

S&D

REFLECTOR

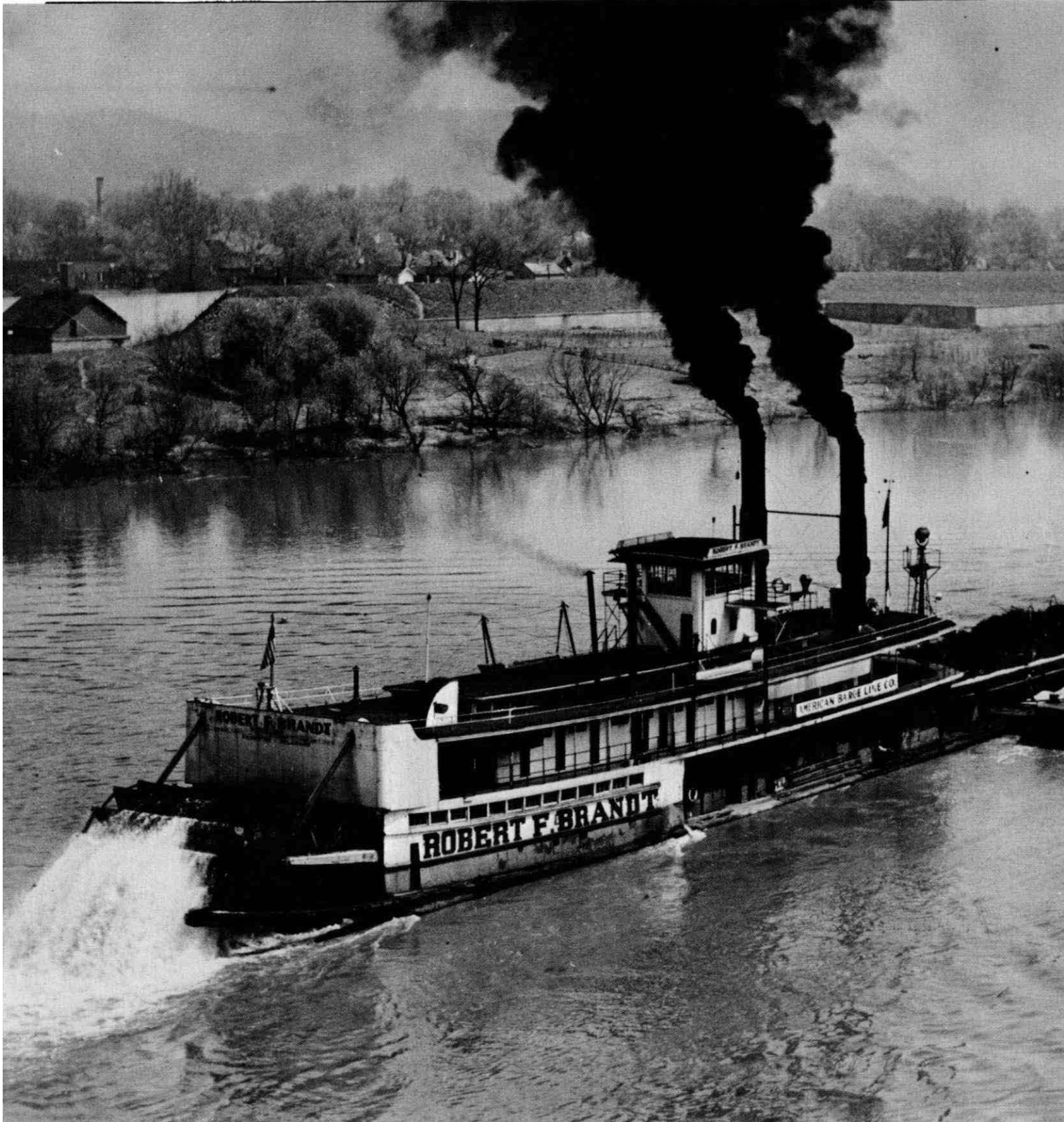
Published by Sons and Daughters
of Pioneer Rivermer.



Vol. 21, No. 3

Marietta, Ohio

September 1984



Correct your Way's Packet Directory to read:

WM. GARIG, b. Jeffersonville, Ind. by Howard, 1904. Thanks to Ruth Ferris.

EDWIN N. BISSO. Thanks to Jack Custer.

On page 30 of the June issue there is a picture of the VAL P. COLLINS. You speculated that perhaps the large building on the distant hill is Hanover College in Indiana. It seems to me that it looks suspiciously like the College of Mt. St. Joseph atop the Ohio hill between Anderson Ferry and Fernbank.

Larry E. Walker,
10552 Breedshill Drive,
Cincinnati, Ohio 45231

=Of course it is. -Ed.

Sirs: Having just become a member of S&D and having just received my first copy of the REFLECTOR, I must tell you how nice it is that you invite correspondence.

I need to become better acquainted with steamboat nomenclature. For instance I read in the March issue that the ADMIRAL DEWEY was a "full scale packet." She was built on a wood hull 118 x 20 x 3. I assume the dimensions are length, width and draft, but what is a packet? I'm really stumped by the figures 12's- 4, in reference to the engines. What does "pool style" mean?

Bryan Hovey,
P.O. Box 31,
Lebanon, Oregon 97355-0031

=Sewickley's weekly, The Herald, wished to report the inclusion of "Way's new packet directory" in the local library. The proofreader pounced on that word "packet" and promptly changed the text to read: "Way's new pocket directory."

James Sands, Box 92, Clarksburg, O. 43115 reveals that at least five steamboats were built on Gallipolis Island. He names them as the J. J. CADOT, J. G. BLACKFORD, T. J. PICKETT, LIZZIE C. HAMILTON, and one of the Brown brothers' early boats. The four mentioned by name were packets and are listed in Way's Directory.

An ad in a copy of the Gallipolis Journal, 1854, extolls Gallipolis Island as "a fine place of resort during the warm weather where everything can be had for the inner man save spirituous liquor." The ad goes on to say that there were picnic grounds, areas for play, ice cream, lemonade, melons and other sweets. "It is a delightful cool place and there is free ferriage offered by Thompson and Baltzell, the owners."

The proprietors of the island in the latter part of the 19th century grew some mighty fine watermelons there.

- OBITUARIES -

Capt. Wm. B. Atthowe, page 32
Ruth A. Herrington, 43
Clancy Horton, 43
Mrs. John A. Hottell, 32



J. M. WHITE'S ROOF BELL STILL IN USE

OUR NEW ORLEANS friend and correspondent J. Raymond (Ray) Samuel sends us the following letter, dated May 3, 1984:-

"The above picture is the bell of the J. M. WHITE, 'way up on the top of a tower. It is on a plantation which fronts on the Mississippi River at New Roads, near False River. The St. Maurice Landing, where she burned, is just a few steps from the front of the plantation. The survivors of the fire were sheltered here, and elsewhere in the neighborhood. Local residents told me that the boat burned in a chute, and that the feathered stacks were visible for years, until they just disappeared. The boats' old hulk is still down there. I'm sorry I didn't get a better picture. The day was very windy and although a ladder was provided for me to climb up on, it was waving in the breeze and I thought better of attempting the ascent. I did ring it several times. It was used to call the cows in from the fields. The owner of the plantation is Joseph Baud, known far and wide as Jo-Bo. He is a wonderful man, and very friendly and warm. Old timers hereabouts remember their parent's stories about the end of the WHITE. It is still part of the local lore."

BILL AND MARGA SMITH'S
MOVIE WELL RECEIVED

by Jim Wallen

Bill and Marga Smith from Springfield, O. gave members of the OK Chapter of S&D 24 minutes of the best of Ohio River steamboating. Their movie was shown to 41 members at the spring meeting held in the Mason County Library, Point Pleasant, West Va. on the afternoon of Monday, June 3rd.

The film was inspired by the race at Louisville in May 1982, in which the BELLE OF LOUISVILLE, NATCHEZ and DELTA QUEEN participated. The photography was excellent and the race scenes exciting, but the camera went far beyond the race itself, giving the viewers good, long looks at the rhythmic motion of steam machinery at work, the men standing watch in the pilothouse, and activities on deck as lines were made fast and cast loose.

To include such varied aspects of steamboating, Bill and Marga rode the NATCHEZ and the B/L on trips prior to the race, and were aboard the NATCHEZ during the race itself. One interesting shot was from their room high atop the Galt House.

Viewers were particularly appreciative of the long sequences in the engine rooms of both the NATCHEZ and the B/L, and there were close looks at fast-rolling sternwheels. The photography for these scenes was particularly good. So three of the five existing steam sternwheelers on the Mississippi System played leading roles.

Adding interest was the appearance from time to time of some notable river people. Among them were Capts. Gilbert Manson, Clarke Hawley, C. W. Stoll, Mike Fitzgerald, Roddy Hammett and the late William C. (Bill) Beatty, and the late chief engineer Bob Brewer. Others well known to those interested in steamboating were John Hartford, Jack Custer and Ralph DuPae.

There were no posed pictures here. Many of the boats' officers and crewmen obviously did not know they were being photographed. We just saw men going about their assigned tasks, giving an air of authenticity to the whole film. One memorable scene was that of a deckhand sprinting along the Louisville wharf, hurrying to cast off a stern line.

When some future historian is searching for authentic material on what river steamboating was like in the early 1980s, he would find this movie most gratifying.

Some other boats put in an occasional appearance, too - the excursion boat BONNIE BELLE, Capt. John Beatty's CLARE E. BEATTY and several towboats.

The actual icing on the cake was provided by a colorfully decorated cake baked by Bill and Marga that was enjoyed after the meeting. The two cake artists used the icing to do a river scene atop the cake, in which the NATCHEZ was depicted under way, sending out puffs of steam from her 'scape pipes. Bill defended himself with a statement in which he explained that he knew the NATCHEZ did not 'scape out because she has condensing machinery, but said he just liked to see those puffs of steam and put 'em there anyway. They were delicious.

During the business session Herschel Burford was named clerk, replacing Jim Bupp, who is on an extended business assignment in Egypt. All other officers were reelected. Sharon Stone, who recently became librarian of the Mason County Library, was introduced by Jack Burdette.

Capt. Charles Henry Stone announced that response to the recently issued Way's Packet Directory has been gratifying to the publisher, Ohio University Press. Interest has been expressed by the Press in early publication of a new Towboat Directory, now being assembled by Captain Way.

The meeting was opened by Jerome Collins, and the invocation was given by Capt. Charles Henry Stone.

Mrs. Gladys Copeland Hottell, 85, widow of the late Capt. John A. Hottell, died at Olney, Illinois on Thursday, June 21, 1984. She had been living in Clearwater, Florida since her husband's death in 1960, but lately removed to Olney to be with relatives.

Mrs. Hottell was a native of Grand Chain, Ill. and a member of the Presbyterian Church. Her husband will be recalled as a long-time pilot on the Mississippi and Ohio, standing watches aboard the SPRAGUE, JOSEPH B. WILLIAMS, J. B. FINLEY and others, and later on the MONONGAHELA, A. O. ACKARD, WM. G. CLYDE and others.

Services for Mrs. Hottell were held at the Seabrook Funeral Home, New Albany, Ind. and burial was in the New Amsterdam (Ind.) Cemetery.

She is survived by three nieces.

THE FRONT COVER

WHEN FIRST we saw this picture, some quarter of a century ago, we mentally set it down as exceptional in all categories; perfect framing, right exposure, proper lighting, blended background--plus a lot of luck in being at the right place at the right time. It was taken by Karl W. Smith, 8090 Kellogg Road, Cincinnati 45230, who took quite a few noteworthy steamboat shots along in the latter days of steam towing. The ROBERT F. BRANDT prowled the rivers for the American Barge Line 1936-1950, rather a short career for a steel hull towboat of such size, built in 1929 as the WALTER A. WINDSOR. She carried James Rees & Sons Co. compound condensing engines, 18's, 32's- 8 ft. stroke, originally installed on the packet S. S. BROWN in 1906.

The Cincinnati-Covington suspension bridge will blaze forth with 120 new decoration lights Labor Day week-end. Two new flagpoles also have been placed.

Sirs: Interesting to note that the Navy's ships' boats in the foreground of the June '84 front cover have flags with 13 stars in the union. This was Navy custom at the time. President Woodrow Wilson put a stop to that practice.

Robert W. Parkinson,
2086 Allston Way, #222,
Berkeley, Calif. 94704



WE WERE TEMPTED to run this picture with a caption under it saying "GORDON C. GREENE downbound at the Marietta-Williamstown highway bridge" and then sit back to await the reactions. What you see is a 1-48 model, battery-powered. She was built by John M. Claser, 7844 Gail Drive, Cincinnati 45236 from plans drawn by Alan Bates. Christened AUBURN PRINCESS, she is radio controlled, variable wheel rpm's forward and reverse, whistles, and at night "is a jewel in the water" electrically lighted. John has 1/4-inch golden antlers won in a race with a 1-48 scale AVALON and is ready to take on all comers with ambitions to "take the horns." "Just contact me," he challenges.

S&D REFLECTOR

Published by Sons and Daughters
of Pioneer Rivermen



Vol. 21, No. 3

Marietta, Ohio

September 1984

Published quarterly in March, June, September and December by the Sons and Daughters of Pioneer Rivermen. Prepared at Sewickley, Pa. and printed and mailed at Marietta, Ohio. Membership in S&D is not restricted to descendants of river pioneers. Your interest in river affairs makes you eligible. Membership in S&D entitles each \$10 member to one copy per issue. Applications to join should be accompanied with a check for \$10 (individual) plus \$1 additional for wife and each one of the immediate family under 18. Please list full names of children so each may receive a membership card. If you join alone send \$10; if you and wife join, send \$11; for you and wife and one child send \$12, etc. Remit to:

Mrs. J. W. Rutter,
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 are available from the editor at \$2.50 each. Back issues, available from the secretary, are listed and priced on another page.

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

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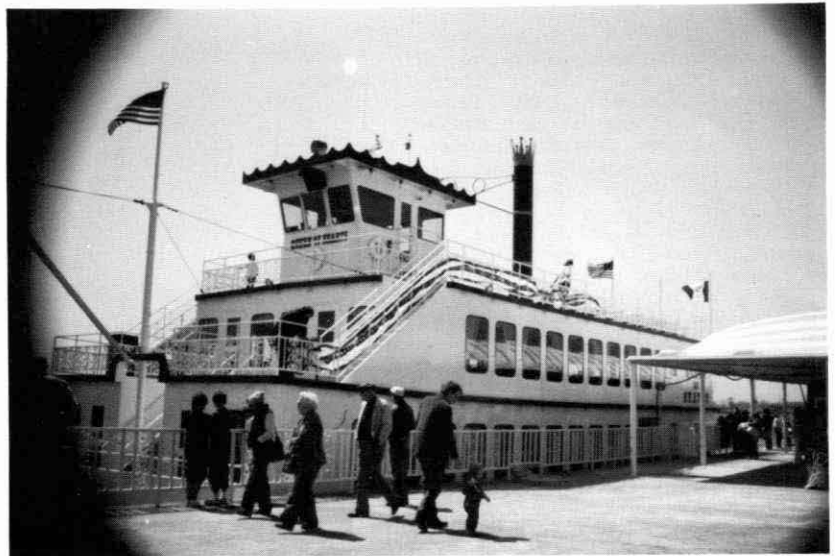
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Bert Fenn
William Barr

YOU'VE NOTICED; the type is a bit smaller. The space between lines is slightly wider. Hopefully the type-face is sharper. The spacing between words is constant in each line. This issue of S&D REFLECTOR has been typed with a new Panasonic KX-E708 machine which already has cut the work-load of Ye Ed almost in half. Right hand margins are electronically justified, headlines are automatically centered, and the tap of a button underscores a word, or a sentence, or a whole paragraph if you want it, and will set the whole thing in boldface. Still and all, we are experimenting, and if the type-face turns out to be too small for easy reading, our intention is to enlarge it a bit in future issues.

OUR ANNUAL MEETING at Marietta is almost upon us, and we hope you have decided to spend the week-end of Saturday, September 15th with the party. The kick-off is an informal party Friday evening in the Lafayette's Riverview Room, no charge, and BE SURE TO REGISTER, PLEASE. The Board of Governors convenes Saturday morning at 9:30 in the Sternwheeler Room, all members welcome. Sometime during the morning the DELTA QUEEN is due in from Cincinnati to spend the day at Marietta, and tickets will be issued for sight-seeing aboard. Luncheon at 12:30 in the Sternwheeler Room; tickets available at the lobby desk. Jerry Sutphin is the featured speaker at the 6:30 banquet. Get your tickets in advance at the lobby desk. Woven in and around these events are a few delightful surprises even we won't allow ourself to believe until we see them unfold.

IN SOME RESPECTS this is the most tantalizing issue we've yet put to bed. As of July 31st (today) the BECKY THATCHER is hovering in sort of a limbo in drydock, the dockworkers on strike. The PRESIDENT is much in the rumor mill, with the possibility she may be headed for Cincinnati. The ADMIRAL may already be on her way from Paducah to St. Louis. Even the great towboat CHARLES F. RICHARDSON, whose pilotwheel graces the Lafayette's Gun Room, may soon be stirring again. Don't miss the December issue! (See page 46.)



LAST ISSUE, page 24, we reported the possibility of an influx of passenger boats at Davenport this summer. They have arrived. Declared a local newspaper: Our River is Full of Boats!

There's the JULIE N. DUBUQUE II at her usual stand, at the foot of Main Street, with what may be called grandfather rights. There's the BELLE OF PRINCETON upriver at John Bridges' Catering Service and there's the new MISSISSIPPI BELLE just south of the new I-74 bridge in Bettendorf. And there's the QUEEN OF HEARTS at the Davenport Marina, foot of Bridge Avenue. Then too, of course, are the scheduled arrivals and departures of the DELTA QUEEN and the MISSISSIPPI QUEEN.

On page 41 in this issue is a photo of the new MISSISSIPPI BELLE, and above is the QUEEN OF HEARTS, which was built this past winter at Cincinnati.

An AP story datelined April 30th at Memphis aired some financial rumbblings at the Mud Island 50-acre Mississippi River Museum and complex. Income has dwindled and attendance has dropped.

Opened in July 1982 at a cost of \$63 million, this most ambitious and splendid creation took off like a rocket. Lately the novelty of it has commenced to wear off. Faced by impending deficits the admission fees were raised.

The parks' board is negotiating with a private company to take over the 4,300 seat amphitheater.

Sirs: Had a traumatic experience in April. Got a shipping job out of Port Arthur on the BORDEAUX, a nice old T-2 tanker built back in 1945. The ship definitely had character. She had a turbo-electric plant in her, non-automated to boot. We were scheduled to go to northern Europe with jet fuel for a couple of trips, but the cargo tanks failed. So, instead, we made a strenuous 1½-day sea passage from Port Arthur to Brownsville, Texas, where we literally ran her up on the beach at the same scrapyards where the CRISTOBAL met her fate.

I don't know whether you or anyone else out there in S&D-land has ever had the experience of putting a living steamboat or ship to rest. Take it from me, it is not a pleasant experience. Letting the chief engineer answer the last bell, a death knell all through the machinery space. We then went above to clean up and then at 18:00 we came back down and merely pushed the STOP button on the fuel oil service pump, thus letting the fires under the boilers die. The plant moaned and groaned as she faded away. We went out on the dock, awaiting a taxi for the airport, and watched the deck lights die. As the taxi pulled away I looked back at the poor BORDEAUX, her bow high and dry on the mudbank---a ship that had survived a world war and had given 39 years of faithful service to come to this inglorious death in the barren wasteland of a scrap yard. It really seemed unfair, considering that I have been on many newer ships that deserved to be scrapped, and on this one you could eat off the floorplates. I had this rotten feeling inside, as though I had failed a trust. The Boeing 737 took us back to our point of origin in the same number of hours it had taken the ship in days. I was never so low so high in the skies.

Jim Sutton,
1012 Beverly Garden Drive,
Metairie, La. 70002

The showboat GEN. ROBERT E. LEE, erstwhile the towboat CLAIRTON, was scuttled by vandals in the Mississippi River near Williams Boulevard at Kenner, La. one morn in early June. Last fall when the river was up, she was beached on the river bature, but when the river rose this spring the boat was refloated near the levee. Mayor Aaron Broussard found the old towboat with her head high on shore and the stern submerged enough to wet the engineroom floor. The Mayor stated that persons unknown had

unplugged sewage and drainage intake pipes, having gained entry by cutting a chain-link fence erected around the lower deck. A plan for pumping her out was immediately put in motion.

The city of Kenner put the boat on sale early this year after its plan to convert the boat into a playhouse fell through.

Kenner-based concern, R&L Financial and Insurance Marketing Inc. submitted a written offer to buy the old boat for \$268,000 that the council accepted in April. But the act of sale had not been completed.

Broussard said the company and city officials must agree where the boat can be moored on the river bature once ownership is transferred.

Kenner bought the boat from a Mississippi corporation last September for \$200,000. The city planned to renovate it into a dinner theater and sell one-half interest to Beverly Dinner Playhouse for \$300,000. Kenner and the Beverly then would have shared revenues. But when Beverly announced it was filing for bankruptcy in February, the city decided to sell the boat.

A new slick-stock river magazine titled GREAT RIVERS has lauded its Vol.1, No.1 with a Summer 1984 issue, sponsored by the National Waterways Foundation and published at Arlington, Va. For openers they devoted the whole of this initial issue to the Mississippi, the whole gamut from Indians to the on-going La. Expo in New Orleans, including three pages of

Regional Recipes starting with red beans and rice and winding up with a slice of blackberry pie.

There is not much that is new and startling in the 58 pages (same page size as S&D REFLECTOR) but the articles and an old-time steamboat photo section are well chosen. A capsule history of the Father of Waters, as example, is from the typewriter of Dr. Leland R. Johnson, who knows his stuff and, with his enormous backlog of experience, tells it well. The four-page old-time steamboat picture section was compiled from the collection of Jerry Sutphin, although we fail to see his name mentioned. All of the 16 views have at some time or other appeared in the REFLECTOR. None of the 16 is captioned. We'll congratulate Jerry for having made excellent choices. The Arlington publisher, Collegeman & Associates, won't win and influence river people lest they tell a bit about each such scene. That's an opinion for what it's worth.

In the stern wake of these articles, back on page 56, is a story by our Jim Swift, "Reminiscing Steamboats" which we read first (after having looked at each of Jerry's pictures, that is.) Jim tells how the GOLDEN EAGLE won him over in the first place. He calls her a "throwback," which she was indeed.

The beautiful color work on dern near every page may win this magazine a few sales. It's priced at \$5 an issue on the back cover. The Ohio River has been selected as the subject for the next issue.



THE GREAT REPUBLIC, memorialized in granite, was unveiled with ceremonies at Glenwillard, Pa. last Memorial Day. The wording at the top reads: CRESCENT-SHOUESTOWN AREA HISTORICAL ASSOCIATION. At the bottom: STEAMBOAT HULL OF THE GREAT REPUBLIC LAUNCHED AT SHOUESTOWN, PENNSYLVANIA, NOVEMBER 3, 1866. An account of the ceremonies appears elsewhere in this issue. Our thanks to Robert M. (Bob) Smith, Sewickley, for the picture.

The Delta Queen Steamboat Company has a new president. Franklin Fried, Chicago real estate developer, assumed command on April 27th last. Associated with him is Samuel Zell, also of Chicago, who is the leading investor in the firm which owns and operates the MISSISSIPPI QUEEN and DELTA QUEEN. The retiring president, Stanley S. Thune, presided at a noon luncheon held on board the DQ at Cincinnati on Friday, May 4th.

In a statement to the Cincinnati Enquirer on May 1st Mr. Fried let it be known that a third tourist boat is being actively considered. "There is a realization that our cruises are very expensive and many people cannot afford to ride the MQ and DQ," he said. His conviction is that an average of \$200 per day is too much for the pocketbooks of a large segment of the traveling public.

The proposed new tourist boat, already in the design stages, would be tailored to provide comfortable and extensive river tours to families of more modest means.

The proposed new boat is only one of several changes Mr. Fried--a former producer of record albums and stage shows--plans for the steamboat company. "if I didn't think the company could grow significantly I wouldn't be here," he emphasized.

Headquarters of the company will not be moved to Chicago, despite the fact that Mr. Zell--who owns 38% of the stock--lives there, as does Mr. Fried. "I'll have an apartment in Cincinnati and in Chicago," he said.

A granite monument six feet long, faced with a carved picture of the GREAT REPUBLIC, was dedicated at Glenwillard, Pa. on Memorial Day, May 28th. Over 240 persons gathered for the ceremonies sponsored by the Crescent-Shousetown Area Historical Association. The location is adjacent to the former E. & N. Porter boat yard at Shousetown (former name of Glenwillard) where the GREAT REPUBLIC and many other boats were built in days gone by.

The picture on the monument was made from a painting of the famous boat by river artist William E. Reed. On the back of the stone are the names of the many donors who contributed.

Honor guests included Ezra Porter Young, now living in Albuquerque, New Mexico, his daughter Maja Young, and grandson David Young. Ezra is a great grandson of Samuel Young, the river engineer who operated the first compound-engine side-wheelers on the Mississippi River System, the CLIPPER and CLIPPER NO. 2. The Shouse family was represented by Mrs. Alberta (Shouse) White.

Paul C. Frey, president of the Historical group, extended the address of welcome and presented the speaker, who turned out to be Ye Ed. A time capsule containing a historical scroll, to be opened A.D. 2181, was sealed and buried by Eliot Johnson and Harry H. Davis.

Glenn Crain, who operates a barge facility at Glenwillard donated a capstan and anchor to add a nautical air to Honor Roll Park in which the monument is located.

A reception followed in the nearby Crescent Township Municipal Building.



One nice day in latter May we had a surprise visit from Alan and Rita Bates, up from Louisville to attend the official christening of the new Wheeling excursion boat VALLEY VOYAGER. Alan brought along the two pictures of the craft appearing above. He designed the boat for Tri-State River Cruises, headed by Ohio businessman Andrew Mast. She was built by Marine Industries at Jeffersonville, Ind.

Daily public excursions at Wheeling are being offered at 1 and 2:30 p.m. plus a variety of dinner and evening trips. The boat docks at the Wharf Parking Garage at the foot of Twelfth Street. An office has been set up in the "Yellow caboose" adjacent.

NEW BOOK ABOUT HENRY M. SHREVE

Reviewed by J. W. Rutter

Conquering the Rivers is the title of a new biography of Henry Miller Shreve, authored by Edith McCall, and published by the Louisiana State University Press. Almost a third of the book is devoted to the monumental job of removing the Red River Raft.

The early life of Shreve at Brownsville, Pa. and his days as a keelboater between Pittsburgh and St. Louis and later trips to New Orleans are indicative of the enterprise and innovative nature of the man. Shreve's later years as a substantial farmer and businessman in St. Louis will perhaps be a chapter of a varied and productive life with which most of us are not generally familiar.

Henry M. Shreve lived from 1785 until 1851. This period was noted for the expansion and settlement of the area that became the United States beyond the Allegheny Mountains following the Revolutionary War. At an age when many promoters and developers rose to assist in the job of bringing the vast areas of the Louisiana Purchase into the economic and political system of the new country, Shreve was acknowledged as a leader in the river transportation that was essential to settlement.

Shreve was first a successful keelboat operator and trader. When the steamboat NEW ORLEANS appeared on the scene in Pittsburgh in 1811 Shreve recognized it as the eventual answer to the problem of reliable two-way traffic between the developing western lands and the port of New Orleans. Traditional folklore seems to emphasize the resistance of the keelboaters to the intrusion of the steamboat into their established realm but, as this biography brings out, Shreve (and undoubtedly the majority) adopted steam as the answer to the limitations of the keelboat.

Shreve and his first steamboat, the ENTERPRISE, made a timely arrival in New Orleans just before Andy Jackson's defense of the city against the British in 1815. The place of Shreve's WASHINGTON of 1816 as the forerunner of western steamboat design is well known. Perhaps less well known is the role Shreve played with the WASHINGTON in breaking the Fulton-Livingston monopoly on steamboat traffic in and out of New Orleans. The contest for free access to the lucrative New Orleans trade by boat owners centers around the legal and personal maneuverings of Shreve, his lawyer and the lawyers representing the Fulton-Livingston heirs. Legal tactics by Shreve were evidently reasonably successful but, in retrospect, perhaps only hastened the eventual opening of the port of New Orleans to all steamboats regardless of the Fulton patent. The rapid improvements in steamboats and the increasing traffic itself made a breaking of the monopoly inevitable but Shreve played an important part, undoubtedly.

The attack on the Red River Raft and its eventual removal by Shreve deserves the share of the book which the author has given to it. The exact extent of the "raft" as seen by the early settlers in what is now western Louisiana seems to be somewhat in

doubt but its removal was a formidable engineering project. Prior to 1833, the Red River was blocked by an accumulation over untold years of trees, sediment and second growth on top for for a distance of between 160 and 200 miles above Natchitoches, La. Shreve originally estimated he could clear the raft with his own design of snagboat in one season but the work took six years and the trials and tribulations are well told.

This is a good story although the early chapters are perhaps a little slow while the author provides worthwhile background on the times and river related developments. A few oversights were noted which might bother a river buff such as Logstown being upstream from Pittsburgh (but then the Ohio River does flow UP north to the confluence with the Beaver). The discussion of the WASHINGTON coming to grief in the vicinity of Marietta, O. while downbound on her maiden trip in 1816 credits the explosion of one of the boilers while "Lloyd's Disasters" reports that a cylinder head let go, a more likely event since the WASHINGTON survived.

Henry Miller Shreve, an energetic pioneer in the development of the steamboat and, of equal importance, in the navigational improvements of the Ohio, Mississippi and Red Rivers; this is a story worth reading.

The book is priced \$25.00 the copy and is being handled by the Louisiana State University Press, Baton Rouge, La. 70893. Mrs. Edith McCall, the author, plans to attend S&D at Marietta and indicates that she will bring along copies for sale and autographing. She is a resident of Hollister, Missouri.

Sirs: In the June issue, page 44, you ask where the photograph of the S. R. VANMETRE was taken. Supposing she was running an excursion to the head of Buckley (Marietta) Island, could she be landed at Reno, Ohio? In that era there was a small park over on the island and many boats ran excursions there in summer. C. W. Stoll and I had a discussion about that picture one time. He said it was at the Marietta landing, and I said it was not. Then he said, how about Harmar landing? I said maybe but I still think she's at Reno. Both the Marietta and Harmar landings were paved by 1880, I think. The people on the boat look like they are dressed up for a summer excursion. So now it's in your hands.

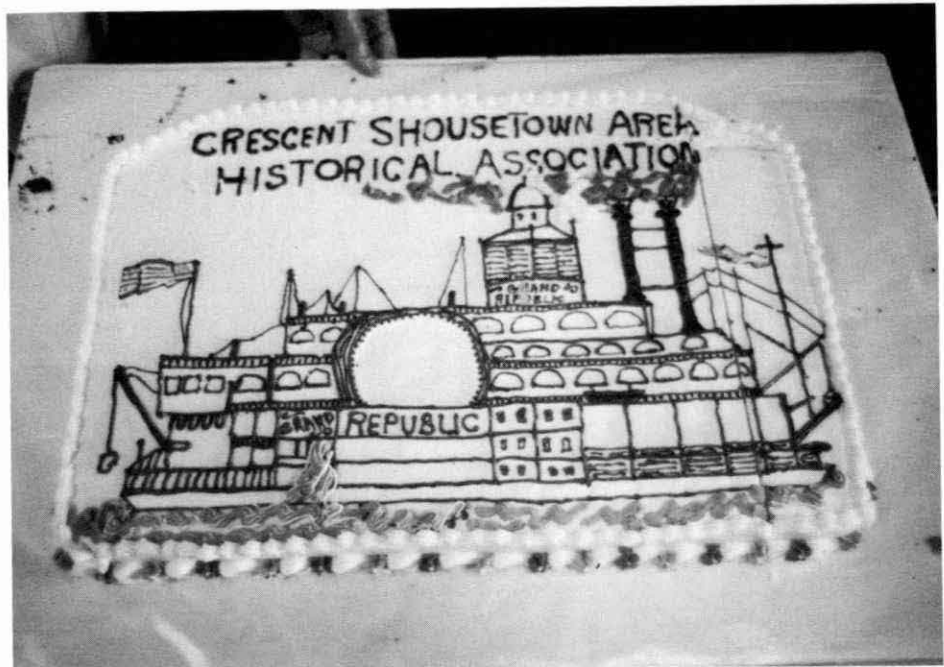
Jeff Spear,
613 Washington St.,
Marietta, Ohio 45750

=Reno seems likely but first give us a chance to wander down there and compare the hills on the West Va. side. -Ed.

Sirs: In regard to the caption under the photograph of the railroad transfer steamer H. C. NUTT on page 23 of the June issue:- The Northwestern Bell Telephone Co. used a painting of the NUTT on the cover of the Omaha telephone directory one time. I saved the book but cannot lay my hands on it at the moment.

Clint Orr,
Box 12036, Florence Sta.,
Omaha, Nebraska 68112

=Clint is a volunteer at the DeSoto Wildlife Refuge where artifacts from the BERTRAND are exhibited. -Ed.



LADIES of the Crescent-Shousetown Area Historical Association prepared a cake decorated with the GREAT REPUBLIC for the reception following the dedication of a memorial monument at Glenwillard, Pa. on Memorial Day. The story of the event appears elsewhere in this issue, and also a photo of the granite monument upon the face of which appears a likeness of the GREAT REPUBLIC made from a painting by William E. (Bill) Reed.



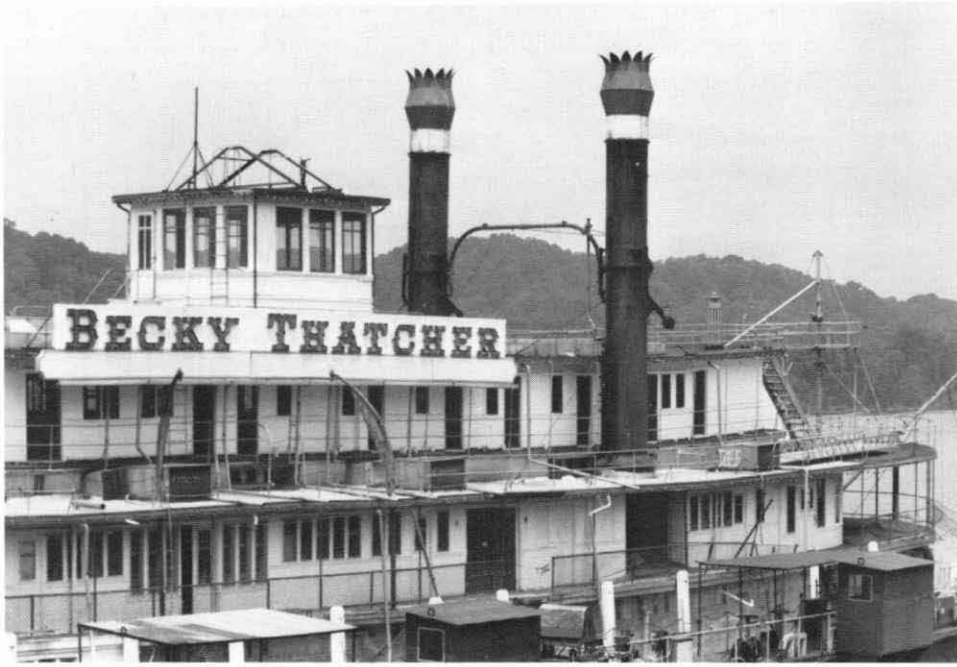
ED BOSWORTH kindly furnished the pictures on these two pages, taken at the Point Pleasant Marine Co. on June 18th. The BECKY THATCHER was raised at Marietta on May 8th and that week-end was towed 94 miles to a temporary mooring in the Kanawha River on the Henderson, West Va. side, awaiting her turn on the docks. She was leaking badly when taken to Point Pleasant Marine (six pumps running) and when hauled out the focus of the trouble was a deep gouge under the port knuckle (top view) back about the engine room. The injury extended clear across the bottom to the starboard side, causing the hull to buckle.

-In addition to thanking Ed Bosworth for the photographs in this series, our thanks also to Capt. Charles Henry Stone who accompanied Ed on the visit to Point Pleasant Marine, and who got the pictures and details to our hands.

The head-on view (center) shows the fair lines of the bow, built at the Howard Yard, Jeff, in 1927, and never since altered. Dock examination determined that the bow is in better shape than the rest of the hull, although the whole of it was built at the same time. The main deck, as shown, did not overhang the hull except for rubbing strakes on each side.

The paddlewheel was removed prior to docking because of the buckle in the hull. Repairs were hampered due to the double reasons of a shipyard strike and indecision about what course to pursue with only limited funds available. The cost of raising her, prolonged by a month of high water, plus towage, took a big bite from her insurance.

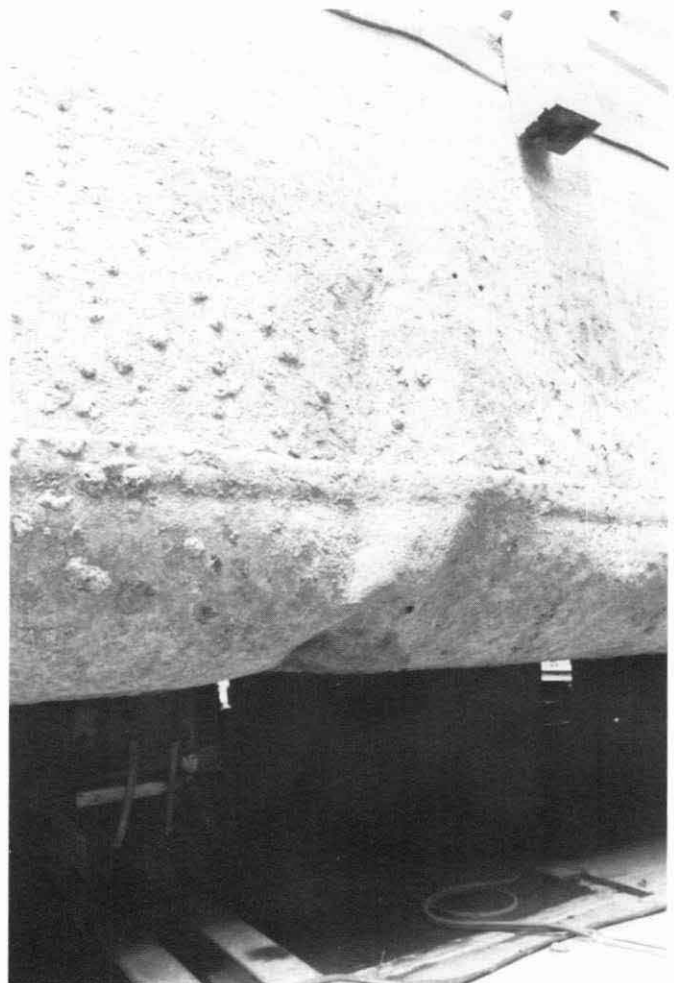




THE BECKY's wooden superstructure has been described as in "deplorable condition" by several who have lately seen it. While sunk, the main deck was completely under water on several high waters, and at one time the flooding reached into the second deck areas.

Lower left shows the absence of overhanging guards on her main deck, although as the MISSISSIPPI she otherwise was "packet" style.

Lower right shows the buckling on the starboard side and also exposes serious pitting of the hull plating. She could be skin-plated (as was done to the SNYDER's hull) and serve as a tourist attraction for a decade or more, but even this make-shift would be expensive.



SERIAL NUMBER
112227

ISSUE NUMBER
89

UNITED STATES DEPARTMENT OF COMMERCE
STEAMBOAT INSPECTION SERVICE



LICENSE TO MASTER OF STEAM AND MOTOR VESSELS

This is to certify that *Nathan Gay, Jr.*
has given satisfactory evidence to the undersigned United States
Local Inspectors, Steamboat Inspection Service, for the district of
Point Pleasant, West Va., that he can safely be intrusted
with the duties and responsibilities of Master of Steam and Motor
Vessels of ~~not over~~ *all* gross tons upon the waters of
Mississippi River and tributaries; Also
First Class Pilot on Great Kanawha and
Ohio Rivers from Kanawha Falls, W. Va.
to Gallipolis, Ohio. ^{and Pilot}
and is hereby licensed to act as such Master ^{and Pilot} for the term of five years
from this date.

Given under our hands this *16th* day of *February*, 19*32*.

Harry H. Fuller
U.S. Local Inspector of Boats

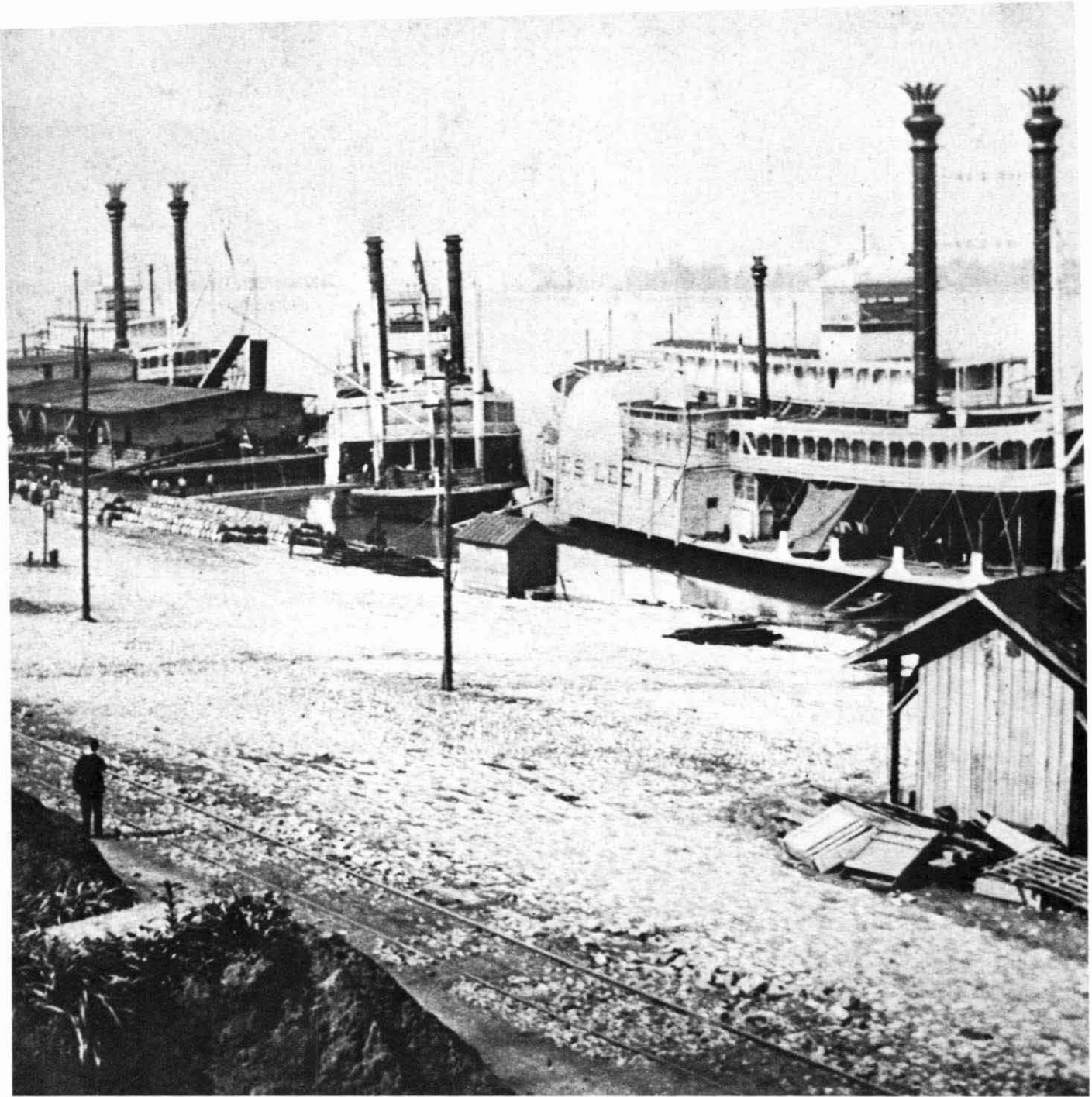
John W. Lozier
U.S. Local Inspector of Boats

MRS. CHARLES R. THOM, 333 Grove Avenue, Charleston, West Va. 25302 sends to us this copy of her father's license, dated February 16, 1932. Captain Nathan Gay, Jr. was born in 1873 at Malden, W. Va. and while quite a young man went to work on the steam tug IRON DUKE, used for harbor work at Dana, W. Va., and spent most of his river career as master and pilot on that boat. Shortly after this license was renewed he suffered a stroke and spent the balance of his life unable to speak or walk. He died on August 18, 1945.

We have reproduced this license in hopes of learning whether or not it is a rather unusual one. To procure it, Captain Gay was required to show experience and draw a map from Kanawha Falls, W. Va. to Gallipolis, Ohio. On high water stages steamboats explored to Kanawha Falls as early as 1858. During the Civil War various boats attained the Falls, but the usual head of navigation was at the Virginian Railway bridge, Deepwater, W. Va. at Mile 91. What sparks our curiosity is to learn

whether pilots in these more modern times had licenses clear through to the Falls? We think not.

Mrs. Thom, the former Dorma Gay, had seen the picture of the W. C. MITCHELL hauled on the Reed marine ways on page 33 of our last issue. In the background she recognized the office building of the original Campbell's Creek Coal Company. When she was about 10 she often called at that office to pick up her Dad's pay envelope. Now she's anxious to hear from persons who knew her father and can fill her in on the details of his river career. We're a Campbell's Creek veteran but have no recollection of Captain Gay. Capt. Rome Childers was on the IRON DUKE later on, but that was another IRON DUKE.



BERT FENN owns the stereoscopic slide from which this is made taken at Memphis in 1888 or later showing the second KATE ADAMS (left) and the first JAMES LEE (right) and between them an unidentified sternwheeler which looks suspiciously like the Memphis-Cincinnati packet BUCKEYE STATE (#0730). The enormous wharfboat to which the KATE ADAMS is moored was 320 x 46, built at Mound City, Ill. in 1874, and served until it was replaced by an all-steel wharfboat built at Ambridge, Pa. in 1909. At the time this picture was made there were no bridges of any type spanning the Mississippi River from the Eads Bridge at St. Louis to the Gulf and fancy steamboat smokestacks reached for the sky with impunity. We've been sitting here pondering for the past fifteen minutes about how those high stacks were painted and kept in repair - must have required a special brand of steeplejack to dangle aloft and not spill black paint over all the white woodwork below. No photograph that we can recall shows how this was accomplished.

MY 20 YEARS AS CHIEF ENGINEER
ON THE GEO. M. VERITY

by Ray Gill

ED. NOTE: Bob Miller, curator of the GEO. M. VERITY at Keokuk, discovered Ray's story while going through some papers aboard the boat. Ray Gill, who died some ten years ago, was well known and widely respected as a steamboat engineer. He was chief on the BETSY ANN most of the years Ye Ed was associated with the boat. Later on he took great interest in S&D and brought to our collection the whistle used on the VERITY, a duplication of the famed ST. LAWRENCE whistle made by Luther Chapman of Portsmouth, O. S&D, with Ray's blessing, presented it to Union Carbide of Long Reach, West Va. as a gesture of appreciation for letting us stage "Whistle Blows" at their plant. Our thanks to Bob Miller for sending on Ray's story.

The American Rolling Mill Co. of Middletown, O. bought the towboat S. S. THORPE from Federal Barge in 1940. Armco sent me in July that year to Cairo to help bring her up the Ohio to Huntington. Soon after our arrival there the boat's name was changed to GEO. M. VERITY, to honor the firm's board chairman.

Changes were made to the pilothouse and texas, both enlarged, and a gas range was installed in the galley. This was the first gas stove of any type ever I saw on a steamboat. We gave the boat a good cleaning and a new paint job. Otherwise she was in good operating condition.

In September 1940 she started towing coal from Huntington to Cincinnati. On pool water we would hook into ten standards, 1,000 tons each. In open river she'd take down sixteen, averaging 3½ to 4 days for the 300-mile round trip.

All went well during that first winter - lots of open river and no ice.

During April 1941 while coal miners were on strike the VERITY was hauled on the ways at Point Pleasant, West Va. to install new rudders, check the hull, and overhaul the machinery.

In May our towing was extended to Harewood on the Kanawha River. Then in August '41 the company headed us for New Orleans to bring back barges loaded with scrap iron. We broke our wheel shaft at Lock 33 near Maysville, Ky., and after being towed to Cincinnati a new shaft was placed which Federal Barge shipped there by truck. Following this delay we went on to New Orleans, lost a week while the scrap was loaded in four barges, and started back home. We were scheduled to pick up four more scrap-loads at Plaquemine but they weren't there, so we went on to Cairo where we parked our four loads and then returned to Plaquemine with one empty on our head. These four loads, brought over from Houston, were ready, and we shoved them to Cairo where we hitched in to all eight. When we delivered them to Armco at Ashland, Ky. we'd been out 58 days and got a grand reception.

Following this, we went back to

towing coal, and made several trips for Ashland Oil & Refining Co. to Floeffe, Pa. on the Monongahela River, and to Wheeling for Wheeling Steel. The winter of '41 was a bad one for ice, but we weren't stopped. Let me say that in the 20 years the VERITY ran for Armco she was only held up once for ice, and that was in 1946 at Dam 35. We were downbound with loads. On that same trip, coming back with empties, we lost four days at Lock 36 with the lock out of commission. Finally they lowered the wickets and we went up through the pass.

As for breakdowns in those 20 years we had our share. Once we broke the starboard crosshead and at another time the port crank. On both occasions considerable damage was done to the main engines.

In the spring of 1945 the boat was hauled on the Hillman ways at Brownsville, Pa. and five feet added to her width. Also she got a new bow, and the texas was enlarged.

The closest call from fire happened on the day before Christmas in 1945. We had come in from Pittsburgh and had landed at Huntington at 11 in the morning. The crew members were departing and only a few of us were left aboard when fire was discovered in a cabin stateroom. Fortunately we still had enough steam on the boilers to start the fire pumps and to light off the fires in the furnace. Before we got the fire out, all of the staterooms on the starboard side of the after cabin were burned out. Water flooded the engineroom, and we sure had a mess. Took two weeks to make repairs.

Once during a severe windstorm at Helena, Ark. we were blown ashore and held there by the wind for two hours. Never even put out a line. Once in Sciotoville Reach, downbound with 12 loads, we encountered a windstorm and came near losing all, but didn't. A similar storm at the Meldahl Locks and Dam again caused considerable jeopardy but we survived it intact.

The closest personal call ever I had on the river happened to me near midnight in the middle of March 1947. We were at Cincinnati changing barges around when I slipped off the fantail out in the middle of the river at a 40-foot stage. Nobody had seen me go. The paddlewheel was stopped at the time. I was afraid to swim to it for fear the striker might get a bell and answer it. Even he didn't know I was overboard. You can believe it, I was doing some tall shouting, and the deck crew out on the tow heard me. They conveyed this news to the pilothouse. Fortunately I had a flashlight in my hand. The captain saw me waving it around, and he threw a cannister buoy from the bridge. It lit up and the striker came to the engineroom door and saw me. I swam to the wheel and hung on until they came in a yawl and got me. I always classed this one as my narrowest escape.

The herringbone paddlewheel on the VERITY was designed by Ed Hudson, an Armco research engineer. The three objectives were to reduce shock on the shaft, to assist her backing ability, and to reduce vibration. In all three it succeeded. The VERITY was economical to operate in terms of that day and time. We carried a crew of 18. She burned 2½ barrels of fuel per hour operating full head. She turned up 16 rpm's behind 12 empties upstream and 14 rpm's behind 12 loads downstream.

Armco Steel was as fine a company as I ever worked for, and none was a nicer boat. There never was a sadder crew than we were on the last trip, and when she blew her whistle for the last time upon arriving at Huntington on April 20, 1960, I'm sure there wasn't a dry eye aboard. I was the oldest in service, having been in the crew for the full 20 years. Some had been aboard for 19 years. Nobody aboard had been there for less than 9 years.



New paddlewheel design on the CREOLE QUEEN at New Orleans. Photographed April 18th by Judy Patsch. The excursion boat is pictured and described in our Dec. 83 issue, page 42. Judy neglected to say why the buckets, which are functional, were given a marcel wave.

CEDAR FARM VISITED

The extensive article in our last issue was presented before we had ever set foot on the premises. On May 3rd with Keith Norrington as guide two car loads of us convened at New Albany and paid a call. Our crew: C. W. Stoll, Jerry and Lenora Sutphin, Michelle Kingsley, Lynn Dow Webster, Jeff Spear and y.t. Keith had taken the proviso of securing permission from Stephen L. Ferguson, legal representative of the owners.

Despite the chilly, wet day we found 15 or 20 workmen - electricians, carpenters and others - hard at it. To put it mildly there is plenty to do. The outside brick walls on both the upriver and downriver sides had failed and were in process of being rebuilt. Both brick chimneys are being replaced. All electrical wiring must be led through modern conduits, which requires channeling into the brick interior walls and leading the cables to new wall outlets, thusly concealing the modernization.

Biggest surprise to us is that the central stairway leading from the first to the second floor, and continuing with another flight to the attic, is entirely open. Never in the history of the mansion has there been an attempt to shut off the vast open attic from the downstairs. We can only surmise that no attempt was made in winter months to heat the main hallways upstairs or down. The attic is one enormous room, never having been divided or finished.

Tradition has it that the diningroom and kitchen were originally on the ground floor level, which in an ordinary house would be called the cellar. It is a little hard these late days to figure how this original lay-out appeared in this respect. Somewhere along the line the diningroom was moved upstairs to the first main floor. Such alteration also was made early-on in the Way place at Sewickley, the reason being that grandma was no longer able to handle the stairs for meals. The new upstairs diningroom was serviced from a dumb-waiter in the cellar kitchen. When the DELTA QUEEN was first built the kitchen also was in the "cellar" and all food and dishes were handled via dumb-waiter to the original second floor diningroom. Tom Greene changed all that.

Easy to see how Mr. and Mrs. Cook "fell" for Cedar Farm. For the most part the 1838 homestead is intact as to interior room lay-outs, and most certainly in its attractive outside appearance. They made no mistake in holding out for securing the adjoining acreage. The pathway to the river and the adjoining service buildings were integral parts of the over-all picture.

Three cheers for the Cooks, and thanks from all of us for an unforgettable visit.

Our thanks to Roy Emery for a copy of a handsome 78-page book celebrating the 175th anniversary of Madison, Ind., 1809-1984, heralded on the front page as the Dodrasquicentennial, a word we have not learned to pronounce. The book is profusely illustrated, many of the photographs credited to the Harry Lemen collection. Distinguished guests who have visited Madison include William



THIS OIL PAINTING of Betty Blake was placed in the main cabin hallway of the DELTA QUEEN following ceremonies at Cincinnati on May 4th. Some sixty guests attended a noon luncheon at which Stanley S. Thune, recently retired president of the Delta Queen Steamboat Company, presided. William (Bill) Muster, former leading light in the company since the days of the late Richard C. Simonton, eulogized Betty in a light-hearted discourse. Introduced were Mrs. Lenoir Sullivan Archibald whose efforts in Washington, D.C. did so much to legislate the DQ's existence; also G. F. Steedman Hinckley, former leader in the Company's affairs, and Franklin Fried, the Company's new president. Attending were Helen Blake Shu of Georgetown, Ky., Betty's sister, and William S. Blake of Dayton, O., her brother. Among those who dated back to the DQ's Greene Line days were Harry Mack, Gordon C. Greene II, Virginia Bennett and C. W. Stoll. Betty's good friend Dorothy Frye was accompanied by Larry and Ethel Walker. Perry Moran of DQ's Cincinnati office arranged the ceremonies with the assistance of Bonnie S. Bauer, secretary. Capt. Harold DeMarrero, Jr., the DQ's skipper, greeted the guests. C.W. and Lucy Stoll, Lynn Dow Webster, Michelle Kingsley, Jeff Spear and Ye Ed drove up from Louisville for the occasion. Our thanks to Ann V. Zeiger for the photograph shown above.

Henry Harrison, Benjamin Harrison, Henry Clay, James Polk, Zachary Taylor, Jenny Lind (who warbled in a local pork slaughter house), Winfield Scott, Henry Ward Beecher, Warren G. Harding, Herbert Hoover, Eleanor Roosevelt and Robert F. Kennedy.

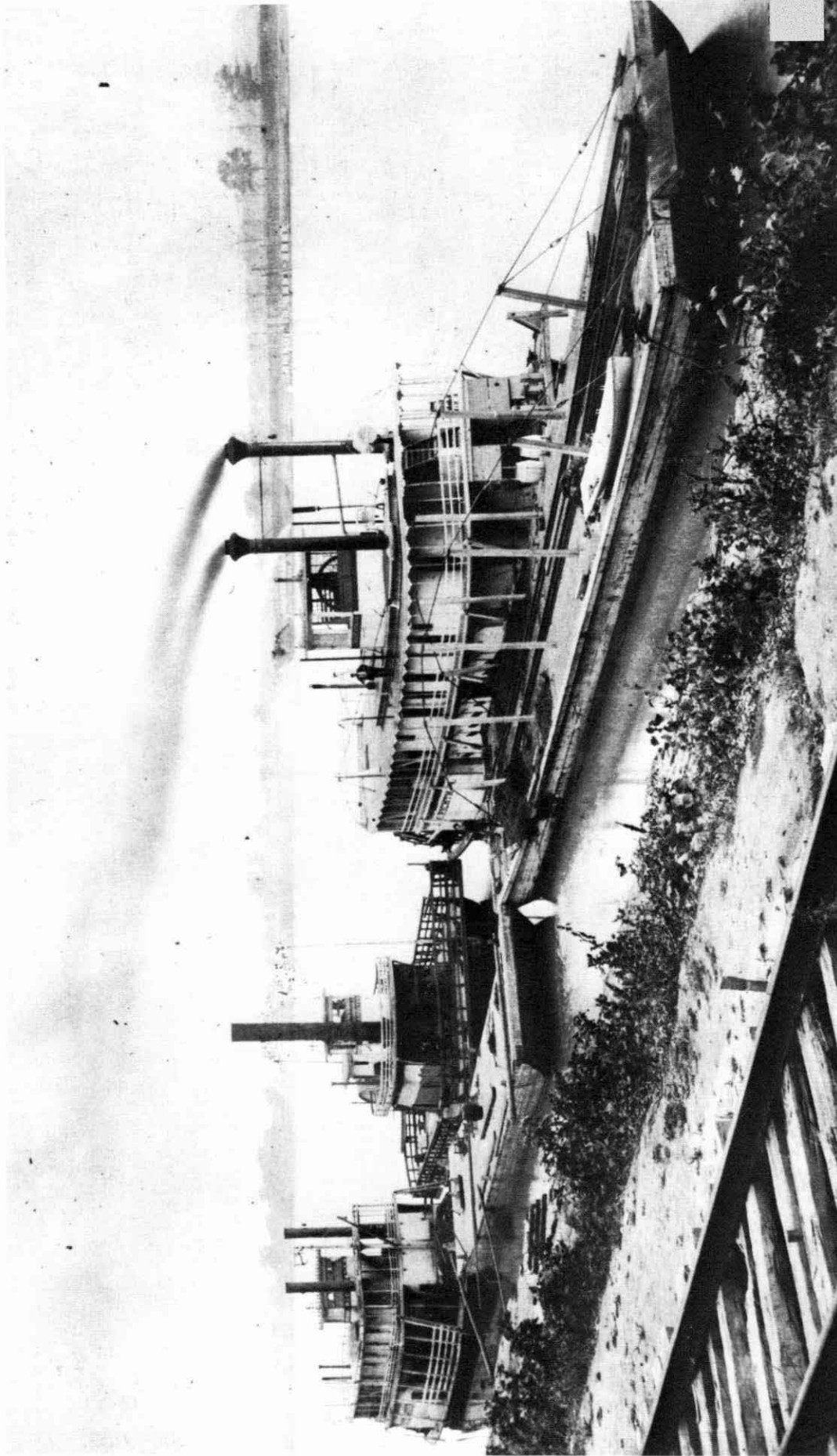
There is not much detailed river material. Curiously no mention is made of the loss of the side-wheel CITY OF MADISON on the dike opposite town; a boat built at Madison, and piloted that early morning by a Madison pilot.

Excellent pictures taken by Madison photographer Hubert M. Flora survive in various collections. A very good picture is presented of the side-wheel ferry TRIMBLE; also one of the THOMAS SHERLOCK, and one of the local landing place with the DELTA QUEEN and showboat MAJESTIC in view.

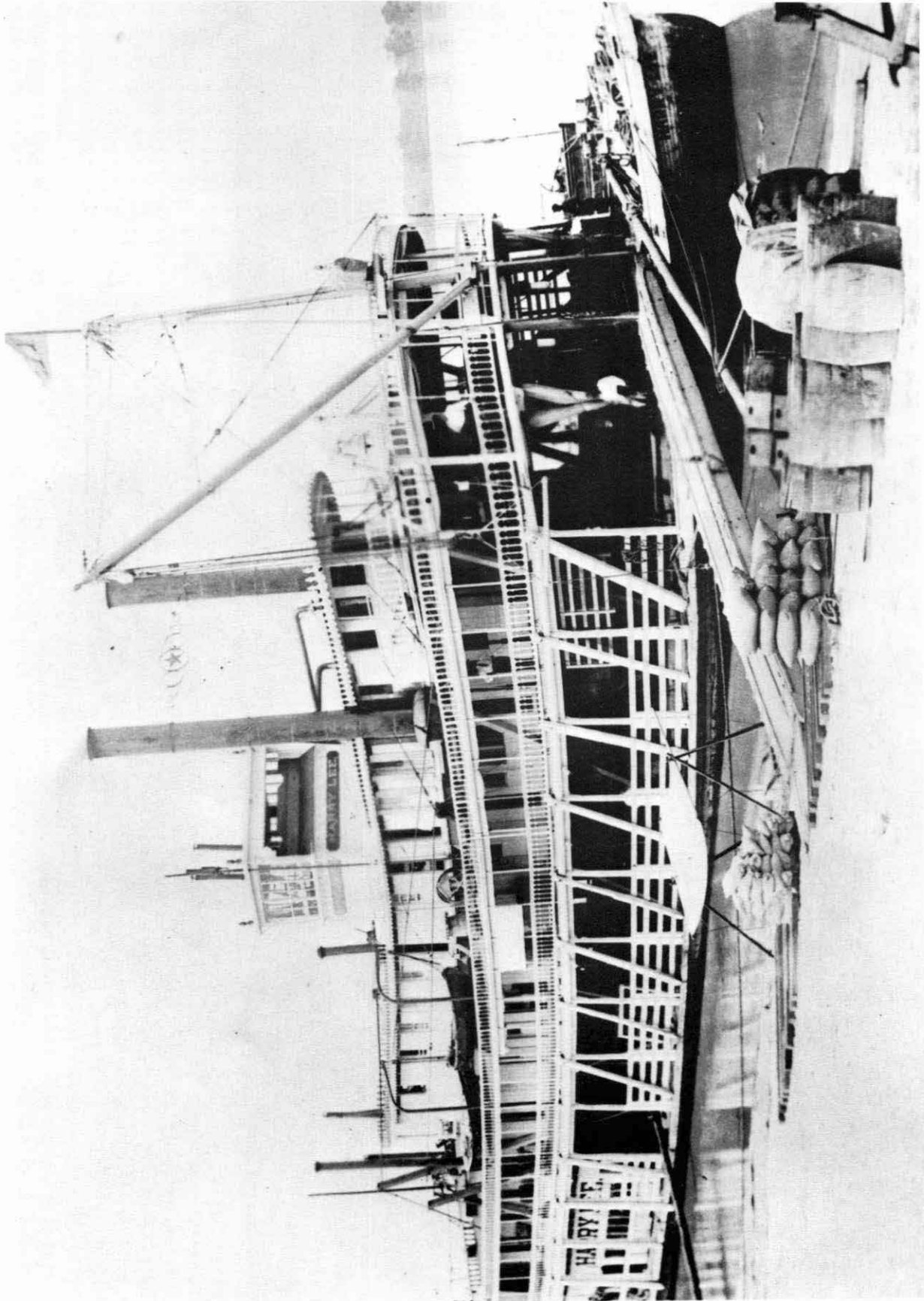


Gasboat ODD FELLOW NO. 252 comes from the collection of the late Bob Kennedy who, prior to his death in 1981, was without much doubt the prime enthusiast and historian for the Big Sandy River. Bob didn't identify this scene, but it looks to have been taken in the Ohio River a short distance below the Big Sandy's mouth. The boat's owner was Peter

Golden of Normal, Ky., a small settlement between Catlettsburg and Ashland, population 306 in 1934. The rafted logs are from the Big Sandy, the tie logs secured by chain dogs. When Pure Oil Company started peddling drums of kerosene and gasoline to towns above Cincinnati they used this boat in 1922.



SCENE ON the Mississippi River at Chester, Ill. in the early 1900s. At the left is the combination packet-towboat NICK SAUER which brought wheat to Chester from the Kaskaskia River, operating with some regularity to Evansville, Ill. Next is the center-wheel ferry BELLE OF CHESTER (first picture of her we've seen) built at Grafton, Ill. in 1878. On the right is the packet-towboat J.M. RICHTMAN. Soon after this picture was taken the RICHTMAN was renamed CONQUEST by Capt. Harvey Neville who owned all three. Occasionally he took the CONQUEST and NICK SAUER up the Kaskaskia to New Athens, Ill. to run excursions.



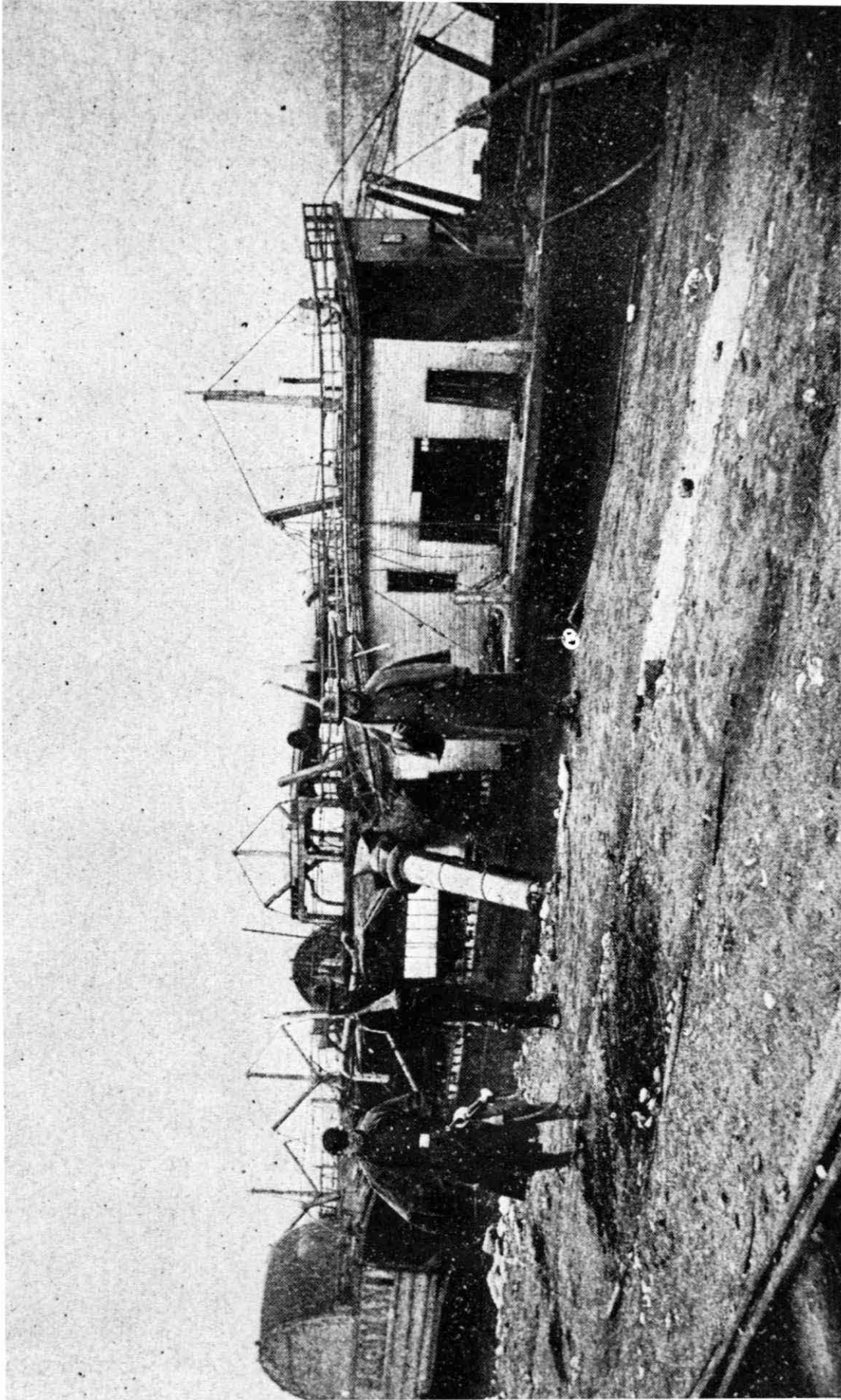
SEEMS TO US this was the largest steamboat built at Clarington, Ohio, on a wood hull 169.3 x 34.4 x 3. She was launched in 1899 and was christened CITY OF WHEELING. The Lee Line at Memphis bought her several years later and renamed her HARRY LEE. They took good care of her and in 1913 gave her new boilers, engines, and put steel cylinder beams on her. This picture, made at

Memphis, may have been taken at that time. Less than a year later, on March 19, 1914, she burned at the Memphis wharf. The wood hull, considered in excellent shape, was sold to Watkins Tie Co. and converted into a barge. The machinery and boilers were used in the building of a new steel hull HARRY LEE at St. Louis.



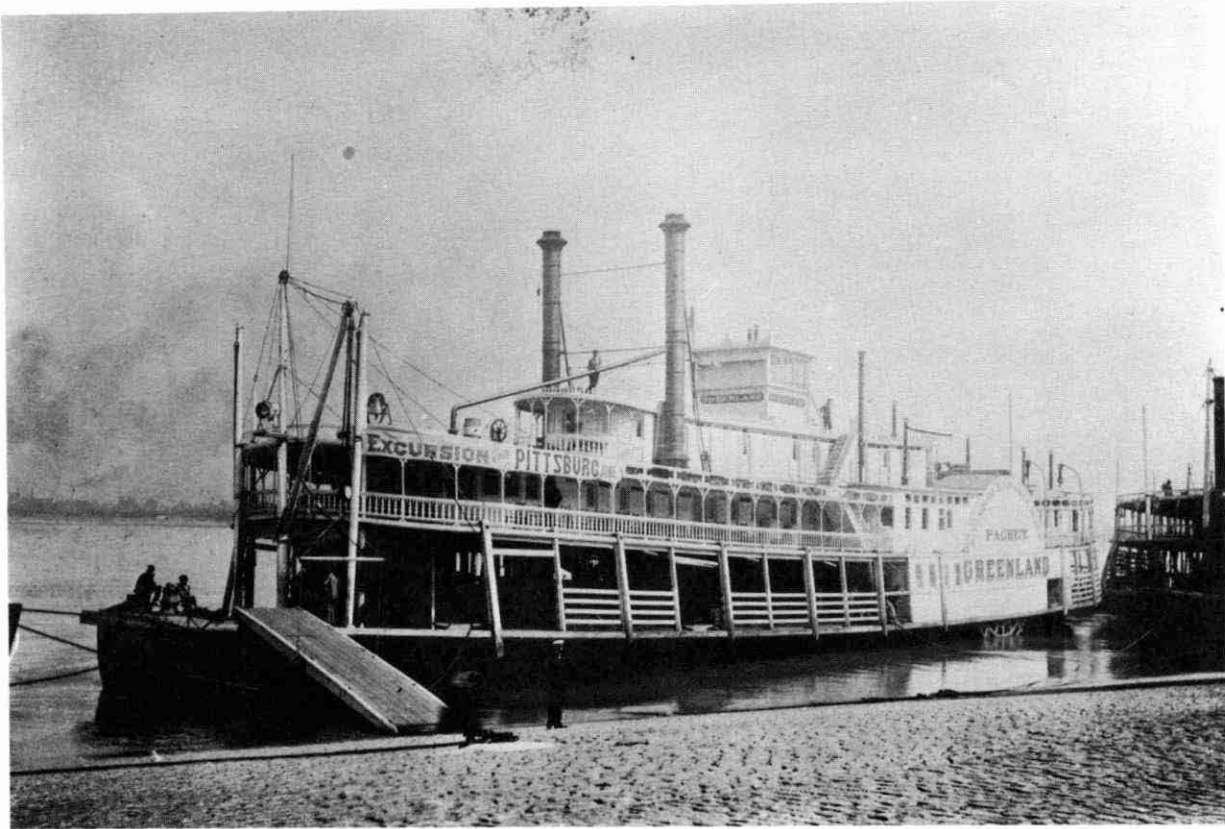
WHILE VISITING at Louisville in May, C. W. Stoll handed us the above, and said that the original film negative was from the collection of the late Alene Stottlebower, river buff of Madison, Ind. Alene had identified it as taken along the Ohio River below Rising Sun Bar, October 13, 1918 and recorded that the name of the ferry was GENERAL PIKE or at least something-or-other PIKE. Thanks to these clues, the ferry is the NEW PIKE enroute to

Huntington, West Va. to become the CITY OF HUNTINGTON. In 1918 when Alene snapped this picture the NEW PIKE was somewhat of a relic, having been built at Madison, Ind. in 1887 on a wood hull 115 x 25 x 3.5. She ferried at Louisiana, Mo. which is in Pike County, and crossed to Pike County in Illinois. When Capt. Ben T. Flesher got her to Huntington he altered her considerably. This is the only picture of her as the NEW PIKE which has crossed our desk.



RAIL BUFFS may thank Ruth Ferris for this picture of the rail transfer HENRY SACKMAN, built at Jeffersonville by Howard in 1883 on a wood hull 254 x 48 x 6. The rather forlorn appearance was caused by the notorious tornado at St. Louis on May 27, 1896. Looks like the National Guard is not quite sure whether or not the photographer should be taking the picture. Well he did, for

it is the only picture known of the SACKMAN, even though she was rebuilt and operated in the Wiggins Ferry Company fleet until she wore out of old age in 1917. She carried two boilers on each side, each pair steaming cylinders 22's- 8 ft. stroke. Our thanks to Ruth, and also to the University of Wisconsin crew for the print.



WELL WHERE IN THE WORLD did this pop up from? While looking for something else, of course, and there it was. It's the GREENLAND at St. Louis in 1904 and a banner on her roof rail reads: EXCURSION FOR PITTSBURG JUNE 4. The lettering on the wheelhouse reads: PITTSBURG & KANAWHA RIVER PACKET. And so, 80 years ago almost to the day (as this is typed) Capt. Gordon C. Greene's GREENLAND was moored here while everybody took in the World's Fair. She made four round trips Pittsburgh-St. Louis that summer with Fair tourists (one of these originated at Sewickley, Pa. due to low water) and should some researcher be wondering when the Greene Line started in the tourist business the answer is right here, in 1904.

Eagle, Alaska, gateway to the Klondike, is situated on the Yukon River at the U.S.-Canadian border line. Prosperous during its steamboat days, it fell upon hard times. Shortly after World War II a census disclosed a population of nine (repeat, nine). After the Taylor Highway arrived in the early 1950s it grew to over 100. Today it has its active Eagle Historical Society which gets out a once-in-a-while newsletter. In the June 1984 issue there appeared the following editorial:

Tour Boat on Yukon River

Eagle City is buzzing with speculation on the effects of the proposed Yukon River tour boat. While most see happy faces bringing new, clean dollars into the area, others see tourists taking over their town. Rumors are rampant, and everyone is going to have to wait at least another year, to see what the results will be.

All of this speculation began when Brad Phillips visited Eagle last summer to purchase some water front lots and to contact local businesses. He also announced his plans to operate a tourist boat between Dawson and Eagle City, a distance of 105 miles each way. In February 1984, it was learned that

Phillips was having a 200 passenger aluminum vessel built. This \$1.75 million boat, tentatively named KLONDIKE, will be 76 feet long and 28½ feet wide, with plans for two passenger decks and a full galley for meals, a bar and gift shop. Passengers will be seated in aircraft type chairs and at upholstered booths and tables. Brad and Helen Phillips are the sole owners of Yukon River Cruises, Inc. It was Brad Phillips who introduced sight seeing cruises to Columbia Glacier in Prince William Sound in 1974. Mr. Phillips, a resident of Alaska since 1946, served ten years in the Alaska State Senate where he also served as president.

The KLONDIKE was due to be delivered May 31, 1984 at the Whidbey Island shipyard and is to be moved to southern California to be operated during the summer Olympic Games, plying between San Pedro and Catalina Island. According to plans the boat will then be returned to Puget Sound where it will be prepared for its 5,000 mile journey to Eagle by way of the Bering Sea to the mouth of the Yukon. Phillips foresees a 110 day season each summer on the Yukon. Fares have not

yet been determined, but several major tour operators have indicated they will include the Yukon River cruise in their programs. Many private individuals are already talking of making the trip.

Eagle's old timers have never stopped regretting the departure of the sternwheelers from the Yukon, the last of which were seen here in 1947. Since that time other attempts have been made to carry tourists between Dawson and Eagle. While Alan Innes-Taylor lived in Eagle he operated in connection with the Alaska Airlines. Don DeHart also ran river trips. Others have combined the river trip with Chilkoot Trail climbs, with Eagle City as their final destination, meeting the passengers with a large bus.

There is much interest in river travel on the Yukon, not only in the United States but also in Europe. One thing for sure, everyone will be watching this new operation with much interest.

-Our thanks to Bill Hanable of Anchorage, Alaska, for the above.

COMMODORE KOUNTZ, MOST
CONTROVERSIAL RIVERMAN

THE TOP DOG RIVER "character" 1845-1880 was Commodore William J. Kountz. During this period he built and ran packets and freight boats on the Ohio, Mississippi, Arkansas, Red and Ouachita, often competing with established operators, blessed with excellent steamboating judgment and cursed with a fiery temper which he unleashed against any and all who stood in his path. Such display of righteous indignation came to apex during the Civil War when Gen. George B. McClellan tabbed him to organize a fleet of river transports. McClellan hit it off with Kountz, and all went tolerably well until Kountz decided to demolish General Ulysses S. Grant then headquartered at Cairo. Kountz wrote to Congressman James K. Moorhead: "I have preferred charges against Gen. Grant for drunkenness--he, on three different occasions...drank with traitors (sic) until he became beastly drunk. At another time he was so drunk at the Hotel (Halliday House in Cairo) for three days he was not fit to attend to business."

Grant, according to one researcher, simply had Kountz arrested, though without actually filing charges against him, and blandly suggested that he be sent off to some other field of usefulness. Paul O'Neil, author of *The Rivermen* says Kountz continued firing off alarming messages to Washington while confined to the city limits of Cairo, Illinois, but he was dropped from the Army rolls and was returned, still breathing heavily, to civilian life and the management of his own vessels.

The Commodore was described in 1880 by a river reporter as 6'2", 42" chest, weighing 225 pounds. He had dark auburn hair, a high, wide forehead, and blinks his eyes when angry. High prominent cheek bones, a large nose with wide nostrils. Sand colored beard sprinkled with gray. "He is as perpendicular as a meetin' house steeple and active in his movements."

Dr. Thaddeus C. Jones (medical doctor) of Laguna Beach, Calif. kindly sent along to us the accompanying portrait of his illustrious paternal great-grandparents. He estimates that the picture was posed about 1850. The Commodore named two packets for his wife Peninah. Their daughter Caroline, born about 1850, married to become Caroline Kountz Jones, paternal grandmother of Dr. Jones. Another daughter, Catherine, married to become Catherine Kountz Fitch, mother of the late William K. Fitch who was board chairman of the Dravo Corporation 1946-1959. Son George McClellan Kountz (named obviously for the Civil War general) fathered three sons, George M. Jr., Benjamin and William, all three associated with the Red Raven Bottling Corporation on the Allegheny River at Cheswick, Pa. George M. Jr. presented S&D with the ornate ladies' cabin mirror from the CRYSTAL PALACE, now displayed in the Ohio River Museum, Marietta. The Commodore brought out this elaborate side-wheeler in 1853. Dr. Jones has the original Chickering piano from that



Commodore William J. Kountz and his wife Peninah.

packet in his Laguna Beach home, in excellent condition and often played.

The CRYSTAL PALACE was enlarged in 1857 to become the CITY OF MEMPHIS, the largest packet the Commodore ran. He entered her in the trade between St. Louis and New Orleans. In March of 1860 he hired the young pilot Samuel Clemens (who had obtained his license one year before) which was pretty high flying for a 25-year-old pilot on this 300-foot packet. In later years when Clemens had attained fame as the immortal Mark Twain, Commodore Kountz let it be known that he had given the youngster his first real chance to prove himself as a pilot. The captain of the CITY OF MEMPHIS at the time was Capt. J. Ed Montgomery, noticed at some length in our last issue in the article about Cedar Farm. Kountz dismissed the two of them on July 1, 1860 after they had

made a crash landing at St. Louis. Clemens was making the landing and Capt. J. Ed was on the roof--or was supposed to be--he wasn't. Clemens saw a uniform cap out forward and "thought the intellectual end of the captain was under it." It was hung on the roof bell. Capt. J. Ed was snoozing in his Texas room, and came to a startled wakefulness a mite too late, when he appeared at his station on the roof and called out: "Set he back on both." She plowed in amongst other steamboats breaking up woodwork and making a prodigious noise about it. Technically, Clemens was not at fault. Pilots had strict orders to obey the captain when making a landing.

There are 45 references to the Commodore in the new Packet Directory's index. These serve as a guide to the steamboats he operated but tell very little about the gentleman

himself. The Commodore's temper made of him good newspaper material. During his Missouri River days, following the Civil War, he vied for Army contracts with Sanford Coulson, William S. Evans and D. W. Maratta, three formidable and competent rivermen who had banded together for the same purpose. When in 1873 the Commodore lost an Army contract to these three, he threaten Gen. Phil Sheridan with exposure in the United States Senate. In plain language Sheridan told him to go to hell.

For all of his questionable tactics the Commodore seemed to thrive. When the Missouri licked him he developed a special breed of freight steamboats for the St. Louis-New Orleans trade with emphasis on carrying big tonnages at minimum costs. The recipe was in a fair way of becoming a success, but the Commodore could not abide the fact that he was losing valuable tonnage to the established Anchor Line. Thereupon he is said to have authored and had printed a circular accusing certain officers of the Anchor Line of trickery, and of using the Line for their own personal interests. A copy of this came to the attention of Capt. John W. Carroll, who then was the St. Louis agent for the Anchor Line, a well-regarded veteran. The altercation took place at the lobby desk of the Laclede Hotel, St. Louis, Carroll bent on "cow-hiding" the Commodore with a small rawhide whip. Both went to the floor. Afterwards when a "massive" porter had separated the two of them, Carroll told a reporter that Kountz had kicked him in the mouth while he was down, accounting for the bloody nose. Capt. Joe Nanson led Carroll away. This newsy morsel in July 1880 was widely published at St. Louis, Pittsburgh, and elsewhere.

Commented Louisville's celebrated river reporter Will S. Hays: "There are some river editors who are as afraid of old Bill Kountz as they are of their own lives. We know of two who ain't skeered of him. Ryland of Arkansas City--and us."

The last time the Commodore is recorded as having ridden a steamboat was in 1877 when he went from Pittsburgh to Cincinnati aboard the J. B. M. KEHLOR on her maiden voyage. In order to save on fuel bills he connected the side paddlewheels stiff-shaft, driving them with a single compound engine placed amidship. She was a large creature, 265 x 49 of hull, and she turned out to be something of a failure. Will S. Hays, writing in the Louisville Courier-Journal, took a poke at the Commodore:

"Captain Kountz got his skin full of the Red River trade and now has tackled the Arkansas with the JOHN D. SCULLY and the KATIE P. KOUNTZ. Captain, if that doesn't pay, turn loose the KATIE P. and the KEHLOR on the sea. Run the Cunard Line off the track, and use the one-chimneyed 'man-o'-war' for scaring whales to death, and bore for oil. A whale that would see the KEHLOR under headway at sea would flop over on his back, wag his tail and quit. They can't stand seeing a 'goosebite.' It kills them too dead to skin."

(Goosebite was popular river jargon for a boat which fails to leave on her advertised departure day.)



The Chickering piano in these two pictures served on the side-wheel CRYSTAL PALACE and now is preserved and used in the Laguna Beach home of Dr. Thaddeus C. Jones. Chickering's have been manufactured since 1823.



The Commodore divested himself of his steamboats shortly after 1880. When he died in April 1904 a new generation of rivermen barely recalled him. The river news editor for the Pittsburgh Dispatch wrote a brief paragraph in the May 5th issue: "It is

generally conceded that the late Commodore Kountz was one of the most thorough steamboat commanders in his day. He was commander from one end of the boat to the other, and was so recognized. He had no use for a drinking man on his boat."

ST. LOUIS TO FORT BENTON
AND RETURN IN 1867

Prepared from the original
log, never before published.

Four months of adventures
on the Missouri River
with Grant Marsh as master.

Ed. Note: We are indebted to the late Dr. John C. Ewing of Pittsburgh for the following account. Dr. Ewing had in his possession the original log of the IDA STOCKDALE, handed down from his maternal grandfather, Capt. Thomas C. Calhoun, who owned 1/3 interest in the boat in 1867. This was the same Captain Calhoun who long was associated with the Pittsburgh & Cincinnati Packet Line as master of the KATIE STOCKDALE, KEYSTONE STATE and VIRGINIA. Dr. Ewing was preparing an extensive biography of grandpa Calhoun when overtaken with a heart attack which resulted in his death in 1977. This excerpt is from the manuscript.

The 2/3 interest in the IDA STOCKDALE was owned by Captain Calhoun's uncle, Capt. Jackman T. Stockdale, who named the boat for a daughter. The decision to build the boat stemmed from a trip to Fort Benton made the year before, in 1866, by Captain Calhoun, his first, as clerk on the AMELIA POE, Capt. Thomas Poe, master. She was out four months and ten days on her "mountain trip" from St. Louis, and reaped a handsome profit for her owners.

At this time, in the winter months of 1866-1867 Capt. J. T. Stockdale had retired from active steamboating, lived in what now is the North Side of Pittsburgh (then Allegheny) where he ran a commission business and acted as a steamboat agent. Also he was involved in oil refining and in the development of two streetcar lines in Allegheny.

The contract for the hull of the IDA STOCKDALE was let to Christinger & Son, McKeesport, Pa. and measured 170 x 31 x 4.5. The boat, named for daughter of Capt. J. T. Stockdale, was completed at Pittsburgh, a sternwheeler, with Rees engines 14's- 4 1/2 ft. stroke (said to have come from the LUELLA) and she had two Western-style boilers, each 42" dia. by 24 ft. long.

Upon completion she started loading at Pittsburgh for St. Louis on February 25, 1867, Capt. Tom Calhoun in command. She departed the following day, Sunday the 26th, and arrived at St. Louis on Monday, March 11. There she advertised for Sioux City, Ft. Randall, Ft. Sully, Ft. Rice, Ft. Berthall, Ft. Union and Fort Benton.

There was plenty of competition - some 40 packets had their shingles out for the headwaters of the Missouri, some of which had already started. Tom Calhoun jots in his diary on Feb.

20th: "Laying still." On the 23rd: "Nothing new." On the 25th: Nothing much doing in the mountain biz." On the 27th: "Not much prospect of a trip." On the 28th: "Still in St. Louis. Stmr. AMELIA POE (his boat the year before) and ONLY CHANCE left this evening for Fort Benton." On the 29th - finally - "Commenced to take freight today. The BEN JOHNSON left for Fort Benton this a.m. at 3 o'clock; W. B. DANCE at 3 p.m.; YORKTOWN at 5 p.m." On the 31st: "This morning the Stmr. HUNTSVILLE left for Fort Benton at 9; Stmr. WAVERLY at 11 a.m." April 1st: "The Stmr. MINER left this p.m." April 2: "All quiet. This is Election Day." On the 4th: "Stmr. AMARANTH left for Fort Benton this p.m."

The IDA STOCKDALE loaded on April 5th, 6th and 7th, and continued until Thursday, April 18, 1867 when "at 6 o'clock p.m. the Stmr. IDA STOCKDALE left St. Louis bound for Fort Benton, M.T." with freight receipts which added up to \$45,322.79 and the passenger register totaled up to \$3,396.00. Not so bad for a steambot which had cost \$28,000.00.

By prior arrangement the command of the IDA was placed in the hands of Capt. Grant Marsh who also was to act as senior pilot. Tom Calhoun was in charge of the office. J. A. Maratta and J. Marsh were the engineers, and Wm. Brenmelt, mate.

Shortly after leaving a landing was made at the U.S. Army supply depot where they loaded aboard 170 kegs of gunpowder. At 2 a.m., Friday 19th, they tied up until daylight at a wood yard. The day was beautiful and she passed St. Charles at noon. In the evening a new part of the boiler assembly, called the "Yankee Machine" by Tom, began to cause trouble. They went to the bank, tied up, and the engineers were obliged to cool down the boilers and raise steam three times. The third time they had "taken the Yank off." They didn't get going again until 1 p.m. next day. The present writer has no knowledge of what the "Yankee Machine" was supposed to do, but after the engineers had performed an appendectomy upon it, the IDA got along famously after the surgery. She passed Washington, 85 miles above St. Louis, at 8 p.m. Saturday.

Fine weather continued on Sunday, April 21st, the river was on a rise, and a landing was made at Portland to take on a Mr. Estell with 360 packages of tobacco weighing 12,934 pounds. She laid up that night at the mouth of the Osage River, 164 miles upstream.

On Monday 22nd she put in at Haycroft's Landing to load 25 tons of freight "of the Stmr. NYMPH NO. 2." She laid up that night in sight of Providence, Mo., 206 miles up. On the 23rd she passed Arrow Rock at 1 p.m., the river rising, swift, and hard to stem. At Glasgow, Mo., 5 p.m., the river was still on the rise. That night she lay above Cambridge, Mo., 280 miles up.

On Wednesday 24th, a cold morning, she found the SAM GATY aground below Brunswick. By 1 p.m. she passed Miami, the river still on the rise. That night she lay below Waverly, 349 miles up. On Thursday 25th she passed Benton at 9 a.m. and arrived at

Lexington at noon to take on 270 boxes of coal at Goodwins and got away at 4 p.m. Opposite Camden, 390 miles up, she lay all night. Friday 26th found her under way at daylight. At 2 p.m. she passed Missouri City, the river still on the rise. That evening at 9 o'clock she arrived at Kansas City, 462 miles up. She lay there over night, eight days out of St. Louis. On Saturday 27th she landed at Leavenworth at 2 p.m., paused for an hour, and made it for the night at Fort William, 522 miles up and 9 miles below Atchison.

On Sunday 28th, ten days out of St. Louis, she landed at Atchison at 8 a.m. and put off freight. At six that evening she was at St. Joseph, 567 miles, and lay there all night. While there the GALLATIN arrived. Next morning, Monday 29th, she bucked a strong downstream wind. Passed Lafayette at 5 that afternoon and made Iowa Point by dark. Tom notes in his log that plenty of firewood is available along this reach, priced \$3 to \$5 the cord.

On Tuesday, April 30th she landed at White Cloud, 7 a.m., "the last town in Kansas." Passed Rolo, Neb. at noon, and lay that night at St. Jerome.

Wednesday, May 1st, passed Nemaha at 7 a.m., Brownsville, 681 miles, at 9, and arrived at Peru at 1 p.m. where she broke a cam and was detained two hours. That night she lay 15 miles below Nebraska City.

Thursday, May 2nd, Nebraska City, 728 miles up, at 9 a.m. Ran aground for a short time at the mouth of Platte River 6 p.m. Landed for the night just below St. Marys.

Passed Council Bluffs at 9 a.m.. Friday 3rd, and landed at Omaha, 836 miles up, at 11 a.m. where she both discharged and received passengers and freight, and left at 4 p.m. Laid up for the night 10 or 15 miles above there, above Florence, and during the night there was a heavy storm. On Saturday 4th she made a good run and laid up that night in company with the ELKHORN.

On Sunday 5th "a desperate heavy wind" forced her to the bank for several hours. Laid up that night some 930 miles up, the weather having turned cold.

On Monday 6th was at the mouth of the Little Sioux at 7 a.m. Below Decatur she overtook the AMARANTH which had left St. Louis two weeks prior to the IDA's departure.

Tuesday 7th she landed at Sioux City at 1 p.m., 18 1/2 days out of St. Louis and 1039 miles up. One hour later she was again on her way and overtook the ANTELOPE during the afternoon. Spent the night at Hedges & Grangers wood yard, and Tom observes there is plenty of wood along this part of the river.

On Wednesday 8th, a delightful day, they were catching up with the ABEONA. During the morning the IDA grounded and was released with the aid of one of her spars, the first use of spars on the trip. By 9 a.m. passed Ponca Landing and at noon overtook the ABEONA which was fast aground. Soon the IDA was in similar fix and had to spar for six hours to get free. She laid up for the night 80 miles above Sioux City.

On Thursday 9th at 9 a.m. she was at the mouth of the Vermillion River, 1125 miles up. Tom notes this is 11



RIVERSIDE MANSIONS comparable to the one described in our last issue, Cedar Farm, would include the one pictured above. This was the Arbuckle homestead which faced the Ohio River, located on the West Virginia side in Hancock County, a little above Wellsville, Ohio. The Arbuckles were the "coffee people" of Pittsburgh who made a fortune marketing "Ariosa" roasted coffee. The brand is advertised in the Sears, Roebuck & Co. catalogue of 1897 at 20¢ a pound, with a discount on 100-pound cases at 19½¢. The above picture was taken by H.

Bennett Abdy in 1915, and the enlargement from his negative was made by Michelle Kingsley. Note the decorative cedars on the front lawn. We have no information as to when the Arbuckles built this place, but many prominent Pittsburghers were entertained in the home dating back to their comings and goings on the KATIE STOCKDALE, EMMA GRAHAM, SCOTIA and others. The place was sold and the home torn down some years ago.

days ahead of the AMELIA POE's time last year. She stopped to take on wood from "an old West Virginia" woodcutter "where the POE laid all night last year." Wood was now up to \$5 the cord. She lay all night 10 miles below Yankton, which she passed next morning, 10th, at 9 a.m., 1181 miles up. "River very bad," Tom notes. Coming up on Bonhomme Island, 30 miles further on, she found the BIG HORN disabled by a broken steam pipe and the BENTON attempting to get over the bar. Grant Marsh made several unsuccessful tries to get through but, having failed, laid the boat up for the night on the island. Tom notes, "Old Burley lives on the head of the island."

The following day was spent at the island. They sounded to discover no channel of sufficient depth on either side. This meant do it the hard way, so freight had to be unloaded to "light over the bar." After six hours of sparring she made it through and then

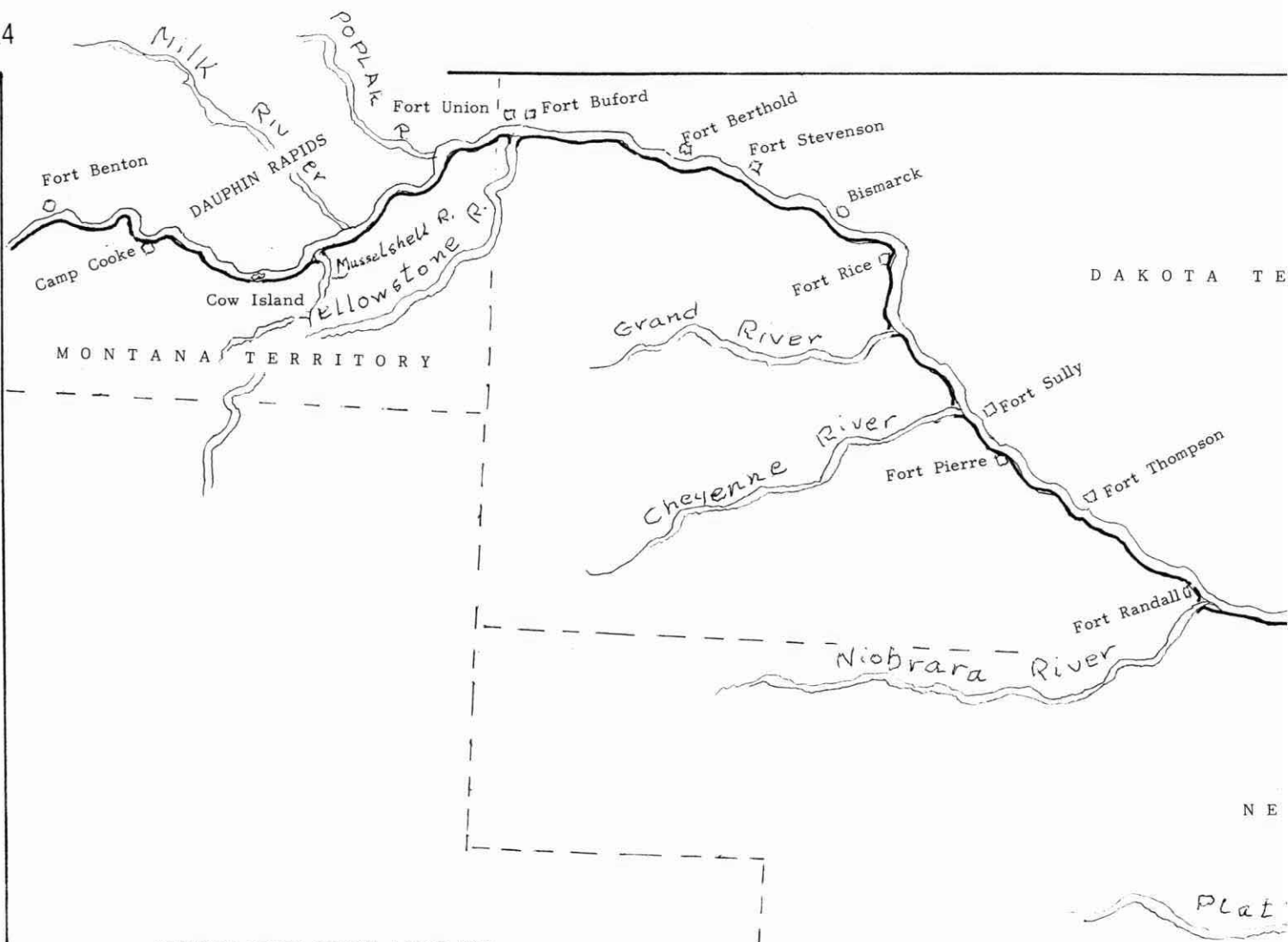
the boat had to be reloaded. This meant that the freight had to be manhandled up along the island shore. This took the balance of the day to accomplish. Even so she left the BIG HORN and BENTON "hung up on the left of the island, and the ABEONA on the right shore where the channel ran last year." After running but a few miles she stopped at Brown's Landing to take on 7 cords of wood at \$7 the cord. A driving rain came up so she lay there all night.

On Sunday, May 12th she was at the Niobrara River at 8½ a.m. and near there bought cedar wood at \$5. The afternoon was extremely windy. When she came in sight of Fort Randall at 6½ p.m. she was obliged to land due to a vicious storm, and there spent the night.

Went by Fort Randall, 1288 miles up, at 7 next morning, Monday 13th. Just above she took 11 cords of wood at \$4 and then on the next island the crew

cut a few cords. "River bad," says Tom. A few miles above the pilot tried a left hand bend around a middle bar but the water played out. The gutter wasn't wide enough to turn the boat around, so she had to be backed down out of it. She then went up to the right of the bar and got through with no trouble. Finally, having "fought a bad river all day" they laid up at an island for the night, "supposed to be Cedar Island." In all probability this was Little Cedar Island, 45 miles above Fort Randall.

Tuesday 14th "laid up most of the day on an island a/c rough wind and cold, where the Stmr. POCAHONTAS sunk." The boat's loss had occurred the year before, and the island thereafter was called Pocahontas Island. At noon next day, Wednesday 15th, she went by Bijou Hills at noon. By nightfall she had made less than 30 miles for that day when she tied for the night below White River. "Wood



MISSOURI RIVER POINTS ABOUT 1880
 Distance St. Louis to
 Fort Benton given as 2663 miles.

- Mouth of the Missouri
- St. Charles
- Washington
- Hermann
- Osage River
- Jefferson City
- Glasgow
- Lexington
- Kansas City
- Leavenworth
- Saint Joseph
- Omaha
- Sioux City
- Vermillion
- Yankton
- Fort Randall
- Brule City
- Brule Agency
- Fort Thompson
- Head of Big Bend
- Old Fort Pierre
- Black Hills Landing
- Fort Sully
- Cheyenne Agency
- Grand River Agency
- Standing Rock Agency
- Fort Rice
- Fort Abraham Lincoln
- Bismarck
- Fort Stevenson
- Fort Berthold
- White Earth Rive
- Fort Buford

- Mouth of Yellowstone
- Mouth Little Muddy
- Mouth Big Muddy
- Mouth Poplar Creek
- Spread Eagle
- Wolf Creek Agency
- Porcupine Creek
- Milk River
- Fort Copelin
- Fort Peck
- Rouche's Grave
- Round Butte
- Trover Point
- Musselshell River
- Fort Hawley
- Carroll
- Little Rocky
- Harriet's Island
- Two Calf Island
- Cow Island
- Bud's Rapids
- Dauphin's Rapids
- Fort Clagett
- Drowned Man's Rapids
- Arrow River
- Steamboat Rock
- Hole in the Wall
- Citadel Rock
- Eagle Creek
- Coal Banks
- Mouth of Marias
- Fort Benton

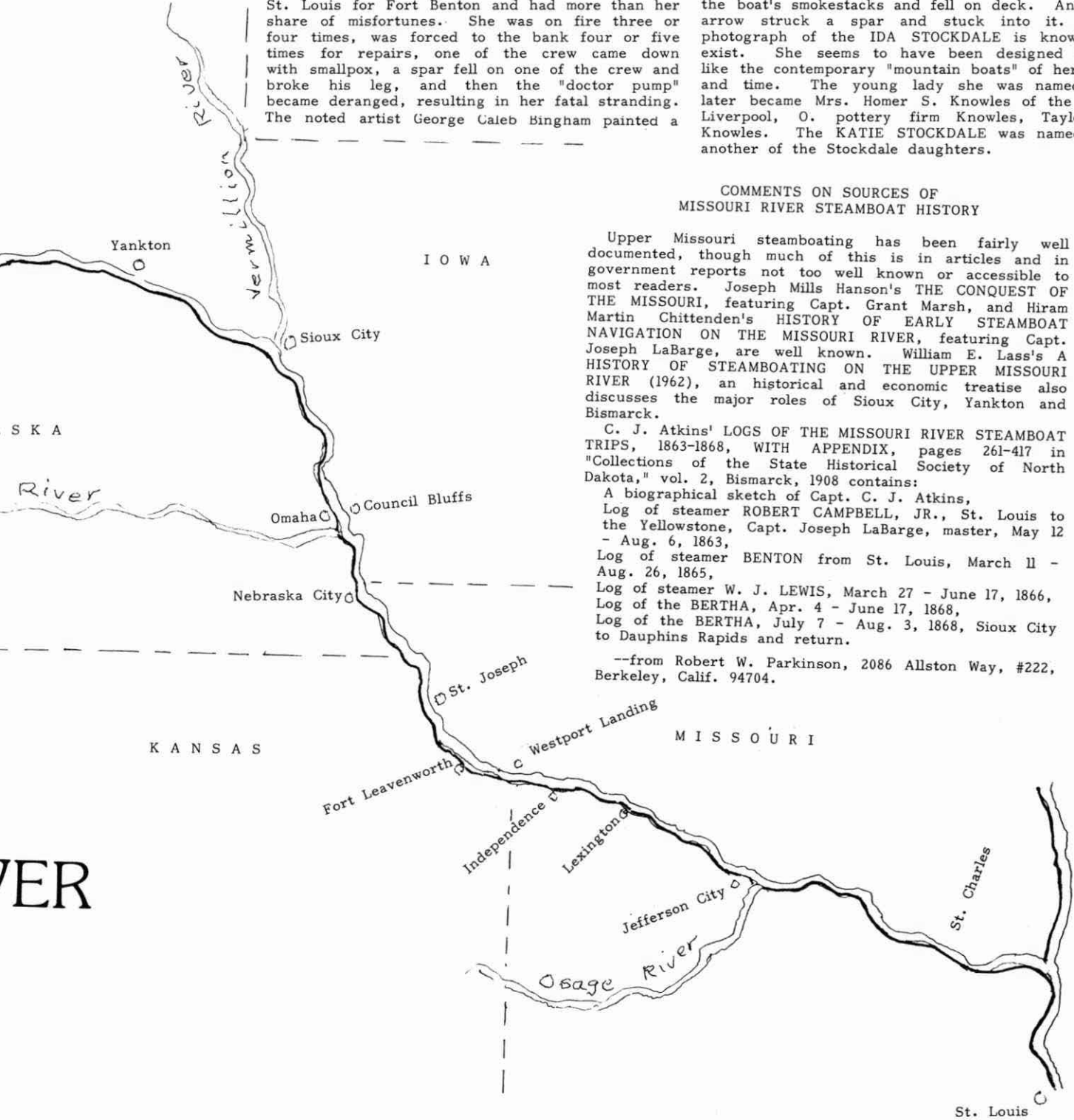
MISSOURI R 1867

SOME NOTES ABOUT THE IDA STOCKDALE

ONE UNUSUAL and totally unexpected aspect of the IDA STOCKDALE's initial Missouri River "mountain trip" is that she made three arrivals and departures from Fort Benton in 1867. Following her initial arrival she went back to take aboard freight from the stranded JAMES H. TROVER 11 miles below the Musselshell River. The TROVER, originally the KATE B. PORTER built in 1864, and which served the Union cause as a "tinclad" during the Civil War, had been loaded at St. Louis for Fort Benton and had more than her share of misfortunes. She was on fire three or four times, was forced to the bank four or five times for repairs, one of the crew came down with smallpox, a spar fell on one of the crew and broke his leg, and then the "doctor pump" became deranged, resulting in her fatal stranding. The noted artist George Caleb Bingham painted a

scene of such a situation and entitled it "Watching The Cargo." He may have been inspired from the TROVER story. The IDA after delivering the TROVER's freight to Fort Benton blithely started back to the States. Then a cannon shot at Fort Stevenson changed all of that. The U.S. Army required her to proceed down to Fort Rice where she was ordered back to Fort Benton under U.S. charter. Adventures with Indians and buffalos punctuate this episode, in which Capt. Tom Calhoun neglects to relate in his log (but wrote in a letter to his wife) that the Ukatapas used bows and arrows, relating that one arrow struck one of the boat's smokestacks and fell on deck. Another arrow struck a spar and stuck into it. No photograph of the IDA STOCKDALE is known to exist. She seems to have been designed much like the contemporary "mountain boats" of her day and time. The young lady she was named for later became Mrs. Homer S. Knowles of the East Liverpool, O. pottery firm Knowles, Taylor & Knowles. The KATIE STOCKDALE was named for another of the Stockdale daughters.

ITORY



COMMENTS ON SOURCES OF MISSOURI RIVER STEAMBOAT HISTORY

Upper Missouri steamboating has been fairly well documented, though much of this is in articles and in government reports not too well known or accessible to most readers. Joseph Mills Hanson's THE CONQUEST OF THE MISSOURI, featuring Capt. Grant Marsh, and Hiram Martin Chittenden's HISTORY OF EARLY STEAMBOAT NAVIGATION ON THE MISSOURI RIVER, featuring Capt. Joseph LaBarge, are well known. William E. Lass's A HISTORY OF STEAMBOATING ON THE UPPER MISSOURI RIVER (1962), an historical and economic treatise also discusses the major roles of Sioux City, Yankton and Bismarck.

C. J. Atkins' LOGS OF THE MISSOURI RIVER STEAMBOAT TRIPS, 1863-1868, WITH APPENDIX, pages 261-417 in "Collections of the State Historical Society of North Dakota," vol. 2, Bismarck, 1908 contains:

- A biographical sketch of Capt. C. J. Atkins,
- Log of steamer ROBERT CAMPBELL, JR., St. Louis to the Yellowstone, Capt. Joseph LaBarge, master, May 12 - Aug. 6, 1863,
- Log of steamer BENTON from St. Louis, March 11 - Aug. 26, 1865,
- Log of steamer W. J. LEWIS, March 27 - June 17, 1866,
- Log of the BERTHA, Apr. 4 - June 17, 1868,
- Log of the BERTHA, July 7 - Aug. 3, 1868, Sioux City to Dauphins Rapids and return.

--from Robert W. Parkinson, 2086 Allston Way, #222, Berkeley, Calif. 94704.

VER

cutting getting scarce," notes Tom.

Mouth of the White at 6½ a.m. next day and then spent most of the daylight hours aground. At 5 p.m. she was passing Fort Lookout, 1436 miles up, and lay at Dry Point wood yard for the night.

Friday 17th furious winds kept her at the bank all day. And so she remained all of Saturday 18th with wind, wind, and more wind. Sunday morning, 19th, the wind had abated and the river was once more on the rise. St. Johns wood yard at 8 a.m. and Tom saw snowdrifts along the river banks here and there all day. Doreo Island at 6½ p.m. and took wood behind Upper Cedar Island, 28 3/4 cords at \$5. Departed from the wood yard at daylight Monday 20th. Foot of Farm Island at 1 p.m. and went by old Fort Sully at 2 o'clock. Next day landed below new Fort Sully 10 a.m. and put off mail to be picked up by the first downbound steambot. Mouth of the Big Cheyenne River at 6 p.m., 1590 miles up. Landed two miles above. Wood was scarce and the wooding party worked right up until dark. Laid there for the night.

Entered Swan Lake on Thursday 23rd, the river still rising, the day beautiful, and Tom bagged an antelope. Mouth of Moreau River at 4 p.m., 1686 miles up. Laid up that evening below Grand River. Here they picked up a man who had been isolated in the wilderness for three days. Tom says he was "off the Stmr. NILE" with no further elaboration.

On Friday 24th at 8 a.m. a herd of antelope was sighted. The boat was landed, and a hunting party set out, including Tom (who got four). Landed again later in the day at the mouth of a small stream and found a good supply of burr oak for the furnaces. That evening the woodcutting party found an extensive deadening of heavy cottonwood on a main shore. Worked until 3 a.m. cutting and loading it. She then departed and ran all day Saturday 25th, passing the Beaver River at 6 p.m., 1796 miles up, and tied for the night five miles above.

On Sunday 26th ran 20 miles to the mouth of the Cannonball River where Tom killed three antelope for the table. Got to Fort Rice, 1824 miles up, at noon, making it for the night to a point below Assiniboine Island. "Wood plenty to this point, then scarce until 25 miles from Berthold," notes Tom.

On Monday 27th at 10 a.m. she passed "where Genl. Sibley drove the Indians across the river." In 1863 Indians in the Minnesota valley were harassing settlers and villages. General Pope, who had been relieved of his command of the Army of the Potomac after the second Battle of Bull Run, had been placed in command of the Department of the Northwest. He organized two expeditions, one under General Sibley to move westward driving the Indians across the Missouri River, and the other under General Sully to move up the Missouri from Sioux City to cut off any escape by the Indians. After three major battles with the Indians, led by Little Crow, a noted Sioux chief, the last of the defeated Indians were crossing the Missouri on July 29, 1863 just ahead of Sibley's forces. The crossing was being made at Apple Creek, near present-day Bismarck, N.D. As the

Indians were crossing it so happened that a mackinaw boat loaded with 21 men and three women came along, floating in the current. A desperate fight ensued resulting in the killing of all of the occupants of the mackinaw boat and 91 Indians.

At noon on the 27th the IDA was at Hart River, 1906 miles up. She lay by that night at a place noticed in Tom's log as "Camp Ida Stockdale." He also noted that wood had become scarce with cottonwood entirely played out.

On Tuesday 28th she went by old Fort Clarke and by noon was at Knife River. At 6½ p.m. a landing was made at an Indian camp 35 miles below Fort Berthold. A good supply of wood was taken aboard, bought from the Indians. Tom noted in his log that along the left shore the bluffs contain good seams of coal, still untouched. The boat ran aground leaving the wood pile and had to be sparred off. That night she lay opposite Snake Creek.

Arrival was made at Fort Berthold next morning at 11 where three hours were spent unloading government stores and taking aboard military supplies for Fort Hawley. They learned that the GUIDON was 2½ hours ahead of them. By evening they had caught up with her and the two boats moored together for the night at the mouth of the Little Missouri, 2090 miles up.

On Thursday 30th ran all day with ample fuel aboard. Tom noted that wood was "tolerable scarce" along the shores. Laid up that night at Square Butte. Settlers were erecting cabins on the left bank, preparing to open a wood yard. Out and going again at 3 a.m. Friday, May 31st. Passed White Earth River at noon, 2175 miles up. Took a good wooding a short distance above, now 42½ days out of St. Louis. Laid up for the night below Sioux Island.

On June 1st she was under way at 3 a.m. but lost an hour in a dense early morning fog. They passed Tobacco Garden with some apprehension, a favorite Indian ambush spot inasmuch as the channel ran close to shore along a steep bank. All went well. At 3 p.m. they were at Hazlett's Island, also called Horse Shoe Cut Off. That night she lay at the mouth of Big Muddy, 2245 miles up, and improved the time by cutting "splendid ash" for fuel.

Out and away Sunday, June 2nd at 3 a.m. Landed at Fort Buford at 2½ p.m., then on to Fort Union where she lay all night with the GUIDON. She now was six miles above the mouth of the Yellowstone River and 2331 miles above St. Louis. Left Fort Union at 3½ a.m. on Monday 3rd. Fifteen miles up she took on 17½ cords of ash at \$8. That night she lay by at Elk Horn Prairie at 10½ p.m., having made 101 miles that day. Got an early start Tuesday 4th, and at Bare Point, 6½ a.m., took 19 cords of cottonwood at \$8. By 2 in the afternoon went by Spread Eagle Camp, 2476 miles up. Had to go to the bank at 8 p.m. with a burned boiler. This meant cooling down for repairs which went on all night and the next day at old Fort George. At 6½ p.m. Wednesday the WAVERLY passed down, the first boat of the season to Fort Benton and now on her way out. She had left St. Louis on March 31st, 19 days ahead of the IDA STOCKDALE.

Got away from Fort George Thursday 6th at 3 a.m. and met the MINER downbound from Fort Benton. Got 19 cords at Wolf Point at \$6. Met the ONLY CHANCE on her way out at Big Porcupine Creek, 3 p.m. Lay that night below Milk River where Tom and his gun brought in two deer.

Passed the mouth of Milk River, 2579 miles up, at 5 a.m. Friday 7th, Grant Marsh electing to use the left chute. Quite cold this day. Met the DEER LODGE three miles below Dry Fork at 11 a.m. Lay by "in the woods" that night. Heavy rain mixed with snow was the order of the day on Saturday 8th. Met the CORA at 9 a.m. Tom notes: "Bends quite short; bottom rocky." Laid up 6½ p.m. again "in the woods."

Cold rain all day Sunday 9th. Met the WALTER B. DANCE at 7 a.m. Visibility was so bad that the boat was landed at 11 a.m. and did not start out until 6½ p.m. By then had about run out of wood, so dropped back to Fort Wolf where she took on 21½ cords at \$5 and lay for the night.

Weather much better Monday morning and landed at Musselshell River at noon and found wood plentiful, so stocked up. Landed again at 4 p.m. for more wood and lay for the night.

Out and going at 3 a.m. Tuesday 11th. Landed at Fort Hawley at 9 a.m. to put off military supplies. At noon she went in behind an island where she cut and loaded "good wood" until 5. On Wednesday 12th landed on Cow Island at 2 p.m., 2914 miles up. The AMELIA POE came along downbound and stopped by briefly for a visit. Leaving the island at 3, a "tornado-like" storm "blew us back on the rocks breaking three wheel arms and one bucket." After repairs had been made she pushed on but a short distance and then landed for pine wood and to spend the night.

Thursday 13th she climbed Budd's Rapids before breakfast without warping. At the next rapids, Bear's, the wind was blowing so hard she couldn't stem it, so a line was led out to warp up through, but even this failed. Dropping back, she lay until 4 p.m. when the wind calmed. She then made it through, and also through the next one, Lone Pine. Ten miles above there she had to warp up through Dauphin's Rapid, and cleared the head of the fast water at 8 p.m.

On Friday 14th she made it up through Antoine and Rondeau rapids, both in a six mile stretch, and then tackled Holmes Rapids where she lay a warp line and was out of it at 6½ a.m. By 9 a.m. she was at Camp Cook at the mouth of Judith River, some 2994 miles up, with Fort Benton still 120 miles to go. At Drowned Man's Rapid, a couple of miles above the fort, she again warped, and she was three hours at it. A rising river caused no particular trouble at the several minor rapids above there.

On Saturday 15th met the NILE and YORKTOWN below the Citadel, a spectacular rock formation, this at 6 a.m. Pushing on another ten miles during which she ascended another rapids, she landed at Eagle Creek at 10 a.m. The wooding party worked all day cutting pine, and loading it deck high. Leaving at 8 p.m. she ran all that night, reaching the mouth of the

Marias at 7 Saturday morning, June 16. At 4 that afternoon, 59½ days out of St. Louis, the IDA STOCKDALE arrived at Fort Benton to discharge passengers and freight. The BEN JOHNSON was there, leaving on the 18th for the States. Early on the 20th the OCTAVIA and the GUIDON made their arrivals. On one of these three boats was the captain of a steambot named the JAMES H. TROVER who promptly hunted up Tom Calhoon and Grant Marsh. His steamer TROVER was stranded high and dry on a sandbar at the Musselshell River with no hope of floating her. She had aboard her Fort Benton freight which must be unloaded from her and delivered pronto. The grounding on the bar had happened after the IDA had passed there on June 9th. Tom and the TROVER's skipper reached an agreement, Grant Marsh concurring, to go do the job, and after delivering the freight to Fort Benton, to stop again at the wreck on the way down and take off the engines and other equipment of value for delivery to St. Louis.

Accordingly, the IDA departed from the Fort on Thursday, June 20, headed for the Musselshell River and the wrecked TROVER. That night she tied up at "the coal banks." On Friday she made an early start, passed Camp Cook at 8 a.m., and above Cow Island a stop was made where Tom killed four buffalo for the dinner table. Then on down past Fort Hawley she met the BENTON at Bad Bend at 7 p.m. and laid up for the night 15 miles above the Musselshell. Next day, the 22nd, she met the ANTELOPE at the Musselshell at 6 a.m. and the AMARANTH at Dry

Point. They found the TROVER on the bar at Narrow Point (or Point au Pochet) 371 miles below Fort Benton and 11 miles below the Musselshell.

The freight aboard, IDA left the wreck at 1½ p.m. on Sunday 23rd. She moved up to a wood yard just below the Musselshell and took 30½ cords of wood at \$7. On Monday 24th she overtook the G. W. THOMPSON and ABEONA, and went by Fort Hawley at 9 a.m. Took on a big wooding that afternoon and laid up for the night. Tom's journal adds: "Rains every day."

On Thursday 27th started out at 4 a.m. on what turned out to be a lovely day, cool and pleasant. She landed for wood "just above where we did last trip for pine." Worked there until 6 p.m. Next day, 28th, passed the mouth of the Marias at 6 a.m., the river high and swift. Arrived at Fort Benton at 1½ p.m. and commenced unloading the TROVER's freight. Left the Fort Sunday 30th at 2 p.m. with the GUIDON and AMARANTH in port. Met the G. W. THOMPSON at Pocadina, the ANTELOPE at the Citadel and the ABEONA at Drowned Man's Rapids. After spending the night at Camp Cook she left at 4 a.m. on Monday, July 1st.

Met the TACONY at Holmes Rapids, the AGNES at Lone Pine Rapids, the JENNIE BROWN at Cow Island, the BIG HORN and TOM STEVENS at Fort Hawley, and the LUELLA 10 miles below there. At 8 p.m. she tied at the wrecked JAMES H. TROVER.

All next day was spent in recovering the machinery. While this was going on, the LITTLE ROCK passed up. At 5

a.m., Wednesday 3rd, she started on down the Missouri. Twenty miles above Dry Fork she met the LADY GRACE, the LILLY at Dry Fork, the IDA FULTON at Big Porcupine Creek and the NYMPH at Wolf Point, where she lay for the night with the VIOLA BELLE nearby.

It should be noted here that when the IDA left the wrecked TROVER two Negro roustabouts were asleep in the boat's hold, although the crew of the IDA did not know they were there. When these two awoke they immediately left the boat on foot, crossed the bar to the main shore, and started downriver. One of them drowned crossing a stream. The other kept on. Nine days later and 642 miles down the Missouri, the SUNSET picked this man up more dead than alive. When able to talk he said his name was Henry Good, and he had shipped on the TROVER at St. Louis. He and his partner had been left to act as watchmen when the boat was stranded on the bar. Fear of marauding Indians had prompted the two of them to desert the boat wreck where, had they stayed, they would undoubtedly have been picked up by the first passing steamer.

Meanwhile the IDA STOCKDALE was making rapid progress back toward civilization. On the 4th of July she met the SILVER LAKE 10 miles above Fort Union, landed at Union several hours, and tied for the night 20 miles below Union. Next morning just as she started out she met the BELLE OF PEKIN, and at the Big Muddy met the RICHMOND. Stopped in at Fort Berthold for an hour, and when approaching Fort Stevenson a cannon



TAKEN AT Williamstown, West Va., looking across the Ohio River at Marietta, Ohio. The local ferry EMMA UHL is discharging an omnibus and passengers. The gentleman in the right foreground is dressed fit to kill; fine coat, vest, turn-over collar and high silk hat. Seems to be wearing pince-nez glasses, probably catching a train to Wheeling - so why didn't he ride the bus? The EMMA UHL, owned and operated by Williamstown's Uhl family, was built at Marietta in 1880, the predecessor of

the PIONEER CITY. Over there on the Marietta side the Nye Foundry is quite prominent at the left where the Muskingum enters. About in line with the EMMA's whistle is the Mansion House, the leading hostelry until the Bellevue Hotel (now the Lafayette) succeeded it. We'd suppose they didn't really need a coal stove in the Emma's pilothouse - right over top of the boiler.

-Thanks to the Steve Hoag collection.

fired at the Fort signaled her to land. She now was 1062 miles below Fort Benton, and below the mouth of the Yellowstone.

Brevet Brigadier General S. B. Holabird, Chief Quartermaster, Department of Dakota, boarded the boat and informed Captains Marsh and Calhoun that their boat was required by the Army. For starters she was to go on down to Fort Rice prepared to take aboard Army cargo and personnel back to Fort Benton. To properly perform the task the IDA must be cleared of all freight and passengers presently aboard. Easier said than done in view of the fact that the TROVER's machinery would have to be unloaded and reconsigned to St. Louis by another boat. Bars of gold in the office safe would have to be reshipped. General Holabird realized these hardships and contracted for the boat and crew at \$500 a day for the duration of the Army charter. The wording of the

contract: "at five hundred dollars per diem from the day the boat is ready at (Fort) Rice until discharged, you paying all expenses of manning, victuallizing and wooding the boat and carrying such freight and troops, Officers and men, as may be ordered by competent authority. The Officers and Civilian Clerks will be furnished cabin fare and passage free of charge and Officers' servants to have usual servants' accommodations. The boat to be ready as soon as freed from passengers and private freight. It will be necessary for you to remain here until tomorrow morning."

On the following morning, July 6th, the IDA left Fort Stevenson at 8 a.m. enroute to Fort Rice. She met the IMPERIAL just below Stevenson and later hailed the T. L. MCGILL, transferred her civilian passengers and the bars of gold to her, and arranged with her Captain to gather up the TROVER's machinery at Fort Rice.

Tom's journal notes: "Have on board General Holabird, Col. Reeve and two servants, one clerk, Mr. McColough, and one boy."

Next day, July 7th, the TROVER's machinery was set ashore at Fort Rice. The T. L. MCGILL's freight charge for taking this machinery to St. Louis was \$2,000, and for delivering the gold she charged \$54.55.

On July 8th at Fort Rice, Dakota Territory, just above the mouth of the Cannonball River, General Holabird handed Capt. Grant Marsh the following orders:

"Having reported yourself ready to enter your charter you will immediately take on board the stores for Forts Stevenson and Sun River and proceed on your voyage. At Ft. Stevenson you will be prepared to take on board Bvt. Major Gen. Terry and his staff and such persons as he may designate. You will please furnish transportation to Col. Reeve, 13th U.S. Infantry, Capt.

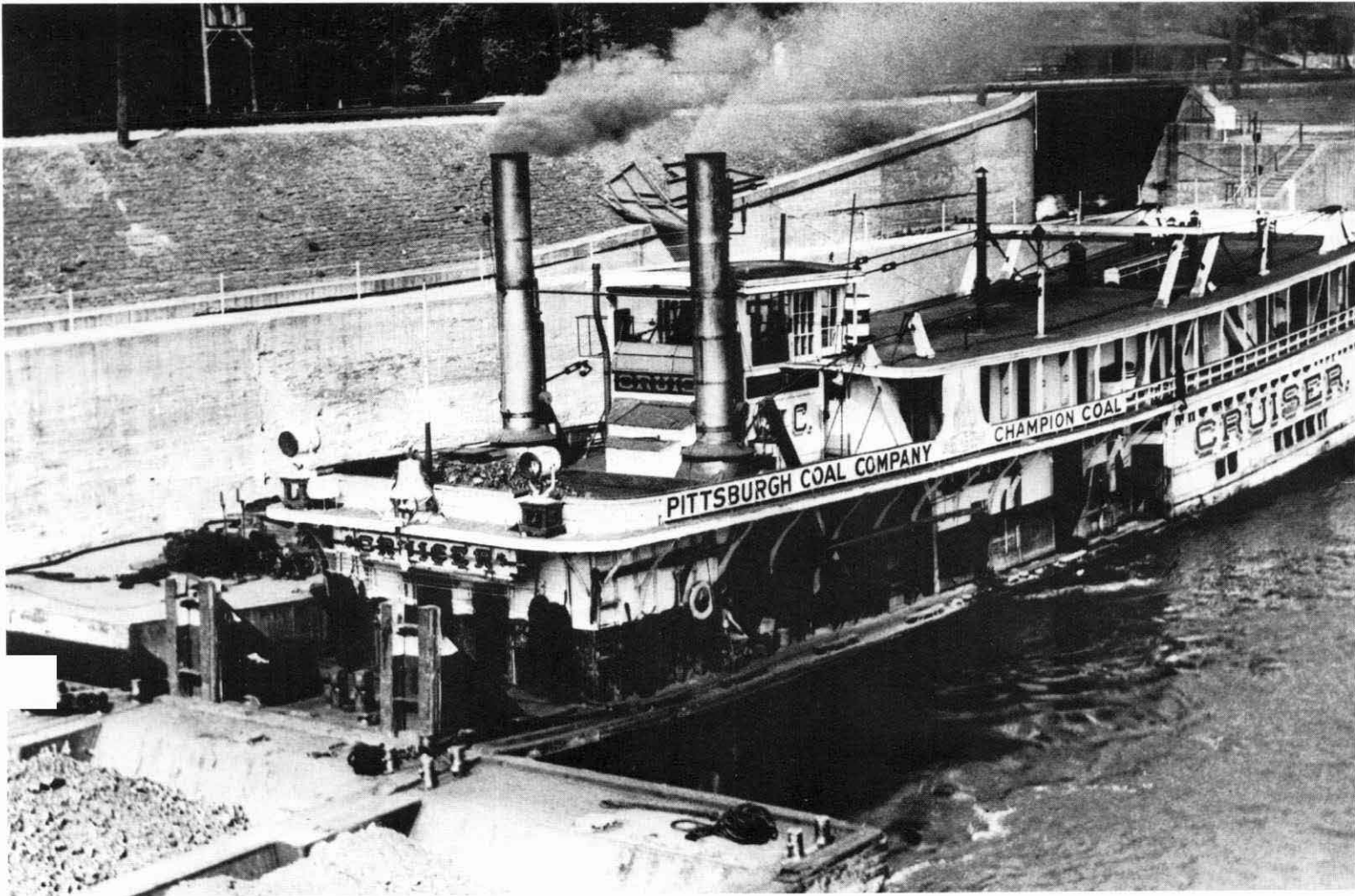


PHOTO TAKEN as the CRUISER was leaving the big lock at Emsworth Dam Ohio River. about 1936 by Ye Ed. She was downbound with a coal tow, probably for the power plant at Toronto, O. or Weirton Steel. She was the last wood hull towboat built at the Elizabeth, Pa. Marine Ways, new in 1923. Hull was 136 x 28.6 x 4.8. She had new compound condensing engines built by the James Rees & Sons Co., Pittsburgh. Her name was selected in honor of the old iron hull CRUISER which had been sold to Mexico in 1920. In her early days Capt. Robert F. Eberhart was her captain-pilot, and later on Capt. Orvis O. Bowen was in charge. She ran only 14 years, a short life for a Pittsburgh towboat, and

was retired when the MONGAH, PITTSBURGH COAL and CRESCENT were built at Dravo with steel hulls in 1937. Quite possibly Rees engines, 14's, 28's- 7 ft. stroke, went to the latter. Her 1 with the cabin still on it became a wharfboat at Pittsburgh, managed by Howard F. Morris. F. Way, Jr. had lost the pilotwheel from SENATOR CORDILL from his front yard in Sewickley, demolished by storm, and Howard gave me the CRUISER pilotwheel as a replacement. It lasted about 15 years and then succumbed to enervation.

-From a photo enlargement by William E. Reed.

Torrey, his Adj. Gen., his servants, horses, enlisted men and baggage pertaining to District Hd. Qrs. to be indicated by Col. Reeve. You will also furnish transportation for the guard detached as escort to the Bvt. Major Genl. Comdg. consisting of one officer and 21 enlisted men; also to the seven deserters and one straggler to Fort Benton."

In his journal of the same date Tom wrote: "The Steamer IDA STOCKDALE in the Government employ commenced to load this morning at 6 o'clock and took on board 4 12 pdrs Napoleons, 4 Caissons, 1 army wagon, one lot of artillery harness, 180 full sacks of corn, 19 parts of sacks, 30 mules and 4 box ammunition, Col. I.V.D. Reeve, Capt. Torrey, one servant, 21 enlisted men, 7 deserters, one straggler and a sundry lot of Qr. Mr's. stores for Fort Stevenson and left Fort Rice at 8 o'clock p.m. Laid up in the woods about 10 o'clock for the night."

The ZEPHYR called in at Fort Rice while the loading was in progress.

From Tom Calhoon's journal:

July 9th: Started early this morning. Weather quite windy. Wooded three times today. Wood quite scarce. Laid up for the night at Assinaboine (Assiniboine) Island.

July 10th: Met the Stmr. T. L. McGILL at 5 o'clock this morning. Wood is scarce. We have wooded nearly all day. Running tonight.

July 11th: Run until 12 o'clock last night. Stopped for one hour for wood this afternoon. Will run all night.

July 12th: We run all last night. Landed this morning at Fort Stevenson at 5 o'clock. Left at 10 a.m. with Bvt. Maj. General Terry and staff consisting of 13 persons and 2 servts. Met the Stmr. ABEONA 15 miles below Fort Berthold at 2 p.m. Wooded here one hour. Landed at Fort Berthold at 6½ p.m. and left at 8. Laid up in sight above. (Now 2050 miles above St. Louis.)

July 13th: Wooded here until 3 o'clock this p.m. The Stms. ANTELOPE and AGNES passed down. Passed the mouth of the Little Missouri at 9 p.m. (2090 miles upstream.) Run until 1 o'clock a.m. Laid until daylight in Napoleon Bend.

July 14th: Started up early this morning. Met the Stmr. TACONY at 5 o'clock a.m. Laid up at 10 a.m. for wind and wood until 5 p.m.

July 15th: Run all last night. Wooded two hours this a.m. Passed White Earth River at 9½ a.m. (2175 miles above St. Louis and 351 miles up from Fort Rice - slow going.) Landed at Tobacco Garden 2½ hours for wood.

July 16th: Run all last night. Passed the Big Muddy at 10 a.m. (Made 250 miles in past 24 hours.) Wooded from 2 p.m. until 9 p.m.

July 17th: Run all last night. Landed at Fort Buford at 8 a.m. Left at 9½. Went around the bend and wooded until 12½. Landed at Fort Union at 1 p.m. Waited until 3 p.m. for the Genl. to arrive by land from Fort Buford. Laid up at 6½ p.m. for the night and to wood.

July 18th: Started this morning at 3 o'clock. Met the Stmr. LADY GRACE at 5 a.m. Heavy rain all day and heavy wind storm. Laid up at 3 p.m. for wind. Cleaned out the boilers. Will be here all night.

July 19th: Laid up last night below old Fort McKenzie. Landed for wood at 10:15 and wooded until 7 p.m. The Stmr. LILLY passed down. Left at 7 p.m. Weather stormy. Laid up at Poplar Creek all night. (2451 miles upstream from St. Louis.)

July 20th: Started this morning at 3 o'clock. Landed to fix the cam rod at 7 and wooded until 8. Landed at 5 p.m. Wooded all evening. Will lay here all night.

Tom Calhoon's journal for the 20th fails entirely to make mention of an event of some magnitude later told by others. In the vicinity of Elk Horn Prairie vast herds of buffalo arrived at the river, hesitated, then started to cross. The IDA STOCKDALE had to be stopped to keep them from injuring the paddlewheel. The channel was entirely blocked with shaggy bodies crossing over. The opposite shore was turned into a mass of mud as they scrambled out. None on board cared to shoot at them. The sight was awe-inspiring.

July 21st: Started this morning at 3 o'clock. Met the Stmr. IDA FULTON at 9 a.m. Met the Stmr. TOM STEVENS at 11 a.m. Met the Stmr. SILVER LAKE at Dry Fork at 6 p.m. River is getting low and troublesome to navigate. Landed for wood at 7 p.m. Laid here all night. (Dry Fork is 2604 miles upstream.)

July 22nd: Started out this morning at 1 o'clock. Ran until 10½ a.m. Landed for wood. This is a good wooding place. Left at 3½ p.m. Laid up for the night 5 miles above Round Butte at 10 o'clock. (Round Butte is 2721 miles up.)

July 23rd: Started this morning at 3 o'clock. Met the Stmr. LITTLE ROCK at Point au Pochet at 9 a.m. Landed at McGuire's wood yard below Musselshell River and got 9 cords of cut wood at \$7. Laid up at 9 o'clock for the night and to wood. (Point au Pochet is 2741 miles and Musselshell River 2789 Miles up.)

July 24th: Wooded six miles above the Musselshell in a cottonwood deadening until 6 p.m. The weather is extremely hot. We now have 55 cords of wood on board. Landed in the bend below Fort Hawley at 8 p.m. and got 5 cords of cut wood at \$6. Landed at Fort Hawley at 11 o'clock. Got 9 more cords of wood at \$7. We have enough now on board to take us through the Bad Lands. Laid at Hawley all night.

July 25th: Started this morning at 4 o'clock. Run until 3 o'clock. Landed on Grand Island one hour for a storm. Laid up at 9½ p.m. for the night below Budd's Rapids. (Grand Island 2889 miles up.)

July 26th: Started early this morning. Came to Dauphin's Rapids at 10 a.m. Wind blowing downstream hard. Bot warped over at 2 p.m. Stmr. GALLATIN passed down. Met Stmr. NYMPH NO. 2 just above Dauphin's. Had to warp over Peacock's Rapids this evening. Got to Camp Cook at 9 o'clock p.m. (Dauphin's Rapids 2964 miles up.)

July 27th: Laid up until 7½ p.m. waiting on the General to inspect the troops at Camp Cook. We will take on board 9 enlisted men for Fort Benton. Also the following frt.: 90 pkgs. of hospital stores, 7 wagons complete and 7 boxes of harness for Qr Mr at Sun

River. Had to warp over Drowned Man's Rapids. Laid up 5 miles above for the night. We have had a very heavy wind all day. (Camp Cook - Judith River - 2994 miles upstream.)

July 28th: Started at 3 o'clock this morning. Passed the mouth of the Marias at 8 p.m. Have run all day. Laid up for the night at 9 o'clock above the Marias. (Marias River 3083 miles up.)

July 29th: Started out early this morning. Met Stmr. VIOLA BELLE at 10 a.m. Arrived at Fort Benton at one o'clock p.m. (Fort Benton lies 3112 miles upstream from St. Louis. Shuttling back and forth, this is the third time the IDA STOCKDALE arrived in Fort Benton this season.)

July 30: Got the freight discharged and left Benton at 1½ p.m. for Fort Rice. Laid up for the night at the Hole in the Wall.

July 31st: Arrived at Camp Cook at 5 o'clock this morning. After getting the 50 enlisted men for Fort Randall we left at 11 a.m. Laid up for the night at Two Calfs Island.

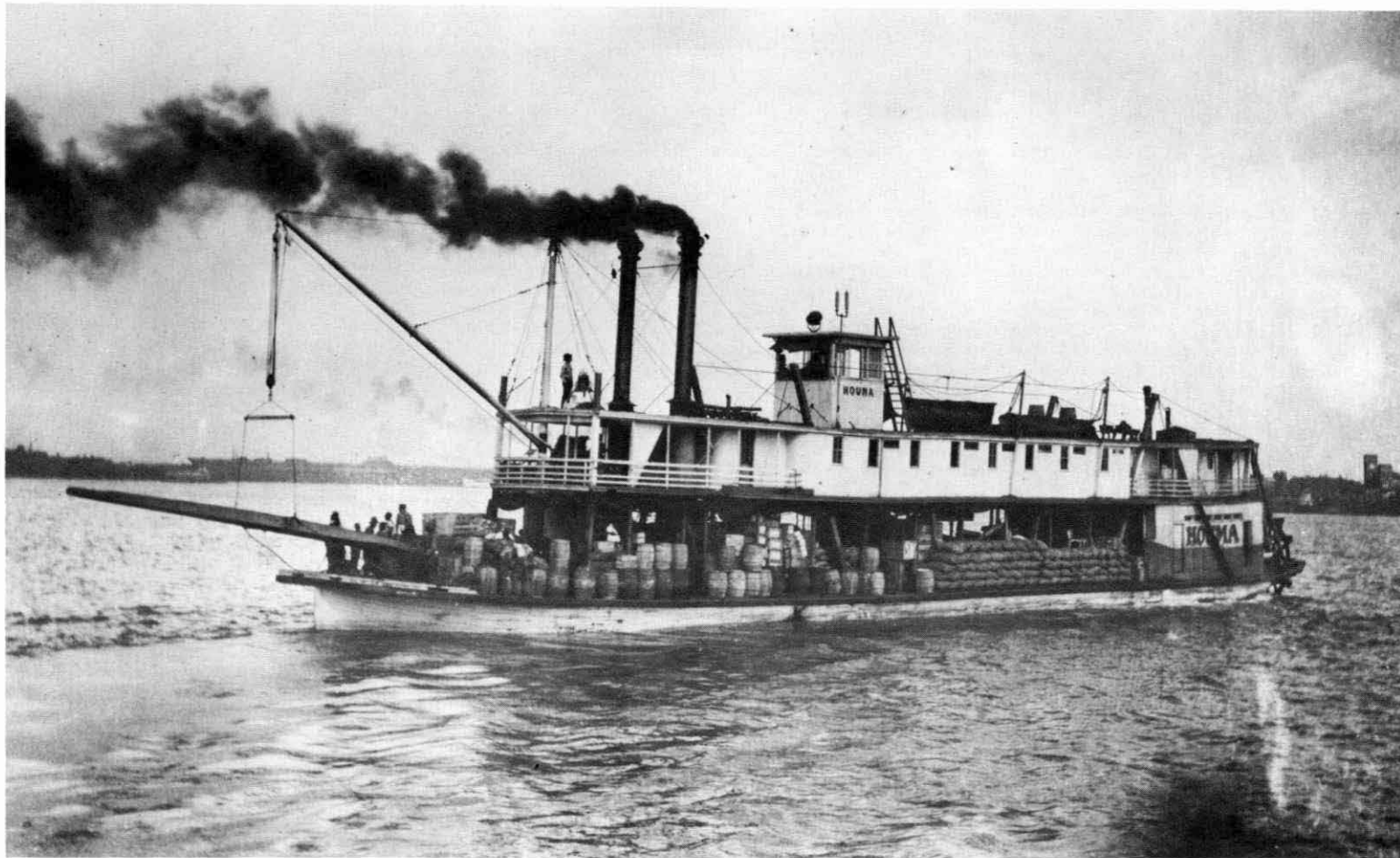
August 1st: Started at 4 o'clock this morning. Passed Fort Hawley at 9 a.m. Landed six points above the Musselshell River for wood at 11 a.m. Left again at 4 p.m. Passed the Musselshell at 5 p.m. Met the Stms. TOM STEVENS and IMPERIAL 20 miles below Musselshell. Laid up for the night at 9 o'clock above the Round Butte.

August 2nd: Started this morning at 4 o'clock. Landed at 1½ p.m. for wind and to get wood. Left again at 4½ p.m. Passed the Stmr. VIOLA BELLE hard aground at 6 p.m. Landed at 7 p.m. for wind. Laid up all night 5 miles above Dry Fork.

August 3rd: Cleaned out the boilers last night. Left at 5 o'clock this morning. Passed Milk River at 10 a.m. Lost one hour by getting aground. Met the Stms. GALLATIN and ZEPHYR at old Fort Charles. We got Major Lynde off the GALLATIN. Laid up for the night below.

August 4th: Grand scene this morning. A battle between the Sioux Indians and the Crows near Poplar River at 5 o'clock. The Sioux fired at us below Poplar River. Landed one hour and wooded in a drift pile. Met the Stmr. MINER at Big Horn Bluffs. Laid up at 8½ o'clock below Little Muddy.

Grant Marsh was doing the navigating when the shooting started. Colonel Holabird and Tom Calhoon were seated on the lazy bench. Indians started firing at the boat from the timbered shore on the port side. The boat was about 20 miles below Poplar River and was approaching an island with a high bluff on the starboard later called Plenty Coal Bluff. The channel followed down close by the bluff. Indians were swimming their horses across to the bluff and were in an advantageous position to riddle the steambot. By now it was too late to turn the boat about to head back up the river so the choice was whether to run the fusillade from the bluff or run down through the left channel of the island. Marsh announced that steamboats didn't use the left channel, known to be shallow and snag-infested. All three men in the pilothouse agreed to give it a try anyhow, figuring that the risk of



THIS LITTLE PACKET spent 20 years winding in and out of bayous west of New Orleans. The HOUMA was built by the Bradford Transportation Co. at Madisonville, La. in 1906 on a new wood hull 136 x 23.8 x 4.8 and using bits and parts of the OZARK QUEEN which had been crossed out at Memphis. The "bits and parts" probably included the engines - vest pocket size, 9 inches dia. by 3 ft. stroke. Although built cotton-style, her guards did not overhang the hull. An advertisement

in 1909 described her route as New Orleans and Lower Terrebone to Sugar Refinery and Houma and on Bayou Lafourche to Lafourche Crossing. These trips were made twice weekly with Capt. T. W. Cook, master, and A. Rodriguez, clerk. She escaped a bad windstorm at New Orleans only to be destroyed by fire soon after, in September 1926. This picture made from an original photo from the collection of M. Vance Higbee.

grounding or snagging was better than being sniped at from the bluff. At the engineroom throttle was Monroe Marsh, the skipper's brother. With Sioux bullets splintering woodwork and stanchions the IDA headed down the "wrong" side of the island, grounded briefly, shaved a few snags - and - and made it through.

August 5th: Wooded this morning until 6 o'clock. Passed Fort Union at 8½; did not stop. Landed at Fort Buford at 9 a.m. for the General. Met Stmr. ONLY CHANCE at 5 p.m.; landed alongside for the mail. Met the Stms. CARRIE and CENTRALIA at 7 p.m. Laid up at 8 p.m. for the night below the Tobacco Garden.

August 6th: Started early this morning. Landed at 9 o'clock for wood. Wind blowing heavy. Laid up ½ hour. Laid up at mouth of Little Missouri at 8½ p.m. for the night.

August 7th: Landed at Fort Berthold at 6 a.m. Took a lot of ice on board for Fort Stevenson. Left at 8:45. Arrived at Stevenson at 9½. Left there at 2½ p.m. Landed on a sand bar at 3:45 for wood. Left at 5 p.m. Laid up all night below old Fort

Clarke at 8½ p.m.

Tom added: "We fired into the Unka Poppa (Ukatapa tribe of Sioux) Indians today above Hart River."

August 8th: Landed alongside the Stmr. MOUNTAINEER at 7½ a.m. Got some wood. Wind blowing hard. Left at 1½ p.m. Landed at Fort Rice at 7½ p.m.

Colonel Holabird handed Tom Calhoon this letter:

Office Chief Quartermaster
Department of Dakota
Fort Rice, D.T. August 8, 1867
In the Field

I certify that the steamer IDA STOCKDALE was chartered and continuously employed in the service of the United States Quartermaster Department upon the orders of Bvt. Major General A. H. Terry commanding Department of Dakota from 6 o'clock a.m. on the eighth day of July 1867 to the eighth day of August at 6 o'clock p.m. When the steamer was discharged from service pay being due for thirty-one and a half (31½) days service as per charter. The vessel has received no money on account and is not indebted to the United States.

S. B. Holabird
Lt Col Deputy G Mr Genl
Bvt Brig Genl U.S.A.
Chief Qr Mr Dept of Dakota

The trip from Fort Rice to St. Louis, light boat, was made without undue incident. Capt. Grant Marsh received about \$5,000 for his services, out of which he paid two steersmen at a rate of \$125 monthly. Tom Calhoon balanced the books, having collected all accounts due, and the IDA showed a profit on her Missouri River trip of \$40,500.94. He and his uncle Jackman Stockdale lost but little time in designing and entering contracts for an even better Missouri River steamboat which they named SALLIE.

But that's a story for another time.

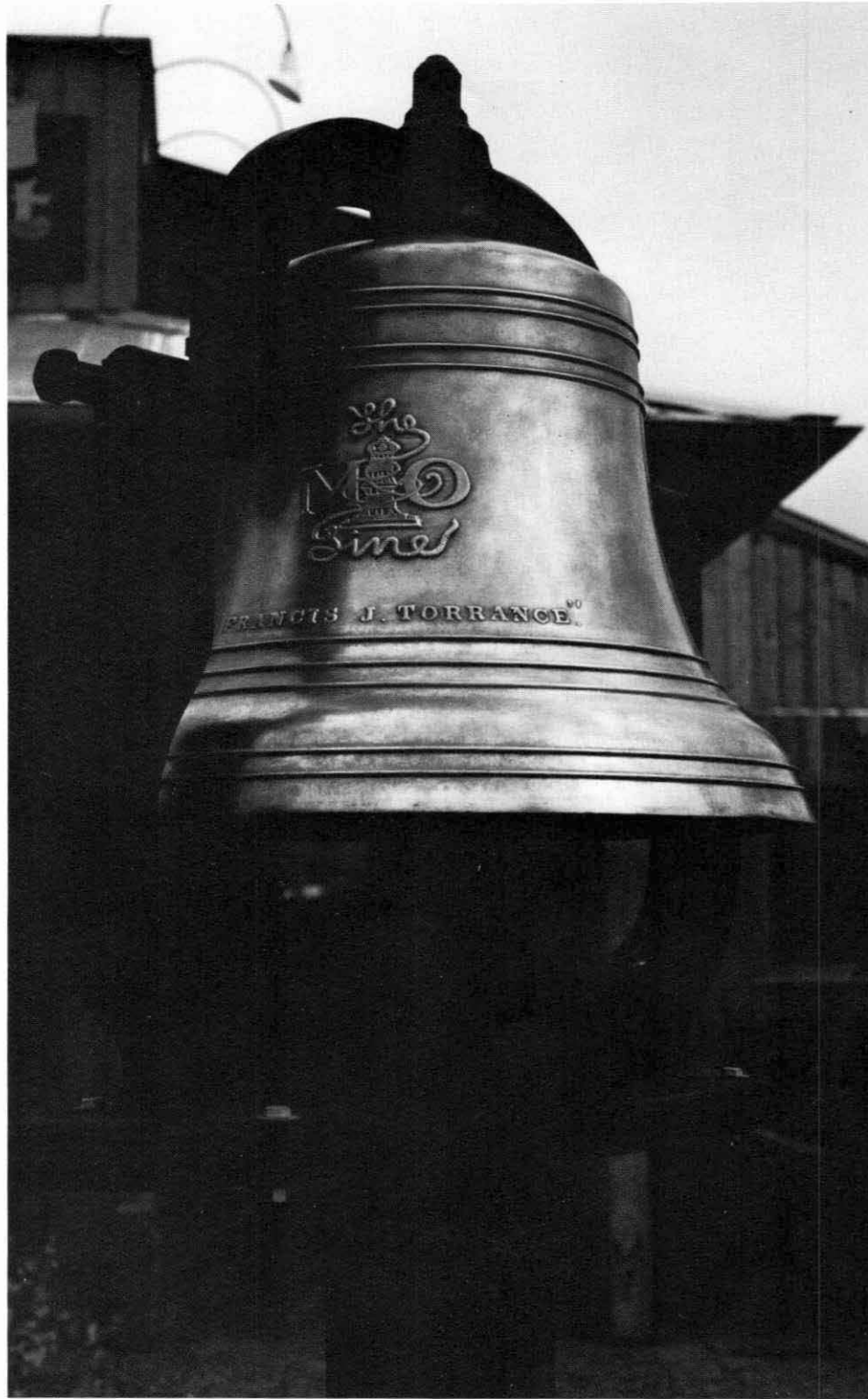
Belated birthday greetings to Paul W. Seabrook of New Albany, Ind. who was 88 on Wednesday, June 27th last. Paul once rode in the pilothouse of the J. B. FINLEY, guest of Capt. John A. Hottell, as five tows of coal were made up and departed from below the Louisville falls.

JACK CUSTER LOCATES OLD BELL

Jack Custer dropped us a line a couple of months ago to say he had happened upon an old roof bell in front of The Feed Store along Dixie Highway in Louisville, Ky. He was intrigued with fanciful lettering embossed on the side reading "The M & O Line" and under that, the boat's name FRANCIS J. TORRANCE. Jack knew about the TORRANCE (#2118 in the Packet Directory) but the M & O part had him a bit puzzled. The owning company when she was built at Marietta in 1900 was the Monongahela & Ohio Transportation Company, composed of about 60 stockholders headed by a prominent Pittsburger, Francis J. Torrance. He and his stockholder partners sold the boat in November 1905 to Commodore Lee H. Brooks of the Coney Island Company, Cincinnati, where she became the partner of the first ISLAND QUEEN, renamed PRINCESS.

Then one sweet day about 25 years ago Mrs. Horace Forbes Baker, then occupying one of the most elegant of Sewickley homes, invited Lady Grace and Ye Ed to have lunch with her. Mrs. Baker was the former Jane Torrance, daughter of Francis J. She let it drop, rather hopefully, that she wished she knew the whereabouts of that old steamboat bell with her Dad's name on it. "Why yes," we said, "last time we saw it, it was going up and down the river on a towboat named the JOHN G. BRITTON." To assist in the quest we asked Capt. Bill Pollock about this - he had piloted the BRITTON for quite some time. Yes, he knew about the bell, and his impression was that it had gone along with the boat when Charles T. Campbell sold it to Capt. Birch McBride in 1943. Well, Birch had died there at Harrods Creek in 1944, so too late to ask him about the bell. But the BRITTON's last owner was Kosmos Towing, headquartered in Louisville. Mrs. Baker knew some of the Kosmos people and forwarded her quest to them only to come up with a total blank. They didn't know where the bell had gone after they had dismantled her in 1947.

Since then Mrs. Baker has died, and now Jack Custer has found the bell.



NEW OWNERS PLAN
EXTENSIVE ALTERATIONS
TO LAFAYETTE HOTEL

Announcement was made on Thursday, June 28th last of the transfer of the Hotel Lafayette, Marietta, O., to new owners. Diversified Investors Inc., headed by William Eachus. Mr. Eachus at a noon luncheon introduced his partners in the enterprise, and said that the facilities were purchased from Hoag Hotel Inc. two weeks prior for a price "in excess of \$900,000."

Much renovation is planned. The guest rooms on all floors will be closed on January 1, 1985 for three months for "total and complete renovation of the rooms and relocation of some of the facilities."

Interior renovation will include replacement of the heating, ventilation and air conditioning systems. We have been informed that the bar on the lobby floor will occupy the space which now serves as the Riverview Room, and that the "river atmosphere" will be retained and enhanced.

During the room alterations the dining facilities will remain open.

Exterior work will start this fall, probably in October, with the cleaning on the building's surface to regain the original appearance.

Mr. Eachus, along with H. Victor Mullins Jr. of Corum Restaurants Inc., and John Matthews, a Marietta businessman, will serve as the general partners for the Lafayette Hotel Ltd., an Ohio limited partnership. Ten other investors, as partners, will benefit from the ownership of the real estate under the limited partnership concept.

Silver Heels Development Co., local contractors, will manage the construction work. Goetzman and Follmar of Cincinnati are the architects. Interior designer Coburn Morgan, president of Functional Planning, will do the restaurant planning and restoration. H. Victor Mullins Jr., assisted by Jean O'Grady, are in charge of the work on the guest rooms. Last year on the average only 25 percent of the guest rooms were engaged, and some weeks but 15 percent occupancy. Harry Robinson, the retiring owner-manager, looks very cheerful.

The 152-foot SPIRIT OF PITTSBURGH, the lake-style excursion boat which has been in the Gateway Clipper fleet, Pittsburgh, for the past two or three years, has been transferred to New York harbor under its own power. John E. Connelly, owner of the Gateway fleet, announces that her name will be changed to EMPRESS OF NEW YORK. She will operate from Lower Manhattan on dinner cruises on the Hudson River, under the flag of World Yacht Enterprises, in which Mr. Connelly is a partner.

The boat's operation at Pittsburgh was hampered inasmuch as she carries no swinging stage, due to her high bow, and could only make dockside landings. According to Inland River Record she was originally built as a Navy LCI at Barber, N.J. in 1944. In

1966, after rebuilding, she became SEACONSET, owned by Nantucket Boat Co., Hyannis, Mass.; then CITY OF WYANDOTTE of Detroit; SPIRIT OF NORFOLK and SPIRIT OF MIAMI. Gateway Clipper acquired her in February 1981. Capt. Jack Goessling and Jim Swartzwelder stood watches on her down the Ohio and Mississippi.

A steam excursion boat of similar style named CARMANIA, 175 feet long, served at Louisville in 1914, and transferred to Philadelphia that fall.

Capt. William B. (Bud) Atthowe, who served many years as pilot on the DELTA QUEEN, died on June 27, 1984. He was 85. His career on the Sacramento and San Joaquin rivers and the bay area at San Francisco spanned 53 years. He also had been an officer on the river steamers CAPTAIN WEBER, ISLETON, REFORM and PRIDE OF THE RIVER. In the diesel era which followed the steamboats he was master of the KOMOKU, handling sugar between Richmond and Crockett. He became senior captain for the Bay and River Navigation Co.

Captain Atthowe is survived by his wife, Marie, of the family home in San Leandro. In accordance with his wish, he was buried at sea.

-Thanks to Richard E. Brown for the above.

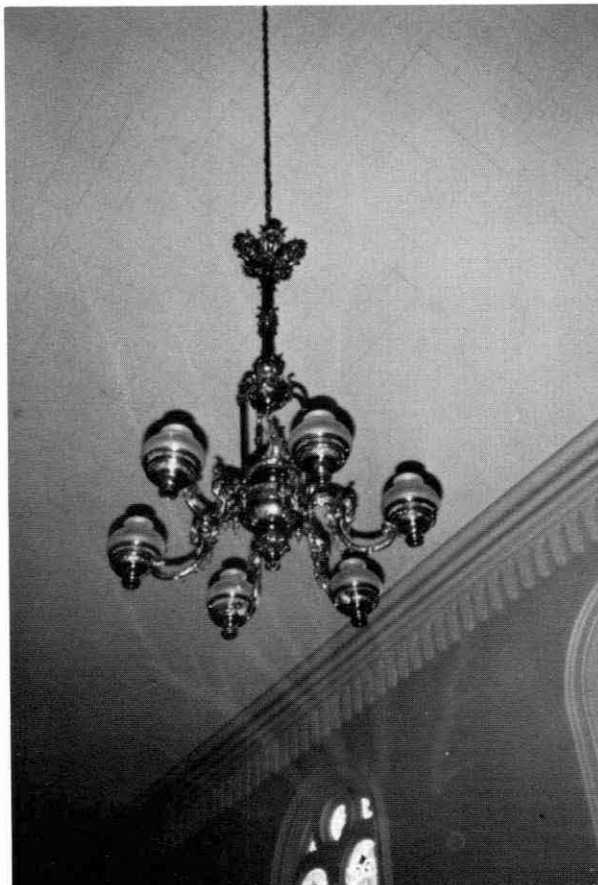
The Detroit Free Press front-paged an unusual Mississippi River story in its Thursday, July 5th issue. A 57-year-old bachelor, James (Lonesome Jim) Hearon of Granite City, Ill. has become well known on the lock walls at Dam 27, where he lowered a yellow plastic bucket on a clothes line. The bucket is loaded with books, paperbacks and magazines, no charge, for towboat crews. Some of this literature is old and dog-eared, for Lonesome Jim gathers his gifts wily-nilly around Granite City from people ridding out attics and occasionally when the library discards old volumes. He is fast becoming a minor legend on the Mississippi, where thousands of people work largely unseen, moving much of the nation's commerce. The lockmen all know him and his 11-year-old Toyota, riding low in the rear because of all the books and magazines.

One night, just as a bucketful of reading matter was descending to a barge, the towboat pilot spotted Hearon with a searchlight, and over the speaker said, "How y'all doin', Lonesome Jim?"

"What a thrill that was," Hearon said later. "They knew me!"

Hearon's address: Locks 27, Granite City, Ill. 62040.

-The story is credited to Andrew H. Malcolm, New York Times. Our thanks to Woody Rutter for sending it.



Keith Norrington tried again this summer for a picture of the ROB'T E. LEE chandeliers hanging in the First Presbyterian Church at Port Gibson, Miss.

Says Keith: "The home in Port Gibson occupied by Mrs. G. L. Disharoon, 1002 Church Street, also contains several chandeliers from the ROB'T E. LEE, but they are quite different from those in the church, and are said to have been installed in the home following the dismantling of the LEE. This house is the largest antebellum home in Port Gibson, built in the 1830s by a planter named Cotten.

"Port Gibson is the third oldest town in Mississippi (1811), about midway between Vicksburg and Natchez. Easy to see how Gen. U. S. Grant said "too beautiful to burn" in 1863 and spared the city."

RACE MARRED BY BOMB THREAT

So we have to live to 83 to get mixed up in a bomb threat. What the newspapers and TV didn't say is that this was not the first time it's happened while the BELLE OF LOUISVILLE has had passengers aboard. Worse the more of it, it's about the third or fourth time. It's so insanely easy to launch such a threat. In this instance there were two. The first came by phone to WHAS-TV's news department in Louisville at 5:30 p.m. A male caller said: "You've got to stop the race. There's a bomb aboard the Belle of Louisville." Sounded like an elderly man who was agitated. A call to the police was immediately made from the TV station. The information went by marine radio to Capt. Mike Fitzgerald on the B/L.

While this was going on, the DELTA QUEEN and B/L were sprinting up the Ohio on their annual Derby Week-end Race, Wednesday evening, May 2nd. They were on the upbound leg, about abreast of the Louisville Water Works. The B/L had managed a lead at the start but the DQ was gaining on her rapidly. That's where Capt. Fitzgerald got the news.

The B/L had a reported 613 passengers aboard. No two ways about it, the only thing to do was to land the boat and get the people ashore. Fortunately Cox Park was right there, on the Kentucky side, with its good wharf grade and paved parking area. The stage of the B/L was lowered there forthwith. The DQ's pilothouse had not heard the news, so she kept going.

Lucy Stoll, Michelle Kingsley, Lynn Dow Webster and maybe some more of us were seated well forward on the boiler deck when the B/L made the sudden veer across the DQ's stern wake as she headed for the Park landing place. We knew full well this maneuver was not on the program, and in another moment C.W. arrived to impart the reason. So, far as anyone knew, there was a live bomb secreted aboard which might go off at any moment. It was not a comforting thought. The scary part, to me at least, was the possibility that a mass hysteria might develop with unpredictable consequences. Great credit is due the management, officers and crew of the B/L for handling the matter as they did from start to finish. The exit ashore was one of the most orderly in my excursion boat experiences, and I've seen a few.

A Jefferson County police dog had been flown to the Park. It was a big, shaggy, black job named Kaiser. Patrolman Steve Mobley had something of a job keeping Kaiser in check as the bomb-sniffer dog was steered to the stage and taken aboard. Kaiser knew what to look for and could hardly wait. Twenty minutes later Kaiser was led ashore, a dejected dog if ever there was one - chance of a lifetime and no bomb. Meanwhile the boat's crew had snooped places inaccessible to the dog, which meant going through all of the life preservers stowed overhead on all upper decks.

Meanwhile the DQ had made her turn around the buoy at Six Mile Island and paused in mid-river to get the latest scoop. She went on to Louisville's landing place. The B/L's passengers

filed back aboard and then she, too, returned to the Louisville landing.

But, before the B/L's return trip began, Louisville police received another bomb threat directed to the B/L. A voice sounding like that of an elderly man threatened to blow up the boat because Miss Jessica Thomas, queen of the annual Kentucky Derby Festival, was aboard. Miss Thomas, of Lawrenceburg, Ky., is a black. The boat having just been searched, decision was reached to ignore this second threat.

In a ceremony at the wharf the coveted gilded antlers were awarded to the DQ. Said Franklin Fried, new president of the Delta Queen Steamboat Company: "My first awards ceremony and it's a technical foul."

A LITTLE SOMETHING ABOUT
S&D'S FEATURED SPEAKER
JERRY SUTPHIN

Jerry is working with the Huntington Galleries on a mobil river exhibit, and with James E. Casto, editorial page editor of The Herald-Dispatch, on a book about Huntington history. The book is due in December. -And now please turn to page 45, column 3.

STERNWHEEL SHAFT AVAILABLE

Sirs: Jean and I are back from a visit to see Mom who is in a nursing home at Gasport, N.Y., a town five miles down the Erie Canal from Lockport, N.Y. where Sis (Bessie E. Merrill) lives. I asked Sis if she knew where Sam Herrington lives. She knew, so I went calling on Sam and visited with him for a couple of hours. He has about lost his eyesight, but is able to look after himself. I never knew that he and Joe Goid were close friends and lived within visiting distance.

Sam asked me to pass along the information that he has a sternwheel paddlewheel shaft. I didn't have a rule with me but it looks to be 11 feet long and 2 3/4 inches diameter. It has three flanges for an 8-bucket wheel. No sprocket. His address is 8542 East Ave., Gasport, N.Y. 14067. It probably would be better to phone him at 716-772-2525.

He plans to spend the winter with one of his children in Florida. He is 72, and his friend Marion Hartley who builds the engine models is 81.

Charles Henry Stone,
2105 Mt. Vernon Ave.,
Pt. Pleasant, W. Va. 25550

=It was "Sis" who provided the obituary of Sam Herrington's wife, reported in this issue. -Ed.

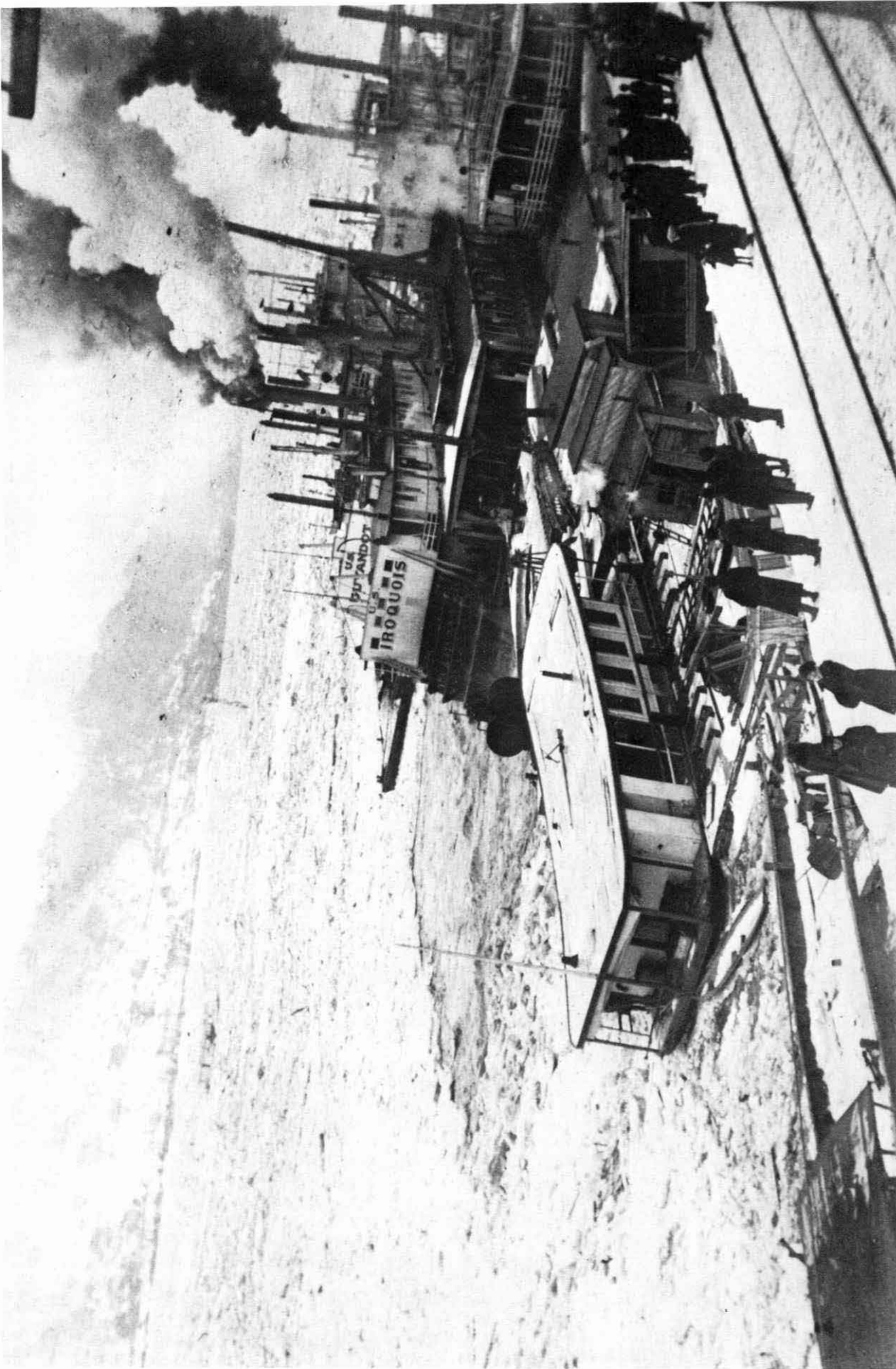


YOUR EDITOR could scarce resist running this snapshot of the diesel towboat BUCKEYE, taken in the Monongahela River at Pittsburgh from the Smithfield Street bridge, upbound with an empty under her arm. From the time she was built in 1945 until 1962 she operated in Dravo Corporation's Keystone Division handling sand and gravel. The enormous building across the river is the Pittsburgh & Lake Erie Railroad's Central Warehouse, since razed. The BUCKEYE, purchased by the Alter Co., Davenport, was renamed COL. DAVENPORT, the name she still carries. Lately she was acquired by the Jones family, Charleston, West Va., headed by Charles T. Jones, and is in the fleet of Madison Coal & Supply Co. based at Port Amherst, West Va. As these lines are written we have been alerted by Nelson Jones that plans are afoot to again rename this boat, their latest acquisition, to become the FRED WAY, hopefully in time to show her off at the Sept. 15th S&D meeting at Marietta.



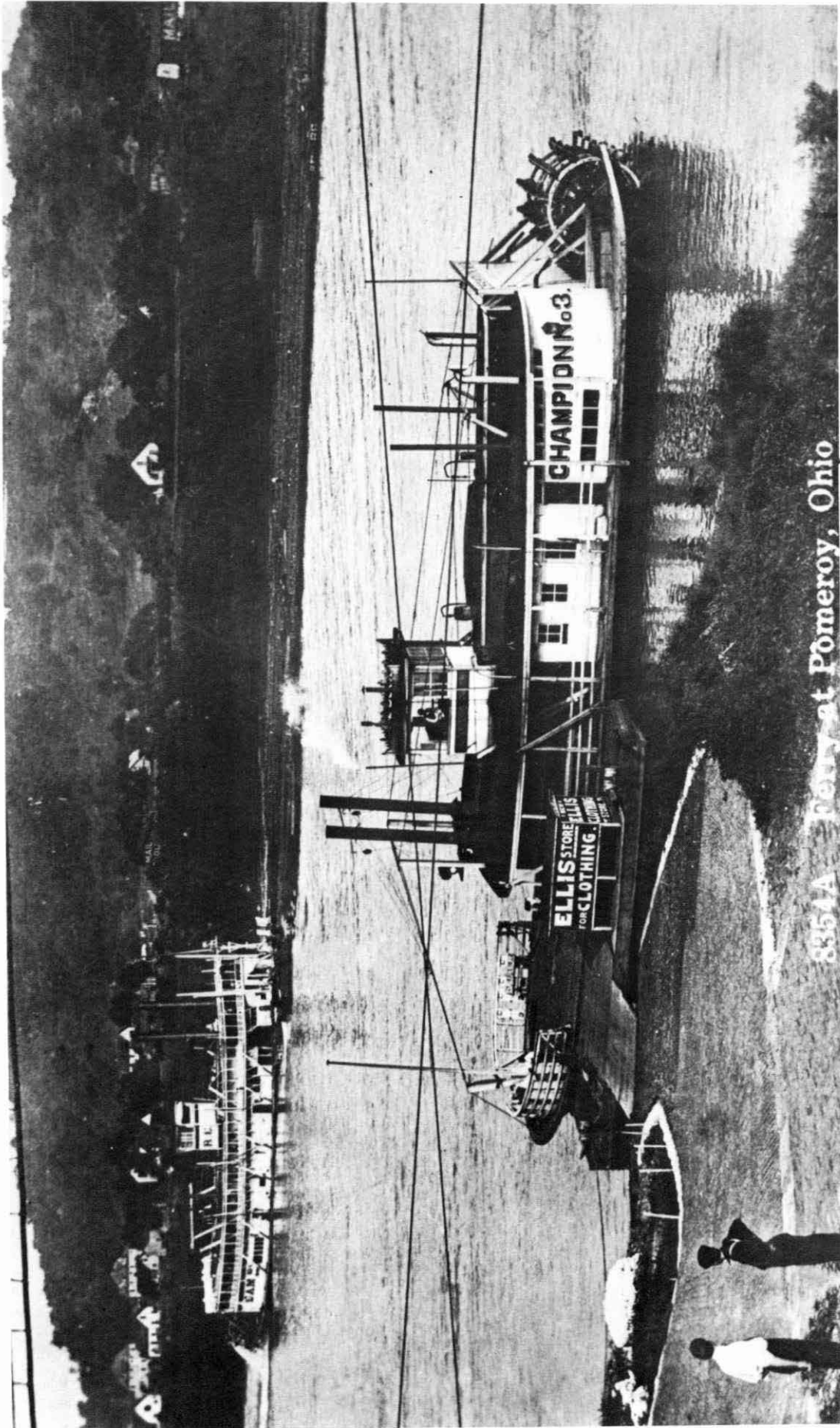
DON'T KNOCK IT. This was the flagship of the Tennessee & French Broad Rivers Navigation Company. The towboat CATHERINE P. LE was built at Knoxville in 1904 on a scow-bow wood hull 98.5 x 18.1 x 3.3. One boiler supplied the steam for engines of 7" bore by 2 ft. stroke. She continued to be documented

into 1918, perhaps longer. There appears to be a difficulty back there on the fantail. A garden hose has been led back from a coupling on the cabin deck - maybe a bearing has been running hot. The picture is from Ed Mueller's collection and also our thanks to the Murphy Library for the print.



RALPH DuPAE handed this to us, hoping we could place and date it. The one-stack ferry LAURANCE is next to shore at the extreme right, and in the foreground are the C. & O. tracks so it's on the Ohio River at Maysville, Ky. Our first thought was the big winter and ice of 1917-1918. Had to scratch that date when we noticed that the towboat MIAMI (much black smoke, left) has two

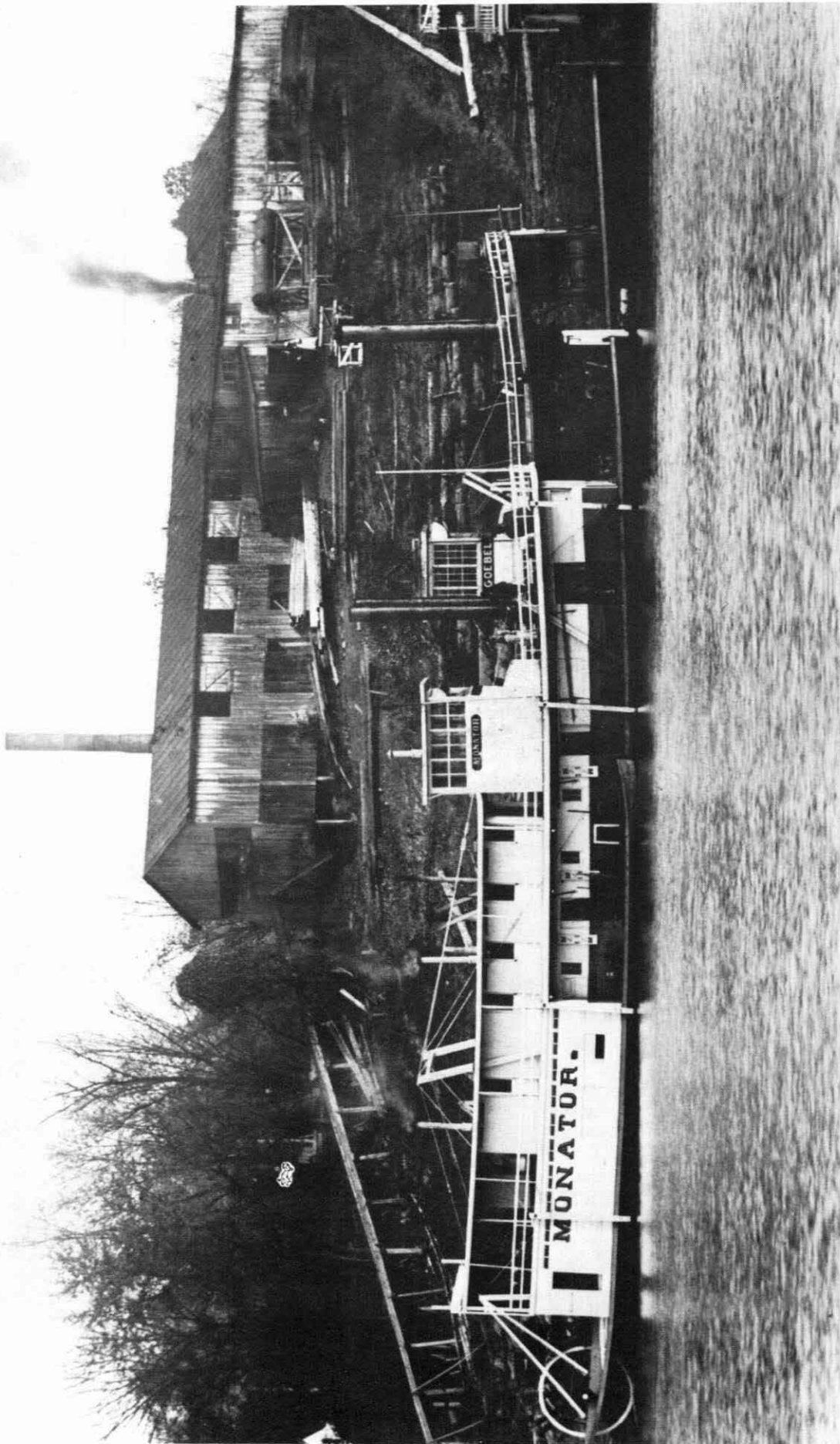
smokestacks. In 1917-1918 she only had one. The IROQUOIS also was a single-stacker, and so appears here, until she got two stacks in 1931. The GUYANDOT, billowing smoke there on the outside of the fleet, originally a one-stacker, has two in this view. Too late to ask Bruce Edgington but we'll try out the date on Harry Loudon sometime soon.



OUR GUESSTIMATE on the date of this one is 1910-1912 when a Pomeroy photographer named Feiger had a second-floor studio in a riverfront building and often stepped out on an iron balcony to snap a river scene. By some misadventure his negatives fell victim of the 1913 Flood. The ferry CHAMPION NO. 3 is bidding her time until the SAM BROWN gets by with her enormous tow of Pittsburgh coal loaded in flimsy wooden coalboats and barges. She

must have four lengths (maybe five) and has just brought them safely around Sliding Hill Bend where the Ohio River narrows to do an acute-90 - no mean piloting trick with a current running. In the background is Mason City, West Va. where the hull for the CHAMPION NO. 3 was built in 1901. Please note the well tanded brick ferry grade in the foreground.

8351A Pomeroy at Pomeroy, Ohio



THE SCENERY in this one looks strange to us, but it must have been taken in 1904 when the MONATOR was new. She was built at Point Pleasant, West Va., owned in equal shares by W. J. Duffy of Marietta, and John Prudent of New Richmond, O., equal shares. These two also owned and operated the F. A. GOEBEL which appears in the background. Could this be the Knox Boat Yard at

Marietta we're looking at? We'll throw the question up for debate. Duffy and Prudent sold the MONATOR to the Baltimore & Ohio Railroad a year later, in 1905, who used her to tow a transfer barge at Wheeling. Our thanks to the Murphy Library, La Crosse, for the print.

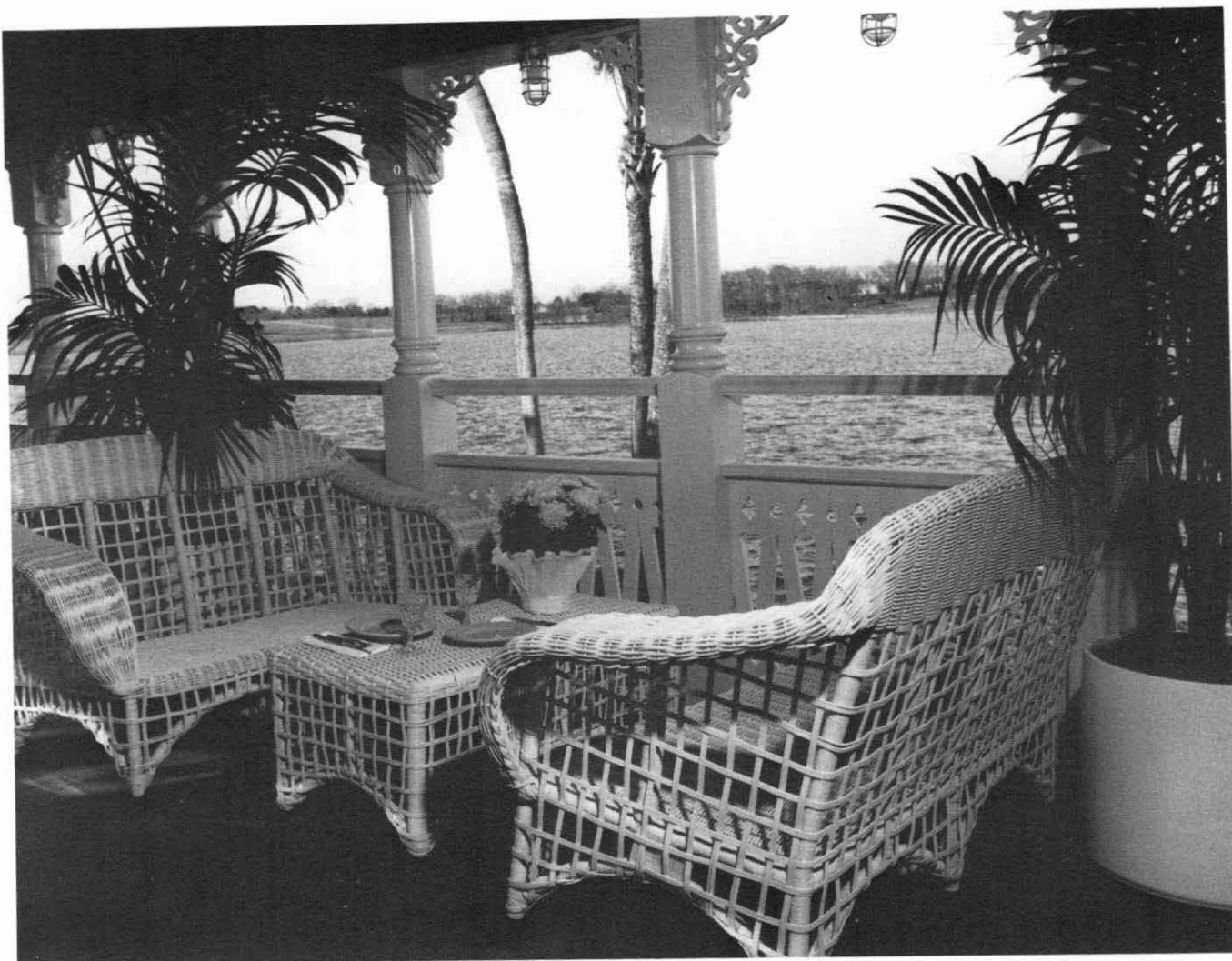


RIVER EXCURSION BOATS are in a fair way toward populating every river, lake, bayou and swamp in the U.S. deep enough to float a catfish. The marine architect must pattern them to resemble the flossiest of flossy old-time steamboats. A stern paddlewheel is requisite, whether it drives the boat or just hangs useless. Twin smokestacks, topped with puddin's and feathers enhance the authenticity. Fancy railings, stanchions and lots of gew-gaw frills, of course. The cabin interiors must be remindful of the J. M. WHITE or, at the very least, equivalent of the LULA PRINCE. Thwartship camber and longitudinal sheer of hull nosing and cabin exteriors, however painful to the cost expense, not only delight the designer, but add strength as well as beauty.

One of the latest and best of these reproductions, christened last March 2nd, is the **LANDING QUEEN** (a name we do not admire particularly) on Lake Conroe, Texas. We did not know Texas had a Lake Conroe, but seems there is one sure enough, about 20-25 miles north, and a little easterly, of Houston. There also is a town named



Bill Preston says these girls are not in normal dress for Conroe, Texas. The picture was shot on the day of the boat's christening, March 2, 1984. Looks like these boiler deck stanchions will hold the load without much trouble.



The second, or boiler, deck of the LANDING QUEEN is open to Lake Conroe breezes. This looks more like a country club veranda, but then, too, the MISSISSIPPI QUEEN started off with potted palms.

Conroe and another town nearby named Willis, headquarters of the owning company.

S&D member William G. (Bill) Preston, who operates as Marine Power Inc. at P.O. Box 549, Gulf Breeze, Florida 32561, designed the LANDING QUEEN and furnished the pictures. The steel hull was built by James K. Walker Marine, located at Moss Point, Mississippi, two whoops and a holler from Pascagoula. No way could that 100 x 38 x 3 foot hull be floated to Lake Conroe. It had to be chopped into several sections, brought overland, and welded back together. The "upstairs" and machinery all went on at Lake Conroe. The owners call themselves The Landing at Seven Coves, a combination resort hotel/yacht and country club being developed by Wilburn S. (Bill) Bruce Interests. The resort includes a tennis center with 12 courts, pro shop, locker rooms and steam baths. For rent is a wide variety of sailboats and they specialize in other water-related activities. Under construction are nine restaurants, health spa, theaters and shops, due for completion late this year. Upon completion in 1985 the Landing will provide 204 luxury condominium-style hotel suites to members and guests. One hundred and twelve of these have been completed.



A buffet luncheon about to be served on the second deck. Please note and be duly impressed with the overhead skylights.



Texas artisans exhibited skill and appreciation for old-fashioned craftsmanship when finishing the ornate corbels, scarpels, and riftcut stanchions adorning the first-floor dining room of the LANDING QUEEN.

Inasmuch as the LANDING QUEEN is the candle on the cake for all of the above, an unusual amount of luxury was lavished to achieve spit and polish.

The cabin on the lower deck, enclosed and air conditioned, seats 124 for dinner, has a stage and an antique-styled bar. Hear this: "Five brass and cut-glass chandeliers, 26 sconces, Encarnex marble, custom-cut leaded and beveled crystal doors and windows, antique-style floral carpets and 80,000 linear feet of solid oak moldings and rift-cut raised oak paneling are featured in a rich setting of colors and textures. Wine and violet colored valour fabrics, Damask linens, delicate lace, and a satin glow of gilded plaques and medallions are included."

The second deck is open to the lake breezes, sort of a glorified cocktail lounge. Decked with Honduran mahogany, it has a bar, a bandstand, and the enclosed area at the aft end houses imported marble bathrooms.

The picture we're using of the LANDING QUEEN doesn't show very clearly that she has twin sternwheels. They are 18 feet in diameter and each works 14-foot buckets. One side can be reversed while the other is coming ahead. She's powered with two Detroit diesels, 200 hp. each, and the paddlewheels are driven by an electric-hydraulic system.

On all three decks 286 persons can be comfortably seated. She's designed for a capacity of 500 including crew.



The main deck diningroom with oak paneling, leaded-beveled crystal doors and windows, scroll-cut wooden fret work, and Encarnex marbled bar. And how about the valour fabrics, Damask linens, and delicate lace?

Emmett Lewis of Tiptonville, Tenn. has kindly sent to us a letter dated August 23, 1965 from the late Walter M. Darnall who, at that time, was agent for the Provident Mutual Life Insurance Company of Philadelphia, based at Knoxville, Tenn. Mr. Darnall had been born and raised in the great oxbow of the Mississippi with New Madrid at the top of the loop with Missouri on both sides and portions of Kentucky and Tennessee contained within the curvature. We quote:

"About the time I was born at Darnall Landing, just across the river from Point Pleasant, Mo., my father sold a small acreage to R. T. Parks (Wilford Parks' great uncle) for a home and a big general store, with one corner of the store reserved for the post office of Darnall, Tenn. This store, plus the Harris store at Bessie, plus the Clay Lewis store at Cronanville, and plus a store at Slough Landing, were the four large stores in the upper end of the county. All of the U. S. Mail boats stopped at our place and I spent a great deal of my time on the river or at the boat landing. Consequently I came to know most of the captains, pilots and clerks. My ambition, then, was to become a pilot someday.

"The three principal lines then were: the Anchor Line from St. Louis to New Orleans, with a landing whistle of 1 long blast, 2 shorts and a long; the White Collar Line from Cincinnati to New Orleans, 1 long, a short, 1 long and a short; and the Lee Line from Memphis to St. Louis and Cincinnati, with 2 longs and 3 shorts. I thought the Lee Line had the best and most distinctively toned whistles, and no two of their boats had whistles alike. Starting when I was 12 I tended a government light on the island in front of our place and became familiar enough with the boats to recognize most of their whistles.

Mr. Clay Lewis was general freight and passenger agent for the Lee Line. It was through him that my father was retained as attorney for all legal claims in which the Lee Line had an interest. This appointment brought with it a year-around family pass including meals and berth. You can imagine the trouble they had at home keeping me from overusing these privileges. No part of my life has been more glamorous than the river packet boat days on the Mississippi."

Sirs: The LONE STAR at LeClaire is really a sad looking affair. She has been terribly neglected. Her paddlewheel brings a new meaning to the term "brush pile." Just recently the boiler dropped into the hold, and now it has been lifted back in place resting on a concrete base. The fore-castle was replanked with plywood. The main and boiler decks are not safe to walk on. Looks like this veteran, the last of the wood hull towboats, may become a fond memory.

John R. Miller,
729 Hazelhurst,
Keokuk, Iowa 52632

Sirs: We are rather new members of S&D but members of the Reynolds family have been associated with the rivers for many years. Some even built their own boats. Tom Reynolds of the showboat MAJESTIC was one uncle, and Tom Jr. a cousin. Another uncle, Bernard Reynolds, built the gas packet RAINBOW at Newport, O. in 1914, and also built the gas boat URENA there. His daughter Lanore Bookman today lives in Belpre, O. She worked many years as cook on river boats.

We are at the present time building a model of the DELTA QUEEN on 1/50 scale. The hull is finished and the paddlewheel works beautifully. The main deck is in progress and looking good (to us anyway).

Beverly and Virgil Reynolds,
1524 Ruth Street,
East Liverpool, Ohio 43920

NEW INDEX AVAILABLE

A complete Index of Volumes 16-20 of the S&D REFLECTOR, covering all issues 1979 - 1983 is ready for mailing. It runs 48 pages and is the same page-size as the magazine. Send \$1.75 to our secretary for your copy. Price includes mailing.

This is the fourth bound Index. The first one contains Volumes 1-5; the second one Volumes 6-10 and the third one Volumes 11-15. To order any one of these send \$1.75 each. To order all four send \$6.00. Postage is included.

Address: Mrs. J. W. Rutter, 964 Worthington, Birmingham, Michigan 48009.

Copies of this new Index will be available at S&D, week-end of September 15. Pick up your copy there and save the postage. Pick-up price is \$1.00 each.



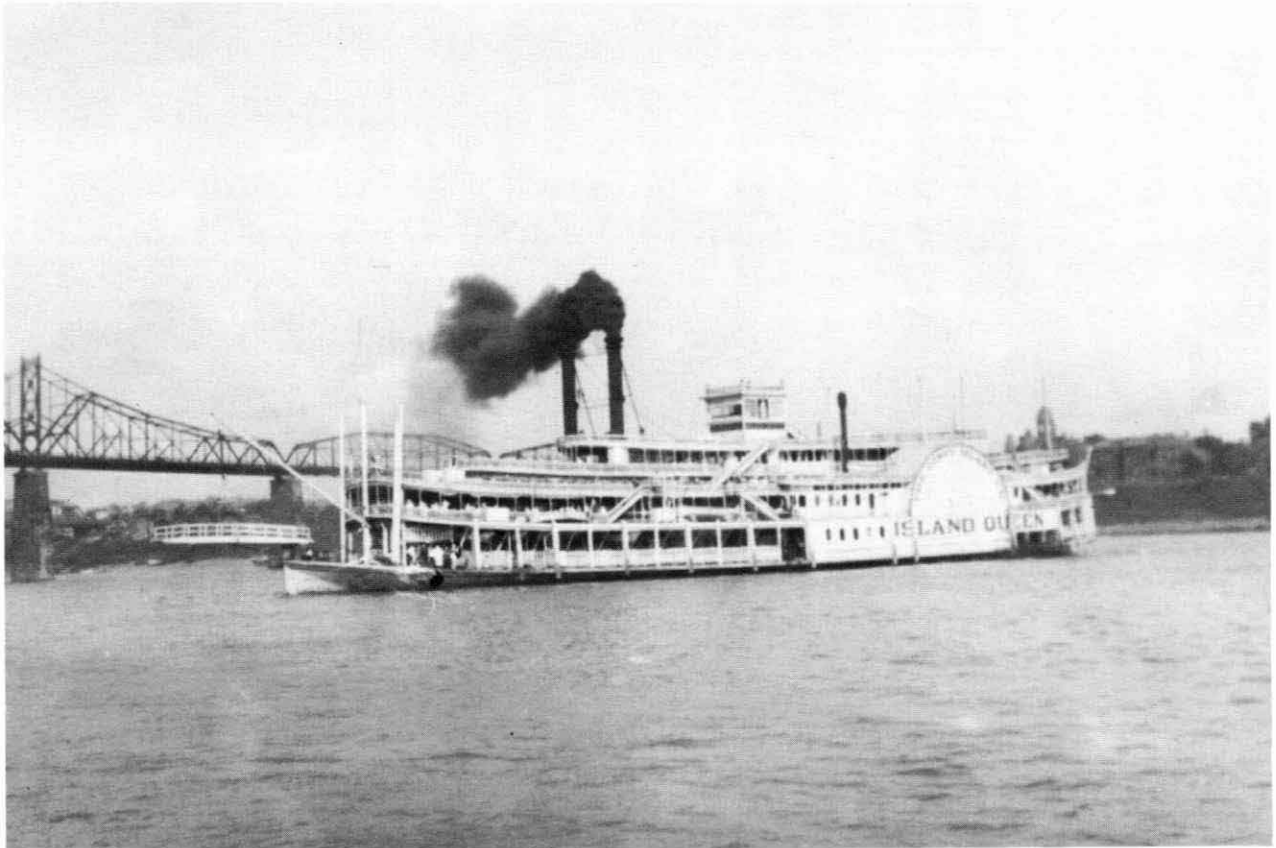
THE LATEST in luxury excursion boats on the Mississippi is the MISSISSIPPI BELLE, and here she is on her maiden voyage, photographed by Judy Patsch on May 4th. That day she carried passengers from Davenport to Dubuque, about 100 miles. If she looks big in the picture it's because she is big; hull 156 x 46, designed to handle 800 passengers, and carries a crew of 45. Robert and Ruth Kehl of Dubuque went to Patti Shipbuilding Inc., Pensacola, Fla. to have the boat built. The cost is estimated in excess of \$2 million. The new boat left Pensacola on April 19th, and 11 days later had made it to Bettendorf, Iowa, for her christening. Present plans are to make one-way 100-mile hops twice weekly Davenport-Dubuque with returns on the alternate days. The fare \$57.50 includes transportation, breakfast, luncheon and a prime rib dinner. Bus fare for the return is an additional \$8. The Kehls have five children: Bob, 22; Tina, 21; Dan, 18; and Kevin, 11. Cyndi, 20, is a junior at University of Northern Colorado.

New excursion boats continue to pop out of the willows. In latter July the MUSIC CITY QUEEN was getting her trials at Utica, Ind. where she was

built by Marine Builders. Designed to carry 400, she is based on the Cumberland at Nashville.



THE PRIDE of Cincinnati, 1896-1922, was the first side-wheel ISLAND QUEEN (#2799) and among the negatives taken by the late Alene Stottlebower these two were found and enlarged by C. W. Stoll. Thanks to Alene we have the first good glimpse of the dancefloor which ran the full length of her main cabin. It is very much as we recall it, with the gentle curvature fore and aft of center and a slight thwartship camber. The ceiling was finished with ornate pressed metal sheets painted white. In retrospect we marvel at the absence of any overhead blade fans, and she was too early for air conditioning. On the other hand there were plenty of radiators, one circled about each of those center columns. Alene took the boat's picture at Cincinnati with the Central Bridge in the background.



The North American Society for Oceanic History occasionally makes awards in special categories to books of merit in their annual John Lyman Awards competition. This year the Committee chose Way's Packet Directory for special recognition.

NASOH is the professional society for Canadian and American maritime historians. Dr. John Lyman (1915-1977) described himself as a Consultant on Maritime History, Nautical Vexillology, and the Ocean Environment. He wrote extensively for maritime journals and for many years published Log Chips, which recorded the histories of ships and shipyards.

The John Lyman Awards annually go to the best books in five categories: North American maritime history, North American maritime memoirs, Canadian maritime history, history of the U.S. Navy, and the history of marine science and technology. Occasionally an award is made to a book which does not fit into these categories.

K. Jack Bauer, chairman of the Selections Committee for NASOH writes as follows:

"I was delighted that the Committee concluded to recognize the Packet Directory since I had used it with great benefit both in a long-term project on shipyards and in straightening out some problems arising from my recently completed biography of Zachary Taylor. You should be proud of the contribution you have made to the better understanding of the history of the western rivers, as well as the boats which traversed them."

The award came in the form of a certificate suitable for framing.

Ruth A. Herrington, 61, died on Sunday, May 27, 1984 at the Inter-Community Memorial Hospital, Newfane, N.Y. She and her husband Sam, who survives her, were co-owners of a sternwheeler named SUNDOWNER which they operated on the Erie Canal for 13 years. The boat was chosen for a role in the 1975 Erie Barge Canal sesquicentennial. Sam and Ruth made their home at Gasport, N.Y. Ruth was last employed at the Fisher Price Toy Factory in Medina, N.Y. and had retired in August 1983.

Other than her husband, she is survived by her mother, Mrs. Ida Dick, and by three children, Terry Herrington of Winter Garden, Fla., John E. Herrington of Lockport, N.Y. and Stuart P. Herrington of Savannah, Ga.

Following the services, burial was in Maple Lawn Cemetery, Elma, N.Y.

Sirs: My mother, brother and I want to thank you for the most comprehensive obituary of my father which appeared in the June issue of the S&D REFLECTOR. I know Dad would have been as pleased with your kind words as we are. Again, many thanks.

Lloyd W. Huber,
4841 Canal Street,
New Orleans, La. 70119



FIRST TIME you are in New Iberia, La. be sure to look up the TECHE QUEEN. She's headquartered on Bayou Teche at downtown Bouigny Plaza and is owned by Don Lalande. She was designed, built and delivered this spring. Marine Power Inc. of Gulf Breeze, Fla. was the designer. The Superior Boat Works built her at Greenville, Miss. The entire job was handled in ninety days. Two Cummins N-495-M diesels supply hydraulic power for operating the twin paddlewheels. She will handle 150 persons. The steel hull is 65 feet long and 26 feet wide, and consequently she will "run on a heavy dew," a requisite for a bayou boat. Our thanks to William G. Preston, Marine Power Inc., P.O. Box N, Gulf Breeze, Fla. 32561 for the picture and details.

Clarence Reuben (Clancy) Horton Jr., top-notch international marine architect, died of cancer in his home at Eastham, Mass. on Tuesday, June 5, 1984. He was 70. From 1936 to 1962 he was with Dravo where he rose to chief marine engineer. During the second World War Clancy was a chief planner and naval architect of Dravo's new shipyard in Wilmington, Del. where landing vessels, destroyers and floating cranes were turned out.

Toward the close of the war he transferred back to the Neville Island yard as chief construction engineer. During his Dravo years Clancy played a leading role in the adoption and adaptation of the Kort nozzle for river towboats. After leaving the Pittsburgh area in 1962 he became a leading authority on hull design for ships the world over. Even the successful excursion steamer NATCHEZ at New Orleans has a Clancy Horton-designed bow on her.

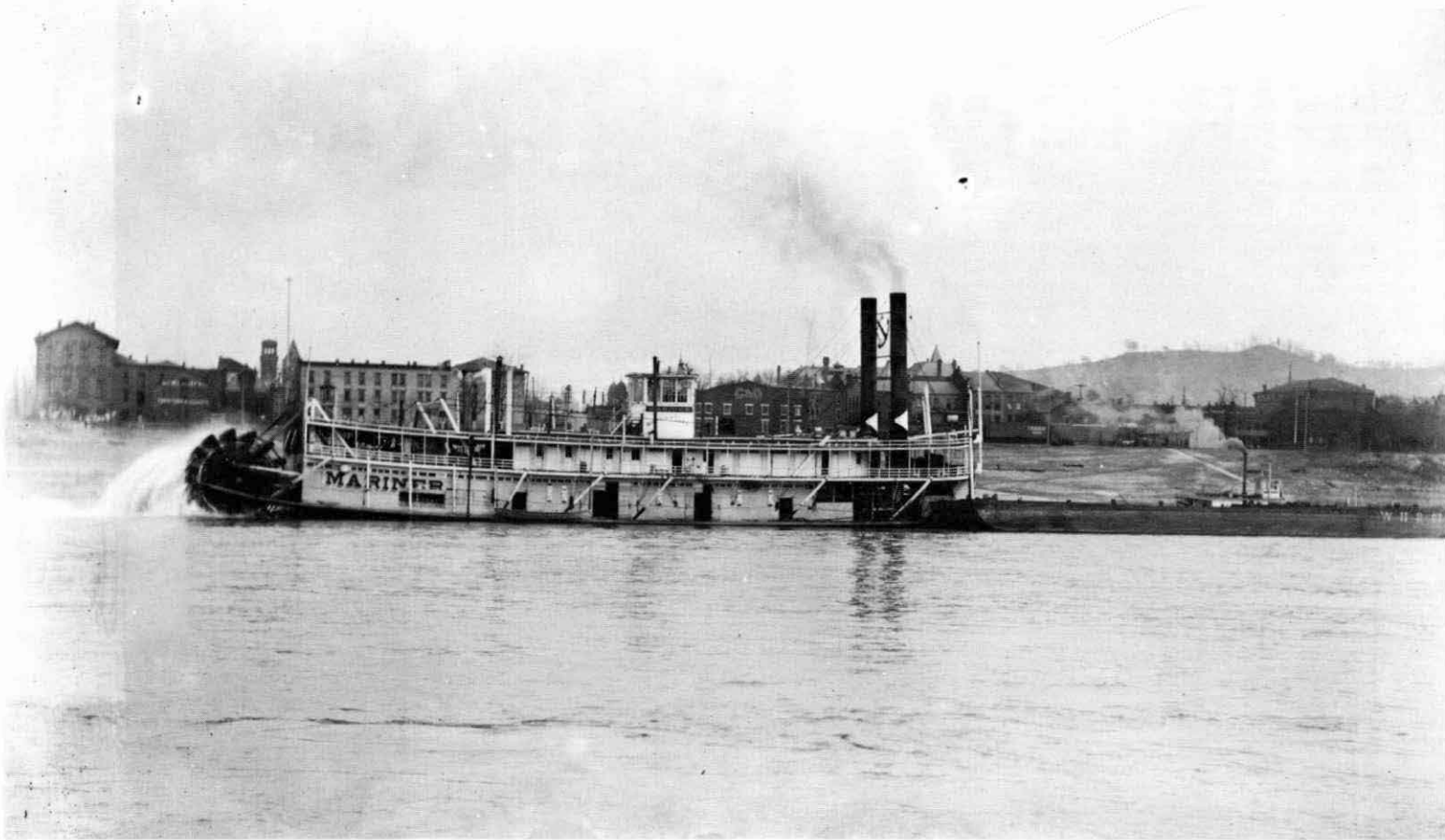
Surviving are his wife, Louise; two daughters, Margaret Weller and Virginia Horton; and two grandchildren.

Services were held in Eastham.

Sirs: One boat not listed in Way's Packet Directory is the D. S. CARTER. Only thing I know about her is that the calliope on the TWILIGHT annihilated the band on the CARTER at St. Louis in April 1858. Lytle-Holdcamper doesn't list her either, so she must have been quite obscure.

Fred Dahlinger,
743 Beverly Park Place,
Jackson, Mich. 49203

=Researchers must learn to use the Compound Name Index starting on page 496 of the Directory. The CARTER is a case in point: her registered name was DUNCAN S. CARTER, not D. S. CARTER. If Fred Dahlinger will look her up in the Packet Directory under DUNCAN S. CARTER he will discover her sitting there glaring at him. -Ed.



THE PITTSBURGH-BASED coal operators, W. H. Brown Sons owned and operated two iron hull towboats prior to the days of the Combine. The first one was the ALEX SWIFT which they rebuilt and renamed MARINER, the subject of this sketch, and the other was the CRUISER which they built in 1890. The ALEX SWIFT had the distinction of being the first metal hull towboat to ply the western waters. Although Lists of Merchant Vessels give her place of build as Cincinnati, the hull was built along the shore of the Licking River, over in Kentucky, by the Covington Iron Works. Capt. William H. Christian, who later commanded the iron hull snagboat E. A. WOODRUFF, was said to have superintended her construction. Capt. George Vandergrift, later to become well known as the master of the U.S. lighthouse tender LILY, was part owner and came out master of her when she was new in 1873. Although she operated until 1891 named ALEX SWIFT no photograph is known of her showing that name. Brown's Line bought her during her SWIFT career. On the morning of October 28, 1890 at 9 o'clock she took a nose dive near the Glenwood bridge on the Monogahela River and sank within four feet of the hurricane roof. The Browns raised her, hauled her out at Brownsville, lengthened the hull 27 feet, and brought her out in September 1891 renamed MARINER. The above photograph was taken upbound at Ironton, O. by

Thornton Barrette about the turn of the century, and is made from the original glass plate now owned by Capt. William S. Pollock of Beaver, Pa. When the Brown interests were transferred to the Combine shortly after this picture was taken, the new owners took a dim view of the MARINER and laid her up at Elizabeth, Pa. in 1902. She was still idle in 1910, needing new boilers, although the hull was in good condition. She burned at 3:15 a.m. on April 7, 1912, still owned by the Combine, and seems to us she had been transferred to Cairo when this happened. Capt. Bill Tippitt might know for sure. The hull, still structurally o.k., was returned to Pittsburgh and sold to Capt. William McNally who used it as a wharfboat for his excursion steamer SUNSHINE. He built on it a steel cargo box, and on June 15, 1920, loaded with White auto trucks brought down from Cleveland, she left Pittsburgh for St. Louis towed by the packet JOHN L. LOWRY. The Federal Barge Line used this wharfboat as a floating shop at Cairo, and later in a similar capacity at Mobile, selling it at auction to the Baker Towboat Co. The Bissos at New Orleans bought it from Baker, and brought it back to New Orleans. This takes the story to April 15, 1928 when the tug MAMIE COYLE took the old MARINER hull back to Mobile. Bissos had sold it to a Capt. Joseph Pose. And there the story must rest, for that's all we know.

CSX, one of the nation's biggest railroad companies, has holdings that include the Louisville & Nashville, Baltimore & Ohio, Chesapeake & Ohio, Western Maryland, Seaboard Coast Line and Clinchfield rail lines.

On July 24th the Interstate Commerce Commission unanimously approved the take-over of American Commercial Lines, based at Jeffersonville, Ind., parent company of American Commercial Barge Line and Jeffboat Inc., its shipbuilding

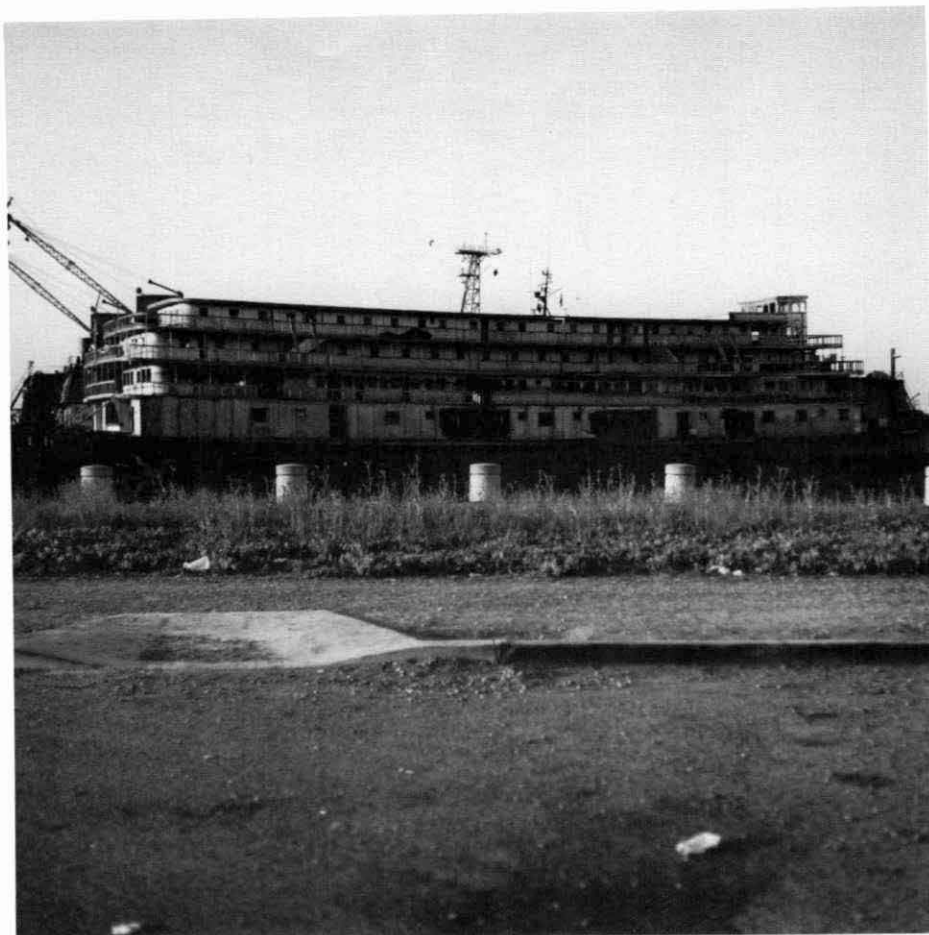
firm, by CSX.

American Waterways Operators, Water Transport Association, National Coal Association, the TVA, and several states including Kentucky and West Virginia, heard ICC's decision with stunned disbelief. Ever since 1912 with the passage of what became known as the Panama Canal Act, rail lines have been prohibited to own or operate U.S. waterways boats and barges. By that date some rail lines had almost

eliminated grain traffic from the Mississippi River, buying up barge lines and diverting the traffic to their rails. Other tactics included cancellation of equitable joint river-rail rates.

ACBL, one of the country's largest barge lines, serves 21 states and is active on the Ohio, Mississippi, Illinois, Tennessee and on lesser river systems.

ICC's momentous decision will be tested in the higher courts.



THIS MAY NOT LOOK LIKE MUCH, but now Wait a Minute! It was taken on June 29, 1984 at Oakland, Calif. alongside the drydock just above Jack London Square. Yes, it's the DELTA KING, what's left of her, photographed by Neil Vodden, 321 University Ave., Los Gatos, Calif. 95030. Says Neil: "It's not a good photo as the boat was in a poor location to do better, and I snapped it at 6:30 a.m. Boat since has been in drydock and she is back into water. Lots of plans revolve around her including the rumor she may steam again." We received Neil's picture and letter on July 26th. Later that same day, July 26th, a phone call came from Patricia A. (Patti) Young of the Delta Queen Steamboat Co. to advise that the DK, hull repaired and freshly painted, was about to proceed under tow to Sacramento. There she will be restored to some semblance of her former glory. --But not with any idea of raising steam on her. Patti Young is coming to S&D aboard the DQ no less, and as we type these lines Neil Vodden is boarding the DQ at St. Paul. He's riding her to St. Louis, and then going over to Louisville to visit with Capt. Jim Blum on the B/L.

Looked like a peaceful Sunday afternoon coming up when the doorbell rang. Backed in the driveway at 121 River was a car with a rather large U-Haul affair hitched to it. Richard C. Strimple, 5195 Crookshank Road, Cincinnati 45238 extended a hand in greeting and said I probably didn't remember him, which I didn't. Some years back we had coincided aboard the DELTA QUEEN, he said, and since then he had visited with Harlan and Anna Hubbard at Payne Hollow via the hilltop approach. With him was a young lady, Carol Mahaney, 1855 Fountainview #128, Houston 77057 who also had been to Payne Hollow and had patted brown-dog Ranger. Carol said she knew Lexie

Palmore down there in Texas.

So much for introductions. What these two wished to do was to unload the contents of this U-Haul to my gravel driveway, which they did, aided with a Cincinnati young man, Frank Stetter. It was a 600# Wurlitzer 105 band organ, vintage about 1923, which Richard had picked up at Moxahala Park, Zanesville, since restored by Don Stinson. They ran a long extension cord up the back steps and plugged in in the kitchen. I was still admiring the beauty of the beast when there came a preliminary whirr, then a blast of drums and music.

My neighbor Mrs. Stunja was in the bathtub at her home about four houses

up the street when this happened. She thought the DELTA QUEEN had arrived at the local landing and in nothing flat she and her daughter Valerie arrived at the focus of the commotion. People were arriving from all directions. A large van with a Canadian license parked across the street and out of it popped--of all persons--Capt. John Leonard, the ex-Great Lakes skipper of St. Catherines, Ontario.

There's no use trying to talk within gunshot of this Wurlitzer until it has gone through its repertoire of selections punched on a paper roll--same deal as a player piano--only these rolls are about half as wide. Takes about 40 minutes. I always was a sucker for merry-go-round music and this is what this is. When things calmed down finally it came out that an international group known as Music Box Associates had convened at Station Square in Pittsburgh the day before, Saturday, July 28th, and what was in my driveway were the fringe benefits, so to speak, enroute to their homes. Capt. John Leonard, well known at S&D meetings, is one of these band organ buffs and owns a handsome specimen, but didn't have it with him. One at a time is plenty.

Two years ago Jerry Sutphin was associated with the U.S. Engineers, Huntington offices. Then he surprised everybody, including himself, when he up and quit. Jerry went home to 204 Chestnut Street, Huntington, and went to work for himself. He calls himself Visual Information Ltd. He offers graphic design, audio-visual presentations, illustrations, training and historical research. During July and August a one-man-showing of his photographs and line drawings was featured in the Twentieth Street Bank, Huntington. The Herald-Dispatch sent reporter Jim Ross to cover the story.

"The NATCHEZ, the ROBT E. LEE and the OMAR are all there. So is Jerry's line-art rendering of his favorite photo: the steamer ALICE BROWN leaving Sciotoville, Ohio, on Aug. 25, 1900, headed upriver into the fog.

"One color photo shows a golden Ohio River reflecting the golden sky, with the 6th Street bridge in the background and silhouettes of barges in the foreground.

"Most of the photos show flowers and butterflies and birds and man-made structures. One, though, has a hidden connection with his reputation as an artist and river historian.

"It shows a church steeple in Port Gibson, Miss., with a hand pointing upward. The real attraction to the church is inside, where chandeliers from the famous steamboat ROBT E. LEE hang, Jerry said.

"The exhibit of 18 color photographs and 12 line drawings reflect Sutphin's preferences for detail photography and drawings.

"Asked how the exhibit came about, Jerry explained that one of his jobs last year was an annual report for the Twentieth Bancorp Inc. Mary K. Monnig asked him to do a series of drawings of historical structures in Huntington. The exhibit followed in due course."

THE JULY ISSUE of "Southern Living" features a story in which Capt. Doc Hawley, Roddy Hammett and Verne Streckfus get star billing, all three apparently aboard the NATCHEZ.

"This boat look like hundreds that have gone before her," says Roddy Hammett, one of the captains of the NATCHEZ. Her style is described as Western river design, built with twin smokestacks and a wide paddlewheel.

Up in the pilothouse, Verne Streckfus belies the Mark Twain image of a grizzled, bewhiskered steamboat pilot. He's only 26. But the river is in his blood.

"My great-grandfather, Commodore John Streckfus, started in 1884," Streckfus explains. "In 1901 he built the J.S. strictly for excursions. Since my great-grandfather's time, every Streckfus male for four generations, except one cousin, has had a master-pilot license."

Streckfus excursion boats popularized New Orleans music on trips to St. Louis and Saint Paul. Captain Verne is named for a great uncle who recalls bandleader Fate Marable and an unknown trumpet player named Louis Armstrong who played jazz on the SIDNEY. Cap'n Verne is carrying on the tradition. He pilots the NATCHEZ and the PRESIDENT, the latter a former huge side-wheeler his family owned.

Capt. Roddy Hammett, a tall, wiry boatman who resembles actor Richard Widmark, felt the lure of steamboats at an early age. "I grew up in West Virginia on a farm," he recalls. "There you can see the boats pass by on the river. There's no levee like there is in New Orleans. One summer I went down to see the DELTA QUEEN. They needed someone to work. I've been working on boats since 1966."

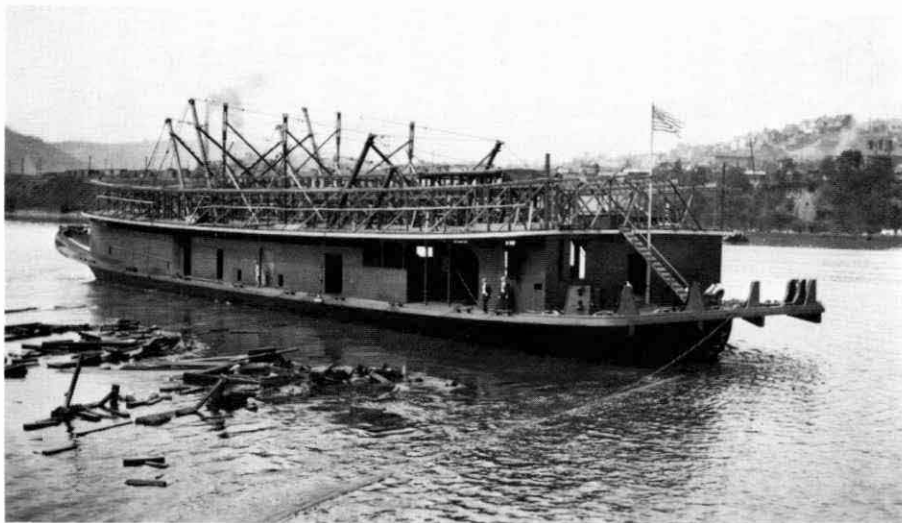
But Roddy got a late start compared to Cap'n Doc Hawley, 48, who is a legend among New Orleans steamboat captains. He took his first job on a steamboat at the age of 15. He started out as a calliope player and worked his way up to become the country's youngest steamboat captain. Of the five steamboats left on the Mississippi, Hawley has captained three of them.



-Photo by Barb White, gift shop, NATCHEZ, taken Fourth of July, 1984, Capt. Verne Streckfus (left) and Doc Hawley. These two recently called on Capt. Verne Streckfus (the elder), now 89, living in New Orleans, and found him sharp as a tack.

When the NATCHEZ was launched almost 10 years ago, Hawley was hand-picked to be her captain. During a decade on the DELTA QUEEN, he had made 80 trips down the rivers to New Orleans. "Every time I came I liked New Orleans a little better," he says.

In our last issue effort was being made to trace a scale model of the side-wheel packet ALTONA. We now learn that after having been exhibited at Memphis, the model was taken to St. Louis where, in May 1874, it was being shown at the Merchant's Exchange.



CHARLES F. RICHARDSON MAY RE-EMERGE

SPECIAL from Louisville, July 26, 1984:- I was called to Covington, Ky. to advise and/or consent in a vast project aimed at making the Covington waterfront rival the splendors of Ancient Rome and the storied city of Babylon with maybe a pyramid or two cast in for luck. Ben Bernstein is in the middle of this fabulous development and he took me to see the CHARLES F. RICHARDSON. She stands a chance of being a centerpiece in a Disneyland on the Ohio. (Ed. Note: For the past 42 years the RICHARDSON has served at Cincinnati as a wharf facility for her owner, Mississippi Valley Barge Line. Today she looks not unlike the above photograph which was taken of her launching at Hays, Pa. in 1921 by Capt. William S. Pollock. The 11-foot pilotwheel today decorates the ceiling of the Gun Room in the Hotel Lafayette, Marietta.)

I've rambled over a few old steamboats in my time and usually have come away depressed that anyone, even a promoter, would hope to salvage something of the ruins. Imagine my surprise and delight to find that the Mississippi Valley Barge Line people, and the chemical successors, have treated an old boat with some respect. The hull and framing are in excellent condition. The cabin, though, was a delightful treat. The cabin arches are still in place. The bulkheads between staterooms and center hallway are still almost intact. No idle deckhand has felt an urge to draw obscenities on the miles of white pine panelling. The transoms between staterooms and cabin are unbroken and in place. The skylight transoms are still there, painted over but unbroken. In short there has been virtually no vandalism. The propeller-steamer INDIANA is tied up outside the RICHARDSON and is almost pristine as far as her cabin is concerned.

Apparently the CHARLES F. RICHARDSON has escaped the vandalism of the dedicated steamboat collectors, too. The result is an archaeological 'find.' The turned drops are yet on the cabin arches and the knobs are on the doors. Even where the Valley Line made alterations to make her function better as a warehouse, they used carpenter's tools, not axes. Where supports had to be removed, other framing systems have been installed to keep the old boat in shape. Nothing has been allowed to sag. There is scant evidence of roof leakage.

I am more agog about getting to see all of this than I am over the hokey project that may come to pass.

As Dave Crecelius would say, "Gawdamighty, she's big." Tramping over her was much like hiking around the SPRAGUE excepting that this boat was finished much more nicely than Jack Custer's pride and joy. I got the same inkling that the men who worked her did so more of a test of manhood and endurance than as an occupation aimed at merely making a living. It is a marvel that Birch McBride never bought her with the idea of towing sand from Louisville to Jeffersonville in two-barge lots. --Alan L. Bates.

LOOKING BACK A HALF CENTURY

by R. V. Gerber

Da'st we turn back fifty years? Was 1935 wonderful? Or wasn't it? Let's see. On the birthday of the late owner-editor of The Waterways Journal, Donald T. Wright, on Sunday, January 8, 1935, C. W. Stoll was in St. Louis enroute to Carleton College, Northfield, Minn. Ruth Ferris, Dick Lemen and y.t. spent the day driving Mr. Stoll (now Captain) about St. Louis, then up to Alton Slough to view the GOLDEN EAGLE, CAPE GIRARDEAU and IDLEWILD in winter quarters. We spent a pleasant evening with the Wrights, the party enhanced with Commodore E. C. Koenig, who owned the fast excursion steamer CITY OF ST. LOUIS, and Andrew D. Franz, the WJ's advertising manager.

A rise in the Allegheny River January 22nd floated Capt. J. W. Menke's showboat GOLDENROD (which has become a fixture at St. Louis) after it had been stranded for some while. All of which seemed to bode well with 1935 off to a great start. Then, too, the towboat VICKSBURG arrived from New Orleans on March 3rd with the first through tow for Peoria.

St. Louis river fans detected a chill in the air when they read their March 2nd copies of The Waterways Journal that Eagle Packet had sold the CAPE GIRARDEAU to the Greenes in Cincinnati. I was one of a group invited by Capt. Tom Greene to ride the CAPE, renamed GORDON C. GREENE, when she left her home base here at St. Louis. 1935 didn't seem so happy. I forlornly got off at Chester, Ill. and came home by bus. Be that as it may, this turned out to be the beginning of a long-cherished friendship with Cap'n Tom, his wife Letha, his mother, and Capt. Jesse P. Hughes, Stogie White and others.

On March 30th hope dawned. Capt. Buck Leyhe brought the GOLDEN EAGLE to their local wharfboat to make of her a tourist boat. At Paducah she was hauled on the Ayer & Lord ways where the hull and main deck were rebuilt. She got new staterooms for the boat's officers. The Texas was given a guard and railings. I made my first trip on the "new" GOLDEN EAGLE leaving St. Louis on June 12th for a round trip to Davenport and Rock Island with the Illinois Art Extension group aboard.

In 1935 the TENNESSEE BELLE was accepting passengers for round trips between New Orleans and Vicksburg for \$25, accommodations and meals included.

Imagine that. Capt. Aubrey D. Haines Jr. bought the remains of the dismantled PIASA (ex-MARY S. BLEES) and had it towed to his farm at Grand Chain, Ill. On May 11th the Streckfus excursion steamer CAPITOL took an all-day trip from St. Louis to Ste. Genevieve and back. Fare by advance reservation, \$1.00. The IDLEWILD started her excursion season at Alton, and then spent a week in the Illinois River before heading to Louisville for the season. The GOLDEN EAGLE made mid-week trips St. Louis-Fort Madison, and week-ended to Hannibal. Ten dollars round trip for two nights aboard yet!

The first bargeloads of wheat in 20

years came down the Missouri River, bound for Chicago. The FRANKLIN D. ROOSEVELT initiated Kansas City-St. Louis barge service.

C. W. Stoll reported in The Waterways Journal the birth of Gordon C. Greene II, first son of Capt. and Mrs. Tom R. Greene, August 6th. Over Labor Day the GOLDEN EAGLE took 100 round-trippers St. Louis-Peoria, the capacity trip booked weeks in advance. The TOM GREENE ran a Cincinnati-Charleston Labor Day trip (five nights aboard) for \$27.50.

The CAPITOL became a "sales room showboat," chartered to a St. Louis drygoods firm (I worked for them as assistant advertising manager for nearly 40 years) and toured from St. Louis to New Orleans, stopping at the principal towns enroute. I helped prepare the boat for the trip but didn't get to go along. Nashville welcomed its first packet in many years when the GOLDEN EAGLE arrived there on October 15th. Something of an event was the trip of the towboat WILLIAM RUPRECHT up the Meramec River to Pacific, Mo. in November. No commercial boats had been there for 40 years. She and her 220-foot tow had plenty of trouble but made it.

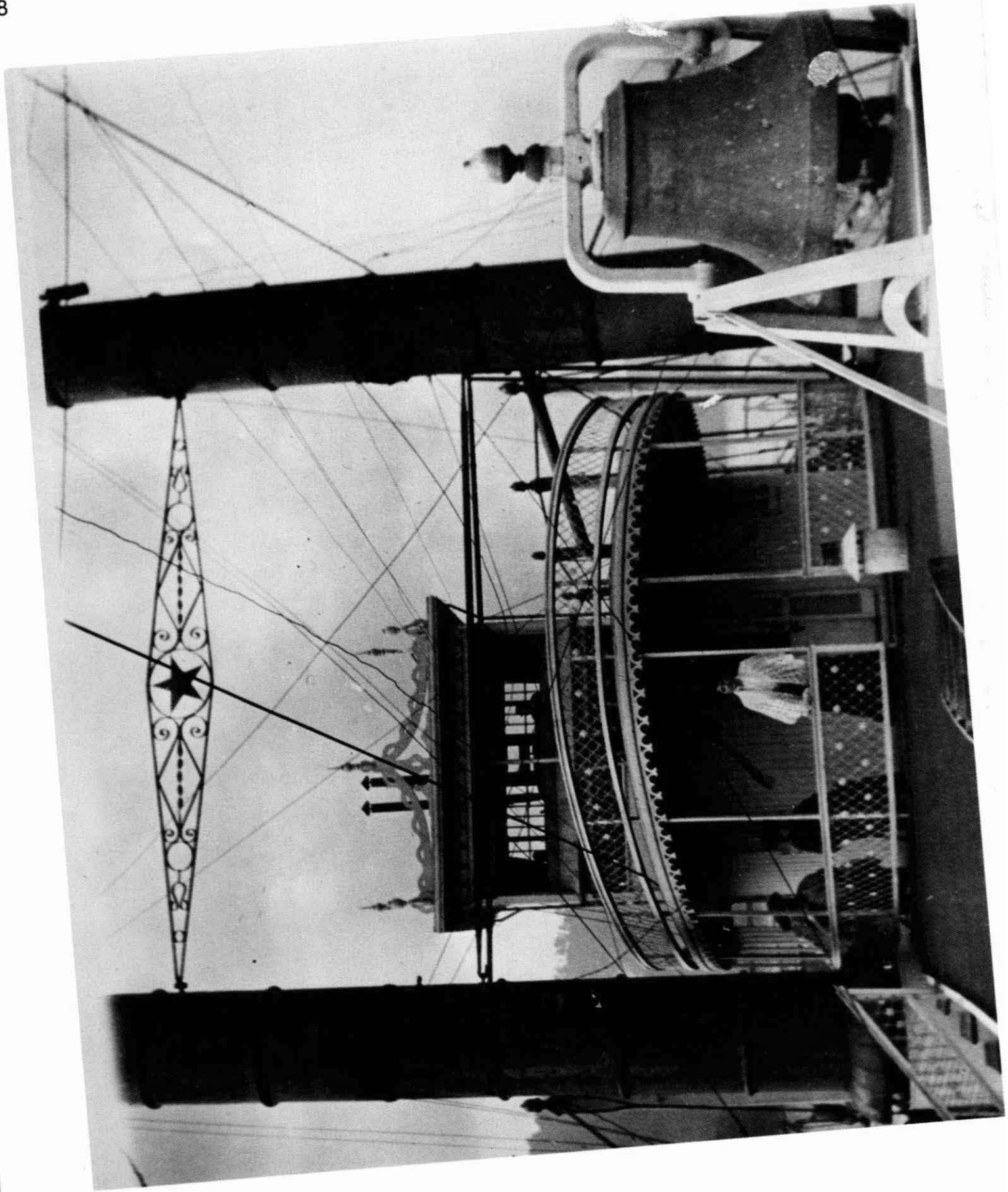
On December 21st announcement was made that the Streckfus people had bought the railroad transfer ALBATROSS. How better could 1935 end!

PICTURE ON THE BACK PAGE

The ne plus ultra of Ohio River packets when first we were getting our eyes opened to what was going on around us was the QUEEN CITY. Her creator was Capt. J. Frank Ellison of the Pittsburgh & Cincinnati Packet Line who had produced the twin-stage HUDSON, the lovely VIRGINIA, and who as a boy at Paducah had been entranced with the side-wheel IDLEWILD. When he built the QC he stirred in the allure of these three and added a liberal sprinkling of 1897 innovations including the rosette-studded wire railings. The roof bell at lower right today serves the same capacity on the DELTA QUEEN, Ellison having acquired it from the Anchor Line side-wheeler CITY OF ST. LOUIS. When the MARK TWAIN was being built for Disneyland in California, they faithfully copied the fanciful spreader-bar seen between the stacks in this picture. Another creme de la creme touch were those metal ornamental bands encircling the stacks, strictly for looks. Now you'll be wanting to know the identity of the winsome lady of the white shawl, probably Geraldine Farrar, famed Metropolitan Opera soprano, equally well known in QC days as our recent nova Geraldine Ferraro is now. A passenger took this picture with a roll-film Kodak along about 1904-1906. Every now and again we haul it out and look at it all over again.



THIS COMES to us from William A. (Bill) Marx, 429 College Ave., Beaver, Pa. 15009, the Ohio River ferry about to cross from Shippingport to Cooks Ferry, Pa. about 1914. Within gunshot of this scene the first nuclear power reactor started supplying commercial electricity in 1957, built at Shippingport. Ferry service was maintained between Shippingport and Cooks Ferry until Oct. 1, 1963 when a steel ferry flat towed by the CHRISMOR came in collision during a morning fog with the diesel towboat HUMPHREY's tow, resulting in the loss of two passengers from the flat.



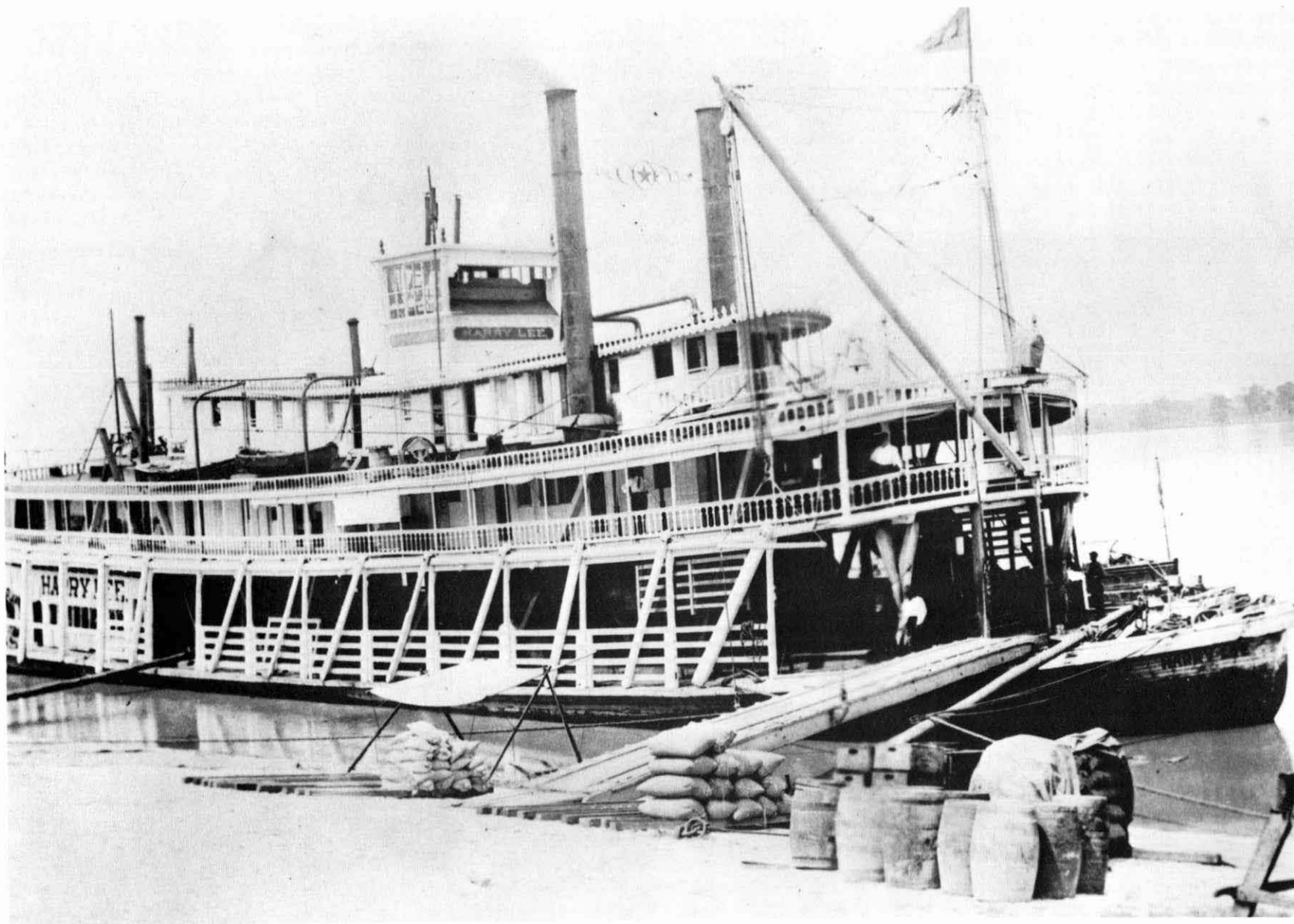


Gasboat ODD FELLOW NO. 252 comes from the collection of the late Bob Kennedy who, prior to his death in 1981, was without much doubt the prime enthusiast and historian for the Big Sandy River. Bob didn't identify this scene, but it looks to have been taken in the Ohio River a short distance below the Big Sandy's mouth. The boat's owner was Peter

Golden of Normal, Ky., a small settlement between Catlettsburg and Ashland, population 306 in 1934. The rafted logs are from the Big Sandy, the tie logs secured by chain dogs. When Pure Oil Company started peddling drums of kerosene and gasoline to towns above Cincinnati they used this boat in 1922.

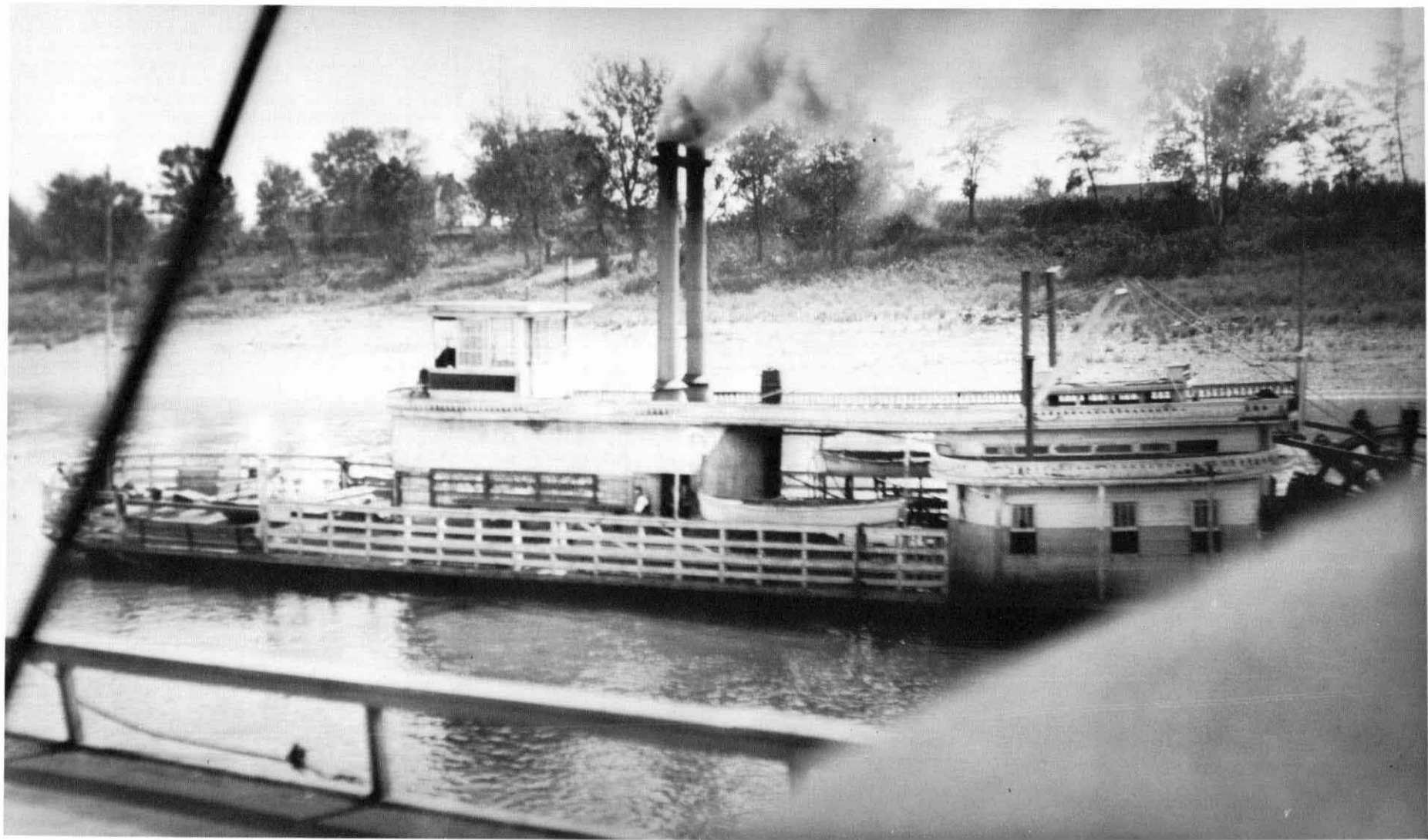


SCENE ON the Mississippi River at Chester, Ill. in the early 1900s. At the left is the combination packet-towboat NICK SAUER which brought wheat to Chester from the Kaskaskia River, operating with some regularity to Evansville, Ill. Next is the center-wheel ferry BELLE OF CHESTER (first picture of her we've seen) built at Grafton, Ill. in 1878. On the right is the packet-towboat J.M. RIGHTMAN. Soon after this picture was taken the RIGHTMAN was renamed CONQUEST by Capt. Harvey Neville who owned all three. Occasionally he took the CONQUEST and NICK SAUER up the Kaskaskia to New Athens, Ill. to run excursions.



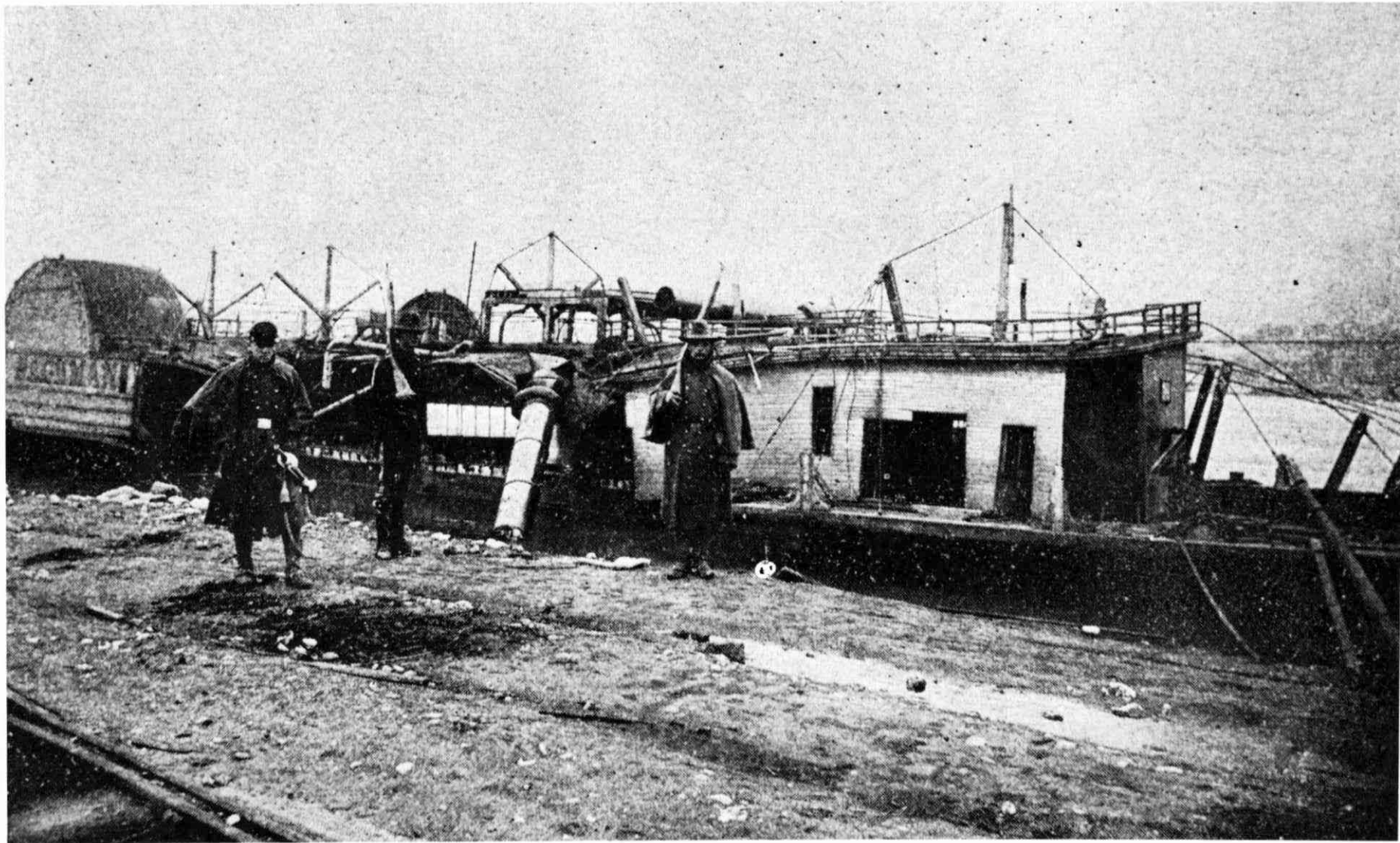
SEEMS TO US this was the largest steamboat built at Clarington, Ohio, on a wood hull 169.3 x 34.4 x 3. She was launched in 1899 and was christened CITY OF WHEELING. The Lee Line at Memphis bought her several years later and renamed her HARRY LEE. They took good care of her and in 1913 gave her new boilers, engines, and put steel cylinder beams on her. This picture, made at

Memphis, may have been taken at that time. Less than a year later, on March 19, 1914, she burned at the Memphis wharf. The wood hull, considered in excellent shape, was sold to Watkins Tie Co. and converted into a barge. The machinery and boilers were used in the building of a new steel hull HARRY LEE at St. Louis.



WHILE VISITING at Louisville in May, C. W. Stoll handed us the above, and said that the original film negative was from the collection of the late Alene Stottlebower. river buff of Madison. Ind. Alene had identified it as taken along the Ohio River below Rising Sun Bar, October 13, 1918 and recorded that the name of the ferry was GENERAL PIKE or at least something-or-other PIKE. Thanks to these clues, the ferry is the NEW PIKE enroute to

Huntington, West Va. to become the CITY OF HUNTINGTON. In 1918 when Alene snapped this picture the NEW PIKE was somewhat of a relic, having been built at Madison, Ind. in 1887 on a wood hull 115 x 25 x 3.5. She ferried at Louisiana, Mo. which is in Pike County, and crossed to Pike County in Illinois. When Capt. Ben T. Flesher got her to Huntington he altered her considerably. This is the only picture of her as the NEW PIKE which has crossed our desk.



RAIL BUFFS may thank Ruth Ferris for this picture of the rail transfer HENRY SACKMAN, built at Jeffersonville by Howard in 1883 on a wood hull 254 x 48 x 6. The rather forlorn appearance was caused by the notorious tornado at St. Louis on May 27, 1896. Looks like the National Guard is not quite sure whether or not the photographer should be taking the picture. Well he did, for

it is the only picture known of the SACKMAN, even though she was rebuilt and operated in the Wiggins Ferry Company fleet until she wore out of old age in 1917. She carried two boilers on each side, each pair steaming cylinders 22's- 8 ft. stroke. Our thanks to Ruth, and also to the University of Wisconsin crew for the print.



MISSOURI RIVER POINTS ABOUT 1880
 Distance St. Louis to
 Fort Benton given as 2663 miles.

- | | |
|-----------------------|----------------------|
| Mouth of the Missouri | Mouth of Yellowstone |
| St. Charles | Mouth Little Muddy |
| Washington | Mouth Big Muddy |
| Hermann | Mouth Poplar Creek |
| Osage River | Spread Eagle |
| Jefferson City | Wolf Creek Agency |
| Glasgow | Porcupine Creek |
| Lexington | Milk River |
| Kansas City | Fort Copelin |
| Leavenworth | Fort Peck |
| Saint Joseph | Rouche's Grave |
| Omaha | Round Butte |
| Sioux City | Trover Point |
| Vermillion | Musselshell River |
| Yankton | Fort Hawley |
| Fort Randall | Carroll |
| Brule City | Little Rocky |
| Brule Agency | Harriet's Island |
| Fort Thompson | Two Calf Island |
| Head of Big Bend | Cow Island |
| Old Fort Pierre | Bud's Rapids |
| Black Hills Landing | Dauphin's Rapids |
| Fort Sully | Fort Clagett |
| Cheyenne Agency | Drowned Man's Rapids |
| Grand River Agency | Arrow River |
| Standing Rock Agency | Steamboat Rock |
| Fort Rice | Hole in the Wall |
| Fort Abraham Lincoln | Citadel Rock |
| Bismarck | Eagle Creek |
| Fort Stevenson | Coal Banks |
| Fort Berthold | Mouth of Marias |
| White Earth Rive | Fort Benton |
| Fort Buford | |

SOME NOTES ABOUT THE IDA STOCKDALE

ONE UNUSUAL and totally unexpected aspect of the IDA STOCKDALE's initial Missouri River "mountain trip" is that she made three arrivals and departures from Fort Benton in 1867. Following her initial arrival she went back to take aboard freight from the stranded JAMES H. TROVER 11 miles below the Musselshell River. The TROVER, originally the KATE B. PORTER built in 1864, and which served the Union cause as a "tinclad" during the Civil War, had been loaded at St. Louis for Fort Benton and had more than her share of misfortunes. She was on fire three or four times, was forced to the bank four or five times for repairs, one of the crew came down with smallpox, a spar fell on one of the crew and broke his leg, and then the "doctor pump" became deranged, resulting in her fatal stranding. The noted artist George Caleb Bingham painted a

scene of such a situation and entitled it "Watching The Cargo." He may have been inspired from the TROVER story. The IDA after delivering the TROVER's freight to Fort Benton blithely started back to the States. Then a cannon shot at Fort Stevenson changed all of that. The U.S. Army required her to proceed down to Fort Rice where she was ordered back to Fort Benton under U.S. charter. Adventures with Indians and buffalos punctuate this episode, in which Capt. Tom Calhoun neglects to relate in his log (but wrote in a letter to his wife) that the Ukatapas used bows and arrows, relating that one arrow struck one of the boat's smokestacks and fell on deck. Another arrow struck a spar and stuck into it. No photograph of the IDA STOCKDALE is known to exist. She seems to have been designed much like the contemporary "mountain boats" of her day and time. The young lady she was named for later became Mrs. Homer S. Knowles of the East Liverpool, O. pottery firm Knowles, Taylor & Knowles. The KATIE STOCKDALE was named for another of the Stockdale daughters.

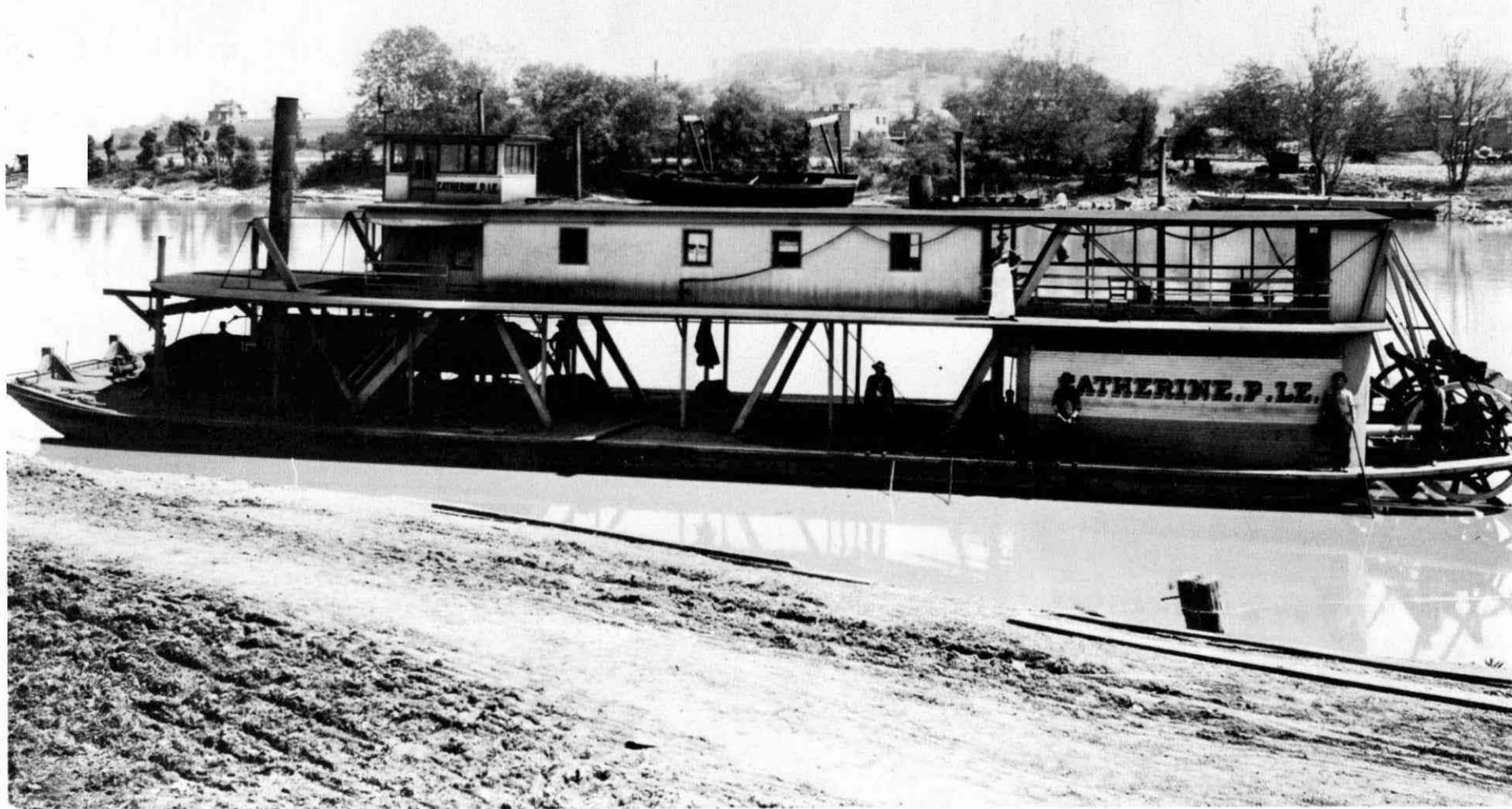
COMMENTS ON SOURCES OF MISSOURI RIVER STEAMBOAT HISTORY

Upper Missouri steamboating has been fairly well documented, though much of this is in articles and in government reports not too well known or accessible to most readers. Joseph Mills Hanson's THE CONQUEST OF THE MISSOURI, featuring Capt. Grant Marsh, and Hiram Martin Chittenden's HISTORY OF EARLY STEAMBOAT NAVIGATION ON THE MISSOURI RIVER, featuring Capt. Joseph LaBarge, are well known. William E. Lass's A HISTORY OF STEAMBOATING ON THE UPPER MISSOURI RIVER (1962), an historical and economic treatise also discusses the major roles of Sioux City, Yankton and Bismarck.

C. J. Atkins' LOGS OF THE MISSOURI RIVER STEAMBOAT TRIPS, 1863-1868, WITH APPENDIX, pages 261-417 in "Collections of the State Historical Society of North Dakota," vol. 2, Bismarck, 1908 contains:

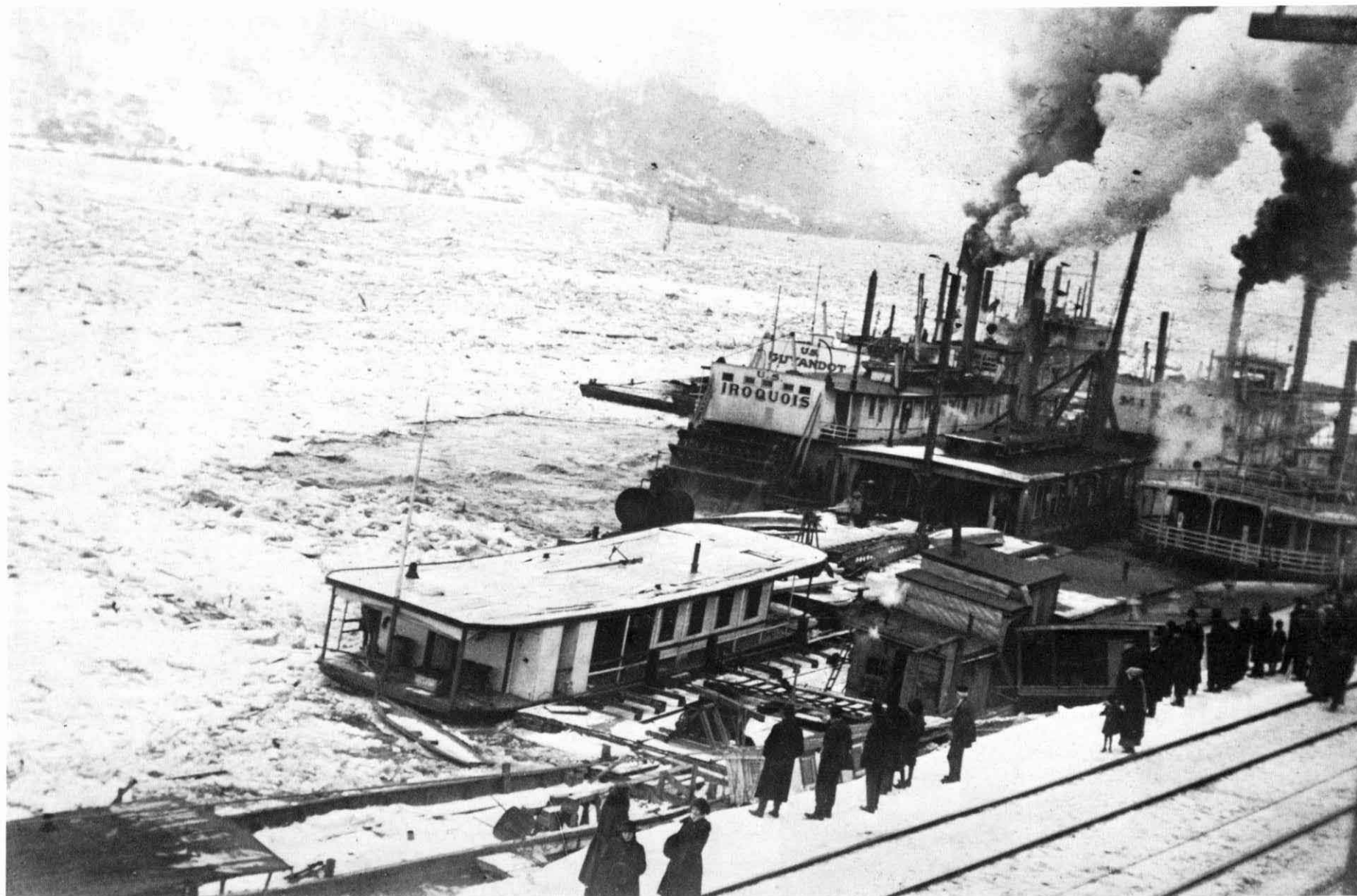
- A biographical sketch of Capt. C. J. Atkins,
- Log of steamer ROBERT CAMPBELL, JR., St. Louis to the Yellowstone, Capt. Joseph LaBarge, master, May 12 - Aug. 6, 1863,
- Log of steamer BENTON from St. Louis, March 11 - Aug. 26, 1865,
- Log of steamer W. J. LEWIS, March 27 - June 17, 1866,
- Log of the BERTHA, Apr. 4 - June 17, 1868,
- Log of the BERTHA, July 7 - Aug. 3, 1868, Sioux City to Dauphins Rapids and return.

--from Robert W. Parkinson, 2086 Allston Way, #222, Berkeley, Calif. 94704.



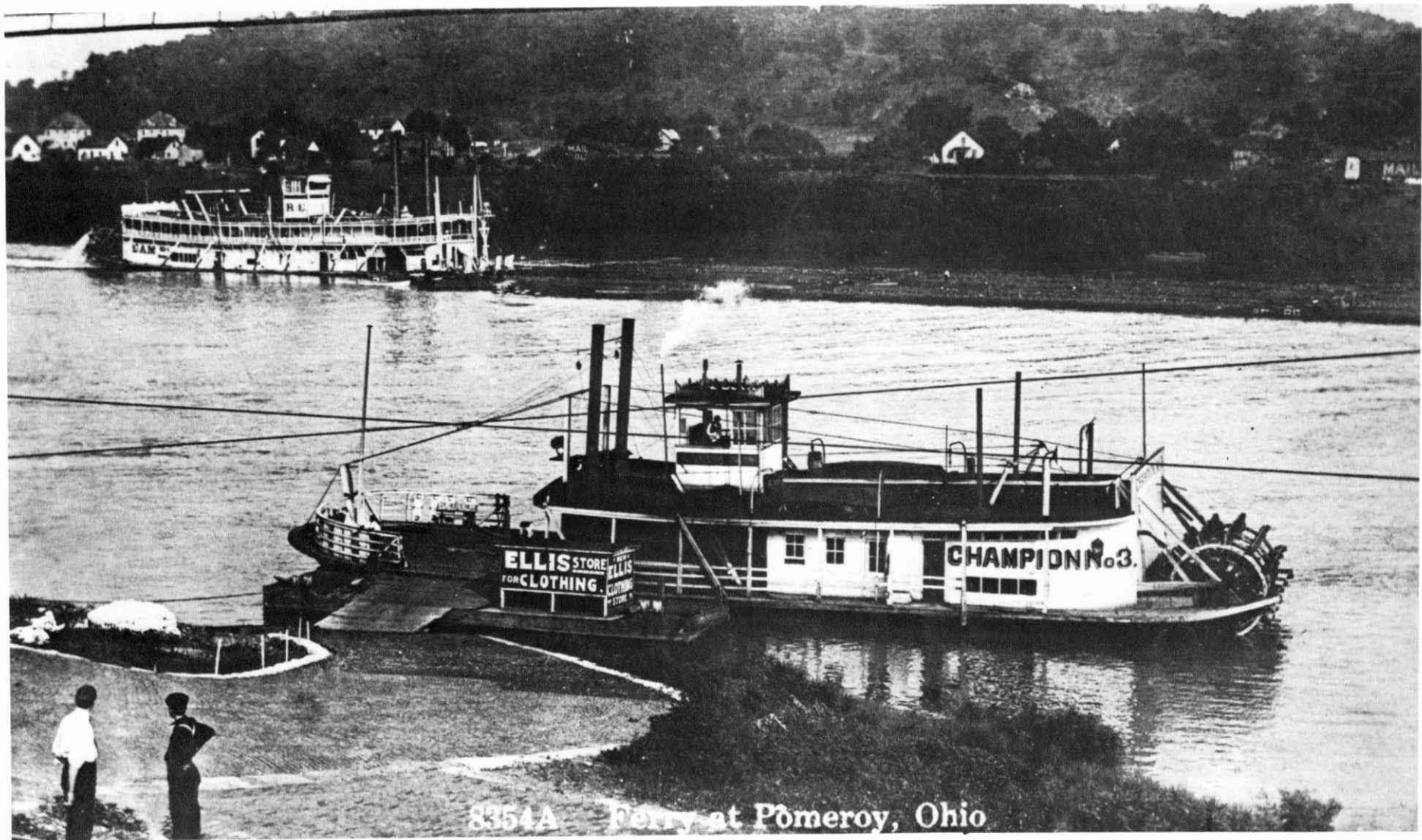
DON'T KNOCK IT. This was the flagship of the Tennessee & French Broad Rivers Navigation Company. The towboat CATHERINE P. LE was built at Knoxville in 1904 on a scow-bow wood hull 98.5 x 18.1 x 3.3. One boiler supplied the steam for engines of 7" bore by 2 ft. stroke. She continued to be documented

into 1918, perhaps longer. There appears to be a difficulty back there on the fantail. A garden hose has been led back from a coupling on the cabin deck - maybe a bearing has been running hot. The picture is from Ed Mueller's collection and also our thanks to the Murphy Library for the print.



RALPH DuPAE handed this to us, hoping we could place and date it. The one-stack ferry LAURANCE is next to shore at the extreme right, and in the foreground are the C. & O. tracks so it's on the Ohio River at Maysville, Ky. Our first thought was the big winter and ice of 1917-1918. Had to scratch that date when we noticed that the towboat MIAMI (much black smoke, left) has two

smokestacks. In 1917-1918 she only had one. The IROQUOIS also was a single-stacker, and so appears here, until she got two stacks in 1931. The GUYANDOT, billowing smoke there on the outside of the fleet, originally a one-stacker, has two in this view. Too late to ask Bruce Edgington but we'll try out the date on Harry Loudon sometime soon.



8354A Ferry at Pomeroy, Ohio

OUR GUESSTIMATE on the date of this one is 1910-1912 when a Pomeroy photographer named Feiger had a second-floor studio in a riverfront building and often stepped out on an iron balcony to snap a river scene. By some misadventure his negatives fell victim of the 1913 Flood. The ferry CHAMPION NO. 3 is bidding her time until the SAM BROWN gets by with her enormous tow of Pittsburgh coal loaded in flimsy wooden coalboats and barges. She

must have four lengths (maybe five) and has just brought them safely around Sliding Hill Bend where the Ohio River narrows to do an acute-90 - no mean piloting trick with a current running. In the background is Mason City, West Va. where the hull for the CHAMPION NO. 3 was built in 1901. Please note the well tended brick ferry grade in the foreground.



THE SCENERY in this one looks strange to us, but it must have been taken in 1904 when the MONATOR was new. She was built at Point Pleasant, West Va., owned in equal shares by W. J. Duffy of Marietta, and John Prudent of New Richmond, O., equal shares. These two also owned and operated the F. A. GOEBEL which appears in the background. Could this be the Knox Boat Yard at

Marietta we're looking at? We'll throw the question up for debate. Duffy and Prudent sold the MONATOR to the Baltimore & Ohio Railroad a year later, in 1905, who used her to tow a transfer barge at Wheeling. Our thanks to the Murphy Library, La Crosse, for the print.

