

# S&D

# REFLECTOR

Published by Sons and Daughters  
of Pioneer Rivermen



Vol. 21, No. 1

Marietta, Ohio

March 1984



## STEAMBOATING 1983 STYLE

CREW - BELLE OF LOUISVILLE - AUGUST '83

Front row from the left:

Capt. C. W. Stoll, relief pilot; Capt. Charles J. Larkin, master emeritus; Capt. Joseph Lee Hughes, pilot; Capt. Michael F. Fitzgerald, master; Capt. Kevin Mullen, chief mate; Sandy Fields, concessions; Wanda Pounds, concessions; Sharon Elbe, souvenirs; Debbie Newman, concessions; Margie Sanders, maid.

Second row:

Robin Thornberry, deckhand; Carla Alvis, office staff; Mike McCoy (partially hidden), deckhand; Fay Dorval, concessions; Jackie Foree, concessions; Debbie Bierly, office; Sheri Thompson, office; Jim Arms, purser; Pete O'Connell, head deckhand; Patti Harrison, souvenirs; Lee Moore, chief engineer; Becky Martin, concessions; Travis Vasconcelos, calliapist and narrator; Tim Cook, assistant purser; Ernie Woertz, mate; Juanita Hughes, maid; Capt. James

R. Blum, alternate master; Jimmy Carter, porter; Kevin Edds, head deckhand.

Back row:

Dennis Flora, deckhand; John Bishop, deckhand; Ricky Miller, deckhand; Louis Baker, deckhand; Herb Ross, deckhand; Joe Kotheimer, deckhand; Mike Pfleider, alternate chief engineer; Phil Board, fireman; Eddie Mattingly, deckhand; Kenny Walker, striker engineer; Rick Amarillo, deckhand; Mark Doty, deckhand; Edward Texas, fireman.

(See page 2, column 3)



## THE CHRISTMAS COVER

That front cover on the December issue leaves me in wonderment. Did she run the raft down? I'd bet she did. -Bill Smith, Oil City, Pa.

That December S&D REFLECTOR cover is a stunner. -Chase Putnam.

John Stobart really out-did himself this time. BEAUTIFUL! Ethel and Larry and I had seen this painting at Clossons just the day before the REFLECTOR came and we loved it. Then lo and behold there it was on the cover of the REFLECTOR. -Dorothy Frye.

WOW! The cover of the December S&D REFLECTOR is simply stunning! It creates a feeling that tragedy is imminent yet the viewer can't help being mesmerized by the beauty of the scene. -Keith Norrington.

The wrap-around cover of the Dec. '83 issue is the best ever. -Clyde K. Swift.

Sirs: The color cover on the last issue has a distinctively eerie but still realistic quality that makes it unforgettable. That double-page spread of Marietta taken on Sept. 17 '83 is most interesting. -Jim Wallen.

WOW! I'm glad the cover of the December issue is in color. Mr. Stobart is the best there is when it comes to the river. You can just feel the tenseness in the whole scene. I hope that they made it o.k. -Jeff Spear.

In full size John Stobart's print of "Moonlight Encounter On the Mississippi" is breathtaking. It has been on exhibit here in Cincinnati under professional lighting. We all owe him thanks for providing the transparency and helping pay the cost of the repro on the December cover. -Larry Walker.

Sirs: Can't tell you how much I've enjoyed the S&D REFLECTOR over the years. In particular want to say that the John Stobart painting adorning the covers of the December issue is very striking and thought provoking. It's perhaps one of the best REFLECTOR covers I've ever seen. The coloring and depiction are outstanding. Do you know how much of the original picture was "cropped" in order to get it on to the paper-size for the cover? I think this painting would be a good one for S&D to reproduce for sale to members and others. Looking at it, could the packet really get out of the way of the raft? Also note there is a

lantern on the raft jackstaff but it's not lit. Regards.

Otis B. Flinchpaugh Jr.,  
3436 Cheviot Ave.,  
Cincinnati, Ohio 45211

=Very little, if any, cropping was required. The image size of the original oil was considerably reduced but the length-width proportions were almost a perfect match for making the December wrap-around cover. Richardson Printing used a fairly large transparency furnished by John Stobart in making the separations. "Moonlight Encounter On the Mississippi" is copyrighted by John Stobart. He is marketing white-bordered prints with image size of 20" x 31" for \$500 each, or \$1,500 each if signed and remarked. Order from Maritime Heritage Prints, Inc., Townhouse No. 23, Union Wharf, Boston, Mass. 02109. -Ed.

The cover of the last issue of the S&D REFLECTOR was stupendous.

Peter Voll,  
Stanford Alumni Association,  
Bowman Alumni House,  
Stanford, Calif. 94305

That's some cover painting on the December issue. I saw a transparency of it last fall at the Atlantic Gallery when John Stobart had his annual showing of new prints. Inasmuch as the print wasn't ready, they used a big transparency on a light table. I have one technical criticism -- with that much moonlight the steamboat pilot shouldn't have any difficulty seeing the raft, even without the lantern shining. It's a fascinating painting, though. -John Fryant.

=Right as rain, John. That moonlight (without which the picture would not have been possible) let the pilot see that island of logs in time. There was no "lady or the tiger" crisis, but a close one for sure. While we have the floor for a moment, let's say we're surprised that nobody inquired as to the identity of the steamboat. It is a spittin' image of the OUACHITA BELLE. -Ed.

Speaking of paintings, there is a fine article in the February issue of "Southern Accents," a magazine of southern interiors and gardens. It's about John Stobart and is illustrated with some of his paintings. Included are the ROBT E. LEE landing at Natchez, the J. M. WHITE, the waterfront at Hannibal, Mo., and one of a stern-wheeler titled "Night Run to Friar's Point" that is breathtaking. A large advertisement for Stobart prints is illustrated with "Moonlight Encounter On the Mississippi" that was on the December cover of the REFLECTOR. A catalogue of Stobart prints may be had by sending \$5 to Maritime Heritage Prints, Townhouse No. 23A, Union

Wharf, Boston, Mass. 02109. Southern Accents magazine may be picked up at most bookstores for \$3.95. -Keith Norrington.

That pilot already has his port wheel stopped and there will be no collision. -Bob Smith.

I love that cover. Can picture that pilot and the rafters cussin' out each other. -Jim Haley.

Ohio University Press advises their continuation of the special sponsor's price to S&D members who wish to order WAY's PACKET DIRECTORY. Send \$29.95 plus \$1.75 postage (total \$31.70) and if you reside in Ohio or Missouri add applicable sales tax to the \$29.95. In ordering more than one copy, the price is \$29.95 each plus \$1.75 plus 75¢ additional postage for each additional copy.

Make checks payable to Ohio University Press. Mail orders and payments to Ohio University Press, P. O. Box 1640, Hagerstown, MD 21741. Allow 4 to 6 weeks for delivery.

The over the counter price at book stores is \$34.95.

Please do not send your book to the author for inscription and autographing. Bring it to the S&D meeting this fall and your wishes will be gladly complied with. We have just talked with manager Jean O'Grady at the Hotel Lafayette and the week-end of Saturday, Sept. 15 has been reserved for our annual meeting.

On the subject of the Cincinnati-Covington suspension bridge which gets an airing in this issue, page 10, the American Heritage, Oct.-Nov. '83 issue, runs a photo story of the bridge using some dramatic shots. One of these, page 98, depicts the piers during the spinning of the cables, dated June 1866. It's taken from the Covington side. Peeking between the left margin and the pier is a tantalizing glimpse of the double-cabin UNITED STATES which shows little other than her name and the Great Seal of the United States on the wheelhouse. Patience, patience! We'll find a photograph of her yet. -Thanks to Fred Rutter.

## BELLE OF LOUISVILLE CREW (CONT'D.)

Not present when the picture was taken:

Linda Burke, administrative secretary; Capt. Walter Blice, relief pilot; Bill Prudent, relief chief engineer; William Ross, striker engineer; Kadie Engstrom, assistant purser; Mario Pantoja, deckhand; Clem Jenkins, watchman; Tom Abell, watchman; Mary Smith, maid.

Capt. C. Leonard Schlamp, 2911 Rugby Ave., Evansville, Ind. 47711 first stood pilot watches on the DPC (Defense Plant Corporation) steam prop towboat JAVA SEA in the early 1950s. She was being operated by American Barge Line, and still exists as a landing office and warehouse for American Commercial Barge Line at the Cache River fleet just below Mound City, Ill.

Leonard noticed in the new Packet Directory that a Directory of Steam Towboats is proposed, and listed for us the DPCs operated by American Barge Line and some details of the crews:

ALLEN B. WOOD

Capt. Jack D. Wofford

AMERICA

Capt. John H. (Bud) Shelton  
(later) Capt. A. C. Shelton  
Steersman Jack Bullard  
Chief Engr. George (Casey) Jones

CASABLANCA

Capt. Charles Mays

CONSTITUTION

Capt. Frank A. Phipps, Jr.  
Steersman C. Leonard Schlamp  
Mate Arthur (Lightning) Robertson  
Chief Engr. Ralph Horton  
Asst. Engr. Cal Benefiel

GUADALCANAL

Capt. James Templeton

H. A. BAYLESS

Capt. John Marlowe

JAVA SEA

Capt. William O. Watson

TENARU RIVER

Capt. Owen Stroube

This information is appreciated and our fond hope is that other rivermen will supply such lists for the others of those 21 DPCs.

NOTE: The JAVA SEA after her towing days was converted into a dredge named JOE PICKERING, and retains that name today at ACBL's Cache River landing.

According to a news report in mid-January the venerable Paducah Marine Ways has closed operations. "We are not accepting work even from our parent companies and its subsidiaries," Paul Roof, sales manager, is quoted having stated.

For some years past the yard has been operated by Pott Industries, St. Louis. About two years ago the Marine Ways employed from 300 to 400 people.

Paducah historians agree that a boat yard has been at the location fronting the Ohio River at the foot of Owens Island since 1843. It began as a municipal project 13 years before Paducah was incorporated. A marine railway was built at the start, using a patent held by Elijah Murray of St. Louis, for hauling boats "up the hill" for hull repairs, and for launching purposes. The municipal venture was leased in 1854 to a private owner.

The Ayer & Lord Tie Co. ran the operation for many years under the

management of Capt. W. L. Berry, and later The Wood Preserving Co., Pittsburgh, a Koppers subsidiary, continued the yard with Guy Holland as manager.

Pott Industries announced last year that the plant was for sale, and indicated strongly that it would be closed if not purchased.

In its heyday some of the largest towboats, such as the JOS. B. WILLIAMS and J. B. FINLEY were hauled at the Paducah Yard. The excursion steamers CAPITOL and SAINT PAUL were repaired. The BECKY THATCHER, now moored in the Muskingum River at Marietta, was assembled there as the U.S. steamer MISSISSIPPI in 1927.

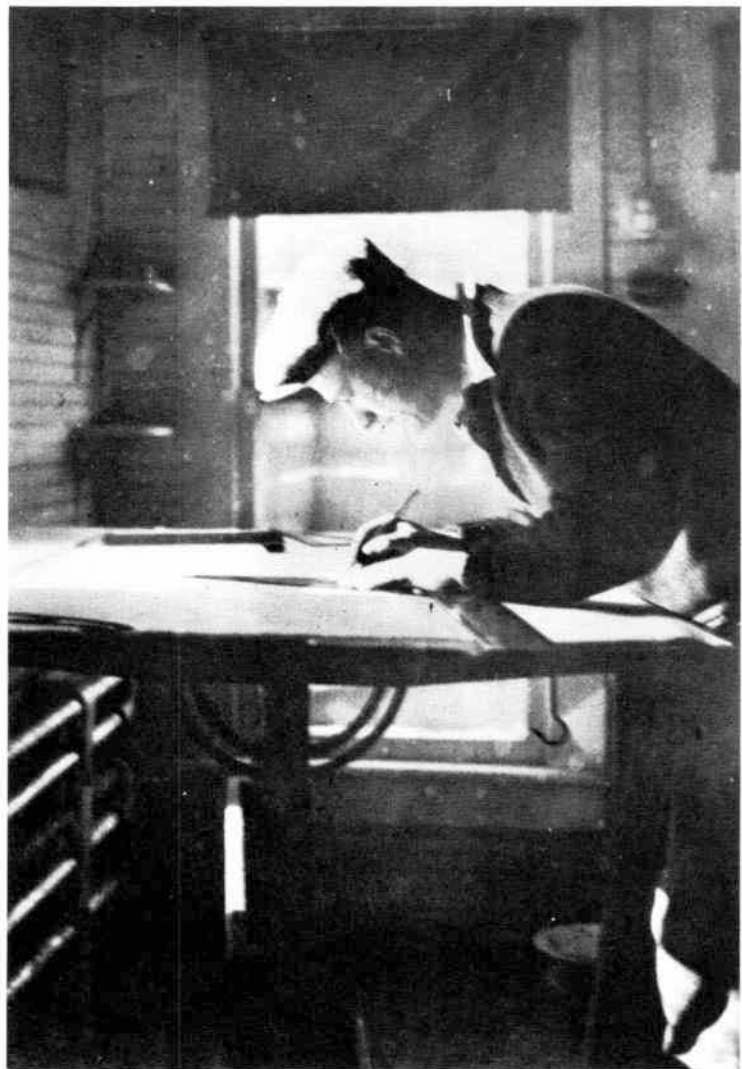
As we go to press it looks like Katy bar the door for the 141-year-old Paducah Marine Ways.

--Our thanks to Jane Morningstar for clippings.

- OBITUARIES -

Capt. W. C. (Bill) Dugan, page 26  
Capt. E. N. (Ernie) Pinkerman, 43  
Capt. Carroll S. (Rip) Ware, 9,44

Arrangements have been made with the Hotel Lafayette to hold the annual S&D meeting on the week-end of Saturday, September 15th. The hotel has been advertised for sale for some time past and two prospective purchasers in the Marietta area took an option which they have allowed to expire. Nevertheless S&D has been assured by the hotel's management that service of the usual high quality will be maintained.



The closing of the Paducah Marine Ways (see news article on this page) reminded us that the late Capt. Ray E. Prichard was a draftsman at the Ways about 1927 and here is a picture of him working at it. He was employed there when the towboat TRANSPORTER, all but wrecked in a tornado, was brought there and rebuilt. Two before-and-after pictures he took are shown on pages 6 and 7 this issue.

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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

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

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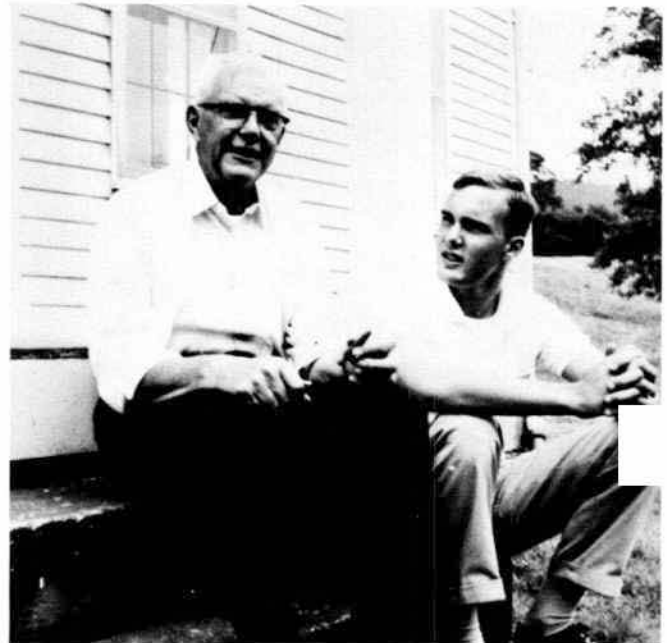
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**T**HIS SNOWY, BLOWY morning of Tuesday, January 31st celebrates the 81st time we have met the quarterly deadline for this magazine. Every word in each issue is twice typed, the first draft on yellow paper where obvious mistakes are corrected, lines rewritten for better clarity, and alignment indicated so's the right margin will come out flush. At some point in this procedure even a slow-thinking editor has to heave a sigh, and hope for the best. The final draft is on white paper using a carbon tape, no changes allowed. Being human and a sloppy typist at best, typo mistakes crop up in the final and must be corrected. I never get all of them, try as I may. When the first copy arrives by mail from the printer, these mistakes leer up at me with a sly, sidelong look of malicious triumph.

Yet, withal, the S&D REFLECTOR has readers just as J. Mack Gamble predicted it would. He, more than any one other person, bludgeoned me into taking it on. During his lifetime as every new issue came out he without fail promptly wrote us a letter of appreciation. During his last failing days when the letters no longer came I slowly died with him, heart and soul. The financial legacy he bequeathed to S&D, generosity unparalleled, bridged the gap for all of us, and for this editor in particular.



This morning I have been looking at this picture of Mack. It was taken in 1967 on the front steps of his home on the hillside below Clarrington by Woody Rutter. Seated alongside is Woody and Bee's son Dick, then 19, and there was a special bond of admiration between these two, Mack and Dick, sort of a certain kinship. In mind's eye I see both of

MCCONNELSVILLE AND ZANESVILLE DAILY  
PACKET

**Str. Valley Gem**

NEWTON PRICE, Master  
T. M. PRICE, Clerk

Dealers in Salt, Lime, Lath, Cement and Slat.  
Highest Prices Paid for Wheat, Corn,  
Hay and Straw.

MCCONNELSVILLE, OHIO.

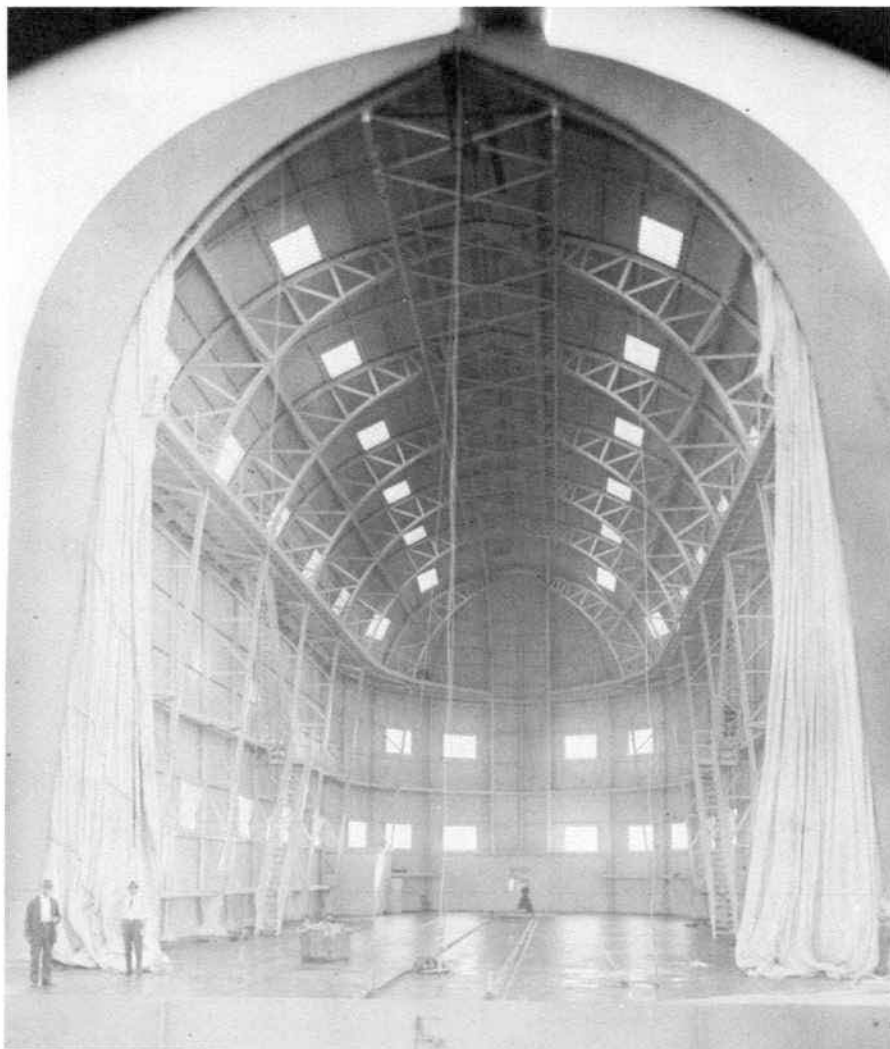
them enthusing together over the fact that Jim Sands, Sr. and Jr., took paid tourists on rides last fall on the Muskingum in and out of Zanesville with a sternwheeler named VALLEY GEM, reported in this issue thanks to Scott Schriver. The old steamboat VALLEY GEM, noticed in the 1905 ad, was a Muskingum favorite, named for a Zanesville-manufactured piano. Step aside, you two, Mack and Dick, for here's an old timer, Ye Ed, who paid fare and rode four days and nights on that old steamboat, and who saw (but did not play) the (by then) out of tune piano.

Catch any typo mistakes here? A good proofreader probably will.





U.S.S. AND AMBRIDGE CO. 1916



OUR JUNE '82 issue contains the list of river contracts handled by the American Bridge Company, Ambridge, Pa. 1903-1946. An unusual one, to say the least about it, is Contract No. D-3653, in 1915, when a "hangar" 225 x 65.5 x 6, was ordered by the U.S. Engineers, Louisville, Ky. A hangar? What for? Did the Louisville District operate a dirigible?

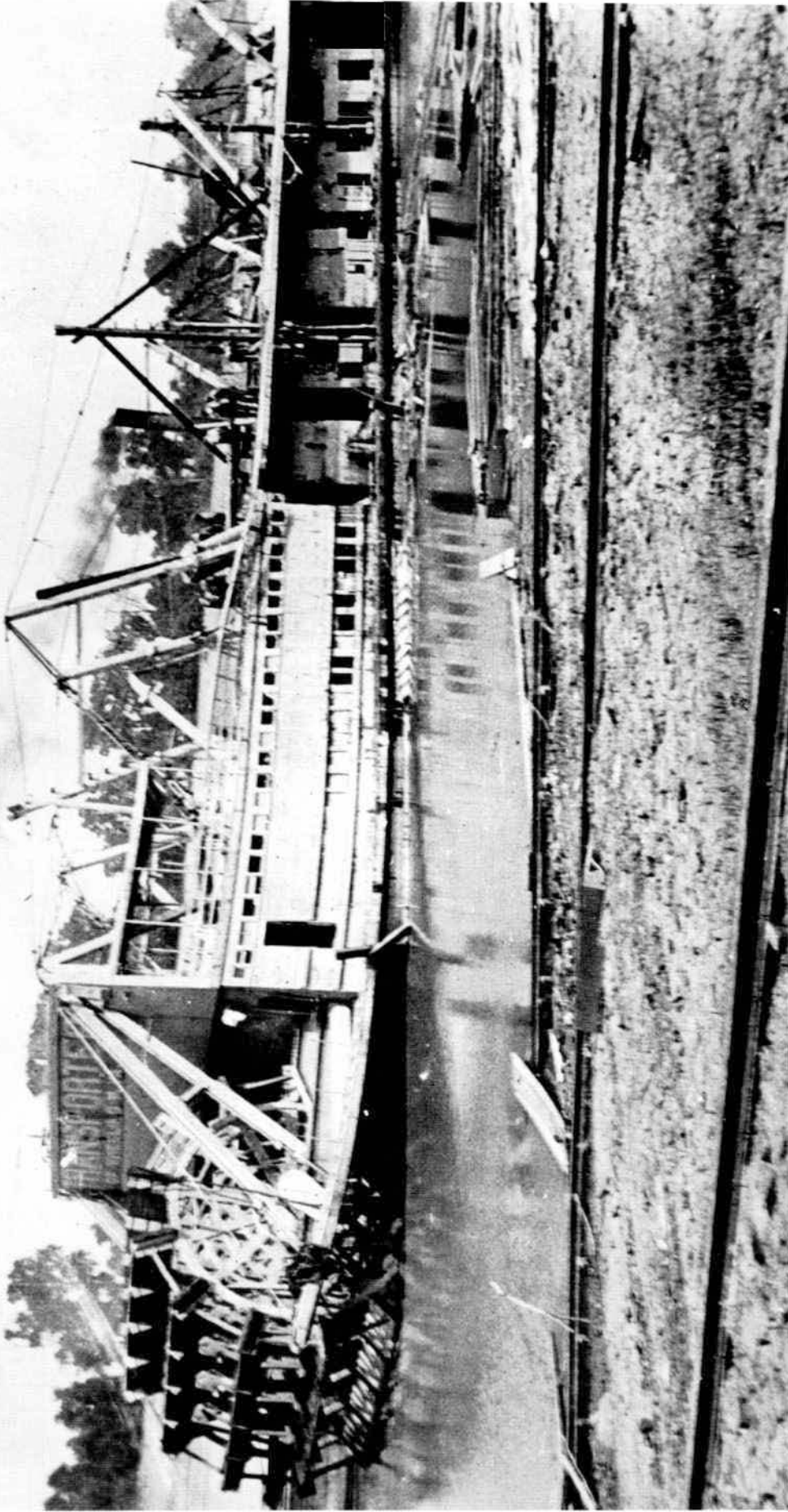
A week or so ago Ross Rogers, Jr. and Ye Ed were invited by George P. Hogg, chief naval architect of USS Fabrication Division (ex-American Bridge), to gather up for S&D old photographs and records. Among the photographs were the two on this page.

The one at the left, identified in fine type at lower left, is Contract No. D-3653, the hangar in question, dated April 21, 1916.

Marked in pencil on the back of the lower picture is "Hull and hangar fabrication, Ambridge; erected by American Bridge at Pensacola, Fla." The picture is dated Nov. 1916.

So there we have it - at least this much, that the U.S. had a steel hull floating dirigible hangar at Pensacola five months before the U.S. declared war on Germany in WWI. Then what? Would be interesting to know.

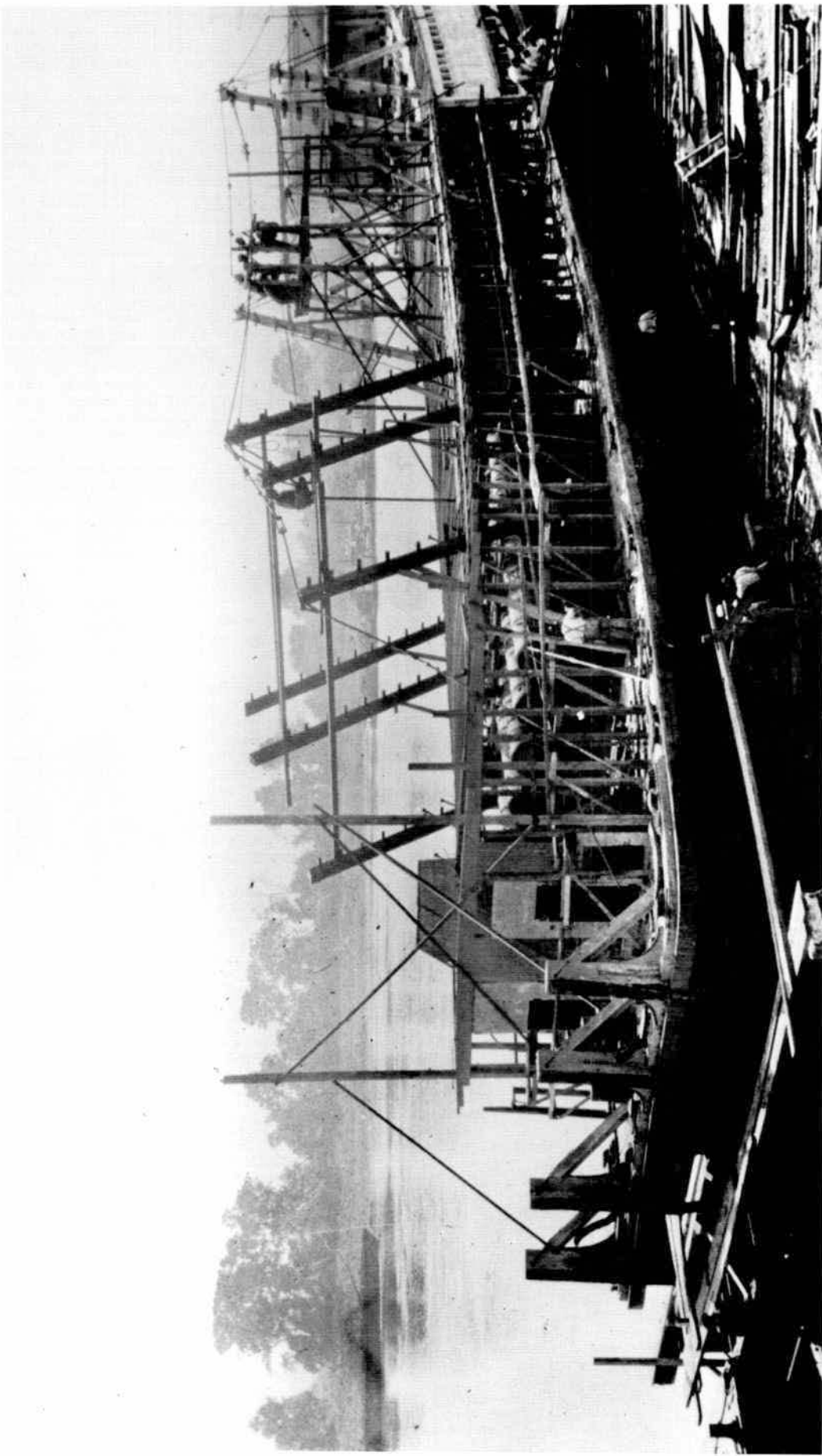
USS Fabrication Division is closing up shop. Its huge plant is idle. The few men we met wandering around in the large office building had final termination notices, still blinking their eyes in disbelief. A lady receptionist was receiving compliments on a lighted little Christmas tree in the main hallway, its colored lights gleaming into empty corridors.



ON THE EVENING of May 9, 1927 a tornado crossed the Ohio River near Joppa, Ill., catching the towboat TRANSPORTER under way. She was blown most the way across before she overturned. Capt. George Foreman was master, Pete Briscoe and Graham Varble were the pilots, and Irvin and Clayton Wright were the engineers. She was owned at the time by the La Belle Transportation Co., an off-shoot of Wheeling Steel Corporation. The wreck was raised and towed to the Ayer and

Lord Marine Ways, Paducah. This picture, taken by Capt. Ray E. Pritchard, shows her being prepared to lift on the cradles. The TRANSPORTER was the old Combine towboat VALIANT and originally was the JOSEPH NIXON built in 1877. As the VALIANT she had been in the Monongahela River boneyard for several years when Charles I. Campbell rebuilt and renamed her in 1921, operated her briefly, and then sold her to La Belle Transportation Co.





**T**AKEN at the Ayer and Lord Ways, Paducah, during the rebuilding of the TRANSPORTER in 1927. The storm which wrecked her killed six persons in Massac County, Ill. and injured 50. As this picture by Ray Prichard shows, the work required building a completely new superstructure from the hull up. The only short-cut was the elimination of the skylight on the roof. Later on Wheeling Steel sold her to Capt. Birch McBride who contracted in 1937 to tow coal to the Dewey Portland Cement Co. plant at Davenport, Iowa. Low

water interfered and briefly she towed grain between Joliet and St. Louis. The next year, 1938, she was deeply in trouble with creditors and was advertised by the U.S. Marshal to be sold at the Louisville wharf. She was being taken there from Harrods Creek when she caught fire enroute and burned at Six Mile Island. Date was December 12, 1938. Her loss marked the end of the "lower river style" towboats which had towed coal south from Pittsburgh.

## VALLEY GEM GOES FROM MARIETTA TO ZANESVILLE AND BACK WITH TOURISTS

(The following account was written by crew member Scott Schriver with editorial assistance and approval from James E. Sands, the boat's owner and skipper, and Jim Sands, Jr., also of the crew on this unusual exploit. The manuscript was typed expressly for the S&D REFLECTOR by Scott's wife, Gertrude Schriver.)

**A**T 8 o'clock Monday morning, October 3, 1983 the stern-wheeler VALLEY GEM with Capt. Jim Sands in the pilothouse and pilot Jimmy Sands standing by, roustabout Scott Schriver cast off lines and raised the stage. On board were 41 brave souls as paying passengers. We were scheduled to reach Zanesville, 77 miles up the Muskingum, in two days.

The Ohio Department of Natural Resources have charge of the locks and dams, as well as the parks adjacent thereto, so arrangements had been made with them to have a man at each lock to operate the old hand-operated gates and valves.

On board was a small cast-iron cannon that fires 10-gauge shotgun shells (sansshot) with which to properly announce the arrival at each lock, as well as at other intervals as the occasion called for, especially when going by small towns.

A good number of well-wishers sped us on our way as we locked through #2 at Devols Dam, attracted not only by the VALLEY GEM and her population of tourists, but also to watch the operation of the old hand-operated gates and valves as we were raised to the next pool.

On up around Rainbow Bend and past Ferncliff soon to approach Lock #3 at Lowell.

Through the lock, a stop was made to pick up the lunch delivered by truck from the Warren I.S.A. catering service.

Captain Jim had to put the engine in "slow forward" through the canal as it had filled in over the years and with 2 - 2½ ft. of water, we did stir up a bit of mud.

The day was ideal with warm sunshine and the passengers, booked by "The Badstruber Tours" of Elyria, had been bused down from the Cleveland area. They were full of questions while going through the locks and cruising the river. There was plenty of time to reflect that now, after 62 years, paying passengers were going from Marietta to Zanesville on a sternwheeler.

The original steam packet VALLEY GEM, one of the last regularly scheduled steamers on the Muskingum, made daily trips between McConnellsville and Zanesville 1898-1916. Commercial passenger service between Marietta and Zanesville ended in 1921 when the steam packet LIBERTY discontinued that run. Sixty two years has elapsed between then and now.

Today's modern diesel stern-wheeler VALLEY GEM was using a copy of the last Muskingum River chart published by the U.S. Engineers, dated 1933. One of the very few changes noticed was that the island below Beverly, near the west bank and just across from Chop Ullman's golf course is no longer an island. Having filled in, the back channel is no more; now the whole of it is part of the main shore.

By now it is lunch time. What a lunch! More like a dinner as the caterers have put out a real spread of fried chicken, ham, salad, vegetables, rolls, desert and coffee and tea.

A blast of the cannon and it is through the locks at the lower end of the canal at Beverly and again stirring up a bit of mud going through. The passengers, thinking of going north, found that the boat for a time was headed due south, this by reason of a horse-shoe turn.

Wildlife along the river is much in evidence with many wild ducks and blue heron. The shutterbugs have a field day with their cameras. One gentleman with a portable ham radio was able to contact a few of his fellow ham operators.

Approaching Lock #5 at Luke Chute, roustabout Scotty looks across the river and recalls the summers 1926-1927 when he went to a Boy Scout Summer Camp located there at the time.

Soon out of the lock, it is time for a wine and cheese party to perk up everyone on this slow, lazy afternoon while cruising up the river enjoying the fall foliage starting to show its colors.

The bus parked on the launching ramp at Stockport, Lock and Dam #6, is ready to take the passengers to Burr Oak State Park Lodge. There they will have dinner, spend the night, and breakfast in the morning.

This accomplished, the boat's crew tidied things up and visited aboard with local folks and some friends. Then it was over the bridge to Stockport for dinner at Woodies restaurant. We returned for sweet dreams in our sleeping bags.

Morning has come and at 7:30 the bus is back with the passengers ready for the second day.

Away st 8, it is through the locks and headed upriver for McConnellsville. At the McConnellsville lock a sizeable crowd is on hand to greet us, and we load aboard the catered lunch trucked up from Marietta.

This second day became clouded over and, by afternoon, there was some light drizzle with a heavy shower mixed in now and then.

The old bridge at McConnellsville has plenty of overhead clearance for the VALLEY GEM and well it does, for the old turn span is no longer in operation. Shortly above it is a new bridge with barely enough headroom. We had only a few inches to spare.

With a zig and a zag through the dog leg into Lock #8 at Rokeby, attention is called to 15 or 20

buzzards staring down from their perch in an old dead tree. Around the 15th of March each year when the buzzards return to this area it is a time for quite a celebration.

Into the long pool between Locks #8 and #9, it is soon time for lunch. Then, approaching Gaysport it is pointed out that Morgan's Raiders crossed the river near here during the Civil War.

A bit further up the river may be seen still standing the studio of the famous illustrator Howard Chandler Christy remembered for his pictures of glamorous women, portraits of notables, and World War I recruiting posters.

Just below the power plant at Philo, which is no longer in operation, our depth finder records 32 feet, the deepest water on this trip. With this overcast rainy day, another wine and cheese party seems to brighten up the day.

Through the locks at #9 we are in a shorter pool headed for Zanesville. There are many summer cottages and boat docks, evidence of much activity in summer months.

The cannon announces our arrival at Zanesville. We landed at the boat ramp at Putnam Park on the west bank across from Locks #10. The passengers disembark to their waiting bus in a drizzle that has not dampened their spirits. They say their goodbyes. "Great cruise and let's do it again; sure was fun."

Pat and Mary Hankanson's stern-wheeler WILD GOOSE is in home port here at the park. We three crew members are happy to accept an invitation from them to spend the night aboard. Pat has built a most comfortable cabin for the boat, and these two live aboard the year around. After enjoying hot showers (somewhat of an improvement over bathing in the river at Stockport last night) the five of us were off for a bit of refreshment and a huge steak dinner.

The rain counted time all night as we dreamed away the hours till 6:30. Mary Hankanson was up and off to Armco Steel where she is traffic manager. Pat has the coffee perking while he prepares breakfast of fresh sausage, eggs and toast. Now where can you find hospitality like it is dished out by river people?

**A**T 7:30 a bus from Cleveland arrives with 44 adventurous travelers all eager for their downriver cruise on a sternwheeler.

The return downriver was a reversal of the cruise north. Rain the first day and then warm and sunshine the next. The VALLEY GEM made no effort to match the speed record of the RUFUS PUTNAM, which is said to have gone from Zanesville to Marietta on a flood in 1825 in 7½ hours.

Capt. Jim Sands points out to the tourists that roustabout Schriver is a river rat. A lady asks, "Scotty, how do you get to be a river rat?" He tells her the



truth, that one must start at age 10-12 to drink a bit of river water each day and by age 25 or 30 the proper ratio of river water and blood will be reached. From then on it is necessary only to spend a great portion of one's time either on or in or just looking at the river.

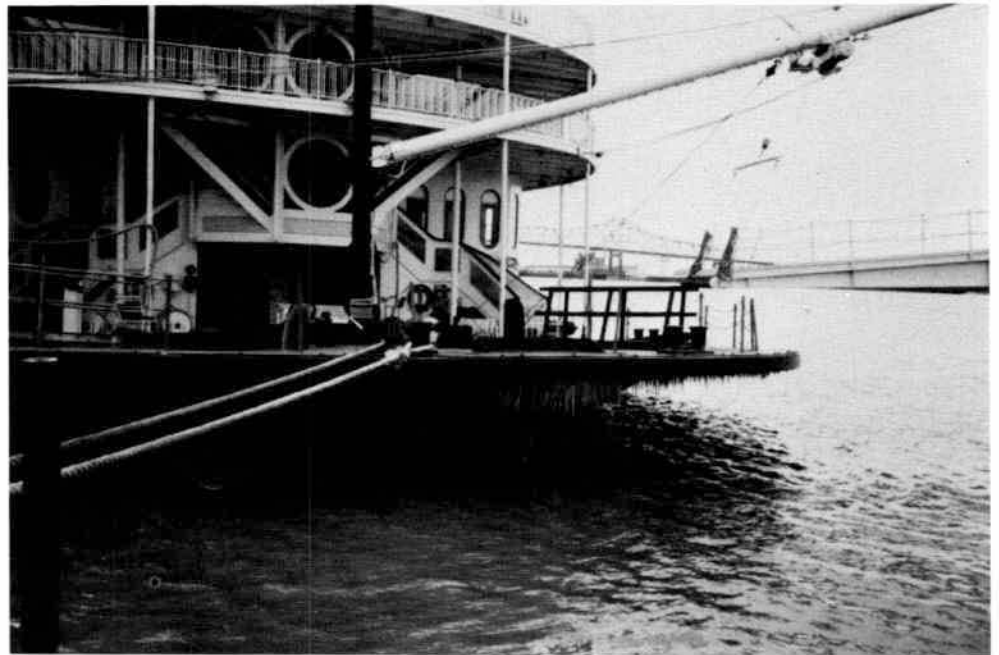
Pilot and host Jimmy Sands spreads out a bountiful lunch, and wine and cheese repast in the afternoon. The 44 passengers are accommodated at the Burr Oak State Park Lodge, same as on the upbound trip. Upon returning to the boat in the morning, one of them, a lady, sees a smouldering fire on the river bank where some trash had been burned. She asks Cap'n Jim why the fire? "We had catfish and squirrel for breakfast," he replies. "But how did you catch the squirrel?" "Shot it with the cannon," replies Cap'n Jim. These passengers seldom have a dull moment.

When we got back to Marietta we went on out into the Ohio River. There, to the surprise of everyone, was the DELTA QUEEN at the wharf. With a toot as we cruised up past her, pilot Jimmy talked with her pilot on the radio and told him we were prepared to give the QUEEN a three-gun salute (we only had three shells left) after we rounded to at the Marietta-Williamstown bridge.

Cap'n Jim did the loading and Scotty yanked the firing lanyard. Much waving of arms and picture taking by the passengers on both boats.

Back again into the Muskingum, we docked our people at our regular landing place up by the Ohio River Museum. The VALLEY GEM's crew sensed they had relived a bit of history when river travel was a way of life.

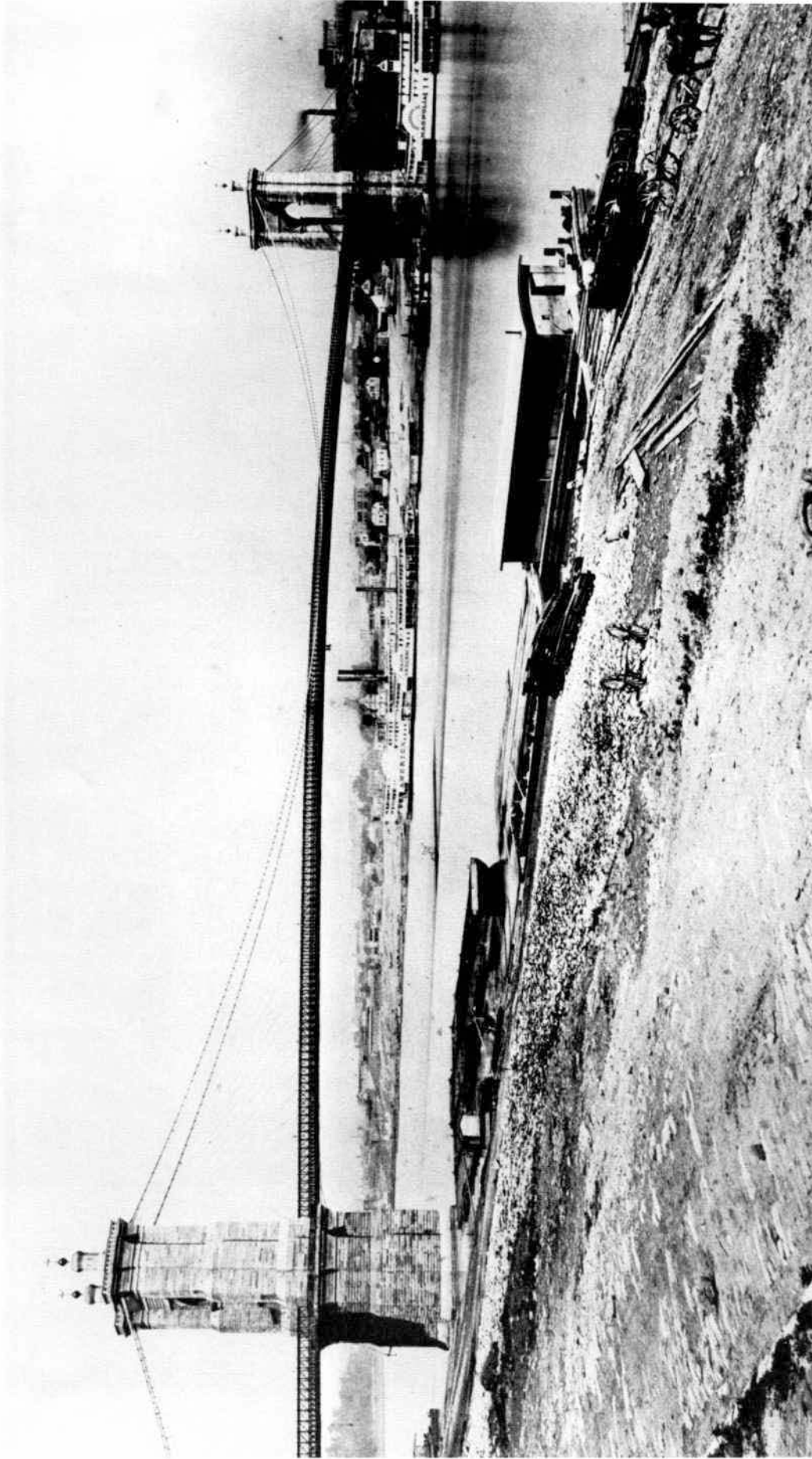
Sirs: How sad to learn of the death of Capt. Rip Ware! Our paths crossed often, as he usually worked the DELTA QUEEN's Upper Miss trips. I last saw him in October '83 on what turned out to be his last trip. It won't seem right passing Louisiana, Mo. and not hearing, "Ladies and gentlemen, on your left is Louisiana, Missouri, home of the famous Stark Brothers Apple Orchards." Or passing a dredge and not hearing, "You lady passengers look like Marilyn Mon'roe to them guys." Or passing a tow from his old company and not hearing: "Now salute them boys; they're paying my pension so's Miss Cleo can take all her trips." We had our moments, too. I'd deliver chocolate chip cookies to the pilothouse. He would either throw them away or dispatch them to the purser's office. He couldn't eat them "on account of my dia-beetes." His proudest moment came in 1979 when he was one of the pilots for President Carter's trip, and was photographed with the President and his wife. He will be missed by us "Buffs and Buffettes."



Merry Christmas on the MISSISSIPPI QUEEN at Baton Rouge with the thermometer at 17°. Judy Patsch took this to show the beard of icicles hanging over the bow. Judy was called to play Jr. Activities Director for the Christmas Cruise, December 23-30, New Orleans-Vicksburg. Oh well, up at Rock Island where she lives it was -20° with 11 inches of snow.



Judy took this one the day after Christmas at Natchez in 28° weather showing a festoon of icicles on the fantail. The MQ left New Orleans on the 23rd with 42°. Christmas Day at Baton Rouge was the lowest, 17°, with a wind chill of "minus something or other," she says. At Vicksburg it was practically summer, 32° and a freezing rain.



**T**HOSE SUPERB pictures of the Cincinnati suspension bridge and array of side-wheelers shown in our Sept. '83 issue, pages 18, 19 have spirited forth the above from the collection of Bert Fenn. This one was taken while the bridge was bran' spankin' new, and proof of the pudding is the presence of the double-cabin AMERICA at the U. S. Mail Line's Vine Street landing, Cincinnati. Also, important to dating, is the side-wheel MAGNOLIA at the far right, which went to

kingdom come in a boiler explosion just above Cincinnati on March 18, 1868. Charles Cason's model of her was featured in a series of three pictures in our Dec. '83 issue, page 43. Ergo, the above scene was taken sometime between April 1867 and mid-March 1868. Usually a bit of shrubbery shows up to help nail dates down, and I do believe that away off to the left trees on the Kentucky hill are in leaf. So it's in the summer of 1867.



John J. Rous, retired president of Home Federal Savings & Loan, Ashland, Ky., furnishes us with several laws of the Commonwealth of Kentucky enacted in 1894:

Section 1265. That any person or persons living in or occupying any boat or boats as a residence or place of abode, known and commonly called family or fish or junk or shanty boats, floating and being upon any of the navigable waters, or the shores thereof, within the jurisdiction of this Commonwealth, who shall land and fasten or beach such boat or boats at any place along the shores of such waters (other than at a public landing) without the consent of the owner or tenant occupying the land at the shore where such boat or boats are landed and fastened or beached, and any person so offending shall be deemed guilty of a misdemeanor, and, upon conviction thereof, shall be fined in any sum not less than five or more than twenty dollars, or be imprisoned in the county jail not less than five or more than twenty days, or may be both so fined and imprisoned. (This section is an Act of March 19, 1894.)

Section 1266. Any person or persons living in or occupying any such boat or boats, such as named and described in section 1265 of this act, as a home or place of abode, who shall land or fasten or beach such boat or boats to or on the shore or shores of any of the navigable waters within the jurisdiction of this Commonwealth, other than at a public landing, without the consent of the owner of the land where such boat or boats are landed and fastened or beached, and shall take from the shore or lands any stone, gravel, coal, timber, lumber, fencing, fruit, grain, nuts, potatoes or other vegetables, fowls or other things of value, and which does not amount to a felony or petty larceny, shall be deemed guilty of a misdemeanor, and, upon conviction of any of the offences mentioned in this section, shall be fined in any sum not less than twenty-five or more than one hundred dollars, and be imprisoned in the county jail for not less than ten or more than thirty days. (This section is an act of March 19, 1894.)

An act of March 10, 1894 also requires that boats of the types described above shall be licensed (\$5 and clerk's fees) "and on each boat shall be painted, in large letters, on each side thereof, the name of the applicant, the home of the boat, and date of the expiration of the license."

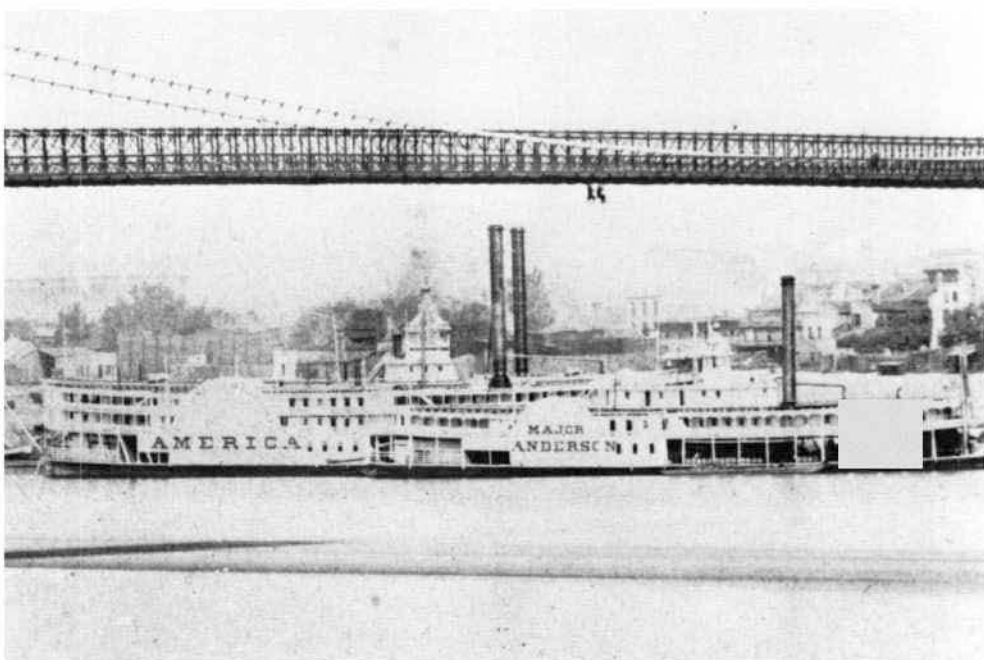
Section 1334. If any persons shall die on board of a steamer or other water-craft, within this State, if not claimed by a friend, the master or other officer in command shall cause the dead body to be buried on shore, at least four feet deep. Such master or other officer failing to do so shall be fined not less than two hundred dollars and the vessel shall be liable for the payment of same.

---The above quoted laws of Kentucky are taken from "The Kentucky Statutes" prepared by John D. Carroll, published by the Courier-Journal Job Printing Co., Louisville, Ky., third edition, 1903. S&D member John Rous, referring to Section 1266 notes: "I have always thought the first three rows of corn next the river belonged to the shantyboaters." There is basis for this. Bottomland farmers apparently regarded the three shore rows as expendable, the corn available to shantyboaters, crows, and to summer flooding. John also asks if Ye Ed ever had personal experience with Section 1334. One hot summer night a black roustabout went out on the starboard engine room guard of the BETSY ANN, the boat under full headway, and decided to take a bath. He tied one end of a 3/4 handy line to a kevel and passed the other end around his chest, knotted. Then he jumped overboard. The engineer went back along the guard, later on, and saw the line dragging, attached to he knew not what. The surmise was that in trying to pull himself back aboard, the line had

slipped up over the rouster's shoulders. He had not drowned; he was dead from hanging. There were no known next of kin. The body was turned over to the Greenup County coroner at Greenup, Ky. No, we did not land to dig a four foot grave on shore as required by the old Kentucky law (in fact I had never heard of the law until John Rous enclosed it with his Dec. 20 '83 letter.) Technically, the man did not die on the boat; he died attached to the boat.

As for getting a \$5 license to tie up a shantyboat, once we were riding aboard the GREENWOOD when, at Maysville, Ky., a shantyboater presented himself to Capt. Gordon C. Greene prepared to pay the \$5. "Oh," said the shantyboater, "I always figured you owned the Ohio River from Pomeroy to Cincinnati."

If any S&D member has a photograph of a shantyboat moored along a Kentucky shore with the name of the proprietor, home port, and expiration date of the license painted in large letters on the side we'd be pleased to see it, with safe return of the original.



**R**ALPH DuPAE's photo crew at La Crosse zero'd in on the two side-wheelers, AMERICA and MAJOR ANDERSON, with the happy result above, enlarged from the picture opposite. Picture collectors will likely recognize this from previous copies sold postcard size. But, and not withstanding, we just have discovered that our old p.c. picture was NOT made from Bert Fenn's original. No, by golly, the photographer in 1867 walked down the Covington wharf and took another one in which the AMERICA's stacks are just about lined up. THAT's what we have in p.c. size. It is almost equally as good as the one above, but another slight alteration is that the two objects (surely not humans!) dangling from the bottom side of the bridge are now gone - not in ours. Now wait; with a high magnification those two blobs are men seated on scaffolding, probably doing a paint job. My, my, what fun.

PPG Industries, based at Pittsburgh, celebrated its 100th anniversary last year by issuing a special edition of PPG Products Magazine, Volume 91, No. 2. A brief historical review relates that the kingpin in 1883 was "a flamboyant entrepreneur" of New Albany, Ind., Capt. John B. Ford. There are six references to this gentleman in the new Packet Directory inasmuch as he was not only a glass manufacturer (unsuccessfully) at New Albany, but also was an extensive builder and operator of major-sized river packets.

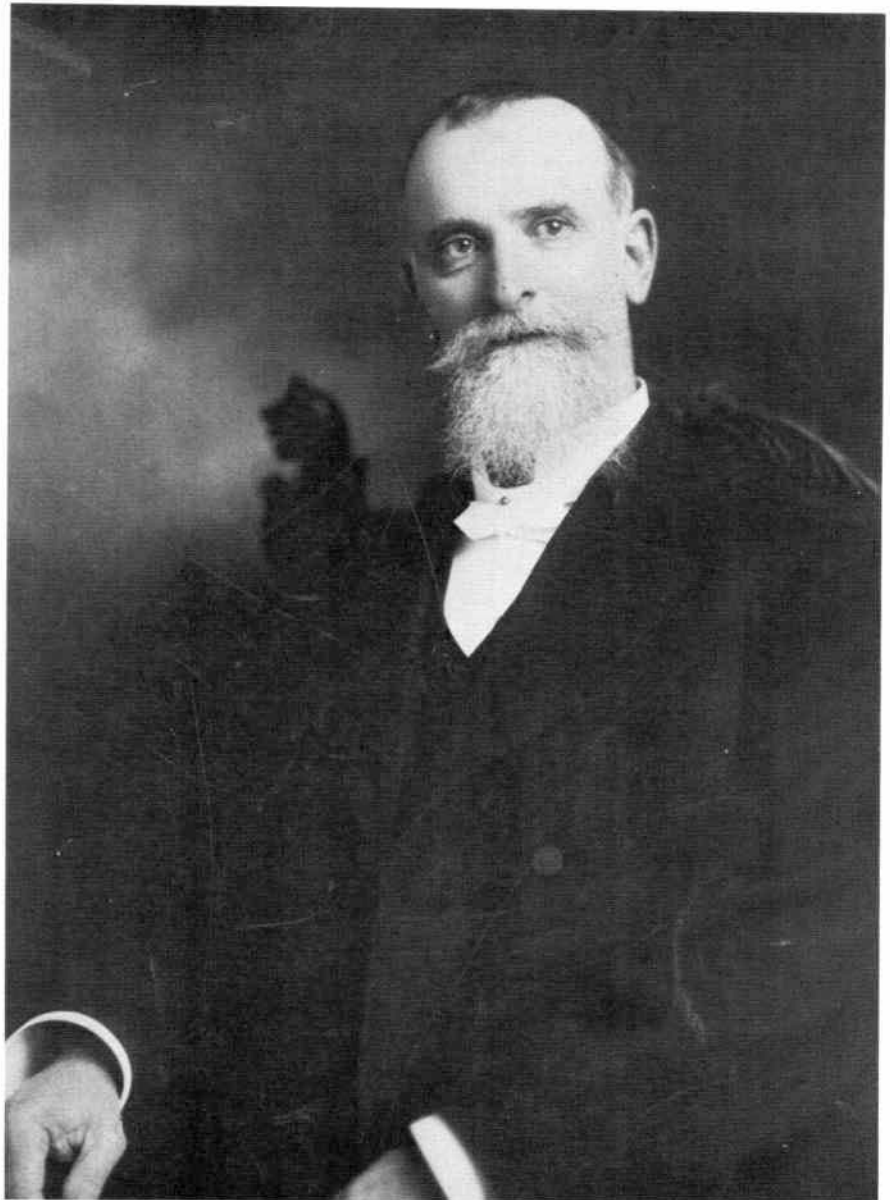
In 1881 Ford, aided by financial backing, acquired The New York City Plate Glass Company which had lately been incorporated with plans to open a glass plant in Camden, New Jersey. Ford and his associates decided instead to locate at Creighton, Pa., about 20 miles up the Allegheny River above Pittsburgh, a location handy to most of the ingredients needed to make glass, plus the advantage of an unlimited supply of natural gas. The Creighton plant produced its first plate glass on February 20, 1883 under the name of The New York City Plate Glass Company. That fall its corporate name was changed to Pittsburgh Plate Glass Company, a Pennsylvania firm.

John Ford built several more factories in the Creighton area in the 1880s, and others at Tarentum and Ford City. Ford City, incorporated in 1889, boasts a statue of John Baptiste Ford. The first president of Pittsburgh Plate was Edward Ford, J.B.'s son. Edward eventually came into disagreement with John Pitcairn, a railroad capitalist who had been active in the company since its beginnings. In 1896 Pitcairn became president and the Fords ended their association with the company.

Pittsburgh Plate for many years had its own river fleet on the Allegheny. Best remembered of its towboats was the CREIGHTON which had started out in life as a Muskingum River packet in 1877 named MINK NO. 2 (#3943). She was taken to the Allegheny by Capt. Thomas Cavett, renamed CLARA CAVETT, and in 1898 became the property of Pittsburgh Plate. They ran her many years with that name on her, and, following a rebuilding, renamed her CREIGHTON. Pittsburgh Plate operated the CREIGHTON until 1929 when they swapped her as part of a deal to buy the WACOUTA which they operated until 1943.

Pittsburgh Plate in 1968 changed its corporate name to PPG Industries, Inc. The century-old company has never missed a dividend.

Our thanks to Lexie Palmore for photostats of a booklet published around 1957 by the Cotton Belt Railroad, printed at Tyler, Texas. It features the story of the St. Louis Southwestern Railway and is illustrated with a good photo of the side-wheel transfer CHARLES MERRIAM with the Cotton Belt emblem on her wheelhouse.



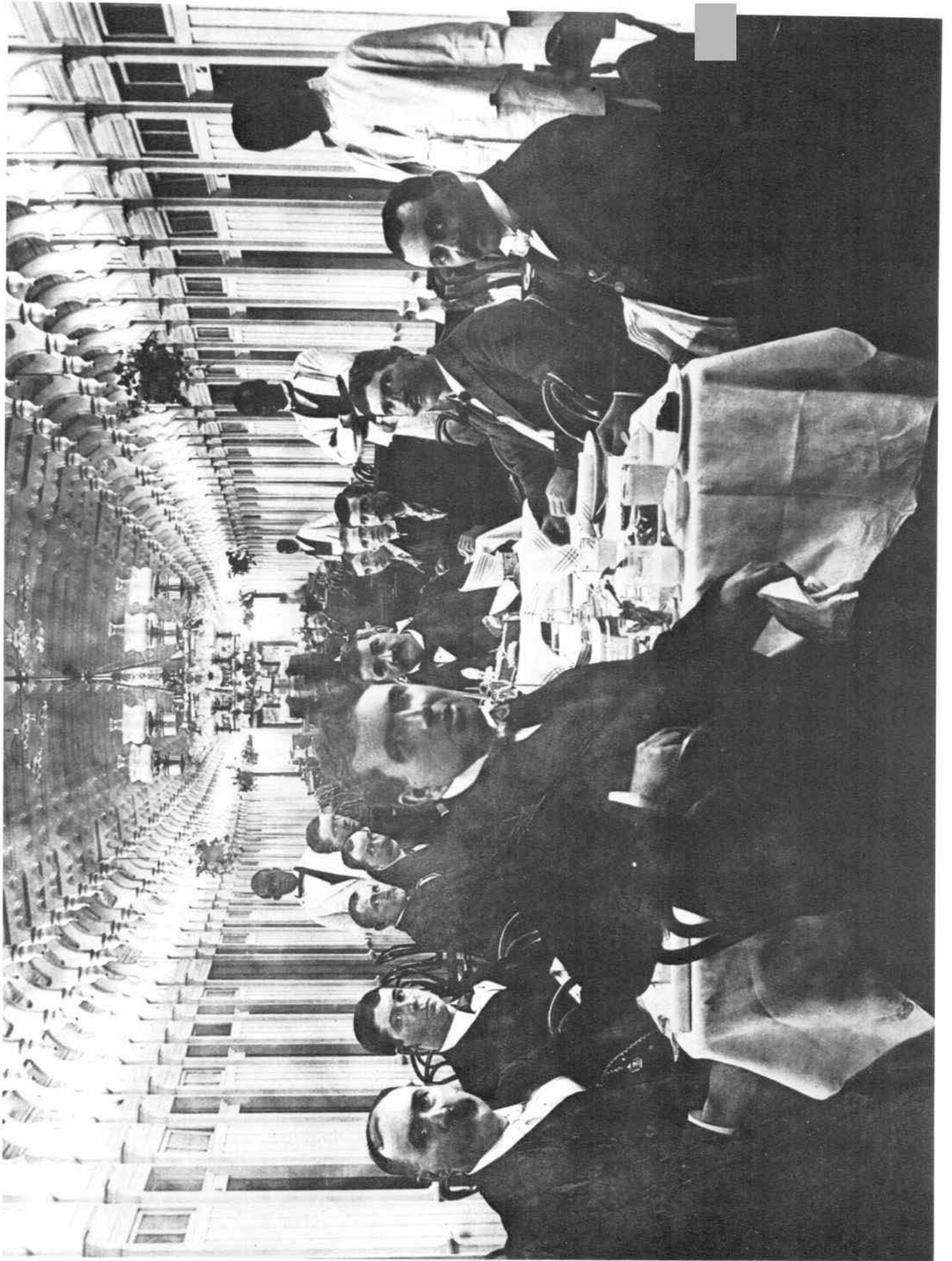
IN THE RIVER NEWS COLUMN of the Pittsburgh Post dated February 1, 1916 was a paragraph telling that Capt. John Crawford had arrived aboard the packet R. DUNBAR from Wheeling and, typical of a wharfboat man, this was his first boat trip in 36 years. He was in his late sixties, looking very much like this portrait shows him, and had been identified with the operations of Wheeling wharfboats for longer than many rivermen remembered. In 1892 he was a partner in the construction of the CROCKARD & BOOTH wharfboat, built at Moundsville, W. Va. on a wood hull 170 x 35 x 6 which he operated at Wheeling until 1915 when he finally sold it to Capt. William E. Roe. Many photographs taken at Wheeling show this wharfboat, a jaunty affair with model bow and stern, with a short living quarters, reminding of a Texas, perched amidships on the roof. After Capt. Charlie Booth died, the Pittsburgh & Cincinnati Packet Line acquired a one-half interest and maintained it until Commodore John W. Hubbard acquired their properties in 1912. But John Crawford "kept the store" 1892-1915. This portrait came to us quite unexpectedly. Catherine Remley came to call at 121 River this past January and gave it to us. On the back of it is inscribed "Uncle Johnny Crawford" and turns out that Catherine's late husband, Chuck, had saved it as a family picture, being related. "Uncle Johnny" died, 69, about a year after his R. DUNBAR trip to Pittsburgh. The wharfboat did not long survive him. The cotton packet S. L. ELAM, while preparing to land at Wheeling, hit the stern end of the wharfboat and sank it, this in 1918.



**T**AKEN at Madison, Ind. by H. M. Flora on the occasion of an excursion to Fern Grove, Ind. and return on July 13, 1913, auspices of Marks & Benson who advertised it as the "American Boy Excursion." The LOUCINDA was owned by the Louisville & Cincinnati Packet Co. who ran her most of the

time (1910-1918) in the Cincinnati-Madison trade, her name concocted from their three side-wheelers CITY OF LOUISVILLE, CITY OF CINCINNATI and INDIANA. This excellent shot of her comes from C. W. Stoll's files and also our thanks to the Murphy Library people, La Crosse.





PHOTOGRAPH ON THE OPPOSITE PAGE

The picture on the back cover of this issue was identified as having been taken in the cabin of the CITY OF LOUISVILLE by comparing the details to this one of which there is no doubt.

The gentleman at the head of the table in the immediate foreground is Rook Laidley, son of Commodore Fred A. Laidley. On the right is Capt. John (Honus) Lindenburn, and seated next to him is Lawrence McMakin who was cub pilot, got his license, and never used it. The first gentleman on the left is Charles C. Langhart, who was purser on the FLEETWOOD and also on CITY OF LOUISVILLE. Seated at the foot of the first table is Shott McGuire, second steward.

At the second table, the first man on the right is not identified. Next to him is John Schahl, who operated an omnibus handling passengers and luggage to and from the boats at Cincinnati. Beyond him, name unknown, is the stenographer of the Mail Line wharfboat. On the left is, first, John Bert-ram, clerk on the wharfboat, then Levi McCain, engineer, and the tall gentleman beyond him is James (Jim) Brasher in his cub pilot days, from whence he graduated to piloting the CINCINNATI and ADMI-RAL, etc.

Picture taken by Richard L. Hun-ster, Cincinnati photographer, and the original print is from the collection of T. J. Hall II. The identifications were made by Capt. William C. Lepper, Jr., Capt. Jesse P. Hughes and Capt. Ben I. Pattison.

*J. C. Stoddard,*  
*Musical Instrument.*

*N<sup>o</sup> 13,668.*

*Patented Oct. 9 1855.*

**UNITED STATES PATENT OFFICE.**

J. C. STODDARD, OF WORCESTER, MASSACHUSETTS.

**APPARATUS FOR PRODUCING MUSIC BY STEAM OR COMPRESSED AIR.**

Specification of Letters Patent No. 13,668, dated October 9, 1855.

*To all whom it may concern:*

Be it known that I, J. C. STODDARD, of the city and county of Worcester and State of Massachusetts, have invented a New Musical Instrument to be Played by the Agency of Steam or Highly-Compressed Air; and I do hereby declare that the following is a full, clear, and exact description of the same, reference being had to the accompany-  
10 ing drawings, forming part of this speci- fication, in which—

Figure 1, is an elevation of the instru- ment, and Fig. 2, a transverse section on a larger scale than Fig. 1.

15 Similar letters of reference indicate cor- responding parts in both figures.

This instrument consists of a number of steam whistles of proper relative size to produce any desired musical scale, arranged  
20 in any convenient manner and provided with separate valves by the opening of which they are caused to receive steam or air from any suitable pipe chamber or gener-  
25 ator the said valves being opened for the steam or air to escape to the whistles, by finger keys or by the revolution of a  
30 studded barrel or by any other suitable mechanical means. One important feature of this instrument is the peculiar kind of  
35 valve I employ for the escape of the steam or air.

To enable those skilled in the art to which my invention appertains to make and use the same, I will proceed to describe its con-  
40 struction and operation.

A, is a steam chest supposed to be con- stantly supplied from a boiler, and having  
45 attached to the top of it a set of whistles B, B, which are arranged side by side in regular order according to their musical  
50 sound which is regulated by the size or thickness of the bell or size of the escape opening around the bell. These whistles being of the kind commonly used singly on  
55 locomotive and other steam boilers for signals, alarms, etc., need no particular description. The valves are placed in valve boxes C, C, between the whistles and the  
60 steam chests, with their stems, a, protruding from the said boxes to enable the valves to be opened by the keys, the studs of the barrel or by the other means provided for that purpose. I have for the sake of illus-  
65 tration shown a studded barrel D, as that will be the means most likely to be adapted as it is supposed the instrument will gen-

erally be used upon steam boats, steamships or locomotives, and that means of playing will obviate the necessity of employing a musician and enable it to be set in operation  
60 by the engineer or other person commonly employed. The barrel may be rotated by a band or other gearing from the engine, and then will only require to be thrown in  
65 gear for playing, or it may be rotated by hand by the aid of a crank.

The valve I employ which is shown in Fig. 2, is of the kind known as the puppet valve, and has two puppets b; b'. It is ar-  
70 ranged horizontally and its stem a, passes through one end only of the valve box, where a stuffing box c, is employed to keep it steam tight, and it is opened by pressing  
75 the protruding end of its stem inward. The other end of the stem works in a guide d, and is exposed to the pressure of the steam, both while the valve is open and closed the  
80 said pressure tending to close it. The puppets are slightly unequal in size, the puppet b', which is nearest the protruding end of  
85 the stem being a trifle smaller than the other puppet b, and the openings in their two seats e, and e', having a corresponding difference in size. The steam is admitted by two inlets  
90 f, f', to the ends of the steam chest, and escapes to the whistle by a single outlet g, between the two puppets. The studded bar-  
95 rel acts upon the protruding end of the valve stem to open the valve by the studs wiping in a downward direction against a hinged  
100 finger A, which is attached to an arm i, se- cured to the valve box above the valve stem. When the valve is closed the pressure of the steam tends to keep it tight not only by its  
105 action upon the valve stem in consequence of one end thereof being exposed to the at-  
110 mosphere but by reason of the area of the puppet b, and opening e, being greater than that of the puppet b', and opening e', but as soon as the valve is moved from its seat  
both puppets are balanced by being exposed on both sides to the steam and the pressure acts only on the stem. So that in starting the valve to open it; greater force is re-  
quired than is required to complete the open-  
ing as far as is necessary. The valve only remains open while a stud of the barrel is passing the finger, and as soon as the stud has passed it is closed instantaneously by the pressure of steam on the stem. By making  
the valve with two puppets I am enabled to have it balanced as nearly as practicable

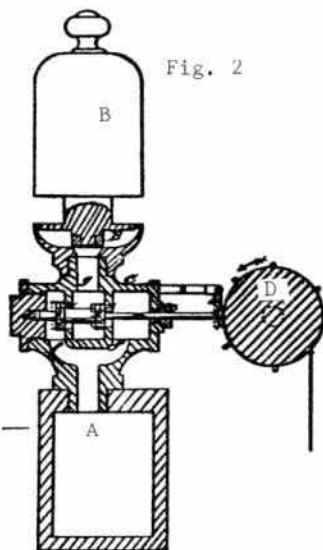


Fig. 2

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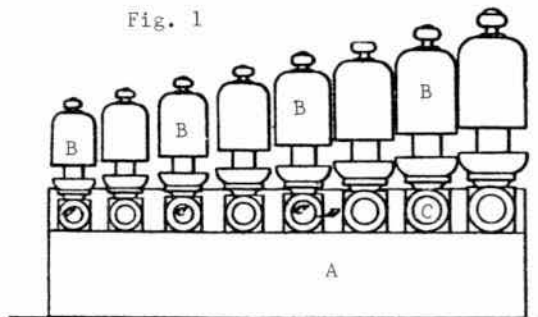
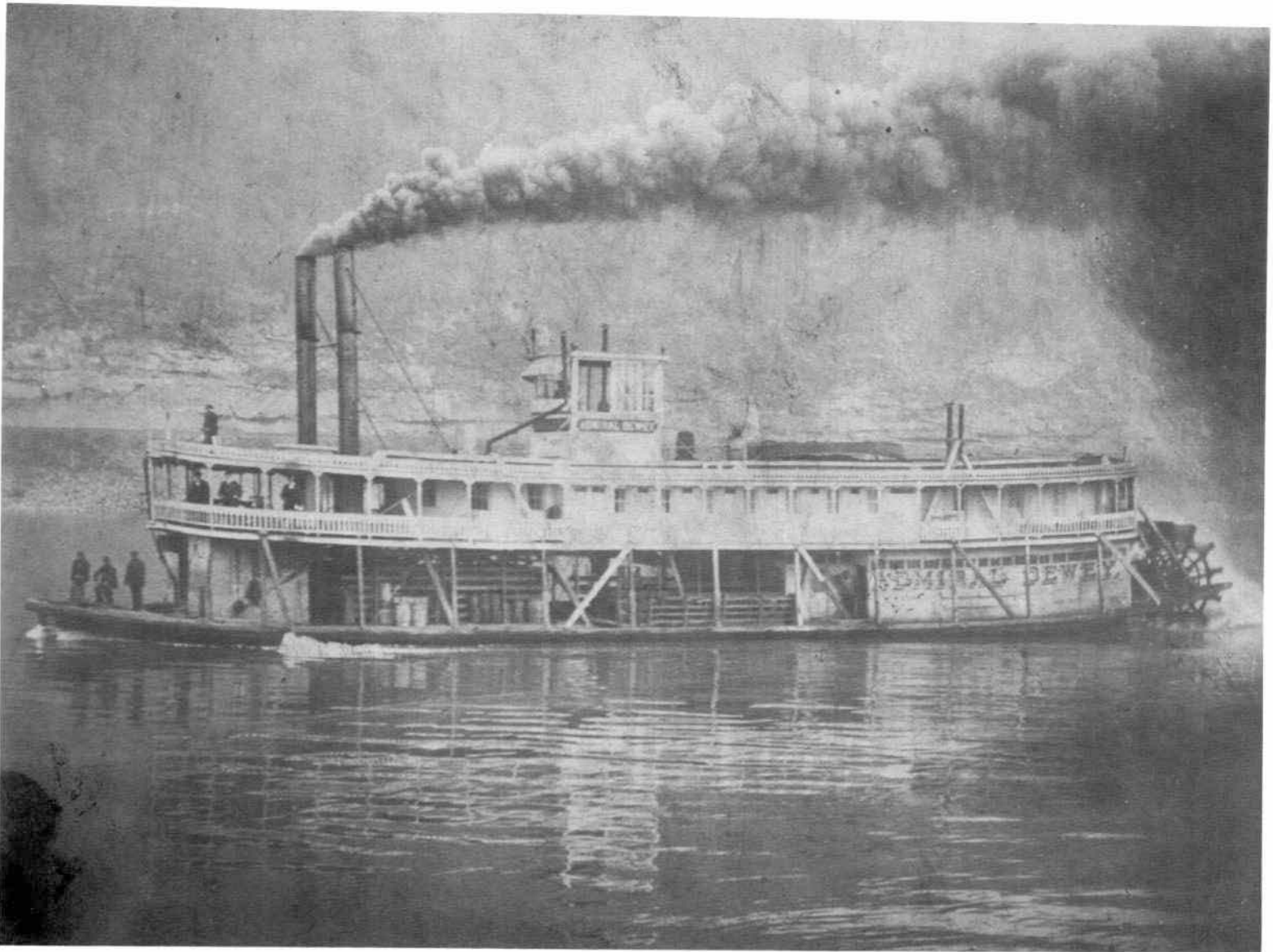


Fig. 1



**L**OUISE HORN BROOK BUSH recently sent us a number of photographs saved by her father, the late Capt. Fred Hornbrook. This was among them, the first likeness we've seen of the ADMIRAL DEWEY when she was a full-scale packet on the Monongahela River. She was built at West Brownsville, Pa. in 1898 on a wood hull 118 x 20 x 3, using the boilers from the HARRY D. KNOX and 12' x 4 ft. engines from a sand digger named GEORGE R. FORD. She was entered in the Pittsburgh-Brownsville trade, Capt. John G. Britton, and soon was extended to Morgantown in what was known as the "Mason Line" which also ran the ISAAC M. MASON and the LENI LEOTI. By 1906 she had been attached for debt and was bought in by the Combine at a U.S.

Marshal sale. They sold her in the spring of 1906 to Capt. Thomas J. and William K. Hudson, river contractors. Quite likely they are the ones who altered the upper works, setting the pilothouse forward of the cabin, "pool style," inasmuch as they used her extensively on the Allegheny River and once had her up that stream to Emlenton, Mile 91.6. She appears in Way's Packet Directory as #0072 and the story of her "flood relief" trip from Pittsburgh to the Muskingum River in 1913 is detailed in our March '70 issue starting on page 15. The account also includes a photograph of her cut down "pool style" taken as she ascended the Muskingum.

#### J. C. Stoddard's Calliope Patent

only having pressure enough to close it and keep it closed. I find by experiment that it is advisable to have the puppets of unequal size as described, as a greater pressure is required to keep the valve tight when closed, than is required to close it, and by having too much pressure on the valve when open it would slam in closing; and in playing with finger keys this relieving of the valves of a portion of the pressure as soon as started, will greatly ease the player.

Having thus described my invention, I will proceed to state what I claim and desire to secure by Letters Patent:

1. I claim the musical instrument herein described consisting of a number of what are commonly known as steam whistles of

such tones as to produce a musical scale arranged in a convenient manner upon a steam chest, chamber pipe or generator, and furnished with valves and a rotating studded barrel, finger keys or other suitable mechanical means of opening the said valves to allow the escape of steam or air to the whistles substantially as herein set forth.

2. As a part of the said musical instrument, I claim the within described valve with its two puppets and seats of unequal size and with one end of its stem exposed to the atmosphere.

J. C. STODDARD.

Witnesses:

JONATHAN DAY,  
LEVI JACKSON.



## THE KOUNS FAMILY OF RED RIVER FAME

Capt. Charles Henry Stone of Pt. Pleasant, West Va. has shared with us a letter he recently received from a lady in Shreveport, La. who has been tracking down her ancestors. In this quest she has come upon a whole slew of river people active on Red River named Kouns and Scovell who graduated south to do their steamboating, the Kouns tribe from their family homestead on Symmes Creek, Lawrence County, Ohio (opposite Huntington) and the Scovells apparently from Ironton, Ohio.

I'd suppose I first became conscious of the name Kouns when a big sternwheel cotton boat they owned, named COL. A. P. KOUNS, stabbed a snag while enroute up Red River and the result was just like what happened to the SENATOR CORDILL when she speared the wicket at Lock and Dam 14, Ohio River, only worse. The snag, and it must have been a whopper, came right up through the forecabin and then took away the forward end of the boiler deck and hurricane roof. When Capt. Mart Kouns left her she was lying on her starboard side with her skylights in the water, and the deck freight and the boilers rolled overboard. Almost needless to say, that was the end of the COL. A. P. KOUNS right then and there, and she was but four years old.

A photograph exists of the COL. A. P. KOUNS said to have been taken in 1875 at Jefferson, Texas, loaded out with cotton and ready to head down Caddo Lake to Shreveport and New Orleans. Lexie Palmore was telling us about Caddo Lake at S&D last September and about how a search is being conducted there for the remains of a steamboat named the MITTIE STEPHENS which burned with great loss of life. A couple of evenings ago we perked up our ears while tuned in to WQED, Pittsburgh's public TV station, to hear Bill Moyers go on about the MITTIE STEPHENS with excellent scenes of cypress-bordered Caddo Lake which he knew so well when he was reared at Marshall, Texas, not very far from Jefferson, and, for that matter, not too far from Tyler, Texas, home of Lexie Palmore. Currently, the Red River to Shreveport is being modernized (to an estimated tune of \$1.6 billion) and the Red River Waterway Commission, recently formed with 11 members, doesn't have a Scovell or Kouns on it.

Sinclair Kouns, son of oilman Bert Kouns, still lives at Shreveport. The lady who wrote the letter to Charles Henry Stone is Margaret Hostetler, 184 Pennsylvania Ave., Shreveport, La. 71105, great great granddaughter of Col. Andrew P. Kouns for whom the snag-speared packet was named. Her great great grandfather was Capt. George L. Kouns, eldest son (there

were eight sons, all born at the Symmes Creek home in Ohio) who, accompanied with his younger brother John, and friend W. T. Scovell, arrived in Louisiana, this about 1848. Before the Civil War they had built and ran a series of boats named ERA (listed in Way's Directory) but it wasn't until 1869 that they organized the Red River Packet Co., with George L. Kouns, president, and Ben B. Kouns as secretary (another brother.) They bought the old side-wheel GREY EAGLE (#2459) and advertised her as "the regular New Orleans and Jefferson Lightning Express," handling U.S. Mail and passengers, but no freight, 48 hours from New Orleans to Shreveport. It is improbable that they took this 230-foot side-wheeler through 12-Mile Bayou and Caddo Lake to Jefferson, Texas.

Capt. Matt Scovell, associated with building the sternwheel cotton packet IMPERIAL (#2744) at the Howard Yard in 1894, once wrote down a list of Kouns-operated Red River boats. They were the GOSSAMER (#2389), G. W. FORREST (#2186) COL. A. P. KOUNS (#1210), CARRIE POOLE (#0880), TIDAL WAVE (#5387), SELMA (#5074), R. W. McRAE (#4665), R. H. LINDSEY (#4642), J. S. WEBB (#2886), ROBERT WIGHTMAN (#4800), PIONEER (#4515), LOUISE (#3585), LITTLE JERRY (#3499), the series named ERA (#1884 thru #1894), ELEVENTH ERA (#1754), TWELFTH ERA (#5470), THIRTEENTH ERA (#5356), NEW ERA (#4162), EFFORT (#1732), INDIANOLA (#2755), JOE BRYARLY (#3029), LAURA LEE (#3378), PHIL E. CHAPPEL (#4478), COTTON VALLEY (#1345), ALVIN (#0213), G. H. VAN ETEN (#2178), BELLE CROOKS (#494) LILLIE M. BARLOW (#3467), JOHN D. SCULLY (#3055) and JOSIE D. HARKINS (#3157). Also listed are boats named THE RETURN, MOTIVE and ALICE.

George L. Kouns was born in Lawrence County, Ohio, January 8, 1824. This makes him about 24 when he first went to New Orleans. He married Margaret (Maggie) Flournoy on April 6, 1869. They made their home in Shreveport. Four daughters were born to them, Elizabeth (Bettie), Katie, Grace Louise and Maggie Belle. Captain George died at New Orleans in 1881. His seven brothers were John (1826-1907), Henry (1829-1832), Benjamin B. (1830-1869), Isaac J. (1833-?), Andrew P. Jr. (1835-1867), James H. (1839-1854) and Martin H. (1842-?). Andrew Jr.'s wife was Emily R. Scovell, who outlived him 11 years.

The wife of Col. A. P. Kouns was a Wheeling girl, Hannah Hisey, born in 1803. The marriage was performed in Lawrence County, Ohio on Oct. 25, 1821. They had been married 56 years when she died at the "Home Place" on Symmes Creek, in 1878. His death date is not recorded, nor is his place of burial. Project here for Jim Wallen and Jerry Sutphin.

-Much of the above comes from an article by columnist H. Ted Woods titled "Caldwell Parish (La.) In

Slices," probably published at Columbia, La. (date?) who interviewed Mrs. Melvin (Margaret) Stallcup living at Murry Bend Plantation along the Ouachita. Margaret Stallcup also is a great great granddaughter of Col. A. P. Kouns and great great granddaughter of Capt. George L. Kouns. Reference is made in this story to "Reminiscences of Capt. M. L. Scovell," prepared by the Louisiana Studies Institute in 1967 authored by Henry C. Dethloff. Margaret Hostetler's letter to Charles Henry Stone also was productive of some of the information. Mrs. Hostetler has many old letters written by the Kouns brothers, a letter book of their business correspondence, and some pictures--one of which is a broadside of the side-wheel GRAND ERA under way, a majestic looking creature; and also several of her handsome forebear Capt. George L. Kouns.

Our new Packet Directory received a gratifying review in the Book Section of the Times-Picayune, New Orleans, in the Sunday, January 8 issue. It runs five columns, top page, graced with a 3-column cut of the Anchor Line's CITY OF ST. LOUIS which appears in the book's picture section. Mabel C. Simmons, book editor, who wrote the piece, makes a few novel observations:

"Reviewing the names of the numerous boats is a fascinating project. Many were named for cities and states and other geographical points; more than 60 different generals had steamboats named for them; other important people came in for their honors, too, for example Longfellow, Paul Tulane and Old Hickory (Andrew Jackson).

"The most pleasing of the names, however, are those which show some imagination on the part of the owners. Consider, for instance, FIRE CANOE, MOCKING BIRD, 35th PARALLEL, WATER WITCH, MINNOW, LITTLE JOKER, VICE PRESIDENT, WHY NOT. We like, especially, a steamer called ANY ONE. It was built in New Orleans in 1863, had several Louisiana owners, and was snagged in Bayou Teche in 1869."

-Our thanks to Joe Wilhelm and Doc Hawley for sending us copies of the review.

## BACK ISSUES AVAILABLE

Early issues are almost completely out of stock. Our secretary has a few left including:

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

Also all copies of Vols. 9-20.

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



PICTURE ON THE OPPOSITE PAGE

This one reaches away back, taken in the cabin of the LIZZIE BAY when she was owned by the Mail Line, likely in the latter 1890s. Capt. Ed Maurer judged she must have been doing low water service Cincinnati-Louisville.

The elderly gentleman at the head of the table, foreground, is Capt. John Hamilton who was off-watch pilot on the double-cabin UNITED STATES when she collided with the AMERICA above Warsaw, Ky.

On the right, seated, first is Capt. Jeff Thomas, pilot. Second in line is Bill Benton, mate, and seated next to him is Charles Betten, pilot. Fourth man seated on the right is not identified, and neither is the man standing in the foreground. Standing aft on the right is the steward, Ed Anderson.

The only gentleman identified on the left is the last one at the far end of the table, L. M. Dupraz who was clerk. Seated at the foot of the table is Ed Long, purser.

This picture has special interest to Ye Ed inasmuch as a portion of the LIZZIE BAY's cabin was used in building the CORKER in 1912 and we stood watches as clerk on her in the Pittsburgh-Wheeling trade in 1920 and again in 1921 after she became the GENERAL BEACH in the Pittsburgh-Zanesville trade. Some S&D members will recall Mr. Dupraz, even as we do, still in L&C service well into our active river years.

Capt. Jesse P. Hughes consulted with Ed Maurer on the identifications. The picture comes from the collection of T. J. Hall II.

*M. Steins*

U.S. Mail Packet.  
**ALBEMARLE**  
 CAPT. J. C. JELLY  
 MARKS

To Steamer **ALBEMARLE**, Dr.

To Freight on 1 Box Tobacco \$1.00

Received Payment. *Armstrong* Clerk.

*August 21*

We had to go to the new Packet Directory to get the low-down on this one. The ALBEMARLE was built at Wheeling in 1855, a sternwheel packet; so fine -- this freight bill is dated August 21, 1855, in her first year. Chances are that box of tobacco originated in Wheeling, and went to Lucius Cross, Racine, Ohio (note the Crops, old style, used in cases where there was a double s--they wrote it fs instead of ss.)

*Mr E Crop*

TO STEAMER MESSENGER, DR.

To Freight on 1 box \$1.50

Received Payment. *G S Brennan* Clerk.

*Racine Dec 28 1855*

Prospects this is the sternwheel packet MESSENGER built at Belle Vernon, Pa. in 1855 inasmuch as C. L. Brennan, whose name is attached, is noted in the Packet Directory as her clerk that year. This bill, as is the one above, is directed to Mr. L. Cross at Racine, Ohio. The Cross family ran a general store (maybe still does) since time beyond reckoning. -Our thanks to Jerry Devol for both of these.

REGULAR BEVERLY, LOWELL, AND MARIETTA DAILY PACKET.

THOS. E. CLARK, MASTER. JAMES COONEY, CLERK.

Leaves Beverly every morning, except Sunday, at 6 o'clock. Leaves Marietta every afternoon, except Sunday, at 2 o'clock.

*Lowell Oct 29<sup>th</sup> 1874*

*M. Chris Roush*

To Str. J. H. HUBBELL, Dr.

J. C. Preston, Job Print, B. cert. O.

MARKS. TO FREIGHT ON

*1 Paper Package*

Received Payment. *James Cooney* CLERK.

The J. H. HUBBELL ran daily, except Sundays, on the Muskingum River, Beverly-Marietta. Dated at Lowell, Oct. 29, 1876, the "paper package" is directed to Chris Roush. The Packet Directory describes the boat as scow bow, slide valve engines, and belt-driven, Capt. James Cooney (whose name appears on the bill) in charge. According to this 1876 B/L, Capt. Thos. E. Clark is master of ceremonies.











## PICTURE ON THE OPPOSITE PAGE

Taken in the cabin of the COURIER (#1355) at Cincinnati in 1915 when she was about at the end of her tether. She was running Cincinnati-Maysville and her master-pilot is at the head of the table in the foreground, Capt. Ben I. Pattison. He left Greene Line soon thereafter to take charge of the ISLAND QUEEN.

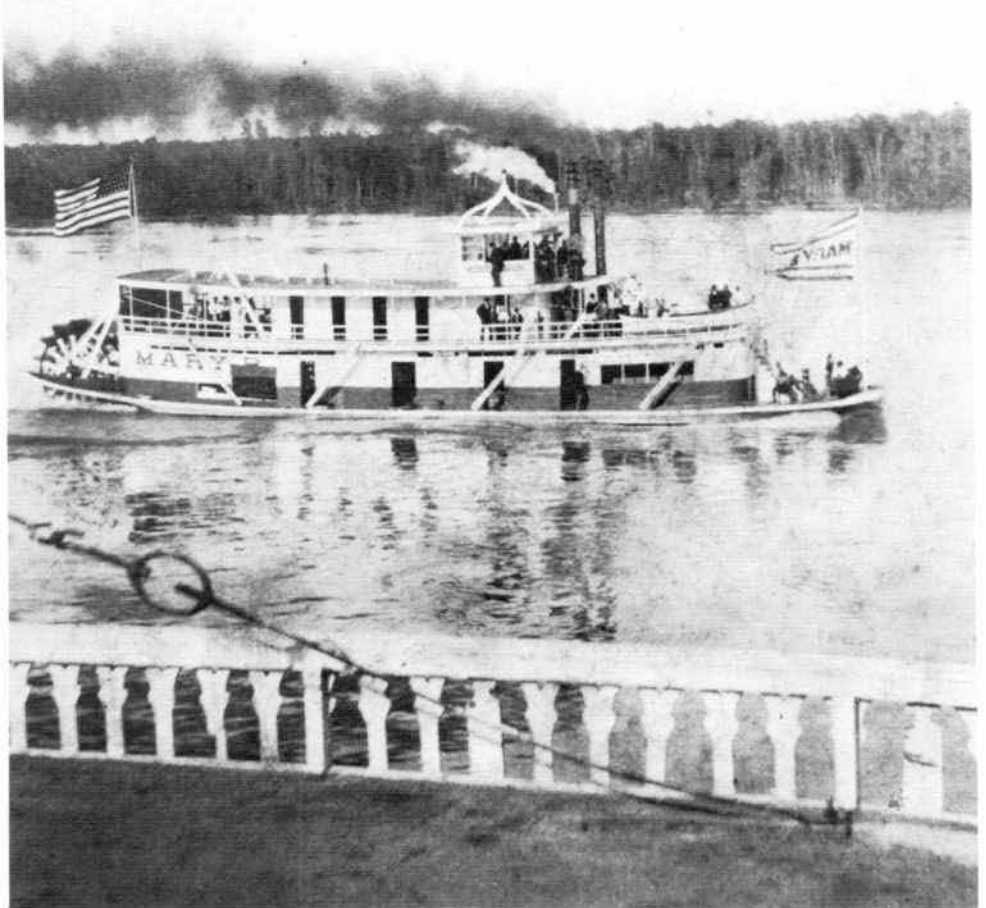
Seated at the right, first is William Albro, in charge of the floor of the Greene Line wharfboat at Cincinnati. Next is Walter Lanham, mate, then Rodney Neff, second clerk. The cabin boy in white jacket is William Lytle, and standing at the foot of the table, on the right, is Charlie Hartline, chef.

Seated on the left: first is the chief engineer, Charles Atkinson, and next to him is Willard Faudree, second engineer. The third is Irwin Courtney, 2nd mate, and fourth in the row is Morris Ham, carpenter. Standing at the rear of the table, center, is Jim Gross who was the steward. Seated at the foot of the table is Ed Pattison, clerk.

Photo by Richard L. Hunster, Cincinnati photographer. Picture is from the collection of T. J. Hall II. Identifications by Capt. Ben I. Pattison and Capt. Jesse P. Hughes.

Thanks to John Fryant we've been looking over Volume 1, No. 3 of a new magazine called "Ships in Scale," devoted to the interests of a surprisingly large segment of the world's population interested in building models of anything that floats, or ever has floated, or perhaps someday will float. As example of the latter, the color cover of Issue No. 3 is a likely photograph of John Fryant's model SOLARWHEELER which he demonstrated at S&D a couple of years ago. As the name implies, it runs only when the sun shines, driving a sternwheel via a photovoltaic solar cell and an appropriate electric motor. Someday, who knows, a real one may go paddling up the rivers on a cloudy day with someone holding a lantern over its vitals. Featured in issue No. 3 is John's illustrated story of how SOLARWHEELER, built 3/4-inch to 1 foot scale, came to be, Part One, as this story will continue in the next two issues.

Also in this issue is the answer as to what Ed Mueller has been doing with himself other than producing a book on Ocklawaha River steamboats (reviewed briefly in this issue.) He's built a scale model of the GREAT EASTERN which, even on 3/32-inch scale, makes of her a 5 1/2-foot craft "that requires a large house for display and two or more musclemen to move her." The real-life GREAT EASTERN was sort of the HURRONICO of the Atlantic, powered with sails, props and side-wheels. Ed tells in this issue Part Two of his accomplishment.



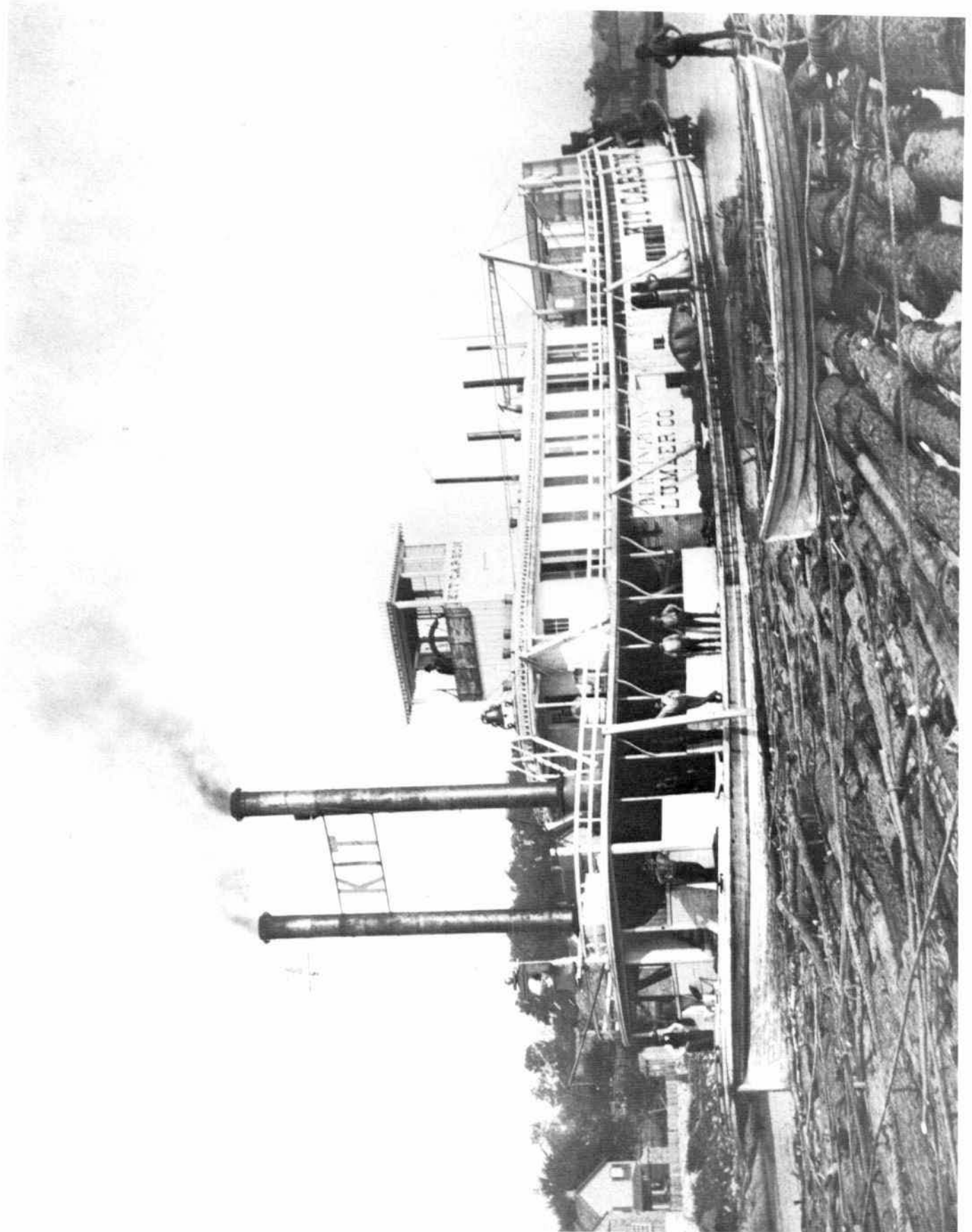
**M**YSTERY OF THE WEEK. Ralph DuPae on one of his recent peregrinations through the southland called on the Bissos at New Orleans. From them he procured on loan this picture of a rather natty little steamboat named the MARY B. In the office hangs a framed picture of this same boat running a raft from Vicksburg to New Orleans. The only MARY B we know about started out as the ETHEL HOWARD, built at Lake City, Minn. in 1890, wood hull 95.4 x 22.9 x 4.2. Renamed MARY B she was hauled on the ways at Wabasha to ride out the winter in late 1907. Then came the disastrous fire on Dec. 2, 1907 in which the rafters ISAAC STAPLES, J. W. VAN SANT and CYCLONE were lost, but the MARY B got off with but a scorching estimated at \$2,600 and was rebuilt. The catch is that this MARY B, of which pictures exist, taken on the Upper Miss, show her as a dubby little thing. But could be that she was lengthened forward of the boilers to become the flag-flying steamboat in this picture. Assistance on this will be appreciated.

Jack Custer contributed the tale of how he built the model of the New Orleans ferry EDWIN M. BISSO in the second issue of this magazine, come to think of it.

The editor of "Ships in Scale" is Scottie Dayton which probably doesn't mean much until you learn that Scottie is a lady about the same age as Lexie Palmore, and is very nice we hear, who graduated to her present position from another model mag., "Model Ships and Boats." Scottie's Issue No. 3 runs 96 pages, same page size as S&D REFLECTOR, issued bi-monthly (first issue was last September),

published by Model Expo Publications, Inc. Model Expo is a large model and toy importer and dealer headquartered in Fairfield, N.J.

Just at press time word comes of the deaths of Capt. Reuben Ruiz, 78, and Capt. Sherman Bonecutter, also 78. Captain Ruiz died at Baton Rouge on January 20, 1984. He served on the SPRAGUE. Sherman Bonecutter died at Gallipolis, O., January 22, 1984, having retired from Wisconsin Barge Line in 1976.



PICTURE ON THE OPPOSITE PAGE

**B**EST WE'VE seen of the rafter **KIT CARSON**, taken in her early days when owned by the Burlington (Iowa) Lumber Company. Ralph DuPae discovered this one in the collection of Joseph C. Dobler, Manhattan Beach, Calif. who had saved it inasmuch as Capt. D. W. Dobler is on watch in the pilothouse. The KIT was built at South Stillwater, Minn. in 1880 on a wood hull 138.6 x 29.2 x 4. The above picture was taken at Burlington in the 1880-1890 period prior to her sale to the McDonald Bros. of La Crosse. Very little seems to be known of the craftsmen who designed these rafters. Such boats required maximum flanking ability to guide the rafts downstream, coupled with a fair share of get-up-and-go when they went back upriver to the timber country. If you're looking for the whistle we think we see it hidden behind the port stack above the top spreader. When rafting played out the KIT worked out of Paducah, always well attended to, and in her latter days was in the fleet of the Patton-Tully Lumber Company at Memphis. They dismantled her in 1916. She was named without much doubt for the celebrated frontiersman Christopher (Kit) Carson (1809-1868) who was born in Kentucky River country near Valley View.

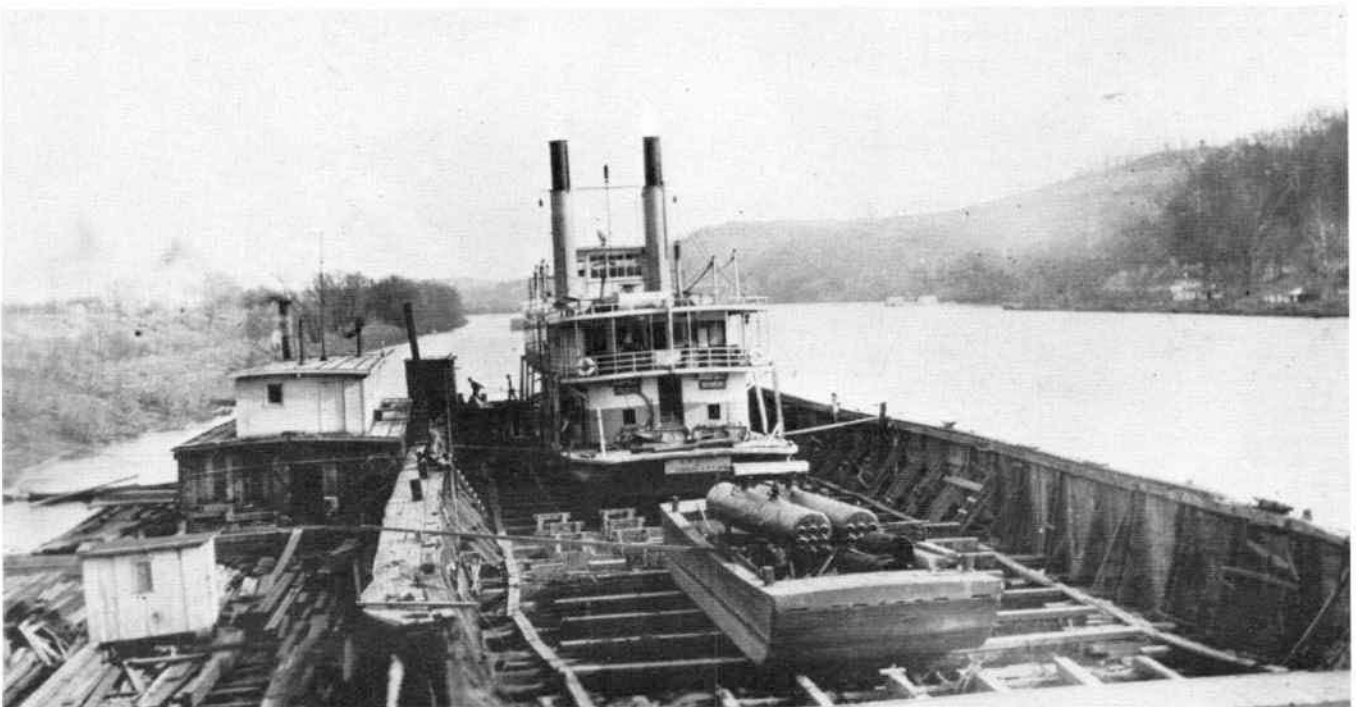
The Sternwheelers' week-end of Sept. 10th at Marietta last year got national coverage in a picture carried in USA Today, issue of Sept. 12th. With the P. A. DENNY in left foreground, photographer Loren Fisher caught the almost incredible fleet of privately-owned paddlewheel pleasure boats.



Something new in the way of engine room supervision. Frank Schroeder, chief engineer on the CREOLE QUEEN at New Orleans, from this station, keeps an eye on all systems. A micro-computer does a computerized check. Photo by Marga Smith, Springfield, O., taken Nov. 29, '83.

#### A. M. SCOTT DOCKED AT POINT PLEASANT

The picture below came to Ralph DuPae without identification. Quite readable on the stern nameboard are the words: A. M. SCOTT of KANSAS CITY, MO. Where was it taken? Gasconade, Mo. maybe? Well no; it's looking upstream in the Kanawha River at Point Pleasant, West Va. above the old B. & O. railroad bridge. The Campbell's Creek Coal Co. landing is across the river and old Lock 11 is up in the bend. In April 1911 Charles Ward sold the SCOTT to the Kansas City - Missouri River Navigation Co. and we'd suspect she's being readied to go to the Missouri River. But who owned this dock plant at this location? George P. Gardner?





## DEP'T. OF FULLER EXPLANATION

Dear Capt. Fred: You asked about the steel barge that the BECKY THATCHER is moored to at Marietta. It was originally the hull of the snagboat C. B. REESE, built at Carondelet, Mo. in 1879. (195.9 x 36 x 5.4) She ran 60 years for the U.S. Engineers. In 1942 she was sold to the Globe Oil & Refining Co. who built her into a towboat. They used the original hull, but the machinery came from the towboat STEEL CITY. She was renamed I. A. O'SHAUGNESSY, and later was renamed WOOD RIVER, owned at that time by Wood River Barge Co. After retirement she became a boat club at the St. Louis levee, and in 1963 was sold to Frank C. Pierson. Pierson converted her into a restaurant and added a pilothouse and stacks, and named her BECKY THATCHER. In March 1965 she was caught out on the levee, and sank during the spring flood. The superstructure was wrecked, but the pilothouse (modeled after the GOLDEN EAGLE) was placed on the GOLDENROD SHOWBOAT, which had lost hers in the 1962 fire. The steel hull of the BECKY was raised on Aug. 17, 1966 and repaired to become the landing barge for BECKY THATCHER II (U.S. MISSISSIPPI) which Pierson had bought at Hannibal, Mo. and moved to St. Louis. The barge was outfitted with a snack bar, and had a stairway which was the access to the restaurant on the BECKY's second deck. (I think I may have sent you a photo showing the BECKY #1 sunk at St. Louis.) Anyway, the barge was included in the sale and there was a lot of trouble getting it out of the harbor after the BECKY had been moved down below St. Louis to await the trip up to Marietta. The St. Louis Visitor's Center had a gift shop on board, and the snack bar was leased to someone, etc. Finally they worked out all the disputes and the barge came along with the BECKY in tow of the mv. LOUISIANA of M/G Transport, Inc. I have NEVER seen a photo of the BECKY being towed to Marietta, and wonder if anybody took any? She passed New Albany in darkness or I would have been clicking!

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

=So there you have it. The barge which started out as the snagboat C. B. REESE, and then was the I. A. O'SHAUGNESSY, WOOD RIVER and BECKY THATCHER #1 is getting sort of beat at Marietta where it acts as entranceway to BECKY THATCHER #2 and there's talk of removing it. -Ed.

John Hartford alerted us in a phone call from his home, Madison, Tenn., that Way's Packet Directory does not list the GRAND REPUBLIC, a considerable side-wheeler which appeared in the New Orleans-Bayou Sara trade in 1890 and later on

ran excursions at St. Louis.

She originally was the J. B. M. KEHLOR (#2814), then was renamed HELENA (#2577) and finally GRAND REPUBLIC. In the List of Merchant Vessels for 1896 she is documented at St. Louis, hull size 260 x 50 x 8.5. Her excursion capacity was said to be 3,500 persons and her skipper was Capt. Jule Douglass. Several photographs exist showing her with no texas, short stacks and double swinging stages, taken during this last employment. She burned in winter quarters just below St. Louis River des Peres, near where St. Louis Ship now is located, in March, 1898.

Constance, Ky. is not named for the Kottmyer family but it is apt. Richard Kottmyer, now 61, is the fourth generation in the constant, back-and-forth trips of the BOONE ferryboats. They started with the BOONE in 1867, then came BOONE NO. 2, and so on even until the present BOONE NO. 7, and LITTLE BOONE. The route is, and ever has been, between Constance and Anderson's Ferry, O. across the Ohio River. Anderson's Ferry is in the lower city limits of Cincinnati.

"Yes, I'm the last of them," said Dick to reporter Lew Moores of the Cincinnati Post recently. "I'm getting up in years so I don't know exactly what's going to happen."

-Thanks to Dorothy Frye.

Capt. William Carter (Bill) Dugan, 88, died at his home above Vanceburg, Ky. on Tuesday, January 3, 1984, following a long illness. He was a native of Higginsport, Ohio, a World War I Army veteran, a 33rd degree Mason, a musician, a relief river pilot, a former lawyer, retired editor and publisher of the Lewis County (Ky.) Herald and a recognized historian of Lewis County.

Bill served his apprenticeship on the Ohio River between Pittsburgh and Cincinnati on the BETSY ANN, GENERAL WOOD, SENATOR CORDILL and the QUEEN CITY. He became a recognized entertainer on the GORDON C. GREENE, stepping up to the mike to sing "The Bells of St. Marys," "On the Road to Mandalay" and "Ol' Man River." At S&D meetings for many years Bill sang these songs and others. On the DELTA QUEEN's Pittsburgh trips he was standard equipment both as relief pilot and entertainer.

Bill's river heritage dated back to his great grandfather William Dugan of Higginsport who flatboated to New Orleans in his youth. He had great admiration for his uncle, Capt. James Rowley, Jr. who lived in Vanceburg. He is survived by several cousins.

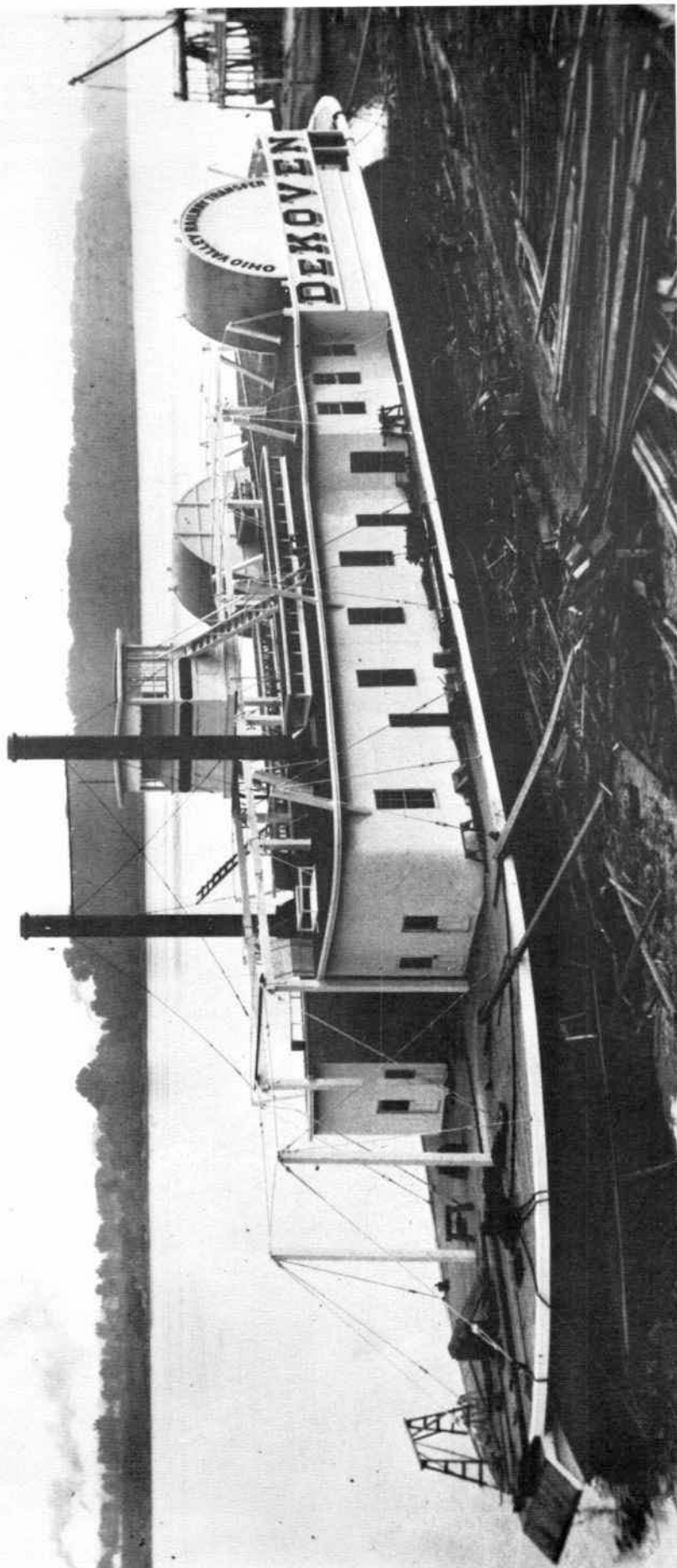
Following services at Vanceburg, burial was in Greenlawn Cemetery Mausoleum at Portsmouth, Ohio.

-We are grateful to Dick Russell of Portsmouth for some of the above particulars.



CAPT. WILLIAM CARTER DUGAN

Bill's obituary appears above in column 3, and Keith Norrington has sent along the above likeness taken aboard the DELTA QUEEN. Keith also has a picture of Bill, presented to him not long ago by C. W. Stoll, showing Bill in a choir robe, singing a solo at Trinity Methodist Church in Louisville. The organist, also in white robe, is none other than C.W. If Bill had his druthers, he'd likely prefer this one with the white short sleeves and uniform steamboat cap.



**J**AMES E. HOWARD photographed the transfer DeKOVEN at the Howard Yard, Jeff, when she was built in 1894 for the Ohio Valley Railroad Company. Her wood hull was 232.3 x 37 x 6.1. The O.V. Railroad became a part of the Illinois Central and for the most of her transfer career she was under I.C. ownership. There used to be a DeKoven government light above Caseyville, Ky. (maybe still there) named for

the nearby town of DeKoven, Ky. served by the I.C. This may be a clue for the rather unusual name of the boat. She handled traffic between Brookport, Ill. and Paducah. A run-down of her career appeared in our June '77 issue, page 34, with further comments in the Sept. '77 issue, page 17. Our thanks to the University of Wisconsin crew for the print.





PICTURE ON THE OPPOSITE PAGE

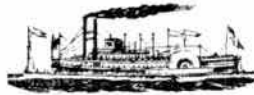
Cabin of the TACOMA taken about 1916 at Cincinnati when she was running to Pomeroy and Charleston. In the foreground at the head of the table is Capt. Jesse P. Hughes and over at the right is Capt. Gordon C. Greene. Seated just aft of Capt. Greene is first mate Alex Shaw and, peeking around his shoulder is pilot Lawrence (Brush Creek) Young. Barely visible at the end is second clerk Harry Hughes. At the foot of the table is Chris B. Greene, elder son of Capt. and Mrs. Gordon C. Greene, student at Woodward High School, Cincinnati. The four seated at the left are (foreground) Silas Woods, engineer; then Dave Scatterday, clerk; James Wirthlin, who was clerk on the Greene Line wharfboat, Cincinnati, and then Ben Metzger, the boat's carpenter. Standing just behind these four is steward Billy Zehler. The picture was taken by Cincinnati photographer Richard L. (Dick) Hunster and the identifications were made in 1965 by Capt. Jesse Hughes. This excellent print comes from the collection of T. J. Hall II, copied by the Murphy Library crew at La Crosse, Wisconsin.

The steel tie rods run vertically over the stateroom doors about amidships were put there to arrest the buckling of the cabin structure. The overhead signs in the background are notices to unattached men to keep out of the ladies' cabin. The three waiters are not identified. The one in the black coat probably rates second steward.

WILD WAGONER FREIGHT BILL

This elegant side-wheel packet esd doing her last running in the Wheeling-Cincinnati trade when this shipment of 5 barrels of flour and a sack of coffee were delivered to Sunfish. Sunfish was the early name for Clarington, O. and continues even now to be the name of the tributary creek which enters the Ohio River there.

W. B. CARPENTER & Co., Stationers, 123 and 120 Walnut St., Cin.



Shipped, IN GOOD ORDER AND WELL CONDITIONED, BY  
Geo. Enger & Co.

ON BOARD THE GOOD STEAMBOAT

*Hudson* the following articles, marked and numbered as below, to be delivered without delay, in like good order and condition, at the Port of *Cochransville Ohio* the unavoidable dangers of Navigation and Fire only excepted, unless Shippers Order by *Dornbusch & Handenschild* or assigns, he or they paying freight for the same, at the rate of \_\_\_\_\_ and Charges \_\_\_\_\_

In Witness Whereof, The Owner, Master, Clerk or Agent of said Boat hath affirmed to Bills of Lading, all of this tenor and date, one of which being accomplished, the other to stand void.

Dated at *Cincinnati* O this *25* day of *May* 188*9*

MARKS	ARTICLES	WEIGHTS.
<i>1191</i> <i>Cochransville</i> <i>Ohio</i>	<i>2 Top Buggies K. D. Braided</i> <i>2 Pr Shafts</i> <i>2 Reefs Whels (Ontario)</i> <i>W. B. Carpenter &amp; Co.</i>	<i>800</i>
	<i>\$1.00</i> <i>478</i>	

The novelty of this old bill of lading is that it consigns a freight shipment to Cochransville, Ohio. The town, more aptly a settlement, was about halfway between Sistersville, W. Va. and New Matamoras, O. below the foot of Wells Island. The original R. R. Jones' map book shows it (1916 edition) and notes that a skiff ferry connects across to Cochransville Station on the Baltimore & Ohio Railroad. Our impression is that the 1907 flood partly erased the place, and then the 1913 flood finished the job. Anyhow, Cochransville is long gone. However, in May 1889 the high-headed HUDSON, fresh in the Pittsburgh-Cincinnati trade, accepted two knocked-down and crated top-buggies, shafts and wheels from Geo. Enger & Co., Cincinnati, to be delivered to Dornbusch & Handenschild at Cochransville. -Our thanks to Jerry Devol for a stat of the B/L.

REGULAR CINCINNATI, MARIETTA AND WHEELING WEEKLY PACKET.

Capt. H. H. DROWN, CHRIS. BEST, Clerk.



Leaves Cincinnati for Wheeling every Saturday, at 5 P. M.  
Leaves Wheeling for Cincinnati every Tuesday, at 5 P. M.  
Leaves Marietta for Cincinnati every Wednesday Morning.

DAILY FOR PRINT.

*Sunfish May 29 1865.*

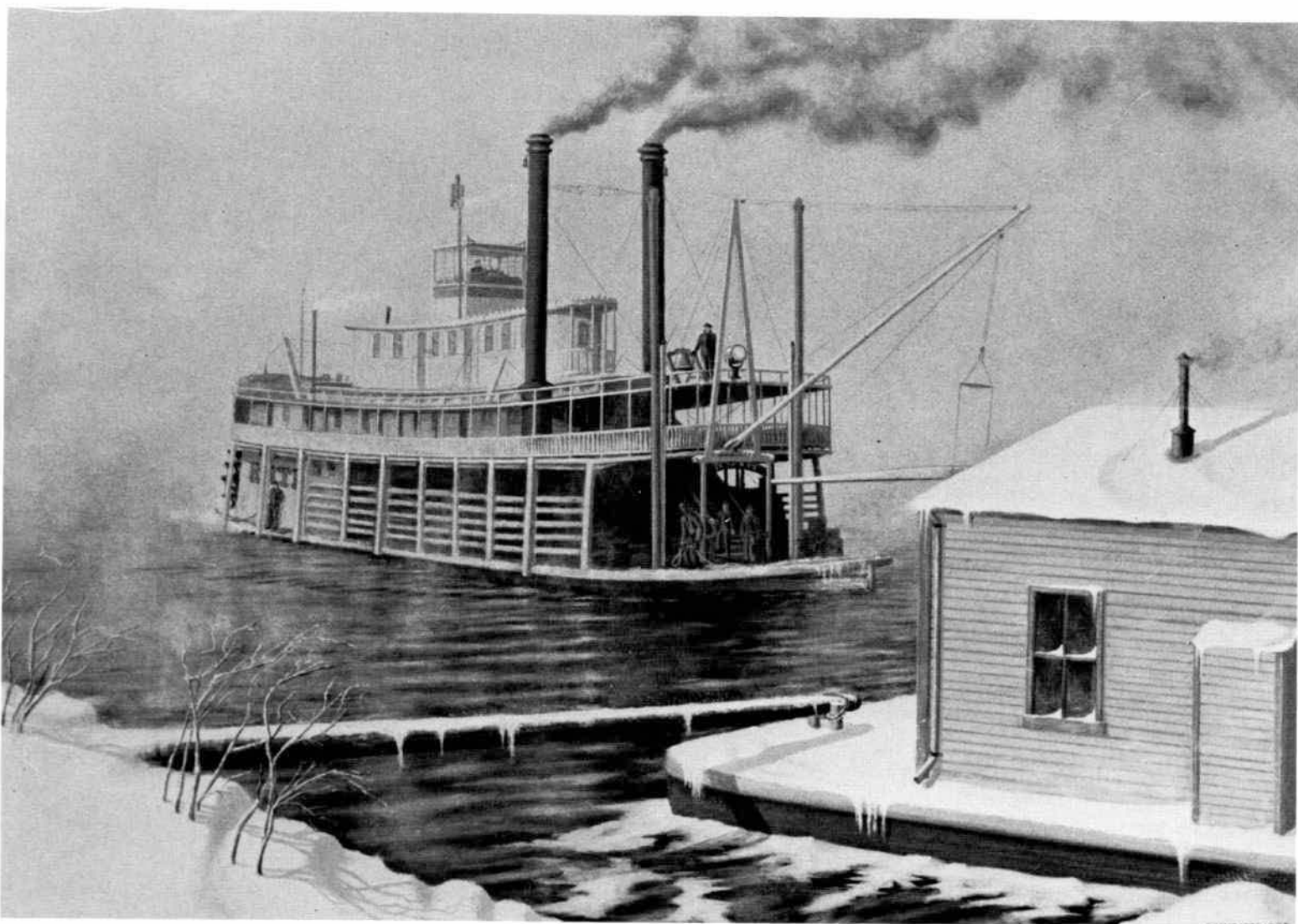
*Messrs Tyler Collins & Duff*

To Steamer WILD WAGONER, Jr.

MARKS.	To Freight on			
<i>200</i> <i>1-27</i>	<i>57215 Flour</i>		<i>200</i>	
	<i>1 Sack coffee</i>	<i>charges</i>	<i>36 53</i>	
		<i>charge</i>	<i>50</i>	
			<i>57 53</i>	
			<i>90.62</i>	

Received Payment.

-from Jerry Devol.



C O L D   L A N D I N G

SAYS JOHN FRYANT: "I've been doing some picture painting lately, and herewith is a black-and-white of my latest effort. It was inspired by the blurry photo that appeared on page 4 of the March '81 S&D REFLECTOR. I used quite a bit of artistic license and made the RUTH look a lot better than she probably ever did in reality. Also, I changed the wharfboat from two stories to one and added a window where there is none in the photo. The completed work gives the impression of a packet approaching a wharfboat on an icy cold winter morning. There's a fresh snowfall on the ground and a breeze is blowing from the left. The sun is up and is casting shadows on the snow. I'm terrible at thinking up titles for paintings so I queried the family for suggestions. Son David came up with 'Cold Landing,' which appealed to me, so that's it. The size is about 15 by 20 inches and as I write

this it is on its way to Mystic, Conn. along with two of my other efforts, a painting of the Gallipolis ferry and a pencil drawing of the TACOMA. All are entered in a show called 'The Steam Era' and hopefully will 'get hung.' The above photo shows most of the painting---the right and left edges have been cut off a little."

"The Steam Era" will show through March 17th at the Mystic Maritime Gallery. The RUTH (#4881 in the Directory) in John's painting has been slightly glamorized, as he relates. The real article in 1916 was a rather sad example of marine architecture but actually arrived and departed from terminals with regularity if not punctuality. Twice while Ye Ed was aboard she had to be landed without ceremony----all of the steam her two boilers could produce was demanded by the syphons to leave enough water in the river to keep her afloat.

## RIVER CAREER OF CAPT. GEORGE SMITH

From an interview published in the Parkersburg (W. Va.) State Journal in early January 1895.

**CAPT. GEORGE SMITH** was born January 10, 1818 in Jackson County, now West Virginia, on the banks of the Ohio, at the foot of Old Town bar. All steamboatmen know where that is located. He left home at the age of 14, and following the desires of his early boyhood, chose a riverman's lot and followed the river, flatboating and steamboating for more than half a century. From flatboating at the age of 17, he started to steamboating, making his first trip on the LADY BYRON, on which as a passenger that trip was the famous warrior and Indian chief, Black Hawk, he having been captured a short time previous and was being taken to Washington City.

Capt. Smith was only on that boat about six weeks, having hired as a deckhand at \$15 per month. After that he ran on the CIRRUSS, the MONROE and the WARSAW as deckhand and mate, for about three years altogether. At the end of that period he built a small boat at Old Town Rocks and called it the DOVE, which he ran about three months when she sank at Blennerhassett. He next bought a third interest in the steamer SHEPHERDESS on which he acted as mate in the trade from Keokuk, Iowa to New Orleans. He ran on her about nine months, sold out and bought a ferryboat at St. Louis, called the BROOKLYN, which the ice cut down the following winter at the mouth of the Missouri River. He then came back to Zanesville, O. and bought a boat called the OHIO, ran her about a year from Pomeroy to Parkersburg, sold her and bought the R. H. LINDSEY, a 120 ton boat and ran her in the same trade about a year longer and sold her. He then went mate on the OHIO, a large freight boat running from Pittsburgh to Louisville, was on her a short time, quit her and bought the wreck of the BUCKEYE BELLE, which had been sunk in the Muskingum River, raised and rebuilt her, ran her from Portsmouth to Pittsburgh about three months and traded her for the IRENE; ran her in the same trade about a year, sold her and bought the ALTO, ran her a short time, bought a keelboat, put on the ALTO's machinery, called her the YOUNG AMERICA, ran her from Parkersburg to Gallipolis several months, took her south and sunk her in the St. Francis River.

Capt. Smith next built the HENRY LOGAN at Parkersburg, ran on her a while, sold his interest and built the LAVINA LOGAN, and ran in the Pittsburgh and Cincinnati trade for about a year, or until the beginning of the war. He then sold the LAVINA LOGAN and next bought the SAM SNOWDEN, a towboat which he ran between Pomeroy and Louisville. He also towed for the government up the Tennessee River to

Pittsburg Landing, and was there when the great battle of Shiloh was fought. He then sold out, came back home, bought a farm, and resolved to quit the river. But he couldn't stand the land, and in a short time built another boat at Parkersburg called the QUICKSTEP, but before running her he sold out and bought a boat called the SPRAY which he ran from Pittsburgh to Louisville, and part of the time he ran her to Nashville up the Cumberland River.

Capt. Smith then moved to Racine, O., where he now lives, hale and hearty. He obtained a pilot's license on the Ohio the first year the government made it a law to license pilots.

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For the above we are indebted to Robert D. Ashley, Route 2, Racine, Ohio 45771, in the form of a photostat copy of the Tribune-Telegraph, Pomeroy, O. which copied the Parkersburg State Journal story in its January 23, 1895 issue. Robert Ashley attended a recent meeting of the OK Chapter of S&D.

The late J. Wallace (Boone) Weaver, skiff builder at Racine, Ohio, had in his home a mirror and a table from the SPRAY, two heirlooms which had been handed down in the family from his grandfather Capt. George Smith. Boone also knew that Capt. Smith had been connected in some way with the QUICKSTEP, and with the SAM SNOWDEN. Apparently Boone was not aware of the extensive write-up which originated in the Parkersburg paper of 1895.

The LADY BYRON in 1833 took Chief Black Hawk to Wheeling. In his autobiography Black Hawk recounts: "On our arrival at Wheeling, the streets and river's banks were crowded with people, who flocked from every direction to see us, and treated us with kindness - no one offering to molest or misuse us. The village is not so large as either of those before mentioned (Louisville and Cincinnati), but is quite a pretty village." From Wheeling he was taken by stage to Washington, D.C. for an audience with U.S. president Andrew Jackson.

The LADY BYRON dates too early for inclusion in Way's Packet Directory. She was built at Steubenville, O. in 1830. Her Customs enrollment at Pittsburgh notices that "she has a round top pilot-house." Capt. John May was her master and her smokestacks were painted white.

Similarly the CIRRUSS, MONROE and WARSAW date too early for the Packet Directory. The latter two appear in Lytle-Holdcamper but it lists no CIRRUSS. There is a CERES listed 1833-1840 which seems to fill the bill.

Lytle-Holdcamper lists the DOVE as built at Letart Falls, O. in 1840, 34 tons. The prospects are that the hull was built at Old Town Rocks, about 5½ miles below Ravenswood, W. Va.

The SHEPHERDESS, built at Rip-

ley, O. in 1842, also is too early for Way's Directory. She turned out to be one of the horror stories of the Mississippi, although George Smith was not mate on her at the time. In the Way family archives is a letter dated January 11, 1844 written by James C. Way (great uncle of F. Way, Jr.) from Rush Tower, Jefferson County, Mo. addressed to Mrs. Mary Ann Way (his mother) at Sewickley Bottoms Post Office, Allegheny County, Pa. and we quote:

"Recently a sad disaster occurred within 3 miles of St. Louis, occurring at midnight, and a cold night it was, the steamboat Shepherdess, from Cincinnati for St. Louis, struck a snag and sank in two minutes. There were about 130 passengers in the cabin and on deck, out of which 46 were lost, principally old men, women and children of the deck passengers. Only one cabin passenger, a man, is known to be lost, besides the captain of the boat who is missing and supposed drowned. Several ladies and children were in the cabin; these were saved by getting on top of the cabin roof, the cabin parted from the hull and floated off. The people were taken off by boats from shore and by another steamboat which fortunately came soon after. Some swam on shore and were severely frost bitten."

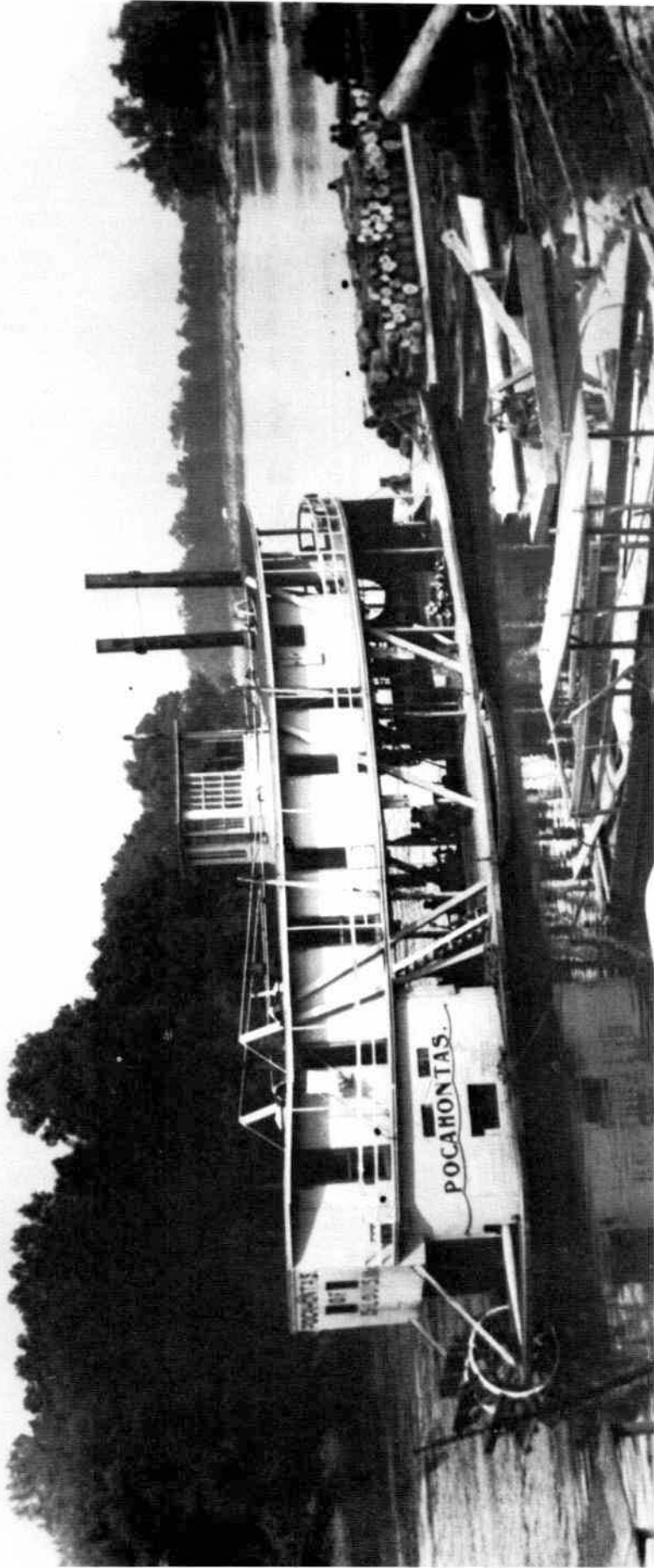
The disaster happened on January 3, 1844 and the final death toll was set at 70 persons. The missing skipper, Capt. A. P. Howell, was drowned. He was survived by a wife and family. Later on, one of his daughters, Emily, married Capt. William B. Miller, frequently mentioned in the Packet Directory and author of the unusual letter (pages 453-454 in the Directory) addressed to his children.

We could have included the BROOKLYN and OHIO in the Directory but omitted them. Both were of small tonnage and did not seem to qualify as passenger carriers. The OHIO was built at Zanesville, O. in 1847, 44 tons.

The R. H. LINDSEY (#4642) in the Directory) according to Captain George Smith, was a towboat. The BUCKEYE BELLE (#0727) tells that story pretty much as it was, save that when writing it we did not know "Capt. Smith" was Capt. George Smith. Also it was news to us that the YOUNG AMERICA (#5895) was originally a keelboat. Nor did we know that the HENRY LOGAN and the LAVINA LOGAN were brother and sister, both auspices of Capt. George Smith.

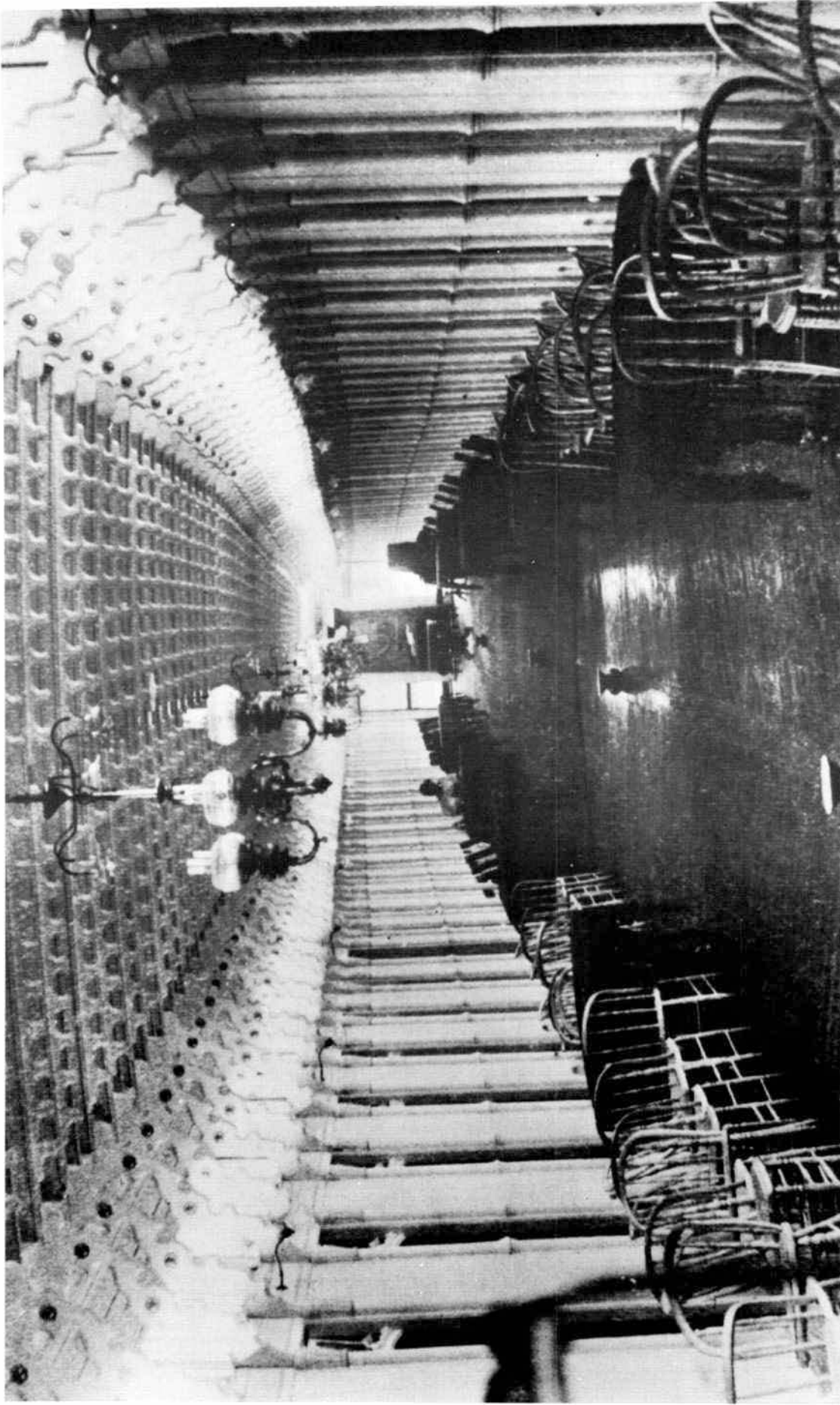
The QUICKSTEP (#4621) had her hull built at Murraysville, W. Va. and, according to Boone Weaver, Capt. George Smith superintended building it--not at Parkersburg as the newspaper account relates. Verily, we learn as we go.





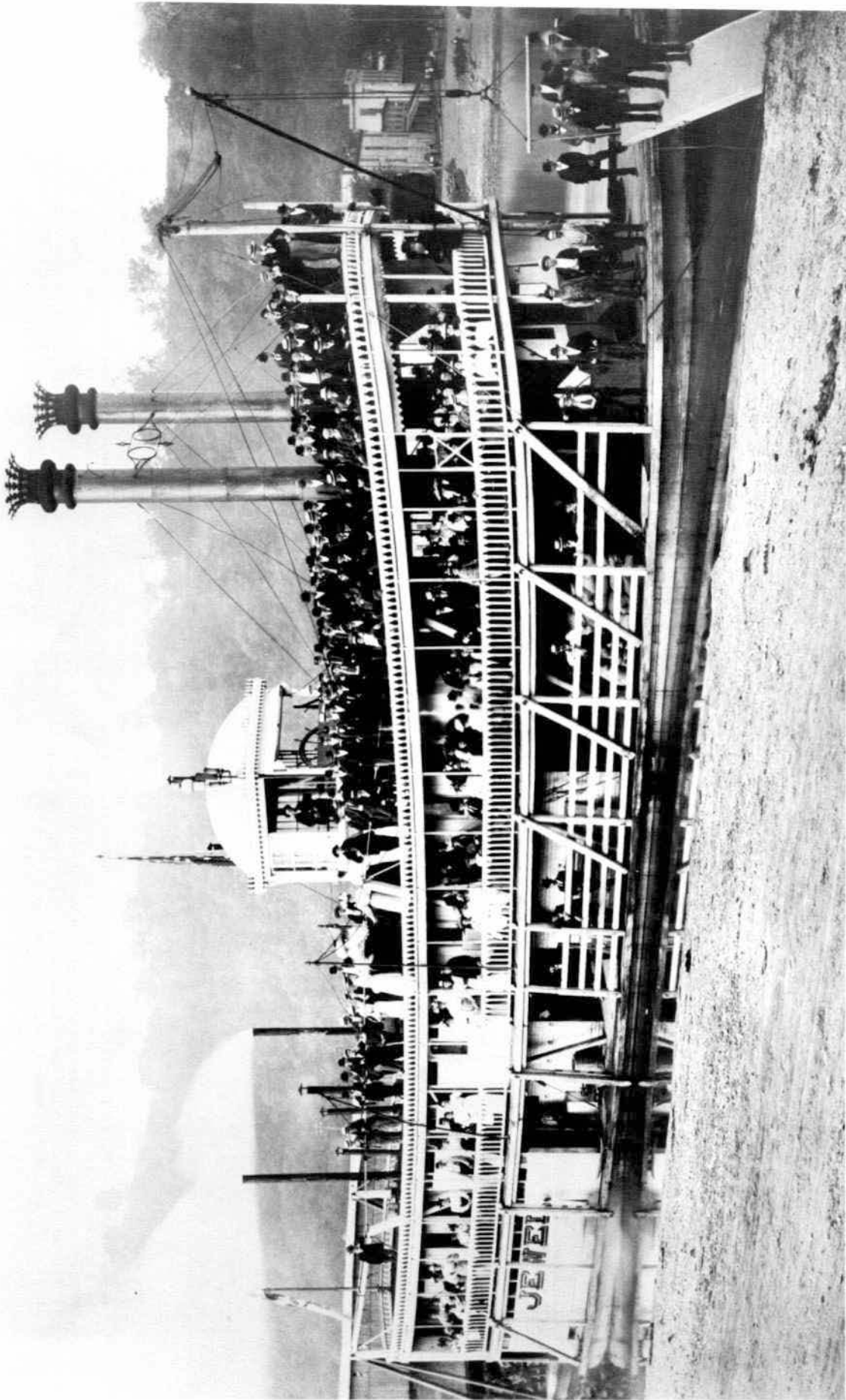
**W**HAT LITTLE we know about this picture won't take long to tell. It was taken at Augusta, Ark. in 1915 and comes from the collection of the late Duane Huddleston who lived in North Little Rock, Ark. and who had, until his death in 1982, a fund of knowledge about Arkansas steamboats. The Lists of Merchant Vessels give her place of build as Poplar Bluff, Mo. in 1907, a wood hull vessel 75 x 22.3 x 3.4. We've been squinting at our Rand-McNally and Poplar Bluff is about due west of Cairo, Ill. on the upper

reaches of Black River. Follow the Black about 40-odd squiggles into Arkansas and you arrive at Pocahontas about due west of Caruthersville. Then about 40-odd more squiggles and you are at Augusta, Ark. almost due west of Memphis, where this picture was taken. Access into all of this navigable area was made by going up the White, which today also is the recipe for gaining access to the Arkansas. So we give you the POCAHONTAS and her barge loaded with logs. Doesn't the boat's stern and paddlewheel vaguely remind you of the MISSISSIPPI QUEEN? In miniature of course.



**R**ALPH DuPAE located this picture in the archives of the Minnesota Historical Society, the cabin of the sidewheeler SAINT PAUL taken during the 34 years she served as a packet. In 1918 the Streckfus Line tore out all of the staterooms and turned her into an excursion boat with a full length maple dancefloor, bandstand, and all the trappings. Those of us who remember her in her excursion days (and

quite a few are still hanging around) will see little or nothing in this picture that they recall - perhaps the overhead fancy carlins - and perhaps some of those chairs. The modern generation may be perplexed about the parade of little pots center-lined clear back through the ladies' cabin until they are reminded that grandpa was an inveterate tobacco chewer. This type of cuspidor didn't tip over.



**T**HIS PICTURE of the JEWEL was made at McCommsville on the Muskingum River by local photographer Clarence G. Brooks on the occasion of an excursion while the boat was in the Lowell-Zanesville trade, Capt. Oscar Webster, Mr. Brooks, equipped with a glass plate view camera, took many exceptional steamboat pictures, and this is one of his best. It was taken in the 1898-1899 period and across the

river, over the bow, is the wharf grade at Malta, Ohio. This is the JEWEL described in the new WPD as #3013. For this print we are indebted to Ralph DuPae who located it in the Donald T. Wright collection at Tulane University at New Orleans. Mr. Brooks made gold-tone enlargements and probably sold dozens of them to the McCommsville and Malta citizens so clearly depicted here.





**T**HIS BOAT STILL RUNS. The DEMOPOLIS was built at the Howard Yard in 1920 for Federal Barge, an oil-burning, twin prop, steam towboat. One of the exploits of this boat, widely publicized at the time, was when, during a flood, she knocked down the Southern Railroad bridge at Demopolis, Ala. During World War 2 she was working on the Upper Miss, and was up to Savage, Minn. on the Minnesota River to bring out

the new DPC towboat BATAAN. Her skipper at the time was Capt. Ray Prichard who shows up in a photograph on page 3 of this issue. In 1952 she was sold to a scrap dealer in Dallas, Tex. Capt. Tom Findlay took her later to Tuscaloosa, Ala. and converted her to diesel, bringing her out in 1961. Still named DEMOPOLIS, she's been in every issue of Inland River Record since.

Sirs: I am a 42 year old elementary school teacher who has a dream, and I am hopeful that you will be willing to help me to accomplish the somewhat unusual wish that I have. Let me explain.....

Len Young,  
39 Forest Ave.,  
Greensburg, Pa. 15601

=The above letter was postmarked January 12th, the first sign of spring to come to our desk. Len Young has this insatiable urge to build a raft, power it with a 4 hp outboard, and take off from Pittsburgh for New Orleans, taking as crew his 17-year-old son. The trip is scheduled for 1985 which is a switch. Usually such persons can't wait to get started. Len says he believes it "may be the experience of a lifetime." He has a wife and three other 'teen age children. The last time we printed a raft-request letter was in 1965 from a Hollins College girl, Patricia Neild, which ended up (C. W. Stoll acting as intermediary) with Capt. Gordon W. Cooper building a raft at Paducah and skipping 12 or 15 of these Hollins girls to New Orleans. The whole thing was something of a sensation. -Ed.

The Delta Queen Steamboat Co. has engaged Sheila J. Grannen and she has been given the title of Director of Historical Programs. She is good friend of Jan Clement and was associated with the Mud Island project. More of this after she visits 121 River early in the spring.

TRAINS Magazine, January 1984, features data and 20 excellent photographs of steam railroad transfer boats which operated at seven crossings along the Mississippi River between St. Louis and Baton Rouge.

Wayne Leeman, the author, is a retired St. Louis Post-Dispatch photographer. He took six or seven shots of the PELICAN operating at Helena, but for the most part the picture gallery in his article is composed of historical views rounded up elsewhere, each with a credit line. In an introductory page, TRAINS says Wayne Leeman "yields to no man in the affection for what he terms these river rail transfer queens."

One of the photographs is a good broadside of the JAMES Y. LOCKWOOD which does not appear in the listings prepared by Tom Way in the right column on this page. The LOCKWOOD, getting down to fine points, was not a railroad transfer; which is to say she was not equipped with rails. A goodly number of towboats, and the LOCKWOOD was one of them, towed rail transfer barges.

Wayne Leeman's story of the Wiggins Ferry Co. of St. Louis expanded our conception of their river-rail operations many-fold. In addition to their prolific ferry service (passengers and vehicles) they were deep into steam railroad transfers. By 1892 Leeman reports that Wiggins was operating 14 miles of railway, 3 double track and 1 single track transfer boats, and 14 locomotives.

-Our thanks to Richard E. Brown, P.O. Box 1161, Pico Rivera, Calif. 90660 for bringing the above to our attention.

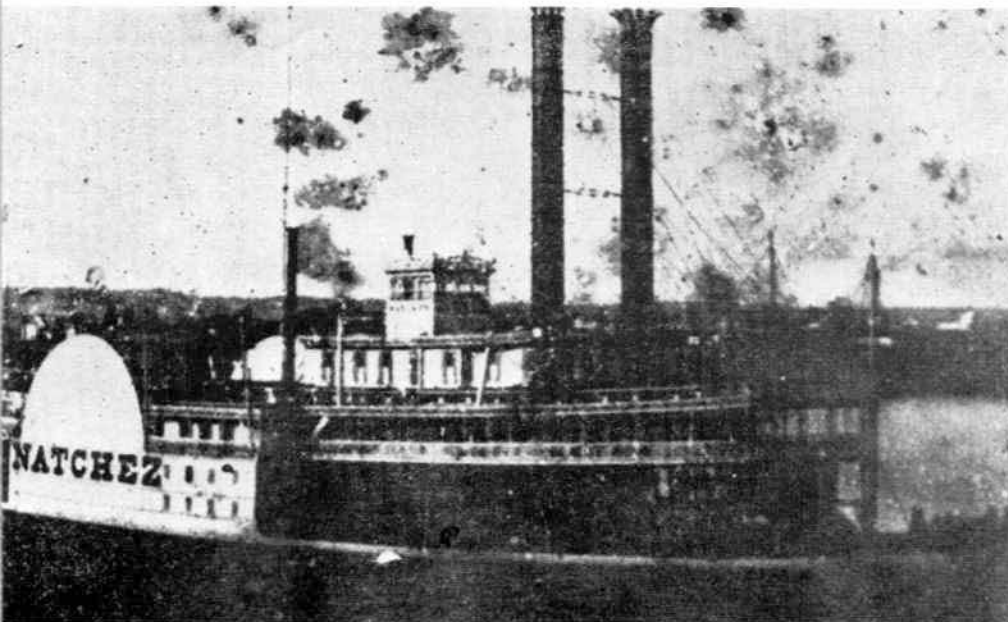
In our December issue, 1972, on page 45, there appeared a tentative list of self-propelled railroad transfers, all operated by steam. Tom Way has researched the subject and offers this revised list.

- Albatross  
1 B. F. Yoakum  
Campbell  
Carrier  
Charles Merriam  
DeKoven  
Delta  
General Pierson  
George A. Madill  
George H. Walker  
Geo. W. Parker  
Gouldsboro  
Gov. John C. Brown  
H. C. Nutt  
2 H. S. McComb  
3 Henry Marquand  
Henry Sackman  
J. F. Joy  
John Bertram  
John F. Lincoln  
John Trendley  
Junius S. Morgan  
Kellogg  
L. S. Thorne  
Marian  
Milwaukee  
Missouri  
N. D. Munson  
North Missouri  
Northern Pacific No. 1  
Northern Pacific No. 2  
Pacific  
Pelican  
S. D. Barlow  
St. Louis  
Ste. Genevieve (1st)  
Ste. Genevieve (2nd)  
Transfer No. 2  
Vice President  
W. B. Duncan  
W. H. Osborn  
4 Willard V. King  
1 Renamed Willard V. King  
2 Renamed Henry Marquand  
3 Formerly H. S. McComb  
4 Formerly B. F. Yoakum

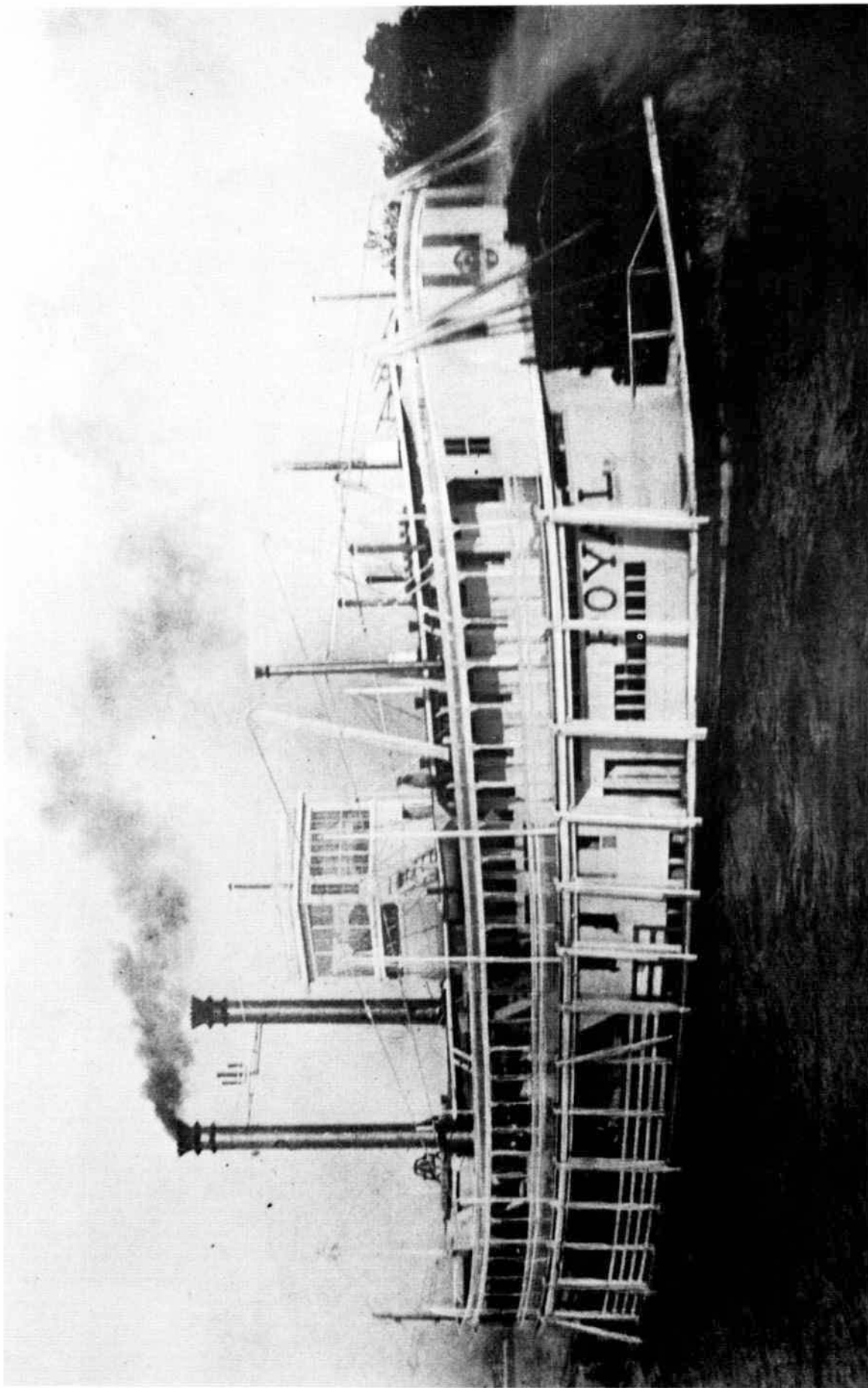
Tom Way's list adds Campbell, Milwaukee, N. D. Munson and W. B. Duncan. Deleted are Irene and P. F. Geisse, both of them passenger and vehicular ferries, no rails.

The members of the Ohio Historical Society have elected Randall Metcalf of Marietta to the OHS Board of Trustees. He will serve a three year term. Mr. Metcalf, a practicing lawyer, handled the transfer of J. Mack Gamble's funds to S&D. He is a graduate of Marietta College and Western Reserve Law School. He has served as a trustee for Ohio Showboat Drama, Inc. and the BECKY THATCHER showboat.

Russell G. Ryle, P. O. Box 2466, Bloomington, Ind. 47402 collects B/Ls, receipts and letters relating to river affairs in the Rising Sun-Rabbit Hash area, Ohio River. He lists for us eight small packets built at Rising Sun 1834-1850. Help him if you can.



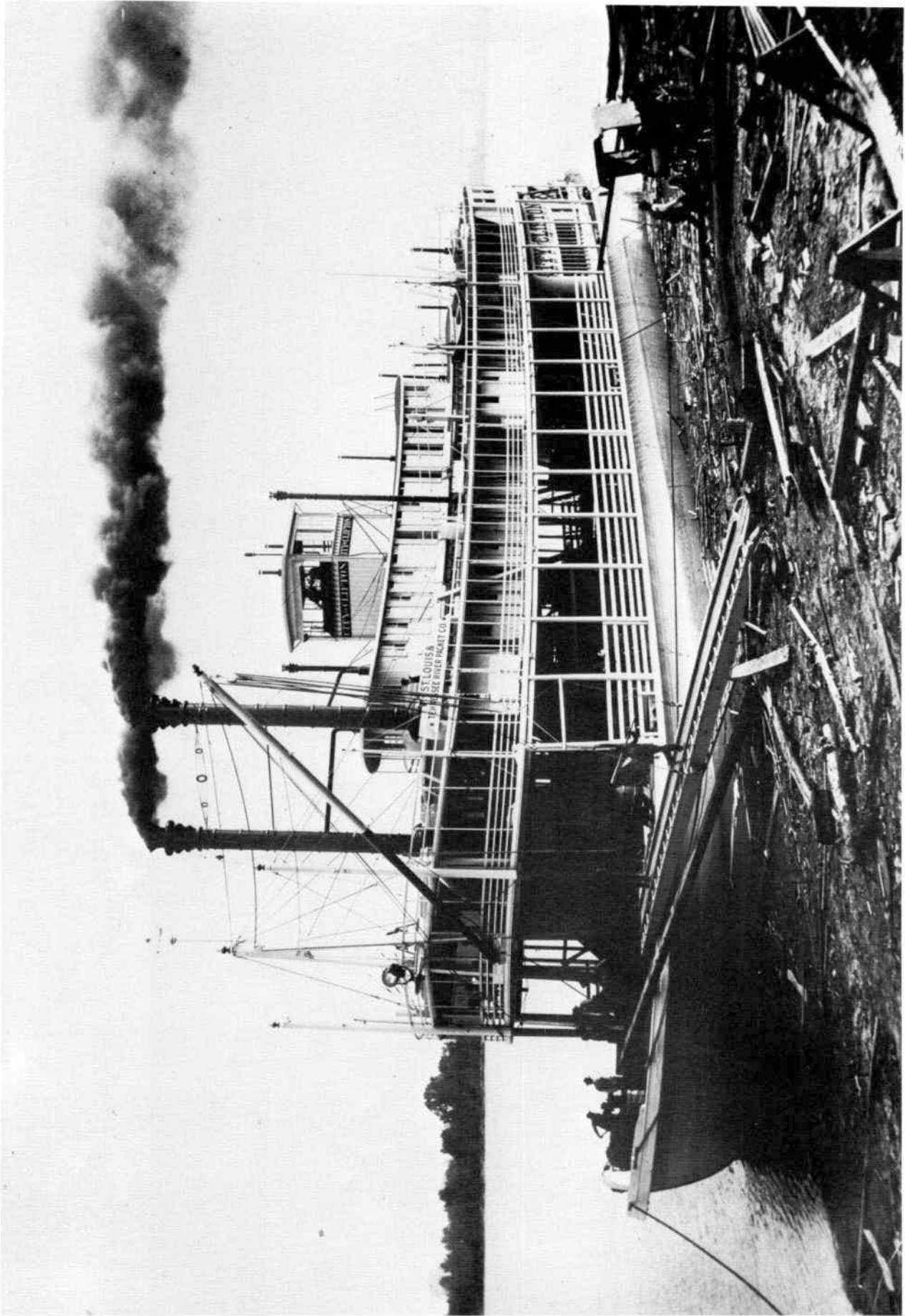
ONLY KNOWN photograph of NATCHEZ (#4107), fourth in the series built for Capt. T. P. Leathers. She came out new in 1854 and served the New Orleans-Vicksburg trade until retired in 1860. Although mildewed with age this unretouched picture shows the cotton bale emblem swung between her stack spreaders, the Leathers' hallmark. No photographs are known of No.'s 1, 2, 3 or 5. No. 3 lasted only a year and No. 5 had but a brief career due to the Civil War. No. 6, the racer, was well attended to photographically.



**S**ORT OF A WONDER that so few pictures were taken of the ROYAL (#4860) which in the five years she ran, principally Evansville-Henderson on the Ohio River, cut such a figure for speed. Muddied-up versions of this view have been going the rounds for years. Our compliments to the Murphy Library photo crew at La Crosse for giving the old

thing a spring cleaning. Now it almost leaps out at the viewer and likely will classify as the best shot existing of her. There is evidence that her wood hull was given a dead-rise of 9 inches, a slight V-shape from centerline to knuckle, something unusual in 1891 when she was built on the wharf at Evansville.





CITY OF CLIFTON appears in the tabulation of Howard-built steamboats (From Paddlewheels to Propellers, Indiana Historical Society, 1970) as the ROWENA LEE, built 1900. Factually this is so - she was built for the Lee Line of Memphis and was to have that name. But almost at the last moment

before raising steam she was sold to the St. Louis & Tennessee River Packet Co., the name was changed at the shipyard, and she backed out as the CITY OF CLIFTON. Capt. Jim Howard took the picture.

## CAPT. BERT SHEARER'S MOVIES SHOWN

by Jim Wallen

Spectacular pilothouse views looking out over moving tows with river scenery in the background were among memorable scenes of towboating activities in the movie presented before the winter meeting of the OK Chapter of S&D Sunday afternoon, November 20th, at the Putnam County Library near Hurricane, West Va.

Shown by Capt. Bert Shearer, the film focused on many aspects of towboating on the Kanawha, the Ohio and the Green rivers in the years 1953-1955. Those were the years when steam and diesel power made up the extensive Shearer fleet.

The audience of 25 saw tows being made up, going into locks, and complete tows moving along full head. A notable one was the 25 loaded coal barges in charge of the diesel O. F. SHEARER. There was a long look from the LELIA C. SHEARER while she slowly eased ahead of the HERBERT E. JONES as they both headed for the Gallipolis Locks with empties.

Action scenes were those of the SAM CRAIG rolling a good wheel and sending twin columns of black smoke skyward. Bert Shearer had the eye of an artist in recording some of these scenes. The stern-wheel steamer O. F. SHEARER was also prominent.

On the narrow, winding Green River, tows were seen passing at handshake distance and negotiating the short, sharp bends characteristic of that stream as the OLIVER C. SHEARER handled a tow of five jumbos past the upbound DAVEY CROCKETT before heading through the swing-span bridge and then into Lock 1 above Spottsville, Ky.

A scene of unusual activity was that of salvaging a loaded coal flat that piled up at Lock 28 during open river in 1955.

In their years as propeller boats, the GEO. T. PRICE and DUNCAN BRUCE appear frequently, along with the smaller diesel stern-wheelers SHIRLEY and JUANITA.

The vast array of coal barges at the Tanner's Creek unloading terminal below Lawrenceburg, Ind. and a steam derrickboat handling materials at the Cedar Grove boatyard on the upper Kanawha were pictured.

The film concluded with completion of the 150-foot, 2,800 hp. LELIA C. SHEARER at Brownsville, Pa. in 1956. "We named this boat for Mom and were going to surprise her with it, but when we took her to the ways to see the new towboat being completed, someone had forgotten to hang a canvas over the name on the stern, as we had planned, so that was the surprise right there," said Capt. Bert.

In the business session it was moved that the time for the late-year Huntington meeting be moved to an earlier date in October when better weather could be expected. The motion was voted on at the June meeting in Point Pleasant.

Jerome Collins, who presided, commented on the enjoyable meeting at Marietta in September adding that he saw the DELTA QUEEN there for his first view of the famed steamer.

Jim Bupp reported renewing the S&D REFLECTOR subscription for the Mason County Library at Point Pleasant, and a minute of silence was observed in memory of two area rivermen who recently passed away, Lon Keeney and Tom Reynolds.

On display after the meeting were several items that attracted much attention. Herschel Burford had a large picture of the coal unloading terminal at North Bend, O., identified as being between 1906 and 1911, and Jerome Collins had a ledger from the Kanawha River steamers ESSEX and PAUL PRY, 1837 and 1838, and a copy of a long letter written by a Coalsmouth resident in 1861, telling of Civil War activities and mentioning the steamer JULIA MOFFET as carrying troops. Capt. Bert Shearer had a large album of exceptionally sharp photographs, most of them made aboard the steamer O. F. SHEARER.

The oldest operating steamboat in North America is the SEGWUN, a jaunty one-stacker 128 feet long, owned and operated by the Muskoka Lakes Navigation and Hotel Co. Ltd. She was built in 1887, has two reciprocating engines and a Scotch marine boiler. After operating on the Muskoka Lakes for 62 seasons she was retired to become a marine museum. Then she was taken out of moth balls, completely rebuilt, and in the fall of 1980 she reappeared on the Lakes

after \$1.2 million had been spent revitalizing her.

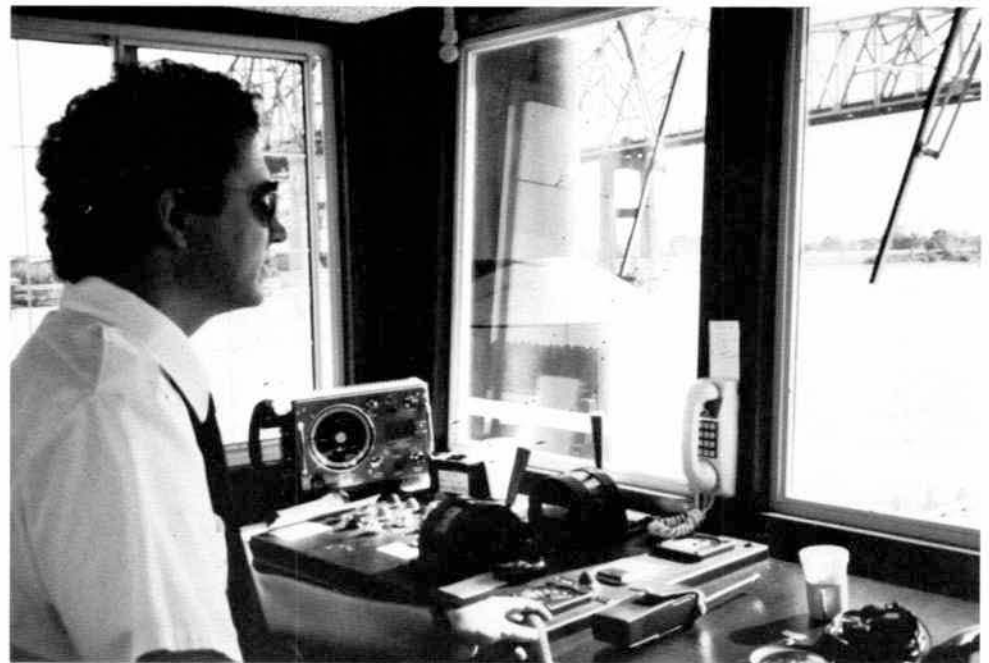
Muskoka Lakes? Look at a map of Ontario, Canada, and just about at the foot of Georgian Bay go due east and there you are. Or go straight north from Toronto and there you are again.

The SEGWUN is strictly a cruise boat - no overnight accommodations - and runs scheduled trips June 16 through October 8 out of Gravenhurst, Ont., located at the foot of the Lakes. Most posh is a two-day cruise, putting you up overnight at Paignton, Windermere or Cleavelands House, "grand turn-of-the-century Muskoka resorts," departing Monday, Oct. 1 at 9 a.m. and returning Tuesday, Oct. 2 at 6:30 p.m. Adults \$199.00.

We've received some brochures about all of this, plus a letter from Miss Norma McCleary, who tells us of the new "Commodore's Cruise," departing Gravenhurst at 5 p.m. Saturday, June 23, puts you up ashore overnight, and returns to Gravenhurst next evening at 6:30. Miss McCleary says that the cruise is at the behest of the Toronto Marine Historical Society, during which visits to many historical points on the Lakes will be made, not usually scheduled during regular cruises.

For brochures and information: Muskoka Lakes Navigation and Hotel Co. Ltd., Box 68, Gravenhurst, Ontario, Canada POC 1G0. Phone 705-687-6667.

Incidental intelligence: the official groundhog at Punxsutawney (in Pennsylvania that is) saw his shadow on February 2nd and there will be six more weeks of winter.



Capt. Bryan Collins, master of the new CREOLE QUEEN, at New Orleans. Photo by Marga Smith, Springfield, O., taken Nov. 29, '83.

## THE JESSE P. HUGHES DIARIES

1891 - 1892

Reviewed by C. W. Stoll

When Jesse was 14 he was already committed to keeping a daily diary which was little other than a weather report at Raes Run, Ohio. MDCCCXCI (now where did he pick that up?) 1891.

Jan. 1 New Years

Foggy and warm

Stormed and thundered

Jan. 2 Cold

3 Cold

4 Sunday. Cold

5 Cold

6 Cold

7 Cold

8 Cool

9 Cool

10 Cool. Papa cut down the Butternut tree

11 Sunday. Stormed all afternoon and night

12 Cold

13 Snowed some

--And so on, and only a momentous event could shake a sentence from his pencil. On the 19th: Cold. Bern went on the T. N. BARNSDALL. And on the 20th: Warmer. Bern came home. This was his uncle Bernard Louderback, a pilot.

On Feb. 3rd: Warm. Quit school. (There's a block-buster---age 14 and quit school; where was Papa; where was Grandma Louderback?)

Then came the February flood:

Feb. 17 River rising and high.

No trains running.

Feb. 18: Cool. River on top the banks and rising 4 inches an hour.

Feb. 19 Rainy. River rising 2 inches an hour.

Feb. 20 River fell six inches. Water within 7½ feet of the 1884 water mark.

--Not until the 25th were the B&O trains running across the river. This 1891 flood crested at 44 feet at Marietta; the 1884 flood had crested at 52.9 feet; the highest of record at Marietta was reserved for March 29, 1913, topping at 58.7.

March 6: Cool. School out at Rea's Run.

If Jesse did actually quit school on Feb. 3rd he didn't miss a great deal. His father made apple barrels and on June 17th "made first barrel today." Jesse, who notes June 7th "my 15th birthday," assisted. This occupation went on apparently until Sept. 22nd when "the cooper strike occurred."

Low water laid up the T. N. BARNSDALL on the 1st of October "and the FRANK PRESTON came up instead." On Oct. 6th: Rainy. I went on the FRANK PRESTON." This would seem to be Jesse's first river job although he doesn't say so, nor does he state in what capacity. This boat was built at Catlettsburg, Ky. in 1884, des-

cribed as a sternwheeler 120 x 19.3 x 2.9, and was well known on the Big Sandy River. On Oct. 9th: "Came home. The PRESTON went down the river again."

On Oct. 20th: "BARNSDALL came but I went on this morning." We know from other of his writings that he was under the direction of the boat's steward, working in the cabin and pantry. On the 24th she "started for Wheeling" but "was stuck all day in Petticoat riffle" on the 25th, not getting to Wheeling until 11:30 a. m. the 27th. Papa and Lillie (Jesse's sister) rode the boat several times during early December and on the 10th his Papa came aboard as watchman. There was a warm, green Christmas and New Year's eve was warm.

In January and February 1892 the BARNSDALL was laid up four times for ice. Father and son were working on the boat and came and went together during these periods. On the 10th of February Jesse was home and noted the Pittsburgh towboats going down with coal. He went back to the boat on the 1st of March. Since he first came aboard the BARNSDALL usually ran daily between Raven Rock, W. Va. and Marietta, down in the morning and back in the afternoon, laying at Raven Rock for the night, and all day Sundays. During Sunday lay-over on April 3rd Jesse notes "the new IRON QUEEN went up on her trial trip." He had doubtlessly watched the progress of her construction at the Knox Yard in Harmar, O. On April 10th the BARNSDALL's trade was stretched out, henceforth making a daily round between Matamoras, O. and Marietta.

On May 31st Jesse reports that the "TNB done up the KEYSTONE STATE between Belmont and Newport." In river lingo they had been racing and the "TNB" was the victor. The KEYSTONE STATE was regarded as a plodder--anything but a racer:

"She is so long upon the way, I wonder how they make it pay."

But on May 31st "T.N.B. done up the BEN HUR," something to crow about.

This new injection of vitality was due to a change in the TNB's management and ownership. A young man of Williamstown, described as extremely handsome, had won favor with the owner of a local flour mill. Together they had built a small packet named M. P. WELLS, a successful financial venture, and now flour mill money and persuasion from up-and-comer Capt. William E. Roe (at this stage aged 28) had placed Roe in charge of the TNB.

Fifteen-year-old Jesse P. Hughes recorded none of this in his diary but notes on May 3rd "I purchased Charles Dean's stand." Charles Dean had become the TNB's steward on March 14 and left on April 27, replaced by Otto Fowler. The stand, placed in the cabin, dispensed tobacco, candies, and perhaps soft drinks, a tributary income for someone in the steward's

department. Incidentally Charles Dean returned to the boat in July as cook, and left in August to go steward on the R. B. KENDALL. Jesse kept no financial records in these early diaries so we don't know how he fared in this first proprietary position which he handled as an aside from his regular duties.

On June 1st the TNB "done up the IRON QUEEN" providing unexpected excitement for capacity passenger occupancy which the new boat was enjoying between Pittsburgh and Cincinnati. On Jesse's 16th birthday, June 7th, the TNB handled a YMCA excursion from Marietta to Newport. Many such excursions were interlarded in the boat's scheduling. On Sundays, instead of idling at Williamstown, she was off with a boatload for the day. Whether this grueling program had adverse effects in the steward's department Jesse doesn't say, but during June she had six different stewards in one seven day period.

On June 22nd "Papa was married this evening." On July 4th he notes that Papa and new wife and Lillie were present as the TNB ran a Marietta-Newport holiday trip. The new wife was Anna Williamson, about 5½ years older than her new stepson Jesse. Annie was 21 on March 12, 1892.

September brought low water and several groundings. Trips were frequently interrupted. By October 1st the TNB was sailing along fairly well aided by a slight rise but by the 6th the river was "down as low as before" and two days later had fallen another 2 inches (about to 3 feet on the Marietta marks) and the H. K. BEDFORD quit running.

There was dock work to do and Capt. Billy Roe decided to take the TNB to Point Pleasant, W. Va. and have her hauled out. Jesse was included in the crew to take her down. The boat stuck briefly in Newberry Island and at Belleville and ran daylight only, but Jesse's big surprise came at Point Pleasant when Captain Roe arranged to proceed on down the Ohio to Cincinnati, instead of docking the boat, and run Cincinnati-Chilo during this low water season.

The water was too low even for the TNB. She entered the Chilo trade on Oct. 17th and on the 20th had to quit. On the 21st there was "a big blowout, 100,000 people on the wharf" celebrating Columbia Day. The 400th anniversary of the landing of Christopher Columbus was reenacted in the Cincinnati harbor with great fanfare, including the arrival of three mock-up ships, the NINA, PINTA and SANTA MARIA. Among the spectators were Capt. E. A. Burnside, Harry Burnside and Charles E. Morris, captain and pilots of the towboat JOHN DANA, plus the striker pilots Lew Lear and William D. Curry. They had rowed two of the DANA's yawls down from Point Pleasant, 205 miles, with the double-barreled purposes of a low water channel



inspection and taking in the show. They were guests aboard the towboat GEO. MATHESON for the pageant and the crew of the TNB had ring-side seats aboard their boat at the Big Sandy wharfboat.

That evening, at the conclusion of the festivities, the TNB was taken to the docks across the river at Covington where she was hauled out at 9 the next morning. Repairs were completed on the 28th of October. The river had dropped to 3½ feet. (The normal Cincinnati pool stage after the completion of the Fernbank Dam in 1911 was 13 feet, and today the Markland Dam provides about 30 feet.)

In spite of the bone-dry Ohio River the White Collar Line was attempting to maintain freight service between Cincinnati, Madison and Louisville. The critical low water area lay between Rising Sun and Gunpowder Riffle, a matter of 7 miles. On November 1st the White Collar Line chartered the TNB as a "shuttle boat" and sent her to the trouble area towing a lighter barge named OTTELIA loaded with freight to be transferred to the SHERLEY at Gunpowder. This accomplished, the SHERLEY gave her upbound freight to the TNB and turned back for Louisville.

The TNB retraced her steps back to Rising Sun and gave the SHERLEY freight to the CITY OF VEVAY which was down from Cincinnati. The VEVAY's southbound freight was put over on the TNB and lighter. This procedure was repeated on November 4th when the TNB met the VEVAY at North's Landing, took her trip to Vevay, traded again with the SHERLEY and came back up to Rising Sun.

This shuttle kept up until Nov. 6th when at Gunpowder the TNB found the CONGO stuck in the riffle. In attempting to get free a line got caught in the CONGO's wheel and tore off the outside cams. Then ensued a game of musical chairs. The SHERLEY took the CONGO's trip. The CITY OF VEVAY took the SHERLEY's trip and the TNB took the VEVAY's trip and delivered it at Cincinnati. On her next return downriver the TNB ran over a wreck at Petersburg and broke 22 hull timbers, and was forced to lay that night at Aurora. Next morning, the 7th, the TNB proceeded to Gunpowder and traded trips with the SHERLEY. Upon her return to Cincinnati the TNB again went on the docks at Covington. Despite a heavy snowfall Jesse took the opportunity for a visit to the Cincinnati Zoological Gardens.

A rise in the river brought a merciful conclusion to the Gunpowder--Rising Sun troubles (Jesse mentions passengers as well as freight in these transfers) and on a cold Nov. 10th the TNB headed for home. They ran out of coal and burned wood to Portsmouth, and then ran out again at Hanging Rock where they hailed the SEA LION to borrow four boxes full, which got them to the coal pile at Ashland. At Pomeroy they loaded aboard 550

barrels of salt at the Excelsior Salt Works. At the foot of Blennerhassett Island they took aboard some wheat and corn. And so on Nov. 13th she started running Marietta-Sistersville after an absence of little over a month. The next day Jesse notes that Capt. J. Mack Gamble's new SUNSHINE entered the Wheeling-Parkersburg trade.

Toward the end of the year boating came to a gradual halt. Jesse got off the TNB for a little over a week and saw the new ANNIE LAURIE go up on Nov. 23rd. He started back to work on Nov. 29th but missed the boat at Marietta, and took a train to catch her at Belmont.

A coal rise brought with it a parade of Pittsburgh towboats on Dec. 12th and again on the 17th. There was a white Christmas and in frigid weather the TNB laid up. Next day Jesse says "the river is closed" and next day it was frozen solid. By New Year's eve the river ice was 6 inches thick. Although the ice "broke" at 3 a.m. on January 5th Jesse makes no mention (peeking ahead) of any river traffic until February 2, 1893.

#### BANANA SPLITS vs. HOT FUDGE SUNDAE

Sirs: I haven't read every word in my September issue of the S&D REFLECTOR yet -- having trouble getting off of those pictures of the SPRAGUE. If they were food, they would be large banana splits with all the trimmings, syrup, nuts, cherries, whipped cream, all drooling and dripping over the sides of the dish.

There are, of course, lots of other good pictures that rate at least a hot fudge sundae status--the tightrope walker on page 16, the KATE ADAMS coming through the trees on page 23, the snagboat E. A. WOODRUFF on page 27 and the CITY OF LOUISVILLE fighting for life on page 33. Well, all of them are good desserts, and I'm sure not a few have enjoyed the luscious tart on page 29. There's just no accounting for taste sometimes.

Recently I took a guided tour of the gunboat CAIRO at Vicksburg. Such would be the delight of any river rat. I was quite taken by the fact that the engines and boilers look like new. Unfortunately the wooden part of the boat, in the same pristine shape before she was ripped from the bottom of the Yazoo, rotted away while she sat in limbo at Pascagoula, Miss. What water and mud could not destroy in 100 years, salty sea air did in only a few. Nevertheless, the restoration and reconstruction are worth seeing, and those who visit Vicksburg shouldn't miss it.

Lexie Palmore,  
630 Windsor,  
Tyler, Texas 75701

#### NEW ORLEANS BRIEFS

by Special Correspondent

Torture of the CLAIRTON continues. Readers of the Times-Picayune were informed of the boat being dragged up the side of the levee at Kenner, La. by block and tackles hooked to bulldozers. In an accompanying picture (which could have been captioned "Oh, my aching back!") the CLAIRTON is shown dragged over the side of the levee and imbedded in mud. According to Kenner officials she will remain there to become a lobby for their new playhouse being built on a barge. When the river rises at certain times of the year they say the boat will be "in"--as opposed to "on"--the water again.

Since her vitals were transplanted into the NATCHEZ, the CLAIRTON has been bombarded with disco music in Fort Walton, Fla., bombed with dynamite and sunk, plucked from the river at Baton Rouge and perched on a dock. Then she was dunked back into salt water for a five-year blast of disco music and late nights at Biloxi, Miss., before being sold to Kenner.

The sternwheel dredge KENNEDY has arrived in New Orleans and will be opened to the public as an exhibit in front of the United States pavillion at the World's Fair. The Fair opens in May and the theme is, "World of Rivers, Water as a Source of Life."

Other steam attractions at the Fair are three quite famous locomotives from three different railroads. Southern Pacific's "Daylight" engine 4449 (picture in March '76 issue) will arrive June 2nd, pulling a train from Portland, Ore. Union Pacific's 8444 (the world's largest active steam locomotive) will bring a train of railroad guests, then be on display at the Fair. The "J" class No. 611 of the Norfolk Southern is supposed to join Fair activities.

Sirs: Could anybody tell me what happened to the small towboat SHAWNEE and also the OLD RELIABLE? When I was young I lived in a place called Zalia, West Va., opposite Toronto, O. on the Ohio River. I worked on the Toronto ferry when it was an auto ferry, and also, after that shut down, I ran it as a skiff ferry.

John M. Myers,  
R.D. #1, Box 548,  
Weirton, West Va. 26062

=SHAWNEE wound up in the Zubik museum at Pittsburgh in the 1940s, and OLD RELIABLE burned at Woods Run, Pa. (just below Pittsburgh on the Ohio) in July 1934. -Ed.

## '84 FLOOD ON THE MUSKINGUM

by Clyde K. Swift

ON NEW YEAR'S DAY 1884 slush ice above the upper dams in the Muskingum forced the MINK NO. 2 to abandon her trip to Zanesville. She stayed in the McConnelsville canal.

By the second week in January the large packets in the Ohio River had suspended "until the ice runs out." Moored in the mouth of the Muskingum were the DIURNAL, COURIER, O. M. LOVELL, NAIL CITY, MONITOR, J. H. McCONNELL, HATTIE BLISS, the local ferry EMMA UHL and the Marietta wharfboat. Capt. Fuller's new Parkersburg boat, the GENERAL DAWES, was locked in ice above the dam. The INGOMAR at Strecker's landing had to have the ice cut away from her to keep her from stranding high-and-dry. The DIURNAL was hard aground in the mouth of the Muskingum. The ice at Lowell was 5 inches thick. Teams were crossing at Hooksburg.

A sudden thaw and a rapid rise in early February dislodged the ice gorge between Taylorsville and Eagleport. The spans of the covered bridge at Taylorsville gave way. The river ran around behind the locks taking a two-story frame house on the west bank. Mr. White's warehouse came down from Gaysport, struck the draw of the McConnelsville - Malta covered bridge, and opened it neatly. The rest of the old bridge remained intact. Three spans of the Taylorsville bridge went through the break and lodged 2 miles below Beverly on the Denny farm.

At Malta a block of ice crushed in the D. M. Rogers building, and the McCoy steam sawmill went down Water Street between Dickerson and Colson's stores.

Both warehouses at Center Bend were washed away, and the bridge at Lowell went out.

At Marietta water reached the windows of the Court House and both Muskingum River bridges were washed away. The Charles Kinney house from Malta floated into the Ohio.

While the Muskingum was still high the GEN. H. F. DEVOL and the LIZZIE CASSEL came down over the dams from Zanesville. In the three weeks while mud and debris was being removed from the Taylorsville locks, the OLIVETTE served the area above Taylorsville and exchanged with the MINK NO. 2, DEVOL and CASSEL below.

Two hundred men were employed at Taylorsville until the first of May restoring the river bank.

The '84 flood crested at Marietta on February 9th at 52.9, the first time in recorded history of a stage in excess of 50 feet, and not again exceeded until the gran' daddy of all Marietta floods came along in latter March 1913.

Sirs: Gene and I want to thank all of you for the lovely reception in honor of our 50th wedding anniversary. The tables were so

attractive and the cake and punch were delightful. Also thank you for my pretty yellow corsage. I loved it and, in fact, still have it. If only we all could age so beautifully! Have happy holidays.

Claire Fitch,  
Mv. CLAIRE-E,  
General Delivery,  
Guntersville, Ala. 35976

S&D's treasurer, Larry Walker, retired from the Union Central Life Insurance Co., Cincinnati effective December 31 last. He has been with the firm over 45 years. "I have no worry about time hanging heavy on my hands," he says, "and for the time being am enjoying not having to go to the office every day."

Sirs: The U. S. Coast Guard has decided not to list the "rig" or horsepower of new boats in future publications, which will be just dandy for the historian of the fu-



CAPT. VERNE STRECKFUS, named for his great uncle, standing watch as pilot on the CREOLE QUEEN at New Orleans. Capt. Gilbert Manson (left) is trying his hand at the wheel. Photo by Marga Smith, Springfield, O., taken Nov. 29, '83.

ture. He won't know if he's looking at a yacht or an ocean liner or maybe a barge. I have written to other historical societies with the suggestion that they protest to Merchant Marine and Fisheries in the House, and to their own Congressmen. We are trying here to get something done about it--may take an Act of Congress.

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

=Ouch. All the more reason for the WJ's Inland River Record which since 1945 has consistently out-classed the C.G. on Western Rivers towboat facts and figures. -Ed.

Mike Herschler, Quincy, Ill., is curious to know whether it was Falls City Ferry Co., Falls Cities Ferry Co. of Fall City Ferry. He got to wondering after looking at the picture of the ANDREW CHRISTY in our March '83 issue, page 30.

Capt. Ernest N. (Ernie) Pinkerman, 78, died in the Holzer Medical Center, Gallipolis, Ohio, on Monday, December 26, 1983.

He resided in Proctorville, Ohio where he was born May 21, 1905, son of Capt. Vincent and Ella Ellis Pinkerman. His last river employment before retirement was as master-pilot on various towboats of The Ohio River Company.

Capt. Ernie is survived by his wife, Ruth M. Pinkerman; one daughter, Mrs. Virgil (Carolyn) Crawford, Belpre, Ohio; one son, Gary Pinkerman, Belpre; one step-daughter, Mrs. James (Peggy) Pinkerman, Proctorville; a sister, Mrs. Emily Gillette, Proctorville; five grandchildren and three step-grandchildren.

Services were held at the Hall Funeral Home, Proctorville, and burial was in Highland Memorial Gardens, South Point, Ohio.

Sirs: On Sept. 8, 1982 we had a nice visit with Capt. Ernie and his wife Ruth, during which we recorded some of the conversation. His river career started on the ferry ARION between Proctorville and Guyandotte, then aged 13, at 50¢ a week. At 15 he worked for Capt. Roy Hyatt of the showboat WATER QUEEN, this in 1920. He then returned to the ferry ARION where his father was daytime master-pilot, and got his ferry pilot license at 19. Later he piloted and was master of the SOHIO STATE, where he spent a good many years before going with The Ohio River Company.

Marga and Bill Smith,  
1228 Glenmore Drive,  
Springfield, Ohio 45503

The American Society of Mechanical Engineers every three years releases an updated and comprehensive ASME Boiler & Pressure Vessel Code. The latest edition, released July 1, 1983, was noticed by an announcement which contains a brief history of boiler explosions. K. M. Reese, writing in the Chemical and Engineering News, August 15, 1983, summarizes:

"Boilers on steamboats were long a threat to life and limb. One day, in 1865, for example, when the Civil War had ended, the riverboat SULTANA was steaming up the Mississippi with a contingent of Union soldiers just released from Confederate prison camps. The boilers exploded, killing 1450 of the soldiers.

"In 1868 the boiler of a fire engine exploded outside a theater in New York City, causing numerous deaths and injuries. In 1894 at the Henry Clay Mine in Shamokin, Pa., 27 boilers blew up at once. The blast leveled the surrounding town and killed thousands. In 1905, a boiler went off at the R. B. Grover Co. shoe factory in Brooklyn, Mass. The toll was 58 dead and 117 injured.

"An accurate census of boiler explosions does not exist, according to ASMA. The records indicate, however, that at least

10,000 explosions occurred during 1870-1910 in the U.S. and adjacent parts of Canada and Mexico. That is more than one blast every 36 hours.

"States began to write boiler specifications into law, but the specifications differed from state to state. It became almost impossible to manufacture boilers that met all of these different requirements and make money at it. Anyway, in 1910, boilers in this country were blowing up at the rate of 1400 per year.

"In 1911, ASME formed a Boiler Code Committee, and the first code appeared three years later. In putting it together the committee obtained the cooperation of all concerned, including boiler manufacturers and users, steel fabricators, utilities, insurance companies, state inspection authorities, and technical schools. By now the code has been adopted partly or entirely by 46 states and numerous municipalities in this country and all of the provinces of Canada.

"The ASME Boiler & Vessel Pressure Code specifies rules for design, fabrication, and inspections during the manufacture of boilers, and the components of nuclear power plants. Pressure vessels include items such as pressure cook-

ers used in the home and sterilizers used in physicians' offices.

"The code is reviewed and revised continually by ASME Boiler & Pressure Vessel Committee and its subcommittees, which together comprise almost 1000 engineers. Regular review and revision are needed to keep the code abreast of technological progress. The code is published every three years, and the latest version has more than 8500 pages. Semiannual addenda provide revisions, additions and deletions during the three-year gaps between editions." --Thanks to Fred D. Morrison for the above.

John R. Miller of Keokuk has been studying the picture of the SIDNEY on page 26 of our last issue. He says she's loading water troughs for livestock consigned to farmers along the upper Miss, and that she's probably moored at Clarksville, Mo. Such galvanized riveted steel tanks are advertised in the Sears, Roebuck & Co.'s 1897 catalogue, ranging from 6 to 27 barrels capacity, touted as a vast improvement over the older wooden tanks inasmuch as they can be placed on a brick or stone fireplace and heated during severe winter weather.



**T**he GENERAL BEACH (ex-CORKER) is landed at Zanesville, O. in the canal paralleling the Muskingum River, the picture taken in the summer of 1921. She and the LIBERTY (#3454) both were operating Pittsburgh-Zanesville, the last steam packets in the trade. Capt. Hiram Douglass, who had been operating a butcher shop at Parkersburg, W. Va. and who previous to that had run the LOUISE (#3588) on the Little Kanawha, sweet-talked the BEACH's management into this experiment and was her captain. Homer Mozena of Clarington, O., the purser, persuaded (if persuasion was needed) J. Mack Gamble to come aboard as second clerk. Eugene Mozena, Homer's father, was mate. Mack soon discovered that his partner Homer was a heavy sleeper, lying in bed long past watch time, causing Mack to spend many extra hours checking freight. One early morning at East Liverpool, following a long grueling night, freight was flowing into the wharfboat with no clerk on duty. At watch time Mack, having stood the after watch, and tired and mad anyhow, put the discharge book on the office desk with a note of resignation tucked in it, and climbed into the upper bunk over top of his sleeping partner, and the captain and the mate found the two of them blissfully sawing lumber. So ended Mack's river career.



## MY UNEXPECTED STEAMBOAT RIDE

by Malaika Thompson

Ed. Note: Malaika Thompson attends 5th Grade in a private school for girls, Columbus, Ohio.

**T**HIS PAST SUMMER my family and I took the most exciting vacation in our lives. It was educational, fun-filled, and family oriented. It was a twelve-day, eleven night journey on the DELTA QUEEN from New Orleans to St. Louis. We were part of the Great Steamboat Race of 1983.

It all began with our fourth grade's visit to the Ohio Historical Society in October 1982. Our teacher, Mrs. Sehring, encouraged us to make a contribution to the "Save the W. P. SNYDER JR." campaign. I made a twenty-cent contribution. It was all I had.

In March '83 I received a letter from the Ohio Historical Society stating that I was chosen the winner for two tickets. Three days later I received a letter from the Delta Queen Steamboat Company wanting me to let them know if I would accept the prize. We were very excited. However, the only problem was that there were three of us and the prize was for only two. The prize was worth \$2,500 per person.

My Dad called and they stated that the third person could go for \$500 per night, or \$550. Dad mailed them a check.

The cruise began on June 23 and ended on July 4 '83. Before the cruise we drove to St. Louis and took a Greyhound bus from St. Louis to New Orleans. It was 18 hours long. We went through many small towns and met many nice people. We also crossed the 24-mile long twin-span concrete trestle bridge over Lake Pontchartrain. We could not see the other side.

We arrived in New Orleans and spent two wonderful days sightseeing, eating, taking pictures and swimming. We viewed the French Quarter, the Superdome, and took a horse and buggy ride. I would love to return some day.

We boarded the DELTA QUEEN on the evening of June 23, to much hoop-la and celebration. The Great Steamboat Race had begun! We would race the MISSISSIPPI QUEEN some 1300 miles up the Mississippi River to the Golden Arch of St. Louis.

We found our cabin small but cozy and we felt like we were journeying back through history. For the next twelve days and eleven nights we would relive the experiences of yesterday's riverboat travelers - visit the places they visited, participate in similar activities, and forget about what was going on at home.

My family and I participated in almost every activity and we were very successful. The first day of the cruise I won a beautiful oil print of the DELTA QUEEN and Mom won a calliope album for playing name Bingo. People started calling me "Lucky" instead of Malaika.

Later in the trip, my Mom and I won a map of the Mississippi River for the kite flying contest. I also finished fifth in the Mardi Gras costume party. I dressed as a baby, but dear old Dad won first prize dressed as a muscle man.

My Mom was on the winning "Floozie" team, and they received a first-place plaque and champagne. "Real People" filmed this segment and it was to be aired last November 16.

My Dad's team finished second in the Watermelon Eating Contest (ribbon and tee-shirt) and first prize for singing in the Barber Shop Quartet before 3,000 people in Cairo, Illinois.

There were other contests such as the Crew Relay Race, Tug of War, and the Battle of the Calliopes, which counted in the scores of the Great Steamboat Race too.

I'm not sure how the judges scored some events, especially since we were even on the last day of the trip. However, the DELTA QUEEN won the ten-mile final stretch of the race and received the Golden Antlers for winning the 1983 Steamboat Race.

We visited many beautiful plantations, court houses, and antebellum homes of the South. We saw many restored homes, Civil War battlefields and river towns along the Mississippi. We saw the tremendous erosion along the river and the dredging to keep the channel navigational. We also saw a large number of barges carrying fuel, and the smallest park in the United States, near Cairo. We saw the birthplace of W. C. Handy and Elvis Presley, and saw the Mud Island Museum.

We stopped in St. Francisville, Vicksburg, Memphis, Cairo, Natchez, and arrived in St. Louis on July 4 to see three million people celebrating and being entertained by Miss Universe contestants, and other name celebrities.

We returned to Columbus, Ohio late that evening, feeling as if we had been in a dream.

Since the trip, Channel 9 in Baton Rouge has sent us a videotape of the activities and "Real People" has sent a letter about the November 16 viewing. "National Geographic" will hopefully publish its coverage of the trip in its April 1984 issue. Mr. Dan Dry, photographer, took 1400 pictures of the trip, so coverage should be great.

In conclusion, the vacation was unbelievable, the food was fantastic, the people very friendly, and service was tops. I developed an interest in Dixieland music, Creole cooking, and steamboat history. I also got closer to Mom and Dad because there were no telephone calls, problems at work, or evening meetings. I had them all to myself. It was just great!

Malaika Thompson,  
1397 Benson Drive,  
Columbus, Ohio 43227

Capt. Carroll Shelby (Rip) Ware, 72, died on Thursday, December 29, 1983. He resided in Forest, Mississippi. He became well known as trip pilot on the DELTA QUEEN, and before retirement had been with Pure Oil - Union Oil for 31 years as master-pilot on the mvs. ANKER L. CHRISTY and L. W. SWEET.

Capt. Bob Reynolds of Memphis informs us that he and his wife Sharon attended the services for the late Captain Ware, accompanied with Capt. Ed Winford. Also in attendance were Capt. and Mrs. Gabe Chengery and Jennifer, Capt. and Mrs. Fred Martin, and Capt. and Mrs. Oren Russell.

Keith Norrington recalls that Capt. "Rip" Ware was licensed on the Mississippi, Ohio, Illinois, Tennessee, Kanawha, Ouachita, Black and Red rivers. "I've heard him say many times, 'Ol' Ware goes wherever water flows," says Keith, and adds: "Among my treasures is a tape recording I made aboard the DQ in 1978 of 'Rip' telling how to make and use a lead line, followed by him singing the marks. I enjoyed many trips on the DQ with Captain Ware, and it was always a pleasure to sit on the pilothouse bench and listen to his colorful tales in that delightful southern drawl. He affectionately referred to river fans as 'steamboat buffs' and 'steamboat buffettes.'"

Sirs: About two weeks ago (letter dated Nov. 7 '83) Sandie Miller and I went down to the Louisville Public Library and I began reading about the outfitting of the ROBT E. LEE, here in Portland, only ten blocks from where I live. The other day we walked on the shore from about 33rd (i.e., where it once was) down to the Sherman Minton bridge. It's a pretty heady hallucinogenic thought for a contemporary steamboat freak to realize that the LEE left some spot along our path with her first freight 117 years ago.

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

=What we need and have needed since 1951 is a new dictionary and now the time has come. Yesterday we got completely out of humor with this ancient edition for not defining "gravure dock," and it kept on insisting "graving dock" and telling us that gravure is an engraving. Hallucinogenic isn't in its vocabulary either. -Ed.

The picture of the towboat WESTERN on page 14 last issue has brought to us from Capt. Charles Henry Stone a list of the persons associated with the steamer's owner, Western Rivers Company, Point Pleasant, West Va. Officers were C. K. Blackwood, president and treasurer; J. F. McCulloch, v.p. and general manager, and C. R. McCulloch, secretary. The Directors were C. K. Blackwood, J. F. McCulloch, C. R. McCulloch, Homer Smith and J. S. Spencer.

We have received a letter from Edward P. Scannell, 6219 Wilmington Drive, Burke, Va. 22015, with some interesting enclosures. Mr. Scannell has been researching the two cotton sternwheelers JOHN HOWARD inasmuch as his great grandfather was steward, probably on both, until his death on board in 1885.

One of his enclosures is a stat copy of the account of the burning of the last JOHN HOWARD on December 12, 1898 just opposite Columbia, La., reported in the New Orleans Daily Picayune. The account recalls that there were three cotton sternwheelers which carried the name.

The first JOHN HOWARD was built at the Howard Yard, Jeffersonville, Ind. in 1870, listed in the Howard records as 170 x 40 x 6.5. The account in the Picayune says she was destroyed by fire at New Orleans "as she was about to leave on her maiden trip, on New Year's Day, 1871, at which time the EXPORTER and several other boats lying at the wharf in front of the city were also burned."

From other sources we learn that this first JOHN HOWARD carried four boilers, each 38" dia. by 24 ft. long, and worked 18's- 6 ft. stroke engines. A grain barge, or flour barge, was built on the hull by the Mississippi Valley Transportation Co., with a cargo box 160 x 35 and 13 feet high. It was at St. Louis for its first loading in September 1871.

The Howard records confirm that a second JOHN HOWARD was built at their yard the following year, in 1871. The details of its career, and also of the third JOHN HOWARD, are reported in the new Way's Directory (#3073 and #3074) but the date of the burning of the third one, confirmed in the Picayune, properly was on December 12, 1898. The first one is not reported in the new Directory at all, a lamentable omission.

Mr. Scannell would be grateful if any of our members might have references to his great grandfather Edward B. Scannell.

Eddie Allen and wife Daun announce the arrival of a young lady named Lauren Brooks Allen, born on November 27, 1983, weighing in at 6 pounds 10 ounces. Eddie and Daun will be remembered as the talented entertainers at the last S&D meeting. A tape of their homespun river songs constituting their S&D program is available, titled "Steamboat Stuff and Music" by writing them at their home, 340 West Second Street, Trempealeau, Wis. 54661. Eddie did not mention the price but did furnish their phone number, 608-534-6291.

A rather beseeching letter comes from a Cincinnati lady. "My name is Streckfuss and people often ask if I am in any way related to the Steamboat Company. I'm sure I'm not related but it has sparked curiosity on my part to learn more

of the history of the Company." Miss Virginia Streckfuss lives at 3104 Phoenix Ave., Cincinnati, O. 45211. She knows Dale Flick who has referred her to back issues of the S&D REFLECTOR containing many mentions of the Streckfuss (one final s) family.

Sirs: As of Dec. 11 '83 we are up to our necks here in snow and cold. I can see from here that there isn't a single steamboat at the levee. Hope things are more agreeable where you are.

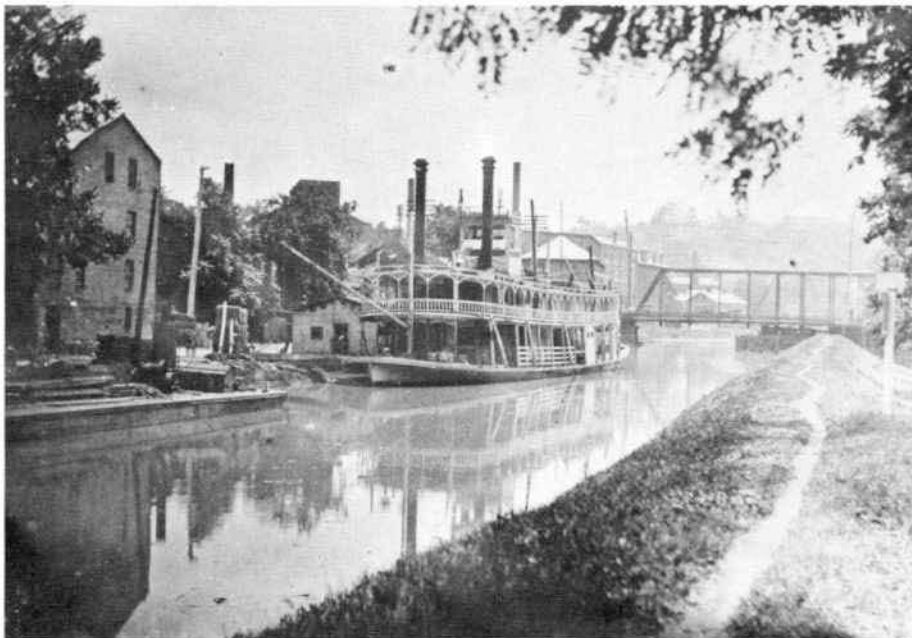
Jim Trott,  
P.O. Box 1264,  
Fort Benton, Mont. 59442

The Ocklawaha River in Florida is a tributary of the St. Johns, coming in a short distance south of Palatka. Steamboats operated from pre-Civil War days into the early 1920s on this narrow, twisty and forest-lined stream handling freight and passengers some 110 miles to Silver Springs which early became, and still is, an attraction for its "pellucid waters." The run from Palatka to the Springs was 135 miles, and many way landings were served, some of them with captivating

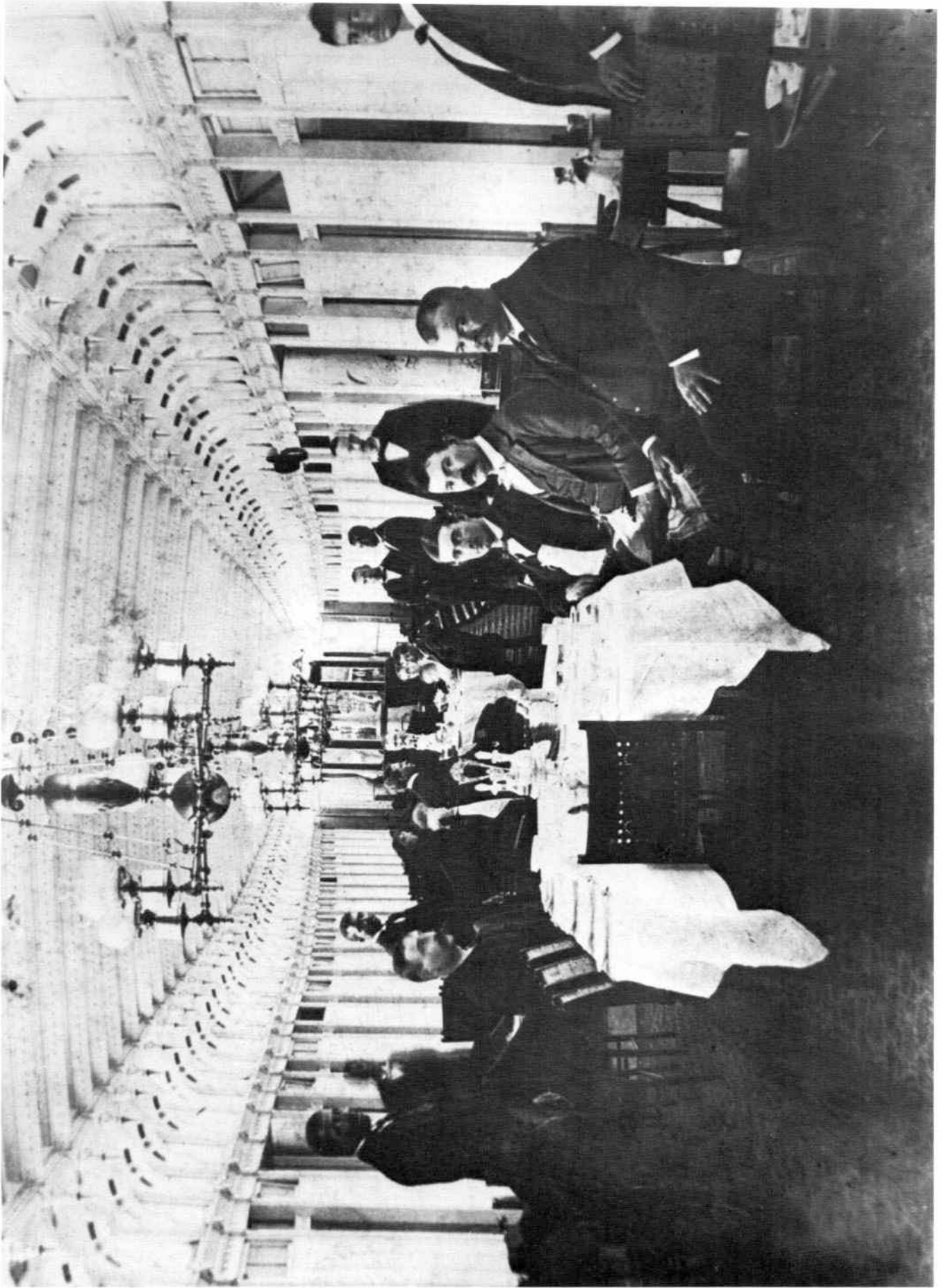
names: Poor Man's Labor, Honey Bee, Hart's Secession, Bear Tree, Pin Hook, Brush Heap and Chitty's Avenue.

Edward A. Mueller, long an S&D member, has lately published a book loaded with photographs and drawings, same page size as the S&D REFLECTOR, 135 pages. It is aptly titled Ocklawaha River Steamboats, for that's what it is all about, the culmination of many years of collecting rare photos and information. These packets were rather small and home-spun (they had to be to twist around in the shallow stream) and there were over twenty principal ones from the start to finish. The OKEEHUMKEE, built at East Palatka in 1873 survived into the 1930s and was 83 feet long, one of the largest. Ed's book has a dozen pictures of her taken from the early days until she was finally laid up in the St. Johns not far from her original building place.

All in all, the book is well put together and worth the price of admission. To procure a copy send \$15.95 plus a dollar for postage to Edward A. Mueller, 4734 Empire Avenue, Jacksonville, Florida 32207. Florida residents add 5% sales tax.



ON PAGE 43 is a picture of the GENERAL BEACH at Zanesville, O. Here is one with the VALLEY GEM (#5535) at the same exact location, taken in the canal. She is headed upstream and at departure time the Sixth Street highway bridge must be turned on its swing span, and then she backs down through the 60-foot aperture into a rather tight bend, and then backs through the twin locks at No. 10. Once below the locks she turns around to go down the river. The LIBERTY reversed this procedure, backing up through the twin locks, then the bridge, and so landed head down. The VALLEY GEM is alongside a small frame one-story warehouse which served as her freight terminal, and also later on for the LIBERTY. The GENERAL BEACH used the first floor of the four story building at the extreme left, which was actually the cellar for the structure, built of stone. On page 8 of this issue is a rather amazing tale of how the modern-day tourist diesel sternwheel VALLEY GEM round-tripped Marietta-Zanesville last fall. Actually she did not venture through the twin locks at No. 10, landing below there on the west bank at Putnam. The path in this picture on the right is on the top of the canal bank, and the Muskingum River is off to the right.





## PICTURE ON THE OPPOSITE PAGE

Taken in the cabin of the last BONANZA (#0665) while the White Collar Line still had her in the up-river trade (Pomeroy) from Cincinnati, which means prior to 1904. She still has oil lamps, so this could well be in the late 1890s. Some years ago we showed a print of this to the late C. T. Duzan of Portsmouth, O. and the only positive identification he could make was Capt. Mitchell O. (Art) Shriver, the only one seated on the left side. Art was watchman on the BONANZA and in 1902 was mate on the CITY OF PITTSBURG when she was lost by fire on the lower Ohio. He survived the tragedy, lived at Augusta, Ky., and briefly was master of the SENATOR CORDILL.

C. T. Duzan looked carefully at the three persons seated on the right. "Don't take my word for gospel," he wrote, "but the first one looks like Bill Bowen, the mate; the second gentleman is the image of Wm. Stapleton, second mate, and at the end is one of the Surtee boys."

So this is probably how we're going to have to leave it.

In our June '83 issue, page 7, appears a photo of a model hybrid excursion-showboat named RYMAN, created from plans prepared by architects of Seattle, Wash. The real article would be 300 feet long, sternwheel, and ply the Cumberland River to and from Opreyland to Nashville. It now has been announced that the contract for her construction has been awarded to Jeffboat, Inc., Jeffersonville, Ind. The price tag is estimated at \$8 million.

Sirs: I'm doing research on the life of Capt. William (Billy) Ashford of the Memphis and White River Packet Co. and also am seeking pictures of the boats he was on. My father and most of my family live at Helena, Ark. where I was born. Will you please tell me where I can buy one of your books?

Marge Weller,  
146 Honesdale Road,  
Carbondale, Pa. 18407

=Capt. William Ashford has three mentions in the Packet Directory, which may help some. -Ed.

## ORCHESTRA ON THE BACK PAGE

This five-piece orchestra comes from a family photo album saved by T. J. Hall II. Mr. Hall made his first appearance at an S&D meeting last September, his family having been in the river business in the Cincinnati area (coal, lumber, sand and gravel) for several generations. Ralph DuPae borrowed the album and sent us the copy print made from the original photo which graces our back cover.

The original in the Hall album is unidentified - no clue as to date or the name of the boat. This lamentable omission set Ralph DuPae to doing some tall sleuthing. He is reasonably sure it was taken in the cabin of the CITY OF LOUISVILLE inasmuch as all of the overhead bric-a-brac and the chandeliers match these details in another cabin picture of this boat.

So, granted Ralph is right (and he presents a pretty open-and-shut case) we still don't know anything about the orchestra except that on Sunday meet-the-boat trips music was furnished. --And it is reasonable to presume that she carried an orchestra on her Cincinnati-New Orleans Mardi Gras trip in 1903. This last possibility seems to gain ground when you look on back through the cabin at the baskets of posies, overhead decorations, and the whole cabin crew busied in getting ready for an event of some particular sort. Where's the piano? Maybe the photographer had his camera placed on it. Maybe the CITY OF LOUISVILLE didn't have one - that's a crazy thought - maybe this five-piece orchestra didn't need one. Four of the players look quite composed, but the violinist in his Sunday-go-meetin' suit and stiff collar is a bit dazed.

Our ardent (but somewhat forlorn) hope is that somebody, somewhere, knows more about all of this than we do. By all odds it is a captivating scene.

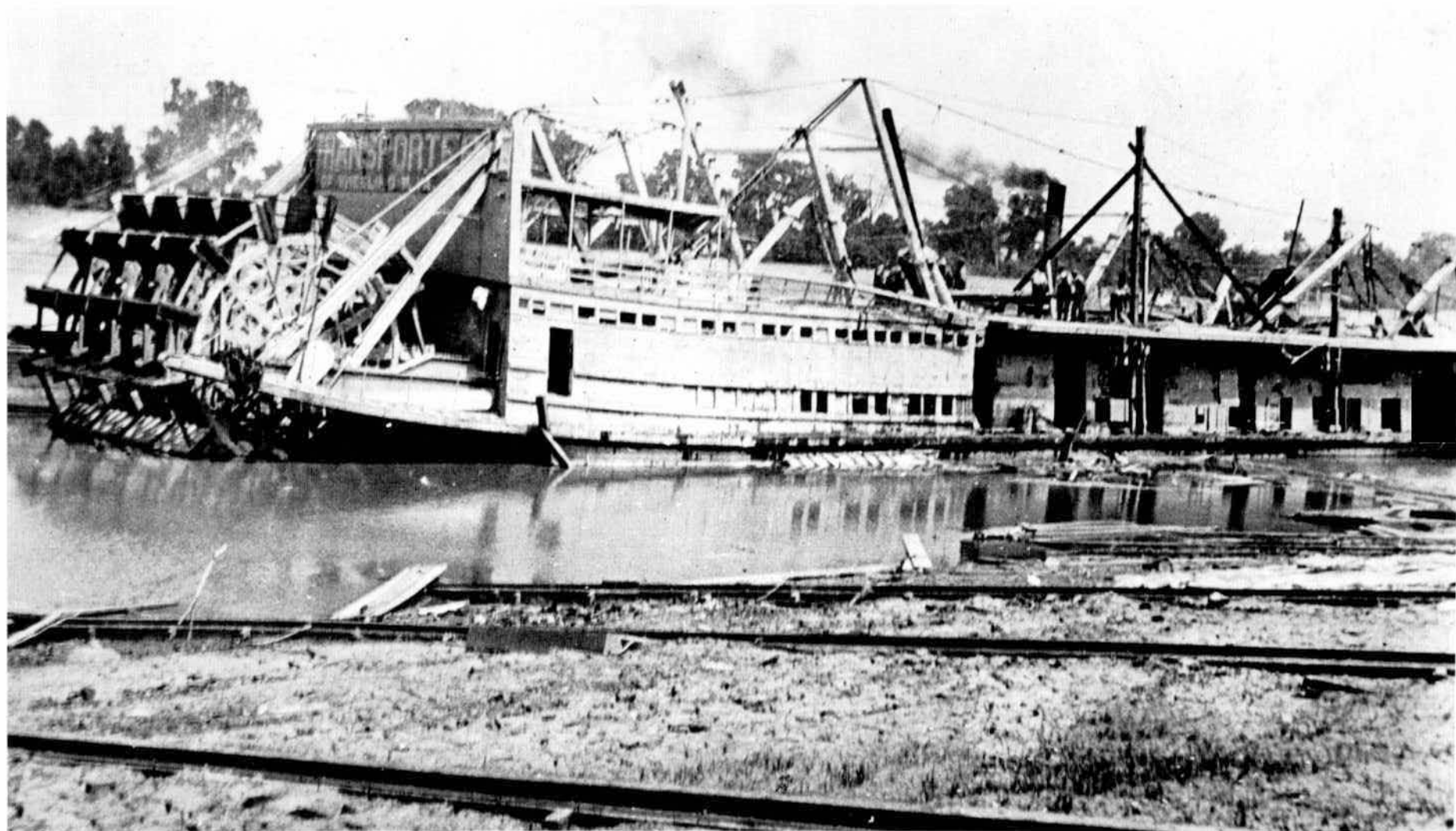
In reporting the annual S&D Board of Governor's meeting, bless Bess we neglected (forgot, to be exact) to mention Tom Kenny's idea that S&D sponsor a promotional show of river exhibits and related materials to send around to meetings, schools, etc. Dale Flick didn't forget. He has offered to prepare a slide show or shows for such worthy purposes, and Tom Kenny concurs, we understand, with this approach. John Briley is on the bandwagon for the idea. More on this later.

Jerry Romig of Hockingport, O. sends us a snap showing a small portion of the U. S. steamer WAKE-ROBIN with the prospect it may have been taken at Charleston, W. Va. She was built by Dravo in 1926. Did she ever go up the Kanawha River? -And we are looking at you, Jerome Collins.



**H**ARRY P. FISCHER, Marietta photographer with a penchant for his local rivers and steamboats, set up his tripod to capture this unforgettable scene at the mouth of the Muskingum. He didn't date it but there's the Ohio River bridge, opened in 1904, and in the foreground is the Marietta-Williamstown ferry PIONEER CITY which the bridge knocked out of business and hence in late 1905 was altered to handle the Baltimore & Ohio Railroad's transfer barge in the mouth of the Little Kanawha. Laid up at the "Point" is the Pittsburgh-Charleston packet KANAWHA. The sign on the brick building over there reads A. T. NYE & SON COMPANY MANUFACTURERS LEADER STOVES AND RANGES and peeking over the top of it is the dome which graced the front roof of the Bellevue Hotel, forerunner of the Lafayette. The boat with her stern showing laid up ahead of the KANAWHA is the U.S. Lighthouse tender GOLDENROD, easy to spot due to her white-painted paddlewheel and the windows in the engineroom bulkhead.





ON THE EVENING of May 9, 1927 a tornado crossed the Ohio River near Joppa, Ill. catching the towboat TRANSPORTER under way. She was blown most the way across before she overturned. Capt. George Foreman was master, Pete Briscoe and Graham Varble were the pilots, and Irvin and Clayton Wright were the engineers. She was owned at the time by the La Belle Transportation Co., an off-shoot of Wheeling Steel Corporation. The wreck was raised and towed to the Ayer and

Lord Marine Ways, Paducah. This picture, taken by Capt. Ray E. Prichard, shows her being prepared to lift on the cradles. The TRANSPORTER was the old Combine towboat VALIANT and originally was the JOSEPH NIXON built in 1877. As the VALIANT she had been in the Monongahela River boneyard for several years when Charles T. Campbell rebuilt and re-named her in 1921, operated her briefly, and then sold her to La Belle Transportation Co.





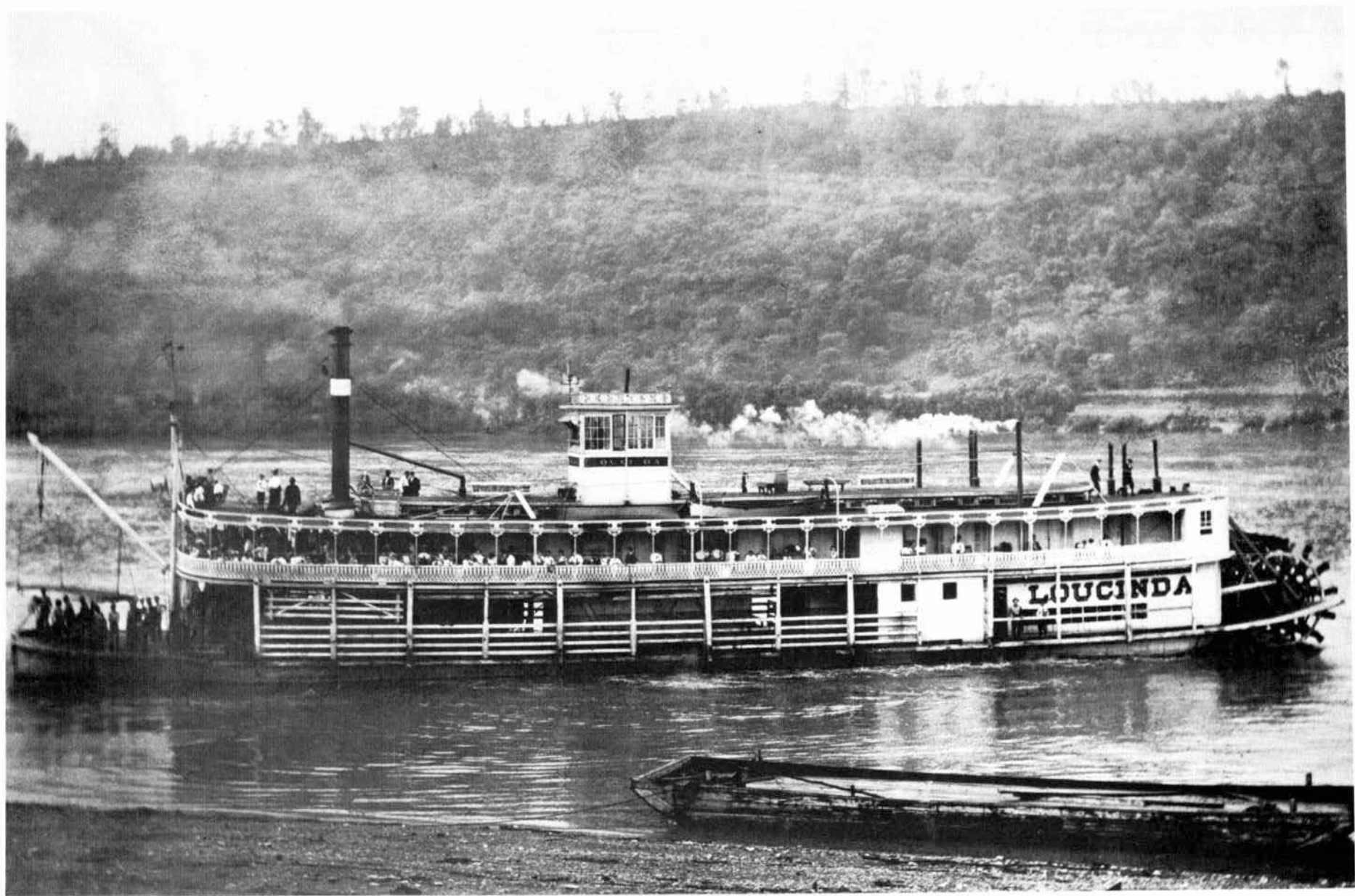
**T**AKEN at the Ayer and Lord Ways, Paducah, during the rebuilding of the TRANSPORTER in 1927. The storm which wrecked her killed six persons in Massac County, Ill. and injured 50. As this picture by Ray Prichard shows, the work required building a completely new superstructure from the hull up. The only short-cut was the elimination of the skylight on the roof. Later on Wheeling Steel sold her to Capt. Birch McBride who contracted in 1937 to tow coal to the Dewey Portland Cement Co. plant at Davenport, Iowa. Low

water interfered and briefly she towed grain between Joliet and St. Louis. The next year, 1938, she was deeply in trouble with creditors and was advertised by the U.S. Marshal to be sold at the Louisville wharf. She was being taken there from Harrods Creek when she caught fire enroute and burned at Six Mile Island. Date was December 12, 1938. Her loss marked the end of the "lower river style" towboats which had towed coal south from Pittsburgh.



THOSE SUPERB pictures of the Cincinnati suspension bridge and array of side-wheelers shown in our Sept. '83 issue, pages 18, 19 have spirited forth the above from the collection of Bert Fenn. This one was taken while the bridge was bran' spankin' new, and proof of the pudding is the presence of the double-cabin AMERICA at the U. S. Mail Line's Vine Street landing, Cincinnati. Also, important to dating, is the side-wheel MAGNOLIA at the far right, which went to

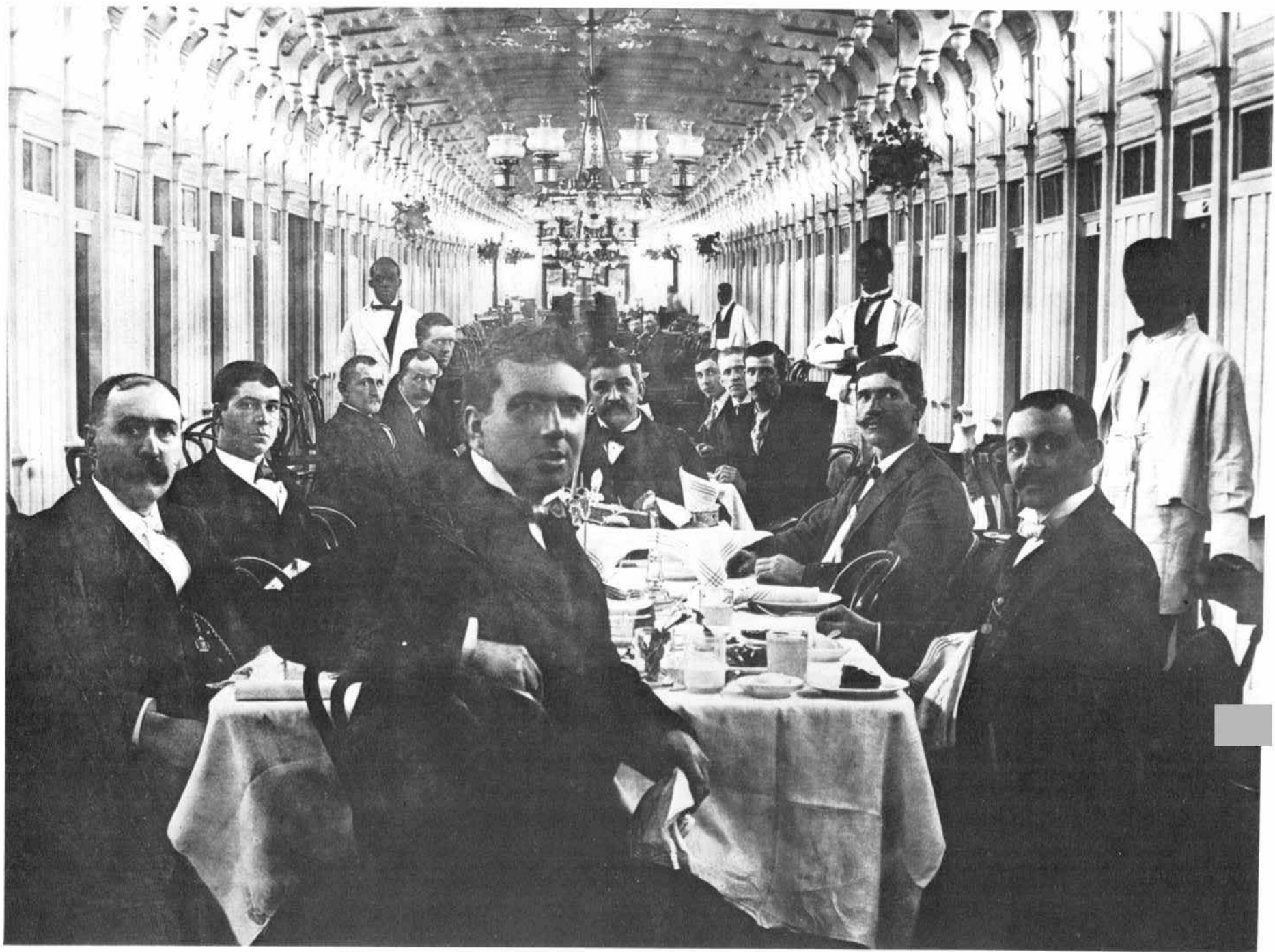
kingdom come in a boiler explosion just above Cincinnati on March 18, 1868. Charles Cason's model of her was featured in a series of three pictures in our Dec. '83 issue, page 43. Ergo, the above scene was taken sometime between April 1867 and mid-March 1868. Usually a bit of shrubbery shows up to help nail dates down, and I do believe that away off to the left trees on the Kentucky hill are in leaf. So it's in the summer of 1867.

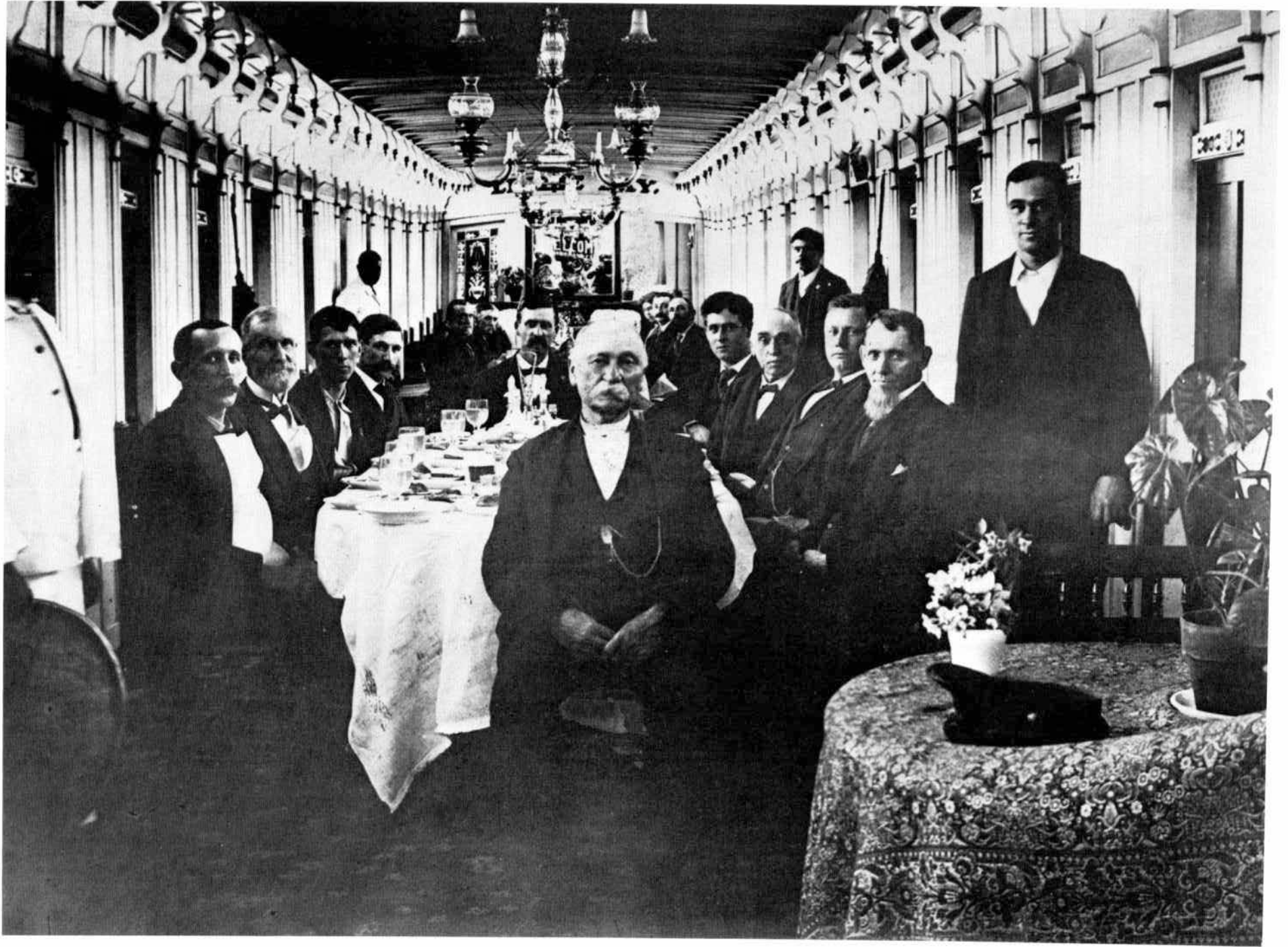


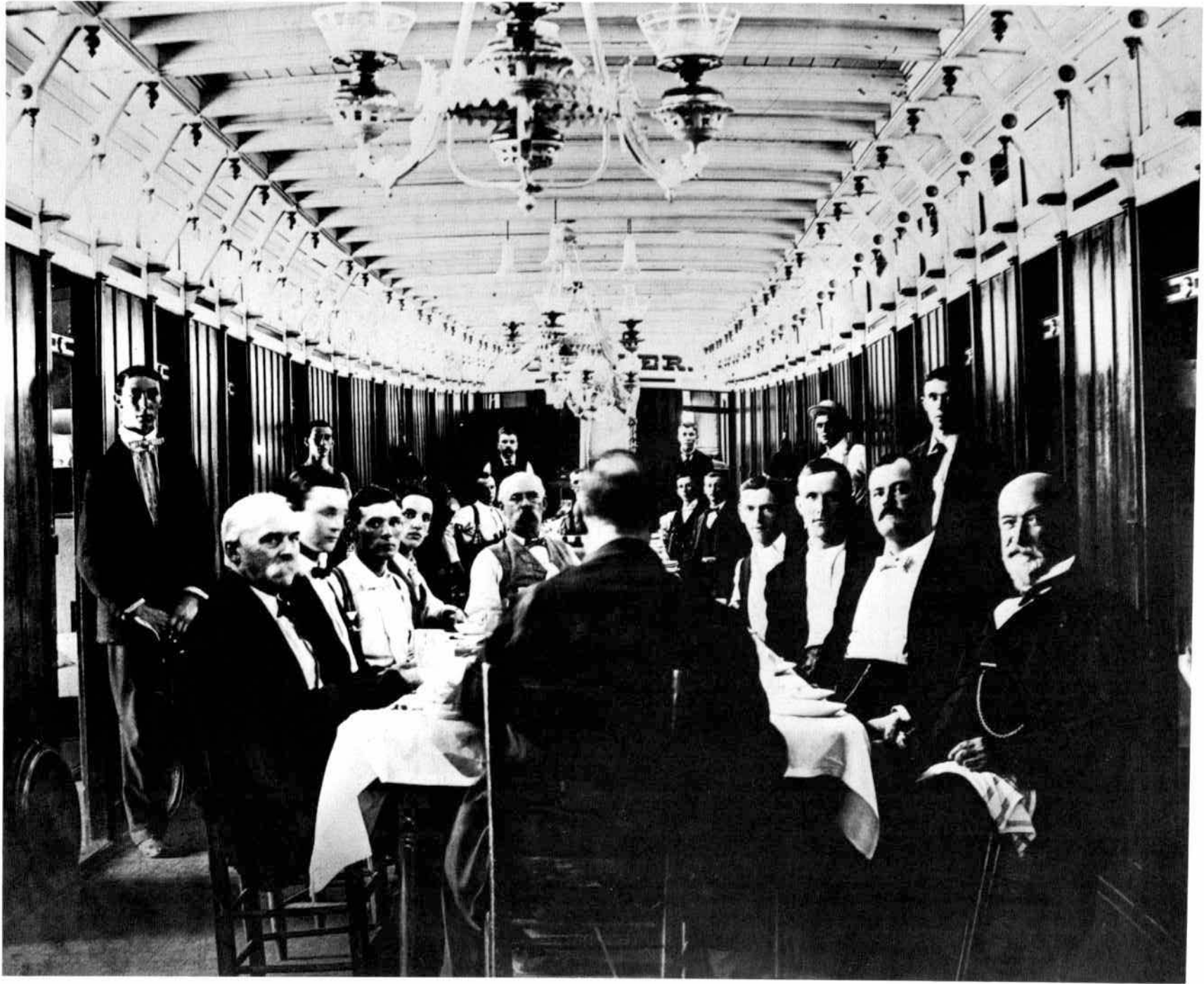
**T**AKEN at Madison, Ind. by H. M. Flora on the occasion of an excursion to Fern Grove, Ind. and return on July 13, 1913, auspices of Marks & Benson who advertised it as the "American Boy Excursion." The LOUCINDA was owned by the Louisville & Cincinnati Packet Co. who ran her most of the

time (1910-1918) in the Cincinnati-Madison trade, her name concocted from their three side-wheelers CITY OF LOUISVILLE, CITY OF CINCINNATI and INDIANA. This excellent shot of her comes from C. W. Stoll's files and also our thanks to the Murphy Library people, La Crosse.

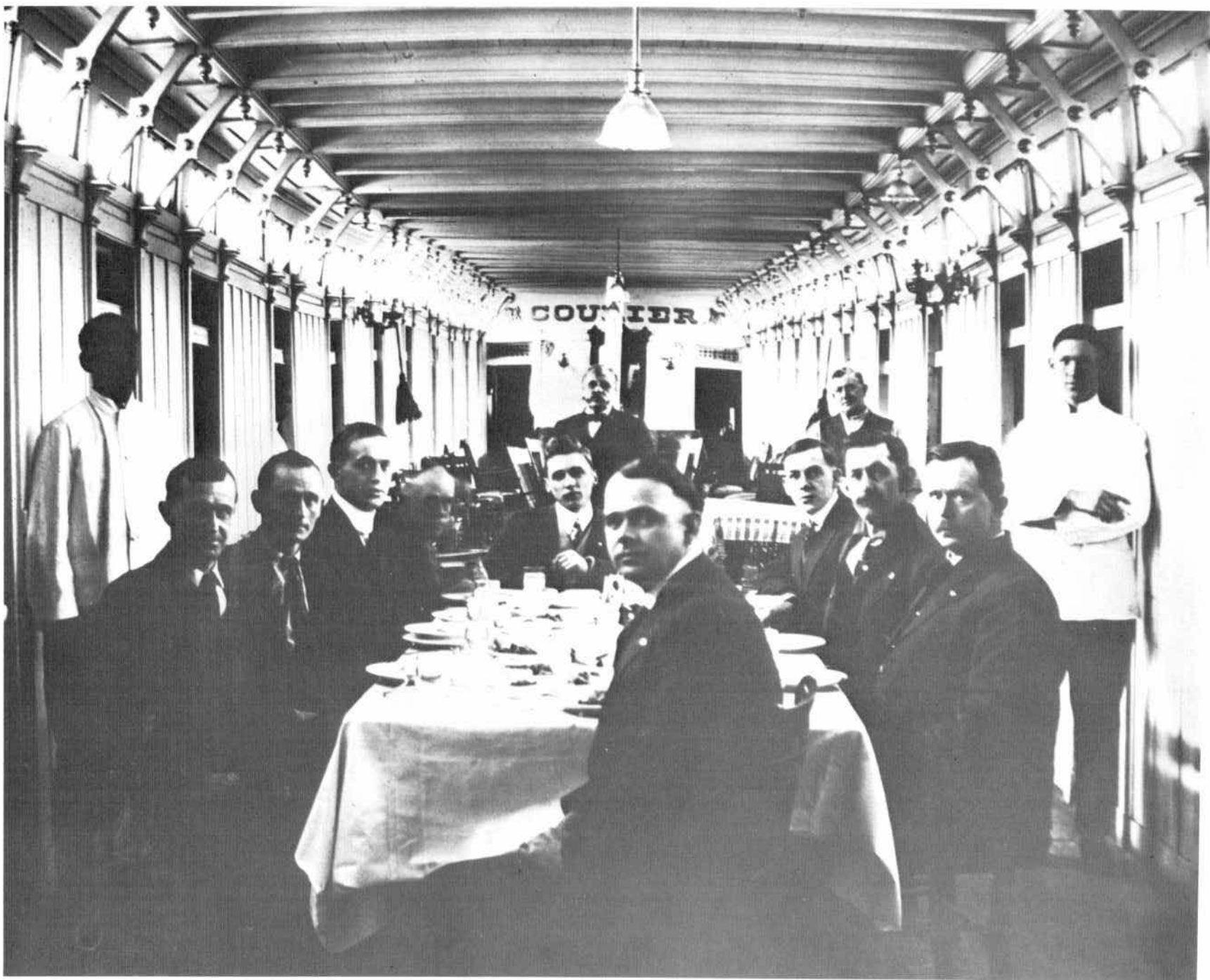


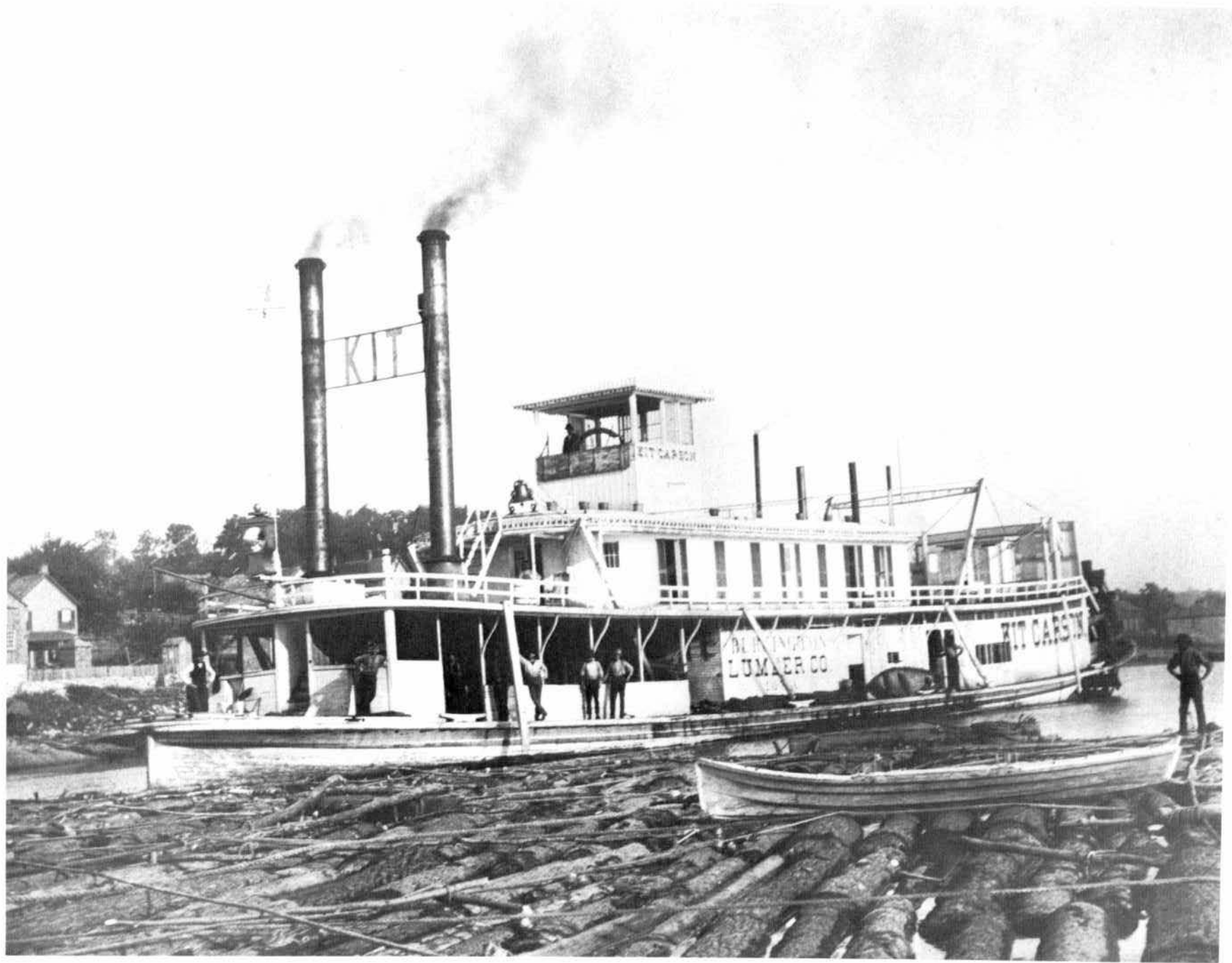


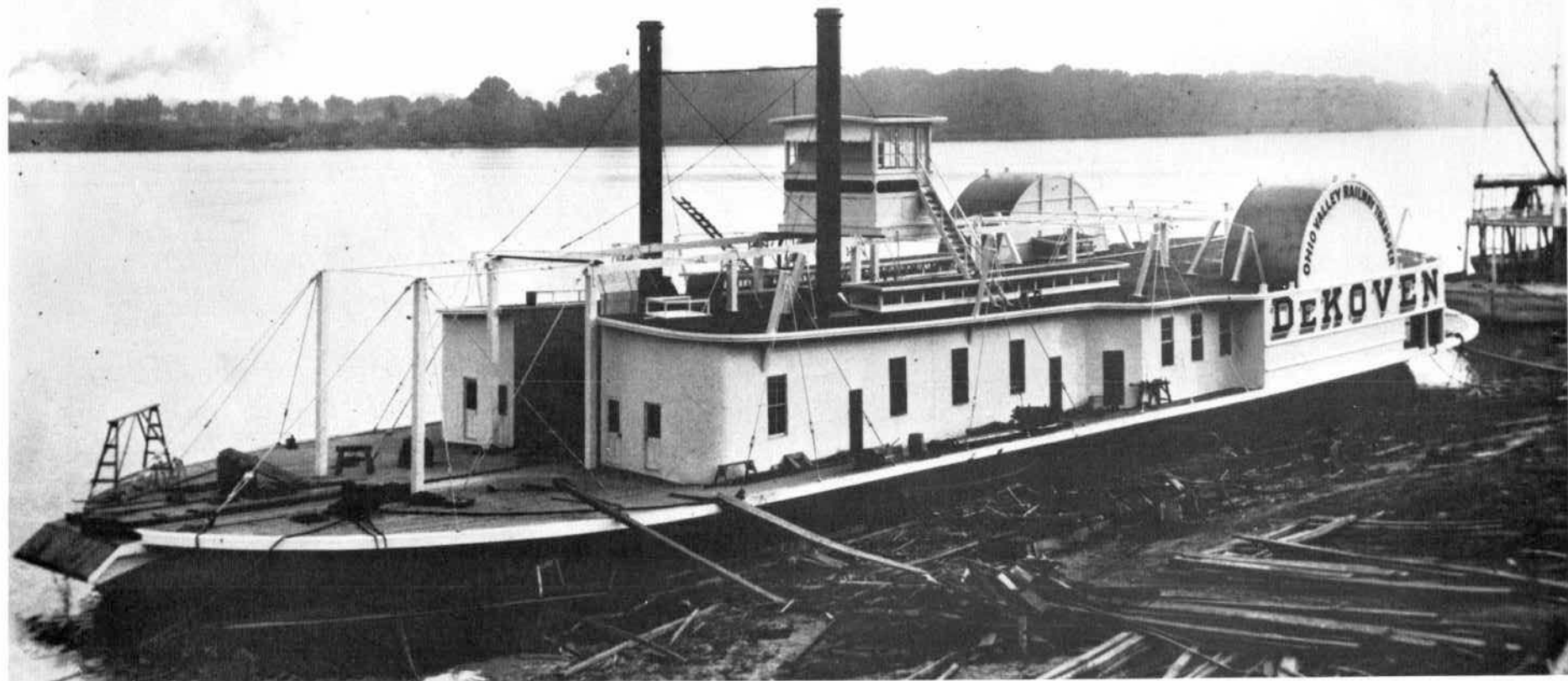








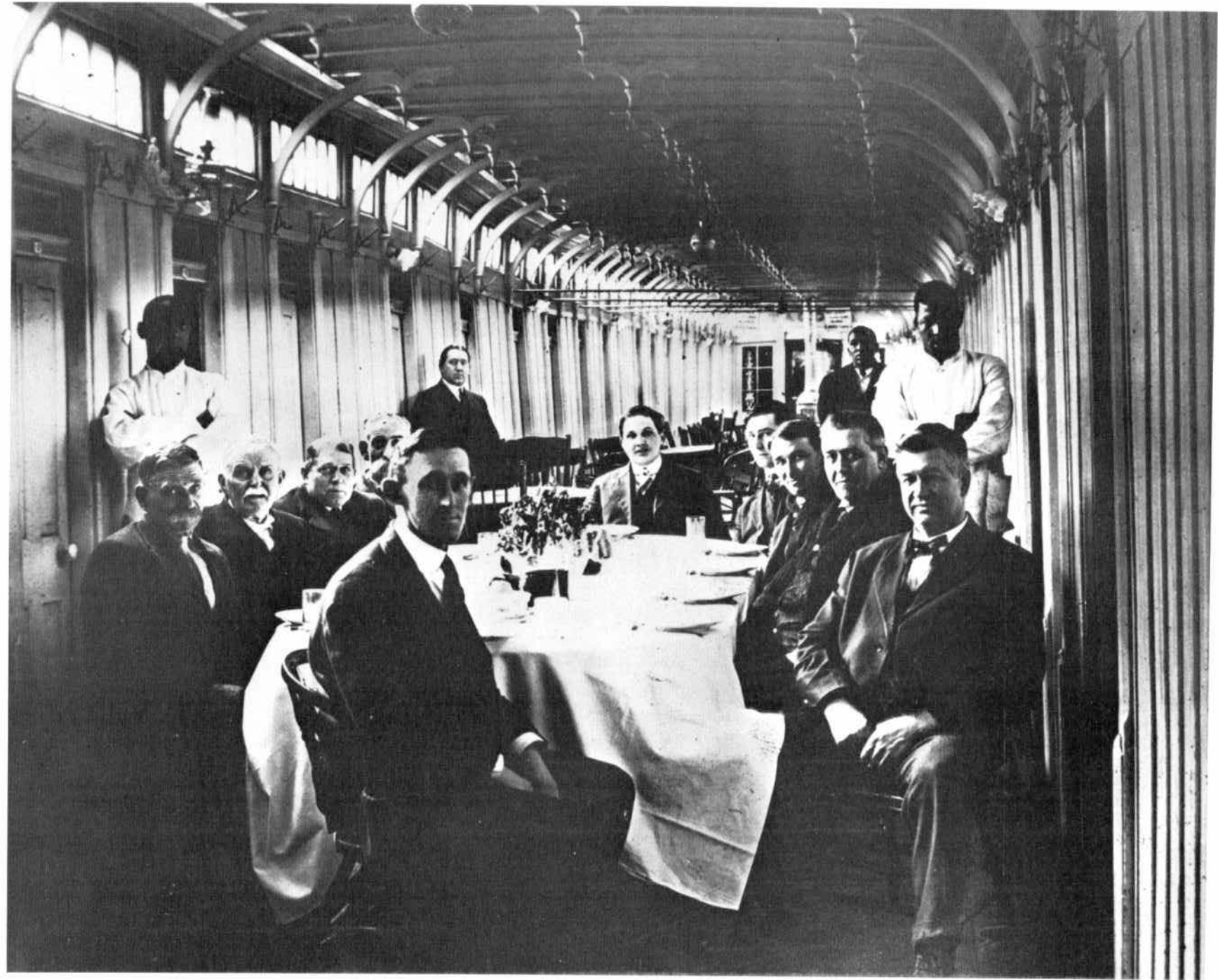


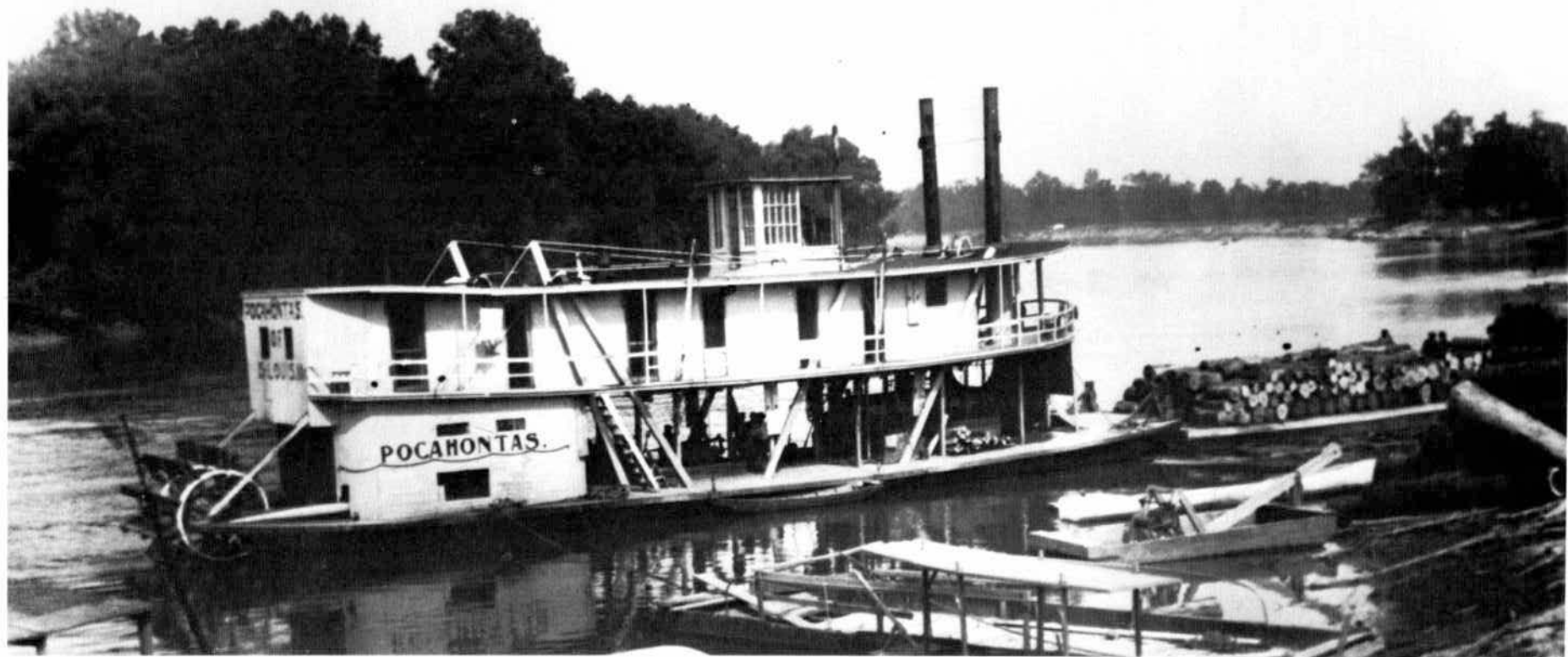


**J**AMES E. HOWARD photographed the transfer DeKOVEN at the Howard Yard, Jeff, when she was built in 1894 for the Ohio Valley Railroad Company. Her wood hull was 232.3 x 37 x 6.1. The O.V. Railroad became a part of the Illinois Central and for the most of her transfer career she was under I.C. ownership. There used to be a DeKoven government light above Caseyville, Ky. (maybe still there) named for

the nearby town of DeKoven, Ky. served by the I.C. This may be a clue for the rather unusual name of the boat. She handled traffic between Brookport, Ill. and Paducah. A run-down of her career appeared in our June '77 issue, page 34, with further comments in the Sept. '77 issue, page 17. Our thanks to the University of Wisconsin crew for the print.

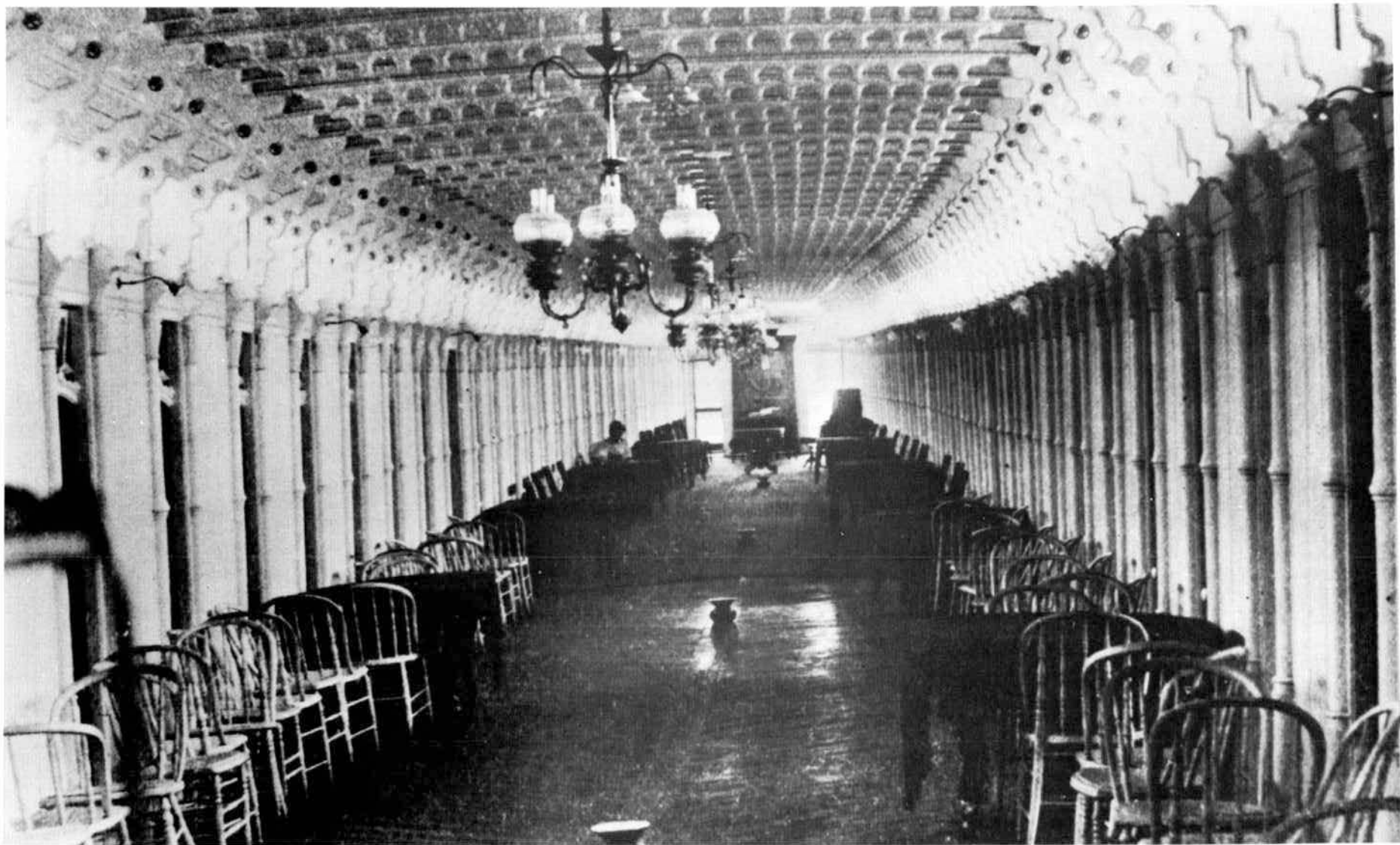






WHAT LITTLE we know about this picture won't take long to tell. It was taken at Augusta, Ark. in 1915 and comes from the collection of the late Duane Huddleston who lived in North Little Rock, Ark. and who had, until his death in 1982, a fund of knowledge about Arkansas steamboats. The Lists of Merchant Vessels give her place of build as Poplar Bluff, Mo. in 1907, a wood hull vessel 75 x 22.3 x 3.4. We've been squinting at our Rand-McNally and Poplar Bluff is about due west of Cairo, Ill. on the upper

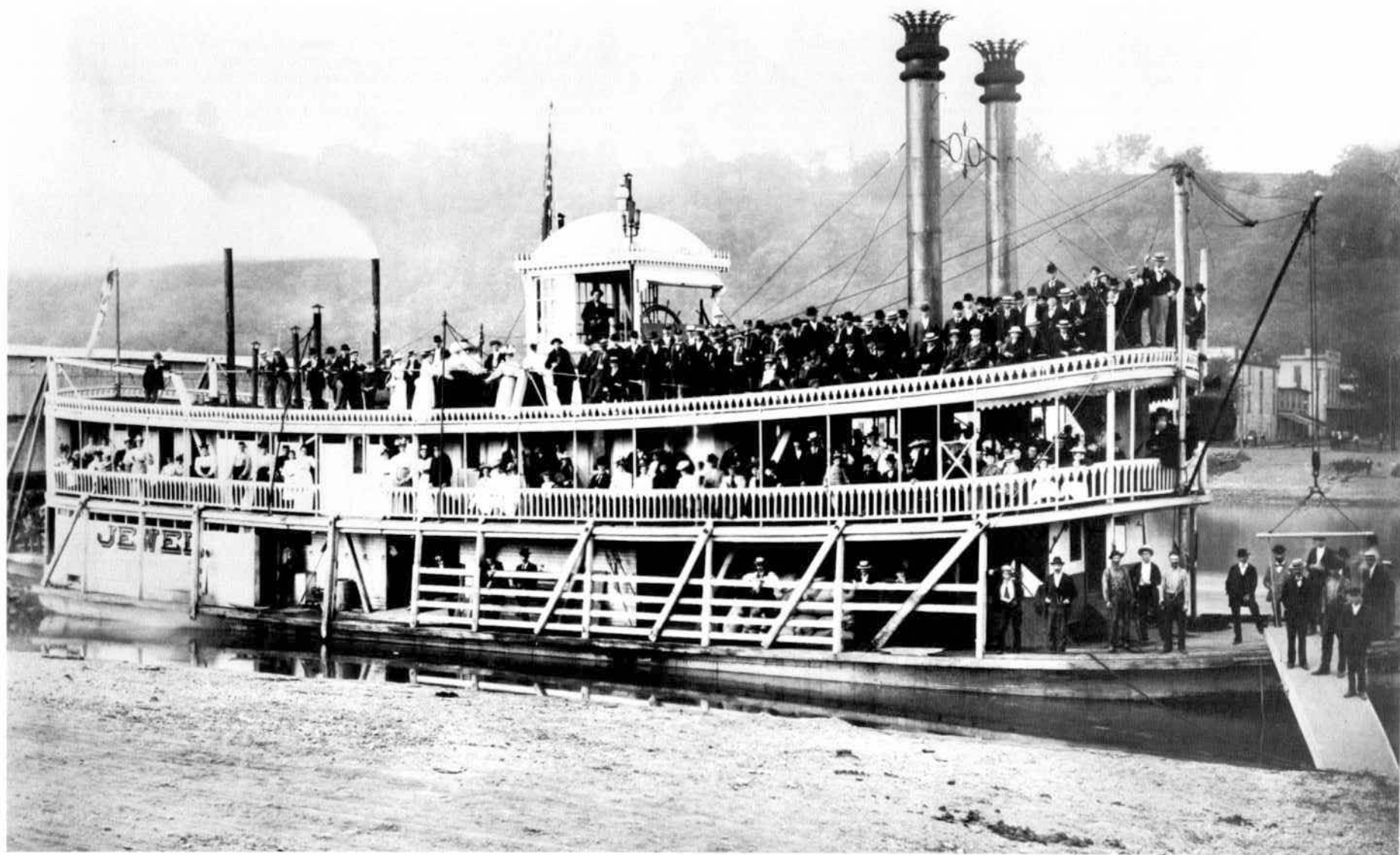
reaches of Black River. Follow the Black about 40-odd squiggles into Arkansas and you arrive at Pocahontas about due west of Caruthersville. Then about 40-odd more squiggles and you are at Augusta, Ark. almost due west of Memphis, where this picture was taken. Access into all of this navigable area was made by going up the White, which today also is the recipe for gaining access to the Arkansas. So we give you the POCAHONTAS and her barge loaded with logs. Doesn't the boat's stern and paddlewheel vaguely remind you of the MISSISSIPPI QUEEN? In miniature of course.



RALPH DuPAE located this picture in the archives of the Minnesota Historical Society, the cabin of the side-wheeler SAINT PAUL taken during the 34 years she served as a packet. In 1918 the Streckfus Line tore out all of the staterooms and turned her into an excursion boat with a full length maple dancefloor, bandstand, and all the trappings. Those of us who remember her in her excursion days (and

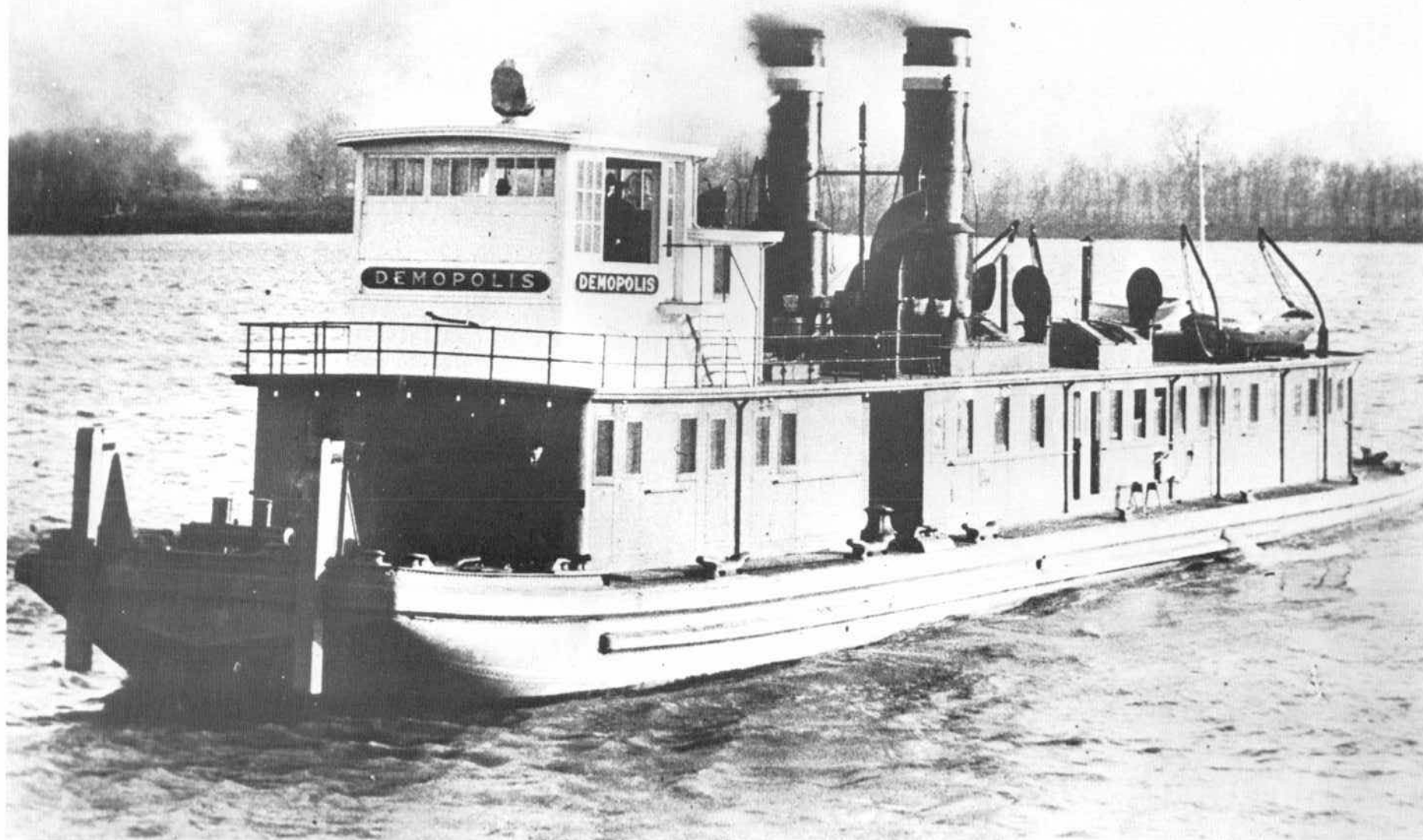
quite a few are still hanging around) will see little or nothing in this picture that they recall - perhaps the overhead fancy carlins - and perhaps some of those chairs. The modern generation may be perplexed about the parade of little pots center-lined clear back through the ladies' cabin until they are reminded that grandpa was an inveterate tobacco chewer. This type of cuspidor didn't tip over.





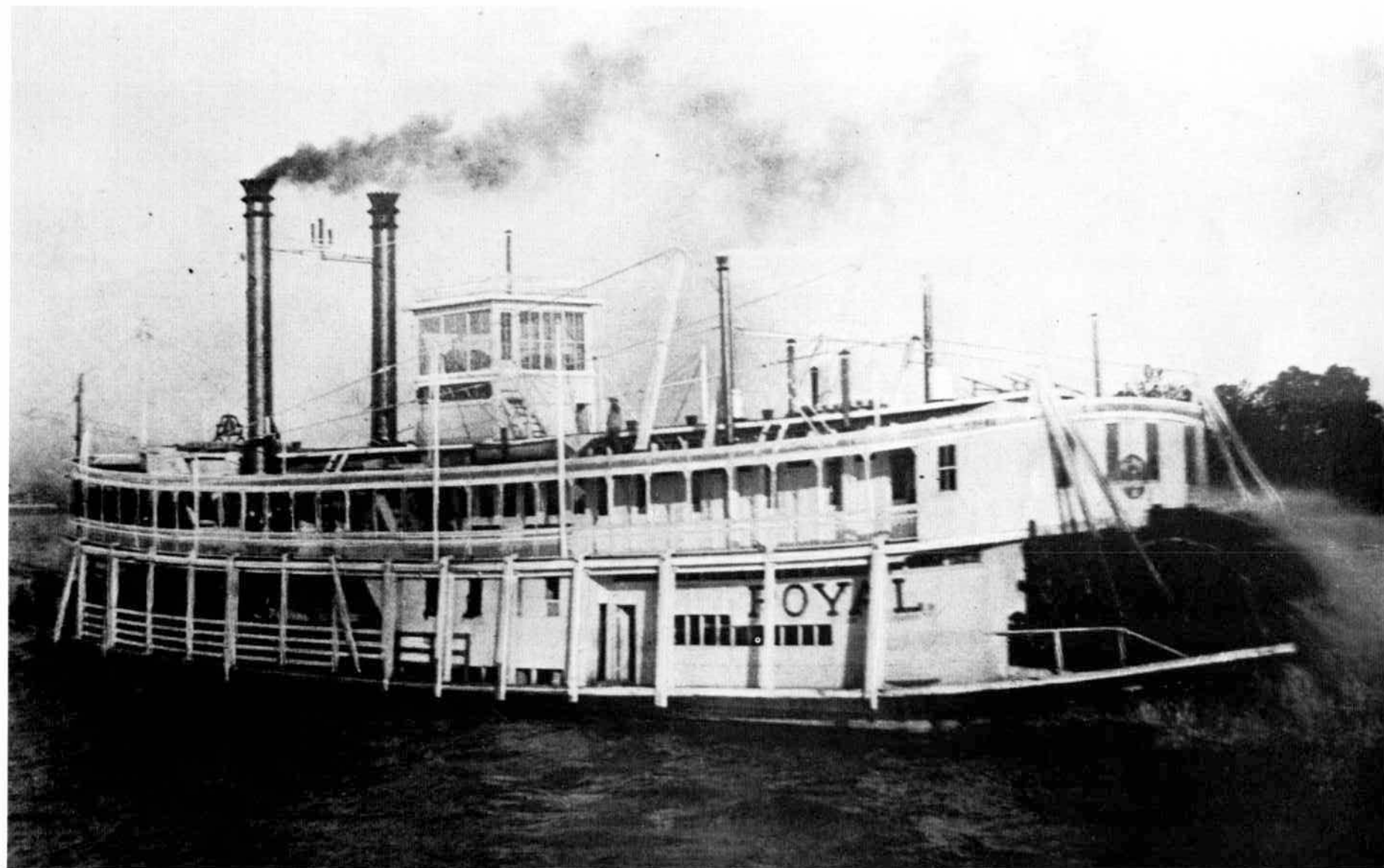
THIS PICTURE of the JEWEL was made at McConnellsville on the Muskingum River by local photographer Clarence G. Brooks on the occasion of an excursion while the boat was in the Lowell-Zanesville trade, Capt. Oscar Webster. Mr. Brooks, equipped with a glass plate view camera, took many exceptional steamboat pictures, and this is one of his best. It was taken in the 1898-1899 period and across the

river, over the bow, is the wharf grade at Malta, Ohio. This is the JEWEL described in the new WPD as #3013. For this print we are indebted to Ralph DuPae who located it in the Donald T. Wright collection at Tulane University at New Orleans. Mr. Brooks made gold-tone enlargements and probably sold dozens of them to the McConnellsville and Malta citizens so clearly depicted here.



**T**HIS BOAT STILL RUNS. The DEMOPOLIS was built at the Howard Yard in 1920 for Federal Barge, an oil-burning, twin prop, steam towboat. One of the exploits of this boat, widely publicized at the time, was when, during a flood, she knocked down the Southern Railroad bridge at Demopolis, Ala. During World War 2 she was working on the Upper Miss, and was up to Savage, Minn. on the Minnesota River to bring out

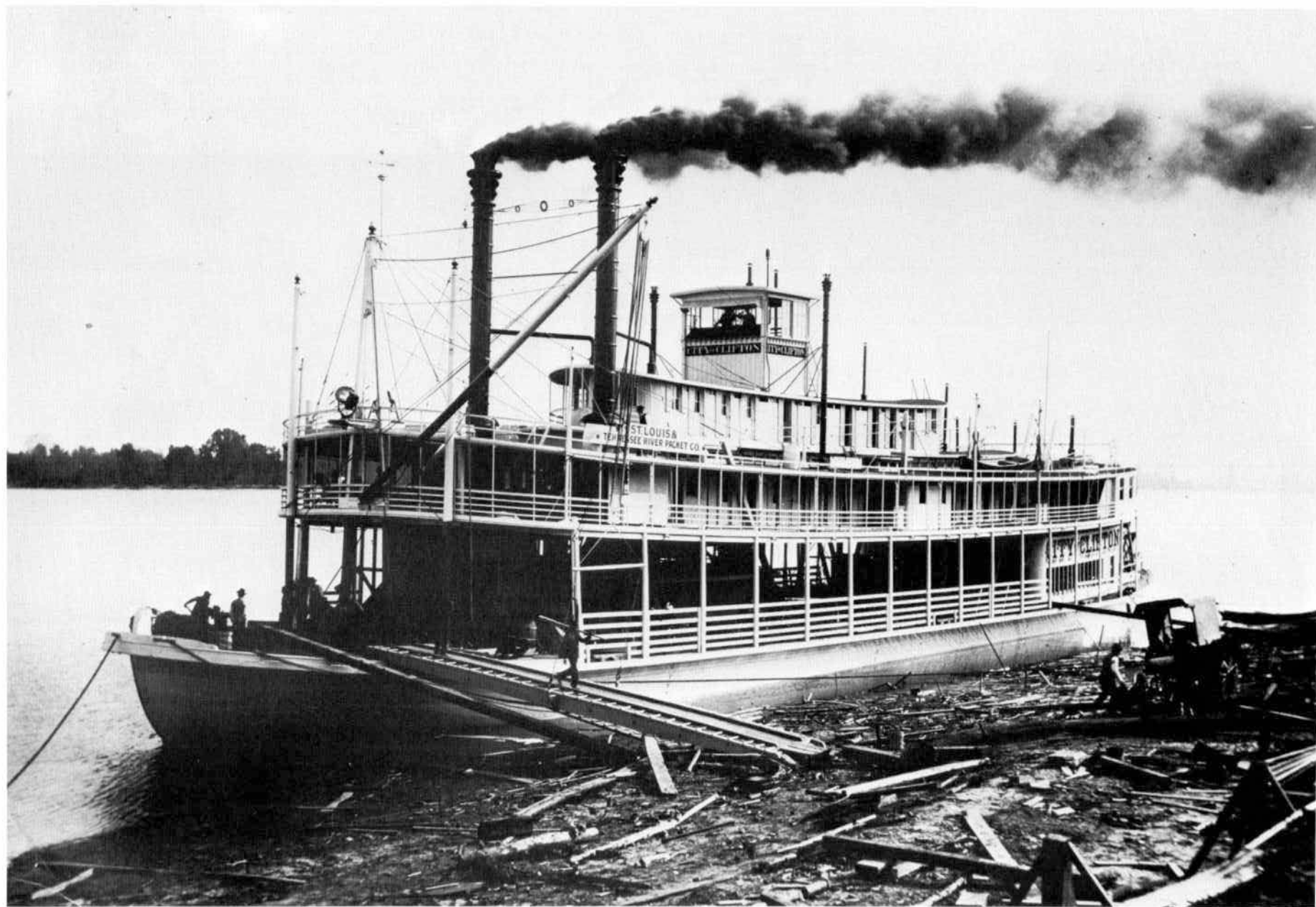
the new DPC towboat BATAAN. Her skipper at the time was Capt. Ray Prichard who shows up in a photograph on page 3 of this issue. In 1952 she was sold to a scrap dealer in Dallas, Tex. Capt. Tom Findlay took her later to Tuscaloosa, Ala. and converted her to diesel, bringing her out in 1961. Still named DEMOPOLIS, she's been in every issue of Inland River Record since.



**S**ORT OF A WONDER that so few pictures were taken of the ROYAL (#4860) which in the five years she ran, principally Evansville-Henderson on the Ohio River, cut such a figure for speed. Muddied-up versions of this view have been going the rounds for years. Our compliments to the Murphy Library photo crew at La Crosse for giving the old

thing a spring cleaning. Now it almost leaps out at the viewer and likely will classify as the best shot existing of her. There is evidence that her wood hull was given a dead-rise of 9 inches, a slight V-shape from centerline to knuckle, something unusual in 1891 when she was built on the wharf at Evansville.





CITY OF CLIFTON appears in the tabulation of Howard-built steamboats (From Paddlewheels to Propellers, Indiana Historical Society, 1970) as the ROWENA LEE, built 1900. Factually this is so - she was built for the Lee Line of Memphis and was to have that name. But almost at the last moment

before raising steam she was sold to the St. Louis & Tennessee River Packet Co., the name was changed at the shipyard, and she backed out as the CITY OF CLIFTON. Capt. Jim Howard took the picture.

