

S&D

REFLECTOR

Published by Sons and Daughters
of Pioneer Rivermen



Vol. 22, No. 1

Marietta, Ohio

March 1985



PAGES 5-14 of this issue are devoted to an in-depth story of Muskingum River improvement. The above photograph, furnished by Robert Clark Harrell, P.O. Box 402, Gadsden, Ala. 35902, looks upstream from Lock No. 1 (no longer there) at Marietta. The Putnam Street bridge has been swung so's the SONOMA can clear. Since running the head-on picture of the SONOMA in the December '84 issue, page 38, inquiries have come in about the peculiar three-link chain between her stacks, insignia of the Independent Order of Odd Fellows, a benevolent society of English origin. When this "hour glass" double lock was built (diagram on page 7) much of the emphasis centered on providing an ice harbor for large Ohio River steamboats in the first pool of the Muskingum. There is scant evidence that such purpose was served, but quite a few large boats were locked through to get their machinery and finishing touches at the plant of the Marietta Manufacturing Company, partly visible under the bridge's swing span on the far shore.

-photo by Harry Fischer.

THANKS TO YOU JOHN STOBART

Sirs: The centerfold by artist John Stobart in the December issue is extraordinary and a joy to the eye. The moon is playing hide-go-seek behind a cloud-studded sky, the GENEVA having concluded an evening cruise, and lovers both young and old are headin' up the wharf in the beam of the searchlight to catch the 42 Dormont trolley crossing the double bow-string historic Smithfield Street bridge - others are making their way to the B&O station for the last train to Braddock Hills. Lights show in the windows of the old Monongahela House, some of the guests having awakened as the pilot blew a long, two shorts, a long and a short for the landing. Looks like the Yellow Cab of the era, a one-horse coach, is headed for the steamboat for a fare. In the shadows of the B&O terminal, barely visible, is the mouth of Suke's Run where the Mississippi River System's first steamboat, NEW ORLEANS, was built in 1811, 74 years prior. Thanks to you, John Stobart, for sharing these moments with us. A few years ago I was pilot on Gateway Clipper excursion boats, making landings many a summer evening at this same location.

James T. Swartzwelder,
33 Oakville Court,
Highland Hills,
Pittsburgh, Pa. 15220

Sirs: I came within an ace of putting my foot in my mouth in connection with the John Stobart painting. It is truly a beautiful thing and Dorothy Frye and I really gave it a going over yesterday. Later I noticed that the mast to which the stage boom is attached on the packet to the right does not extend down to the main deck. I was going to comment about this until I saw the SONOMA in the same issue. Her stage boom stops at the boiler deck, so Stobart is right. Good, because I think that he is an excellent painter with a true feeling for the river and interest enough that he takes the time to research his material. As I have said, that moonlight centerfold is beautiful. His treatment of the debarking passengers walking up the hill

illuminated by the searchlight is striking.

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

Sirs: With regard to the Stobart painting in the December issue of the S&D REFLECTOR: The Smithfield Street bridge appears to be in the form it assumed after a widening in 1889, with a second and lower portal and a third pair of trusses added on the upstream side.

The B&O station was built between 1887 and 1890.

I don't know about the earliest trolleys across the Smithfield Street Bridge, but the first electric street railway in Pittsburgh was begun in 1887 or 1888.

I know nothing about the career of the GENEVA, but I suggest that the moonlit evening is taking place in the early or mid-1890s.

Walter C. Kidney,
134 Bertha St.,
Pittsburgh, Pa. 15211

=Walter Kidney's points are well taken. The selection of the GENEVA as the leading actor is not historically accurate in this mid-1890s setting. Still and all we applaud John Stobart's decision to use her, a typical Monongahela River packet suited in every way for the composition of the scene he wished to project. We plead guilty for having furnished a photograph of the GENEVA, vintage 1885, as candidate to best achieve his goal. -Ed.

Sirs: I have already pirated the centerfold Stobart Monongahela painting and am having it framed. Just as I did with the Packet Directory dust jacket.

C. W. Stoll,
405 Mockingbird Valley
Road,
Louisville, Ky. 40207

Sirs: John Stobart's double-page spread in the December issue is unreal. What a mood-provoking painting. Boy, if you let your imagination take hold, you can feel the cool night air, smell the steam and river, and feel a bit sad that

the excursion is over.

Jerry Sutphin,
204 Chestnut St.,
Huntington, W. Va. 25705

ANNUAL MEETING DATE

S&D's annual meeting has been set for the week-end of Saturday, September 14, headquartered as usual at the Hotel Lafayette, Marietta, Ohio. Alterations and improvements to the interior commenced in January. Various of the small guest rooms are being enlarged and modernized with the result there will be 20 fewer guest rooms available. The Friday evening reception will be held in a section of the Sternwheel Room inasmuch as the Riverview Room has become the bar. The hotel's management is contacting all of the "regulars" regarding room reservations. If you have not heard from them by the time this is read, give them a phone call at 1-614-373-5522.

- OBITUARIES -

Helen E. Brown, page 15
Ben Lucien Burman, 45
David S. Elphinstone, 25
Thomas Jefferson Reynolds, 15
Carl Wodraska, 38
Erwin C. Zepp, 47

M.O.R. PLANS MEETING

The Middle Ohio River Chapter of S&D will convene at the Clifty Inn, Madison, Ind. for a dinner meeting on Saturday, March 23rd. William R. (Bill) Smith of Springfield, O. will present a slide presentation and talk about showboats, and also a movie of last year's DQ-B/L race at Louisville. For details concerning reservations, etc. contact Sandra Rae (Sandie) Miller, 4223 Cutliff Drive, Louisville, Ky. 40218. Visitors are welcome.

Jack E. Custer has announced that M.O.R. will participate at St. Louis on August 2-3 in helping celebrate the Golden Anniversary of the Steamship Historical Society of America. A number of events are being planned to entertain the SSHSA members prior to their departure Aug. 3 at 7 p.m. aboard the DELTA QUEEN for Nashville (see page 16, col. 1).

THE GENERAL JACKSON

On Saturday, September 15th last, while S&D was holding its annual meeting at Marietta, another important river event was staged at Jeffboat Inc., Jeffersonville, Ind. In a ceremony at the shipyard two hull sections were joined for the new 274-foot passenger sternwheeler GENERAL JACKSON. (See progress photographs on page 46.) Most of the guests were from Nashville, Tenn., associated with Opryland USA Inc., headed by president and chief executive officer E. W. Wendell. Featured in the ceremonies was Mrs. Henry Cannon of Nashville, known to TV audiences as Minnie Pearl.

When we first reported this boat (June '83 issue, page 7) the tentative name selected was RYMAN, honoring Capt. Tom Ryman of yore, who ran Cumberland River packets and for whom the Ryman Auditorium in Nashville was named. This has been reconsidered and she's the GENERAL JACKSON, named for the first steamboat to arrive at Nashville. The 142-ton side-wheeler was built at Pittsburgh, Pa. in 1818.

In the Pittsburgh Gazette, June 23, 1876, appeared the following item:

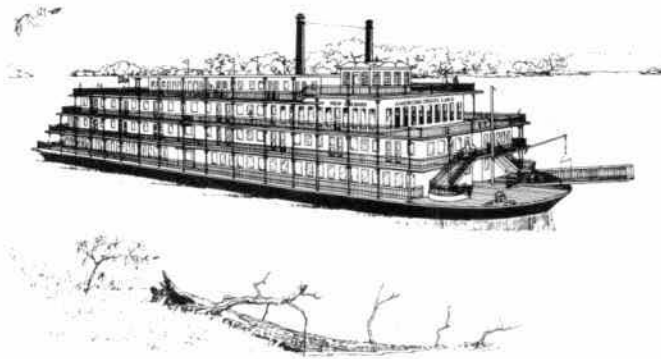
"The old graveyard in Nashville, Tenn. contains a fine monument, prominently conspicuous, erected by the state of Tennessee, to commemorate the character and services of Gen. William Carroll, who for 12 successive years was governor of that state. This distinguished person was the owner of the GENERAL JACKSON, the first steamboat to land at Nashville, a notable event that occurred on January 21, 1819."

Lytle-Holdcamper gives this date as March 11, 1819.

A wood plaque with the GENERAL JACKSON logo engraved upon it was presented to Jeffboat president Bob Greene. The wood was taken from the Ryman Auditorium, long-time home of the Grand Ole Opry, and Bob Greene was asked to find a place of prominence aboard the GENERAL JACKSON where it may be displayed.

Opryland USA has earmarked more than \$10 million to cover construction of the boat, a dock, and passenger loading

THREE NEW LUXURY PASSENGER BOATS



The NEW ORLEANS, slated to enter Mississippi and Ohio cruise service in July, is under construction; two more to follow.

American Cruise Lines, Haddam, Conn., has announced the launching of a new overnight passenger vessel for Mississippi and Ohio River service. Construction is under way at the yard of Chesapeake Shipbuilding, Inc. at Salisbury, Md. The hull measures 210 x 40 x 7, driven by twin props from a pair of General Motors 16V-92 diesels with a total of 1,480 hp. Her name is to be NEW ORLEANS, the first of three such cruise boats American Cruise Lines plans for Mississippi and Ohio service.

In general appearance the NEW ORLEANS will resemble a small edition of the MISSISSIPPI QUEEN. She will sleep 132 guests who will be accommodated at one seating in a spacious diningroom.

facilities. Year-round service is planned for handling people between Opryland and Nashville. A full-scale theater on board will seat 670.

LAUNCH DATE SET

As we go to press word comes to us that the launching of the GENERAL JACKSON at Jeffboat is scheduled for Saturday, March 9th. The actual hull dimensions of the new craft are 245 x 63'6" x 9'0½". The over all length including wheel beams is 274'3". The diesel-electric paddlewheel propulsion will be of the same plan used on the CREOLE QUEEN. She is to have a steam calliope, the instrument and boiler furnished by Arthur

Every stateroom is to have a spacious outside veranda as well as an inside entrance and a large opening picture window, averaging about 250 square feet in area. These accommodations promise to eclipse anything so far attempted for luxury river travel.

The hull was launched on December 21st last with target date of July 1, 1985 set for commencing operations. The sphere of operations will include cruises along the Mississippi to Memphis, St. Louis, St. Paul and Minneapolis, and on the Ohio to Cincinnati and Pittsburgh.

Salisbury, Md., scene of her construction, is on the Wicomico River which enters Chesapeake Bay in the general vicinity of Norfolk, Va.

Davis, Cincinnati. Target date for delivery at Nashville is early June. For assistance in preparing this account our thanks to Eugene F. Carrigan and Kelmar J. Funk, sales director and v.p. sales respectively at Jeffboat, and also to Ross Rogers Jr. for the photographs shown on page 46 of this issue.

The BAYER ISLAND, sternwheel pleasure boat lately owned by James F. Deane, has been acquired by Clyde's IGA Food Store, Maysville, Ky. The DONALD B. towed her to Tucker Marine, Cincinnati, where she is to receive a new hull.

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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 Mrs. Rutter at \$2.50 each. A list of available back issues will be published from time to time.

Capt. Frederick Way, Jr., editor,
121 River Ave.,
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The S&D REFLECTOR is entered in the post office at Marietta, Ohio 45750 as third class matter, Permit No. 73. Please send address changes to our secretary Mrs. Rutter.

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TODAY IS Friday, January 25th with all 48 pages of the S&D REFLECTOR's March issue about ready to become Vol. 22, No. 1. We've just talked with Jean O'Grady on the phone--she's manager at the Lafayette Hotel--and settled for the week-end of Saturday, Sept. 14th for our Marietta meeting (see notice on page 2, column 3). Jean says workmen are swarming all over the hotel's interior, changing and improving, the recipe for its popularity since the day when the late Steve Hoag set the trend, and then avidly pursued by Harry Robinson. We have not yet met any of the several new owners of the Lafayette and looks like in 1985 we've got some getting acquainted to attend to--and now we're thinking of the three new mini-MISSISSIPPI QUEENS (see page 3) whose principals soon must appear from Connecticut for initial wigwam pow-wows with the S&D valley dwellers and boatmen. Interesting also will be an acquaintance with these Opryland ridge-runners from Tennessee who propose to run a magnificent sternwheeler on the Cumberland, (also on page 3). Persons who initiate interesting and exciting projects along and on the rivers invariably are high calibre characters, and we say "characters" in a pleasant way. Admit it, you are a character, or you wouldn't be reading this. S&D depends on characters to pay the freight. Two beautiful examples who showed up in 1984 are Bill and Gayle Cook on the Indiana shoreline at Cedar Farm.

Jim Swift wound up a recent letter to us remarking: "We sure don't need another 1984 as far as the river business is concerned." Most of our members are well aware of the thunderbolts which have crippled, and even shattered, the towboat and barge building industry, a succession of disasters so incredible that leaders like Dravo and American Bridge, two Rocks of Gibraltar, have terminated, everybody paid off, upstairs and down, their properties offered for sale. Modern towboats have been laid up in droves and foreclosures would be more frequent but what a bank doesn't need most of all is a towboat.

In these troublesome times what the river business needs is a new crop of these characters we've been talking about. Above all else, never sell America short. See you at Marietta come the week-end of September 14th.

FEDERAL CONTROL OF THE
MUSKINGUM RIVER IMPROVEMENT
1879 - 1913

by Frank W. Trevorrow

ED. NOTE: Frank W. Trevorrow, 36 South Pleasant Street, Apt. 410, Oberlin, Ohio 44074 is retired from U. S. Shipbuilding, Lorain, Ohio where he was involved in engineering and, in later years, purchasing agent. At one time Frank spent five years as an engineer on Great Lakes ore boats back in the 1920s. The article is based on U. S. Engineer reports still available in the Oberlin library.

THE MUSKINGUM RIVER improvement, begun in 1837 and completed in 1841 by the State of Ohio, was ceded in its entirety to the Federal Government in 1886. Eight years earlier, the improvement was partially affected when the Federal Government undertook the creation of an ice harbor at the mouth of the Muskingum River at Marietta in 1878.

The Corps of Engineers, U.S. Army, was charged by the River and Harbor Act of 1878 to make examinations and surveys to ascertain the adaptability of that location for an ice harbor. The purpose of creating an ice harbor there was to provide safe winter mooring for Ohio River steamers and barges, where they could be removed from the dangers of massive spring ice break-ups in the Ohio River. It had been observed that the ice did not break up as early in the northern tributaries of the Ohio, such as the Muskingum, and the force and thickness of the ice were not as great in the tributaries as in the Ohio River, making them preferred places of shelter.

Thomas P. Roberts was selected by the U.S. Engineers to make the examination and survey. He was a son of W. Milnor Roberts, a noted engineer of the Pennsylvania, Welland and Sandy & Beaver canals. In submitting the report to the Chief of Engineers in January 1879, the Engineer-in-Charge wrote: "Further details [of the survey] will be found in the report, hereto annexed, of Mr. Thomas P. Roberts, assistant engineer, who served for some years as principal assistant engineer on the Ohio River improvement, and whose services I was fortunate enough to secure for this present survey."

The report stated that the natural mouth of the Muskingum was probably the best location for an ice harbor between Cincinnati and Pittsburgh, but limited to a small area of about 5 acres by the bridge of the Marietta & Cincinnati Railroad and the dam and small lock of the Muskingum River improvement. Above the State dam, a pool of five and a half miles in length with an average width of 510 feet and ample depth, extending to the second State dam at Devol's, would provide an excellent harbor of refuge of ample capacity. Access to the pool, to accommodate the majority of Ohio River steamers, which did not exceed 250 feet in length by 45 feet beam would necessitate removal of the obstacles presented by the railroad bridge and the State lock.

The railroad bridge crossed the Muskingum 750 feet above its mouth, with the State dam and lock 300 feet above it. The Engineers considered the

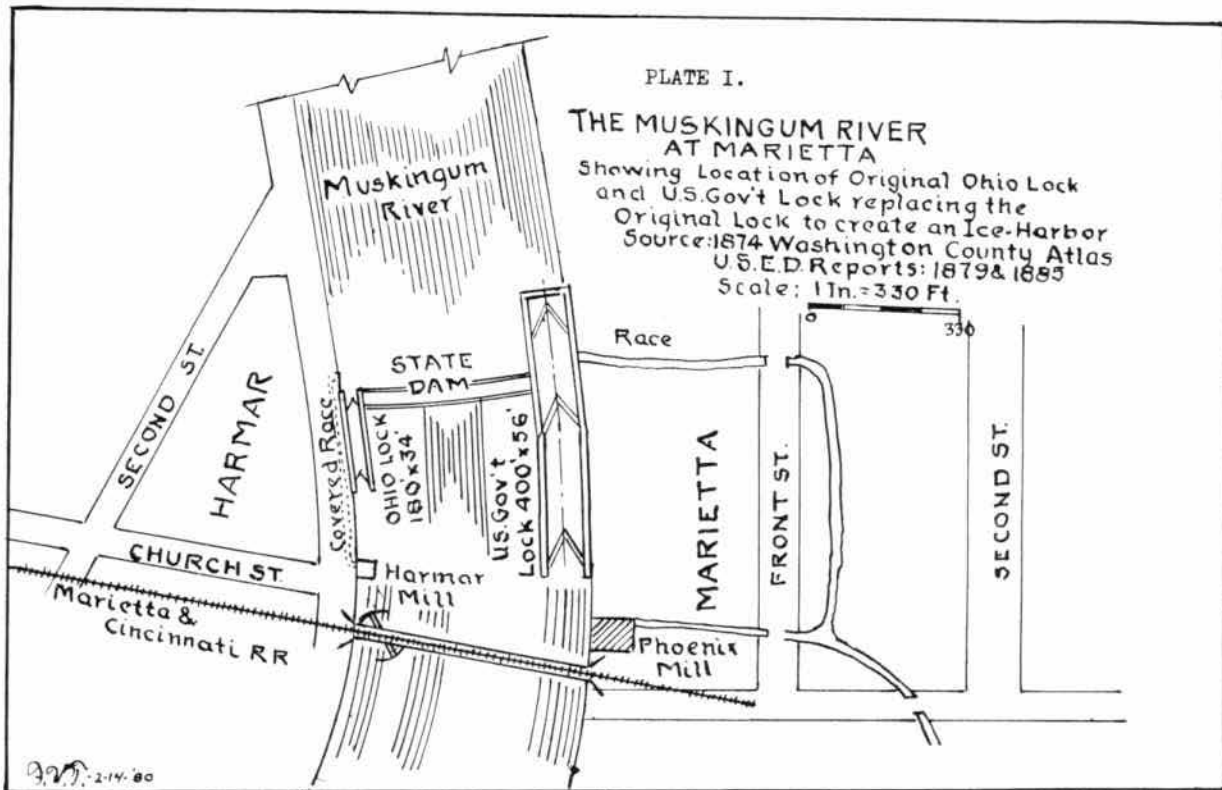
location of the State lock on the Harmar (west) side of the river unfortunate, as the natural channel was on the Marietta (east) side. To maintain a channel below the lock, the State had driven a row of piling between the lock and the railroad bridge to confine the flow of water from the lock. The lock was built on a timber foundation which had settled due to scour underneath, so that the lower end was about five and one-half feet below the upper end. The Engineers considered the lock to be a virtual ruin, but operable. The chief obstacles to navigation were the narrow opening, 38 feet wide between piers of the draw span of the railroad bridge and the 175 feet length by 34 feet width in the chamber of the State lock. Another obstacle was the clearance of only 42 feet above low water under the railroad bridge.

The Engineer's plan to provide access to the pool above the dam proposed the construction of a large lock 400 feet long by 56 feet wide in the chamber on the Marietta side of the river. Those dimensions would enable a steamboat with two barges to enter the lock at one time. The span of the railroad bridge on the east side was to be converted into a draw span with 65 feet width of passage between the piers. After this work was completed, the original State lock could be removed or closed, with the State dam extended into the west bank of the river. Provision of water to mill races at both Harmar and Marietta had to be maintained, as the mills were important industries of those two towns. The estimated cost of the work, including the lock, masonry inlet to the Marietta mill race, new draw span and pier in the railroad bridge, and engineering and supervision, was \$225,000. The structures as they existed in 1874 and the location of the proposed new lock were shown in Plate 1.

An appropriation of \$30,000 to commence the work was made in March 1879. Several matters had to be resolved, however, before the work could begin. The State of Ohio had to transfer the State dam to the Federal Government. Marietta had to cede land on which the lock would be built. The existing construction of the mill races on both sides of the river tended to weaken the river banks, and consent of the mill owners had to be obtained before changing them. The race serving the Ralston, Hall & Co. mill at Marietta ran through Marietta's riverside park, requiring the town's consent to any alteration. The race to the Harmar mill was in a timber conduit, suspected of leaking and affecting the wall of the State lock. The legal difficulties were all resolved in time for work to commence in January 1880 with the placing of a contract with Thos. B. Townsend of Zanesville for lock stone.

Construction continued during favorable weather conditions from then until July 1, 1883 when no appropriation was made for the ensuing fiscal year. A cofferdam to enclose the lock was built, excavations for the lock foundation were made and stone-cutting was carried on. The upper end of the lock, including the miter wall, upper guard piers and lock floor were completed. Before work stopped, the outer wall of the lock was extended and the upper lock gates were completed and hung. A great flood of February 1884 inundated the whole work but did little real damage other than covering everything with mud.

Work resumed in July 1884. Previous work had brought the new lock-structure down to the upper face of the State dam. The tricky operation of



intersecting the State dam was next undertaken. Once the dam was cut, the cofferdam had to maintain the water level in the pool above. Thanks to a season of low water and favorable weather the operation was successfully carried out. The outer lock wall was extended through and securely connected with the dam. The state of completion at the close of the 1884 season is shown on Plate II. The fiscal year 1885-1886 passed without an appropriation and work was suspended. An appropriation in August 1886 permitted continuance.

MEANWHILE a more important change in the relationship of the Federal Government with the State of Ohio affecting the whole Muskingum River improvement began in 1884. The River and Harbor Act approved July 5, 1884 provided for a survey of the Muskingum River and required "estimates of costs of improvements proposed to be made." Lt. Col. William E. Merrill of the Corps of Engineers reported in October 1884 that he was informed that examination of the river was to obtain information on its condition and commerce with a view to its transfer to the United States. He had a first-hand knowledge of the Muskingum, having traveled on it by steamboat from Marietta to Zanesville. "This river is worthy of improvement," he reported, and he requested an appropriation of \$1,500 for a careful survey.

The Corps retained John B. Gregory, assisted by Theodore D. Paul of Akron, Ohio for the work. Both were well acquainted with the Ohio canal system. Gregory had served as Commissioner of the Board of Public Works 1860-1862, and as Chief Engineer 1881-1883. Paul had served under Gregory as Resident Engineer of the Ohio & Erie Canal during that latter period. These two made their report in December 1885. Whereupon Colonel

Merrill in his decision reviewed the history of the Muskingum and wrote: "As the locks and dams are in much better condition than were those on the Kentucky River when a similar tender on the part of the State of Kentucky was accepted by the United States, and as the United States would probably expend much larger sums in building locks and dams on this river if no improvement had ever been made on it, I unhesitatingly recommend the acceptance of the offer made by the State of Ohio."

John Gregory's report opened with a description of the improvement, pointing out its advantage: "This river furnishes navigation more reliable than the Ohio above Marietta; when the water is too low for business on the latter stream, boats often seek the Muskingum trade. It could be extended to Coshocton, and perhaps to the mouth of the Sandy, above New Philadelphia, with the view ultimately to a ship canal to Cleveland. Such extension, if found practicable, would result in a large commerce between Lake Erie and the Ohio River."

The general opinion was that the Muskingum was a valuable commercial asset, although expenditures by Ohio of \$2,332,599.55 had far exceeded receipts of \$670,975.88 as reported 1838-1883. Omitted was the period June 2, 1861 to May 15, 1878 when the improvement was operated by the Lessees of the Public Works. George W. Manypenny, one of the Lessees, explained that company records had been destroyed and he could not say whether they showed profit or loss.

The survey itemized the need for considerable repairs and changes. The upper lock and dam at Symmes Creek, 4 miles above Zanesville, was out of repair, the dam broken and the works abandoned. At Zanesville the dam, built on rock, appeared in good condition, although repairs to the west abutment of the dam, timber work on the lock and

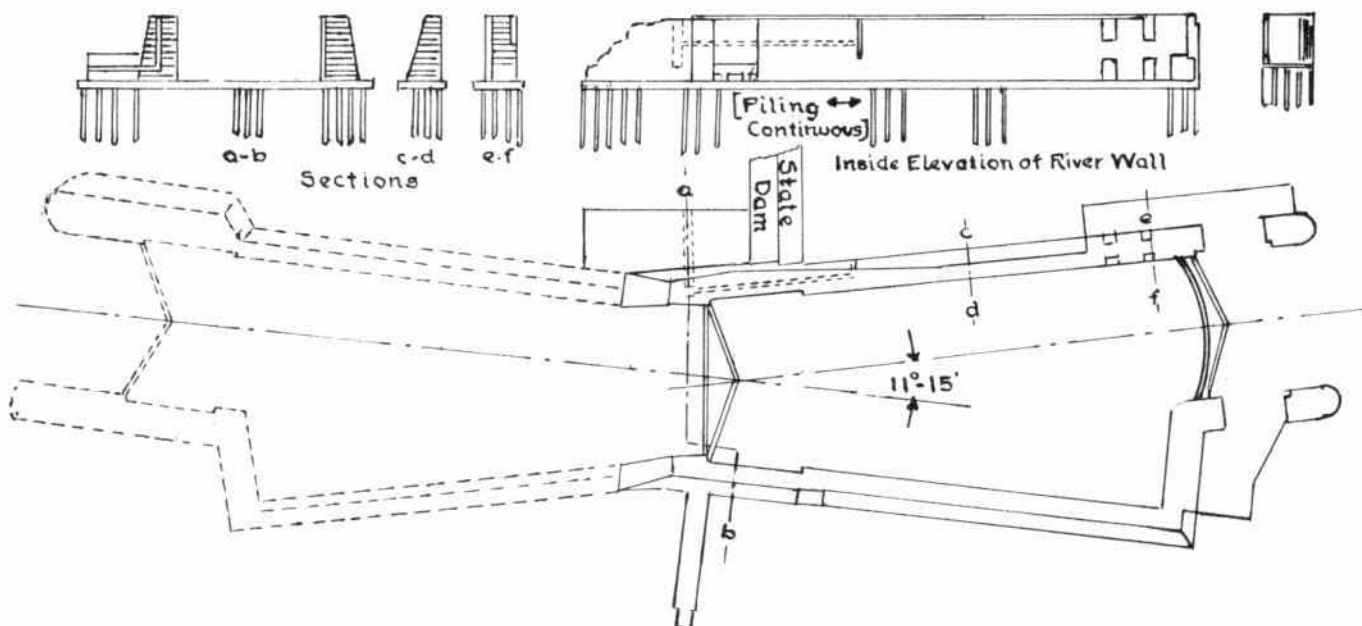


PLATE II.

Redrawn - 1/2 Size
Scale: 1 Inch = 60 Ft. Approx.

Muskingum Ice Harbor.
Condition of lock at end of season, 1884.
To accompany Annual Report of Lt. Col. W. E Merrill,
Corps of Engineers, 1884-85.
Completed portion indicated by full line.

3. N. T. 213 '80

dredging of the canal were required. The next dam, at Taylorsville, was one of the best, but the lower lock needed complete rebuilding. At Eagleport or Rokeby, a broken lock wall required rebuilding. At McConnellsville the dam was in good condition but the lock walls leaked. At Windsor the dam also was in good condition but the lock needed relaying, one of the worst examined. At Luke Chute ("Lake" Chute in the report) the reverse was true, the lock in good condition but the dam was not. The works at Beverly and Lowell were in fairly good condition but in need of relaying lock walls. The dam at Devol's was in good condition, but the west wall of the lock was badly disintegrated, and recommendation was made that the mill race there be turned away from the east wall of the lock. The lock and dam at Marietta were not reported inasmuch as they were in the U.S. ice harbor project.

The survey took a hard look at the lateral canals. The one at Zanesville was approved as it afforded a good landing for steamboats, and the canal there did not restrict the width of the river. The Taylorsville canal was found to reduce the width of the river, restricting the flow during extreme freshets. The lock at Taylorsville was in the poorest condition, and recommendation was made that either the lock be moved up abreast of the dam, or that the present structures be abandoned and a new lock and dam be built 1,000 feet above the present location. In case of such

change the dam at Eagleport/Rokeby should be raised one foot. The canal at McConnellsville, short and easily kept clear, offered no hindrance to navigation, but the survey pointed out that a new lock adjacent to the west abutment of the dam was feasible and would dispense with the canal. Elimination of the canal at Beverly was recommended, as was the elimination of the Lowell canal by reason of its length and sediment from Cat's Creek flowing into it.

In justifying the commercial value of the Muskingum, the survey noted extensive coal deposits on both sides, and the production of salt in the vicinity. "Oil is conducted by pipe-line from the Macksburg region to Lowell, and from thence in bulk, by barge, to Marietta in large quantity. This is a business of recent date and the flow is rapidly increasing." As to clay products: "Fire-clay, potter's clay, and clay for brick and tiling are found in abundance and good quality. Potter's clay is used in making stoneware at Zanesville and Taylorsville. At Zanesville, fire-brick, pressed brick, about equal to the best Philadelphia brick, and ornamental tiling of the finest quality are extensively manufactured...."

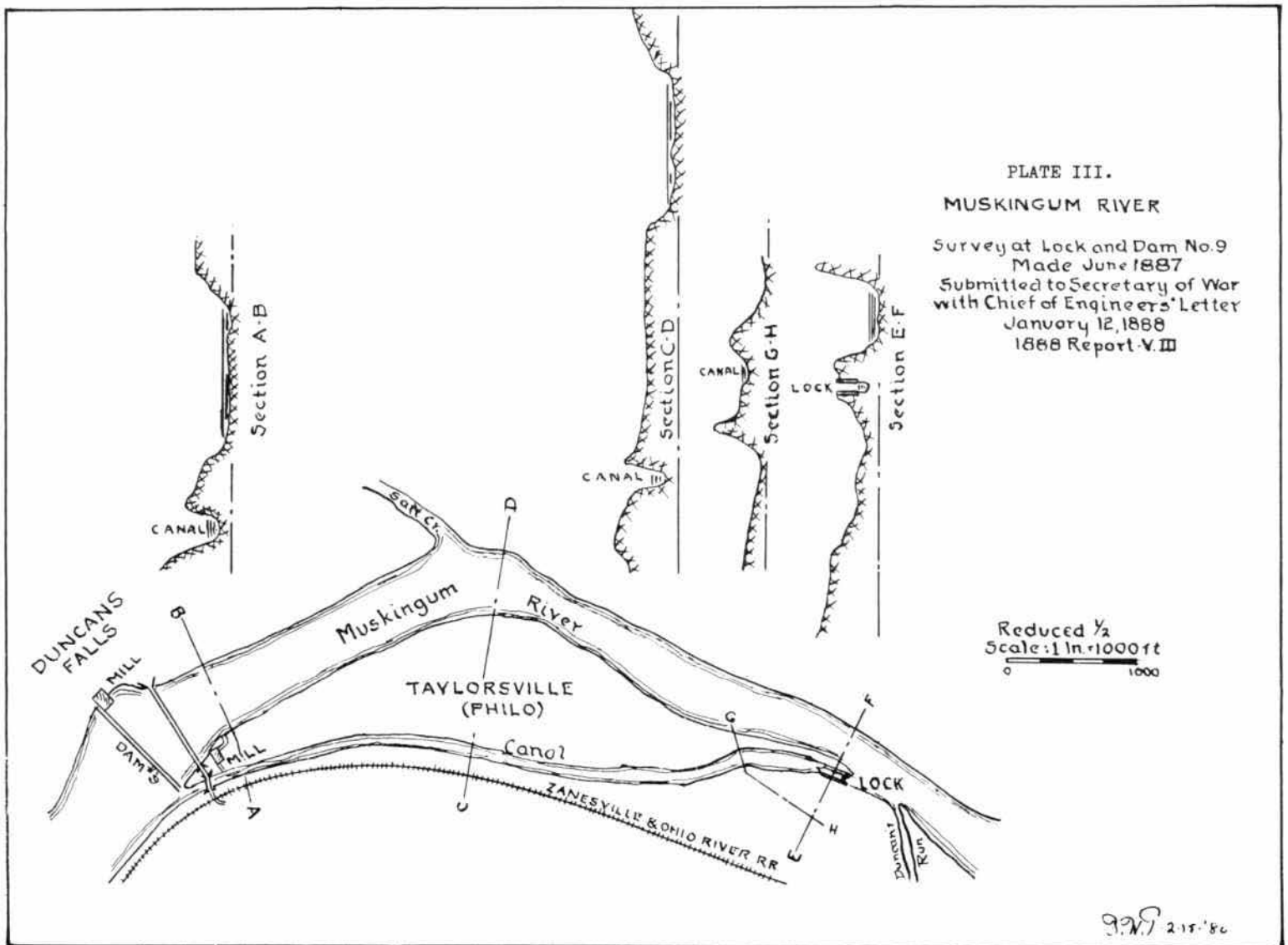
Twenty seven water leases aggregating \$6,741 annual rental were reported in the survey. The largest users of Muskingum water were Pickering & Grant at Zanesville, Perrott & Lane at Windsor, C. R. Stull at Beverly and Ralston, Hall & Co. at Marietta. Each was using over 10,000 cubic feet

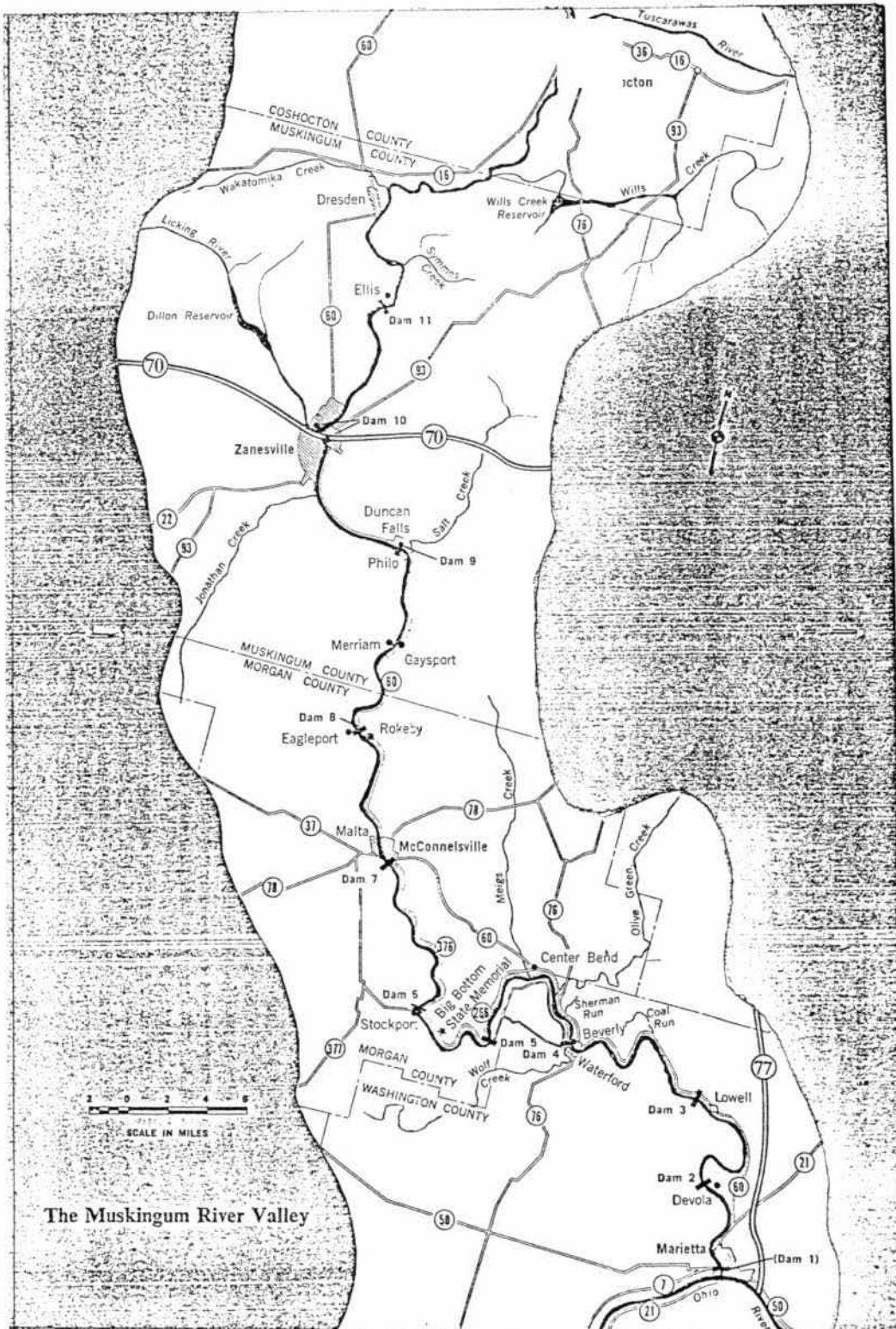
per minute. The actual amount used per lease far exceeded the allowance provided, a practice which might prove detrimental to navigation.

THE ACTUAL TRANSFER of the Muskingum River improvement was provided for in the provisions of the River and Harbor Act approved August 5, 1886, and the Joint Resolution of the Ohio Legislature approved May 14, 1886. The Joint Resolution authorized the Board of Public Works to transfer to the proper officers of the United States all of the property, money, rights and franchises comprising the Muskingum River Improvement upon passage of the River and Harbor Act. The Board of Public Works noted in its 1886 report that: "Measures have been taken in accordance with State and United States laws passed for turning the same [Muskingum River Improvement] over to the United States Government." There was no money to hand over, as money on hand had been largely expended, so the State made an appropriation of \$10,174.82, representing the 1886 appropriation for the Improvement.

The Corps, following its take-over, adopted three categories of appropriations: "Ice-Harbor," "Operating and Care of Locks and Dams" and "Muskingum River, Ohio." The first covered regular maintenance and operation. The second covered major reconstruction. "Ice-Harbor" was the continuance of the 1879 project at Marietta. As time went on, these distinctions became somewhat blurred and appropriations for one category might be used for another.

Prolonged low water in 1887 enabled the Engineers to make a more thorough examination, both as to the requirements of operation and permanent improvements. The results were fully reported in the 1888 annual report by Lt. Lansing H. Beach, assisted by Lt. C. E. Gillette. Lt. Beach reported that neither maps or any papers showing details had been received from the State and that "...it required the experience of subsequent operations to show how defective had been the original construction and how fatally frail everything had become through patch-work and surface methods of repair by the State for the last twenty years."





Coshocton is a "three river city." The Tuscarawas meets the Walhonding and the Muskingum is formed. The Muskingum is the largest river lying wholly within Ohio, 112 miles long. It is 738 feet above sea level at Coshocton and 585 feet at Marietta, an average fall of 1.3 ft. per mile. The fall is not constant, divided into long "pools" and a series of rapids. A series of locks and dams were state-built, completed in 1841. These provided navigation and at many of the dams water mills were built as grist mills, and also for carding, woolen, saw and powder mills. The Ohio & Erie Canal connecting Cleveland and Portsmouth was led into the Muskingum improvement and so began an interchange between canalboats and steamboats at Dresden.

Deemed essential was the repair of Lock 6 at Stockport, construction of a new lock at Taylorsville, Lock 9, and elimination of the Taylorsville canal. Recommended was the conversion of Lock 10 at Zanesville from two to one chamber, and the construction of a new lock and dam at Symmes Creek, Lock 11, to restore connection with the Ohio & Erie Canal at Dresden and thus open the through water-line to Lake Erie at Cleveland. The Engineers estimated \$268,218 additional to the \$190,000 already appropriated would be needed for necessary repairs to existing structures. Taylorsville and Zanesville would require \$102,000 additional. No estimate was included for Symmes Creek lock and dam as that work was to be undetaken only after all other work had been completed. The conversion of Lock 10 at Zanesville was also put in the delayed status.

Navigation on the Muskingum was closed from July 1, 1887 to March 1, 1888 while repairs were made to the locks and dams. Following the reopening, during the four months March-June 1888 there were 3,232 lockages of steamboats carrying 7,745 passengers.

But little work was done on the Marietta ice-harbor in 1889 due to frequent rises from the Ohio River. William Weston, resident engineer of the project from the beginning, died of yellow fever while vacationing at Manaos, Brazil. He was succeeded by Cabell Breckenridge.

A. J. Jolly and Son, Pittsburgh, was successful bidder for the new lock at Taylorsville on their bid of \$61,340.62. A survey disclosed that some of the old Muskingum locks had diminished from the designed length of 175 feet by 36 feet. Several measured from 157 to 169 feet length, and one had 33 feet width.

The ice-harbor lock at Marietta was completed December 1, 1891. Its use was impeded by the low overhead span of the railroad bridge, as the draw span had not yet been placed.

BY 1896 the Muskingum from Marietta to Zanesville was ready for full navigation. The new lock at Taylorsville was opened to traffic on April 20, 1896. The draw span in the Baltimore & Ohio Railroad bridge (which had acquired the Marietta & Cincinnati) was in place at Marietta. A draw span was operative in the Taylorsville - Duncan Falls road bridge. The middle gates were finished and in service at the ice-harbor lock as of October 21, 1896. Henceforth small steamers could be locked using only the new middle gates and the lower gates.

A total of \$1,776,019 was reported to have been allotted or appropriated from 1879 through 1900, the figure including the railroad bridge pier at Marietta, the pier for the county road bridge at Taylorsville and an extension of the levee at Zanesville. Business was brisk during 1899, with 100,765 passengers and 70,206 tons of freight carried.

Attention now was directed to the upper reaches, between Zanesville and Dresden, with the objective of restoring the connection with the Ohio & Erie Canal. A contract was awarded to E. J. Landor, Canton, O., on April 7, 1907 for the construction of Lock and Dam No. 11, replacing the original Symmes Creek lock and dam unfit for service. The Secretary of War required assurance from the State of Ohio that not less than \$200,000 of State funds be generated to connect the State canal system into the Muskingum above new Lock

and Dam 11. Ohio's canal improvement program of 1904-1911, particularly the reconstruction of the three locks at Dresden, apparently satisfied that provision. The project was reported completed November 11, 1910 at a cost of \$143,910.70.

During the early years of the 20th century, reconstruction in reenforced concrete was carried on by the Engineers with appropriations for "Operating and Care." The guard and guide cribs, lock walls and revetment of canal banks were among the structures reconstructed. The great flood of 1913 appears not to have severely damaged the locks and dams, although it was reported that no complete bridge was left between Zanesville and the mouth of the river at Marietta. The U. S. Engineers reported that the Muskingum improvement was considered complete, providing 6 feet draft for vessels of 36 feet beam, but Ohio had not completed the connection to the Ohio & Erie Canal at Dresden.

References: Annual Reports of the Chief of Engineers, U. S. Army, Corps of Engineers: 1878-1896; 1913, 1914, 1907-1912.

SEVEN "OLD TIME" MUSKINGUM PHOTOGRAPHS

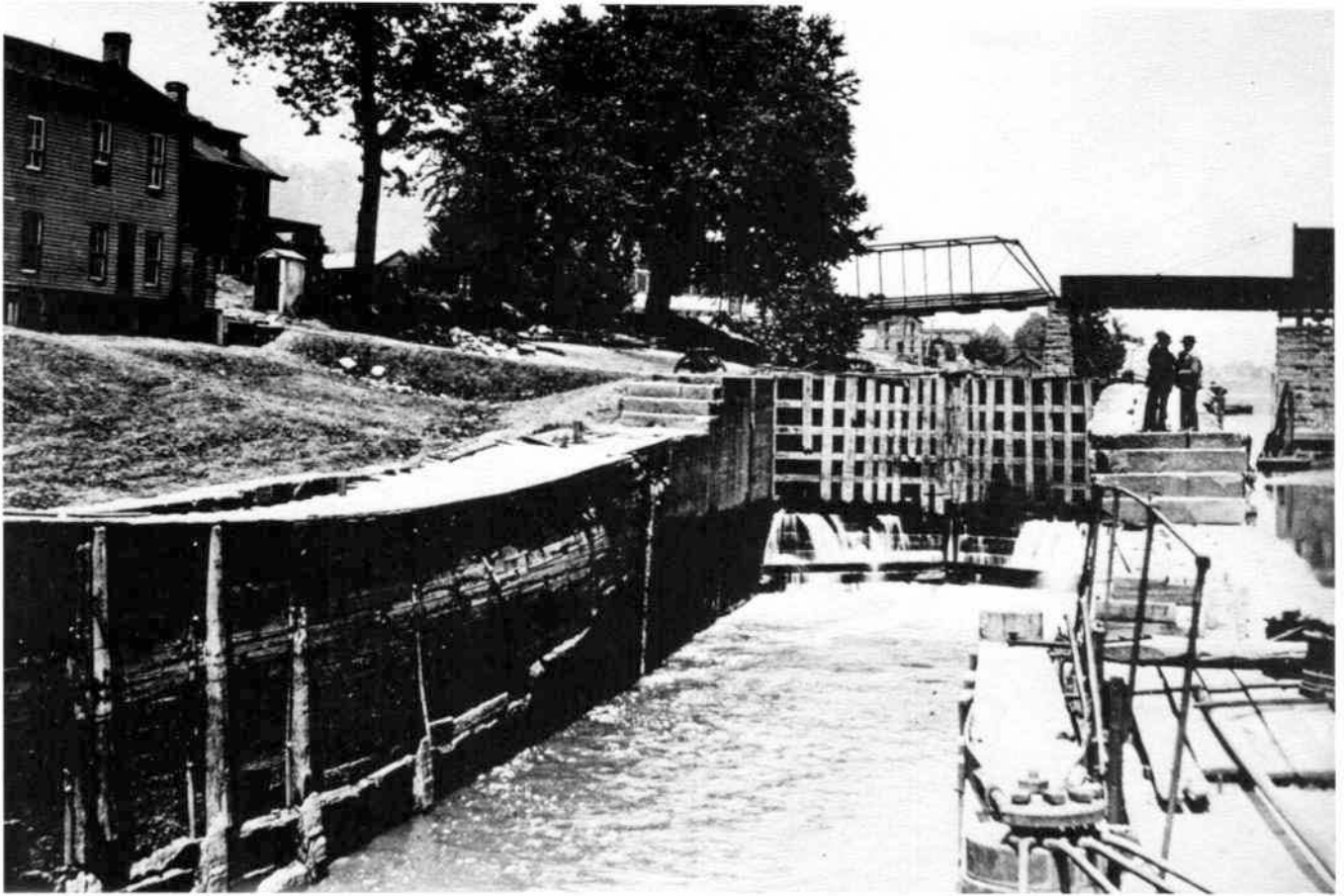
1. The U.S. Engineer towboat VEGA about to depart upbound from Lock No. 9 on July 29, 1910. The packet LORENA was first to use this lock, in 1896. In the immediate foreground are the guard gates leading to the original passageway, a canal about a mile long and a lock. This improvement was at Taylorsville, now Philo. The bridge leads to Duncan Falls. The Ohio Power Co. built an electric plant at Philo in 1924 and utilized the original canal until operations were shut down in June 1975.
2. The original lock on the Harmar side at Marietta as it appeared about 1881 in rather deplorable shape although it served until 1896 at which time the B&O Railroad completed a draw span for its bridge at the lower approach to the new lock on the Marietta side.
3. The famous "hour glass" lock at Marietta built by the U.S. Engineers to provide an ice harbor in the first pool. Picture was taken shortly after its completion showing the old water-powered Phoenix Mill in the background.
4. The dam at Zanesville. The water mill at the left is the old C. L. Drone mill. After the 1913 flood it became Hook Bros. & Aston, then Hook & Aston Milling Co.
5. The lock at McConnelsville, leading into the canal (left foreground).
6. Old Symmes Creek lock, above the new Ellis Lock and Dam. The steam yacht is the DEL NORTE, owned by S. W. Printz of Zanesville.
7. The old Philo-Duncan Falls covered bridge, photographed during the construction of the new lock (see description for picture No. 1.)



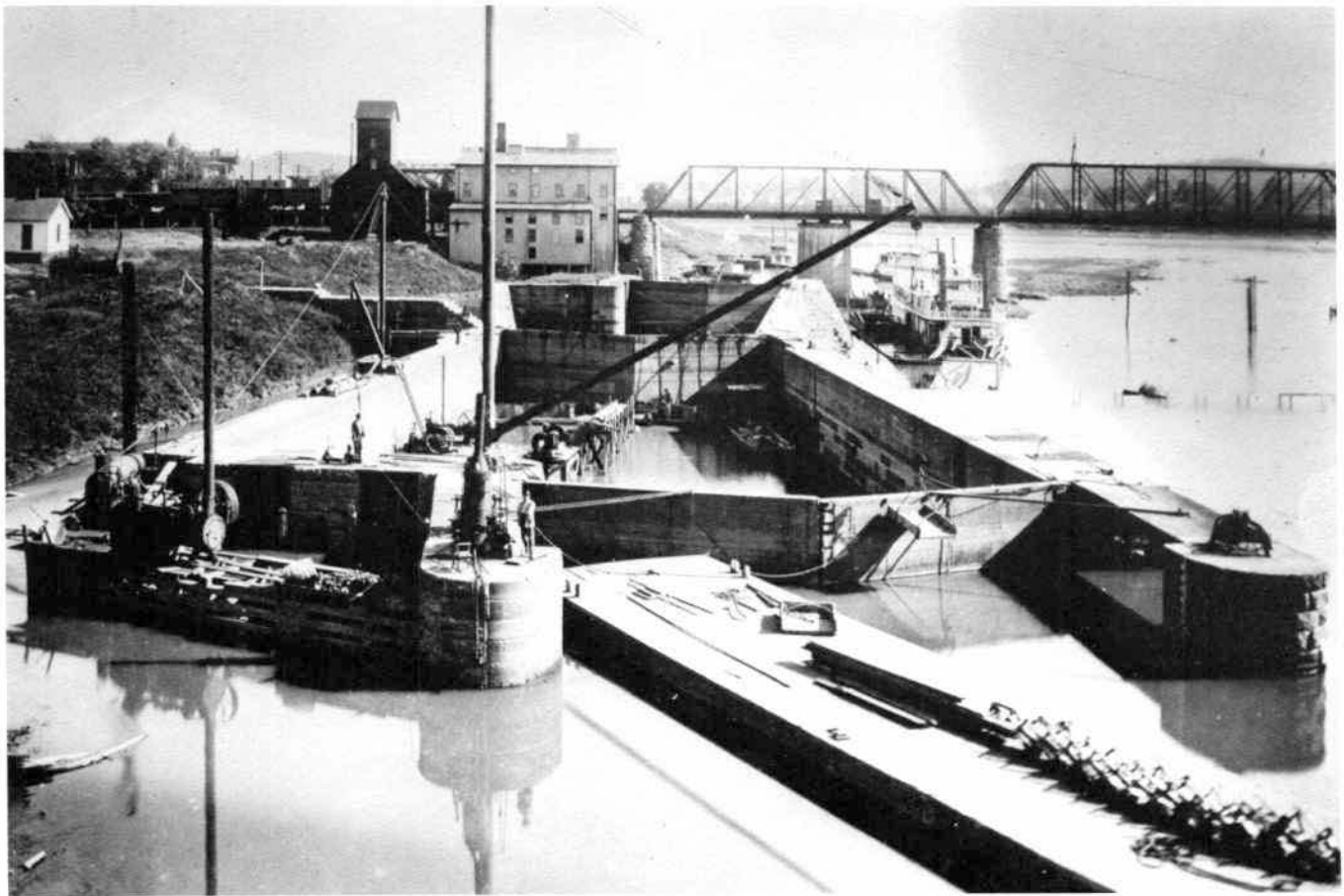
M-9-D

1

2



3



4



5



6



7



Thomas Jefferson Reynolds, Jr. died at his home, Point Pleasant, West Va., on October 15, 1984. He was 67. The end came suddenly from an apparent heart attack during his sleep.

Tommy Reynolds was son of the famous showboat owner-operator, Capt. T. J. Reynolds, and his mother was Maggie McGlone Reynolds. This couple were completing the showboat AMERICA at Huntington in March 1917 when Tommy was born on board.

He joined with the family in operating the showboat MAJESTIC, everything from bill posting to playing traps in the orchestra. During WWII he served in the Navy and had active duty with the Seebies in the Pacific.

Tommy is survived by his wife, Ester Wamsley Reynolds; by a son, T. J. Reynolds III; by three daughters, Mrs. Barbara Roush, Joann Escue and Patty Call; by three sisters, Mrs. Catherine King, Hazel Hotchkiss and Ruth Meaige; by three brothers, Marion, Capt. C. J. Reynolds and Roy B. Reynolds; a stepmother, Mrs. Garnett Reynolds; and also by 12 grandchildren and six great-grandchildren.

Helen E. Brown, wife of O. O. Brown, 130 South Third Avenue, Paden City, West Va., died on Tuesday, October 30, 1984 in the Ohio Valley Medical Center, Wheeling. She was 80. Helen was born in New Martinsville, West Va., daughter of the late Howard and Mary Burlingame Shurtliffe. For many years she wrote Paden City news items for several area newspapers. Other than her husband she is survived by a son, Timothy O. of Paden City; three daughters, Mrs. June Shepherd, Mrs. Mary Slider and Mrs. Ethel Brown, all of Paden City; a brother, Howard Shurtliffe of New Martinsville; a sister, Louise Winer of New Martinsville; eight grandchildren and three great grandsons. Interment was in the Northview Cemetery, New Martinsville.

A recent AP dispatch from Marietta says that officials from the Ohio Showboat Drama estimate that the BECKY THATCHER (see page 26) requires \$375,000 in superstructure repairs before resuming operations.

TOWBOATS BUILT BY DRAVO
AT NEVILLE ISLAND, PA.
1916 - 1982

Compiled by James T. Swartzwelder

ED. NOTE: In assembling this list Jim has concentrated on towboats, tugs and includes several Coast Guard craft. He does not include dredges, some of which were self-propelled. Jim estimates that in 66 years of activity Dravo turned out some 8300 hulls, predominantly barges of various types, plus an enormous number of war-related craft 1942-1944. The S&D REFLECTOR will appreciate the attention of its readers to omissions or to error. The Neville Island, Pa. plant of Dravo was closed down in 1984, its future uncertain.

Abbreviations

In order of their appearance

prop propeller
tb towboat
stw sternwheel
ren. renamed
SW side-wheel
r.r. railroad
LSTs Landing Ship, Tanks

1916 PEACE Steam prop tb
1919 VICTORY Steam stw tb ren. O. F. SHEARER
1919 WARREN ELSEY Steam stw tb

1922 WACOUTA Steam stw tb
1923 DOROTHY Diesel stw tb
1923 BELTRAMI Diesel stw tb ren. FRANCIS G
1923 VIRGINIA Diesel stw tb
1923 GEORGE H. WALKER Steam SW r.r. ferry
1925 BERRYOTT Diesel stw tb
1925 MARTHA Diesel stw tb ren. SUSIE
1926 AGNES LA BEE Diesel stw tb
ren. MARQUETTE

1926 DIESEL Diesel stw tb ren. CLAIRE-E
1926 WAKEROBIN Steam stw tb and tender
1927 BETTY Diesel stw tb ren. JOS. SMITH
1927 BENWOOD Diesel stw tb
1929 MARY ALICE Diesel stw tb ren. STEEL CITY
1929 MARJORIE Diesel stw tb
1929 NEMACOLIN Diesel stw tb ren. GLENDA H,
ren. LAURA J

1930 SEWICKLEY Diesel stw tb ren. REED LEE
1930 WINIFRED Diesel stw tb
1930 TENNESSEE Steam prop tb became diesel
prop TEXAS

1930 OHIO Steam prop tb
1934 PIONEER Diesel prop tb first to use a
Kort nozzle

1934 PEACE Diesel prop tb ren. JOSEPH E.
WALKER, CAPT. JACK
LOOMIS

1935 CHAMPION COAL Steam stw tb
1935 JASMINE Diesel prop tb and tender
1935 NEVILLE Diesel prop tb ren. EDWARD S.
BOSWORTH, BALD
EAGLE

The Steamship Historical Society of America is celebrating its Golden Anniversary (1935 - 1985) with a 9-day cruise on the DELTA QUEEN. She departs St. Louis at 7 p.m., August 3 for an all-day visit at Nashville, Tenn. and returns to St. Louis at 9 a.m. August 11. Shore stops are scheduled at Cape Girardeau, Paducah and Dover. All arrangements are being handled by SSHA member Garth Peterson, 3015 N. 90th Street, #3, Omaha, Neb. 68134. Thirty staterooms have been reserved for SSHA members at a considerable savings over listed fares.

The magazine "Great Rivers" briefly reviewed in our September issue, is available from Great Rivers Magazine, 1515 N. Courthouse Road, Arlington, Virginia 22201. Send \$5 and request the initial issue covering the Mississippi River.

THE HOWARD FAMILY

Sirs: I just saw the December issue and the pictures of the Howard family, pages 46 and 48, caught my eye. I found the same two pictures in the photographic files of the Inland Rivers Library. They are from the Howard Collection.

The people in the photo on page 46 are, from the left: Mrs. Ed J. Howard, Laura Jean Howard, Mrs. Clyde (Julia) Howard, Frances Howard and Capt. Ed J. Howard. Clyde Howard is seated. Jean and Frances are the children of Julia and Clyde. Our picture says it was taken in 1904. Also in our file is one of James E. Howard sitting in the car shown on page 48. It is marked as taken in the fall of 1904.

M'Lissa Herrmann,
3337 Stathem Ave., Apt.
#6,
Cincinnati, Ohio 45211

Nelson Jones informs us that the owner of the mini pleasure boat JOSHUA pictured in our last issue, page 30, is Art Crittenden of Campbell's Creek, West Va. Art keeps the JOSHUA on a trailer during the winter months, and has plans to take her via highway to Hannibal, Mo. in September for the 150th birthday celebration there for Mark Twain.

- 1936 CHARLES T. CAMPBELL Steam stw tb ren.
JOHN J. ROWE
- 1936 JOHN W. HUBBARD Steam stw tb ren.
CHARLES DORRANCE
- 1936 OMAR Steam stw tb
- 1936 RANGER Steam stw tb
- 1936 WINNIE MAE Diesel stw tb
- 1937 MONGAH Steam stw tb
- 1937 PITTSBURGH COAL Steam stw tb
- 1937 CRESCENT Steam stw tb
- 1937 DRAVO 41 Diesel prop tb ren. SARA
- 1937 DRAVO 42 Diesel prop tb ren. BEAVER
- 1939 DRAVO 43 Diesel prop tb
- 1939 DRAVO 44 Diesel prop tb ren. CRICKET
- 1940 DUCTILLITE Diesel prop tb ren. JENNIE
A. GREENE.
JUANITA WHITE,
CRESCENT
- 1940 SEMET-SOLVAY Diesel prop tb ren.
SEMET, CLARE
E. BEATTY
- 1940 VICTORY Diesel prop tb ren. M.O.P.-304-R
sold to Argentina
- 1941 ALBERT E. HEEKIN Diesel prop tb
- 1941 ERNEST T. WEIR Diesel prop tb ren.
LEA MAE, ALLIANCE
DUKE
- 1941 WM. PENN Diesel prop tb ren. R. H.
BOSWORTH II, MIDLAND,
MARTHA TROTTER, LUCY
LEE
- 1942-1943-1944 Building LSTs, etc. World War II
- 1945 CORNELL Diesel prop tb ren. VIRGINIA K
- 1945 LEHIGH Diesel prop tb ren. JEFFERSON
CITY
- 1945 ESSO LOUISIANA Diesel prop tb ren.
LOUISIANA
- 1945 BUCKEYE Diesel prop tb ren. COL.
DAVENPORT, MICKEY
DAWSON, COL. DAVEN-
PORT, FRED WAY
- 1945 KEYSTONE Diesel prop tb ren. FRANK R.
ALTER, BARBARA JEAN
MEYER, JOHN R
- 1947 PENNSYLVANIA Diesel prop tb ren.
BLUE BIRD, UTAH, KATHRYN
- 1947 RELIANCE Diesel prop tb
- 1947 FRANK C. RAND Diesel prop tb
- 1947 FREEDOM Diesel prop tb
- 1947 WM. PITT Diesel prop tb
- 1948 VICTORY Diesel prop tb
- 1948 WADE CHILDRESS Diesel prop tb
- 1948 ESSO TENNESSEE Diesel prop tb ren.
TENNESSEE
- 1948 DELTA QUEEN Steam tourist boat stw
remodeled for Greene Line
- 1951 B. F. FAIRLESS Diesel prop tb ren.
ELIZABETH M
- 1951 ARKWRIGHT Diesel prop tb
- 1951 CRUCIBLE Diesel prop tb ren. BRYAN-B
- 1951 MATHIES Diesel prop tb
- 1951 SHANNOPIN Diesel prop tb
- 1951 VESTA Diesel prop tb ren. PHILIP W
- 1951 JAMES D. FRANCIS Diesel prop tb ren.
KEYSTONE, ROBIN-B, CONNIE
MAYS
- 1951 W. S. RHEA Diesel prop tb
- 1952 R. L. IRELAND Diesel prop tb

"BIG ICE ON THE OHIO"

Capt. Charles Henry
Stone's Slide-Talk
Show Well Attended.

by James A. Wallen

The danger and damage from river ice were graphically depicted in a series of slides presented by Capt. Charles Henry Stone before the November 11th meeting of the OK Chapter of S&D held in the Mason County Library at Point Pleasant, West Va. It was one of the most largely attended of the chapter's meetings with 50 present.

The presentation was aptly entitled "Big Ice On the Ohio," for it showed impressive views of the huge and irresistible ice masses that formed at the Markland Locks and Dam below Cincinnati, beginning in late January of 1978 and continuing well into March. In some areas the ice was 35 feet thick.

Notable for their clarity, many of these views were the result of copies made from original photographs by the U.S. Army Corps of Engineers. They showed not only ice-locked towboats and wrecked barges but gave good looks at some of the hard and dangerous work performed in extreme cold by boat crews and lockmen. A memorable scene was that of Capt. John Beatty's CLARE E. BEATTY being gradually engulfed by huge ice floes and sinking by the stern, with all her lights aglow.

There were other ice scenes taken farther up the Ohio, downstream to Cairo, and even a few shots of ice on the Mississippi.

But Capt. Stone began with earlier years, showing the packet TELEPHONE and the towboats LOOKOUT and LIBERTY NO. 4 locked in ice at the mouth of Elk River. This one was of particular interest to Axel Dudding, whose grandfather, Capt. J. B. Dudding, was in the scene as master of the TELEPHONE.

Other ice scenes were at Willow Island, Marietta, Gallipolis, the Greenup Locks, Manchester Islands, Lock 35, North Bend and the McAlpine Locks.

The meeting was opened with an invocation by Jim Bupp. Coffee, punch and cookies were enjoyed both before and after the meeting. Following the main

1952	P. M. O'LAUGHLIN	ren. CINDY LOU, MARILYN ANN
1953	SOUTHERN Diesel prop tb	ren. GOLDFINCH, MAJESTIC, SOUTHERN
1953	LTI-2194 Diesel twin sinusoidal vertical axis props tb, experimental for U.S. Army Rebuilt and renamed ST. JOSEPH	
1954	NANCY JANE Diesel prop tb	
1954	RANGER Diesel prop tb	
1954	R. H. BOSWORTH Diesel prop tb	ren. C. V. HARNER, SENECA CHIEF
1954	CAP'N JOE Diesel prop tb	ren. GRIFFIN-C
1955	MR. CRISS Diesel prop tb	ren. OLD MAN
1955	JERRY BOSWORTH Diesel prop tb	ren. RAM
1955	A. D. HAYNES II Diesel prop tb	
1956	VALLEY TRANSPORTER Diesel prop tb	
1956	EASTERN Diesel prop tb	
1956	WESTERN Diesel prop tb	
1956	CRAIG M Diesel prop tb	
1956	LYNN B Diesel prop tb	
1956	RIO PARANA Diesel prop tb	(Argentina)
1956	GIBRALTAR NO. 1 Diesel prop tb	ren. ROSE G
1956	GIBRALTAR NO. 2 Diesel prop tb	ren. MR. C
1956	RAYMOND E. SALVATI Diesel prop tb	ren. OWEN CHILDRESS, MARGARET M. IGERT
1957	I. F. FREIBERGER Diesel prop tb	ren. JOHN MATHEWS
1957	SALLY POLK Diesel prop tb	
1957	VALLEY VOYAGER Diesel prop tb	
1958	MERCHANT PRINCE Diesel prop tb	ren. NORTHERN, REDBIRD, BILL McCORMICK
1958	THERESA SELEY Diesel prop tb	
1958	HUMPHREY Diesel prop tb	
1959	IRENE CHOTIN Diesel prop tb	
1959	JOEY CHOTIN Diesel prop tb	
1959	CINCINNATI Diesel prop tug	ren. REBECCA SMITH
1959	PITTSBURGH Diesel prop tug	ren. KYLE SMITH
1959	INDIANAPOLIS Diesel prop tug	ren. KEVIN SMITH
1959	HARRISBURG Diesel prop tug	ren. ELIZABETH SMITH
1960	JERSEY CITY Diesel prop tug	ren. GLENN SMITH
1960	TRENTON Diesel prop tug	ren. DONNA SMITH, JEANNE
1960	FRANKLIN PIERCE Diesel prop tb	ren. CITY OF PITTSBURGH
1960	ALBERT F. HOLDEN Diesel prop tb	ren. DENNIS NEWMAN
1961	MARINER Diesel prop tb	
1961	NAVIGATOR Diesel prop tb	
1961	SUSAN LANE Diesel prop tb	
1961	EUGENIE P. JONES Diesel prop tb	
1962	MARY B Diesel prop tb	ren. WALTER CURLEY, CITY OF LOUISVILLE
1963	BRIAN A. McALLISTER Diesel prop tug	
1963	TERESA McALLISTER Diesel prop tug	
1964	ISABEL A. McALLISTER Diesel prop tug	
1964	J. P. McALLISTER Diesel prop tug	
1965	DWIGHT MEANS Diesel prop tb	(Africa)
1965	HELEN S Diesel prop tb	
1965	ELAINE G Diesel prop tb	
1965	ESSO TENNESSEE Diesel prop tb	ren. EXXON TENNESSEE

part of the program many remained for a look at some of the individual items that had been brought.

Robert W. Ashley of Racine, O., Route 2, had some historical information on the rapids at Letart Falls, showing that in 1804 Congress had authorized the Gallia County, O. Court to appoint a pilot to assist flatboats through the rapids. The appointed pilot was Thomas Sayre, "from the Letart Bottom," from whom Mr. Sayre is a direct descendant. He also had an artist's drawing of flatboats there and an excerpt from an English traveler's journal of 1806 in which it was noted that the Letart Rapids "caused the water to boil and make a grumbling, dull noise." The writer, Thomas Ashe, added that "The eddy had great power, which sucked in logs and everything with its attraction."

A silver cream pitcher and sugar bowl, bearing the name of the U. S. Mail Line in fancy calligraphy was brought by the writer.

A large and varied collection of steamboat pictures was brought by Bob Betz of Athens, O. Bob had some unusual pictures that many of those present had not previously seen.

Jerome Collins announced that Mrs. W. S. (Mary) Reynolds would give the Mason County Library a large and ornate water pitcher with cup which had been presented to her grandfather, Capt. Joe Burnside, in gratitude for his rescue work at Middleport, O. during the 1884 Flood. Capt. Burnside was master of the towboat THOMAS W. MEANS which helped in saving both people and property at Middleport. The MEANS was owned by the Campbell's Creek Coal Co.

Sirs: The picture of the towboat CHARLES T. CAMPBELL (Dec. '84 issue, page 42) was taken from Grape Island on the Ohio River looking across to New Matamoras, O. The boat is downbound and the white-painted home, about center, is the old Campbell homestead where Charles T. Campbell was raised.

Capt. Vernon K. Byrnside,
Three Rivers

Convalescent Center,
7800 Jandaracres Drive,
Cincinnati, Ohio 45248

1965 STEEL TRADER Diesel prop tb
1965 STEEL RANGER Diesel prop tb
1966 STEEL EXPRESS Diesel prop tb
1966 HARLEE BRANCH, JR. Diesel prop tb
1966 LILLIAN CLARK Diesel prop tb
1966 RITA BARTA Diesel prop tb
1967 STEEL CLIPPER Diesel prop tb
1967 STEEL PIONEER Diesel prop tb
1967 SARAH JANE Diesel prop tb ren. CITY OF
MEMPHIS
1967 PEACE Diesel prop tb
1968 J. PAGE HAYDEN Diesel prop tb
1968 NORTHERN Diesel prop tb
1968 GRACE McALLISTER Diesel prop tug
1968 JANE McALLISTER Diesel prop tug
1969 J. N. PHILIPS Diesel prop tb
1969 A. P. BOXLEY Diesel prop tb
1969 STEEL LEADER Diesel prop tb

1971 STEEL COURIER Diesel prop tb
1971 STEEL FORWARDER Diesel prop tb
1971 USS-3 Diesel prop tb
1973 DIXIE POWER Diesel prop tb
1973 F. P. THOMAS Diesel prop tb ren. DELTA
MISS
1973 LADY JULIE Diesel prop tb ren. DELTA
TENN
1973 PHYLLIS Diesel prop tb
1973 SUNFLOWER Diesel prop tb
1973 WISCONSIN Diesel prop tb ren. SCARLET
KNIGHT
1974 BERNARD G Diesel prop tb
1974 JOSEPH PATRICK ren. CAJUN CORY, NEW
DAWN
1974 ENIS M Diesel prop tb ren. KATHY N
1974 JASON Diesel prop tb
1974 LILY M. FRIEDMAN Diesel prop tb
1974 W. J. BARTA Diesel prop tb
1975 JOHN PAUL Diesel prop tb ren. ACADIAN
JANE, VIKING QUEEN
1975 J. P. KLEINPETER Diesel prop tb
1975 STEEL ROVER Diesel prop tb
1975 LOIS VIVIAN Diesel prop tb ren. JANE G.
HUFFMAN
1975 ARGONAUT Diesel prop tb
1975 JERE' ANN Diesel prop tb ren. RUTH D.
JONES
1975 BILL ANDREWS Diesel prop tb
1975 LADY ROBERTA Diesel prop tb
1975 GLADYS FLOWERS Diesel prop tb
1975 J. RUSSELL FLOWERS Diesel prop tb
1975 COLONEL GEORGE LAMBERT Diesel prop tb
1975 RUSTY FLOWERS Diesel prop tb
1975 JAMES F. TOWEY Diesel prop tb
1975 VIKING Diesel prop tb ren. L. J. SULLIVAN
1976 STEEL PATRIOT Diesel prop tb
1976 PHOENIX Diesel prop tb ren. TROJAN
WARRIOR
1976 ROBERT M. KOPPER Diesel prop tb
1976 ONA FAY Diesel prop tb ren. CHARLOTTE
1976 LADY FRANCES Diesel prop tb ren. PERE
MARQUETTE
1976 A. N. PRENTICE Diesel prop tb
1976 DIXIE CHALLENGE Diesel prop tb
1976 G. L. FURR Diesel prop tb
1976 F. M. BAKER Diesel prop tb
1976 STEEL EXPLORER Diesel prop tb
1976 WILLIAM J. STEWART Diesel prop tb
1976 A. W. MULZER Diesel prop tb
1976 C. J. BRYAN Diesel prop tb
1976 WINNIE C Diesel prop tb (nameless until
sold in 1978)

Appended in the diary of Capt. Jesse P. Hughes, year 1896, is the following list of some of the Pittsburgh coal towboats and their masters:

RAYMOND HORNER
Capt. Abner Gould

DICK FULTON
Capt. Fred Dippold

ONWARD
Capt. John T. Case

ALICE BROWN
Capt. James Brookmire

JOSEPH B. WILLIAMS
Capt. James Beazell

JOHN F. WALTON
Capt. Mart Sebold

JOHN A. WOOD
Capt. Lew Speer

CRESCENT
Capt. Con McDonald

TOM DODSWORTH
Capt. R. B. Robinson

PACIFIC NO. 1
Capt. Wm. Douds

RELIEF
Capt. W. S. Reno

VALIANT
Capt. Nep Wishart

IDA BUDD
Capt. D. A. Woodward

HORNET NO. 2
Capt. John Douds

BEAVER
Capt. W. J. Wood

PACIFIC NO. 2
Capt. Jos. W. Gould

IRONSIDES
Capt. W. C. Gray

RESOLUTE
Capt. Holmes Harger

HARRY BROWN
Capt. John Keim

HAWK
Capt. John Richardson

IRON AGE
Capt. Simpson Horner, Jr.

CLIPPER
Capt. Chas. Gould

JAMES MOREN
Capt. James Moren

W. W. O'NEIL
Capt. Walter Carroll

-Thanks to C. W. Stoll.

1976 NED C. SHEATS Diesel prop tb
1977 HAROLD TURNER Diesel prop tb
1977 R. E. DOYLE, JR. Diesel prop tb
1977 RICHARD E. HODGES Diesel prop tb
1978 JOSEPH PATRICK ECKSTEIN Diesel prop tb
1979 BILBO WILLIAMSON Diesel prop tb ren.
RICHARD A. COONRAD

1979 DAVID ESPER Diesel prop tb
1979 JOHN PAUL ECKSTEIN Diesel prop tb
1979 NATIONAL ENERGY Diesel prop tb

1980 BONNIE VERONA Diesel prop tb ren.
WILLIAM H. SPOOR

1980 KAREN MOTT Diesel prop tb ren. WINSTON
R. WALLIN

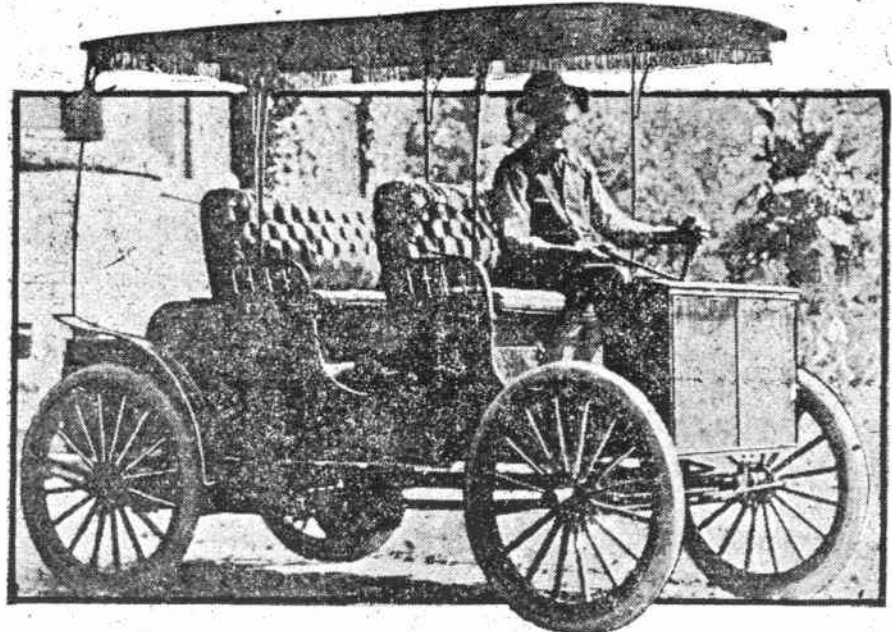
1980 CARL H Diesel prop tb ren. PHAETON

1981 6001 Diesel prop tb (to China)
1981 6002 Diesel prop tb (to China)
1981 6003 Diesel prop tb (to China)
1981 6004 Diesel prop tb (to China)

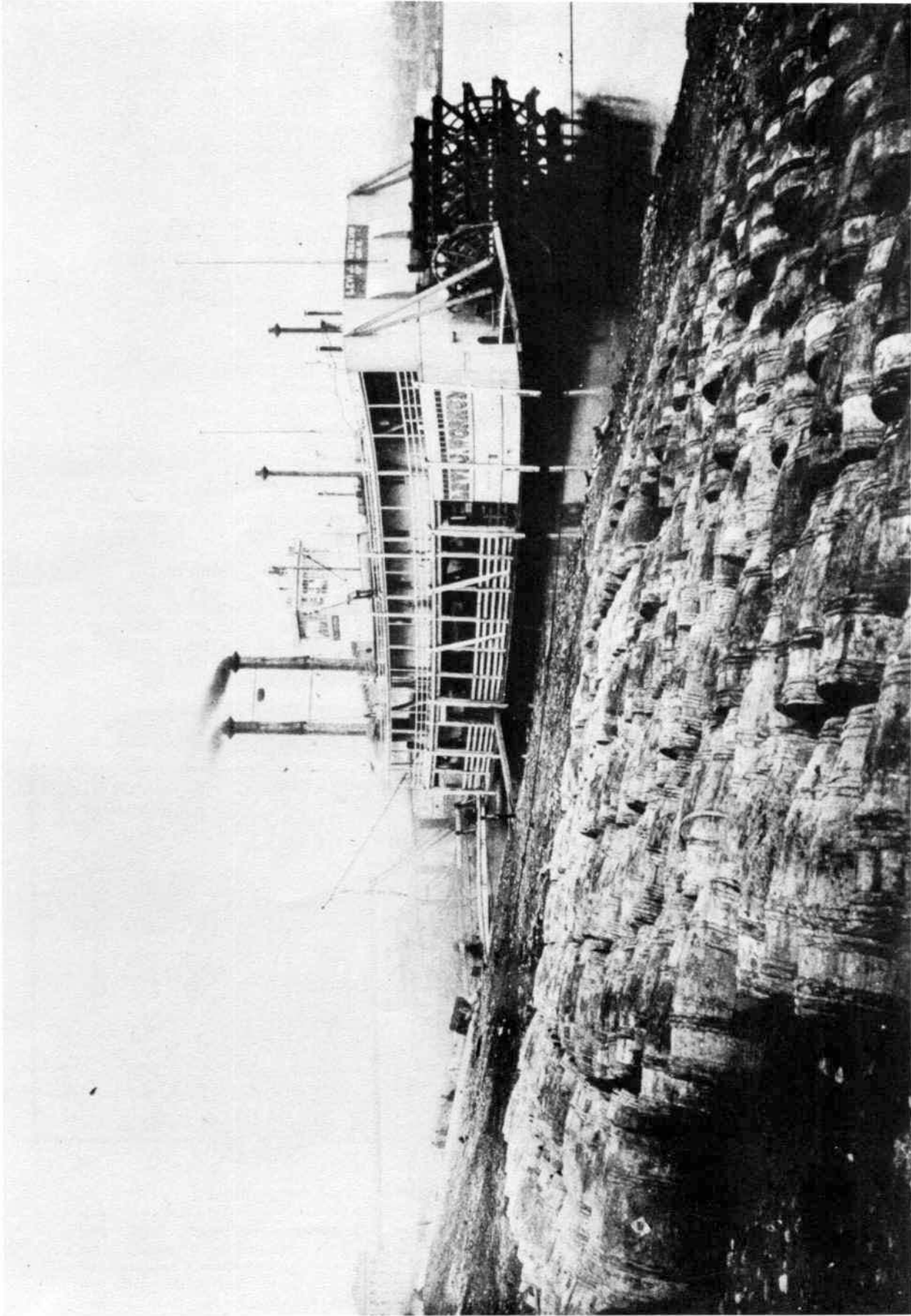
1981 CONTI JUDI Diesel prop tb
1981 JANET MARIE Diesel prop tb
1981 PARTHENON Diesel prop tb
1981 PENNY ECKSTEIN Diesel prop tb
1982 AGAMEMNON Diesel prop tb
1982 G. W. GLADDERS Diesel prop tb
1982 JAMES H. CAREY Diesel prop tb
1982 KAY A. ECKSTEIN Diesel prop tb
1982 MERCURY Diesel prop tb
1982 PEGASUS Diesel prop tb
1982 WILLIAM F. PLETTNER Diesel prop tb
1982 Stock 5600 Diesel prop tb Sold 1984 and
named ACROPOLIS

1982 Stock 5400 Diesel prop tb Sold 1984 and
named BRONWYNNE BRENT

1982 Stock 6000 Diesel prop tb Sold 1984 and
named ARNOLD SOBEL



Clyde Howard's daughter, Frances Kohlhepp, writes: "I enclose a newspaper photograph of the 1897 Haynes. You can see it was a real 'horseless carriage' with the well-known fringe on top." It was tiller steered, and hand-cranked by inserting the crank between spokes of the left rear wheel. This is the car, the third made by Haynes, which Ed J. Howard swapped to the Haynes Company in 1916 for an up-to-date Haynes "Light Twelve." See pages 16, 27 and 34.



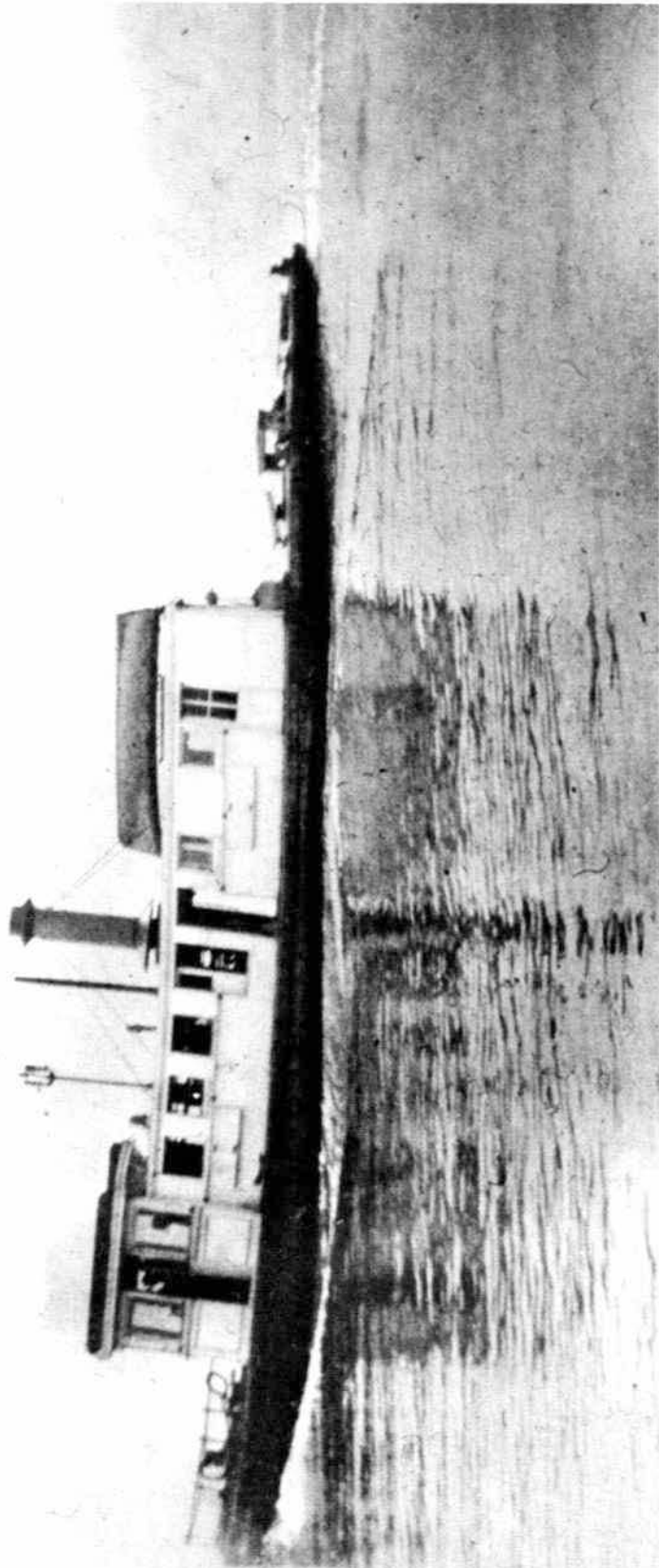
Charles Westheimer, 485 Wood Ave., Cincinnati, O. 45220 sends the above with the following note: "The LEVI J. WORKUM belonged to the Freiberg & Workum Distillery of Cincinnati. My mother, born in 1890, recalled parties enjoyed on the boat and aboard a flat barge towed ahead when she was a young girl in Cincinnati. Levi J.

Workum and his partner Julius W. Freiberg were her grandfathers and hence my great-grandfathers. I have had a canoe, several sailboats, a houseboat and a Boston whaler on the Ohio, belong to S&D, and am a great fan of the S&D REFLECTOR."



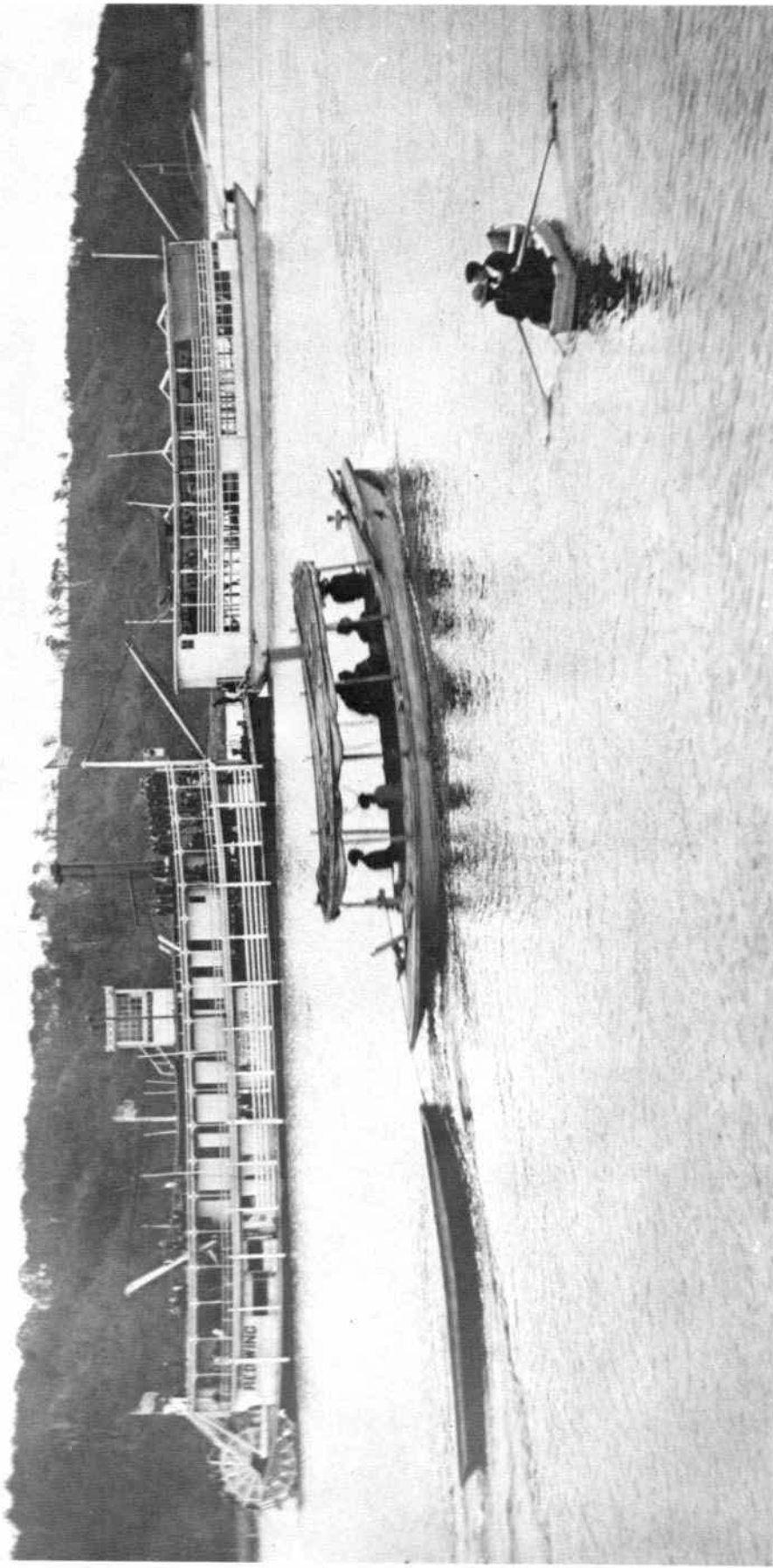
IT'S HARD for us to resist running this excellent picture of the KENTUCKY, and our excuse is that in this issue there also is a picture of the LEVI J. WORKUM from which she was built, and comparisons can be made. The Louisville & Cincinnati Packet Co. hauled the WORKUM on the Madison, Ind. ways in 1907, added 31 feet forward of the boilers, and renamed her. They also gave her a Texas. All the days she ran under both names she was hand-steered. In this photo, taken by Capt. William S.

Pollock at Cincinnati, she is wearing the BONANZA's whistle which L&C gave her following the loss of the CITY OF CINCINNATI which had inherited it. Later it went to the side-wheel double-cabin CINCINNATI and it still may be rattling around in Streckfus archives. We've ridden her at various times as a passenger, and just now comes to our mind that her bed sheets were stenciled in large black lettering, big enough to read hanging on a next-door clothes line, STOLEN FROM STR. KENTUCKY.



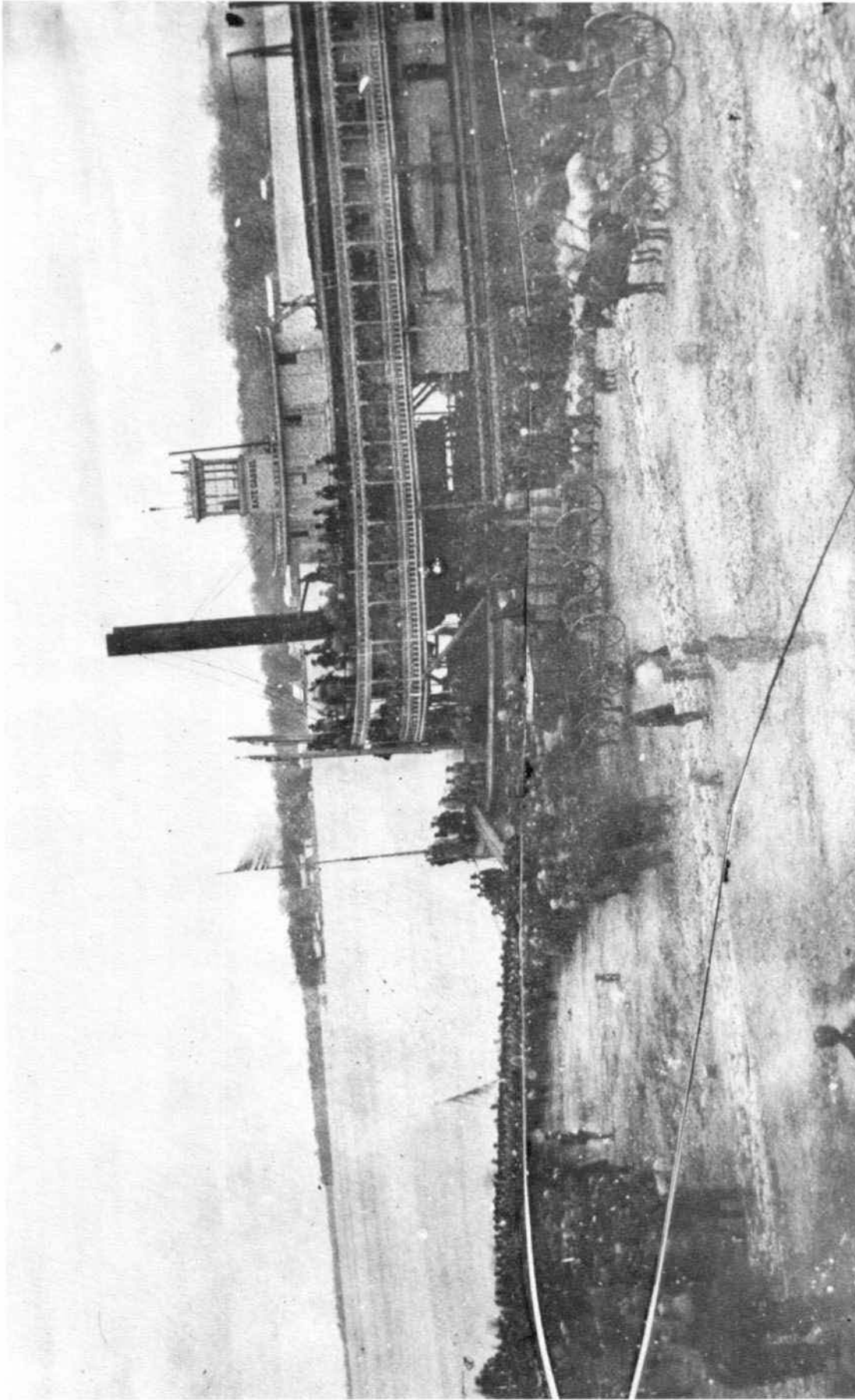
THIS picture recently caused Jack Custer to ask some questions. It comes from the T. J. Hall collection at Fort Thomas, Ky. and was marked "Combine's gauger boat operating out of Cincinnati." Years ago we bought a post card print of this from Richard L. Hunster, the Cincinnati photographer. He identified the boat as the SILVER STAR. One day the late Capt. Arthur (Red) Schletker of the GREENBRIER about did a double handspring when he looked at the post card. "My first

river job--I worked on her at Cincinnati when she was gauging coal," he exclaimed. She was built in Pittsburgh in 1897, wood hull, 65 x 10 x 5, and in the period 1902-1914 was owned by Harry Rigdon, a Cincinnati gauger. Gaugers went around measuring the actual amount of coal contained in a wooden barge. By 1915 SILVER STAR was owned by the Eagle Packet Co., St. Louis, and was lost in ice at Paducah on January 29, 1918.



RALPH DuPAE wants to know why this boat was not included in Way's Packet Directory. Good question; we thought she was. This is the RED WING, originally the rafter JUNIATA, built at Winona, Minn. in 1889, renamed about 1912 when acquired by Capt. M. H. Newcomb of Pepin, Wis. who ran her as a short trade packet and also handled excursions on the barge MANITOU seen in this picture. In 1912 he had this outfit up the

Chippewa to Durand, Wis., an exceptional adventure. He sold both to Capt. Ralph Emerson in 1923, who ran excursions with them up the Monongahela to Fairmont, West Va. and also on the Allegheny. The RED WING burned at Hays, Pa., Dec. 24, 1926. The MANITOU, operated by Walter B. Eichleay and later Howard Morris, remained in the Pittsburgh area until 1932 when it was sold back to the Upper Mississippi.



The KATE CASSEL was a long way from home when this picture was taken at Burlington, Iowa loading Civil War troops and supplies. She was built on the Monongahela River at California, Pa. in 1854 and for the first two seasons ran Pittsburgh-Zanesville owned by a stock company headed by Capt. Joseph McVay. Without doubt the boat was named for one of the Cassel family of Zanesville who shipped quantities of flour. The LIZZIE

CASSEL, built later, also was named for a Zanesville Cassel. We've always felt that there is a similarity between the KATE CASSEL and the LORENA; in broadside views they look alike. Although destined to spend most of her career on the Upper Mississippi, the KATE in 1864 was returned to Wheeling, apparently with the idea of making a wharfboat of her. She was removed from documentation that fall.



CAPT. TOM KENNY provides this glimpse of steam towboating, a picture he took in the latter 1940s when a traffic jam had been created by repair work to one of the locks at Lock No. 2 located below the bridges in the distance. "There were 40-some steam sternwheelers and 8 or 10 diesel prop towboats operating on the Monongahela River then. Seemed like you met a boat and its tow just about every time you came around a bend."

"I was downbound with the empty oil barges (left foreground) and had tied off out

at the head of six coal loads in tow of a steam sternwheeler. Ahead of us were (from the left) the J. H. HILLMAN, W. P. SNYDER JR. and the VULCAN, sidling over so's the VULCAN could get lines over to the mooring pier. When tied off, the three lay peacefully awaiting their turns," writes Tom.

Then he says: "The J. H. HILLMAN was known locally as the 'bull of the woods.' Deckhands called the VULCAN the 'bull can' and the SNYDER probably was too recent in the scene to have won a title."

Keith Norrington has received, as a gift from Paul Seabrook, an account book kept aboard a vessel named H. E. KENDLE, operating downriver from Louisville in 1916. On the first page is record of a freight shipment carried from Louisville to Cedar Farm, Ind., lately much in the news. James V. Swift of The Waterways Journal looked up records to disclose that the H. E. KENDLE was a sternwheel gasboat, wood hull 64.8 x 17 x 3.9, built at New Amsterdam, Ind. (between Mauckport and Leavenworth) in 1916. Jim reports that she burned at Brandenburg, Ky. on April 19, 1918, a short life indeed. We do not recall ever having seen a photograph of her. Her net tonnage, both

gross and net, was 38 tons, and she was licensed to carry passengers as well as cargo. Paul Seabrook recalls having seen her land at New Albany with a barge in tow loaded with watermelons and peaches to be sold to local merchants there.

Speaking of Cedar Farm, our attention was momentarily attracted in reading the log book of the sternwheel steam packet ARIADNE, plying between Cincinnati and Florence, Ala. in 1880. On May 29: "Cloudy and raining and cool, very disagreeable. Passed Cedar Farm 9½ AM. New Albany 1½ o'clock. Could not get over Portland Bar. Dropped back to New Albany, put out 232 brls. of salt, then went over without trouble. Detained 2 hours by

boats in the canal." More about this log book in a future issue, a present to us from Bill Patterson of Richmond, Ind.

David S. Elphinstone of Freeport, Pa. died on November 6, 1984. He had his wife Louise attended S&D meetings for many years. Dave was 73. Most of his active career was spent with the U.S. Engineers, Pittsburgh District. He was on Locks 6 and 9 on the Allegheny River, and at Locks 7, 9 and Emsworth on the Ohio until his retirement on October 14, 1969. -Our thanks to The Waterways Journal for this notice.



LONG AGO, on the back cover of our December 1968 issue, we ran a picture of an old wrecked boat beached on a weedy shore at Dayton, Ky. Now, Jerry Sutphin has come up with a likeness of that same boat in her days of usefulness. She is the mv. MAC, built at Portsmouth, O. in 1925 for the Portsmouth Sand & Gravel Company,

rated 60 hp. Portsmouth Sand was operated with G. S. Monroe, pres., C. L. King, v.p., and F. C. Fuller, sec.-treas. and gen'l mgr. In 1930 they also owned and operated the L. A. RAIKE, built at Antiquity, O. in 1925 for B. D. Raike, and the HELEN F. built at Portsmouth in 1927.



Friday, Dec. 28, 1984 at 10 a.m. the BECKY THATCHER was returned to her moorings in the Muskingum River at Marietta. Jeff Spear went out on the old B&O railroad bridge as the DIANNE NEALE (right) and POWHATAN POINT spotted her to take this picture. A new hull skin was given her in drydock at South Point, O. Extensive restoration of the upper works, seriously damaged by the late sinking, is scheduled when the weather moderates.

Sirs: I couldn't let Bert Fenn's story about the Haynes auto in the Dec. issue go by. Checked at the Haynes Museum to learn if they knew anything about the car. They were of no help. Enclosed is some literature they hand out to visitors which may prove of interest. Right now Mr. Haynes' grandson, Elwood (Bud) Hillis is congressman from our district, in his eighth or ninth term.

The Howard mansion in Bert Fenn's story is even more interesting to me as my grandparents lived five or six blocks from it in Jeff.

D. H. Riebe,
31 Southdowns Drive,
Kokomo, Ind. 46901

=The literature referred to above contains pictures of the original Haynes car of 1897 and another of their 1905 model. The latter bears striking resemblance to the one on page 48 last issue. -Ed.

HOLD THE PHONE

Sirs: I should have known better. I should have recognized that I don't know as much about autos as I do about steamboats. Soon as the December REFLECTOR came out I had a phone call from John Smith of the Howard Museum.

Seems Ed Howard did buy an 1897 Haynes-Apperson auto, as I related in the story, and he did exchange it for a 1916 model Haynes "Light Twelve" as I related.

But also Ed Howard bought a 1904 model Haynes-Apperson, and that is the car shown on the back cover of the December issue.

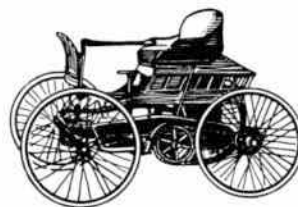
Of course this means that in 1904 he owned both a 1904 and an 1897 model Haynes-Apperson, otherwise he would not have been able to trade his 1897 model in 1916 and Ed Howard having the oldest Haynes car in use is well documented and what started the whole shebang to begin with.

My apologies for steering you and the fraternity wrong.

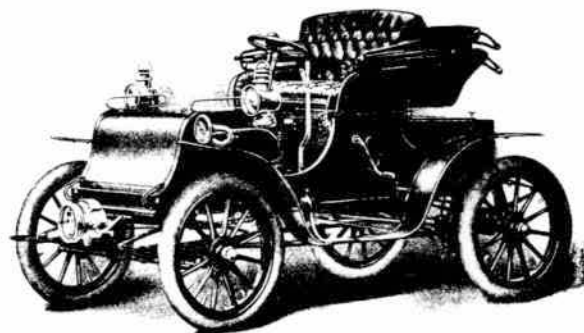
Bert Fenn,
P.O. Box 157,
Tell City, Ind. 47586



Space shuttle ENTERPRISE (which never has been in space) was a featured exhibit at the New Orleans World Exposition. It arrived and departed by barge, and this picture, taken November 3rd last, shows its departure from New Orleans loaded on an 18-wheeler truck aboard a deck barge. Thence it was towed to Mobile by Compass Marine's BUCKLES (left) where it was flown away on the back of a 747. Loading the 18-wheeler and its unique cargo on to the barge posed problems. An unexpected flood from the Arkansas River caused a rise in the Mississippi at departure time. Two barges, one inside the other, and the bottom one partially filled with water to make the dock and top barge floor match evenly, had to be drydocked at Avondale after the shuttle was loaded to remove the bottom barge. Picture was taken next day by Chris Wirtjes, fireman of the NATCHEZ, sent kindness of Capt. Roddy Hammett.



Left: In Nov. 1893 Elwood Haynes bought a one hp. upright 2-cycle gasoline engine. He hired Elmer and Edgar Apperson to build a "horseless carriage" in their machine shop at Kokomo, Ind. First trials were on July 4, 1894, a success. This pioneer auto today is in the Smithsonian, Washington, D.C.



1905
MODEL L—\$1350

LOG BOOK, STR. ARIADNE
CINCINNATI AND TENNESSEE RIVER

January - August 1880

P R E F A C E

This log of the ARIADNE comes to us kindness of William G. Patterson who has lately changed his residence from Richmond, Ind. to 2692 Cauley Lane, Jacksonville, Fla. 32218. The log is contained in a bound daily journal for 1880 published in New York City, 6½" x 7 3/4" page size. Most of the entries are in pen and ink and the balance in pencil, all quite legible. There is no clue as to who kept the record, but enclosed therein is a printed Handbook of the Ohio and Tennessee Rivers, issued by the steamer ARIADNE, with E. A. Donnally listed as master, and Charles Regnier and A. L. McLeod, clerks. This "peanut trade" between Florence, Ala. and Cincinnati had been initiated in 1878 by the packet LAURA L. DAVIS (#3377) with gratifying results, and Regnier had served on her. The ARIADNE, considerably larger, was built at Cincinnati the following year, 1879, a sternwheeler 200.6 x 35 x 5.5. A typo error in the Packet Directory lists the width at 25 feet in error. Indications are that she was built that summer, ready for the fall trade. The ARIADNE's management took pains to inform shippers of the virtues of this through freight service being offered by the Ohio and Tennessee River Packet Line via the ARIADNE "for your cotton, peanuts, stock and other products of your beautiful valley." The Evansville and Tennessee River Packet Company was established in this service, reshipping Tennessee freight aboard their SILVER CLOUD regularly in the Evansville-Cincinnati trade. The ARIADNE did quite well as this log book attests, resulting in the building of the JOHN GILBERT, hull 220 x 44 x 6 in 1881, and named for the president of the Evansville-based Evansville & Tennessee River Packet Company. The ARIADNE was withdrawn, sold to other owners, and became the IDLEWILD (#2727) to pursue a successful career between St. Louis and Cape Girardeau. One more word about this log: we hazard the opinion it was written by clerk Charles Regnier, judging solely by what's recorded and what's left unsaid. -Ed.

Thursday, Jan. 1: Weather a little cool but not cold. Made good time last night. River quite high. Cloudy early this morning but soon after the sun came out cleared up beautiful. We arrived at Evansville 12¼ p.m. Soon after dinner my wife and I took a walk up through the city, returning 2½. Boat making slight repairs. Clouded up again this evening. Left Evansville 7½ o'clock, dark night.

Friday, Jan. 2: Not cold. Lost some time last night by fog. At Shawneetown 7 o'clock this morning. Very foggy through the day, blowing fog whistles every few minutes. Had to lay by a few minutes at 11 this morning. Soon cleared up and got out, arriving at Paducah 3 o'clock. Left and into the Tennessee River at 4 o'clock. Dark and cloudy, and making good time.

Saturday, Jan. 3: Passed through Danville

bridge 6½ a.m. Bright pretty sunshiny morning, much like spring, and warm. Arrived at Johnsonville 10 o'clock this morning. Clouded up but continues warm and springlike, and not much like a winter day.

Sunday, Jan. 4: Pretty spring morning. At Coffee Landing 8 o'clock this morning. Left Waterloo, Ala. 5 o'clock this evening. Arrived at Florence about midnight.

Monday, Jan. 5: Discharged our freight and left Florence at 1 3/4 p.m. Raining most of the day and a bad dark night.

Tuesday, Jan. 6: At Savannah this morning 5 o'clock. Raining hard all this morning. At Clifton 10½ a.m. Banks in terrible condition. Received considerable freight and left at 1 3/4.

Wednesday, Jan. 7: Arrived at Britt's this morning and received 1,274 bags of peanuts. Left there this afternoon. At Cuba about 6 3/4 and lay here all night receiving.

Thursday, Jan. 8: Cloudy morning. Cleared up about noon, bright pretty sunshine and warm. Through the bridge and left Johnsonville 2½ p.m.

Friday, January 9: Arrived at Paducah this morning at 8½ o'clock with the biggest trip out of the Tennessee River since the war. Left Paducah at 10 o'clock a.m. Making splendid time. Big river, bank full.

Saturday, Jan. 10: Cool and frosty. Arrived at Evansville 8½ this morning. Left 10 o'clock. Left Cannellton at 10 p.m. River very high, bank full and rising.

Sunday, Jan. 11: Cloudy and windy this morning, not cold. Passed Leavenworth 7½ o'clock a.m. Arrived at Louisville 10 minutes after 5. Got our freight out and left at 9 o'clock.

Monday, January 12: Terrible snow storm this Monday morning. Snow most all day, turning very cold tonight.

Tuesday, January 13: Arrived at Cincinnati this morning about 1½ o'clock. Cold and disagreeable. Several inches of snow on the ground. Unloading today.

Wednesday, January 14: Cold frosty morning. Finished unloading today and left at 8½ p.m. with a fair trip for a start.

Thursday, January 15: Arrived at Louisville 9½ this a.m. Received freight and left at 12¼. Went over the Falls without a Falls Pilot. A little cool but sun shining, a pretty day for winter.

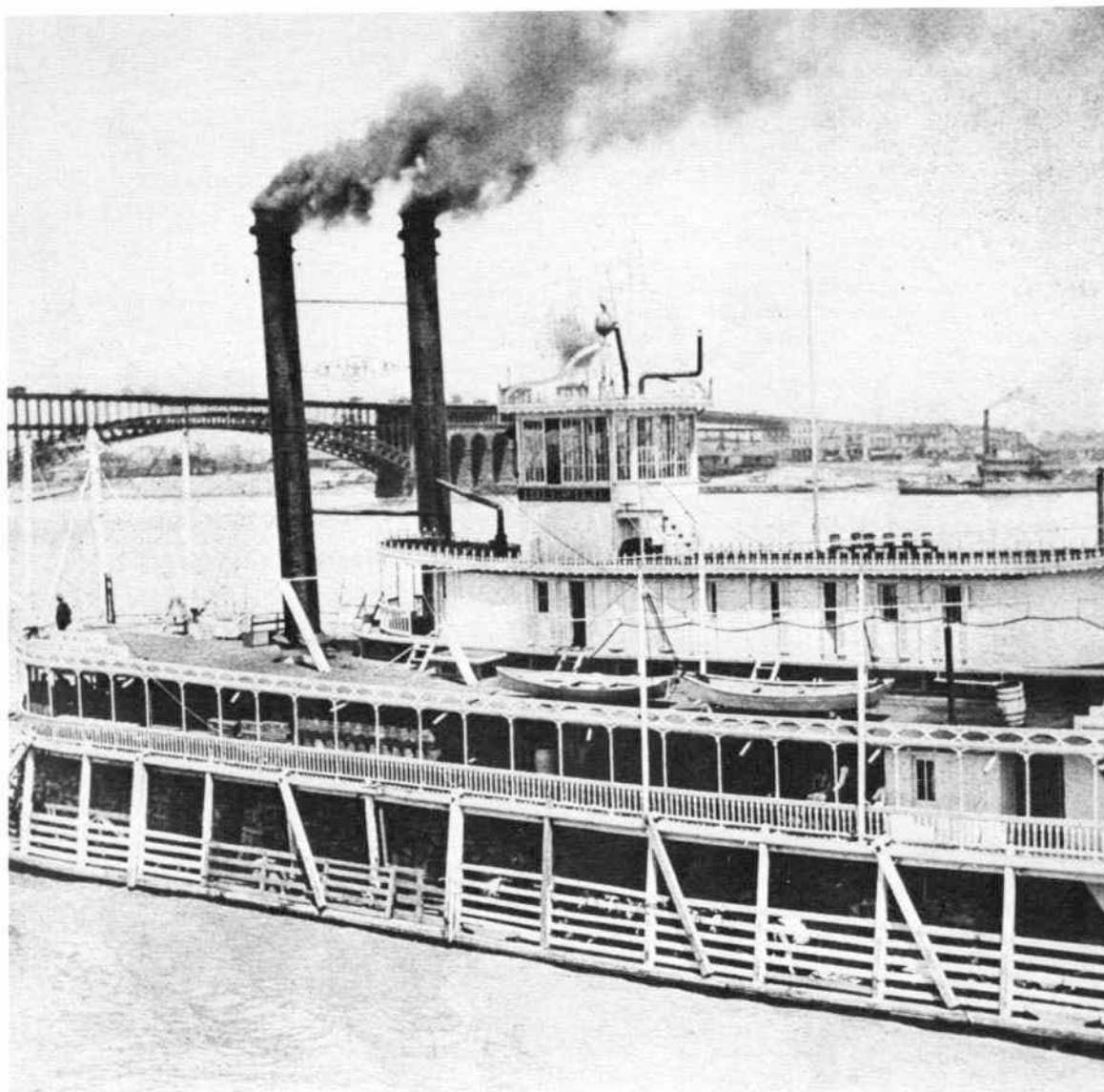
Friday, January 16: Arrived at Evansville at daylight. Bright beautiful and warm morning much like spring. South wind. Took a bigcoaling and left at 1 o'clock p.m. Making good time. Passed Shawneetown about 7½ p.m.

Saturday, January 17: Made good time last night. Arrived at Paducah this morning 1¼, put freight out and went into the Tennessee River about 2½ o'clock. Above Birmingham at breakfast time. Warm and raining hard this morning. Through the Johnsonville bridge about dusk.

Sunday, January 18: Fog last night. Lost about 8 hours. Lay by at the wood yard above Densen. Fog late clearing up. Got away 9¼. Bright beautiful morning and springlike. Passed Clifton at 3 3/4. Saltillo 5½.

Monday, January 19: Foggy early this morning. Left Waterloo about daylight. Cheatham and Newport 10 o'clock. Arrived at Florence 1½ and lay by.

Tuesday, January 20: Left Florence 4½ this morning. Peach and pear trees in bloom, flowers everywhere. At Clifton about 10 o'clock, and away



The ARIADNE at St. Louis shortly after having been renamed IDLEWILD. No photograph of her as ARIADNE has shown up so far.

at 12½.

Wednesday, January 21: Cabin doors all open, stoves unlit, sun shining bright. Fishers 8½ o'clock. About 9½ clouded up and got cold. Showers of rain with some hard thunder. At Densons 7½ p.m. Terrible wind and rain storm while laying there.

Thursday, January 22: Arrived Britts Ldg. about 3¼, lay there until daylight, and then commenced receiving peanuts. Got 1,773 sacks and left about 3¼ o'clock.

Friday, January 23: Coming out of Tennessee River with 6,133 bags of peanuts, 365 bales of cotton, 125 head of hogs, a lot of cattle and other freight - biggest trip ever out of the river. Passed Danville bridge 4 3/4 safely. Getting cooler tonight.

Saturday, January 24: Out of the Tennessee about 3 o'clock this morning. Left Paducah about 5 o'clock. River in good stage and making good time.

Sunday, January 25: At Evansville at 4 and left at 5 o'clock this morning. Beautiful day and much like spring. Passed Owensboro 10½ a.m.

Monday, January 26: Louisville this morning. Bright and beautiful.

Tuesday and Wednesday, 27 and 28: At Cincinnati wharf unloading.

Thursday, January 29: Loading at Cincinnati. Left this evening at 8½ o'clock with a nice start. Pretty moonlight night.

Friday, January 30: Arrived Louisville 9 o'clock this morning. Received largely here and left at ¼ to one o'clock. Went over the Falls with Pink Varble, pilot. Very rough and swells rolling high. Received at New Albany and left there at 2 o'clock. Clouded up in the afternoon and commenced raining about 5 o'clock. Bad stormy night but not dark.

Saturday, January 31: Arrived at Evansville 10 o'clock a.m. Lay there taking on big coaling. Left about 1 o'clock in the afternoon. Getting

colder tonight and will freeze quite hard.

Sunday, February 1: Arrived Evansville 5 a.m. Left at 6½. Made good run today. At Danville 7 3/4 p.m. Not so cold, but froze hard last night.

Monday, February 2: At Perryville 9½ o'clock a.m. Snowed all day and quite cold tonight. Coffee Landing 8 p.m. Lost near 4 hours by snow storm. At Savannah midnight.

Tuesday, February 3: One of the heaviest snow storms I ever saw, lasted most of the day and up to midnight. Snow 7 or 8 inches deep, something very unusual for this country and climate. Not much snow as high up as Tuscumbia and Florence. River rising quite fast this evening. Arrived at Tuscumbia 3½, where we put out 1,000 barrels of salt and other freight and left at 11½, arriving at Florence 12¼.

Wednesday, February 4: Bright sunshine but quite cold all day. Left Florence at 1 o'clock, and left Tuscumbia at ¼ to 3. Have fair start and quite a big trip of passengers. Looks like fog.

Thursday, February 5: Cold frosty and foggy morning. Lay up at Pittsburg Landing about 2 o'clock for fog. Left at breakfast time and floated down to Crumps and lay there until 9½ a.m. Cleared up and came on down receiving considerable freight at Savannah and Clifton. Left Clifton about 4 o'clock. Cedar Creek 8½ p.m. Looks like fog again tonight.

Friday, February 6: Fogged again last night. Lost ½ of the night at Webbs Landing. Received cotton and peanuts in considerable lots today, and at Chathams took 881 bags and left there for Britts at 9 o'clock tonight. Started receiving peanuts at Britts 9:35.

Saturday, February 7: Lay at Britts all night receiving and today until 3½ o'clock p.m. At Shipp's this evening at 6 o'clock. Have a good trip on board. Not near so cold. At Cuba and Fowlers all night.

Sunday, February 8: Bright sunshine and not cold. Very foggy this morning. Late leaving Fowlers Landing. At Johnsonville put freight out and left at 12½ p.m. At Pine Bluff 11½ p.m.

Monday, February 9: Arrived Paducah about 8½ this morning and left 9½. Wedding on board while laying there, from Savannah. Pleasant weather, not cold. Passed Elizabethtown supper time.

Tuesday, February 10: Passed Mount Vernon about 7 o'clock this a.m. Springlike, and pleasant to sit outside. At Evansville 12½ and left at 1¼ p.m. Not making very good time this trip.

Wednesday, February 11: At Leavenworth 11½ a.m. Got to the Canal about 8 o'clock, and slow going through. Rain this p.m. and windy tonight.

Thursday, February 12: Louisville at 1½ a.m. Put out freight and boat got away at 6 a.m. I took the rail at 7 a.m. to Cincinnati, and got there at noon. Commenced raining 5 p.m. and rained all night.

Friday, February 13: Rained all day. Boat is here but can't do any business on the wharf. We are advertised to leave Monday 16th.

Saturday, February 14: River rising so fast cannot hardly put the freight up far enough to keep the river from catching it.

Sunday, February 15: River very high and still rising.

Monday, February 16: River up to the top of the bank at Cincinnati this morning and still rising slowly. Water in all of the buildings 7 or 8 feet deep at the wharf. Finished unloading today.

Very pretty morning, bright and beautiful sunshine.

Tuesday, February 17: River too high to get under the bridge. Laying here waiting for it to fall. Have a fair trip for a start. Bright day and very windy.

Wednesday, February 18: Still at Cincinnati wharf waiting for the river to fall. Rained hard from 6 o'clock this morning to about 1 this afternoon, and then cleared up cold.

Thursday, February 19: River has started to fall very slowly. Received some little freight today. Clear and cold and freezing hard.

Friday, February 20: Got steam up. River falling. Left at 5 3/4 p.m. and dropped down carefully under the bridge with about a foot to spare.

Saturday, February 21: Stormy, windy night. Lost several hours at Madison. At Louisville 10 o'clock and received a big trip. Left at 4 o'clock and went over the Falls. Cool this afternoon.

Sunday, February 22: At Evansville this morning at 10 o'clock. Got away about 2 o'clock. Big trip on board. Left Shawneetown 9 p.m. Bright pretty day and much warmer.

Monday, February 23: At Paducah this morning at 5½. Freight out and left at 7 o'clock. Rivers all very high. Made good time. Got to the wreck of the FAWN at head of LaGrange Island, and received 22 bales of cotton for Danville. (Ed. Note: FAWN #2030 hit a pier of the Johnsonville bridge Feb. 13, 1880 and went down with a cargo of cotton, etc. running under charter to the St. Louis & Tennessee River Packet Co.)

Tuesday, February 24: Made a good run last night. At Britts about daylight. Clifton about one o'clock and Savannah about 9 o'clock. At Pittsburg Landing 11 o'clock. Warm pretty day and night. Moon shining bright. Had a big trip.

Wednesday, February 25: Windy ugly day. Arrived at Florence this evening after doing much business all the way up. Arrived about supper time and lay by until tomorrow.

Thursday, February 26: After hard rain during the night, cleared up and we left Florence 1 o'clock. Over the shoals and at Waterloo 6 o'clock.

Friday, February 27: At Saltillo this morning at 7 o'clock all OK. Rained hard this morning and cleared up near noon. Left Clifton about 12 o'clock. Raining again tonight. Receiving a big trip.

Saturday, February 28: At Brodies at breakfast time. Rained hard again this morning. Arrived at Britts 4½ and received a large lot of peanuts. Tremendous hard rains all the afternoon.

Sunday, February 29: Left Britts about 5 o'clock this a.m. At Cuba 6½ a.m., receiving about 1,000 bags of peanuts here. Colder this morning and river rising very rapidly. Johnsonville 2½ and through the bridge all right. Danville about 4½. Lay up for the night at Birmingham.

Monday, March 1: Out of the Tennessee and left Paducah at 9 a.m. Cool but bright day.

Tuesday, March 3: Arrived at Evansville this morning at 6 o'clock and left at a ¼ to 8. Owensboro 1 o'clock. Pretty and pleasant day and making good time. Cannelton at supper time. River high and some drift running.

Wednesday, March 3: Arrived Louisville 4 o'clock. I took train for Cincinnati.

Thursday, March 4: Warm and cloudy. Boat got in at 3 o'clock.

Friday, March 5: Commenced unloading at Cincinnati today. Rained quite hard tonight.

Saturday, March 6: Finished unloading, paid off, and most of the freight hauled away.

Sunday, March 7: River rising again very fast. Raw wind all day.

Monday, March 8: Received considerable freight at Cincinnati today.

Tuesday, March 9: Received lively today and left at $\frac{1}{2}$ to 6. Big river and raising fast. Windy bad night.

Wednesday, March 10: Pretty bright morning, little cold, fresh. Arrived at Louisville this morning at $5\frac{1}{2}$ o'clock. Received and left there at 12 o'clock. Over the Falls ok.

Thursday, March 11: At Evansville this morning about $9\frac{1}{2}$ o'clock. Coaled and left at noon. Cold and disagreeable windy day.

Friday, March 12: Some rain last night. Snowing hard all morning, one of the roughest days during the whole winter. Arrived at Paducah $11\frac{1}{2}$ o'clock, and discovered a burnt boiler. Lay by, cooled down, and patched it. Terrible dark and stormy night.

Saturday, March 13: Through repairs and got away from Paducah this morning 7 o'clock with big trip on board and a big river, bank full, and in many places out of its banks. Cold, raw, damp and disagreeable morning. Cloudy but not so cold this afternoon. River out of its banks every place, tremendous high water.

Sunday, March 14: River still rising. Cloudy tonight and very dark.

Monday, March 15: Rained most of the night and raining hard this morning. Now noon and still raining hard and river raising. Put out 500 barrels of salt at Clifton and 300 barrels at Savannah, the only high banks we can find. Left Savannah late.

Tuesday, March 16: Cold and snowing. River out of its banks every place and still rising. Arrived at Florence this evening $7\frac{1}{2}$ o'clock after fighting a hard current and much drift. Went out over the bank to the hill at Waterloo this morning. Water over the wharf, so lay up at South Florence.

Wednesday, March 17: Laying by. Cannot get the freight off. Went over to Florence this afternoon and put freight out on a little high ground. Then found that the river above is rising fast, so reloaded the freight and returned to the South Side and put the freight out over there to be hauled over the bridge to Florence.

Thursday, March 18: Cool cloudy morning. Left South Florence $7\frac{1}{2}$ this morning for down the river. Commenced raining this afternoon and rained hard for several hours. Savannah 5 o'clock. Lay up for misty bad night at Clifton about 10 o'clock.

Friday, March 19: Cloudy and disagreeable morning. Cleared up some and sun came out about 9 o'clock. Country looks desolate. Water all over the banks and many places 10 and 12 miles wide. Received considerable peanuts and cotton today.

Saturday, March 20: This a.m. bright and beautiful, a lovely spring morning. At Williams Landing last night about 1 o'clock. Lay there until this morning, then over to Britts receiving here considerable. Water over the bank, not sufficient to let the boat over, but have ferry flat and ferrying from warehouse to the boat all day, tonight late.

Sunday, March 21: Left Britts about daylight. Down to Cuba, over the bank and out to the hill

to the warehouse taking peanuts. Down through Johnsonville bridge about dusk. Lay at Johnsonville tonight.

Monday, March 22: Bright beautiful day, springlike. Out of the river and at Paducah 3 p.m. After doing some repairs left for Cincinnati $7\frac{1}{2}$ o'clock tonight.

Tuesday, March 23: Made good time last night and today, arriving at Evansville this evening $5\frac{1}{2}$ o'clock, leaving there at 6. At Newburgh 8 o'clock. Bright moonlight tonight, not cold but a little chilly.

Wednesday, March 24: Made good time last night and today. At foot of the Canal $8\frac{1}{2}$ o'clock tonight. Ohio River falling fast.

Thursday, March 25: I took rail this morning from Louisville to Cincinnati arriving by O & M R R $12\frac{1}{2}$. Cold raw and disagreeable day. Snowing some.

Friday, March 26: Boat arrived Cincinnati about midnight, now unloading. Not so cold. Raining this afternoon.

Saturday, March 27: Rain showers most of the day. Finished unloading and paid off, and await our turn or time Tuesday 30th.

Sunday, March 28: Cold raw day at Cincinnati.

Monday, March 29: Receiving for return trip, coming lively, and received considerable freight.

Tuesday, March 30: Received considerable freight today and left Cincinnati $8\frac{1}{2}$. Pretty day.

Wednesday, March 31: Arrived at Louisville $9\frac{1}{2}$ and received 75 tons and got away about $5\frac{1}{2}$. Over the Falls with Pink Varble, pilot, and have a nice trip on board. Much like spring, warm and pleasant.

Thursday, April 1: Bright pretty morning, cloudy afternoon, and very warm today. Arrived at Evansville at 1 o'clock this afternoon. Took a big coaling and left at $6\frac{3}{4}$ this evening.

Friday, April 2: Arrived at Paducah $10\frac{1}{2}$ a.m. Left there $11\frac{1}{2}$ a.m. Raining and disagreeable. Terrible dark stormy night. At Payne's Landing putting out freight $10\frac{3}{4}$ tonight.

Saturday, April 3: Putting out freight all the way up and not making very good time. Windy and disagreeable.

Sunday, April 4: At Clifton about 10 o'clock. At Savannah freight out and salt on board and left at $4\frac{1}{2}$. Very warm today, in fact hot.

Monday, April 5: Hot day and river rising again at Florence. Lay at Florence today.

Tuesday, April 6: Left Florence last night at $9\frac{1}{2}$. Windy, bad night. At Clifton 5 o'clock. Showery this afternoon.

Wednesday, April 7: At Densons early today, not much there. Cold today and had to build cabin fires. At Britts Landing 10 o'clock. Lay here all day taking on peanuts. Received 3,124 bags and lay here tonight.

Thursday, April 8: Left Britts Landing $11\frac{1}{2}$ today. Bright pretty day but quite cool. At Fowlers about supper time, receiving here 923 bags and lay here tonight. Cold.

Friday, April 9: Cold and foggy morning, heavy frost. Had to lay by $6\frac{1}{2}$ a.m. for fog just above Johnsonville bridge. Cleared up and got out again at 8 o'clock and passed through bridge safely. Cleared up, bright and pretty day. Out of the river tonight $8\frac{1}{2}$ o'clock.

Saturday, April 10: Left Paducah last night 11 o'clock. At Shawneetown 11 o'clock. Bright pretty day but windy. At Evansville $7\frac{1}{2}$ o'clock,

and left at 9.

Sunday, April 11: Very cool today. Cannot sit outside but have to keep up a big fire and sit by it. Quite windy today also. Will be late getting to Louisville tonight.

Monday, April 12: Louisville about 3½ o'clock this morning. I left via rail for Cincinnati.

Tuesday, April 13: Unloading at Cincinnati. Windy and dusty but dry.

Wednesday, April 14: Finished unloading at Cincinnati. Windy, warm and dusty.

Thursday, April 15: Receiving today and have a fair start. Left Cincinnati at 6 p.m. Sister Em and Louie on board. Rained hard most of the morning.

Friday, April 16: Windy bad night and quite hard rain. Wind this morning terrible hard. River very rough and had to lay by above Louisville, losing 8 hours. Had to lay at Louisville all night.

Saturday, April 17: Calmer this morning. Left Louisville 5½, over the Falls all right, and made splendid time all day, arriving at Evansville at 11 o'clock tonight. Coaling and receiving freight tonight. Pretty day and quite warm.

Sunday, April 18: Left Evansville this morning at 5½, sun bright and pretty and warm, but very windy again. Lay up 1½ p.m. for very high swells at Caseyville.

Monday, April 19: Lay by here at Caseyville yesterday afternoon. During the night the wind got stronger and a cyclone or whirlwind struck us at 3½ this a.m. Blew the chimneys overboard and some other damage. Put up stumps and left Caseyville 2 o'clock this afternoon. Paducah at 7 o'clock, and into the Tennessee at 8.

Tuesday, April 20: Little foggy and cool early but sun came out for a bright pretty morning.

Wednesday, April 21: Left Clifton at 8½ this bright pretty spring morning. Made good time all day. Warm.

Thursday, April 22: At Florence this morning about 6 o'clock. Unloaded and cleaned boilers and lay by until daylight. Bright pretty day and quite warm.

Friday, April 23: Left Florence 5 o'clock this morning. Soon clouded up. Some little rain and quite windy. Better during the afternoon.

Saturday, April 24: Arrived at Britts early this morning and received here over 1,150 bags of peanuts and left about 4½. At Cuba about 6 o'clock this evening.

Sunday, April 25: Left Cuba this morning at 7 3/4. Considerable rain during the day. At Birmingham 12 o'clock.

Monday, April 26: Out of the Tennessee this morning at daylight and left Paducah at 4 3/4 this morning. Very windy day and quite cool. Making splendid time.

Tuesday, April 27: At Evansville one o'clock this morning and left at 2 this afternoon. Cannelton at 2 this afternoon. River raising fast, big rise coming. Bright and pleasant.

Wednesday, April 28: River too high at the Canal. Went up over the Falls and arrived at Louisville 10½. Found the ALICE sunk badly at the Cement Mills. (Ed. Note: The sternwheel packet ALICE, 250 feet hull, sank on the Falls April 18--see Packet Directory #0150.) Left at ¼ to one o'clock p.m.

Thursday, April 29: ARIADNE arrived at Cincinnati this morning at 11 o'clock.

Friday, April 30: Unloading at Cincinnati.

Saturday, May 1: Finished unloading. Putting up new chimneys.

Sunday, May 2: No entry.

Monday, May 3: Commenced loading today. Pretty day.

Tuesday, May 4: Beautiful day at Cincinnati. Left this evening at 6 o'clock with quite an excursion on board. Pretty night.

Wednesday, May 5: Lost 2 hours at Madison coaling. Arrived at Louisville 6 o'clock this morning and left at noon. Down over the Falls.

Thursday, May 6: Arrived at Evansville this morning at 5 o'clock. Coaled and left at 8½ o'clock. Quite hot during the day. Paducah at midnight.

Friday, May 7: Left Paducah at 1 o'clock this morning. Pretty day and the river well up.

Saturday, May 8: River falling fast. Lay by above the bridge at Johnsonville awaiting arrival of train from Nashville for the Clifton people. Left 9½ o'clock.

Sunday, May 9: Arrived at Florence 3 o'clock this morning. Warm day. Lay here.

Monday, May 10: Left Florence at 12 noon today with quite an excursion party on board. Very hot day.

Tuesday, May 11: Making good time. River falling fast. Receiving freight quite lively today. At Britts this afternoon.

Wednesday, May 12: Received about 1,800 bags of peanuts at Britts and left at 8 o'clock this morning. Lay by tonight at Birmingham.

Thursday, May 13: Left Birmingham at daylight and arrived at Paducah at 7 o'clock. Left there at 8 a.m. Bright pretty day.

Friday, May 14: At Evansville 4½ a.m. and left at 5½. Cool morning, and had to build fires in the forward and ladies' cabin.

Saturday, May 15: Arrived at the Louisville Canal at 8 a.m. At Louisville wharf at 10½. Left at 11½. Hot today.

Sunday, May 16: Arrived at Cincinnati this morning at 5½ o'clock. Hot pretty day.

Monday, May 17: Commenced receiving for the return trip. Very warm.

Tuesday, May 18: Hot day. Receiving today and lay over tonight until after the Festival is over.

Wednesday, May 19: Left Cincinnati about midnight. Moonshine and pretty night. Detained several hours at Rising Sun Bar, towboats and barges aground. At Louisville 2½ o'clock, and left at 4. Detained in the Canal several hours with boats ahead of us. At New Albany 9 o'clock. Pretty night and pleasant after a warm day.

Thursday, May 20: Pleasant morning. Cloudy and threatening after dinner. Quite a blow and hard ½ hours rain about 2 o'clock. At Evansville 4½ o'clock. Put out freight and received some. Coaled and left at about 7½ p.m. Raining quite hard most of the evening.

Friday, May 21: Rained most of the night and this morning. Left Sambo Coal Banks 8½ this morning. Arrived at Paducah 1 3/4 and left at 2 p.m. for Tennessee River.

Saturday, May 22: Making good time today. Water falling and warm.

Sunday, May 23: Arrived at Waterloo early this morning. Lay by here and cleaned boilers. Will return from here tomorrow morning.

Monday, May 24: Left Waterloo this morning at 4½ o'clock. Not doing much business along, and

consequently getting down the river fast.

Tuesday, May 25: Received cotton and peanuts, etc. today. Not a very big trip. Johnsonville about one o'clock. At Danville about 3½ o'clock. At LaGrange 4 o'clock taking on iron.

Wednesday, May 26: Received 130 tons of iron at LaGrange and left there about 5 o'clock this morning. Out of the river and at Paducah 1½ p.m. and left at 2½ o'clock.

Thursday, May 27: At Evansville about 10½ a.m. and left at 12 noon. River falling and quite low, but still we are having no trouble as yet.

Friday, May 28: Cloudy and raining and cool, very disagreeable. Passed Cedar Farm 9½ a.m. At New Albany 1½ o'clock. Could not get over Portland Bar. Dropped back to New Albany and put out 232 barrels of salt, then went over without trouble. Detained 2 hours, boats in the Canal.

Saturday, May 29: Got to Louisville at 10 o'clock last night. Put out the 130 tons of iron and left there this morning at 3 ¾ o'clock. Arrived at Cincinnati this evening at 8½.

Sunday, May 31: Laying by at Cincinnati.

Monday, June 7: Commenced receiving today following a week's lay over.

Tuesday, June 8: Received considerable freight today including 1,555 barrels of salt and 100 barrels of flour. Very hot day.

Wednesday, June 9: At Louisville this morning at 10 ¾. Freight on and left at noon. Through the Canal and left New Albany at 7 o'clock.

Thursday, June 10: Lost 4½ hours in Flint Island aground, too low down. Very hot. At Evansville 11 o'clock.

Friday, June 11: Freight out and coal on board at Evansville. Left there this morning about daylight. Hot again today.

Saturday, June 12: Terrible hot morning. At Paducah about 4 o'clock and into the Tennessee 10 minutes before 6 o'clock. At Johnsonville 9½ where we put out 500 barrels of salt and left after midnight.

Sunday, June 13: Hot day.

Monday, June 14: At Waterloo at daylight. Cleaned boilers and left there at 5½ o'clock. Very hot all day.

Tuesday, June 15: Not so warm at Densons this afternoon. Received over 1,200 bags of peanuts today.

Wednesday, June 16: At Britts at daylight this morning and received 1,252 bags of peanuts and left after midnight. Cool and pleasant with strong upstream wind.

Thursday, June 17: Pleasant today. Left Britts at daylight. At LaGrange 1 o'clock p.m. and took aboard 111½ tons of iron.

Friday, June 18: Made good time today with a good trip of freight and 80 passengers on board. At Paducah 10½ and left there 10 minutes to 12 o'clock. Ohio River rising and good stage of water. Not hot but pleasant.

Saturday, June 19: At Evansville 10½ o'clock and left at 12. Pleasant day.

Sunday, June 20: Fog 4½ hours last night. Hot today. Foot of the Canal 8½. through and at Louisville 10½ o'clock.

Monday, June 21: Arrived Cincinnati this evening at 10 o'clock.

Tuesday, June 22: At Cincinnati unloading.

Wednesday, June 23: Finished unloading today.

Thursday, June 24: Receiving and left Cincinnati tonight at 6 o'clock with 2,000 barrels of salt on board. Very hot today.

Friday, June 25: At Louisville 10 o'clock and left at 2 p.m. Over the Falls.

Saturday, June 26: At Evansville 10½ a.m. Left at 2 p.m.

Sunday, June 27: At Paducah 10 a.m. Left and into the Tennessee 10:20 a.m. Cloudy and raining.

Monday, June 28: Hard rain last night and today. At Johnsonville and through the bridge this a.m.

Tuesday, June 29: Hard rains all day and night. Arrived at Waterloo 7 p.m. Cleaned boilers tonight.

Wednesday, June 30: Left Waterloo this a.m. at 7 o'clock. Foggy and cool. At Savannah 12½ o'clock and left at 1 p.m. Clifton this evening down at lumber pile. Hunts Landing about 10½.

Thursday, July 1: Took on 16 thousand ft. lumber at Hunts last night and left there this morning about 4½. At Britts 7½ o'clock and lay there taking peanuts until 3 p.m.

Friday, July 2: Passed LaGrange 4 p.m. Just as we got through the Danville bridge a storm came up and had to lay by for a while at the bar below the bridge. Hard rain and hail storm.

Saturday, July 3: Lay at Birmingham all night and left at daylight. At Paducah 7 o'clock and left there 9½ a.m. Hot and sultry.

Sunday, July 4: Arrived Evansville 7½ o'clock. Freight out and left at 10½. Clear and pleasant.

Monday, July 5: Through the Canal and at Louisville wharf. Freight out and left at 5 o'clock.

Tuesday, July 6: At Cincinnati this morning 11 o'clock, unloading.

Wednesday, July 7: Unloaded today and inspected, all ok. Hot again. Receiving to leave tomorrow.

Thursday, July 8: Received largely today, salt, flour and miscellaneous lots. Left Cincinnati 8½ o'clock. Very hot day and hot night.

Friday, July 9: At Louisville this morning at 10 o'clock. Left at 1 o'clock p.m. Through the canal and at New Albany 4½ p.m. Hot day.

Saturday, July 10: At Evansville this afternoon 2½ o'clock. Left at 3½. Hot again today.

Sunday, July 11: Bright pretty morning but hot. Paducah 5 p.m. and left at 6½. First bridge 8 ¾.

Monday, July 12: Hottest day of the season. At Clifton tonight 9 ¾. Left soon afterward.

Tuesday, July 13: Terrible hot day at Waterloo 11 ¾, left 1½. Left Clifton 11 ¾.

Wednesday, July 14: Hottest day yet. Received 36 thousand ft. lumber at Brodies 6½ p.m. At Britts about 10 p.m. and lay for the night.

Thursday, July 15: Hot morning. At Britts receiving peanuts. Cleaned boilers here last night. At Johnsonville bridge supper time. Heavy storm came up here. Raining hard this evening. Taking iron at LaGrange.

Friday, July 16: Received 144 tons of iron at LaGrange and left there this morning at 6½. More pleasant this morning. At Paducah 4 p.m. and left 20 minutes after 4.

Saturday, July 17: Passed Shawneetown 8½ o'clock. At Evansville 6 p.m. and put out the lumber. Left at 11¼ o'clock. Clear pretty moonlight night.

Sunday, July 18: Pretty day. Doing business along, picking up wheat, etc., and not making very good time.

Monday, July 19: At the foot of the Canal at 6½ o'clock a.m. and through and at Louisville 9 o'clock. Left there 10 minutes after 4 this afternoon.

Tuesday, July 20: At Cincinnati this morning 11 o'clock. Unloading today. Hard rains last night, quite cool.

Wednesday, July 21: Pretty day. Unloaded and receiving today. Go out tomorrow.

Thursday, July 22: Cool morning, warm day. Received and left Cincinnati tonight with a fair trip at 7¼ p.m.

Friday, July 23: Fog detained us last night just above Madison. Arrived at Louisville 1½ and left 4½ after receiving largely. Down through the canal. Hot day and cold night.

Saturday, July 24: Arrived Evansville 9½ o'clock tonight and left at 10½. Cool pleasant night.

Sunday, July 25: At Caseyville this morning. Backing out from Weston got aground on a reef and lost 5 hours. At Paducah and into the Tennessee River at 10:20 p.m.

Monday, July 26: Made good time. Hot and the river low. Perryville 12½ tonight.

Tuesday, July 27: Hot day. Arrived at Waterloo 4¼ and left 5 o'clock. Savannah 10 o'clock. Pt. Pleasant 1 o'clock.

Wednesday, July 28: Arrived Britts Landing 12½. Received 814 bags of peanuts. Cleaned boilers and run back up the river to Ricketts Creek, Brodies, Mousetail and Hunts. Very foggy about midnight.

Thursday, July 29: Run back up to Mousetail. Got away about breakfast time. Back down to Britts and received more peanuts. Left there 1 o'clock. Terrible hot day.

Friday, July 30: Very hot. At Johnsonville 6 a.m. At Paducah 7¼ and left at 7 3/4.

Saturday, July 31: Hot day. Slow time. Low water. At Evansville 11¼ and left at 12½.

Sunday, August 1: Terrible hot day again. Making good time for low water. Have two floats in tow as lighters. Passed up over Puppy Creek, no trouble. Left the GOLDEN CROWN and barges there aground. We stopped at Flint Island.

Monday, August 2: Worked all night at Flint Island. Got over this morning at 5 minutes before 6. Lost all night, 10 hours here. Cooler today. At foot of the Canal about 9 o'clock. Slow getting through.

Tuesday, August 3: At Louisville wharf 1½ a.m. Left at 2 o'clock a.m. Cool. dark and cloudy.

Wednesday, August 4: Rained most of the night and raining hard this morning. At Madison 9 o'clock this morning. Arrived Cincinnati and unloaded.

Thursday, August 5: Received lively today. Late getting out 8½ p.m. with a big trip.

Friday, August 6: At Louisville 10 3/4. Left the wharfboat and into the Canal 1¼. Warm.

Saturday, August 7: Pretty day but warm. At Evansville 10¼ tonight.

Sunday, August 8: At Paducah 11 o'clock tonight. Put out 543 barrels of salt and other freight.

Monday, August 9: Left Paducah 3½ just before daylight. Passed through piers of the first bridge E&P at 6½ o'clock a.m. Cool and a little foggy. Johnsonville 7½ p.m. Cloudy and dark night.

Tuesday, August 10: Made good time today. Arrived at Savannah 11½ o'clock this morning. This afternoon clouded up and had over an hour's hard rain. Lay at Savannah tonight, and had a dance on board.

Wednesday, August 11: Pleasant morning after the rain. Left Savannah about 4½ this morning. Made good time all day. At Britts about 4 o'clock and left late this evening.

Thursday, August 12: Left Fowlers Landing this morning about 5 o'clock. Cloudy, cool and pleasant this morning. Johnsonville bridge 7¼ o'clock. Left Johnsonville ¼ to 8. At Paducah 7¼ p.m. Left after receiving freight 10 o'clock.

Friday, August 13: Received considerable freight today. Made fair time for low water. At Mt. Vernon 8 o'clock p.m. Hot through the middle of the day, clear and cool tonight.

Saturday, August 14: Arrived at Evansville ¼ to 3 this a.m. Left about 4 o'clock. At Rockport 11½ a.m. Hot middle of the day, cool night.

Sunday, August 15: Fog this morning. Lost one or two hours. Passed Salt River 7 3/4. At New Albany 11 o'clock. At the Canal 11½. At Louisville 1 o'clock p.m. and left at 3. At Madison 8½ tonight. Wheat out and left at 9:05.

Monday, August 16: Made good time last night arriving in Cincinnati at 9½ o'clock this morning. Paid off today and unloaded--and quit for a while.

YOUNG LADY IN HOWARD
PHOTOGRAPH REPLIES
TO BERT FENN

-Ed. Note: Discussion of the photographs shown on pages 46 and 48 of our last issue also appear in this issue on pages 16 and 27.

Sirs: I can certainly help you name the persons pictured on pages 46 and 48 of the December issue of the REFLECTOR since I am the little girl shown on page 46 standing next to my grandfather, Captain Ed J. Howard, as he was generally known, and am the only survivor of the group. Beginning on the left the persons are: standing, my

grandmother, Mrs. Ed J. (Laura) Howard, my sister Laura Jean Howard, my mother, Mrs. Clyde (Julia) Howard, myself Frances Rebecca Howard (now Mrs. Norman Kohlhepp, and my grandfather. Seated is my father, Clyde Howard, who was for many years secretary-treasurer of the Howard Shipyard. The other member of the family group who is not shown in the pictures but is essential to them is my uncle Jim, James E. Howard, who served as the photographer. He was skilled in photography and made a valuable collection of pictures of the boats built at the Howard Shipyard. In the picture on page 48, my sister and I have been

seated in the automobile, and my father has joined the line-up of family members on the porch of my grandparents' residence, not called a mansion until it became a museum.

I do not remember the occasion pictured in these photographs. The new car, of course, was a memorable event, but the "dress-up" was no more than for a frequent routine shopping trip to Louisville. Ladies wore hats on the street at all times in those days.

As we come to the picture of the automobile on page 48, I can clear up more misconceptions and wrong interpretations. The date of this picture is not 1897 but

Continued page 45, col. 2

Sirs: I'd like to ask about the whistle that shows on the TRANSPORTER on page 18 of the Dec. '84 issue. It's a big five-chime job. Was it on the VALIANT shown on page 41 same issue?

C. E. Montague, Jr.,
Kitchen Building,
Ashland, Ky. 41101

=Yes, seems it was on the VALIANT judging from photographs about 1910. Earlier ones show a three-chime job. After Wheeling Steel rebuilt her at Paducah the TRANSPORTER had a three-chime whistle, probably lost when she burned. We do not recall that either one was noted for tone-quality--both on the deep side and sounded like business. -Ed.

CYCLOPOEDIUM AVAILABLE

Alan L. Bates, 2040 Sherwood Ave., Louisville, Ky. 40205 advises us that copies of the third printing of his STEAMBOAT CYCLOPOEDIUM (a river model builder's dream come true) are available. Price including postage and handling is \$10.00 per copy. Before the idea is certain in your mind to build a model of a river side-wheeler, sternwheeler, be it packet, excursion boat, towboat or railroad transfer, get this informative, highly illustrated text book on the subject, the only one of its kind.

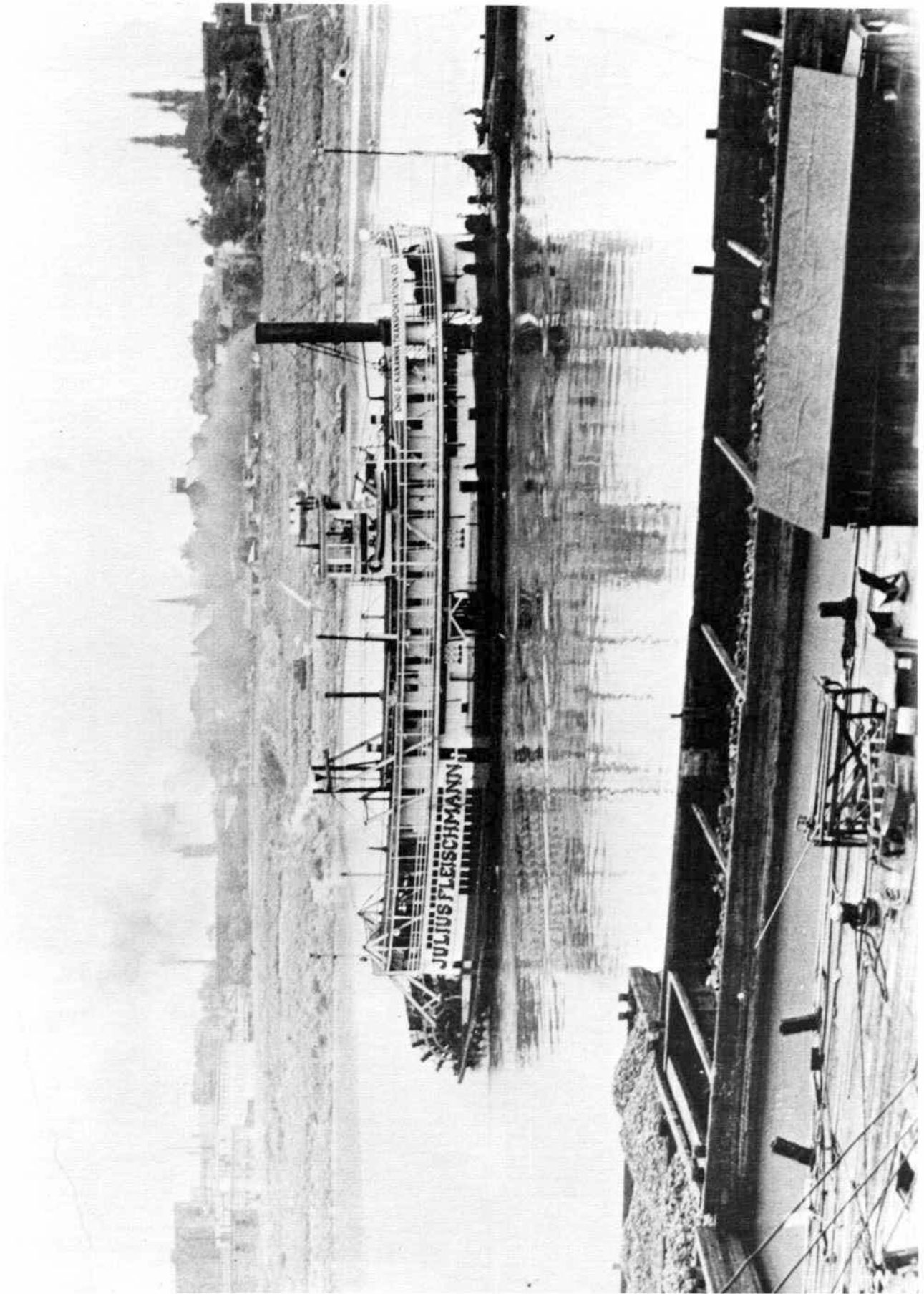
Although the Tennessee-Tombigbee Waterway will not be dedicated until June 1st, the initial commercial tow was handled upbound in January. The EDDIE WAXLER of Waxler Towing departed from Mobile on January 10th with a 64,000 barrel petroleum tow. Jeff L. Yates of The Waterways Journal squeezed aboard to report the epic trip, as did a lady writer from National Geographic.

The 234 mile long waterway took 12 years to build, the most ambitious project in the history of the U.S. Engineers, at a cost of \$2 billion.

The waterway begins just east of Corinth, Miss. on the Tennessee River, and runs southward 234 miles to the confluence of the Tombigbee and Black Warrior Rivers at Demopolis, Ala.



CHARLES HENRY STONE located this one of a river scene completely disappeared, but recent enough that it will be recognized by many oldsters who started their towboating careers at the business end of a wheelbarrow. Charles Henry doesn't know when or where this picture was snapped, but there is a clue. The top rake timber at the far end of the fuel flat is lettered HARRY ANDERSON 2. In 1916 the towboat DOLPHIN NO. 3 was sold at Memphis to the E. J. Hickey Transportation Co., Cincinnati, who renamed her HARRY ANDERSON. Following a fire in the summer of 1917 she was again renamed JULIUS FLEISCHMANN. So fine, this is HARRY ANDERSON's fuel flat 2 being towed under the port arm of a Hatfield towboat. This was the hard way, but usual, to supply the steamboat's furnaces. These are metal "coal buggies" with iron wheels, before rubber tires were used.



PICTURE ON OPPOSITE PAGE

This is from Jerry Sutphin's collection, the JULIUS FLEISCHMANN doing harbor work at Cincinnati. She towed Hatfield coal from the Kanawha River for a quarter-century (1920-1945) operated by the Ohio & Kanawha Transportation Co. and later the Hatfield-Campbell's Creek Line. She had a wood hull 155 feet long, one of the largest "regulars" on Kanawha River since the days of the E. R. ANDREWS. Originally named DOLPHIN NO. 3, she was built at the Howard Yard, Jeffersonville, Ind. in 1897, replacing the DOLPHIN NO. 2 which had been wrecked in the great tornado at St. Louis the year before. Her high pressure engines, 20's- 7 ft. stroke, had been built by Ainslee-Cochran for the side-wheel packet CALHOUN in 1876. Patton-Tully of Memphis owned her in 1917 when she was sold to Cincinnati where she was renamed HARRY ANDERSON briefly, and then JULIUS FLEISCHMANN. On the early morning of March 21, 1945 she was upbound with empties on a high river, running close to the Ohio shore about opposite Catlettsburg, Ky. when she hit a submerged intake pier under construction, ripped her hull, and in sinking turned over on her starboard side. Temporarily on watch in the pilothouse at the time was the veteran Capt. William D. Kimble of Portsmouth, O. who was acting as boat's clerk for her master, Capt. Moten Stanley of Henderson, West Va.

Kelly Hedger, 22, involved in scuba gear sales at Cincinnati, created something of a tempest in a teapot when he disclosed plans to seek out the wreckage of a steamboat named MECHANIC which one black night in 1825 stove on an obstruction above present-day Cannelton Locks and Dam, Ohio River, and came near drowning the Marquis de Lafayette.

Kelly owns a two-man submarine which he bought in Florida several years ago, used in Lloyd Bridges' "Sea Hunt" TV show in the late 1950s. A picture of Kelly and his submarine was featured in the Jan. 15th issue of The Cincinnati Enquirer, along with an extensive story by reporter John Erardi headlined SUBMARINERS

PLAN TO SEARCH FOR 1825 STEAMBOAT WRECK. Our thanks to Patti Young of Delta Queen Steamboat Company for sending us a copy.

Next came a still lengthier story in the Louisville Times of Jan. 17th by reporter Robin Garr headed "Historians doubt diver's claim about steamboat treasure." This came to us thanks to Keith Norrington.

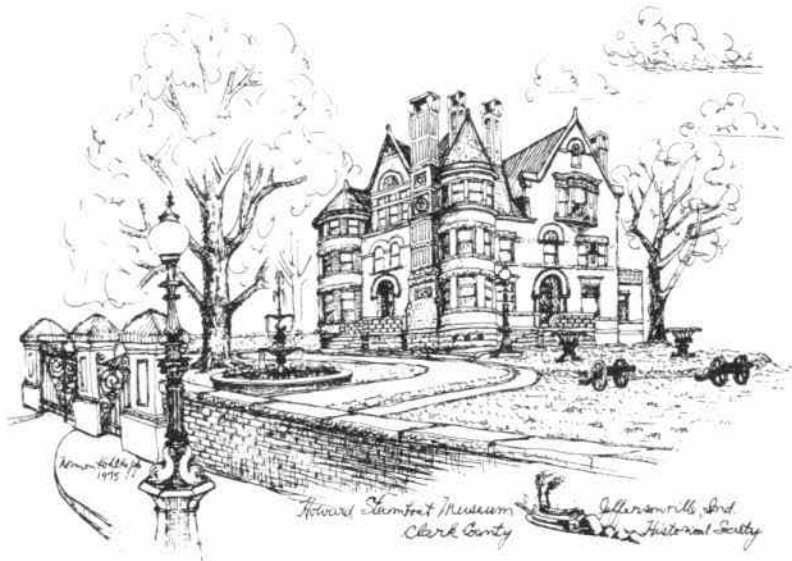
The crucial point missed by all concerned is that the MECHANIC is not asleep in the deep awaiting the attentions of a two-man submarine. The Marietta skipper of the MECHANIC at the time of the 1825 sinking, Capt. Wyllys Hall, took pen in hand and wrote a detailed story of the affair, published in the Ohio Archaeological and Historical Society magazine #29, 1920. Says he:

"After a few days at the scene of the wreck we were relieved by Mr. Prentis, and I returned home to make the necessary arrangements for raising the boat. Later I took her to New Albany where she was repaired and put into the St. Louis trade by Capt. Prentis and afterwards by J. J. Preston, who took her into the

Upper Mississippi and ran her between Galena and St. Louis without much success."

Although the account written by Capt. Wyllys Hall was written 34 years after the sinking, his recollections are substantiated in U.S. Customs records. The boat of 116 tons was built along the shore of the Little Muskingum River in 1823, financed by a company of local mechanics. She happened to be moored at Nashville when Lafayette & party wished to proceed to Louisville, and her charter for the purpose was arranged by Tennessee governor Carroll. Following the accident all hands were taken safely ashore. The downbound steamer PARAGON came to their rescue and obligingly retraced its steps, taking Lafayette et al. to Louisville.

There is, or used to be, a prominent rock along the shore of the Upper Mississippi at Montrose, Iowa, known locally as "Mechanic's Rock." The legend is, or was, that a steamboat of that name once stove on it. We've often wondered if it was this one. Lytle-Holdcamper disposes of her by stranding in 1832, location undetermined.



FRANCES HOWARD KOHLHEPP sends along this pen sketch of the Howard Steamboat Museum, at Jeffersonville, Ind., art work of Norman Kohlhepp. The iron lamp posts and Civil War cannons are decorative features Mrs. Kohlhepp remembers in her childhood. See her letter on page 34.

PLACING PADDLEWHEEL SHAFT

Three exceptional pictures taken in 1899.

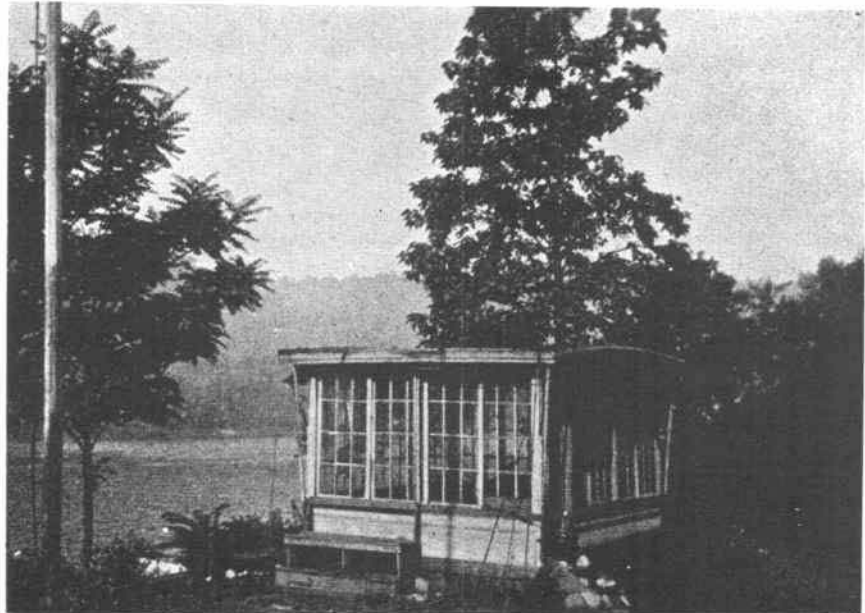
The CITY OF WHEELING, hull and framing built at the Mozena yard, Clarrington, Ohio in the summer of 1899, was towed 27½ miles up the Ohio River to Wheeling for installation of boilers, engines, stacks, and completion of the upper works. When it came time to place the paddlewheel shaft she was moored sternfirst to the West Virginia shore below Wheeling Creek with assistance from the r.r. transfer towboat LIZZIE TOWNSEND. The shaft was rolled from shore into place on the cylinder timbers, cranks and flanges attached. The engines and pitmans already were in her, and probably the boilers as well. The machinery, 16's- 6 ft. stroke, came second-hand from the CITY OF SAVANNAH (1st, #1135) which had burned at Memphis the year before. The three boilers also were from the same source. Looks like one of the three balance rudders is in place (maybe all three) which must have caused some anxiety during the shaft installation. These pictures came to us years ago from John M. Sweeney, Wheeling machinist and boat builder quite active at the time. The wood hull was 169.3 x 34.4 x 4.8. One of the principals in her was a river engineer, Cy Higgs. Jesse Hughes once pointed out to me that Cy Higgs designed the boat from an engineer's viewpoint "with the result she was all engineroom and boilers with scant deckroom space for cargo, a poor carrier but fast as a dog." She was an attractive addition to the Wheeling waterfront when she entered local trades from there downriver in 1900 but turned out a poor financial investment. The Lee Line of Memphis bought her, renamed her HARRY LEE (1st, #2540) and seemed to do right well with her.

The LIZZIE TOWNSEND, which appears all too briefly in two pictures of this series, was built at Brownsville, Pa. and completed at Wheeling in 1882 for the Cleveland, Lorain and Wheeling Railway, then being organized. They had a river-rail terminal at West Wheeling behind Wheeling Island. This railway also served Martins Ferry and Bellaire, delivering lake ore. Jesse Hughes recalled

that the LIZZIE towed ore from West Wheeling to the Top Mill on the Wheeling side of the river. The C.L. & W. for a time maintained its own wharfboat at Wheeling. The railway was still operating her when she burned at the West Wheeling terminal during a flood on January 23, 1904. The B. & O. Railroad, which had entered the scene by now, bought the Upper Mississippi towboat GAZELLE, built at Wabasha in 1901, as a replacement. On the night of Sunday, Feb. 12, 1905 GAZELLE turned over and sank in ice about 100 feet from where the LIZZIE TOWNSEND had burned. She was raised, completely rebuilt, renamed CLERIMOND, and continued the transfer for this rail-river operation until 1909 when the B. & O. discontinued it.

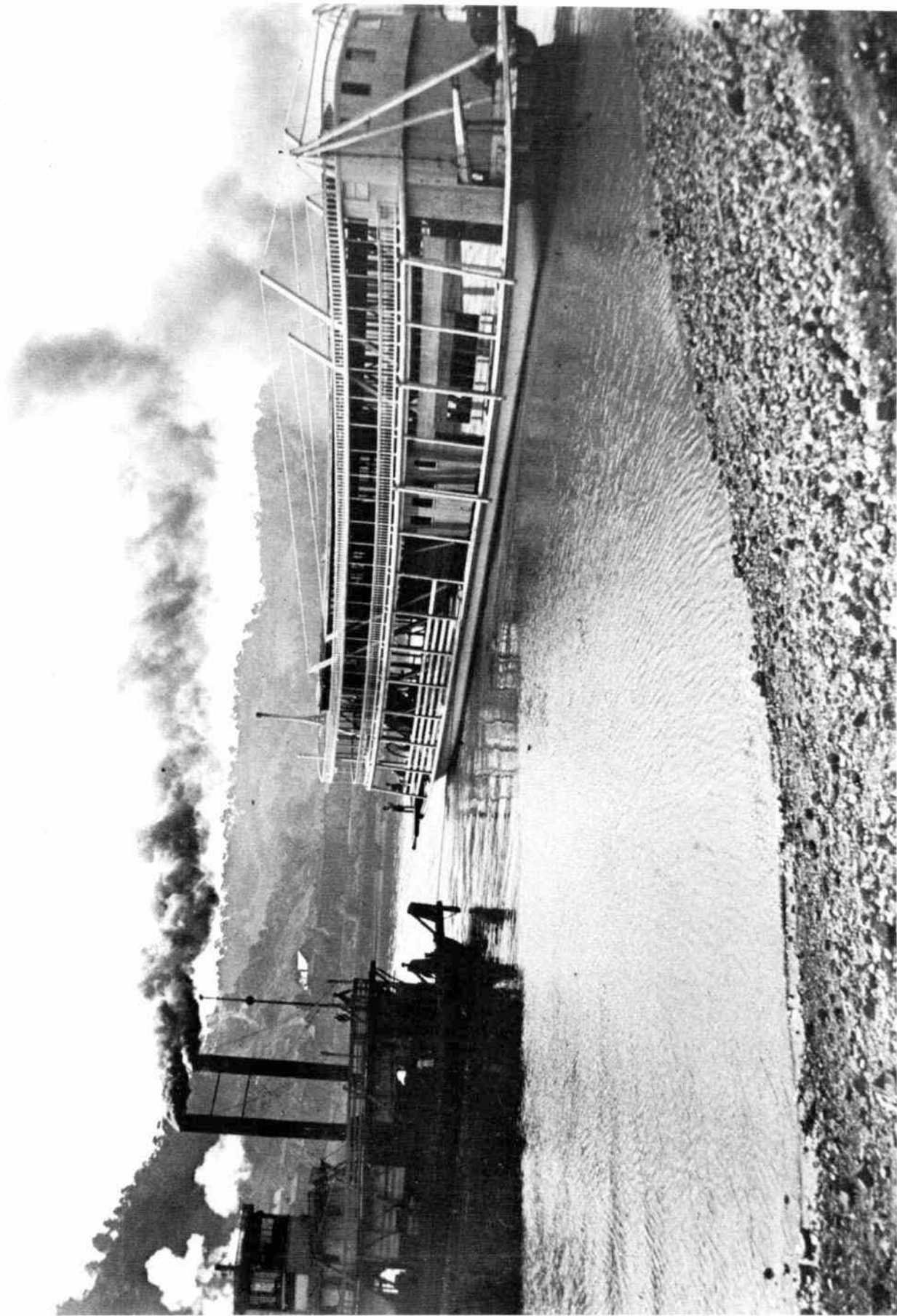
Carl Wodraska, 78, died at home in Covington, Ky., November 30, 1984. In 1970 he had retired from the firm of Neare, Gibbs & Company, Cincinnati, marine insurance underwriters, having been with them for 35 years. He and his wife were S&D members and attended many of the annual meetings some years back.

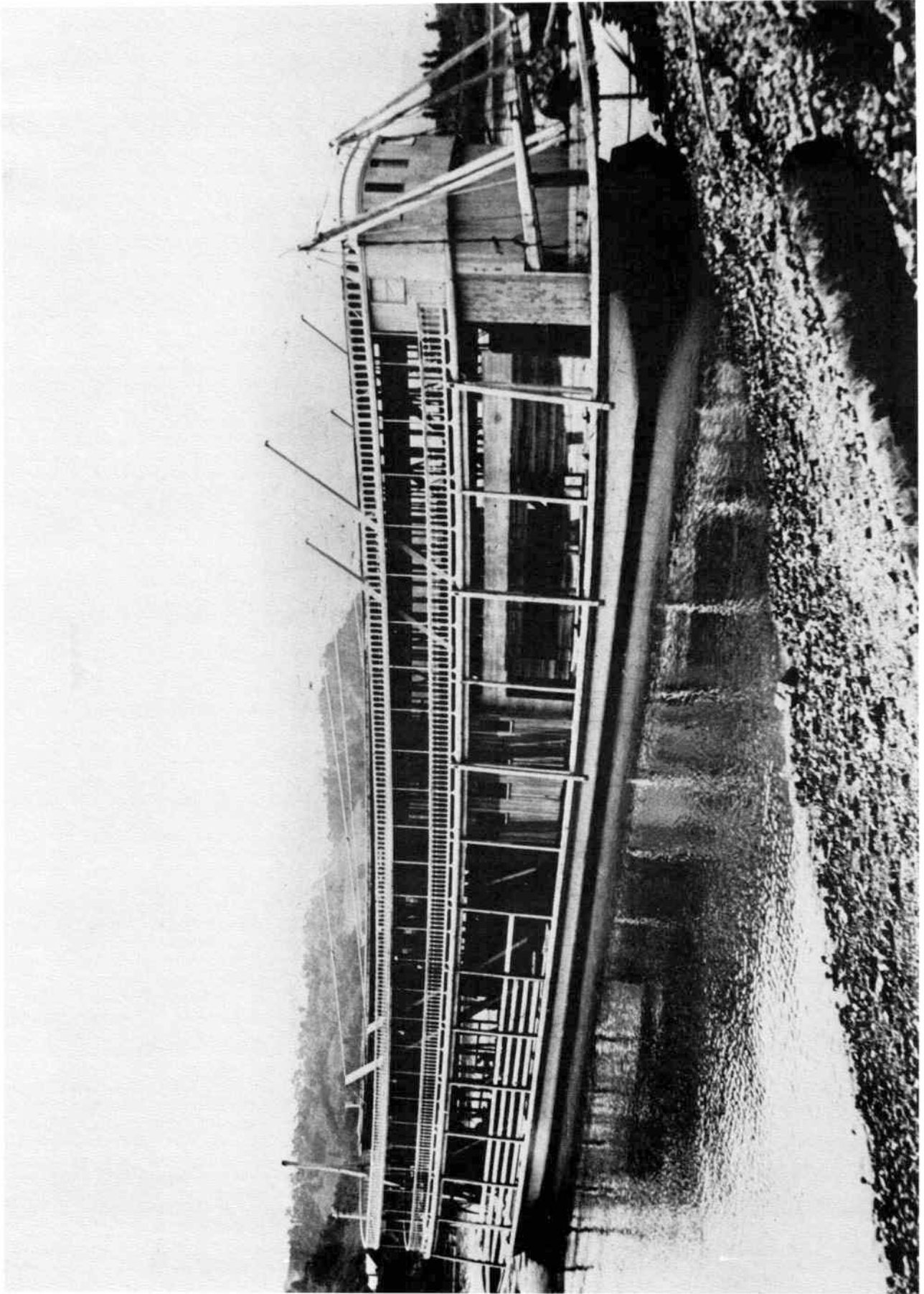
Maritime Reporter and Engineering News in its January 1985 issue describes and pictures outstanding passenger and cruise boats of 1984. A beautiful color view of NANTUCKET CLIPPER, second "ultra yacht" of Clipper Cruise Line, St. Louis, built by Jeffboat is included.



THIS IS the only surviving photograph of the towboat DICK FULTON's pilothouse serving as a summerhouse overlooking the Ohio River at the residence of Capt. and Mrs. Fred G. Dippold, Sewickley, Pa. It was brought there in 1902 and existed until the fall of 1948 when vandals destroyed it. Cap'n Fred had been skipper on the DICK FULTON for years and years, towing coal between Pittsburgh and Louisville, mainly, although in her early years she often went through to the Lower Miss. The TELL CITY pilothouse at Marietta dates 1889, but this one went back to 1878. When the Combine retired the DICK FULTON in 1902 Cap'n Fred arranged to have the pilothouse loaded on a flat at Pittsburgh and then his son John (Doggy) floated it the 12 miles to Sewickley. Laid up for low water across from Sewickley were the towboats EXPORTER, VALIANT and TORNADO, and Cap'n Fred recruited the crews to help get the pilothouse up the steep bank. He called in "Hays wagon and team" (probably Alden F. Hays, coal dealer) and made it in two moves, first the base, then the sash and roof.







TAKE ME TO ST. LOOIE, LOOIE

by Bert Fenn

In 1904 everyone went to the World's Fair at St. Louis. My mother's large family went in sections. The oldest girl in each group carried a ten dollar gold coin sewn into her corset in case of extreme emergency. The same gold piece went to St. Louis and return in three different corsets. Unspent.

My father's family went to the Fair also, taking along a cousin, Emma Zoercher. And my uncle, Bert P. Fenn, kept a diary of that trip. They traveled to St. Louis by boat and returned by rail.

Today the drive from Tell City to St. Louis takes about four hours. In 1904, Grandfather and his family returned from St. Louis, by train, in eleven hours. But the boat trip to St. Louis took seven and a half days.

Of course it was August, so they encountered some low water. They started out on the REES LEE, were transferred to the J. B. RICHARDSON, laid over in Paducah, went back on the REES LEE and completed the trip on the STACKER LEE.

All of this was duly reported in Uncle Bert's diary, together with whatever over events this 16-year-old boy felt important enough to document. I am editing his words slightly for clarity and brevity. But this is the way Uncle Bert lived that 7½-day boat trip from Tell City, Ind. to St. Louis in 1904.

"August 1: We left Tell City on the Str. REES LEE at 1:00 o'clock this morning. The party consisted of Mamma, Papa, Helen, Emma, Roy, Christie and myself. We had no trouble finding our rooms as follows: Mamma and Papa #16, Emma and Helen #18, Christie #20, Roy and myself #15.

"I retired about 2:00 o'clock and awoke at 6:00 a.m. and found that we were lying at Grandview loading 50 tons of freight, mostly flour. We had been there since 3:30 a.m. and remained until 6:30. Arrived at Evansville at 1:00 o'clock and found Mr. and Mrs. Greise, also Grandma Griese and little Martha at the wharf.

"Just after we got to

Evansville we were called to dinner, taking our visitors with us. Emma was no doubt expecting someone for she had fixed up in grand style just before dinner. A swell white waist and luster skirt. The officers failed to give any definite information as to how long we would remain so we were unable to leave the boat for any length of time.

"We left Evansville at 4:30 p.m. and did not regret our stay there. We saw other friends, and Mrs. Greise brought us cheese crackers, cream puffs and candy which we enjoyed eating. Nothing special occurred after this and we all retired early at 8:00 p.m. We had been informed that on account of the bar at Shawneetown the boat would tie up for the night at Uniontown. The officers preferred to pass this bar during the day. Before going to bed I wrote letters.

"August 2: Got up at 6:00 o'clock and found that we had remained at Mt. Vernon from 9:00 p.m. to 4:00 a.m. We arrived at the bar just above Shawneetown about 7:00 o'clock. The pilots inspected the water ahead of us and sounded all around. We finally proceeded, and about 7:30 we landed high and dry on the bar.

"The QUEEN CITY of Pittsburgh, enroute for Memphis to take the place of the KATE ADAMS, had passed us but a few minutes before. Our captain immediately signaled for help and the QUEEN CITY returned. By fastening the two boats together with lines they attempted to pull us off the bar. This was tried numerous times, but in vain, for the lines just snapped in two. Part of our freight was then moved to the QUEEN CITY and also upon a barge which the latter boat had brought from Shawneetown. Work was continued all day and that night. Our crew also used two spars trying to push us off.

"I finished reading 'The Man from Glengary.' It is just fine. Took a nap from 2:15 until 4:25. After supper we played a game of cards and retired about 10:00 o'clock, but spent half an hour writing letters in the top berth.

"August 3: Woke up at 4:45 but seeing that we were still fast aground on the sand bar I went to sleep again. Christie woke us at 7:30 just as they were sitting down to breakfast.

I found that we were again moving. Got away from the bar with the assistance of the QUEEN CITY at 5:00 o'clock.

"Tied up at Mulfordtown or Upper Caseytown at 8:30 a.m. to transfer the freight from the QUEEN CITY onto our barge. While here we all walked up to the town about a ¼ mile away and bought fresh buttermilk. Left at 11:45, passing Cave-In-Rock at 12:30.

"Everything went okay until about 5:00 o'clock when we landed about four miles below Golconda long enough for the pilots to go ahead and sound. They returned about 7:00 o'clock and our captain decided to wait until morning to go on. We went back to Golconda and tied up for the night. The whole crowd, also several of the other passengers, took in the town. We surprised one of the ice cream soda parlors with a crowd of about 20. Had peanuts and a general good time. I had a lantern with me and we certainly needed it. The sidewalks were just miserable.

"I almost forgot. I got a hair cut and shave on board REES LEE today, paying 50¢ for the job.

"August 4: I woke up at 6:00 o'clock and after I learned that the folks were still in bed I took a walk uptown, for we were still at Golconda. Stopped in at the bakery which we visited last night and drank another ice cream soda. I returned a little later and we all had breakfast. We soon learned that our boat would not proceed until every pound of freight and every piece of furniture in the cabin, in fact the entire outfit, would be moved off onto barges. The report from below showed that we were drawing more water than the river contained at the bar.

"The captain left us in charge of the purser, he himself going down to the bar on the J. F. BUCHAM. In a short time the purser attempted to persuade all of us to take the train; but here is where he struck a snag. The majority of the passengers objected to this and councils of war were held in all parts of the boat. Everybody was on the warpath. Woe unto the purser! He certainly got his foot into it.

"Several of the passengers left by rail at noon. We are now waiting (2:30 p.m.) for the

Str. J. B. RICHARDSON to go to Paducah. From there we expect to take the CITY OF MEMPHIS for St. Louis Saturday morning.

"We had beans, veal, beets, corn, potatoes, coffee, biscuits, butter and peach cobbler for supper tonight. Four of us played four games of Flinch. I was on the winning side each time.

"About 5:15 we went back to our old landing place below Golconda where the QUEEN CITY lay. Ate supper at the first table, as many of the passengers were gone. I had a very tough piece of steak; it was so tough that Christie could not get away with it. Emma worried about her hair again as usual and just now is very much interested in her book 'Old Mam 'Selle's Secret.'

"We began a game of Flinch, but just as we got started the RICHARDSON came and we all left the REES LEE and were soon on our way to Paducah. We found the J. B. RICHARDSON to be a rather small boat. Ere very long we started another game of Flinch and certainly had a bushel of fun. Christie got so interested in the game and laughed so much he was laid up with a severe headache. We arrived at Paducah about 1:00 a.m. Found rooms at the Palmer House.

"August 5: Got up at 7:00 o'clock and had breakfast at 9:00. Visited some of Papa's business friends. Had dinner at 12:30 and were very pleased with the meal. In the afternoon we went street car riding and in the evening visited Wallace Park and saw a moving picture show. While eating supper Mr. Wm. Keith, purser of the REES LEE, came into the diningroom and informed us that he would take us to Cairo free of charge. Got to bed at 12:00 p.m.

"August 6: Woke up at 8:10 and had breakfast at 9:30. Spent the morning playing Flinch and Muggins. Dinner at 12:00 and Mr. Keith again visited us. Their boat will leave sometime this afternoon and from present prospects we will take the REES LEE, although the connecting steamer at Cairo, STACKER LEE, promises us only cots to sleep on.

"After due consideration we boarded Str. REES LEE and left Paducah at 4:30 p.m. Arrived at Metropolis about one hour later. Arrived at Cairo 9:00 p.m. Visited the town and

found a real nice city.

"When we reached the boat again I was surprised to find that my suit case had disappeared. After a thorough search I sighted it in Room #16. After teasing Miss Ella about the trunk rope we played Flinch. As we were leaving Cairo the Captain called us out on the Hurricane Deck and turned the search light on the mouth of the Ohio where it joins the Mississippi.

"We met the Str. STACKER LEE at 1:00 o'clock and were soon aboard the new boat. As expected we were unable to secure any berths and consequently slept from 2:00 until 5:30 on cots fixed in the cabin.

"August 7: The ladies reported a packed house, while our cots were placed quite comfortable. Our breakfast was first rate, although some of the folks declared it was bum. Spent the morning talking, reading and teasing. We walked through the large city of Elkin, Mo. while our boat took on wheat. Finished the book, 'Dr. i and I' and enjoyed it immensely. Just now we are all waiting for dinner, as we wait for the second table.

"After dinner, as I was about going to sleep, I thought it best to lie down. Not being able to secure a berth, I went to sleep in a chair. Slept about two hours and talked the rest of the afternoon. After supper we watched them dance. There was a lumber man on board and he entertained the crowd with recitations, 'The One Legged Goose', 'The Party', 'The Joiners', etc., etc. We also sat outside and enjoyed a nice breeze. Went to bed at 10:30 in the Texas on cots, where the darkies usually sleep. In general we spent a very pleasant Sunday, one long to be remembered.

August 8: Woke up at 6:30 a.m. and found the folks all up when I got downstairs. Nothing of importance happened in the morning. Wrote letters. We arrived at St. Louis just at noon and after telling each other goodbye, the 'Stranded Crowd' disbanded."

Once at St. Louis the family lost no time checking into their rooms at the Inside Inn on the fairgrounds where our diarist

noted, "we found our chairs all over the building." The Fair was a big adventure, of course, and since they spent 10½ days in St. Louis, they missed no feature or event.

Uncle Bert found the Boer War "beyond description," saw 100 Philippine Scouts drill, rode in an auto, went through the Esquimoux village, took in the big Ferris Wheel, and so on and on.

Noted our young traveler: "The Nebraska exhibit in the Agriculture Building is worthy of note as they have ice water free," and "Our visit to the American Inn for dinner will not be forgotten soon. Just ask anyone in our crowd. We bumped against the real thing there."

Little is mentioned about the trip home by rail. But the river trip remains an important element of the vacation. The diary ends: "Three cheers for the World's Fair and our trip to St. Louis by river and sandbars."

The excursion boat BETTY BLAKE, familiar in the Cincinnati area since 1980, is currently moored at the McGinnis, Inc. landing, South Point, Ohio. From what we gather, she will henceforth run trips in the Huntington-Ashland-Ironton area of the Ohio River under McGinnis sponsorship. She will be renamed for the popular Stephen Collins Foster song, OH, SUSANNAH. Tony Holbrook of McGinnis brought the boat up from the BB Riverboats dock at Covington, Ky. to its present mooring in January. Also we understand that BB Riverboats will relinquish the GOOD SHIP LOLLIPOP to the McGinnis interests. Doug McGinnis plans to convert the old twin-prop towboat GREGORY JAY (originally CHOCTAW of Warrior & Gulf Navigation Co.) into a floating restaurant and landing float to be renamed CITY OF IRONTON.

Latest addition to cruise boats on the Cumberland River is the MUSIC CITY QUEEN, hull 85 x 35, built by Marine Builders, Utica, Ind. for Dr. Hugh D. Claughton, owner and president of Belle Carol Riverboat Co., Nashville. She handles 400 and is an excellent representation of the classic sternwheel design.

Jim Wallen and Jerry Sutphin joined with a throng of well-wishers at Huntington, West Va. on January 2nd when the Chessie System inaugurated a coal-haul between there and Hinton, West Va., 147 miles, pulled by a 1948-vintage steam locomotive.

The consist on the inaugural run comprised 15 hoppers of coal, nine passenger cars loaded with officials and newsmen, and a caboose. One of the passenger cars was the private car "Independence" owned by Ross E. Rowland Jr. who heads American Coal Enterprises, owner of the coal-fired 614-T locomotive. Rowland was at the throttle from Huntington to Hurricane, West Va.

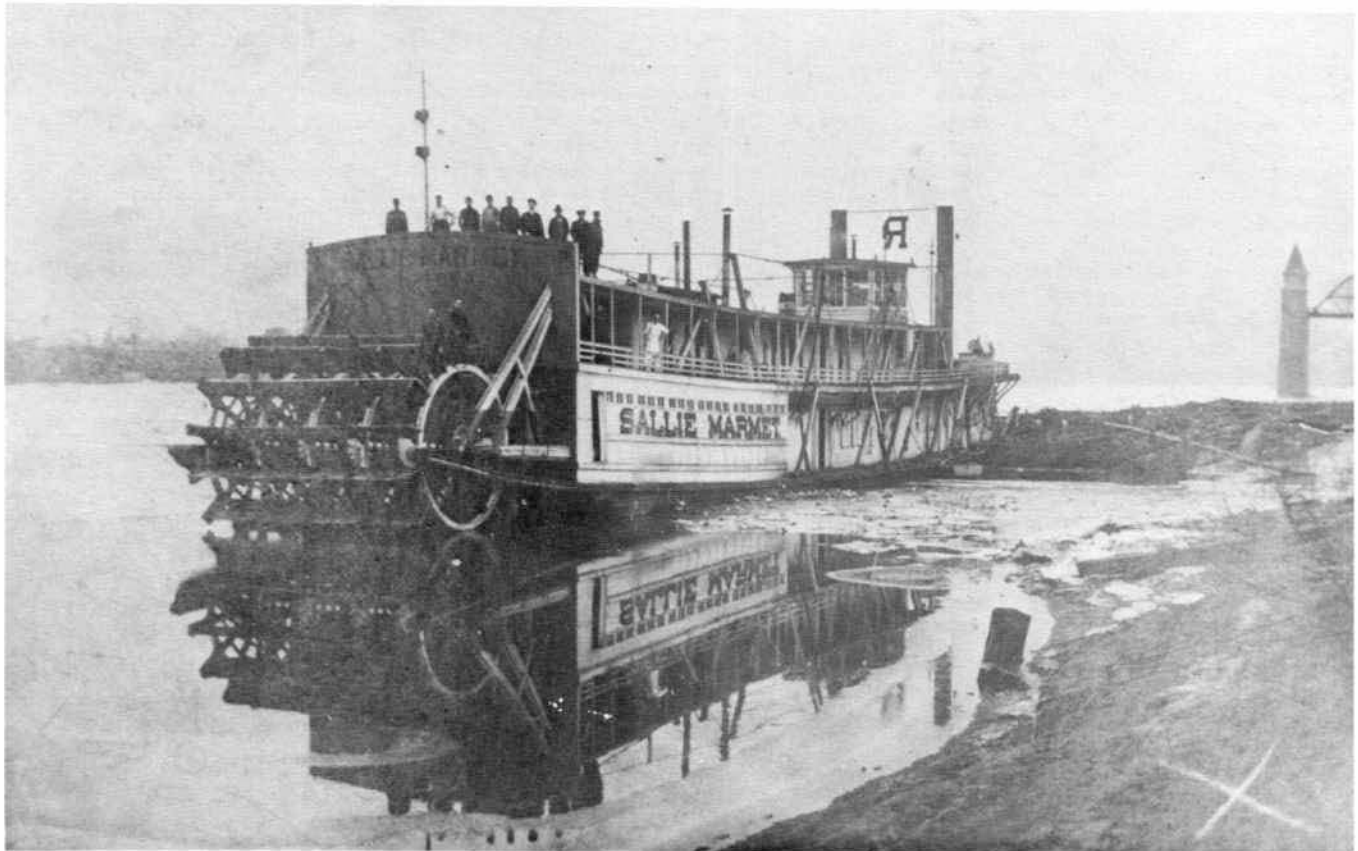
"Ross Rowland is a remarkable person," writes Jim Wallen. "He is an experienced locomotive

engineer, having been at the throttle of the Freedom Train when it was here some years ago. He is also on the board of directors of Amtrak, and is senior partner of Floor Broker Associates, the largest brokerage of precious metals--gold, silver and copper--on the New York Commodities Exchange."

Rowland's current ambition is to sell the Chessie System on the idea of building a modern coal-burner locomotive now in the design stages. It would be 112 feet long and resemble two diesel-powered engines coupled back to back. The forward unit would contain a 4-cylinder compound steam engine. The second unit would carry 33 tons of coal and 10,000 gallons of water. Foster-Wheeler is involved in the steam generating plant.

Jim Wallen asked Rowland if the new system would be applicable to steamboat paddlewheel machinery. Declared Rowland, "It certainly will."

American Cruise Lines of Haddam, Conn. plays a major role in U.S. coastal cruises, offering tours along the Atlantic seaboard, across the Gulf Coast, and up the Mississippi to Vicksburg. They are now building the NEW ORLEANS at Chesapeake Shipbuilding Inc., Salisbury, Md. (see page 3) for Mississippi-Ohio service. Corporate headquarters for both firms is One Marine Park, Haddam, Conn. 06438. The STAR OF DETROIT, 162-ft. 400 passenger dining cruise boat now operating at Detroit came from the Salisbury, Md. yard.



DURING the severe ice at Cincinnati in the winter of 1917-1918 the SALLIE MARMET with a coal tow loaded in wooden barges was forced to seek haven. The ice got worse, gorges formed, and she spent something like three or four weeks until the general break-up. When this vast accumulation of ice moved during the last week of January 1918 nearly every steamboat in the Cincinnati harbor was lost, including the side-wheelers CITY OF LOUISVILLE, CITY OF

CINCINNATI and GREENLAND. Also lost was the 200-foot towboat CHARLES BROWN. We never were certain as to where the SALLIE rode out this destruction, but here is the answer. Charles Henry Stone kindly had this picture copied for us, and she's moored along the Kentucky shore below the Newport Water Works. Standing on the roof are the crew members who rode out the experience, among them Capt. John F. Rust and Will Curry.

Ben Lucien Burman, prolific author of river tales, died in New York City on November 14, 1984 of a stroke. He was 88. His initial book, "Steamboat Round the Bend" appeared in 1933 and his latest, recently released, was "Thunderbolt at Catfish Bend." In all he authored some 22 books, illustrated by his wife who signed her sketches Alice Cady. His river flavored stories frequently appeared in The Reader's Digest and in other national publications.

Ben Burman and his wife made their first steamboat trip, gathering material for his initial book, aboard the BETSY ANN from Pittsburgh to Cincinnati, and at that time they were living in Covington, Kentucky. Those of the boat's crew at the time were not favorably impressed with this rather strange gentleman obsessed with collecting ghost stories and wierd tales of river life. This couple befriended Capt. Dick Dicharry of the TENNESSEE BELLE, and the Lower Mississippi's bayous became the stage for Burman's books. "Steamboat Round the Bend," his first, was his real thunderclap inasmuch as Will Rogers and Paducah's Irvin S. Cobb adopted the title for a humorous movie released in 1935, an instant hit.

So wide was his following that several of Burman's books were translated for foreign readers. Shortly after his obituary appeared in The Waterways Journal (issue of November 17th last) Jim Swartzwelder wrote as follows:

"I sure was saddened to read of the passing of Ben Lucien Burman. Seems to me he never attended an S&D meeting and yet, without doubt, he loved steamboats. I came to enjoy his writings when Russell Lintner introduced me to one of his books. Since then I have spent many pleasant hours reading and rereading his works. Those who have been exposed to rivers, particularly a steamy bayou in Louisiana, thrill at the legacy Mr. Burman has given us. May his government light at Mile 235.0 on the Lower Mississippi just above Baton Rouge glow even brighter."

Alice Cady Burman died in 1977. One brother survives, A. Sidney Burman, Chicago.

The latest edition of "The Steamboat Calliope," issued thrice-yearly by Delta Queen Steamboat Co., scored a beat on the news media by announcing that Capt. Harold DeMarrero has been named Commodore of the line. The late Capt. Ernie Wagner held this distinction from 1976 until his death in 1978.

Captain DeMarrero joined DQ Steamboat Co. in 1981 as pilot on the DQ and MQ. In 1982 he was named master of the DQ. He and his wife Connie, residing in Baton Rouge, received congratulations when a son, Mark Arthur DeMarrero, was born to them on September 19, 1983.

Sirs: The cut of the PRINCESS pictured in the new Packet Directory has once again appeared. This time it is on a special souvenir card issued by the Bureau of Engraving and Printing, Washington, D.C. for the American Stamp Dealer's Show in New York, held Nov. 15-18, 1984. As usual the boat has only the name MISSISSIPPI on the paddlebox.

Jack C. Standen,
P.O. Box 8004,
State College, Pa. 16803

YOUNG LADY REPLIES Concluded from page 34

1904, possibly 1905. The car pictured is not the 1897 six-passenger Haynes family car of Mr. Fenn's article but only a two-passenger runabout. First, let me make the correction of the date. In the family picture I appear to be a little girl about four years old, possibly five. Since I was not born until 1900, the date of these photographs should obviously be 1904 or 1905.

Second, the car shown is a two-passenger runabout, not a family car. This car was owned by my uncle, James E. Howard, the photographer. He was a born mechanic and an expert on the gasoline engine, and deeply interested in the early automobile.

Another correction, contrary to news accounts, my grandfather, Captain Ed J. Howard, never drove the Haynes car nor any of the succeeding family cars. He left this to his sons, James E. Howard and my father Clyde Howard. He did

not go to Kokomo, Ind. to receive the original automobile nor to Indianapolis in 1916 to receive the new model.

Now I introduce some other data which will add confusion to the date when the original Haynes car was purchased. My father kept a travel diary in which he wrote the following entries:

"April 1899 Clyde Howard and James E. Howard went to Kokomo, Ind. to investigate the automobile. Stopped at Columbia Hotel."

"Jim Howard and Clyde went to Kokomo, Ind. the middle October 1899 to receive automobile. Stopped at Clinton Hotel for 3 days."

It seems almost certain that these trips were to fetch the 1897 automobile. As to later history, this automobile was not used very long. It made so much noise and its appearance on the streets of Jeffersonville and on country roads was so startling that horses were frightened into running away. Consequently, the Haynes was put in the barn and stayed there until the events of 1916 which took it to Indianapolis.

Information regarding Captain Howard, the Howard family, the Shipyard, and the boats built there is easily obtained from the Howard Steamboat Museum, 1101 E. Market St., Jeffersonville, Ind. 47130, telephone (812) 283-3728. The museum is open weekdays except major holidays from 10 until 4. Sundays from 1 to 4. Visitors are welcome and I hope my fellow Sons and Daughters will visit the museum often to enjoy a tour of the house itself whose beautiful interior is the work of craftsman employed in the shipyard, and which displays early ship building tools and models of steamboats.

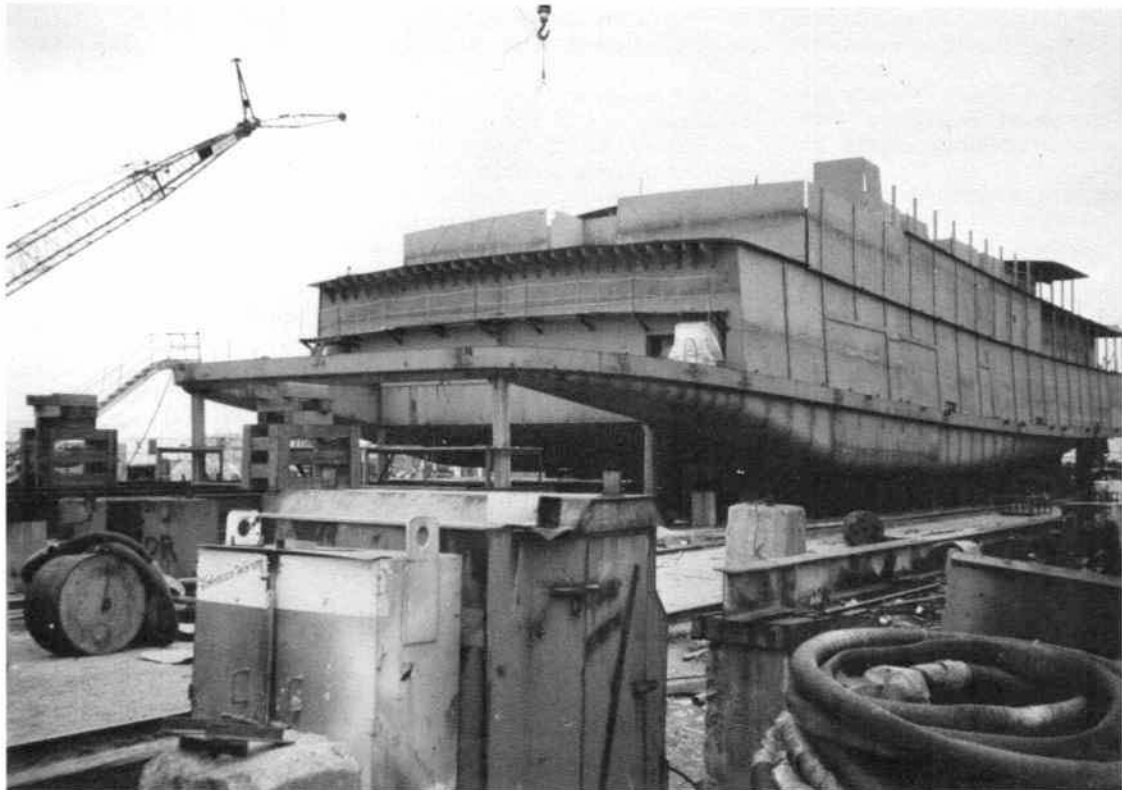
There is also a vast collection of the business papers and records of the Howard Shipyard, with records of boats built, at the Lilly Library of Indiana University at Bloomington, Ind. The collection is catalogued and available for reference. I have an idea that the bill of sale for the automobile we are concerned about may be found in that collection.

Sincerely yours,

Frances Howard Kohlhepp,
(Mrs. Norman Kohlhepp)
2116 Lauderdale Road,
Louisville, Ky. 40205



These two photographs taken by Ross Rogers, Jr. show the construction of the GENERAL JACKSON at Jeffboat Inc., Jeffersonville, Ind. in early January. This 245-foot sternwheeler will ply the Cumberland River between Opryland USA and Nashville. The ship at the left in the upper view is a medium-sized ocean-going tanker about ready for launching.



Erwin C. Zepp, director of the Ohio Historical Society 1947-1964, died this past September, aged 82. He joined the Society in 1933 as Assistant Curator of State Memorials, and fostered the growth of S&D from the beginnings of the original River Room at Campus Martius, Marietta, until his retirement. He was born in Cleveland, O. and graduated from The Ohio State University in 1928 with a degree in landscape architecture. In national competition he won the prestigious Ryerson Prize which supported post-graduate study in Europe. After his return he taught at OSU for several years before joining the Society.

During his long tenure of directorship more than 30 Ohio State Memorials were acquired or substantially increased in size, including major additions to Campus Martius Museum. He was active in the acquisition of the towboat W. P. SNYDER JR. and made the historic voyage on her down the Monongahela and Ohio Rivers in 1955.

Sirs: Vic and his mother Alice Tooker and the Riverboat Ramblers are on a leave of absence from the Delta Queen Steamboat Co. for the 1985 season. They will be playing at Kabby's Restaurant in the New Orleans Hilton Riverside, with special engagements aboard the CREOLE QUEEN.

I drove to New Orleans before Christmas and brought Vic and Alice home to Wilmington, O. for Christmas, and have just now returned from taking them to the plane back to start their new venture for Hilton.

They will be doing some radio shows on a regular basis for the Hilton on WWL-AM.

They may be reached by addressing them at:

New Orleans Hilton Riverside and Towers, Poydras Street at the River, New Orleans, La. 70140.

David H. Miars,
1779 Greene Road,
Martinsville, O. 45146

BACK PAGE PORTRAIT

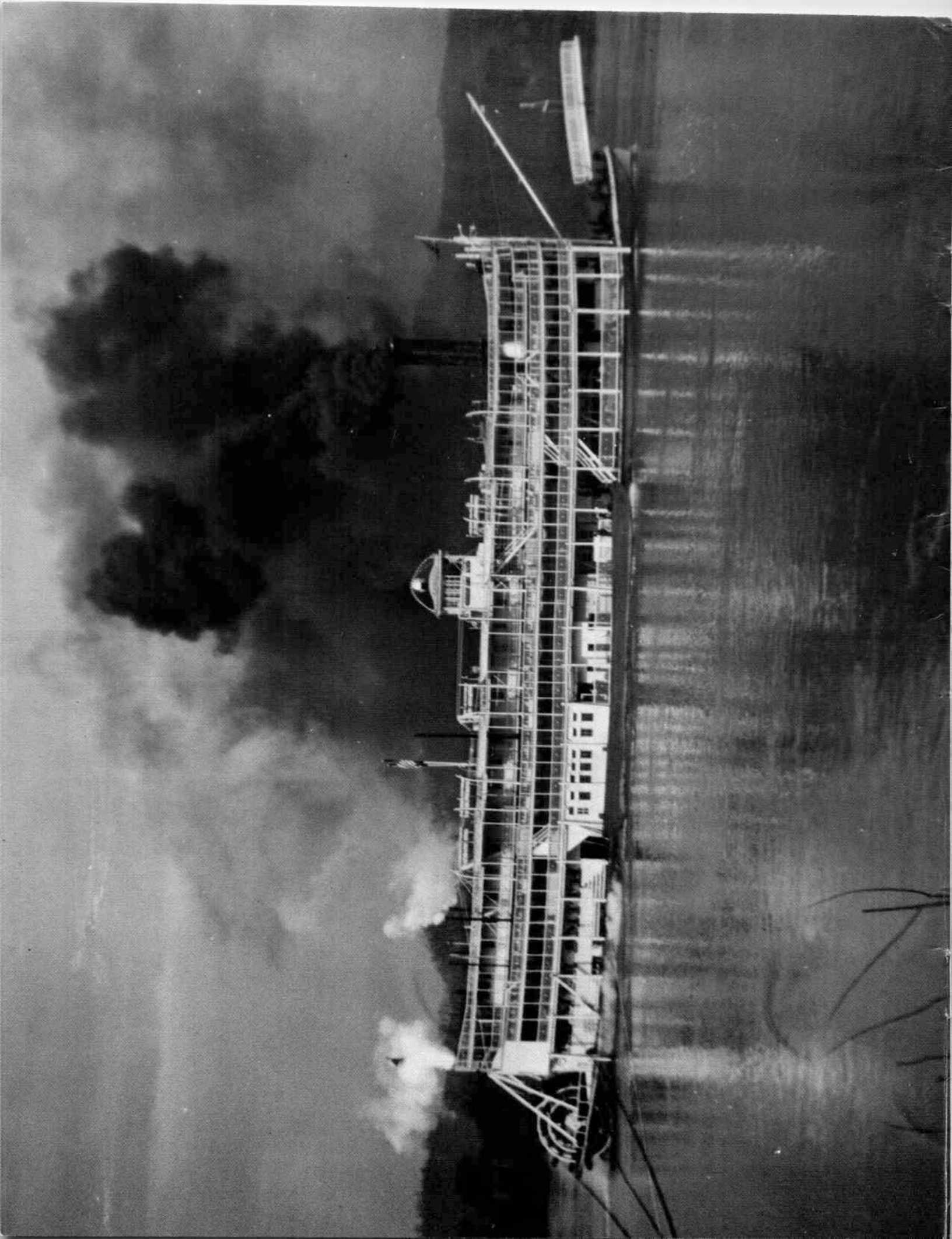
HOMER SMITH, Spring Harbinger

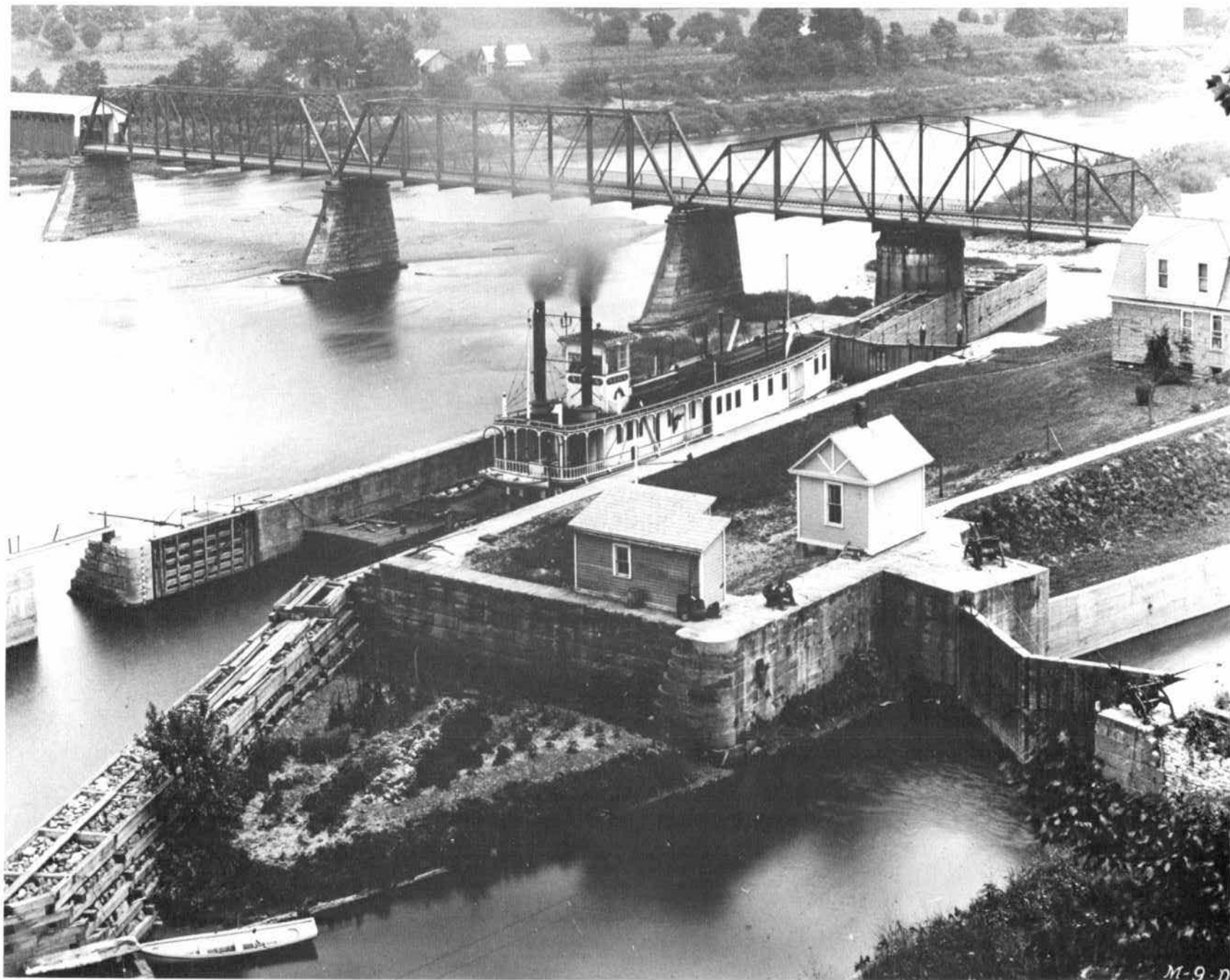
For over a decade, starting in 1916, on balmy spring days and evenings, the robins vied with calliope music from showboats and the HOMER SMITH. The big excursion boat habitually wintered at Point Pleasant, West Va., emerging in April to run matinees and moonlights. Longest excursion was from Maysville to Cincinnati, 62 miles, picking up at Ripley and Augusta, for the opener at Cincinnati of the baseball Reds, then delivering back the fans that night. From Cincinnati she gradually worked her way to Pittsburgh to settle down for the summer with matinees to a swimming and recreation park called Walnut Beach at Sewickley, and moonlights out of Pittsburgh. During this period Prohibition was in force, rather rough on the income of excursion boats. Slot machines were open to customers while the boat was under way but were closed when she was at landings. This picture, taken by C. C. Bowyer, Point Pleasant banker and HOMER SMITH stockholder, was lately found among his negatives, and for the enlargement we are indebted to Woody Rutter.

JOHN W. HUBBARD (left) and QUEEN CITY

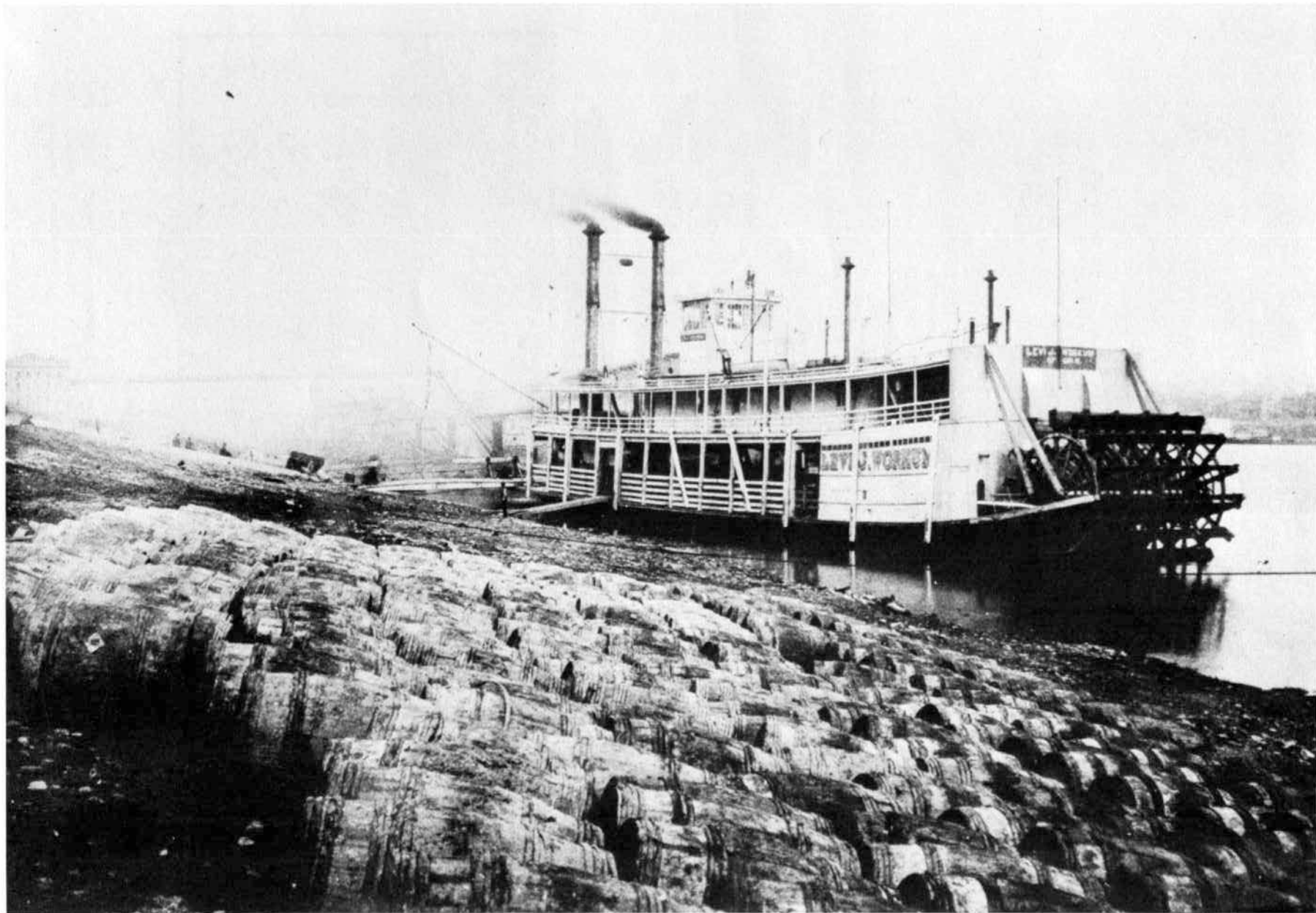
Trading passengers on a summer Sunday "Meet the Boat Trip" between Louisville and Cincinnati. Alene Stottlebower, riding the HUBBARD, snapped Capt. Ed Williamson (extreme left, back to camera) and Capt. Jack Lindenburn (foot on QC's rail), two veterans in L&C service.







M-9-n



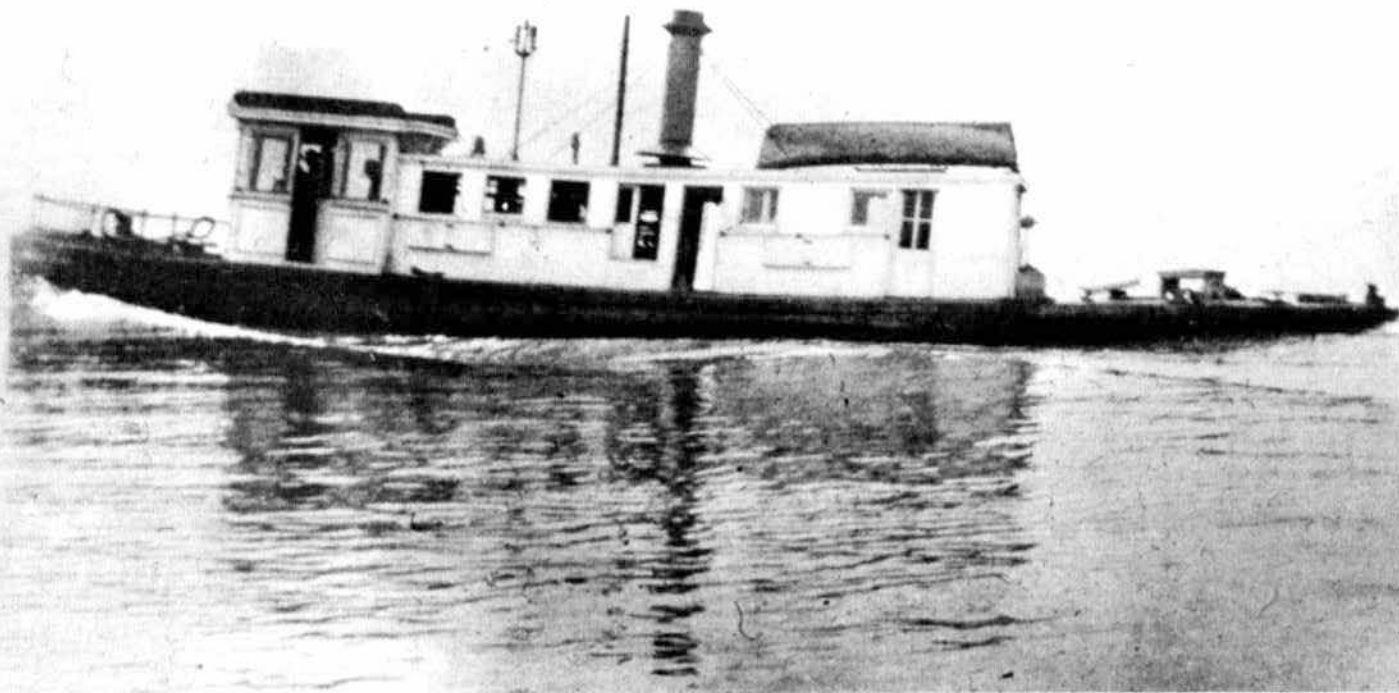
Charles Westheimer, 485 Wood Ave., Cincinnati, O. 45220 sends the above with the following note: "The LEVI J. WORKUM belonged to the Freiberg & Workum Distillery of Cincinnati. My mother, born in 1890, recalled parties enjoyed on the boat and aboard a flat barge towed ahead when she was a young girl in Cincinnati. Levi J.

Workum and his partner Julius W. Freiberg were her grandfathers and hence my great-grandfathers. I have had a canoe, several sailboats, a houseboat and a Boston whaler on the Ohio, belong to S&D, and am a great fan of the S&D REFLECTOR."



IT'S HARD for us to resist running this excellent picture of the KENTUCKY, and our excuse is that in this issue there also is a picture of the LEVI J. WORKUM from which she was built, and comparisons can be made. The Louisville & Cincinnati Packet Co. hauled the WORKUM on the Madison, Ind. ways in 1907, added 31 feet forward of the boilers, and renamed her. They also gave her a Texas. All the days she ran under both names she was hand-steered. In this photo, taken by Capt. William S.

Pollock at Cincinnati, she is wearing the BONANZA's whistle which L&C gave her following the loss of the CITY OF CINCINNATI which had inherited it. Later it went to the side-wheel double-cabin CINCINNATI and it still may be rattling around in Streckfus archives. We've ridden her at various times as a passenger, and just now comes to our mind that her bed sheets were stenciled in large black lettering, big enough to read hanging on a next-door clothes line, STOLEN FROM STR. KENTUCKY.



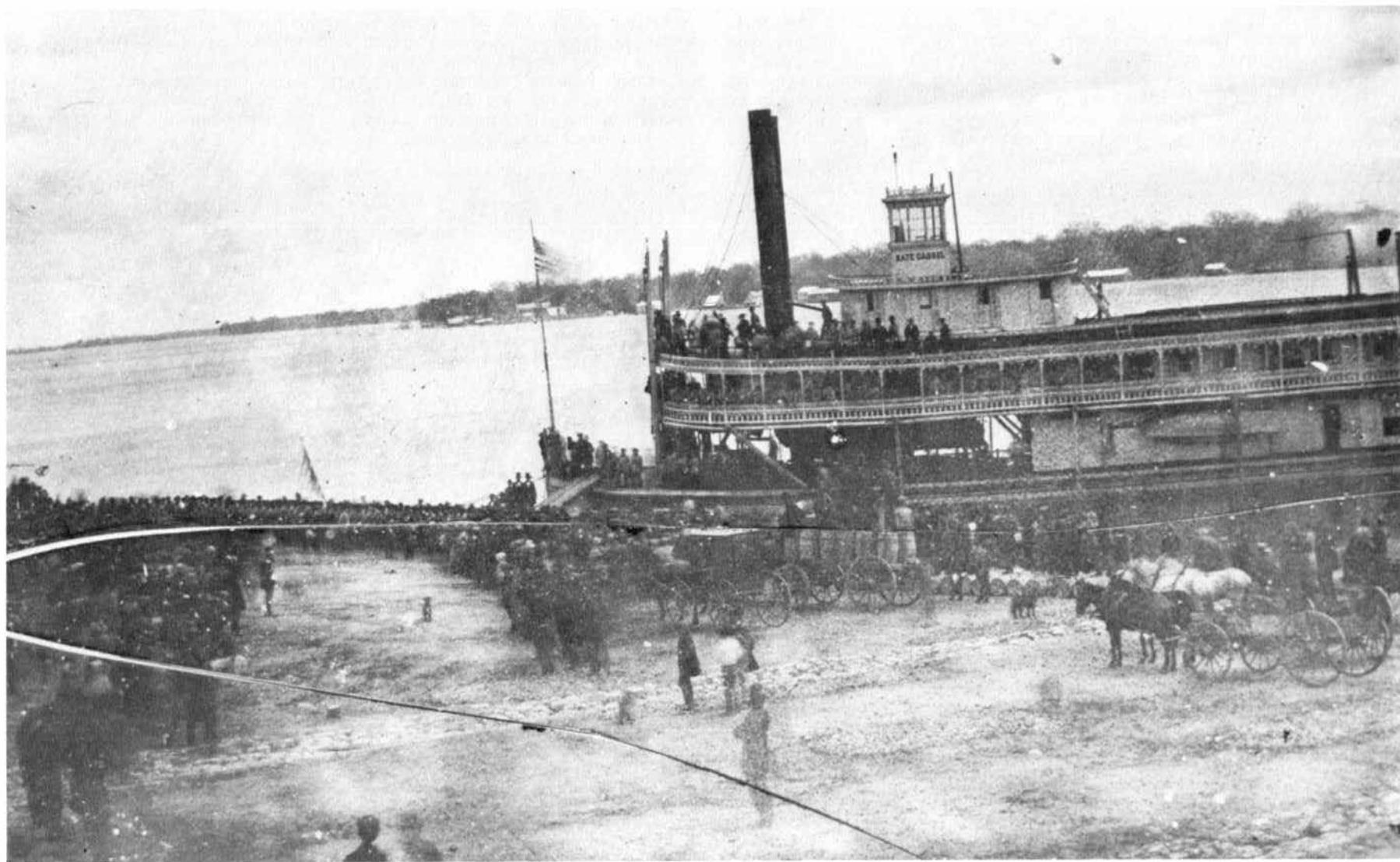
THIS picture recently caused Jack Custer to ask some questions. It comes from the T. J. Hall collection at Fort Thomas, Ky. and was marked "Combine's gauger boat operating out of Cincinnati." Years ago we bought a post card print of this from Richard L. Hunster, the Cincinnati photographer. He identified the boat as the SILVER STAR. One day the late Capt. Arthur (Red) Schletker of the GREENBRIER about did a double handspring when he looked at the post card. "My first

river job--I worked on her at Cincinnati when she was gauging coal," he exclaimed. She was built in Pittsburgh in 1897, wood hull, 65 x 10 x 5, and in the period 1902-1914 was owned by Harry Rigdon, a Cincinnati gauger. Gaugers went around measuring the actual amount of coal contained in a wooden barge. By 1915 SILVER STAR was owned by the Eagle Packet Co., St. Louis, and was lost in ice at Paducah on January 29, 1918.



RALPH DuPAE wants to know why this boat was not included in Way's Packet Directory. Good question; we thought she was. This is the RED WING, originally the rafter JUNIATA, built at Winona, Minn. in 1889, renamed about 1912 when acquired by Capt. M. H. Newcomb of Pepin, Wis. who ran her as a short trade packet and also handled excursions on the barge MANITOU seen in this picture. In 1912 he had this outfit up the

Chippewa to Durand, Wis., an exceptional adventure. He sold both to Capt. Ralph Emerson in 1923, who ran excursions with them up the Monongahela to Fairmont, West Va. and also on the Allegheny. The RED WING burned at Hays, Pa., Dec. 24, 1926. The MANITOU, operated by Walter B. Eichleay and later Howard Morris, remained in the Pittsburgh area until 1932 when it was sold back to the Upper Mississippi.



The KATE CASSEL was a long way from home when this picture was taken at Burlington, Iowa loading Civil War troops and supplies. She was built on the Monongahela River at California, Pa. in 1854 and for the first two seasons ran Pittsburgh-Zanesville owned by a stock company headed by Capt. Joseph McVay. Without doubt the boat was named for one of the Cassel family of Zanesville who shipped quantities of flour. The LIZZIE

CASSEL, built later, also was named for a Zanesville Cassel. We've always felt that there is a similarity between the KATE CASSEL and the LORENA; in broadside views they look alike. Although destined to spend most of her career on the Upper Mississippi, the KATE in 1864 was returned to Wheeling, apparently with the idea of making a wharfboat of her. She was removed from documentation that fall.

