

S&D

REFLECTOR

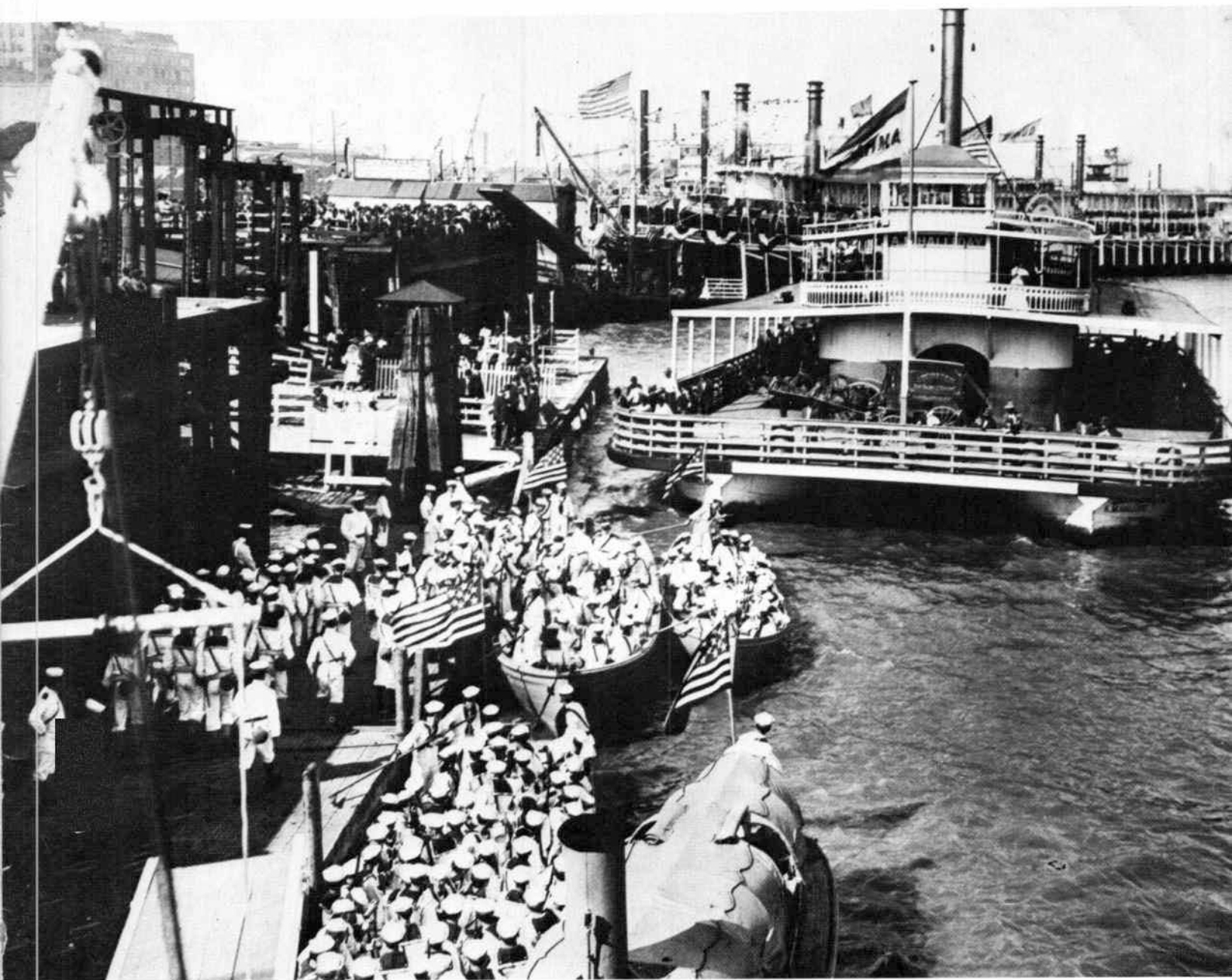
Published by Sons and Daughters
of Pioneer Rivermen



Vol. 21, No. 2

Marietta, Ohio

June 1984



NEW ORLEANS will be topsy-turvy this summer and fall, celebrating its World's Fair with most of the focus along the Mississippi River. Ol' Man River over the years has played a major role in extravaganzas staged in this fun-loving city, dating back to the take-off of the ROBT E. LEE and NATCHEZ on their celebrated race to St. Louis in 1870. Mardi Gras kings and queens arrived with

pomp and circumstance aboard palatial packets. In the above scene U. S. President Howard Taft has just landed, paraded down from St. Louis, to keynote a waterways convention, October 30, 1909. The catamaran ferry A. M. HALLIDAY is docking at her Canal Street berth, and below there are the OLEANDER and QUINCY, with the SAINT PAUL off to the left.



NEW steamboat ELIZABETH LOUISE getting finishing touches on the Sacramento River at West Sacramento, California, photographed this past March 15th. She has been eight or more years under construction, hand-crafted by her owner, Harold (Hal) Wilmunder, Box 491, Carmichael, Calif. 95608. The high pressure engines, 10's- 3 ft. stroke, were last used on the towboat DETROITER. Hal Wilmunder picked them up at Wyano, Pa. in June, 1975 and trucked them to California. They were originally built for the small packet ANDY HATCHER in 1889, and then served on the sawmill boat RAY, then on the towboats W. F. SMITH, COP-R-LOY and DETROITER. The ELIZABETH LOUISE, named for Hal's wife Betty, is designed for excursions on the Sacramento and San Joaquin. Her lines follow the style of former steamboats of the area. Cost of construction is in excess of two million dollars.

OK BRANCH HAS LIVELY SPRING MEET by Jim Wallen

Steamboats that once frequented the Kanawha River and nearby stretches of the Ohio passed in review before members of the OK Chapter of S&D at their spring meeting Sunday afternoon, April 1st, at the Beverly Hills United Methodist Church in Huntington. The presentation was entitled "Steamboat Potpourri."

Herschel Burford, who has long been a collector of Kanawha River steamboat pictures, presented the slides of more than 50 steamboats of which, as he said, only one is still running, and that one was the BELLE OF LOUISVILLE (ex-IDLE-WILD, AVALON.) Nevertheless, many of the boats shown, particularly the Kanawha River coal towboats and the Greene Line packets, were still so familiar to members of the audience that Herschel's commentary was frequently interrupted by interesting anecdotes and information from some of those among the 26 present.

Among the memorable Kanawha River towboats viewed were the OTTO MARMET, ROBERT P. GILLHAM, D. T. LANE, BESSIE E. MERRILL, TARIC, the two named J. T. HATFIELD, the OMAR, and the comparatively recent

HERBERT E. JONES. Seen among the big coal towboats from Pittsburgh were the TOM DODSWORTH and RAYMOND HORNER.

The BETSY ANN was included among the packets, along with such other well-remembered ones as the SENATOR CORDILL, GENERAL WOOD, GENERAL CROWDER, GENERAL BEACH, GENERAL PERSHING, LEROY, KANAWHA, TELL CITY, HENRY M. STANLEY, QUEEN CITY, VIRGINIA and as far back as the FLEETWOOD, BOSTONA and BONANZA of the White Collar Line. The HOMER SMITH, WASHINGTON, and the first ISLAND QUEEN were prominent as excursion boats.

Attracting considerable comment was the scene in the cabin of the GORDON C. GREENE at mealtime, with all the tables occupied and waiters wending their way through with loaded trays.

The presentation was enlivened by selections from the whistle-blow records and the playing of "Steamboat Stomp," a record made by Jelly Roll Morton and his Red Hot Peppers, a musical group immortal in the early history of Dixieland music.

Reports on boating activities at New Orleans and other points on the lower Mississippi were given by Bill and Marga Smith, Jerry Sutphin and Capt. Gene Lister, all

of whom had been there within recent months. After telling of the passenger boats having New Orleans as their home port, there was enthusiastic praise for the Mud Island river reconstruction at Memphis. Captain Lister, who had been attending the Passenger Vessel Owners Conference in New Orleans, said his CAMDEN QUEEN was to come out April 28th to run six days a week through the season. Greetings to the OK Chapter from Capt. Clarke Hawley of the NATCHEZ were brought by the Smiths.

Capt. Charles Henry Stone opened the meeting with an invocation, and there was a minute of silence in memory of a recently deceased member, Capt. Ernest N. Pinkerton of Proctorville, O.

During the business session Jerome Collins appointed a nominating committee to report at the June meeting in Point Pleasant. On the committee are Capt. Ben Gilbert, Jerry Sutphin and William Barr. Plans for a possible later meeting with the Middle Ohio River Chapter at Marietta were discussed.

Jerry Sutphin reported briefly on the Huntington Galleries' project for the assembling of a permanent exhibit on the history of the Ohio River, beginning with the early days of the mound-builders and coming up to the present. Jerry will be the project engineer for the exhibit which will probably be loaned for display elsewhere after being shown at the Galleries.

Cookies, coffee and punch were enjoyed, courtesy of Lenora Sutphin.

The sinkings of the BECKY THATCHER's barge, followed shortly thereafter by the sinking of the BECKY herself, both accidents reported in this issue, raised the question as to what would be the third one? It happened on the afternoon of Monday, April 9th when the PILOTHOUSE restaurant in the Monongahela River at Pittsburgh went to the bottom. It had been in service at the Wood Street wharf for 19 years. Old rivermen breathed a sigh of relief, for the cycle was complete. River tradition has it that two river-related accidents set up a "spell," and a third one must follow. After the third one comes a breather.

QUERY: Does a monument exist in memory of the U.S. soldiers who were lost in the explosion of the SULTANA?

=Yes. Take the Old Maryville Pike out of Knoxville, Tenn. (now Tenn. State Route 33) to the Mount Olive Cemetery. In the center of the cemetery is a marker engraved with 365 names, apparently all of them Tennesseans, lost in the tragedy of April 27, 1865.

The U.S. Coast Guard is proposing regulations setting out the technical details for the vessel sound signal appliances. The intended effect of the proposed regulation is to ensure that mariners on United States inland waters will be able to hear the sound signals of other vessels at appropriate distances and will be able to judge the approximate size of the other vessel by the tones of its whistle.

This "being able to judge the approximate size of the other vessel by the tones of its whistle" has captured the imagination of Alan Bates.

Cast of characters:

Pilot of HARLEY TRYIN

Jim, seated on lazy bench

Pilot on WHIFFLER

Pilot on HT: Somebody just blew a fog whistle down in the bend. Hand me the tuning fork, Jim.

Jim: Just a minute, Cap. You may not need it.

Pilot: Why not?

Jim: Well, Cap, in order to graduate from Julliard I had to develop absolute pitch. Wait'll he blows again.

(They wait for two minutes and hear the signal repeated.)

Jim: Say, that's a nice chord, A-flat minor in the first inversion. That's probably the WHIFFLER. She's a hundred and twenty eight feet long and that's well within the range for a chord like that. If she was less than a hundred and twenty five she'd be in the second inversion and if she was more than a hundred and thirty three and a third feet long it would be C-sharp major with the root just above the first C above middle C.

Pilot: They's lots of boats between a hundred and twenty five foot and a hundred and thirty three and a third foot long. What makes you think she's the WHIFFLER?

Jim: Dammit, listen to her, Cap! The fifth is just a hair sharp. They were never able to tune it just right. Kahlenberg sent a factory man down to her and even HE couldn't do anything with it! The Coast Guard's been on the company's back for four months about it. They tied her up for six weeks until the appeal was heard.

Pilot: No kidding?

(He yanks the whistle rope. A gorgeous, organ-like chord spreads over the valley augmented by reverberations from a nearby cliff.)

Voice from WHIFFLER: WF-6870, the WHIFFLER, to the HARLEY TRYIN. Come in Cap.

Pilot: WF-2191, the HARLEY TRYIN back. How'd you know it was me?

Voice: Say, I'd know them horns anywhere. Where you at, Cap?

Pilot: I'm droppin' down through Mulberry Reach just above the bend. Which side you want?

Voice: It don't make no difference. Take the two-whistle side. I'll get to hear that D-flat augmented seventh chord twice.

Pilot: Jim you take her!



THESE TWO guardian angels were photographed at the gate of river knowledge by Marga Smith this past March 19th when she and her husband Bill visited the newly opened quarters for the Inland Rivers Library, Eighth and Vine, Cincinnati. Yeatman Anderson III, curator, and M'Lissa Herrmann, assistant, pose at the entranceway of the Rare Book Department.

Mr. and Mrs. Thomas Bevan Dutcher, Jr. of Cordova, Tennessee, announce the marriage of their daughter Susan Stephens and George Gunther Lee on Saturday, April 21st. A reception followed at the Dutcher home, 9054 Macon Road, Cordova. The groom's grandfather, Shelby Rees Lee, had two packets named for him (both named REES LEE) and his great great grandpa James Lee was founder of the Memphis based Lee Line.

As we go to press, April 30th, word is in that Harry Robinson has a tentative purchaser for the Hotel Lafayette in Marietta. If the deal goes through, as expected, the new owner, whose name we have not ascertained, will be a gentleman from Gallipolis, Ohio formerly connected with the Hotel Lafayette at that place. His intention, so goes the story, would be to continue the operation of the popular Marietta hostelry, probably shutting it down in January-February 1985 for renovation.

- OBITUARIES -

Jeanette B. Patterson, page 5
Leonard V. Huber, 35

WEDDING BELLS

George Gunther Lee
Susan Stephens Lee, page 3
Charles Christian Stoll
Wendy Anne Vincent Stoll, 33

Wellsburg, West Va. is in the process of rediscovering its old cobblestone wharf. A small park at the top of the hill has been created with an attractive gazebo as its centerpiece. Follansbee Steel has designed and erected a motorboat dock. -Thanks to Jim Paisley for news clippings.

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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.,
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THE STORY of Cedar Farm recounted in this issue takes up more space than originally intended. When Keith Norrington first alerted us to the sale of the Indiana riverside mansion and its surrounding acres we had to dust off our brain to recall the place. Keith dredged libraries and went to Cedar Farm and to Corydon (during bitter cold weather) to take pictures and assemble more facts. Twined around Cedar Farm's story were prominent river persons of New Albany. It was here that Paul Seabrook joined the sleuthing expedition and made generous contributions. Capt. Doc Hawley once came within an ace of buying Cedar Farm and called us by phone from New Orleans to say so, and then followed up with a letter recounting his visits there. Bert Fenn had been to Cedar Farm on several occasions--and so the snowball did grow.

Meanwhile we were setting up the story as the mailman was delivering these tid-bits, each a contribution to the developing mosaic. One night we knocked off work to catch the 11 o'clock news, a bit concerned that the doings at New Albany were about to run away with the Cedar Farm tale. So we flipped on the TV, stretched out on the livingroom lounge, went sound asleep and didn't awaken until the news was over and done with, and Johnny Carson had told his bum jokes, and on the screen was David Letterman who runs a late, late show (in our book David has Johnny Carson beat six ways for Sunday) and what really brought us to our senses was that David Letterman was talking about New Albany, Indiana. A young lady from New Albany was being interviewed. "Do you see a difference between New York and New Albany?" Dave asked her. "New York's bigger, I guess," she answered. We decided to leave the New Albany stuff in the REFLECTOR story and even expanded it a bit.

M.O.R. WILL MEET AT SHAKERTOWN, KY.

S&D's Middle Ohio River Chapter members, guests and friends will board the good ship DIXIE BELLE at Shakertown Landing on the Kentucky River at 1 p.m. on Saturday, July 21st for an afternoon cruise. Following a dinner at 7:15 p.m. a program will be presented accenting Kentucky River steamboats and the Shaker community. For particulars write Sandra Rae (Sandie) Miller, 4223 Cutliff Drive, Louisville, Ky. 40218, or phone her at 502-491-0009. Overnight reservations are advised. Jack Custer advises us that Lucy Stoll has been named M.O.R.'s treasurer, filling the vacancy due to the lamentable death of Gordon W. Reed.

S&D'S ANNUAL MEETING SCHEDULED WEEK-END SEPT. 15

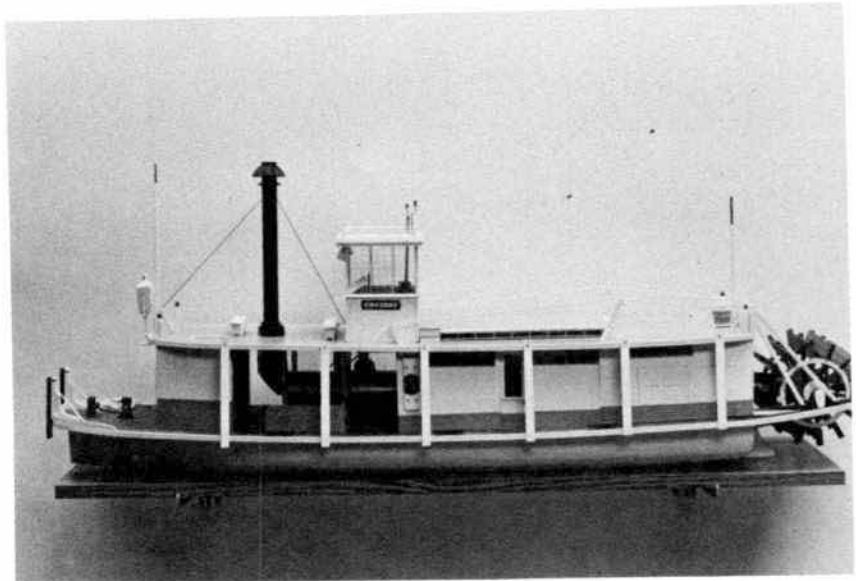
S&D's Big Show opens on the evening of Friday, Sept. 14th with an informal reception in the Riverview Room at the Hotel Lafayette, Marietta. The Board of Governors comes to order at 9:30 Saturday morning in the Sternwheel Room. Barring fog or unforeseen delays the DELTA QUEEN will be whistling in the bend below town early Saturday morning to spend the day at the local Ohio River landing. S&D members will be issued passes for visits aboard. Noon plate luncheon at the hotel, and then the whole afternoon for visiting the DQ, the W. P. SNYDER JR., the VALLEY GEM, and aboard private sternwheelers. The annual banquet and program convenes promptly at 6:30 Saturday evening in the hotel's Sternwheel Room. Tickets for the noon luncheon and evening banquet will be available at the hotel's lobby desk. For room reservations and information phone Hotel Lafayette, 614-373-5522. Be not dismayed if the Lafayette's rooms are sold out - many modern motels are now operating in the vicinity.

Jeanette B. Patterson, wife of William G. Patterson, died following a prolonged illness on Friday morning, February 3, 1984 at Reid Memorial Hospital, Richmond, Indiana. She and Bill became widely known along the rivers when they built and operated the pleasure boat BELLE OF RICHMOND in 1963.

Jeanette Patterson was president of the Knowles Tool Corporation at Richmond, a graduate of Cornell University in mechanical engineering. Native of Hamilton, Ohio, she had lived in Richmond since 1933. She was on the board of directors of the First National Bank and the Reid Memorial Hospital Foundation at Richmond, and was a member of the advisory board of Indiana University East. She was 69.

Other than her husband, she is survived by one sister, Virginia Stickney, of Cincinnati, two nieces and cousins. Services were held at the First Presbyterian Church, and burial was in Earlham Cemetery, Richmond.

Memorial contributions may be made to the First Presbyterian Church, the Cancer Society or Reid Memorial Hospital Foundation. Bill may be contacted at home, 210 South 17th St., Richmond, Indiana 47374.



MODEL of the first Streckfus-owned steamboat, the FREDDIE, built at Rock Island in 1891 on a wood hull measuring 73 x 16 x 3. Capt. John Streckfus Sr. operated her in the Quad-City area. The model was built this past winter by J. Thomas Dunn, 6358 Pershing, St. Louis 63130. Tom is sales manager for Streckfus Steamers with offices at 319 North Fourth, St. Louis. The FREDDIE was a one boiler, one stacker.

Sirs: I am a ship/steamboat fan as well as a rail fan, so I really enjoy the nuggets in the REFLECTOR about railroad transfer steamers.

I let my subscription to TRAINS lapse a year ago but bought the January '84 issue for one of the ads and lo and behold there was Wayne Leeman's article. It's only too bad he didn't have more background and text such as the REFLECTOR provides. I wonder if he could be persuaded to write an article with a little more depth?

Or even better, maybe you and some other folks could gather enough material on Western Rivers railroad transfer steamers to organize in book form for a publication effort by the Steamship Historical Society along the lines of J. Mack Gamble's book.

Anyway, I hereby cast my vote for more car ferries.

John G. Teichmoeller,
8505 Hill St.,
Ellicott City, Md. 21043

In our last issue, page 25, is a picture of the A. M. SCOTT in dry-dock. In the accompanying caption we correctly spotted the location, in the Kanawha River at Point Pleasant. What we didn't know was who owned the dock, why it was in this unusual location, and the date. First response came from M'Lissa Herrmann, assistant in the Rare Book Department, Cincinnati Public Library.

"I immediately recognized the photo," writes M'Lissa. "We have it in post card size in the Inland Rivers Library file. It's from the C. C. Bowyer collection, and on the reverse side Capt. Bowyer

penned: 'Taken March 20, 1913, Str. A. M. SCOTT on Pt. Pl. Dry Docks.'"

Capt. Charles Henry Stone phoned to say that the location above the B&O bridge was called Miller's Landing inasmuch as a Miller owned the property.

Then we were favored with a letter from Bill and Marga Smith, Springfield, O. Bill recognized the dock as the one owned by his grandfather William F. Smith of the Point Pleasant Dry Dock Co.

So what's the SCOTT doing at Pt. Pleasant in 1913 when she had been sold to Kansas City in 1911? The answer to that one is she was returned to Pt. Pleasant in 1913 to undergo dock work and also to have her changed from an oil burner to a coal burner, something of a switch. M'Lissa says there also is a C. C. Bowyer picture in the Cincinnati collection of the SCOTT leaving Pt. Pleasant, dated Sunday, April 6, 1913, headed "for St. Louis, Mo."

The notorious March 1913 Flood crested at Pt. Pleasant during the interim between the two Bowyer photographs, which may or may not have had something to do with the Smith dock being at Miller's Landing. It's usual place was down near the Point.

The annual dues for membership in the Middle Ohio River Chapter of S&D should be paid to the secretary, Sandra Rae Miller, 4223 Cutliff Drive, Louisville, Ky. 40218, prior to June 30, 1984. Renewals and new memberships are \$3 annually.

Sirs: I am the proud owner of a copy of the new Packet Directory, thanks to the kindness of my brother Dick. Reading of these packets, however minor, brings visions of the dreams of the men who devoted their lives to the creation, the financing, and the running of them. Most of these earlier packets seem to have lasted but a short while. Clearly the dream was strong enough to keep these boatmen trying again and again.

Rick Dill,
R.R. 1, Box 144,
South Salem, N.Y. 10590

The new excursion boat VALLEY VOYAGER has been completed at the shop and yard of Marine Industries at Jeffersonville, Ind. She will work in the Wheeling area on the Upper Ohio, operated by Tri-State River Cruises, of which Andy Mast is president. Alan L. Bates was the designer. Designed to handle 150 passengers, the new craft not only has pleasing proportions, but is surprisingly fast.

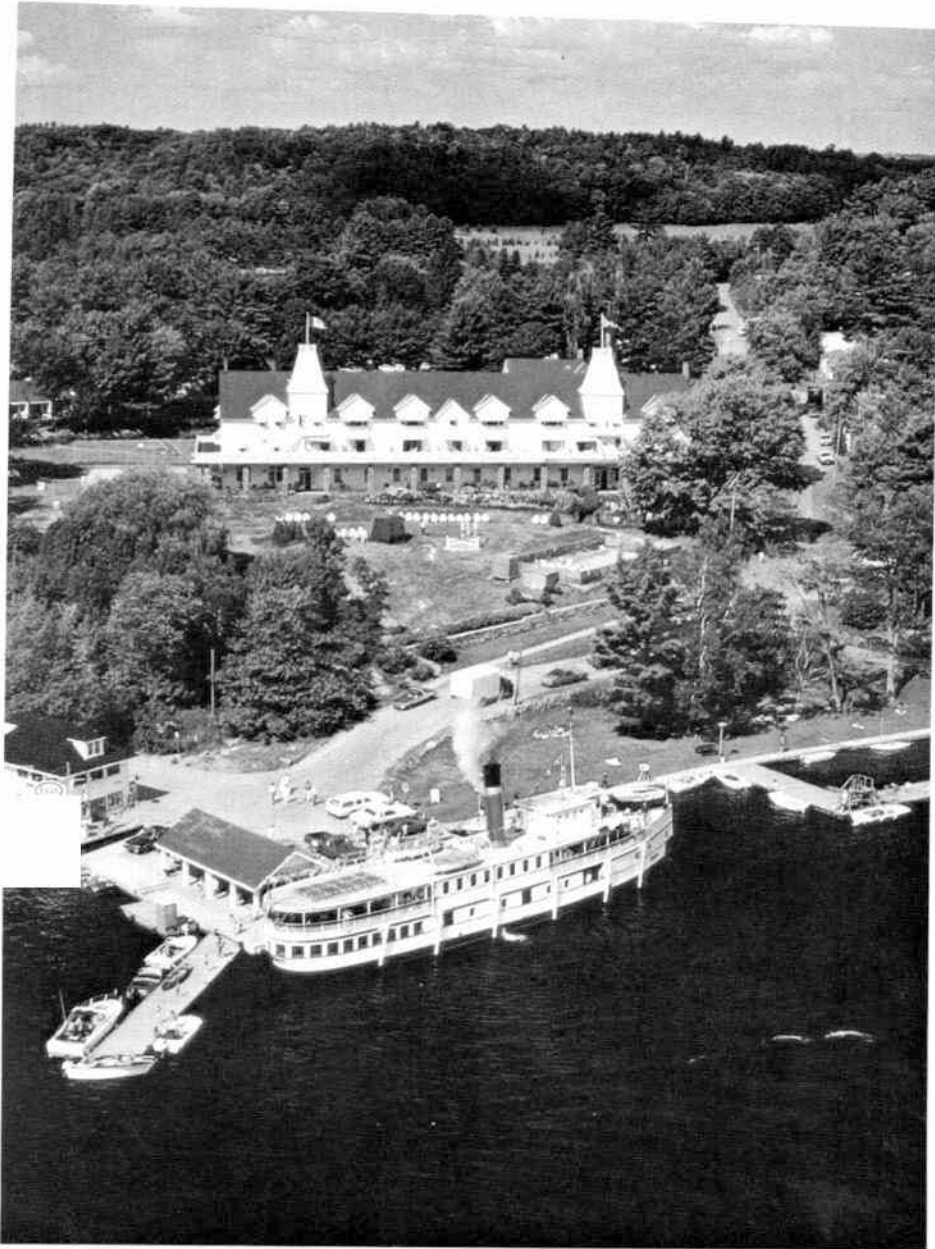
BACK ISSUES AVAILABLE

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

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



The mention in our last issue (page 39) of "the oldest operating steamboat in North America" has excited some interest amongst our members. Accordingly we wrote a post card to Miss Norma McCleary of the Muskoka Lakes Navigation and Hotel Company Ltd., Box 68, Gravenhurst, Ontario POC 1G0, Canada. "Tell me more," we asked of her.

Miss McCleary bundled up a large envelope loaded with photographs and brochures, two of the most interesting of the pictures, we think, being shown on this page.

The large one shows Windermere House, vintage 1880, where the steamboat guests are put up and fed on several of the overnight trips. It faces on Lake Rosseau where also are Cleavelands House, built in 1869, and Paignton House, built in 1894, which also have their steamboat landings and accept steamboat guests.

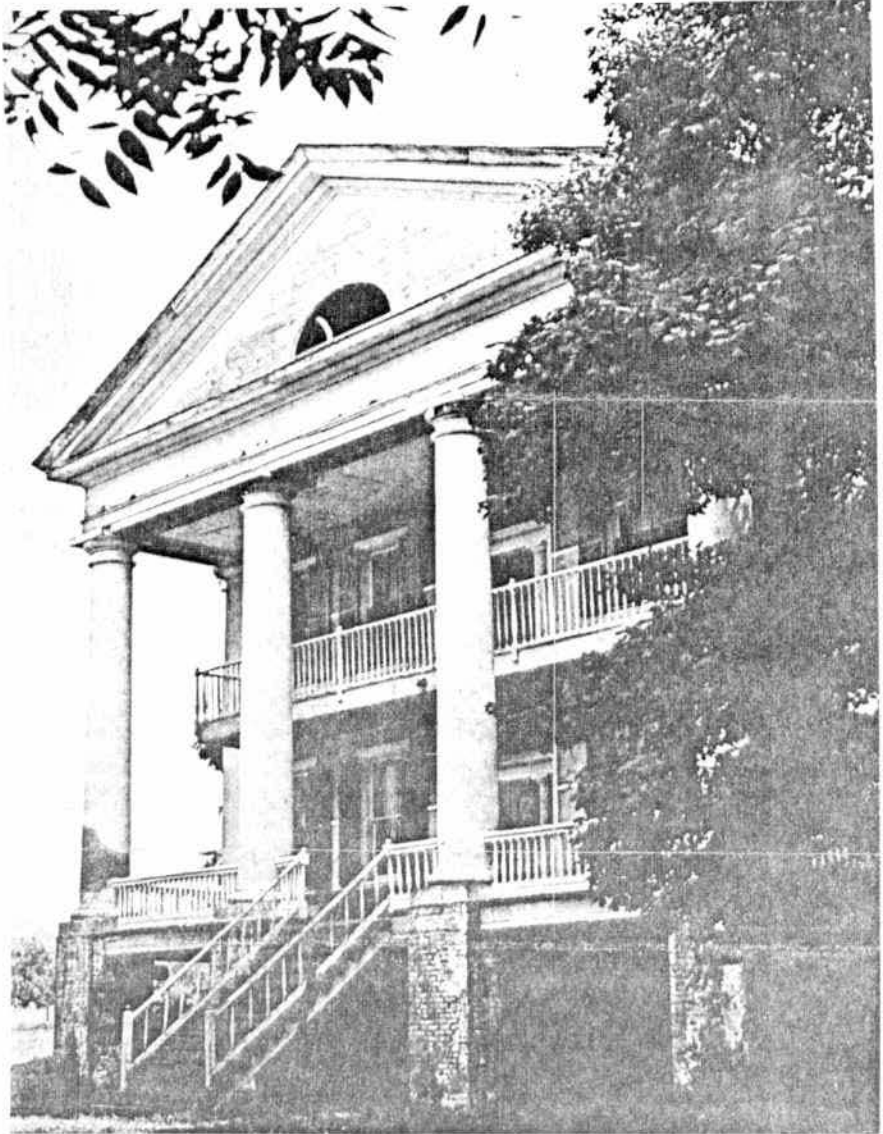
In the foreground of the large picture is the SEGWUN, the iron hull steamer (last of her breed) whose hull was built at the Clyde Shipyard in Scotland in 1887 and assembled at Gravenhurst. She has one Scotch marine (fire-tube) boiler, hand stoked with coal. The hull is 128.5 in length and she has twin props powered with compound steam engines.

The SEGWUN, shown under way in the smaller view, is crewed with a captain, engineer, mate, purser, stoker-oiler, two deckhands, bartender and catering staff.

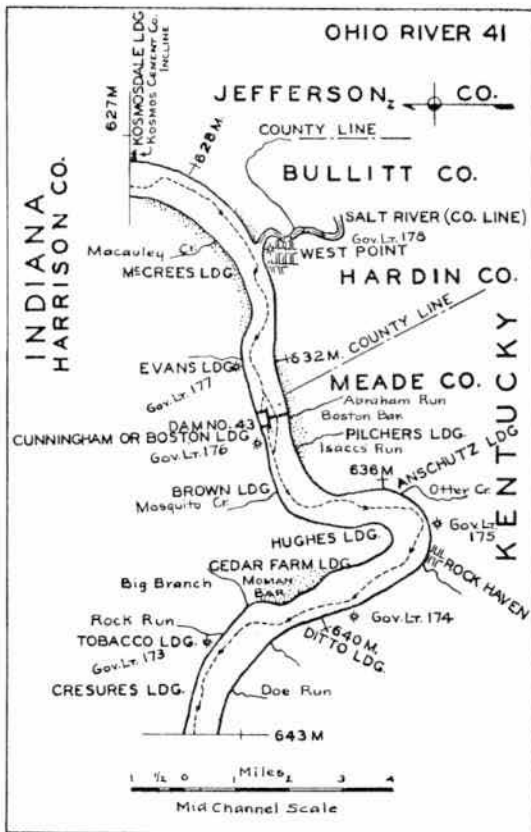


Cedar Farm to be rebuilt

CEDAR FARM is the name of a mansion and surrounding acres bordering the Ohio River on the Indiana side about seven miles above Brandenburg, Ky. and about 30½ miles downriver from New Albany, Ind. It stands on a slight limestone rise, its four massive columns facing the river, a roadway lined with cedars leading up to it from Cedar Farm landing. The mansion was built in 1837 and has been passed along from generation to generation in the same family. On the year of its centennial, 1937, the greatest of Lower Ohio floods came up the high front steps, completely drowning out the basement area where the diningroom and kitchen were located, and lapped into the first floor. Restoration was not made to the basement and since that inundation the upkeep of the exterior woodwork has been gradually allowed to lapse. The original cedars lining the driveway got a beating in the April 1974 tornado which almost leveled Brandenburg, and not much remains of them. Then on December 23, 1980 the grandame of Cedar Farm, Mrs. Julia K. Withers, died, 94, having been born on the place, as was her



The Kintner - Withers mansion at Cedar Farm Landing, facing the Ohio River, as it appeared thirteen years ago. -Photo from the files of the Corydon (Ind.) Democrat, courtesy of Keith Norington.



Cedar Farm Landing appeared on the charts of "The Ohio River," this one in the 1929 edition. Modern charts of the Ohio River issued by the U.S. Engineers do not show it.

father. She had lived there all of her life, save for the years she went to High School in New Albany, and save for the last several years when, due to infirmities of old age, she was no longer able to properly care for herself. The mansion has been vacant since.

So it was not too surprising when the Corydon, Ind. "Democrat" announced on January 25th last that Cedar Farm, family owned for 147 years, had been sold.

Prior to the sale a public auction of household goods was held at the mansion in October 1983 which attracted between 500 and 600 persons from 37 states. The

Indiana Historical Society was said to have brought several busloads of its members. Four hundred registered purchasers bought 880 items, according to auctioneer Ralph Love. Advance notices of the sale included directions of how to get there from Laconia, Ind. Direction signs and arrows were posted along the last eight miles where a gravel road and then a mud lane lead to the back of the mansion. Many who attended expressed disbelief of these directions, seemingly leading to nowhere. Then of a sudden the tall twin columns of the rear entrance appear. Cedar Farm was built as a

river home with no other outlet in mind.

When first built in 1837 the place was dubbed "Kintner's Folly" by the more practical-minded country folks for miles around. They figured that Jacob Lamb Kintner had lost his marbles when he fired up brick ovens and started hewing lumber down there in the wilderness along the river bank. Family tradition has it that Jacob L. Kintner had been clerking on river packets, had been enthralled with homes he had seen in Natchez, and came home all fired up to build one on Kintner acres.

Jacob's father, also named Jacob, had arrived in Corydon, Ind. in 1800, driving a covered wagon from Pennsylvania. He had a passion for acquiring land and, having set up his family rather handsomely in a Corydon home he built and called Cedar Glade, he acquired other plots of government owned acres. The original parchment deeds for these, signed by presidents James Madison, James Monroe, and John Quincy Adams were still in the possession of Mrs. Withers when she died. Her prize one, signed by president Andrew Jackson, was for the Cedar Farm property bought by her grandfather Jacob Lamb Kintner.

The Ohio River was the lifeblood of Cedar Farm from the beginning. Without much doubt the window frames and sash, the large door locks with their brass knobs, the porch rails, the finished trim for the exterior and the overhead portico oval fan windows came in by packet from New Albany and Louisville. Trading boats stopped in with such wares as window blinds, shutters and shingles from as far away as Jamestown, N.Y. Some such traders also offered finished flooring, paints and varnishes.

Early on Cedar Farm became self-sufficient. Cattle, calves and heifers were shipped to meat dealers in Louisville. There is every indication that farm produce was loaded on flatboats and floated to southern markets. The Kintner family made frequent trips to New Albany by steamboat, and were well known to the crews. Mrs. Withers' husband Hood Withers was an across-the-river neighbor who came by skiff to court her. When her twin boys were born at New Albany on Christmas Day in 1929 (she was 41) she and her husband brought them back to Cedar Farm by packet (on the SOUTHLAND most likely.) There had been a snow and a path was cleared at the landing. Hood carried one youngster up to the house and a neighbor the other. These two today are C. Henry Withers of Laconia, Ind. and George Withers of Walkertown, N. C. who, along with their 18-month-old brother James Withers, of Old Goshen, Ind. arranged the recent sale of the property.

Capt. Clarke (Doc) Hawley of the NATCHEZ first saw Cedar Farm while steering for Capt. Lawrence (Bo) Allen in 1955. Bo said that he often had landed the TELL CITY, TARASCON and SOUTHLAND there, and



Mrs. Julia Kintner Withers, pictured at Cedar Farm. Born there in 1888, she survived her husband Hood Withers to become the grandame of the estate until her death in 1980.



"Houses of the Nineteenth Century," a book published by the Indiana Historical Society, called Cedar Farm an excellent example of Classic Revival, and describes the columns as Roman Doric. -Photo by Bob Brant.

NOW OFFERED FOR SALE "CEDAR FARM"

The historic 150 year old KINTNER-WITHERS mansion with 596 acres of valuable timberland and productive farmland. The house commands a magnificent view of the river.



Located on the Indiana banks of the Ohio, 30 miles down river from Louisville, Ky.

Offered Through

**D.D. MEYER REALTY & AUCTION CO. and
ROY GRABBE REAL ESTATE**

Pho. [812] 328-2191 — Freelandville, Ind.

Corydon (Ind.) Democrat, Oct. 1983

that Hood Winters in those days raised prize-winning bulls and oxen which he shipped to Louisville. Sometimes these animals were hard to persuade aboard, and on one occasion a couple of oxen, herded into temporary pens on the main deck, went on a rampage and were in a fair way toward tearing the boat apart before they were subdued.

After Doc joined the BELLE OF LOUISVILLE in 1970 he drove down to Cedar Farm on several occasions and in 1973 he offered to buy the mansion and 50 acres. On one of these occasions Mrs. Withers served tea. The teaspoon of plated silver was marked DEXTER, which excited Doc's interest. Mrs. Withers showed him a complete set of DEXTER silverware which she used in everyday service, and explained that it had come to her from her maternal grandfather, Capt. Sam Montgomery, of New Albany. Capt. Sam and his brother Capt. J. Ed Montgomery built the DEXTER, a large side-wheeler, in 1868, and ran her to New Orleans. (See Packet Directory #1530.) She then proudly displayed ornate dinner plates, each adorned with color views of the steamboat DEXTER under full headway. There was a racehorse on the bottom rim, also under full headway. Another of her prize possessions was her Chickering square grand piano which had been delivered to Cedar Farm on the side-wheeler SUSIE SILVER in the 1870s. She showed Doc the original bill of lading. Doc's offer of purchase for the mansion and 50 acres was politely refused after her serious consideration. Mrs. Withers decided to "keep it in the family."

Your scribe's first viewing of the mansion was while standing pilot's watch with Capt. Jess Singleton while deadheading the SAINT PAUL to Louisville. The river was high and he was "knocking down the brush and willows" running up the Indiana shore. At Moman's Bar he blew a long whistle and suddenly in plain view was

this surprisingly large home with its four majestic columns each eight feet in circumference. On the second floor porch (not attached to the columns - held up by beams cantilevered into the building) was a white-haired lady waving a handkerchief. More toots, and Jess was waving back. "Grandest lady along the river," Jess said to me, "Mrs. Julia K. Withers." Jess told me that when he was a cub pilot his elders impressed upon him the customary "begging whistle" upon approach in case some of the Kintners or later the Withers wanted to ship something or go someplace. He knew many of them personally and in these latter days (this must have been in 1938 or 1939) Jess's whistle was to say "howdy."

I suppose it was this exchange of greetings via whistle and handkerchief that reminded Capt. Jess Singleton of Morgan's Raid when John Hunt Morgan appropriated the

side-wheel ALICE DEAN at Brandenburg and thereby ferried his troops into Indiana in 1863. Jess was a native of Mauckport, Ind., not far below Brandenburg. While Morgan was ferrying his troops a local Mauckport person, Jacob Sherman, jumped on his horse and headed upriver to warn the regular packet GREY EAGLE, about due down, of the danger. It ran in Jess's mind that Jake hailed the GREY EAGLE at Cedar Farm, got her stopped, and the boat's grateful owners later presented a fine bell to the citizens of Mauckport which is still there.

The last passenger steamboat to land at Cedar Farm very possibly was the GORDON C. GREENE. This information was related to C. W. Stoll one Sunday afternoon when C. W., Lucy, Roddy Hammett and Doc called on Mrs. Withers. She said her husband Hood sold lumber to Capt. Tom Greene, presumably for paddlewheel buckets, etc., and

MRS. HOOD "JULIA K." WITHERS ESTATE AUCTION

The following personal property of the Estate of Hood "Julia K." Withers will be sold at public auction at Withers Cedar Farm located 30 miles west of Louisville, Ky., 20 miles southeast of Corydon, Indiana, 6 miles southeast of Laconia, Indiana. Directions: Follow State Highway 11 to Laconia, from Corydon, Indiana follow State Highway 337 South to State Highway 11, then turn south on State Highway 11. Watch for auction arrows in Laconia and follow arrows to Withers Cedar Farm.

Saturday, October 15

Time: 9:30 A.M. [Fast Time]
ANTIQUES — COLLECTIBLES

Mahogany china cabinet; 4 walnut marble top wash stands; walnut bureau-secretary; walnut gate leg table; walnut secretary-bookcase; oak buffet with marble top; cherry wash stand; cherry tester bed; 2 high back walnut beds; cherry ¾ tester bed; Wishbone marble top dresser with mirror; hall drop-leaf table; Victorian what-not shelf; Rosewood Peters Craig Co. piano and stool; 2 cherry stand tables; child's rocker and high chair; old record cabinet; large old bureau; Shaker rocker; oak sideboard; large oak dresser; oak marble top dresser; oak library table; wicker baby buggy; old jelly cupboard; wicker child's high chair, child's wood and iron swing; old Victorian recliner; 6 cane bottom oak chairs; oak child's chamber potty; several old trunks; baby cradle; 2 rope beds; knock down walnut wardrobe; parlor stove; 2 gentlemen's rockers; sleigh bed; 2 old wardrobes; pedestal dining table and 5 chairs; Victorian rocker; 2 Victorian chairs; old sideboard; oak high boy chest; lap desk; walnut game table; primitive rocker and chairs; small cherry table; square top pedestal table; mission oak book shelf; Singer sewing machine; walnut dresser; 2 primitive small tables; telephone box; 2 old porch benches; large picture frame and other picture frames; split bottom baskets; stone jars and jugs; 1½ gal. brass buckets; hall tree; old compass; some medical tools; child's games; confederate money; brass fish scales; old medicine bottles; 3 old coverlets; quilts; old "spec" glasses; small tiffany lamp shade; old primitive books and magazines; womens clothing in 1800 or early 1900s; violin; old radios; side saddle; drop leaf and stand table; ox yoke; 2 primitive stools; primitive tool boxes; primitive tools; 2 apple peelers; sad irons; old boat lantern; parts of spinning wheel and yarn winder; 50 pcs. Oriental England blue dishes; cut glass; pressed glass; Hisey glass; 1 pc. art glass; Austria and German bowls; goblets; sugar shake; 2 set of pressed salt and peppers; ironstone; soap dishes; 3 pc. set of Weller; nice Weller vase; luncheon set, coin glass sugar bowl; sterling silver cups and flatware (cup, saucer and plate picture of Dexter packet boat, Evansville-Louisville and New Orleans on each piece, painted by R. T. Lux); fireplace dog irons, anvil, vise, grindstone, 4 metal porch chairs, quart lighting jar and other jars. There are many more items not listed.

Terms: Cash or check with proper ID No warranty implied
Nothing removed until settled for Not responsible for accidents
Lunch will be served

Auctioneer's Note: The personal property in this auction goes back several generations, and is from an old respected family along the Ohio River when transportation was done by boats. There are many items not listed, plan to attend. Will be an all day auction. Items can only be seen day of auction.

Heirs of: HOOD "JULIA K." WITHERS, Laconia, Ind.
RALPH LOVE AUCTION SERVICE
Auctioneer: RALPH LOVE, Corydon, Ind. — 812-738-4396

Corydon (Ind.) Democrat, Oct. 12, 1983



SELDOM SEEN by passing rivermen, this is the rear of Cedar Farm, photographed last February 6th by Keith Norrington. The shoring timbers at the right were hastily erected inasmuch as the down-river brick wall had cracked and was showing signs of fatigue. Six of the mansion's twelve rooms have fireplaces, served by two built-in four-flue brick chimneys. The back balcony has a small room at each end. Ceilings upstairs and down are 11 feet high. The two-sash windows have 16" by 18" panes, many of them original. The attic is, and ever has been, unfinished.



Detail of the front railing by Keith Norrington, Feb. 6, 1984.

that Tom landed the GORDON there on more than one occasion to pick it up. C. W. also recalled that in August 1932 when he made his first trip on the SOUTHLAND from Louisville, she lay at Cedar Farm all the first night.

The destiny of the plantation, for it rightly can be called a plantation (C. W. says it reminded him of a "miniature Oak Alley") was in the hands, first, of Jacob Lamb Kintner, who built the place; then James Peter Kintner, Mrs. Withers' father; then of Hood Withers, husband of Mrs. Withers, and, finally, of Mrs. Withers herself.

James Peter Kintner was a trained mechanical engineer who cut short his career upon the death of his father and came home to run Cedar Farm. Following some geological investigations he drilled for gas on the place, found plenty of it, piped the mansion, and ever since then Cedar Farm has had its own ample supply. The Louisville Gas & Electric Company has an underground gas storage reserve under the farm. Hood Withers very well might have taken his bride across to his home in Kentucky, but his holdings were transferred to the U. S. when Fort Knox became the gold sanctuary.

While preparing this account, the writer is constantly reminded of the Abishai (rhymes with Elisha) Way homestead, still standing and occupied in the Sewickley valley, built in the same time period as Cedar Farm. The basement contains the kitchen and diningroom,

entered from a ground level side door which led through what was called the "milk cellar" where the churning was done, to the kitchen. The main or first floor, both fore and aft, originally was entered via high rise porch and steps, portico style, a central hallway running clear through with a finished stairway leading aloft and below. As originally built there were two large rooms on each side of the hallway entered through massive doors. Each portico was embellished with an oval window similar to Cedar Farm. In so many respects it was a miniature Cedar Farm. The brick was made on the place in the late 1830s and, for all its charming exterior, it had no central heating, no gas, no bathrooms, no cupboards in the sleeping rooms and no running water, hot or cold. In winter there was a constant running about slamming doors as you went, for no attempt was made to heat the main floor hallway. The "charming exterior" was disfigured at the rear entrance in Civil War times when a boxy addition was attached.

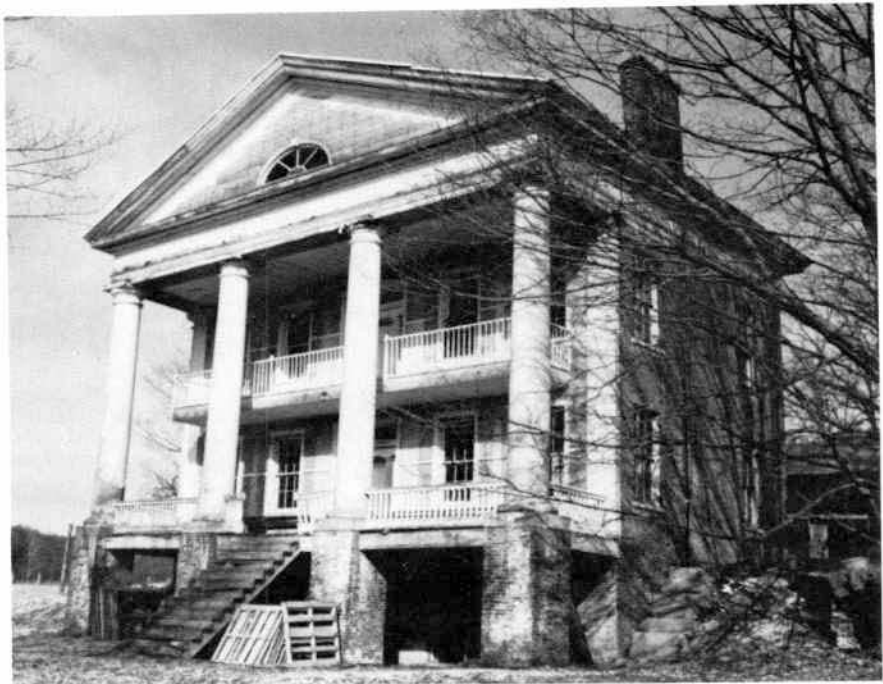
Cedar Farm, from what we gather, has not suffered too much from alterations, although an addition was built on the up-river side using the foundations of what had been the ice house. The Way place also had an adjacent ice house, stocked in winter from local ponds. The early Way clan learned to swim in the Ohio River, and so did the Kintners. Jacob Lamb Kintner built a schoolhouse on the premises and hired a tutor for his six children. Cedar Farm was really remote in those days. But it graduated from "Kintner's Folly" to the label of the "Kintner-Withers" place, so-called today. "Cedar Farm" is thought to have first been applied by crews of the steamboats due to the unusual avenue of cedars leading up from the river. Pines were planted beyond the cedars on both sides as well.

Julia Kintner Withers and her husband, Hood, are buried in Cedar Hill Cemetery at Corydon, Ind. The nucleus of this burial grounds is the Kintner plot on top of the hill where both are resting. The property once was part of pioneer Jacob Kintner's Cedar Glade farm. The cemetery grounds now encircle the original Kintner section.

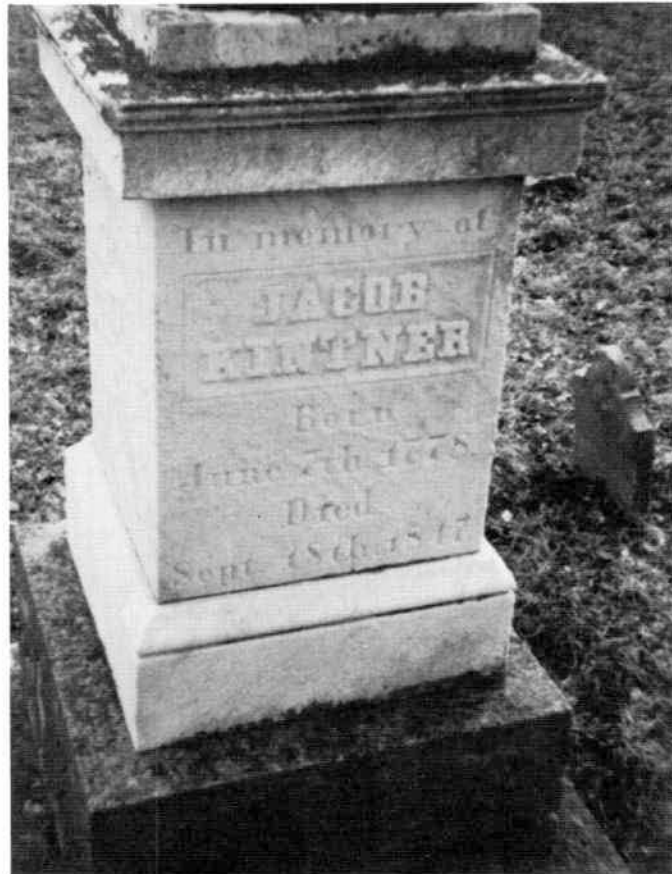
Now--to the point. Cedar Farm is to be restored. The persons doing it are a man and wife team, William and Gayle Cook of Bloomington, Ind. The purchase of the mansion and 570 acres was made through CFC Inc., a subsidiary of Cook Inc., manufacturers of medical products. The Cooks have restored other properties, including the Col. Jones House near Lincoln State Park, Ind. and several major buildings in Bloomington.

Keith Norrington, our valued friend and sleuth of New Albany (and who set this story in motion the moment he learned of the sale) writes as follows in a letter dated February 8th last:

"Although it was bitterly cold, I drove down to Laconia and asked directions at the tiny post of-



KEITH NORRINGTON took this picture on the occasion of his first visit to Cedar Farm on February 8th, this year. In 1962 a grand-daughter of Mrs. Withers, Sue Withers, wrote an account of the homestead as a D.A.R. history project, and related that the core of each of the tall pillars is made of cedar. Rounded bricks were coursed over the cedar, and on the exterior of the bricks is "a kind of composition which is rather smooth." Sue didn't say how tall these columns are, but she did say they are eight feet in circumference.



Grave of pioneer Jacob Kintner in Cedar Hill Cemetery at Corydon, Ind. Born June 7, 1778 and died Sept. 18, 1847. This would have made him about 22 when he migrated from Pennsylvania in 1800.

face. Without explicit directions Cedar Farm is virtually impossible to locate. Four workmen were at the site, constructing a small building adjacent to the old home. No work had been done to the mansion itself, other than to shore up the wall on the downriver side, which is badly cracked and leaning. One of the carpenters told me that the project will take at least two years, and they expect to really get rolling when the weather turns warmer.

"Even in its extremely deteriorated condition, Cedar Farm is a sight to behold. As I was photographing the front, I was thinking of the many famed steamboats it has looked upon. The rooms of the home are empty, but still it was quite a thrill to roam each floor and view the river from the galleries. This was my first visit to Cedar Farm, although I had viewed it from the decks of the DELTA QUEEN many times, and have seen Mrs. Withers waving a handkerchief from the porch in response to whistle salutes.

"A fenced area in front of the house contains the avenue of cedar trees from which the home takes its name. Cattle were grazing there, and the workmen told me I was welcome to go down there to take pictures, but to be watchful for a big bull that frequently gives chase to intruders. This admonition, plus the fact that I was wearing a bright red sweater, brought forth an immediate decision to remain on the safe side of the fence." -Keith's pictures appear with this story. -Ed.

S&D's senior citizen of New Albany, Paul Seabrook, 87, tells us the following:

"Cedar Farm has been on my records for many years. The TELL CITY landed there while I was on her. Two elderly cousins of mine were life-long friends of the Kintners and there was much visiting back and forth. Ruth and I took the remaining cousin down for a visit with Mrs. Withers some-while back and what a day they had. That house was just like it always had been. Ruth and I walked down the lane to the river, the avenue of cedars much depleted. The VALVOLINE was passing by; we waved and got a salute from them. One time when I was mud clerk on the TELL CITY one of the social queens of New Albany was winding up a visit with the Withers' family and the TELL CITY was hailed in to return her. We hit some fog and didn't get to New Albany until about three a.m. The captain got me up to escort the glamorous lady to her home about a mile away with plenty of luggage. That 'mud clerk' title went pretty far.

"A while back, while going through the records of the New Albany and Portland ferries at the library I found a log of the BEN SOUTH. The U. S. had taken her over at the start of the Civil War and they tied in to two barges and headed south. The first entry is their arrival at Cedar Farm where

they loaded 45 bales of hay. If I recall correctly she arrived at Fort Donelson on the day of the surrender. Also among those records is a letter of appreciation to Captain Conner of the BEN SOUTH from the commanding officer of a group of captured Confeds enroute to prison camps near St. Louis by this boat."

When Mrs. Withers (then Julia Kintner) went to High School in New Albany, graduating about 1906, she "stayed with relatives" there at the southwest corner of Main and East Sixth. She recalled that Admiral and Mrs. Bicknell lived in the house across Sixth Street at the time, and during their world travels brought to her, as a gift, a parasol from the Orient, with beautiful lace trim and a carved handle. Mrs. Withers regarded this as a real treasure and often showed it to guests at Cedar Farm.

We checked with Paul Seabrook to determine if this was the old Capt. Sam Montgomery home, in which Julia spent her High School days. Paul replied: "Am familiar with the Bicknell (he uses two ls) property and can well remember Admiral Bicknell with the pilothouse on top of his house. Miss Lucille Paris, retired High School teacher, lives there now. Her grandfather was Capt. Winfield Scott Paris, one of the pilots on the MORNING STAR (#4043) on the maiden voyage." To determine the residence of Capt. Sam Montgomery Paul dug around in the library and located the obituary of this celebrated riverman who was Mrs. Withers' grandfather. The account in the New Albany Evening Tribune is dated January 28, 1889, carried on the front page (he had died early

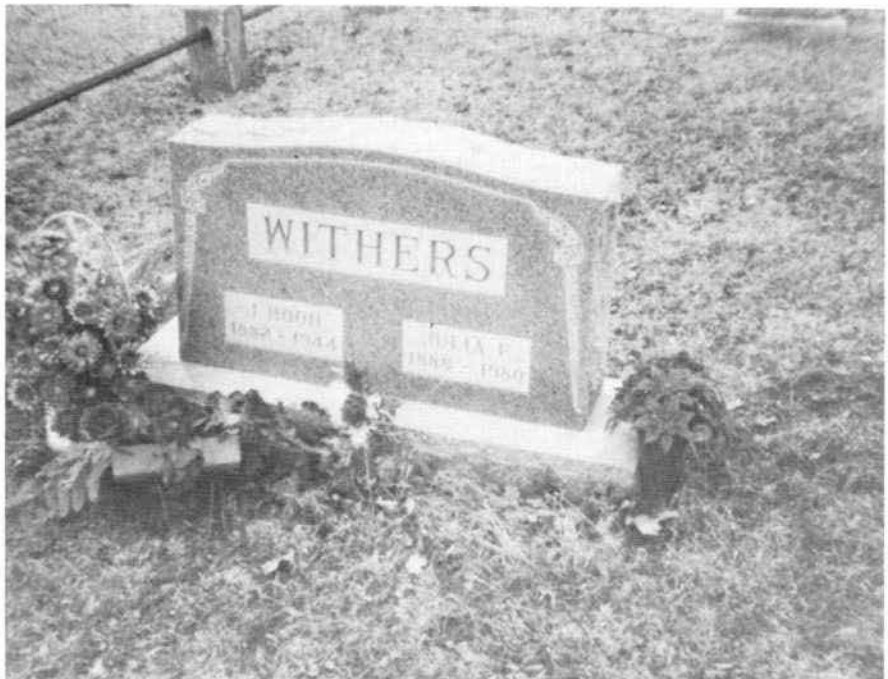
that morning) and is sub-headed: AN OLD STEAMBOAT COMMANDER'S DEMISE. Capt. Sam died at his New Albany residence at 197 East Spring Street, near Eighth, his residence, at the age of 83.

The upshot is, of course, that Mrs. Withers never knew her grandfather - she was one year old when he passed on. Cap'n Sam was survived by three daughters, Mrs. Anna Kintner, of Harrison County, Ind., and Miss Harriet and Miss Lydia Montgomery. Anna Kintner, we gather, was James Peter Kintner's wife, parents of Mrs. Withers. The account goes on about "the famous and magnificent side-wheel steamer DEXTER," built by Cap'n Sam in 1868, "a name as familiar as its builder, which plied the Louisville and New Orleans trade for a number of years."

These three daughters were present in Cap'n Sam's home when he died. His wife had passed on three years previous. Also on the scene was his brother Commodore Ed Montgomery. The newspaper account quaintly says, "all of whom were present at his bedside at the time of dissolution."

Among the several side-wheelers Cap'n Sam had owned in and operated was the 270-foot JAMES MONTGOMERY (#2939), built at New Albany in 1856 and named for his older brother who also had followed the river, and who had become the first president of the U. S. Mail Line (succeeded by Z. M. Sherley) and died, 73, at his New Albany home, February 3, 1873.

In 1965 Mary Stein, society editor of the New Albany Tribune, paid a call on Julia Withers at Cedar Farm. The two of them got to reminiscing. In her story of



Monument to Mr. and Mrs. J. Hood Withers at Corydon, Ind. Marked J. Hood, 1882-1944, and Julia F., 1888 - 1980.

the visit Mary Stein wrote:

"Another prominent ancestor of Mrs. Withers is Patrick Shields, whose name appears often in local history. Her grandfather, Jacob Lamb Kintner, married the daughter of Shields. We also learned that a brother of Mrs. Withers was James Kintner, who with his wife Eustacia and daughters, Edmonia, 'Nook' and Stannye, were, for a number of years, New Albany residents. A sister of Mrs. Withers was the mother of another former resident we knew, Julia 'Sport' Craig."

Little wonder, then, that the TELL CITY, TARASCON and a tribe of predecessor packets landed in at Cedar Farm, handling all manner of freight to and from and, in addition, these New Albany relatives and friends coming and going.

The picture of the New Albany home at 516 East Main Street where Julia Withers lived while she was attending New Albany High "with relatives" poses several questions and more interesting discoveries. A closer inspection shows this house, a two story brick, to be a duplex. Yet it has been described as an old Montgomery home.

Keith Norrington dug into old New Albany City Directories to learn that in 1856-57 Capt. Sam Montgomery was residing at 6th and Upper High Street (the old name for Main Street) in the yellow brick which now is the duplex shown on page 14.

Then by 1859 Cap'n Sam was living at 411 Main Street and remained there for some time. In the 1868 Directory he is still there and is noticed as "Captain, Steamer DEXTER." In the period 1873-1883 he was located at 124 Water Street. In 1884 he moved to 69 East Spring, and is noticed in the Directory as "Captain, LADY JENKS." Way's Packets does not list her inasmuch as LADY JENKS appears in the 1886 List of Merchant Vessels described as built at New Albany in 1880, 115.5 x 24.3 x 3.8 with Louisville as her home port. We presumed she was a small towboat, and still do, until evidence shows up proving the boat's occupation.

Then in 1886-1887 Cap'n Sam's address became 195 East Spring Street, where he was located when he died in 1889. The 1886-1887 City Directory also lists J. Ed Montgomery as the proprietor of New Albany's Windsor Hotel.

Says Keith:

"The home I took the picture of is now a duplex and later City Directories give a great variety of names of persons occupying both sides of the house. Sometimes one side is listed as 'vacant.' At the time Julia Kintner would have been attending High School the occupant at the 516 address was Mary E. Cannon, there 1905 through 1910 and maybe longer. The only Montgomery listed at this time was Miss Lizzie (Julia's aunt) who lived at 720 East Spring 1905-1906 and then moved to 515 East Oak in 1911-1912."

CAPT. SAM MONTGOMERY'S STEAMBOATS

The New Albany (Ind.) Evening Tribune, issue of January 28, 1889, lists the following packets (all side-wheelers) which, in addition to the DEXTER, Capt. Sam Montgomery was associated:

PRESIDENT

b. Parkersburg, Va., 1840, 209 tons. Probably Capt. Sam's first command in the mid-thirties. Ran Cincinnati, Louisville, New Orleans. Said to have had the single engine from the ill-fated MOSELLE which exploded boilers at Fulton (upper end of Cincinnati) on April 25, 1838. Snagged and lost (where?) in December 1847.

VICTRESS

b. Cincinnati, O., 1841. 190 tons. She is noticed in an advertisement at New Orleans, 1844, departing for Louisville and Cincinnati, Capt. McClain. Capt. Sam was master of her for a time. Off the lists in 1849.

GEN. LAFAYETTE

b. New Albany, Ind., 1847. 463 tons. First boat in which Capt. Sam held financial interest and helped build and command. Ran Louisville-New Orleans. Off the lists in 1854.

REINDEER #4714

b. New Albany, Ind., 1854. 407 tons. Capt. Sam was financially interested, helped build her, and commanded. Ran Louisville-New Orleans. Sold to St. Louis persons, she was downbound on the Ohio River on March 13, 1854 and collapsed a flue at Cannelton, Ind. with life-loss of 38. The disabled boat was towed to Hawesville, Ky. where victims were given a mass burial. A tombstone was erected, pictured in the Sept. '66 issue of this magazine, page 29. The steamer was rebuilt and ultimately was lost by snagging at Wood River, Ill. in 1857.

JAMES MONTGOMERY #2939

b. New Albany, Ind., 1856. 536 tons. Capt. Sam was instrumental in building her, and named her for his oldest brother. An account of her construction appeared in the New Albany Daily Ledger under date of February 15, 1856, sent to us by Paul Seabrook:

"This splendid new craft has been lying at our wharf several weeks, completed and ready to take her place in the Louisville and New Orleans trade as soon as the icy barriers which now surround her shall be taken with the 'melting mood.' The hull of the JAMES MONTGOMERY is 250 feet length of keel, beam 35 feet, depth of hold 7½ feet. It was built by Charles Wible, and reflects high credit on the mechanical skill of that well known builder. The engines, doctor, 'nigger,' &c. are from the establishment of Lent, South & Shipman, of the Phoenix Foundry, of which it is only necessary to say that they build in the best style of that celebrated shop. Connected with the machinery are water pipes leading to every part of the boat, to be used in case of fire. The cabin was built by

Thompson & Beeler, and presents a magnificent appearance. There are seventy two staterooms, each furnished with a wardrobe. The copper and sheet iron work, stoves, &c., were put in by Mr. H. N. Devol. The blacksmith work by Fred Jackson is well and substantially done. The furniture is from the well known and extensive manufactory of Scott & Brindley, and is of the most magnificent and costly description--probably superior to that of any boat on the river except the ECLIPSE. Messrs. Hurlbut & Mann furnished the carpets, oilcloths, curtains, hangings, &c., all of which are very beautiful. The chandeliers, glassware, queensware, cutlery, Britannia ware, &c., are from the new house of J. J. Brown, Main St., adjoining the Merchants' & Mechanics' Bank. Messrs. Spurrier & Peterson furnished the magnificent looking glasses and did the ornamental work on the boat. The painting is by Ball & Lane. The blank books, &c., are from the house of Warren, Anderson & Co., and are gotten up in their usual good style. Mr. B. F. Lemmon put up the magnificent bell. The fine piano which adorns the ladies' cabin is from the house of D. P. Faulds, Louisville, and is, we believe, the only article not furnished by New Albany mechanics and merchants.

"The magnificent boat has been built by Capt. Sam Montgomery to take the place of the REINDEER, and is named in honor of the Captain's brother, Capt. James Montgomery, an old and popular steamboatman, but now President of the New Albany and Sandusky Railroad. The fact that she is to be commanded by a Montgomery will at once give her popularity on the Ohio and Mississippi rivers. Mr. John A. Lowry, also a popular officer, presides at the desk. May a long career of prosperity attend the 'JAMES MONTGOMERY.

Ed. note: In re. the New Albany and Sandusky Railroad: The obituary for Capt. James Montgomery says, "In 1854 he became a member of the Board of Directors of the Sandusky City Junction Railroad Co., projected to run from Sandusky, Ohio, to this city (New Albany.) He invested largely in the stock of this company and was elected President. He used every effort to have the road built, but owing to the opposition of several men in this city, the project failed, and he with many others lost heavily. He was also interested in the Louisville, New Albany and Chicago Railroad, and when it was turned over to D. D. Williamson as Trustee in 1858, Charles E. Bill, of New York, and James Montgomery were named as successors to Williamson, Mr. Williamson dying a few years since. Mr. Bill took his place, and in the event of his death Capt. Montgomery would have been the Trustee." The Louisville, New Albany and Chicago eventually became part of the Chicago, Indianapolis & Louisville.

We have heard from Bert Fenn who in his letter tells us that he visited at Cedar Farm and was received by Mrs. Julia Withers on several occasions. Bert was quick to notice the farm bell on a tall post to the right of the house as you face the river. "Mrs. Withers let me ring it. It was a steamboat roof bell but not a huge one. Had a nice tone. Mrs. Withers did not know what boat it came from. I assumed it came from the ABIGAIL (#0041) which the Directory says burned at Cedar Farm in 1915," Bert writes.

His interest whetted by the silverware and dishes from the DEXTER which he saw while there, Bert examined the original books of enrollment "which show the DEXTER built at New Albany in 1867." The basis for the statement that she was built at Jeffersonville and completed at New Albany, reported in the Directory, is a contemporary river news item and we quote: "She was launched at Jeffersonville, Ind. on the evening of June 8, 1867, Saturday. Built for Capt. Sam Montgomery. Hull bent a good bit in the launch, but no damage."

Bert Fenn also informs us that the original enrollment for DEXTER reports the first owners, dated January 3, 1868 as Samuel Montgomery, New Albany, 10/16; Henry Hennegan, New Albany, 4/16; Lem Tyre, New Albany, 1/16; Frank O. Smith, Louisville, 1/16. First registered master was Samuel Montgomery. Later masters were W. R. Hollcroft and J. E. Montgomery. (This J. E. Montgomery was J. Ed, younger brother of James and Sam and referred to in Cap'n Sam's death notice as Commodore Montgomery.) J. Ed lived to be 85 and some while back we plucked his death notice from the columns of the Pittsburgh Gazette, dated August 8, 1902:

"Commodore J. Ed Montgomery, the confederate navel officer who nearly captured General Grant during the Civil War, died in Chicago Monday at the home of his son, Dr. James Montgomery. He was born in Carrollton, Ky. in 1817. He lost his eyesight 12 years ago, since which time he has lived in Chicago."

This allusion to the near-capture of General Grant has escaped our researchings thus far. We



This is the home in which Julia Withers "lived with relatives" while attending High School in New Albany, Ind. Built in 1850, it was photographed by Keith Norrington this past February 26th, located at 516 East Main Street.

learn from other writings that J. Ed followed the river and before the Civil War had commanded the REPUBLIC (#4728), CITY OF MEMPHIS (#1101) and BELLE SHERIDAN (#0539) and upon the outbreak of hostilities had espoused the Union cause. He had inspected the Federal gunboats at Cincinnati. Then he suddenly disappeared and showed up as head of the Confederate's Mississippi River Division, and was in charge at Fort Pillow and at the Battle of Memphis. In late 1864 he was captured by U.S. forces while attempting to cross the Mississippi River in Confederate territory. Following his death, the first reports were that he was to be buried in the Montgomery plot at New Albany, but instead he was interred in Cave Hill Cemetery, Louisville. His older brother Cap'n Jim was too old for Civil War service (63 in 1862) but was accepted by the U.S. as pilot on one of Ellet's rams and was in several engagements. No mention is made in Cap'n Sam's obituary of his Civil War days. (He was 56 in 1862.) All three brothers were Kentucky-born, the two older ones in Henry County, not far inland from Carrollton.

Apparently all was not peaches and cream for the DEXTER. River news columns in January 1870 reported that upon arrival from New Orleans she had been attached for debt by a U.S. Marshal at New Albany. Bert Fenn found a bill of sale recorded on March 18, 1870 in which all of the original owners sold out, excepting Lem Tyre, the consideration being \$47,500.

The new owners were Isaac H. Jones, St. Louis, 11/80; Theodore

Laviel, St. Louis, 16/80; Carter & Coun, St. Louis, 16/80; John N. Bofinger, St. Louis, 16/80; Stillwell & Powell Co., St. Louis, 16/80; Lem Tyre, New Albany, 5/80. On April 12, Lem Tyre sold his interest to Isaac H. Jones for \$1.00 cash. Isaac H. Jones was named master.

Without much doubt it was during this interim at New Albany that the chinaware and silver were removed to the residence of Capt. Sam Montgomery, and so eventually to Mrs. Withers at Cedar Farm. The entire remaining cabin outfit was lost in a warehouse fire at St. Louis, where it had been stored for safe-keeping while the DEXTER was at Mound City.

No photograph is known of the DEXTER, an almost incredible state of affairs. Her original hull measured 307 x 40 (floor 36) x 7. Following the rebuilding at Mound City she became 322 x 52 (floor 48) x 7. This made of her one of the brag nags of her time. She is said to have been named for a race horse.

Mrs. Julia Withers told Bert Fenn that her grandfather, Capt. Sam Montgomery, became involved in the manufacture of glass at New Albany and lost heavily. Paul Seabrook sends us an item taken from the New Albany Daily Commercial, issue of July 30, 1866, announcing the purchase of "the Pork house property on the river," and that a glass factory's construction "will commence this morning," the principals being Capt. Sam Montgomery, E. L. Ford and Henry Hennegan. Cap'n Sam was dabbling in glass before he built the DEXTER.



The advertisement for the auction of personal property of Mrs. Withers, held on the premises Oct. 15th last (reproduced on another page of this story) mentions "cup, saucer and plate picture of Dexter packet boat, Evansville-Louisville and New Orleans on each piece, painted by R. T. Lux."

In "Mississippi Panorama" published by the St. Louis Art Museum, Randolph T. Lux is identified as maintaining a studio on Camp Street in New Orleans before and during the Civil War. He was known as a painter of miniatures on porcelain.

We asked Bert Fenn did he know anything about this artist Lux? His reply:

"Yes, I was at the Cedar Farm auction of personal property. Charles Schreiber and I spent the entire day there and the china didn't come up until after dark. I bought the china.

"There never were more than the three pieces of DEXTER china; a plate, a cup (both of which picture the DEXTER) and a saucer for the cup. I have gathered together some information on Lux through the years and maybe one day I'll write him up.

There are Lux pieces in the Missouri Historical Society Museum in St. Louis. Ruth Ferris has some, and I have two RUTH pieces besides the DEXTER.

"This china was not intended to be used for eating and drinking. The oil paintings are done over the glaze and were not glazed over after painting. I have seen a few examples of cups that were used and washed often and the paintings on those are faded and faint.

"These must have been expensive originally and were souvenirs for the boat owners, crew, etc."

Mary Ann Sebrey, writer for the Herald-Telephone, in Bloomington, Ind., did a story for the Corydon Democrat (she was a reporter for the Democrat 1976-1981) following a recent visit to Cedar Farm in company with the new purchasers, Bill and Gayle Cook. Excerpts:

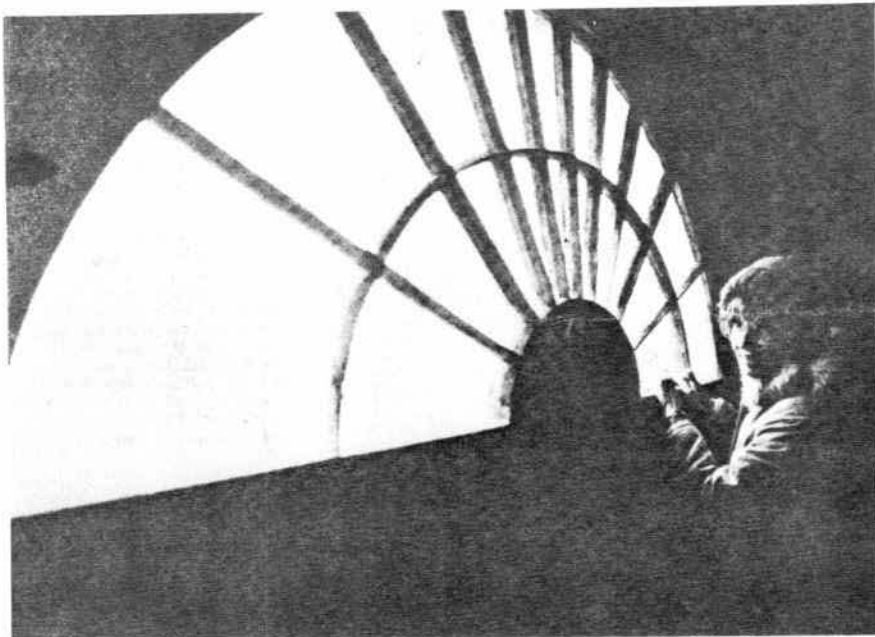
The Cooks first saw Cedar Farm in 1968.

"We'd heard about it and we weren't even restoring houses then," Mrs. Cook said.

They traveled to Harrison County to see the house and had trouble finding it in the remote southern section of the county served only by narrow, winding roads. They finally asked a boy riding a horse for directions. A grandson of Julia Kintner Withers, who then was the lady of the house, he knew exactly where it was.

The Cooks went back to see the house many times, and when Julia Withers died in 1980, her heirs approached them. At that time, one of her sons wanted to continue farming the land and only wanted to sell the house. But the Cooks wanted the entire property.

They felt owning all the land surrounding the house was necessary to protect it from development. "Because it's this plantation setting; you need the whole thing," Mrs. Cook said.



Mrs. Cook at the front attic window.

Corydon Democrat photo by Randy West

Last fall the Withers family members decided they would sell the entire property.

Although the Withers family kept many of the home's furnishings, some were stolen when the house was uninhabited and others were sold at auction last fall.

However, Mrs. Cook has the auction list and is trying to track down some of the items to offer to buy them back so the restored home will contain some original furnishings.

"Another thing that influenced us was that it was in a county with a lot of history," Mrs. Cook said. Harrison County has the First State Capitol in Corydon and other landmarks of early Indiana history, and the Jones house in Spencer County is in the midst of Lincolmland, giving both sites lots of long-range tourism potential.

Mrs. Cook has found her research on the old home greatly aided by a genealogy which contains reminiscences of Agnes Mary Kintner Graham, daughter of the home's builder, about the years she spent there. She describes details such as making the week's supply of tallow candles, using mosquito nets on the beds, and the flurry of cooking and housework that accompanied the arrival of 25 field hands during harvest time.

But even this idyllic spot was not without turmoil and tragedy. In 1857, the Kintner family grieved when their 21-year-old son, William, was drowned in the Ohio. He had been trying to cross the stormy, white-capped river when his boat filled with water and sank. His body was never found. When the Civil War erupted, Jacob Lamb Kintner, who had many friends in the then-slave state of Kentucky, was suspected of being a Southern sympathizer and was arrested briefly for making rebellious remarks.

Despite this windfall of information on what life was like on Cedar Farm, Mrs. Cook is searching

for more help to make the restoration as authentic as possible. The Withers family has provided documents and photographs.

"What I'm searching for is someone who photographed the interior," she said.

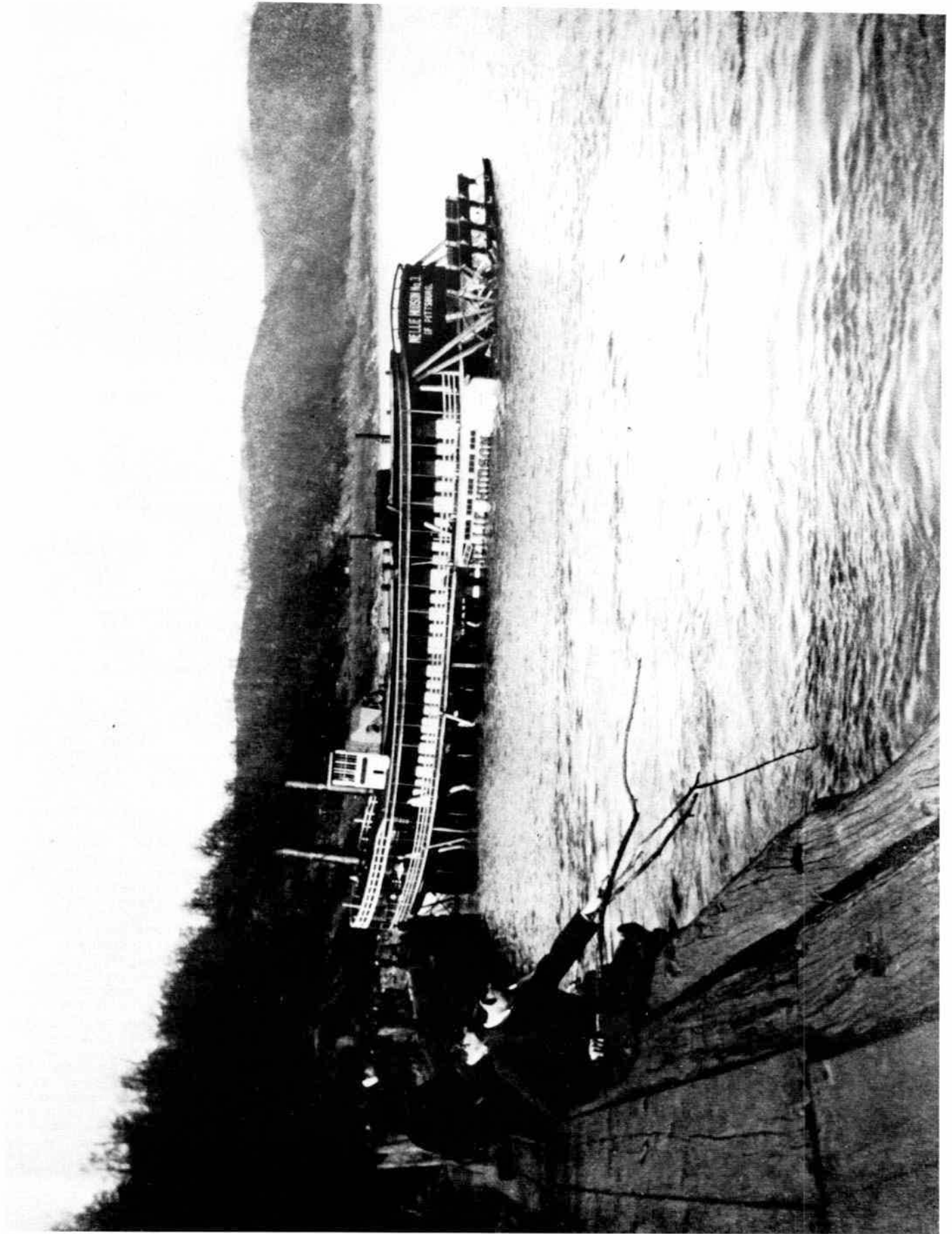
The house was probably painted many times because Indianapolis artist William Forsyth often brought students there in the 1890s. Mrs. Cook would like to know what happened to some of these paintings. She recently purchased an 1897 painting of the wash house at Cedar Farm. The building disappeared in the 1937 flood.

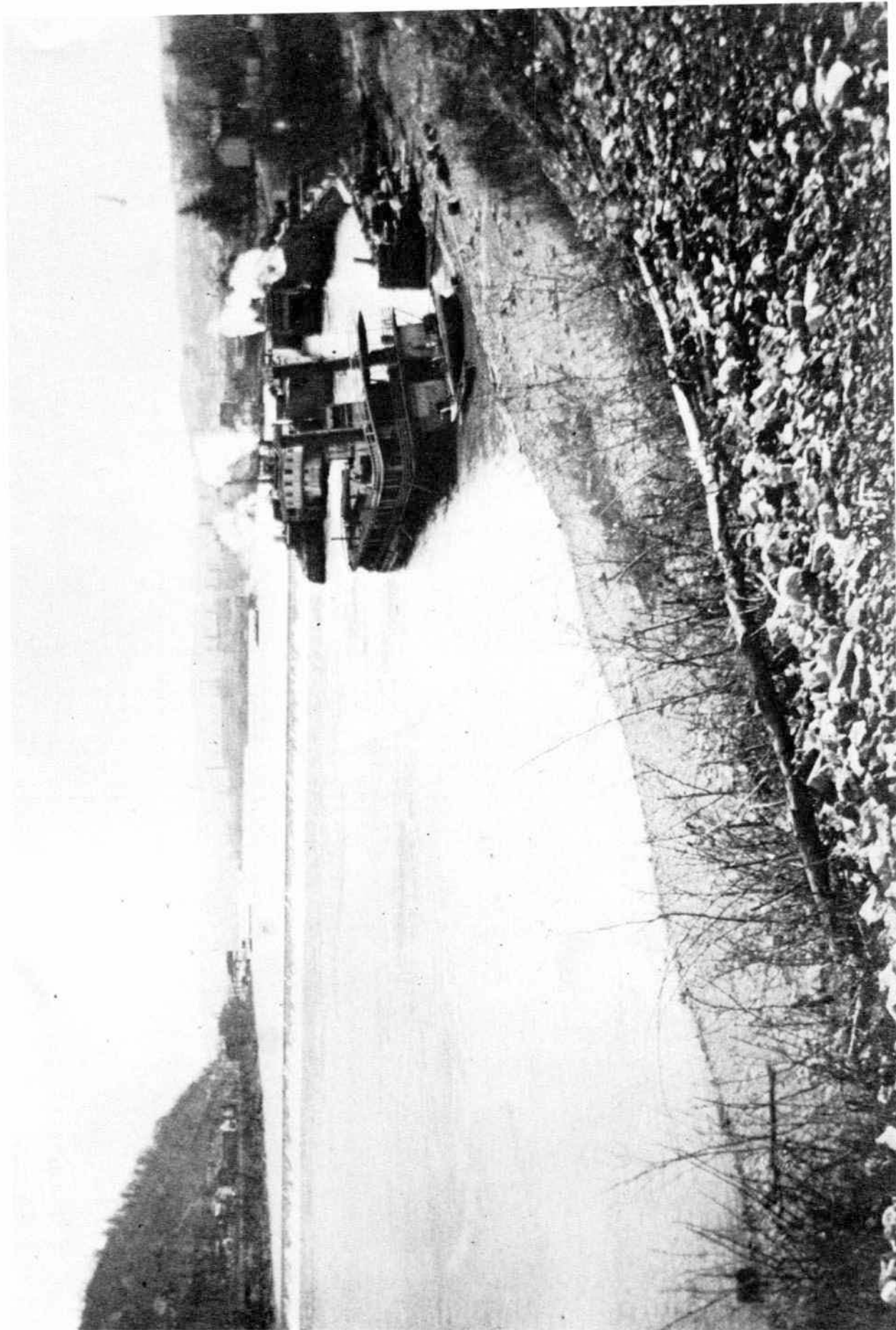
Interesting features are everywhere. The mansion has an adjoining kitchen where the cooking was done and an attached ice house which drained water from blocks of melting ice into a milk house to keep dairy products cool. During work on the foundation, the Cooks discovered an underground beehive-type oven, confirming their opinion that the basement was used for cooking. The home's artificial wood grain painted on the doors and trim is particularly well executed and is characteristic of Southern homes, Mrs. Cook said.

Parts of the home have weathered the years almost unchanged. For instance an engineer reported that the massive columns are "absolutely true." In the core of each is the trunk of a big cedar tree.

The attic, however, will require time-consuming labor because of a long tenancy by mud-dauber wasps. Hardened mud covering fabrics and papers will have to be removed.

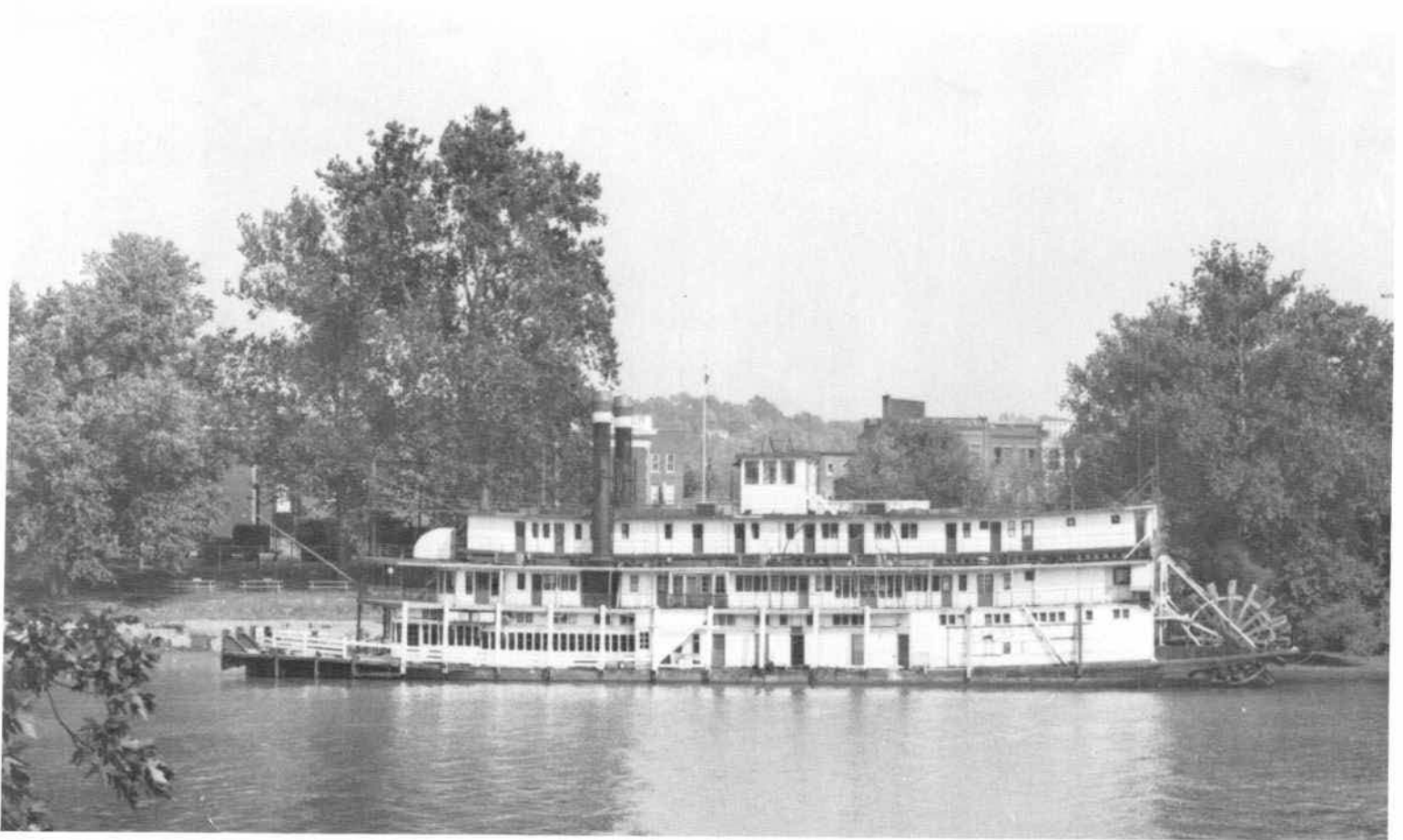
The Cooks are hoping work on Cedar Farm will be finished in the summer of 1985. They're not sure yet what use they will make of the home except that "We hope to have it open to the public in some way."





The Pittsburgh-Brownsville packet NELLIE HUDSON NO. 3 sunk in the Monongahela River at old Lock 4, West Monessen, Pa., in mid-March, 1898. Upbound in the outside lock is the side-wheel ADAM JACOBS, and locks like the ROBERT JENKINS upbound in the land chamber. Traffic at the locks was con-

siderably hampered until the NELLIE was again afloat. This lock and dam no longer exists, replaced by new No. 4 in the bend above at Charleroi, Pa. This and the accompanying picture of the NELLIE were located in the Joseph Huber collection at St. Paul, Minn. by Ralph DuPae.

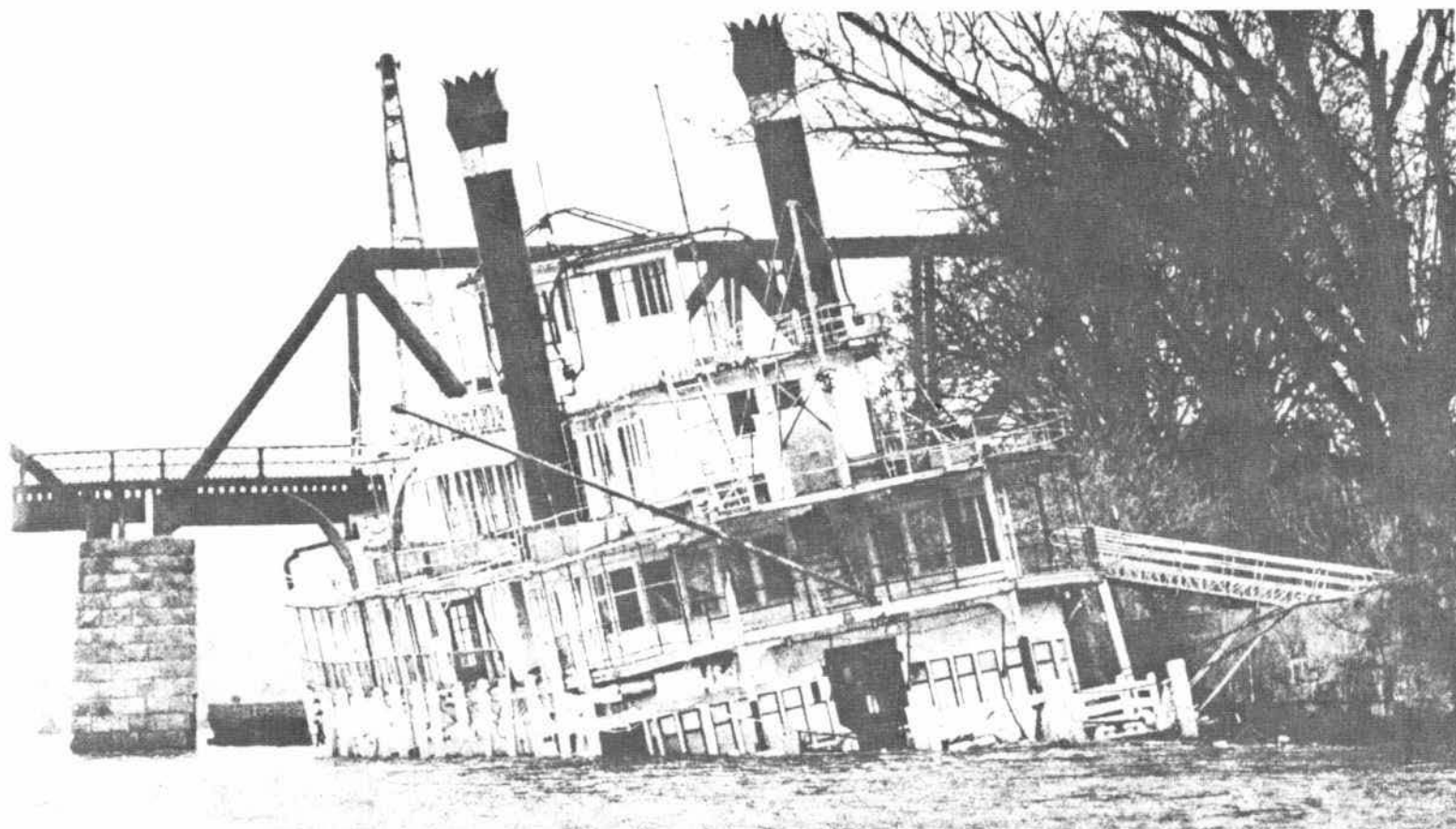


OHIO SHOWBOAT DRAMA's BECKY THATCHER since 1975 has been a picturesque part of the river scene at Marietta, Ohio, moored in the Muskingum River near the National Guard Armory and within easy walking distance of the Lafayette Hotel. Harry Robinson fitted up a plush diningroom in the cabin and one of the musts for the Country Club locals and Lafayette Hotel guests was dinner aboard this old steamboat. A theater on the main deck offered amateur theatricals and other performances. The BECKY couldn't go anywhere. She had been stripped of engines and boilers before she arrived on the

scene. Her only movements were the ups-and-downs as the river rose or fell. The late Steve Hoag took this picture of her on October 8, 1975 soon after she came to town and before the diningroom and theater had been installed. The exterior never changed much over the years. She still wore this sort of woebegone old-timey appearance until the towboat MACK GAMBLE faced to her towing knees and guided her across to the Harmar side of the Muskingum on Saturday, February 25th last. -And that is where she sank eight days later.



The reason for moving the BECKY across the Muskingum was the sinking of her landing barge to which she was moored. The one deck, white painted structure got tired and went to the bottom on the early afternoon of February 16th. Keith Norrington presented the story of the barge in our last issue, page 26. Jeff Spear took this picture on March 5th as she still lay sunk. Marietta Industrial Enterprises, run by Burt and Scott Elliott, brought in equipment and refloated it five days later. Ohio Showboat Drama, owner, was aware of the precarious condition of the barge's hull and had arranged to sell it to a Parkersburg junk dealer not long before the accident. After being floated, the barge was lashed to two empty barges and was taken out of the Muskingum.



PICTURED is the BECKY THATCHER (ex-MISSISSIPPI) as she appeared on March 22nd, head upstream, tilted to starboard. In the background is the old Baltimore & Ohio Railroad bridge at Mile 0.2 in the Muskingum. Initial raising operations had been suspended because of a rise in the river. Marine Office of America, handling the insurance, called in Terry Weber, of Weber Marine Service, Wheeling, to represent them. Bellaire Marine Service subcontracted with Bill Grimm, who provided his A-frame barge and a fund of experience. The BECKY went to the bottom in the pre-dawn of Sunday, March 4th. The initial effort to raise her, made on March 7th, failed. Since this picture was taken the stage of water rose to flood the floor of the second, or diningroom deck. In the first and second weeks of

-Marietta Times photo by Art Smith
 April further flooding came from the Upper Ohio. The contract to raise her was renegotiated, and Crain Brothers of Pittsburgh brought in equipment on the stand-by, awaiting the return of a normal river. Jack Ottenheimer, executive director of Ohio Showboat Drama, directed the removal of equipment, aided by many local volunteers. Jack will be recalled by those who attended the Board of Governor's meeting of S&D last September 15th, when he requested S&D historical material to create displays aboard the BECKY. The Board suggested he go to the Inland Rivers Library and the Murphy Library at La Crosse. A number of showboat posters from the estate of the late Tommy Windsor, loaned to the BECKY by Harry Robinson were lost when the river covered the first deck.

The sunken BECKY THATCHER as seen by photographer Jeff Spear on March 5th.



Our thanks to Bill Dow of the New Orleans Steamboat Company for some particulars in connection with the recent five-year drydocking of the PRESIDENT.

High labor costs at Todd and Avondale prompted a scouting expedition upriver. Opposite Baton Rouge is the Port Allen - Morgan City branch of the Intracoastal Waterway. Less than a mile above its junction with the Mississippi is the Port Allen lock, 1180 by 84, and seven more miles inland on the canal is a shipyard with a dock of size sufficient to handle the PRESIDENT. Cost figures were attractive but the lock width of 84 feet proved critical. The PRESIDENT's widest over-all was measured with extreme care and is 83'4". Is the lock actually a full 84 feet wide? This was checked to a gnat's eye. It is. On October 31st '83 the PRESIDENT departed New Orleans for the canal with Capt. Joe Gale and his son Van as the pilots. Bill Wilson put her in the lock with eight inches to spare. All went well. The big excursion boat was lifted at night. Deer were standing on the canal banks eyeing the operation. During the ensuing three weeks a section of the hull was replated plus new internal framings. She was back in New Orleans in time for the Thanksgiving weekend. Other PRESIDENT news: Capt. Verne Streckfus, the younger (his portrait is on page 42 of our last issue), became master of the PRESIDENT effective April 1st last, and Capt. Verne Streckfus (the elder---young Verne's grandfather) celebrated his 96th birthday this past March in New Orleans. During the Fair (now in progress) the PRESIDENT will be open to the public, dockside, with noon luncheons served. During the afternoons she takes out a short harbor trip with country and western music featured. In the evenings a dockside buffet is available, and at 9:30 she departs on a short cruise to offer viewing of the Fair's fireworks display, returning with continued entertainment. These activities are from her usual Canal Street landing.

Bill Dow also looks a bit into the PRESIDENT's future for us:

"She will earn her keep at the Fair," says Bill. "Following the Fair, the conventions attracted by the huge new Exhibition Hall and the 27,000 hotel rooms in New Orleans may or may not keep her busy. So we have been looking toward St. Louis for 1985. My Dad, Gordon and I flew there on February 23rd and met with the head of the Port Commission, the Mayor's Economic Development Director and the Director of their very active Tourist and Convention Bureau. We were very well received. Space at the public landing can be made available downriver of the Arch. So far this is very tentative."

Other New Orleans Steamboat Company news:

The NATCHEZ this Fair year continues her three daily trips from the Toulouse Street wharf. In ad-

dition a 9:00 a.m. "Grand Entrance Cruise" departs Toulouse Street direct to the Fair with biscuits, champagne and Dixieland music enroute. Fair arrival at 10 a.m. Capacity is limited to 800. As of March 5th these daily morning trips were fully booked for the first and last months of the Fair. Tentative plans for NATCHEZ in 1985 now under consideration include a spring tramping trip from New Orleans to Louisville (and perhaps to Cincinnati) and return. The scheduling would place her in Louisville to compete in the annual Derby Week steamboat race with the BELLE OF LOUISVILLE and the DELTA QUEEN.

Meanwhile the BAYOU JEAN LAFITTE operates near the upriver end of the Fair site at the United States Pavilion. She is scheduled to make seven ½-hour daily trips.

The 240-passenger sternwheeler P. A. DENNY is under charter, having been brought down from Charleston, West Va. She is running the daily bayou trip from Toulouse Street, and in the evenings runs evening cruises (many under charter) from the Fair site, three each night.

The COTTON BLOSSOM continues her three daily round trips from Toulouse Street to the Audubon Park dock.

Sirs: Today's mail brought to me a copy of "Sternwheelers and Steam Tugs" by Robert D. Turner, curator of modern history for the British Columbia Provincial Museum in Victoria. Profusely illustrated, the book emphasizes the Canadian Pacific Railway's passenger sternwheelers on B.C. lakes which form the headwaters of the Columbia River. Some were 4-deckers with galleried double cabins. The book is listed at \$34.95 Canadian by Sono Nis Press, 1745 Blanshard St., Victoria, B.C. V6W 2J2. They sent it to me for \$34.94 US (\$29.01 + \$1.93 postage. Author Turner can be contacted c/o Modern History Division, B.C. Provincial Museum, Parliament Building, Victoria, B.C. V8W 1A1.

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

Sirs: The Steamship Historical Society of America recently elected its first ever lady president. She is Kathy Farnsworth, a good-looking blonde in her mid-thirties. Kathy is married to John Teichmoeller and they live in Elicot City, Md. (near Baltimore). They are both very active in marine, railroad, and architecturally oriented historical groups, and I'm sure Kathy will do a good job with SSHSA.

John L. Fryant,
6508 Dorset Drive,
Alexandria, Va. 22310

=John Fryant got elected to a term on SSHSA's Board of Directors. -Ed.

Sirs: Having grown up in Ambridge and having seen you walking your dog near the old Sewickley train station for years, and, finally, having been for some time the piano and calliope player on the DELTA QUEEN in the late '70's, I feel some "resonance" with you and the river.

Presently, through a series of circumstances that can only be termed fortunate, I've taken over the job of public relations management for the book "The River Book, Cincinnati and the Ohio," published by The Program for Cincinnati here in the Cincinnati area.

I am offering the book at \$18.00 postpaid, check or money order payable to me.

Joseph Rosenberger,
215 Covington Ave.,
Covington, Ky. 41011

=Original list price was \$29.95. -Ed.



This is a corner of Ben D. Richardson's "river room" on the first floor of his home at Malta, O., photographed by Norris F. Schneider of Zanesville, O. Practically all of the framed pictures and artifacts pertained to the Muskingum River. Ben Richardson was president of S&D 1940-41. His father, Capt. W. W. Richardson, was long associated with the packet LORENA. Ben never learned to drive a car and his wife Fannie drove the two of them on many an "expedition" gathering up items for the room. Much of this came to S&D and has become scattered through the Ohio River Museum exhibits and storage room.

Fred Dahlinger Jr., 743 Beverly Park Place, Jackson, Mich. 49203, has been researching and documenting calliopes for some years with the idea of doing a book. He has some 400 sorted out, about 40% of them river-related.

In reading the Packet Directory, Fred has found several mistakes.

Under ERA NO. 9 #1893, we report that she towed the FLOATING PALACE fleet for showman Eugene Robinson. Fred points out correctly that the two Robinson showboats were built in 1888 at the Howard Yard, too late in time for ERA NO. 9. But don't cross out the possibility that Robinson bought ERA NO. 9 in January 1873 for other ideas he may have had in mind.

Under FAWN #2027 we report that Capt. William Kratz was master for a time. Inasmuch as Kratz hadn't been born at the time, we plead guilty of error. But under FAWN #2032 we correctly report that he was master. Fred gives us the dates for Capt. William Kratz (1857-1916) and tells us that he was brother to George Kratz who built calliopes at Evansville, both sons of Christian Kratz.

Fred tells us that the first documented steamboat to have a calliope was the AMAZON, at Cincinnati in December 1856. He mentions this inasmuch as we have her (#0222) snagged Feb. 15, 1856, relying on an account in the Missouri Historical Review. Lytle-Holdcamper says March 24, 1857 at Wood River, Ill., and we are inclined to agree. The UNICORN #5507 is often quoted as the first with calliope, but she dates 1853-1855. The calliope did not make its debut until July 3, 1856 at Worcester, Mass.

Conrad E. Cheatham, minister of the Hopewell Associate Reformed Church, Covington, Georgia, calls to our attention that the side-wheel packet DACOTAH (#1424) was too early in time to have been owned by the St. Louis & Hannibal Railroad, as reported in the Packet Directory. "The St. Louis & Hannibal was chartered in 1857 as the St. Louis & Keokuk, but there was no real construction until the 1870s," he writes. "It became the St. Louis, Hannibal & Keokuk in 1873 and then the St. Louis & Hannibal in 1885-1886."

Yes, we must have nodded. The DACOTAH was in the ownership of the Hannibal & St. Joseph Railroad (see A. MAJORS #0037.)

We were some surprised one morning in mid-March to receive a phone call from Sandusky, Ohio. The people who are rebuilding the side-wheeler G. A. BOECKLING are on an all-out hunt to track down the drawings of her original engine. It is described as an inclined compound reciprocating condensing job, 25½", 44½"-6 ft, built in 1887 by New England Shipbuilding Co., Bath, Maine. From what we gather it was stiff-shaft, with oscillating cylinders fore

and aft, similar to those used on Swain-built side-wheelers except for the stiff-shaft feature. This engine first was installed on the SHREWSBURY (later renamed NEW YORK) where it served until 1909 when it was transferred to the BOECKLING then under construction at Ecorse, Mich. The BOECKLING was retired in 1951, and after she had been taken to Sturgeon Bay the engine was removed and scrapped. The virtue of an inclined oscillating opposed cylinder engine is that it can't hang up on center. Instead of pitmans, the piston rods are attached directly to the paddlewheel's shaft crank. The great number of cam rods imparting motions to the admission and exhaust valves, to the cut-offs, etc. makes for a scene of much interest when these machines operate. The BOECKLING people have searched in Maine for drawings but with no success. At the time of our phone call they were considering a visit to the U.S. Patent Office with the hope they might turn up a Swain patent. They are leaving no stone unturned. Should any bright ideas come to the reader, please contact Friends of the BOECKLING, P.O. Box 736, Sandusky, Ohio 44870.

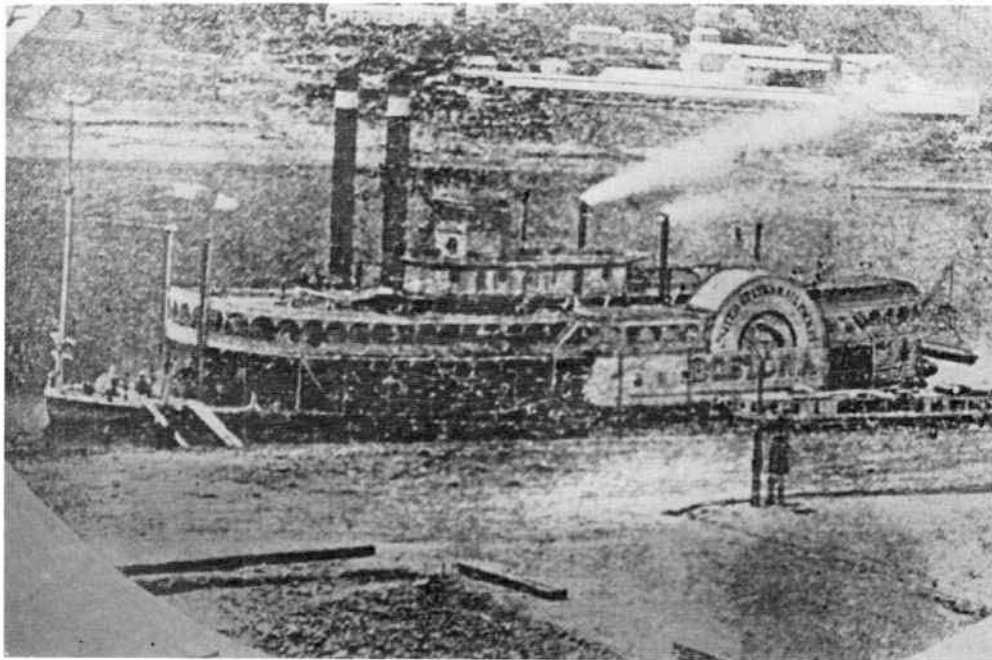
The U. S. dredge KENNEDY, now moored in New Orleans for exhibit during the World's Fair, is a steam sternwheeler 234 x 44, twin stacks. She was built by Dravo in 1932, originally named DUNDEE. She is a dustpan type dredge and has been in retirement some years.

According to "Engineer Update," issue of March '84, visitors will enter the boat through a covered circular ramp. Exhibits will include a flood being routed through the Mississippi System, the Old River control project, graphic and electronic representations of water resource projects, an audio visual theater, and a representation of an actual construction site. The pilothouse is being done over to show how it looked when the boat was new 52 years ago.

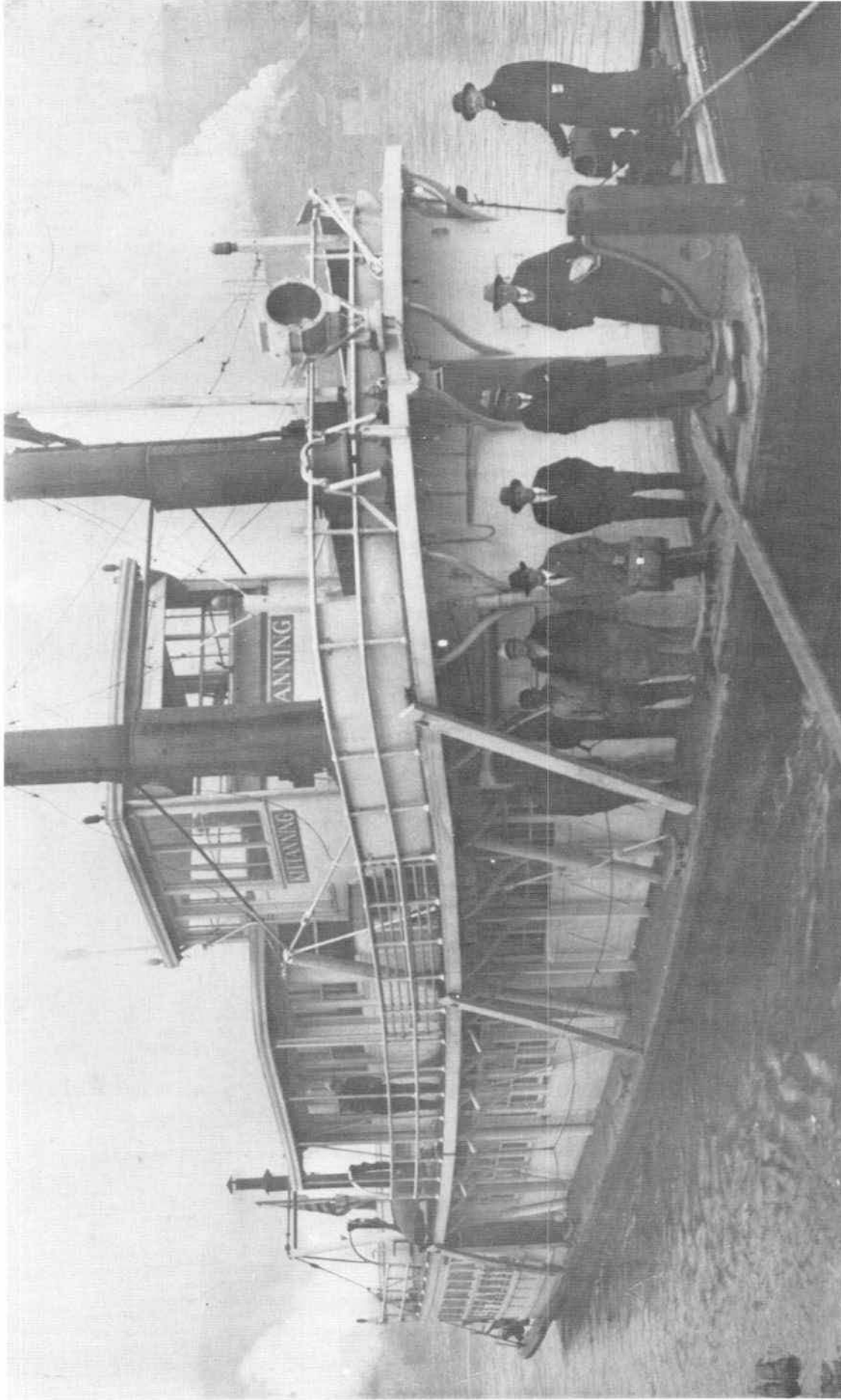
These alterations and exhibits are under contract to Hargrove, Inc., Lanham, Maryland, in amount of \$1,993,000.

The DUNDEE was renamed by the St. Louis District some years ago to honor James E. Kennedy who worked in river control and dredging operations in the Corps' St. Louis District 1892-1938.

-Our thanks to Capt. Jim Blum for the above.

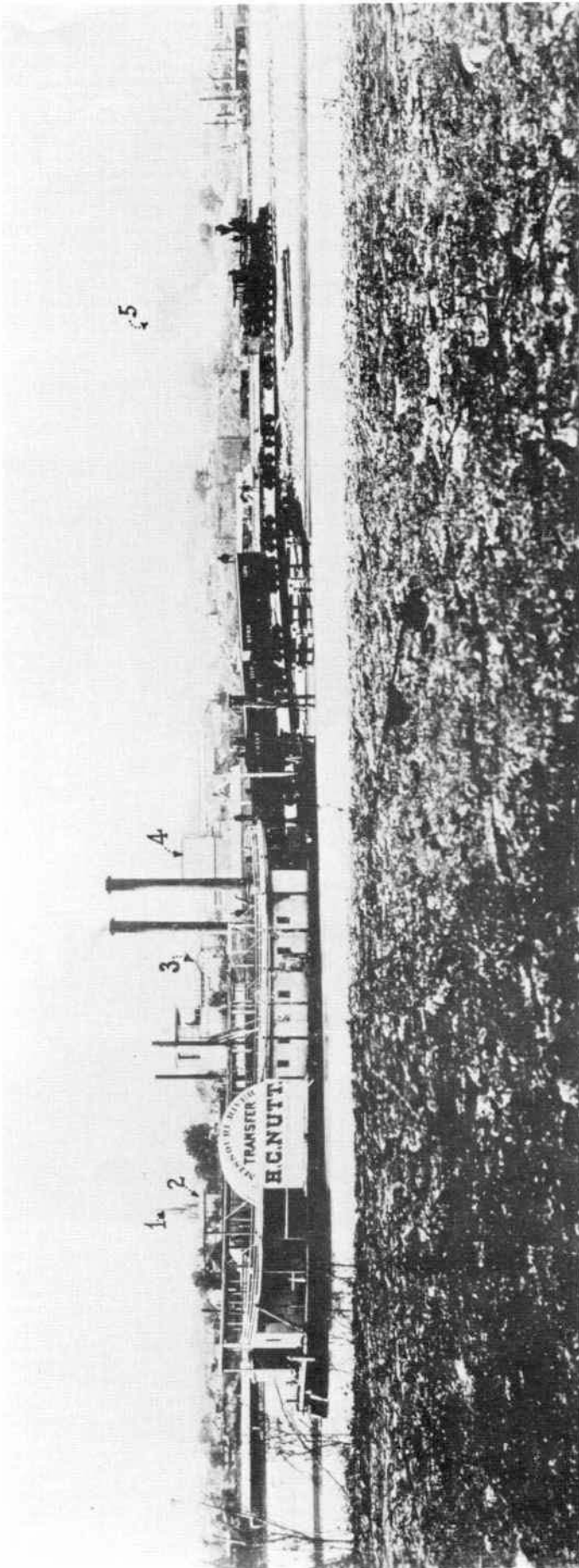


BACK IN 1915 or 1916 Ye Ed bought this picture by mail from Dick Hunster for 5¢ and felt rather cheated. We dug it out the other day and took a new look at it. It is of the BOSTONA NO. 3 moored at Portsmouth, O., possibly when she was brand new in 1863 (see Packet Directory #0695). The lettering on the paddlebox reads UNITED STATES MAIL PACKET and she ran Cincinnati-Portsmouth until she caught fire at Maysville on the evening of October 8, 1866 and her pilot beached her across at Aberdeen where she burned. The hull and wreckage lay below the mouth of Fishgut Creek for years after, and the pilot who took her across, Pete Boughner, planted her forward jackstaff in his front yard in Maysville where it stood for years. Maybe that 5¢ investment wasn't such a bad one at that.



THE U.S. inspection and survey steamer KITTANNING in this historic scene is moored at Oil City, Pa., Mile 134 from Pittsburgh. The picture was taken about 7:30 a.m. on Sunday, April 1, 1928. No steamboat had been that far up the river since May 1897 when the packet FLORENCE BELLE took an excursion from Oil City to Indian God Rock and return. Two sternwheel gas towboats have been there, the C & D in 1927 and CLIPPER in 1951. Fact is the C & D went on above to West Hickory, Pa., Mile 160. The last sternwheeler seen at Oil City was the pleasure boat LADY GRACE in April 1962, on which occasion she went above Warren, Pa. to Hemlock Ed-

dy, Mile 197. In the picture the gentleman standing at far right is J. W. Arras, senior engineer with the U.S. Engineer Corps, Pittsburgh. Next is George D. Stuart, editor of the Tarentum (Pa.) Valley Daily News. Only other person identified is fifth from the right, holding a brief case, George A. Zerr, river editor of the Pittsburgh Post-Gazette. The KITTANNING's Oil City trip was arranged by Col. Jarvis J. Bain, in charge of the Pittsburgh District, U.S. Engineers, and Donald T. Wright, owner-editor of The Waterways Journal, who was an Oil City native.



PICTURE taken at Omaha, Nebraska in 1871 showing railroad transfer operations across the Missouri River for the Union Pacific Railroad prior to the completion of the railroad bridge linking Omaha and Council Bluffs, Iowa. The photographer (unknown) was standing on the Council Bluffs side and the numbers identify prominent landmarks in Omaha: 1 - St. Philomena's Cathedral; 2 - Cozzen's House, built by George Francis Train; 3 - Canfield House; 4 - Union Pacific headquarters, formerly the Herndon House and 5 - Omaha's first High School. The side-wheel transfer H. C. NUTT was built at California, Pa. on the Monongahela River and com-

pleted at Wellsville, Ohio in 1870. Her wood hull measured 180 x 35 x 5 and she worked high pressure engines, 20' s- 5½ ft. stroke. She had four boilers (two on each side.) Owner was Missouri River Transfer Company owned in equal shares by William W. Marsh and H. C. Nutt. The NUTT could handle five cars on a single track. We've had the photo reproduced here since 1947. Somebody prior to the time we acquired it wrote in red ink across the back: "Detail of steamboat from a painting by Vic C. Donahue for Northwestern Bell Telephone Co." We haven't figured out this cryptic message but would hazard a guess that "...for a painting..." was the intent.

The excursion business at Davenport, Iowa, got front page treatment in the March 13 issue of The Wall Street Journal. Staff reporter Robert Johnson's story was headlined:

IS DAVENPORT, IOWA, GETTING TOO GOOD FOR ITS RIVERBOAT?

The subhead read:

Mississippi Paddle-Wheeler, Popular but Unreliable, Faces Glitzy New Rivals.

The lead actor in the tale which takes up almost a full column of front page space and almost another full column of carry-over on page 14 is Capt. Art Bull who is no stranger to the columns of the S&D REFLECTOR. When he bought River Excursions at Dubuque some years back, taking over the excursion boats JULIE N. DUBUQUE, LADY D and LADY M, he told us that he didn't get the money to purchase the firm as one might expect.

"I was also a World's Champion professional wrestler and that's how I got the money to do this," he wrote.

In 1972 Capt. Art decided to move his operations to Davenport, leased his landing space from the city at \$200 a year, and runs the JULIE N. DUBUQUE II there during the excursion season. It is this \$200 a year lease which got him on the front page of The Wall Street Journal.

The city fathers want to tear up Capt. Art's old lease and have him sign a new one at \$200 a month, and also the city feels entitled to 2% of his gross. Capt. Art doesn't feel that way at all, and when the matter got into the local county court, neither did the judge. The city has appealed to the Iowa supreme court.

Capt. Art's landing place is at the foot of Main Street, the choice spot. Since he started up business there the city of Davenport has completed a \$5.5 million civic center, and has upgraded the park near his landing place to the tune of \$325,000. A city official says that the JULIE is grossing about a million a year in revenue. They regard the \$200 a year lease as archaic. But most of all, the city is bugged by the way Capt. Art runs his operation. He has been known to take off with the JULIE with a charter trip aboard and not show up again at the landing for several days. They complain also that the JULIE is kind of seedy. It lacks the posh, they say, to project the new Davenport image.

Also in The Wall Street Journal story we learn that two new competitors will be there this summer. Joseph Schadler's QUEEN OF HEARTS SHOWBOAT, built at Cincinnati, featuring dinner cruises and singing waiters, and styled with pink and wine-colored interiors, will make her Davenport debut. Robert Kehl's MISSISSIPPI BELLE, built at Pensacola, Fla., will be touted as the "largest riverboat on the upper Mississippi." Governor Terry Branstad of Iowa is being imported for the christening.

Capt. Art has his own philosophy about how to run a river boat. He

has four daughters who assist, and leans heavy on doing things family style. He is quoted saying: "My way of doing things works fine for me."

And looks like he's remaining at the foot of Main Street.

The National Carousel Association, 875 West End Ave., New York, N.Y. 10025, has been searching for a photograph of a "merry-go-round barge" believed to have been built and operated by Capt. Lee Anshutz in the early part of the century, playing at Kanawha and Upper Ohio towns. The inquiry comes to us from Frederick Fried, chairman of the Association's Conservation Committee and author of the book "A Pictorial History of the Carousel."

Sirs: Since last writing you in 1970 I have built two models of the BETSY ANN, and one each of the LIBERTY (#3454) and OHIO (#4274). These I built from scratch with much time involved.

I have subscribed to "Ships in Scale," mentioned in the last issue, page 23, and from Model Expo, Inc.'s attractive catalogue I got their sternwheel model kit for KING OF THE MISSISSIPPI (no doubt fictitious) but it's a real beauty with fine hardwoods for natural finish. Am looking forward to assembling this kit without the painstaking task of working out scale proportions from photographs.

Ferris E. Way,
2815 Woodway Ave.,
Dayton, Ohio 45405

=No kin, far as we know. -Ed.

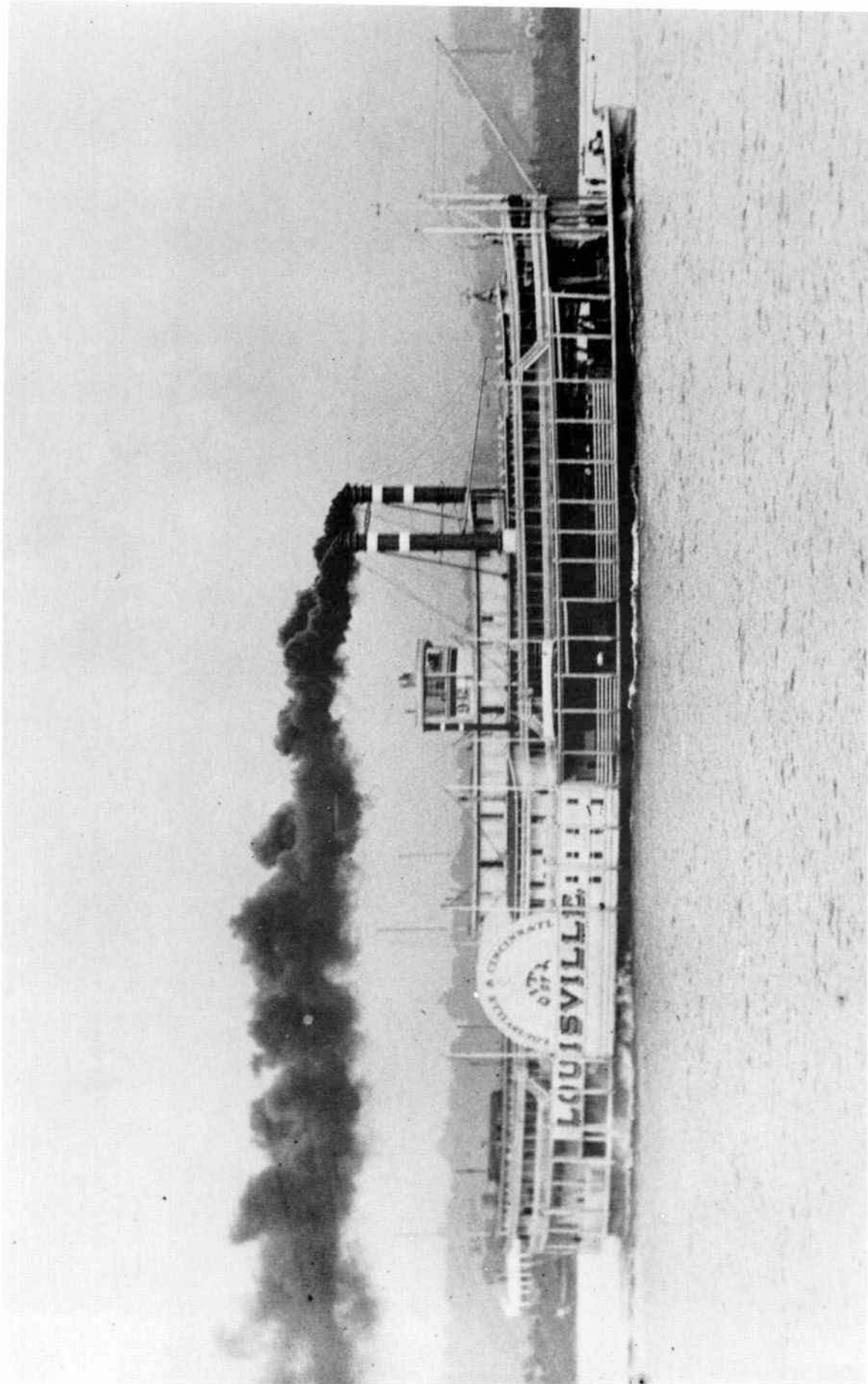


MOONLIGHT AT 8:30 is the title we're giving this fascinating portrait of the Streckfus Line's SIDNEY, taken on the Upper Miss during the First World War. The SIDNEY was the first big-time Streckfus excursion boat, playing the towns from New Orleans to Saint Paul, and carrying dance bands loaded with such talent that many players went on to the highest stratum in the music world. Many a boy-meets-girl romance blossomed between 8:30 and midnight on the dance floor and upper decks. The moon had very little to do with attracting a crowd - the interior grand ballroom with its lazily circling fans, subdued lights and music cast a spell so real that many young couples didn't know they were back at the dock until "Goodbye Sweetheart" (or was it "Goodnight, Sweetheart"?) ended the reverie and mood. This photograph, photographer unknown, is from the Joseph Huber collection, St. Paul, thanks to Ralph DuPae and crew.



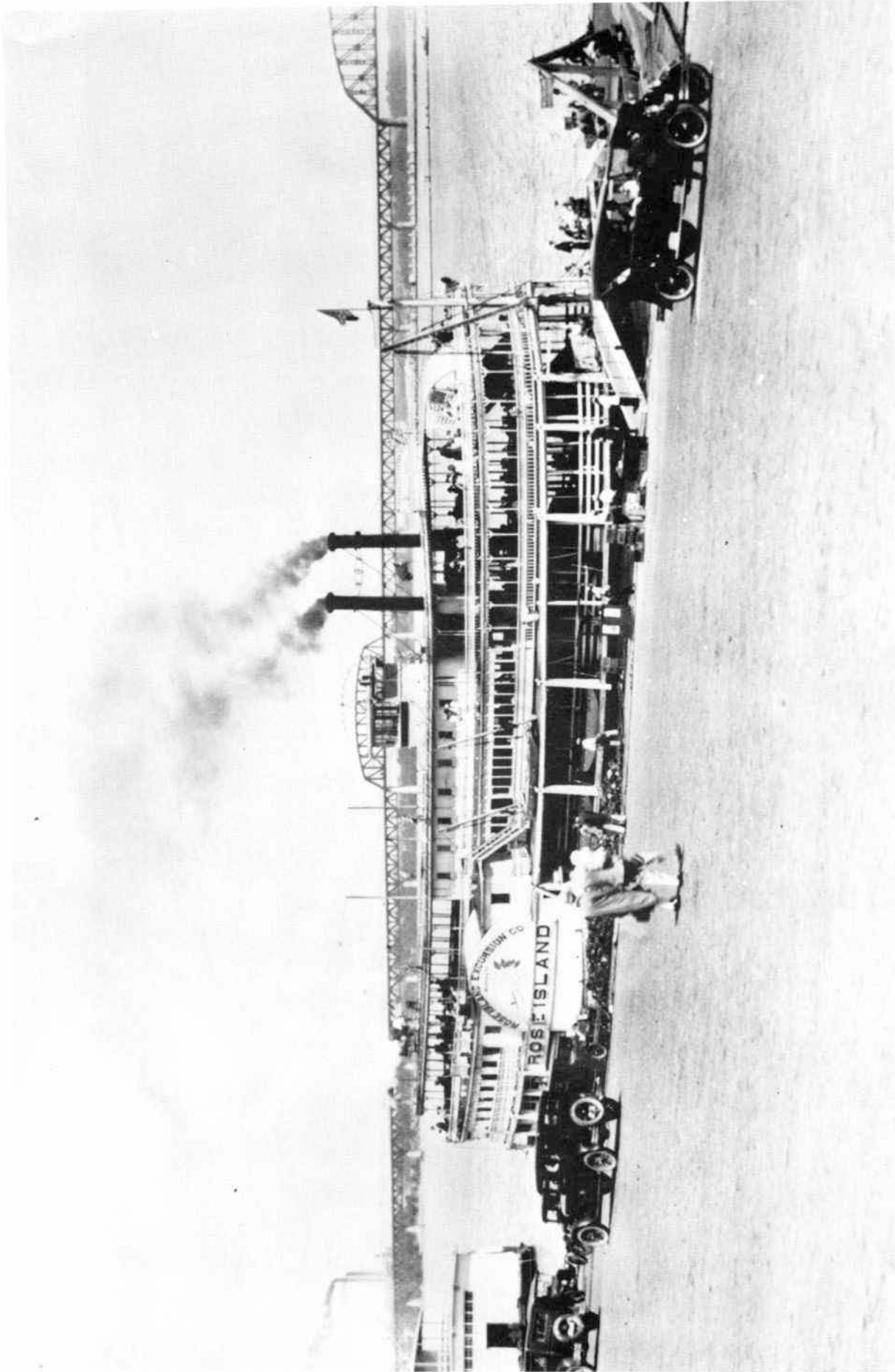
FINDING a good photograph of the JOSEPH B. WILLIAMS at this late date is sort of an event, and our thanks to Ralph DuPae for furnishing it. During the 38 years she ran (1876-1914) the "Big Joe" was captured on glass plates by professional photographers in more than a dozen instances and prints from these plates survive to modern times. Amateur picture takers didn't get much of a crack at her, so

far as we know, probably due in part to her being on the Lower Ohio and on the Mississippi between Cairo and New Orleans during much of her latter days when she was wearing the Combine's "R.C." on her pilothouse. Whether the above view was taken on a glass plate or with roll film we don't know, but it's a good one.



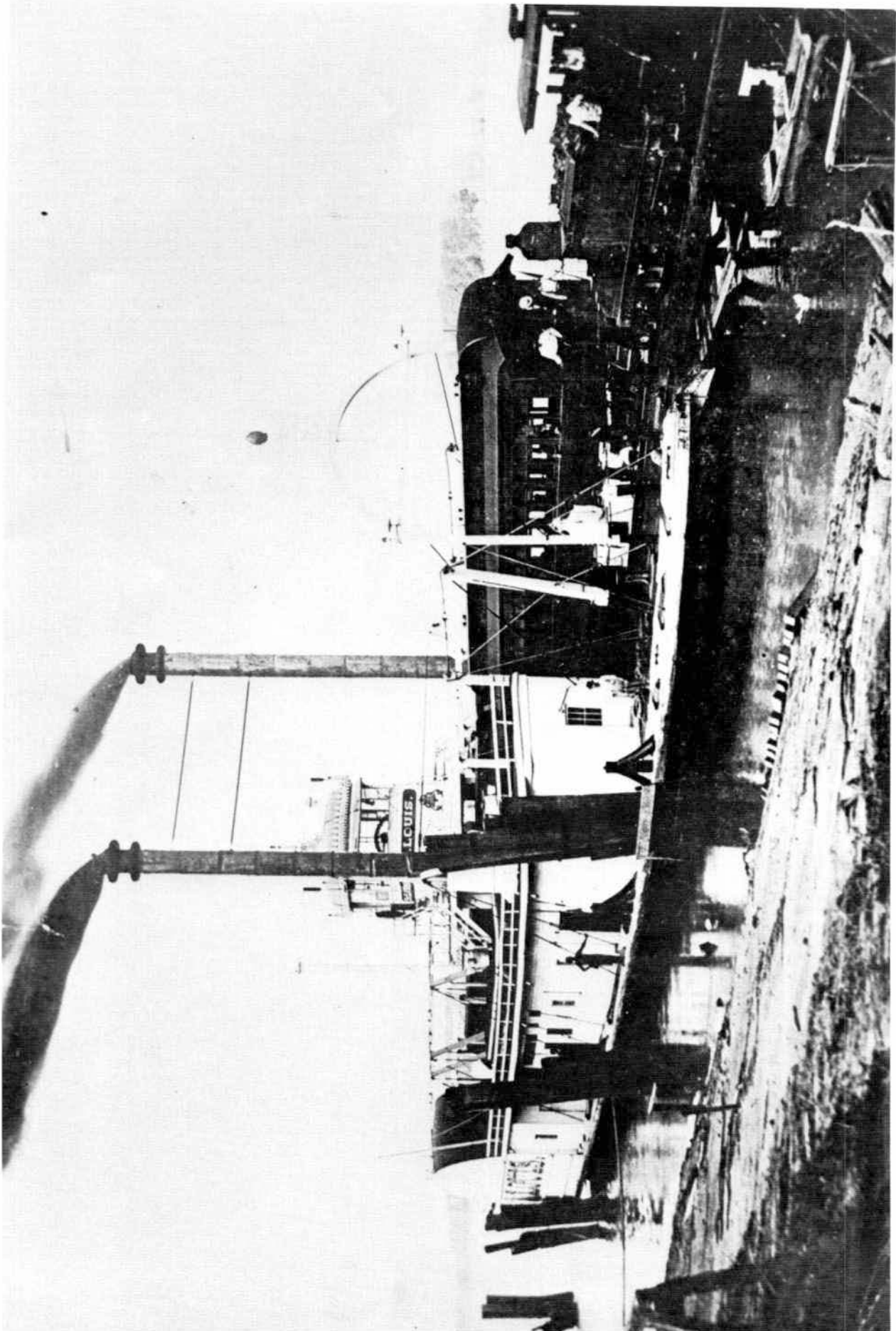
THIS IMPRESSIVE portrait of the CITY OF LOUISVILLE appeared in the C. M. Dowling collection, Miami, Fla. Mr. Dowling is grandson of Thornton Barrette who was noted as the most prolific of steamboat photographers at the turn of the century. Whether this is a Barrette original or from a print he picked up in his travels has not been determined. Anyhow she

is running full-head on a cloudy, windy day, the picture taken during the boat's early career when she still wore the numbers 9:42 on the sides of her pilothouse, brag of her record nine hours 42 minutes run from Louisville to Cincinnati in 1894, still the pat record for a commercial boat these ninety years later.



THE combination packet-excursion side-wheel VERNE SWAIN (Directory #5553) was bought by the Rose Island Excursion Company, run by D. B. G. Rose, in the spring of 1927. At Louisville, where this picture was taken, she was renamed ROSE ISLAND and operated to Rose Island Park. Two years

later she became the ROOSEVELT at Pittsburgh and lastly was the CITY OF MEMPHIS. C. W. Stoll located this picture in the University of Louisville collection and our thanks to the Murphy Library crew for the print.



R.R. TRANSFER ST. LOUIS

THIS old-timer railroad transfer was built at Freedom, Pa. on the Ohio River in 1869 for the St. Louis & Iron Mountain Railroad, listed in Way's Directory as #4950. She served on the Mississippi connecting Belmont, Mo. and Columbus, Ky., and later Cairo-Bird's Point. Although the hull was rebuilt

in 1906, she was dismantled at St. Louis in 1912. This picture is from the collection of Capt. William S. Pollock, Beaver, Pa., courtesy of the University of Wisconsin project at La Crosse.

CAPT. GORDON C. GREENE RECALLED

Ed. Note:- Harmen E. (Sandy) Bevan grew up in and around Newport, Ohio, and became the life-long friend of another neighborhood young man who turned out to be Capt. Gordon C. Greene. When Captain Greene bought his first packet, the H. K. BEDFORD, Sandy went aboard as clerk and spent seven years at it. After Captain Greene had died and was buried at Newport, Jesse P. Hughes and Tom R. Greene ding-donged at Sandy to write down some of his recollections. The result was eight pages of hand-written manuscript on lined school paper loaned to us by Cap'n Jesse's daughter Helen. A bit of editing was necessary to maintain the time sequence of the events, but otherwise the tale is told by Sandy in his own words.

My first recollection of Capt. Gordon C. Greene was in 1878. He was crossing Dana Run. He was going to what he called the "corner school" just $\frac{1}{2}$ mile south of Newport, and he was carrying a $\frac{1}{2}$ gallon bucket of lunch. At that time he was staying with his sister, Lydia G. Rea. Not long after this he went over on the Muskingum Creek to stay with his sister Libby McElhery and went to school there for some time. Next time I saw him he was with his father Christopher. Christopher and his brother Joseph were working on an oil well on their own place where they once had lived. Gordon was handling a little steam engine, Joe was handling the boiler, and Chris was the driller. The communication from the driller to the engine was a plow point hung up on a string with a large bolt hung close to the point. The driller gave the signal by pulling the string, different pulls for stop, reverse or go ahead. Gordon caught his big toe in the slides of the engine and mashed it pretty bad, and afterwards was on crutches for some time.

Next time I saw Gordon was when he took the apple boat down the river, the SAM REA. Sam was his sister Lydia's baby boy.

In the year 1880 Gordon, Will Gano and I started to float a barge of tan bark from just above Newport to Marietta. It was just about dark but Gordon figured there would be less wind to contend with by night. A cold wind started to blow so we had to land. We crawled under the deck of the barge rake and huddled together trying to keep warm. Gordon said to me, "Sandy, all you can do about that good bed of yours at home is to wish her well." In the morning we towed with a skiff and got to port.

Gordon worked at the Newport tannery, grinding the tan bark with a horse, not a motor. When he got his pay he bought a skiff-load of melons. We used a hank of clothes line for a tow line and pulled the load up the river to

New Matamoras where he sold them. He paid me for going with him but I don't think he made any money.

Gordon had quite a scar on the point of his chin. He had been helping drive cows, and one of the helpers told him to get on a cow and ride it. The helper hit the cow to make her run. She went between a fence and a big tree, throwing Gordon against the tree. He hit his chin and wore that scar for life.

One day Gordon came to me and said, "Sandy, I'm going to get a boat to run between Pittsburgh and Wheeling and I want you to go with me." I said sure, and went to Marietta on the T. N. BARNSDALL. They worked about all night on fixing the wheel and I got home to Newport the next morning with my new satchel, packed in my clothes, and was standing on the wharf when the H. K. BEDFORD pulled in fresh from Nashville. Gordon was the only pilot and when we left the landing shortly I went to the pilothouse where he told me the story of how he got the boat. This was on the 20th day of June, 1890. In November he went down to Peter Becker's home and brought Mame with him.

One day on the BEDFORD we had a shipment of new planed lumber. The mate came to Gordon and said he had put a couple of these boards in the hold as we might need them. Gordon told him to put them back on the pile. While the mate was returning them Gordon said to me, "A man that will steal for you will steal from you."

I was having trouble with my teeth so I saw a sign up on Liberty Street in Pittsburgh, a dentist advertising that he pulled teeth with no pain. Back at the boat I told Gordon I'd made up my mind to go see what this dentist could do for me. Gordon told his wife Mame

"I'd better go with Sandy," So he stood there by the dentist's chair and saw me through. I found my heart was too weak to stand the gas and jerked the mask off. The teeth came out after quite an ordeal with Gordon right at my side.

You've heard a lot about the Ohio Valley Improvement Association and the major role of its officers in accomplishing reliable year around Ohio River traffic by means of locks and dams. The name of Gordon C. Greene does not appear on monuments erected to honor these worthy people. He never liked to wear a new suit of clothes for the first time, and never wanted to attract undue attention at any time. Yet I have seen the time when he sat on a rock at the Newport landing, using a burlap sack for a cushion, and broke rocks into small pieces in the hot sun, scattering the bits over the wharf, simply to improve the town's access to the river. He accepted no pay for this, and he paid me to help him. The preacher came along and cautioned us not to overdo in the heat, that the Lord would provide. Gordon sort of smiled, looked at the rock in his hand, and drawled slyly, "Yeah, the Lord will provide; but He won't bring it in to the stove and cook it for us."

Sirs: Egregious omission from your brief biography of the KIT CARSON (last issue, page 24.) She and the MARIE J. towed the SPRAGUE from Dubuque to St. Louis in the summer of 1902.

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

=The egregious omission is the lack of photographs of this towing job. Only two are known, both pretty pooky. -Ed.



GOODYEAR blimp AMERICA snooping the NATCHEZ at New Orleans. It appeared from the rear and as it hovered Capt. Roddy Hammett gave it a salute which went unanswered. Date, Saturday, July 30, 1983. Thanks to Judy Patsch for the print.



PICTURE ON THE OPPOSITE PAGE

The VAL P. COLLINS comes to us from Jerry Sutphin's collection without details of when, why or what. But it's a good picture of her and also of her tow of wooden barges loaded with coal. Looks like she has her fuel flat in the duckpond. The insignia of the Island Creek Coal Company is visible on the side of the pilot-house. She's headed down the Ohio River and on the distant hilltop is a large building surmounted by a tower, Hanover College, Ind., perhaps. The photographer, whoever he was, must have been in the pilothouse of a rather large packet to get this good vantagepoint. The COLLINS was built at Charleston, West Va. in 1901 and had high pressure engines from the COAL BLUFF, 16's- 5½ ft. stroke, powered from three boilers. The original owners were Collins and Hartweg, Cincinnati. Then she became one of the pioneers of the Island Creek Fleet. The Big Ice got her in the winter of 1917-1918 moored at Sekitan, not far below the old Fernbank Lock and Dam (No. 37).

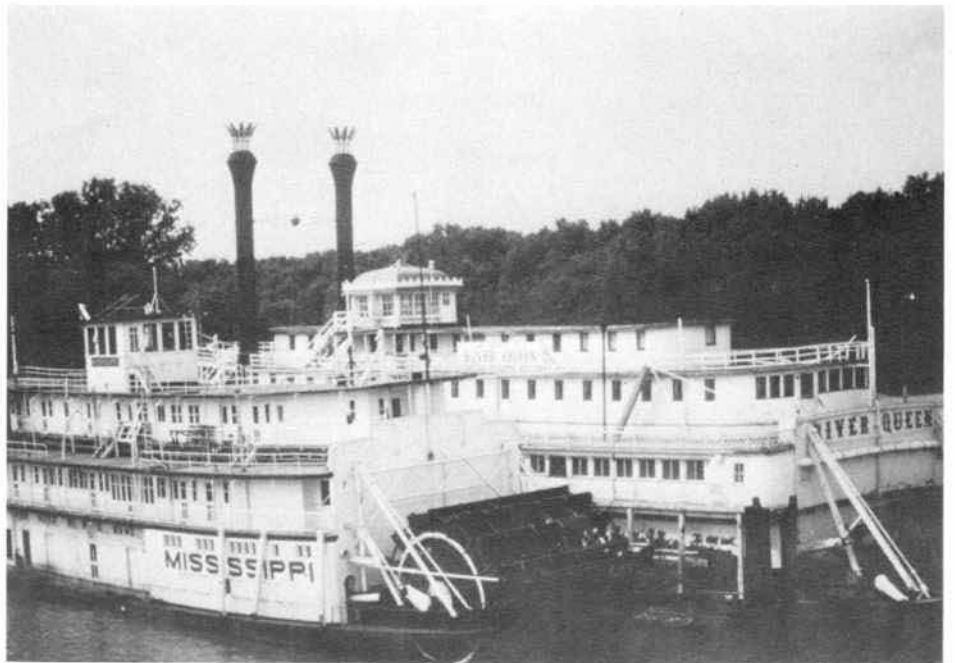
Sirs: In re. Bill Dugan singing songs at S&D meetings (last issue, page 26) he usually arrived with the music for "Ol' Man River" tucked inside his shirt, which he produced when he was invited to inspire us with song. And I do not use the word "inspire" loosely. Bill Dugan has thrilled the puddin' out of me countless times. But this time he produced a copy of "Heart Songs," a rather large songbook, larger than the normal hymnal, with which I was well familiar since I grew up with it in my home. My grandparents also had a copy of it on their piano. It was published, as I recall, before World War I and had all the Civil War songs and many other sentimental songs and ballads well laid out with words and good accompaniments. Bill wanted to sing "Lorena" but I had never before played it, and so his idea was vetoed.

In retrospect it's a bit strange that I'd never played "Lorena." That was my mother's name, although her father always called her "Kittens," and my Dad always called her "Gene." I feel sure I could trace her naming, by devious routes, back to the steamer LORENA but it is a long story, too convoluted for the present. I wanted to name my daughter "Mary Lorena" after her two grandmothers but my Mother protested that a child should not be stuck with such a strange name as that. I think it's beautiful. But she became Christina, after nobody.

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



CAPT. TOM R. GREENE, prodded by Capt. Paul and Harris Underwood, scheduled a tourist trip with the GORDON C. GREENE up the Tennessee River to Knoxville in September 1949. The critical bridge was reserved for the last few moments, the Southern Railway bridge at Knoxville. The whistle was taken down, the stacks lowered, and she cleared the green channel span lights by inches. In the distance is The Henley Street highway bridge, no problem, with something like 100 feet clearance.



TAKEN opposite Hannibal, Mo. on June 20, 1944 by John Kuster, showing the MISSISSIPPI (left) and RIVER QUEEN (ex-GORDON C. GREENE, CAPE GIRARDEAU). The owner had decided to take the RIVER QUEEN to St. Louis, and had bought the MISSISSIPPI to replace her opposite Hannibal. The change was made. Then, in March 1966, Frank Pierson bought the MISSISSIPPI, moved her to St. Louis, and renamed her BECKY THATCHER (second of the name). This view shows rather dramatically the difference in size. The RIVER QUEEN sprung a leak at St. Louis on the early morning of December 3, 1967, and went to Davy Jones. The BECKY THATCHER staged a similar pre-dawn sinking this past Sunday, March 4th.



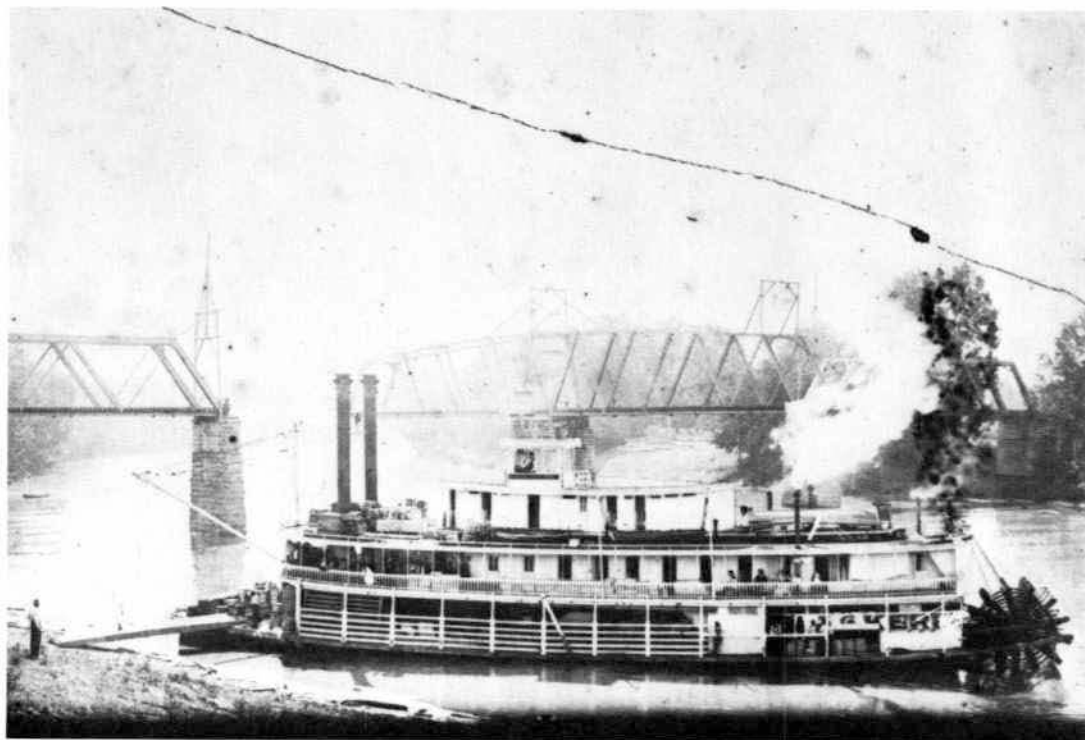
PICTURE ON THE OPPOSITE PAGE

THE PHOTOGRAPHER who took this picture captured an occasion, the joining of the right span of the Eads Bridge, St. Louis. The original 8x10 glass plate from which this is made was in the collection of Capt. Sam G. Smith. We were permitted to borrow it by Donald T. Wright some years ago, who then owned Cap'n Sam's negatives and had them stored in the attic of the Wright home, 609 Sherwood Drive, Webster Groves, Mo. Where Cap'n Sam got it we'll never know, but he did identify the two boats, LAKE SUPERIOR (center) and LADY LEE (right). The LAKE SUPERIOR ran to Keokuk and above (1870-1879) and we'd suppose her owners saw the problem of those tall stacks which can't be lowered to pass under this new span when the river's up. The Carter Line wharfboat, to which the LADY LEE is moored, ran regular service between St. Louis and Shreveport, La. This is the first LADY LEE (#3337 in the Directory) which operated 1871-1882. Fact is it is the only picture of her we know about.

A family ceremony was held at Rock Hill, home of Capt. and Mrs. C. W. Stoll, Louisville, Kentucky, for the marriage of Charles Christian Stoll and Wendy Anne Vincent, on Saturday afternoon, May 12th. A reception followed at the home of the bride's brother, at Crestwood, Kentucky. Wendy Anne is daughter of Mr. and Mrs. C. Geoffrey Vincent. Charles C. Stoll is son of Captain Stoll and the late Marijane Palmer Stoll.



HAULED OUT on the marine ways at Reed, West Va., on the Kanawha River about five miles above Charleston - Reed is a name which didn't stick very long - the place was called Dana in its Campbell's Creek Coal Company days, and now is Port Amherst. The W. C. MITCHELL was the old GEORGE MATHESON NO. 2, renamed in October 1920, originally built at Point Pleasant, West Va. in 1907. The lettering on her boiler-deck rail reads OHIO & KANAWHA TRANSPORTATION CO., and on the stern splashboard, under her name, is lettered "of Wilmington, Del." The "H" between her stacks is for Hatfield inasmuch as the Hatfield family had a big stake in her dating back to the beginnings. Following the Depression days the MITCHELL was laid up a good bit of the time, but the Shearers had her under charter in 1939, following which she went back into retirement, but then the GEN. ASHBURN got caught at Reed on a fast falling river and sank, this on Christmas eve, 1944, and the MITCHELL went back into action. She burned below Concord, Ky., Ohio River, on the night of February 18, 1945.



This view of the J. C. KERR, taken on Green River at Livermore, Ky. was sent to John Fryant by the late Agnes Harralson two years ago. It was taken on a glass plate which had been cracked. In the background is the swingspan bridge of the Louisville & Nashville Railroad. The original print was sent to Mrs. Harralson ten years ago by a friend of hers, Nola Griffith. It was old and faded, and so Agnes didn't use it in her Green River book. John Fryant sent it to a pro photographer in Shreveport, La., Frank Hampson, who coaxed it back to life. Probably taken in the mid-1890s.

Sirs: The map of the New Orleans harbor on page 21 of the last issue shows a "gondola route" crossing the river. I heard or read something earlier about a "gondola terminal" in Algiers and I wondered if the people down there were crazy enough to paddle gondolas, a-la Venice, from Algiers to the Fair site. The way they do things down there, such a project would not have surprised me. However, such is not the case.

Blaine Kern, of Mardi Gras float fame, and Augie Perez, of Perez and Associates, have formed a corporation entitled MART, for Mass Aerial River Transit. The West Bank terminal will be in the vicinity of Lamarcus and Teche streets in the McDonoughville area of Algiers and the East Bank terminal will be at the foot of Julia Street. Parking will be provided on both banks. Two 310-foot towers, 2130 feet apart, will carry a 1.7-inch cable across the river. Sixty cars, each capable of carrying six passengers, will travel on this cable. The cable will be about 175 feet above the middle of the river. The Greater New Orleans bridge is supposed to be about 170 feet clearance above the river at the same point. The whole system is expected to cost about \$9.2 million and has been designed by Pomagalski, S.A., of Grenoble, France. The system is expected to handle 1800 to 2000 passengers per hour in each direction. Speed - 11 miles per hour; time - 3 to 4 minutes to cross the river. Fares expected to be \$3 - \$4 per crossing, with commuter ticket rates averaging about 90¢ per day. What do you think of them apples? This apparently is a permanent idea, not Fair-oriented.

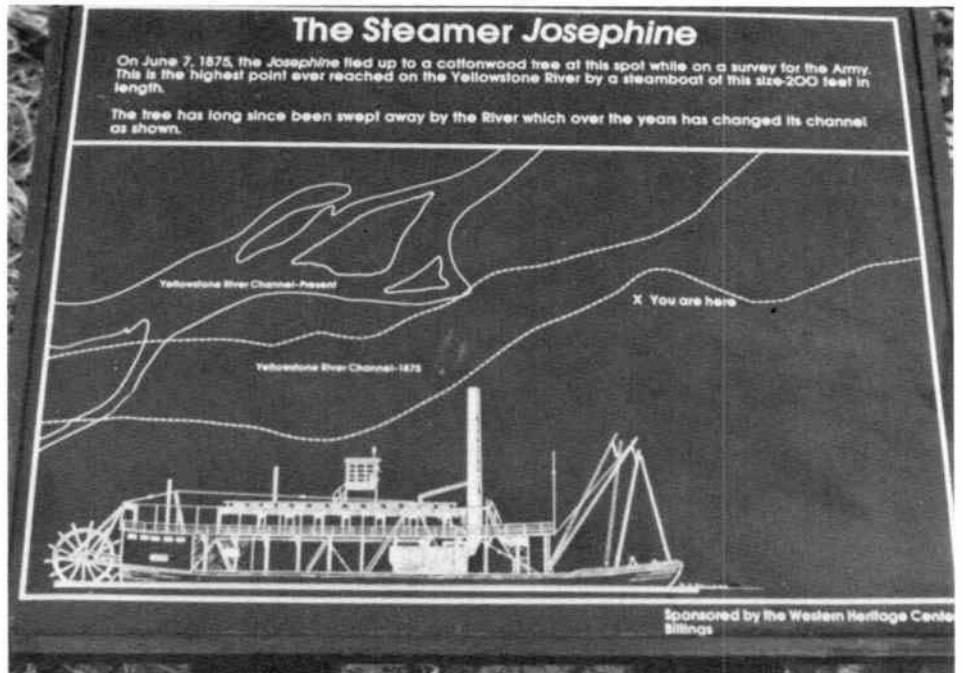
Larry Walker,
10552 Breedshill Drive,
Cincinnati, Ohio 45231

=Sure. We'll go if you and Ethel and Dorothy come along. Bring some sandwiches in case we wind up at Pointe a la Hache. -Ed.

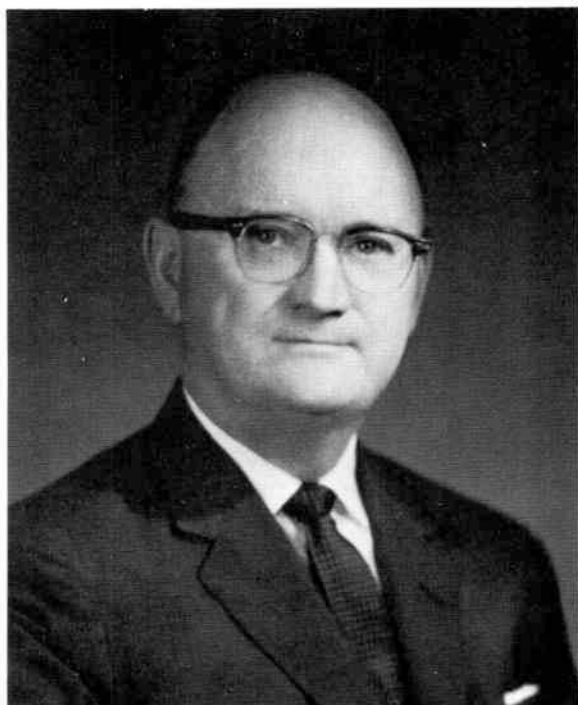
Karl W. Smith of Cincinnati showed his river slides at a recent meeting of the Adams County (Ohio) Historical Society. Most dramatic was a series, in full color, made of the explosion and destruction of the ISLAND QUEEN at Pittsburgh, taken on September 9, 1947. Karl also displayed shots of the wharf fire at Cincinnati taken on November 4, 1922 resulting in the loss of the first ISLAND QUEEN, MORNING STAR, TACOMA and first CHRIS GREENE. Prior to the meeting Karl, Capt. Chick Lucas, Bob Masterson and respective wives dined at Moyer's Winery, Manchester, Ohio. Of special interest to Bob was a slide of the Masterson House, Carrollton, Ky., and Capt. Chick got a surprise when he appeared on the screen in a shot taken while he was on the E. D. KENNA.



SOME RAINY DAY when you're resting, haul out the Rand McNally, open it to the state of Montana, and find the city of Billings (Yellowstone Park is two hops and a skip south of there in Wyoming.) A steamboat named JOSEPHINE wended its way up the Yellowstone River and, on June 7th, 1875, tied to a cottonwood where this gentleman in the picture stands. Fact is he is Donald J. Powers, designer of the new plaque his hand rests upon, and which is enlarged in the view below. The original cottonwood, locally known as "the Josephine tree" was swept away years ago.



A PROFILE of the mountain boat JOSEPHINE decorates the new plaque, together with a map showing how the Yellowstone has shifted. The little "x" to the right marks the spot where the top picture was taken, now far inland. It also marks the location where the JOSEPHINE, Capt. Grant Marsh in command, was obliged to turn about and retrace her steps, the ultimate in Yellowstone steaming. For years there has been a Josephine Park at Billings, reminder of the feat. The new Riverview Park, a few miles upstream from the old one, was completed last year, and it is there these pictures were taken, marking the actual climax of the JOSEPHINE's triumph.



LEONARD V. HUBER 1904-1984

Leonard Huber died at New Orleans on Saturday, February 18, 1984 aged 80. He had been admitted to the Ochaner Foundation Hospital a short time prior.

Leonard will be remembered by future generations as the prolific author of many carefully documented and well written books dealing with the history of his native city, New Orleans, and the state of Louisiana. His interest in these topics prompted him to acquire a vast collection of documents, drawings, lithographs and photographs, many of which appear as illustrations in his works. Practically all of his writing and the lay-out work was done at his home at 204 Fairway Drive where, in his study room, the historical material was contained in file drawers. He believed in a clean desk, everything in its place. Among his reference books was a complete set of the S&D REFLECTOR in volumes he had ordered made to suit his individual taste. Always a good friend of S&D, he and his wife Audrey attended several Marietta meetings and he was an honored guest when the W. P. SNYDER JR. was steamed down to the Muskingum in 1955 to become available to visitors.

Leonard regarded his writings as an avocation secondary to his principal employment. He was president of Victor Huber and Sons Inc., owners and builders of the Hope Mausoleum at 4841 Canal Street and operators of Louisiana's first crematory. This gigantic edifice attracts a constant flow of visitors.

He also was president of the St. John Cemetery Association Inc.

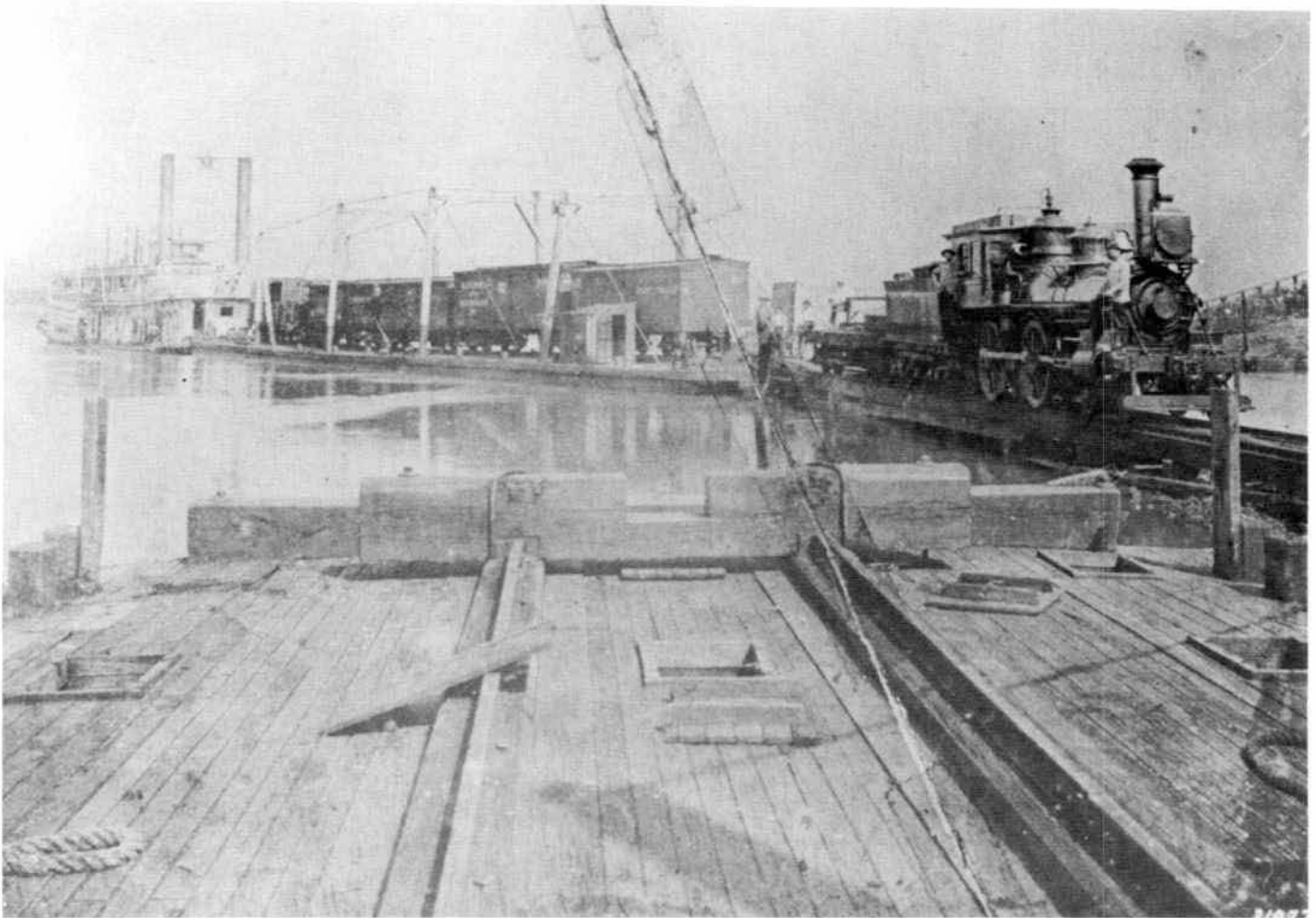
Often regarded as "Mr. New Orleans," Leonard was a member of the Chamber of Commerce of the Greater New Orleans Area for more than 15 years and served as its chairman for two terms, 1947-48. He was secretary of the Citizens Committee for the Vieux Carre in 1950, president of the Louisiana Landmarks Society 1956-1958, president of the Orleans Parish Landmarks Commission in 1956, a member of the Board of Directors of The Friends of the Cabildo 1965-81 and president 1972-73.

Frances Parkinson Keyes, famed novelist, acquired and resided in the Beauregard House, 1113 Chartres Street, New Orleans, until her death in 1970. She set up the Keyes Foundation and named Leonard as chairman of the Board of Trustees and he administered Beauregard House 1961-1978. He had befriended Capt. Doc Hawley in 1959 aboard the DELTA QUEEN and when Doc came to New Orleans as master of the NATCHEZ in 1975, it was Leonard who arranged that Doc take up residence at Beauregard House, his abode until Doc bought his own place at 639 Barracks Street in 1977. Among the novels Mrs. Keyes wrote there was "Steamboat Gothic," during the course of which she called in a group of river oriented persons to review and discuss the chapters dealing with a voyage down the Mississippi on the side-wheel RICHMOND (#4753) in which Leonard was included. His personal stationery from that time on was embellished with a handsome likeness of that steamer under way in the New Orleans harbor.

His talents were multifold. Leonard served on the board of directors of the Louisiana Historical Association, New Orleans Philharmonic Symphony Society, Louisiana Maritime Museum, and Louisiana State Museum, and he was a founding member of The Friends of the Tulane University Library. Through his efforts the Donald T. Wright collection of steamboat photographs was housed in the Library. He was a graduate of the Tulane University School of Business, which granted him a master of humane letters degree in 1974. He was president of the Philatelic Society of New Orleans for three terms, 1941, 1946 and 1949. He was vice president of the American Philatelic Society 1947-49 and president of the U.S. (Philatelic) Cancellation Club in 1950.

To be welcomed to New Orleans by Leonard Huber was an adventure in living.

He is survived by his wife, Audrey Wells Huber; two sons, Leonard V. Jr., and Lloyd W. Huber, seven grandchildren, and a great-grandson. Services were held at the St. Charles Avenue Presbyterian Church and interment was in Hope Mausoleum.



CHARLES MONTAGUE located this one, and says "it appears to be on the Ashland side of the Ohio River--note the incline showing at extreme right center which might be the Ashland Coal & Iron's coal dock facility." The towboat is the GEORGE WOOD. For the story of this barge transfer service see the article below.

The streak from top center to bottom right is a crack in the original glass photographic plate over which some transparent tape has been applied. No number appears on the switcher, and no lettering on the tender. We are some surprised to see a locomotive with such big drivers being used to haul cars up an incline.

RAILROAD TRANSFER AT ASHLAND

Ed. Note:- C. E. Montague, Jr. of Ashland, Ky. writes: "Some years ago an old-timer named Guy H. Ogden wrote a column for the Ashland Daily Independent which he called SOME REMINISCENCES and in one of these he took up this transfer system. I enclose a copy."

One unusual institution of early Ashland became so much a matter of course with me that I haven't thought of telling about it. It was the transfer of railway traffic, freight and passengers, on a barge across the Ohio River between Ashland and Ironton.

In the early 1880s the Scioto Valley Railroad was built from Columbus, O. to Ironton, O. and as there was a great deal of traffic to be had in Ashland the Scioto Valley people made arrangements with the Ashland Coal & Iron Railway Company to handle their trains into town.

An incline was built on each

side of the river down into the water and a crib--that is what it was called--with a short section of railroad track on it to carry a level track so the cars could run on the barge. This, of course was on wheels so it could be pulled up and down the incline as the river rose and fell.

Also a barge was built with a track on it capable of holding three passenger coaches or five or six freight cars. A towboat named the STORM was obtained and the transfer, as we called it, was ready.

Then the Scioto Valley, the Ashland Coal & Iron, and the Chatteroi, which was built about the same time, erected a large frame building at the foot of 13th Street and called it the Union Depot. This name was well deserved as the passenger trains of all three of those railroads came into the depot. For years it was quite a business center of the town.

For many years it was quite a custom for we boys to go down and see the engine bring the cars down

and put them carefully on the barge and then see the boat bring them across and another engine take them up the hill. One time we started from the Ogden home at 18th and Central and I stepped on the rail and said I was going to walk the rail clear down to the transfer and I did it. I guess it was silly but it gave me something to brag about and I was enough of a boy to like that.

When I was night clerk in the Hotel Aldine nearly all of the Scioto Valley trainmen stopped at the hotel and I heard lots of their conversations. There was one train that came in about 11 p.m. and one morning some of the boys made up a story on the others. They told them that the 11 o'clock train had run off the incline the night before. "Where did it go?!" "On the barge, of course."

I think I have heard that some cars did get loose once--they were freight cars--and the boat saw them coming and just did get away in time. The STORM was the tow-

boat for some time, and was later replaced by the BOB BALLARD and then the JOHN F. KLEIN.

There were two inclines on the Ohio side of the river, one belonging to the Detroit, Toledo and Ironton, and the other to the Scioto Valley.

Later the Norfolk and Western bought the Scioto Valley and carried on the transfer for a while but after some time the N&W built a connection from Kenova to Coal Grove and soon discontinued the passenger train but continued the freight business for years. The Ashland Steel Company was taking lots of pig iron from the Sarah and Bellefonte furnaces in Ironton and sending them steel slabs and later wire rods in return, which added up to a lot of tonnage.

Ed Todd, who lives with his daughter at 1105 Shelby Avenue, said he once saw the boat pull out with five cars of pig iron and about 50 yards or so out in the river the barge tipped over and dumped all five cars in the river.

The transfer began operations in 1882 or 1883 and continued into the new century. I left Ashland Steel in 1917. Not very long before that time we started sending our shipments to and from Ironton by way of the Kenova bridge.

Capt. Doss Davis was for many years the commander of the towboat. There were others but I can't remember their names. The transfer barge finally was carried away by ice. Mr. Todd said some rivermen told him that they saw the barge lying on its side down near Louisville.

Notes: The STORM referred to in Guy H. Ogden's story was the towboat STORM NO. 3, built at Brownsville, Pa. in 1864 and in her latter days became the transfer towboat at Ashland. Her last running was in 1885 when she sank near the incline on the Ohio shore opposite Ashland. Apparently she was replaced by the towboat GEORGE WOOD, said to have been owned by the Bay brothers at the time. Guy Ogden does not mention her--forgetfulness perhaps--but she was in that transfer service for a lengthy period. She burned August 30, 1898 at Ironton. Then came the BOB BALLARD which ultimately sank above the Aetna Furnace opposite Ashland on December 10, 1909. The prop towboat LUCY COLES sometimes handled the business. The Ashland Coal & Mining Company bought the towboat JOHN F. KLEIN in May 1914 for the transfer service. We don't have the date of the loss of the barge in ice but would hazard a guess it happened during the severe winter of 1917-1918. -Ed.

An oil painting dating back to c. 1857 and titled "The FOREST QUEEN in Winter" brought \$126,500 at an auction in New York last September. The Christie Gallery declined to identify either seller or buyer, but the high bid was somewhat of an eye-opener in the art world. The canvas, painted by a relatively unknown artist, shows

a side-wheel packet on the Ohio River at Covington, Ky., the foreground shore and the hill opposite covered with about a 4-inch snowfall, and a family gathered in the foreground, the father with sketch-pad, and mother and three children watching the boat. The group is said to represent artist Martin Andreas Reissner, who painted the scene, and wife and children. All that is known of Reissner is that he worked in New York and Philadelphia in the mid-19th century. The Christie Gallery had expected the painting to go for \$10,000 to \$15,000 as a rather rare Ohio River scene. Instead it turned out to be the most conspicuous at the auction.

There were two side-wheelers named FOREST QUEEN operating out of Cincinnati, the first one 1851-1859 (#2092) and the second one 1858-1863 (#2093). The second one was the more famous, having served as a U.S. transport, and having successfully run the Vicksburg batteries commanded by Capt. C. Dan Conway in '63. If the painting is correctly dated (c. 1857) it depicts the first one.

Elsewhere in this issue is mention of a monument erected to the memory of persons lost in the SULTANA explosion and fire, located near Knoxville, Tenn., a "fur piece" from the scene of the calamity. In similar vein, Bert Fenn last year located a monument at Lawrenceburg, Ind. erected in memory of three victims of the REDSTONE explosion, about 52 miles distant from the blast.

Bert's detective work called for some persistence on his part.

"In the Greendale Cemetery on Ridge Avenue in Lawrenceburg, Indiana is a monument to three young men who perished in the REDSTONE explosion," he writes.

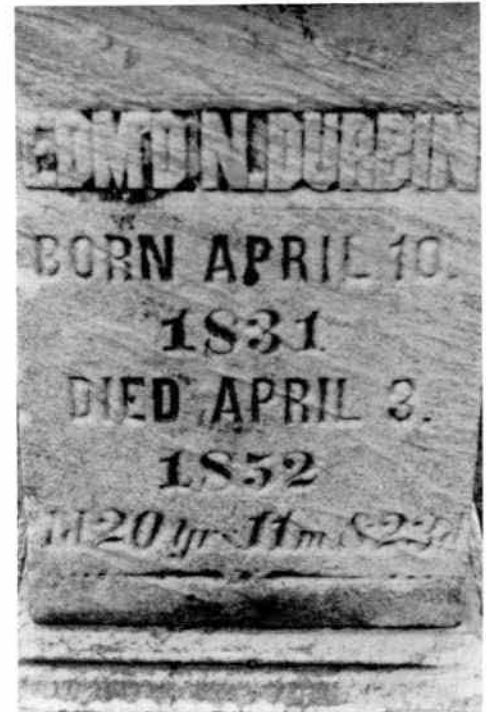
"Look me three tries to find it. On my first visit it was my misfortune to arrive at the cemetery on the 3rd day on the job of a new cemetery manager. On the second trip I got helpful information through a kind librarian at the public library who told me if they had any information as to the names of the victims it would be in a particular notebook of cemetery records--and it was. But I didn't have time to go to the cemetery that day to check out my information. On the third visit I found it.

"There is one monument to three victims. They were originally buried in the old Newton Cemetery in the Isaac Dunn Addition to Lawrenceburg. However, this cemetery was vacated and all bodies were moved to the newer Greendale Cemetery, back of town, in 1940, maybe when the flood wall went up, a guess.

"There is a marble obelisk for a marker. One side of the base says, 'Erected to the memory of three noble (then an unreadable word) young men who were killed by the explosion of the steamer RED-

STONE near Carrollton, Ky. on the 3rd of April A.D. 1852. May they rest in peace.'

"Then the names of the men are engraved on each of the other three sides of the base.



EDM'D N. DURBIN, born April 10, 1831. Died April 3, 1852. The other names are ELI G. CRISMAN, born March 11, 1830. Died April 3, 1852, and JAMES E. GOBLE, born March 2, 1830. Died April 3, 1852. Bert regretted after he got home that he had failed to take a shot of the entire stone.

"The story of the REDSTONE explosion in the S&D REFLECTOR, issue of December 1968, quoted a contemporary Cincinnati newspaper account which lists among those killed 'E. G. Crossman, printer' which is no doubt the stone's 'Eli G. Crisman.' Also listed is 'E. N. Durbson of Lawrenceburg, Ind.,' one of which, probably the Lawrenceburg fellow, being the stone's 'Edm'd N. Durbin.' Also in the news account is 'James E. Goble of Lawrenceburg, Ind.' as per the stone. A fair guess is that Crisman, Goble and Durbin were all from Lawrenceburg, brought home for burial--or a commemorative stone erected in their memory back home by friends or public subscription."

Cornelia (Cori) Reade, 1041 Russell St., Covington, Ky. 41011 got out the 4-page March '84 issue of RIVERVIEW on a typewriter loaned to her by Frank Prudent. Cori has been the editor of this newsletter published by the Middle Ohio River Chapter of S&D for the past several issues. Featured in a box is a recipe for Barbequed Catfish contributed by Robert W. Doland of New Orleans.

BOATMEN OF OHIO'S LAWRENCE COUNTY

by Jim Wallen

A great many families contributed to Lawrence County's important place in the steamboat business, and lots of these names which became well known over thousands of miles of rivers are still familiar in the county today. Old government inspection records, freight bills, crew lists, company documents, and newspaper river reports of long ago are scattered through with such typically Lawrence County names as Kouns, Scovell, Gillen, Knight, Dillon, Crawford, Miller, Fuller, Davidson, Burke, Mace, Curtis, Kerr, Andrews, and dozens of others. They were owners, captains, pilots, mates, clerks, engineers, boatwrights, watchmen, deckhands, everything; and many of them could perform just about any of the jobs necessary to keep a riverboat going.

It cannot be said that any one particular spot on the county's long Ohio River border contributed any more than another, for these boatmen came from Millersport, Athalia, Proctorville, Chesapeake, Burlington, South Point, Petersburg (now Coal Grove) and Ironton.

Steamboating was often a family affair then, and there were extensive family relationships among owners and crewmen on every steamboat that came from Lawrence County.

This fact is well illustrated by an interesting notation which appeared in the river news column of a Shreveport, La. newspaper of December 27, 1874. "Loafing along the levee Friday afternoon," wrote the river news reporter, "we were attracted to Capt. Ike Hunter, who called our attention to the fact that out of forty officers on the three boats in port, thirty-eight of them were from Lawrence County, O., and twenty-eight of them were kin-folks--principally Kouns and Gillens."

The Kouns family and the related Gillens carried out considerably more than a half-century of adventurous and generally profitable activity on the rivers of the South, much as the Davidsons of South Point did on the northern rivers of Minnesota and Wisconsin.

Andy P. Kouns, former Huntington realtor, a later member of the family to travel the rivers, recalled to me a trip he made from Huntington to Shreveport, on the Red River of Louisiana, aboard one of the steamboats in which his father, Henry Kouns, was interested.

The Red River, extending for hundreds of miles diagonally through the state of Louisiana, across a corner of Arkansas, and on in to Texas, was the scene of the greatest steamboating activity by the Kouns family and associated relatives, though their operations were frequently extended to the White River of Arkansas, and many other smaller streams.

But notwithstanding the importance of their stake in Red River



CAPT. GEORGE LAMP KOUNS, born and raised in the vicinity of Symmes Creek, opposite Huntington, West Va., became a leading figure in the operation of packets out of New Orleans, principally to Shreveport and Jefferson on Red River. For this portrait we thank his great granddaughter, Mrs. Margaret Hodges Hostetler, 184 Pennsylvania Avenue, Shreveport, La. 71105. "I would love to hear from S&D members and share with them the material I have collected," she writes, and adds that she already has heard from Catherine Toothman of South Point, Ohio, as the result of the article about the Kouns family which appeared in our last issue on page 17.

transporation and related businesses, very few of these Lawrence County people ever moved permanently to the South. As a general rule they kept their residences in Lawrence County and came and went on their long slow trips between home and business as river conditions permitted. One of the few who stayed in Shreveport was Will Dillon, who became president of the street railway system and a bank there. He was the son of Capt. Steve Dillon whose brick home stood near the riverbank at the upper end of the Chesapeake Airport. Another was Noah McClure who headed the McClure Insurance Agency at Shreveport.

The beginning of the Kouns river participation was in the late 1840s when a company composed of George L., Ben B. and John Kouns, joined by Capt. William Tiley Scovell, ran a boat on Ouachita

River and to Bayou Bartholomew. They soon moved over to the Red River and began building a series of boats named ERA.

Capt. Tiley Scovell was still going strong in 1898 for a fairly good photograph shows him on the roof of the neat little stern-wheeler GEM, coming into a southern plantation landing in the year 1898.

There was even a Kouns aboard the ROB'T E. LEE on its historic race to St. Louis with the NATCH-EZ. Capt. John L. Kouns was aboard as one of the official time-keepers, and reported that the LEE's steam pressure throughout the race never went above a safe 160 pounds, for she was running "wide open" all the time, and those 40-inch cylinders drank all the steam the boilers could produce.

It was Capt. John Kouns who, in

1870, had the 160-foot sternwheeler TIDAL WAVE built at Brownsville, Pa. in association with Capt. W. T. Scovell. For some reason or other, three Gallia County men were allowed in on this project, for W. C. Newton, James Newton, and H. H. Bailey, all of Gallipolis, were listed in the government records as part owners.

Last of the steamboating Kouns was Capt. Warren Kouns who was running the 130-foot steamer CITY OF PEORIA from New Orleans to Bayou Teche in 1919 and who, in 1921, had the FAWN running in the lower Mississippi. He was a venturesome one, too, for he piloted the great side-wheeler MORNING STAR out from New Orleans to the jetties with northern tourists aboard, and probably thought little of it in view of the many river feats his relatives and friends from Lawrence County had been performing as a matter of routine through several generations.

Our last issue, page 17, contains a story headed "The Kouns Family of Red River Fame." In extending proper credits mention is made of an article by H. Ted Woods "probably published at Columbia, La. (date?) who interviewed Mrs. Melvin (Margaret) Stallcup.....great great granddaughter of Capt. George L. Kouns."

Since then we have received a pleasant letter from this same Margaret, now remarried, and we quote:

"When I wrote to Captain Charles Henry Stone asking for information regarding steamboating in the Ohio River area during the 1800's, I did not expect so many doors to open for me. At his suggestion, I became a member of S&D. What a wonderful surprise to open my very first S&D REFLECTOR and find an article written about my ancestors, the Kouns brothers! My only regret is that had I known an article was going to be written, I would have sent more information.

"Most of the information obtained for the REFLECTOR article did come from a story in a weekly newspaper of Columbia, La., "The Caldwell Watchman." The owner of the paper at that time, H. T. Woods, became interested in the material I had and wrote the little piece I sent to Captain Stone. Oh yes, my name at that time was Margaret Stallcup--first marriage! This was ten years ago and I have collected more material on the Kouns and the Red River Packet Company. Sincerely, Margaret Hostetler.

Sirs: In writing an article for the River Cities Magazine in 1981 I mentioned an early Kouns home facing the Ohio River at the lower end of Chesapeake, O. near the Riverside swimming pool. It is, or was, a large brick structure



CAPT. WILLIAM TILEY SCOVELL of Lawrence County, Ohio, who in the 1840s, joined with George L., Ben B. and John Kouns, also of Lawrence County, in the operation of packets out of New Orleans. Known as Tiley Scovell to his friends, he was one of the three Scovells who built the cotton sternwheeler IMPERIAL at the Howard Yard in 1894. For this portrait we are indebted to Mrs. Margaret Hostetler of Shreveport, La.

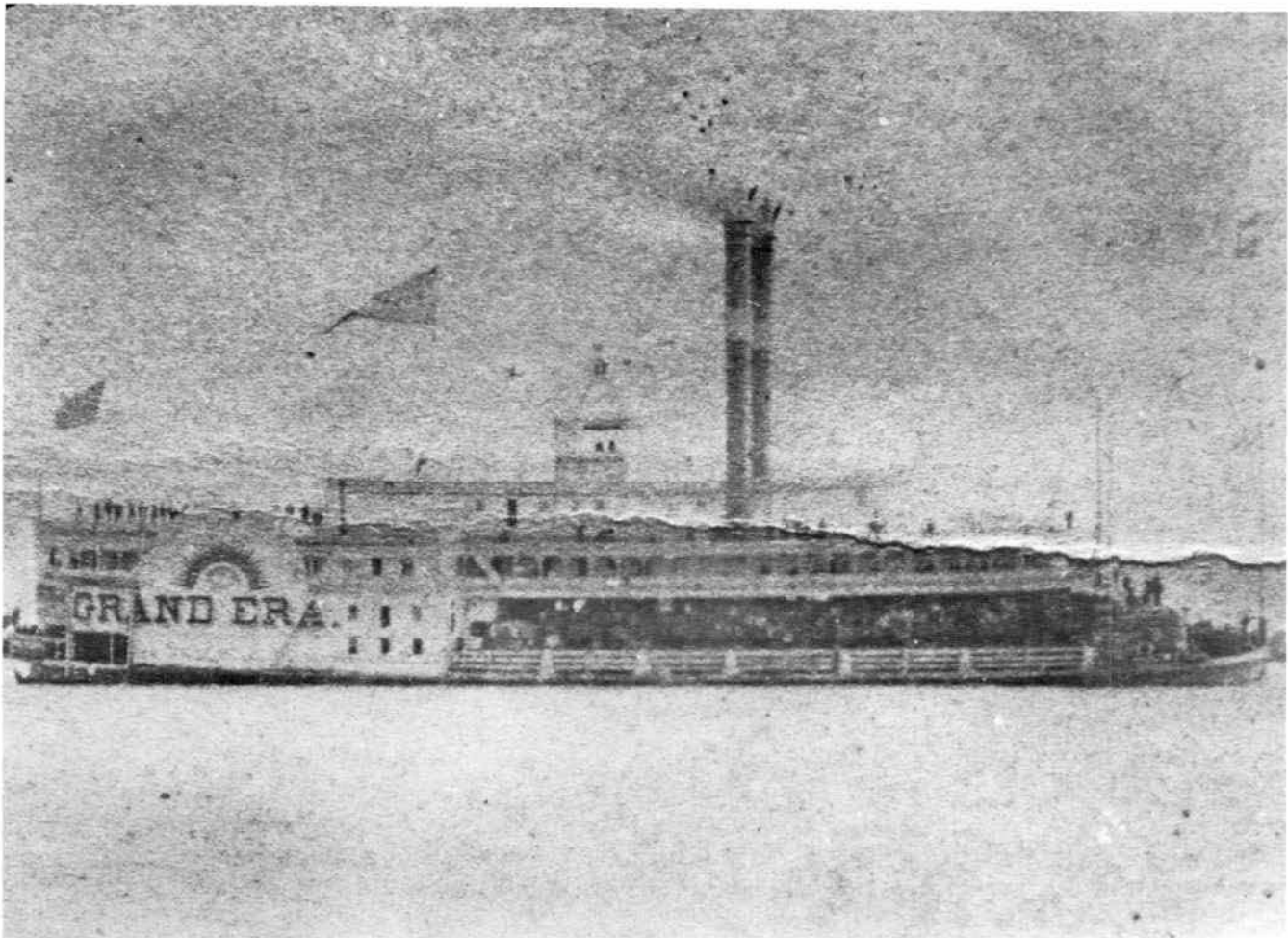
with first floor and second floor porches, undoubtedly a grand one in its day. In 1981 it had fallen into disrepair and was surrounded by high grass and, just a short distance away, by sparkling new condominiums. Neither the owner or anyone else could say which one of the Kouns family built it, but there was general agreement that it was one of the earliest homes in Chesapeake.

Yesterday, April 11th, I went

back for another look-see. The old place is being dismantled. Most of the roof and top floor had been removed, and soon the second and first floors will be gone too.

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

=Old descriptions located the original Kouns home-place on Symmes Creek, this before Chesapeake, O. had appeared on the scene. -Ed.



MARGARET HOSTETLER says this picture was found in a shoe box in her grandmother's pantry. Over the years it must have been shuffled around from pillar to post, becoming somewhat creased and faded, but it is the only likeness of the GRAND ERA which has come to our notice. This 240-foot side-wheeler was built at the Barmore Yard, Jefferwonville, Ind., in 1868 for the New Orleans - Red River trade, a low pressure condensing boat (hence no 'scape pipes) and was variously commanded by Capt. George L. and John

H. Kouns. Upon first seeing the picture, we were surprised at how far aft the side-wheels were placed, much like the SAINT PAUL - SENATOR. She must have been a handful for pilots trying to turn her around in windy weather. The dearth of photographs of her is due to her short life, barely two years. She was victim of a wharf fire at New Orleans, Sunday, January 1, 1871 which also claimed the MAGENTA, JULIA A. RUDOLPH and THOMPSON DEAN (first).

According to Civil War records twelve steamboats and 11 barges were sunk or destroyed in the Tennessee River at or near Johnsonville, Tenn. (Mile 95.5 from Paducah in present Kentucky Lake) when Gen. N. B. Forrest's cavalry made a concerted effort to sever Union supply lines, November 4, 1864. Four of the steamboats were U.S. tinclads and the other eight were transports in U.S. service.

John Coverdale, an archaeologist with TVA in Knoxville, Tenn., plans to lead a team of divers (maybe already at work) to determine what's still down there on the bottom at this late date, and to videotape any findings.

Bob Matyi, staff writer for The Evansville (Ind.) Courier, contacted Mr. Coverdale on April 2nd and found the archaeologist rather reticent on giving out more details. He didn't care to have treasure hunters crash his good intentions.

Supposing now--just supposing--

some of those steamboats are still there with their boilers, machinery, and all. It can be ruled out that the armaments on the tinclads still lie in the mud, for they don't; Navy sent divers long, long ago to recover the guns. But any or all of these craft could be in line for federal protection under the National Historic Preservation Act.

Meanwhile John Coverdale is treating his diving expedition like a secret mission.

-Thanks to Bert Fenn for clippings.

Sirs: Both the Memphis "Appeal" and the Memphis "Avalanche" ran stories about a ten-foot model of the packet ALTONA (#0209) built by Primus Emerson in their issues of April 30, 1871. It was being exhibited at the local Chamber of Commerce.

I wonder if you or any of the

S&D members know anything about this model? It was crafted 1/2" to the foot. Emerson had built the ALTONA at Fort Pickering in 1851 according to stories in the Memphis Daily Appeal (May 29, June 14 and July 17, 1851) on the same spot where he built the ram ARKANSAS in 1861-1862, and was using the model to advertise his boatyard, which was located at the mouth of Wolf River in '71.

Mary Emerson Branch,
(Mrs. E. M.)
4810 Bonham Road,
Oxford, Ohio 45056

=Mrs. Branch's letter contains convincing evidence that the hull for the ALTONA was Memphis-built. St. Louis has become the accepted place of build, likely because the hull was taken there for completion. We have no knowledge of the 10-foot model she speaks of. -Ed.

THE JESSE P. HUGHES DIARIES

- 1893 -

Reviewed by C. W. Stoll

Beginning with the 1893 diary Captain Jesse began using lined diary books, or notebooks. This one is in an embossed leather book approximately 3" x 5". The T. N. BARNSDALL had laid up on Christmas Day 1892 and on the 26th "the river is closed" and on the 27th it was frozen solid.

The BARNSDALL resumed on February 2, 1893 but the young riverman did not go back to work on her. He did not resume steamboating until March 29th when he went pantryman on the new SUNSHINE.

Meanwhile the 1893 diary reports a hunting trip with his father when they got four rabbits; 16" to 18" of snow on the ground on January 12th; walking to Rea's Run and back over the ice on January 22nd; the river cresting at 42 feet at Wheeling on February 3rd; seeing the FLORENCE SHANKS (prop driven passenger boat) going up on February 15th; going over with his sister Lillie to see "the wreck" presumably on the B&O Railroad on March 1st; the inauguration of President Grover Cleveland on March 4th; and on Friday, March 10th "carved my name and date on Raven Rock Hill." And, on March 29th "went on SUNSHINE as pantryman - left Wheeling 12:30 p.m. and Parkersburg at 5:30 a.m."

Why this switcheroo? I would suppose, first of all, that he had talked with Capt. J. Mack Gamble of the SUNSHINE about his ambition to learn the river over a longer stretch. Several years ago I asked Captain Jesse about Capt. J. Mack Gamble. He replied that Captain Gamble was a competent pilot, but devoted much of his time to his Captain's duties, and a good bit of time in the purser's office. As matters worked out, Jesse became pantryman on the SUNSHINE and Captain Gamble gave him considerable latitude in the pilothouse, beneficial to both.

The SUNSHINE itself may have had a certain allure. Here was this beautiful new boat 200 feet long and 38 feet wide, quite a change from the BARNSDALL, which was 130 x 26. She was Captain Gamble's dream of what a Wheeling-Parkersburg packet should be. This SUNSHINE was extensively noticed in the September 1972 S&D REFLECTOR, wherein her specifications and construction contract are given.

What may have been Cap'n Jesse's first river trip above Wheeling came on April 1, 1893 when the SUNSHINE was "enroute to Pittsburgh, arrived at 11:00 p.m. and left after a quick turn-around." The regular Parkersburg-Wheeling packets often made such week-end trips to Pittsburgh.

Jesse's career on the lovely new boat was a short one. On May 15 the SUNSHINE laid up at Marietta and he transferred to the smaller COURIER (154 x 32) presumably with the rest of the SUNSHINE crew. Two days later the SUNSHINE de-



STEAMBOAT LANDING at Dycusburg, Ky. on the Cumberland River in the 1920s. The warehouse was operated by S. H. Cassidy & Company and Samuel H. Cassidy of the firm was the local steamboat agent. Dycusburg is about 15 miles above the river's mouth at Smithland, Ky. and then Paducah, Ky. is about 20 more miles on down the Ohio. There was enough business in this short trade to attract regular Paducah-Dycusburg packets, one of the last being the QUEEN OF DYCUSBURG, built at Paducah in 1928.



THE LOCAL PACKET C. C. BOWYER making a landing in the Paducah - Dycusburg trade in 1919. That December she was snagged while making a landing at Rampey's Landing, Mile 13 on the Cumberland and following a rebuilding at Paducah was renamed GRACE DEVERS by her owner, Capt. F. O. Devers of Dycusburg, and continued the trade. This and the above picture come to us from Kay Waters Sakaris, 7227 Woodland West Drive, Houston, Texas 77040 whose great great grandfather was Capt. Richard M. Johnson of Johnson's Landing about ½ mile above Dycusburg and who did considerable boating 1850-1894. Kay Sakaris invites correspondence with persons interested in this Dycusburg area.

parted for Cincinnati to enter the Coney Island trade.

One week after this exchange the COURIER backed into the bank below Cochranville, O., cracked her larboard cylinder timber in two places and tore two rudders off, smashing the stern bulkhead in. The SCOTIA landed her at 1:30 a.m. and she lay in the willows on the West Virginia side opposite New Matamoras all day until 11:00 p.m. when the towboat JIM McCONNELL towed her to Marietta for repairs. Jesse went home on the BARNSDALL where he stayed until May 28th when the COURIER resumed.

On June 7th Jesse was seventeen. He notes this in his diary, and notes on June 12th that Davis Island Dam's wickets were raised, and on the 15th that the IRON QUEEN laid up at Wheeling for low water. The ANNIE LAURIE left for the lower Mississippi on the 16th, the same day the COURIER loaded aboard a big "corn pile" at Blennerhassett Island. The NORA made her first trip to Wheeling on June 20th. On Sunday, July 2nd the COURIER left Pittsburgh at 10:30 a.m. and "had 200 hungry people on the boat." The following statement leaves much to speculation: "had bread and slaw for supper - Fred Stephens got off drunk at Steubenville."

On July 6th the snagboat E. A. WOODRUFF was at Wheeling; one week later the COURIER deviated from her normal schedule to take the German Lutheran Sunday School to Cresap's Grove, an all day trip, following which she left Wheeling at 1:30 a.m. and returned to Parkersburg. On July 15th the low water season was clearly developing. The COURIER left Wheeling on her regular week-end trip to Pittsburgh, but, Jesse noted, "the COURIER rubs nearly everywhere." The following week she was forced to turn back from Phillisy Island. The following Thursday on an up-bound trip she could not get through Possum Bar, so she returned to Proctor, W. Va, and reshipped passengers and freight on the railroad, and then returned to Marietta. Four days later the lighter draught T. N. BARNSDALL laid up. Only the ELIZA H and the C. H. WOODS continued to run.

Jesse returned home where he and his father built a flat with which they ferried hogsheads of tobacco across the river and to nearby points.

There came a flash rise in early September. Jesse got back on the COURIER at Rea's Run on the 8th. Next day she broke a plumper block on the starboard side and returned to Marietta for repairs. Low water again set in and even the BARNSDALL laid up. During the balance of the month Jesse and his father finished up a new skiff, the FRITZY. Jesse sailed it in an upstream wind to New Matamoras.

In mid-October the BARNSDALL and the BEN HUR resumed, and on the 21st the H. K. BEDFORD returned from Cincinnati where she had been doing low water work. Jesse got on the BARNSDALL to go meet the

COURIER, stayed aboard over night at Sistersville, and made the meet at Rowland's Race. A week later he saw the SUNSHINE, now in the Pittsburgh-Cincinnati trade, but low water turned her back at Wheeling. He went home for some time off for a couple of weeks and returned to the COURIER at Marietta on November 22nd. They started up the river and made a landing at the Little Muskingum River to discharge a passenger who had paid 25¢ fare for the service. In backing out the COURIER's hull rolled over a log, broke timbers, and 25 minutes later she was sunk. The BARNSDALL came up at 6 p.m. and got the COURIER's freight. Jesse got aboard the BARNSDALL, spent the night, and got off next day at Grandview on the way down.

Five days later Jesse got on the SUNSHINE again. In early December a "coalboat rise" materialized and there was a parade of Pittsburgh towboats passing down with coal tows. Jesse noted that there were sunken coalboats at Logstown, Cluster's and at the foot of Brunot's Island. On December 14th the SUNSHINE took the COURIER in tow at Parkersburg where she had been on the docks and delivered

her to Marietta. Jesse notes that the SUNSHINE raced the towboat JIM BROWN on December 4th, and then raced the FLORENCE SHANKS from Moundsville to Powhatan. On December 20th he noted that the towboat W. W. O'NEIL had sunk four coalboats on the B&O Railroad bridge piers at Parkersburg.

Capt. J. Mack Gamble decided to withdraw the SUNSHINE from the Pittsburgh-Cincinnati trade, laid her up in the mouth of the Muskingum on New Year's Day 1894, and transferred the crew to the COURIER which resumed the Parkersburg-Wheeling trade. This was the last running the SUNSHINE did under the ownership of Captain Gamble. He sold her for \$24,000 to the White Collar Line and on February 24, 1894 she departed from Marietta for Cincinnati.

One peculiarity not explained in Jesse's 1893 diary is this: The SUNSHINE was downbound for Cincinnati on New Year's eve and Captain Gamble laid her up at the foot of Blennerhassett Island for the night. Next morning, New Year's Day, instead of proceeding to Cincinnati, he returned her to Marietta. Why for?



EVERY WHIPSTITCH somebody asks us, "What finally happened to the BETSY ANN?" Here's the answer in black and white. This is the BETSY, believe it or not, stranded on the shore of the Meramec River, near St. Louis, in March 1951. She got caught out on a falling river, twisted the hull, and that was her finish. Don Heuchan, who ran Underwriters Photo Service at 7058 Lindell, St. Louis, sent us this print at the time. John I. Hay had used her as a towboat 1931-1940 and then tore her down to the hull at St. Louis, and sold the hull to Wood River Refining Co., who used it in their fleet at Wood River, Ill. until August 1946 when they sold it to the Meramec Power Boat Club. They built a shed on it, plainly visible in the picture. R.I.P.

Editor's Note:-

In our last issue, page 19, is a reproduction of a freight bill for the "regular Beverly, Lowell and Marietta packet" J. H. HUBBELL. The attention we gave to this small specimen of marine architecture of which no photograph exists to our knowledge has brought to us the following letter from Clyde K. Swift in which he recounts activities and adventures of this little-known craft as she plied up-and-down the Muskingum. Clyde says she was a side-wheeler, and mention is made in the contemporary newspaper items which form the basis of Clyde's story that she had a passenger cabin on the second deck, and two smokestacks. Quite impressive also, we think, are the frequent excursions she ran. Clyde's story:

The side-wheel J. H. HUBBELL was sparkling new when she entered the Marietta-Beverly trade in September 1873. She broke a wheel coming up to Beverly the second Saturday in November. Late in December she stayed a few days at Beverly because of high water. At the end of the month she resumed trips. Young Spratt, residing at the Dana Farm, fell in the river while boarding her and was rescued by Frank Stewart.

In late January 1874 she burst a steam pipe at Beverly. In March while layed up for high water her cook house was moved to the cabin deck. She was doing a fine business all spring. In June she brought up an excursion to Beverly's Devol's Park. She regularly left Beverly at 6 each morning and returned in the evening. The river was low in the fall and she missed a trip or two. A rise in November brought everything to normal.

In early February 1877 the Marietta Times said she had resumed her Marietta-Beverly trips. High water caused her to miss some trips during March. In early May she was on the docks for some repairs. In July the J. H. HUBBELL, LIZZIE CASSEL and OELLA were running regularly on the Muskingum, and on July 4th the HUBBELL carried "vast crowds" from Marietta to the Devol Dam and back.

In June 1878 the Marietta Register noted: "The Beverly-Marietta packet HUBBELL is always on time and has not missed a trip in six months." In November: "Capt. James Cooney of the HUBBELL set out three handsome evergreens in the Park by the Marietta landing." She laid up at Beverly for ice on Christmas.

The next newspaper notice comes on July 24, 1879: "The HUBBELL has been repaired and received a new coat of paint, making her look new again. She left the Knox boat yard last Sunday to resume her Marietta-Beverly trips."

On January 30, 1880 the Beverly Dispatch says: "The steamer HUBBELL's passenger list has numbered over 40 on two or three of her down trips the past few days." In

March, she was chartered on a Sunday to "convey the funeral cortege of an aged and much revered Beverly lady, Miss Ann Clark, to Marietta. On a trip in April she ran from Lowell to Marietta, 12 miles, in one hour 13 minutes, making five landings.

In mid-May 1880 workers from C. M. Grubb & Son, Beverly, went to Marietta to put a new roof and otherwise repair the HUBBELL, "this without notice to her patrons who had planned to use her service on Tuesday."

In late June she took a Sunday excursion of some 65 Presbyterians from Beverly to McConnellsville where they had a basket party at the parsonage. The next week-end she ran an excursion to Devol's Dam. In July she was up to Wheeling for repairs, and in August she took an excursion to Blennerhasset Island. In October three wheel buckets were smashed in the Lowell canal "solely through carelessness." The following Tuesday she carried a "large crowd" of Beverly people down to Marietta to attend "Forepaugh's show."

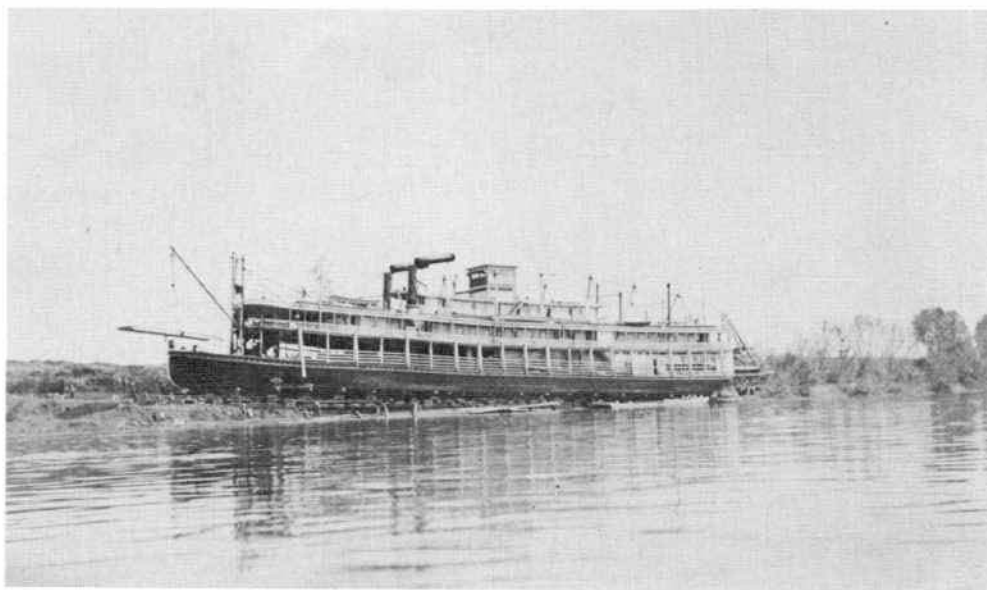
In mid-February 1881, after the Muskingum ice had cleared, she departed from Beverly heavily loaded with freight. The "mad Muskingum" caused her to lose a few days in April. On June 1st she brought a large party of Marietta young people to Beverly to

spend the evening. On the following Saturday she handled the annual Methodist Episcopal Sunday School picnic, held at the residence of the Rev. Lewis near Lowell. Later in the month the boat was repainted.

In June 1881 an unusual flood for the time of year crested at Marietta (39.3 ft.) and on July 1st the Beverly Dispatch reported a rather harrowing story. The LIZZIE CASSEL was locking up at Devol's. The HUBBELL, downbound, tied up just above the lock waiting her turn. A sudden windstorm caused the HUBBELL to break loose, and she went over the dam. Thanks to the high water the boat received no injury. Captain Cooney landed her just below the lock where "the affrightened passengers stampeded ashore in a drenching rain."

During the Beverly Fair in October the HUBBELL changed her trips so's to leave Marietta in the morning.

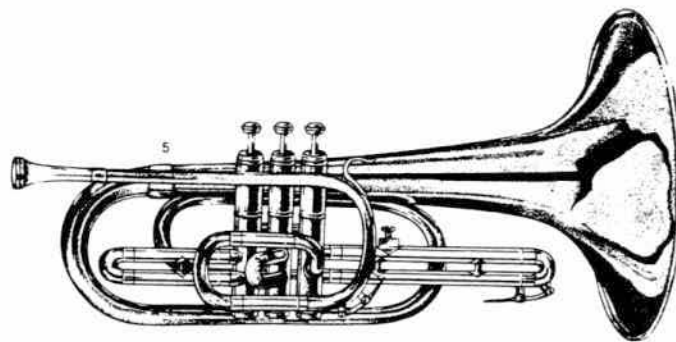
In April 1882 Captain Cooney sold the HUBBELL to Strecker and Rodick who apparently continued her in the Marietta-Beverly trade. That November she entered the Marietta-Parkersburg trade and newspapers reported that the HENRY LOGAN was running Marietta-Beverly under charter "until the new boat (VALLEY BELLE) is completed."



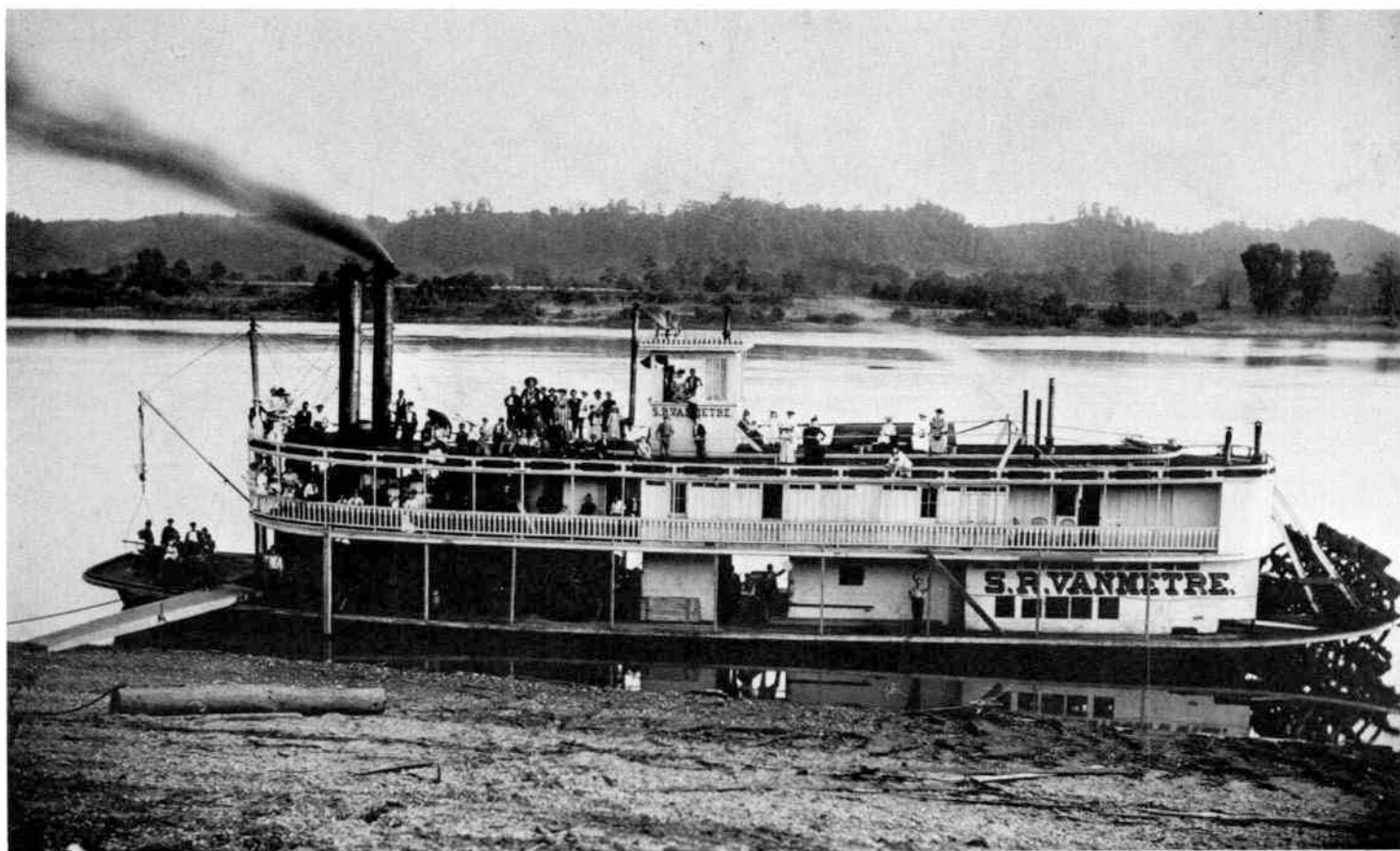
THIS PICTURE of the VIRGINIA in the cornfield comes to us from Mrs. Frank W. Williams of Sarasota, Fla. The original is a post card which was mailed on May 14, 1910 to Philip Linn, Dravosburg, Pa. The message reads: "Willow Grove - This is the boat we have moved 543 feet and have not got her in the river yet. Yours truly, H. H. Dias." Mrs. Williams is the former Mary Chapman, daughter of steamboat clerk Will Chapman. Will lived at Letart Falls, O. and long was associated with the Pittsburgh & Cincinnati Packet Line, which operated the VIRGINIA, QUEEN CITY, KEYSTONE STATE and others. Later on Will became confidential bookkeeper for Capt. James A. Henderson, former president of P&C, who then ran a large warehouse on Pittsburgh's South Side. The VIRGINIA stranded in the cornfield on March 6, 1910. The John Eichleay Jr. Co., Pittsburgh, moved her the 543 feet riverward but was unable to launch her due to the sandy soil being too friable to support the weight on pilings. A rise in the Ohio River floated her on June 20, 1910.

STEAMBOAT-RELATED TUNES

John Hartford furnishes us with the music reproduced on the opposite page. He was attracted to these pieces as examples of "riverboat music." Some of these may date back into the 1840s, although the CITY OF SAVANNAH would be more modern, probably in the 1890s. He is unsure, at this stage of the game, whether all of these examples honored the names of river steamboats which had become celebrated before the music was composed. There lingers the possibility that a few, like the well-known case of the LORENA, in which the boat may have been named for the popular tune.



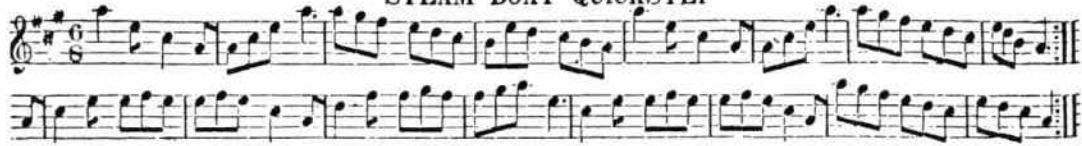
THE GENTLEMAN on the far left, last issue's back cover, holds in his hand an instrument which has caused some comment. Bob Smith says it looks like a Flugelhorn. Some called it a cornet. John Hartford sends the above picture, a perfect match, with the information it is a mellophone, a marching instrument. Both the cornet, descended from the post horn, and the mellophone, descended from the orchestral horn, entered the military band in the 19th century. As John Hartford observes: "It surely looks like a mellophone in the CITY OF LOUISVILLE's cabin orchestra."



WE'VE always had a comfortable feeling that this picture was taken at the Marietta, O. wharf--about in the location where the CLAIRE-E moors in summer. Just now we got to looking across the Ohio River and where's Williamstown? The earliest possible date this could have been taken is 1888, the year the S. R. VANMETRE was built, but we're puzzled that there isn't a farmhouse or building of any sort across the river. We'd surely appreciate an opinion on this matter. The VANMETRE was named for a Marietta merchant and for the first two years

of her career ran Marietta-Zanesville, Capt. O. J. Stowe. In the second year, 1889, she was badly damaged in a fire at Lowell, O., so we'd guess this was taken before that mishap. Another good clue of it's being an early-on photograph is the smoke from her stacks, the effect caused by a time-exposure in the day of "slow" photographic plates. Incidentally this is the same S. R. VANMETRE later owned and operated out of Keokuk by Capt. D. W. Wisherd who is best remembered as the operator of excursion boats.

STEAM BOAT QUICKSTEP



STEAMBOAT WALTZ.



GOLDEN EAGLE—HORNSPIPE.



TELEGRAPH—HORNSPIPE.



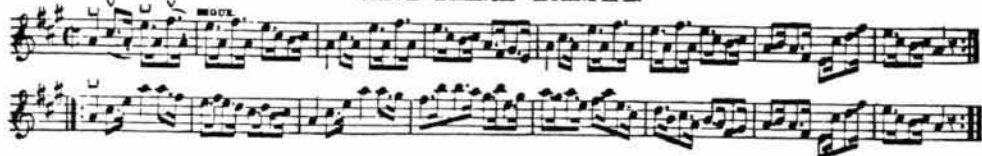
LEVIATHAN—HORNSPIPE.



ECLIPSE—HORNSPIPE.



OLIVE - BRANCH—HORNSPIPE.



QUEEN OF THE WEST—HORNSPIPE.

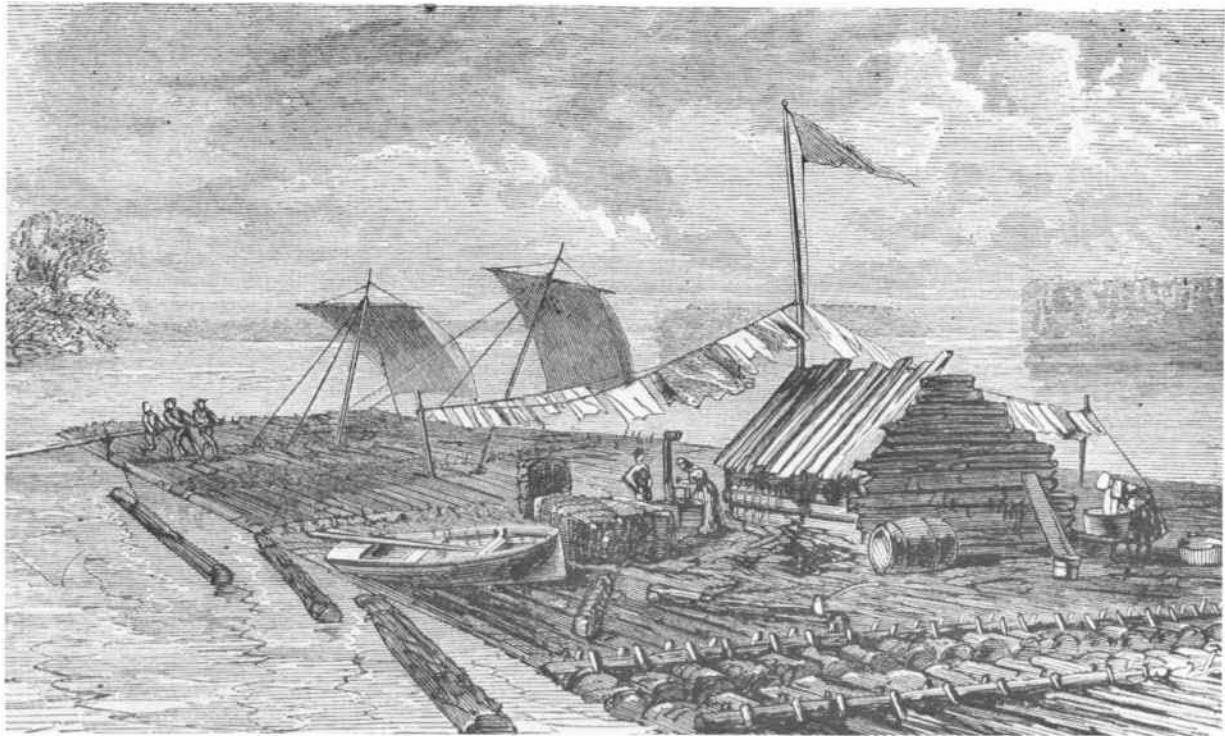
ZEKE BACKUS.



CITY OF SAVANNAH—HORNSPIPE.

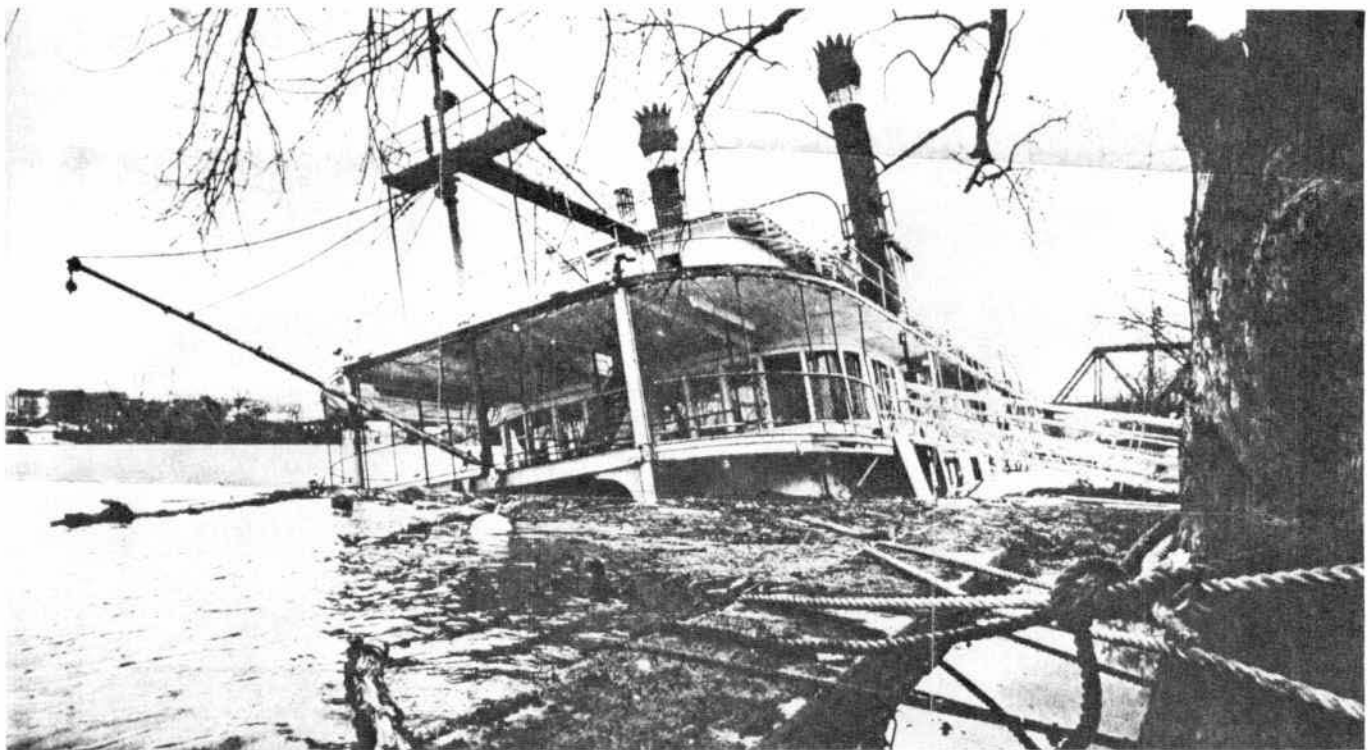
FRANK LIVINGSTON.





WHETHER John Stobart's side-wheeler hit the raft (Dec. '83 wrap-around cover) will remain a river mystery forevermore. Persons with enquiring minds, more to the point, have been wondering how John Stobart was enabled to paint an old-time raft in such meticulous detail. Jerry Sutphin has furnish-

ed us with the above, taken from the book "Down the Great River" by Capt. William Glazier, 1888. The picture appears on page 213, titled "Raft On the Upper Mississippi." The striking similarity of the Glazier and Stobart rafts cannot be dismissed as coincidental.



A news picture from the Marietta Times, March 31st, taken by staff photographer Terry Clark. The BECKY THATCHER had been sunk about a month (details on pages 18-19) and spring rains had crested the Muskingum at about 28 feet, and much

drift had accumulated. As we go to press on April 30th she still lies sunk and operations for raising her during April were at a stand-still due to continual high water. The river must drop to about 18 feet before work can be resumed.

Woody Rutter has favored us with a transcript of J. Mack Gamble's diary, the daily story of Mack's clerking career on the GENERAL BEACH from the day he got aboard, April 2, 1921 until he left the boat on May 28, 1921. During this period the BEACH was in the packet trade Pittsburgh-Zanesville.

Without much doubt Woody read the account in our last issue, page 43, in which we concluded Mack's clerking career on the BEACH in a fashion more gilt-trimmed and dramatic than the way Mack records it in his diary.

Here is Mack's version:

May 22: Resigned from BEACH. Will stay week. Business light at Wheeling and above.

May 23: Good trip out of Pgh. Delayed leaving by furnace trouble.

May 24: At Clarrington evening. Grady got off for trip down the river. Talked to mother on phone.

May 25: Up Muskingum. McC. p.m. & laid up for night. Everybody fishing.

May 26: Zanesville. Business heavy. Left on time. More fishing at McC.

May 27: Coming out of Muskingum. Business heavy. Pksbg. p.m. Went off watch there.

May 28: Aunt Jean to boat at Mta. am. Talked to Mrs. Stephens & Lillian am. Grady and I got off at home at night.

May 29: Rested today. George here. Grady & I to League p.m.

There is not a hint in this matter-of-fact relation of events of anything other than an orderly resignation one week in advance, followed by the evening when Mack and Grady (Mack's brother) got off at home. This must have been the way of it. Our apologies for the mental version related in the last issue, apparently manufactured out of whole cloth, without a shred of contemporary evidence to back it up.

From Wood County, West Va. Deed Book 75, page 370, recorded March 8, 1894:

This deed made and entered into this 22nd day of December 1893 by and between W. F. Attkisson of the first part, and Daniel R. Sams of the second part both of Wood County W. Va.

Witnesseth the said W. F. Attkisson in consideration of One Thousand Dollars paid by the said Sams with a tract of One Hundred ten and three fourths (110 3/4) acres of land (as per deed of conveyance bearing date December 6, 1893 situate on the Divide between Standing Stone and Greaves Run in Wirt County W. Va. and valued at the abovenamed sum, the same to be clear of all encumbrances, bargains, sells and conveys unto the said David R. Sams, the Show Boat NEW IDRA lying at the city of Charleston, West Virginia. The said W. F. Attkisson conveys his right, title and interest in the said boat NEW IDRA, formerly SUNNY SOUTH, with its fixtures thereto

belonging subject to the charges of L. F. Graham for taking care of said boat which is assumed by the said David R. Sams and which he agrees to pay.

In testimony whereof I hereunto affix my signature and seal:

W. F. Attkisson (seal)

County of Wood,
State of West Virginia To Wit:

I Walter E. McDougle, a Notary Public of the said County do certify that W. F. Attkisson whose name is signed to the writing above bearing date of 22nd day of December 1893, has this day acknowledged the same before me in my County of Wood.

Given under my hand this 22nd day of December 1893.

Walter E. McDougle,
Notary Public.

=The above comes to us from Charles E. Arnold of Vienna, W. Va. "Standing Stone Creek empties into the Little Kanawha River not far below old "Wells," Lock 4--- Grieves is yet further west; it empties above Newark (Wirt County) opposite Sandy Bend," writes Charley, and then says: "NEW IDRA-- could this have been NEW IDEA? The SUNNY SOUTH precedes the showboat of that name in Philip Graham's book. Wonder what ever happened to the NEW IDRA?" --And for the present so the case rests unless somebody has further information to add. -Ed.

The Louisiana Maritime Museum is in new quarters at 130 Carondelet Street, one block from Canal Street. Among the attractive exhibits are the 3/16 scale models of the ROB'T E. LEE, J. M. WHITE, DELTA QUEEN and MISSISSIPPI QUEEN built by Roger Johnson of San Diego. Roger and his wife Edna delivered them to New Orleans in time for the opening last February 1st. The Maritime Museum, formerly located atop the International Trade Mart, has been completely revamped by its new director, Dr. R. Christopher Goodwin.

Donald T. McDaniel has been generous in sending successive issues of his SHOWBOAT CENTENNIALS. In Newsletter 12, March '84, he lists copies of the S&D REFLECTOR which are missing from the files of the Ohio Historical Society, 1982 Velma Ave., Columbus, Ohio 43211:

1964 - Sept. and Dec.
1965 - June
1967 - Sept. and Dec.
1968 - Sept.
1969 - Dec.
1970 - March and Sept.
1980 - Sept.

Gifts of any or all of these issues will be appreciated by the Society and Don McDaniel. Send them to above address, marked attention Acquisition Section. They will be preserved with credit being given to the donor. Don's address is 76 Glen Drive, Worthington, Ohio 43085. His Newsletters hold great promise of becoming the most important clearing house for showboat history and information.

SHIPYARD ON THE BACK PAGE

HERE'S a fascinating teaser, an "oldie" taken at the Howard Yard, Jeffersonville, Ind., which has survived time, tide, and a fire to grace this issue's back cover. No identification appears on the original, so Ralph DuPae threw this copy, made at the Murphy Library, in our lap, asking for comment.

On the stocks, and about ready to launch, is an Anchor Line side-wheeler with no name on it. But it does have a peculiarity. Examine the stationaries, those upright posts, 12 in number, and you'll see they are not evenly spaced apart; the first two at the rear are close together--then a space--then two more are close together--then a space--then two more are close together. From there on forward the spacing is fairly constant. Why this was done escapes us, but the first ones built that way were the CITY OF NEW ORLEANS and CITY OF BATON ROUGE, both delivered in 1881.

That sternwheel cotton packet at the left has been through a freak fire that relieved her of all her superstructure aft of the stacks, and why those stacks didn't come toppling down is nothing short of miraculous. The Howards built such a boat as this in 1879 for the Scovells and others called the CHARMER, a Red River cotton carrier (#0975 in the Directory) which burned above Bayou Sara on her fourth trip. Not only did she burn, but she went down in 30 feet. The idea possesses us that maybe, just maybe, the wreck was raised and returned to Howards, although we lack any record of its having been rebuilt.

Down there in the distance is a side-wheeler which instantly reminded us of the RAINBOW (#4673) built by Howard in 1879.

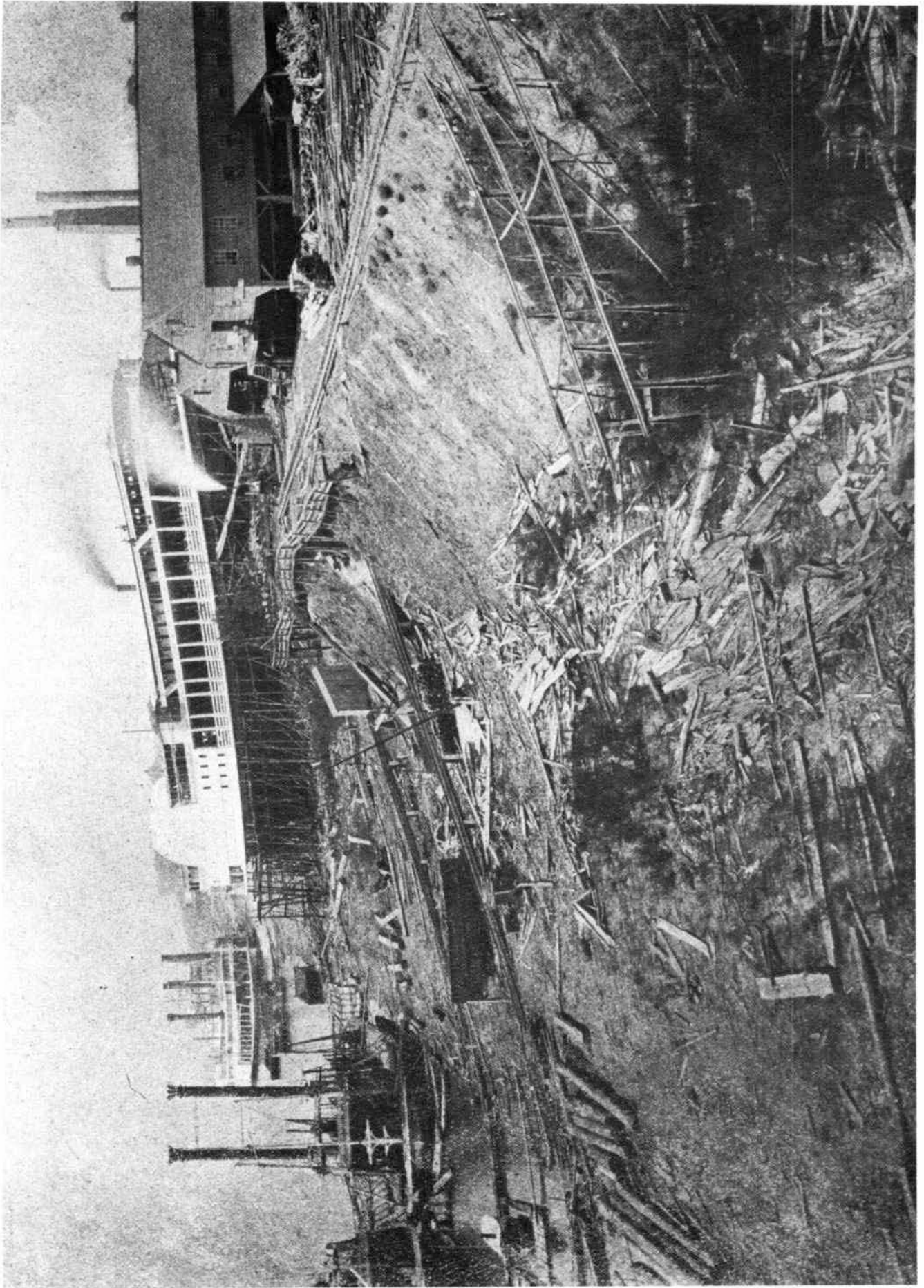
Alan L. Bates has completed the task of indexing the S&D REFLECTOR for the years 1979-1983. It is in process of being paged up and will be available by the time of our annual meeting at Marietta the week-end of Sept. 15. Full particulars will appear in the next issue.

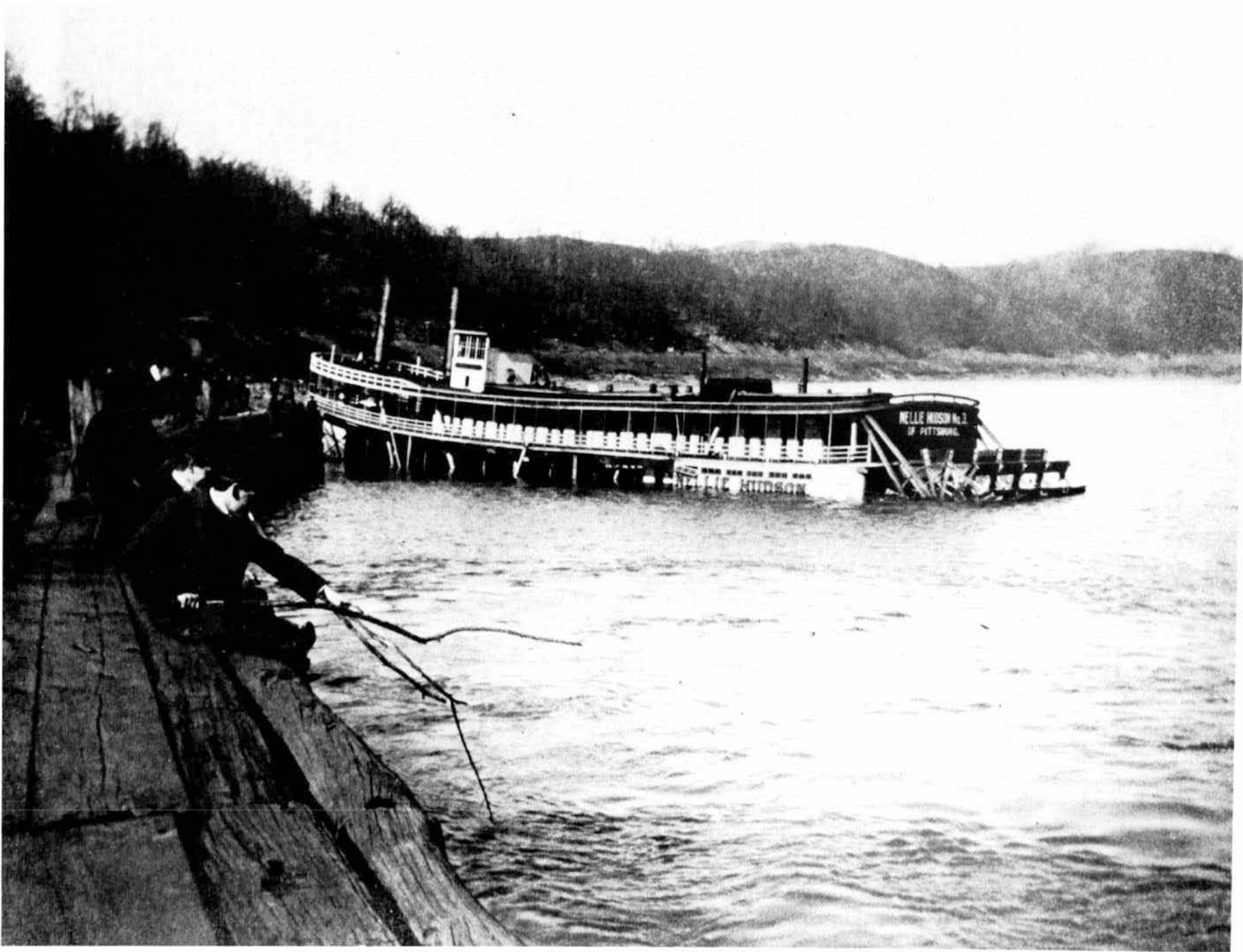
S&D members who wish to order WAY'S PACKET DIRECTORY may send \$29.95 plus \$1.75 for postage and handling (total \$31.70) and if you reside in Ohio or Missouri add the applicable sales tax to the book price.

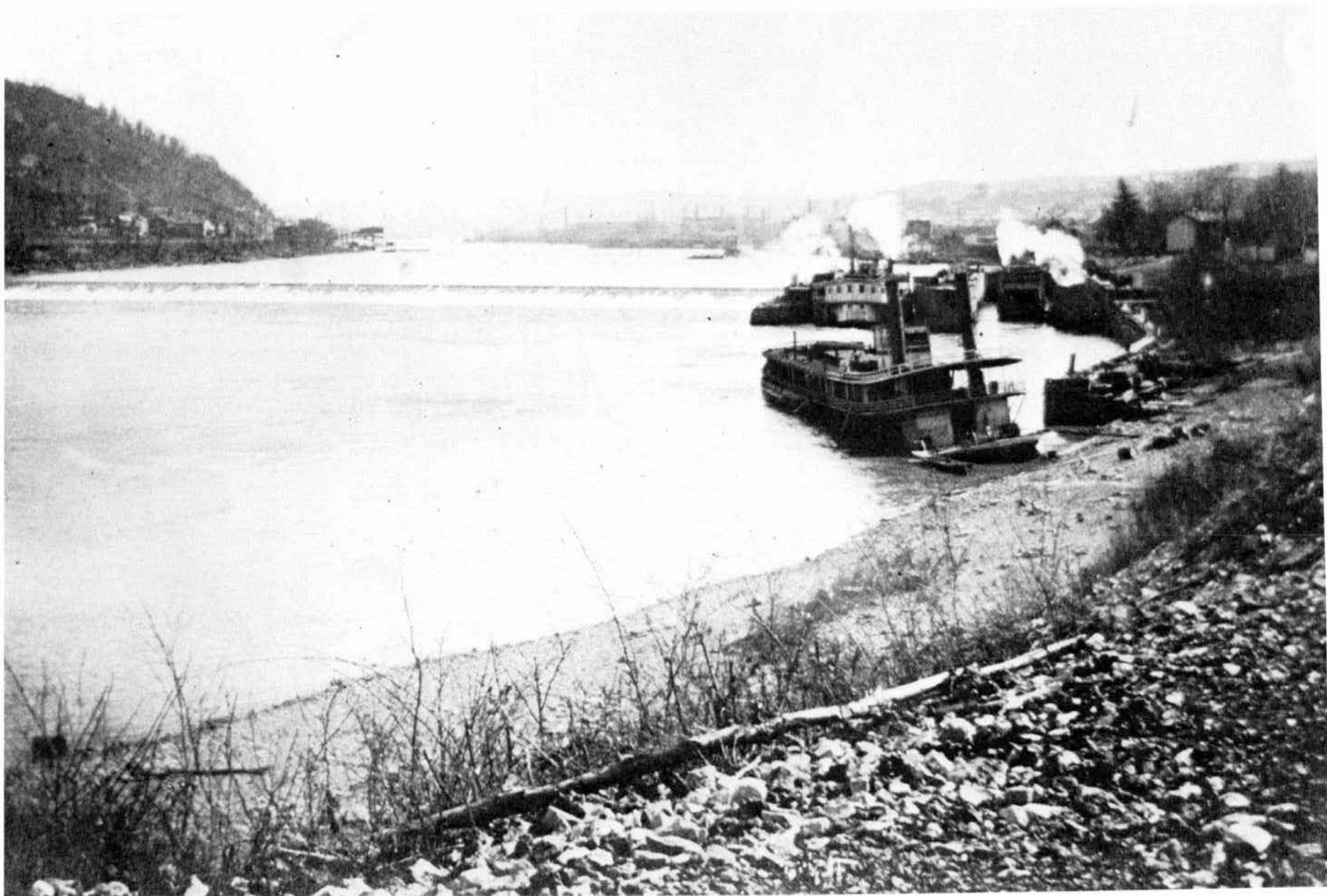
In ordering two or more copies, the book price, \$29.95 remains the same. The additional copies require but 75¢ each for postage and handling (total \$30.70 each).

Make checks payable to Ohio University Press, and mail your order to Ohio University Press, Box 1640, Hagerstown, MD 21741.

The over the counter price at bookstores is \$34.95.

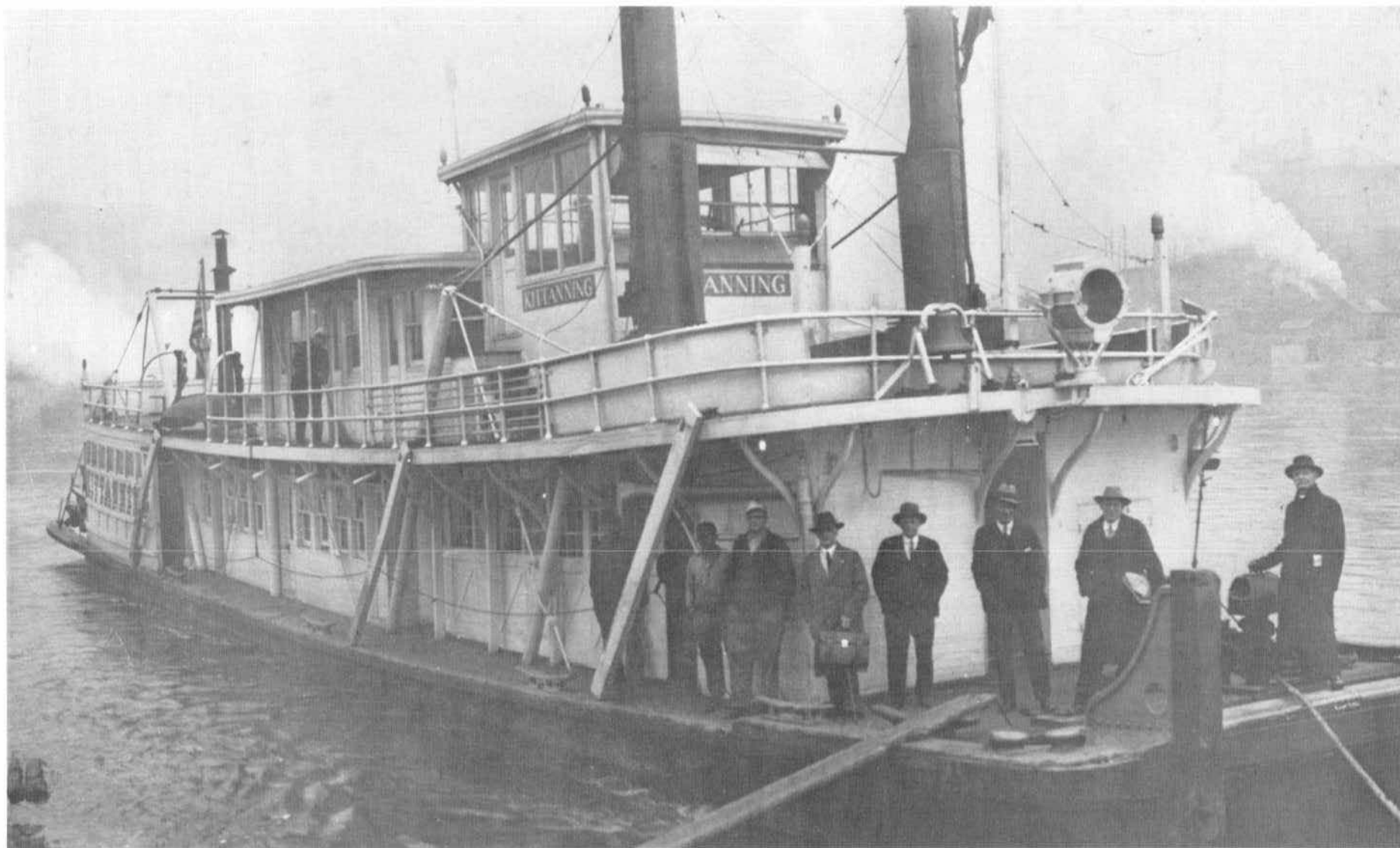






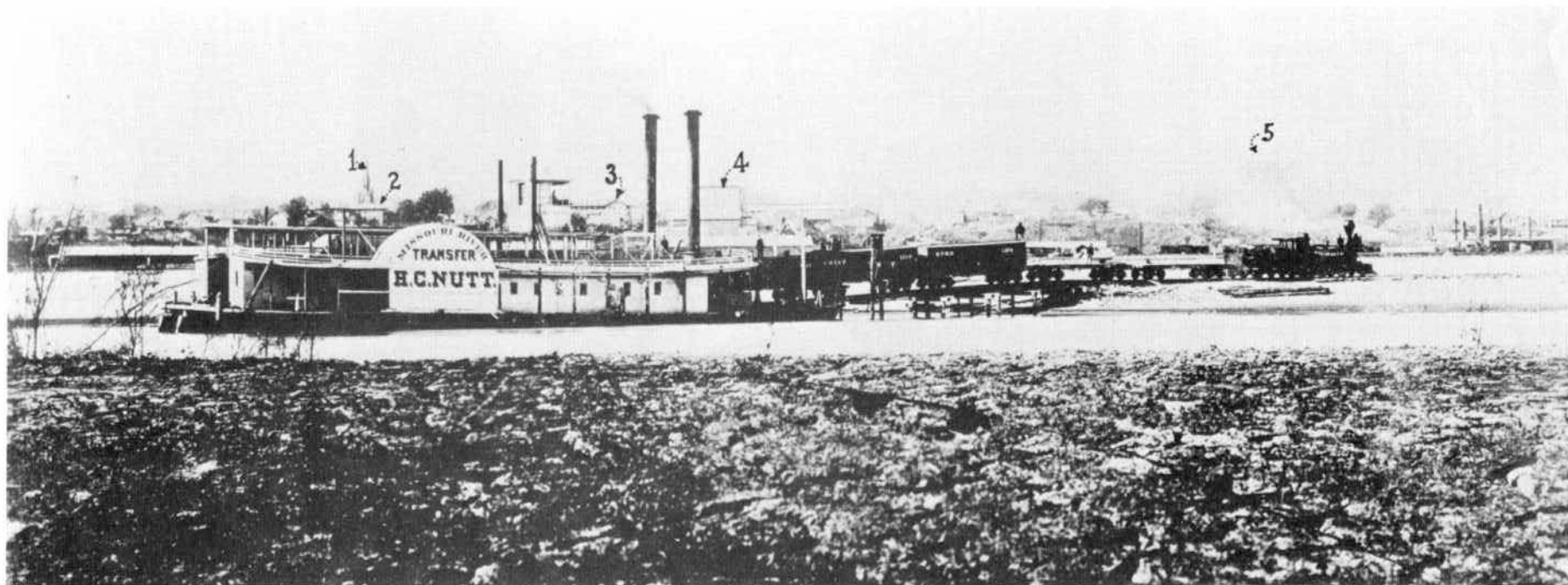
The Pittsburgh-Brownsville packet NELLIE HUDSON NO. 3 sunk in the Monongahela River at old Lock 4, West Monessen, Pa., in mid-March, 1898. Upbound in the outside lock is the side-wheel ADAM JACOBS, and looks like the ROBERT JENKINS upbound in the land chamber. Traffic at the locks was con-

siderably hampered until the NELLIE was again afloat. This lock and dam no longer exists, replaced by new No. 4 in the bend above at Charleroi, Pa. This and the accompanying picture of the NELLIE were located in the Joseph Huber collection at St. Paul, Minn. by Ralph DuPae.



THE U.S. inspection and survey steamer KITTANNING in this historic scene is moored at Oil City, Pa., Mile 134 from Pittsburgh. The picture was taken about 7:30 a.m. on Sunday, April 1, 1928. No steamboat had been that far up the river since May 1897 when the packet FLORENCE BELLE took an excursion from Oil City to Indian God Rock and return. Two sternwheel gas towboats have been there, the C & D in 1927 and CLIPPER in 1951. Fact is the C & D went on above to West Hickory, Pa., Mile 160. The last sternwheeler seen at Oil City was the pleasure boat LADY GRACE in April 1962, on which occasion she went above Warren, Pa. to Hemlock Ed-

dy, Mile 197. In the picture the gentleman standing at far right is J. W. Arras, senior engineer with the U.S. Engineer Corps, Pittsburgh. Next is George D. Stuart, editor of the Tarentum (Pa.) Valley Daily News. Only other person identified is fifth from the right, holding a brief case, George A. Zerr, river editor of the Pittsburgh Post-Gazette. The KITTANNING's Oil City trip was arranged by Col. Jarvis J. Bain, in charge of the Pittsburgh District, U.S. Engineers, and Donald T. Wright, owner-editor of The Waterways Journal, who was an Oil City native.



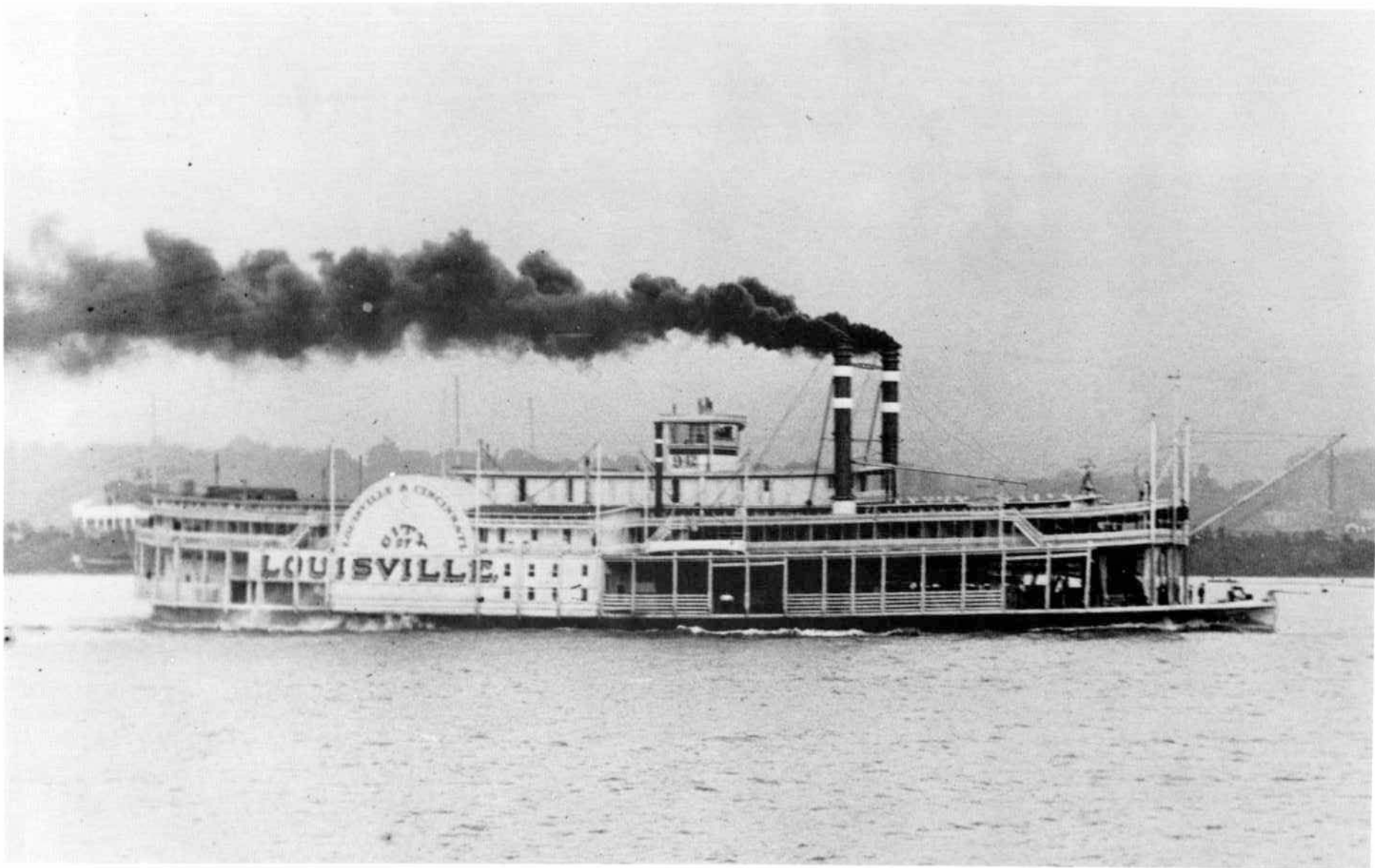
PICTURE taken at Omaha, Nebraska in 1871 showing railroad transfer operations across the Missouri River for the Union Pacific Railroad prior to the completion of the railroad bridge linking Omaha and Council Bluffs, Iowa. The photographer (unknown) was standing on the Council Bluffs side and the numbers identify prominent landmarks in Omaha: 1 - St. Philomena's Cathedral; 2 - Cozzen's House, built by George Francis Train; 3 - Canfield House; 4 - Union Pacific headquarters, formerly the Herndon House and 5 - Omaha's first High School. The side-wheel transfer H. C. NUTT was built at California, Pa. on the Monongahela River and com-

pleted at Wellsville, Ohio in 1870. Her wood hull measured 180 x 35 x 5 and she worked high pressure engines, 20' s- 5½ ft. stroke. She had four boilers (two on each side.) Owner was Missouri River Transfer Company owned in equal shares by William W. Marsh and H. C. Nutt. The NUTT could handle five cars on a single track. We've had the photo reproduced here since 1947. Somebody prior to the time we acquired it wrote in red ink across the back: "Detail of steamboat from a painting by Vic C. Donahue for Northwestern Bell Telephone Co." We haven't figured out this cryptic message but would hazard a guess that "...for a painting.." was the intent.



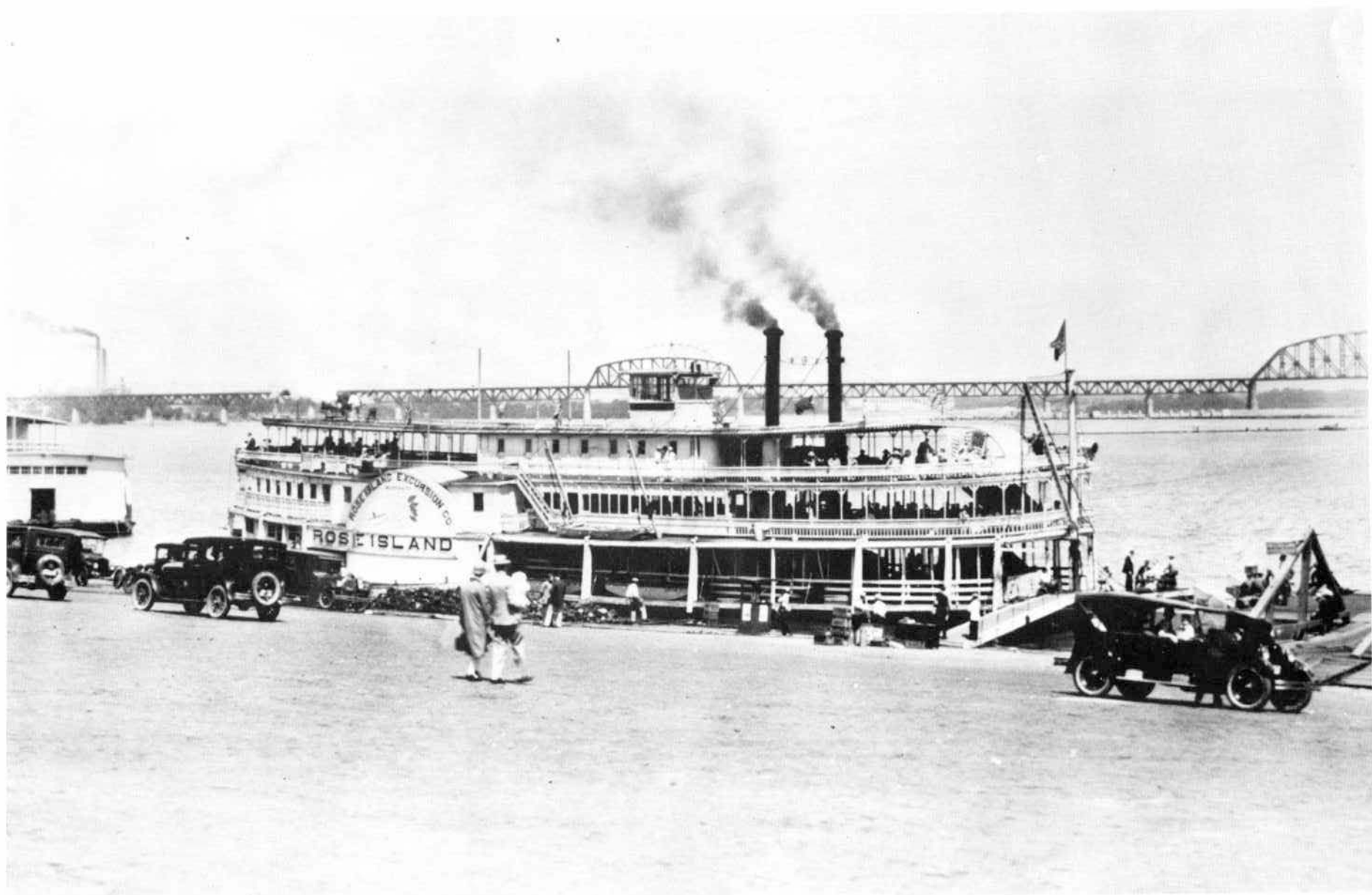
FINDING a good photograph of the JOSEPH B. WILLIAMS at this late date is sort of an event, and our thanks to Ralph DuPae for furnishing it. During the 38 years she ran (1876-1914) the "Big Joe" was captured on glass plates by professional photographers in more than a dozen instances and prints from these plates survive to modern times. Amateur picture takers didn't get much of a crack at her, so

far as we know, probably due in part to her being on the lower Ohio and on the Mississippi between Cairo and New Orleans during much of her latter days when she was wearing the Combine's "R.C." on her pilothouse. Whether the above view was taken on a glass plate or with roll film we don't know, but it's a good one.



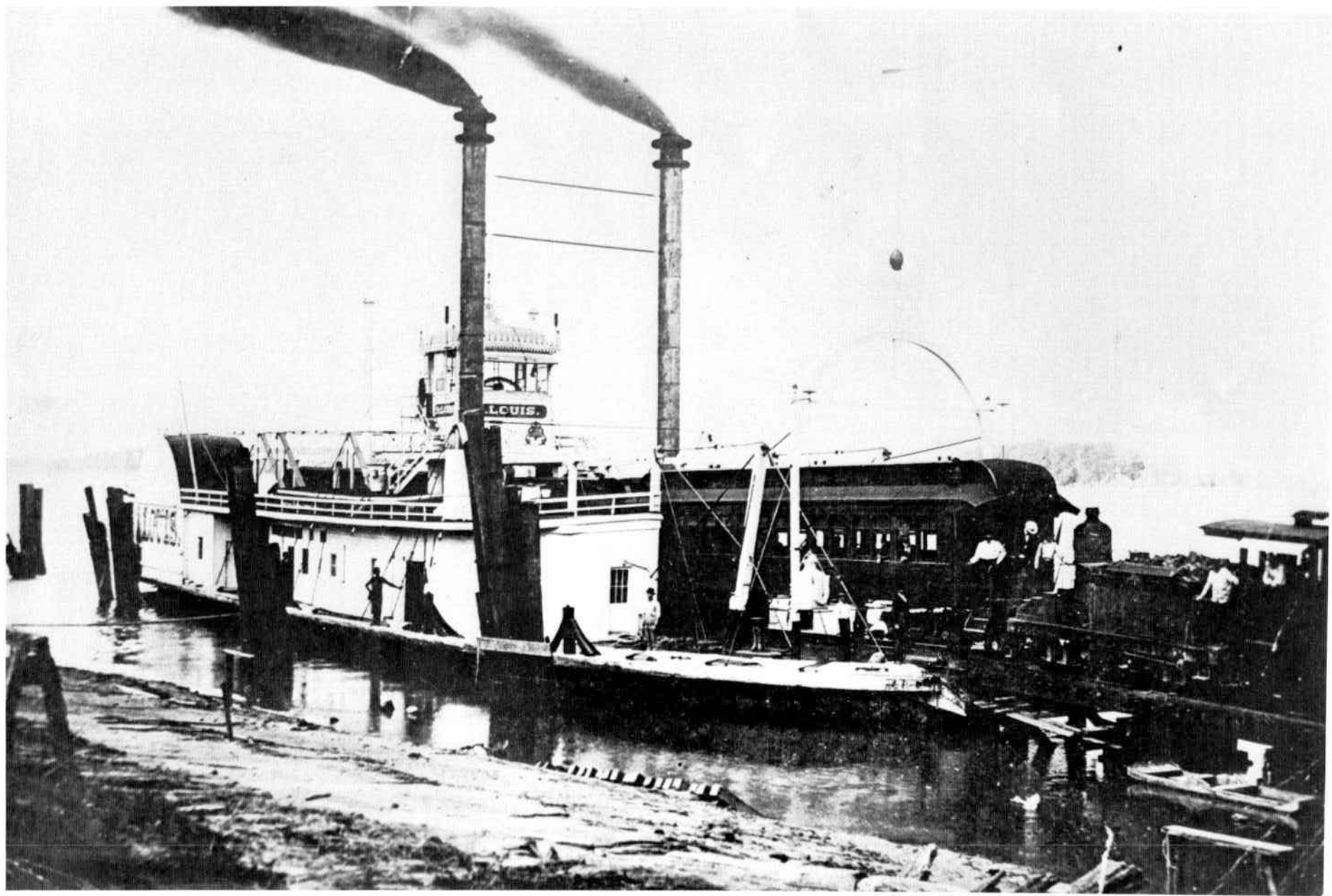
THIS IMPRESSIVE portrait of the CITY OF LOUISVILLE appeared in the C. M. Dowling collection, Miami, Fla. Mr. Dowling is grandson of Thornton Barrette who was noted as the most prolific of steamboat photographers at the turn of the century. Whether this is a Barrette original or from a print he picked up in his travels has not been determined. Anyhow she

is running full-head on a cloudy, windy day, the picture taken during the boat's early career when she still wore the numbers 9:42 on the sides of her pilothouse, brag of her record nine hours 42 minutes run from Louisville to Cincinnati in 1894, still the pat record for a commercial boat these ninety years later.



THE combination packet-excursion side-wheel VERNE SWAIN (Directory #5553) was bought by the Rose Island Excursion Company, run by D. B. G. Rose, in the spring of 1927. At Louisville, where this picture was taken, she was renamed ROSE ISLAND and operated to Rose Island Park. Two years

later she became the ROOSEVELT at Pittsburgh and lastly was the CITY OF MEMPHIS. C. W. Stoll located this picture in the University of Louisville collection and our thanks to the Murphy Library crew for the print.



R.R. TRANSFER ST. LOUIS

THIS old-timer railroad transfer was built at Freedom, Pa. on the Ohio River in 1869 for the St. Louis & Iron Mountain Railroad, listed in Way's Directory as #4950. She served on the Mississippi connecting Belmont, Mo. and Columbus, Ky., and later Cairo-Bird's Point. Although the hull was rebuilt

in 1906, she was dismantled at St. Louis in 1912. This picture is from the collection of Capt. William S. Pollock, Beaver, Pa., courtesy of the University of Wisconsin project at La Crosse.

