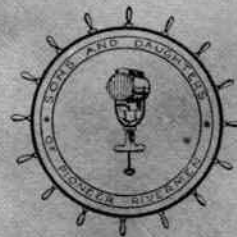


# S&D

# REFLECTOR

Published by Sons and Daughters  
of Pioneer Rivermen



Vol. 20, No. 3

Marietta, Ohio

September 1983



These three letters were recently received by J. W. Rutter:

Dear Woody: Words cannot begin to convey our appreciation for the \$3,680 matching contribution to help us maintain the W. P. SNYDER JR. This should make it possible for us to repair the roof. I'm getting bids now.

Please express our thanks to all of the trustees of the J. Mack Gamble Fund. It is most gratifying to see such support. Thank you very, very much.

John B. Briley, manager,  
Marietta Properties,  
The Ohio Historical Society.

Dear Mr. Rutter: We are very pleased and excited by the news of the \$5,000 grant from the J. Mack Gamble Fund. This grant will permit us to continue with the steamboat project in both its collection efforts and the processing of photographic prints. Somehow it seems particularly appropriate to have received this grant from an organization whose members have helped in so many ways over the years.

Please express to your board of directors our great appreciation for this grant. We shall make every effort to use this bequest in a wise and efficient manner. No portion of this fund will be used except for the steamboat project. We have a separate account maintained by the university's business office for this project.

Ralph DuPae and I are tremendously gratified by your announcement of the grant. We have faced severe budget restrictions recently, in spite of obvious enthusiasm and support by all of those who assist us. I think the thing that is most important to us is that the Sons and Daughters of Pioneer Rivermen are so sympathetic and supportive of this project. Our task of preserving the history and documentation of America's steamboats is consistent with your own. We are kin to all who work to help future generations to remember.

Thank you for this most significant gift. Our task will continue now to the best of our ability, and with your magnificent support.

Edwin L. Hill, curator,  
Murphy Library,  
University of Wisconsin,  
La Crosse, Wis. 54601

Dear Mr. Rutter: On behalf of the University of Wisconsin-La Crosse I wish to thank your organization for its gracious grant of \$5,000 toward the continuation of the Murphy Library Steamboat Photograph Collection project.

Mr. Hill and Mr. DuPae worked diligently over the past few years building this collection into one of the finest and most complete in the country. They have done this work largely with private donations, and I know that your group's contribution is both timely and much needed. This will enable them to continue their worthwhile efforts.

Once again, thank you very much.

Noel J. Richards,  
Chancellor,  
University of Wisconsin.

Sirs: Are you sure that the picture of the ALICE BROWN on page 35 of the June '83 issue was taken at Cincinnati? I am enclosing a picture of the Southern Railroad bridge that was taken sometime prior to 1896. Please note the difference in the shape of the piers. The steel truss work also appears to be somewhat different. In the one in the REFLECTOR the truss work slopes slightly downward toward shore while the tracks appear to remain level. On the enclosure the truss work and the tracks continue straight and level. Those hills across the river don't quite match the West Covington-Ludlow terrain either, and that smokestack in the REFLECTOR picture is a real puzzler.

Gary H. Imwalle,  
5656 Beechmont Ave.,  
Cincinnati, Ohio

=Will you go for it being the L&N railroad bridge at Cincinnati as it first appeared in the 1870s? Your argument against it being the Southern bridge is convincing.  
-Ed.

On page 11 is a portrait of the SPRAGUE and lack of space did not permit us to remark that it is one of particular interest inasmuch as she is lifting water clear to the top of her paddlewheel---wearing a beard for certain. We do not know the name of the photographer who took this series of pictures for Standard Oil of New Jersey, Louisiana Division, and our thanks again to George Lee for loaning them to us.

Friends of Claire and Gene Fitch were invited to the Buckeye Lake Community Church, Buckeye Lake, O. to extend good wishes and congrats to the couple on the occasion of their 50th wedding anniversary on July 10th last. Most of our readers are aware that Gene and Claire make their home, year around, on their sternwheel (for real) boat CLAIRE-E. They have been closely associated with S&D doings and affairs for many years. A tip of the editorial hat to Gene and a hug to Claire, and best wishes from us all.

#### - OBITUARIES -

Agnes S. Harralson, page 15  
Charles G. (Chuck) Remley, 20



THIS PICTURE comes from Jerry Sutphin with a request for identification. It is the GOLDEN GATE which briefly ran Cincinnati-Madison (1902) and then Louisville-Kentucky River (to Monterey) in the spring of 1903. She started out as a rafter on the Upper Miss, built at Dubuque in 1878 by J.H.S. (Sullivan) Coleman and his brothers James and Andrew. Sullivan Coleman had a considerable financial interest in the famous Homestake Mine at Deadwood, S.D. The GOLDEN GATE ran rafts from the Chippewa Lumber & Boom Co. to Hannibal and St. Louis. In 1895 she was bought by the Mississippi River Commission at Memphis, and by 1900 had been sold to Capt. G. M. Sivley who was operating on the Illinois River. On the Ohio River she was owned by Capt. W. E. Pratt, Madison, Ind., father of Capt. Coburn Pratt who later made quite a reputation as a packet mate. The boat was getting to be something of an antique by 1903 and Capt. J. F. Disken of Carrollton, Ky. bought her for \$600 and dismantled her at that place.

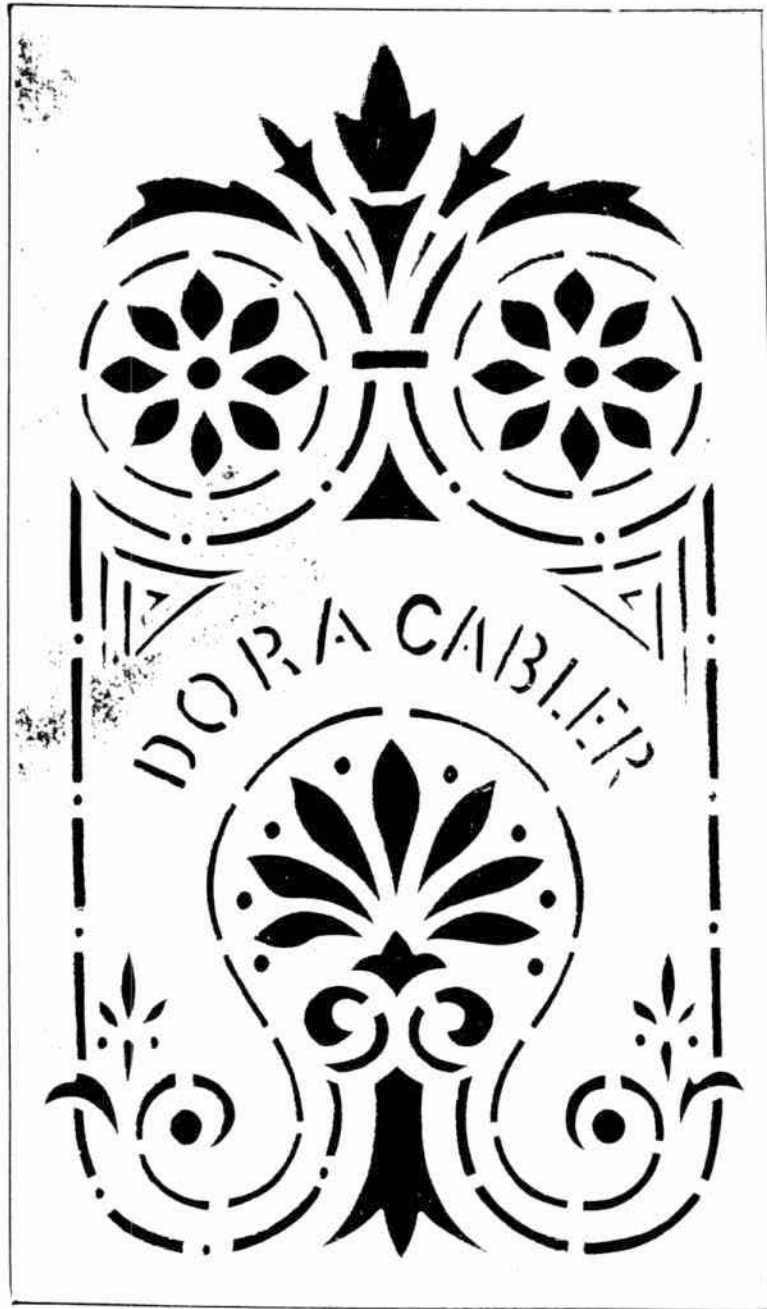
While it's fresh in mind, Roddy Hammett phoned Sunday, June 26 and tells us that the U.S. snagboat MONTGOMERY has been out and prowling. In our December '82 issue, page 46, two pictures of this old steamboat are shown, along with information about her, and how she's slated for decommissioning. Roddy says she rather suddenly appeared upbound at New Orleans under steam, and proceeded to St. Francisville where, at the old Bayou Sara landing, she was to take part in the making of a new movie. The recent flooding along the Lower Mississippi hindered the program, and the MONTGOMERY was laid up there several weeks pending better river conditions.

Shortly before Dick Bissell (Pajama Game) died, he and family moved from Boothbay Harbor, Maine, back to his birthplace, Dubuque, Iowa. There they occupied the rambling 16-room Queen Anne frame home his father Lester Bissell had built in 1890. When Dick died in 1977 the house was sold to Terry and Darryl Mozena, who have slowly but surely restored the place, and the July/August '83 Historic Preservation Magazine tells about it.

Lester Bissell, a clothing manufacturer, built the home in 1890 for \$12,000, considered quite a splurge in Dubuque at the time. Terry and Darryl Mozena, what with real estate prices being what they are, paid \$78,000 for the property and home in 1977. What they got was a house with large foyers on each floor, an open three-story stairway and a library with built-in butternut bookcases and an ornate wooden mantelpiece. The real showpiece is the third-floor ballroom which also features a mammoth pool table. Two Bissell daughters who lived in the house into their nineties once kept a pet lion in the ballroom.

The Mozenas replastered the top two floors and half of the first floor, put in new wiring and plumbing and heating and refinished all the parquet and hardwood floors. They added a modern kitchen and last year had the house painted and the property landscaped. The odor is gone but some of the lion stains persist on the pool table.

Recently we had a surprise letter from Capt. Jesse E. Eastman, 16521 Densmore Ave., N., Seattle, Wash. 98133 where he is engaged as a maritime consultant. We first met Capt. Eastman just after WW2 when he was associated with Cmdr. Merton Hatfield in the Pittsburgh USCG offices. Then while the DELTA QUEEN was being prepared at Antioch, Calif. for her sea voyage to the Mississippi, we met him again in USCG service. After retiring from USCG in 1967 Capt. Eastman became a v.p. with a West Coast tugboat firm, but four years later he started his present work as a consultant.



SOME WHILE BACK we ran the photograph of an old Evansville sternwheel packet named DORA CABLER which Ralph DuPae provided for us. While in Louisville recently Ralph showed us another of his acquisitions, an original skylight glass from this same DORA CABLER. It measures 6" x 10" and Ralph took it to La Crosse and asked the University of Wisconsin photo lab people to try their hands at making a direct photo print from it. The above is the result. The white area is the etched, or "frosted" portion, and the boat's name and the designed pattern is the clear glass portion, sort of a negative of the real article. We have made a 25% reduction for the above display size. The DORA CABLER was built at Cincinnati in 1877, not what you'd call a pretentious steamer, which leads us to marvel a bit that such pains would be taken to embellish several hundred skylight glasses with such decorative treatment. Wax had to be applied to the black areas, allowed to set, and then the etching was accomplished with hydrofluoric acid, all of which required some time and patience, and a certain amount of risk inasmuch as the acid is highly corrosive.



# S&D REFLECTOR

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

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

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

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

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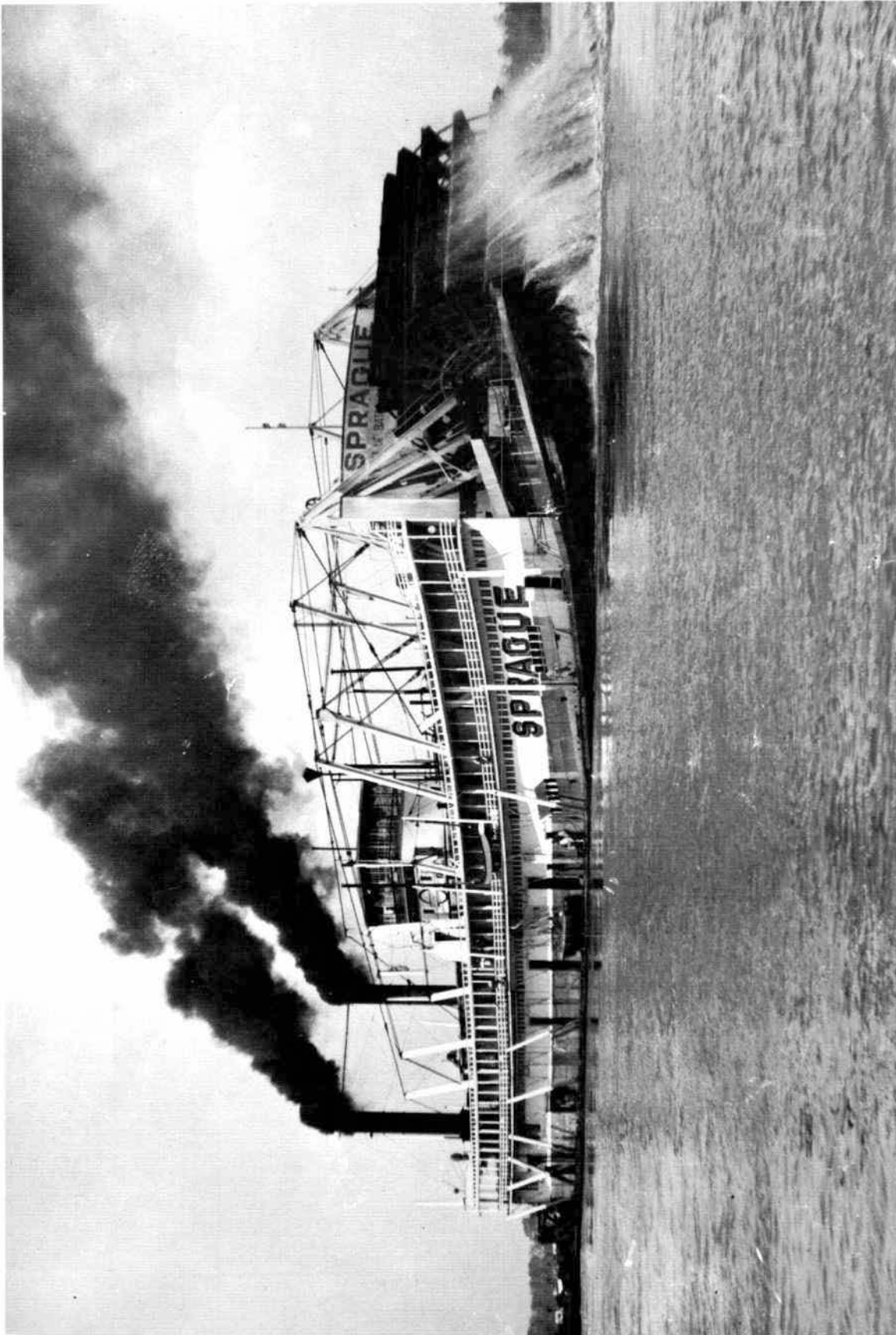
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**R**ALPH R. DUPAE, chief industrial engineer and research consultant, Northern Engraving Corporation, Sparta, Wis., when asked to speak to the S&D crew on the evening of Saturday, September 17th, said: "Thanks, I'll try anything once." Ralph is better known in our group as the collector of steamboat photographs for the University of Wisconsin's Area Research Center, Murphy Library, La Crosse, Wis. He's bringing along a talented young musician, Eddie Allen, who has been investigating raftboat songs of the Upper Miss. The kick-off for the meeting will be an informal party in the Riverview Room at the Lafayette Hotel commencing at 8 p. m. Friday 16th. Otherwise all of the scheduled program will be on Saturday, starting with the Board of Governors meeting in the Sternwheel Room at the hotel at 9:30 a.m. sharp, to which all qualified S&D members are cordially invited to attend and participate. The DELTA QUEEN is scheduled to arrive at Marietta on a regular cruise sometime Saturday morning with a shore stop most of the day. A noon picnic buffet luncheon is being planned at the Marietta Boat Club, weather permitting, otherwise at the hotel in the Sternwheel Room. Members are invited and urged to bring along pictures, paintings, models and artifacts pertaining to the rivers.



**T**HIS is sort of the "Bye, Bye, SPRAGUE" issue, what with the half-drowned paddlewheel on one page, a passel of pictures from Capt. Gene Hampton's old album, and above is Cap'n Gene himself pictured just after he had delivered the last payload tow for Standard Oil from Baton Rouge to Memphis with the SPRAGUE in 1948. After being associated with the SPRAGUE for 22 years he can be pardoned for hamming it up a bit for the photographer, after having blown his last landing signal, one long and a short, another long and a short. Gene Hampton missed that Big Mama. He liked the night watches when he frequently got on the radio and announced to all and sundry: "Who'd be wanting to talk a while as the full moon hangs high over the SPRAGUE upbound in Fort Adams Reach?"





**G**ORGE G. LEE managed to be in the right place at the right time and picked up a photo album formerly owned by Capt. Eugene N. Hampton of the SPRAGUE. Captain Hampton was on the SPRAGUE as pilot and then master-pilot from the summer of 1926 until she was decommissioned in 1948. The photo album containing 8x10 pictures of the decommissioning ceremonies at Memphis was presented to him by Standard Oil of New Jersey, Louisiana Division. Cap't Gene tucked in other SPRAGUE-related photographs people had given him, and this is one of them.



**C**APT. EUGENE N. HAMPTON on watch aboard the DELTA QUEEN after having spent many years as pilot and master of the towboat SPRAGUE. The picture was taken by Robert A. Lodder, Cincinnati photographer, son of Andrew J. and Roberta Lodder, her for a time "Andy." Lodder managed the DQ during her Greene Line days. During those initial years after

the DQ had been placed in Mississippi River tourist service she continued to be steered with the pilotwheel and vertical steering levers originally placed on her in California when she was new. Today the pilotwheel is on exhibit at the Ohio River Museum, Marietta.



**C**APT. EUGENE HAMPTON and wife Mary pose for a portrait in the pilothouse of the SPRAGUE on Friday, March 5, 1948 when decommissioning ceremonies were staged at Memphis. The pilotwheel in the background was probably (we were about to say undoubtedly but will back off on that) the largest ever installed on a Mississippi System steamboat. We have never heard the story of how or why that spoke-handle (extreme upper left) was sawed off.





**T**HE DECOMMISSIONING ceremonies at Memphis included a dinner for Standard Oil dignitaries who had come in from New Jersey, Louisiana and elsewhere. Captain Hampton and wife Mary are together on the left. Our head count is 28 persons, which probably broke a record for a single table setting on a river towboat.

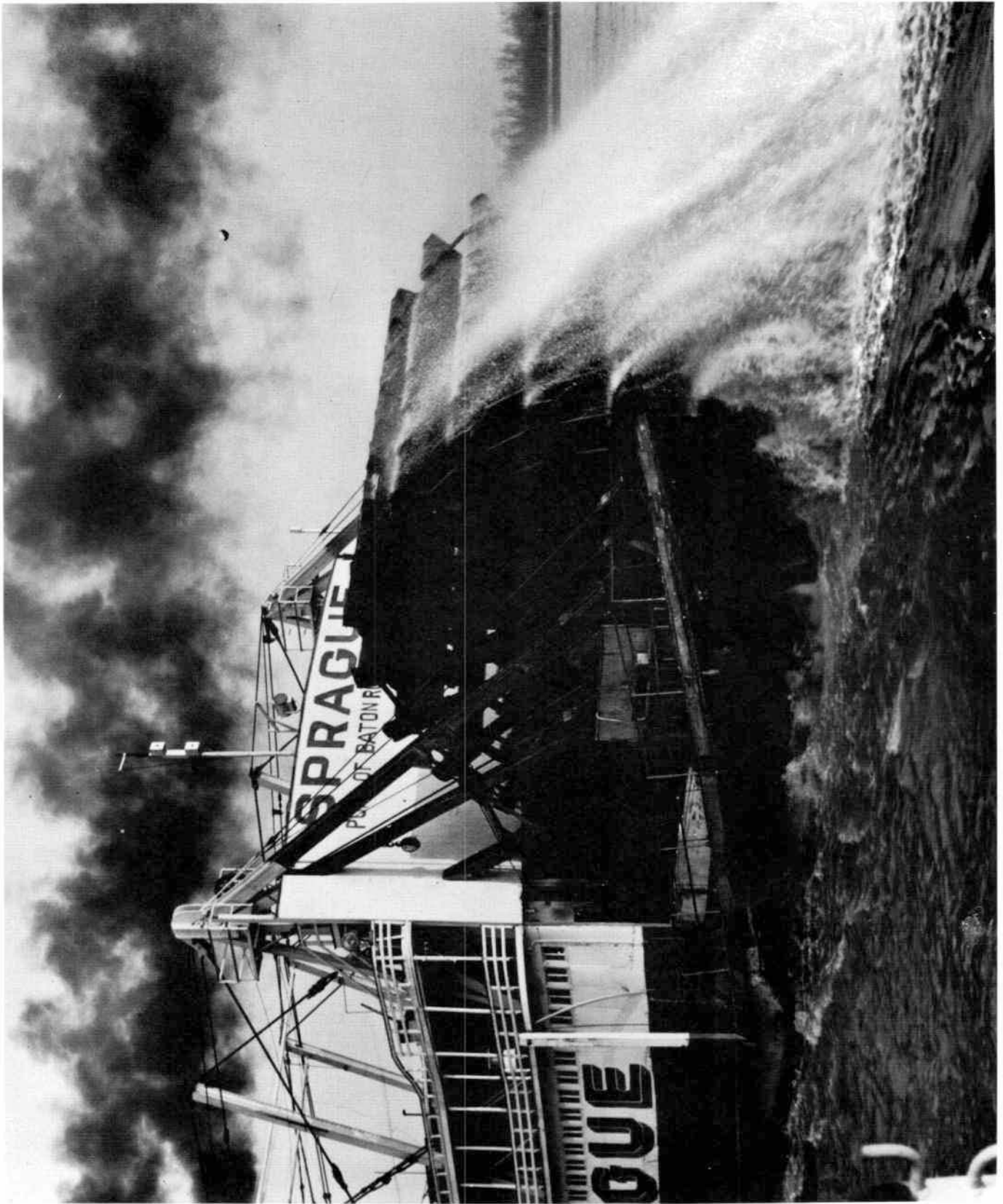


**C**APT. OLIVER A. DOUDS once told us that the slap of four buckets on the SPRAGUE's paddlewheel was equivalent to the push of the side of a standard coal barge shoved thru the water. If anybody ever rode the waves from the SPRAGUE in a canoe we've never heard of it. This rare photo must have been taken from a copter.



She is said to have turned up between four and seven r.p.m. The wheel looked half-asleep even under full headway, but the turbulence behind her for a mile and a half could make modern diesel boats jump and hop around. Cooks had to look to their plates, coffee crocks and tableware after the SPRAGUE went by or it would be all over the floor of the galley.





See notation on page 2, top of column 3.

Further correspondence with Frank T. Lodwick, Jr. of Kenner, La. (see his letter in the March '83 issue, page 34) reveals that he is directly related to Capt. Preston Lodwick (1810-1887) who built the ill-fated SULTANA, but who did not own the boat when she exploded boilers and drowned so many Union soldiers at the close of the Civil War. Capt. Preston Lodwick was a great-great uncle of Frank, Jr. of Kenner.

His great aunt, Mrs. Belle Lodwick Moody in 1929 wrote an interesting letter to The Cincinnati Times-Star, printed in their Sept. 25, 1929 edition. We quote:

"My father's family were among the old-time steamboatmen and as I was born on a river boat the experiences and recollections of them always was of especial interest to me.

"My grandfather's name was Capt. Joseph D. Lodwick. Among some of the boats that he built and was connected with were the HERCULES, COURIER, PLANTER, BELVIDERE, JIM GILMER and others which at this time I cannot recall.

"Grandfather died in this city in the early eighties. An older brother of my father's, Lysle Lodwick, was killed while piloting a riverboat on the lower Mississippi during the Civil War. Grandfather had sold his boats to the Government and they both were serving as pilots on the flagship of Admiral David D. Porter. My father, Joseph D. Lodwick, Jr., was a well-known riverman out of New Orleans. I was born on the WARREN BELLE in 1867. This was a lower Mississippi boat and I was named Belle after the boat. What made me especially well-known to rivermen was the fact that I was born with two full grown teeth. This is my first visit to my father's boyhood home since I was a child, 55 years ago. I have always cherished and kept my childhood vision of the Ohio River front at Cincinnati as it was to me in those old days.

"My husband and I drove here from Chicago, arriving September first. At my request we drove directly to the Public Landing and it was there that I received my first shock. There lay that beautiful excursion boat, the ISLAND QUEEN, crowded with pleasure-seekers and the landing was a mass of parked autos, far different from my grandfather's view of it. The present sight will long be remembered, but having in mind the levee of fifty-five years ago, I felt for a few moments as though something had me by the throat. I failed to realize that Cincinnati, like all other river cities, had changed. Among my earliest memories was being placed on a chair in the pilothouse with my hands being held on the wheel, and as I grew older I learned to know the different boats by their bells and whistles all the way from Portsmouth, O. to New Orleans. Each had a sound of its own.

Mrs. Belle Lodwick Moody,  
2916 Gilbert Ave.,  
Cincinnati, Ohio

=Mrs. Moody's father, Joseph D. Lodwick, Jr., was brother of Capt. Preston Lodwick who built the SULTANA. -Ed.

Sirs: My grandfather was Stephen Mellott who worked on upper Ohio River boats in the time-frame 1890-1920. Among his souvenirs is a picture of Capt. Grover Litton of Clarington, O. He had twin daughters Minnie and Winnie who used to talk a lot about his boating career but I was too young to absorb it. Any information about him will be greatly appreciated.

Mrs. G. D. Abrams,  
1740 Sherman #5,  
Cincinnati, Ohio 45212

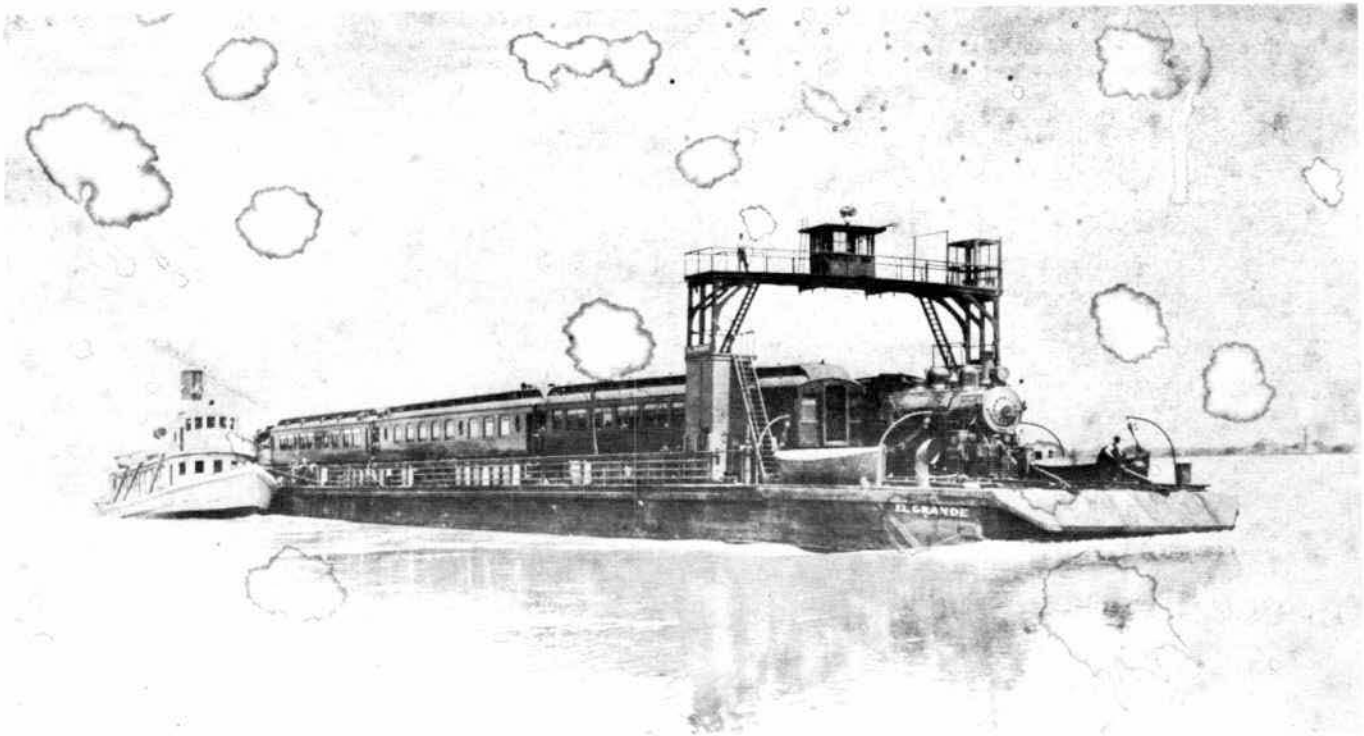
=Steve Mellott was cook and steward on the last sternwheel packet LIBERTY, had been on the KANAWHA in like capacity in 1912, and was well regarded. Those who know more of him please contact Mrs. Abrams. -Ed.

An oil painting depicting Evansville, Ind. as it appeared in 1820 hangs in the Evansville Museum of Art on Riverside Drive. C. W. Stoll visited there lately and tells us that the artist who did the oil was Emil Bott, noted river artist of Pittsburgh (for his photograph and write-up see our Dec. '77 issue, page 17.) The Evansville painting was commissioned by John S. Hopkins in the 1880s, former mayor and distinguished citizen of that place, for whom the packet JOHN S. HOPKINS was named.

Walter Corsi of San Bernardino, Calif. was prowling around in the Oregon area and came upon an announcement of the new COLUMBIA GORGE, a 120-foot sternwheel tour boat in the \$2.5 million class. She was built by the Nicholas Boat Works in Hood River for the Port of Cascade Locks. She will be ready for the 1984 season.



**T**HIS was taken at Point Pleasant, W. Va. about 1914 by Capt. C. C. Bowyer. The GREENWOOD is just off the docks after having had extensive hull work. Older pictures, dating back to 1898 when she was built, show her with a short forecastle. Now, as you see in this picture, it has been visibly lengthened. Capt. Gordon C. Greene once told this scribe that after the alteration, which made her about 10 feet longer, he didn't bother to inform U.S. Customs about what he'd done, and they didn't find it out, and as consequence her original 168.5 ft. length was carried along in official records until her loss in 1925. We tell this story as an example, however isolated, that official records are prone to error. Anybody with ideas of building a scale model of the GREENWOOD as she looks in this picture is advised to figure the hull length as 178.5 ft. and not 168.5. Thanks to Woody Rutter for the print.



**R**AILROAD transfer barge EL GRANDE crossing the Mississippi River at New Orleans with a passenger train. Joe Wilhelm sent this to us (see his letter on this page) and says the accompanying tug looks like the EL VIVO, a steel hull tug built at New Orleans in 1902 which measured 101.9 x 25.1 x 10.3, powered by steam, 950 hp. Joe does not recall the

EL GRANDE but does remember that the barge MAMMOTH was equipped with an overhead bridge structure quite similar to the one appearing in the photo. Our files do not contain information about the EL GRANDE but our hunch would be that she was replaced by the MAMMOTH in 1917.

Sirs: The train ferry pictured on page 6 of the last issue is the non-propelled steel MAMMOTH, owned and operated by Morgan's Louisiana & Texas R. R. and Steamship Co. There were two of these transfer barges, the other one being the MASTADON. The S. P. Morgan Line tugs EL VIVO, EL LISTO and JUNO, and others whose names I do not recall, handled them. In later years T. Smith & Son bought the MAMMOTH and used it as a crane barge. Mike Smith, now president of the company, was a boyhood friend and so I spent many hours aboard the MAMMOTH.

The side-wheel transfers L. S. THORNE and GOULDSBORO, mentioned in the caption of your "Sunset Limited" story in the March issue, page 6, operated from the Race Street yards of the Texas Pacific to Gretna exactly where the Greater New Orleans bridge stands today. I watched them load many times.

The S.P. Morgan Line train ferry CARRIER ran between the Algiers yard and Esplanade Avenue. She was of course a true transfer ferry propelled by two paddlewheels.

The engine shown in the March issue, page 6, is not the road engine. It is an S-5 0-6-0 switcher. T. & N.O. had 25 of them numbered 53 to 77. I don't think the road engine, usually a heavy P-5 Pacific, later P-13, 4-6-2, crossed with the train.

Am enclosing a photograph of the non-propelled transfer barge EL GRANDE--she has a road engine on her, a light one---a 4-6-0 and looks like another engine on the other end. I think the tug is the EL VIVO. I had no idea there was a barge named EL GRANDE, until a friend gave me the picture, a real surprise.

Joseph Wilhelm,  
8540 Scottsdale Drive,  
New Orleans, La. 70127

=The MAMMOTH was a steel ferry barge built by the American Bridge Works, Ambridge, Pa., 1917. She measured 297 x 52.6 x 10.7. Her partner barge MASTADON was built of wood at Camden, N.J. in 1909, 369 x 50.2 x 10.2. The side-wheel CARRIER (and we've never seen a picture of it) was 280 x 44 x 10, a steel hull job built at Newburgh, N.Y. in 1892. -Ed.

\$7,360 FOR W. P. SNYDER JR.

Thanks to the Delta Queen Steamboat Company which provided two passes from New Orleans to St. Louis, John Briley reports having received \$3,680 in the form of contributions. The trustees of S&D's J. Mack Gamble Fund voted to match the contributions in like amount, making available a total of \$7,360. The money will be used for continuing renovation of the SNYDER.

As this is typed in early July the Ohio University Press is making great strides with the new Way's Packet Directory with release targeted for S&D's meeting at Marietta on September 17th.

**BULLETIN:** Word just in that the book will be ready and available at the S&D meeting, with a special price of \$29.95 to S&D members only. It runs 670 pages with 32 pages of illustrations. Cloth-bound.

S&D members who order by mail please include \$1.50 mailing for one book, and add 25¢ for each additional book ordered. Order from

Ohio University Press,  
Scott Quadrangle,  
Athens, Ohio 45701

Residents of Ohio are requested to send applicable sales tax.

The over the counter price in book stores will be higher, about \$34.95 a copy.

When ordering by mail identify yourself as an S&D member.

The Wunderlichs announce the opening of Wunderlich & Co., Inc., 41 East 57th St., Seventh Floor, New York, N.Y. 10022. Dealers in fine art since 1874, American fine prints are a specialty. Among the artists represented is John Stobart.



## CHAMP...

**I**N CASE you haven't heard, the BELLE OF LOUISVILLE won the annual race at Louisville on Sunday, June 5, 1983. She and the DELTA QUEEN followed the usual course, up the Ohio to Six Mile Island and back. A quick turnaround for the B/L, with expert assistance from the towboat MISSIDA at the island, put the B/L in a homebound lead with the DQ trailing. River conditions and the weather were ideal. Both boats put on good performances but it was sort of a ho-hum show compared to the April 28, 1982 race won by the interloper NATCHEZ up from New Orleans.

Then too, it was a postponed race without the usual Derby Week excitement. It was originally scheduled for Wednesday, May 4, but had to be postponed almost at the last moment due to adverse river conditions. The Ohio was in flood with heavy drift running.

For what it's worth, we went to Louisville, as did various other river people, in expectation for the May 4th date, and did not know the event had been aborted until we got there. We did not show up for the postponed race on June 5th. So what little first-hand information we have to relate concerns not the race, but the lack thereof on May 4th.

I don't suppose in retrospect that it made a great deal of difference on May 4th whether a race was run, or not run. Michelle Kingsley and I, accompanied by black dog Wrecks, arrived at Rock Hill on the evening of May 3rd to be greeted by C.W. and Lucy Stoll, Jerry and Lenore Sutphin, Lucy's daughter Judith and Ralph DuPae.

There were disappointments, of course. Jim Reed and son Jeff had driven from Raleigh, N. C. Michelle and I had driven from Sewickley hampered by severe off-and-on downpours much of the way. Others including Capt. Harry Allendorfer, Jr. of Washington, D.C. had been alerted in time and did not come at all.

So on Race Day, the day there wasn't a race, we paid a call at the DELTA QUEEN riding the high tide, moored above her usual landing place with red carpeting laid from her stage to dry ground, some 50 feet. Capt. Fred Martin, senior v.p. of operations for the Delta Queen Steamboat Company, up from New Orleans, greeted us at the stage, and turned us over to Capt. Charles A. Fehlig, alternate master of the DQ. Improvements made during the winter lay-up were quite apparent from the main deck to the pilothouse. Lounges and public areas gleamed in new and colorful carpeting. We had a peek in one of the parlor rooms, completely refurbished and redecorated. A stranger coming aboard would scarce suspect that the DQ is entering her 57th season. Great

credit is due to those who planned and executed this period restoration program, accenting at every step the patina and elegance which has made the DQ exceptional since 1926. Jim Burns, Les Fulton, Tom Greene and Dick Simonton would be mightily pleased could they but see her now.

We did not have opportunity to go aboard the BELLE due to some close scheduling. C.W. and Lucy took us for lunch to the Pendennis Club. The name Pendennis, so we learned from C.W., comes from the Thackeray novel, largely autobiographical, in which Arthur Pendennis progresses through London society, and otherwise, in the 1840 period. It's extensive, prudent and posh, male oriented, the counterpart of Pittsburgh's Duquesne Club. The printed luncheon menu offered liberal selections, and the waiter raised not an eyebrow when a distinguished lady passed over the whole of it and asked for a hamburger and Coca-Cola.

The girls wanted to do some Hadley shopping for dishes and crocks and what-not, so C.W., Jerry Sutphin and y.t. repaired to a junk yard in downtown Louisville where, so Clyde Glass had learned, there was a 1,500# bell of ancient vintage from the Louisville foundry of Wm. Kaye (pronounced hereabouts as Coy) which was slated to the melting pot for its old metal. Yes, there it was, resting on a wooden pallet with the clapper nearby. Jerry measured it 38" across the bottom lip, standing 29" to the yoke, and 60" circumference of body. The pedigree had been lost but no doubt about the authenticity of the maker. No date on it. The first steamboat ever we fell in love with, the JOE FOWLER, had such a bell lettered Kaye & Co., Louisville, also undated. The junk yard bell we were inspecting read, Wm. Kaye, Louisville. The young man who showed us around the yard said that it had been lifted and tapped, producing a clear ring. Asking price about \$2,000.

And so we left the bell and returned to Rock Hill to find Alan Bates there with Paul Vinard in tow. Paul is the young man (39 in young in our catalogue) who has previously crept into S&D REFLECTOR news columns with a dream boat named GRAND ROGATON. So here he was in the flesh armed with a hand-crafted oiled walnut case containing the plans. He is a neighbor, by the way, of Harlan and Anna Hubbard below Payne Hollow, Ky. Lucy shooed us out to the front porch where we could spread things out. Paul was quick to extract from us a promise that what he was showing us was hush-tush until pending financial arrangements are firmed, and if this project jells, as well it may, the day of river miracles may lie ahead, and not behind us. We spent a good bit of time in an aimable quarrel over the name of this 330-foot side-wheeler, Alan holding for RUTH and me for KATIE or PRISCILLA. Alan in some rever-

ence declared, "I always liked that name RUTH," and meant it.

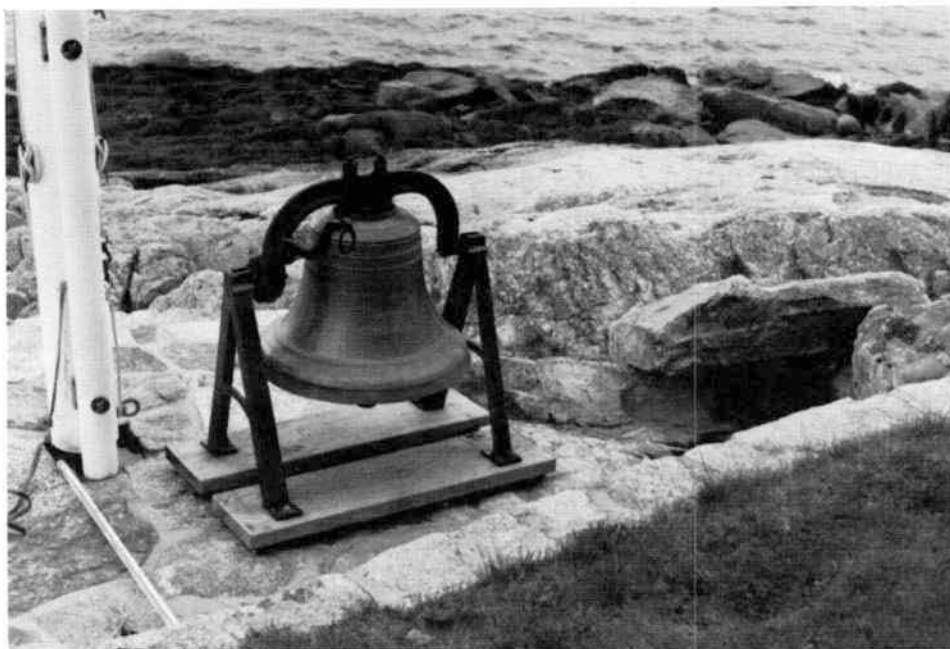
And speaking of odd-lot names such as ROGATON, based on rogue, Lucy Stoll introduced us to many trees about the Rock Hill premises filled to overflowing with large clusters of violet flowers high in the branches. Paulownia is the name of the tree, fairly abundant in sections of the Mississippi watershed, occasionally outdoing itself with these flowerings.

Bert Fenn arrived from Tell City wearing a black eye, a real shiner. "Ask me how I got it and I'll tell you," said Bert. "I fell out of bed, and since I got this black eye I've discovered that many people fall out of bed. I tell them how I fell out of bed, and then they tell me how they fell out of bed; it happens to lots of people, only they don't usually wind up with a black eye, maybe a busted shoulder or something." So sure as you live, Capt. Charles Fehlig came to call, shook hands with Bert, and right away it got around to this falling out of bed routine, and Charlie a couple of nights back was chasing a skunk in a dream and landed on the floor.

Col. Charles E. Eastburn, in charge of the Louisville District, U.S. Engineers, joined in these discussions. Upon learning of the University of Wisconsin's extensive steamboat photo project at La Crosse, he invited Ralph DuPae to call at his office to examine the Engineers' files for possible material. Ralph said there now are some 17,000 negatives at the Murphy Library lab.

Capt. Jim Blum, fresh over from St. Louis, having joined the B/L as alternate master, poked his head in the door during the evening and we had a good visit. Jack Custer has lately moved from Franklin, Tenn. to 2314 Portland Ave., Louisville 40212. He and Sandie Miller have taken something of a shine to the Portland area and are interested in old pictures of the riverfront there as it looked during the enormous packet activity when much of Louisville's commerce with the lower rivers was handled at Portland. Clyde Glass asked us about the junk yard Wm. Kaye bell and we gave him a favorable report on it. Neil and Eleanor Ruth Whitehead assured us they were not disturbed by the high water at their River Road home.

Late that night the DELTA QUEEN blew a long whistle away down there at the Louisville landing, plainly audible at Rock Hill, and thus ended Race Day, May 4th, the day there was no race. Our thanks to Mrs. Jane Morningstar for clips from the Louisville Courier-Journal's Monday morning, June 6th issue, detailing in story and pictures how Capt. Mike Fitzgerald and his B/L crew bested the DQ, Capt. Harold De Marrero, when the contest was staged June 5th.



ON THE ROCKY COAST of Maine this roof bell overlooks Blue Hill Bay. Until lately it graced the estate of Mr. and Mrs. Howard B. Peabody at Natchez, Miss. When they moved to Maine the bell went along. It came from the small sternwheel packet J. M. KERR which was used by R. F. Learned in his Natchez-related lumber operations. The bell was cast by the Vanduzen & Tift Foundry, Cincinnati, for the boat in 1876. The Peabodys have a sailboat on Blue Hill Bay named BETSY ANN and a small pleasure yacht, steam no less, named LITTLE RUFUS, both named for former family-owned Natchez steamboats.

It seemed probable that the big excursion boat ADMIRAL would come to Pittsburgh some while back, but there has been a change of ownership and plans are being made to return her to the foot of Washington Street, St. Louis, where she was operated 1940-1978 by Streckfus Steamers, Inc.

John Connelly, who heads up the Gateway Clipper fleet of excursion boats at Pittsburgh, has transferred his ownership of the ADMIRAL to 21 investors located in the St. Louis area.

Donald Gallop, spokesman for the group of investors at a recent public hearing in City Hall, St. Louis, outlined plans to spend \$26 million on the project. He displayed an elaborate drawing of how the ADMIRAL would look, moored to an elaborate shore barge with glass-topped entrances. Alterations and improvements to the ADMIRAL would include a top deck glass-roofed restaurant and a large second-deck diningroom. The existing grand ballroom would be retained. New plumbing, electrical, heating and air-conditioning systems are planned. Mr. Gallop talked of everything but operative machinery, leaving the impression that she won't have any.

The 21 investors place a value of \$2 million on the ADMIRAL. The additional \$24 million would come from banks, a possible public grant, and \$2 million from Six Flags Corp. of Los Angeles which

some while back made a study and found the project feasible.

Meanwhile the boat remains moored at Paducah, Ky.

The old excursion steamer G. A. BOECKLING is safe and snug at her old home port of Sandusky, O. after an absence of 30 years. She is undergoing extensive restoration since her return in June '82 from Sturgeon Bay, Wis.

Don Nath tells about this in the Spring issue of "The Chadburn," newsletter of the Great Lakes Historical Society.

"When the BOECKLING returned from Sturgeon Bay she was full of shelves and bins, dirt and grime. Her pilothouses (yes, she had two) were gone, her interior was disheveled, and she needed much loving tender care. Work began immediately to restore her to her title of 'Queen of the Bay.'

"Through the generosity of many people, especially the industrial education teachers at Sandusky High School, her pilothouses and cabins were rebuilt. Working from original 1909 drawings, graciously copied for the Friends by AmShip in Lorain, the teachers reconstructed each section. In late August after major restoration to the boat deck, the pilothouses and cabins were carefully lifted into place, amid cheers from the crowd that had gathered.

"During September and October, restoration of the wood on the boat deck continued, with approximately one-half of the job completed before cold weather set in. At the same time, cleaning and maintenance of the hull below the water line was taking place.

"November brought colder weather and a heater was placed in the upper deck salon so that work could continue through the winter.

"In the meantime, Friends of the BOECKLING have been working to procure needed items for the boat. Oglebay Norton donated four lifeboats of the exact size necessary for the BOECKLING. The Friends applied for and received 665 gallons of paint from the Rustoleum Corporation through the National Trust for Historic Preservation. Work on the completion of the forms for nomination to the National Register of Historic Places was done and the state of Ohio approved the nomination, which is now in Washington, D.C. Security for the boat was greatly enhanced by a donation from the IBM Corporation of a multi-level fire alarm system.

"Work continues and much still needs to be done. Anyone interested in becoming a member of the Friends of the BOECKLING may contact the group for information at: P. O. Box 736, Sandusky, Ohio 44870."

Agnes S. Harralson, author of the book "Steamboats On the Green" and long-time member of S&D, died at the Muhlenburg Community Hospital, Greenville, Ky., on Sunday, July 17, 1983. She was 87. Her husband was the late Dr. John Harralson, and they made their home in Central City, Ky. where Mrs. Harralson was a staff writer with the Central City "Times Argus." She corresponded with an array of river people while preparing the manuscript for her book which was published in latter 1981, an instant success. Mrs. Harralson was inducted into the Kentucky Women's Hall of Fame in 1983, and was named an outstanding Kentuckian by Governor Nunn.

She is survived by a son, John H. Harralson, Jr., and his wife, both of Louisville, and four grand sons. Services were held in the First Presbyterian Church, Central City, and burial was in Evergreen Cemetery, Greenville, Ky.

Jane Morningstar of Bowling Green, Ky. has come up with the announcement of a new book titled "Don't Go Up Kettle Creek," authored by Dr. Lynwood Montell of Western Kentucky University. The good doctor explored the upper Cumberland River from Carthage to Burnside, talking with the natives about steamboats, logging and rafting. The Daily News at Bowling Green gave the book a generous six-column review which fails to state where to get the book or how much.

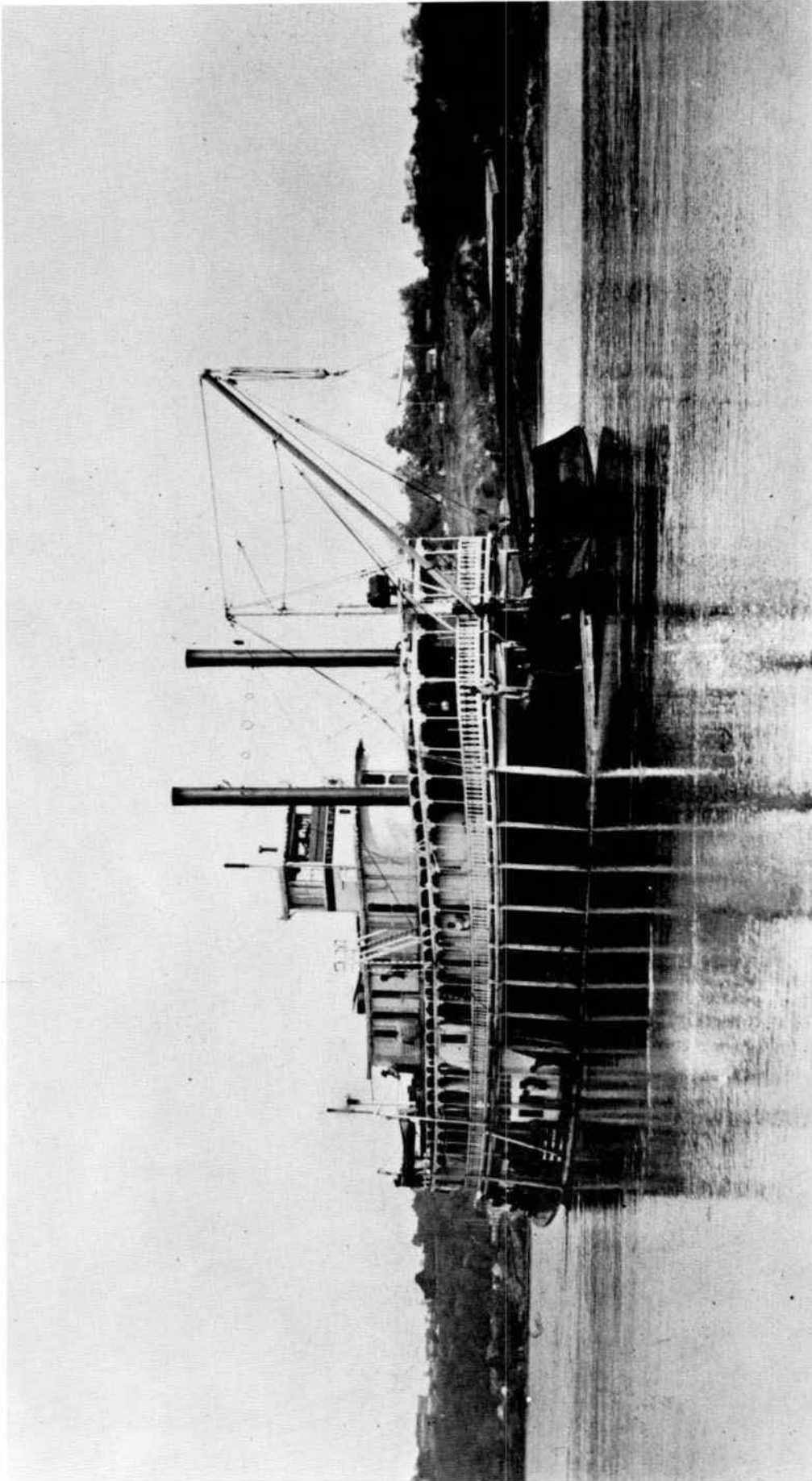




**I**N THE GOOD OL' steamboat days the Mississippi River got so low, on the bottom of the river the dust would flow. And all the pikes and cats had to be acrobats; they stood on their heads to wet their gills, in the good ol' steamboat days. The Mississippi River at New Orleans was in flood on May 12th last when a human acrobat balanced himself on a 1½" wire tightrope stretched 265 feet above the swirling waters, armed with a balance pole. You can see him in the picture, lower right, enroute from Algiers to N.O. Moments after this was snapped Canadian stuntman Jay Cochrane, 42, lost his balance, dropped the pole, and hung by his arms

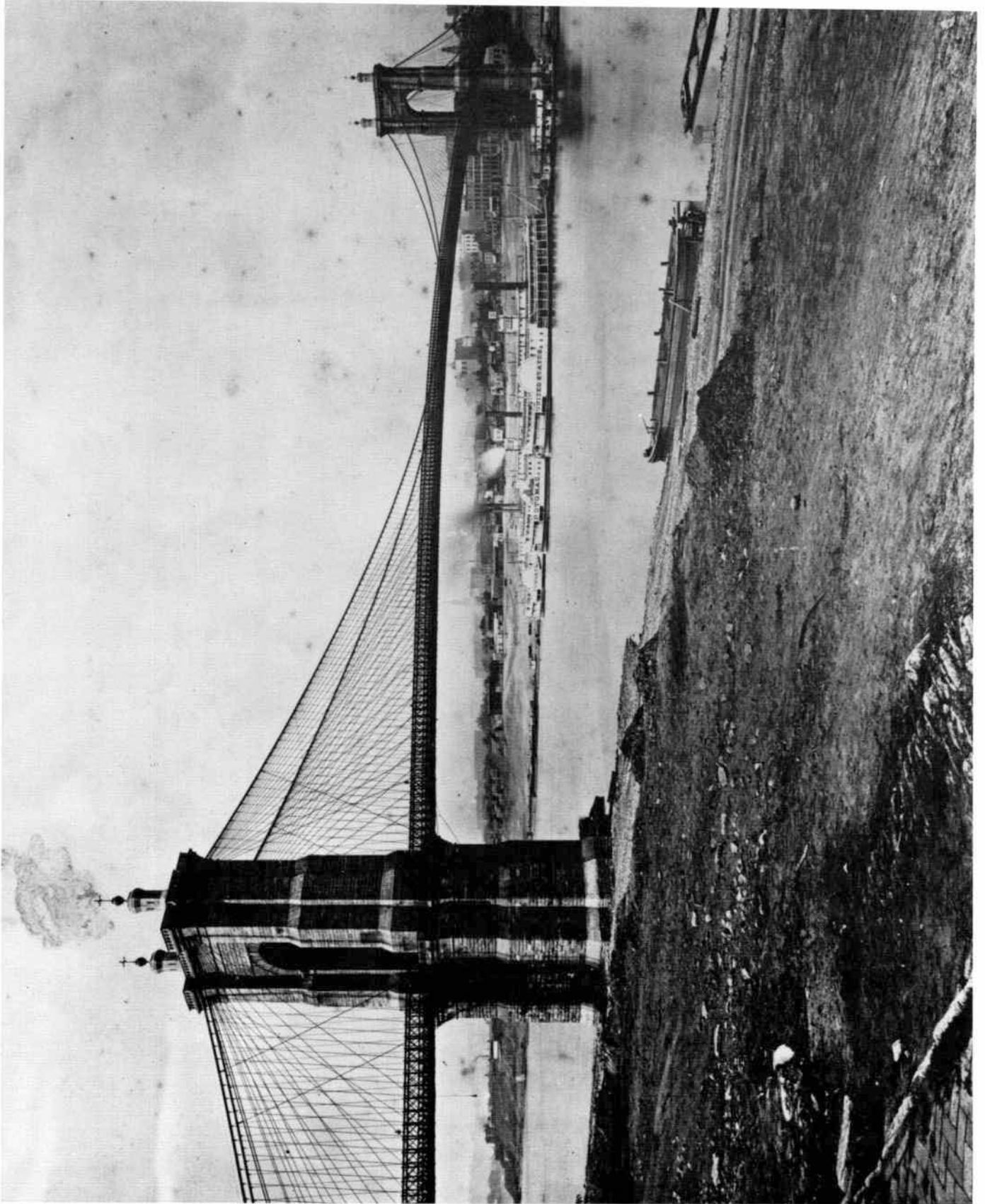
to the wire. The U.S. Coast Guard had sanctioned a 2-hour closure of harbor traffic, but what with delays and what-not, ships were lined up both ways for miles. By the time the wire was lowered, and when aerialist Cochrane had been rescued into a C.G. boat, 8 3/4 hours had elapsed. The event was staged as a kick-off to publicize the 1984 Louisiana World Exposition. Said Cochrane: "I'll make every effort I can to do it again." Capt. John Bailey, C.G. captain of the port, promptly ix-nay'd all ideas of a repeat attempt. --For this dramatic scene our thanks to Capt. Roddy Hammett and photographer Kurt Mutchler of The Times-Picayune.



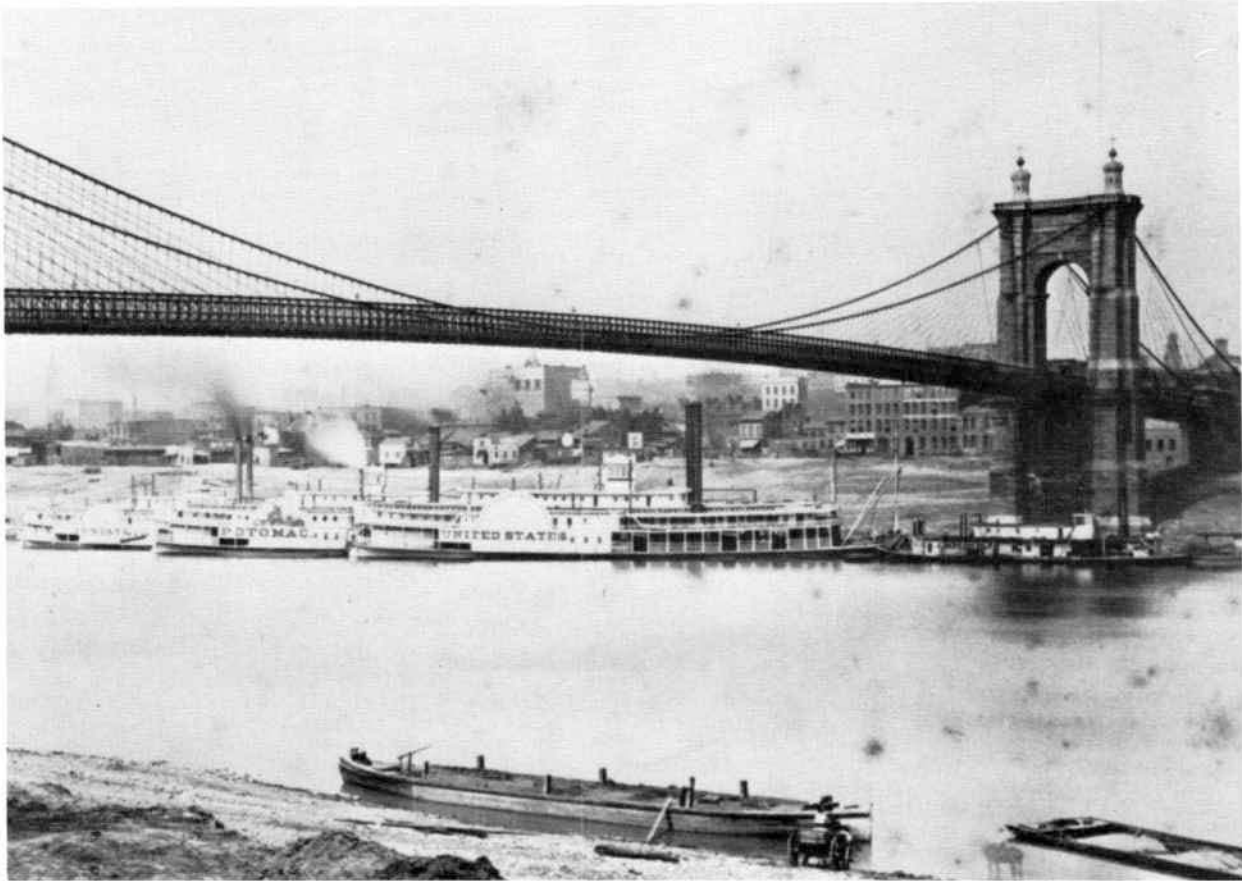


OUR THANKS to John Hartford who unearthed this one which has come to us via the Murphy Library collection at La Crosse. The LITTLE RUFUS was obviously posed for the picture; "obviously" inasmuch as various crew members are alert to being photographed. She's loaded to the guards with her main deck almost awash (she's a wooden hull boat and hope her seams are tight) with what looks like lumber. Those of you with a practiced eye for boat construction can almost instantly recognize the Swain influence. The Swains built her at Stillwater, Minn. in 1903 for B. F. Learned and

S. B. McNealey of Natchez, and so she has Swain compound condensing engines. For the first several years she left Natchez every Wednesday at noon for Melville and Atchafalaya River landings, and then got back in time to leave Natchez Friday noon for Harrisonburg and Black River landings. After 1906 she was used principally for towing lumber barges. J. P. Neill once related that she once tried racing the BETSY ANN, burned the paint off her stack jackets, burned out her breechings, and lost the race.



See picture and caption on page 19.



JERRY SUTPHIN located the picture on the opposite page (of which the above is an enlarged close-up) in Washington, D. C. at the National Archives (Group No. 53, CH-3324). It is identified as the Cincinnati landing in 1875. The three side-wheelers are the UNITED STATES (built from the earlier double-cabin UNITED STATES), POTOMAC and, far left, the JUNIATA. Just above the UNITED STATES is the towboat CHAMPION NO. 8 which later was to become the HERCULES CARREL. We staged a quiet celebration upon seeing this interesting line-up of steamboats when Jerry's package arrived by mail, the first glimpse we've ever had of the JUNIATA. She was built at the McCaskey & Kerr yard, Freedom, Pa., in 1870, 235 x 33.5 (floor 32) by 5'10". Rees machinery, 19's-6½ ft. stroke, powered by four boilers. Capt. C. L. Brennan entered her in the Pittsburgh-Cincinnati trade, competing for business with two other large side-wheelers, ARLINGTON and ST. CHARLES. By 1875, when this picture is said to have been taken, the JUNIATA was the only regular boat in the P&C

trade. When she burned at Pittsburgh on May 25, 1875, having caught fire that evening from the blazing MOLLIE EBERT alongside, she was the only regular side-wheeler operating downriver out of Pittsburgh. So here is a clue about the date of this picture:- if it was taken in 1875, it was taken in the spring, and the JUNIATA was near the end of her tether. The POTOMAC, please note, has painted on her wheelhouse a scene of some sort, not quite sharp enough to identify, the first we've seen of that. She was built at Cincinnati in 1870 to replace a stern-wheeler of the same name in the Wheeling-Cincinnati trade, Capt. Theodore Fink. By 1875, the date of this picture, she had been through several adventures, one of which was having rammed and sunk the celebrated racer ROB'T E. LEE opposite Natchez. By 1875 she was in the Cincinnati-Portsmouth trade on opposite days with the WILDWOOD. This is a handsome photograph of the suspension bridge we must say, probably the photographer's objective when he troubled taking it--no clue seems to remain as to his identity.

Mention of marine architect T. Rees Tarn, designer of the towboat CHAMPION COAL which was pictured on the back page of the June '83 issue, brings to light the fact that his father, John Tarn, supervised the erection and installation of the machinery, etc. on the W. P. SNYDER JR. John Tarn was associated with the boat-building firm of James Rees & Sons Co., Pittsburgh, for 57 years. The SNYDER (named W. H. CLINGERMAN when originally built for Carnegie Steel Co.) was the last boat John Tarn helped build. He died before the other Carnegie towboat HOME-

STEAD was completed by Rees. It was a duplicate in all respects to the CLINGERMAN. T. Rees Tarn had a brother named John (for the father) who got his eye-teeth cut in the employ of the Rees firm but left them to serve some 29 years as navigation inspector for the U. S. Engineers in the Pittsburgh District. He retired from U.S. service in 1961 and lived in a summer home overlooking the Allegheny River near Kennerdell, below Scrubgrass Creek.

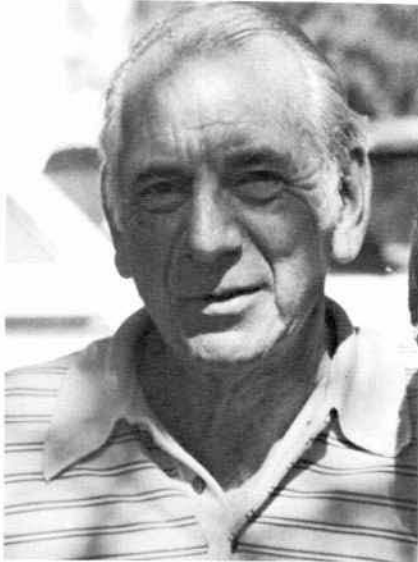
The grandfather of T. Rees and John also was named John Tarn, a stone contractor, who was killed

Christmas Day 1847 in the Mexican War. In his time he had installed masonry for one or more of the locks and dams in the Beaver Canal connecting Beaver, Pa. and Lake Erie.

Sirs: I appreciate the obituary you gave my brother, William B. Fenton, in the March issue. I know he would have liked being remembered in the S&D REFLECTOR.

Dorothy Anderson,  
East Harwich, Mass.





"Chuck" Remley, 1912-1983  
-photo by J. W. Rutter, 1977

Charles G. (Chuck) Remley died, 71, on Friday morning, June 17, 1983 at the Camden-Clark Memorial Hospital, Parkersburg, West Va. Chuck dates back in the S&D scene from the time his wife Catherine was named curator of Campus Martius Museum in 1960. Chuck became the manager of the Ohio Historical Society's Marietta properties, including the stewardship of the W. P. SNYDER JR., until his retirement in 1978. Following his tenure he was named an honorary member of S&D in recognition of the assistance he had always willingly given, oftentimes well beyond the call of duty.

Chuck Remley was born in Parkersburg, West Va., son of C. Frank and Freida Gardner Remley. He followed a career of merchandising. He was a graduate of Marietta College, and had served in the Navy during WW2.

Other than his wife Catherine, of 324 Muskingum Drive, Marietta, he is survived by a daughter, Mrs. Susan Wielitzka of Marietta; a son, John B. Remley of Berryville, Ark. and one grandson.

Following services conducted by the Rev. Thomas Minifie, burial was in Oak Grove Cemetery, Marietta. The family requested that memorial donations may be made to the American Cancer Society or to a charity of the donor's choice.

Announcement was made in Marietta on June 16th that the Lafayette Motor Hotel is under option of purchase by two local businessmen, Van Olnhausen and Ramon Fuentes. Mr. Olnhausen, of Marietta, is president of American Bancorporation, and Mr. Fuentes, of Williamstown, is a management consultant.

Harry Robinson became the principal owner in December 1973 and added the Sternwheel Room convention center. S&D convened in this

room for the first time at its September '79 meeting. During his ownership Harry has been confronted with a rash of new motels built locally with a total of about 500 rooms. This formidable competition plus the national recession reduced the room occupancy at the Lafayette, although the restaurant and convention business has proven a sustaining factor.

County auditor Harry Pettit's office told Dave Poe, staff writer with the Marietta Times, that the price for the hotel property, not including contents, other assets or assumed liabilities, totaled \$880,900. That total included the hotel building, a warehouse, the parking lots and two vacant lots.

The purchase option was expected to be exercised within 90 days.

Sirs: I loved that picture of Bill Pollock in the June issue and found that picture of raising the Brown mansion to be terrifying.

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

Elsewhere in this issue is news of a new sternwheel pleasure boat being built for use at Wheeling, W. Va. We now learn that Andrew Mast, the Ohio businessman who heads the project, is founder and president of Mast Leather Products Inc. of Walnut Creek, O. (race horse harness) and also is associated with Lamflo Corp. (polystyrene backing for aluminum and

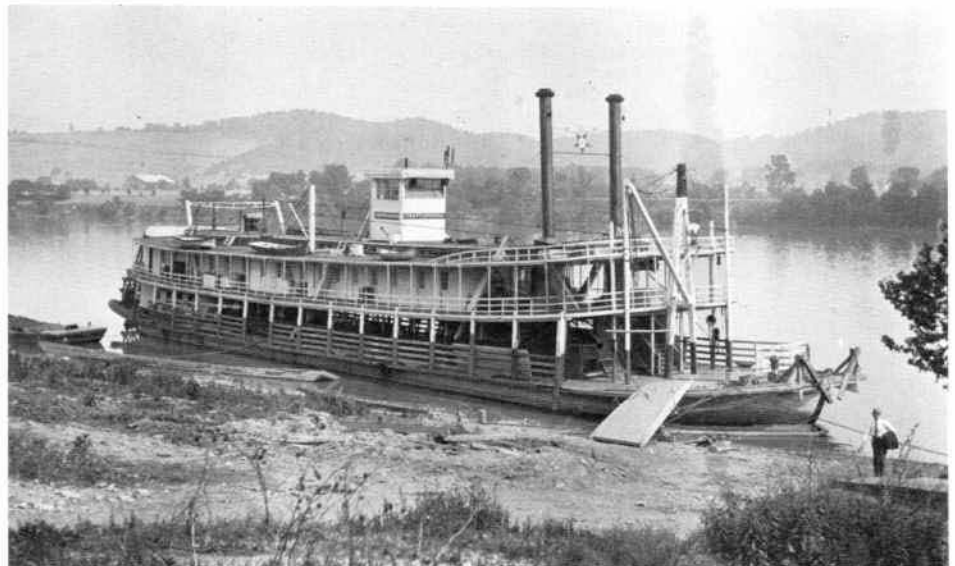
vinyl sidings) and heads up the Walnut Creek Community Corp. engaged in community expansion. No name has been announced for the boat.

Sirs: Do you know what happened to the two-chime whistle used on the side-wheel CINCINNATI? As the PRESIDENT she had a single-barrel chime whistle mounted to the starboard stack, and lastly she blew the 5-chimer from the ADMIRAL. I do not recall seeing the CINCINNATI tooter in the whistle collection at Marietta, nor is it displayed at St. Louis.

Bob Niemeyer,  
989 Payne Ave., #4,  
St. Paul, Minn. 55101

=It faded away during the conversion program as CINCINNATI became the PRESIDENT at St. Louis. We share a hope with you that some sweet day it will "emerge" for use on a new Mississippi steamboat.  
-Ed.

An exceptional river art show brought forth large attendance during torrid July weather in Louisville, Ky. Steamboat paintings by Harlan Hubbard, Jesse P. Hughes and Marion S. Bradford attracted much interest. John Hartford had contributed a pastel of an imaginary steamboat named OAKDALE. Alan L. Bates was represented with his blueprint of the racer ROBT E. LEE. The show was staged at the First National Bank and closed July 29th.



SOMETHING of a surprise was finding this picture in the negative collection of C. C. Bowyer. On some occasion or other he had gone to Chattanooga and snapped this picture of the CHATTANOOGA. Apparently this is the only picture he took while up the Tennessee, possibly because it was the only steamboat he saw. Capts. Paul and Harris Underwood often mentioned her as they both piloted her in the regular trade Chattanooga-Kingston 1920-1921. Kingston is about 104 miles above Chattanooga. Thanks to Woody Rutter for the print.

CREW MEMBERS OF ROBERT F. BRANDT  
WERE PRESENT AT RECENT O-K MEETING

by Jim Wallen

An unexpected and interesting discussion concerning the steamer ROBERT F. BRANDT and its tow of six Army tugs (June issue, page 32) arose at the June 12th meeting of the Ohio-Kanawha Branch of S&D.

Two of those at the meeting, held in the Mason County Library at Point Pleasant, Capt. Gillis Grimm and engineer Cecil Faudree, had been aboard the BRANDT at that time, and both had interesting recollections of the tow.

Captain Grimm had been watchman, and helped putting the tow together, and Cecil Faudree had been chief engineer. They remembered that the BRANDT went as far as the lower Ohio, where she turned the tow over to a DPC for the remainder of the trip.

Another present, Capt. Harold B. Wright, had joined the BRANDT as pilot a short time later.

Capt. Charles Henry Stone, who provided the picture to the S&D REFLECTOR, also was present at the meeting.

Jerry Sutphin repeated the slide presentation on the Big Sandy River he had given at O-R's December meeting in Huntington. Many of the pictures had been taken by Capt. Jesse P. Hughes.

All officers were reelected during the business session.

Jerome Collins welcomed those present and reported that he recently had been in contact with the families of some of those who were engaged in Coal River steamboating.

Capt. Bill Pollock brings to our attention the fine-print wording on the old envelope of the GOLDEN RULE, last issue, page 15:

"Whatsoever ye would that men should do unto you, do ye even so to them."

Jane Curry has been getting some nice reviews for her new book, "The River's in My Blood." Several thoughtful people have sent us The Boston Globe for Sunday, July 3rd wherein Margaret Manning says:

"Numbers of books have been written about steamboating, and movies of tooting ships and crowds waiting on the levees have made us smile and sway as well. There's romance and comedy and courage in these stories of the Ohio and the Mississippi, which Jane Curry became pretty much obsessed with when she got a summer job on the DELTA QUEEN in 1974 as a kind of doyenne of Mississippi River history and lore, including of course Mark Twain. (She also called bingo numbers and emceed the vaudeville on board.)

"And so she was admitted to the inner circle - the pilothouse, where she began to hear talk about channels, cutoffs, wrecks, ghosts and determined that the pilot's talk should be preserved. She

spent a lot of time with pilots both on the rivers and in their houses, concentrating on those who had lived the most time on the water.

"As Jane Curry says, it's a long rich tradition. Her book is scholarly, but it's lively and nicely written. River people are salty even if their water isn't. They do not resemble Henry David Thoreau in his civilized forays on the Merrimac and Concord. These men pit themselves against a force of nature that offers them danger and a kind of freedom. The Mississippi makes them reverent when they have time to think about it.

"Piloting is romantic, yes, but tough. One must learn the river by heart - day and night, all seasons. The rivers always change.

"Mark Twain said that in order to be a pilot 'a man had got to learn more than any one man ought to be allowed to know...and that he must learn it all over again in a different way every twenty-four hours.'

"Many of the successful pilots believed, and still do, that intuition is part of it. There is a lot of Tom Wolfe's 'The Right Stuff' in this book.

"..There is a rundown on the impact of the big rivers on American industry, but it does not impede the flow of Curry's narrative. And it is sadly noted that only a few passenger steamers are left on the great rivers today. They, too, have been taken over by new technology. Diesel tow boats. Computers.

"All the old pilots look back with nostalgia. They used to wish

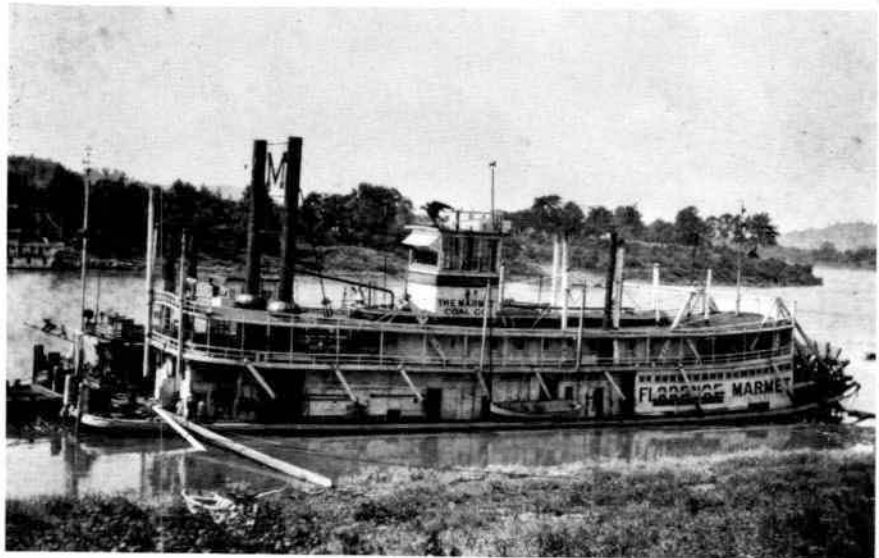
there were no charts. Today they wish the radar and two-way radios would disappear, not to mention huge locks and dams. But progress has man in its inexorable grip, a force even stronger than the Mississippi.

"My favorite pilot, not counting Mark Twain who actually spent only four years on the Mississippi (two as an apprentice), is Capt. Fred Way, who is both intelligent and articulate (he wrote several books himself) and who is now over 80. He tells of the warm feeling the rivermen had for the farmers and townspeople they got to know as they went up and down the Ohio or the Mississippi, how during paddlewheel days people would name their children after boats.

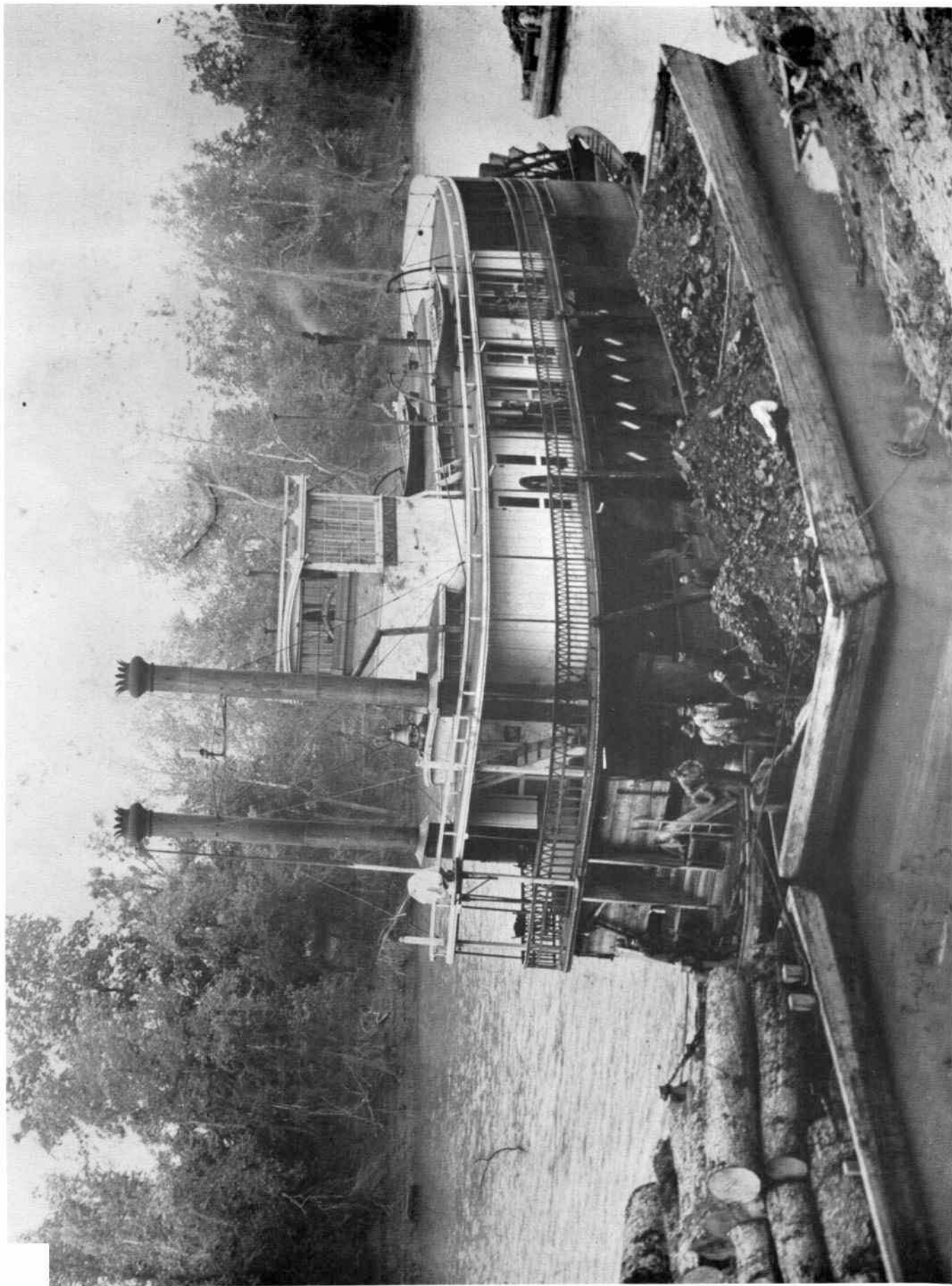
"But who could name a child after a diesel tug?"

=Of course this "favorite pilot" paragraph has nothing to do with Jane Curry, but we throw it in anyhow inasmuch as it was presented to Margaret Manning's Boston book audience. Thank you, Margaret, and you caused this old-timer to grab for his Webster's to get straight on your word 'doyenne' in the first paragraph of your review. Doyenne, feminine of doyen, is the senior member, or dean, of a group. If Jane Curry goes around being a doyenne of river history and lore, what's that make of us, we wonder? -Ed.

The famous Y-Bridge at Zanesville, O. was purposely blasted to shreds one day that past May. New spans will be built on the old piers with the reopening slated for July 1984.



WHEN coal was loaded in wooden barges and shipped from the Kanawha River to Cincinnati the three big operators were the Hatfields, Marmets and Campbell's Creek Coal Co. The Big Three of the towboat fleets were the J. T. HATFIELD, FLORENCE MARMET and the ROBERT P. GILLHAM. This picture of the FLORENCE MARMET was taken by Capt. C. C. Bowyer as she lay in the mouth of the Kanawha at Point Pleasant. She operated 1900-1915 and was destroyed in the 1917-1918 ice below Cincinnati. Thanks to Woody Rutter for the print.



The NEPTUNE on Green River--details on next page.



## PICTURE ON THE OPPOSITE PAGE

**T**HIS comes from the Indiana Historical Society where it was discovered by our modern Kit Carson---trapper of steamboat pictures---Ralph DuPae. It was taken in Green River, Ky. of the NEPTUNE engaged in towing logs for the Maley Lumber Company. Capt. George Winans built her at the Godfrey Marine Ways, Lyons, Iowa, in 1900. Capt. Winans built several boats of this style and named them for planets; two named SATURN and one named MARS---maybe others---and sort of paved the way for the astronomically-minded Capt. W. G. Peters who built and operated a similar fleet, a galaxy of stars including the AQUILA, ALDEBARAN, ALTAIR and CAPELLA.

The NEPTUNE had the characteristics of a short-trade packet. Her boiler deck railing is unusual to say the least, painted some dark color, and maybe it was made of metal. Anyhow it survived the years and still was on her to her dying day. About 1910 she was renamed HARDWOOD. In the 1920s she was owned by Capt. C. M. Johnston, Helena, Ark., and was removed from documentation in 1933.

We asked Howard Peabody, Jr. to brief us on how the Natchez families of Learned and Peabody became interrelated. For starters Edward Davis Learned, born in Gardiner, Maine, moved to Jackson, Miss. Their son Rufus F. Learned, also born in Gardiner, Maine came to Mississippi in 1857. His son Andrew Brown Learned was born at Natchez in 1869. Andrew's daughter Elizabeth Yerger Learned, born in 1898 at Natchez, married Howard B. Peabody of Chicago in 1918. ---And so there appeared upon the scene Howard B. Peabody, Jr., born in 1919.

Should you and yours be gazing through the glass bottom of the TAHOE QUEEN at the crystal clear bottom of Lake Tahoe, please to remember that she was built along the Upper Miss at La Crosse, Wis. this spring and was shipped out there---no mean task---as she is 140 feet long. Diesels drive twin 16' dia. stern paddlewheels. Thanks to Walter Corsi, 624 West 42nd St., San Bernardino, Calif. 92407 for the information.

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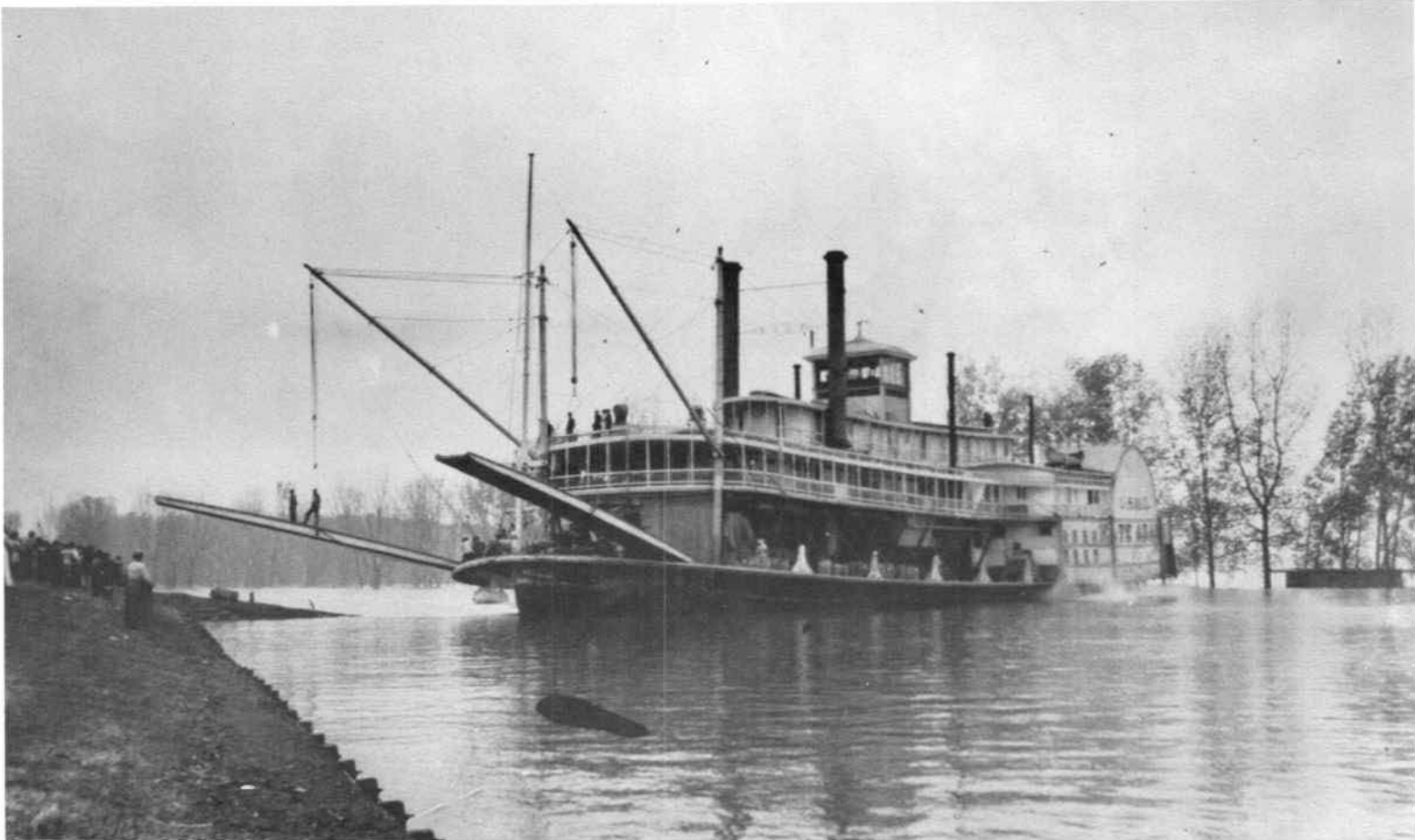
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The Maritime Preservation Grants Program of the National Trust for Historic Preservation awarded \$3,000 to the former U.S. Coast Guard life saving station moored at Louisville, Ky. The grant was awarded to the BELLE OF LOUISVILLE Operating Board to make needed alterations. The B/L, which was placed on the National Register of Historic Places in 1972, will use the former C.G. vessel as a base. It will be known as MAYOR ANDREW BROADDUS.



**S**OMEBODY, SOMEWHERE must know when this was taken and where, and the circumstances. The lovin' KATE ADAMS presumably has come through the timber and is about to pick up marooned refugees during a Mississippi River flood. How did the photographer

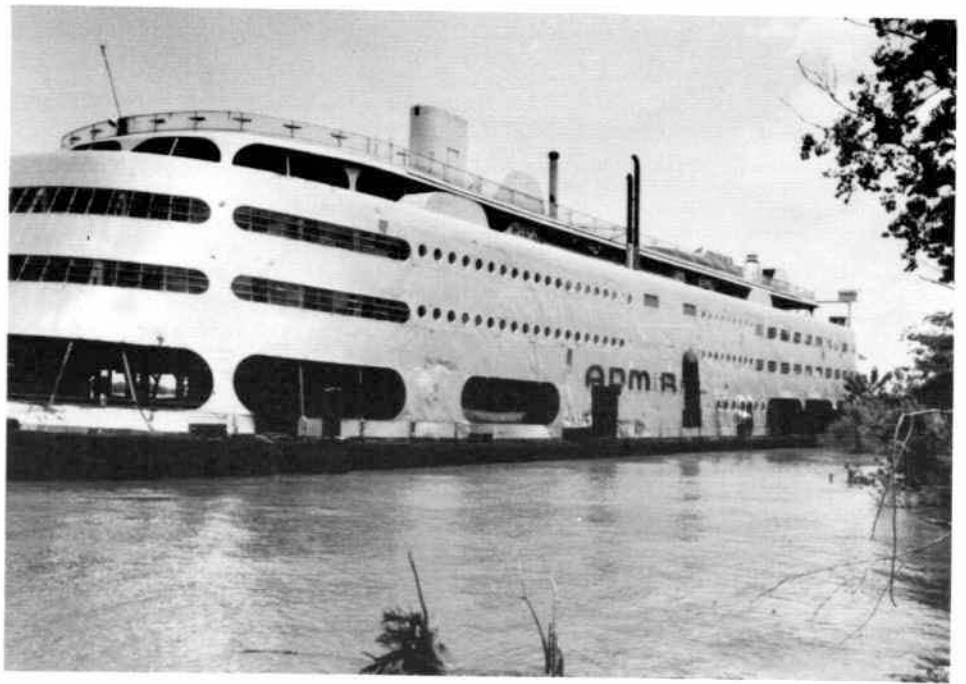
get there in advance? It's a darned good shot and in dire need of explaining. Ralph DuPae picked it up on one of his rambles. This is the way the KATE looked in 1922 when we round tripped on her Memphis-Greenville. Information earnestly solicited.

**J**UDY PATSCH OF Rock Island, Ill., Lexie Palmore of Tyler, Tex., Jeff Spear of Marietta, O. and Keith Norrington of New Albany, Ind. toured the southland late this spring and brought back to our readers a treasure-trove of photographs, and a condensed log prepared by Keith which follows:

Sunday, May 29: Judy Patsch arrived at New Albany from Rock Island in early afternoon. Jeff Spear arrived with his parents who returned to Marietta next day. After a dinner on our patio there was a "slide party" of pictures from various river trips, S&D meetings, etc.

Monday, May 30: The DELTA QUEEN landed at Louisville in the morning, and we had a good visit with Jane Curry, cruise director. Jane was more than happy to autograph our copies of "The River's in My Blood." Also had good visits with Capt. Harry Louden and other members of the crew. The DQ departed at 1 p.m. and we moved over to the BELLE OF LOUISVILLE as guests of Capt. Jim Blum for the first public cruise of the season. The BELLE has never looked better, and first mate Kevin Mullen and his crew keep the boat immaculate. Kevin is an S&D member and had already read the June S&D REFLECTOR from cover to cover. After a delightful day on the river we returned to 496 Tyler. After dinner Judy brought forth a number of movies of river subjects.

Tuesday, May 31: Departed early and arrived in Paducah around noon. We had no trouble finding the ADMIRAL as she was quite visible over the flood wall in this high water. We found an opening in the wall at the Igert Towing Co. landing. The ADMIRAL is in sorry shape. Big holes are cut in the sides where the engines, etc. were removed. A crewman on the landing barge invited us aboard enabling us to get close-up pictures. Ate lunch in Paducah and then headed for Memphis. Made a close connection at the Memphis Airport with the plane which was bringing in Lexie Palmore. This



TOP TWO pictures show the excursion boat ADMIRAL now moored at Paducah, Ky. The square-cut holes were made for the removal of the Murray-Tregurtha prop units which were mounted in the wheelhouse spaces. John Connelly, the Pittsburgh owner, sold these and other items of engineroom machinery. In the center view Jeff Spear and Judy Patsch look a bit shocked.

IN THE BOTTOM view, Lexie, Jeff and Judy, standing on the bank of the Yazoo at Vicksburg, behold the remains of the once-mighty SPRAGUE. The paddle-wheel and stacks are showing.



evening Lexie showed movies she brought along, including fine ones of the NATCHEZ' trip to Louisville last year.

Wednesday, June 1: The four of us made an early arrival at Mud Island and were given the red carpet treatment by Jan Clement. We toured the museum several times, and walked over the entire island. The Mississippi River was quite high, lapping at the outer walkways of the island but causing no problems. The Memphis levee was completely under water up to Riverside Drive. Had a delicious lunch on the island at the Harbor Landing restaurant, and then departed for Vicksburg. Came in to Vicksburg via Highway 61 and saw many homes surrounded by floodwaters from the Yazoo River.

Thursday, June 2: Departed early this morning for Port Gibson, Miss., 25 miles. There we visited the First Presbyterian Church and saw the three beautiful chandeliers from the racer ROB'T E. LEE and the golden hand pointed heavenward atop the steeple. The church's pipe organ was built in 1930 by Henry Pilcher's Sons, Louisville, Ky. I had secured permission from the organist, so Lexie, Jeff and I played Bach, Handel and others for two hours while Judy made tapes and took pictures. Thence back to Vicksburg and there visited the old Courthouse Museum, Vicksburg Military Park, the ruins of the towboat SPRAGUE, antique shops, and the Biedenharn Candy Co. and Museum where Coca-Cola was first bottled. The museum housing the artifacts from the U.S. Civil War gunboat CAIRO is superb, and with some astonishment we viewed the reconstruction work under way on the gunboat itself. The boilers, engines, wheel, rudders, etc. are all in place, and workmen were busy with the bulkheads. At the Vicksburg waterfront the flood gates were partially installed, but we walked over a series of planks to the excursion boat CITY OF VICKSBURG (formerly the MARK TWAIN of Hannibal, Mo.) for a visit with Capt. David L. Rainbolt, formerly of the Delta Queen Company. We were about exhausted in the 90° heat, so returned to our hotel to enjoy the rest of the afternoon around and in the pool. Lexie excused herself and came back dressed in her Marilyn Monroe costume. (Lexie also does a good one of Gloria Swanson, and also of Carmen Miranda.) Had a catfish dinner overlooking the bridges and the bend in the river. Fed a raccoon which had adopted the premises and the sunset was beautiful.

Friday, June 3: Enroute to Natchez we looked at the ruins of Windsor Plantation this morning. Visited Longwood and walked about in Natchez to visit and photograph Rosalie, Dunleith, Magnolia Hall, Dixie, the Parsonage----at Stanton Hall we visited the roof bell of the BETSY ANN in the back yard. The Eola Hotel has been beautifully restored. Escaped from the heat in the cool nave of St.



**R**ELICS from the towboat SPRAGUE are displayed in the Old Courthouse Museum, Vicksburg. Three bitt caps are mounted at the top of the board. The one at the right is inscribed BUILT BY THE IOWA IRON WORKS CO., DUBUQUE, IOWA. Below the caps are various gauges removed from the wreck. The one at lower left is a vacuum gauge dialed 1-30.



**R**IVER MEMORABILIA displayed in the Old Courthouse Museum at Vicksburg includes a set of gilded antlers said to have come from the racer ROB'T E. LEE. The stair tread on top of the glass case is from the racer NATCHEZ. The side-wheel model in the case is a fanciful little job named NATCHEZ JR. A rocking chair once owned by Capt. Thomas P. Leathers is parked in the doorway. In front of it is part of the jackstaff surmounted by a weathervane from the SPRAGUE. A bell taken from the former SPRAGUE Museum is mounted on a box, and at far right is a wall book of river pictures.



Mary's Cathedral, and last of all we visited shops at Natchez-under-the-Hill. Arrived in New Orleans around 6:30 p.m. and after getting settled at the Creole House on St. Ann Street, we walked to the river to watch the arrival of the NATCHEZ from her evening trip. Dinner with Capt. Roddy Hammett and Jim Sutton.

Saturday, June 4: Capt. Doc Hawley extended his usual infinite hospitality aboard the NATCHEZ. In between the morning and evening trips we visited about in the French Quarter, museums, and the St. Louis Cathedral. Toured the PRESIDENT at her Canal Street landing. Doc Hawley was host this evening at his beautiful home at 639 Barracks Street.

Sunday, June 5: Spent riding the NATCHEZ. Lexie returned to Tyler, Texas to resume scuba diving lessons. Jean Stapleton, the Edith Bunker on TV, rode the BAYOU JEAN LAFITTE today.

Monday, June 6: Despite a pouring rain, we walked around in the French Quarter and had a tour of the warehouse where the engines of the MISSISSIPPI (now BECKY THATCHER at Marietta) and GENERAL JOHN NEWTON are stored by the New Orleans Steamboat Co. In the afternoon we had a very pleasant cruise on the BAYOU JEAN LAFITTE. Roddy Hammett and Jeff Spear visited Ashland-Belle Helene Plantation up River Road. "A grabbing experience," said Jeff of the once palatial mansion now in decay.

Tuesday, June 7: Made the morning trip on the NATCHEZ. After watching her depart at 2:30 we started homeward, and spent the night at Blytheville, Ark.

Wednesday, June 8: Had lunch and a great visit with Ruth Ferris and her sister Frances in Brentwood, Mo.

Thursday, June 9: Breakfast on the McDONALD's side-wheeler at the St. Louis levee. The DELTA QUEEN arrived at 9 a.m. and visited with Jane Curry and Capt. Bill Foley. Also visited the showboat GOLDEN-ROD, the Arch and museum, and the shops in the Laclède's Landing area. Paid our respects to The Waterways Journal and Streckfus offices. After lunch Judy departed for Rock Island, and Jeff and I started for home.

Friday, June 10: Jeff returned home to Marietta by plane from Louisville. After getting him on his way I stopped at the photo shop to leave off 15 rolls of film. What with the movies Lexie took during the trip, and the photos and slides taken by the rest of us there should be an abundance of graphics to share at S&D on September 17th.



**R**OOF BELL from the packet BETSY ANN reposes in the yard of Stanton Hall, Natchez. It was placed on her roof in 1899 when she came out new in the Natchez-Bayou Sara trade as a U.S. Mail-carrying packet and did service all the years she was a packet on the Upper Ohio. John I. Hay bought the boat in 1932 and soon disfigured her into a towboat at which time he removed the bell. Some of the good ladies in Natchez asked Mr. Hay for its return to Natchez, its first home port, and Mr. Hay complied.



**I**N THE PILOTHOUSE of the NATCHEZ, Jane Curry's new book "The River's in My Blood" is getting rave reviews from Capt. Doc Hawley and first mate Rodney Richardson. Doc instructed Rodney to read page 188 where Capt. Ernie Wagner related that Doc never had to be told to do anything; that he was always one step ahead. Doc says the same about mate Richardson.

Photographs accompanying this article were taken by Keith Norrington save for the bottom one on this page by Judy Patsch and to both our thanks.



**R**ALPH DUPAE has furnished us with the above, taken by river photographer Thornton Barrette. Looks like it was taken along the old gravel shore of the Ohio River above the landing at Letart Falls, Ohio. The U. S. snagboat E. A. WOODRUFF is removing a wrecked boat or barge, and this is about the best action shot of this ungainly and highly successful "stump-puller." The date is likely 1894 or 1895 and she'd been in service since 1876 and

continued to prowl for prey until 1926. She was named for Lieut. Eugene A. Woodruff of the U.S. Engineers who died of yellow fever at Shreveport, La. on September 30, 1873, aged 31. He had been working at snag removal on Red River and volunteered to assist the sick and dying at Shreveport during a severe epidemic. The S&D REFLECTOR ran a detailed story of Lieutenant Woodruff in our Sept. '76 issue, pages 41-42.

#### JESSE HUGHES' OFF-COLOR STORY

Somehow the subject got around to drinking water used on old-time packets. Woody Rutter recalled a conversation he had with Cap'n Jesse on this same subject:

"Why we used river water when I was pantryman on the T. N. BARNSDALL," said Jesse. "Dipped it out with a bucket. It was my job to get the drinking water at meal-time. Always took care to lift it while the boat was out in the middle of the river."

"And nobody got sick?" Woody asked.

"No, I don't remember that anybody got sick--not any more often than people usually get sick. One time I dipped the bucket and after

the water was poured into glasses it did look sort of an odd reddish-brown color. What had happened was that we'd been carrying some cattle, which had been delivered, and the deckhands were hosing off the main deck. I didn't notice this until after my water had been put on the table. Of course we emptied the glasses and I dipped up another bucket or so."

"You didn't wash or scald the glasses or the bucket?"

"Oh my no. Dinner was on the table. There wasn't time. I don't think anybody thought of scalding anything. If anybody got typhoid I never heard of it."

"American Scientist," published bimonthly by Sigma Xi, The Scientific Research Society (since 1886) went overboard in its March-April '83 issue and ran a double gate cover, unfolding into four sections, featuring a section of the famed 1848 daguerreotype scene of the Cincinnati waterfront. The negatives they used were supplied by the Public Library of Cincinnati and Hamilton County and highlight the side-wheelers CAR OF COMMERCE, BROOKLYN and ORLEANS. The clarity of detail is striking, probably made from negs prepared since the original Fontayne & Porter daguerreotype was professionally cleaned a few years ago.

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<b>CRACKERS.</b> Lemon, Butter,—Soda, Ginger Snaps.	

**Notions.**

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## PROPELLER 'SIREN' DEALS WHOLESALE

The leaflet on the opposite page comes to us from Jerry Devol. We have mounted the pages so that the front cover is upper left, the inside pages are upper right and lower left, and the back cover is at lower right. The original is about 4" x 7" page size. It was printed at Middleport, O. and is dated April 23, 1871.

The SIREN started out as a canalboat built at Peninsula, O. in 1865 and probably looked like the COME AND SEE ME which was featured on the front page of the first issue of S&D REFLECTOR.

The proprietors Alderman and Scott stress that their wares are sold wholesale only. The leaflet is addressed to Messrs. Frame & Bro., Coolville on Hocking River. This infers that a landing is scheduled for Hockingport, Ohio, on the Ohio River.

In reading over the Notions the word Berege floors us---not in our dictionary. Blacking is an old term for shoe polish. Riband is archaic for ribbon. Batting is cotton wadded in sheets. Cassimere probably is cashmere, a soft, twilled cloth.

So here they go down the river wholesaling laudanum, which is tincture of opium. Also paregoric which is about the same thing camphorated.

Cochran's and Sweeney's Stogas appear under cigars, what we have come to call stogies. The name comes from the conestoga wagon. About a week ago someone asked us to define a "soda cracker," so here they are for sale. Cassia is listed as a spice, a kind of cinnamon. The lozenges under Candy started out as diamond-shaped cough drops. Parlor matches were the strike-on-anything type, but we've never heard of Telegraph matches, probably a brand name.

The owners are V. Alderman, of Belpre, O. (V. for what?) and S. (for Sextus) Scott, McConnellsville, Ohio.

How about some of that Hair Oil and Cheap Jewelry? Or the Perfumery?

The quarterly magazine "Surveyor" published by the American Bureau of Shipping features in its May '83 issue a rather comprehensive and well illustrated article on "The Great Lakes Whaleback" written by Daniel F. Kelly.

Alexander McDougall, a Scottish immigrant, learned blacksmithing and became a Great Lakes skipper. His first whaleback was a barge, non-propelled, given the number 101. He built five of these barges 1888-1890 and then, with financial backing from Colgate Hoyt, an associate of John D. Rockefeller, he organized the American Steel Barge Co. at Superior, Wis. The COLGATE HOYT, a single prop, coal-fired steam job, was launched in 1890 from this

yard. His most pretentious whalebacker was the 362 x 42 excursion steamer CHRISTOPHER COLUMBUS, built in time to carry thousands to the Chicago 1893 World's Fair.

Some of these craft wandered afar. The CHARLES W. WETMORE, built in 1891, went around Cape Horn and wound up north of Coos Bay, Oregon, victim of a late summer storm. Sea-going whalebackers included the CITY OF EVERETT, constructed by Pacific Steel Barge Co. on the west coast in 1894. She took grain to India and returned to the U.S. via the Suez Canal, thereby circumnavigating the world.

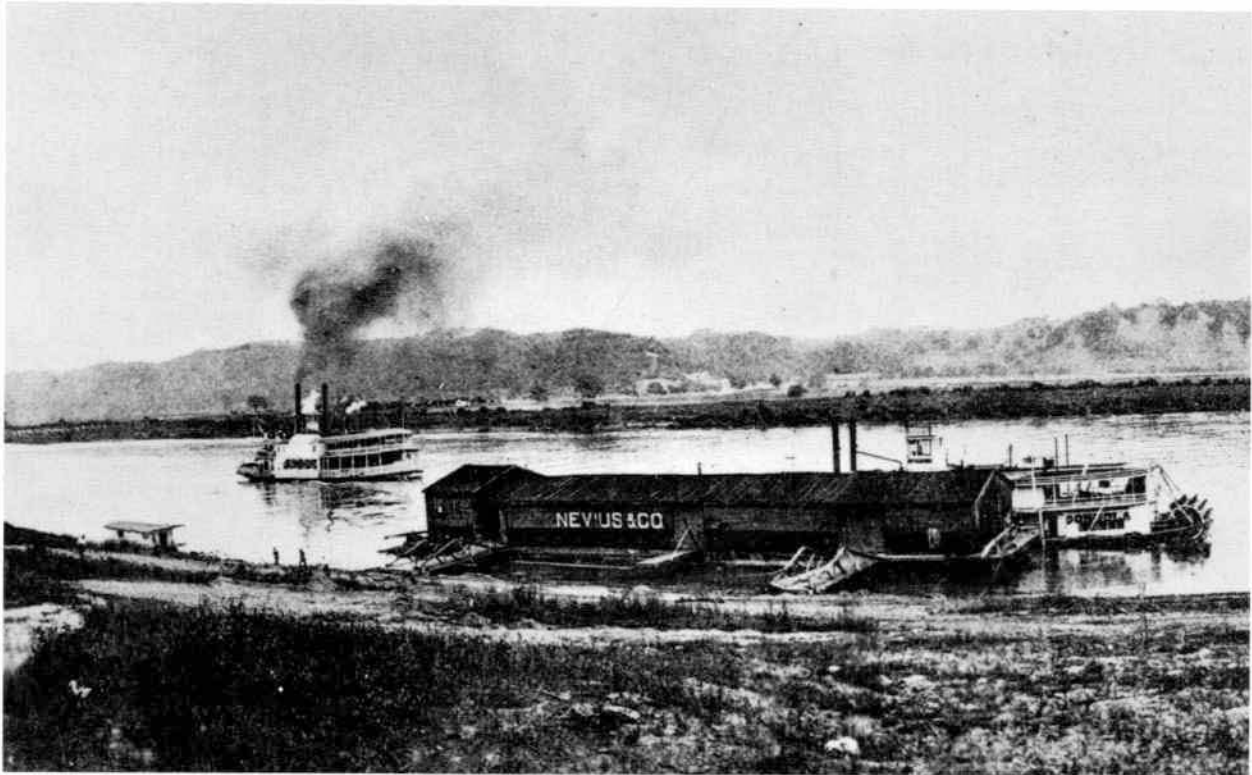
The last of the breed was the METEOR (originally FRANK ROCKEFELLER b. 1896) which ended service in 1969 and now is embedded on the shore at Barker's Island in the harbor at Superior, Wis. She is operated as a museum by the Head of the Lakes Maritime Society.

The illustrations include a good one of the whaleback barge 101, a cutaway profile of the CHRISTOPHER COLUMBUS, and one of the METEOR. A tip of the cap to "Surveyor," the best marine quarterly which arrives on our desk.

On page 17 of the June issue Jane Morningstar tells about the "closing" (by opening the swing span permanently) of the L&N bridge at Livermore, Ky. About .1-mile above that r.r. bridge is a highway bridge, and now listen to this: It starts--the eastern approach--in Ohio County, crosses the Rough River at its mouth, then the Green, and lands in McLean County, according to the maps. The local legends say it lands in Ohio County, where it started. Maybe it will take a surveyor to decide whether the legend is viable. C.W.S.



**P**OOLSIDE candid shot of an S&D member tried and true, the picture taken at Vicksburg this summer by Judy Patsch whose shadowy shade is at the bottom, far left. The original fugicolor print is spectacular. Long, blonde curly locks, the dress of Tiger lily yellow-orange, the hosiery probably dark brown and spiked white shoes. Judy says the subject's name is Marilyn something-or-other, and she's a river pilot. Well we compared the above with the mental images and several photographs of lady pilots in our files and have come up with zilch. No such problem recognizing the gentleman in sunglasses, for he's Keith Norrington. You have noticed by now that Marilyn something-or-other is reading the June issue of S&D REFLECTOR. Wonder if she can swim? We are informed by Judy that the young gentleman in swim trunks in the shade of the blonde locks, etc. is Jeff Spear. So it all starts to add up: Judy + Keith + Jeff + Marilyn something-or-other = Lexie Palmore, would you believe it!



**J**ERRY SUTPHIN handed us this interesting picture made from a post card taken at Gallipolis, O. on the Ohio River. The date is 1907, determined by the upbound excursion steamer SUNSHINE which happened along, enroute from Jeffersville, Ind. to Pittsburgh, bought by Capt. William McNally. The packet at the wharfboat is the

Gallipolis-Huntington local, GONDOLA, Capt. Will Guthrie. This same Captain Guthrie later was skipper of the GENERAL PERSHING, GENERAL CROWDER and BETSY ANN. The Nevius & Co. wharfboat was built at Point Pleasant in 1894 on a wood hull 170 x 40, and later was owned by the Greene Line.

We had a surprise visitor at 121 River on July 5th when Ross Rogers arrived with Clancey R. Horton on the tow line. Clancey was an aspiring marine architect in 1947-1948 when the DELTA QUEEN was rebuilt at the Dravo marine ways, fresh from California. He was a graduate of Massachusetts Institute of Technology and was with Dravo during the years when the Kort nozzle was applied to river towboats. He made many trips to Germany and Holland and came to know Ludwig Kort quite well. Kort was a dyed-in-the-wool Nazi both before WW2 and after, living in Hannover, Germany. His patented venturi-principle casing for a prop held great promise. Dravo acquired the U.S. rights and put the first one on the PIONEER in 1937. Many refinements of manufacture were required to make of it the practical and almost indispensable improvement to the worldwide marine application it enjoys today. Ludwig Kort was not easy to get along with. Clancey Horton is about the only living person who went through all of this development, and he has played a lively part in the story of the Kort nozzle not only in this country but on the Rhine and elsewhere.

Some twenty or more years ago Clancey Horton located at 28 Bittersweet Trail, Wilton, Conn. and

since that time has been involved in the design and construction of ships that sail the seven seas, and hence, almost needless to add, with international recognition of his genius.

Sirs: Re. the expense account of the NATCHEZ, page 13 in the March '83 issue:

An item in the second column lists "Electric lights, \$70.50." The NATCHEZ must have had progressive management to have been equipped with electricity in March 1883.

John W. Garden,  
36 Pontiac Road,  
Pittsburgh, Pa. 15241

=Yes, considering that the KATE ADAMS (1st) built 1882 was noticed by James Rees as the first steamer on Western and Southern rivers to adopt the "Edison" electric light system throughout every department. -Ed.

Sirs: On page 3 of the June issue Bob Miller of Keokuk inquires as to the identity of B. F. Callis, having seen the "B. F. Callis Collection" in the State Library at Indianapolis.

This certainly must be the Burr

Callis who was, I believe, a cousin or some distant relative of W. Hurley Ashby, whose pictures and negative collection was one of the outstanding collections in the 1920-1940s period. I think I met Mr. Callis on one occasion, and certainly Hurley Ashby introduced us.

Hurley Ashby was a native of Madison and the son of a steamboat man who owned the local packet ROYAL. Hurley moved to Indianapolis where he was involved in theatrical productions, and later became a society photographer of great skill and artistic finesse. But underneath, the river was his first love. He collected steamboat pictures with passionate abandon, copying anything which came into his hands, even temporarily. It is my impression that he and Burr Callis traded off their "finds" to each other, and I can imagine that the collection Mr. Miller refers to is a substantial one--both in quality and in quantity--as it probably combines the efforts of Mr. Callis and Mr. Ashby. Maybe Mr. Miller can tell us more about it.

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



**W**HEN James E. Howard took this picture he got a good one. He must have taken it on a balmy Sunday in January--or at the latest by mid-February--in 1894. The Howard Ship Yard was building the CITY OF LOUISVILLE and for some reason we've never learned--undoubtedly a good one--she was built on an even keel and was given a side launch. This decision broke with Howard's usual method of building steamboats on a long slope, the stern aimed riverward, giving them an end launch. If Jim Howard took a picture of the CITY OF LOUISVILLE's launching we've never seen it, but he took pictures of later launchings at the Howard Yard

confirming that the "end-on" style continued to be used. One feature in the above picture which stands out like a sore thumb is the exceptional vertical height between the main deck and the boiler deck. We've never learned what this measurement was, but it looks to be 22 to 24 feet, plenty ample to pass this picture off as one of the Anchor Line side-wheelers getting built. One thing sure is when Commodore Laidley built the CITY OF CINCINNATI at the Howard Yard four or five years later, this vertical height was reduced considerably. The CITY OF LOUISVILLE made her trial trip on Monday, April 2, 1894.

Halter Marine, Inc. at New Orleans is building a sternwheel excursion boat of 1,000 passenger capacity to be named CREOLE QUEEN. She's being put up at the Moss Point, Miss. yard for a corporation known as New Orleans Paddlewheels Inc., headed by Warren Reuther Jr. Upon completion in September she will operate from the Poydras Street wharf, New Orleans.

A sketchy picture of her appears in the Sunday, July 3 issue of The Times-Picayune, sort of a runt version of the NATCHEZ (her overall length is given as 189 feet), and with a very steamboat exterior; twin stacks with feathers, pilothouse with Anchor Line dome atop the texas, old-fashioned roof and boiler deck railings, bull rails and stationerys, and her name on the engineroom bulkhead.

The stern paddlewheel has five flanges and is rigged for an electric drive.

Halter Marine's president R. J. Shopf says the new excursion boat is to have three Cats driving three generators, each turning out 300 kws. Electricity from the generators flows into a key device called a silicon-controlled rectifier, pooling the power for the main propulsion, bowthruster and other electrical needs.

The drive system to the paddlewheel was Halter-developed. She will use high-torque planetary gears on each side of the wheel, the key elements sealed.

Warren Reuther Jr., who heads up the boat's owning company, got his first job out of college with Halter Marine. Building cost is given as \$2.25 million.

Our thanks to Leonard V. Huber

for the newspaper story.

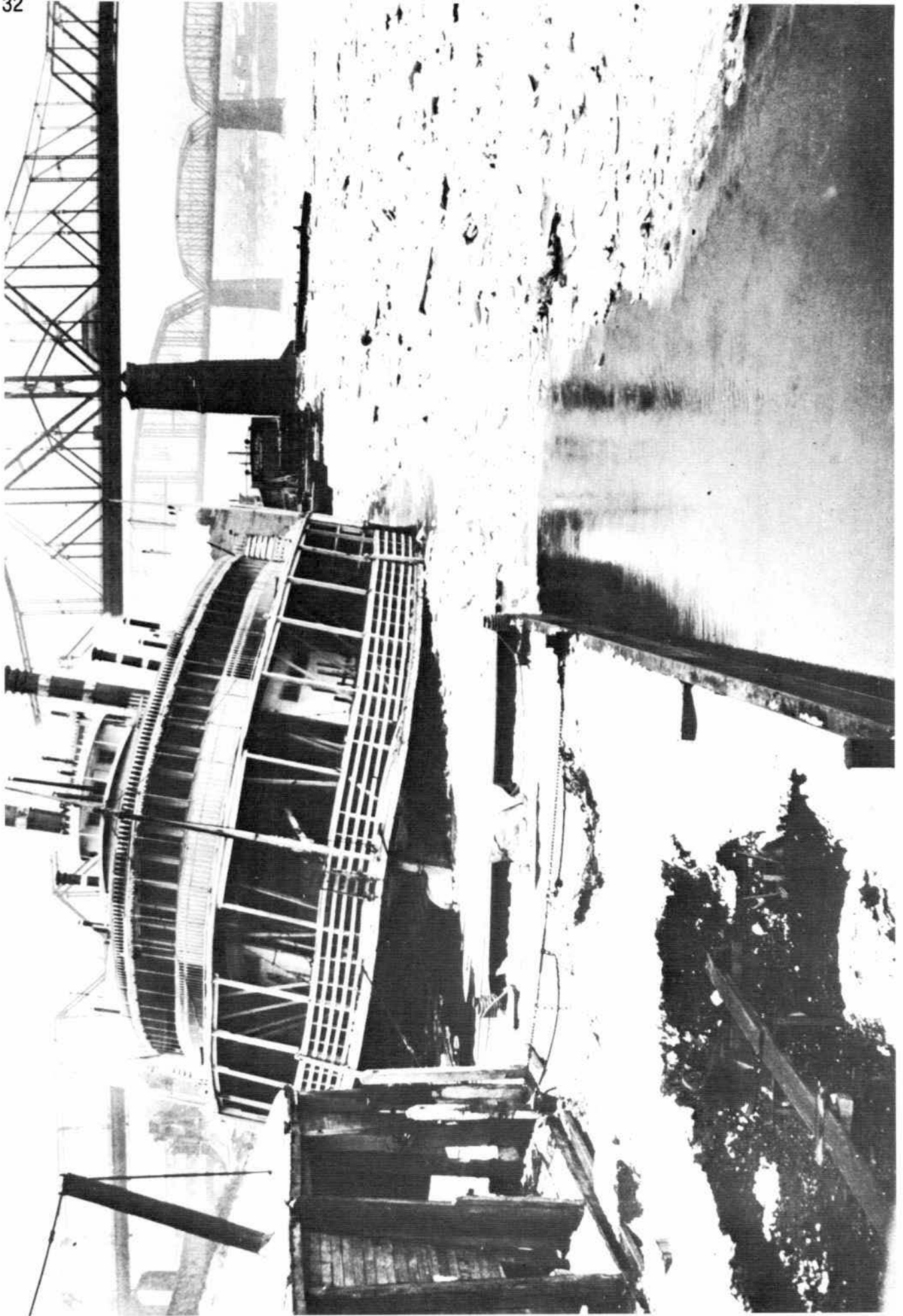
Sirs: About the picture of the ROBERT F. BRANDT in the June '83 issue: The six tugs were wired to two standard barges (not four as stated in the article) and there also was a fuel flat. I was decking on the BRANDT at the time.

The electric line from Pomeroy ran from Racine to Gravel Hill when it was built, but it was later extended to Hobson to meet the New York Central Railroad.

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

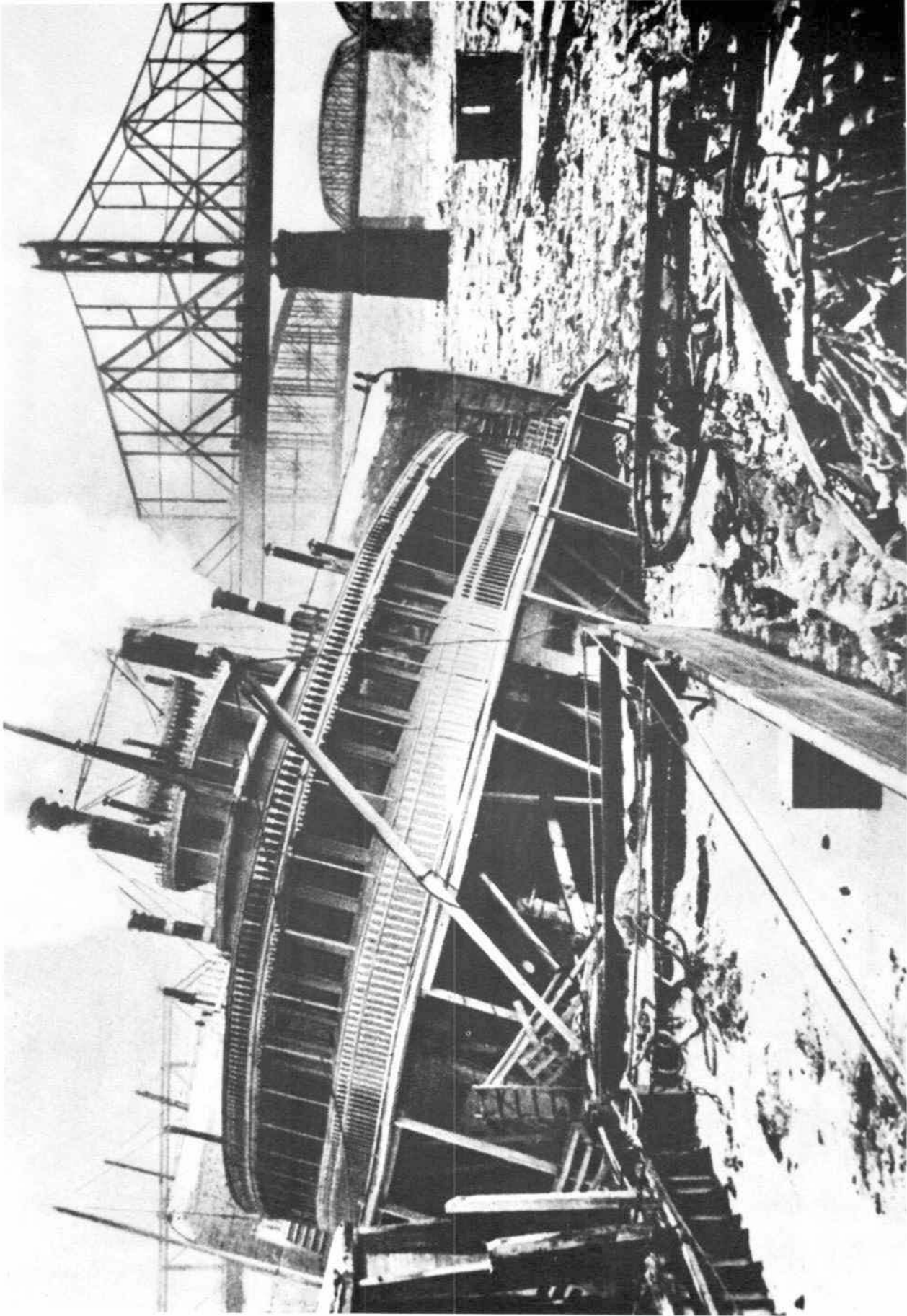
-Many Reflector readers expressed interest and appreciation for the BRANDT picture and also for the picture of the BRANDT's crew on the page opposite. -Ed.





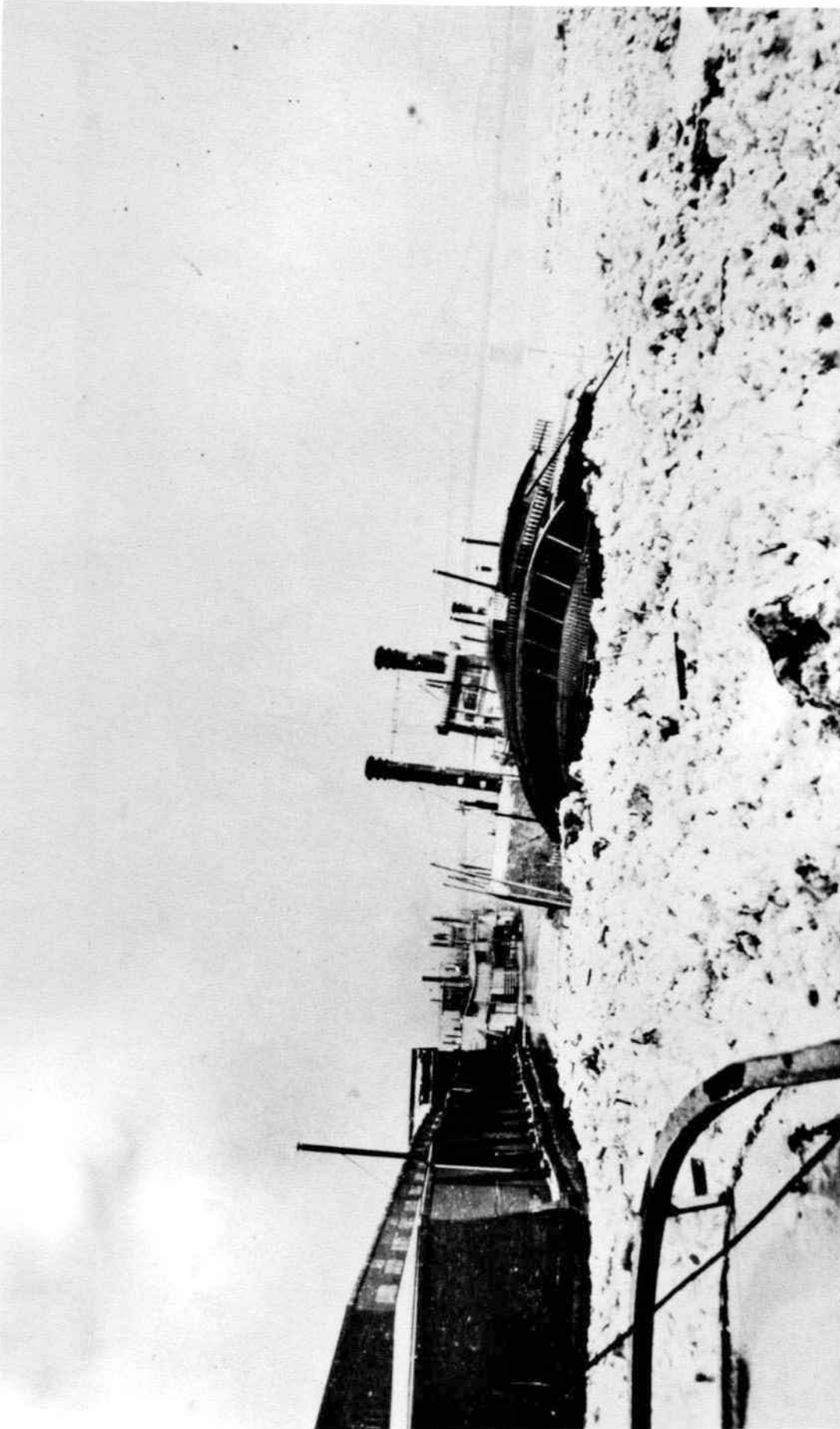
**G**OING, GOING--GONE! The CITY OF LOUISVILLE graced the front page of our last issue. Now we have three progressive shots of her destruction by ice at Cincinnati in early

1918. These have been furnished by the Murphy Library at La Crosse. The one appearing above comes from the collection of Ed Mueller, Jacksonville, Fla.



**T**HIS ONE comes from the Inland Rivers Library, Cincinnati. Please notice that the CITY OF LOUISVILLE had steam up, and was fighting for her life when the crew was forced to

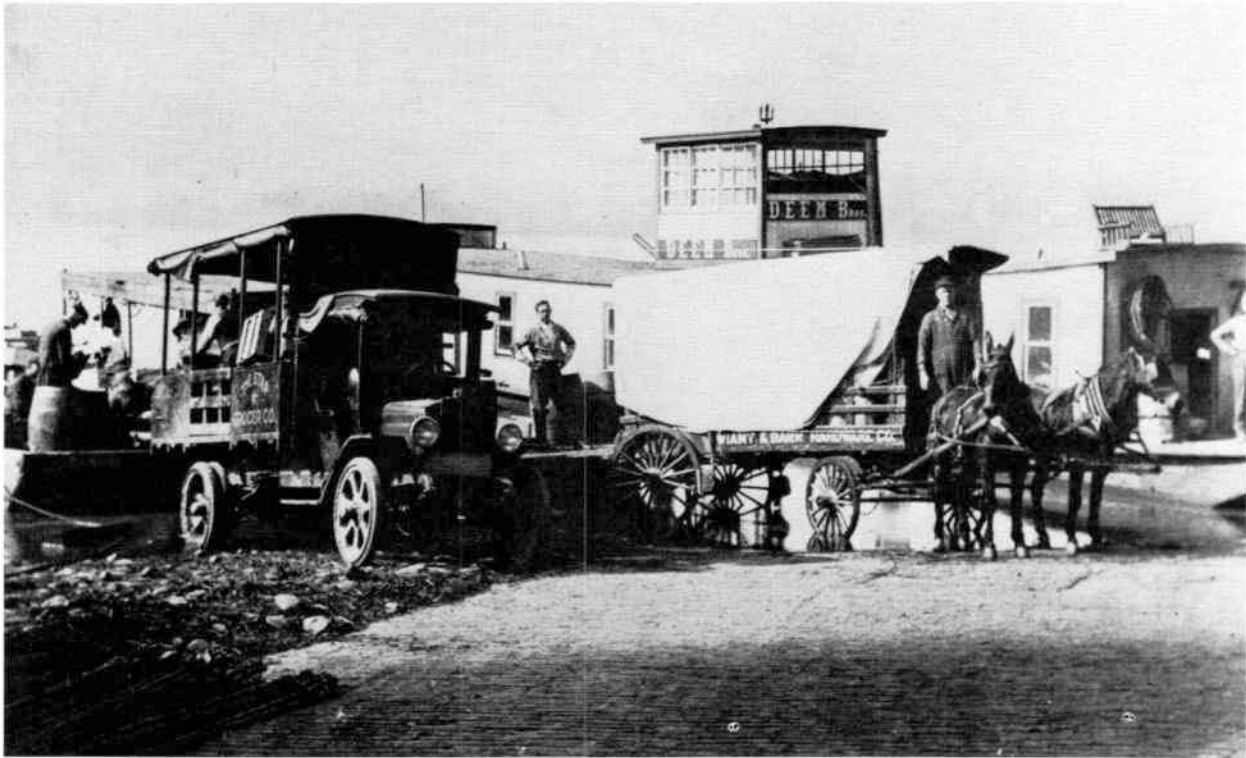
abandon ship by leaping ashore. The news photographer who took this was standing on the LOUCINDA which moments later was sunk and demolished after being carried about 300 feet downstream.



**H**OW the CITY OF LOUISVILLE managed to miss the Louisville & Cincinnati Packet Co. wharfboat when she was carried downstream by the ice is one of those mysteries of the river. She settled almost on even keel about 50 feet off of the wharfboat, lined up as though she was coming in for a landing. Freight bills on her office desk with dried mud on them were later picked up by souvenir seekers. This photo comes from the William E. Kelley collection and was taken from the forward deck of the towboat HERCULES CARREL, moored

alongside the wrecked CITY OF CINCINNATI. Moored above the L&C wharfboat is the one-stack GREENDALE and another, possibly the CHILO. The U. S. Shipping Board had delegated Col. C. H. Crawford, then in Washington, D.C., to come to Cincinnati and acquire CITY OF LOUISVILLE and CITY OF CINCINNATI for movement of critical war materials on the Mississippi. Crawford arrived at the wharf to find them both wrecked. "I never so much as got out of the taxi," he related later. "I caught the next train back to Washington."





**D**R. ROBERT D. CROOKS of Parkersburg, W. Va. has our thanks for the above. He says the photo was recently unearthed by Wes Cochran, authority on local history in that area. Not much is known about it save that the photographer was named Gant. The presence of the Wiant & Barr Hardware Co. truck and the Star Grocer Co. wagon locate the scene at the Parkersburg wharf, as these two firms were respected businesses in that city. Without much doubt the gasboat DEEM BROS. and her flat at the left are being loaded with freight con-

signed to points on the Little Kanawha River, probably to Creston, W. Va., the head of slackwater navigation. The DEEM BROS. was built at Big Bend on the Little Kanawha in 1912, 65.3 x 10.9 x 2, owned by Perry A. Deem of that place. In 1916 she was sold to John B. Roberts of Parkersburg and by the vintage of the truck and wagon we'd guess this picture to have been taken about that date, although it could date 1918 when the gasboat was sold to F. W. Parsons of Creston.

Sirs: I liked the picture of the CITY OF CHARLESTON (ex-I. C. WOODWARD) on page 2 of the June issue. Capt. I. C. Woodward's great-granddaughter, Mrs. Ann Frondorf, lives here in Brownsville after moving back here a few years ago from Cincinnati. She purchased an old house on Front Street and has done a great job of restoring it to its original beauty.

J. W. (Bill) Kisinger,  
515 Front St.,  
Brownsville, Pa. 15417

Sirs: Though not a member of S&D yet, I plan to join this year at the Marietta meeting. I have subscribed to The Waterways Journal, so am reading all I can on the river. I am looking for the address of Heartland Transportation Co., owners of the new towboat ROBERT A. KYLE, as I am considering building a model of the boat.

Robert Kyle,  
P.O. Box 375,  
St. Marys, W. Va. 26170

=Bob Kyle and Capt. Roddy Hammett are cousins. Recently they rode the "City of New Orleans" to New Orleans together, spread out in

private car "Pennsylvania." According to Inland River Record '82 the address of Heartland Transportation Co. is 3010 One Mercantile Center, St. Louis, Mo. 63101. The ROBERT A. KYLE is not named for Bob but easy to see why he is interested. -Ed.

The Crescent-Shousetown Historical Association has announced they will place a granite memorial five feet long and 31 inches high in a local park. Engraved on the front face will be a picture of the side-wheel steamer GREAT REPUBLIC, built at Shousetown in 1867.

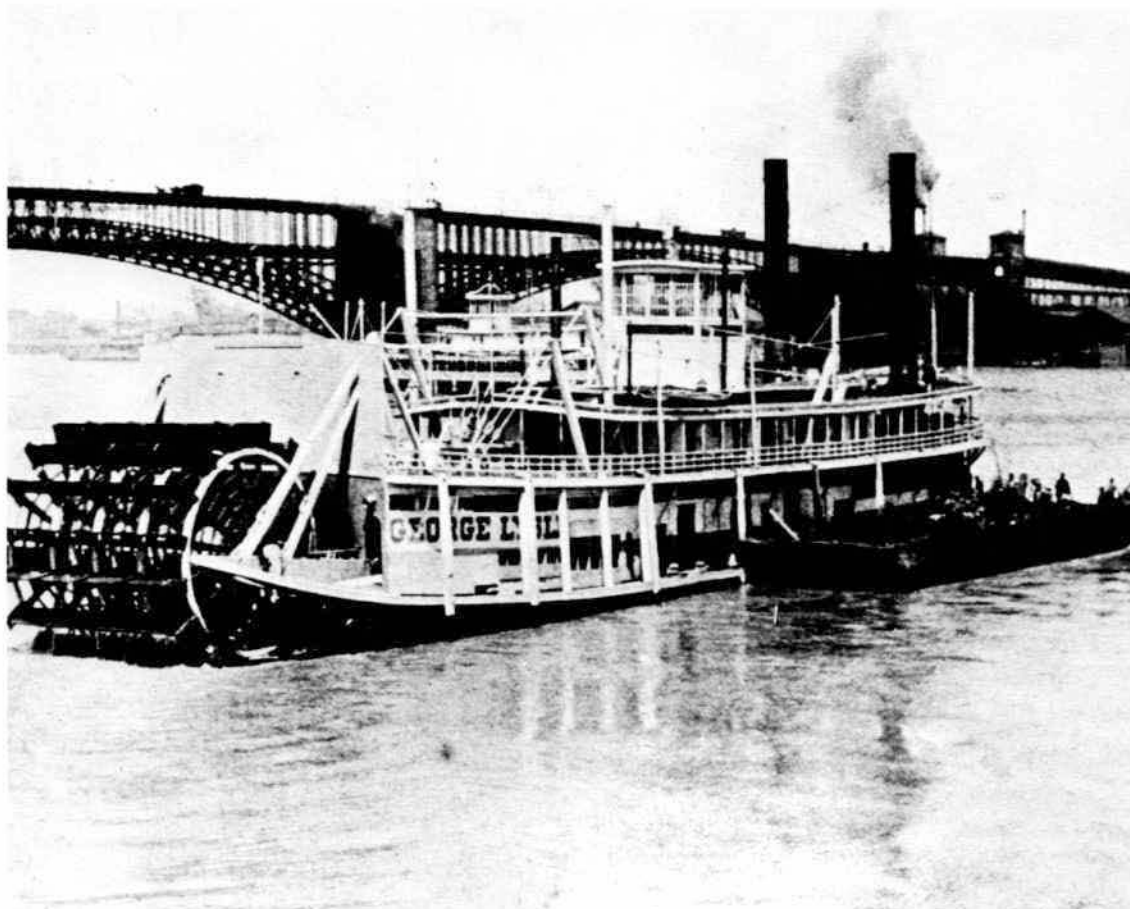
The exhibit will serve as a permanent reminder of the extensive boat building industry carried on at Shousetown under the leadership of the Shouse and Porter families. In 1915 Shousetown was renamed Glenwillard. The small town borders the Ohio River, left bank, immediately below the present-day Dashields Locks and Dam, about 16 miles below Pittsburgh.

The memorial will be paid for by private donations now being solicited by the Association. Those who contribute \$30 or more are entitled to have their names placed

on the reverse side of the granite block. Commercial firms are asked to send \$50 or more.

According to Paul Frey, chairman, within 60 days following the announcement of intent the subscription list exceeded expectations. Details may be procured by writing Crescent-Shousetown Historical Association, P.O. Box 253, Glenwillard, Pa. 15046.

Ohio governor Richard F. Celeste has named Cary S. Kinder as one of the trustees to the Ohio Historical Society. Mrs. Kinder currently is chairman of the Mansion Museum Committee of Oglebay Institute in Wheeling. All of which would seem to suggest that Cary Kinder is on the wrong side of the suspension bridge. But not quite; she and her husband Gordon T. Kinder live on the old National Road in the former home of Ohio governor Wilson Shannon (1802-1877) in the St. Clairsville, O. area. She is the mother of four sons, and graduate of Northfield School and Vassar. OHS's Board of Trustees is composed of 18 members.



**I**F YOU'VE sized this up as one of the old Pittsburgh coal pushers, go head of the class. What may slow you down is the Eads Bridge in the background; so what's she doing at St. Louis? The answer will stop you in your tracks: she was being operated by the Eagle Packet Co. The GEORGE LYSLE was built in 1872, originally operated by the Monongahela River coal firm, George Lysle and Sons, and was heralded as the second western steamboat to receive all-steel boilers (first was the IRON MOUNTAIN). She was right up in the class with the ALICE BROWN and other big-wigs of the day which towed coal down the Ohio and the Mississippi to New Orleans. Her engines were 22's- 9 ft., the steam supplied by five boilers. This picture was made about 1892-1894 when she was in Eagle Packet Co. service, following which she went back to Pittsburgh towing coal for C. Jutte & Co., who renamed her RESO-LUTE. She finally wound up in the Combine which docked her at the Elizabeth, Pa. marine ways in 1905, decided against rebuilding her, and let her back in the water. For several years she was used as a wharfboat in the Pittsburgh harbor and after 1908 was scrapped for old iron. Our thanks to Ed Mueller and University of Wisconsin for the print.

### THE "REPO" FLEET OF TOWBOATS

Editor Dan Owen was forced to make an unusual decision. Many river towboats, large and small, had been repossessed by banks and lending institutions, and had been attached for non-payment of obligations since the 1982 edition of Inland River Record was issued a year ago. In the 1983 edition, released in July, editor Owen announces:

"Readers will note the addition of a line in many of the boat listings. The additional line is indicative of today's economy which has affected virtually every industry. Banks and leasing companies have been forced to repossess a number of tugs and towboats. In other instances refueling companies have had U. S. Marshals seize boats for non-payment of fuel bills by owners caught 'between a rock and a hard place.'

"At first I had considered taking the repossessed boats out of the Record because they are not actually operating. But many company officials and rivermen would know about this boat or that boat tied up someplace or actually see one and would refer to the Record to find it in the listings. So rather than take the boats out of the listings, the 'repo' line is used to help you keep track of the boat.

"There are many more repossessed boats that I do not know about. This year has probably been the worst year regarding replies coming back from owners. Many of the operators that have suffered financial difficulty did not bother to return the listings. I had to have some 'official' notice of a boat being repossessed before showing a 'repo' line, so each one of the repos has a legal notice attached to it on my file cards."

Dan Owen's lament goes on for several paragraphs and winds up:

"There have been so many boats tied up in the Houston area by legal means and put in one bunch for safekeeping that the place they are tied up is commonly referred to in the area as the 'U.S. Marshal fleet.'"

A local riverman during a phone conversation said: "Hey Fred, did you ever want to rob a bank?"

Well not particularly, so then he said: "Now's the time to do it; all the U. S. Marshals and the law are down along the river banks tacking signs on towboats."

Despite these catastrophic times for towboats, barges and shipyards Dan Owen lists 132 new listings in Inland River Record's '83 edition, and takes 62 off.

During 1982 the former stern-wheel towboat JOHN W. HUBBARD, now a restaurant boat moored at the foot of Greenup Street, Covington, Ky., was entered on the National Register of Historic Places. Also enrolled was Anderson's ferry in Boone County, Ky.



Hi There  
BETTY BLAKE  
Sept. 20, 1930  
Apr. 13, 1982

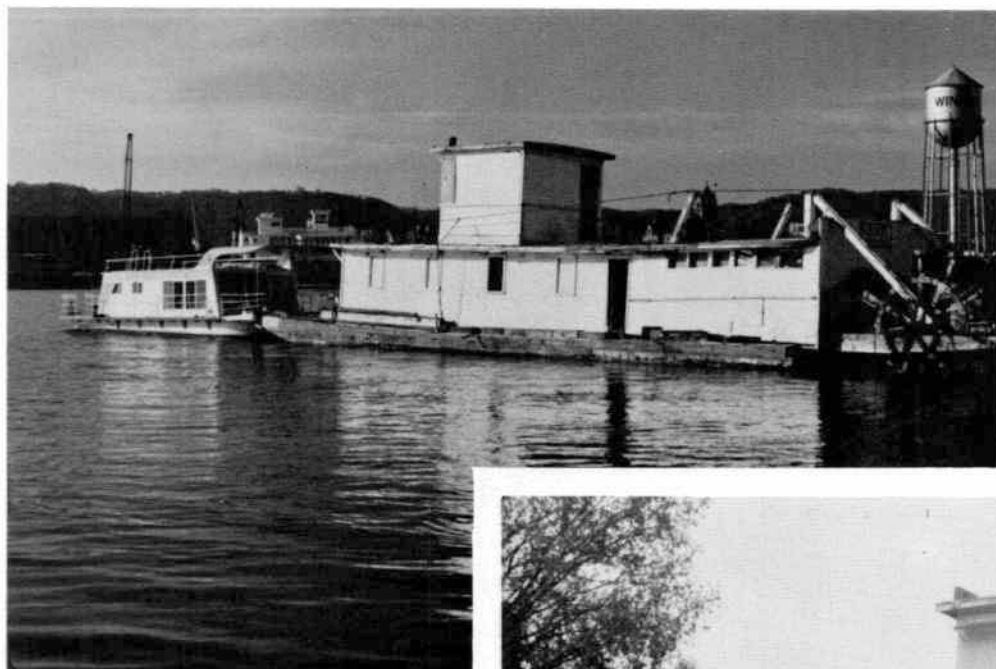
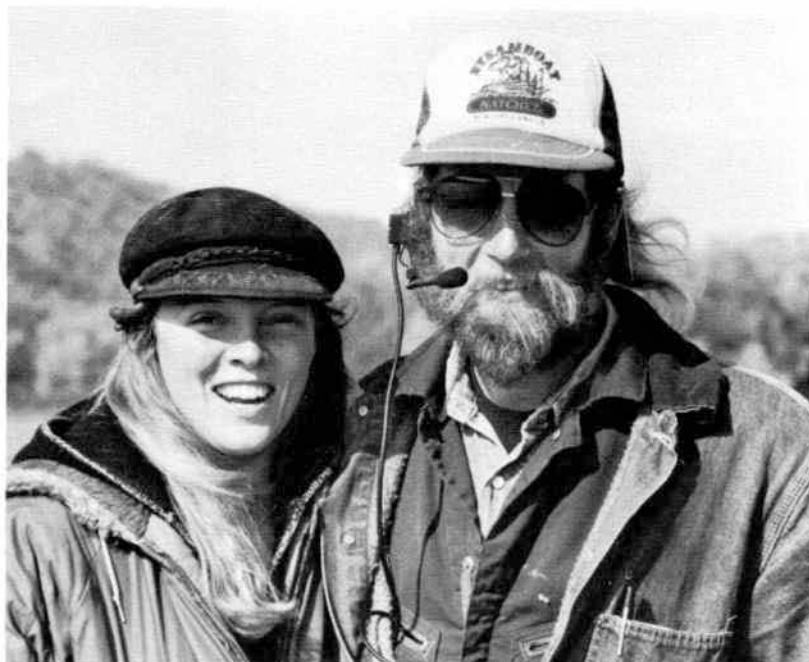
Betty Blake requested the "Hi There" and her wishes were honored. Larry and Ethel Walker and Dorothy Frye recently visited the Blake family plot in the cemetery at Carlisle, Kentucky, and took the two pictures presented here.



Dorothy Frye took this one of the Rev. Philip Hastings holding his youngest child, plus Larry and Ethel Walker. Phil Hastings, pastor of the Presbyterian Church at Carlisle, Ky., conducted services for Betty Blake at Georgetown, Ky. on April 15, 1982. He also conducted services for "Lady" Grace Way at Sewickley, Pa. on March 2, 1980, having been her pastor at the Shields Presbyterian Church in the Sewickley valley.



CONNIE WESSELS and Gary Frommelt have made progress with the LOUISE (see Dec. '82 issue for the last detailed report.) She was launched at Winona on Oct. 16, 1982 and after waiting two days for a few "springs" to dry up, she was hitched to Walt Webster's powered houseboat IRISH MIST and was towed 120 miles down the Mississippi to Guttenburg, Iowa. Gary was concerned that one or more lockmasters enroute would object to passing her through, but they all turned out to be helpful and interested. Walt did the steering and handling while Gary perched himself on the LOUISE with a chart map and binoculars. The headset he is wearing in the picture was to relay instructions back to the IRISH MIST. They went down in 16 hours with an overnight at Lansing, Iowa. At Guttenburg she was hauled ashore and closed up for the winter. Work on the starboard side of the hull, now under way, will finish the underwater work.



Enroute to Guttenburg in tow of the IRISH MIST.

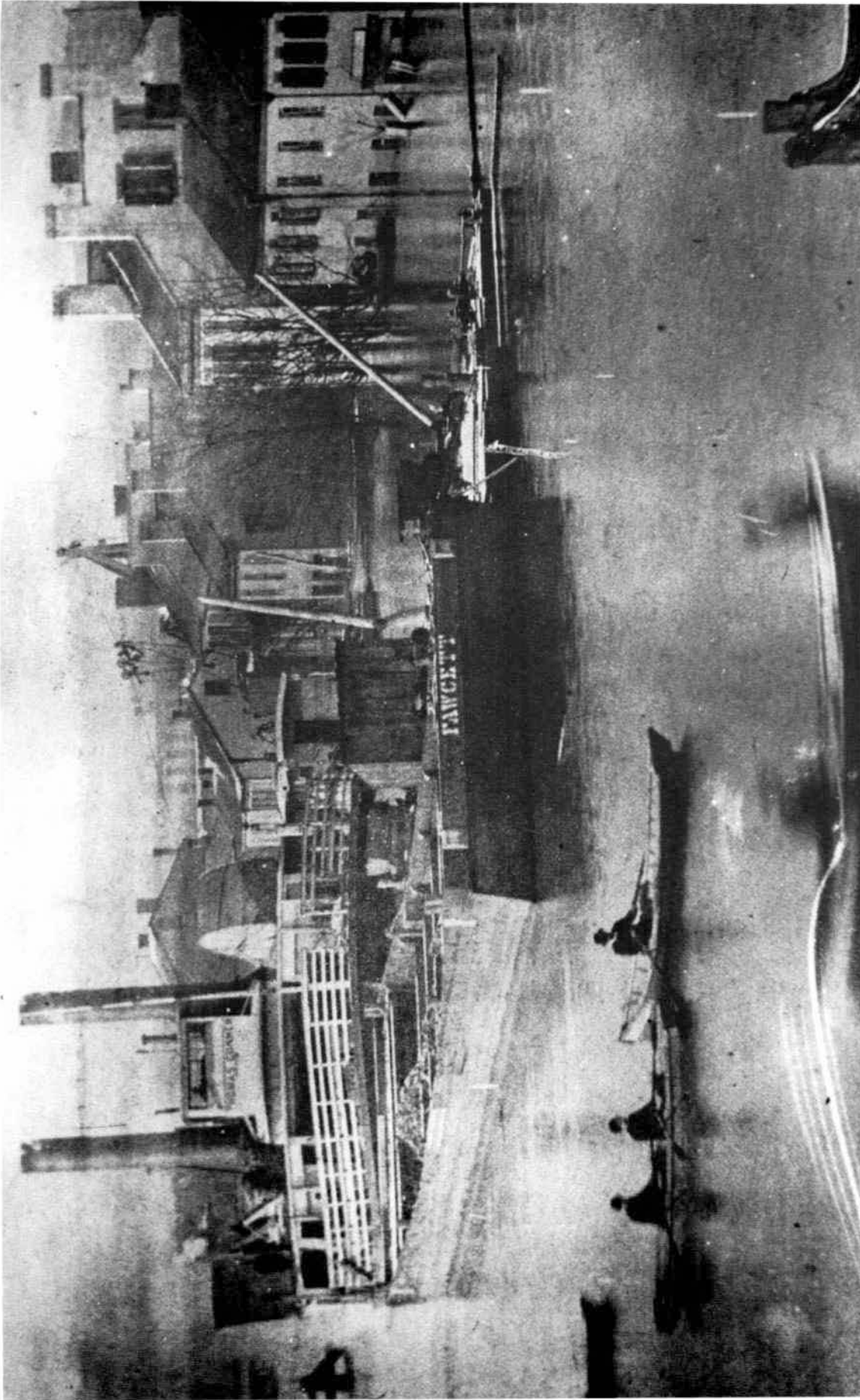


Ready for launching. The LOUISE was built in 1923 as the J. A. CRESAP.



**T**HANKS to Ray Samuel of New Orleans, here is our first glance into the cabin of the KATE ADAMS (#2) built at the Howard Yard, Jeff, in 1888. The original from which this is made is a stereo slide by M. H. Zahner, New Orleans, dated 1901 taken after KATE #2 had been renamed DEWEY. The overhead lighting fixtures are rigged for both oil lamps and electric lights, probably originals installed when the boat was first built. Electricity was still pretty much of a novelty

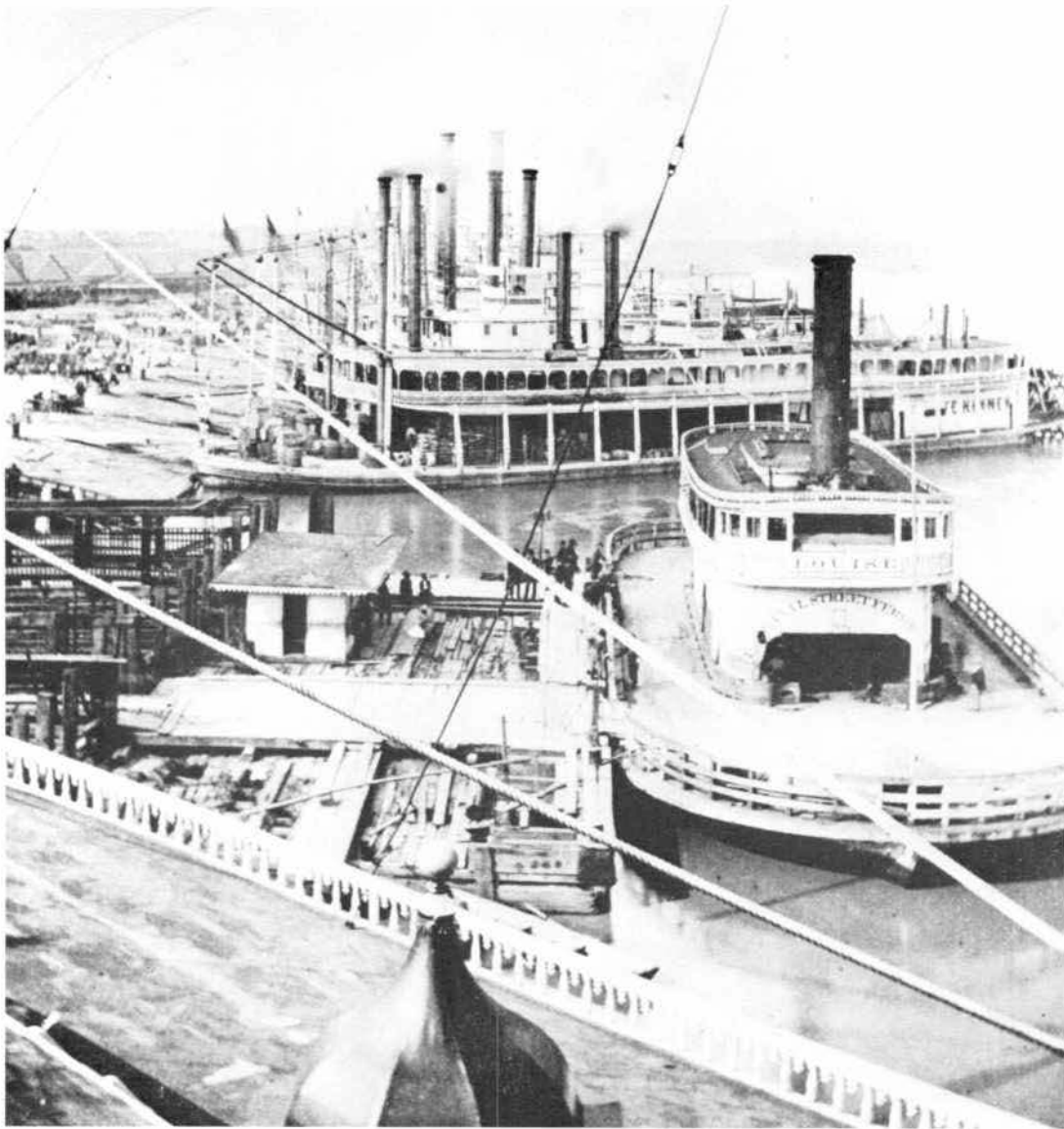
and the oil lamps were a back-up in case anything went wrong with the light plant. In our Sept. '78 issue, page 39, is a good photograph of the cabin of the KATE ADAMS (#3) built in 1899 in which the oil lamps have been dispensed with, and suspended from the ceiling carlins are electrically-operated blade fans. Our thanks to the Murphy Library crew at La Crosse for the above copy of Ray Samuel's original.



**T**HE SIDE-WHEEL ferry is the THOMAS CONNER which plied between New Albany, Ind. and Portland, Ky. on the Ohio River from the time she was built in 1867 until she was removed from documentation in 1887. The ferry was named for the father of Capt. Wes Conner who stood pilothouse watches on the ROBT E. LEE during the famed race with the NATCHEZ. Thomas Conner was associated with the Portland-New Albany ferry for a number of years. Obviously the river is in flood stage, maybe 1882 or 1884, and in the foreground is a coal

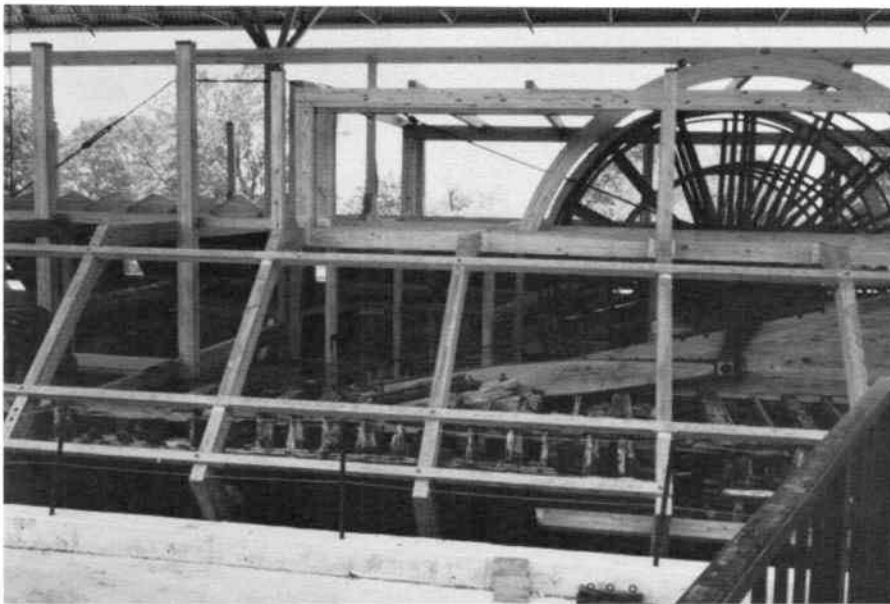
barge with FAWCETT stenciled on the headlog, undoubtedly owned by the Monongahela River coal firm, Thomas Fawcett & Sons, which owned in the towboat BOAZ and others. The question now arises as to where this scene was made---at New Albany or at Portland? From the general disposition of the floating property we'd vote for New Albany, so it's probably at Portland. Anyhow it is a rare dodo of a photograph and our thanks to C. W. Stoll for making it available to the Murphy Library people for reproduction here.





ED MUELLER of Jacksonville, Fla. loaned this picture to Ralph DuPae and the print comes to us courtesy of the Murphy Library collection at La Crosse. About twenty years ago Ed loaned the same picture to *The Waterways Journal*. They ran it in a 3-column cut and judged it had been taken in 1878 inasmuch as the Canal Street ferry LOUISE in the foreground went out of service a year later, in 1879. Another deciding factor was that the Missouri River packet KATE KINNEY was first inspected at New Orleans in 1878. So fine, we'll go for 1878 and more so because the photographer was positioned on board the J. M. WHITE, new in 1878. We were rather surprised to learn that the ferry LOUISE was built at Sardis, O. in 1867, a small town on the right shore of the Ohio River about midway between Wheeling and Marietta on present-day Route 7. You can buy locally-made cheese at Sardis. Judging by the cemetery, people have lived and died there for a good many years, but nothing newsworthy ever happened at Sardis, good or bad, except for this isolated case of the LOUISE being built there in 1867. Where did the shipwrights come from, one would wonder, in this hamlet of a few shops and surrounding farms? Of course she had to be towed up to Wheeling for machinery and boilers and consequently it was at Wheeling where she first raised steam and was inspected, this on July 18, 1867. The pilothouse arrangement was a novelty, located as you can see in the forward area of the boiler deck. By now, you probably have noticed the vast expanse of unimpeded levee there at New Orleans downriver from Canal Street where a forest of steamboats did business via their landing stages. Not so incidentally, this is the only picture of the KATE KINNEY known to exist, a sternwheeler built at Madison, Ind. in 1873, primarily a freight carrier which from 1878 on ran up the Red River to Shreveport.

Restoration of the Civil War U.S. gunboat CAIRO is proceeding at the National Military Park, Vicksburg, Miss. Thanks to Keith Norrington we have these three pictures, taken on June 2nd last. Much of the wood hull and framing in the superstructure were at the point of no return when she was raised from the bed of the Yazoo River but it was possible to make templates. The large shed is electrically lighted.



The original engines, the paddle-wheel, cranks, pitmans, etc. have been set in place. Keith took this from the port side, looking forward to the left. The old boilers are in place (left, center). At the nearby Museum housing the CAIRO artifacts one may procure for \$5.95 a copy of "Hardluck Ironclad," by Edwin C. Bearss, 222 pages, well illustrated, published by the Louisiana State University Press.

This is the bow section of CAIRO, showing remnants of original hull timbers, and the placement of her forward guns, one aiming out each side. Seven of these "Pook turtles" were built during a crash program at the commencement of the Civil War, under the direction of James B. Eads, native of Lawrenceburg, Ind., later famed for the Eads Bridge, St. Louis, and the Eads Jetties at the mouth of the Mississippi.



## QUOD ERAT DEMONSTRANDUM

Sirs: The cover photo on the June '83 REFLECTOR is certainly an action-packed photograph of the halcyon days of steamboating in Cincinnati. I can unequivocally say that the photographer hauled his camera down to the river during the second half of 1896.

The photo's tell-tale heart is the suspension bridge and the first ISLAND QUEEN. Sharp-eyed viewers will notice that there is something going on in the bridge's rigging; there are two scaffolds hanging from the bridge's Cincinnati pier. One scaffold is hanging beneath the pier's keystone, and the other can be spied near the top of the tower on its shore side. Indeed during 1895-1896 the suspension bridge underwent a major face-lift: two new cables were added to support the deck, stairs were built to the top of each tower, the original cupola-shaped capstones were replaced by the present dome-shaped ones, and other structural modifications were made during that time. In the picture the new cables and stairs can be spotted, but the new capstones had not been set in place when the photo was taken. The brand spankin' new ISLAND QUEEN rearing her regal head above the crowd further helps to date the photo. Because of her being at her original Vine Street landing, we can tell that the photograph was taken after Memorial Day of 1896. That is when the first ISLAND QUEEN made her maiden voyage. Hence it was in the second half of the year when the photograph was taken.

Your Honor, I now rest my case.

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

Frank Prudent scouted the Upper Miss between Dubuque and Keokuk this summer. His impressions:

"The WILLIAM M. BLACK is enjoying great popularity as a museum boat in the Dubuque ice harbor, and she is looking real good. Next to her is the very worthwhile Fred W. Woodward Riverboat Museum. The C. C. WEBBER is just rusting away on the bank at the Palisades State Park near Savannah, Ill. The LONE STAR at LeClaire, Iowa is not faring any better, and the sight of these two steam towboats is indeed a bitter one. The prospects in Keokuk are much better; the GEORGE M. VERITY like the BLACK, appears to be in loving hands. The VERITY was recently painted from jockey bar to tow knees and her wheel is being refinished. She very literally gleams throughout."

During July Marine Industries, Inc. of Jeffersonville, Ind. commenced construction of a 150 passenger direct-drive diesel stern-wheel excursion boat for Andrew Mast, Strasburg, O. She will serve Wheeling, W. Va. Alan L. Bates is the designer.

If you are over on the Brazos River in Texas don't go looking for the 105-ft. excursion boat BRAZOS QUEEN. The owners got sick and tired of the sudden ups and downs of the water stage in Lake Brazos where she operated. She has been sold to new owners and was loaded on an 80-wheel flatbed and was taken 300 miles from Waco to Chandler's Landing on Lake Ray Hubbard, Tex. The journey, yes, is 100 miles by Interstate, but highway officials about collapsed at the idea of a two-lane-wide riverboat chugging 15 m.p.h. and maybe getting stuck under an Interstate bridge. She went the long way around on Texas farm-to-market roads with an overnight at Corsicana. She is being renamed TEXAS QUEEN by her new Dallas, Tex. owners.

Charles A. Danner has our thanks for a full color shot of the new diesel excursion boat FIRST LADY, built on the Alabama River for service on the Potomac in the Washington, D.C. area. She was built by Hubert Bonner of Holtville, Ala. and is a sister to the GEN. RICHARD MONTGOMERY based at Montgomery, Ala.

July 16th was launch day at Jeffboat for the \$8.5 million cruise ship NEWPORT CLIPPER, designed to handle 100 overnight tourists along the Eastern seaboard. She is owned by the Clipper Cruise Line, St. Louis. The official christening is slated for sometime this month, September.

Sirs: The caption mentioning the \$21 round trip fare on the steamer OUACHITA. Cincinnati-Pittsburgh, brought back pleasant memories.

In 1934, just graduated from High School, I jumped at this very attractive fare. The normal 5 p. m. departure was delayed waiting for the FROMAN M. COOTS to come in from Louisville and transfer freight. When she finally arrived the two boats proceeded upriver lashed together, transferring under way.

Due to high water and low horsepower the 7-day round trip took nine days (more enjoyment for me; dismay for the owners.) In Pittsburgh we landed at the hulk of the QUEEN CITY, a very sorry sight.

R. C. (Dick) Brasington,  
3449 Uright Place,  
Cincinnati, Ohio 45208

A New Orleans correspondent to the New York Times, reporting the April street flooding, dramatized the situation for his Eastern readers by putting it: "Fear of flooding is as much a part of life here as fear of mugging in New York..." Good, bad or indifferent we wonder?

Sirs: On page 7 of the June issue you say the Grand Ole Opry was originally housed in Ryman Auditorium. Not so. It was held every weekend at about three places before moving to the Ryman about 1941.

Jack E. Custer,  
2314 Portland Ave.,  
Louisville, Ky. 40212



**R**ARE INDEED is facial skin so smooth on a boat 57 years young. Gary Frommelt took this while Her Ladyship was in drydock at New Orleans this past winter. An undercoating of light green paint had been applied to most of the bow section.



Sirs: In view of the fact that I was the last Navy officer in charge of the USS DELTA QUEEN (YFB-56) the following information may be of interest to your readers:

The DELTA QUEEN was requisitioned by the Navy for ferry service on San Francisco Bay and the Sacramento River during WW2. The original mission of the QUEEN as a training and barrack facility was expanded to an area transport for military personnel.

For example, Army and Navy men were carried to and from Camp Stoneman (Pittsburg, Calif.), Treasure Island, NAS Alameda, and the San Francisco piers to oncoming and outgoing Navy transports. It is estimated that approximately 10,000 men were transported weekly. She was a busy ship, under way seven days a week, manned by two warrant officers, four chief petty officers and 40 other enlisted men, all of whom were billeted and messed on board.

The QUEEN was very sticky to handle because she was like a big sailboat, with her flat bottom and high freeboard, bucking 10-to-25 knot winds every day. She had a mean draft of six and a half feet forward and seven and a half feet aft. Besides her large sternwheel she carried five large wooden rudders forward of the sternwheel and, when turning, she pivoted by the bow and swung around by the stern. This was necessary on the sharp river bends on the Sacramento River.

Her passenger capacity was 3500 persons. Her cargo deck alone held 1600 persons (standing room only) and in addition she carried 5000 life jackets.

As part of her illustrious history, the QUEEN acted as host to the United Nations when it was first being formed in San Francisco, and she hosted the Shriner's convention in July 1946; this group included the late president Harry Truman. When the QUEEN was not transporting military personnel she was hosting military and civilian naval shipyard workers on conducted tours of San Francisco Bay.

When Japan surrendered, the QUEEN took part in Operation Flying Carpet in returning Navy personnel to the United States. Thousands of sailors were returned to San Francisco for processing at Treasure Island. During this time I was dispatched to NAS Alameda, where I received from USS SARATOGA 3200 men for transportation to Treasure Island.

On 20 Aug. 1946, I delivered the QUEEN to the War Shipping Administration for lay-up in the Suisan Bay Reserve Fleet on the Sacramento. She was put out of service on 21 Aug. 1946, and sold at auction on 20 Nov. 1946 to the late Capt. Tom R. Greene, president of Greene Line Steamers of Cincinnati, Ohio. Her superstructure was boarded up and she was towed from San Francisco, through the Panama Canal around to New Orleans, over 5261 miles of open sea. She steamed

under her own power to Pittsburgh, Pa. for overhaul and finally went to her home port of Cincinnati.

The steel work of the QUEEN was fabricated at Glasgow, Scotland, and shipped to Stockton, Calif. for assembly. The hull was launched there in 1926. The upper works of the QUEEN and her companion boat (USS DELTA KING, YFB-55) were made of oak, teak, mahogany and Oregon cedar. The main deck was constructed of ironwood imported from Siam.

Her hull was 250 x 58 x 11.5. Her engines are cross compound condensing, 26's, 52's- 10 ft. stroke. She had two water tube boilers that burned bunker C fuel oil, and had a flank speed of 11 knots.

The QUEEN is very much alive and still in service, operating out of Cincinnati making overnight passenger trips on the Ohio, Mississippi, Illinois and Arkansas Rivers.

CWO4 Natalino A. Carilli,  
USN (Ret.)

=The above originally appeared in Navy's publication "All Hands," issue of June 1975. It was sent to the magazine in response to an article written in 1974 by John L. Fryant. John recently sent this to us with the following comment: "Mr. Carilli makes some interesting comments: particularly about the QUEEN's flank speed of 11 knots. I think that a knot is 1.2 mph. I always wondered what kind of speed the DQ was capable of in her California days and maybe this is the answer." Skipper Carilli adds various details to the DQ's career heretofore overlooked or forgotten. Our thanks to him for writing the story. He probably never had occasion to see the rudders, four, not five, fabricated of steel, not wood. -Ed.

Sirs: On page 41 of the last issue there appears a picture of the Louisville side-wheel excursion steamer PILGRIM.

Never have I heard anyone wax enthusiastic about this steamboat, as apparently everybody thought her something of a come-down from her predecessors--such as the SUNSHINE and COLUMBIA. Apparently she was sort of a stop-gap until the "great" Louisville excursion steamers arrived on the scene; boats like the HOMER SMITH--originally built for the Louisville trade--the AMERICA, EAST ST. LOUIS

and, yes, even the QUEEN CITY at a period when she was not otherwise employed.

The PILGRIM was purchased by St. Louis parties who converted her into a double-cabin tourist boat named HARRY G. DREES. Andrew J. Franz, later of The Waterways Journal, was her manager. She was run to such alluring destinations as St. Paul and Florence, Ala. Low water, primarily on the Upper Miss, spelled her doom. I don't know how much this boat drew, but apparently it was too much.

Incidentally, being a double cabin boat I've always been curious as to whether she had a central two-deck cabin like the CINCINNATI (and numerous Great Lakes steamers) or whether her second passenger deck resembled more the GORDON C. GREENE or the DELTA QUEEN. Perhaps Capt. Bill Tippett can enlighten us about this.

During the Florida land boom of 1926 she was taken to Tampa, Fla., and was docked in the Hillsborough River where she served as a floating hotel. When the boom burst a year or so later, she was abandoned and towed out to Davis Island which then was a sand spit in Tampa Bay in isolated territory. There she was dismantled.

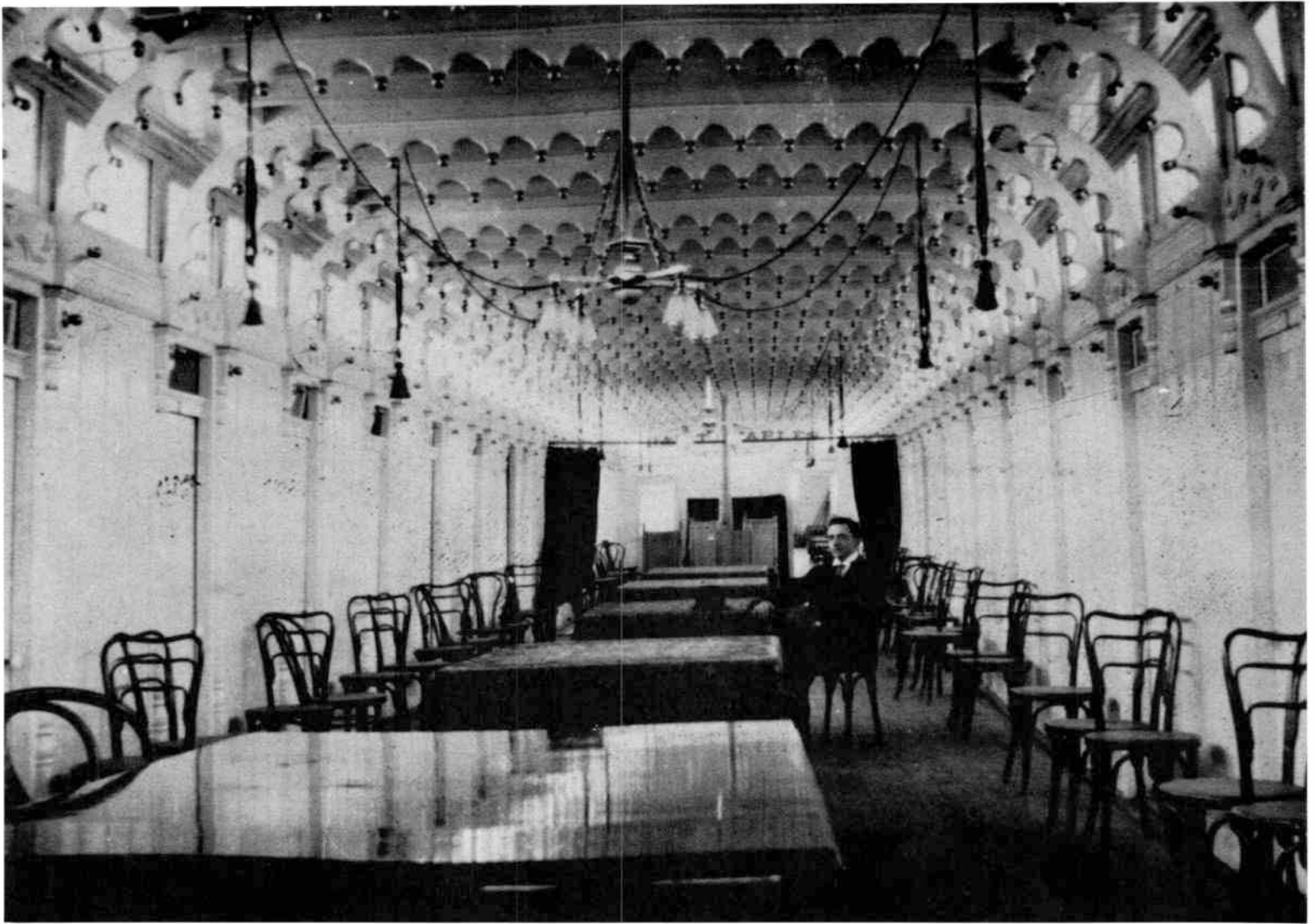
In February or March 1934, immediately after graduating (mid-year) from high school, I spent five weeks in southern Florida visiting my grandparents who had a winter home on Miami Beach. This luxurious vacation, characterized by continuous rain for something like three weeks, culminated in my driving an old family friend, Mrs. Effie LaMar Sheridan, the widow of a Methodist preacher (and formerly pastor of the church in which I grew up) from Miami back to Louisville. Our route was via the Tamiami Trail, Saratoga, St. Petersburg (where we spent a couple of days), Tampa, Lake Wales (Bok Tower), Eustis, Chattanooga, etc., the grand tour of the South, a la 1934.

I took this opportunity to go hunting for the hull of the PILGRIM, later HARRY G. DREES. Borrowing Mrs. Sheridan's car, I made discreet inquiries, checked around, and discovered it. The abandoned hull was a sad, sad story over a thousand miles from home. BUT - I found it.

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



A long blob of gray on the sand is the end of the story.



**C**ABIN of the cotton packet JAMES T. STAPLES which plied the Alabama and Tombigbee rivers, 1908-1913. This 200-foot wood hull steamboat was built complete at Mobile, Ala. and the picture does credit to the southern know-how of 1908 in putting up a rather elaborate and tasteful cabin. Seated at the table is Fielding L. Wooldridge (1879-1941) who in his day wrote articles for The Waterways Journal signed Capt. Bill Coalshovel. Also he was an ardent compiler of steamboat history. Ye Ed's correspondence with F. L. Wooldridge dates to 1917 when he furnished us with

much statistical information about the side-wheel packets which formed the Pittsburgh & Cincinnati Packet Line in the 1840-1850s period. More than any one person he fostered our budding interest in the accumulating of facts about old-time boats which has culminated in the publication of Way's Packet Directory even as this is typed. The original of this photograph reposes in Tulane University, New Orleans, placed there through the efforts of Leonad V. Huber. Our thanks also to the Murphy Library crew at La Crosse for furnishing us with the print.

John Wm. Kuster of Dixon, Ill., cashier of the Dixon National Bank, paid a call at 121 River on July 29th. John hails from Burlington, Iowa and some years back appeared here in company with Lloyd Maffitt, editor of the Burlington "Hawkeye" (and still is), and the late Phil McPartland, also of Burlington. John has been an S&D member for several years, and knows Tom Way who lives at Ashton, Ill., about 13 miles from Dixon. John and his wife Loretta were "doing" Pittsburgh, and had contacted Jim Swartzwelder about available trolley rides and a trip on a Gateway Clipper excursion.

Sirs: We've moved down a bit closer to the Ohio. Sorry we haven't made it to S&D lately but Bob's clown activities seem to fall on the same date. Nevertheless we "devour" the S&D REFLECTOR from cover to cover.

Bob and Nel Hamilton,  
R.R. 3, Box 45,  
Nashville, Ind. 47448

ANNOUNCEMENT OF WAY'S PACKET  
DIRECTORY  
APPEARS ON PAGE 13, COLUMN 3


Sirs: Have enjoyed learning history and what some of my ancestors did through the S&D REFLECTOR. Artist William E. (Bill) Reed has been most gracious with his library and prints of his beautiful paintings. Would like to secure a litho of the side-wheel BUCKEYE STATE (1850) as my great grandfather was the first captain and part owner. We deeply appreciate the historical contributions of you folks.

Edward M. Reno,  
503 Holly Road,  
Monroeville, Pa. 15146

Zanesville, Marietta \*  
 Parkersburg  
 U.S. MAIL PACKET.  
**STEAMER JOHN BUCK**  
 Leaves Zanesville:  
 TUESDAY, THURSDAY AND SATURDAY,  
 at 8 o'clock, a. m.  
 Leaves Parkersburg:  
 WEDNESDAY AND FRIDAY, AT 1 O'CLOCK, A. M.  
 SUNDAY, AT 2 P. M. FOR MARIETTA.  
 LOU. MYRICK, Captain.  
 CHAS. BECKWITH, Clerk.

REGULAR PACKET BETWEEN  
**PARKERSBURG, MARIETTA & ZANESVILLE.**  
 THE FINE STEAMER  
**JOHN BUCK**  
 JAS. DARLINGTON, Master, ELY HALL, Clerk,  
 LEAVES PARKERSBURG  
 Every MONDAY, WEDNESDAY and FRIDAY, at 9 P. M.  
 LEAVES MARIETTA  
 Every TUESDAY, THURSDAY and SATURDAY, at 6 A. M.  
 RETURNING LEAVES ZANESVILLE  
 Every MONDAY, WEDNESDAY and FRIDAY, at 6 A. M.  
 All FREIGHT consigned to Steamer JOHN BUCK, for Muskingum River  
 received by W. H. Mattingly, Parkersburg, Hall, Mathews & Co., Marietta, L. T. Davis & Co., Harmer, Free of Charge. Freight received through to New-York,  
 Philadelphia, Baltimore, Cincinnati and Wheeling.  
 For Freight or Passage apply on Board, or to G. L. Johnston & Co., Cincinnati; W. H. Mattingly, Parkersburg; Hall, Mathews & Co., Marietta; L. T. Davis & Co., Harmer; N. H. Graham & Co., Zanesville.

Multi-color

Regular Marietta, Charleston and Cincinnati Packet.  
  
 Leaves Marietta Every Friday at 10 p. m.  
 " Charleston " Sunday at 5 a. m.  
 Arrives Cincinnati Monday at 10 p. m.  
 Leaves Cincinnati Wednesday at 10 p. m.  
 Arrives Marietta Friday at 6 p. m.  
 Arrives at Marietta with Star and Har  
 at 10 p. m.  
**STR. AVALON,**  
 L. CRAMER, WILL D. KIMBLE,  
 MASTER. CLERK.  
 All red Jan. 8, 1899

STEAMER JOHN BUCK.  
 DISTANCES  
 MUSKINGUM RIVER.  
 FROM MARIETTA AND HARMAR TO  
 Devol's Dam.....miles 5  
 Lowell.....12  
 Coal Run.....18  
 Beverly.....23  
 Dempster Landing.....27  
 Lake Chute.....30  
 Rockbury.....31  
 Wheelers.....38  
 McConnellsville.....48  
 Rocky.....50  
 Engleport.....55  
 Guysport.....60  
 Taylorsville.....65  
 Duncan Falls.....65  
 Zanesville.....75  
 J. B. Devol's Job Printing Office, Marietta, Ohio.

STEAMER  
**ANDES.**  
 TIME CARD.  
 CHAS. MUHLEMAN, Captain.  
 M. F. NOLL, Clerk.  
**UP TRIP.**  
 Leaves CINCINNATI every Friday, at 6 P. M.  
 Passes Ripley Friday, Midnight.  
 " Maysville Saturday, 1 A. M.  
 " Portsmouth " 10 A. M.  
 " Ironton " 8 P. M.  
 " Cattedsburg " 6 P. M.  
 " Huntington " 6 P. M.  
 " Gallipolis, Sunday, 1 P. M.  
 " Middleport " 8 A. M.  
 " Pomeroy " 6 1/2 P. M.  
 " Racine " 2 P. M.  
 " Ravenswood " 1 P. M.  
 " Parkersburg " 6 P. M.  
 " Marietta " 6 P. M.  
 Arrives at WHEELING, Monday, at 9 A. M.  
**DOWN TRIP.**  
 Leaves WHEELING every Tuesday, at 3 P. M.  
 " Belleaire on arrival of 6 P. M. trains  
 from Pittsburgh and Columbus.  
 Passes Sunfish Tuesday, 9 P. M.  
 " Matamoras " 11 P. M.  
 " Marietta " Wednesday, 5 A. M.  
 " Parkersburg " 6 A. M.  
 " Ravenswood " 9 A. M.  
 " Racine " 12 P. M.  
 " Pomeroy " 3 P. M.  
 " Middleport " 5 P. M.  
 " Gallipolis " 10 P. M.  
 " Huntington " 12 P. M.  
 Arrives at CINCINNATI, Thursday at Noon.

From the collection of Jerry B. Devol

C. P. & C. PACKET LINE.  
 NEW, ELEGANT, AND FAST ELECTRIC LIGHT STEAMERS  
 HENRY M. STANLEY, TACOMA, GREENWOOD, COURIER, M. P. WELLS  
 GORDON O. GREENE, GENERAL MANAGER.  
  
 OFFICES:  
 BIG SANDY WHARFBOAT,  
 FOOT MAINE STREET,  
 CINCINNATI, OHIO.  
**Cincinnati, Pomeroy and Charleston Packet Company**  
 Leaves Cincinnati Daily (Except Sunday) at 5 p. m. for Pomeroy and Charleston.  
 CONNECTING WITH STEAMERS GREENLAND and KANAWHA FOR PITTSBURG.  
 Leaves Cincinnati Daily (Except Saturday) at 11 p. m. for Maysville.  
 Leaves Cincinnati Daily (Except Sunday) at 3 p. m. for Chillicothe.  
 FOR FREIGHT AND PASSENGER RATES APPLY ON BOARD.

REGULAR  
 CINCINNATI, WHEELING & PITTSBURGH  
 WEEKLY PACKET.  
 STEAMER  
**ANDES.**  
 Capt. CHAS. MUHLEMAN. M. F. NOLL, Clerk.  
 Distances on the Ohio River from Cincinnati to  

New Richmond, O.	20 1/2	Syracuse, O.	227 1/2
Augusta, Ky.	42 1/2	Racine, O.	230
Ripley, O.	52 1/2	Letartsville, O.	237
Maysville, Ky.	61	Ravenswood, W. Va.	254
Manchester, O.	72 1/2	Portland, W. Va.	268
Vanderburg, Ky.	81 1/2	Murrayville, W. Va.	284
Portsmouth, O.	113	Belleisle, W. Va.	299
Greenup, Ky.	128 1/2	Hockingport, O.	274
Hanging Rock, O.	138	Parkersburg, W. Va.	298
Ironton, O.	141 1/2	Marietta, O.	300
Ashland, Ky.	149 1/2	Newport, W. Va.	315
Cattedsburg, Ky.	152	Matamoras, W. Va.	320
Ceresco, W. Va.	154 1/2	Sistersville, W. Va.	325
Burlington, O.	155 1/2	Boreville, W. Va.	345
Huntington, W. Va.	160 1/2	Sunfish, W. Va.	355
Big Gayandotte R.	163 1/2	Moundsville, W. Va.	371
Millersport, O.	178 1/2	Wheeling, W. Va.	384
Gallipolis, O.	199 1/2	Stentonsville, W. Va.	407
Big Kanawha R.	203	Wellsville, W. Va.	428
Pomeroy & Middleport	217 1/2	Rockester, W. Va.	452
Hartford City	222 1/2	Pittsburgh	490

DISTANCE--CINCINNATI TO PITTSBURG AND KANAWHA RIVER.

OHIO RIVER		KANAWHA RIVER.	
Cincinnati	0	Hartford City	222 1/2
New Richmond, O.	20 1/2	Syracuse, O.	227
Augusta, Ky.	42 1/2	Racine, O.	230
Ripley, O.	52 1/2	Letartsville, O.	237
Maysville, Ky.	61	Ravenswood, W. Va.	254
Manchester, O.	72 1/2	Portland, W. Va.	268
Vanderburg, Ky.	81 1/2	Murrayville, W. Va.	284
Portsmouth, O.	113	Belleisle, W. Va.	299
Greenup, Ky.	128 1/2	Hockingport, O.	274
Hanging Rock, O.	138	Parkersburg, W. Va.	298
Ironton, O.	141 1/2	Marietta, O.	300
Ashland, Ky.	149 1/2	Newport, W. Va.	315
Cattedsburg, Ky.	152	Matamoras, W. Va.	320
Ceresco, W. Va.	154 1/2	Sistersville, W. Va.	325
Burlington, O.	155 1/2	Boreville, W. Va.	345
Huntington, W. Va.	160 1/2	Sunfish, W. Va.	355
Big Gayandotte R.	163 1/2	Moundsville, W. Va.	371
Millersport, O.	178 1/2	Wheeling, W. Va.	384
Gallipolis, O.	199 1/2	Stentonsville, W. Va.	407
Big Kanawha R.	203	Wellsville, W. Va.	428
Pomeroy & Middleport	217 1/2	Rockester, W. Va.	452
Hartford City	222 1/2	Pittsburgh	490



The June issue of "Riverview," published by the Middle Ohio River Chapter of S&D, lists the following events:

- Sept. 3-5, Sternwheel Regatta, Charleston, W. Va.
- Sept. 10-11, Sternwheelers Annual Meeting, Marietta.
- Sept. 16-18, S&D Annual Meeting, Marietta.
- Sept. 17, steamer DELTA QUEEN at Marietta.
- Sept. 24-25, BELLE OF LOUISVILLE at Madison, Ind., Kentucky River Cruise.
- Oct. 8-10, Steamship Historical Society at Pittsburgh, with two-night tour on DELTA QUEEN.

The following scheduling for the BELLE OF LOUISVILLE comes to us from C. W. Stoll:

Three Octoberfest trips, reservations required, food included, limited capacity:

- Saturday, Oct. 8
- Saturday, Oct. 15
- Saturday, Oct. 22

Two trips are scheduled down through the McAlpine Lock, Sunday, Oct. 16 and Sunday, Oct. 23.

The Kentucky Department of Transportation has granted permission for stringing lights on the cables of the Cincinnati sus-

pension bridge. Bob Carter, first v.p. of the Covington-Cincinnati Bridge Committee, told reporters that the recent publicity about the 100th anniversary of the Brooklyn Bridge has resparked interest in the project. No timetable has been set.

The Campus Martius Museum and the Ohio River Museum in Marietta are presently open every day. Hours are 9:30 a.m. to 5 p.m. Monday through Saturday and noon to 5 p.m. on Sundays and holidays. This has been made possible through the cooperation of the Marietta Chamber of Commerce, the Marietta Convention and Visitors Bureau, and the Friends of the Museum organization in Marietta.

John R. Miller recently located a leaflet issued by the Louisville & Cincinnati Packet Company in 1912. The "Meet the Boat" trips described in column 3 this page are priced 50¢ per person, transportation only. The regular fare, meals and berth included, Cincinnati to Louisville or vice versa, \$3; transportation only, \$2. The round trip fare with meals and berth is \$5.

#### PICTURE ON THE BACK PAGE

**S**UNDAY "Meet the Boat Trips" were featured by the Louisville & Cincinnati Packet Co. At 9 a.m. one of their boats left each port for the usual 130-mile run. Passengers were exchanged at the meeting point, providing a Sunday's outing for the families of both Cincinnati and of Louisville.

In this rather exceptional picture the CITY OF LOUISVILLE (left) and CITY OF CINCINNATI are making their usual Sabbath passenger swap.

The photograph from which this is made was in the John Long collection, reproduced here by courtesy of the University of Wisconsin's photo technicians.

The original picture provided no information as to time or place. The Ohio River is fairly low and the CITY OF LOUISVILLE has been rubbing bottom and once at least was actually stuck. Not only are her spars set for action but the chains are attached to both of her bow hooks. You can see these chains draped over the forecandle nosing, the two ends showing on each side. But what you can't see for shadow is that the bite of each chain has been passed through a clevis secured to the hull harping. The fore end of the boat is lifted by the spars from this clevis attachment on each side via block and tackle to the spar tops. Ordinarily the clevis is dropped flush with the hull, and only when in use are the chains attached. Yes, when making the lift the chains are apt to scar the underside of the nosing, and you can see evidence of such scarring. The LOUISVILLE was the heavier of these two partner boats, and drew perhaps eight to ten inches more water than the CINCINNATI. Unless rains come, this is the last trip the LOUISVILLE will be making for some time to come, and the lighter INDIANA will take her place.

The temporary fencing to block off the forecandle and herd the passengers back where they belong is put together by lashing sections of cattle pens together. If you are wondering about the white-painted sawhorses over the stem of each boat, this is exactly what they are; the heel of the stages, when centered, rested on these.

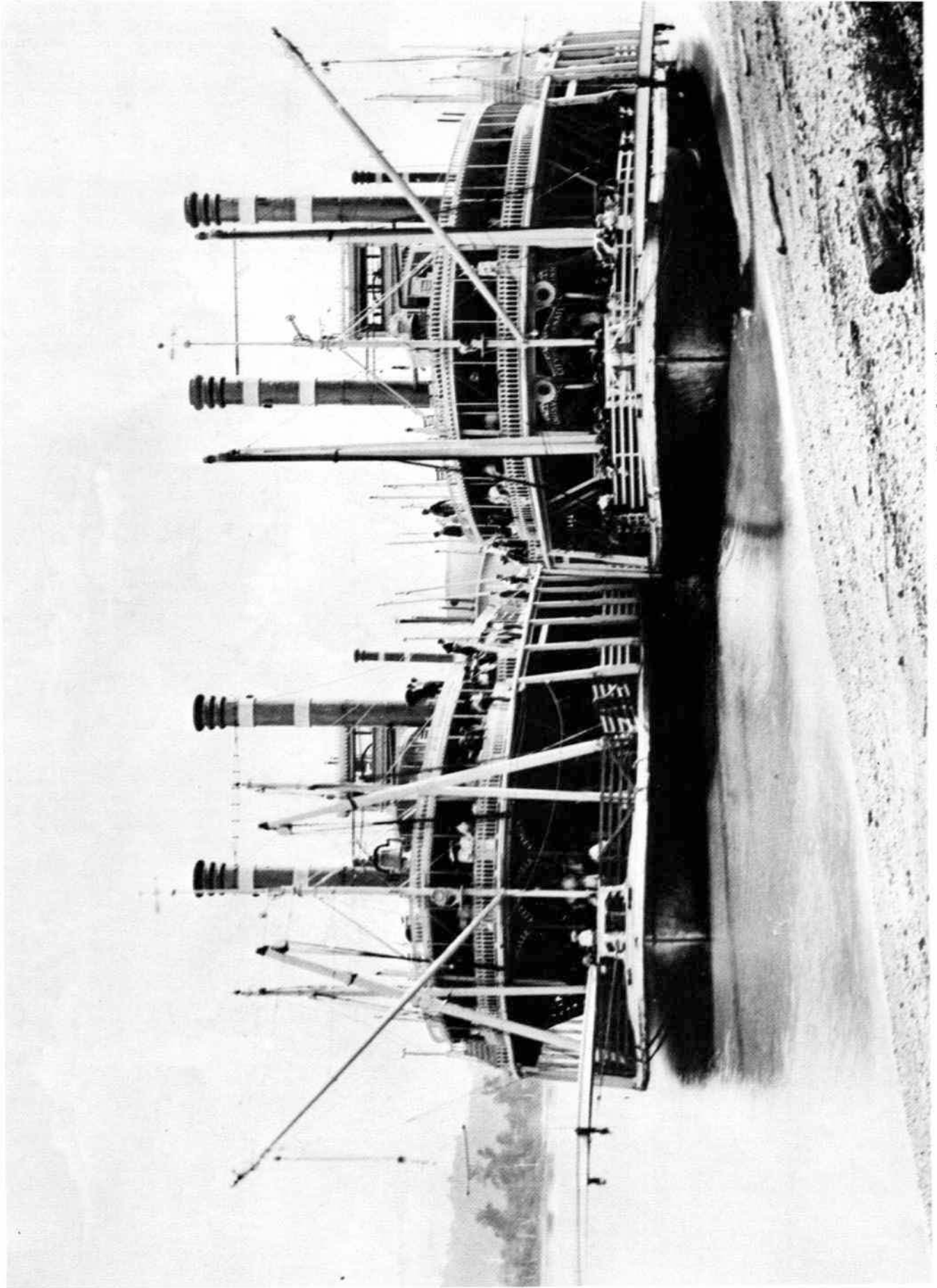
So here they are, side by side for an unusual comparison, the two L&C side-wheelers which plied between Louisville and Cincinnati as partners 1899--1917, then in January 1918 were demolished by ice within sight of one another at Cincinnati.

A steamboat captain from Goshen,  
Was hurt by a boiler explosion;  
On the pains in his hip,  
St. Jacob's Oil got the grip,  
He calls it

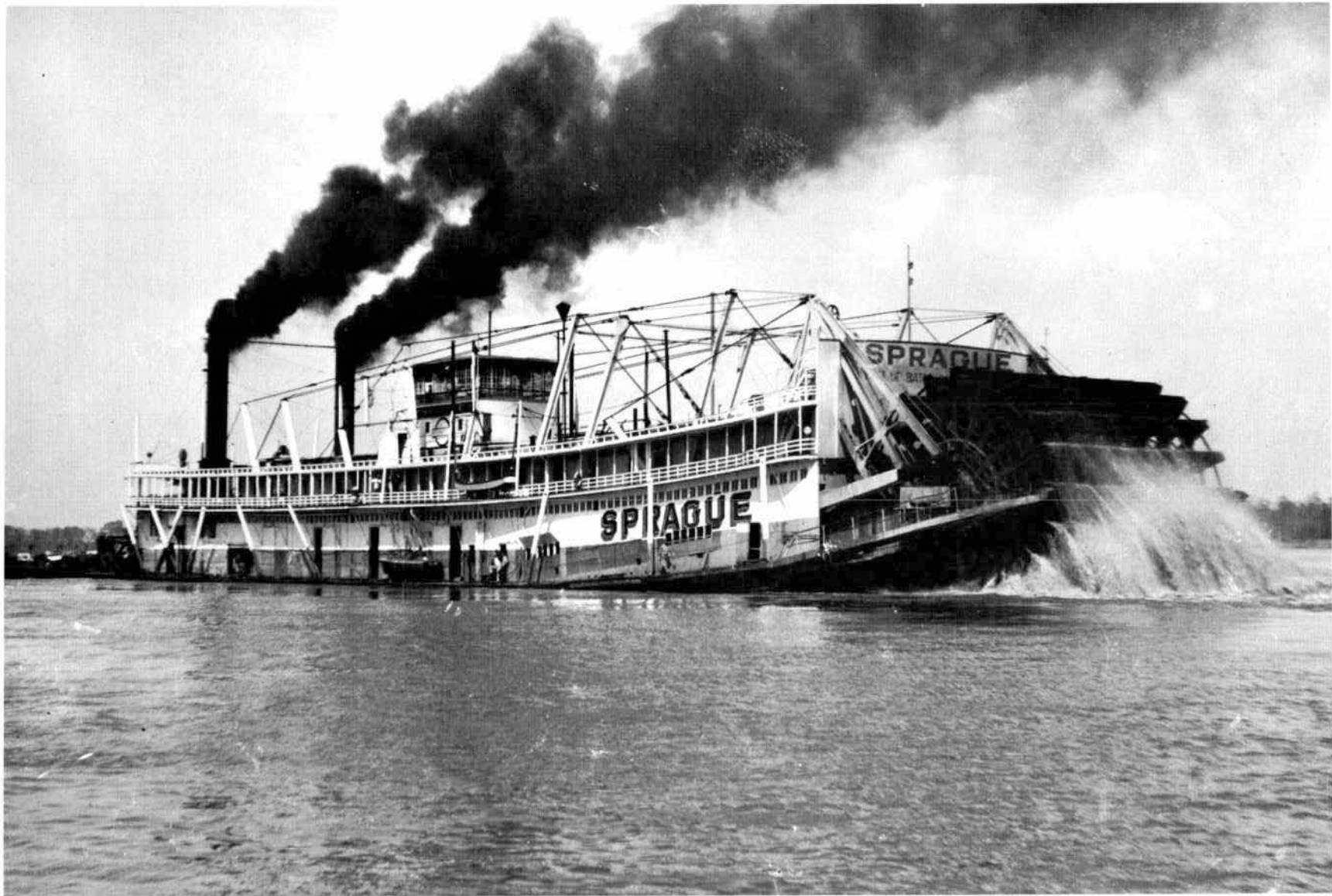
the all healing lotion.  
--Advertisement in Daily Gate  
City, Keokuk, Ia., April 16, 1883.  
Courtesy "River Ripples," Fall  
'82 - Spring '83 issue.



**T**HE ABOVE comes from Harry Lillard, an attorney with offices at 100 Tulsa Road, Oak Ridge, Tenn. 37830. He writes: "One of my favorite steamboat pictures is the one of the St. Louis waterfront, pictured on the cover of the June '70 S&D REFLECTOR. I commissioned a young Memphis artist, Roy David White, to do this painting for me, and requested that he add some smoke, put people in 1908 costume, and make it Saturday morning instead of Sunday afternoon. The color photo from which the above b&w was made is indeed lively and animated. Reproducing pictures in color in the REFLECTOR requires the making of color separations which are rather expensive (\$250 regardless of size, per each picture) so candidates are scrutinized and restricted because of our modest operating budget.



Side by side for an unusual comparison. Details on page 47, column three.



**G**EORGE G. LEE managed to be in the right place at the right time and picked up a photo album formerly owned by Capt. Eugene N. Hampton of the SPRAGUE. Captain Hampton was on the SPRAGUE as pilot and then master-pilot from the summer of 1926 until she was decommissioned in 1948. The photo album containing 8x10 pictures of the decommissioning ceremonies at Memphis was presented to him by Standard Oil of New Jersey, Louisiana Division. Cap't Gene tucked in other SPRAGUE-related photographs people had given him, and this is one of them.



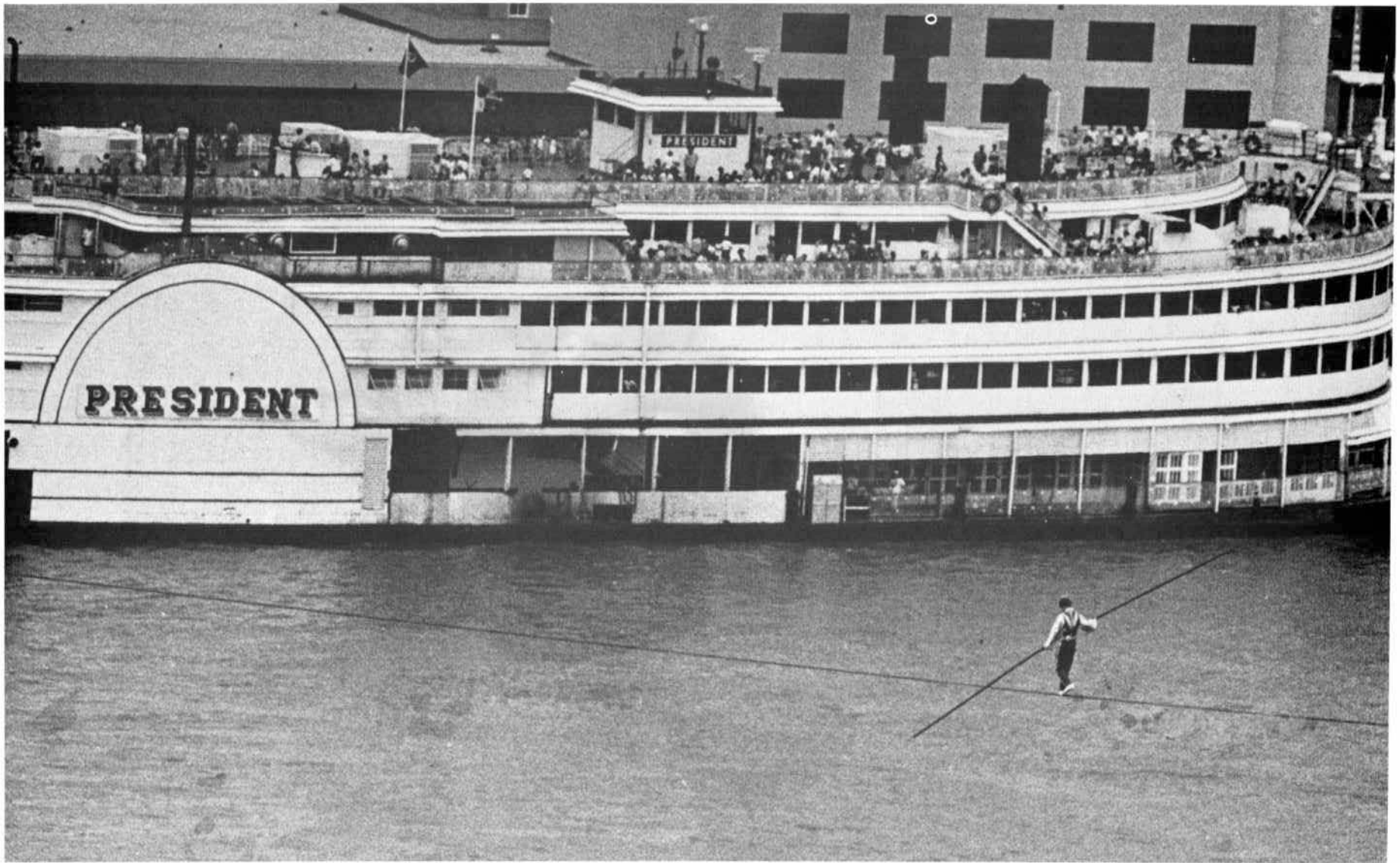


**C**APT. EUGENE N. HAMPTON on watch aboard the DELTA QUEEN after having spent many years as pilot and master of the towboat SPRAGUE. The picture was taken by Robert A. Lodder, Cincinnati photographer, son of Andrew J. and Roberta Lodder, and for a time "Andy" Lodder managed the DQ during her Greene Line days. During those initial years after

the DQ had been placed in Mississippi River tourist service she continued to be steered with the pilotwheel and vertical steering levers originally placed on her in California when she was new. Today the pilotwheel is on exhibit at the Ohio River Museum, Marietta.



See notation on page 2, top of column 3.



**I**N THE GOOD OL' steamboat days the Mississippi River got so low, on the bottom of the river the dust would flow. And all the pikes and cats had to be acrobats; they stood on their heads to wet their gills, in the good ol' steamboat days. The Mississippi River at New Orleans was in flood on May 12th last when a human acrobat balanced himself on a 1½" wire tightrope stretched 265 feet above the swirling waters, armed with a balance pole. You can see him in the picture, lower right, enroute from Algiers to N.O. Moments after this was snapped Canadian stuntsman Jay Cochrane, 42, lost his balance, dropped the pole, and hung by his arms

to the wire. The U.S. Coast Guard had sanctioned a 2-hour closure of harbor traffic, but what with delays and what-not, ships were lined up both ways for miles. By the time the wire was lowered, and when aerialist Cochrane had been rescued into a C.G. boat, 8 ¾ hours had elapsed. The event was staged as a kick-off to publicize the 1984 Louisiana World Exposition. Said Cochrane: "I'll make every effort I can to do it again." Capt. John Bailey, C.G. captain of the port, promptly ix-nay'd all ideas of a repeat attempt. --For this dramatic scene our thanks to Capt. Roddy Hammett and photographer Kurt Mutchler of The Times-Picayune.





OUR THANKS to John Hartford who unearthed this one which has come to us via the Murphy Library collection at La Crosse. The LITTLE RUFUS was obviously posed for the picture; "obviously" inasmuch as various crew members are alert to being photographed. She's loaded to the guards with her main deck almost awash (she's a wooden hull boat and hope her seams are tight) with what looks like lumber. Those of you with a practiced eye for boat construction can almost instantly recognize the Swain influence. The Swains built her at Stillwater, Minn. in 1903 for B. F. Learned and

S. B. McNeeley of Natchez, and so she has Swain compound condensing engines. For the first several years she left Natchez every Wednesday at noon for Melville and Atchafalaya River landings, and then got back in time to leave Natchez Friday noon for Harrisonburg and Black River landings. After 1906 she was used principally for towing lumber barges. J. P. Neill once related that she once tried racing the BETSY ANN, burned the paint off her stack jackets, burned out her breechings, and lost the race.



See picture and caption on page 19.



The NEPTUNE on Green River--details on next page.





**G**OING, GOING--GONE! The CITY OF LOUISVILLE graced the front page of our last issue. Now we have three progressive shots of her destruction by ice at Cincinnati in early

1918. These have been furnished by the Murphy Library at La Crosse. The one appearing above comes from the collection of Ed Muelier, Jacksonville, Fla.



**T**HIS ONE comes from the Inland Rivers Library, Cincinnati. Please notice that the CITY OF LOUISVILLE had steam up, and was fighting for her life when the crew was forced to

abandon ship by leaping ashore. The news photographer who took this was standing on the LOUCINDA which moments later was sunk and demolished after being carried about 300 feet downstream.



**H**OW the CITY OF LOUISVILLE managed to miss the Louisville & Cincinnati Packet Co. wharfboat when she was carried downstream by the ice is one of those mysteries of the river. She settled almost on even keel about 50 feet off of the wharfboat, lined up as though she was coming in for a landing. Freight bills on her office desk with dried mud on them were later picked up by souvenir seekers. This photo comes from the William E. Kelley collection and was taken from the forward deck of the towboat HERCULES CARREL, moored

alongside the wrecked CITY OF CINCINNATI. Moored above the L&C wharfboat is the one-stack GREENDALE and another, possibly the CHILO. The U. S. Shipping Board had delegated Col. C. H. Crawford, then in Washington, D.C., to come to Cincinnati and acquire CITY OF LOUISVILLE and CITY OF CINCINNATI for movement of critical war materials on the Mississippi. Crawford arrived at the wharf to find them both wrecked. "I never so much as got out of the taxi," he related later. "I caught the next train back to Washington."





**T**HE SIDE-WHEEL ferry is the THOMAS CONNER which plied between New Albany, Ind. and Portland, Ky. on the Ohio River from the time she was built in 1867 until she was removed from documentation in 1887. The ferry was named for the father of Capt. Wes Conner who stood pilothouse watches on the ROB'T E. LEE during the famed race with the NATCHEZ. Thomas Conner was associated with the Portland-New Albany ferry for a number of years. Obviously the river is in flood stage, maybe 1882 or 1884, and in the foreground is a coal

barge with FAWCETT stenciled on the headlog, undoubtedly owned by the Monongahela River coal firm, Thomas Fawcett & Sons, which owned in the towboat BOAZ and others. The question now arises as to where this scene was made--at New Albany or at Portland? From the general disposition of the floating property we'd vote for New Albany, so it's probably at Portland. Anyhow it is a rare dodo of a photograph and our thanks to C. W. Stoll for making it available to the Murphy Library people for reproduction here.



Side by side for an unusual comparison. Details on page 47, column three.