

S&D

REFLECTOR

Published by Sons and Daughters
of Pioneer Rivermen



Vol. 22, No. 2

Marietta, Ohio

June, 1985



The famous USS ironclad MONITOR has been upside down on the sandy bottom of the Atlantic since New Year's Eve, 1862 sixteen miles from Cape Hatteras, N.C. The storm which sunk her resulted in the loss of 16 of her crew of 62.

This summer she will be much in the news as a team of scientists investigate the wreck with sonar equipment, special cameras and diving tanks. The location was spotted in 1973 by Duke University scientists using sonar and cameras at a depth of 220 feet.

The National Trust for Historic Preservation and the National Oceanic and Atmospheric Administration will cooperate in determining whether raising the wreck is possible or even advisable.

National announcement was made April 11 of the formation of the National Rivers Hall of Fame, headquartered at P.O. Box 305, Dubuque, Iowa 52001. Sponsored by the Dubuque County Historical Society, the objective is to celebrate the fame of men and women of the Inland Waters of America. Founder and chairman is John P. Bickel, well known to those who attend S&D meetings.

Writes John: "Last year at the S&D meeting I was really dying to say something about our Hall of Fame, but there was so much going on that it would have been lost."

A threat and a promise; John Bickel will have opportunity during our forthcoming conclave at Marietta on September 14th.

FRONT PAGE PICTURE

Passaic County (N.J.)
Historical Society Comes Up
With a Surprise.

On page 47, this issue, column 3, a floating photo gallery pictured on page 48 is discussed. Now we have from Ralph DuPae one of the pictures taken in 1875 while the gallery was enroute down the Mississippi, taken by J. P. Doremus as a stereoscopic slide. A large collection of Doremus slides are filed in the archives of the Passaic County Historical Society at Paterson, N.J.

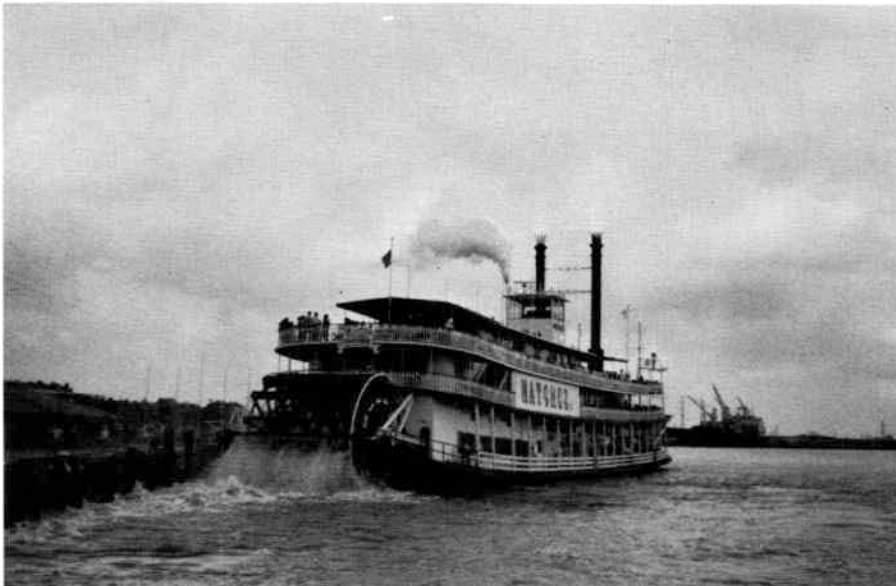
The odd craft on the front page (is she coming or going?) is the HENRY C. YAEGER, an outright freight boat owned and operated by Commodore William J. Kountz, the Pittsburgher with unorthodox ways pictured and featured in our Sept. '84 issue, pages 20-21. The YAEGER was built at Elizabeth, Pa. on the Monongahela River in 1870 on a wood hull 234 x 50 x 8. She is tabbed in Way's Packets as a side-wheeler (#2588) but this Doremus photograph shows no symptoms of side-wheels. We are now inclined to believe she was a sternwheeler. Perhaps we'd better hurry to say you are looking at the front end, rather deceptive because of the boarded-up boiler deck, and the stacks are well aft of the pilot-house. This is the only packet ever we've seen with double swinging stages handled from the spar poles. Rather unusual, also, for a 234-foot hull packet to have no roof rail.

The stereo from which this is made gives no clue as to where it was taken, but doubtlessly along the lower Mississippi, and the cotton stowed on her guards suggests she is downbound for New Orleans. In the right foreground is the stern end of the Doremus Photo Gallery.

Ralph DuPae has requested alerts from any of our members who may have river-related Doremus stereo slides in their collections. Write him at his home, 2222 Onalaska Ave., La Crosse, Wis. 54601.

- OBITUARIES -

Louise Meldahl Carley, page 22
John H. McCann, 33
Capt. Thomas H. Utter, 29, 30



CANOPIES have been added fore and aft to the texas of the NATCHEZ at New Orleans. This shot taken by Judy Patsch on March 30th shows her departing from her Toulouse Street wharf. At the present time NATCHEZ is running one extra trip, a Saturday night moonlight dance cruise, due to the absence of the PRESIDENT. See pages 5 and 31 for news of the PRESIDENT.

MARIETTA, HERE WE COME

S&D's annual meeting on the week-end of Saturday, September 14 will be staged in the "new look" of the modernized Hotel Lafayette. Vast changes, so we hear (we haven't seen it yet) start right at the front door. First on our week-end agenda will be the Friday evening reception, opening at 8:30 with light refreshments, compliments of S&D, in a new location. On Saturday morning

at 9:30 the Board of Governors is called upon to hold its annual meeting. All members are more than welcome to attend and participate. Be sure to procure tickets in advance at the lobby desk for the noon luncheon and for the annual banquet, both in the Sternwheel Room, the latter at 6:30. There will be plenty to hear, see and do, as usual, save that this time we won't have the pleasure of the DELTA QUEEN at our doorsteps.

4½ MILES OF FLOATING RESTAURANTS

In the Cincinnati harbor the action today is along the Kentucky shore, stretching from Dayton to below the suspension bridge, over four and a half miles of shoreline. Restaurants afloat or overlooking the Ohio River are already there, or are under construction, or projected. Since it floated into Newport a couple of years ago, The Islands, most posh (\$3 million) pink floating restaurant run by Richard Schilling Jr., generated \$5.5 million in its first year.

Jack Young's Pier I Lounge and Marina, a Newport mainstay for the past nine years, will be moving upriver to Dayton, where Young plans to renovate his boat and reopen under a new name this summer. Young's project will be joined this month (June) by the F&N Marina with docking space for 400 boats. On the agenda at Dayton is a \$10.5 million marina, complete with clubhouse and restaurant.

In Newport two boats that have undergone \$2.2 million worth of renovation will reopen this summer under new management--Ben Bernstein's Captain's Anchorage and Ken Hell's Barlycorn's. The newly renovated Captain's Anchorage will open this month (June) with a completely new kitchen and glassed-in diningroom. Ben's son Jim will run the Bernstein's latest venture. The specialty of the house will be fresh fish, and menu items will range from a \$5 soup and sandwich to a \$15 steak.

The latest Barlycorn's will feature a new bar inside that will seat 100, with meeting and party rooms on the second floor.

A third floating restaurant, William Heimick's \$1.6 million Watertown Inn, is scheduled to open Oct. 1st. It is designed to resemble a warehouse in Boston, operate year-round, and will offer seating for 400 inside and 250 outside. The menu will include everything from a gourmet burger to ribs, chicken and pasta.

Ben Bernstein's restaurant boat MIKE FINK and his four excursion boats dominate the Covington waterfront at the present time. Great expansion is projected over the next several years. A \$3 million floating restaurant tentatively

called Jeff Ruby's On the Waterfront is in the works. Jeff Ruby already runs the popular night spot The Precinct, at Delta Ave. and Columbia Parkway, Cincinnati. He and several partners have engaged architect Dennis Cronin, who did Cincinnati's Hyatt Hotel, to design this new floating restaurant to seat 250, and also to feature a nightclub, steam and Jacuzzi bars and dancefloor. Most spectacular projection of all is Harborhouse at Covington in which the old steamboats CHARLES F. RICHARDSON and WAKEROBIN may undergo lavish changes. This \$63.3 million project will depend on a grant of more than \$10 million from the federal government through the U.S. Department of Housing and Urban Development. Ben Bernstein has many local celebrities as partners in this enterprise. He is now 64, and he and his wife Shirley have able assistance from two sons, Jimmy, 35, and Alan, 33.

For much of the above our thanks to Dorothy Frye for clippings from the Cincinnati Enquirer, issue of Sunday, March 3rd.

Sirs: I received the two copies of the March S&D REFLECTOR this morning. It was a pleasant surprise as I had forgotten all about my article on the Muskingum during the period of Federal control.

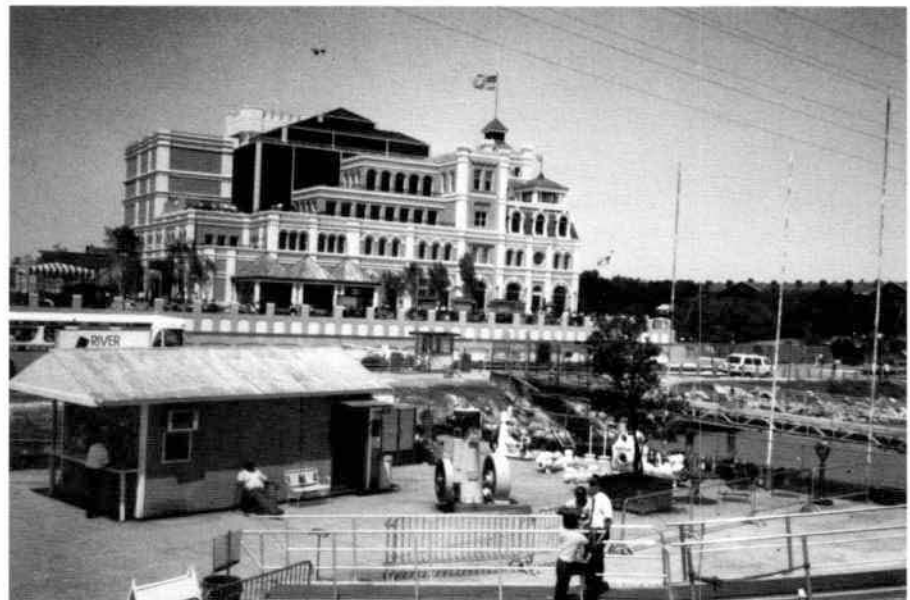
It was also a delight to see it printed in such excellent form. You are to be commended for producing such an attractive publication. The photographs are superb.

Many thanks and I am pleased no end. Can't wait to hear what Jim Paisley will say.

Frank W. Trevorrow,
36 South Pleasant St.,
Apartment 410,
Oberlin, Ohio 44074

Sirs: Photos taken aboard a boat seem to have more feeling than those taken from shore. My favorites in the March issue are the one taken by Alene Stottlebower, page 47, and Capt. Tom Kenny's on page 25. Another fine issue of course.

Roddy Hammett,
1428 Polymnia,
New Orleans, La. 70130



THE NEW JAX BREWERY Shopping Mall as seen from the decks of the NATCHEZ at her landing place in New Orleans. Photo by Judy Patsch during her Easter vacation. Judy plans to spend the summer, as she did last year, working on the NATCHEZ.

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JUNE, 1985

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.,
Sewickley, Pa. 15143

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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SOLVING A CHARADE

The Rev. Edward Hollister (1796-1870) kept a Copy Book. still preserved. One of the entries:

"The charade found below was written Aug. 9, 1842 on a steamboat ascending the Mississippi, which received the writer at Memphis, and conveyed him speedily and pleasantly to Cairo. The answer to the charade is the name of that same boat. It was presented to the Captain, and by him politely acknowledged.

CHARADE

Where Europe's thronged shores throw their
emigrant tide,
Where roll mighty waters, where prairies spread
wide,
Where day's parting glories you turn to behold,
There is ever MY FIRST decked with purple and
gold.
MY SECOND, when fiercely the sun pours his
rays,
To the sick and the weary refreshment conveys,
Bids the trees wave in beauty, wafts swiftly
along.
The ship of the ocean, the words of the song.
MY WHOLE is a vessel; in splendor she towers;
She will carry you quick to your home's shady
bowers;
Leaving all her companions to linger behind,
She flies o'er the flood, as on wings of the
wind;
Her board crowned with plenty, each comfort
supplied,
And he who commands her, our glory and pride.

The above comes to us from M. Elizabeth Gordon, 6408 E. 128th Terr., Grandview, Mo. 64030, great granddaughter of Capt. Edward Hollister (1824-1907) who dealt in building materials and once was mayor of Alton, Ill. The charade-writing Rev. Edward Hollister was his father who, in his reclining years, also shared the Alton home which still stands. Our S&D member Elizabeth Gordon has "guessed" the answer to the charade to be WEST WIND, but has found no evidence that such a named boat existed in 1842. She's right, and it did. See Way's Packets #5748.

BILL DOW TAKES PEN IN HAND

Sirs: The Louisiana World Exposition (New Orleans Worlds Fair, May 12, 1984 to November 11, 1984) was to be a "no-miss" situation for New Orleans. The combination of the event and the town was said to be irresistible to the traveling public. The 1982 Knoxville Fair drew 11 million visitors and New Orleans would surely welcome at least 13 million over the six months. Maybe 15 or even 17 million! Businesses in New Orleans could not spend enough money in preparation. The New Orleans skyline blossomed as high rise hotels multiplied downtown. A gondola was erected across the river, the space shuttle "Enterprise" came into town on barges, the old warehouse district behind the Fair site came alive with renovation.

The Opening Day ceremonies, with the NATCHEZ front and center, were terrific. Fireworks, two Goodyear blimps, and thousands of people. The 80 acre Fair site was a delight, an artistic and entertainment success which far surpassed Knoxville (or any other Fair back to Expo '67 in Montreal). New Orleans was about to give a hell of a party.

Unfortunately damned few people showed up. Where up to 17 million had been anticipated, the final count was barely 7 million. Of those visitors, 65% came from Louisiana. Of that 65%, many had season passes and were counted at the gate 30 to 40 times. What this meant for our modest New Orleans Steamboat Company was that only 35% of the visitors would be inclined to ride a riverboat and for them the Fair, with its many attractions, became our competitor.

Within a week of the Fair's opening, the handwriting was on the wall for us. We dropped the PREIDENT's dockside lunch, we moved the DENNY to the Fair site and brought the LAFITTE back to Toulouse Street to handle the Bayou trips, we dropped the PREIDENT's afternoon entertainment and cancelled her scheduled afternoon trip. By June a great number of commissary, deck, and supply personnel were gone. In August, we disbanded the Personnel and Security Department. We eliminated the monthly rotation of chief engineers

aboard the NATCHEZ. In the last analysis, 1984 was a poor year for steamboating in New Orleans.

The reasons for the debacle and subsequent bankruptcy of the Fair (\$82 million in unpaid debts) have filled dozens of newspapers. I had a rather simple view of the problem. Initially the Fair's management spent far too little (and too late) publicizing the Fair throughout the country. When the large travel organizations went to sell their Fair Travel Packages to the general public, folks were unaware of the Fair and did not buy those Travel Packages. The immediate result was that attendance in the initial weeks of the Fair was far below what had been anticipated.

The Fair's cash and credit had been depleted by Opening Day and the management was depending upon the Fair's initial operating cash flow to meet payrolls and service debt. The needed cash flow did not materialize and the Fair's management turned to the Louisiana State Legislature to bail them out. Not once, but twice in the first months. As soon as the politician's words and actions were magnified by what I consider an irresponsible press, and sent out nationally, our fate was sealed. No one was going to go to New Orleans to visit "that mess down there." Thus was an attractive event twisted into an economic hardship for many of us.

The disappointment is behind us now. The real legacy of the Fair is the magnificent new Convention Center which hosted its first convention (The International Helicopters) in January of 1985. The Center and the 28 thousand hotel rooms in New Orleans must surely bode well for our Company's future.

About the PRESIDENT...

On 6 January 1981 we purchased the riverboat PRESIDENT from Streckfus Steamers, by way of the Boatmen's Bank in St. Louis. On that day, in retrospect, many of us shouldered the burden of a lifetime. In the ensuing four years we have invested our toils and whatever monies we could find in the effort to breathe life back into the boat. She is now "seaworthy" in the eyes of the Coast Guard (excepting weather deck renewals) thanks to \$1.2

million in capital expenditures and our sweat. But we find ourselves in a "Catch 22" situation. The PRESIDENT cannot earn her keep unless those weather decks are secured and her interior passenger areas are renovated. But for us to accomplish that renovation work, the funds will have to come from her earnings.

In the past months we might have been asking ourselves "is it worth it?" I must tell you that the answer is "Yes." The PRESIDENT was one of the last steam packets to be built (1923-1924) on the inland rivers of America. For ten years she sailed the Ohio River between Louisville and Cincinnati carrying passengers (325 in staterooms) and freight. She was then named the CINCINNATI. In the early years of the Depression (1931) she was sold to Streckfus, moved to St. Louis, and converted into the day excursion business. She retains that converted configuration today.

I liken the PRESIDENT to the paintings or sculpture of a Rubens or a Michaelangelo. Once she were to go, if she were to go, her likes will never be seen again. Under SOLAS and Coast Guard regulations her interior spaces can never again be built (an A-60 fire wall every 131 feet for all new construction). I believe we have been given the opportunity to preserve a living and irreplaceable representation of America's marine heritage.

Under the heading of "is it worth it" must also be detailed the very positive contributions of so many people, people we might not have known, let alone appreciated, were it not for the PRESIDENT. Bill Wilson, Gary Frommelt, Robbie Mitchell, Joe and Van Gale, Don Dobson, Tony Jordan, and Sal Mannino to name a few.

Thus the answer is that the PRESIDENT is well worth our efforts. But a more pertinent and pressing question is the means by which we can complete the necessary renovations and avail the PRESIDENT to her potential earning power. The question has been made more pressing by the intransigence of the Boatmen's Bank. And the answer has been made more elusive by the fact that we cannot do it without outside assistance.

Our efforts to interest others

in the PRESIDENT have taken us to the Grand Ole Opry in Nashville (they decided to build their own boat), to St. Louis (John Connelly was awarded the docking space we sought), to Los Vegas (Robert Maheu, formerly with Howard Hughes, is interested but no State has yet endorsed riverboat gambling), and to Cincinnati (their 1988 Bi-Centennial Commission is interested in the PRESIDENT, the ex-CINCINNATI, as a permanent legacy, but have no funding as yet).

William P. (Bill) Dow,
New Orleans Steamboat Co.,
2340 International Trade Mart,
New Orleans, La. 70130

=We are vastly obliged to Bill Dow for the above candid assessment of the Fair and his optimism for the future of the PRESIDENT. In a subsequent phone conversation with Bill we are permitted to say that consideration for a plan to operate the PRESIDENT in the summer-fall season in St. Louis and winter-spring season in New Orleans is in the works. BULLETIN: More on this story since has developed; see page 31. -Ed.

From time to time Jim Paisley has been sending us old-time clippings from the Wheeling News-Register. The following item appeared on April 2, 1875:

A FANCY TIME ON THE RIVER - The steamer PACIFIC was due here some time last night from Pittsburgh, where she has just been finished for the New Orleans and St. Louis trade. A big time was expected on her arrival at Steubenville last night, quite a programme having been arranged for the occasion. She is under the command of Capt. Sylvanus Eberly, who telegraphed to the Steubenville Gazette that she is "one of the finest boats that ever floated the Western waters." A number of excursionists are on board, among them the mayors of Pittsburgh and Allegheny. It seems according to the Gazette of yesterday evening, that no freight is to be carried on this trial trip, and Captain Eberly bears all expenses. He has issued a general invitation to rivermen, and special invitations to a number of other people.

"At the table the Mayor of Pittsburgh will sit at the right

hand of the Captain, and the Mayor of Allegheny at the left. M. DuFee, an accomplished dancing master of St. Louis, with the partner whom he may select, will lead off at the 'hop' each evening. The services of each Sabbath out will be conducted by Rev. Thomas Plumber, D.D.L.L.D. - a celebrated Presbyterian divine. The principal papers of Pittsburgh, St. Louis, Cincinnati and New Orleans will be represented."

The following was to be the programme at Steubenville last night:

"When the Panhandle bridge is reached a band will strike up 'Down the river, down the river, down the Oh-i-o,' and a hundred rockets will be let off. As the 'rounding in' at the wharf commences, the red, white and blue Greek fires will be lighted and one dozen other silver cornet bands will 'join in' in a crashing 'Ohio.' During the lying at the wharf Arbuckle will play several clear, sweet cornet solos, offset by numerous short performances by the bands individually and collectively, while the Greek fire continues to burn and Roman candles explode. The PACIFIC will move down the river and out of sight looking like a volcano 'let loose,' and six bands thundering a newly arranged 'Westward Ho!' We have a wager to make that there will not be any sleeping in Steubenville tonight."

The only thing the matter with the above (and maybe it's us) is we find no record of a steamboat named PACIFIC built at Pittsburgh in 1875.

Sirs: I read with interest the account of the launching of the NEW ORLEANS in the March issue, page 3. My wife and I were in Salisbury, Md. visiting our daughter when the NEW ORLEANS was launched there last December 21st. Perhaps of interest would be a few words about Salisbury and environs; my wife and I lived there prior to our removal to Cincinnati in 1971.

Both Salisbury and the Wicomico River are on the Delmarve Peninsula. The Wicomico empties into Chesapeake Bay just east of Bloodworth Island, where Navy weapons have been tested for many years. The mouth of the river is about 80 miles south-east of Baltimore, and about 90 miles

north-east from Norfolk. The Wicomico extends 23 miles north-east and is navigable to Salisbury.

Regular thrice-weekly service by side-wheel packets between Baltimore and Salisbury dates back to 1855 and the steamer KENT. She and successors left Baltimore in the evening and made early morning arrival at Salisbury, making many landings on the Wicomico. Passenger service was discontinued in 1921 when the VIRGINIA was withdrawn. Regular overnight freight service continued until 1954, handled by the VICTOR LYNN.

Paul J. Lowry,
2029 Claudia Court,
Cincinnati, O. 45230

Sirs: I'd like to say how much I enjoy the S&D REFLECTOR. I would like you to do a story on boat yards. I want to start a scrap book on boat yards. Am disabled and this is a hobby of mine.

Howard Tylor Jr.,
108 Holley Drive,
Nitro, W. Va. 25143

=One reason more is not published about boat yards, particularly the smaller ones, is the almost complete lack of photographs of pre-1900 wooden construction. Best records survive, fortunately, of the largest of all, the Howard Yard, both as to documentation and pictures, thanks to Jim Howard, his wife Loretta, and to the dedicated Howard Museum persons. Almost incredible is the fact that no photograph survives of the once-thriving yard here at Sewickley where two-score major boats, including the W. W. O'NEIL, RAYMOND HORNER, BOAZ, KATE ADAMS (1st), JAMES LEE (1st) and others were built in the 1870-1880 period. -Ed.

Our thanks to David W. Jones Jr., 3393 South Pontiac St., Denver, Colo. 80224 for sending on a batch of snapshots he took while making seven round trips from Coal Valley, Pa. to New Orleans 1935-1939. Dave is son of David Jones who for years was with the river transportation departments of Carnegie-Illinois and U.S. Steel at Coal Valley.



ALPH DuPAE reports that this picture came to the University of Wisconsin collection from "an anonymous donor" and apparently with no information as to when or where it was taken. It's the JIM WOOD in her Combine days (see the R.C. on the pilothouse) and in her tow is a model barge (maybe two) loaded with lumber, rather unusual, as her main occupation was towing coal. She was still running when we were a pup but the Combine kept her based at Cairo those last several years so we didn't see much of her. Our hunch would be that this picture was taken during those Cairo-based years, roughly 1914-1917. Then the daily river news in the Pittsburgh Gazette Times one November day in 1917 reported she was enroute to Pittsburgh with empty coal barges and upon

arrival would be retired from service. Being armed with a virtually new post card size camera we became obsessed with the prospect of taking a "last picture" of her as she steamed up through Deadman's Island. We haunted the shore from dawn to dark when the date seemed about right for her to pass Sewickley, although the daily river telegrams made no mention of her. Finally the news came that she had hung herself up on the lower guide wall at Ohio River Lock and Dam 33 above Maysville, Ky. and hope of recovery had been abandoned. All we had for our ambitions, waiting and pacing, was a lot of fresh air. So all well and fine, and maybe the above picture is a better one than the one we yearned to take.



Rail fans take note. Maybe you've already recognized what's going on here. Jerry Sutphin snapped this classic at Huntington, West Va. one wintery day last January as coal-fired 614-T (T for Test) was gathering speed for a 147-mile sprint on the Chessie System bound for Hinton, West Va. with a coal

haul. The spectacle lasted throughout the whole month, up one day and down the next, never missing a lick. National radio show WQED-FM gave a realistic presentation, complete with much chug-chug-chug and lengthy whistle blasts, on their All Things Considered program.

Sirs: The March 1985 S&D REFLECTOR is a real winner! With the cover and 10 pages of maps, drawings and pictures and Frank Trevorrow's account of the "Federal Control of the Muskingum River Improvement," a lot of old Muskingumites, including this old one, are having a ball.

I am not surprised to find that Frank is well versed in Muskingum improvement. In 1976 the editor of "Towpaths" (Canal Society of Ohio) combined my work with his in an article about the Muskingum improvement and the Dresden sidecut. I wish I had known of him forty years ago when I first

started digging into the Muskingum. He is the No. 1 historian of Ohio Canals.

It was good of Robert Clark Harrell to provide the photo by Harry Fischer and good of you to use it. I am impressed by the three white horses waiting on the open bridge. Who remembers horses? ...and the telephone-telegraph pole atop the swing span which stands still while the span turns. It is a fine reproduction with the softness of a painting.

You are right, of course, about "Kate Cassel" on page 24. William C. Cassel, the Zanesville flour miller, married Lydia Martin, and their children were

Lizzie and Kate Cassel. Lydia's brother, Ed Martin, married Martha Porter, parents of a daughter they named Lizzie. So we have the steamboats LIZZIE CASSEL, KATE CASSEL and LIZZIE MARTIN. When William C. Cassel died, his wife Lydia ran the mill with the assistance of brother Ed Martin. Ed was in the milling business at McConnelsville, as well as being captain at times of the MINK #1 and #2, LIZZIE CASSEL and LIZZIE MARTIN.

Best wishes,

Clyde K. Swift,
274 Newton Ave.,
Glen Ellyn, Ill. 60137



We introduced this giant in an article, last issue, page 44. Jerry Sutphin took this close-up as 614-T was being readied to depart from Huntington last January. In addition to hauling coal loads to Hinton and back, we understand that the private car "Independence," owned by Ross E. Rowland

Jr., who heads American Coal Enterprises, owner of the locomotive, was hitched into the consist at various times for the convenience of privileged mortals, one of whom was Charles T. Jones of Charleston, who was featured on the S&D program at Marietta last September.

One warm April day (up around 80) we were honored with a visit from Jerry Sutphin and a sprightly young lady he introduced as Beth Hager, project director of the Huntington (West Va.) Galleries. These two are planning (for Jerry also is into it up to his middle) a major historical exhibition of the Ohio River, scheduled June-November 1987 at the Galleries. They have dubbed the show "Ohio River Odyssey," and the two of them were on a safari for paintings, prints, photographs and artifacts.

First off, we'd not heard of Huntington Galleries, our

negligence, for it occupies space on a fifty-acre hilltop site, operates non-profit, specializes in "features" such as the proposed river show, and has pulled in as many as 150,000 annual visitors. Beth Hager has visited the Ohio River Museum and has her eyes focused on several items she'd mighty well like to include in the 1987 show. Meanwhile we hope to visit the Galleries.

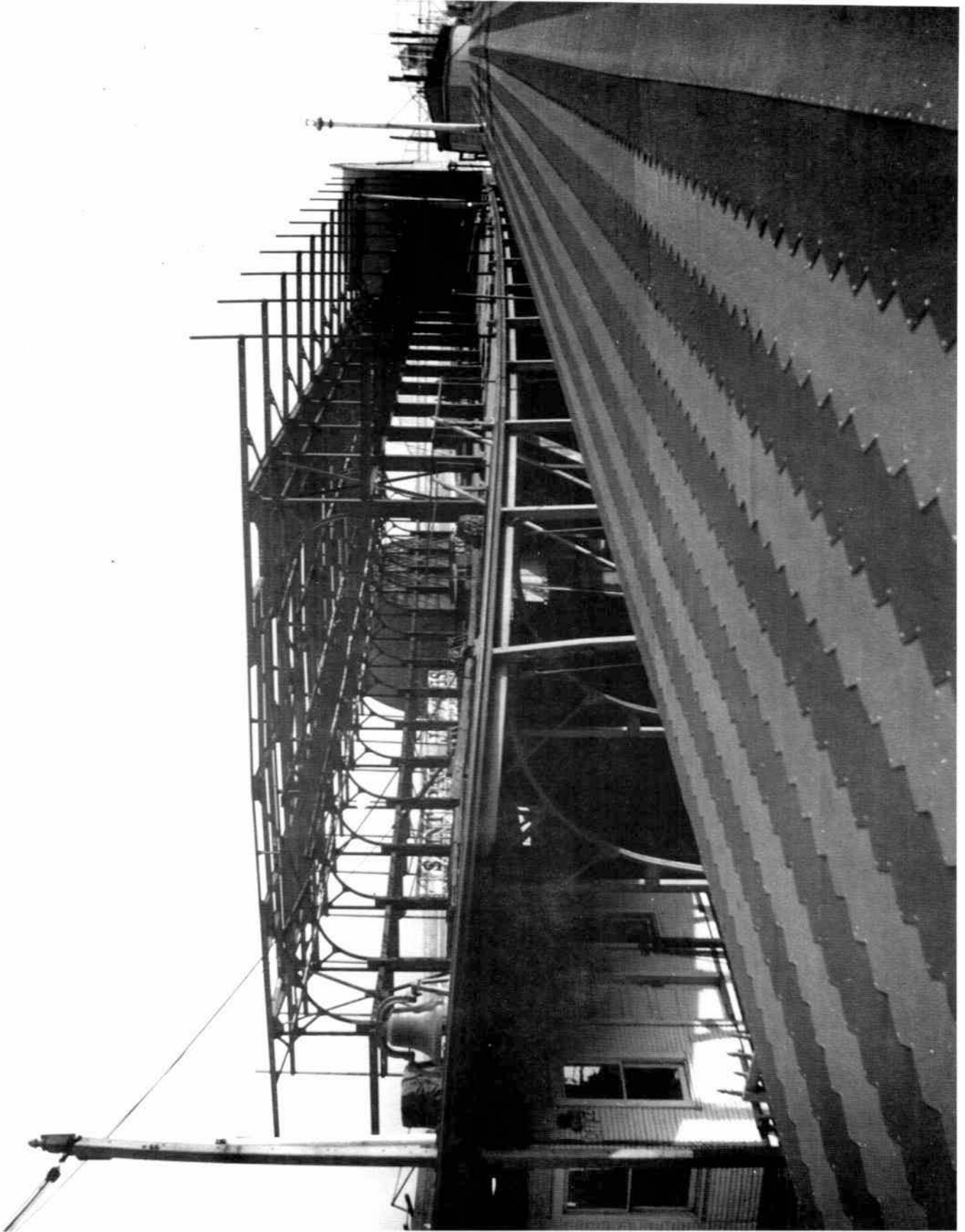
The J. Mack Gamble Fund of S&D has received the following letter dated February 20 and addressed to J. W. Rutter, chairman:

Thank you and the J. Mack Gamble Fund for your \$5,000 gift toward the restoration of the W. P. SNYDER JR. at our Ohio River Museum in Marietta.

We appreciate your continued support of our efforts. Please express our appreciation to the other Trustees of the J. Mack Gamble Fund.

Sincerely,

Gary C. Ness,
Director,
Ohio Historical Society,
1985 Velma Avenue,
Columbus, O. 43211



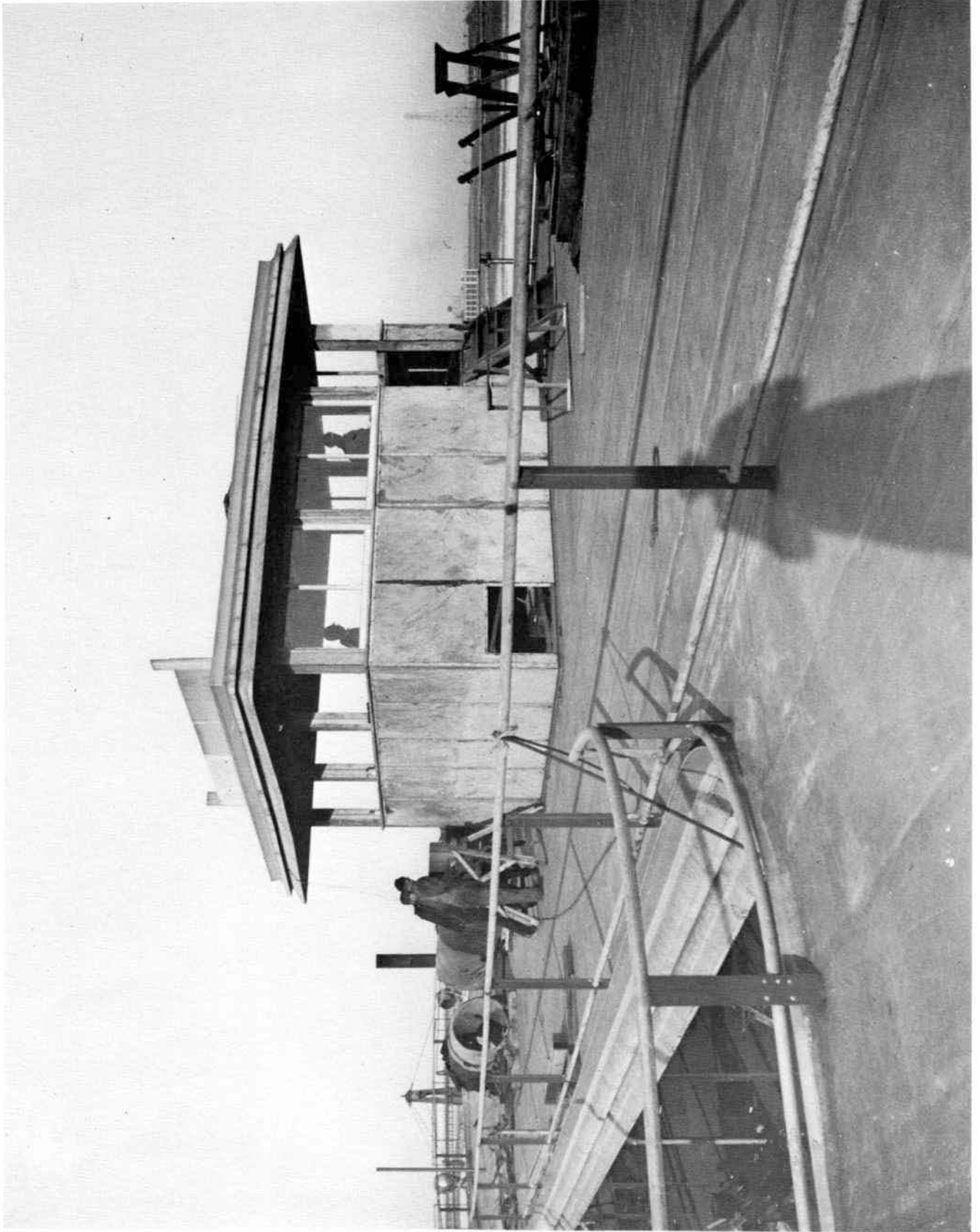
Building the PRESIDENT, see page 15.



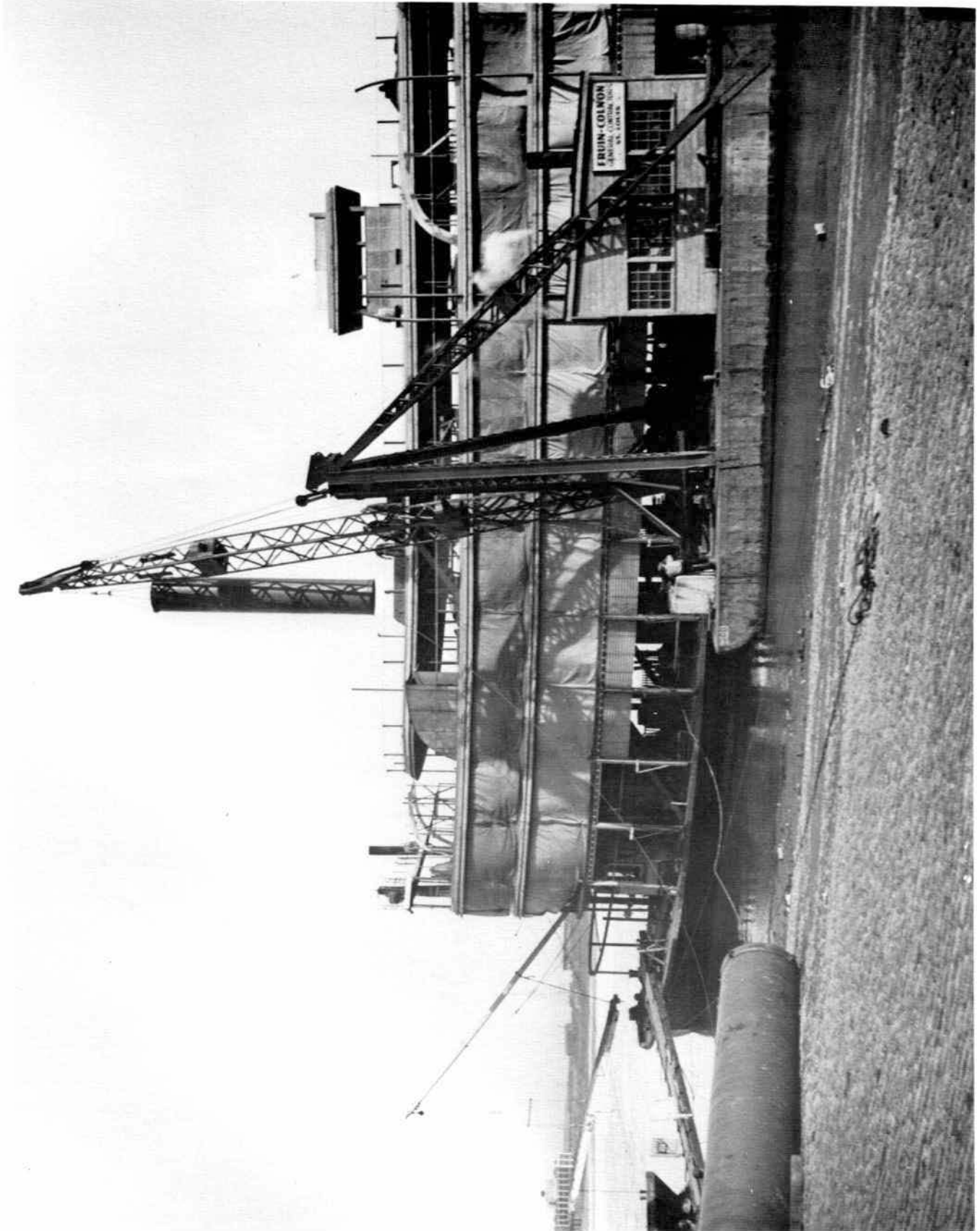
Building the PRESIDENT, see page 15.



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THE LAFAYETTE AUCTION

Here is a news story written for the Marietta Times by staff writer Sue Miller Smith. Sue attended the public auction at the Motor Hotel Lafayette held on Saturday, February 11. She speaks of many furnishings familiar to all of us who attend the annual S&D meetings. Her report:

Most of the china, Fenton ware, dinner glass and Gun Room tables and all of the silverware and silver food-covers were sold to Tom Grant, who runs Ernie's Esquire restaurant at Charleston, West Va.

Thirty swivel lounge chairs went to the new Sadettre's Restaurant at Glenville, West Va.

Grant also bought candles, silver trays, maple chairs and bedspreads. The bedspreads, he said, were for covering his furniture purchases on the way back to Charleston. He bid for the bedspreads against Sheriff Richard Ellis, who wanted them for the Washington County Jail.

Grant, Ellis and the Sadettre's owners were among the 375 bidders for the used hotel items. Two to three hundred others, who didn't bother to get auction numbers, helped fill the Sternwheel Room to standing-room-only capacity. Some latecomers to the auction had difficulty getting through the doors. Lunches from the hotel sold fast. The crowd thinned, however, as the auction passed the half-way point.

The sale brought in more than \$15,000, not counting a bustling lunch business, said hotel Manager Jean Thomas (who was the hotel's Jean O'Grady until lately married). Auctioneer Alvis Weddle called the sale a success. He guessed he made about 600 separate sales.

"I'm real pleased," Grant said about his 23 purchases, the most sold to one person.

"We got some real good buys. The silver catering plates I got for \$100. I was willing to go to \$500 or \$600." He had the food covers appraised while he was at the auction. Each of the 12 small ones, for which he paid \$18 each, was worth \$80, he said. He bought seven larger ones, too.

He also bought all the hotel's silverware in one purchase. "It's silver plate. Definitely the best deal here," he said. The sheriff, again looking out for the jail, tried unsuccessfully to

have one bucket of spoons auctioned off separately. Grant bought all five boxes of silverware and the bucket of spoons for \$110.

Many of the items at the auction, especially former owner S. Durward Hoag's Marietta photographs, were sold singly. The auction lasted from noon until about 5:30 p.m. Saturday.

Although Grant bought far more than anyone else at the auction, his \$1,500 bill was barely more than that of Jerry Wagner of Vienna, West Va. Wagner paid \$1,125 for a scale model of the towboat SPRAGUE. It was the largest of the three models sold.

Wagner is restoring the old Carpenter home, about five miles above St. Marys, West Va. at Raven Rock. The SPRAGUE model will be displayed there.

Charles Neale of Parkersburg lost the SPRAGUE to Wagner but successfully bid \$260 for a packet model named PIONEER CITY. He plans to display it in his private collection of river memorabilia. Among his collection are the gates to old Muskingum River Lock No. 1, he said.

A scale model of the packet KANAWHA sold for \$380.

The sheriff may have lost bidding contests with Ernie's Esquire but he succeeded in buying nearly all the sheets, blankets, pillow cases and towels for the jail. Prisoners now will be using towels with Lafayette Motor Hotel woven into the patterns. He paid about \$500 for all the items.

"I think I saved the taxpayers some money today, compared to what we have to buy and how often we have to buy them," Ellis said.

The hotel's pilotwheels were popular items. They sold for between \$25 and \$275, depending on their quality and size. One of the purchasers was the hotel's manager.

Here are some noteworthy sales:

All 25 bicentennial-style dresses, worn by the hotel staff in 1976, were sold to Ed Myers of 729 Third Street. He had sewn the costumes for the hotel after moving here from New York, where he had been in the theater business. He will sell some of the dresses--at his cost--to staff members who had worn them. The rest he will sell to a costume house in Jacksonville, Fla., he said.

Several sections of the spindle railing that used to separate the Gun Room from the walkway to the Sternwheel Room went to Harry Moore of Norwood section of Marietta. He plans to use them as a room divider in his den and "just to have a memento from the Hotel."

Four boxes of smoke alarms, which went off periodically during the auction went to Al McCabe of Marietta, who plans to sell them. He got some offers during the auction.

For \$35, Mitch Morgenstern of Front Street bought the bronze plaque that identified the office of former owner S. Durward Hoag. Morgenstern said he was a collector and wanted it for his own door.

Although Bill Curran no longer is living, he got something from the hotel auction that he always wanted:

The totem pole from the Lafayette Motor Hotel.

Curran's son, Geoffrey, won the pole with a \$425 bid. He came to the auction specifically to buy the totem pole and had planned to offer up to \$700 or \$800 for it, he said later.

He plans it to be a memorial to his father, a prominent businessman who died from cancer last year. Bill Curran had coveted the totem pole for years and bought himself a miniature totem pole for inside the house. Still not satisfied, he had designed elaborate--but unfulfilled--schemes during the past 10 to 15 years for acquiring the longed-for totem.

Now he has it.

Geoffrey Curran said he plans to erect the telephone-pole-sized totem pole in the family backyard at 108 Merryhill Street where his father's ashes are buried. "I'll put it right on top of him. He'd love it," Curran said.

Ruth Curran Geoffrey's mother said, "We've coveted that a long time. I'm delighted he was able to buy it."

The crowd at the auction applauded the sale of the totem pole.

Not included in the auction was the pilotwheel from the towboat CHARLES F. RICHARDSON which was formerly suspended from the ceiling of the Gun Room. Della Hoag produced an agreement between her late husband S. Durward Hoag and S&D president F. Way, Jr. which stipulated that the relic

be returned to Campus Martius Museum. Workmen sawed the wheel in half to remove it from the Gun Room, and manager John Briley arranged its transportation back to the museum. The Gun Room has been completely rebuilt into a "steamboat cabin" motif.

Also retained for the hotel's use are all of the original oil paintings by steamboat artist William E. Reed, commissioned by S. Durward Hoag for lobby display.

RIVER WEEK-END AT ST. LOUIS PLANNED

James V. Swift is accepting reservations for river-related events planned by the Steamboat Buffs of St. Louis for the week-end of August 2-4. The kick-off is a reception at the Bel Air Hilton, Washington Ave. and Fourth St., 5:30 to 7 p.m. on Friday 2nd. On Saturday a bus tour leaves the hotel at 9 a.m. for a visit to new Lock and Dam 26, Lock 27 and other sites. A 12:30 noon luncheon has been arranged aboard the restaurant flagship LT. ROBERT E. LEE at the riverfront, with Capt. William F. Carroll, president of Streckfus Steamers, as speaker. There will be ample afternoon time to visit the Arch Westward Expansion Museum. The new tourist boat NEW ORLEANS (see last issue, page 3) is due to put in her initial appearance at the wharf on the 3rd. A reception will be held 4-5:30 p.m. at the National Waterways Library, 510 Locust St. with honorary president of S&D, Ruth Ferris, as hostess and speaker. A buffet dinner and show aboard the GOLDENROD showboat will follow. The DELTA QUEEN departs at 7 p.m. for Nashville with members and friends of the Steamship Historical Society of America aboard celebrating the organization's golden anniversary. On Sunday morning the Golden Eagle River Museum, Bee Park, South St. Louis County, opens its doors at 10 for a special visitation.

S&D members are cordially invited to participate. Write James V. Swift, The Waterways Journal, 319 North Fourth St., St. Louis, Mo. 63102 for reservation particulars, prior to July 3rd.

BUILDING THE PRESIDENT, 1934

Five views from Streckfus files show conversion of CINCINNATI to become river's best excursion boat.

THE CINCINNATI, built at Midland, Pa. and completed at Cincinnati in 1924 became the largest and best overnight tourist boat to ply Mississippi and Ohio. As such she became the pinnacle in the career of an ex-Williamstown, West Va. boy, Capt. William E. Roe, who was running the Louisville & Cincinnati Packet Co. for "Commodore" John W. Hubbard, Pittsburgh capitalist. In eight years of operation she made back less than half of the original building cost of \$417,000, with the upshot that Mr. Hubbard sold her to the Streckfus Line, St. Louis.

Upon arrival at St. Louis Streckfus removed all superstructure except the paddlewheel boxes, set her six Western boilers down in the hold, and converted her into an outright excursion boat. These five pictures, taken as the work progressed, were recently added to the collection of the University of Wisconsin's Murphy Library collection at La Crosse, and come to us kindness of Ralph DuPae. Not only are they historically interesting, but at the present time they are newsworthy. This issue of S&D REFLECTOR contains news of an almost incredible program of the PRESIDENT's renovation to the tune of perhaps a million five. Once again she becomes the best excursion boat on the Mississippi.

We glanced from the riverward window of our bedroom on the rainy morning of March 30 to discover that the fleet of barges and several towboats, moored across the Ohio for some time past had been augmented by a large blue-painted towboat and its barges. Moments later we walked Wrecks over to the railroad for a closer look. Still could not read its name but, blue-painted large towboats being an oddity, we got to wondering perhaps it was Capt. Bob Bosworth's recent acquisition, the old MOBIL LA CROSSE which he had renamed CAPT. CHARLES H. STONE.

Hardly had got started on the morning stint at the typewriter when Ross Rogers, Jr. hove in via the back door accompanied with a male visitor. Golly moses, with Ross was Capt. Charles Henry Stone in person. Ross had picked him up over at the towboat, which indeed was the CAPT. CHARLES H. STONE. Charles Henry was taking his first ride aboard his namesake, and now both he and boat were stalled due to new gates being placed in the big lock at the Dashields Locks and Dam and a considerable traffic tie-up both above and below. It's an ill

wind that blows no good, and for the balance of the day we had a long overdue visit, including a leisurely lunch in the River Room at the Sewickley Holiday Inn.

Charles Henry and his wife Jean make their home at Point Pleasant, West Va. where, for some time past, Charles has been associated with Bob Bosworth's office force at the mouth of the Kanawha and has been quite active in the affairs of the OK Chapter of S&D. In his much younger days Charles Henry seldom missed riding in the pilothouse of the excursion steamer WASHINGTON while Bill Pollock and I were the pilots and when Point Pleasant was a "must" on tramping trips. Even before those days he was distinguished when his Dad, the late Capt. Charles C. Stone, named a side-wheel ferry for his son, the CHARLES HENRY STONE, which scampered back and forth across the Kanawha's mouth to Henderson, West Va.

Charles Henry is still rubbing his eyes in disbelief that a large diesel towboat again bears his name these many years later. Couldn't have happened to a nicer person.



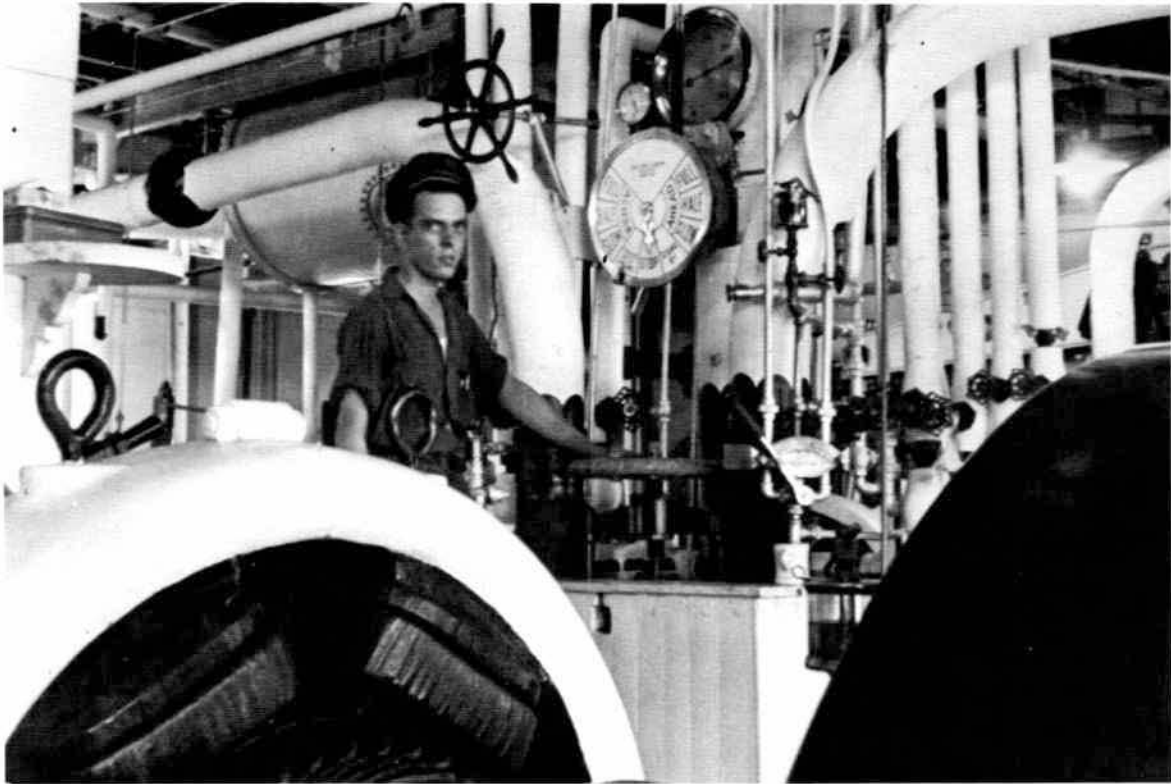
PICTURE MEMORIES
OF THE GORDON C. GREENE

Donald Naish, 3854 Crawford Road, Dryden, Mich. 48428 was one of the engineroom crew on the GORDON C. GREENE IN 1940 and took the following six pictures shown on this and the next two pages. Don's river career was relatively brief, and he eventually wound up with a chief engineer's license, oceans, unlimited horsepower, which he keeps renewed "because it is the only diploma I ever had." Today in retirement he operates an old (1918) steam traction engine and writes pieces for his local county weekly.

LEFT: "No need to name this one," writes Don on the back side of the print, a tribute of no mean dimension to Capt. Jesse P. Hughes, on watch between the steering levers.

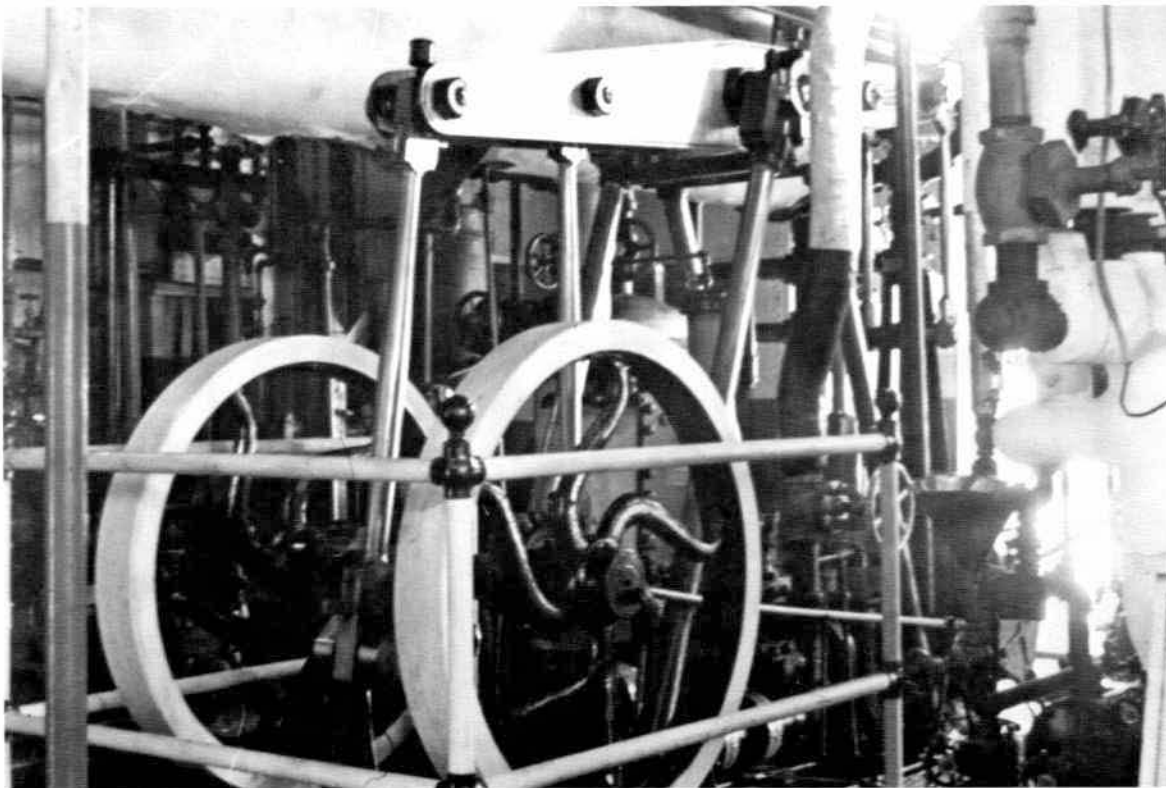
BELOW: That grand old lady Capt. Mary B. Greene (widow of Capt. Gordon C. Greene) poses with her son Capt. Tom R. Greene, center, master of the boat, and Capt. Roy L. Barkhau, purser.





ABOVE: Don Naish recruited someone who knew a camera to see one to take his picture at the throttle of the GORDON C. GREENE. The pilothouse indicator is on STOP and the engineer has his on FINISHED WITH ENGINES.

BELOW: The GORDON's "doctor" pump which supplied the four boilers with water. For reasons too abstruse for all but the U.S. Coast Guard the once dependable "doctor" cannot be used on today's few remaining steamboats.





ABOVE: The GORDON, on the Kanawha River at Charleston, is awaiting the return of her passengers who are visiting the State Capitol, within easy walking distance.

BELOW: Nineteen of these passengers squeezed themselves into the famed hollow sycamore on Blennerhassett Island, all in one group. Clerk Robert H. McCann (uniform cap, about center) is delivering a historical lecture while, over at the left, carpenter Bill Horn talks to Jesse Hughes (back to camera).



The latest price list for John Stobart's prints includes "Moonlight Encounter on the Mississippi," which we used as a wrap-around cover--a side-wheeler bearing down on a raft in the moonlight and he asks \$500 for it, signed, or \$1500 should you wish one of them remarked.

The Pittsburgh moonlight scene featuring the GENEVA is in the same price category.

Most expensive of available Stobart prints is "South Street, New York, in 1880 (by gaslight)" quoted at \$3500 per print (original issue price in 1975 was \$200), or he will fix you up with a remarked copy for \$4500. We have always considered this as one of Stobart's best but have scant expectation of ever owning one.

The one of the J. M. WHITE at New Orleans (we used a section of it for a color cover) brings \$1500 a print, or \$2500 remarked.

"Remarked" is a freehand pencil sketch by Stobart usually appearing in the lower left margin.

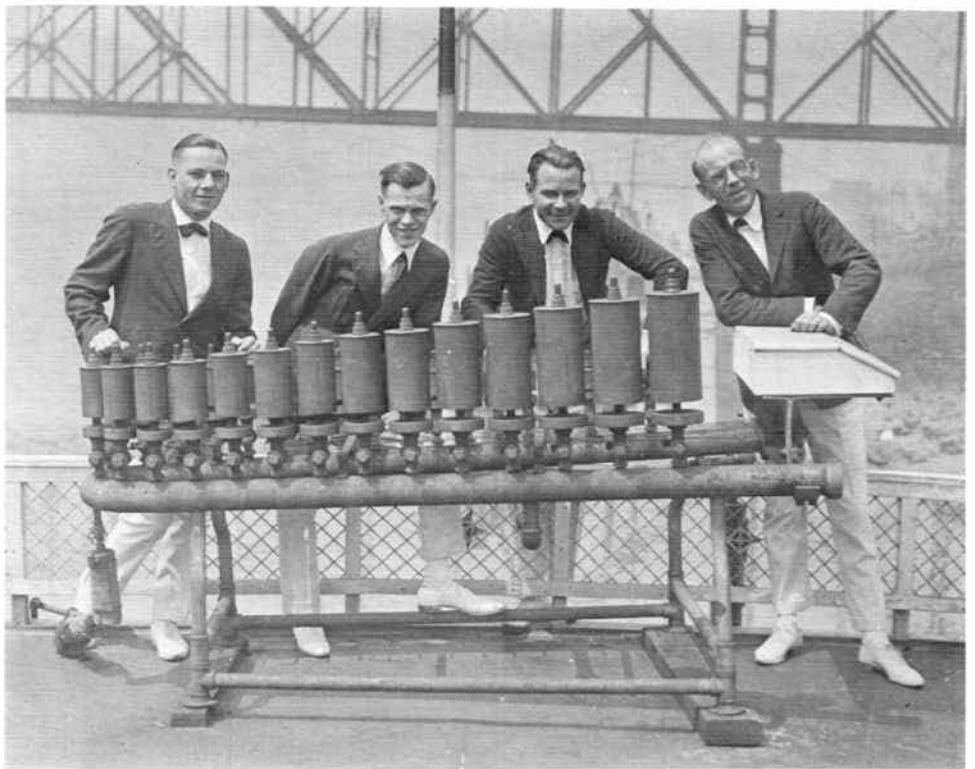
Complete price lists and catalogue are issued by Maritime Heritage Prints Inc., Townhouse No. 23, Union Wharf, Boston, Mass. 02109.

Sirs: It was decided at one of our Board of Directors meetings to recognize the recent honors bestowed on your president and editor by the American Association of State and Local History, as well as having a towboat named FRED WAY.

You have contributed a great deal to the interest in history of the Inland Rivers through your publication and your activity in S&D. We are very proud that you are one of our distinguished members, and that you have received the national recognition which accompanies the award of the American Association of State and Local History.

It is indeed a pleasure to commend you, on behalf of the entire board and Officers of The Steamship Historical Society of America, Inc. for being a recipient of such a prestigious honor.

Alice S. Wilson, sec.,
414 Pelton Ave.,
Staten Island, N.Y. 10310



THIS FROM the collection of Capt. C. C. Bowyer, taken at Pittsburgh in 1922 on the aft end of the texas of the HOMER SMITH. Gathered behind the calliophone are four of the boat's musicians, only one of whom we recognize, calliapist George Strother, right, leaning on the keys box. George was calliapist on the SMITH near as long as she ran, doubled on piano, drums and bass. He was son of Capt. M. Roscoe Strother, pilot on the Kanawha and Ohio rivers. Due to impaired eyesight George was unqualified for a pilot's license and became a proficient musician. He died, 90, in a nursing home in Bowling Green, Ohio, in 1973. We have no information as to the pedigree of the calliophone, but without much doubt this is the best picture ever taken of it. For these Bowyer pictures we've been showing of late, another special thanks to Mrs. Samuel B. McCulloch of Westerville, Ohio, who presented them to S&D in 1974. Her husband's mother was Neida Bowyer McCulloch, sister to Irene Bowyer, both daughters of C. C. Bowyer. Mrs. McCulloch says Neida, familiarly called "Tate," was named for a steamboat which, being so, must have been the ONEIDA (Way #4310), although she did not take the interest in river matters as her sister Irene did. There always is the possibility that someone seeing this picture will recognize one or more of the musicians; if so, please favor us with a line.

STEAMBOAT NEWS is a new publication you'll probably be hearing about. It's a one man show published by Bill Warren Mueller, Rt. 1, Box 262, Middlebourne, West Va. 26149. Bill's purpose is to present pictures, descriptions and news of privately owned small steamboats and yachts in the U.S. and Canada. He puts it up magazine style, page size 5½

by 8½ inches, offset, and his photographs are clear and sharp. The pages are well composed. Sample copies and information are available at \$1.25 per copy.

Mary had a little steamboat,
The Steamboat had a bell;
Mary went to heaven--
The steamboat went
toot-toot!

RECORD ATTENDANCE
OK Chapter's March meet.

by James A. Wallen

Jerry Sutphin, who has a notable collection of steamboat pictures, showed 80 of his favorites before a large audience in the Mason County Library at Point Pleasant, West Va., Sunday afternoon, March 17th, on the occasion of the quarterly meeting of the OK Chapter of S&D.

Particularly interesting were some packet boat views that had not been seen before by those present and shots of some well known S&D members such as Cap'n Way on watch in the pilothouse of the side-wheel SAINT PAUL, as clerk on the GENERAL CROWDER and at the wheel of the L. & C. packet KENTUCKY, and Capt. Francis Wright while he was master of the TARIC in the Kanawha River coal trade.

The single-stack GREENDALE of the Greene Line was seen loading apples at South Point, O., and there were two views of the CRICKET at Marietta, O., one in which there is no Ohio River bridge to be seen, and then a later one with the bridge clearly in view.

Other views not often seen were of the first dam and lock at West Marietta, or Harmar, O., some floating photograph galleries, and a string of five gasboats on the Little Kanawha River. One of the floating galleries was that of Thornton Barrette, the picture of which Jerry had obtained from Barrette's grandson, Capt. C. M. Dowling of Miami, Florida.

At the beginning, Jerry showed the 1870 drawing of a scene at Marietta by the widely known artist of his day, Alfred Waud, in which a steamboat is seen coming down the West Virginia side of Marietta Island, where the channel once was. Alfred Waud was a Civil War correspondent for Harper's Magazine, illustrating the war-time activities he reported, and later depicted some river scenes at Memphis and New Orleans.

The final scene in Jerry's presentation was also at Marietta, with the LIBERTY at the wharfboat as the last packet on the upper Ohio.

Among the series of pictures in which there was much interest were those of the com-

pletion of the side-wheel excursion steamer FRANCIS J. TORRANCE at Harmar, O. in 1890, and the destruction of the second ISLAND QUEEN by fire at Pittsburgh in 1947.

Two pictures of quite different types that evoked much interest were those of the construction of the steamer ALABAMA at Point Pleasant in 1912, the last wood-hulled packet, and an elephant water-skiing on the river at Pittsburgh. The ALABAMA was built at the Smith dock on the Kanawha River at Point Pleasant, operated by the grandfather of Bill Smith of Springfield, O., who was present at the meeting.

Among the better known boats that were seen were some of the big Combine towboats, the packet BETSY ANN, and some of the other more prominent packets on the upper Ohio.

Accompanying Jerry and Lenora Sutphin was Beth Hager, project director for the Huntington Galleries for the major exhibition to be entitled "Ohio River Odyssey" which will open at the Galleries in June of 1987, and which Jerry has been commissioned to create.

The young Mason County librarian, Sharon Stone, who has taken much interest in S&D, and its historical aspects, was also present.

Near the conclusion of the meeting there was a lively discussion of the picture that appeared on page 35 of the March issue of the REFLECTOR showing three previously unidentified deckhands who had been wheeling coal from a fuel flat alongside a Hatfield towboat, and those present were able to identify every one of the three. They were named Dewel Jones, Gene Swisher and Charles Barr. All three stayed on the river and progressed to other jobs.

And Capt. Charles Henry Stone, who presided at the meeting in the absence of Jerome Collins, received many congratulations on the fine, new addition to the fleet of the G. & C. Towing Co. which bears his name.

A remembrance to Jerome Collins, who was recovering at his home in Nitro, West Va. from an extended illness was in the form of a large card designed by Jerry Sutphin and signed by all those present. Jerry's drawing showed a vacant pilothouse, indicating the captain was no longer on watch, and an

accompanying verse expressing best wishes for Jerome's early return to his post in charge of the chapter.

The meeting was opened with an invocation by Jim Bupp before a throng of 61. Clerk Herschel Burford pointed out that this was the largest gathering of the OK Chapter so far and came exactly on the eleventh anniversary of the chapter's formation. Thirty-eight of those attending were members of S&D, and other expressed their interest in joining.

After conclusion of the program, many stayed around for some time to discuss the various pictures they had been seeing and to enjoy the punch and cookies provided by Mrs. Stone and the coffee that had been made ready by Mrs. Jack Burdette.

For the next meeting, to be held the afternoon of Sunday, June 2nd, in the Mason County Library, there will be a showing of the film of the the 1934 towboat parade originating at Elizabeth, Pa., celebrating that town's centennial. There was a long procession of 16 boats, headed by Capt. John Hysmith's R. J. HESLOP, and all were steam-powered except the diesel sternwheeler MARY ALICE, Capt. Bert Cramer, which had been built by Dravo in 1929.

A John Hartford benefit concert last Feb. 17 netted approximately \$3,400 toward the restoration of the showboat BECKY THATCHER at Marietta. This was the first of a series of planned events to raise funds.

During March 2,300 BECKY THATCHER coupon booklets, each containing 141 coupons redeemable from 91 area merchants were sold.

On March 11 the Emergency Controlling Board of the State of Ohio approved \$100,000 slated for the restoration.

The Carl E. Stevens Construction Co. of Parkersburg entered into a contract in amount of \$433,000 to restore the boat. Target date for completion of the work is in mid-June.

--The above information is from the April issue of Ohio Valley Pilot.

ARCHITECTURAL ASSESSMENT

ED. NOTE: Written Feb. 7, 1985, and the reference to the ROYAL hull refers to ROYAL #4860 in Way's Packets.

Sirs: Jeffboat has moved an oil tanker out of the way so's interested people may have a look at Opryland's GENERAL JACKSON.

Those west coast boys may not know how to build a paddlewheel (this one is going to be a travesty) or a fantail (this one has the same unfortunate sidewalk aft of the wheel that ruined the MISSISSIPPI QUEEN) but they surely know how to design a beautiful hull.

This hull is a rival for the ROYAL hull. The forward model extends all the way to midship and there is no hard chine. All of her forward lines are sharp and clean. She has a thoroughly decent stern rake, too. I certainly hope that somewhere, someone waits to commission me to design such a hull.

If this boat has the power of a tricycle in the care of a four-year-old girl it will outrun anything built in the last fifteen years.

The cabin is different than the Mississippi River stern-wheelers but is not bad. There will be open decks aft on the boiler deck and the hurricane roof. Rounded lines abound. Bulkheads have proper inboard cants.

The cylinder timbers are faired into the hull the way that unknowing contemporary naval architects do. I have never understood their rationale for this since it can be of no use for buoyancy, and curved plates are expensive to build and the space within unreachable for inspection or maintenance.

All-in-all, though, this boat will be a good boat and lightning fast even with modest power.

Alan L. Bates,
2040 Sherwood Ave.,
Louisville, Ky. 40205

Summer schedule at the Ohio River Museum, Campus Martius Museum and steamer W. P. SNYDER JR. will be 9:30 a.m. to 5 p.m. Monday through Saturday and noon to 5 p.m. Sundays and holidays.

Louise Meldahl Carley died at her home, 393 Garland, Memphis, Tenn., at 11 p.m. on Friday, March 1, 1985, following a long illness. She was widowed in 1962 upon the death of her husband, Jack Carley, who for 39 years had been a journalist with the Memphis Commercial Appeal.

Louise's parents were the late Capt. and Mrs. Anthony Meldahl whose Ohio River home and farm was adjacent to the present-day Captain Anthony Meldahl Locks and Dam, named in his honor. Louise was raised there and frequently made trips aboard the packets QUEEN CITY, OHIO and others which her father piloted between Pittsburgh and Cincinnati. She became an ardent river enthusiast and, until her health failed several years ago, was in regular attendance at S&D meetings, a member of long-standing. Due to her river enthusiasms her late husband became noted at Memphis for frequent articles on Mississippi River flood control. The Jack Carley Causeway, connecting Riverside Drive with Presidents Island, is named in his honor.

Mrs. Carley also was an ardent supporter of the Memphis Little Theatre and Theatre Memphis. She also was past president of Arts Appreciation, a forerunner of the Memphis Arts Council. Jack and Louise had no children. She is survived by several cousins.

Memorial services were conducted at the Idlewild Presbyterian Church, Memphis, where she was a member.

We are indebted for a phone alert from Theo Cook and an obituary from Capt. Bob Reynolds, both of Memphis.

Russell Lintner this past winter went through Way's Packets with a fine-tooth comb to ascertain how many of the inclusions were lost by fire or explosion. In that period 1848-1983 160 exploded and 919 burned, he discovered. These figures would seem to scotch the impression that most of the hey-day packets came to violent ends. The total involved in Russ's compilation is 5,907. The two Civil War years 1863 and 1864 account for 67 and 55 respectively, by far the worst for disasters. Such violence tapers off sharply in the 1870s and all years after 1880 have

single digit totals save 1900 with 10. The curtailment of steam passenger equipment starts leaving gaps; in 1925 there were none and Russ's last inclusion dates 1965 with one. We're going to have to ask him which one that was. In fact there were none between 1948 and 1965.

Feature writer Jack Hicks of the Cincinnati Enquirer did a story on S&D member Jim Haley appearing in the April 10 issue. Jim, now 66, and his wife Jeanne, met during a cruise on the DELTA QUEEN. For most of his working days he was a bookkeeper with a gnawing wish to become a riverman. Jim never realized that ambition. Instead, he rode the GORDON C. GREENE. "On that boat you weren't a passenger, but a house guest," he told reporter Hicks. "There's never been anything like her before, and never since."

Jim and Jeanne make their home at 33 Belle Monte Avenue, Lakeside Park, Ky. 41017.

Many of the negatives and pictures taken by the late George Dabbs of Morgantown, Ky. still survive. He set up a photo business at Morgantown in 1904. Fire destroyed his studio in 1931 at which time he discontinued business. Fortunately the negatives were unharmed.

There were other photographers in Morgantown from time to time. What singled Dabbs out from the others was that he took many scenes of people and places around the town and on the river. The popularity of the packet CHAPERON, subject of many models, is due in large share to interesting pictures he took of her.

An exhibition of his work was displayed last year at the Green River Museum in Woodbury, Ky. Curator Tommy Hines made the selections from some 300 negatives and pictures.

John R. Miller of Keokuk tells us that the Anschutz who took the picture of the SIDNEY (see centerspread, pages 24-25) was Herman Anschutz, a local Keokuk photographer.

CENTERSPREAD

Exceptional View of
Streckfus Line's SIDNEY

Expert photographer Allen Hess made this contact print from an original negative which measures 12" by 20" owned by Ralph DuPae. It was taken in the lock at Keokuk, Iowa which was opened for commercial traffic in 1913. The SIDNEY was accorded the honor of being the first boat in the new lock, upbound from Keokuk to Burlington with 600 St. Mary church people on board, and with Capt. Roy Streckfus commanding. Right behind her, locked at the same time, was the excursion boat G. W. HILL. We can't say with certainty that this picture was taken on this occasion (the glass plate is undated) but it dates to that era.

In 1921 the SIDNEY was completely rebuilt at Mound City, Ill. and renamed WASHINGTON, the Streckfus excursion boat well remembered by many of S&D's older clan.

Our thanks to Ralph and Allen for making available to our members this exceptional view.

RELATED TO FIRST
RIVER ENGINEER

Sirs: I started doing genealogy research on my family about a year ago and discovered that I have an ancestor who took part in an historical occasion. His name was Nicholas Baker. He was the chief engineer on the NEW ORLEANS, the first steamboat to navigate the Ohio and Mississippi rivers from Pittsburgh to New Orleans. Nicholas Roosevelt built the NEW ORLEANS and was its captain. His wife was also on the voyage and it seems that my ancestor fell in love with her maid.

They planned to marry at Natchez. I have been trying to learn something about them; where they came from, their families, etc. All I know is that Nicholas Baker was the father of my gr-gr-grand-mother, Phoebe, who married a Daniel Zener. They lived in Jennings County, Indiana.

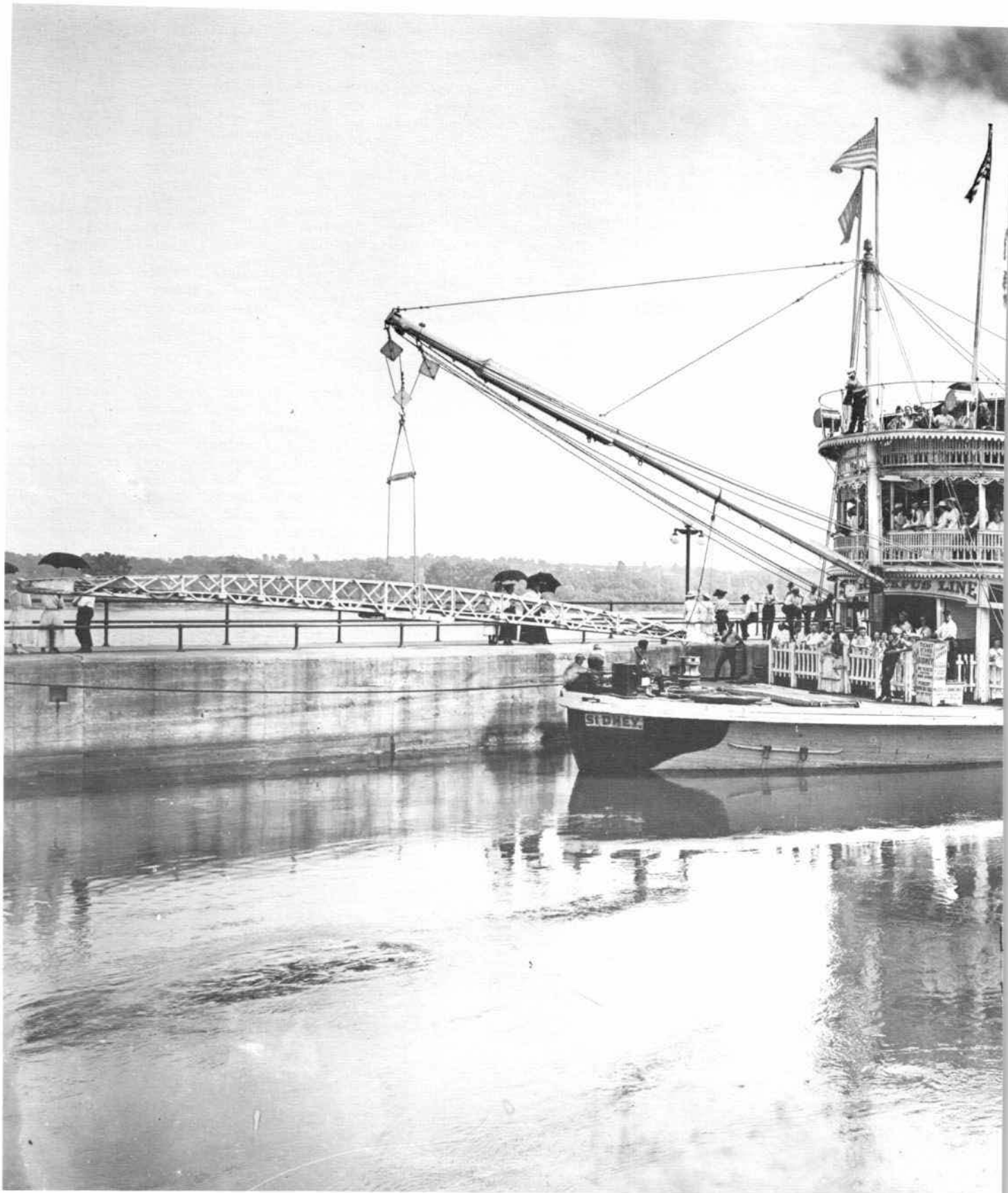
Can you help me?

Marian A. Morse (Mrs.),
P.O. Box 1124,
Tehachapi, Calif. 93561

=Please advise us as well as Mrs. Morse if you have information. -Ed.

DURING January Jerry Sutphin and Lyle Brown (on the right in the picture) went to Miami, Fla. and visited with Capt. Clarence M. Dowling (left) and Mrs. Nina Barrette Dowling (center). Nina Dowling is daughter of the famed Ohio River photographer Thornton Barrette who at the turn of the century operated a floating photo gallery and took many excellent pictures of steamboats. Captain Dowling, who charts his yacht to fishing parties, is Barrette's grandson. Lyle Brown is curator, special collections, with the James C. Morrow Library, Marshall University, Huntington, West Va. Jerry Sutphin took the picture in the home of Nina Dowling.





The SIDNEY in Keokuk



Lock, see page 23, col. 1.

THE ELUSIVE MITTIE STEPHENS

Members of the Marion County (Texas) Historical Society initiated the physical search for the remains of the packet MITTIE STEPHENS in the summer of 1982. At that time local lore held that the burning and sinking occurred inside the Texas line of Caddo Lake, Tex. and was billed as the worst steamboat disaster in Texas. In February 1983 the Environmental Engineering Division of Texas A&M University contracted with the newly formed Mittie Stephens Foundation to locate the steamboat remains.

While the quest was pursued, a fact sheet was prepared. The MITTIE STEPHENS was built at Madison, Ind. on the Ohio River and launched during May 1863. The original owners were Capt. Joseph L. Stephens of Boonville, Mo.; Capt. A. C. Goddin of St. Louis and New Orleans and Alex Temple. She was a side-wheel packet with a wooden hull 170 x 29 x 6. She had second-hand engines from the towboat GRAMPUS, powered from three boilers. She had a Texas. During the winter 1863-1864 she was transferred to the lower Mississippi and in February '64 was seized by the U.S. Prize Commission for transporting goods from insurgent areas. The litigation was decided in favor of her owners in December of that year. She was then attached to Admiral Porter's fleet as a transport and "fast dispatcher" during the Red River campaign. The years 1865-1866 saw her in the New Orleans-Bayou Sara trade, and early in 1867 she commencing running up Red River from New Orleans to Jefferson, Texas. On February 11, 1867, while in Caddo Lake upbound for Jefferson she caught fire with loss of sixty four lives, mostly women and children. Much of the cargo was consigned to the Federal Post at Jefferson, largely hay, gunpowder and provisions. Also aboard, probably in the boat's office and safe, was \$100,000 in gold for the Army troops. The bodies were properly buried and it is known that the safe, roof bell and one boiler were salvaged. At time of loss the boat was registered at New Orleans as owned by Elizabeth Decker, and insurance in amount \$10,000 was carried.

Charles B. Ratchford, Jr. of

Columbia, Mo. turned up a newspaper account dated 1875 which recounts that Capt. Joseph L. Stephens of Boonville, Mo., one of the original owners, was father of the young lady for whom the boat was named. Mittie was one year old when the boat was launched at Madison. An oil painting of her, suitably framed, was hung in the boat's cabin over the piano. When the MITTIE was taken south the painting went along. About a year later Capt. Stephens received a packing crate from New Orleans containing the painting and a personal note from Gen. Nathaniel P. Banks, Federal commander of the Red River campaign. General Banks wrote that the MITTIE was being sent up Red River on a mission of peril, and that upon learning to whom the portrait belonged, he took great pleasure in returning it.

Mittie Nelson Stephens was born at Boonville, Mo. on May 27, 1862. Her mother's name was Martha. Her father Captain Stephens pursued a law practice, becoming the president of the Missouri River Transportation Co. and the Central National Bank of Boonville. Also he was a principal in the Osage Valley and Southern Kansas Railroad connecting Boonville, Tipton and Versailles. His eldest son, Speed Stephens, continued the banking business following his father's death in 1881, and another son, Lon V. Stephens, became governor of Missouri (1896-1900). In married life Mittie became Mrs. Mittie S. Leonard, died in 1912, and is buried in Marshall, Mo.

So far, no luck at all. Field crews armed with the latest sophisticated electronic gear have combed the bottom of Caddo Lake to no avail. In a real sense the quest has turned into trying to find a needle in a haystack. Time after time optimism has been rekindled. The latest "positive" lead seems to be the discovery of an elderly lady, Mrs. Lula Morris, who exclaimed, "I know that boat! When I was a young girl, little boys would dive off her paddlewheels." Mrs. Morris accompanied the field crew to the lake and pointed out where she remembers the wreck to be. As a bonus, she pointed out the general area of the burial site for the MITTIE's victims.

Renewed search this summer is planned.

As for the portrait, it may have been lost in a fire which destroyed Mittie's home early this century.

The above report comes to us from the Mittie Stephens Foundation director, S. Ruby Lang, P.O. Box 532, Jefferson, Tex. 75657.

THAT HERDING INSTINCT

One of the most natural instincts of the animal kingdom is to herd in the face of danger or adversity.

Full color front page advertisement in The Waterways Journal, January 26, 1985:

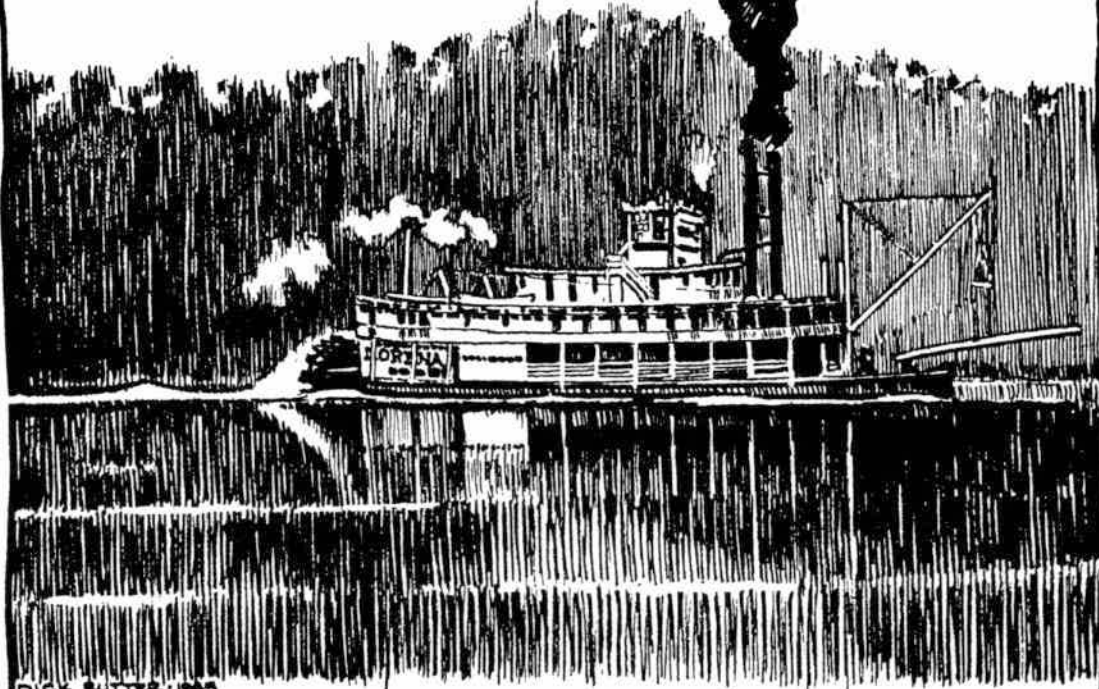
IT'S NO ILLUSION. We just doubled the size of our barge fleet overnight with the acquisition of Ohio Barge Line. Now, with more than 1,000 barges--covered and open hoppers, deck and tank barges--and 35 towboats, we're even better equipped to deliver your cargo anywhere on the Inland Waterways. Ingram Barge Company, 4304 Harding Road, Nashville, TN 37205.

Full color front page advertisement in The Waterways Journal, March 9, 1985:

INTRODUCING THE NEWEST LINK IN THE MIDLAND CHAIN. Midland proudly announces the recent acquisition of Federal Barge Lines. By increasing our size, versatility, expertise and strength, Midland/Ohio River Company and Midland/Federal Barge Lines have reinforced our commitment to provide shippers an efficient, cost-competitive transportation alternative....The heart of our operation includes more than 2,000 dry cargo barges. And our covered hopper barge fleet has almost tripled, greatly enhancing our ability to serve grain and regulated customers.

Midland appropriately illustrates their advertisement with linked life preservers marked OHIO RIVER CO., CHOTIN, RED CIRCLE and FEDERAL BARGE LINES, now part of Eastern Gas and Fuel Associates. Midland Affiliated is headquartered at 580 Walnut Street, Cincinnati, Ohio 45201.

STEAMER LORENA



DICK RUTTER 1985

BUILT IN 1895 AT THE KNOX YARD, HARMAR, O., TO REPLACE THE HIGHLAND MARY, A BOAT OF THE SAME DIMENSIONS (WITHIN INCHES) AND NEARLY IDENTICAL DESIGN. LORENA'S WOOD HULL MEASURED 141'-0" X 31'-6" X 5'-7" A TIGHT FIT FOR MUSKINGUM RIVER LOCKS OF 173' LENGTH, AND 36' WIDTH. BY 1896, THE U.S. ARMY CORPS OF ENGINEERS HAD IMPROVED THE MUSKINGUM FROM MOUTH TO ZANESVILLE, PROVIDING 6-FT DRAFT AND 36-FT CLEAR WIDTH MINIMUMS. LORENA LASTED 21 YEARS, BURNING TO HER WATER-LINE IN A FIRE IN 1916. SHE WAS A BEAUTY!

RICHARD WAY RUTTER, 37, is a full-fledged architect practicing in California with his home at 1489 Entrada Verde Place, Alamo, Calif. 94507, shared by his wife Pat and two sons, Robert Way Rutter, 9, and Alan Nicols Rutter, 6. When still a youngster living in Ohio Dick developed a special yen for the Muskingum River (at 18 he toured it on a motorcycle) and for a special Muskingum packet, the LORENA, which had been long-gone before he was born. Some weeks ago Dick picked up the March issue of the S&D REFLECTOR and read Frank W. Trevorrow's Muskingum article. "This caused a flurry of activity around here," writes Dick. "I drew the picture, my first of a steamboat in eight years, and then washed the kitchen ceiling with visions of Luke Chute, Devola and Malta; the hiss of steam, and the fop, fop, fop of bucket planks. Thanks for running the article."

The Alaska Journal, Winter 1985 issue, features an illustrated article titled "Floating Palaces on the Yukon" by William S. Hanable. Bill Hanable expands upon the construction of the Howard-built sternwheelers HANNAH, SUSIE and SARAH. The Hoiward Yard was loaded with work at Jeffersonville when the Alaska Commercial Company asked them to take the contract in 1897. The Howard bid was purposely placed high, \$25,000 for each vessel, machinery not included, and cost of assembling once they reached Alaska to be assumed by ACC. All materials and 42 shipbuilders from the Jeffersonville area were sent by rail to San Francisco and thence by boat to Portland.

Here's the way Bill Hanable tells it:

"After nine days at sea the boat-building crew landed on a bare beach at Dutch Harbor, on Amaknak Island opposite Unalaska in the Aleutian Islands. The workers built an office, bunkhouses, a cookhouse, a place to eat, a planing mill, and marine ways before starting boat construction. The two bunkhouses each had 16 four-person rooms. In the words of Stape Densford, one of the carpenters, 'It took no time to do it; we had so many men.' The camp was called Huntsville, after ACC official Capt. A. M. Hunt.

John Slatery from Jeffersonville was carpenter in charge. Otto Voit of the Howard yards supervised cabin construction. Frames for the boats, forward and aft, where they had to be bent, were brought from the Howard yards. Straight work like floors and bottoms came from Portland. Oak was used where bending was necessary and the rest was Oregon fir. A regular 'hog-chain' system was used and the boats were specially strengthened for running in ice-choked waters.

Densford, although a carpenter by trade, was put to glazing. He installed 712 panes of glass in each boat, including some stained glass.

"By late March of 1898 the boat tops were on, and a telephone line from Dutch Harbor to Unalaska had been installed. Work was carried on in rain and snow. Many mornings began with shoveling snow off the boats under construction.

"When completed the boats went into the water with steam on and headed for St. Michael. From there the 'floating palaces' made their first journey up the Yukon River.

"The SUSIE, which became the flagship of the Alaska Commercial Company river fleet, was the first to reach Dawson and the goldfields. The boat arrived there on August 28, 1898, pushing a barge and carrying 400 tons of freight. The HANNAH reached Dawson on September 1 with 230 tons of freight and the SARAH, with 200 tons of freight, came last on September 22.

"Many of the boat builders from Indiana were on their way home by August of 1898. Densford went on the first trip upriver but, 'being a family man,' returned from Dawson to Unalaska, where he spent the winter before returning home. The Alaska Commercial Company had not paid the carpenters cash while they were working. Instead, their expenses were recorded and deducted from their wages. Stape Densford's wages were \$60 per week in paper money plus 24 \$20 gold pieces for glazing work. When Densford was paid off he received so many gold pieces that he didn't know what to do with them. On his homeward train journey from San Francisco to Jeffersonville he hid his gold in a coal bucket on the train."

Our Great Lakes skipper Alan Gintz, living at Route 9, Box 78, Marietta, O. 45750 reports progress on rebuilding the old diesel towboat GEORGE III originally built at Grafton, Ill. in 1929 as the H. P. TREADWAY, a sternwheeler. "I have finally completed the welding work and have just started erecting the new frame cabin," he writes. The past severe winter was of no help. "Am looking forward to a captain's job on the Lakes again this season, but will probably be starting off as first mate," he concludes.

Our secretary sends her thanks to Mr. and Mrs. Virgil Reynolds, 1524 Ruth St., East Liverpool, O. 43920 for a most complimentary letter which starts off "First we wish to commend you and your staff for the excellent job in bringing us the S&D REFLECTOR. It sure brightens a dull day."

Incidentally: The Feed Store Restaurant along the Dixie Highway near Louisville which features the roof bell of the FRANCIS J. TORRANCE -- this is stale news but somehow back an employee was shot and killed by a masked gunman there. Pictures in the Louisville Times showing the scene of the crime also showed the roof bell.



Paul W. Seabrook (center) is presented by C. W. Stoll with an oil painting of the TARASCON with artist Forrest Steinlage (left) looking on. --Keith Norrington, photo.

A SMALL ANNOUNCEMENT

My birthday is in March and the Social Security Administration wants to give me some money; I think I'll take it.

March 29 will be my last day in the Southfield office. I will keep you posted on the appointment of a new manager for the Detroit Operations Center.

Sincerely,
Joe Rutter

=Thus commences the retirement of Woody Rutter from the Insurance Services Office of Michigan, headquartered at Southfield, Mich. Woody went to work with this group's predecessor headquartered at Columbus, O. when he graduated from Marietta College, about 1948-1949. Woody and Bee do not plan to remain in Michigan. For some time past they have been sleuthing locations in Ohio, but so far nothing definite.
-Ed.

The new address for the Delta Queen Steamboat Co. is #30 Robin Street Wharf, New Orleans, La. 70130. Information and reservations may be had by calling 800-543-1949. The Cincinnati office was vacated April 15th.

One hundred employees will share the two story new structure at the above address with a total square interior footage of 30,000. The ground floor is a passenger terminal with comfortable lounge seating. Modern-day versions of classically designed chairs are covered with fabrics in soft shades of green, blue and mauve, arranged in conversational areas. Marble top tables, ceiling fans, decorative wall lamps and custom display cases add to the atmosphere. Plush carpeting and patterned-tiled flooring cover 7000 square feet. Floor to ceiling tinted glass windows overlook the river. The exterior wharf area where the MISSISSIPPI QUEEN and DELTA QUEEN dock has wooden benches, flowering trees and shrubs, and a raised wooden deck for presentations and performances. The second floor of the concrete building houses the corporate offices. This posh steamboat terminal is a far cry from the whariboats of yore. It rivals the facilities of many an airport. Even the stairs at the entry way are of cherry.



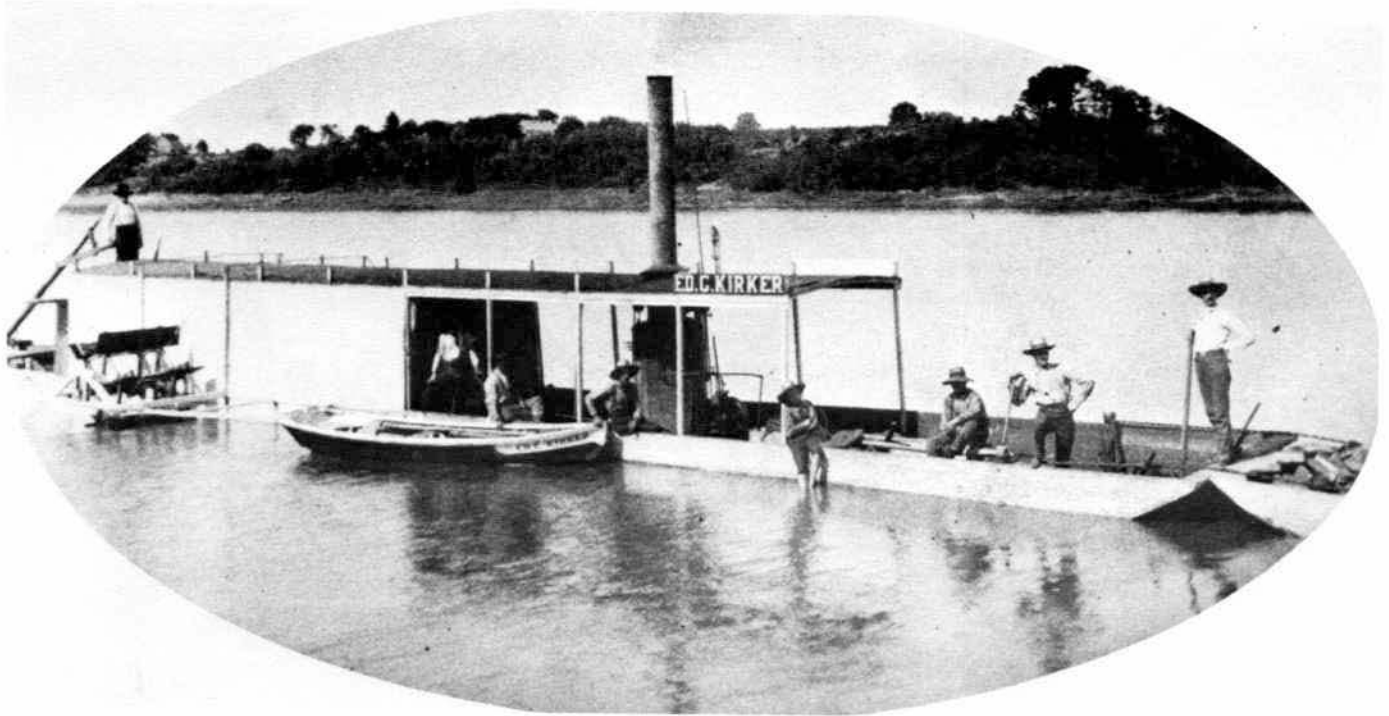
CAPT. THOMAS H. UTTER

Capt. Tom Utter, 76, died at his home in Decatur, Tenn. after a lengthy illness on Monday, March 11, 1985. His early boating was on the Tennessee, born and raised at Decatur, Ala. He went deckhand on the towboat CLARA BOND in 1927, then served as pilot or master-pilot on the TOMAHAWK, MUSCATINE, NORMAN CRAWFORD, ELLEN RICHARDSON, MARCIA RICHARDSON, MILDRED and JAYHAWKER. He then served on towboats of Houglund Barge Line and Commercial Barge Line. His last command was the MARK EASTIN. After retirement he did trip work on the DELTA QUEEN. The above picture of Tom (Capt. Blue Eyes) was taken in August 1971 on watch aboard the BELLE OF LOUISVILLE at Madison, Ind. by Keith Norrington who was the calliapist. "Cap'n Tom loved the calliope and would waltz around in the pilothouse as I played some of his favorite tunes," recalls Keith, and adds, "it was a privilege to have known and worked with him."

As we go to press the first day of May the DELTA QUEEN and the BELLE OF LOUISVILLE will be scampering up the Ohio, and back, on their 22nd annual Derby Week Race. The B/L has won 10 times, the DQ nine. Both the NATCHEZ and the JULIA BELLE SWAIN have won the 14-mile contest once. The BELLE is usually favored to win by the thousands of spectators who line the shores, while tourists aboard the DQ cheer for that New Orleans-based favorite. Tickets for boarding the B/L have been limited to 350, sold out weeks in advance.

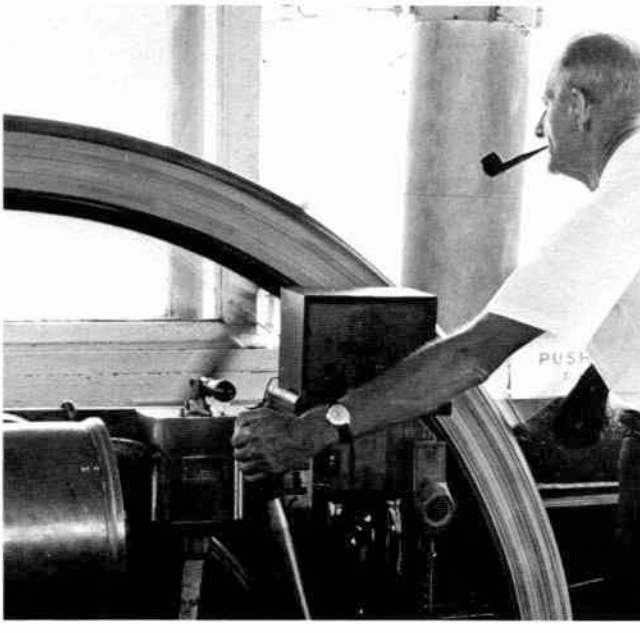
A request here from Dan Nagle who runs T & S Books, P.O. Box 14877, Covington, Ky. 41814. "We have had much call for books on the Ohio River and steamboats; my problem is how to find them."

Our thanks to C.W. and Lucy Stoll for exotic post cards from strange places (one from Bora-Bora) mailed on their recent round-the-world cruise aboard the luxury liner ROYAL VIKING SKY.



THIS IS the first good sharp print we've seen of this triumph of marine architecture, and it comes from the collection of the late Bob Kennedy. The fine detail reveals that not only is the boat named ED. C. KIRKER but also the handsome skiff alongside bears the same name. The barefooted young man perched on the gunnel obviously has his right bare foot resting on the bottom of the river. Up forward, in addition to the three men is a dog, doubtlessly one of the crew. Back aft a razorback hog is about to leap into the skiff, and is probably getting yelled at by the lady, a matter of supreme indifference to all the others. The KIRKER is in her summertime garb,

sort of an open-air effect. A winter-time scene exists of her in which the three forward side sections along the boiler are boarded up and canvas tarps are hung at the front of the cabin structure. In both scenes the same rather stout-built man is at the tiller, and please note he is standing on a cross-board surveying the universe. This is a Big Sandy River batwing in the Ohio River probably at Catlettsburg, Ky. where she was built in 1890 on a wood hull 70 x 17 x 2. She is duly noted in Way's Packets (#1700) with the notation that Jesse P. Hughes remarked "she was gone and forgotten when I came to the Big Sandy in 1900." Our thanks to the Murphy Library at La Crosse for furnishing the picture.



Obituary for Capt. Tommy Utter appears on page 29, based on information available to us at the time. Since then we have received the accompanying picture of him, a tribute from Capt. Roddy Hammett. "This was taken about ten years ago by a college friend of mine, Mike Griffin of Huntington, West Va. showing Capt. Tommy spinning the pilotwheel of the BELLE OF LOUISVILLE," writes Roddy, adding: "he enjoyed his work and we enjoyed him."

Earl Olson of Norris, Tenn. has our thanks for further particulars appearing in the Daily Post-Athenian, Athens, Tenn. Tommy was son of the late John W. and Lelah Macley Utter. His survivors include one daughter, Carole Schultz, of Atlanta; four sons, Thomas H., Bill, Davie and Cecil; 12 grandchildren and five great-grandchildren. Services were held in the Oak Grove United Methodist Church, and burial was in the Decatur Cemetery.

Be sure to read the lead-up to this story appearing on pages 5, 6, authored by Bill Dow. -Ed.

PRESIDENT'S FUTURE

On Friday, March 22, Wilbur E. Dow, Jr. and his son William P. Dow of the New Orleans Steamboat Co. met at Pittsburgh with John Connelly who heads the Gateway Clipper fleet and related operations (including a modern hotel) in that city. The Dows were accompanied by H. Wayne Judge, their lawyer from Glen Falls, N.Y., and H. Gordon Stevens, New Orleans C.P.A. Also present were lawyers representing Mr. Connelly.

Following what turned out to be a session which occupied most of the working day, plans were hammered out for a joint venture, financed by Mr. Connelly, for a complete modernization of the PRESIDENT, to be completed in time for her to open the 1985 excursion season at St. Louis on July 4th where Mr. Connelly already has attractive wharfage rights. The rehabilitation was scheduled to be handled at Port Allen, La. where the PRESIDENT recently received extensive hull repairs. Additional minor hull work was planned, but most of the funding will be applied to superstructural steel work, deck renewal, outfitting and decoration.

The actual operation of the PRESIDENT will be handled by New Orleans Steamboat Co., including selection of the crew and related matters. Bill Dow plans to return her to New Orleans this winter, possibly tramping her with matinees and moonlights at principal cities.

Meanwhile John Connelly has under contract at Port Allen a new dinner cruise boat of considerable size. She will seat 600 for meals, complete with kitchen and pantry facilities, we hear, but will not be operational until the 1986 season and, in fact, may be put on the back burner until the PRESIDENT gets back on the track.

Sirs: I love that full-page picture of the HOMER SMITH on the back cover of the March REFLECTOR.

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

LARGE BOATS WERE BUILT AT CANNELTON, IND.

Bert Fenn Supplies
Some of the Details.

"Perry County, A History" says the hull of the PAULINE CARROLL (Way, #4416) was launched at the Samuel King Yard in Cannelton at 4 p.m. Monday, November 2, 1863. "The launching took place in the presence of a very large crowd. The commander's handsome daughter christened the vessel with her own name, Pauline Carroll. The hull was then taken to New Albany where the cabin and upper works were added."

From the Louisville Custom records I have note of her first enrollment which was February 18, 1864. Her owners were listed as: J. P. Fitzgerald, St. Louis, 3/4, and E. T. Dix, St. Louis, 1/4. Master, J. W. Carroll.

Size of the hull on enrollment records was 256 x 42 x 7.

This Samuel King who built the hull is described by De La Hunt as coming to Cannelton in 1863 and buying a saw mill at the extreme upper end of Cannelton (roughly where the Cannelton-Hawesville bridge is today) and starting a ship yard.

He came to Cannelton from Jeffersonville. Was born in Allegheny County, Pa., 1821. "He came of seafaring stock, his father, John W. King, having commanded a sailing vessel in the West Indies trade for many years, and his mother, Nancy Shaw, was also of a New England coast family." Before coming to Cannelton, Samuel King had followed boat building through 25 years of work for others. The PAULINE CARROLL was the first hull he built at Cannelton.

Then, the Cannelton Reporter of February 13, 1864 said that King "has closed a contract for building a large floating dock. It is to be 250 ft. long by 87 ft. wide and will require 900,000 ft. of lumber or about 2500 ordinary sized logs. The lumber alone is worth \$27,000." De La Hunt in Perry County history describes the dock as 250 x 110, 30 ft. high at the sides and 10 ft. at the ends. He also says the dock proved a white elephant that was eventually sold at great sacrifice and towed to New Orleans. "King never fully recovered his fallen fortunes."

King built the hull of the BEN STICKNEY (Way, #0575) at Cannelton. It was launched May 21, 1864. He also built some smaller craft including Capt. John Crammond's recess wheel ferry TRANSIT--which he built complete at Cannelton.

This shipbuilding didn't last long, but Sam King continued to run his sawmill until 1884 when he sold out and moved to a river bottom farm above Derby, Ind.

This Sam King has always intrigued me and I've never really dug deep into his story. I've often wondered if he was related to the William (Billy) King who whittled the hull model of the J. M. WHITE. They both came from the Pittsburgh area, and Samuel King would have been 23 years old in 1844. Query to Ye Ed: Do you know anything about this man and whether he was related to Billy King?

=No reference of relationship has come to our notice. -Ed.

MORE ON ST. LOUIS EXCURSION SET-UP

In addition to the story reported in column 1, this page, The Waterways Journal in its March 25th issue has more to relate about the forthcoming excursion season at St. Louis.

According to the WJ, on February 11th last Pittsburgh businessman J. Edward Connelly (referred to as John Connelly in our column 1 story) purchased major interest in Streckfus Steamers, Inc., St. Louis. The announcement came to the WJ from Capt. William Carroll, president of Streckfus.

Captain Carroll told the WJ that the deal includes the new 200-ft. dinner-cruise side-wheeler under contract to the Port Allen, La. ship yard. The Streckfus Line presently operates the diesel excursion boats TOM SAWYER and HUCK FINN.

Whatever happened to those Sauget brothers of St. Louis who a couple of years ago were about to re-create the Civil War gunboat BENTON with five fast food chains on board?

For a while it looked like Katy-bar-the-door for the future of the upper locks in Kentucky River. The U.S. Engineers closed the upper ten (Nos. 5-14) after the end of the 1981 boating season because of the lack of commercial traffic, although five were reopened during 15 summer weekends in 1982.

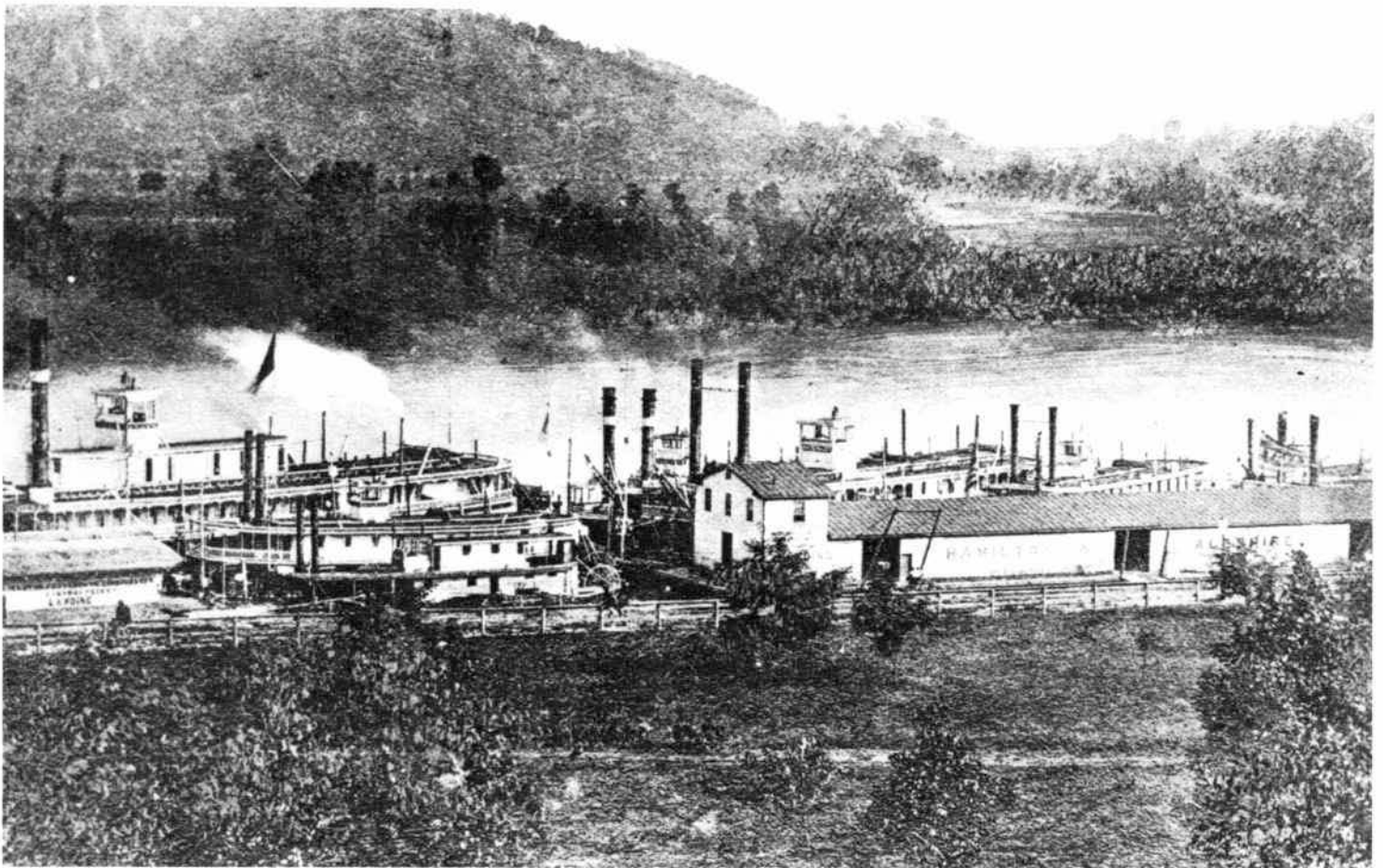
An agreement has been worked out between the U.S. Engineers and the State of Kentucky wherein these upper locks and dams will be transferred to the State over a period of years.

The original locks and dams on the Kentucky (Nos. 1-5) were placed in operation in 1844, taking slackwater from the mouth at Carrollton, Ky. to Monterey, Frankfort, Tyrone and ending at Salvisa, about 96 miles up. These were built by the State of Kentucky, which transferred them to the U.S. in 1880. The Salvisa lock and dam (No. 6) was opened in 1891, traffic then possible to High Bridge. High Bridge lock and dam was opened in 1897 (No. 7) and Nos. 8-14 came after 1900. No. 14, taking slackwater to

Beattyville at Mile 258, was opened about 1917.

Dearth of modern commercial traffic will play no part in these future plans. Many miles of the Kentucky twist through spectacular gorges, making it attractive to operators of private yachts and cruisers in the Louisville-Cincinnati areas.

Opryland USA's new passenger boat, the GENERAL JACKSON, was launched at Jeffboat on Saturday, April 20, looking mighty perky and about 80 percent completed.



JERRY SUTPHIN sends the above, taken at Gallipolis, O., and wonders do we have additional information concerning it. He correctly lists the boats from the left: ANDES (first, Way's Packets #0251, white collars on stacks); FRANK WILLARD, #2138, alongside ANDES; BILLY PARSONS, #0627, at shore; FLEETWING, #2052, white collars, about center; SALT VALLEY, #4992, at wharfboat; DANIEL BOONE, #1444, wharfboat middle door; CLARA, #1153, and WEST VIRGINIA, #5745, both barely visible at extreme right. Jerry has investigated the dates these boats were built and suggests the picture was taken in 1875, which is the date also furnished to us.

The late Frank L. Sibley, long the river writer for the Gallipolis Tribune, once remarked that an occasion brought all of these boats to the landing. Frank recalled that "Governor Allen came to Gallipolis to speak," although we have no present means of checking out Governor Allen's identity. Frank Sibley also recalled that a large delegation was brought down the Ohio from Pomeroy for the event, all loaded on a wharfboat towed by one of the steamers. The picture is valuable also in the respect that most of the boats appearing here do not show up in existing photographs other than in this one.

LETTER FROM JEFF SPEAR

Sirs: I really like the cover picture of the SONOMA approaching the lock on the March issue. This one has always been one of my favorites. Mr. Fischer took others of the SONOMA at this same location. One shows a large pilothouse-on-the-roof towboat moored at Marietta Manufacturing. Did you notice the six white horses on the shore span of the Putnam Street bridge? Looks like the SONOMA has a fairly good freight load, too. She was one of Mr. Fischer's most often used subjects, probably because she was always around.

The Muskingum River article in the March issue is wonderful. It clears up a lot of things for me. One question, though; did the mill race for the Phoenix Mill ever get built? The lower creek the race would have connected with snakes all through town, even all the way over to the intersection of Putnam and 7th Street, and back through the hollow by the Times office. It really picks up more creeks along the way, too.

I think the 3rd picture in the Muskingum series is super. I have two other pictures taken about that same time I got from the Barth auction here in town. The pool-style towboat in #3 sitting directly below the dam is the CATHARINE DAVIS. She is in both of my views.

The research in the Muskingum article mentions that potter's clay was big bulk freight even in the 1880s. Zanesville was a huge pottery center; S. A. Weller, Roseville Pottery, American Ecaustic Tile and Mosaic Tile were some of the latter potters in that area. S. A. Weller had a wonderful reputation for fine lines of production. He was probably second in the state to Rookwood in Cincinnati. Zanesville tile was considered fine work, equal to English clay workers.

Speaking of fine tile work, you doubtlessly have noticed the fine looking eagle emblem up over the second story windows of the lock building at old No. 1. Also the tile work around the walls. It was made by the Mosaic Tile Company in Zanesville. I traced it down by researching old tile books. Seems appropriate, doesn't it? I think it is the only lockhouse on the Muskingum to be so fancy.

I also notice in the Muskingum

article that one of the projects was to convert Lock 10 at Zanesville to a single chamber. Inasmuch as it still is a tandem double lock, the project was not pursued.

It seems rather ironic that to get everything done on the Muskingum the Federal government had to step in and fix up what the State had screwed up. Here we are over 100 years later, the whole system back in State's hands, and once again a lot of work badly needed to be done.

Thanks for running that great article on our nice Muskingum. By the way, that picture of the KATE CASSEL is a dandy, too. Capt. Tom Kenny's shot with the SNYDER in it is neat too. But the best picture in the whole issue is the HOMER SMITH on the back. C. C. Bowyer really took some good pictures.

Jeffrey L. Spear,
613 Washington St.,
Marietta, O. 45750

John H. McCann, brother of the late Robert H. McCann, died suddenly the morning of Sunday, March 17, 1985 of a massive pulmonary embolism. He and his wife Mary made their home at 28 Concord Road, Danbury, Conn. 08810. Both Bob and John were born and raised at Sewickley, Pa., sons of the late W. J. and Ida Belle Jackson McCann. News of John's passing comes to us from his daughter, Jaquelyn McCann Radcliffe of Danbury.

It was in 1858 the Board of Supervisory Inspectors issued a set of Rules and Regulations for the government of pilots. These rules required the use of whistle signals to indicate intent in meeting, crossing, and overtaking, for navigating in fog and around blind bends, and to indicate danger. These rules formed the first U.S. system of passing signals for vessels on inland waterways.



Keith Norrington sends the above. "The photo on the cover of the March issue reminded me of a similar view in my post card file," he writes. Although taken from the same location, with SONOMA at the same place, there are differences. The tall frame building at extreme right does not show in the March cover, nor is there any sign of the Washington Street bridge so clearly seen here in the distance. Both were taken by Harry Fischer, Marietta commercial photographer. Query: What is the date of the above? It went through the mail, postmarked Marietta, Ohio, Aug. 2 (no year on marking) addressed to Mr. Jeffry Davis, R.F.D. No. 5, City. The message reads "Wishing you a happy birthday and many more." (signed) Mrs. J. H. McCoy. It bears a 1¢ stamp, profile of George Washington in green.

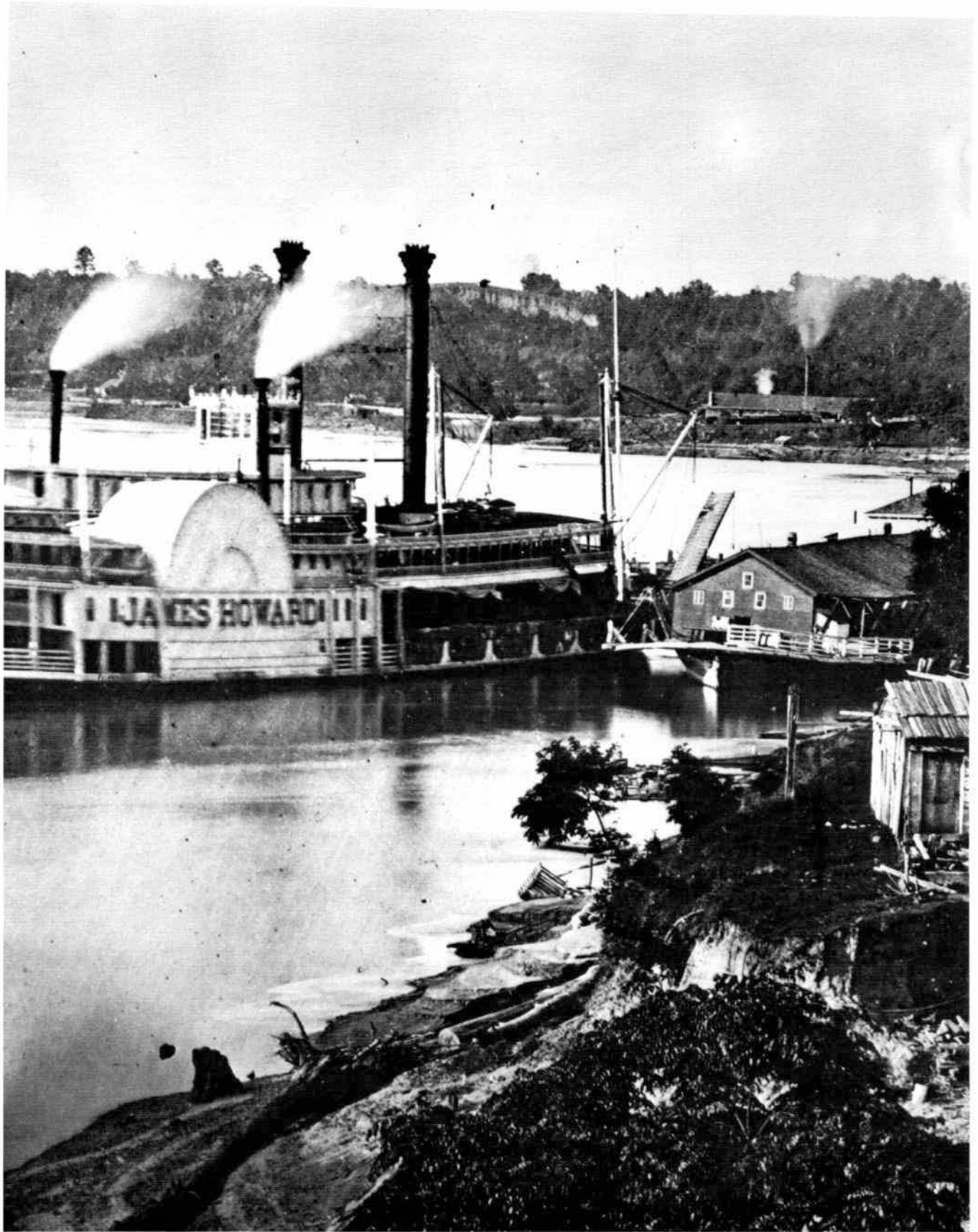


PHOTO ON OPPOSITE PAGE

The BELLE LEE, featured on another page, was taken to Metropolis, Ill. in the summer of 1875 her upper works transferred to a new and larger hull, and she came out in the Memphis-New Orleans trade as the MARY BELL, Capt. J. Frank Hicks. This MARY BELL was one of the brag boats of the Mississippi, 327 feet long, and no photograph of her is known to exist. She made but nine round trips and on her tenth, downbound for Mardi Gras, she burned at Vicksburg.

Now, thanks to the detective eye of Ralph DuPae, we see the BELLE LEE hull at Natchez, converted into a wharfboat, the JAMES HOWARD alongside. The shadows in this picture are too dark to show it, but the name BELLE LEE still appears on both sides of the bow. The picture is known to have been taken by the celebrated Natchez photographer, Henry C. Norman, and we are indebted to Dr. Thomas H. Gandy, owner of the Norman photo plates, for this exceptional print.

Sirs: For the past two years I have been researching the early steamboats and steamboating on the upper Missouri, along with attempting to locate photos of the same.

I am, however, having some difficulty in obtaining publishable photos (poor quality and high "use fees" are the leading problems.).

Photos are essential. Suggestions?

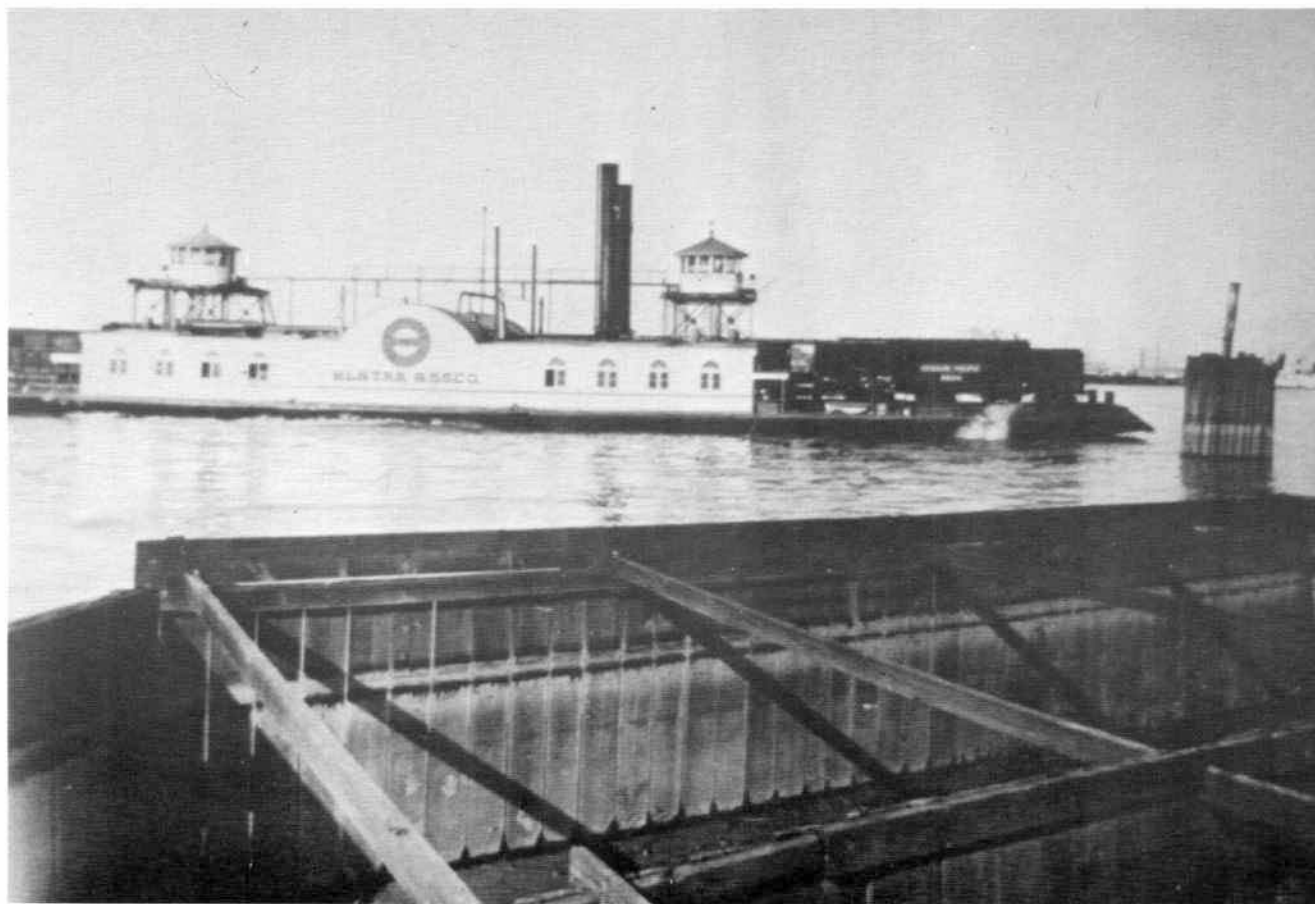
Doug Engebretson,
813½ Day,
Belle Fourche, S.D. 57717

=High quality photos of early Missouri River steamboats are rare items. Best assembled showing so far is in "The Rivermen" by the editors of

Time-Life Books in their Old West Series, 1975. -Ed.

Prior to 1838 there were no U.S. statutes (laws enacted by Congress) regulating rules requiring the carrying of signal lights. The Act of 1838 was passed with the primary purpose of assuring better security for the lives of passengers on board vessels propelled by steam. One of its provisions was the first U.S. requirement for a navigation light: every steamboat running between sunset and sunrise had to carry one or more signal lights. No mention was made of color or brightness, or how the light was to be located.

JOE WILHELM, the New Orleans painter of steamboats, sends this picture of the side-wheel railroad transfer CARRIER, first glimpse we've had of her. Built on a steel hull 280.3 x 44 x 10 at Newburgh, N.Y. in 1892, she long served at New Orleans in the bend below Canal Street for Morgan's Louisiana & Texas Railroad & Steamship Co., subsidiary of the Southern Pacific. After the opening of the Huey Long bridge she was sold to Mexico in November 1936. She was rated 1,007 gross tons; the ALBATROSS was 1,313 gross, and GEORGE H. WALKER was 2,062.







IN HIS COURSE of investigating the photo negatives taken by the late Capt. C. C. Bowyer, Woody Rutter discovered the construction scene on the opposite page. It was taken at the W. F. Smith Docks at Point Pleasant, West Va. in 1925 during the lengthening of the packet SENATOR CORDILL. The job was done on an enormous floating dock. From the boilers forward a new section 33 feet long was added to increase her cargo capacity. Since 1920 she had been on a weekly schedule on the Ohio and Kanawha rivers between Pittsburgh and Charleston operated by the Shippers Packet Co., a stock company in which the majority of the owners were shippers of country livestock and produce to the markets in Wheeling and Pittsburgh. Most of this payload was picked up between Pomeroy and Bellaire where these "hucksters" lived and did business. The larger ones maintained warehouses near their homes where local farmers found ready sale for eggs, poultry, livestock and produce. The hucksters candled, sorted and packed the eggs in 30-dozen wood cases. Chickens and turkeys were sorted into wood-slatted coops, very much alive, each coop provided with a water receptacle of some sort, usually an attached tin can. These stockholder hucksters accompanied the SENATOR CORDILL to Pittsburgh, making sure the eggs were stowed

safely from exposure to extreme temperatures, and to tend the welfare of chickens, calves, and all. Unfed chickens soon "drift," and inasmuch as they were sold live-weight, it paid to keep their craws stuffed enroute up the river. The hucksters paid no room or board, being stockholders, sat down to plentiful meals well prepared and served, and developed successful stomachs. The SENATOR CORDILL became a quite profitable steamboat what with this weekly guaranteed income sponsored by her non-fare-paying owner-shippers. In 1925 all was peaches and cream. Adding 33 feet to the boat's length was the recipe for increased cargo space and profit.

One cannot help but admire the procedure and know-how involved in "stretching" an old wooden steamboat. The entire bow section of the hull from stem to boilers had to be ripped out, given new shape and dimension, and had to be done in such a manner that the altered "upper works" conformed in line and shear. The picture above, taken as she was raising steam after the job was done, offers visible proof of accurate judgment of the preconceived plan which only weeks before had been a vision, largely mental, in the craniums of a few master-builders armed with carpenter's pencils, loft experience, and no blueprints.



PICTURES OPPOSITE

Taken at the MOR Chapter of S&D meeting at Clifty Inn, Madison, Ind., during the meeting held March 23rd. William R. (Bill) Smith of Springfield, O. put on a showboat slide show, plus the movie he took in 1982 of the NATCHEZ, B/L and DQ race at Louisville. Our thanks to Bill and Marga Smith for the pictures.

UPPER: From the left: T. J. Hall II, Ft. Thomas, Ky.; Capt. John Beatty, Warsaw, Ky.; Bill Smith, Springfield, O.; Dr. Carl Bogardus, Warsaw, Ky., and Keith Norrington, New Albany, Ind.

BELOW: Extreme left, seated: Sandra (Sandi) Miller, Louisville; Barbara Hameister, Blanchester, O.; Jack E. Custer, Louisville; E.J.ly Robertson, New Richmond, O., Ann Zeiger, Cincinnati, and T. J. Hall II, Ft. Thomas, Ky.

Tourists are being attracted to Blennerhassett Island in droves. Situated in the Ohio River not far below Parkersburg, West Va., the island has a history of romance and intrigue dating back to early times, involving Aaron Burr and a case before the U.S. Supreme Court. The sole access to the island is by boat and several years ago Everet and David Ruble of Belpre, O. built an excursion boat in their backyard, christened it CENTENNIAL, and advertised visits to the island. Then they built a larger one, the BLENNERHASSETT, and this spring they augmented the fleet with a handsome excursion barge called A. J. WOOFER.

They couldn't have picked a better name. The honoree is a Gilmer County, West Va. native, raised along the Little Kanawha between Grantsville and Glenville. He started his newspaper career at Glenville, and then graduated to the Parkersburg News as a reporter.

Now retired he still pinch-hits on the News and pecks out a homespun column captioned "Town & Country." It's a column which deals in horse nails, cures for ailments of all sorts, Halley's Comet, West Virginia place names, times to plant, pitching hay, etc. etc. Over the years Woofter has been the area's foremost writer about

Blennerhassett Island.

Woofter attended the dedication ceremonies of the new Ruble barge shortly before it took off for the island on its initial trip in tow of the BLENNERHASSETT with 250 Rotarians and their guests aboard.

In the period of the early 1800s a number of local navigation rules were enacted by numerous cities and states in response to the many casualties occurring. Naturally, this created navigational nightmares for mariners, since often there was no semblance of uniformity or consistency between local rules.



FIRST TIME ever we saw the WABASH she was tied up in the mouth of the Little Kanawha in the hands of the law. A Parkersburg bank had foreclosed on her for non-payment of an overdue loan, and with her was the showboat SUNNY SOUTH in similar trouble, both owned by J. W. Menke. Capt. Ben S. Pope of the Parkersburg Docks bought her in at a U.S. Marshal sale conducted there in June 1915. The well-known steamboat broker John F. Klein sold her to the Chicago Mill & Lumber Co. in March 1917, necessary repairs were made, and then the WABASH was off for Greenville, Miss. to tow logs for her new owners. Capt. C. C. Bowyer took the above picture of her moored under the wharfboat at the Ohio River landing at Point Pleasant, West Va. and we'd suppose she was on her way to Greenville at the time. She wasn't any spring chicken in 1917, but a good towboat at that, with 14's- 6 ft. engines. She'd been built in 1881 as an Upper Mississippi rafter named F. C. A. DENKMANN and during her career up there she handled about the largest raft to come down. She was given the name of WABASH when Mrs. Henry Shelby bought her to tow corn from the Wabash River to Nashville in 1899. Her showboat career started about 1909 when Capt. W. R. Markle bought her to tow a showboat he was having built at Parkersburg. At the same sale in 1915 when Capt. Ben Pope bought the WABASH, the SUNNY SOUTH was knocked down to J. C. McConnell, also associated with the Parkersburg Docks. Capt. Ben Pope ran his fast JOE FOWLER between Pittsburgh and Louisville all summer 1915 and used the SUNNY SOUTH's calliope, and also had it on her in 1916 when she was running excursions in the Wheeling-Bellaire area. Anyhow, the WABASH in 1933 was sold to Capt. Chess Wilcox who renamed her HALLIE and sold her a year later to Capt. Loyle Wright of Kanawha River who lost her by sinking at St. Joe, below Cincinnati, in February 1938. So this old wood hull rafter stayed in business 57 years.



JAMES A. HALEY, 33 Belle Monte Ave., Lakeside Park, Ky. 41017 sends this one of the dancefloor of the ISLAND QUEEN (second, #2800) taken about a year before she exploded and burned at Pittsburgh in 1947. It's taken looking forward showing the vast expanse of the maple dancefloor. For some

reason very few photographs are in circulation showing this ideal ballroom entirely supported from metal bridgework used, quite effectively we think, as part of the decor. As Bill Dow says in a letter elsewhere in this issue, we'll never see the likes of this again on the river.

On our desk this morning is the initial issue of a new magazine called the "Ohio Valley Pilot." It comes to us from Michael (Moon) Mullen of its 3-person editorial board who had previously written us for permission to use material from the past issues of the S&D REFLECTOR (which we granted).

Ohio Valley Pilot, to be issued monthly, is printed on newspaper stock, page size about 11" x 14" and is based at Marietta.

One of the features in this first (April) issue is a true confession by Charley Fogle,

also one of the 3-person editorial board, in which he reveals that he was one of the crew which several years ago attached a sign on the side of the Ohio Historical Society's expensive flatboat with a propensity to sink, reading: EARLY AMERICAN SUBMARINE.

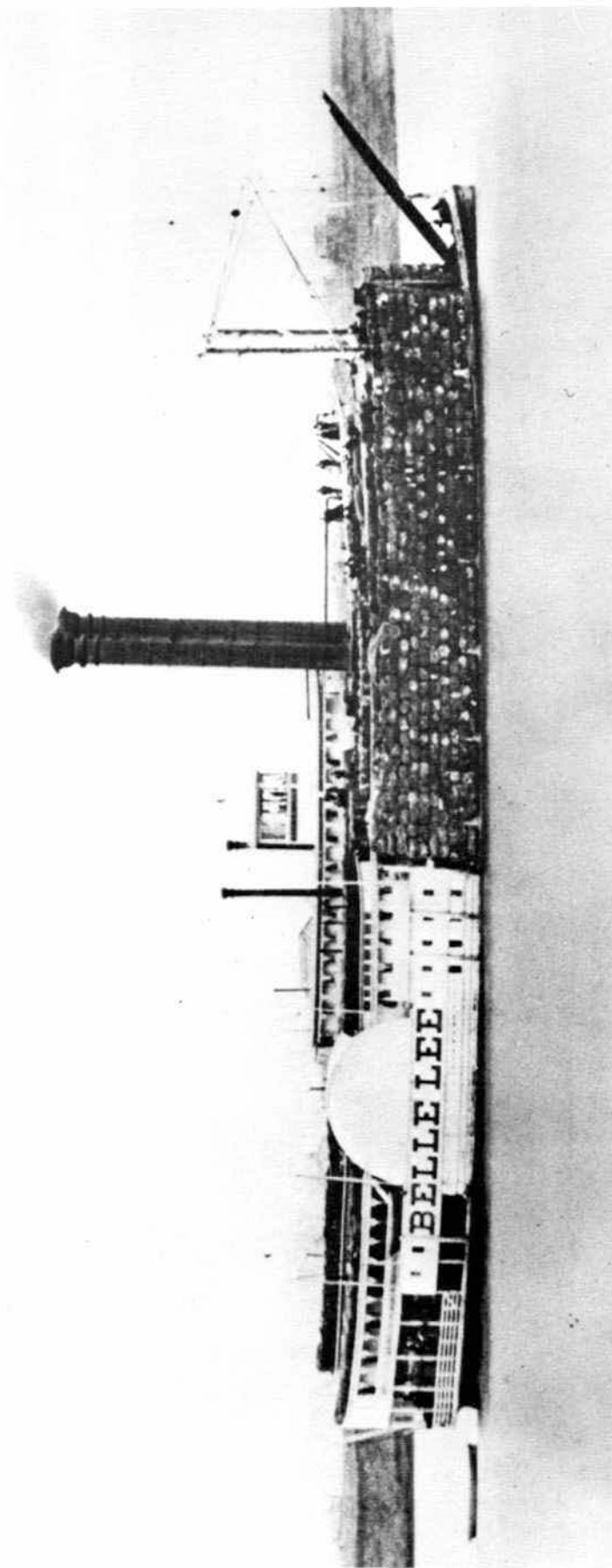
The magazine solicits paid advertising and the initial issue is generously supported by such familiar names as Fenton Art Glass, Trolley Tours, VALLEY GEM, Broughton's and the Lafayette Hotel.

A directory of fine food restaurants in the Marietta-Park-

ersburg area lists quite a few, some of them unfamiliar to us. The list:

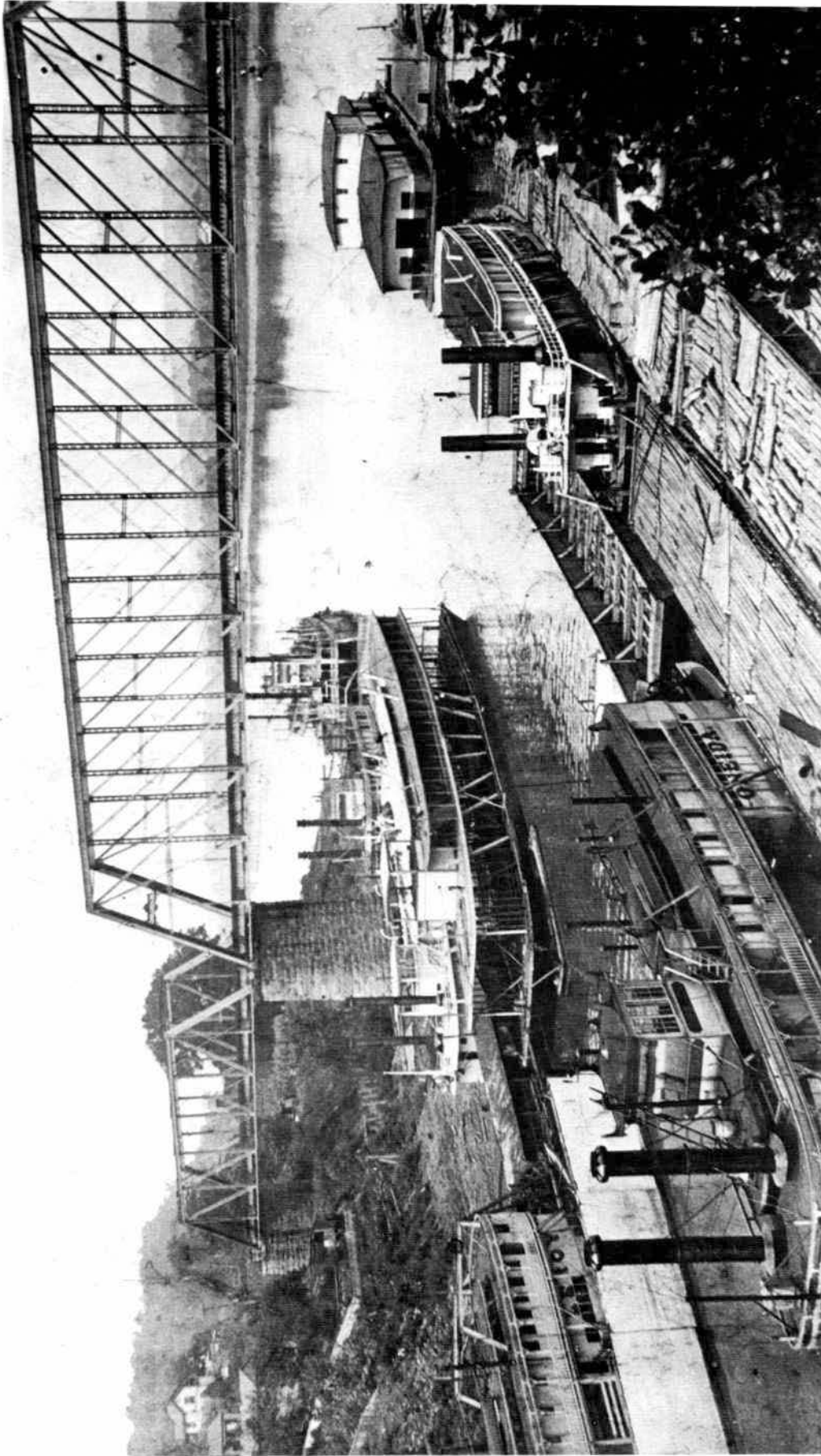
Adventure Galley, 203 Second St., Marietta; Betsey Mills Club, 300 Fourth St., Marietta; China Garden, 2019 Murdoch Ave., Parkersburg; Jimmy Colombo's, 1236 Seventh St., Parkersburg; Defrancos Spaghetti Warehouse, 614 Green St., Parkersburg; Diana's, Town Square, Parkersburg; Don Emilio's, 2407 Ohio Ave., Parkersburg; East Wind, 90 Acme St., Marietta; Ernie's Esquire of Marietta, Newport Pike, Marietta; Holiday Inn,

Concluded on page 47



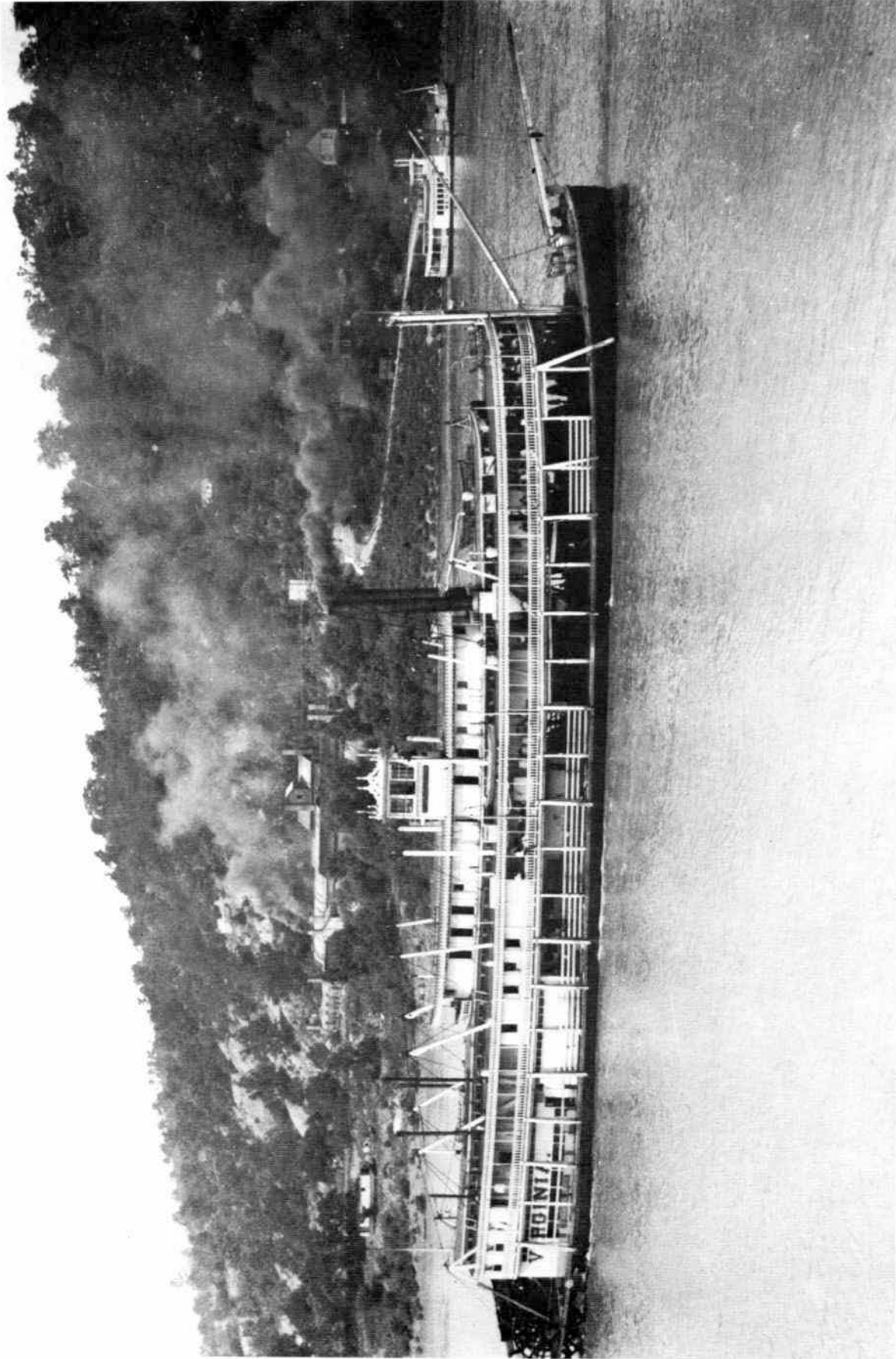
THIS PROBABLY is the catch of the season, a good broadside look at the elusive BELLE LEE. Ralph DuPae found it in the Donald T. Wright collection at Tulane University, New Orleans. The 291-foot cotton side-wheeler was built at Jeffersonville, Ind. in 1868 at the Barmore Yard. Capt. Anson McGill, prominent commander of the day, built her more or less on speculation and promises, and took her away from the shipyard with \$113,000 secured by notes. Capt. Thomas P. Leathers saw in the BELLE LEE an opportunity to regain his pre-war status in the New Orleans-Vicksburg trade while he arranged for the building of a new

NATCHEZ at Cincinnati. Consequently she ran that winter, the cotton-carrying season, under charter to Leathers. In the spring of 1869, the charter terminated, McGill ran her Louisville-New Orleans until in June when the Barmore Yard had her seized for debt and she was auctioned off at the Louisville Court House steps. On a bid of \$60,000 she was knocked down to Capt. John Smoker of New Orleans. The rest is a long story and a successful one. This picture may have been taken at Natchez in December 1874 when she brought down 5,908 bales of cotton, wresting away the championship from the ROBT E. LEE.



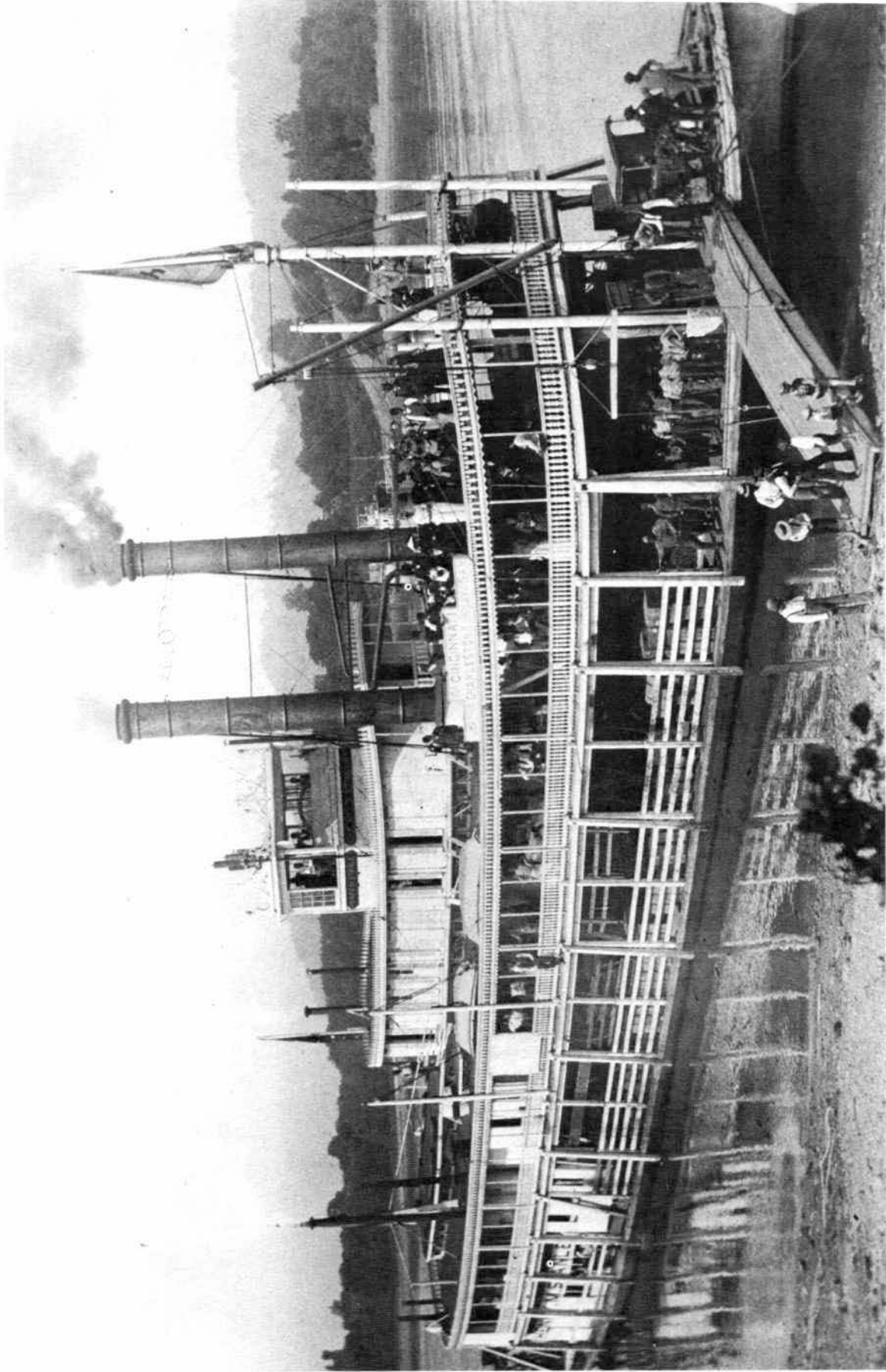
TAKEN IN the mouth of the Little Kanawha River at Parkersburg, West Va. in 1900, the center attraction is the uncompleted towboat ROBERT P. GILLHAM, just launched from the Lewis Pope & Sons drydock which now has the LEROY hauled out on it. The GILLHAM was towed to Marietta where she received her engines and boilers, and became the pride of the Campbell's Creek Coal Co., the only compound-condensing towboat of the Kanawha River. The ONEIDA, left foreground, was a regular packet on the Little Kanawha to Creston, West Va., 48 miles, which then was improved with five locks and dams. The towboat DARLING, right, was brand new, owned by Lewis Pope & Sons which dealt extensively in lumber, principally railroad cross ties and mine props, loaded in flats and towed to Pittsburgh customers. Below the DARLING, at the mouth of the river, is the Parkersburg wharfboat. The bridge handles the Baltimore & Ohio's

Ohio River Division, complete with Pullman sleepers and diners, Pittsburgh, Huntington and Kenova. On the yon side of the GILLHAM is what looks to be the small towboat OHIO recently built at Cincinnati, and now having a cabin added aft of the pilothouse. Over the years she bore the names LOMA, W. H. MULLER and HELPER. Behind her, opposite the bridge pier, is Capt. J. Mack Gamble's JEWEL with her domed pilothouse-top. Below her is the new CITY OF WHEELING temporarily laid up for low water. Seems rather odd that this attractive Parkersburg scene had to surface in New Orleans, spotted by Ralph DuPae in the Capt. Donald T. Wright collection at Tulane University. Or, while on that tack, that our front and back covers this issue are discoveries of the same sleuth from Paterson, N.J. S&D's financial assistance via the J. Mack Gamble Fund to this University of Wisconsin project is bearing rich fruit.



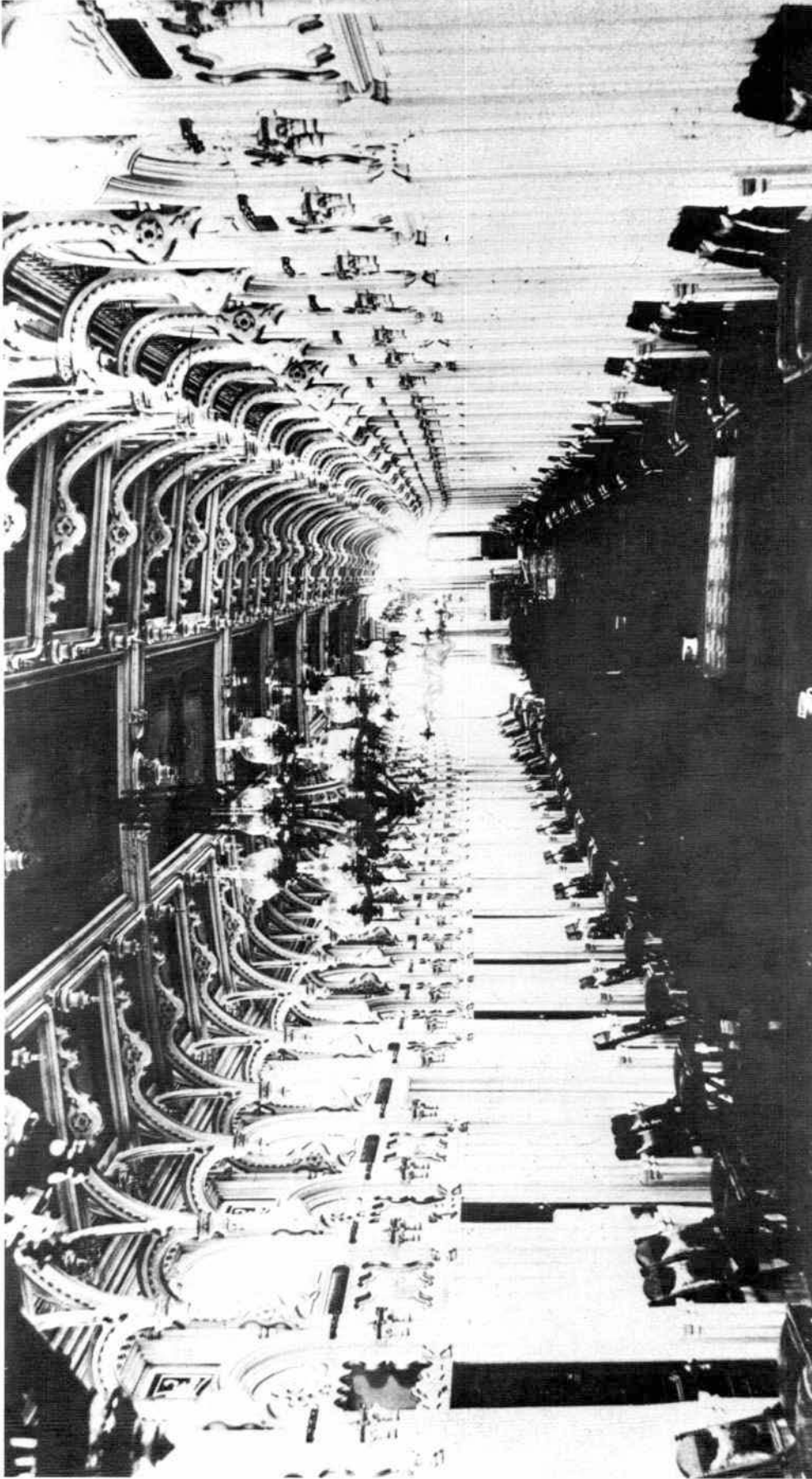
NEW PICTURES of the VIRGINIA seem to not only brighten our day but also to present challenges. If it were not for the ferry WENONA over there at the grade we would not have recognized Coal Grove, O., opposite Ashland, Ky. If we're wrong, Charles Montague won't be bashful about setting us straight, and hey,

Charles, is that the fire brick factory over there spewing smoke? Meanwhile we've just come to realize that the fancywork atop the VIRGINIA's pilothouse was imitated on the HENRY M. STANLEY, having first appeared on Capt. J. Frank Ellison's HUDSON. If space permits we are running a new picture of the STANLEY in this issue.



BEST PACKET of the Bay Line (George and Will Bay) for the five years they ran her was the HENRY M. STANLEY. The sign on the roof rail reads: FOR CINCINNATI - LEAVES CHARLESTON SUNDAY at 5 A.M. Everybody in the view is well aware a picture is being taken, apparently the only objective. Across the river at

the grade is a good sized ferry which should be a give-away as to where the picture was taken, but for the life of us we can't identify it - but sort of looks like she's at Guyandotte, West Va., and we're looking over at the Proctorville, O. landing. Just a guess. Any ideas?



RALPH DuPAE picked this from the Donald T. Wright collection at Tulane University. Goodness only knows where Donald picked it up, and another wonder to the jaybirds is that apparently he was at a loss to identify it. Ralph tells us he has sleuthed through the University of Wisconsin collection and is unable, thus far, to match it with any of the really "great" cabins of yore, and at the Murphy Library there are now quite a few.

So we're exposing this to our picture fans in hopes somebody can hook a label to it. As for ourself we've always thought it odd that no photograph exists (not to our knowledge at least) of the interior of the palatial JOHN W. CANNON. This has to be mighty high on the totem pole of cabin achievements, and if not the CANNON, what else?

HATTIE BROWN MODEL

Charles Cason, 70 Grant St., Ft. Thomas, Ky. 41075 has completed a model of the once-popular single deck "daylight" packet HATTIE BROWN. He sends us the three pictures on this page and explains that the lower one shows her resting on the hull of his latest venture, a model of the CITY OF CINCINNATI. Both are 1:96 scale.

Also he sends along the HATTIE BROWN's story as told by Russell O. Dufour, originally appearing in the May 13, 1962 issue of the Cincinnati Enquirer. It starts off with a short poem:

Few folks there be in this
river town
Who do not remember the
HATTIE BROWN;
Whose heart ne'er leaped with
joy no end,
When she came whistling
'round the bend.

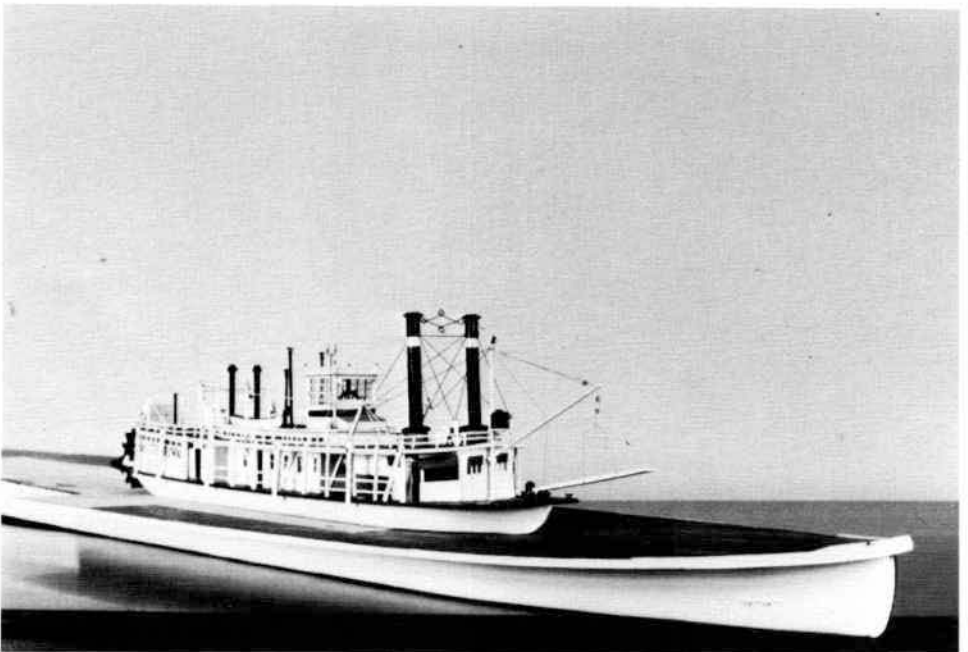
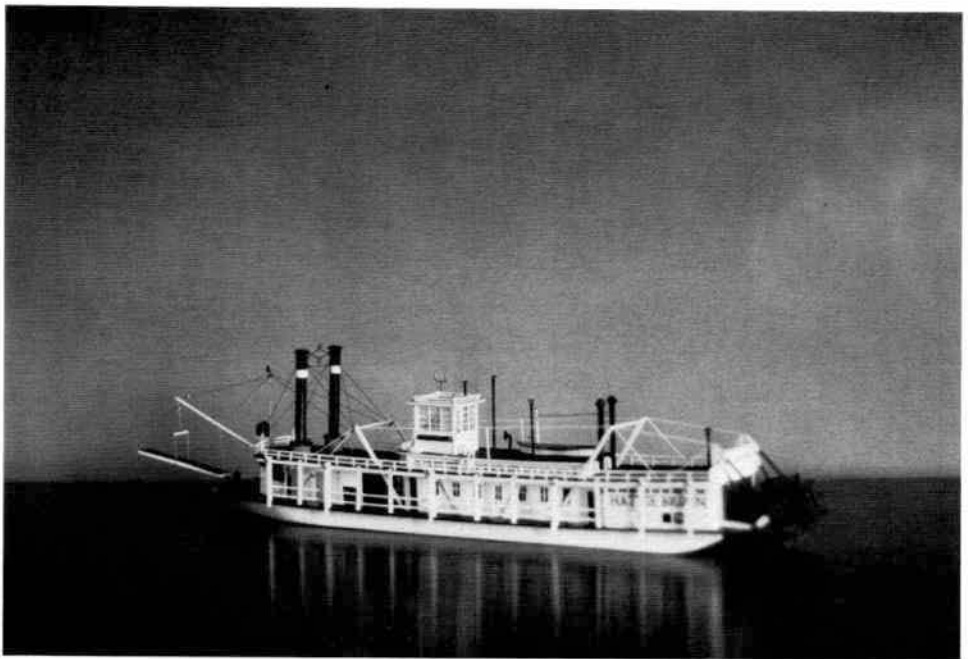
OF ALL the steamboats running between Cincinnati and Louisville, from the gay 90s to the early 1920s none was more loved by both young and old, than the little steamer HATTIE BROWN that for many years plied between Warsaw, Ky. and Madison, Ind.

In all kinds of weather, when the earth lay shivering beneath a blanket of snow, or on bright spring mornings, when life was leaping back into the trees, her beloved whistle sent the echoes reverberating between the Kentucky and Indiana hills.

It was a warning for men not to be late for work, and to school children to hurry and get ready for school, and to the housewife to look at her clock, and if its hands did not stand exactly at seven, she would promptly move them up to that hour; for the HATTIE was as regular as the sun.

The HATTIE BROWN was built and owned by the Brown family, of Hartford, West Va., and began her career as a packet plying between Maysville and Augusta, Ky., until the C&O railroad was completed in that area, then she was purchased by the Louisville & Cincinnati Packet Co., and put in the trade between Warsaw and Madison.

She left the wharf at Warsaw at 6:00 a.m. and arrived at Vevay and Ghent at 7:00 a.m. She reached Madison at 10 a.m., and would leave there at 2:00



p.m., giving her passengers four hours in which to shop, have a good dinner, meet friends and relatives arriving on the train and see the sights of Madison.

The career of the HATTIE BROWN noted only one thrilling experience in her log book; that was the disaster which came near being a tragedy, and which ended the days of this trim little craft in the old trade.

It was before the locks, which covered the sandbars with water, were built. It happened in that section of the Ohio River between Carrollton and Craig's bar, where, in windy weather, the river gets pretty rough.

In midstream the waves were high and angry, so the HATTIE was hugging the shore. Suddenly, a gust of wind struck her and drove her sideways toward the trees, that, when the river is high, stand in the water.

The pilot lost control of the craft and she crashed into a large tree. The stage swung overboard and the smokestacks crashed down on the hurricane deck. Some of her hogchains broke and let the wheel drop into the water. The passengers were screaming and running from the cabin, but the crew managed to quiet them when they found that the boat was not sinking.

She drifted downstream for perhaps a quarter of a mile and was again blown against the shore where the crew managed to get her tied to a tree. There she spent the night. Next morning, when the steamer KENTUCKY passed, the HATTIE BROWN's officers hailed her, but like the self-righteous Pharisee, the KENTUCKY went on her way.

Some of the crew finally got to shore and walked to Ghent where they telephoned to Commodore Frederick A. Laidley, of Covington, president of the Louisville & Cincinnati Packet Co., and he had Captain Meeks of the REBA REEVES come and tow the HATTIE into the Kentucky River. Sometime later her machinery was removed and installed in a new boat called the VIM.

But the public never took kindly to the VIM, even though she had the HATTIE's beloved whistle; and they never forgave Commodore Laidley for not naming her HATTIE BROWN II.

The career of this little packet came to an end in the

gorge of 1917-1918. She was laid up in the Licking River at Covington when the ice swept her away. She passed Markland, Ind., when the ice gorge broke at Sugar Creek, and hit the rocks on the bank just below that town. For years thereafter, her hull could be seen, when the river was low, sunk in the mud near Clifty Creek.

But there are thousands still living in the towns between Warsaw and Madison, who cherish tender memories of the old HATTIE BROWN.

Many a wedding party followed the bride and groom down to the wharf to shower them with

Concluded from Page 40

Routes 50 & I-77, Parkersburg; also Routes 7 and I-77, Marietta; Kona Kai Supper Club, 177 and Route 50, Parkersburg; Lafayette Hotel, 101 Front St., Marietta; Levee House Cafe, 127 Ohio St., Marietta; Le Club, Town Square, Parkersburg; Livingston's, Lakeview Center, Parkersburg; The Loading Dock, 616 Green St., Parkersburg; Point of View, Blennerhassett Heights, Parkersburg; The Port of Marietta, 217 Greene St., Marietta; Red Dragon, 100 Seventh St., Marietta; Redwood Restaurant, 2813 Washington Blvd., Belpre; Ribbits & Mugs, 217 Fourth St., Parkersburg; Ritz Club Steak House, 1924 Seventh St., Parkersburg; Sebastian's, 3420 Murdoch Ave., Parkersburg; The Stables, 3602 Seventh St., Parkersburg; Tally-Ho, 211 Second St., Marietta.

Featured also is an interview with John Hartford as reported by Michael (Moon) Mullen. Also getting special attention is the rehabilitation of the Blennerhassett Hotel in Parkersburg, due to open this December following a \$6.2 million face-lift. The owner is B&H Corp., headed by Robert Goldman, a Philadelphia development firm.

Address Ohio Valley Pilot, Box 17, Marietta, O. 45750, priced \$5 yearly subscription.

Our thanks to Charles F. Lehman of American Commercial Barge Line for articles he has authored. We will be using excerpts from time to time.

THE BACK PAGE

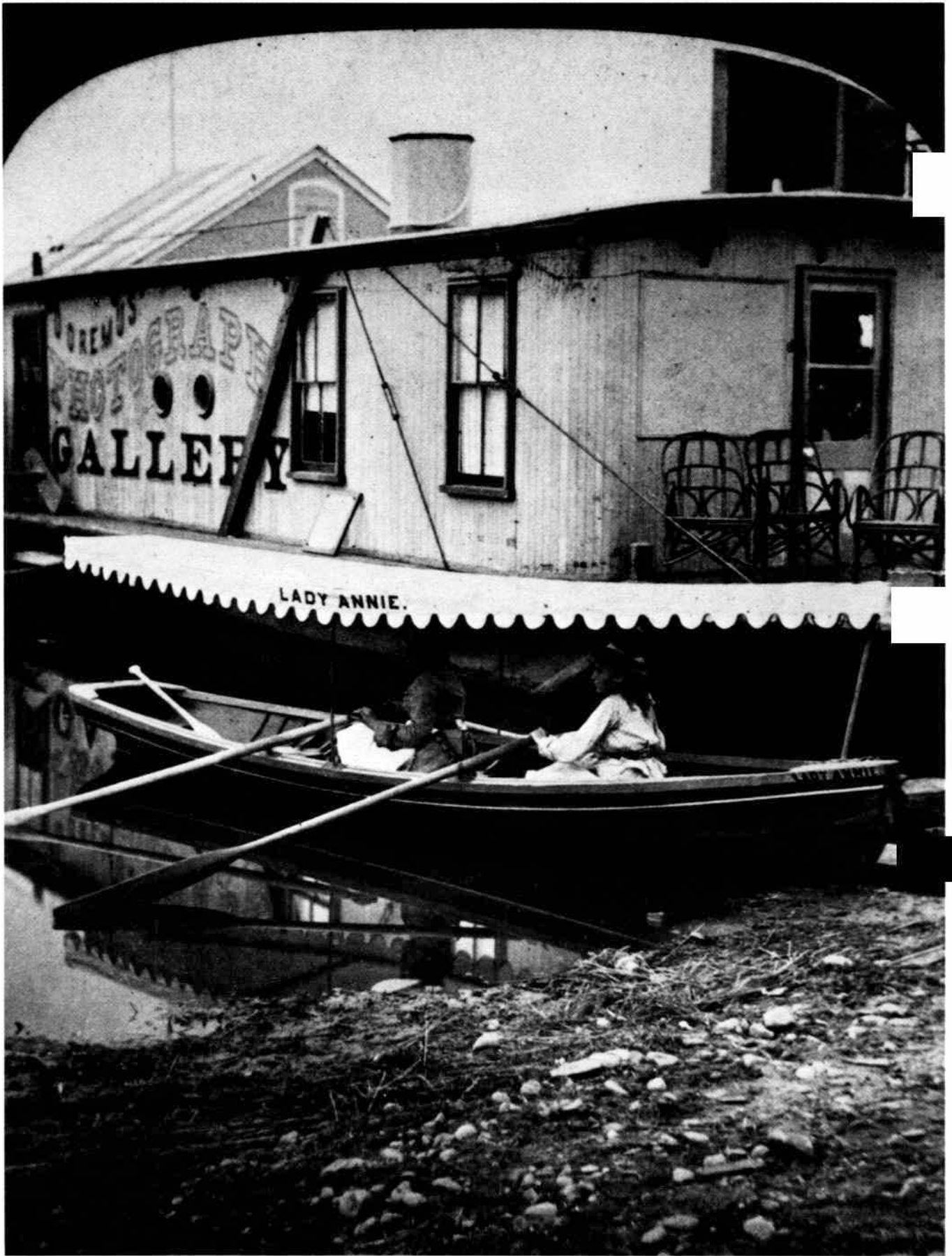
Close-up of the 1875
Doremus Photo Gallery

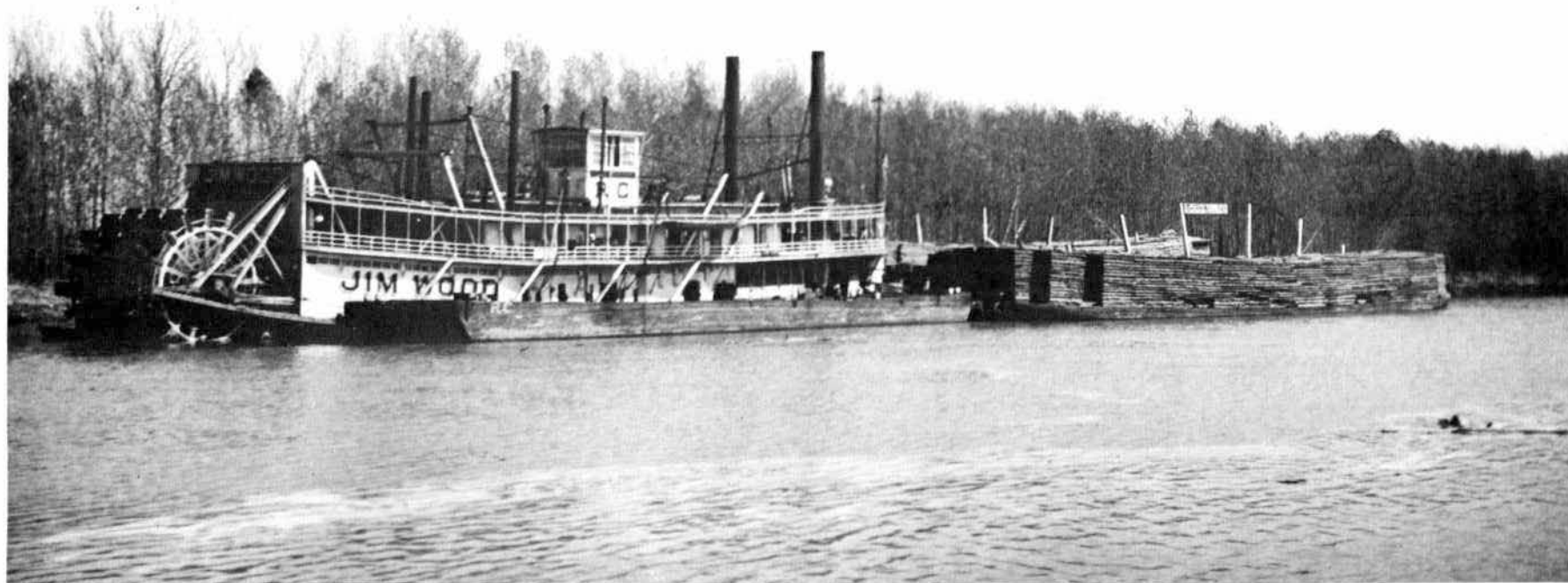
First disclosure of a photograph gallery built at the headwaters of the Mississippi and floated to New Orleans in 1875 came in our June 1981 issue, page 43. An explorer from Paterson, N.J., J. P. Doremus, armed with camera and chemicals, set forth afloat to make hundreds of stereo slides all the way from St. Anthony's Falls and Taylors Falls to the Jetties. First inkling of this shutter-bug Odyssey came to Ralph DuPae when a gentleman from Taylors Falls, on the St. Croix, handed Ralph a stereo slide dated August 1875 depicting the floating gallery and announcing the intent.

All well and good, but where did the hundreds of pictures get to? Did Doremus succeed? Now, four years after these questions were asked, Ralph is getting some answers. The Passaic County (N.J.) Historical Society has an extensive collection of the Doremus slides. The one on the back page is a sample. There is reason to believe that Doremus kept a daily log while passing down the river. It may still exist.

Our back cover picture was taken somewhere down the line after the trip got going. In the view we ran in our June 1981 issue the gallery boat had no hogchains. Now she's fully equipped with them. Prominent in the foreground is a stylish clinker yawl, the LADY ANNIE, manned by a crew of two, possibly mother and daughter. They are protected by a custom-made canvas roof, which possibly was a "first" on the Mississippi. The smokestack affair on the roof, center, has a pipe attachment, confirming our suspicion that it is a tank for holding pure water. The V'd roof behind it at first glance seems to belong to a building in the distance, but actually is at the boat's center, a glass skylight for illuminating the interior photo gallery. The dark object partly showing at extreme right on the roof is a massive view camera, the lens aimed forward.

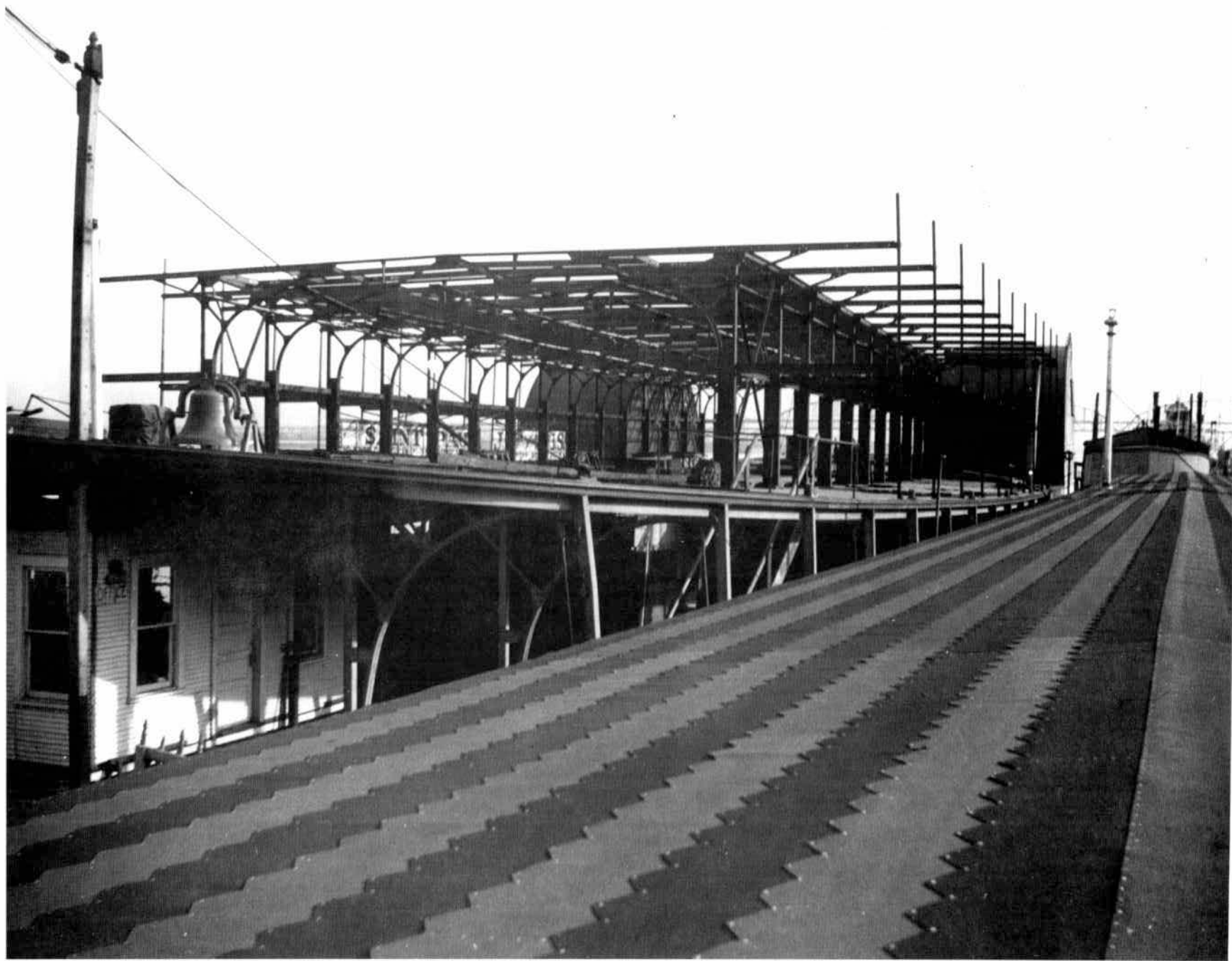
This story may well unfold in these columns as time goes on.



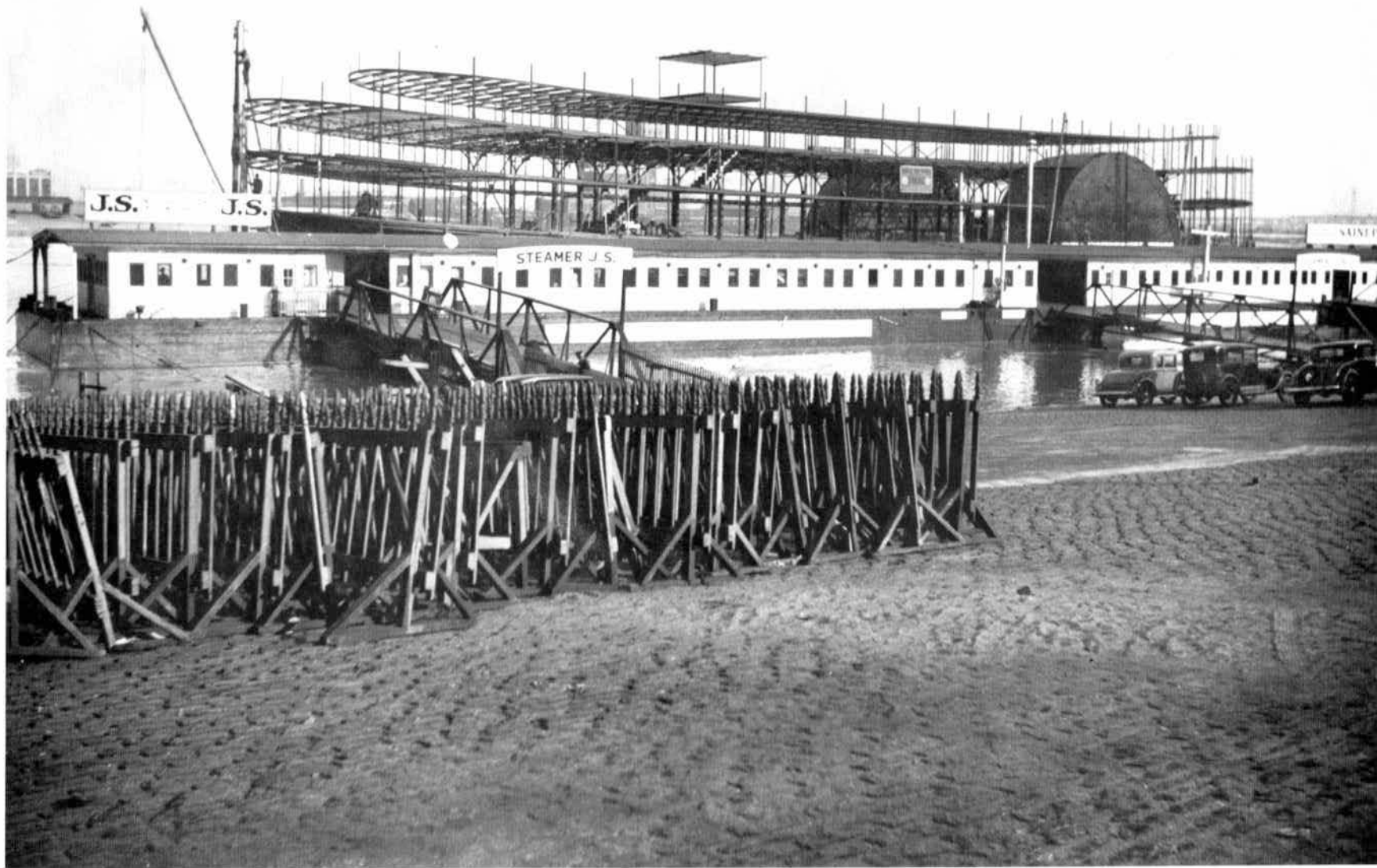


R ALPH DuPAE reports that this picture came to the University of Wisconsin collection from "an anonymous donor" and apparently with no information as to when or where it was taken. It's the JIM WOOD in her Combine days (see the R.C. on the pilothouse) and in her tow is a model barge (maybe two) loaded with lumber, rather unusual, as her main occupation was towing coal. She was still running when we were a pup but the Combine kept her based at Cairo those last several years so we didn't see much of her. Our hunch would be that this picture was taken during those Cairo-based years, roughly 1914-1917. Then the daily river news in the Pittsburgh Gazette Times one November day in 1917 reported she was enroute to Pittsburgh with empty coal barges and upon

arrival would be retired from service. Being armed with a virtually new post card size camera we became obsessed with the prospect of taking a "last picture" of her as she steamed up through Deadman's Island. We haunted the shore from dawn to dark when the date seemed about right for her to pass Sewickley, although the daily river telegrams made no mention of her. Finally the news came that she had hung herself up on the lower guide wall at Ohio River Lock and Dam 33 above Maysville, Ky. and hope of recovery had been abandoned. All we had for our ambitions, waiting and pacing, was a lot of fresh air. So all well and fine, and maybe the above picture is a better one than the one we yearned to take.



Building the PRESIDENT, see page 15.



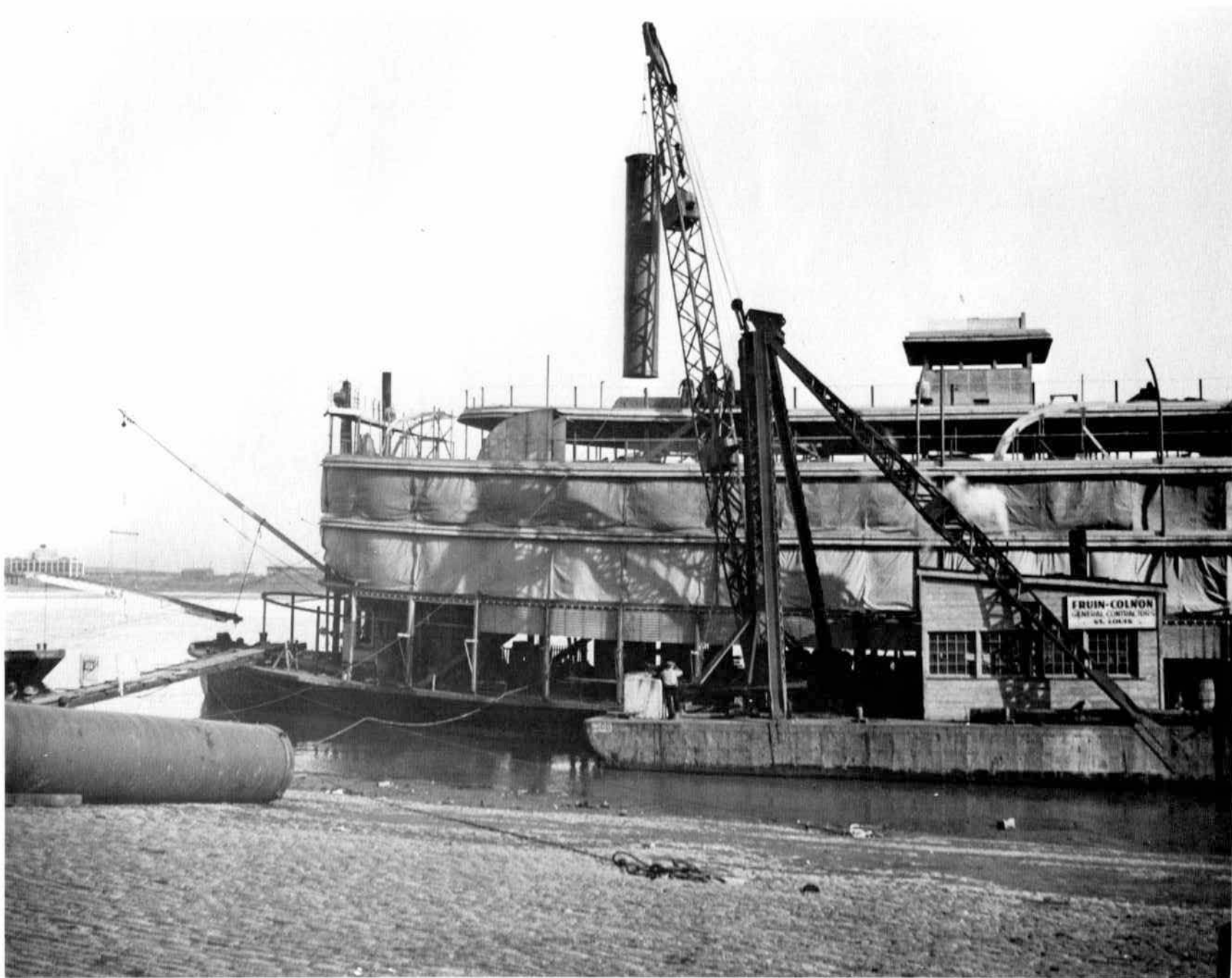
Building the PRESIDENT, see page 15.



Building the PRESIDENT, see page 15.



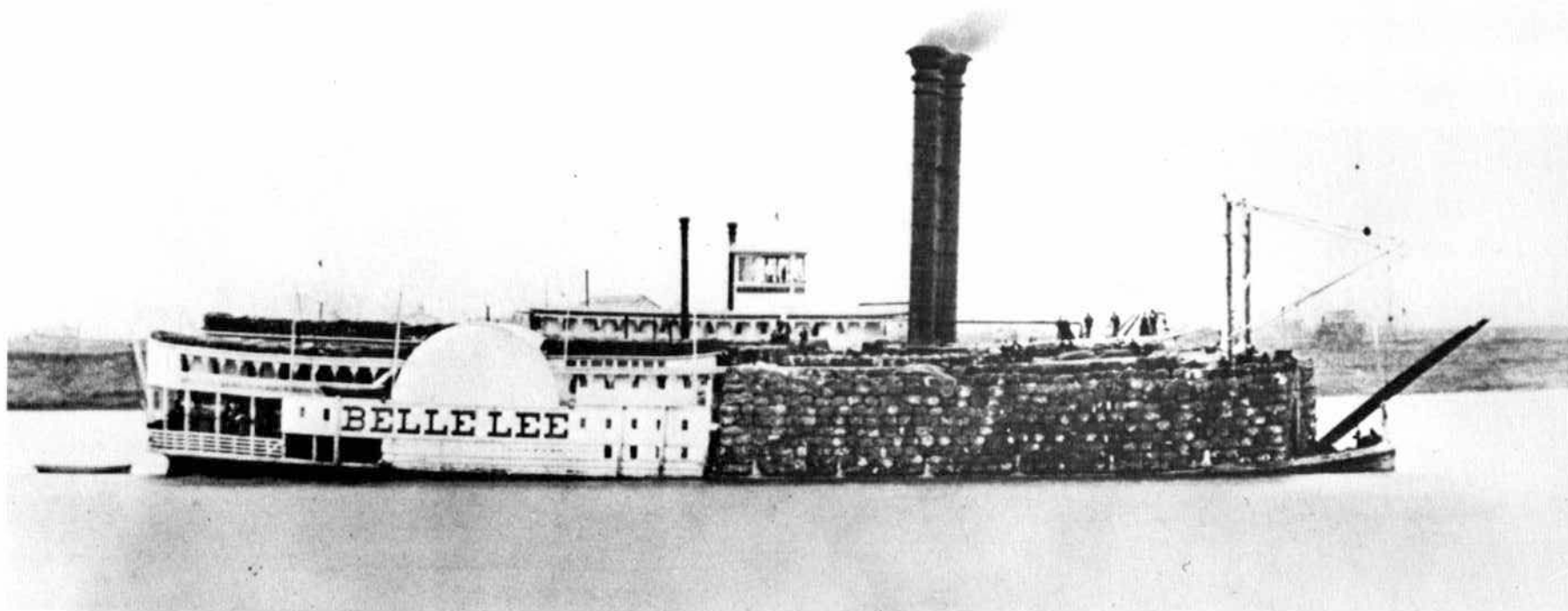
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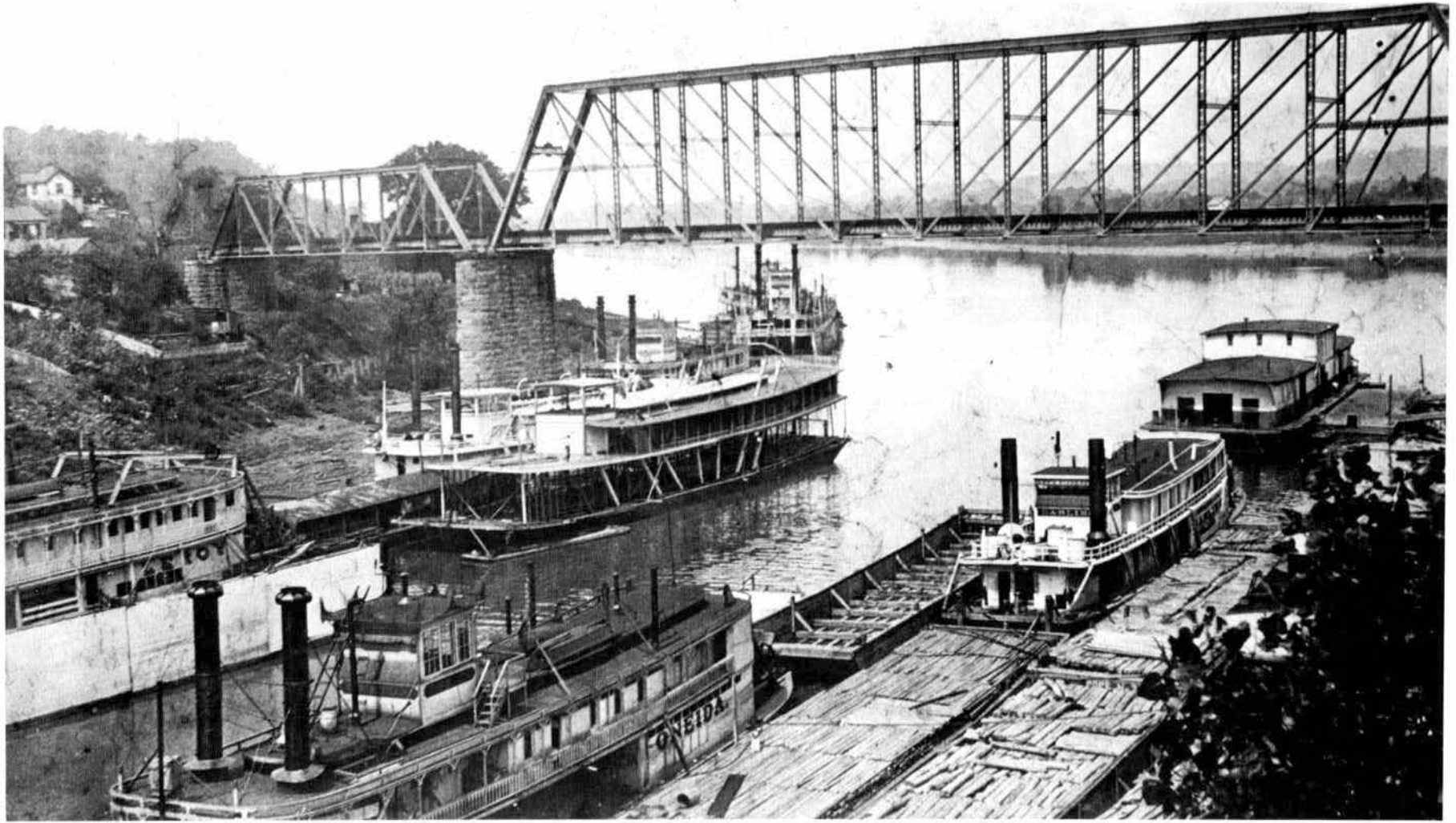


The SIDNEY in Keokuk Lock, see page 23, col. 1.



THIS PROBABLY is the catch of the season, a good broadside look at the elusive BELLE LEE. Ralph DuPae found it in the Donald T. Wright collection at Tulane University, New Orleans. The 291-foot cotton side-wheeler was built at Jeffersonville, Ind. in 1868 at the Barmore Yard. Capt. Anson McGill, prominent commander of the day, built her more or less on speculation and promises, and took her away from the shipyard with \$113,000 secured by notes. Capt. Thomas P. Leathers saw in the BELLE LEE an opportunity to regain his pre-war status in the New Orleans-Vicksburg trade while he arranged for the building of a new

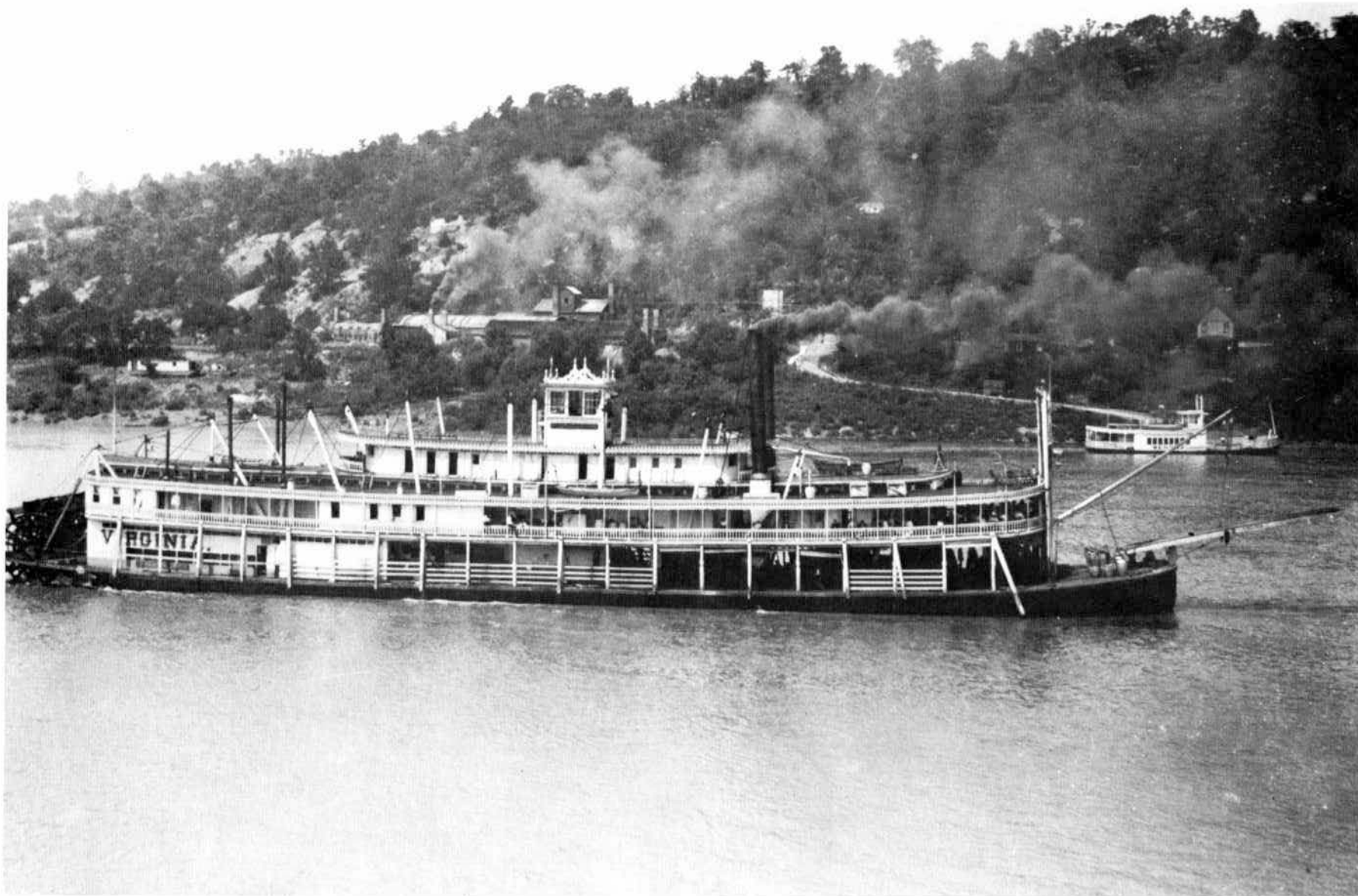
NATCHEZ at Cincinnati. Consequently she ran that winter, the cotton-carrying season, under charter to Leathers. In the spring of 1869, the charter terminated, McGill ran her Louisville-New Orleans until in June when the Barmore Yard had her seized for debt and she was auctioned off at the Louisville Court House steps. On a bid of \$60,000 she was knocked down to Capt. John Smoker of New Orleans. The rest is a long story and a successful one. This picture may have been taken at Natchez in December 1874 when she brought down 5,908 bales of cotton, wresting away the championship from the ROBT E. LEE.



TAKEN IN the mouth of the Little Kanawha River at Parkersburg, West Va. in 1900, the center attraction is the uncompleted towboat ROBERT P. GILLHAM, just launched from the Lewis Pope & Sons drydock which now has the LEROY hauled out on it. The GILLHAM was towed to Marietta where she received her engines and boilers, and became the pride of the Campbell's Creek Coal Co., the only compound-condensing towboat of the Kanawha River. The ONEIDA, left foreground, was a regular packet on the Little Kanawha to Creston, West Va., 48 miles, which then was improved with five locks and dams. The towboat DARLING, right, was brand new, owned by Lewis Pope & Sons which dealt extensively in lumber, principally railroad cross ties and mine props, loaded in flats and towed to Pittsburgh customers. Below the DARLING, at the mouth of the river, is the Parkersburg wharfboat. The bridge handles the Baltimore & Ohio's

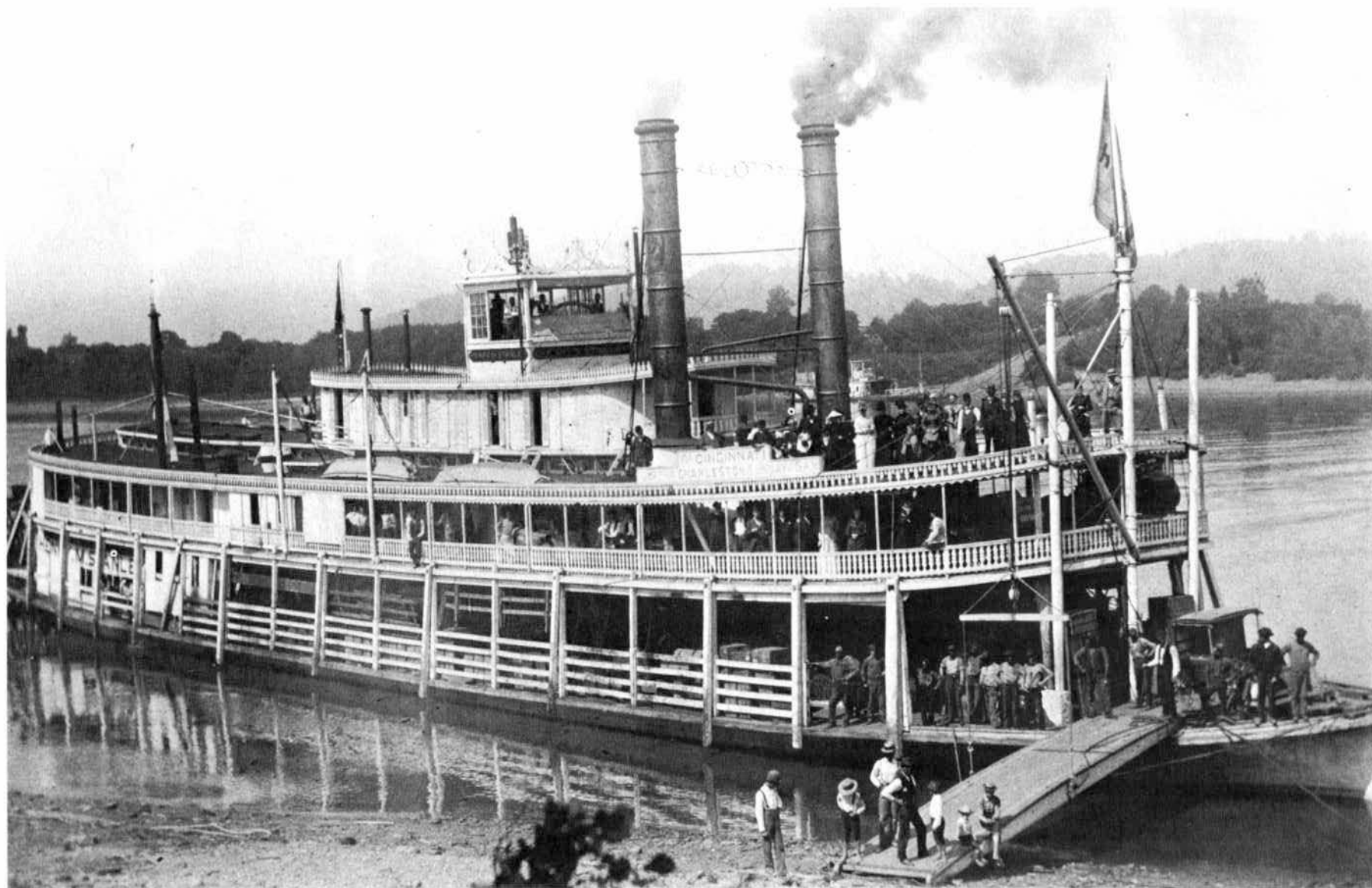
Ohio River Division, complete with Pullman sleepers and diners, Pittsburgh, Huntington and Kenova. On the yon side of the GILLHAM is what looks to be the small towboat OHIO recently built at Cincinnati, and now having a cabin added aft of the pilothouse. Over the years she bore the names LOMA, W. H. MULLER and HELPER. Behind her, opposite the bridge pier, is Capt. J. Mack Gamble's JEWEL with her domed pilothouse-top. Below her is the new CITY OF WHEELING temporarily laid up for low water. Seems rather odd that this attractive Parkersburg scene had to surface in New Orleans, spotted by Ralph DuPae in the Capt. Donald T. Wright collection at Tulane University.

Or, while on that tack, that our front and back covers this issue are discoveries of the same sleuth from Paterson, N.J. S&D's financial assistance via the J. Mack Gamble Fund to this University of Wisconsin project is bearing rich fruit.



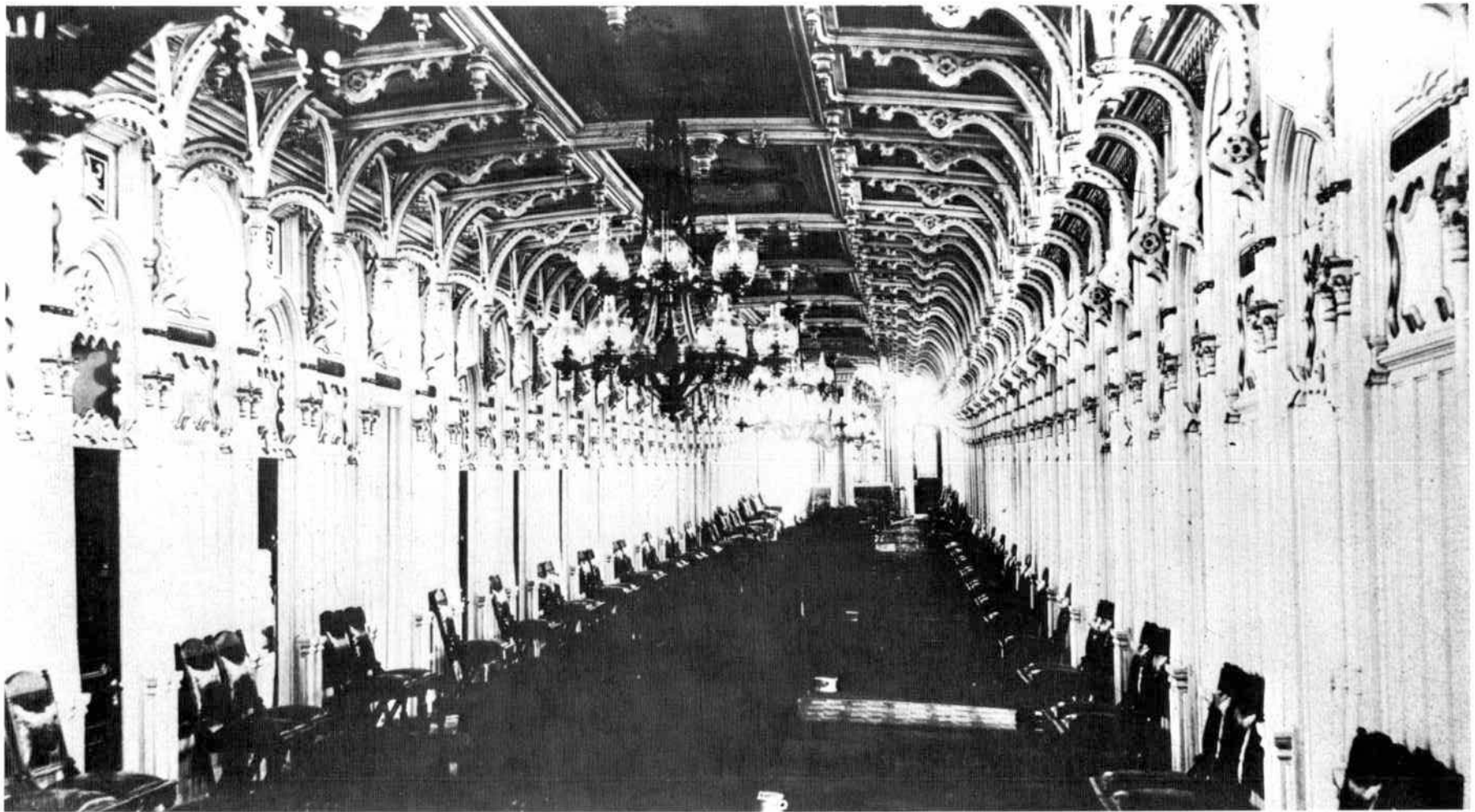
NEW PICTURES of the VIRGINIA seem to not only brighten our day but also to present challenges. If it were not for the ferry WENONA over there at the grade we would not have recognized Coal Grove, O., opposite Ashland, Ky. If we're wrong, Charles Montague won't be bashful about setting us straight, and hey,

Charles, is that the fire brick factory over there spewing smoke? Meanwhile we've just come to realize that the fancywork atop the VIRGINIA's pilothouse was imitated on the HENRY M. STANLEY, having first appeared on Capt. J. Frank Ellison's HUDSON. If space permits we are running a new picture of the STANLEY in this issue.



BEST PACKET of the Bay Line (George and Will Bay) for the five years they ran her was the HENRY M. STANLEY. The sign on the roof rail reads: FOR CINCINNATI - LEAVES CHARLESTON SUNDAY at 5 A.M. Everybody in the view is well aware a picture is being taken, apparently the only objective. Across the river at

the grade is a good sized ferry which should be a give-away as to where the picture was taken, but for the life of us we can't identify it - but sort of looks like she's at Guyandotte, West Va., and we're looking over at the Proctorville, O. landing. Just a guess. Any ideas?



RALPH DuPAE picked this from the Donald T. Wright collection at Tulane University. Goodness only knows where Donald picked it up, and another wonder to the jaybirds is that apparently he was at a loss to identify it. Ralph tells us he has sleuthed through the University of Wisconsin collection and is unable, thus far, to match it with any of the really "great" cabins of yore, and at the Murphy Library there are now quite a few.

So we're exposing this to our picture fans in hopes somebody can hook a label to it. As for ourself we've always thought it odd that no photograph exists (not to our knowledge at least) of the interior of the palatial JOHN W. CANNON. This has to be mighty high on the totem pole of cabin achievements, and if not the CANNON, what else?