several years prior to the fire. Both of these transfers had previously served on the Missouri River at Nebraska City, Neb. The V.P. was being brought down the Missouri on May 23, 1889 when she collided with a wire cable stretched across the river at Aspinwall, Neb., knocking down the stacks and taking away the pilothouse. John Gunsaulis, the pilot, fell to the main deck, and died of injuries several hours later. The JOY, following her Missouri River career, was the railroad transfer at Helena, Ark, until she sank at the incline there in late January 1895. At the time of her loss she was being operated by the Linehan Transfer Co. of Dubuque, which may account for this picture having been preserved at the Dubuque Historical Society.



MODERN barge service on the Mississippi River between St. Louis and New Orleans may be said to date back to five o'clock on the morning of September 28, 1918 when the NOKOMIS, pictured above, left St. Louis with the inaugural tow sent down by the newly formed Federal Barge Line. Capt. John W. (Bouquet Johnny) Warren was the pilot on watch, a nattily dressed dandy who invariably wore a flower in his coat lapel, had been captain on the Streckfus Line's QUINCY in the St. Louis-St. Paul trade, and who finally retired in 1938 after having served as captain and pilot for the U.

S. Engineers for 21 years. The NOKOMIS was built at Dubuque, same place and time as the BETSY ANN, in 1899, a steel hull 200-footer working engines 22's-8 ft. which were replaced in the winter of 1916-1917 by compounds, 18's, 40's-7 ft. On the occasion of the first Federal Barge trip the captain was Gus Heiner. Bouquet Johnny's pilot partner was Elmer Owrey. When the NOKOMIS was sold by Federal Barge in early 1927 the purchaser was Emmett (Skeet) Williams. She was at the Southern Pacific docks in the New Orleans area where she promptly sank and was lost.



PRIOR to the opening of the highway bridge spanning the Ohio River between Louisville and Jeffersonville in 1929 regular ferry service was provided. The Falls City Ferry & Transportation Company bought the steel hull ANDREW CHRISTY, shown above, from the Wiggins Ferry Co., St. Louis. The CHRISTY was a side-wheeler built by the Howards at Jeff

in 1897, 170 x 48 x 7.4 with three centrally located boilers and compound engines. Originally she had fore and aft pilothouses, but the one between the stack and the forward roof rail was removed. At St. Louis she was dark red, painted with oxide of iron. At Louisville she was renamed HENRY WATTERSON and so served until the bridge was opened.

JERRY SUTPHIN RECOUNTS DAYS OF BIG SANDY PUSHBOATS, BATWINGS AND PACKETS AT DECEMBER OK MEETING

Dates Set For Two 1983 Meetings

By Jim Wallen

A clear view of traffic on the Big Sandy river system, from pushboats and rafts through the era of the rivers' distinctive, shallow-draft steamboats, was provided by Jerry Sutphin's 75 slides, shown before the winter meeting of the OK Chapter of S&D on Sunday afternoon, December 12th, at the Highlawn United Methodist Church in Huntington, West Va.

Jerry's informed commentary explained the many peculiarities of steamboating on the Big Sandy and its two forks, the Levisa Fork in Kentucky and Tug Fork in West Virginia. There were also some interesting scenes of the locks and dams that were built with native, cut stone.

Early in Jerry's presentation was a picture of the pushboat SUNSHINE, heavily loaded with barrels, its crew of strong men ready to shove off. After that, there were many such scenes into the era of the steamboat, beginning with the BEULAH BROWN some time between 1880 and 1890. On occasion, the pushboats were towed, as steamboats appeared on the scene.

Such steamboats, Jerry explained, were the life-blood of the Big Sandy valley, isolated as it was, because they brought in the things that were needed, carried the passengers and mail, and took out the produce that could be sold for cash.

There were some real contrasts between the graceful THEALKA and MAXIE YOST, and the very elementary ED C. KIRKER, which was little more than a houseboat with a smokestack and a tiller at the stern. The KIRKER, pushing a photography boat of similarly minimal construction, was shown at Hell's Gate Shoal, as was the THEALKA in one scene. The location of Hell's Gate is now known as Stafford, Ky.

Others of the more pretentious "batwing" packets, such as the MAXIE YOST, FAVORITE, GUYANDOTTE, and H. M. STAFFORD were equipped with oil-burning headlights, for despite the narrow, rock-strewn and often swift streams they navigated, these boats frequently ran at night, Jerry pointed out.

Some of the rafts guided down the Tug and Levisa Forks and the main stream of the Big Sandy were of surprising size, and many of them went on to Cincinnati and other Ohio River towns in tow of steamboats. Some of the best of this timber went into the construction of steamboat hulls at Cincinnati and elsewhere.

Among the latter scenes, some of which were photographed by Capt. Jesse P. Hughes, were pictures of the larger boats that appeared near the turn of the century, such as the towboat KATIE Mc, seen 108 miles from the Ohio, and the packets CRICKET, VINCENNES, ARGAND, and, finally, the J. P. DAVIS.

A unique picture was that of one of the temporary splash dams built of logs near the mouth of a tributary creek, to create a pool in which was collected the newly-cut timber coming down from the steep hillsides. Such dams were built to be quickly broken, then releasing the timber that was to be floated down to Catlettsburg.

Unfortunately for Big Sandy steamboating, the system of locks and dams was completed just before the coming of the railroad, and river traffic began a sharp decline.

Interest in the subject was indicated by the questions and discussion that followed.

Jerome Collins opened the meeting by presenting the pastor of the church, the Rev. Billy Shiley, who gave the invocation.

Later, Jerome showed some interesting photographs of the packet BIG KANAWHA, once familiar on the upper Ohio and Kanawha Rivers. He also reported finding 1872 newspaper accounts of steamboats named BETTIE GILBERT and SHOO FLY on the upper Kanawha. The BETTIE GILBERT was running between Charleston and Loup Creek, and the SHOO FLY was reported as having rescued two men from an overturned skiff.

A motion to change future meetings of the OK Branch from December to November was carried. It was pointed out that December meetings such as this one, faced the difficulties of bad weather and many other activities of the holiday season.

Jerome announced the spring meeting of the OK Branch for Sunday, March 20th at 2 p.m. at St. Mark's Episcopal Church, St. Albans, and the summer meeting for June 12th, at the Mason County Library, Point Pleasant.

For the calendar year 1982 the Delta Queen Steamboat Company's common stock, in the Over-The-Counter listings, posted a high of 12 7/8, low of 10 3/4, to close on December 31 at 11, down 1/8. Total sales for the period, 2535 shares.

THE FRONT PAGE - W. P. SNYDER JR.

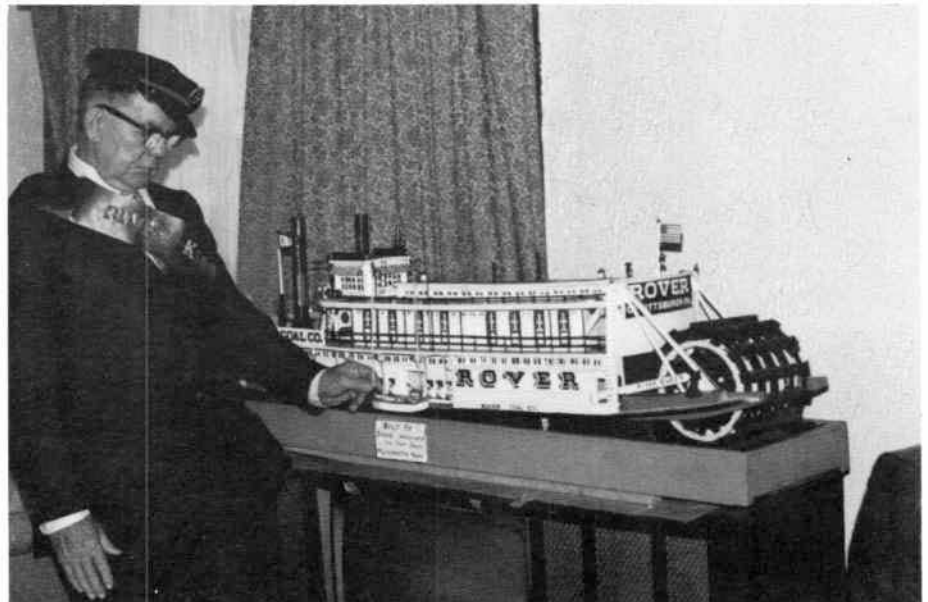
What we have not stressed so far is that you may send in as many entries as you wish. Mail each of them in a separate envelope addressed SAVE THE W. P. SNYDER JR., P.O. Box 736, Marietta, Ohio 45750 and enclose in each a 3" x 5" card marked, SAVE THE W. P. SNYDER JR. and your name, address and zip, plus a contribution. Checks may be made payable to SAVE THE W. P. SNYDER JR.

The drawing will be held during the meeting of the Washington County Historical Society at Marietta on April 7, 1983. Entries must be received by March 31, 1983 to be included.

The winner receives two one-way tickets on the DELTA QUEEN departing New Orleans on June 23 and terminating at St. Louis on July 4 this year, including transportation, meals on board and berth. She will be racing with the MISSISSIPPI QUEEN over the entire course.

All donations will be applied to the upkeep and care of the SNYDER.

The Delta Queen Steamboat Company is contributing these two free passages as a gesture of appreciation to the Sons and Daughters of Pioneer Rivermen and its magazine S&D REFLECTOR, its way of expressing thanks for what the management of DQ Steamboat considers a job well done.

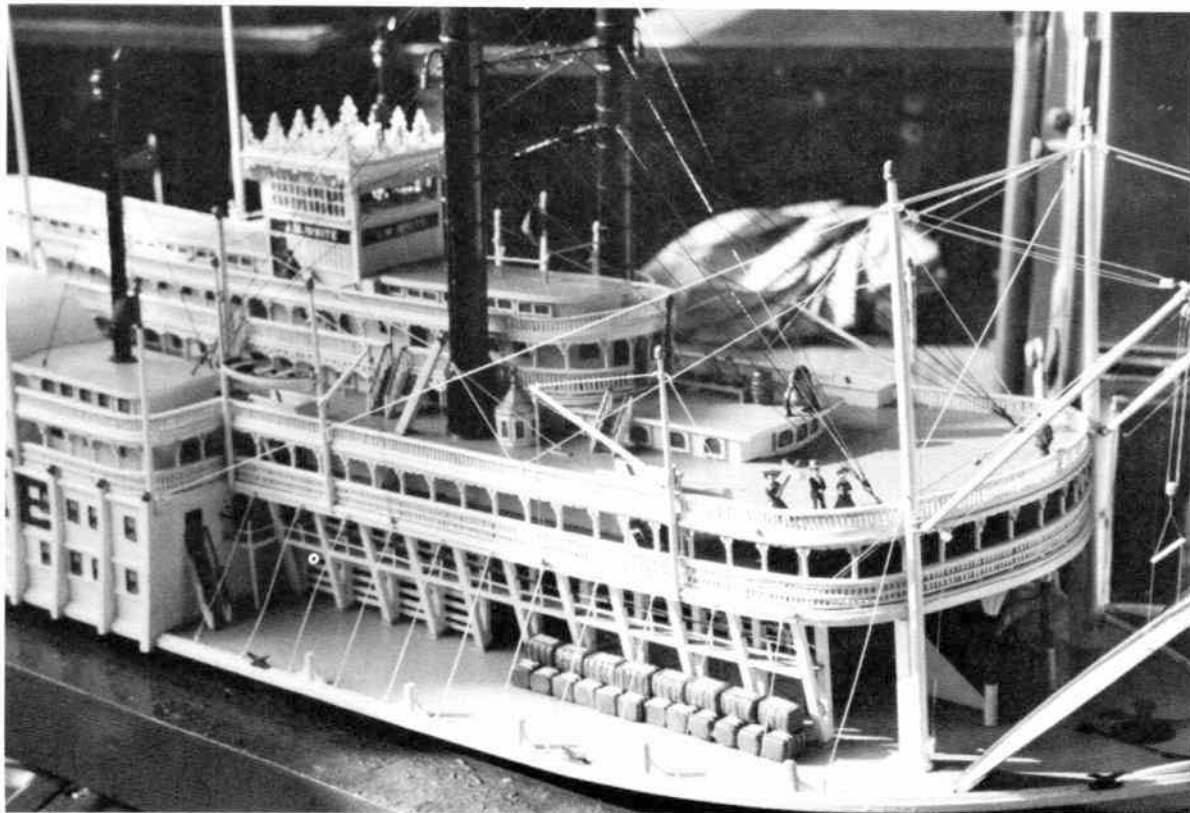


Steve Mackinack, 502 First St., Elizabeth, Pa. 15037 was honored last November 21st when the Mon River Buffs voted him King of the organization at a meeting held in the Gallagher Hotel, California, Pa. He and his wife attended by special invitation. In the above picture Steve is wearing the award ribbon imprinted in gold with the words RIVER KING. He built the model of the ROVER, his latest.



ROGER JOHNSEN of Santee, Calif. recently completed this 3/16 model of the J. M. WHITE approximating 6 feet in length. He says he was fired up to build it after seeing the WHITE model exhibited in Campus Martius Museum, Marietta, when he and his wife Edna attended S&D a few years back. Roger figures

this model to be the pinnacle, and last, one he will attempt, a fleet including the DELTA QUEEN, MISSISSIPPI QUEEN and ROB'T E. LEE. "The Good Lord willing, we hope to attend the 1983 S&D meeting and bring with us these models," he writes.



Sirs: In the last issue of the S&D REFLECTOR mention is made on page 45 of the ornate cast iron fountain at Madison, Indiana. I saw it while I was there the week after S&D last September when Judy Patsch, Keith Norrington, Bill Dorsey and I rode the B/L up for her Kentucky River trip. The fountain was restored some years back, as I remember. When I rode the DQ in 1978 they were still working on it. Once again it is beautiful with its gushing water. It sits in a park uptown with lots of grass and trees and a beautiful church nearby also that adds a sort of religious effect. It's sort of like a fountain in Mansfield, Ohio but much more fancy.

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

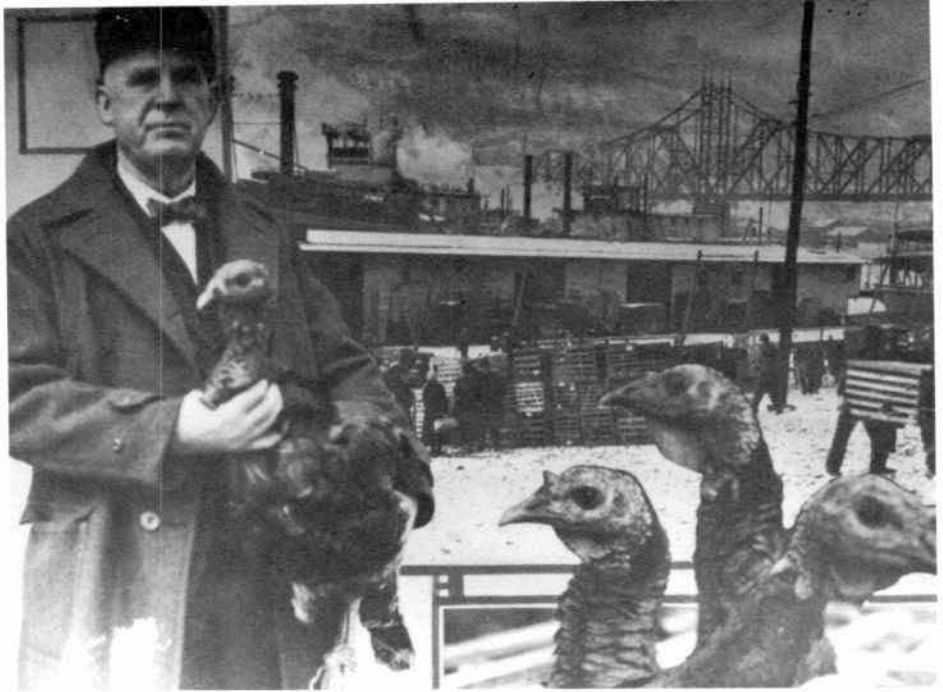
Roy Emery, who lives near Hanover (Ind.) College, has our thanks for additional information about the Broadway fountain in Madison, Ind. As Jeff Spear reports (see above) the restoration is completed. The artist who did the job was a Greek with the imposing name of Elftherios Karkadoulas who gained quite a reputation in Cincinnati renovating the Tyler-Davidson fountain, the Lincoln statue in Lytle Park and the Kilgour fountain in Hyde Park. In 1977 he contracted the restoration of the Madison fountain for \$94,000, a project which required extensive repairs and new parts, a hand and foot for one of the figures and 12 new flower urns to replace those broken or eroded since the fountain was installed over a century ago. All of such surgery was performed in the artist's Avondale workshop.

In addition to this expense an additional \$10,000 was raised in Madison to rebuild the base of the fountain in marble. "It's a lot of money, but the people wanted it," said Philip McCauley, board chairman of the Madison Bank & Trust Co. The work was funded by private subscription.

The fountain was originally presented as a gift to the American people by the French in 1876. It was cast by James Kirtland of New York. Exhibited at the Philadelphia Centennial Exposition in 1876 it was purchased several years later by the Jefferson County (Ind.) Chapter of International Order of Odd Fellows and donated to Madison.

Sirs: Many of our members will certainly remember the program on the raising of the Civil War gunboat CAIRO presented at an annual S&D banquet some years ago. Our speaker, with film and slides, described the tedious and at times heartbreaking process of raising this wooden hulk from the depths of the Yazoo River some hundred years after she sank.

Subsequently the hull, which had broken in half, and the amazing



WILLIAM E. (Slim) Brandt sent us this picture and asks on the reverse side, "Do you know this gentleman?"

Yes, He's Capt. Melvin O. Irwin of New Matamoras, O. who lived there in a home overlooking the Ohio River known locally as the "Campbell place," where the late Charles T. Campbell (of Campbell Barge Line, Union Barge Line, et al.) was raised.

When this picture was taken Capt. Mel Irwin was in command of the SENATOR CORDILL in the Pittsburgh-Charleston trade. The occasion was the annual Thanksgiving trip when the CORDILL brought to Pittsburgh hundreds and hundreds of turkeys contained in wooden slatted coops. The CORDILL and the LIBERTY are at the Shippers Packet Company's all-steel wharfboat in the background, and the KATE ADAMS is moored just below the wharfboat at the extreme right of the picture. The presence of the KATE ADAMS dates the scene as Thanksgiving 1925. The wharfboat was moored in the Monongahela River at the foot of Wood Street, and the Wabash Railroad bridge shows

off to the right.

Capt. Mel Irwin in 1911 was selected to command the replica of the rivers' first steamboat, NEW ORLEANS, which was built by the Historical Society of Western Pennsylvania and reenacted the original voyage from Pittsburgh to New Orleans. He then was selected as master of the STEEL CITY (ex-VIRGINIA) in the Pittsburgh-Cincinnati trade, where he became quite popular with the passengers, leading square dances and organizing entertainments and ceremonies.

Later on he encouraged a group called the Pittsburgh Boosters Club which made periodic trips on the SENATOR CORDILL. Just this past week we learned from Robert G. Capell, 630 Olympia Road, Pittsburgh 15211, that Mrs. Frank Calabria, who lives in the Mount Washington area of Pittsburgh, recalls with great glee having made numerous of these Booster Trips in her girlhood when she was Margaret Ruth Ertzman and her father, Emil Ertzman, was president of the group.

volume and variety of artifacts found therein, were taken to Pascagoula for cleaning, cataloging, etc. The National Park Service provided a space and built both an immense shelter for the hull and an excellent museum for the artifacts, models, movies and other interpretive media in the western end of the Vicksburg Battlefield National Park. Lucy and I visited this museum about three years ago and were very much impressed with it.

This past November we were there again, escorting Chuck and Catherine Remley, and I was a bit startled to find a good bit of construction activity by the old hull. It turns out they are re-

constructing the CAIRO. Shaped wooden beams for the upperworks have been erected above the hull, a wheel shaft is in place for the center wheel and pitmans are already connected to the cranks. This is a fascinating development and hopefully we can plan to check it out again in a year or two and see what she looks like.

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

=The S&D program C.W. refers to was held at Marietta on Sept. 18, 1965, the speaker being Ken Parks of Bolton, Miss., one of the scuba divers who located the CAIRO wreck in the Yazoo. -Ed.



PARDON, please, the various items and pictures of the Madison, Ind. fountain in this issue. This one, truly picturesque, comes from Jeff Spear. Our thanks again to the many who read our plea for information, appearing in a short paragraph, page 45, last issue. Right now we are wondering how the International Order of Odd Fellows got that bulky, heavy, beautiful fountain to Madison? Down that steep incline railroad? On a packet? On a barge?

Dick Lemen advises that he did not take the photographs of Bob McCann and Jesse P. Hughes shown on pages 8 (at the left) and 43 of the Sept. '82 issue. Dick says he acquired the negatives of these two from a Louisville, Ky. friend who frequently rode the CHRIS GREENE. All other shots in the Sept. issue credited to Dick Lemen are o.k. "I used a Brownie Jr. box camera for all save the one of Jim Swift," he adds. The ones of Bob and Jesse mentioned above were taken aboard the GORDON C. GREENE at Louisville while she was on her 1936 Tennessee River trip.

A letter from Charles A. Breath Jr., 616 N. Beach Blvd., Bay St. Louis, Miss. 39520 discloses that Capt. William T. Boardman of New Orleans was the first husband of Mr. Breath's mother. During Capt. Boardman's ownership of the large sternwheel packet DACOTAH, running to Vicksburg and sometimes up Red River, Capt. and Mrs. Boardman made their home on board, approximately 1889-1903.

Robert Taylor, 44, of West Vancouver, Canada, bought the DELTA KING in July 1981 for \$250,000 - sunk - and since raising her on June 24th last year (see Sept. issue, page 9) says "for ten million we can fix her up like new." A staff writer from the Los Angeles Times, Charles Hillinger, visited on board at Richmond, Calif. this past November. "Its windows are broken - Paint peels off in chunks - The only portion of the

boat that still shows evidence of grandeur is the Grand Stairway amidships - Much of the exterior cladding has to be replaced," he reports.

Taylor's plan is to convert the staterooms into time-sharing apartments for annual week-long vacations. Hopefully she would be berthed at San Francisco where the National Parks Service has a collection of seven historic ships at the Hyde Street pier. First the plan must pass muster with an 18-member Citizens Advisory Commission which was expected to hand down a decision in January '83.

If this hurdle is cleared, then the Bay Conservation and Development Commission, an agency that regulates the use and development of San Francisco Bay, must give a clear signal. Then it goes to the U.S. Interior Department for acceptance or rejection.

"She'll be a beauty to behold," enthuses Robert Taylor, "a proud companion to her sister ship, the DELTA QUEEN."

Our thanks to C. A. Painter and Bill Fletcher for the clippings.

Sirs: What a shock it was (and a thrill) to open the September issue to page 5 and see myself in person. Could I really have looked that young? The story behind it is that Dick Lemen found the site of the mass grave in which were buried the victims of the STONEWALL that burned October 27, 1869 at Tea Table Rock. Some 60 lives were lost and the bodies were carried up the hill to the

mass burial. A farmer Dick knew led us to the site.

To answer some questions that have been asked about my "semi-retired" state, I am at The Waterways Journal office every day from 8:30 to 5 - who could leave all of this river material?

On page 17 of the September issue note is made of the American Merchant Marine Hall of Fame at Kings Point, N. Y. I was honored to be included in the Selection Committee and if the readers of S&D REFLECTOR think I was negligent in not nominating some Western Rivers boats let it be stated that I did so. Somehow these nominations of mine got up the wrong channel and were not listed. I have again nominated them; they include the J. M. WHITE, GRAND REPUBLIC, ROB'T E. LEE, NATCHEZ and, of course, the SPRAGUE. I also suggested a separate classification for Western Rivers - but, as the saying goes, it didn't fly - at least, for this year.

James V. Swift,
The Waterways Journal,
666 Security Building,
St. Louis, Mo. 63102

William B. Fenton died on Friday, October 8, 1982 at his home in Terrace Park, Ohio, aged 72. He was long associated with Greene Line Steamers and was one of the crew selected by Capt. Tom Greene to bring the DELTA QUEEN from the West Coast to Cincinnati in 1947 but upon arrival at Antioch, Cal., where the boat was moored, he and the others of the Greene Line were forced to return east by rail due to labor union difficulties. During the second World War he enlisted in the Coast Guard, became a Lieut. j.g., and piloted war vessels to New Orleans. Bill served as mate and in other capacities on both the GORDON C. GREENE and the DELTA QUEEN.

Bill Fenton was born in Fort Thomas, Ky. on July 19, 1910. He was grandson of Capt. Henry B. Fenton, Sr. who operated the packet LEVI J. WORKUM between Petersburg, Ky. and Cincinnati, and he was a nephew of Capt. Howard B. Fenton of Memphis who piloted the KATE ADAMS. Others of the Fenton family long operated a chain of dry cleaning stores in Cincinnati.

Bill Fenton never married and is survived by a sister, Mrs. Harry C. (Dorothy) Anderson of East Harwich, Mass.

Wilda C. Anderson, mother of Yeatman III (Andy) and Guy C. Anderson, died, 87, at the Deaconess Hospital, Cincinnati, on Tuesday, October 26, 1982. She was the widow of Yeatman Anderson, a descendant of Griffin Yeatman, one of the founders of Cincinnati. Other than the two sons, she is survived by two grandchildren. Services were held at All Saints Episcopal Church in Pleasant Ridge.



WILLIAM E. BRANDT snapped this picture of the THUNDERBIRD at Blawnox, Pa. on the Allegheny River in 1964 while she was being operated as a combination dance hall and posh restaurant, moored head downstream. Originally she was the towboat JASON, built at Point Pleasant, West Va. in 1940, and operated 1941-1951 by the Union Barge Line. Then she was bought by Amherst Industries, Inc., renamed HERBERT E. JONES, and was retired from service in 1959. The Foster-Wheeler steam generators were removed during the conversion into a nightclub (allowed 390 psi) but the compound engines, 16's, 32's- 10 ft., were retained. These engines were the focus of much attention when Delta Queen Steamboat Company was in the embryonic stages of planning a super-tourist steamer and William Muster came within an ace of

buying them but was dissuaded by Ye Ed and others, our contention being that the proposed 345 x 67 hull was far too big for steam paddlewheel propulsion in this modern age of diesels and propellers. The consequences are well known; the THUNDERBIRD people got rid of the engines for scrap, and new engines were built for the MISSISSIPPI QUEEN from the original JASON drawings, the exact same size, at horrendous expense. The paddlewheel in the picture, stripped of its buckets, but complete with shaft and cranks, today is exhibited in Pittsburgh at the new Station Square complex. Capt. Robert J. Brown, Tarentum, Pa., gradually dismantled the THUNDERBIRD after it had ceased being a nightclub, but retains the hull in good repair for use in his contracting operations.

The new twin-paddlewheeler ISABELLA QUEEN is safe-&-sound at her destination at South Padre Island, almost to the Mexican border in Texas. This sprightly-looking excursion boat with twin feather-topped stacks was built this past summer and fall by the La Crosse (Wis.) Riverboat Company for Capt. Ray Brady, veteran of the South Padre Island charter boat business. Cap'n Ray and his first mate Tim Merritt accepted the boat at La Crosse and departed south-bound with her December 4th last.

Normally the trip would have required no more than a week's time, but they ran smack-dab into the flooded Mississippi. Lock delays

stretched into hours and hours. At Chester, Ill. they broke a shaft and had to be towed to Cape Girardeau, losing a week. Drift played havoc with the paddlewheels. Arrival at destination was made on January 11th after a slow crawl through the Intracoastal Canal, also many places in flood. The 104 x 22 ft. boat can seat 150 for meals, and she's now running cruises along the waterway in the Laguna Madre. -Our thanks to Mr. Duvall of Harlingen, Tex. for a copy of Harlingen's Valley Morning Star, issue of Jan. 28th.

Mrs. Thomas M. (Jebby) Potter, whose ancestors ran the steam ferry MARY C. CAMPBELL back-and-forth on the Ohio between Rochester and Monaca, P., was vacationing in Florida during January, and on one occasion found herself the dinner partner of Capt. Scott Chotin of New Orleans. Jebby, who runs the J. B. Potter Realty firm in Sewickley, gave us a phone call as soon as she returned, to say that Cap'n Scott wished information about S&D. A copy of the brochure prepared last fall by Jerry Sutphin has been mailed to him.

Ernest Johnson Wilde died at Cincinnati, 71, on Sunday, October 31, 1982. He was noted along the rivers for his knack of building steam calliopes as an avocation. The instruments on the BELLE OF LOUISVILLE and NATCHEZ came from his shop in the basement of his store at 914 Race Street, Cincinnati. At this address he conducted the firm of A. E. Wilde Co., dealer in arts and crafts supplies, a family business dating back 132 years which once imported school materials from Germany to establish kindergartens.

But it was as a calliope expert that Ernest Wilde was best known. Many years ago he found a small steam whistle in a junkyard and bought it for \$1. He hooked it up to an old refrigerator compressor and it tooted nicely.

One whistle led to another and he then built his first complete calliope, mounted it on an ornate trailer, and drove it in parades. He tended the oil-fired boiler and his wife Roberta played.

When the excursion steamer AVA-LON was in financial difficulties at Cincinnati in 1962, Wilde acquired her calliope as sort of a keepsake and sold it a few years ago to Capt. Gabriel Chengery of Natchez, Miss. He built two instruments for Wilbur E. Dow, Jr., for the MINNE-HA-HA on Lake George and the NATCHEZ. The Johnson Party Boat at Cincinnati has one of his.

As a river buff, Mr. Wilde also collected old photographs, pilot-wheels and steamboat bells. He was an S&D member of long standing.

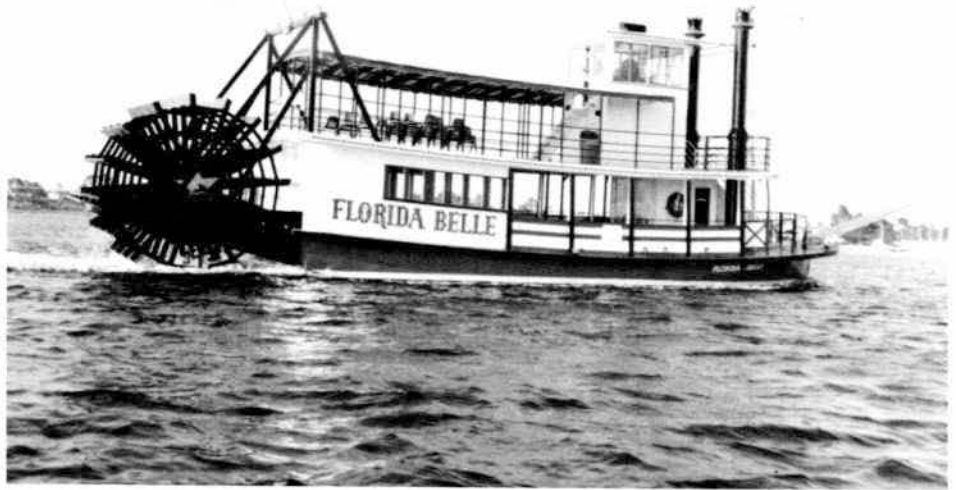
Other than his wife, Roberta, he leaves a son, Air Force Lt. Col. Ernest Sam Wilde of Phoenix, Arizona; and three daughters, Marianna Carney of Elyria, Ohio, Ellen Sexton of Stanford, Conn., and Carolyn T. Apel of Cincinnati.

Mrs. Apel said the Wilde Company will continue as a family business.

Friends were received at the Schaefer & Busby Funeral Home in downtown Cincinnati, after which his ashes, in accordance with his wishes, were strewn in the Ohio River.

Our thanks to Dorothy Frye for an obituary appearing in the Cincinnati Post.

Our Christmas mail was enlivened with a card from Donald Grot. Hadn't heard from him since Wrecks was a pup. He was raised at Ottawa on the Illinois River and used to sit there on the lockwall at Starved Rock fishing. He got to know Roy Barkhau, and while visiting with Roy in Louisville, Ky. he met up with C.W. Stoll. These two took Don aboard the B/L for a ride through the McAlpine Lock, and Don fell for steamboat-in' like a ton of bricks. But, instead, he signed up with the Coast Guard and flew planes in Alaska, and was in CG Marine Inspection in Hawaii, and by 1971 he was married and based at Oakland, Calif. Says he



LATEST and most outlandish in pseudo sternwheelers is the FLORIDA BELLE, recently placed in excursion service at Ft. Walton Beach, Florida. Twin GM 6-71s drive twin props and the paddlewheel is a fake. Her designer, William G. (Bill) Preston, who operates as Marine Power Inc. at P.O. Box 549, Gulf Breeze, Fla. 32561 says it's hard to tell that the paddlewheel is not doing the work. It even reverses when the boat is backing.

had high hopes of attending S&D last fall, has been located in New York, but now his address is 551 Jean St., #403, Oakland, Calif. 94610. He still has river water in his system.

A plaintive phone call from Harry Young, Canfield, Ohio, who lately had visited with the Frankemberrys at the McKees Rocks, Pa. plant of M and O Marine Inc. to discover they have in their fleet two handsome old-timey steam dipper dredges, the KANAWHA and the PACIFIC, both outmoded, outdated and outlawed in this enlightened age of clean streams and clean air. Both operative and ready to go---but go where? Harry figures maybe S&D would be persuaded to play soft violin music to Charles and Bob Frankenberg and get these two museum pieces for safe mooring in the Muskingum River at Marietta as tourist attractions. If not both, maybe one of them. Also in the M and O fleet at McKees Rocks is another such dredge, shorn of machinery, named BEAVER, which for years on end has been on the preferred list of eating establishments in the Pittsburgh area. A guest list of notable rivermen who have dined there would fill this page and then some. Just this week we learn that the tradition has ended.

Sirs: My river collection during 1982 was really swelled by cabin arches from the ERASTUS WELLS,

artifacts from the GOLDENROD showboat, and other items obtained from the BECKY THATCHER museum.

During our expedition in June last year I was unable to fit several items into the car, namely, an 18-foot sounding pole, a big wooden column from the cabin of the MISSISSIPPI (3rd), the metal ticket drop from the GOLDENROD showboat, and a large framed picture of the Eads Bridge. Thanks to Lexie Palmore these items were put aboard the DELTA QUEEN during the Stanford Alumni charter and delivered at Louisville. It was exciting to receive freight by steamboat, and Jeff Spear had even written up a freight bill for the shipment on an old SENATOR CORDILL bill of lading.

Certainly one of my major acquisitions of 1982 is the model of the diesel towboat UNITED STATES hitched into an integrated tow of nine barges. Ruth Ferris built the model in 1967, including the glass case. I was totally overwhelmed when she gave it to me, and went to St. Louis last July to get it.

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

Among those who have applied for reservations at the Lafayette to attend S&D's meeting on the weekend of Saturday, Sept. 17th are Peter Voll and Kathleen Ferrington of the Stanford (Calif.) Alumni Association.

Sirs: I was glad to see the picture of the WASHINGTON in the September '82 issue, page 18. I was on watch in the engine room when Norris Schneider took that picture and unless I'm mistaken either you or Bill Pollock was at the helm. If you run into Bill or first mate Kent Booth give them my regards.

Carl S. Buchanan,
Jackson Transit System,
2350 East High St.,
Jackson, Mich. 49203

=From those days on the WASHINGTON Carl Buchanan has become board member and general manager of Jackson Transit. -Ed.

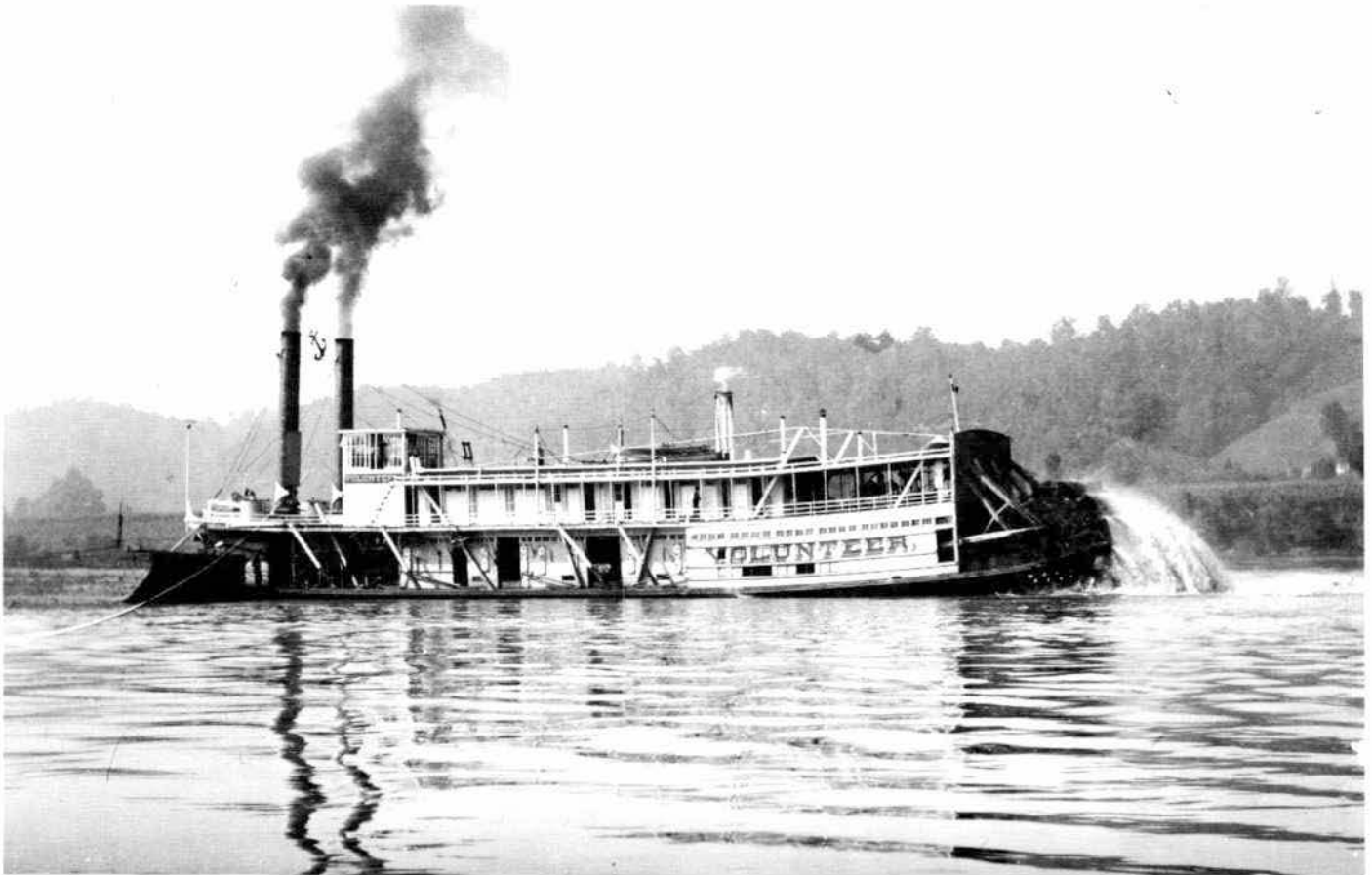
The ex-Hudson River Dayliner ALEXANDER HAMILTON sank at a Navy pier at Leonardo, N.Y. over five years ago. Since that time the wreck has been battered by waves until there is nothing much left showing above water. We thought her days were definitely over, but had not reckoned on a phone call last January 30th.

Mrs. Elsie Pyburn, native and life-long resident of Newburgh, N. Y., and who owns one-half interest in the wreck, is all gung-ho to have the HAMILTON, or what's left of it, raised and brought to Newburgh for a structural rehabilitation and permanent mooring there.

Having lately witnessed the sad

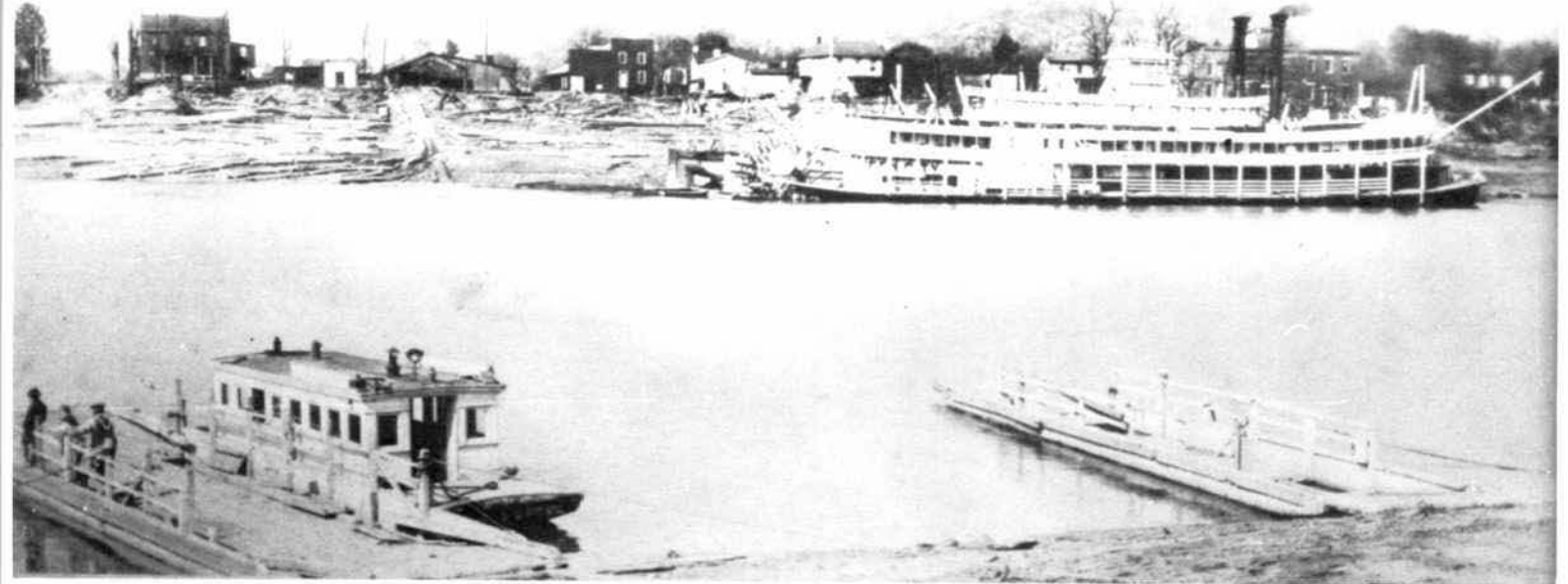
story of the SPRAGUE wherein thousands and thousands of good dollars ended up in rust and ruin, we asked Mrs. Pyburn why she had thought to phone us. "Michelle Kingsley impressed on me that the S&D REFLECTOR would be an excellent publication in which to state our plans and aspirations," she replied in effect.

So o.k., msybe more of this in the June issue. With that lady's enthusiasm she may have hooked an oil-soaked Arab by that time. In 82 years we've learned that the more outlandish and preposterous the project, the better the chance for it coming to bloom.



SEEMS TO US we remember the VOLUNTEER but we'd be hard put trying to prove it. She belonged to the Combine during our youthful boat-watcher days but left our bailiwick (about as far up or down the Ohio River as a person could see from the Sewickley-Coraopolis highway bridge) in February 1914 when the Combine sold her to Mexico. Towboat men called her the "Old Soldier," and we might have seen her when a coal run came the year before, on July 18, the date when we dutifully entered in our notebook "Down, JAMES MOR-EN, SAILOR, P. M. PFELL, IRON CITY, A. R. BUDD, VALIANT, SAM BARNUM, RIVAL, J. C. RISH-ER, CITY OF PARKERSBURG, TOM DODSWORTH, JIM WOOD, VOLUNTEER." The above photograph was taken by Thornton Barrette, made from the original glass plate which now is owned by Capt. William S. Pollock, Beaver, Pa. Barrette took the shot when the original owners, the Brown family of Pittsburgh, were still

operating her, evidenced by the anchor slung between her stacks, their emblem, and inasmuch as there is no "R.C." on the side of the pilothouse, the marking of Combine boats. On a not-so-wild guess we'd say Barrette took the picture about 1897-1898. She was built at the Axton Yard, Brownsville, Pa. in 1891 on a wood hull 149 x 25 x 4.2. At Cincinnati in Feb. 1914 the VOLUNTEER picked up the LENA MARMET and towed her to New Orleans, also sold to Mexico. Both arrived intact on the Panuco River where the VOLUNTEER was renamed VOLUNTERO, and the LENA after a rebuilding was called CABALLERO. --And that's the last news we ever heard of them. Incidentally we don't recall ever seeing the LENA MARMET, or for that matter the LUCIE MARMET, either. Did see the FLORENCE MARMET, SALLIE MARMET and of course the OTTO MARMET, all with yellow shutters hung alongside their outboard stateroom doors, and yellow painted stern splashboards.



WILLIAM R. (Bill) Smith of Springfield, Ohio, tipped off by Capt. Jack Loomis, found this picture in a barber shop at Point Pleasant, West Va. "The shop is in the basement of a building which once housed a financial institution in which I recall seeing Capt. C. C. Bowyer's daughter Irene at work," writes Bill. "This picture had stayed on the wall even though the shop had changed hands, and was by a big window that gave plenty of light for me to copy it while hand-holding my camera." What interested Bill in the picture is the log chute at the left where his grandfather William F. Smith hauled river-delivered logs up the hill to the Smith sawmill. The scene is at Point Pleasant, looking across the mouth of the Kanawha River, taken from the Henderson, West Va. side. The big boat at the right is the QUEEN CITY just raising steam after a lengthy overhaul at the Pt. Pleasant Dry Dock Co. She had been bought several months prior by the Pittsburgh mil-

lionaire "shovel king" John W. Hubbard, who also acquired interest in the Smith Docks, and named Capt. William E. Roe as superintendent of transportation for his new Ohio & Mississippi Navigation Company. So this dates the picture in January 1913. The QC arrived at Pittsburgh on January 22 to load out for a New Orleans Mardi Gras trip and departed Saturday, January 25 at 2 p.m. Your scribe had been gorging himself on the newspaper details of all of this and stationed himself at the foot of Quaker Road in Edgeworth (not allowed at the age of 12 to cross the railroad tracks) to see the QC pass down. Shortly after 3 o'clock it happened and never had I seen the QC as beautiful. Capt. Billy Roe had put new fancy tops on her stacks, and even the 'scape pipes were gleaming white. Capt. Arthur Browne was her skipper on that trip; Tom Dunlevy and Henry Holloway were in the pilothouse; Eugene Morris was the mate, and Billy Sampson was the steward.

John Miller of Keokuk has located a photograph of the towboat JOHN BARRETT (first of the name) taken from the bluff at Keokuk. She has nine barges of railroad ties. The picture is printed on blueprint paper, which presents problems in reproducing it here. This first JOHN BARRETT was built at Levanna, O. in 1891, pool style in appearance, with the usual "B" slung between her stacks. This is the first glimpse we've had of her, but have a picture of her after she was renamed BIRMINGHAM in 1901 with not much alteration in her appearance. In 1910 she was rebuilt at Helena, Ark. to become the LOUISE REEVES, documented as a

new towboat--actually about 80% replacement of hull timbers. We have not seen a picture of her under this name, nor of her renamed PATTON about 1915, the first of that name which was sold to Mexico in 1918.

John Stobart announces the removal of his Washington, D. C. print shop, Maritime Heritage Prints, to Townhouse No. 23, Union Wharf, Boston, Mass. 02109. A full color catalogue illustrating 24 currently available prints is available at the above address for \$5, which will include mailings on future issues.

Sirs: Was 86 last June. Am limping around with a cane due to arthritis. Have given my river pictures and papers to the local library, which has a large new section known as the Indiana Room and it is really loaded with local history. My great grandfather came here in 1814 and helped build the side-wheel packet OHIO in 1818, the first boat listed as being built here.

Paul W. Seabrook,
1119 E. Market St.,
New Albany, Ind. 47150

YOU WILL BE HEARING a great deal of OP SHIP '84, projected for the World's Fair at New Orleans. Some 3,000 vessels of various types and size are being enrolled to participate in three parades on the Mississippi River May 26, 27 and 28, 1984.

On the first of these days the smaller vessels will pass down-bound through the harbor in review, a four-hour spectacle.

On the second day the MISSISSIPPI QUEEN and DELTA QUEEN will lead an upbound parade of the larger vessels, some of them 600 feet or over in length, a six hour program.

On the third day the boats from the Mississippi System will be saluted as they depart New Orleans for their upriver ports.

Arrangements are being made to have many of the noteworthy vessels open for visitation during the three-day event.

Frank Braynard, creator and general manager of OP SAIL '76, the unforgettable highlight of the nation's Bicentennial, is directing the New Orleans marine spectacular which promises to eclipse the Hudson River ship show at New York. He is in his latter sixties, is a past president of the Steamship Historical Society of America, and currently is the curator of the American Marine Museum at Kings Point, N.Y. In addition to his supreme triumph, OP SAIL '76, he is a talented marine artist and has written extensively on marine subjects. His most ambitious work is a six volume history of the U.S. Lines flagship LEVIATHAN, the sixth and last volume now in preparation.

Wharf scenes at Evansville, Ind. and Owensboro, Ky. during the heyday of packets have been painted by artist Calvin Maglinger who did his researching in the S&D REFLECTOR and with suggestions from Bert Fenn. The Owensboro scene features the side-wheel packet CITY OF OWENSBORO moored at the landing and a single-deck sternwheeler nosed in ahead of her. The one at Evansville looks down Water Street toward wharfboats and packets before the modern beautification project was undertaken. Mr. Maglinger also has produced a painting of the DELTA QUEEN, stern-quartering, under way, on a summer day of fleecy clouds. Signed prints in full color are priced at \$20 each. Write to the artist at P.O. Box 4350, Evansville, Indiana 47711.

Sirs: I see in the last issue that I designed the LA CROSSE QUEEN. Maybe so, but I rather doubt it.

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



Winter time at the St. Louis levee in the 1890s finds the side-wheel BELLE MEMPHIS tied in shore above the Anchor Line wharfboat while the idle gentleman contemplates a dark-painted barge in the right foreground worded THE MONSTER WHALE. In our Dec. '67 issue, page 5 there is another view of this MONSTER WHALE barge moored at St. Marys, West Va. on the Ohio River, at that time painted white with black lettering. Our thanks to Ruth Ferris for the above.



It never happened in the good ol' steamboat era and it hasn't yet happened---a deck roustabout about to step on the sanctified carpet in the ladies' cabin. The scene is looking aft in the cabin of the BELLE OF THE BLUFFS, taken by Keith Norrington this past July at Mud Island, Memphis. The "rouster" is one of the many costumed tour guides, so if he takes three or more forward steps it's o.k.



ANOTHER LADY PILOT in the making? Amanda Trone, daughter of Capt. and Mrs. Dennis Trone, is shown above at the wheel of the JULIA BELLE SWAIN, taken on Peoria Lake this past summer. Below is the JULIA BELLE pictured in the Marseilles Lock. These were taken by Ben Pedigo of the crew who in winter months resides in a riverfront home he restored at 14 Front Street, Ripley, Ohio, overlooking the Ohio River.



Sirs: We of the Stanford Alumni Association have fond memories of a very special person who traveled on our three DELTA QUEEN voyages, Dr. Charles Kolb. Charlie was quite a fellow, and we are all privileged to have had the chance of traveling with him on his beloved Mississippi River. Charlie's wonderful sense of humor and his delightful Cajun stories added an unusual dimension to our programs.

We recently received the very sad news from his wife, Bertha, that Charlie died on November 26, 1982 after a struggle with cancer. We know that all of the Kolbs's steamboatin' friends share our sadness at this news.

In addition to his outstanding career with the Army Corps of Engineers Waterways Experiment Station at Vicksburg, Charlie and Bertha were community leaders in Vicksburg. They were also active participants in the Vicksburg Theater Guild. If you would like to send a note of condolence to Bertha, her home address is 3314 Highland Drive, Vicksburg, Miss. 39180. Bertha has established a Memorial Fund at the Vicksburg Theater Guild, "Golden Hills," P. O. Box 1095, Vicksburg, Miss. 39180, which will be a lasting tribute to this truly entertaining man.

Peter R. Voll '65,
Director Travel/Study,
Stanford Alumni Association,
Bowman Alumni House,
Stanford, Calif. 94305

Sirs: That picture of the GOLDEN FLEECE in the December issue, page 41, was taken at Mound City, Ill. in 1925. The partially dismantled towboat in the foreground is what's left of the WHITE SPOT. John F. Klein owned them both, and in 1925 he was providing the old Mound City yard with the work that kept them going.

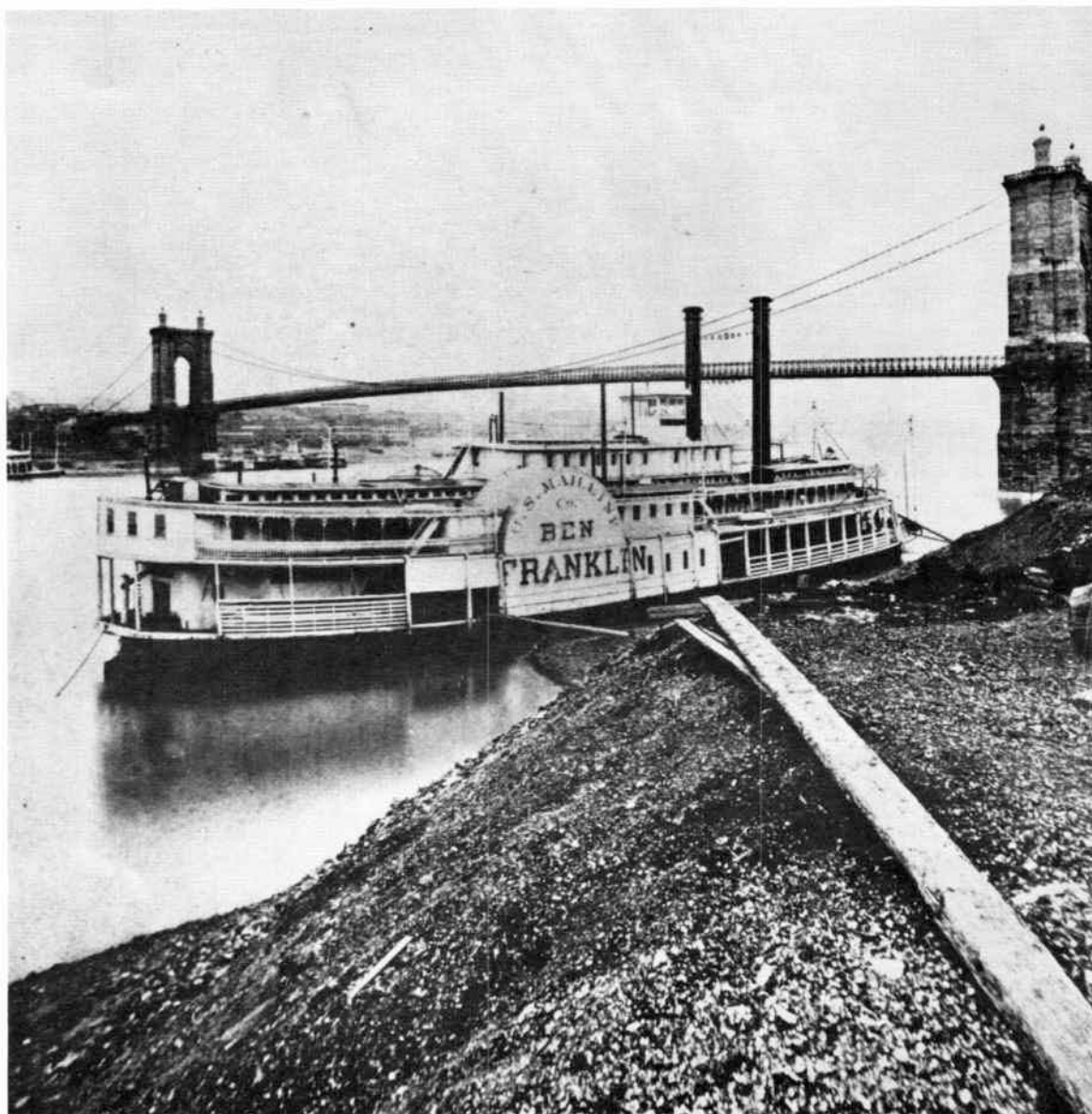
William H. Tippitt,
188 Hollysprings St.,
Hernando, Miss. 38632

=Hey Bill, are you sure that towboat was the WHITE SPOT? How about it being the BLUE SPOT? -Ed.

Sirs: The first time we met was at Lock 14, Ohio River, the day the W. P. SNYDER JR. passed down-bound for Marietta in 1955. I was a member of the Riverfront Band. There were several pictures taken of our group that day and in every one I've seen I'm looking at the SNYDER instead of facing in the direction of the other band members. J. Mack Gamble used to tease me about this.

Am trying to assemble a complete list of boats built at Clarington, O. and procure pictures of each of them, a project I've been working on for ten years.

Frederick J. McCabe,
Box 135, Walnut Lane,
Hannibal, Ohio 43931



IN the good ol' steamboat days there were eleven side-wheelers named BEN FRANKLIN occupying a time-frame from 1826 through 1881, seven of them owned by the U. S. Mail Line Co., and all seven of them spending most of their careers in the Louisville-Cincinnati packet trade. The one pictured here was the last of the flock, built by the Howards at Jeff in 1869 on a wood hull 261 x 37.5 x 6.1. Her four boilers powered engines 21's- 8 ft., which made of her a tolerable steamboat, but no match for the two larger and more powerful regulars, the GENERAL LYTLE and UNITED STATES built respectively

in 1864 and 1869. The Mail Line built her as a spare, running her L&C in off seasons or to fill the trade when either of the regulars were out of service for repairs. On several occasions she was chartered to the Cincinnati-Memphis trade, and actually spent a period of time in the local Cincinnati-Madison trade. In this picture she is laid up, with spars set, below the Cincinnati suspension bridge, directly across from the Vine Street U. S. Mail Line terminal. This is made from a stereoscopic slide furnished to the Murphy Library at La Crosse by Ed Mueller.

A letter in the mail this morning from James R. Burrows, who introduces himself as executive director of the La Crosse (Wis.) Convention and Visitor Bureau. Well, of course Ralph DuPae had suggested this. What's brewing in La Crosse is a project christened "River Center USA" and they're working with a firm named Exhibitgroup Chicago, division of Greyhound Exhibitgroup, Inc.

Exhibitgroup has presented a proposal in the form of an attractive brochure in which ideas for a River Museum and related attractions are suggested and outlined. The name "River Center USA" takes a bit of explaining, but it has been adopted in view of the fact that the Black and La Crosse rivers join the Mississippi there in sort of an unusual wedding, both tributaries merging as they join.

Mr. Burrows says to his understanding there are only three such locations in the world and La Crosse is one of them.

He further says that River Center USA will be a true community project as funds to develop the attraction are coming from the private sector.

More on this as the story unfolds.

THE WHOLE SHOW WENT OVER THE RAPIDS

C. E. Montague, Jr. of Ashland, Ky. has a few souvenir rusty spikes taken from the wreck of the packet CITY OF PARKERSBURG years ago along the shore of the Ohio river at Russell, Ky. And therein lies the tale.

A letter came to him dated January 15th from Harry D. Dore, 2316 Eastview Ave., Dayton, Ohio 45405. Harry Dore, so it turns out, is son of one of the partners, Rice & Dore, the team who chartered the CITY OF PARKERSBURG in the summer of 1915 to tow what they called the Rice & Dore Water Carnival.

The Carnival was built on eight wooden barges, securely lashed and decked over to create a "show lot" 160 x 320 feet. The chief attraction was a sizable swimming pool with diving exhibitions and in which mermaids cavorted. The mermaids and their counterpart mermen played water polo. Clowns clowned on the sidelines. The populations of Marietta, Ashland, Greenup, Portsmouth, Vanceburg and elsewhere had never seen the like. A twelve-piece band furnished lively music.

The itinerary was most ambitious and Rice & Dore, via advance agents, scheduled the tour down the Ohio River to Cairo, thence up the Mississippi to St. Paul, to Peoria on the Illinois, to Jefferson City on the Missouri, a week's engagement at St. Louis, then down the Mississippi to New Orleans with arrival there the day before Christmas. Final fling was to be the ascent of Red River to Shreveport.

Both of the principals of this project are long since deceased but now we have from the pen of W. H. (Bill) Rice, the other partner, his cryptic account of what went wrong. Harry Dore sent this to C. E. Montague, Jr., and so it has come to us. The account is undated, but at the time Bill Rice wrote it he was living at 925 N. Croft Ave., Los Angeles. His report follows:

Lost show in a series of three accidents, each following the other:

FIRST: The CITY OF PARKERSBURG blew a cylinder-head at Clinton, Iowa, and lost five days.

SECOND: Started from Clinton for Davenport. Blew another cylinder-head. Anchors failed to hold the barges, which turned around and drifted into the North Western Railroad bridge at Clinton. Stripped off the top of the (Ferris) wheel and 40 feet of the exhibit cabins.

THIRD: On the way to Davenport once more, but before reaching the entrance to the canal at Moline, the tow was caught in a whirlpool and was swept over the rapids. The CITY OF PARKERSBURG was saved by chopping her loose from the tow. The barges went down over the rocks in the rapids and broke bottom planks in all eight of them. The CITY OF PARKERSBURG was

locked down through the canal and picked up the barges. We showed at Davenport that night to \$2,000 gross, keeping the barges afloat with syphons. We didn't have the cash to fix the barges, estimated at \$2,500 to put a new bottom on each of them, so we decided to keep on going until they sank. We started for New Buffalo the next morning when the steamboat ran out of coal, steam went down, the syphons stopped working, and the barges sank. It was then that Dore made his historical remark: "I've been with many a damn show that went up, but this is the first one I ever saw go down."

Harry Dore plans to visit with C. E. Montague, Jr. this spring, to learn more about the CITY OF PARKERSBURG and see the old spikes. The final wind-up of the packet had nothing to do with the Rice & Dore Water Carnival. She was in the Pittsburgh-Cincinnati packet trade in the early spring of 1918, hit an obstruction while upbound, and sank to rise no more.

Helen Gawthrop, production manager of the Ohio University Press, Athens, Ohio, advises us that type is being set for the listings in "Way's Packet Directory 1845-1983" with high hopes of having the book ready for S&D's annual meeting this September in Marietta. The price has not been decided.

Larry Walker recalls that some boys digging in the back yard of one of the houses built on the site of the Altamont Hotel (see photo elsewhere in this issue) found a cache of bottles with the name "Altamont" on them.

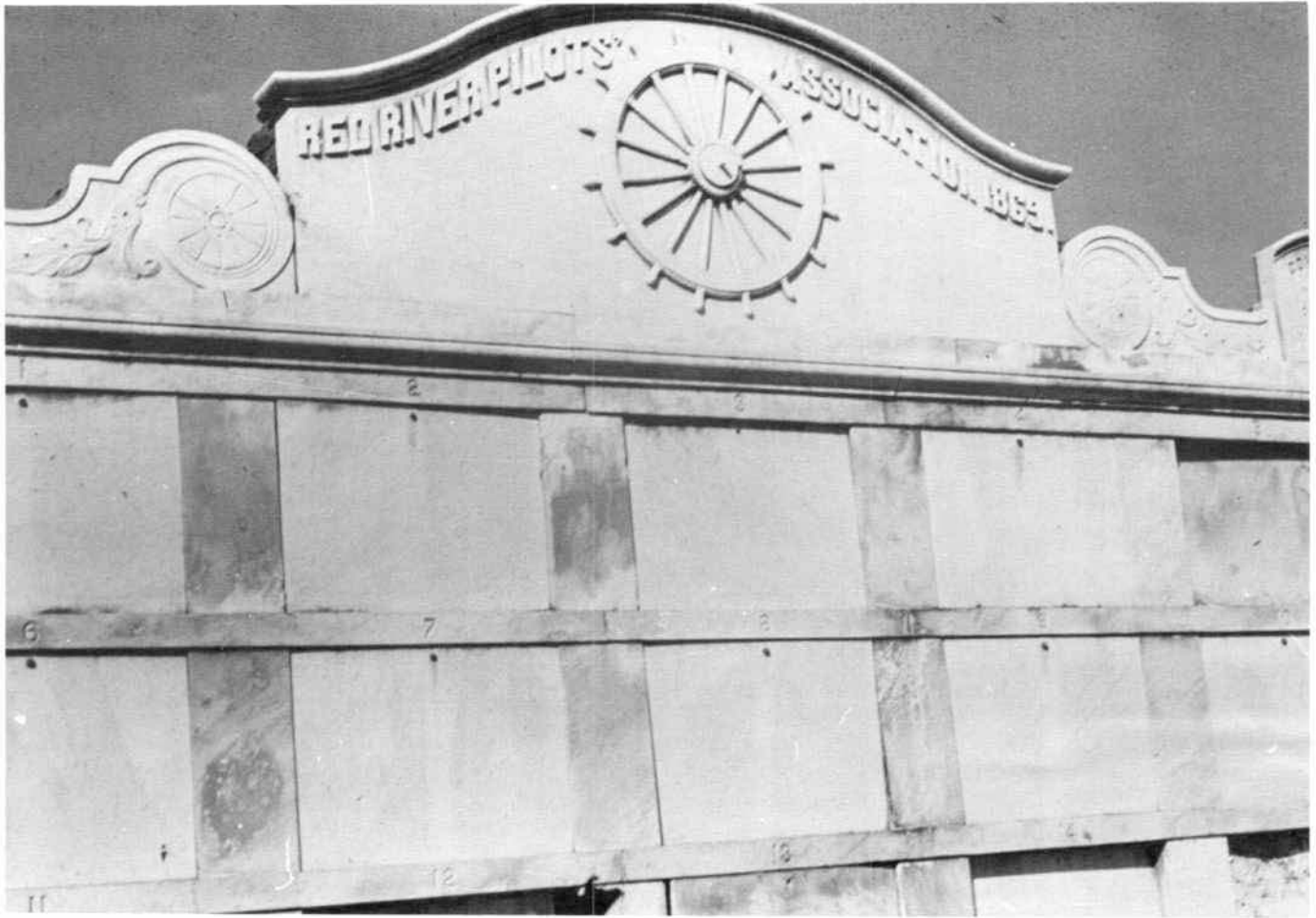
CORRECTION: In the Sept. '82 issue credit was given to Dick Lemen for a portrait of Capt. Jesse P. Hughes, upper left, page 8, and of Robert H. (Bob) McCann, on page 43. Dick promptly wrote to tell us that the person who took these was a friend of his named Hopkins who lived in Louisville and who gave Dick the negatives.

We asked C. W. Stoll if he knew this Hopkins and got the following reply:

"Yes, I remember Walter Hopkins well. He was in charge of the photographic department at Sutcliffe on Fourth Street here in Louisville and was considered an excellent photographer, and he was a very kind and helpful sort of person in general. I first met Walter when he was a kid. He made a "home" movie of the Stoll Oil refinery (some time after 1925) which we showed at the Louisville Automobile show formerly held annually in the old Jefferson County Armory. Walter, who died some years ago, had a sister who was an M.D., Dr. Mary Hopkins, who was a good friend of our family."



Jack Custer's Christmas card finds him in his work room at Franklin, Tenn. A river article from his typewriter appears in the rejuvenated "Ships and the Seas" magazine. Looking over his shoulder we recognize the portrait of Peter Sprague, and two handsome enlargements of the SPRAGUE. Jack is a regular contributor of feature articles in The Waterways Journal. He and Sandie Miller deserve a lion's share of credit for the verve and gusto of S&D's Middle Ohio River Chapter.



L EONARD V. HUBER has piqued our curiosity. This tomb is in the Masonic Cemetery in New Orleans, noteworthy for its pilotwheel faithfully carved in stone, lettered RED RIVER PILOTS' ASSOCIATION 1869. The vaults are con-

secutively numbered starting with 1 at upper left and winding up with 14 at lower right. Although the Association is long gone, there certainly must exist, somewhere, a roster of the occupants, and that we'd like to see.

J. Thomas (Tom) Dunn, sales manager for Streckfus Steamers, with offices in the Security Building, St. Louis (The Waterways Journal is their neighbor) sends us a copy of the new Streckfus 1983-1984 calendar, which is something to see.

We opened it at random to be confronted with a 6½x9" photograph of Capt. Tom Posey on watch in the pilothouse of the ol' SAINT PAUL, (daddy of 'em all), flanked by four young ladies whose dresses and hats would seem to date the scene about 1925-1929. Cap'n Tom piloted the SAINT PAUL all the years she was a Streckfus excursion boat, and until the last bell was rung at Paducah in the fall of 1941, by which time she had become the SENATOR.

Well, to see Cap'n Posey was a real surprise, although he is not identified in the accompanying caption by name. What little your scribe ever knew about side-wheel piloting was due to his tutelage, just as what we don't know about race horses isn't. All the time Cap'n Tom piloted the SAINT PAUL he was thinking and dreaming of race horses.

Another flip of pages and we're looking at an equally large picture of the side-wheel J.S. looking back from the bridge at her pilothouse and stacks. That big crate sure was a pile of lumber, the first side-wheeler we ever stood watch on as pilot. Coming up through Letart Islands on the Ohio River all the pilot could see on either side was tarpaper roof, and upon entering a lock, all the concrete walls and esplanade were blanketed from view, and the pilot never saw anything more of them until she departed and he turned around to look to see where he'd come from. One day with the wind blowing, making a lock, Jesse P. Hughes advised Capt. Verne Streckfus to load the J.S. on a flat car and ship her right back to St. Louis. We knocked off a couple of fenders.

Well, well, well! Here we are on another page down in the engineroom of the SAINT PAUL with Capt. Hilmar Lax squiring three young ladies for a look-see at the "pump garden" as chief Fred Koehler called it. There is a young man over at the left with Chief Engineer on his cap but he's a

stranger to us. Captain Lax came to Pittsburgh as master of the SAINT PAUL in the summer of 1937. We introduced him to Lady Grace out on the head of the boat where he was slumped in a chair. "My damn belly hurts," he complained; "think I need an enema." He probably did.

There are two dozen of these pictures and they take in the Streckfus fleet from the FREDDIE to the present-day HUCK FINN. According to Jim Swift you can get one of these calendars by writing Streckfus Steamers, Inc., 319 N. Fourth St., St. Louis, Mo. 63102 for \$10, which includes postage.

Our thanks to William Mooar, 161 Huxley Drive, Buffalo, N.Y. 14226 for a stat copy of the log kept by his father Capt. William Emerson Mooar during a trip from Louisville to Willow Grove Landing above New Orleans on the towboat PITTSBURGH in early 1909. After delivering 21 loaded coalboats and three model barges, they headed back upriver with empties.

Our thanks to Jack Custer for a copy of the revived magazine *Ships and the Sea*, No. 1, Winter 1983. Same page size as the *S&D REFLECTOR*, 72 pages, no advertising, quarterly, slickstock color front cover. Sub rate \$10 domestic, \$12 to Canada, and \$15 elsewhere. It is being published by Phoenix Publications, Inc., N89 W16342 Main St., Menomonee Falls, Wis. 53051, Scottie Dayton, editor.

The Mississippi River System gets bountiful attention in this initial issue. Last September we admired a model of the U.S. snagboat HORATIO G. WRIGHT on display at the Mud Island Museum, Memphis, and now learn it was created by Ted Dobson, Park Ridge, Ill. Some years ago we admired a much older model of the same snagboat displayed in the Museum of Science and Industry, Chicago, which had been displayed at the 1904 World's Fair at St. Louis.

Featured is an article by Jack Custer titled "The Greatest Steamboat Race" with the ifs-and-ands of how it came about as the ROB'T E. LEE and NATCHEZ did their thing in 1870. Illustrations were furnished by Ralph DuPae and William L. Talbot, most of which have appeared in the *S&D REFLECTOR*.

Frank Braynard presents a lively tale of "The Great Steamboat Race of 1981" as he rode the DELTA QUEEN during the annual MQ-DQ contest from New Orleans to St. Louis. Pictures of the contestants occupy some six pages of space.

Most of the text in the featured articles is set two-column to the page in type a bit small for our tired old eyes, but other than this criticism we salute this new adventure in publishing wherein, as was true of the steamboat races of yore, the devil gets the hindmost.

Delly Robertson has been telling us something about how she became addicted to rivers and steamboats. She was raised in an unlikely area for such exposure, at Reading, O., near Mill Creek and an old canal lock in Lockland, O.

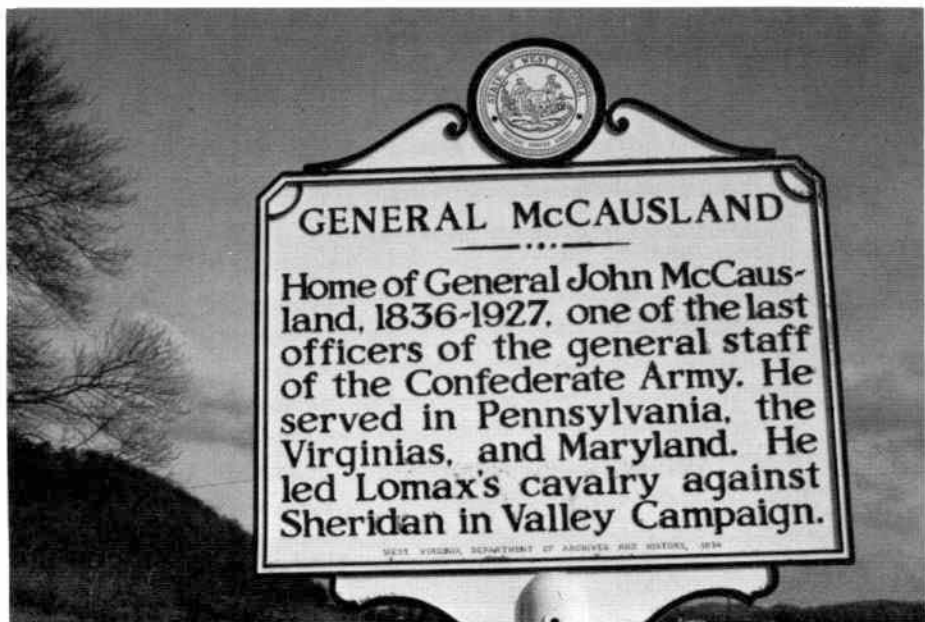
"My first steamboat ride was in the 20's to Coney Island on the ISLAND QUEEN," she recalls, and says other rides brought her to realize she liked the steamboat better than the park picnics and amusement rides. "This beautiful big boat, with Homer Denney at the calliope, put the river mud in my veins and a bit of steam in my temper," says Delly.

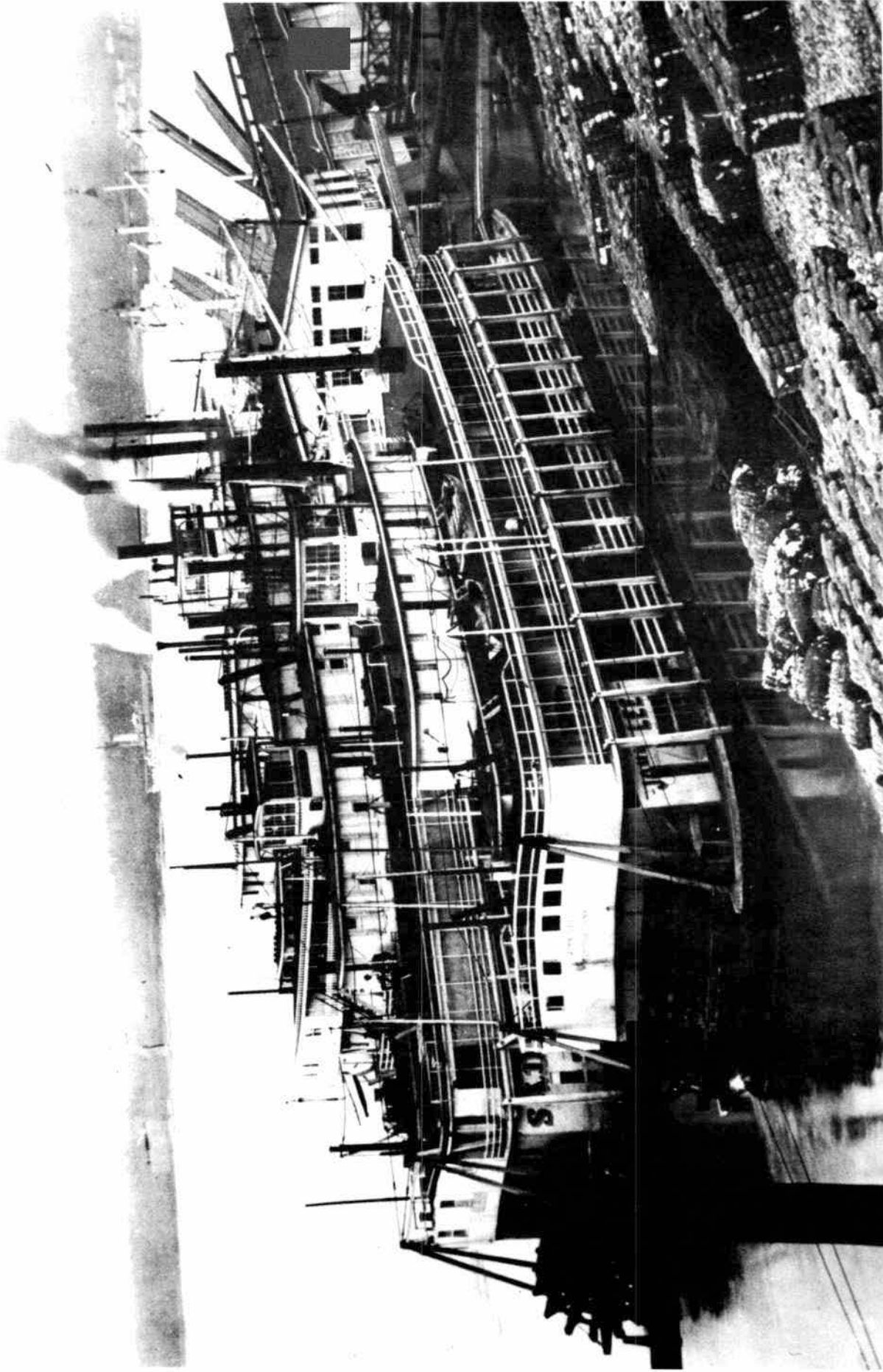
She didn't move fernix the Ohio River until 1952. Then she met up with the AVALON "where I met young Doc Hawley taking a steam bath at the calliope."

Delly took her first ride on the DELTA QUEEN in 1957. She and her husband John courted on the ISLAND QUEEN, dancing to Clyde Trask's orchestra. "After nearly 45 years we still remember those dates on 'our' steamboat," sighs Delly.



OUR THANKS to Marga Smith, Springfield, O. for these pictures of Confederate General John McCausland's homestead along the left shore of the Kanawha River adjacent to U.S. 35 near Pliny, W. Va. where the road marker is located. In 1921-1922 the packet GENERAL PERSHING landed there occasionally to pick up farm produce shipped by the McCauslands to Charleston. The General usually appeared on horseback to watch these proceedings but seldom, if ever, said anything. Capt. Will Guthrie of the PERSHING told your scribe (I was second clerk at the time) that seated on that horse was the man who burned Chambersburg, Pa. during the Civil War. His homestead, so the story went, was built like a citadel, surmounted by a watch tower, inasmuch as General McCausland feared personal reciprocity at any hour of the day or night. Another facet of the tale is that the General believed his fortress was impenetrable to raids, so sturdy was its design and construction, and about when he started feeling comfortable and secure, one of those West Virginia "jimmycanes" came along and took off the entire roof. But, as the road marker confirms, he lived to a nice, ripe old age.





The JOHN LEE in the foreground, and the SADIE LEE next to her, date this picture in 1912. The Lee Line, Memphis, bought the H. W. BUTTORFF in 1911 and by Nov. 15, 1912 when the SADIE LEE was lost by sinking below Memphis, the JOHN LEE (ex-H. W. BUTTORFF) was sent to salvage freight and equipment. The other boats are probably the JAMES LEE (2nd) and STACKER LEE. A smaller one wedged in the center may be the ELEONORE, just rebuilt following a fire which burned off her cabin. Without a doubt there are more Lee Line steamers in this picture than in any other one known. Bert Fenn furnished the print to Ralph DuPae and our thanks to both.

The JOHN LEE in the foreground, and the SADIE LEE next to her, date this picture in 1912. The Lee Line, Memphis, bought the H. W. BUTTORFF in 1911 and by Nov. 15, 1912 when the SADIE LEE was lost by sinking below Memphis, the JOHN LEE (ex-H. W. BUTTORFF) was sent to salvage freight and equipment. The other boats are probably

The NATCHEZ suffered severe damage Thursday morning, Jan. 27th when struck by an upbound ocean freighter. The NATCHEZ was at her Toulouse Street dock, New Orleans, undergoing annual maintenance inspection.

According to the Times-Picayune account next day the 738-foot Liberian ship PRIAMOS, enroute to load grain at the Zan-Noh elevator in Convent, veered to strike the NATCHEZ broadside. A news photo indicates that the point of impact was on her starboard side where the boat's name appears in large letters on a boiler deck bulkhead. The ramming crumpled a section of the main deck guard, and pierced into one of the 38 watertight hull compartments.

Wilbur E. Dow, Jr. flew to New Orleans at once. A preliminary survey Thursday afternoon at the Todd Shipyards, where the NATCHEZ was taken, estimated the damage to the excursion steamer at a cost of somewhere between \$150,000 and \$300,000 to repair. The New Orleans Steamboat Company sued for

\$500,000 in damages.

The freighter PRIAMOS also was taken to the Todd Yard, although apparently uninjured.

According to a Coast Guard officer the PRIAMOS some 48 hours before the accident, navigating up through the harbor, lost her steering, took a shine, and nosed in above the Toulouse Street dock, missing the NATCHEZ by a comfortable yardage. She then was dropped downriver and anchored while repairs to the rudder apparatus were attended to. She then resumed her upbound journey, took the second sheer, and hit the NATCHEZ.

The MISSISSIPPI QUEEN, moored near the NATCHEZ, received minor damage to one of her stage booms but according to Stanley S. Thune, president of the company, she was expected to depart on schedule for Vicksburg the following day, Friday, Jan. 28th.

All of the above happened just as this issue of the REFLECTOR was being readied for the printer, and our thanks to C. W. Stoll for a prompt phone call (he had been in

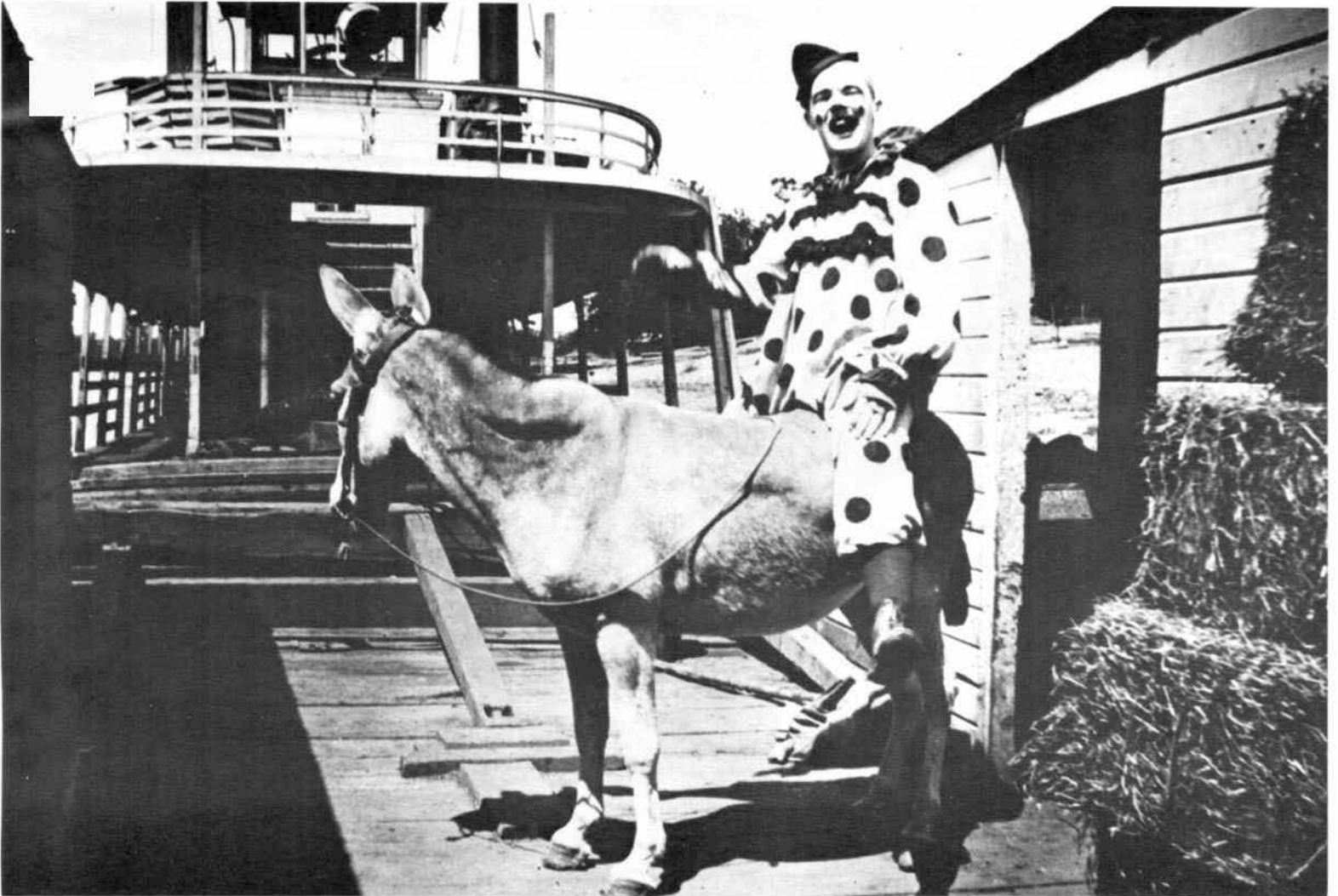
conversation with Capt. Doc Hawley) and to Leonard V. Huber for mailing to us the newspaper account from New Orleans.

The NATCHEZ had been due to resume her New Orleans harbor trips on February 5th.

LATEST FROM NEW ORLEANS: A letter from Capt. Clarke Hawley of the NATCHEZ dated January 29th, reports that the Liberian-flag ship PRIAMOS is Greek owned. Damages to the NATCHEZ have been estimated from \$650,000 to \$700,000.

The Classification Society, a non-profit organization which does vessel inspections, cleared the PRIAMOS following repairs after the initial escapade, telling the Coast Guard that the steering problem had been solved. Thereupon the CG eased restrictions and permitted the freighter to proceed with but two tugs in attendance instead of five.

At this early date it is impossible to predict now long the NATCHEZ would be out of service.



IN THE SUMMER of 1903 the Great American Water Shows, no relation to the Rice & Dore Water Carnival described on page 42 this issue, toured the Ohio and Kanawha Rivers towed by the small packet CRICKET. One of the features was this clown, identified as Will Cary on the original photograph, and

his donkey. The CRICKET shows in the background. This comes from Keith Norrington's collection, and Keith got it from Paul Seabrook, both of New Albany, Ind. Keith loaned it to Ralph DuPae whose University of Wisconsin photo team at La Crosse made it available to us.

The Waterways Journal reported in its January issue (page 11) of the closing of the Powhatan Mine No. 3 at Dilles Bottom, Ohio. The North American Coal Corporation for the past 30 years has shipped coal from this mine to Ohio Edison generating plants. Now, due to the current recession, a renewal of a long-term contract could not be secured.

Coal has been commercially mined at Dilles Bottom and shipped on the Ohio River almost since the coal business started. Capt. Hugh Smith was running the Wegee (pronounced Wee-gee) mine there in 1851 when he bought an old side-wheel packet named LAKE ERIE, lashed a barge of coal along each side, and set forth for Cincinnati. Years later, during a Federal inquiry, Capt. I. C. Woodward was asked to name the first instance of coal towing by steamer down the Ohio to his knowledge. He recalled the trip of the LAKE ERIE in 1851. The success of the venture led to the later construction of towboats operated by Smith named LAKE ERIE NO. 2 and LAKE ERIE NO. 3.

Soon after your scribe and Lady Grace Way occupied 121 River I was the recipient of a phone call from Mrs. William M. Scaife and invited to call on her at "Eldomar," the name of her mansion on Linden Place, Sewickley. Over tea cups she outlined how we were related as cousins and, during a pause, she smiled sweetly and asked had I in my river travels heard of a place named Wegee. "Yes," I said brightly, "a coal dump a few miles below Moundsville on Dilles Bottom."

Her eyes gleamed with mischief. "I was born there," she said.

And, sure enough, Mrs. Scaife's grandfather was Capt. Hugh Smith, the pioneer miner and shipper of river coal.

Thereupon Mrs. Scaife enlightened me with a lesson in Sewickley relationships. Her sister (then deceased) was Mrs. G. Harton Singer who, with her husband, occupied "Harton Hall," the mansion off Chestnut Road in nearby Edgeworth. Mr. Singer, who had died in 1929, was of the firm Singer, Nimick & Co., Pittsburgh. As footnote to this bit of news, for it certainly was news to me, Lady Grace and I went to Harton Hall shortly after this tea party and bought from the next generation of Singers a quite cozy St. Bernard puppy which we christened Betsy Ann. Betsy Ann protected Grace and the kids at 121 River while I was with Ashland Oil.

Not to belabor this relationship business, but Mrs. Scaife told me of her brother Frank who also came to live in Sewickley and became secretary of the Crucible Steel Company when it was formed in 1900 and was named president in 1903. He still was Crucible's president in 1909 when a heart attack knocked him off.

Over about the third cup of tea, Mrs. Scaife was going on about another sister of hers, Lillian, who had married the Pennsylvania senator Philander C. Knox while he still was assistant to a U.S. Dis-

THE BACK PAGE PHOTOGRAPH OF THE LORENA

OF ALL of the steamboat pictures taken by the Muskingum River photographer, Clarence G. Brooks, this one of the LORENA has probably attracted more attention from steamboat fans than most. Mr. Brooks captured the scene with an 8x10 plate camera at his home town of McConnelville, Ohio, and obviously, although not dated, the steamer is "bran' spankin'" new in 1895. She was built at the Knox Boat Yard in the Harmar section of Marietta and was the culmination of a great fund of practical experience in designing packets to ply the Muskingum and negotiate its small, hand-operated locks. It boggles the minds of modern rivermen, who know these locks (for they continue to exist) that so pretentious a steamer with the girth and length of the LORENA could be fitted in them. -Or, and probably the more remarkable, that she could negotiate the twists and bends of the canals bordering the river's shores. "Lorena" was a girl's name coined to fit the lyrics of a sentimental song needing a three-syllable damsel.

A hundred months have passed

Lorena,

Since last I held thy hand

in mine,

And felt thy pulse beat fast,

Lorena,

Though mine beats faster far

than thine:

A hundred months--'twas

flowery May,

When up the hilly slope we

climbed

To watch the dying of the day

And hear the distant church

bells chimed.

The real-life "Lorena" lived at Marietta in her latter days, having spent her girlhood in Zanesville, Mrs. William W. Johnson. Her name was not Lorena--far from it--she was Martha Ellen Blocksom. When S&D was getting started Mrs. Edith Reiter, then curator of the Campus Martius Museum, spoke of Mrs. Johnson--Edith knew her quite well--and told that Mrs. Johnson never to Edith's knowledge, ever would confirm or, for that matter, deny, that she was the focal point of what became the nation's best-seller music hit 1857-1865. The song "Lorena" was sung around the

camp fires of Yank and Reb alike. Mrs. Johnson of course knew the steamboat LORENA quite well, and she was still living when the boat burned at Pt. Pleasant, West Va. in 1916. She died a year later in her 89th year, having been blind for the last fifteen years of her life.

Occasionally the song is rediscovered. Last time we heard it sung was on TV some while back--was it Burl Ives? Of course it was Burl Ives, probably on a Johnny Cash show. Golly, that old neglected song still had wallop! First time we heard it was while visiting with "Dud" Chamberlain, gifted newspaper columnist of Marietta. The subject of "Lorena" came up and I confessed to never having heard it sung. "Goodchrist where have you been all these years!" exclaimed Dud. He leaped to his cabinet and produced a Victrola record and played it through its well-worn grooves.

The years creep slowly by,

Lorena,

The snow is on the grass again,
The sun's low down the sky,

Lorena,

The frost gleams where the
flowers have been:

But the heart beats on as
warmly now

As when the summer's days
were nigh;

Oh! the sun can never dip so
low

Adown affection's cloudless
sky.

Dud was wiping tears from his eyes. "I'm just a goddamned old sentimental fool but this song always does this," he muttered. I was too choked up to reply.

A couple of weeks ago John Hartford asked had I ever heard the song? He had discovered it and with something of the same reactions. Fact is that's what has prompted us to back-page Clarence Brooks' masterpiece picture. The Civil War tear-jerker may be overdue for a new wave of national popularity.

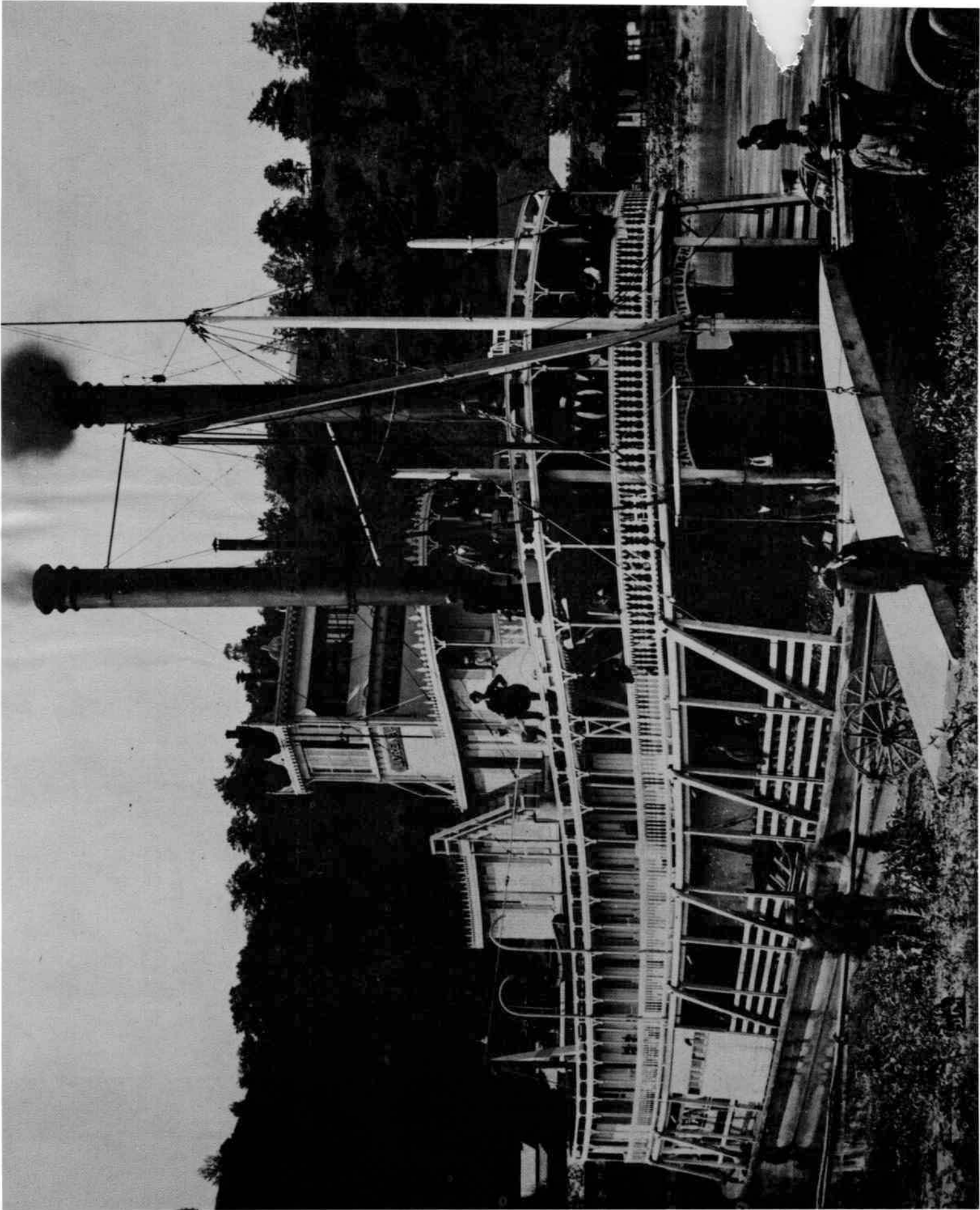
An original print of this picture is in the S&D files at Marietta. Ralph DuPae took it to La Crosse, Wis. and he and crew have our thanks for this flawless reproduction.

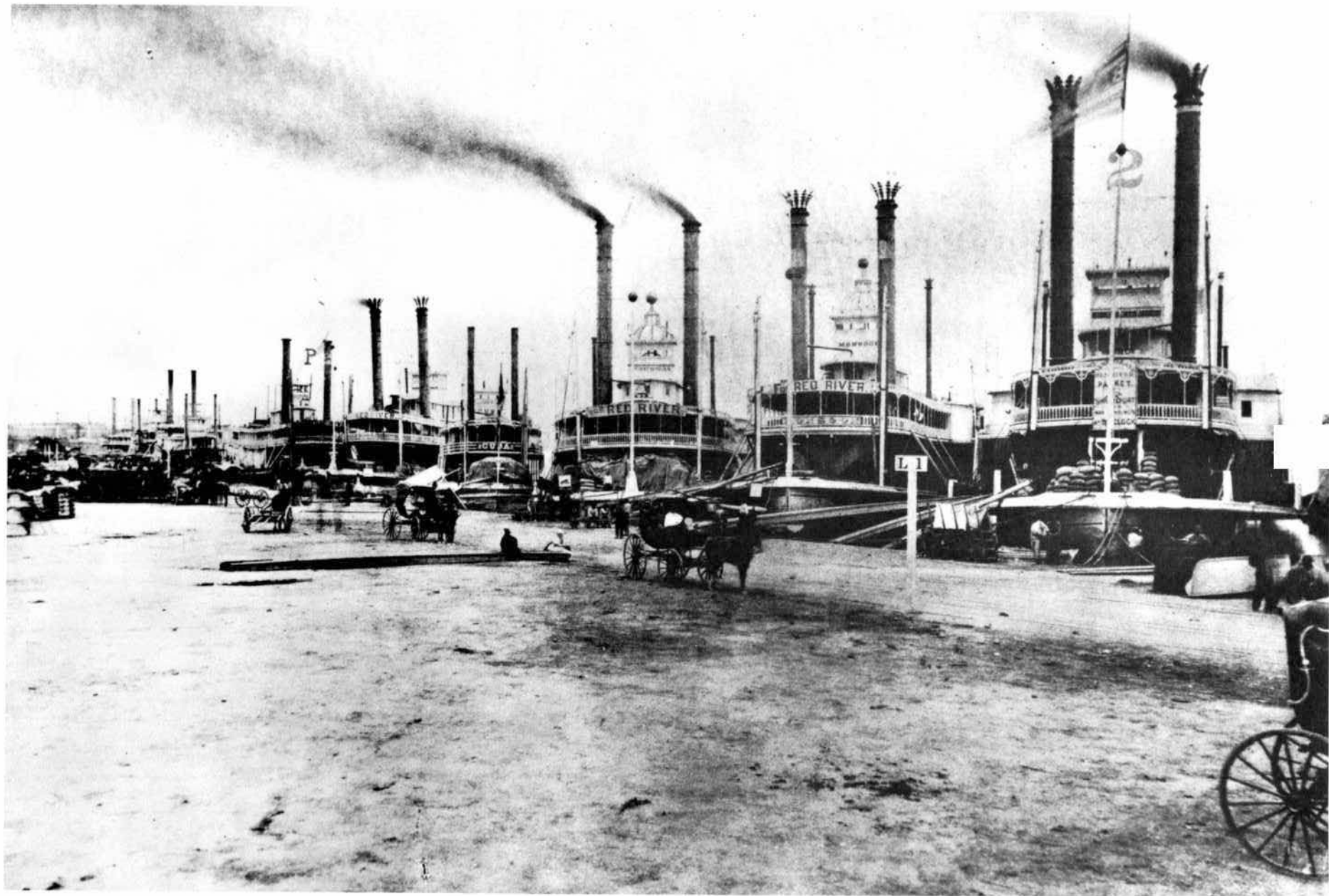
trict Attorney. In sort of a circuitous way Senator Knox was related to the Knoxs of Marietta and Harmar who were boat yard owners, captains and engineers.

What all of this is leading up to (and high time) is that during the late Christmas Season, Bee and Woody Rutter, and Tom Way, and Fred Rutter and I were invited to "open house" at the new Spanish Tract Road home of Mr. and Mrs. G. Harton Singer III, out there on the hill back of Edgeworth and not too far distant from the original "Harton Hall" which still stands, and which the Singer IIIs sold a while back for you wouldn't believe what. So it turns out that

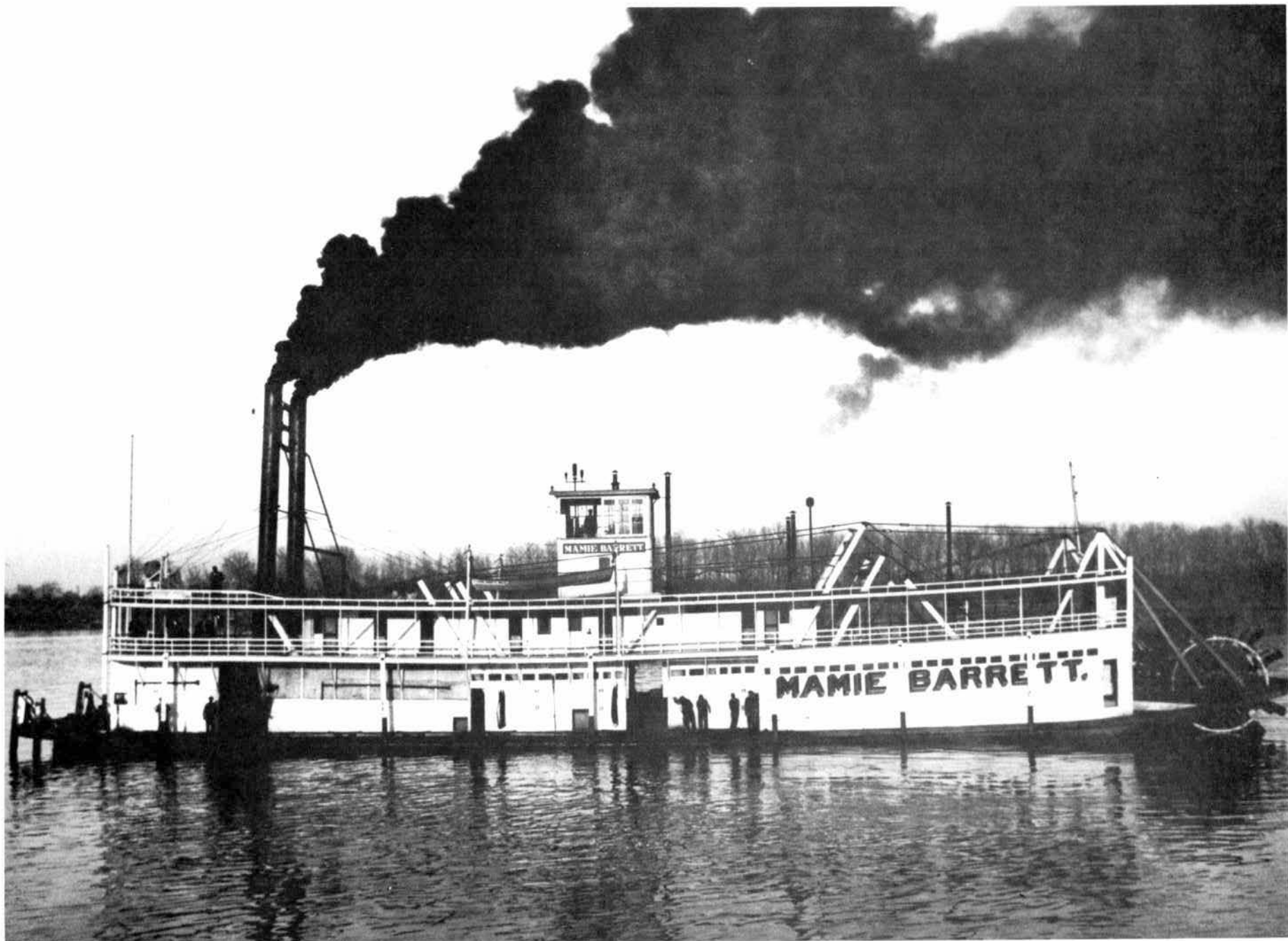
"Pat" Lyon, daughter of Ed Lyon, Jr. (who was purser of the BETSY ANN) married G. Harton Singer III, so it is Uncle Fred and Aunt Bee and all's well with the world.

What's more, Pat Singer is all hopped up to build a gazebo in Way Park, Edgeworth, and has run smack-dab into the conveyance agreement wherein my father and his two brothers stipulated that "no structure shall be built thereon." All of which is a long way from Dilles Bottom and Wegee. Our hope is that North American Coal gets its contract renewed and goes back to loading barges, and that Pat gets her gazebo.





All aboard for Red River landings - see next page, column one.



Black-smoking the MAMIE BARRETT - story on next page.



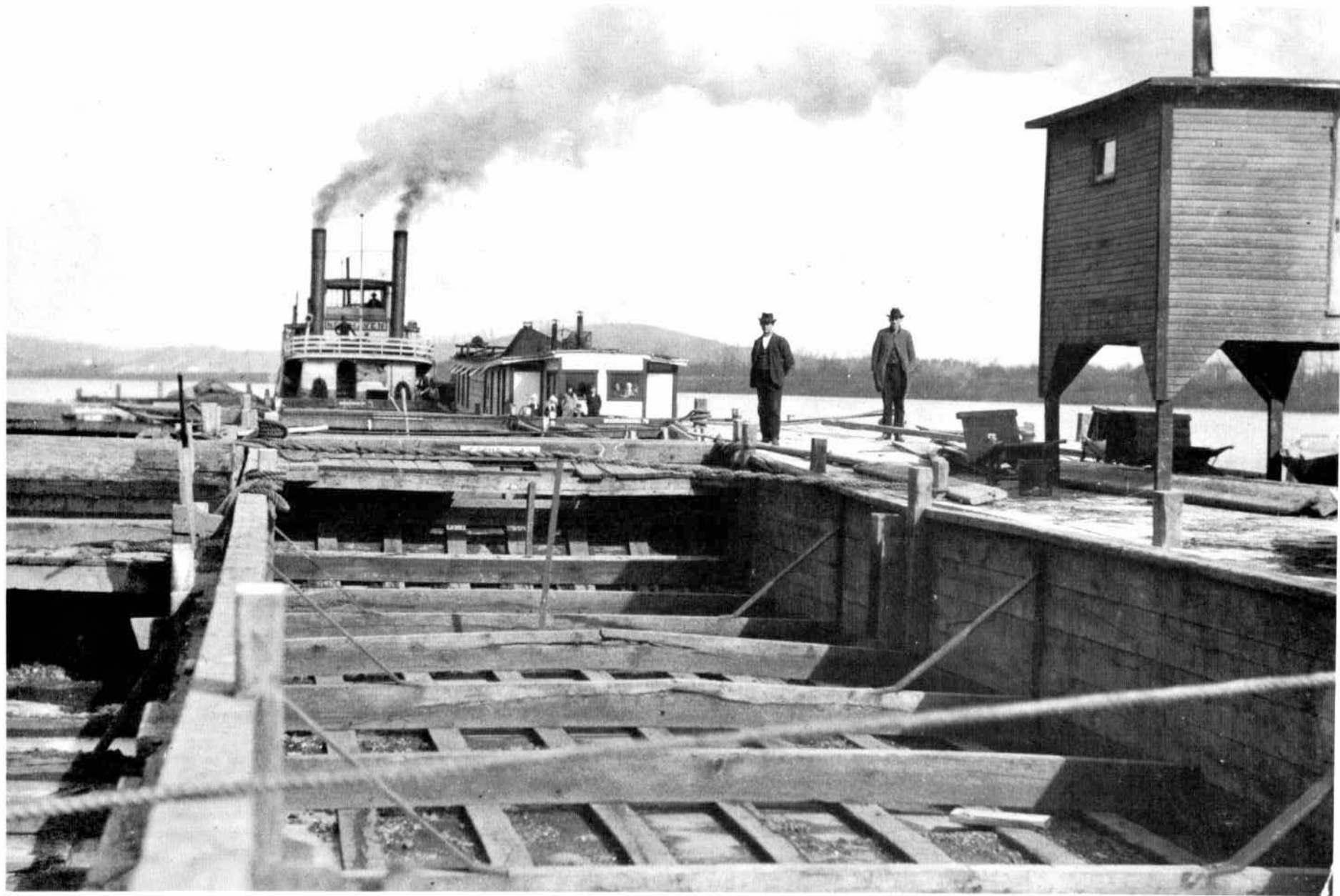
Jeff L. Yates, 3331 Lovelaceville Road, Paducah, Ky. 42001 took this picture of the NATCHEZ downbound at Paducah on May 3, 1982 as she was returning to New Orleans, having won the Derby Week steamboat race at Louisville. This picturesque

scene first appeared in The Waterways Journal, issue of May 15 '82, inasmuch as Jeff is the WJ's branch manager at Paducah. We made mention of it in the Sept. '82 issue of this magazine and Jeff was kind enough to send us a copy.



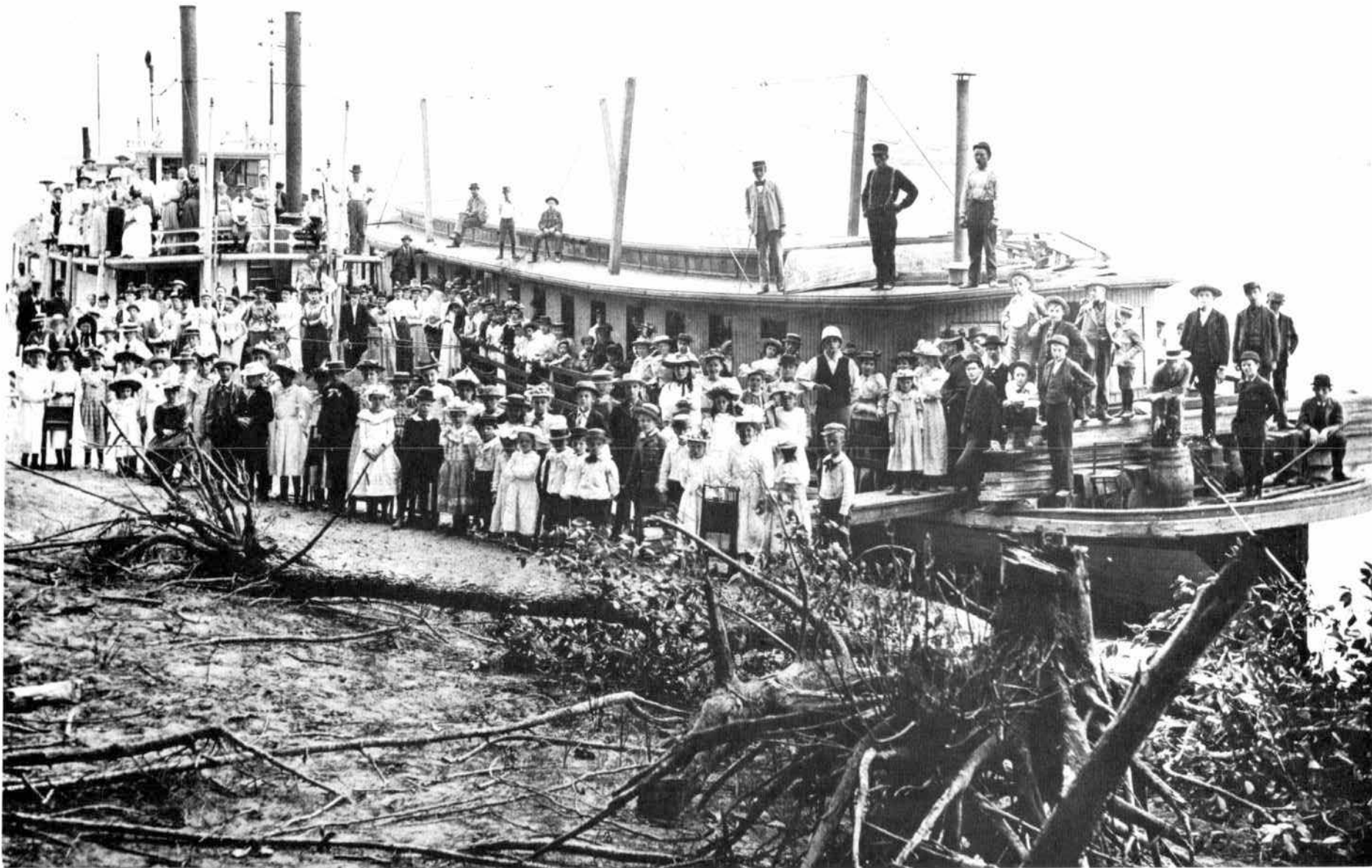
THE INDIANA HISTORICAL SOCIETY is the source of this view of the packet CITY OF IDAHO loading corn (our interpretation) on the Wabash River at Vincennes, Ind. It's piled in the deckroom, heaped on the fore-castle, and she's faced to a decked flat loaded to capacity. Out on shore are several more heaps, and by the looks of the wagon more is arriving. This little steamboat was built at Memphis in 1898 on a wood hull 88 x 21.7 x 3.5, had one boiler, and worked engines 8 inches bore by 3½ ft. stroke. She ran Memphis-Fulton, then to Peter's Landing, and in 1903 was on White River, Newport and Clarendon. By 1904

she was at Evansville owned by Capt. Frank L. Kennedy who rebuilt her the following year--1905--the likely date when this picture was taken. In March 1906 Dana Scott inspected her for insurance purposes and reported back to Neare, Gibbs & Co. that she was in good condition "but not a desirable risk." Next we hear she was running New Orleans-Bayou Lafourche in May 1907 and then Dana Scott marked in his ledger "Dead." What we'd be most interested to learn is how she got that name CITY OF IDAHO, the implication being there was a city named Idaho, which eludes us, and apparently the mapmakers as well.



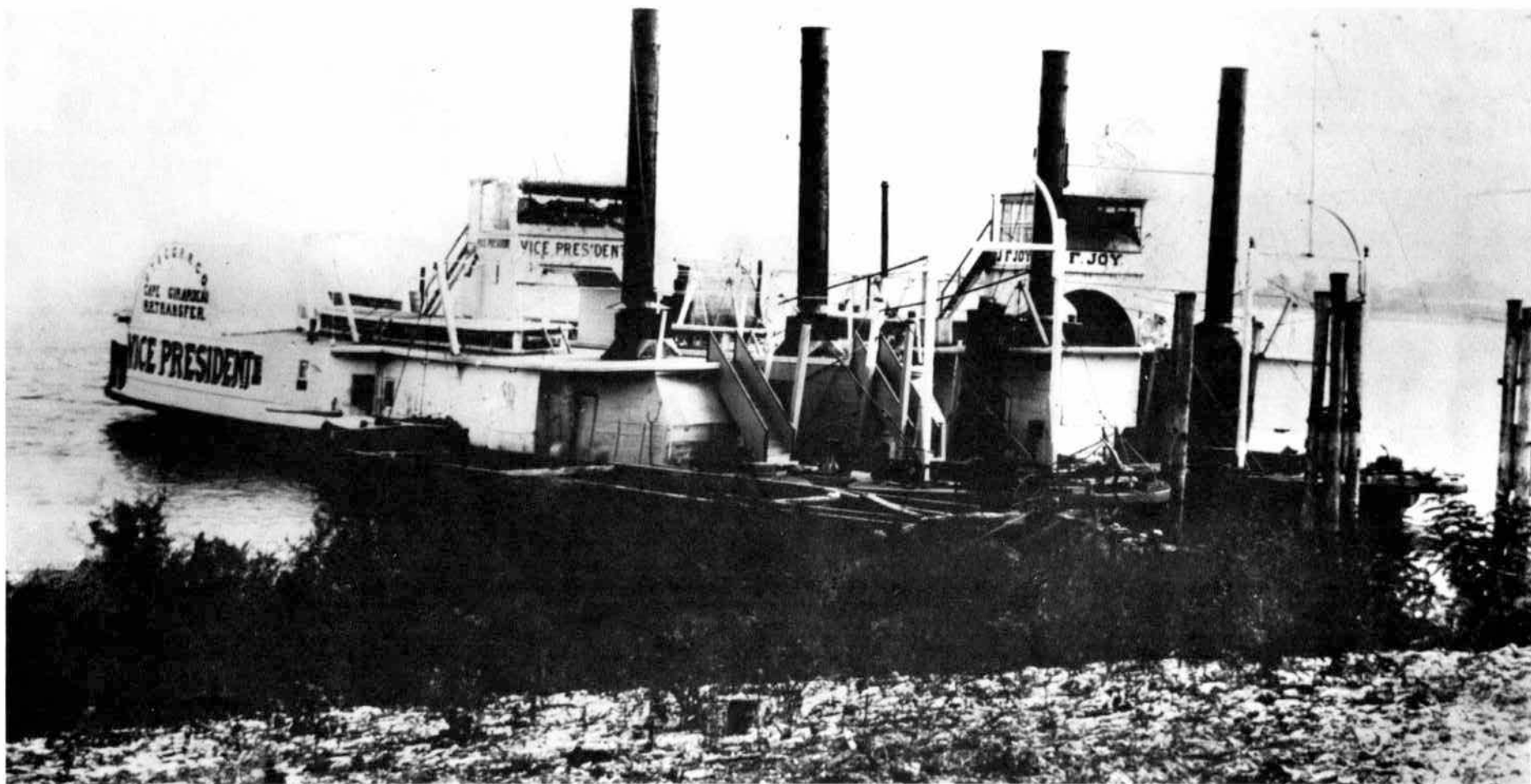
NOTED Upper Ohio River photographer Thornton Barrette got out on the barges with his camera and took this picture of the towboat NEW HAVEN with the Barrette Floating Photo Gallery hitch-hiking in the tow. The NEW HAVEN was built at Pomeroy, O. in 1892 and was named WM. WORMALD until purchased and renamed in 1896 by the New Haven Towboat Co. with I. N. Flesher of Middleport, O. as agent. The deck barge at the right with the stilted

shanty was a type commonly used for transporting lumber, brick and the like, with a watchman living aboard. If you look sharp, you can see children and grownups posing on the front deck of the Photo Gallery. This comes to us from the Murphy Library collection and is made from an original owned by C. M. Dowling, grandson of Thornton Barrette, now living in Miami, Florida.



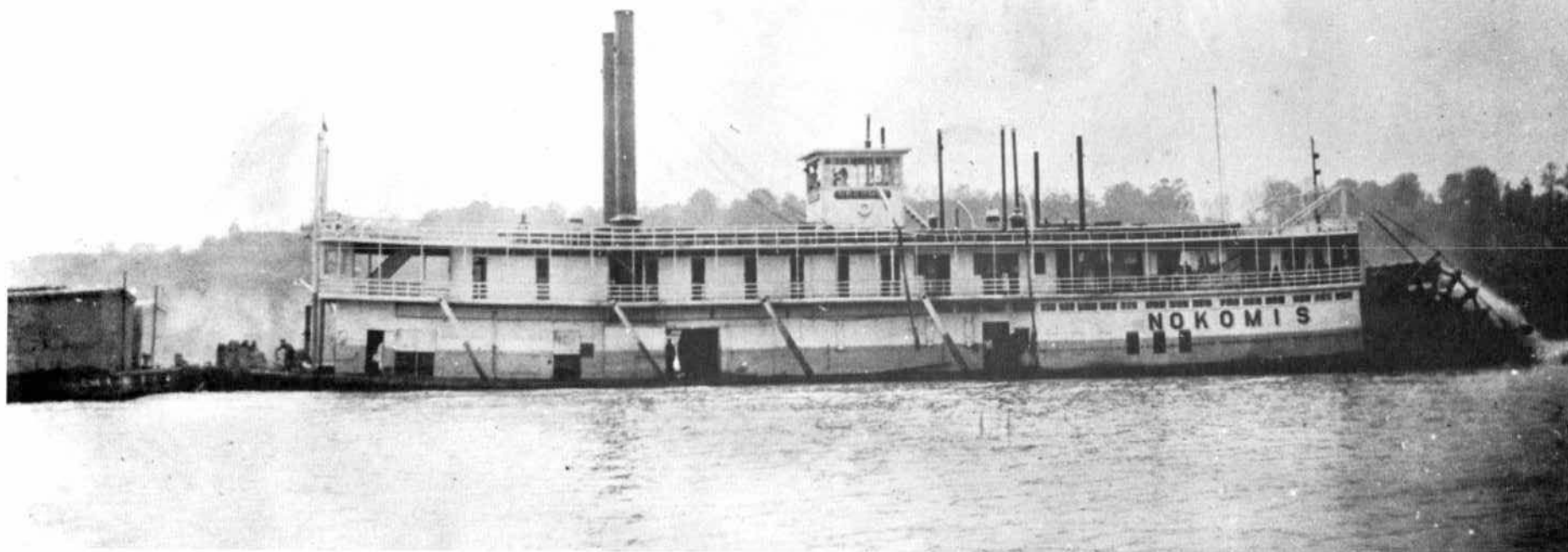
RALPH DUPAE unearthed this one at the Joe Suileman Museum, Wabasha, Minn. The original print is unmarked. The folks at the Museum don't know what it is; Ralph doesn't know, and --to make short the story--we don't know. One oddity is that every blessed creature, male and female, young and old (there

must be several hundred) wears a hat. This dates the event, which seems to be a community picnic, before the first World War, and, judging from the dresses, maybe 1909 or 1910. Surely some grandson or granddaughter in S&D has seen this picture in the family album. Please clue us in!



DAVID TSCHIGGFRIE sent us this picture from Dubuque in 1970 and we've been sitting on it ever since--that is, until a week ago when Ralph DuPae produced an identical one that he had discovered in the files of the Dubuque Historical Society. The shot is exceptional inasmuch as both of the subject transfer boats, the VICE PRESIDENT and J. F. JOY, have eluded picture collectors for years. Both are old-timers, both built at Madison, Ind. within a year of one another, the V.P. in 1872 and the JOY in 1873. The picture was taken in all probability at Cape Girardeau, Mo. inasmuch as the lettering on the V.P.'s paddlebox reads CAPE GIRARDEAU R. R. TRANSFER and circled above are the initials G. T. & C. G. R. R. Co. which we take to be the Grand Tower & Cape Girardeau Rail Road Co., later sopped up by the Illinois Central. According to a compilation published in the July 1927 issue of the Missouri Historical Review the V.P. burn-

ed at Cape Girardeau on February 14, 1892 and had been serving there for several years prior to the fire. Both of these transfers had previously served on the Missouri River at Nebraska City, Neb. The V.P. was being brought down the Missouri on May 23, 1889 when she collided with a wire cable stretched across the river at Aspinwall, Neb., knocking down the stacks and taking away the pilothouse. John Gunsaulis, the pilot, fell to the main deck, and died of injuries several hours later. The JOY, following her Missouri River career, was the railroad transfer at Helena, Ark. until she sank at the incline there in late January 1895. At the time of her loss she was being operated by the Linehan Transfer Co. of Dubuque, which may account for this picture having been preserved at the Dubuque Historical Society.



MODERN barge service on the Mississippi River between St. Louis and New Orleans may be said to date back to five o'clock on the morning of September 28, 1918 when the NOKOMIS, pictured above, left St. Louis with the inaugural tow sent down by the newly formed Federal Barge Line. Capt. John W. (Bouquet Johnny) Warren was the pilot on watch, a nattily dressed dandy who invariably wore a flower in his coat lapel, had been captain on the Streckfus Line's QUINCY in the St. Louis-St. Paul trade, and who finally retired in 1938 after having served as captain and pilot for the U.

S. Engineers for 21 years. The NOKOMIS was built at Dubuque, same place and time as the BETSY ANN, in 1899, a steel hull 200-footer working engines 22's- 8 ft. which were replaced in the winter of 1916-1917 by compounds, 18's, 40's- 7 ft. On the occasion of the first Federal Barge trip the captain was Gus Heiner. Bouquet Johnny's pilot partner was Elmer Owrey. When the NOKOMIS was sold by Federal Barge in early 1927 the purchaser was Emmett (Skeet) Williams. She was at the Southern Pacific docks in the New Orleans area where she promptly sank and was lost.



PRIOR to the opening of the highway bridge spanning the Ohio River between Louisville and Jeffersonville in 1929 regular ferry service was provided. The Falls City Ferry & Transportation Company bought the steel hull ANDREW CHRISTY, shown above, from the Wiggins Ferry Co., St. Louis. The CHRISTY was a side-wheeler built by the Howards at Jeff

in 1897, 170 x 48 x 7.4 with three centrally located boilers and compound engines. Originally she had fore and aft pilot houses, but the one between the stack and the forward roof rail was removed. At St. Louis she was dark red, painted with oxide of iron. At Louisville she was renamed HENRY WATTERSON and so served until the bridge was opened.



The JOHN LEE in the foreground, and the SADIE LEE next to her, date this picture in 1912. The Lee Line, Memphis, bought the H. W. BUTTORFF in 1911 and by Nov. 15, 1912 when the SADIE LEE was lost by sinking below Memphis, the JOHN LEE (ex-H. W. BUTTORFF) was sent to the scene to salvage freight and equipment. The other boats are probably

the JAMES LEE (2nd) and STACKER LEE. A smaller one wedged in the center may be the ELEONORE, just rebuilt following a fire which burned off her cabin. Without a doubt there are more Lee Line steamers in this picture than in any other one known. Bert Fenn furnished the print to Ralph DuPae and our thanks to both.

