

S&D

REFLECTOR

Published by Sons and Daughters
of Pioneer Rivermen



Vol. 23, No. 1

Marietta, Ohio

March, 1986



SCOOTIN' DOWN THE MISSISSIP

ONCE IN A WHILE a perfect photograph emerges from the past, and this is one of them. This is from the collection of S&D's honorary president, Ruth Ferris. The original is dated October 1, 1907, taken by Adolph Schott. U.S. President Theodore Roosevelt had boarded the MISSISSIPPI at Keokuk and a great river parade escorted his flagship to Memphis. This was taken above

St. Louis with the U.S. snagboat COL. A. MACKENZIE in the foreground. Behind her, to the left, is the Streckfus steamer SIDNEY (which was featured in a double-page center-spread in our June '85 issue.) We don't know what vantagepoint the photographer worked from, but doubtlessly from another boat. Our thanks to Ralph DuPae and the University of Wisconsin crew at La Crosse for this copy from Ruth's original.

MOR MEETS MARCH 15

The Middle Ohio River Chapter of S&D has scheduled a meeting for Saturday, March 15, according to Barbara Hameister, first V.P. and program chairman.

At 10 that morning a visit will be made at the Inland Rivers Library, Eighth and Vine, Cincinnati.

Lunch, personal choice.

Starting at 1 p.m. members and friends will inspect the Behringer Crawford Museum to see their display of river material. Hopefully the Harlan Hubbard pictures will be on display.

At 6:30 we board the MARK TWAIN at the BB wharfboat, Covington. Prime rib supper aboard the TWAIN. For reservations contact Sandie Miller, 4223 Cutliff Drive, Louisville, Ky. 40218. Sailing time, 7 p.m. A program of special interest has been arranged. Return to Covington landing 10 p.m.

Consult your copy of RIVERVIEW for additional details.

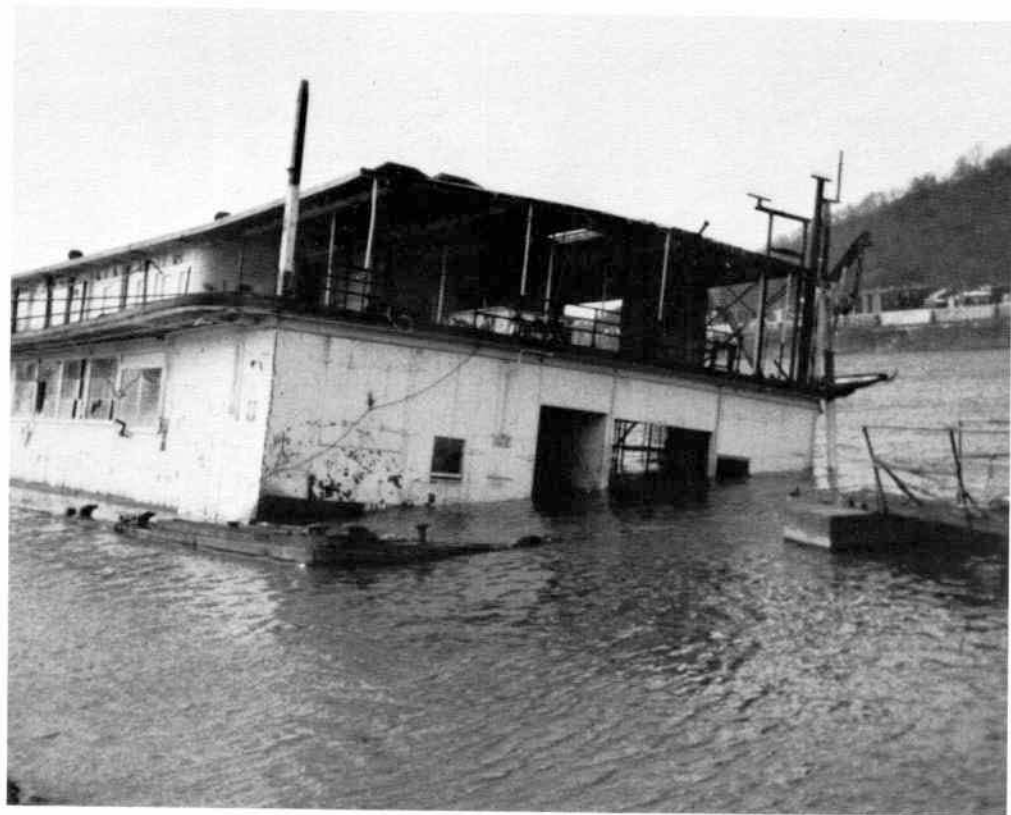
Jack M, Russell Jr. of Seattle, Wash. gives us an update on the excursion steamer (yes, steamer) APOLLO which was built for service on the Dells of Wisconsin about 14-15 years ago. She was sternwheel, 108 x 24'4" x 4'1", framed of West Coast fir and skinned with 1½" plywood. Her high pressure engines were 8" by 44", patterned after a set of old Gillett & Eaton engines which had been built at Lake City, Minn. The late Bob Brewer, chief engineer on the BELLE OF LOUISVILLE and NATCHEZ, was chief on the APOLLO and used to say it was the best engineer's job he ever had.

The APOLLO cost more than anticipated and heartless bankers foreclosed.

Now Jack Russell tells us she is sitting in the woods at Holiday Shores Campground, Wisconsin Dells, the hull rotting.

- OBITUARIES -

Eugene Eisenbarth, page 39
Letha C. Greene, 54
Capt. Walter H. Karnath, 43
Bernard P. McDonough, 43



The towboat CHARLES F. RICHARDON sank at Ludlow, Ky., across the Ohio River from Cincinnati, on December 13, 1985. Larry Walker took these "before and after" shots. After being raised she was moved up to Bernstein's wharfboat at Covington to join the WAKEROBIN which also had a few adventures when she broke away and in going under the Cincinnati suspension bridge caught her stacks on the understructure. One of them (starboard) was bent slightly. (See page 19, col. 1 for update.)



CAPT. JOS. NIXON & FAMILY

Inquiry from Switzerland
supplies many details.

William P. Carlin, Rives
Blues, En Cretaz, 1605
Chexbres, Switzerland, is
seeking information about Capt.
Joseph Nixon, builder of the old
Pittsburgh towboat JOS. NIXON
built at Pittsburgh in 1871 and
which after rebuildings became
the VALIANT and then the
TRANSPORTER. He told us what
he had learned to date, to wit:

Capt. Joe's parents were John
and Ann Stephenson Nixon. His
mother was a sister of George
Stephenson of locomotive fame.
Cap'n Nixon and wife lived at
Gazzam's Bottom, Braddock, Pa.
from about 1850 to 1890. He
was born in Pittsburgh 1824,
married Margaret Ann McAleer
1848, and died in 1892 at what
is described as "his luxurious
home" in Hazelwood, Pittsburgh,
in 1892.

Jane Nixon, eldest sister of
Cap'n Joe, married Adam Scott
who operated steamboats out of
Portsmouth, O. c. 1835-1845.
He died in a boiler explosion,
the boat enroute from New
Orleans to Portsmouth, about
1845.

Ellen Nixon, another sister,
married "Nosey" Clarke,
Pittsburgh riverman, in the
mid-1800s.

Mr. Carlin also seeks
information about one James
Dickey (Dickie), a river pilot of
the Birmingham district of
Pittsburgh on Ormsby Street
between Bingham and Neville
Streets about 1860.

Last on his list is Charles
Hawthorne of Pittsburgh, married
to Sarah Stewart. He was
connected with the operation of
the towboat AJAX.

STUCK IN TEXAS

The silence of
billowing sails.

Sirs: Even though I am stuck
in Texas, I have found some in-
teresting things to do. I
missed S&D because of a date
with destiny on the square-
rigged sailing vessel ELISSA out
of Galveston. She looks like
what John Stobart paints when
he isn't painting riverboats. In
fact he was down there once,
plugging his book, and even did
some painting on the side of the
hull just to help out. The ship

is maintained primarily by vol-
unteers. She is of 1877
vintage, and when we sailed for
three days to Corpus Christi, we
were in that time period down to
the kerosene lanterns and
wood-burning cast iron stove.
For those involved with
navigation, however, things were
strictly 20th century. Un-
fortunately I was not involved
with navigation. My job was
cook's assistant and I spent a
lot of time hauling stores out of
the hold and keeping the stove
hot.

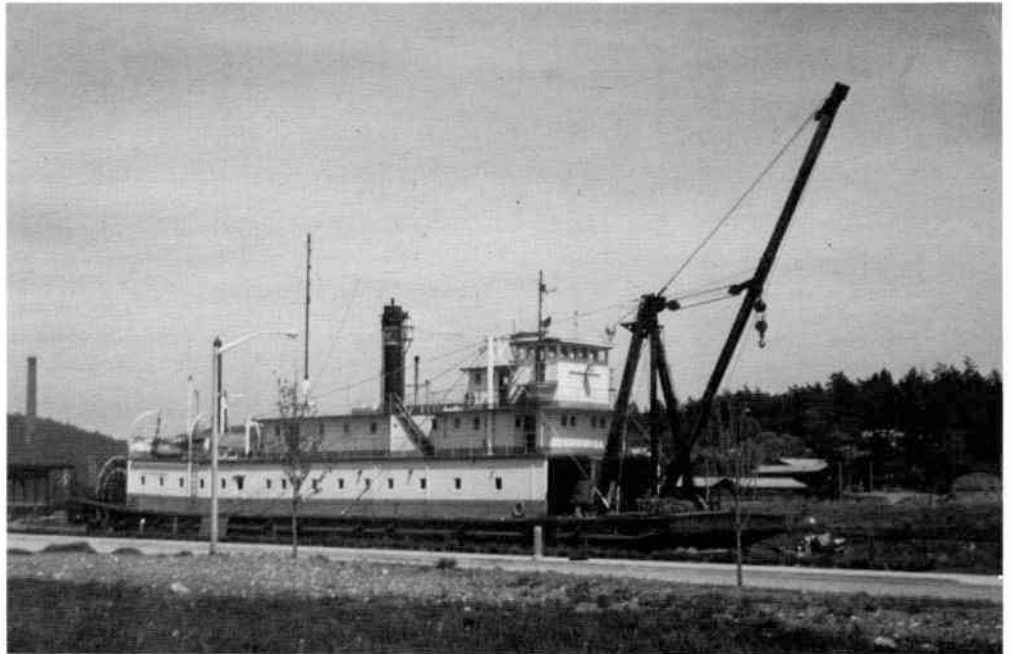
A tugboat followed ELISSA
everywhere in case the wind
died. On our return trip from
Corpus, I worked on the tug,
but not in the galley. I stood
the 12 to 4 watch in the wheel-
house. The Gulf was quite
rough and even rougher on the
tug. She bucked like a bronco.
We had an automatic pilot and
could steer the tug just by ad-
justing the compass heading with
a quarter-sized wheel. Once
you got your desired heading,
you could go out and take pic-
tures or even go down and get
a soft drink out of the refrig.

Nevertheless, I preferred the
silence of billowing sails, to the
noisy, unrelenting diesels and
the smell of pine tar to that of
smell of steam and hot oil and
the sound of water cascading off
of a paddlewheel.

Yes, I too look forward to
spring for that is when I can
crawl out of my Texas cave and
head for the Ohio Valley and
hear and see steamboats and
whistles and dear friends along
with the robins and crocuses. I
hope that we can celebrate these
things at least within shouting
distance and, by the way, I
don't shout very loudly.

Lexie Palmore,
630 Windsor,
Tyler, Texas 75701

=Lex in '85 also stood pilot
watches on the PRESIDENT to
St. Louis and spent a day on
the NATCHEZ for a tv interview
for the cable program "World
Class Women." The show usually
concentrates on athletes but oc-
casionally gives a nod to other
professions. -Ed.



Ralph C. Hitchcock has our thanks for this recent view
of the retired snagboat W. T. PRESTON, now beached at a
permanent home just south of the Anacortes (Wash.)
railroad station. According to reports she will be
available for sight-seers commencing this summer. Ralph
Hitchcock will be recalled as partner with John H. Leslie
in building the live-steamer model of the J. M. WHITE
which they "swam" at the Ohio River Museum pool,
Marietta. The superb model now has a permanent home at
the Smithsonian, Washington, D.C.

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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 a loan basis.

Additional copies of the current issue are available from Mrs. Rutter at \$2.50 each. Back issues are available for most issues within the past ten years at \$3 each; for older issues, please inquire of Mrs. Rutter.

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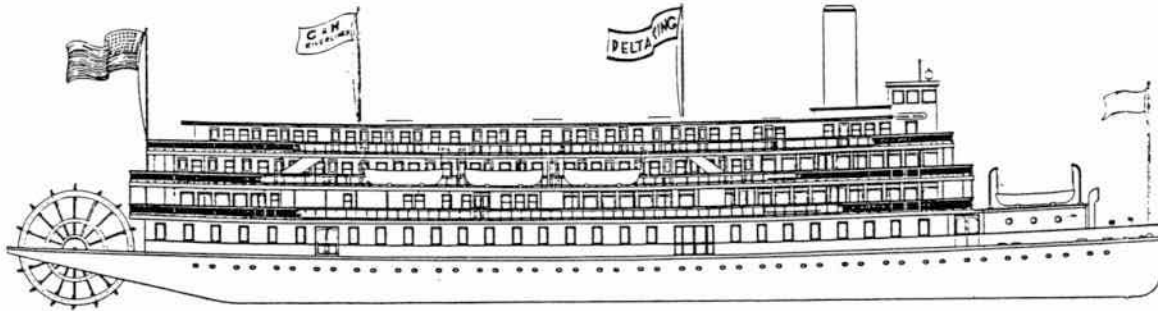
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A BOOK YOU CAN'T BUY

THANKS to Stella Pope Ellis we have in our hands a book of 110 pages privately published titled "A Dried Bouquet." Stella is 83. We didn't even know she was writing a book. It's her autobiography, wound around the fun and adversities of growing up in Parkersburg, West Va. When first I knew Stella in 1915 her Uncle Ben Pope was running two packets of consequence, the OHIO and JOE FOWLER. Her Uncle Elmer Pope ran the Parkersburg Dock Company, which included a towboat named DARLING, and her father Ed Pope was poking holes in the ground looking for oil. All three were headed for bitter disappointments. Capts. Ben and Elmer were bachelors. Their sister Adelle (Stella's aunt) married a prosperous Parkersburg banker, Edward McCreary. These McCrearys built a considerable mansion there in Parkersburg, moved in, and Ed McCreary died in surgery. Capts. Ben and Elmer moved in, and that was the arrangement when I first visited in 1916. Uncle Elmer had bought a gold mine in Mexico, and Ed and Capt. Ben sought fortunes in oil and gas. Things went from bad to worse, and one day a local sheriff arrived at Mr. and Mrs. Ed Pope's tacky bungalow, gun in hand, and seized the furniture for non-payment of a \$300 grocery bill. I had not known of this until reading Stella's fascinating book (this happens on page 43, a harbinger of still worse troubles.) At an S&D meeting several years ago a gentle-voiced elderly lady approached me in the Lafayette lobby and said to me, "I'm Stella Pope Ellis." Shades of the JOE FOWLER! She and her sister Anne, and her Aunt Mrs. McCreary were passengers to Louisville that year, 1915, on the initial cruise, Pittsburgh-Louisville. I also was round-tripping, and Cap'n Ben Pope was master of the boat. It's vastly unfair to S&D readers for me to even attempt to review a book you cannot buy. Stella is the last of her generation, the last of all of the persons involved in the story. And to think that she produced this memorial at her age, 83. I just had to tell somebody.



RESTORATION OF THE DELTA KING

A Major Undertaking
at Sacramento, Calif.

WILLIAM L. TALBOT, retired postmaster of Keokuk, Iowa, recently visited aboard the DELTA KING as guest of Walter M. and Mrs. (Joanna) Harvey, part owners of the boat. Not only was Bill given the 'grand tour' but was permitted to take pictures, some of which accompany this article. Also the Harveys presented him with deck plans of the work in progress, shown here, and gave him a prepared summary of the objectives being pursued by the Harveys, Coyne & Company, Inc. and Delta King Enterprises, Inc., all of Sacramento.

Preparatory to the present

work the KING was hauled at the Pacific Dry Dock, Oakland, Calif. during June and July, 1984, where underwater repairs were superintended by David J. Seymour of South San Francisco, naval architect and marine consultant. Work included the removal of all sea valves, sea chests, fittings and salvage padeyes; the repair of 56 hull cutouts (window openings cut into the hull, not original); testing of keel alignment, steel plate integrity (audiogauge) and overall water-tightness, and the cleaning, sandblasting and painting of the entire underwater body with coal tar epoxy coatings. Inasmuch as the KING will not be returned to transportation service, and will be permanently berthed in the fresh water of the Sacramento River, Seymour estimates that another drydocking will not be

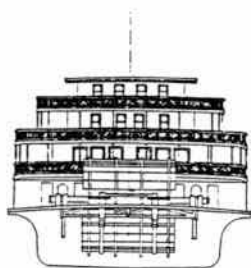
required for 50 years.

The project summary tells a good bit, and we quote it in full:

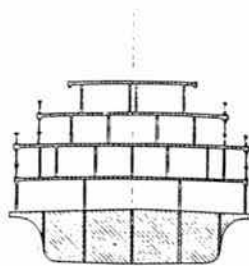
The historic riverboat DELTA KING is currently undergoing a complete first class historical restoration at the River Lines Pier in Sacramento. Upon completion in June 1986 the boat will be permanently docked at the Old Sacramento Waterfront, and serve as a novel hotel-entertainment facility.

On board will be a deluxe 44-room hotel with banquet facilities, specialty atmosphere restaurant with full bar, a family restaurant with full bar, a stage theater, a riverboat museum and retail shops.

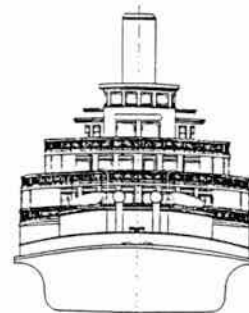
The DELTA KING is a national landmark and is on the National Register of Historic Places. The boat will provide a major focal point for the Old Sacramento



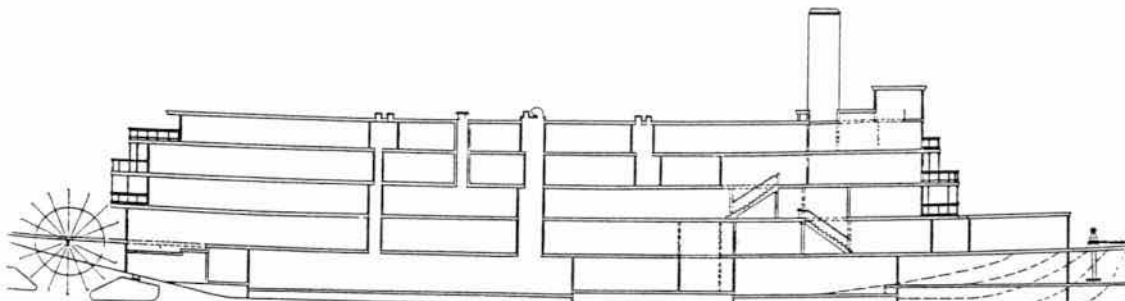
STERN ELEVATION



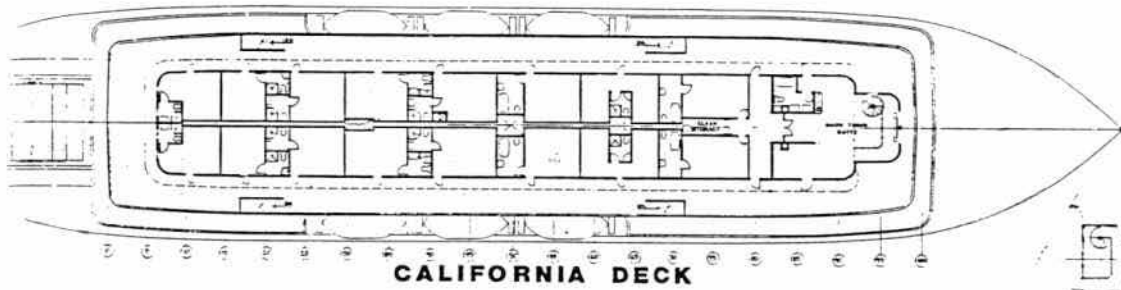
MIDSHIP SECTION



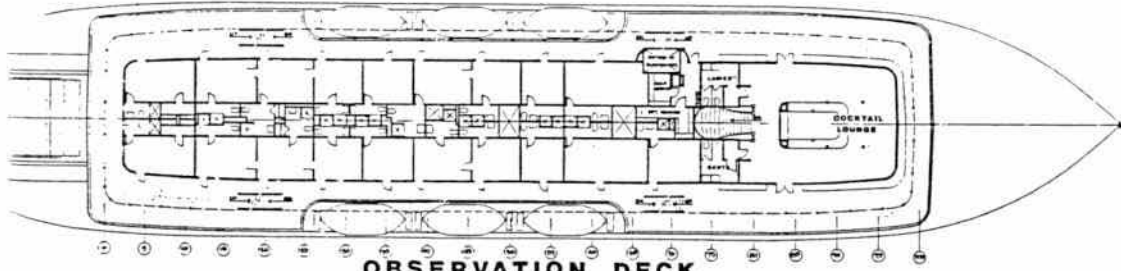
BOW ELEVATION



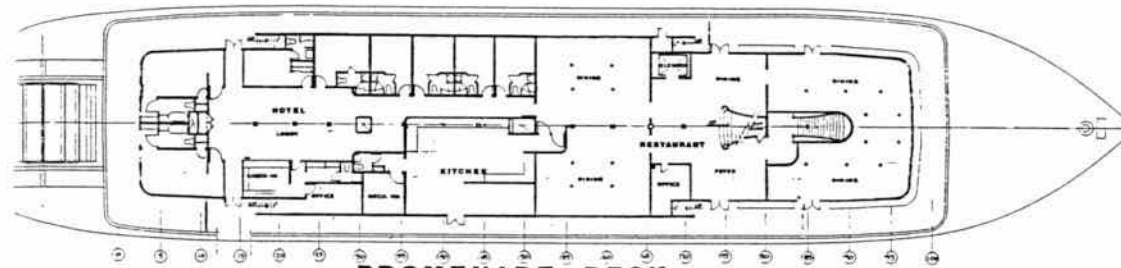
LONGITUDINAL SECTION



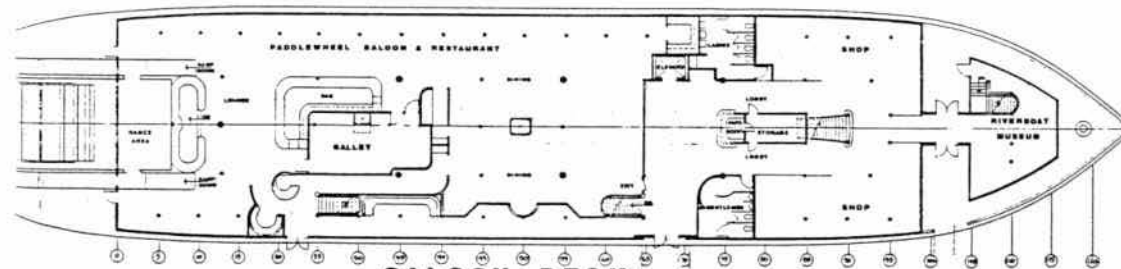
CALIFORNIA DECK



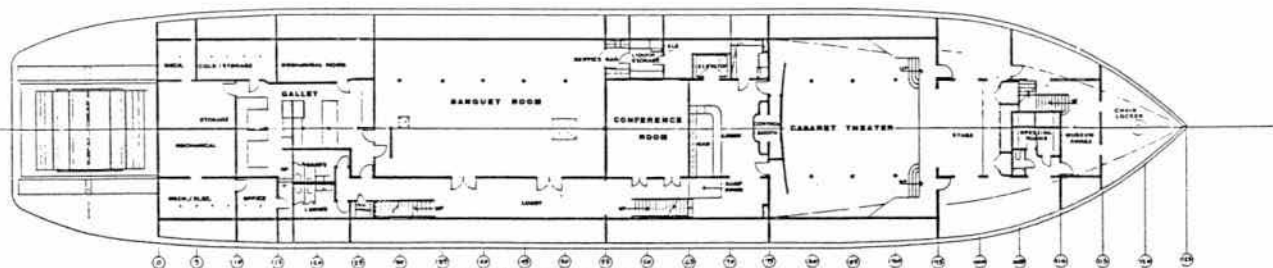
OBSERVATION DECK



PROMENADE DECK



SALOON DECK



CARGO DECK



The DELTA KING pictured by Bill Talbot on October 12, 1985, moored adjacent to the Tower highway bridge, Sacramento. Her berth as a hotel-restaurant-convention center will be about two blocks downriver, part of the Old Sacramento State Park.

tourists and business travelers.

In her heyday, the DELTA KING played a unique and exciting role in the lives of her passengers. The overnight trip between San Francisco and Sacramento often marked special occasions such as honeymoons, vacation and business trips to the big city of San Francisco or to the California Capitol. There was music, dancing, and excitement aboard. The restoration is intended to reflect the fun and romance of those early cruises on the Sacramento River through the rich delta farmland.

The exterior of the boat is being returned to its original condition, using original fittings and equipment where possible. The paddlewheel and lifeboats are being reproduced by local craftsmen. Exterior bulkheads are being replaced as necessary; rails, windows, doors, benches and brass work are being patterned with historical accuracy.

Throughout the interior will be DELTA KING and other riverboat memorabilia, creating the atmosphere of her history without sacrificing the comforts we appreciate today.

Listed from the topside down will be the California Deck, Observation Deck, Promenade Deck, Saloon Deck, and Cargo Deck.

The hotel rooms and a very fine specialty atmosphere restaurant are all located on the three upper decks. The hotel will contain 44 elegant staterooms and hospitality suites. Each room will be uniquely decorated in art deco style with nautical artifacts; most will have queen beds and desk space. Room service will be available.

The grand Mark Twain Suite on the California Deck is designed for receptions for up to 50 people. It will be equipped with a bar, and the spiral staircase will take guests up to the wheelhouse for the highest view aboard.



The fine Pilothouse Restaurant will seat 157 guests indoors and 52 outdoors for lunch and dinner in two luxuriously wood-paneled diningrooms. Private party dining will also be available for 36-48 people. One level above, up the Grand Stairway to the Observation Deck, will be an intimately proportioned cocktail lounge that will seat 76 indoor and 30 outdoor guests. This lounge is also wood-paneled and will have stained glass window accents.

Traffic patterns aboard the DELTA KING are carefully controlled on all decks to afford appropriate privacy. Only guests of the hotel or fine restaurant will be permitted on the upper three decks. The Saloon Deck and Cargo Deck will handle a much larger volume of traffic than the upper three decks.

The Paddlewheel Saloon (158 seats) and Restaurant (200 seats) will have popular pricing and are designed for high volume operation. They are located at the stern of the main Saloon Deck and view the turning paddlewheel. There will be live music and dancing

nightly. The restaurant will be decorated with historical artifacts and ship models reflecting the riverboating theme.

Also on the Saloon Deck in proximity to the restaurant are retail shops and the Riverboat Museum. The retail shops (1,600 square feet) will handle nautical articles, memorabilia, art, jewelry, and unique gift items in keeping with the quality and character of the over-all picture. The Riverboat Museum (1,040 square feet) is on the foredeck of the DELTA KING in the "deck house" and below in the area of the "chain locker." The chain locker is included in the museum inasmuch as it contains some of the interesting mechanical equipment; also, the

ship's galvanized hull and unusual riveted steel structure is exposed to view.

The Museum is to be overseen by an independent board of distinguished historians and curators known as the "Delta King Museum Associates."

Adjacent to the chain locker on the Cargo Deck is the Delta King Theater, seating 120. During daytime hours museum visitors will be entertained there with a multi-media production of local history and riverboating. The stage will come to life in the evening; night club singers, musicians, comedians, film festivals, and live dramatic theater. Guests may enjoy full bar service. The theater can also be made available for

business meetings, lectures, and kindred functions.

Also on the Cargo Deck are two meeting rooms with porthole views; one banquet size (round seating 168, reception 200) and the other conference size (round seating 37, reception 50). Complete meal and full bar service will originate from the banquet kitchen and service bar on this same deck.

The DELTA KING will be moored in the best of locations, in proximity to Old Sacramento, the downtown business district, the Convention Center and the State Capitol. She will be five minutes from the intersections of Interstate Highways 5 and 80 and State Highway 99, and ten minutes from Sacramento Metro Airport.

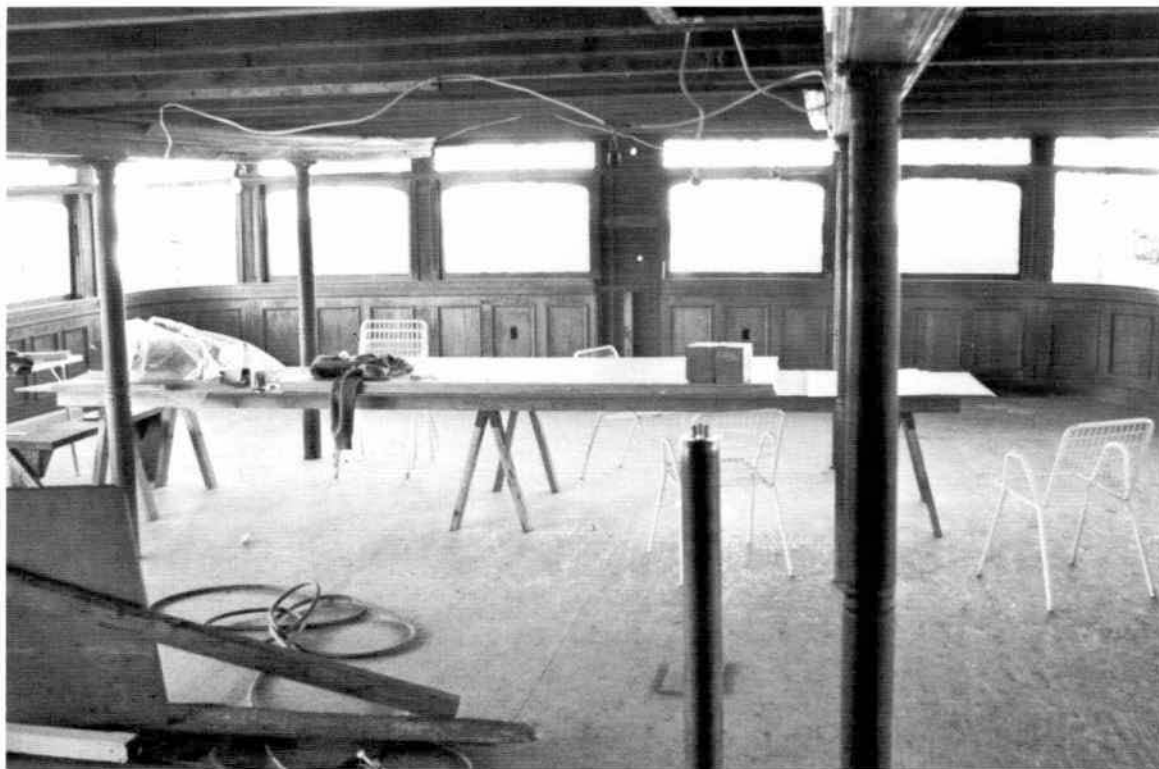


DELTA KING at the "M" Street wharf, Sacramento, c. 1930. This picture shows white awnings protecting the two upper decks from the torrid sun for which Sacramento is noted in summer. This is the only photograph we have seen with these awnings in place. The restoration now in progress will not include the cover over the paddlewheel. The DELTA QUEEN retained hers until it was removed and scrapped at the Dravo Marine Ways in 1947. Both boats

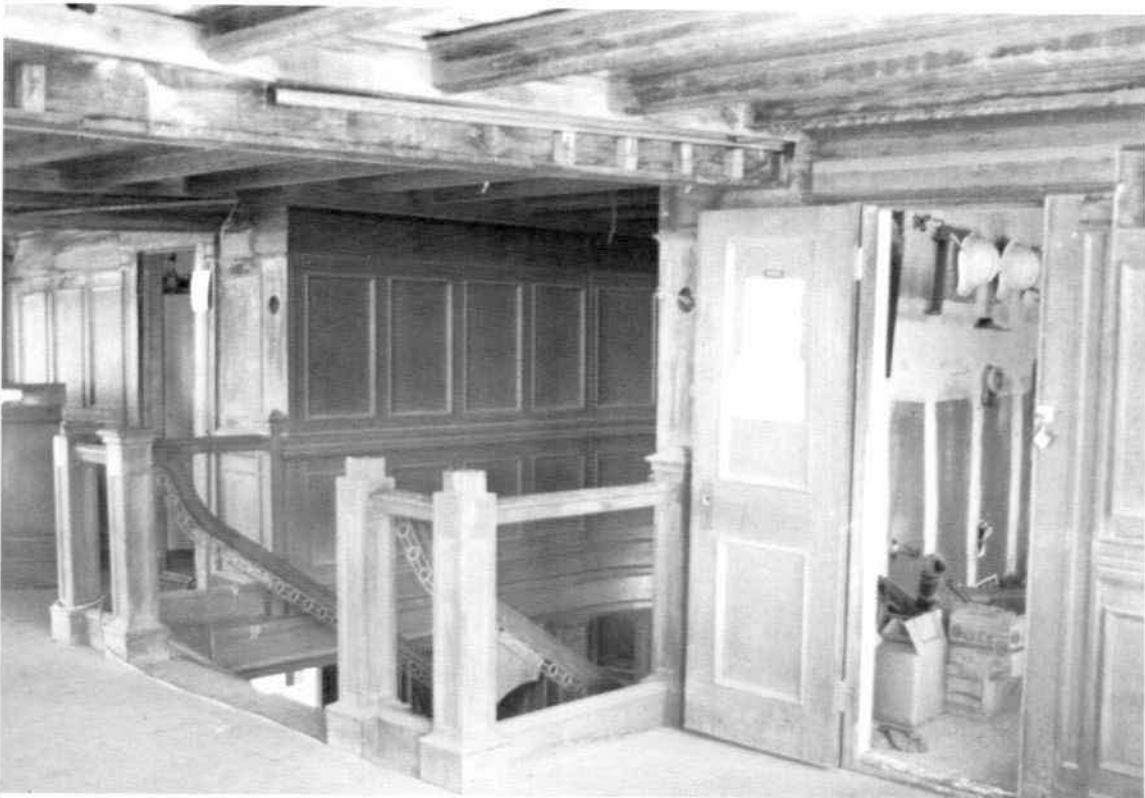
carried three lifeboats on each side as shown. Off to the right is one of the Fay Transportation Co. boats. This excellent picture is from S&D member Neil Vodden, 321 University Ave., Los Gatos, Calif. 95030. Neil got it as a present from a good friend of his, Vernon Sappers of Oakland, Calif. This past summer Neil rode the DQ to Nashville, his seventh trip on her. "Wish we had her back on the Sacramento," he says.



Observation Deck (where the lifeboats rested, and will again, port side looking aft. Restoration required much new decking, deck covering and railings.



Observation Deck interior looking forward, to be a cocktail lounge similar to that of the DELTA QUEEN. All of the leaded stained glass windows built into the upper sections of the frames had been removed before the present owners acquired the boat.



Stairway from the Observation Deck leading down to the Promenade Deck. A previous owner stripped all of the ornamental brass from the handrails of this stairway, and sold the material for salvage.



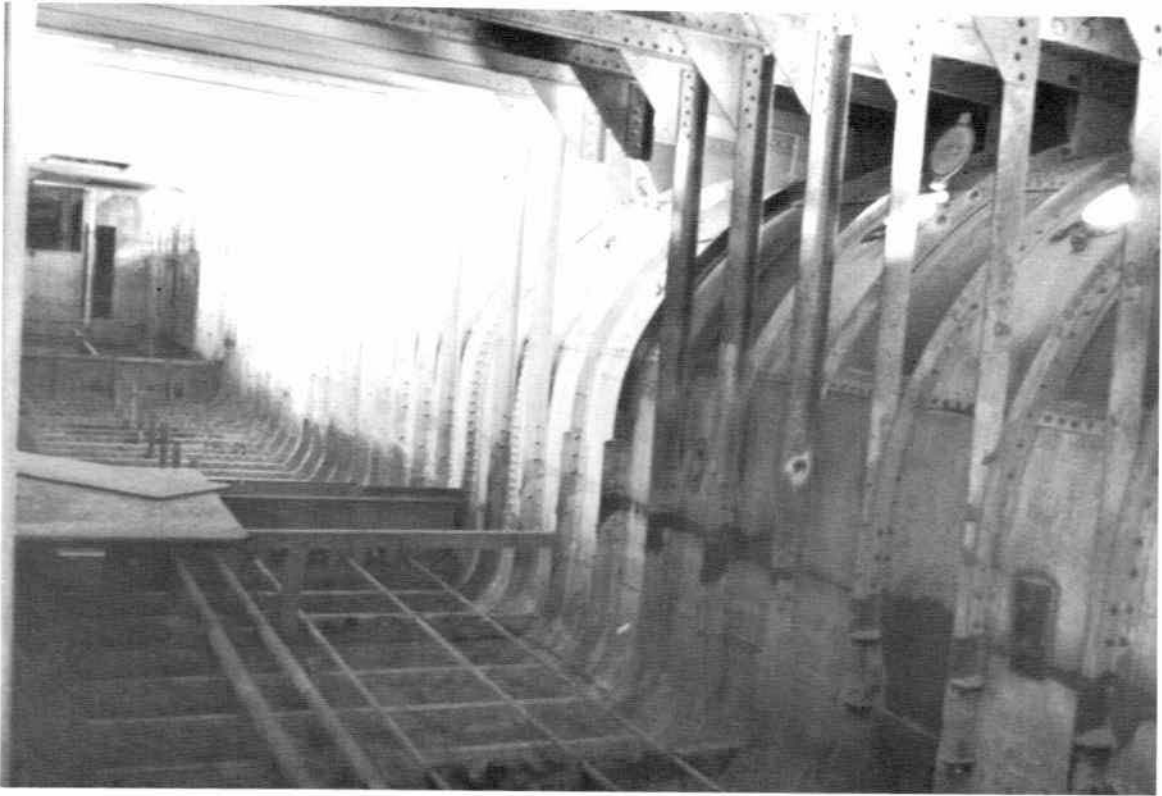
The Grand Stairway viewed from the Promenade Deck looking up. Notice the absence of the ornamental brass rail enclosures, said to have been removed and sold for scrap by former owners. Fortunately the majestic woodwork has remained intact.



Looking aft from the foot of the interior stairway on the Promenade Deck. This area will be devoted largely to dining area and kitchen. The original diningrooms on the DQ and DK were located on this deck, the meals serviced by dumbwaiter (mechanical elevator) from kitchen and service areas in the hold.



Saloon deck to pilothouse, showing restoration. The KING had her original wire railings when Ye Ed inspected her in 1947. A forward extension was built on the DELTA QUEEN at the Dravo Yard, Neville Island, Pa., creating much additional deck space.



The Cargo Deck, or hull, is perfectly dry, and the original port holes have been retained.



A new smokestack being fabricated at the pier where the KING is presently moored. We have not heard when nor why the original stack was removed.

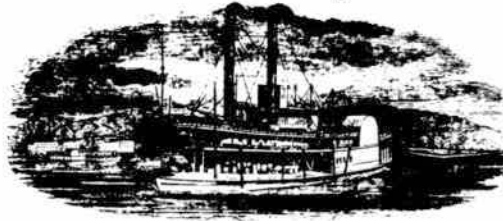


OUR SELECTION for the Feat of the Year, 1985, was the extensive restoration of the PRESIDENT at the Port Allen, La. yard. In a period of six weeks William P. (Bill) Dow of the New Orleans Steamboat Co. directed the transformation of the aging excursion boat into a newness that took St. Louis by storm during the summer months. Reorganization of the ownership took place at Pittsburgh on March 22, 1985 when John Connelly became the leading stockholder and financed the venture. Our thanks to Gary C. Frommelt, engineer, for these pictures taken while she was in drydock at the Port Allen facility.



By Authority of the United States of America.

INSPECTORS' CERTIFICATE.



Steamer *Robert E. Lee*

STATE OF *Kentucky*
SIXTH SUPERVISING DISTRICT. }
INSPECT THE STEAMER

55. Application having been made in writing to the subscriber, SUPERVISING INSPECTOR for said District, to
Robert E. Lee of *Xenia* in the State of *Kentucky*
whereof *Jno. M. Cannon* of *New Orleans*
and the *State of Louisiana*

is Master, having performed that service, now, on this *6th* day of *Oct.* A. D., 186*6*, do certify that she was built at
Miss Albany in the State of *Louisiana* in *Oct.* in the year 18*66*; is of *1467* tons
burthen, and is in all respects staunch, sea-worthy, and in good condition for navigation, having suitable means of escape from the main to the upper
deck in case of accident. That she is provided with *39* state rooms, with *244* berths to each, has *130* permanent cabin and
48 extra or movable cabin berths, and has suitable accommodations for *240* cabin passengers. That she has also berths suitable for deck or
or other class passengers to accommodate *300* persons. That she is a steamer sailing to and from inland ports, a distance of five hundred miles or
upward, and is permitted to carry _____ deck passengers. That she is provided with *8* ^{high} pressure boiler *28* feet long, and *42*
inches in diameter, of cylindrical form, with *4* ^{inch} return flues in each, constructed of iron of *3/16* of an inch in thickness, and made
in the year 18*66*, they are in all respects conformable to law. That each boiler has been subjected to a hydrostatic pressure of *180*
pounds to the square inch; that the maximum working power allowed was *110* determined by the rule prescribed by the Act. of August 30th
1852.

The iron in the shells of the boilers 1/4 of an inch thick and
made by Shoenberger & Co. Pittsburg Pa. Letter to the end
in such cases possible. That there are *4* safety valves, with *37* square inches area;
that the load prescribed to each is such as to allow but *110* pounds pressure per square inch _____ left in charge of the engineer, and
withdrawn from interference of the officers of the boat *Except Engineers*. Has *2* supply pipes of *6* inches
each in diameter, and has sufficient means to keep the water at all times and under all circumstances up to four inches over the flues. Has *2*
steam pipes of *1 1/2* inches in diameter each. Has *2* high pressure engine with cylinders *42* inches in diameter each, and *10* feet stroke.
Has *2* forcing pumps of *7* inches plunje, and *2 1/2* inches stroke each worked by *Steam* engine. Has *4* water guages
and *3* steam guage, all properly secured. Uses the alloyed metal, with *Evans plan* which fuses at *140* pounds pressure.
Has *3* fire forcing pumps of *8* inches stroke each, and *4* inches in diameter of plunje *1 No. 10 by hand*. Has
300 feet of hose, *40* buckets, and *12* axes. Has *1* life-boat in good order, *2 yards* Has *140* *rolls* life
preservers, and *2* stop floats, containing *plenty* superficial feet. Has additional steering apparatus.

I further Certify, that the equipments of the vessel throughout, including pipes, pumps, and other means to keep the water up to the point
aforesaid, hose, boats, life-preservers, spark arresters, blocks, rigging, anchors, and other things, are in conformity with the provisions of the law;
and that I declare it to be my deliberate conviction, founded upon the inspection I have made, that the vessel may be employed as a steamer upon the
waters herein specified, without peril to life from imperfection of form, materials, workmanship or arrangement of the several parts, or from age
or use; and I further certify, that the said vessel is to run on the following waters, to wit: all navigable waters and their tributaries flowing
into the Gulf of Mexico. *enclosed safety valves will*
be put in as soon as possible now building
will be sent to New

Signed,

Wm. Dawson
John L. Brand

22
yes
no

THE INSPECTORS' CERTIFICATE on the opposite page is reproduced from a photostat of the original document, presented to S&D by William G. Patterson of 2692 Cauley Lane, Jacksonville, Fla. 32218. This is for the "racer" ROB'T E. LEE, the first issue, dated October 6, 1866, issued at Louisville, Ky. and signed by Hull Inspector Reuben Dawson and Boiler Inspector John L. Crane of the Sixth Supervising District of the U.S. Steamboat Inspection Service. The penmanship, apparently Dawson's handwriting, is hard to read in places, and hence we have interpreted the wording on this page. Appended to the Certificate, and the bottom portion thereof, is an affidavit, incomplete, shown below. The LEE is attended to in some detail in Way's Packets (#4777) which gives her allowable steam pressure at 120 psi. This Certificate allows her 110 psi, which undoubtedly is correct, certainly a nominal allowance for what became the most famous race horse of the Mississippi.

By Authority of the United States of America

INSPECTORS' CERTIFICATE

No. 1

Steamer Robert E. Lee

STATE OF Kentucky)
SIXTH SUPERVISING DISTRICT) ss. Application having been made in writing to the subscriber, Supervising Inspector for said District, to INSPECT THE STEAMER Robert E. Lee of Louisville in the State of Ky. whereof Jno. W. Cannon of New Orleans in the State of Louisiana is owner and Jno. W. Cannon is Master, having performed that service, now, on this 6th day of Oct. A.D., 1866, do certify that she was built at New Albany, in the State of Indiana in Oct. in the year 1866; is of 1467 tons burthen, and is in all respects staunch, sea-worthy, and in good condition for navigation, having suitable means of escape from the main to the upper deck in case of accident. That she is provided with 59 state rooms, with 2 & 4 berths in each, has 130 permanent cabin and 48 extra or movable cabin berths, and has suitable accommodations for 242 cabin passengers. That she has also berths suitable for deck or of other class passengers to accommodate 300 persons. That she is a steamer sailing to and from inland ports, a distance of five hundred miles or upward, and is permitted to carry deck passengers. That she is provided with 8 high pressure boilers 28 feet long, and 42 inches in diameter, of cylindrical form, with 4 10 & 13 inch return flues in each, constructed of iron of $\frac{1}{4}$ & $\frac{3}{16}$ of an inch in thickness, and made in the year 1866 they are in all respects conformable to law. That each boiler has been subjected to a hydrostatic pressure of 180 pounds to the square inch; that the maximum working power allowed was 110 determined by the rule prescribed by the Act, of August 30th 1852. The iron in the shell of the boilers $\frac{1}{4}$ of an inch thick and was made by Shoenberger & Co. Pittsburg, Pa. Letter CH. not in such cases provided. That there are 4 safety valves, with 37 square inches area; that the load prescribed to each is such as to allow but 110 pounds pressure per square inch left in charge of the engineer, and withdrawn from interference of the officers of the boat except engineers. Has 2 supply pipes of 5 inches each in diameter, and has sufficient means to keep the water at all times and under all circumstances up to four inches over the flues. Has 2 steam pipes of 12 inches in diameter each. Has 2 high pressure engine with cylinders 40 inches in diameter each, and 10 feet stroke. Has two forcing pumps of 7 inches plunge, and 25 inches stroke each worked by Doctor engine. Has 4 water guages and 3 steam guage, all properly secured. Uses the alloyed metal, with Evans plan which fuses at 140 pounds pressure. Has 3 fire forcing pumps of 8 inches stroke each, and 4 inches in diameter of plunge, 1 worked by hand. Has 300 feet of hose, 40 buckets, and 12 axes. Has 1 life-boat in good order, 2 yawls. Has 140 cork life preservers, and stage floats, containing plenty superficial feet. Has additional steering apparatus.

I FURTHER CERTIFY, that the equipments of this vessel throughout, including pipes, pumps, and other means to keep the water up to the point aforesaid, hose, boats, life preservers, spark arresters, blocks, rigging, anchors, and other things, are in conformity with the provisions of the law; and that I declare it to be my deliberate conviction, founded upon the inspection I have made, that the vessel may be employed as a steamer upon the waters herein specified, without peril to life from imperfection of form, materials, workmanship or arrangements of the several parts, or from age or use; and I further certify, that the said vessel is to run on the following waters, to wit: all navigable waters and their tributaries flowing into the Gulf of Mexico. The enclosed safety valve will be put on as soon as possible, now building, and will be sent to Boat.

Signed,

Reuben Dawson

John L. Crane

(Seal)

State of _____ Sixth Superbising District, } ss.

Personally appeared before me, the undersigned _____ OF CUSTOMS, in and for the said District,
Wesley Lawson & John V. Lawson duly appointed SUPERVISING INSPECTOR OF STEAM BOATS FOR THE SIXTH DISTRICT, and
 and made solemn oath that the above Certificate of Inspection is just and true.

Sworn and subscribed before me, on this 6th day of Oct. A. D. 186 6

SIGNED,

I HEREBY CERTIFY that the above is a true copy of the original on file in my office.

 [P. S.]
 COLLECTOR.

 day of _____ 186

 COLLECTOR.

The steamboat picture decorating the Certificate depicts the BUCKEYE STATE (Way, #0728) 24 hours out of Cincinnati on her speed run to Pittsburgh in May 1850, passing Belpre, Ohio. She made it to Pittsburgh in 43 hours flat, a record which still stands.

The Certificate and above Affidavit have been reduced in size due to S&D REFLECTOR page requirements. The original measures about 10" by 16".

We are indebted to Capt. Charles Henry Stone for an early biography of Capt. Charles Clendenin Bowyer, which appeared in the State Gazette, Point Pleasant, West Va. in 1905. He was born in Putnam County, Virginia (now West Virginia) on April 6, 1856, son of George C. and Sophia Miller Bowyer. His father George served as Brigadier General of the Virginia Militia during the Civil War. His mother was daughter of C. C. Miller, long-time president of the Merchants National Bank, Point Pleasant. C. C. Miller on his maternal side was grandson of George Clendenin, founder of Charleston, West Va. At the time of founding, Charleston was called Charlestown, honoring the father of George Clendenin.

C. C. Bowyer started to work in the Merchants National Bank, Point Pleasant, at the age of 17. In January 1879 he became assistant cashier, and was promoted to cashier on April 18, 1903.

By 1905 he also was a stockholder in the local Electric Light and Water Works Co., the Malleable Iron Castings Co., the Equity Milling Co. and the Point Pleasant Telephone Co. Also in 1905 he was secretary for two local Building & Loans, dating back to the first one in 1884. Also in 1905 he was treasurer of the local Episcopal Church and vestryman. Fraternally he was a Mason, having taken the

degrees of the Blue Lodge, Royal Arch, Knights Templar and Schriener.

He and Kittie Parsons Bowyer were married on September 17, 1879. The former Miss Parsons was daughter of Capt. W. H. Parsons of Point Pleasant. They established their home at the corner of Main Street and 11th. Two daughters were born to them, Irene and Neda.

Captain Bowyer once told this scribe that for all the fondness he had for steamboats and river people, he only worked on the river for one day. In his youth, living with his parents at Winfield on the Kanawha River, he boarded a local packet bound for Point Pleasant. The clerk said, "Here, Charley, you've got 'er," handed him the keys to the cash drawer and hopped off at Winfield. Young Charley clerked the boat out to Point Pleasant.

As a banker he spent most of his active career with the Merchants National and became its president. He procured his master's license during the period of the first World War, and became one of the principals in the construction and operation of the excursion steamer HOMER SMITH. His ability as a photographer has been frequently attested in these columns.

Merchants National failed during the Great Depression of the '30s, a tragedy for Point

Pleasant and a savage blow to C. C. Bowyer. His last employment was as tollkeeper on the "Silver Bridge" at Point Pleasant. His death came Friday, August 26, 1932.

James C. (Jim) Webster was much in S&D REFLECTOR news when he built the sternwheel, steam operated CHAUTAUQUA BELLE in 1976 for excursions on Lake Chautauqua, N.Y. Now we learn that he sold her several years ago to a non-profit group called Sea Lion Project. She continues to run summer trips based at Mayville, N.Y.

Currently Jim Webster is completing a steam powered family yacht, designed a la 1900 vintage, with the idea of loading aboard his family on the N.Y. State Barge Canal and attending the dedication of the Statue of Liberty this summer. She's to be christened SOUVENIR and Jim is doing most of the work in his back yard which adjoins the Canal at Fairport, N.Y. The SOUVENIR will be 55 feet long, prop driven, with an aluminum hull. -Our thanks to Rheem Hegner Neely of Pittsford, N.Y. for clippings.

Headquarters for Riverboat DELTA KING are at 1000 Front Street, Sacramento, California 95814. Phone 916-444-KING.

PASSENGER BOAT LIST

Opportunities to ride
American rivers and lakes
abound.

According to a list appearing in STEAMBOAT BILL's Fall 1985 issue a total of 552 commercial boats ply rivers and lakes handling passengers. "...Which by no means exhausts the list of opportunities currently available," says the author of the compilation, Peter T. Eisele, editor in chief of the quarterly STEAMBOAT BILL issued by The Steamship Historical Society of America.

The list catalogues these boats by states in which each is headquartered. Also named is the owner and base of the operation. The types of service, excursions, dinner/dance cruises, river cruises or excursions, harbor tours or sightseeing cruises are noted. The boat's name, and former names are included. Then follows the date of construction, dimensions, and lastly, the carrying capacity.

Of these 552 boats, 81 of them are located on the "western waters," streams which flow into the Gulf of Mexico and their tributaries, excepting a few of these based in lakes of the area. The state having the most of them is Illinois (15), closely followed by Tennessee (14) and Louisiana (12). The state of New York has 50, and other leaders are Massachusetts with 32 and Michigan with 42. Editor Eisele apologizes all over the map for errors and omissions, requesting that up-dates be sent to him for publication in future issues. Biggest blooper is omission of the DELTA QUEEN, PRESIDENT and MISSISSIPPI QUEEN.

Sirs: I am sending along with this letter several old pictures and do with them as you see fit. The only boats I know anything about were owned by the West Virginia Sand & Gravel Co., the F. M. STAUNTON, named for a prominent Charleston business man, and the JAMES SUTHERLAND, named after my grandfather, an engineer for many years. I enjoy the S&D REFLECTOR very much.

L. F. Sutherland,
P.O. Box 1507,
Charleston, W. Va. 25325

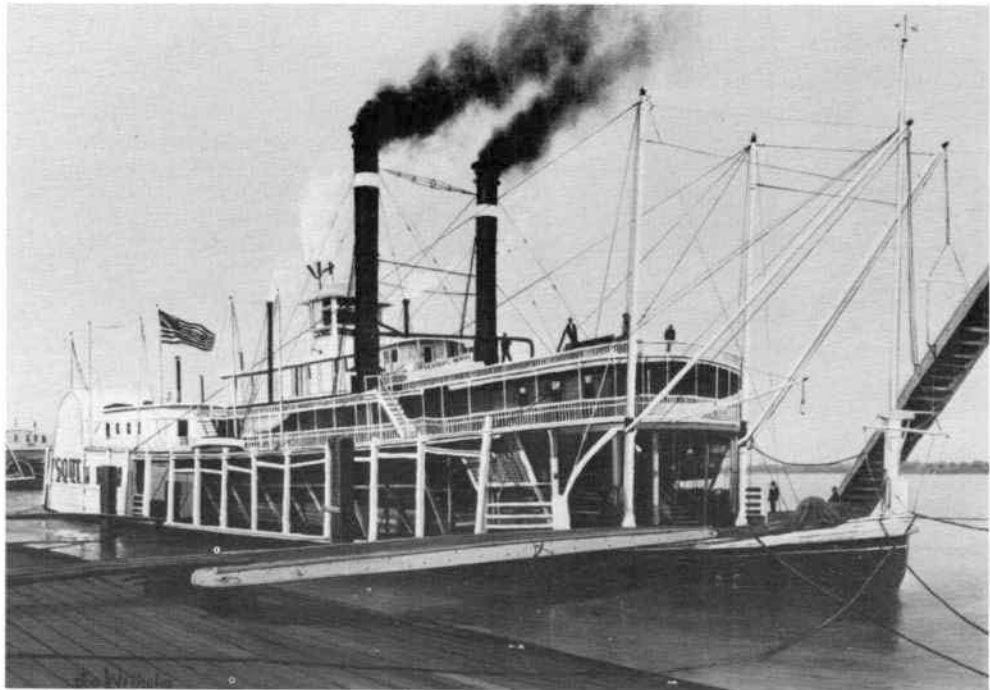
=One of these is of a square brass bitt cap from the JAMES SUTHERLAND. It is lettered with the boat's name and then reads "BUILT BY ENTERPRISE MARINE DOCK CO., PT. PLEASANT, W. VA., 1928." We had forgotten that Enterprise built a boat at that late date. Jerome Collins tells us that Springfield Bill Smith is doing a slide show and talk about the several docks at Pt. Pleasant for the spring meeting of the OK Chapter of S&D. -Ed.

Joe Myers, Hildreth Lane, Marietta, remembers the excursion boat WASHINGTON from his High School days. Joe and others who had nickels to spend put their coins in a stamping machine and took home a souvenir—a round aluminum disc with a star in the center and the owner's name or other lettering stamped around the rim.

The WASHINGTON's coin-operated amusement devices also included a miniature crane enclosed in glass. The object, after inserting a nickel, was to maneuver the small clam shovel into a valuable prize and deposit it in a chute that would deliver it to the skillful operator. There weren't many big winners. -The above appeared in the Marietta Times recently, written by Ted Bauer, and sent to us by Catherine Remley.

SPRAGUE'S WHISTLE, MORE

Phonograph record "Whistle Echoes No. 1," 44 minutes, 33 1/3 speed, recorded in 1965. About 34 steamboat whistles blown with live steam. Like new, sealed in original jacket. Priced to S&D members \$5.00 each, postpaid. "Whistle Echoes No. 2" is no longer available from the publisher. Check to Fred Way, Jr., address on page 4.



LOOK AGAIN. This is not a photograph of the NEW SOUTH. This is a shot of a recent oil painting, 18" by 24" by artist Joseph A. Wilhelm, 8540 Scottsdale Drive, New Orleans 70127. The NEW SOUTH (Way #4189) was built by Howard in 1887, and will long be remembered on the Ohio for the exciting summer of 1890 when she ran vigorous competition with the FLEETWOOD between Cincinnati and Louisville. She and the BOSTONA ran in "the Park trade," Cincinnati-Coney Island, in the summer of 1894. Joe Wilhelm also likes to paint railroad scenes, but his New Orleans-based marine oils have won him laurels in the art circles there. Ray Samuel tells us that freshly painted Wilhelm river scenes are snapped up at his Prytania Street shop before the paint is dry.

THE STRECKFUS CLAN

Our front page picture in the December issue brings a clipping from The Waterways Journal sent by Robert C. (Bob) Harrell of Gadsden, Ala. The item, dated May 4, 1946, is headed SIX LICENSED CAPTAINS IN STRECKFUS FAMILY, and reads as follows:

When Capt. Roy M. Streckfus, Jr., 24, recently received his first issue of master's license from Lieut. Comdr. J. Wylie Leek, in charge of inspection at St. Louis, he became the sixth living member of his family to hold such a license. He previously held a mate's license with an endorsement as pilot.

Capt. Joseph L, Roy M, John N. and Verne W. Streckfus, all brothers, are masters and pilots, Capt. Joseph and Roy also being licensed chief engineers. Capt. J. Curran Streckfus, who, it is understood, will skipper the ADMIRAL this season, and the newest Capt. Streckfus, are sons of Capt. Roy. A student at Tulane University, New Orleans, Capt. Roy, Jr. enlisted in the Navy the day after Pearl Harbor and was recently released as a chief boatswain's mate. He, too, will be among the ADMIRAL's officers this season. During the war Capt. Curran Streckfus was a New Orleans-St. Louis pilot with the Lake Tankers Corporation and the Federal Barge Lines on the steamers KOKODA, CAIRO and BATON ROUGE. He was master of the steamer CAPITOL during the 1941 season on the upper Mississippi and Illinois rivers. All six Capt. Streckfus are subscribers to The Waterways Journal as was the late Commodore John Streckfus, Sr., their father and grandfather.

Capt. Doc Hawley Takes
Pen in Hand
After Seeing the Front
Page of December Issue

Sirs: It was my pleasure to be acquainted with three of the five captains featured on the cover of the December issue of the S&D REFLECTOR. From the time I started on the river, to the present, these men, who were instrumental in developing the "Streckfus Line," have been a great influence to those of us involved in the river excursion business. They "wrote the

book" while tramping their beautiful steamboats all over the Mississippi System.

As a fledgling on the AVALON I was awestruck when I first met the redoubtable Capt. Joseph Streckfus who, at the request of Capt. Ernie Wagner, took me on a personally conducted tour of the ADMIRAL. Cap'n Joe had heard my calliope concerts--at a distance--and asked Cap'n Ernie about the music maker. During our tour of the ADMIRAL Cap'n Joe asked me to give her calliope (from the CAPITOL) a try, and then offered me a job for the season. I was surely tempted but chose to stay on the AVALON to see the river from St. Louis to St. Paul.

In the late 1950s and during my ten years on the DELTA QUEEN both Cap'n Wagner and I enjoyed many visits and meals with Capt. Roy Streckfus who never failed to welcome us upon arrival at St. Louis, and always had his purveyors and suppliers ready for any needs from ice to rope.

IN 1966 and 1967 I rode the PRESIDENT with both Capt. Roy and Verne long enough to obtain the 20 round trips required for New Orleans harbor license. Being able to twist that big boat around and "handle" under their direction was a rare and treasured privilege.

During twenty years of periodic cruises to New Orleans I always visited my friends on the PRESIDENT and got to know Cap'n Verne best of all. Famous for being reclusive, he and I hit it off from the beginning and I think it was due to our mutual interest in music. He was a violin student who read music and appreciated it. He was fascinated by anyone who could play "by ear" and when we fired up the calliope he loved every wet note. After his retirement I visited him many times at home, and, later on, in the hospital. He, in turn, visited my home in New Orleans on several occasions. The most memorable visits were at a party honoring Cap'n Way and, in 1977, a bon voyage affair for C.W. and Lucy Stoll who were about to sail on the ROYAL VIKING.

Capt. Verne's amazing memory went back to the first (stern-wheel) J.S. with vivid recollections of her burning. He was a steward then and, along with his father and the chief engineer, rode in the last boat

ashore. He remembered standing on shore and watching her burn with the paddlewheel still turning. Over the next 72 years he was to command the SIDNEY, SAINT PAUL, "J.S. Deluxe," CAPITOL, PRESIDENT and ADMIRAL. In earlier years when the entire fleet was operating, he and Cap'n John were considered the in-house specialists on the sidewheelers, and Capt. Roy and son Curran on the sternwheelers. Cap'n Joe manned the St. Louis office. Later on, Cap'n Roy's younger sons, Robert and Roy Jr. came into the picture and in the 1950s the youngest son, William S., followed in his father's footsteps.

In 1973, while still in charge of the BELLE OF LOUISVILLE, Cap'n Verne offered me the position of alternate master on the PRESIDENT. When I reminded him of my relative lack of sidewheel experience he insisted that the work would be easy for someone who had wrestled the DELTA QUEEN around in the days before a bowthruster was even dreamed up. He absolutely insisted that a sternwheel boatman would have an easier time acclimating himself to sidewheels than visa-versa and cited himself as an example.

The musical world owes both Capt. Joe and Verne a debt of gratitude for hiring, with the help of Fate Marable, an unknown young musician named Louis Armstrong. Louis first sailed on the SIDNEY in 1916, the boat in charge of Cap'n Verne, who clearly remembered riding in Cap'n Joe's 1914 air-cooled Franklin to retrieve Armstrong's recently pawned cornet.

During the great flood of 1927 and before the days of the Bonne Carre Spillway, the Corps of Engineers decided that in order to save New Orleans, that a crevasse be purposely created in the area of Canarvon, twelve miles below the city. Before the dynamite charges were set off the residents of the area were given 24 hours' notice to evacuate. Under charter to the Corps, the CAPITOL, in charge of Cap'n Verne, was sent to Canarvon for the evacuation. They took on board hundreds of passengers, pets, and possessions for transport up to Canal Street and safety.

It was my sad honor to be one of the pallbearers at Cap'n Verne's funeral and we laid to rest the last remaining figure of

the never equalled second generation, and a source of personal inspiration to me, second only to Cap'n Wagner. At the time of his death he had been retired two years and was holding his 13th issue of master's license. He had been a New Orleans harbor pilot since 1916.

The third and fourth generations are still navigating the Mississippi as New Orleans-Baton Rouge ship pilots in the persons of Capt. Robert Streckfus and his sons Capt. Robert Jr. and Steven. Capts. Joseph C. Streckfus and Verne Streckfus (2nd) are still active in the river excursion business. Both are grandsons of Cap'n Roy. Capt. J. Curran is at Baton Rouge and the present Cap'n Verne is relief pilot on the NATCHEZ.

Best wishes for 1986.

Clarke C. Hawley,
639 Barracks St.,
New Orleans, La. 70116

FIFTIETH ANNIVERSARY

When Woody Rutter and Ye Ed explored the Tombigbee River in 1946 we hitch-hiked one of those days aboard the sternwheel towboat HELOISE, downbound with loads. Capt. Tim Parker invited us aboard and fed us a whopping dinner laid out steamboat style, everything in big serving dishes, help-yourself and he kept saying "Fill up now, you two, you look like you've been skimping on meals." And we did.

Now we learn from The Waterways Journal that Capt. Tim is still going strong with headquarters at Tuscaloosa, Ala. and that 1986 is the fiftieth year of his Parker Towing Co.

Woody reminds us that our hitch-hike was on the Warrior River. He recalls that we caught up with the HELOISE at Lock 17, placed the LADY GRACE II alongside, and not only did Capt. Tim Parker feed us, but he gave us navigation charts of the Tombigbee, Warrior and Black Warrior.

Bill Evans, who reports the Parker story in the WJ, says Capt. Tim acquired the HELOISE in 1936, his first boat. She had been built at Decatur, Ala. in 1922 and originally was named CLARA BOND. When Woody and I were aboard, the pilot was Roy Herman. Jimmy Davis was

chief engineer and Spurgeon Taylor, second. In 1946 the HELOISE was the sole remaining steam sternwheel towboat on the Warrior.

Today Capt. Tim is president of Parker Towing, and his son Tim Jr. is executive v.p. The firm moved the first coal tow on Tenn-Tom with their modern diesel THELMA PARKER. A handshake over the years to Capt. Tim Parker from the 1946 crew of the LADY GRACE II.

Jan Clement and Arthur D. Johnson were married on Saturday, the twenty-eighth of December, 1985, at South Fulton, Tenn. Jan is the daughter of Mr. and Mrs. J. J. Clement, and the groom's parents are Col. and Mrs. Arthur H. Johnson. Jan Clement became associated with the Mississippi River Museum (Mud Island) at Memphis in its formative years and became well regarded in river circles. She attended various S&D meetings at Marietta, dating to 1978.

Mr. and Mrs. Johnson are making their home at 12027 William and Mary Circle, Woodbridge, Virginia 22192. Phone 703-491-3726.

Sirs: How I enjoyed the Dec. 1985 issue of S&D REFLECTOR! - from the forthright, staunch picture of the Streckfus men to the last page! My father, Capt. Jesse N. Roberts, knew all of the Streckfus men. His first cousin, Capt. Tom Posey, worked for the Streckfus family most of his life.

I do hope the S&D REFLECTOR carries all the news about the MISSISSIPPI QUEEN accident below Baton Rouge (near Donaldsonville) in the next issue. Also I want Capt. Stoll to know how much I enjoy Capt. Jesse Hughes' diaries. Wasn't he a great old man? Many thanks.

Neddie O'Moore Roberts,
P.O. Box 1286,
Baton Rouge, La. 70821

In mid-January the ex-towboat CHARLES F. RICHARDSON (see page 2) was taken in tow at Cincinnati, bound for Paducah, and from there by other towing arrangements to Chattanooga. Reportedly Serodino, Inc. will rebuild her into a luxurious dinner-dance showboat (non-propelled) for BB Riverboats, Inc., to be moored at Covington, Ky.



She wet her tail feathers.
-Photo by Jeff Spear
at Marietta, Aug. 28, '85.

(See page 46, et seq.)

DOWN THE NEW TENN-TOM WATERWAY

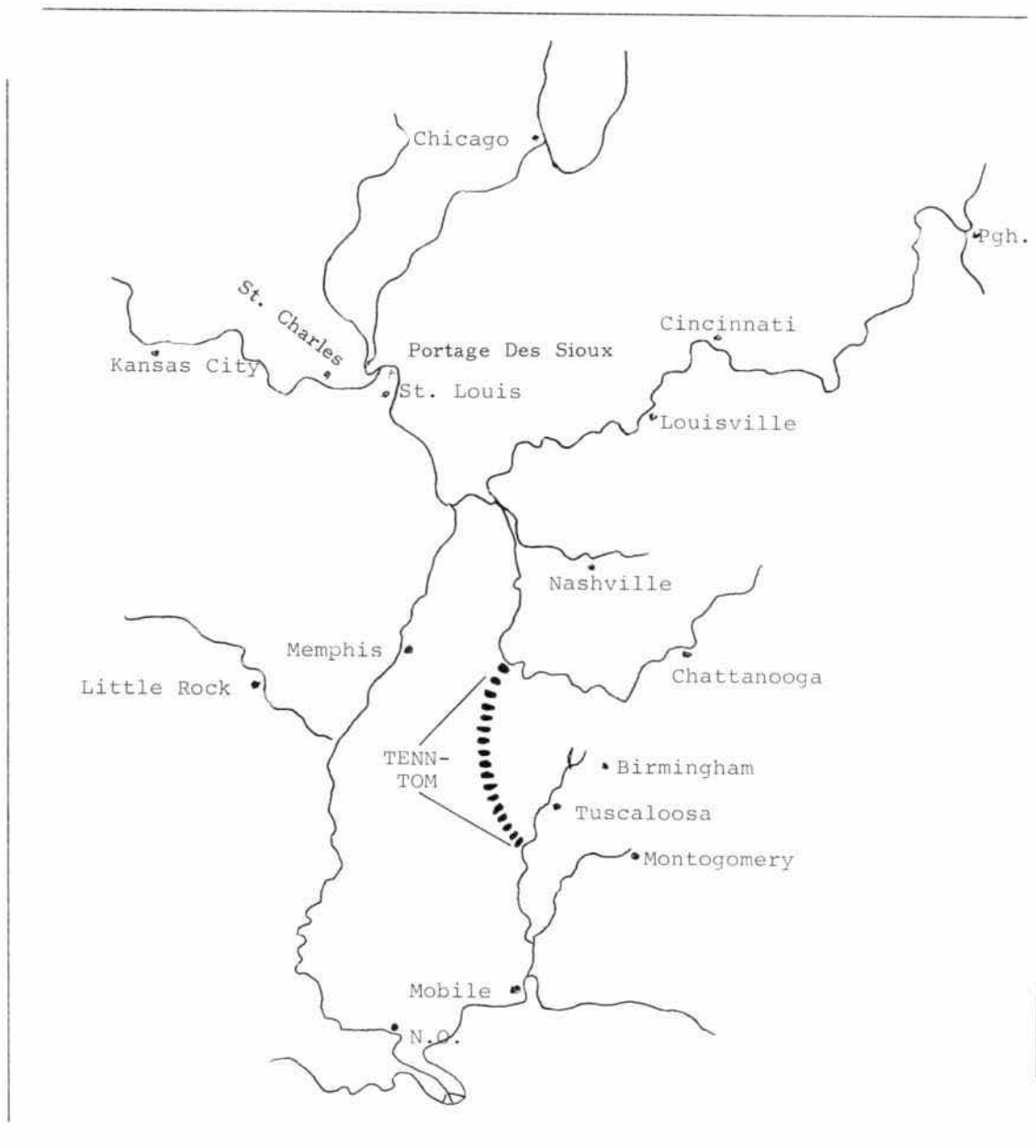
Portage Des Sioux to Mobile
Aboard Luxury Liner VIKING EXPLORER

by J. W. Rutter

THE WATERWAYS JOURNAL ran an interesting story last spring about the first commercial passenger vessel upbound from Mobile to the Tennessee River via the newly opened Tennessee-Tombigbee Waterway. Capt. Bill Bowell, wending his way with his VIKING EXPLORER from Fort Myers, Fla. to St. Paul, Minn. had elected to try the new route, and then wrote the story of it for publication. Bill Bowell attended S&D last September and announced his intention to return south with his boat by way of Tenn-Tom, and offered an attractive discount to S&D members to join him.

My interest was fired up. Forty years ago, in the summer of 1946, S&D's president Way and I got in a rowboat powered with a 10 hp. Evinrude at Sewickley, left the Tennessee River at Gunter'sville, to portage 65 miles overland to Mulberry Fork, Black Warrior River, and thence via the Warrior, Tombigbee and Mobile Rivers to Mobile. This pleasant adventure dated many years before Tenn-Tom was dreamed up. I was most curious to see first-hand the modernized route, 12 years in the making, at an astronomical cost well over \$1 billion, the most expensive project ever undertaken by the U.S. Engineers.

When Bee and I got around to phoning Capt. Bill Bowell's Padelford Packet Boat Co. in St. Paul, the VIKING EXPLORER was already on her way south. We were directed to the Noah's Ark Motel in St. Charles, Mo., prepared to board the Padelford bus on the morning of November 7, 1985. We drove the 575 miles from Birmingham, Mich. and found the Ark close by the Missouri River upstream from



the I-70 bridge. The restaurant part of the establishment really is built as The Ark, with animals all around. We were joined at dinner with Jim and Mary Eversman, in from Columbus, O., and also booked for the Tenn-Tom trip. Our table conversation was overheard by a couple at an adjoining table and John and Suzanne Passnacht introduced themselves, also booked for the trip, up from Beersheba Springs, Tenn. where they operate a summer hotel. Promptly at 9 next morning the bus appeared with Capt. Bill Bowell topped with his French yachting cap, and ever-present pipe in mouth. He gave us a warm welcome. His bus is a typical intercity-type emblazoned on the sides PADEL FORD PACKET BOAT CO. INC. and VIKING EXPLORER. It accompanies the boat, available for shore excursions and other useful assistance.

In another hour we arrived at Portage Des Sioux and boarded our boat. This St. Charles pick-up saved a day's travel time had the boat come up the Missouri. The bus ride across rich Missouri

bottom land on that bright fall morning was an auspicious start. The bus pulled alongside the boat at the Venitian Harbor Marina.

The forward third of the main deck of the VIKING EXPLORER is an observation lounge, very comfortable, attractive, and with windows all around. On the outside bulkhead surrounding the lounge is an upholstered bench. The diningroom is aft on this deck, ample in size to seat all passengers. Galley and crew lounge are astern of the diningroom. All public areas are neat and attractive--knickknacks and potted plants abound. A goldfish swims in its bowl.

Staterooms in the hull area are arranged in pods of four. A stairway leads down from the main deck to each pod. The rooms must be described as "compact," each with an upper and lower berth and a bathroom similar to that found in a large travel trailer. These staterooms into which the stairways intrude are designated as singles. After some experimentation in stowing and hanging, we



The VIKING EXPLORER pictured in the harbor at Mobile, Ala., November 20, 1985, having come via Tenn-Tom from St. Paul, Minn. Built at Warren, R.I. by Blount Marine Corp. for American Canadian Line Inc. and bore the name of MOUNT HOPE. The steel hull measures 112 x 25, and her normal draft is 6.7 feet. Her twin props are powered by 8V71 GM diesels, total 500 hp. and makes 9.7 mph in still water. Jack Trotter renamed her ARKANSAS EXPLORER when he brought her to Little Rock, and she got her present name when Capt. Bill Bowe^{ll} took her to St. Paul. She sleeps 34 passengers in three staterooms on the main deck, and 15 more in the hull, and classifies as one of the four commercial over-night cruise vessels presently operating on the Mississippi System.

found the space in the rooms satisfactory. There proved to be space enough under our lower berths for the storage of two suitcases had we been daring enough to bring them.

Before starting off down the Mississippi under a warm sun and cloudless sky we were introduced to the crew. Although Capt. Bill Bowell would be on board, the regular captain is an attractive lady, Jo Ann Claeys, her third season aboard. The homey touches and meticulous level of housekeeping reveal that this is really "home." The other members of this young and very friendly crew: Bruce Hein, chef; Mike Mueller, engineer; Andy Svenkeson, bus driver; Linda Kocur, David Marshall, John Sinnwell, John Olson and Becky Rathmann. In a short time we found that any of the crew could be seen handling lines, setting and serving the tables and even cooking up their specialties in the galley.

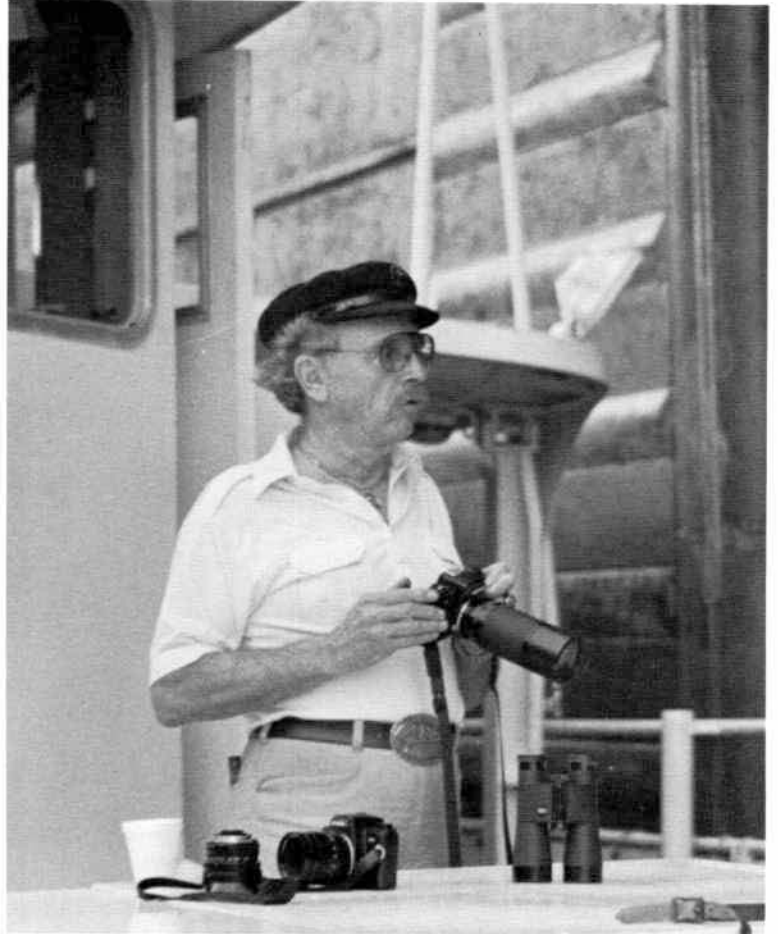
The crew goes a long way in "making" a boat trip and this friendly group, sometimes working around unanticipated problems, certainly made our cruise a more pleasant experience.

And so we are under way. The traffic congestion so frequently mentioned in The Waterways Journal existed at Lock 26. We went to the head of the line, being a passenger vessel, and were locked down within an hour. A mile or so below there we passed the cofferdam at the location of the new dam with six of the tainter gate structures showing above and looking virtually complete. The melodious sound of "Boots and Saddles" played on a set of chimes called us to luncheon.

There were 18 passengers on board and, as we got to know them, they proved to be a group of interesting people who had done a great deal of traveling. Four of them had boarded at St. Paul. Gerda Ferguson and Ruth McKinstry, St. Petersburg, Fla., were making their seventh trip on the EXPLORER, one of which had been on the northbound Tenn-Tom cruise in the spring of '85. Gerda is a very alert 86 who has made her home in 65 places (one of which was Sewickley, Pa.) Mungo Manderson, an antique dealer of Glasgow, Scotland, decided to make this trip when Bill Bowell stopped in his store to pick up a few trinkets. Mungo was suitably attired in his kilt when visiting ashore, and he had no trouble striking up conversation with the locals in places like Paducah. Bill Olsen retired in 1969 as a dean at Oakland Community College in California and seems to have been traveling over the world ever since. When prompted, Bill related tales such as catching a bus in Katmandu, spending New Year's Eve aboard a Norwegian freighter in the harbor of Kuala Lumpur, or on the design of rest rooms in modern China. More on these passengers and their backgrounds anon.

We fueled at the Economy Boat Store dock while we had lunch. The first sample of cookery from Chef Hein's galley was very tasty and the dessert outstanding. During the afternoon we went through the Chain of Rocks Canal and down by St. Louis. Plenty to see from our vantagepoint on the top deck. We spent the night moored at Kimmswick, Mo. I had been reading "Journey Through a Part of the United States of North America, 1844-46" by Albert Koch. Dr. Koch tells of his discovery of a mastodon skeleton just west of Kimmswick in 1839.

Late next afternoon a visit to Ste. Genevieve was cancelled due to adverse weather. Captain



Capt. William (Bill) Bowell, president and commodore of the Padelford Packet Boat Co. based at Harriet Island, St. Paul, Minn. 55107. In regular service in the St. Paul area are the company's JONATHAN PADELDFORD and JOSIAH SNELLING. In this scene Bill is stalking wildlife with his long lens camera in Pickwick Lock, Tennessee River.

Bowell elected to take us up the Kaskaskia River instead. We proceeded to Evansville, Ill. and walked around in this rather active town of about 1,000. We visited with a retired professional fisherman, 83, who enthused about the increase in sport fishing locally since the new locks and dams have been completed.

Our passenger list had been augmented at St. Louis with the addition of Mr. and Mrs. James McNabb of Birmingham, Ala. Mr. Mac, 81, at one time operated five tugs and a fleet of barges on the Tombigbee and Black Warrior, with a terminal for oil products at Birmingham. He still is active in business pursuits and was aboard for practical reasons as well as pleasure on this Tenn-Tom survey. He is loaded with anecdotes which he tells in a quiet, semi-confidential manner.

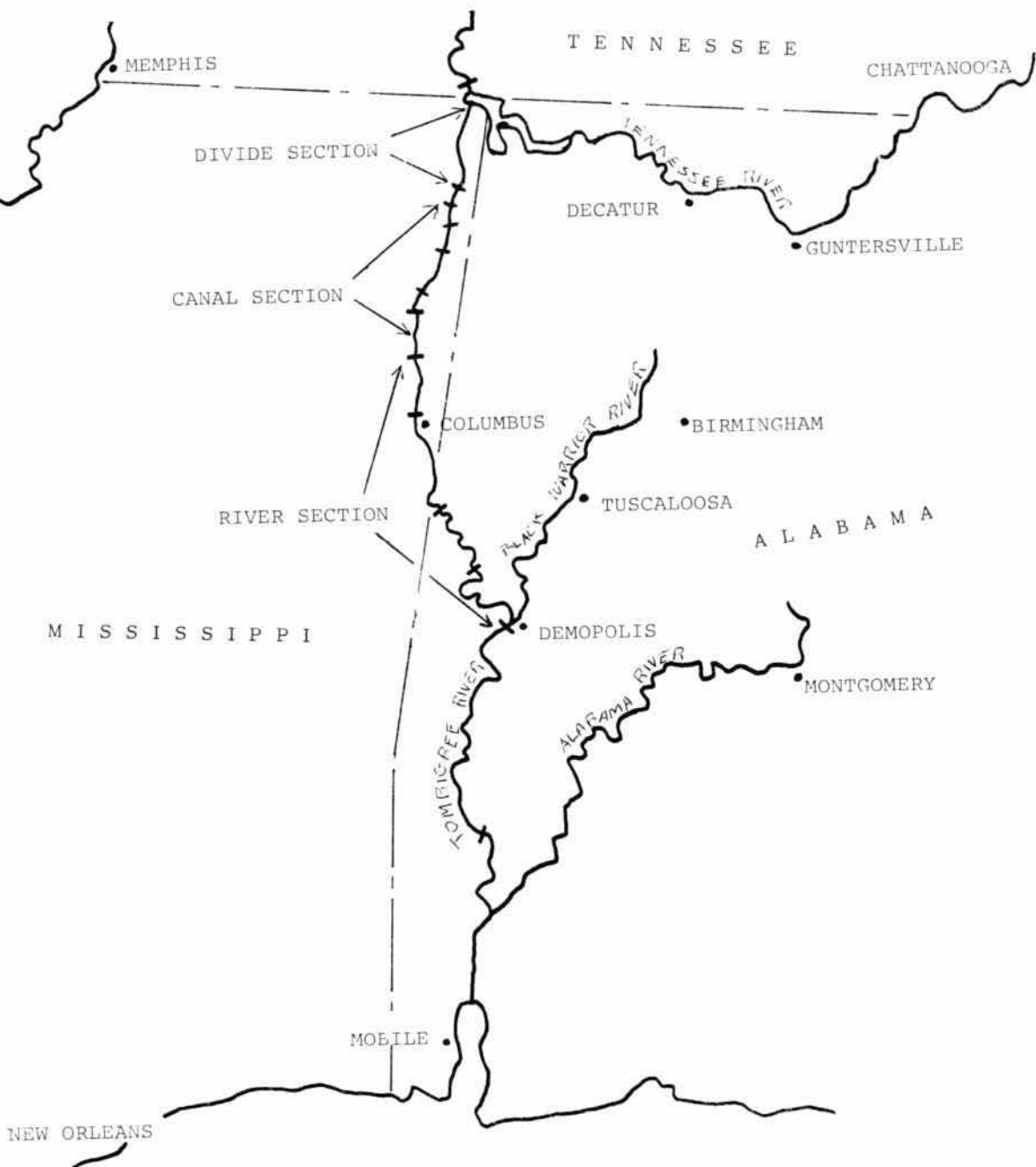
At Paducah we were joined by a free lance writer from Montreal with an assignment to do Tenn-Tom for Canadian consumption. This lively, blonde lady, Sonya Werd, arrived aboard topped with a spectacular fur hat, and wearing blue jeans. Her travels had included India, Nepal and Australia, and hence fitted in quite easily with this much traveled group. Topics at the dinner tables jumped all over the map. "Homesteading in Alaska,

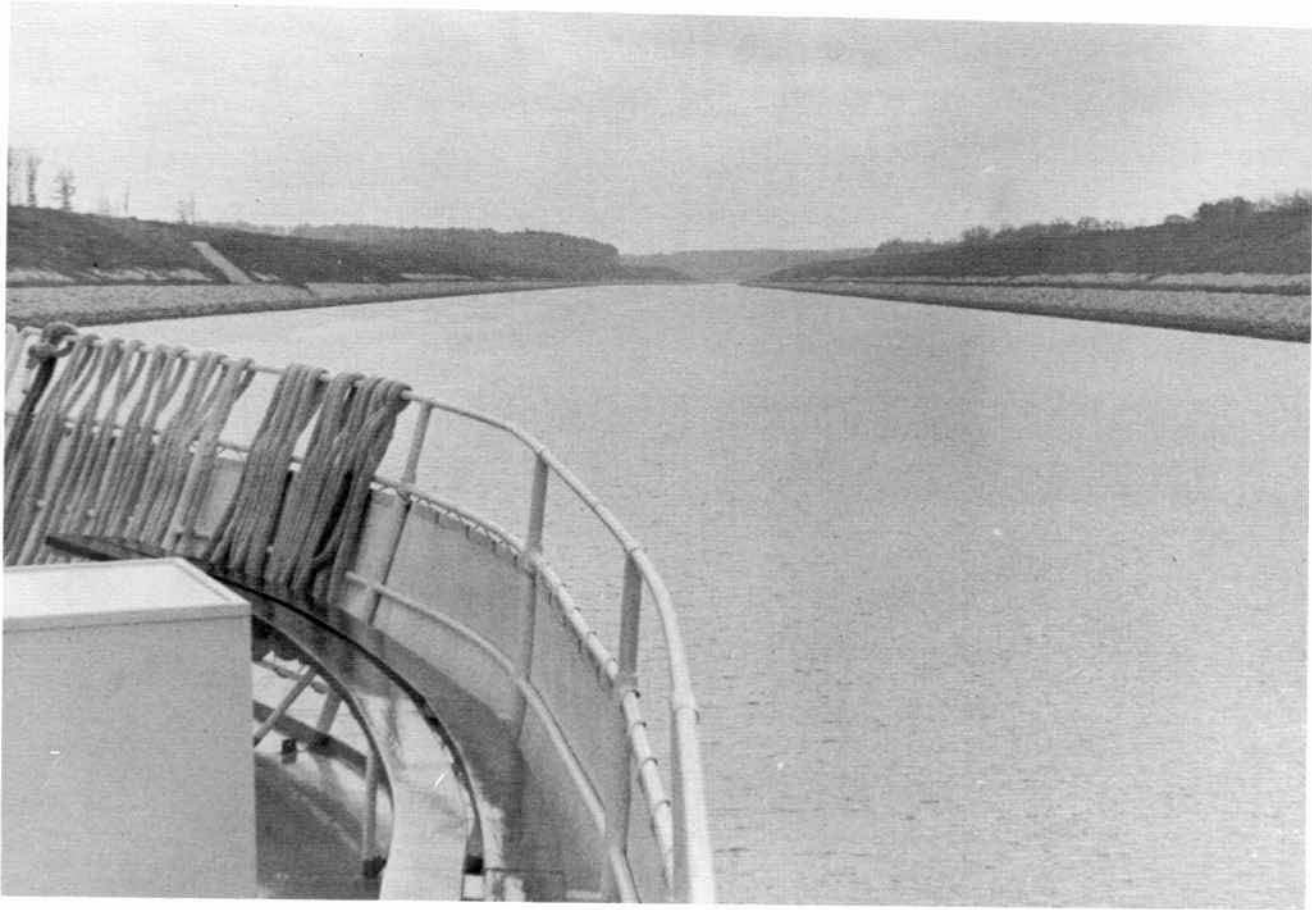
was it hard work?" "You bet! It took a D-8 Cat to plow the field." This from Kay Love, the petite artist, the homesteader. Mr. McNabb usually stuck closer home. He was reminded of his pet, beer-drinking billy goat which attended a funeral service and behaved himself until the pallbearers undertook the transfer of the casket, and then went into action. "The goat's name was Surelube, same as the grease we sold," said Mrs. McNabb, "but I wasn't at the funeral."

TRAFFIC bound for Tenn-Tom leaves the Tennessee River a short distance above Pickwick Dam at Yellow Creek. We paused there for a night stop at the Greenwater Marina on Yellow Creek and next morning boarded the bus for Shiloh National Battlefield Park nearby. Quite worthwhile, all of this, and we stood at Shiloh Landing, appearing very much the same as pictures

show it when G.A.R. veterans 80 or 90 years ago visited by packet from St. Louis to hold ceremonies for those two days in April 1862 when so many died.

We entered the Divide Section of Tenn-Tom. In departing from the Greenwater Marina a towboat with six loads of coal was just turning from Yellow Creek to a new unloading facility being completed. Walter Meseck, of Fort Lee, N.J., had scouted Tenn-Tom by automobile at the time of its dedication in June 1985 and had picked up maps which he now spread out on the top deck. Much of this 40 mile Divide Section is ripped channel 280 feet wide and 12 feet deep. A 27 mile section of this required a land cut in one place towering 145 feet above the canal. The lower end of the divide channel terminates at Bay Springs Dam, the highest structure on the Waterway, having a lift of 84 feet to the summit level. Well before sunset we





Divide Section of the Tenn-Tom Waterway looking at the deepest cut (145 feet) in the 27 mile long canal, 280 feet wide and 12 feet deep. Picture taken from the deck of VIKING EXPLORER.

were tied up in Bay Springs Marina, about two miles west of the main channel above the dam. There was time before the hors d'oeuvres appeared to take a walk around the marina which had been constructed by the U.S. Engineers in anticipation of the recreation use to be made of this very sizeable lake. Mr. and Mrs. F. E. Mills operate the Marina under lease, having come from Stonington, Ohio.

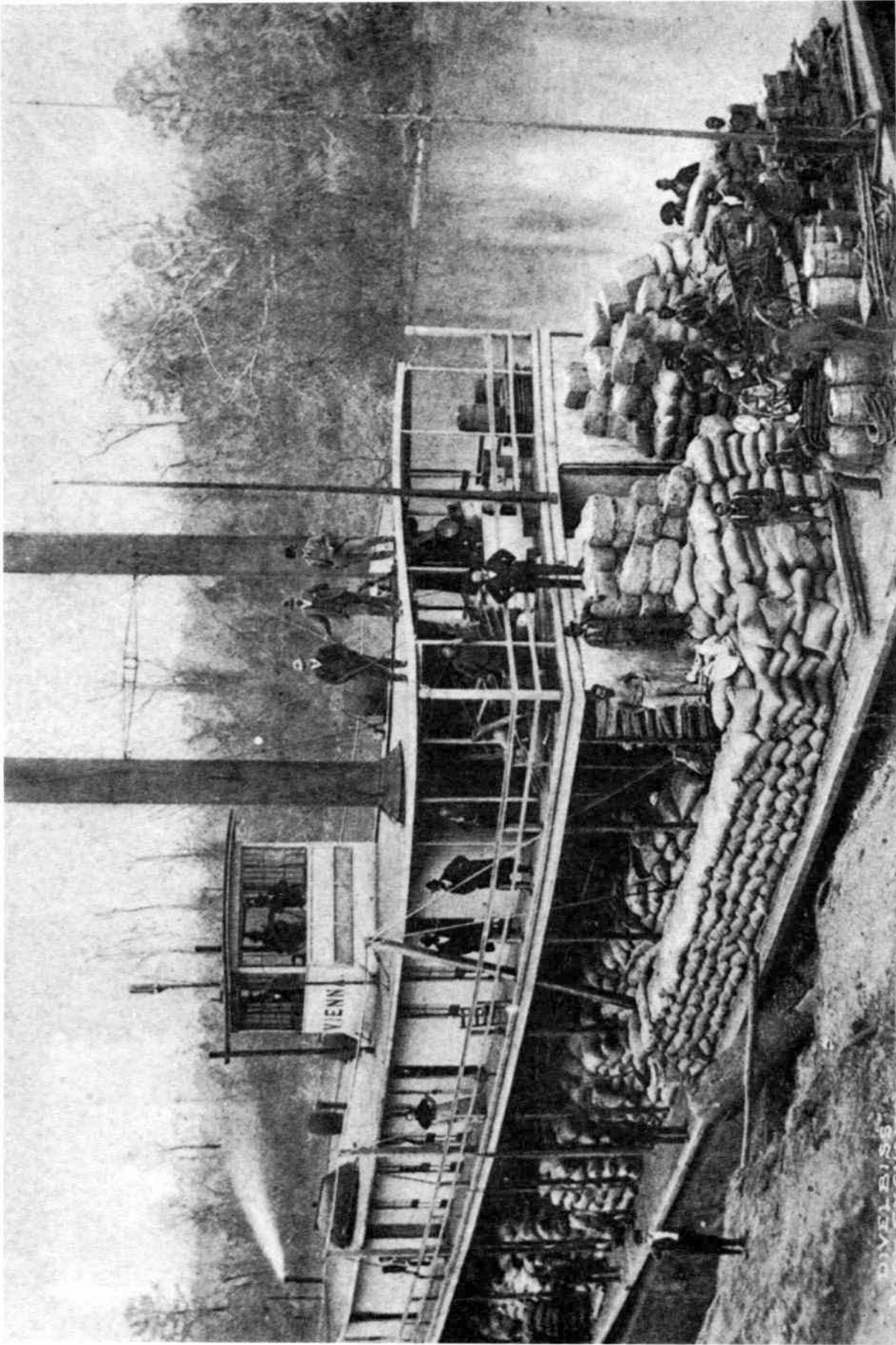
Most of our passengers were up at daylight to witness the 84 foot drop as we locked down at Bay Springs Dam and into Tenn-Tom's Canal Section. The canal extends 44 miles, in which there are five locks, "E" through "A" as we move southward. The lift in each is about 25-30 feet, a total elevation drop of 140 feet. The canal channel is 100 feet wide and 12 feet deep. The old river channel of the Tombigbee meanders around on both sides of the new ditch. From the EXPLORER's top deck we looked over the riprap banks into unspoiled countryside beyond.

A local TV station on the evening news aired shots of our voyage, including Mungo Manderson in his kilt. Spectators appeared at most of today's lockages, and Mungo wore his kilt, much to the delight of all. Much conversation was exchanged. The shore dwellers displayed curiosity about the boat's accommodations, the meals, and where each of us had come from. From them we learned of local crops and industries. As we left these locks the onlookers waved farewells along with "Hope

you'll have a good time; come back and see us again."

Marina facilities are yet to be developed. Fueling and tieup locations for small boats are presently few and far between. The Canal Section extends 44 miles to Aberdeen Lock where we entered the River Section where the scenario abruptly changes as we ply the original channel, narrow and twisting, inhabited by numerous blue (and a few white) herons. A short distance above Columbus, Miss. a houseboat met us, took the lead, and guided us to a marina on a detour around dead trees, old spoil banks and undefined marking poles. The marina was very much under construction in the midst of a large sand and gravel operation. The owner, Mr. Williams, was on hand to direct Capt. Bowell to a spot alongside a barge loading dock. We had made 76 miles and seven locks for the day.

Columbus (pop. 26,000) is the seat of Lowndes County, home of Mississippi State College for Women, and contains an amazing number of ante-bellum homes. A charming young lady from the local Chamber of Commerce accompanied us on a bus tour. Best attraction is Waverly Plantation on the west side of the Tombigbee a few miles outside of town. Mrs. Robert Snow, the owner, restored the mansion after 50 years of vacancy. The design includes a four story atrium in the center and compares favorably with anything we've seen in Southern mansions. Our Canadian writer,



PICTURE TAKEN at Columbus, Miss., 333 miles above Demopolis, Ala. on the "Little Bigbee" river. The VIENNA was built at Columbus in 1898 on a wood hull 155 x 26 x 4-5. She plied between Columbus and Demopolis, connecting at Demopolis with larger boats (MARY S. BLEES, et al.) for Mobile. She is headed upstream just below the Mobile & Ohio railroad bridge off to the right and not shown. She sank near

Columbus in 1907. Seventy years later, in the summer of 1977, Bill Furr, Jr., an electrical engineer of that place, and something of a boat buff to boot, blazed a 2-mile access road through a swamp. He and a crew salvaged hull timbers from the long-abandoned wreck of the VIENNA. Picture furnished by the Murphy Library, La Crosse, Wis. and it came to them by courtesy of H. L. Hill, Jackson, Miss.

Sonya, declared she had found The True South when she saw peacocks roosting in the neighboring trees.

Under way again about 12:15 p.m. This time a local boater stood out on a point and gave us channel directions over a portable radio. Safely back in the Tombigbee we dropped down 27 feet in the Columbus Lock where Tenn-Tom was officially dedicated May 31-June 1, 1985 to an audience of 40,000. In the good ol' steamboat days packets came to Columbus to load out with cotton and seed for Mobile.

Below Columbus the river's commercial traffic picked up. We met several upbound tows of coal, and overtook downbound tows of soy beans and pulp logs. All of the locks on the Waterway are 600 by 110 feet and the maximum tow consists of eight "standards." The days are warmer now, and our passengers spend much time on deck albeit this section is largely wilderness, an occasional fishing camp, and distant farm buildings. A prominent cliff called Plymouth Bluff, a chalk-white outcropping in a very narrow stretch of river, brought out all of the cameras.

The river flirts with the Mississippi-Alabama border for several miles, and then slips over into Alabama above Aliceville Lock and Dam. The U.S.

Engineers at Aliceville Lock are building an impressive visitor's center, the focal point being a southern mansion with two story portico. The retired sternwheel dredge MONTGOMERY is berthed here. One of the local natives pointed out to us that Pickensville, Ala. is closer to this lock than Aliceville is. But then, for example, Belleville Locks and Dam on the Ohio River has its locks at Reedsville, O. with Belleville yonder across the river in West Virginia. There probably are reasons for these things.

Good tieup spots for a boat the size of the EXPLORER are rather scarce in the narrow river below Aliceville. Capt. Bowell knew of the Tom-Soya Co. grain terminal just below the Highway 17 bridge and we reached there just at dark. The grain loading dock is in a cut off the river channel, out of the way of passing tows. Our landing was complicated by several empty and loaded barges already in the cut but eventually we were securely tied up to a loaded soy bean barge. All was quiet during the night but we were awakened before dawn the following morning when the towboat FREEDOM appeared out of the fog to pick up the barge to which we were moored. Unexpected intrusions such as this added a little spice to the trip and brought most of the



Plymouth Bluff, a short distance below Columbus Lock and Dam on the "Little Bigbee." These white, chalk-like banks are fairly common on the Tombigbee. Extensive sandbars also are as white as many seashore beaches. When Fred Way and I "camped" our way to Mobile in 1946 we pitched our tent on such bars and, although frequently warned by natives, experienced no bother from mosquitos, alligators or water moccasins. Chief bother were drenching downpours, usually in late afternoon and of short duration. We solved this problem by shucking our duds, stowing them in the hatch, and enjoying the shower.



Crew of the VIKING EXPLORER grouped on the dock at Mobile, November 21, 1985. From the left: Becky Rathmann, Linda Kocur, John Sinwell, David Marshall, Mike Mueller, Andy Svenkeson, John Olson.

passengers to deck pronto.

After being unceremoniously routed out of her berth the EXPLORER had an early start in the fog for Demopolis, the navigation department making good use of the radar. The sun burned through the fog in a couple of hours and there was another pleasant day for sitting out on deck watching the scenery. The usual contingent of water birds was in sight constantly and here and there were otter slides on the banks but we saw none of these amusing animals.

Gainesville Lock was the last lock on the River Section and has a lift of 36 feet. We were through Gainesville before lunch and then we were in the section of the Tombigbee with water backed up by the Demopolis Dam just below the junction of the Tombigbee and Black Warrior rivers. The wild, remote appearance is one of the attractions of these southern rivers for miles and miles. Aside from the occasional fishing or hunting cabins back in the trees along the shores there is little break in the wilderness-look in this section. Civilization suddenly appeared when we rounded a bend and looked straight into Demopolis itself with the Black Warrior River coming into the Tombigbee on the left.

Capt. Way and I had descended the Black Warrior in 1946 enroute to Mobile and I had not seen Demopolis or the "Big" Bigbee since. The general appearance of Demopolis from the river was familiar. No high rise buildings have been built in the past 39 years, but I remembered the town being on a high bluff. Now it looked much lower. The new Demopolis Dam built some 30 years ago has raised the pool level by 30 feet or so. The present lock has a lift of 40 feet, replacing the old hand-operated stone lock with its nominal lift of about 10 feet. A new marina has appeared in the upper end of town, and it was here that the

EXPLORER tied up among fancy houseboats, cruisers and sailboats with home ports including Chattanooga, Chicago, St. Paul and even France. In 1946 the arrival of our LADY GRACE II from Pittsburgh was an oddity, and nary a cruiser was to be seen here. In 1946 Fred and I arrived at Demopolis just at sunset and tied off on the barge fleet of Webb and Son, just below the old packet landing. A friendly black gentleman who dated back to the packets HELEN BURKE and JOHN QUILL, and had served on them, gave us a lift up the bluff to the Demopolis Inn where we were served a wonderful dinner and spent the night in the luxury of comfortable beds. Demopolis seems to have fallen on hard times. The Demopolis Inn still stands, but was closed five years ago. The Confederate soldier still stands on his pedestal in the middle of the town square, but the business places which surrounded it now are mostly out along Highway 80 on the edge of town.

Fortunately Demopolis has a hospital. Walter Meseck, our source for all Tenn-Tom information, and avid observer of everything enroute, fell ill. As events turned out he spent eight days in this hospital, wondering how he was going to get back home to Fort Lee, N.J. When he unloaded his concern to a nurse she said, "Demopolis does have a travel agent, honey," and forthwith produced this person who outlined three alternative routes, picked up Walt's tickets and delivered new ones to him that same afternoon. One of the doctors gave him a lift to the bus station. Back home, and still ecstatic, Walt wrote: "Try that up north. There is something to this 'southern hospitality' afterall."

The river below the Demopolis Dam looks to be the same narrow, high banked stream as I had remembered it. We locked through with the SEMINOLE and her six barges of coal, and then

eased by her before the first sharp bend. Coffeeville Lock and Dam is the lower one on the Tombigbee, a drop of 34 feet. This facility replaces three of the old structures. The walls of old No. 2 are still visible. Fred and I locked there in 1946 in the midst of a downpour, soaked to the skin. The lockmaster invited us to camp on the lock property, and we made the lockage in company with a big water moccasin with a catfish clenched in its mouth.

The EXPLORER spent a night at Ezell's Fish Camp, Mile 164 above Mobile and just above Highway 10 bridge. Ezell's is a rustic log building, once a tavern. Passengers and crew were served a wonderful combination fish dinner. The diningroom is decorated with mounted animal trophies. There is a photograph of a 102 pound rattlesnake. This meal ashore was a spur-of-the-moment inspiration by Capt. Bowell, a very enjoyable and unanticipated break in our usual routine. One of the sights of this day's cruising was a flock of 17 wild turkeys. The boat was slowed, and even as we approached within 15 feet of them they paid little attention to us. Many pictures were taken. This event is a sample of cruising on the VIKING EXPLORER, doing things as opportunity presents. Her loosely structured schedule turns her into a private yacht.

We departed from Ezells at 7:15 next morning and locked down through Coffeeville around noon. Radio reports commenced coming to us of Hurricane Kate, milling around in the Gulf. The river in this area is almost a constant series of sharp bends with sandbars several acres in extent on the points. River traffic this afternoon was heavy, boats and tows upbound. The downbound DUFFY with six loads of coal was stuck at Mile 64 on one of these sandbars. We paused about 20 minutes until she wiggled off. Just at dusk at the apex of a very sharp bend we arrived at the Olin-Matheson chemical loading dock at Mile 60.2

near McIntosh, Ala. Spending the night at a chemical loading dock is not exactly inspiring, but chances are we did not miss much night life in McIntosh either (pop. 500). Most of us were content to sit on deck after dark and watch tows negotiate the river bend, a horseshoe really, or almost. Passing tows showed us both their red and green lights in making the loop. I got up early the next morning to have a daylight look at this.

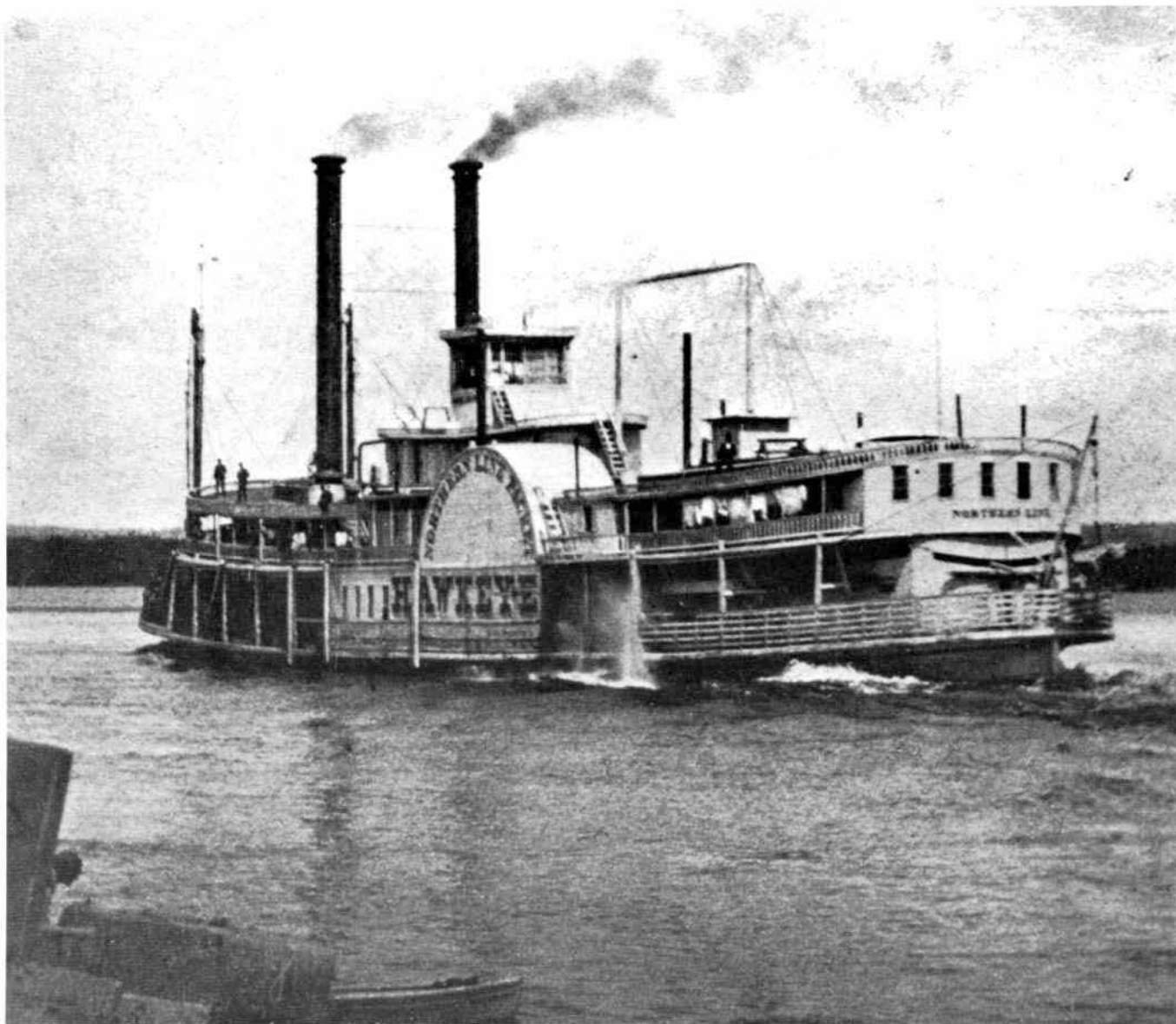
Hurricane Kate now was occupying a great deal of radio attention. A Coast Guard bulletin advised all small craft to proceed from Mobile up the river for protection. Soon we commenced meeting a parade of these. The EXPLORER continued on her course to Mobile. Upon arrival there the harbor was a busy place, tugs moving barges and some of the ocean-going vessels up to safer moorings. We docked at the City Marina, foot of Government Street, in the city's downtown section. Here we had a ringside seat to watch this harbor activity. As matters turned out Kate took a zig instead of a zag, moved east, and bypassed Mobile, but the possibility of a direct hit was serious business in Mobile on November 20-21, 1985.

Our last dinner on board the EXPLORER brought to my wife Bee a delightful surprise. At the conclusion of the meal the crew presented her with a birthday cake. The thoughtfulness of that group of youngsters knew no bounds; instead of a hurricane they handed her a cake. Following this capping climax our traveling companions lit out for their homes in Michigan, Ohio, Florida, California, Alaska, Canada, Scotland, and even to Birmingham, Ala. Two we know about took off for Birmingham, Mich. via New Orleans.

The Tenn-Tom is something to see, no doubt about it. And, the sections of the Waterway still in the natural state offer attractions equal to the remarkable engineering accomplishment just completed.

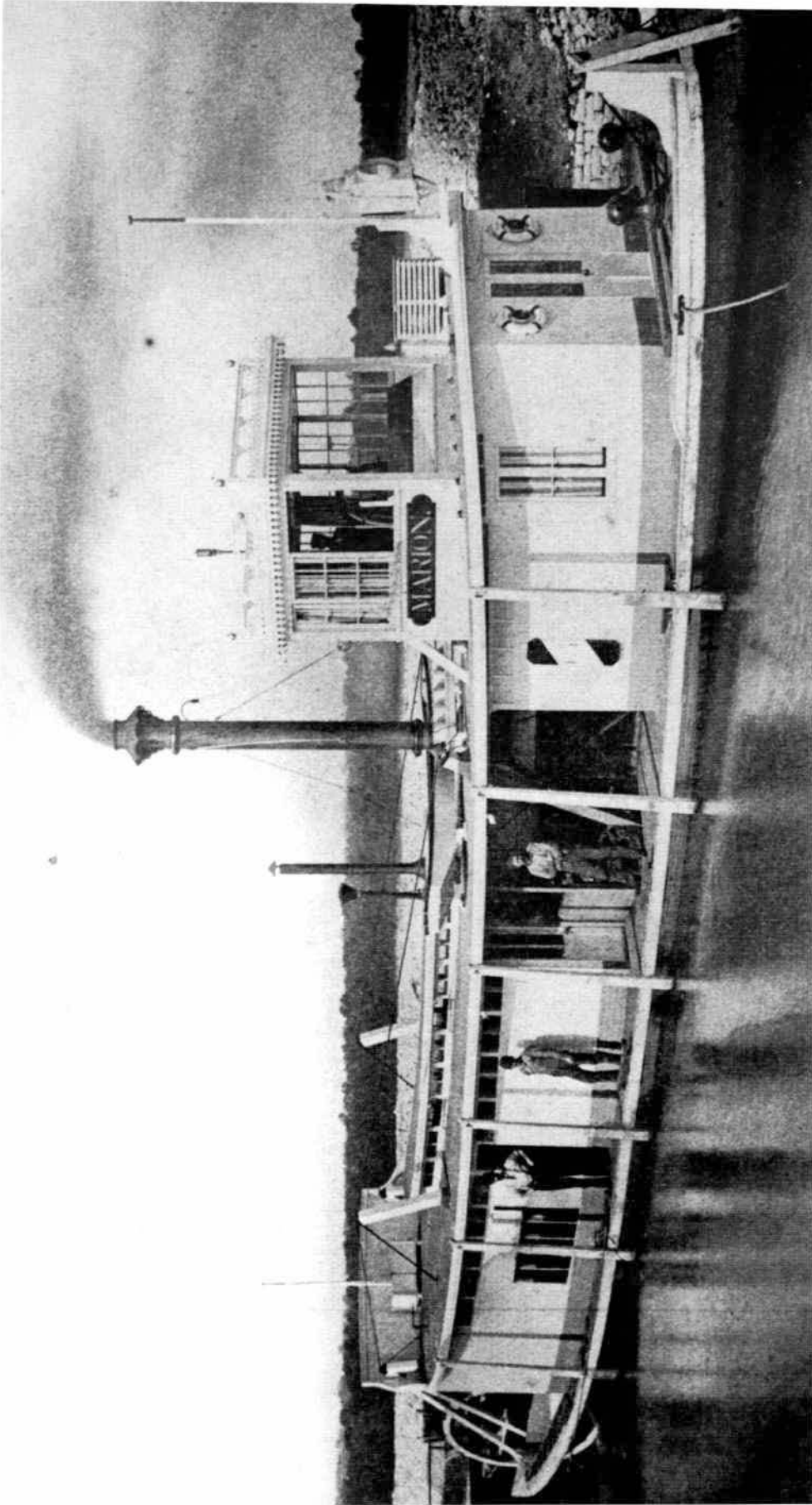
Entering Bay Springs Lock at dawn on the Tenn-Tom Waterway to begin the Canal Section after covering the Divide Section from Yellow Creek and the Tennessee River.





AN UNUSUAL picture in several respects. The HAWKEYE STATE was built in 1860 at the Porter yard, Shousetown, Pa., and completed at Pittsburgh. The architecture is similar to that of the BUCKEYE STATE, PITTSBURGH and PENNSYLVANIA built several years earlier at the same yard, employing two high center posts amidship fore and aft of the side-wheels, from the tops of which hogrods picked up the weight of the overhang. The practice was discontinued about Civil War times due to the posts tending to punch down unduly on the center keelson where they were footed. Notice that the after post comes up through the chicken coop on the skylight roof. Pictures of steamboats of this this era almost without exception were taken at shore landings where the boat "stood still" for its portrait. The photographer was obliged to focus his scene on a ground-glass plate, he and the camera protected from daylight by a black cloth draped over both. Lengthy exposures were required due to "slow"

emulsions, and any movement in the scene caused distortion of details. Here we have the HAWKEYE STATE under full headway, water cascading from her paddlewheel splash box, foam-crested waves at the rear, and smoke that looks like smoke coming from her stacks. The actual date this was taken has not been established, but we surmise after the Civil War, possibly as late as 1869, her last running. Our thanks to the Wisconsin Historical Society for loaning their print of this to Ralph DuPae for inclusion in the Murphy Library collection at La Crosse. The photographer and location are not recorded. The lettering on the wheelhouse reads NORTHERN LINE PACKET, and most of her career was between St. Louis and St. Paul, Capt. Jones Worden. Elsewhere in this issue is an item relating how Frederick J. Worden, great grandson of Captain Worden, is preparing a booklet for the Historical Museum in Galena, Ill. detailing the career of his illustrious forebear.



THIS ATTRACTIVE small towboat named MARION was built at Keokuk in 1895 for the U.S. Engineers for use in channel maintenance on the Upper Miss. A companion named RUTH, a trifle wider, was built same place, same time. Such small towboats owned by the U.S. Engineers and used on the Upper Miss date back to 1882 when six were built at Keokuk; STELLA, LOUISE, LUCIA, ADA, IRIS and EMILY. All had wood hulls, 60 to 65 feet long, 12 feet beam, and 3 feet depth of hold. Most, maybe all, had a single boiler fired from the deckroom, and vest-pocket h.p. engines. The

MARION and RUTH were longer, 94 feet. also wider, 16.5 and 18.3. All had skylights. The deckroom aft of the boiler housed kitchen diningroom and pantry. The GRACE came along in 1904, 92 x 16 x 3.5, Keokuk-built. The subject of this picture, the MARION, is credited being the first boat through the Hennepin Canal, arriving at Rock Island on November 15, 1907. The picture is from the Donald T. Wright collection housed in Tulane University, New Orleans. For the print we are indebted to the Murphy Library people, La Crosse.

THE JESSE P. HUGHES
DIARIES

Becomes 21 and wins his
pilot's license in 1897.

by C. W. Stoll

These were exciting days indeed in Jesse's life. The following week on the trip up the Kanawha River they laid up for the night at Raymond City, then on up to Coal Valley at 8 a.m., and then on up as far as Crescent, but the reason for the extension of the trip is not given. By the time they got out to Charleston at 4 p.m. the river was falling and the wickets at Dams 4 and 5 were being put up. The following week on May 31 they left Charleston at 2 p.m. and went up to Brownstown where they experienced an earthquake shock that was felt all over the state. The first week in June the H. K. BEDFORD went into Pittsburgh on a falling river. She rubbed in several close places and some of the heavier boats could not make it--the BEN HUR having turned back at Wheeling. But the big event was the fact that on June 4 Jesse was examined by the Pittsburgh Harbor Pilot's Association. On June 5 the WILL J. CUMMINS, recently acquired by Capt. J. Mack Gamble started out in the Cincinnati trade, leaving Wheeling at 5 p.m. The VIRGINIA turned back from Wheeling the same day because of low water.

June 7 brought Jesse to the BIG day, his 21st birthday; it also brought trouble to the BEDFORD. She picked up a wire line in the wheel backing out from Coal Valley which broke the cam yoke on the starboard side. But they rigged up a wooden bracket and full-stroked her on that side, and she got away from Charleston at 3:30 the next morning. Later that day Jesse got off at Gallipolis and was examined by the local Inspectors Edwin F. Maddy and Morgan, and was granted his pilot's license. Jesse caught the train, overtook the boat at Pomeroy and went back to steering for Capt. Gordon Greene with Capt. James Rowley on the other watch.

The new QUEEN CITY came out on June 21 and the BEDFORD met her on her downstream trip at Mingo on June 24. Low water was on the way. The

BEDFORD got stuck in Wheeling Ripple a while, then at Sisters she stuck for four hours. She met the KANAWHA at Mingo after she had managed to get off the bar at Wallory. The next day the BEDFORD was unable to get over this same place after 8 hours trying; so she came back to Freedom and reshipped her freight and passengers by rail. She started back down the river on July 3 sticking a while in Beaver Shoals, and "had some trouble getting around the piling driven in the river at the new dam at Beaver" (#6, known as Merrill Dam). Trouble continued to plague her on Independence Day as she stuck in Coxes Riffle, swung around and went out backwards, and later in the Sisters "swung around and up-ended twice...I got too high at Captina and got stuck--was there 1½ hours."

July 7 was a big day for operators on the Monongahela River as it was "declared free from tolls about two o'clock this afternoon.--the U.S. Government bought the Navigation Company plant." The next day Jesse came on watch at Sunfish at 3 a.m. and managed to get up to Big Grave Creek bar and broke five timbers. Later that day he and Frank Wilkins traded boats. Jesse went back to the ARGAND as "temporary pilot," thus standing his first watch on his own license.

Jesse's weather report for July 9 was "Hot, Hot, Hot," with the added notation that the low water caught several of the Combine towboats before they got out with their tows on coalboat water, leaving the JOS. B. WILLIAMS laid up at the foot of Captina, the JOHN A. WOOD at Argand Refinery, the BOAZ at Newberry Island, and the ALICE BROWN alongside Marietta Island. Capt. Frank Wilkins came back to the ARGAND on July 11 so Jesse returned to the BEDFORD as steersman. The official celebration of the Monongahela locks took place on July 16 with a big steamboat parade. Jesse and Henry Ollum rode on the towboat BELLE MCGOWAN down to the Davis Island Dam in this parade and took a street car back to the Monongahela wharf where the BEDFORD departed downstream at 5:30 p.m.

The BEDFORD and ARGAND were at Wheeling together on July 22 and Frank Wilkins got off the ARGAND and Jesse took his place as pilot. Capt. Mary B. Greene got off at Newport on

the way down and Jesse reports that "Capt. Greene's father (Christopher) died last night, age 88 years." Ed McLaughlin had taken charge of the BEDFORD in Captain Gordon's absence.

On August 1, a Sunday, the ARGAND arrived at the southern terminal, Parkersburg, at 2 a.m. and laid up below the wharfboat. Capt. Frank D. Wilkins, for whom Capt. and Mrs. Gordon C. Greene named their first son, had come down on the H. K. BEDFORD and got over on the ARGAND. He and Jesse attended church that morning. Capt. Brookhart got off for a week to spend at his home in Belpre, with Jesse taking his place as pilot. On August 6 they met the new HARRY BROWN being towed to Marietta to get her machinery. When Capt. Brookhart returned on August 9 Jesse visited his family for a couple of days. Then he got on the H. K. BEDFORD steering for Capt. Gordon C. Greene as far as Parkersburg, where he took over as pilot for Capt. Henry Ollum, who got off.

The low water season was here again. The last week in August the river was falling fast. Boats were laying up after rubbing "everywhere." Incidental river news: the towboat ONWARD on which Jesse almost began a towboating career burned at Pittsburgh. Capt. Tom Prince, originally of Wheeling and later of Natchez, died. On Sept. 2 the BEDFORD reshipped her Pittsburgh freight at Wheeling and then came back to Newport and laid up. Jesse was on the ARGAND in Capt. Henry Brookhart's place. She got stuck in Wheeling Riffle and was pulled off by the LIZZIE TOWNSEND, only to stick again for 7½ hours at Fish Creek.

On Sept. 13 the BEDFORD was chartered to the White Collar Line and started down the river accompanied by the ARGAND as far as Point Pleasant where she was laid up. Jesse got on the BEDFORD as steersman with Capt. Greene. Capt. Frank Wilkins got off at Portsmouth and went back to Point Pleasant after the ARGAND. The BEDFORD arrived in Cincinnati Sept. 16 at 8 a.m. and left at 5:30 for Huntington. The next six weeks saw some unusual activities in the packet trades out of Cincinnati. The LIZZIE BAY was also running to Huntington, and the BEDFORD

met the ARGAND with two flats of coal downbound below Scioto River. The TELEGRAPH was running to Louisville; the COURIER to Maysville. The WILL J. CUMMINS was running to Chilo. On her second trip to Huntington--towing a lighter--the ARGAND turned back from Catlettsburg and stuck at Bonanza Bar. She was aground for about 16 hours. When she got off the lighter stayed stuck. The ARGAND went down to Portsmouth where she secured a flat to lighten the lighter. Then the ARGAND took the place of the COURIER in the Maysville trade. The COURIER took the place of the SUNSHINE in the Louisville trade. The batwing SANDY VALLEY took the place of the CHEVALIER while the ARGAND was laid up below the Big Sandy wharboast in Cincinnati.

On Sept. 23 Capt. Greene's independent spirit impelled him to try the Maysville trade on his own, and Capt. Jesse determined to learn the Maysville trade--but not for long--because on Sept. 26 the BEDFORD was chartered to the Big Sandy Packet Co. and entered the Louisville-Cincinnati trade. By the 29th the river stood at 3½ feet on the Cincinnati gauge and the BEDFORD was switched to the Madison trade, but Jesse did not join her until October 23. On the ARGAND he observed the Centennial Celebration at Augusta, Ky. on Oct. 3, attended by 15,000 people, and the boat kept on grounding at 8 Mile Bar until Oct. 16 when a plan was adopted to run this place in daylight only. On Oct. 19 they left New Richmond at daylight and got in Cincinnati by 7:30. The BEDFORD did not show, reported aground at Laughery Island. The same day workmen can aboard and started wiring the ARGAND for an electric light plant.

On Oct. 23 Jesse accompanied Capt. Mary B. Greene on the BEDFORD for a trip, relieving Capt. W. Shedd who had been in charge. This trip has been recorded as the first when a Louisville and Cincinnati packet was captained by a woman. The BEDFORD stuck at Lawrenceburg and was laid up for periods below Patriot and at Humphreys below Carrollton. Two days later Capt. Shedd returned. Capt. Mary B. and Jesse went back to the ARGAND in the Maysville trade, now equipped with a new dynamo and searchlight.

Early in November the rains came. The river rose and steaming began to resume more normal patterns. The TELEGRAPH, SUNSHINE, COURIER and SHERLEY resumed their regular trades out of Cincinnati and, on Nov. 9, lashed together, the ARGAND and H. K. BEDFORD started for home with Captain Greene and Capt. E. E. Shumaker as pilots as far as Gallipolis where the BEDFORD laid up. Capt. Frank Lallance stood watch to Parkersburg where he was relieved by Capt. Henry Brookhart, and the ARGAND resumed the Wheeling-Parkersburg trade. Capt. Frank Wilkins came aboard at Wheeling on Nov. 13, "so he took my place," and Jesse got off at Willow Island on the down trip for a four-day visit, rejoining the BEDFORD on Nov. 17, steering for Capt. Gordon C. Greene. While at home Jesse accompanied his sister Lillie and a friend named Sylvia to Mr. Baughner's "picture boat," probably a floating photo studio, and Mr. Baughner took a picture of the scholars at Lillie's school the next day.

There had apparently been a pop rise because the BEDFORD began meeting the coal boats; but it must have been of short duration because she laid up at Gallipolis on the 21st. Capt. and Mrs. Greene "and several of us went to church with Mr. Ira Huntington." The next day Capt. Greene went to Charleston "and Mrs. Greene and the rest of us made comforts all day." The next day--Nov. 23--the big side-wheel packet TELEGRAPH made her famous bank-climbing landing just below Beigs Landing and above Fourteen Mile Creek and Fern Grove, Ind. The rock shore there was known thereafter as "TELEGRAPH Rocks."

The BEDFORD started up the Ohio on Nov. 23 and two days later met the QUEEN CITY aground on the outside bar at Wallory with the BEN HUR "pulling at her." In this maneuver the BEN HUR managed to get herself aground and stayed stuck until the BEDFORD took her trip of freight off of her. On Nov. 29 the BEDFORD went up the Kanawha to Red house, returning from there to Gallipolis. Jesse switched over to the ARGAND on Dec. 2 to make a trip for Capt. Brookhart. He remained there until Dec. 17, the day the towboat SAM

BROWN ran through herself, sinking nine coal loads between Powhatan and Proctor.

Jesse left the ARGAND on Dec. 20 for a visit at home for two days, returning to the H. K. BEDFORD to steer for Capt. Greene. The waning year of 1897, according to Capt. Jesse's notes, appears to have been fairly routine. His diary records mostly weather reports and what boats were met and where. One notable exception was the news that the towboat HOTSPUR went over Dam #4 on the Monongahela River, breaking in two. The COURIER was met at Point Pleasant on Dec. 26. Two days later the side-wheel BONANZA is noted downbound, probably from Pomeroy Bend. By Dec. 29 the LORENA had laid up for ice in the Muskingum River.

The year ended with Jesse steering the H. K. BEDFORD downbound, passing Dan Owen's Babbs Island at 11 p.m. The ice situation was not as heavy or serious as in previous years. The ARGAND laid up for ice on Jan. 5, 1898, but was out and running again in five days. The BEDFORD was docked at the beginning of the new year, her wheel removed, but she was back and running by Jan. 20.

The biggest boo-boo in the December issue appeared on page 46 where a photo of the one-stack MILDRED RUNYAN was identified and described in the caption as the SANFORD HAY. The editor has no excuses to offer; just plain wool-gathering. We did not realize the mistake had been made until Woody Rutter pointed it out. Also Irwin M. Urling phoned to correct us on the middle initial of Capt. John N. Streckfus (not M) on the cover.

CREDITS DUE

Jim Swift of The Waterways Journal handed us at the S&D meeting a beautiful color print of the BECKY THATCHER. In the confusion we failed to grasp that it came as a gift from the artist, James Godwin Scott, 1221 Locust St., Suite 1401, St. Louis, Mo. 63103. Belated thanks are extended both to Jim, the messenger, and to artist Scott.

IMAGES OF THE RIVER

The 9 mph sternwheel riverboat life.

by Lynn Dow Webster

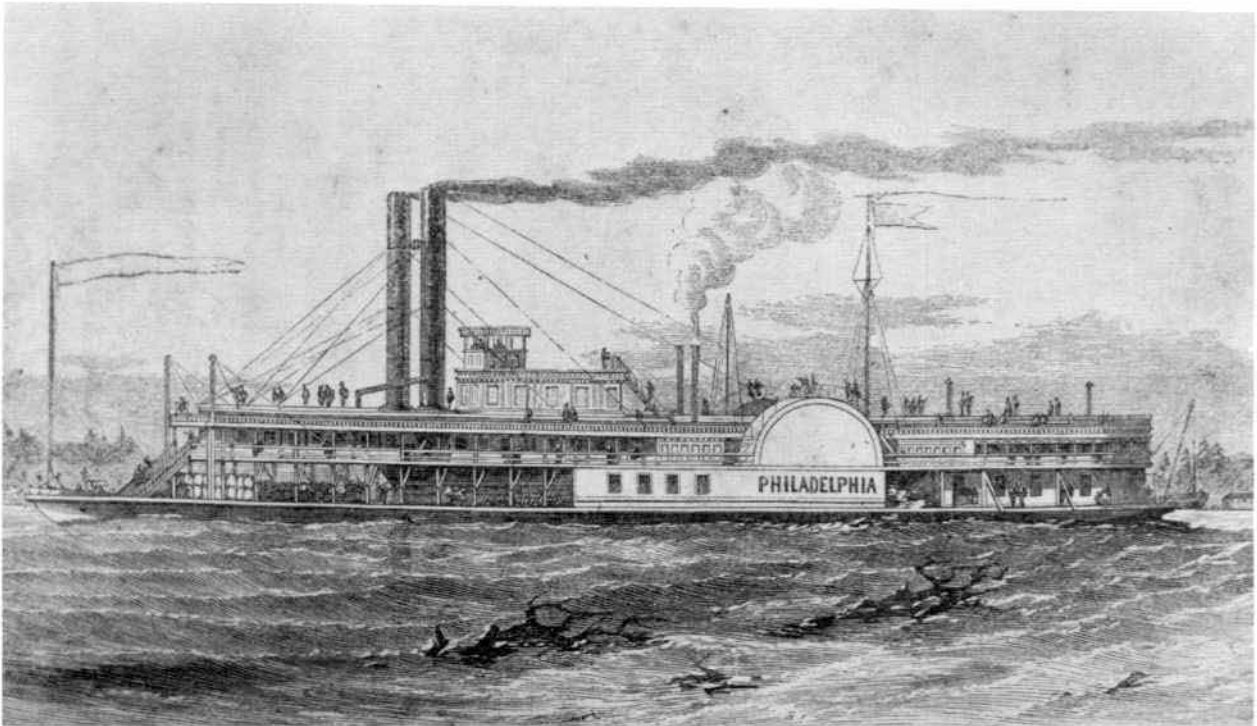
- Heading for the solid black wall of the night when leaving the first lock.
- Engines throb a lullaby as the pitman arms chuff you to sleep.
- River running through its own greenly vegetated world without the highway's human clutter. No tract houses or billboards around to crowd your eyes or junk up your mind.
- Eerie morning stillness. Creeping through a narrow slough, mist shrouded to the hurricane deck as the world grows lighter. Fog-gowned ghosts floating through the cypress branches.
- A johnboat sneaking out of a hidden bayou, being careful not to awaken the catfish.
- Hunkering down and holding our breath, praying to slip under each bridge as the river's surging spring waters inch slowly back down the gauge.
- The boat's sigh. The bits screeching, groaning and singing to each other as they descend the lock walls.
- Floating bits booming on the lock walls, sounding like the hammers of the damned echoing in the wet gloom.
- Massive black iron gates swinging slowly, silently back paroling us to the sunlit river beyond from the dark, damp concrete grave of the lock.
- Christ of the Ohio blessing all who pass.

- Levees gradually rising to become the hills of Ohio.
- Perpetual story hour as the pilots swap river life stories. Each tale reminding someone of another.
- Struggling to reach 8.4 as we strain upriver through the boiling witch's caldron. The easy rush of 15.1 returning.
- Oasis islands arising from the torrential, muddy, sepia waters.
- Marinas tucked away behind the walls of the riverbanks. Small creeks acting as driveways to the highway of the river.
- Beautiful hanging terrarium gardens of lock gates acting as aviaries.
- Unfortunately clean lock gates looking more like steel prison cell block tiers.
- Glassy millpond of lock waters changing to roiling, swirling, foaming, seething witches' caldron of the rise.
- Bow stage continues its constant slow and graceful swaying dance between the chains.
- The horn blares, the buzzer jangles, the gates open, the trap is sprung and we churn out into the freedom of the river.
- Kids of all ages scamper along the levee - jaded to indifference by streamlined jet-age power tugs, remain awed and thrilled by the majestic romance of gingerbread and steam.
- Treasure troves of driftwood tossed on the banks at the river's whim.

All in all, it is the river, a whole separate world to fall in love with.



Occasionally a lucky photograph such as this one portrays images of the river. H. O. Reynolds of New Cumberland, West Va. sent this one of the LOUISE to us for a gift at Christmastime. It was taken during high water on the Ohio River at Old Lock 10, Steubenville, Ohio in 1964.



NO PICTURE is known to exist of the PENNSYLVANIA, but this very good likeness of the PHILADELPHIA has been handed down, practically a duplication, both boats built the same year, 1854, at the same yard, quite similar in size. The PENNSYLVANIA's hull measured 247 x 32 x 6'4", and the PHILADELPHIA 252 x 33.5 x 6'1", both hulls coming from the E. & N. Porter Yard, Shousetown, Pa. In 1858 when the PENNSYLVANIA exploded, her owners were George Black, 4/32; R. S. Hayes, 9/32; Clarke & Thaw, 10/32; M. W. Beltzhoover, 4/32; John Klinefelter, 3/32 and William Bingham, 2/32, all Pittsburghers. Three of these operated canal-boats on the Pennsylvania Canal, Black, Hayes and Bingham. Clarke & Thaw was a canalboat firm headed by Thomas Shields Clarke and William Thaw. Clarke, the elder of the two, had a grandson of the same name who was

regarded as an eminent painter and sculptor. William Thaw attained eminence and wealth in Pittsburgh. During his Clarke & Thaw days, 1842-1855, he once estimated he held interest in 150 packets. Thaw was twice married. A son by his second marriage was Harry K. Thaw who caused a national sensation when he shot and killed New York architect Stanford White in Madison Square Garden Roof, June 25, 1906. Louis J. Black, purser of the PENNSYLVANIA, and who lost his life in the explosion, was a brother of George Black, noted above. Both PENNSYLVANIA and PHILADELPHIA were designed for, and first ran, in the Pittsburgh-Cincinnati trade. Dwindling revenues, due to the extension of the Pennsylvania Railroad to link these two cities caused the removal of both to the Mississippi River.

EXPLOSION OF THE STEAMER PENNSYLVANIA

WE WERE browsing in "Before Mark Twain," one of the three books reviewed on page 3 of our last issue. The chapter recounting the explosion of the packet PENNSYLVANIA in 1858 caught our attention and we stayed with it until well after midnight drinking in every word. The tale is told, not by an accomplished historian, but by two eye witnesses interviewed by a news reporter within hours after the calamity happened. This is the way to write history; let somebody who saw it tell it. Here is the story which kept us occupied until the wee hours of the morning:

[At six o'clock on Sunday morning, June 13, 1858, the steamer PENNSYLVANIA exploded at Ship Island, seventy miles below Memphis. Of three hundred and fifty-five passengers and eighty crew aboard more than two hundred were killed or missing. Among the injured was the third clerk, who was badly scalded and later died--poor fellow, the newspaper did not even spell his name correctly, for the Henry Clements of the first newsstory was the young brother about whom Mark Twain wrote in Life on the Mississippi (Chapter 20). The

rather brief first report in the St. Louis Missouri Republican on June 15 was followed the next day by a much fuller statement (reprinted here) from two of the survivors, W. G. Mephram of St. Louis and Henry Spencer, the bar-keeper.]

Additional Particulars
of the
Explosion and Burning of
the PENNSYLVANIA!

Two Hundred Lost
and Missing.

Statement of
Passengers.
Incidents of the
Disaster, &c.

We published yesterday

morning a telegraphic statement of the late terrible disaster to the steamer PENNSYLVANIA, bound from New Orleans to this port.

From the passengers of the PENNSYLVANIA who arrived in this city by railroad last evening, we have received full statements, to be found below. They embrace all that was known here last evening concerning this awful calamity, but give very few additional names of the lost, missing or saved.

Statement of Mr.
G. W. Mephram.

The steamer PENNSYLVANIA left New Orleans on the 9th last, with one hundred and twenty-five cabin passengers and one hundred and fifty-eight deckers. She afterwards took on board, at Baton Rouge, Natchez and Vicksburg, 62 passengers, and at Napoleon 10. There were 40 deck hands and firemen, 24 of the steward's crew, and 16 officers, making in all 450 souls.

Out of this number, 182 were rescued by a wood boat, and about 70 others escaped in various ways. These numbers include the wounded and scalded. About 200 are lost and missing.

At about 6 o'clock on the morning of the 13th inst., when the boat was about 70 miles below Memphis, she exploded four of her boilers, while under way. At the time of the explosion, she was near 300 yards from shore. The cabin was torn to pieces forward of her wheel houses. Very few of the passengers were out of their staterooms at the time. The passengers in the after part of the cabin--men, women and children--rushed out, and the utmost confusion ensued among them, all supposing the boat was on fire, from the smoke and steam which came rushing through the cabin.

After close examination it was ascertained that the boat was not on fire, and the excitement was in some degree quelled.

After the explosion the boat commenced drifting down with the current, and an anchor was thrown overboard for the purpose of checking the boat, for at that time we were of opinion that we could prevent the boat from taking fire. But the water being so deep and the current so swift, the anchor dragged and the boat continued

to drift down. As quickly as possible Capt. Klinefelter and two or three of his men made an attempt to carry a line ashore by the yawl, but from the line being too short, or some other cause, they did not succeed. Without losing a moment's time the Captain ordered the yawl turned down stream to a Mr. Harris' wood-yard, for the purpose of bringing an empty wood-boat, which was lying there, to the rescue. The boat was not supplied with oars, and it was an exceedingly difficult matter to accomplish this purpose, but by dint of skill and hard labor the Captain succeeded in getting it alongside.

In from three to five minutes from the time the wood-boat touched the steamer it was discovered that the PENNSYLVANIA was on fire.

The fire appeared to issue from about the after end of the boilers, and in one minute from the time of the alarm, the boat was wrapped in flames. Passengers and crew immediately rushed from the burning boat upon the wood-boat, and filled it as full as they could stand. Captain Klinefelter was the last man that jumped from the steamer to the wood-boat, and as it was being pushed off, with its living freight, from the burning boat. The most intense excitement prevailed on board the wood-boat, as we endeavored to propel it from the burning mass--as we had only a few boards, in place of oars,, and the crowd rendered it almost impossible to work them with success. But we finally succeeded in getting her bow turned out, so that the current struck her stern and swung the wood-boat around, and by that means we cleared the burning boat, and she drifted by, but not until many of the passengers were severely scorched. By turning our backs, and with the aid of a few counterpanes and quilts which were saved, we screened ourselves from the heat, as much as possible, and finally succeeded, after drifting one mile, in reaching an island or tow-head, called Ship Island, where the wood-boat was made fast to some trees.

After shoving the wood-boat from the steamer there were a good many deck passengers seen rushing out with their trunks, boxes, &c., in the hope of saving their little stack of plunder, and by trying to save their effects, they lost their

lives, for it was impossible for us to render them any assistance. I remember seeing one man and woman, who, from their appearance, were German emigrants, hanging to a line from the stern of the boat--the man holding the line with one hand and his chest with the other, and as the boat swung around they disappeared from view. They, doubtless, remained in this position until they were compelled, by the heat of the flames, to loose their hold, and drown. The cabin passengers, with the exception of one or two, behaved with great coolness and decision, and rendered one another every assistance in their power, but among the deck passengers the greatest excitement prevailed. It seemed that all they cared for was to save their plunder, throwing it over the guards into the wood-boat not heeding where it fell. A number of the passengers in the wood-boat were bruised and injured by the falling of the trunks and boxes into the boat. From the disposition to save baggage, many of the deckers were lost, who would have otherwise saved their lives.

About twenty-five of the wounded escaped on the wood-boat, amongst them were the 1st mate, 2nd engineer, two Frenchmen late of the Theatre d'Orleans, Col. Parris of Arkansas, badly scalded, and others very badly cut and bruised--mostly deck passengers. They suffered very much in consequence of there being no medical attendance to dress their wounds, and no means of procuring any for the space of two hours. But at length neighboring planters, from the Arkansas shore, brought some Linseed Oil and Linament which with the aid of cotton taken from the quilts, gave some relief to the wounded. The scalded victims suffered much from the heat of the sun, as the whole country was overflowed, and we could not succeed in getting the boat to the main land, and in this condition we were obliged to remain under a broiling sun for fully eight hours. The women and children who were unhurt also suffered excessively from the heat of the sun and hunger.

After remaining on the Island eight hours the steamer IMPERIAL bound down came to our relief, and after giving us a good dinner, put us on board of the KATE FRISBEE and DIANA,

bound up. Too much praise cannot be given to the officers of these boats for the kindness they extended to us.

The DIANA being crowded with passengers, very few of us came to her, the greater portion of our company going on the FRISBEE, which the DIANA left behind. It was the intention of the Captain of the FRISBEE when we left, to try to save all he could, and pick up scattering passengers along the shore. The DIANA brought up fifteen of the wounded to Memphis to be taken to the hospital. The passengers on the DIANA raised a subscription of between two and three hundred dollars toward defraying the expenses of the sufferers in Memphis. They also made up several purses for destitute women who were aboard. Altogether, they acted very magnanimously in the way of supplying the women and children, who were scantily dressed with garments.

Mrs. Witt of St. Louis, who was lost, occupied with her daughter, Mrs. Fulton, room No. 8, in the gentlemen's cabin. Mrs. Witt was taken from the ruins just as the fire broke out, perfectly blind, and in a dying condition; by that time the wood-boat had left the steamer, and a young man, who was endeavoring to rescue her, was compelled to jump overboard, and swim to the wood-boat to save his own life. Mrs. Fulton was not seen after the explosion. There was a man buried in the wreck who, from his expressions, must have been either a sugar or cotton Planter--as in his despair he said he had money, negroes, and a plantation, and would give all to save his life.

He was covered deeply in the ruins and the fire coming on so rapidly it was impossible to rescue him.

A gentleman passenger had gone to the boiler deck just before the explosion, and the next thing he recollected was being precipitated to the main deck amongst fragments of the boat, and pinioned to the deck by the boat's bell, which in falling, caught him around the neck, which, together with other fragments, rendered it impossible for him to move. By the timely aid of passengers he was rescued from his perilous position and escaped without much damage.

At the time of the explosion, Capt. Klinefelter was in the

barber shop being shaved, and at the explosion the barber says--the Captain exclaimed--"Oh, my God! what is that?" He hurried out through the back door and climbed upon the hurricane roof, as all the forward part of the boat was blown to pieces. Too much credit cannot be awarded to Capt. Klinefelter for his daring and gallant conduct in endeavoring to save both life and property.

Nearly all the deck hands were either killed or missing--First and second mates, so badly injured, as to render them helpless. First clerk, Mr. Black, and Mr. Brown, pilot, both missing, the Captain had to assume the whole charge of the boat, under the trying circumstances. Of the firemen on watch at the time of the explosion, only one was saved, and he stated to me that they had just hauled the coals from the ash pan, and had neglected in some measure to replenish the fire. At that time the Engineer came around, and called to them saying, "Shove her up boys, for we are scarcely stemming the current," and he states that they had scarcely put any wood into the fire doors before the explosion occurred. By some miracle this man escaped with a slight scald in the back.

From the report of those engaged in trying to keep down the fire, barrels of turpentine or some other combustible liquid must have taken fire in the hold from the rapidity with which the flames enveloped the whole boat, so soon after the alarm of fire. If not for the timely aid of the wood-boat, or if it had been delayed five minutes, there would not have been fifty of us left to tell the tale.

A number of passengers were saved by the skiffs of the neighboring woodmen, who acted very promptly and gallantly in coming to the rescue and picking up those adrift on pieces of the wreck, planks, &c.

One of the wounded musicians states that he had 20,000 francs on board, which were lost. Of course, all the boat's money, books and papers were lost.

A Mr. A. L. Bartlett, of New York, had \$800 in gold in a small box in his trunk, but in the confusion the money was forgotten. Not a trunk or piece of clothing, save what they had on, was saved by any cabin passenger, and most of them

were left without funds. Those who had money divided with those who had none, and all seemed perfectly satisfied to have escaped with their lives.

The wreck floated down about two and a half miles, and landed on the point of a tow-head, where it burned to the water's edge. All that could be seen of it, when we left, were some portions of the machinery and one of the boilers. When the river falls, the wreck will be left high and dry.

Capt. Klinefelter remarked to me before I left on the DIANA, that he would stay by the wreck and save all he could, both of life and property until he could be of no further service.

The cook of the boat tells us that he and five others were in the cook-house at the time of the explosion, but all escaped without injury.

One of the female passengers informed us that she escaped with the loss of two trunks and all her wardrobe except the clothing she wore. She represented that all the passengers found it impossible to save anything--they barely escaped with their lives.

We were very happy to meet Washington King among the passengers. It appears that it was erroneously supposed that he was on the PENNSYLVANIA. He did not reach the scene of the disaster until some hours after it occurred.

Statement of Henry Spencer.

At the time of the occurrence of the accident, which was at six o'clock Sunday morning, I was inside of the bar and talking with the Captain, who had just been shaved. The explosion took place and the saloon was immediately filled with steam and smoke. We made our way out through the water closet passage and climbed on the hurricane deck. The Captain, with the barber and one of the cabin boys, at once launched the life-boat, while I broke the skylight to let the steam and smoke out of the cabin to prevent those inside from suffocating as I feared they would from their screaming. The boat was entirely unmanageable and drifting rapidly. An attempt was made to carry a line to the shore, but without success. At this moment the Captain discovered an empty flat-boat fastened to

the shore, and had the life-boat manned and sent to the flat to bring it as expeditiously as possible to the wreck. This prompt measure on the part of the Captain proved the means of saving more than half of the passengers, who were taken off. The fact of the boat not taking fire for more than half an hour after the explosion, served to allay the terror of the passengers and give them self-possession enough to dress, as many of them were in their berths. There was time enough for them to get off, and nearly all did through the calm conduct of the Captain. Nearly all who were lost died from the immediate effect of the explosion. What exceptions there were, were deck passengers, who endangered themselves by an over anxiety to secure their baggage and effects. The cabin passengers generally abandoned their baggage and were content to save their lives. As to the number of persons, no correct list can be supplied, as the register was lost. The cabin berthed 120, and it was entirely full. An approximate estimate of the deck can be arrived at only by considering the amount collected of them, which was \$476, and that on the first day out. The price of passage for each was \$3. This would make nearly 160 persons. We took on besides 20 coalboatmen at Baton Rouge. One of the number told me that only six of the twenty were alive after the explosion. They were from Louisville. Officers and crew numbered 80. This would make in all 380 persons on board of the steamer, and the number is by no means overstated. Of those saved I counted 181 on the flat. Twenty-five more were taken to the shore by the life-boat, part of them from the flat to lighten her up before this count was made. Twenty were picked up by the DIANA, making 226 saved, and 154 lost or missing. Some of the latter may have got on shore.

Mr. Dennis of New Orleans, formerly editor of the Delta, but some three months back established the Magnet, a Sunday journal. He had retired from this likewise, and was on the way, I think, to Memphis with the intention of proceeding East from that city. A few moments before the explosion I saw him, and think he must have gone to the forward part of the boat.

Col. Talbott, from Mississippi,



Capt. John S. Klinefelter

CAPT. John Simpson Klinefelter owned an interest in and commanded the PENNSYLVANIA when she exploded in 1858. The way he handled the affair won him high praise from survivors whose accounts were published in valley papers; a few were highly critical (see text.) His fledgling cub pilot, not aboard at the time, turned out to be Mark Twain, who later used up a good bit of space in "Life On the Mississippi" telling the reason for his absence and why Klinefelter had sent him up the river on another boat. Following the PENNSYLVANIA affair Captain Klinefelter bought interest and commanded the GLADIATOR between St. Louis and New Orleans, his last command before retirement. His son James H. served both as clerk and pilot. Both were aboard when the GLADIATOR served in Grant's Tennessee campaign, and both were aboard when Donelson was captured and saw the surrender.

had a Negro boy with him, who was blacking his boots. Neither were ever seen after the accident.

A gambler from Texas, a tall, fine-looking man who wore spectacles and was slightly bald was lost. Two other gamblers were on board, and they were lost, unless they got off at Helena, thirty miles below, which they may have done. One, I think, lived there, as he spoke of his wife being there.

Of the Steward's force it is remarkable that but one was lost, and he was the second steward. Not one of the others was even seriously hurt. They happened to be preparing breakfast and were about the pantry, a locality not much exposed to danger. About twenty-five persons were under his direction. Emory (colored) second steward, passed forward and was never seen again.

Another Priest besides Father Delcross (lost) was so seriously injured that no hopes were entertained of his recovery. He was put off at Memphis and his cousin got off there to attend to him. He was scalded terribly, and his lower extremities were literally boiled, and he was dying, in fact, when last seen. He was going, I think, to some College in Maryland, and was a talented and learned man. He was so scorched and scalded that he looked like a negro.

The telegraphic account confuses the names as well as the fate of the 1st and 2nd engineers. It was James Dorris, the 1st Engineer, who was fatally hurt. His brother, Francis Dorris, the second, escaped with little injury. The same account mentions William Jackson as bar-keeper. I was the bar-keeper, and Jackson, who is quite a lad, was my assistant. He was unhurt.

I knew the names only of those I chanced to come in contact with. There were very many lost I did not know, and whose names will never be learned. All the cabin passengers, situated beyond the centre passage of the boat, were saved.

A gentleman and his wife, who occupied a room forward of the cabin division, died most horribly, having burned alive. In the fall of the rubbish caused by the explosion, they were caught under a heap of ruins of the fallen rooms, and a boiler fell on that. He implored

the others to extricate them, and offered all he was worth. The attempt was made, but it was impossible to save them, as the boat was on fire.

One of the French Opera Troupe was injured so that he will die. I do not know which one. Another, a large man, was injured by scalds on his hands. He had on nothing at the time but a red shirt. A pair of pantaloons were given to him. He soon recovered his cheerfulness, and inquired of a Doctor, with some solicitude, when his hands would get well.

The wounded were transferred to the flat and then taken on board of the FRISBEE and DIANA, where they received every care and attention that humanity could devise. A card was signed by the passengers of the DIANA, expressing their sense of the magnanimous conduct of Capt. Sturgeon and Mr. Smith, the Clerk, who was likewise unremitting in his exertions to alleviate the sufferings of the wounded. No charge was made against the survivors, and they were also provided with free tickets over the Ohio and Mississippi Railroads to St. Louis. Capt. Klinefelter and the surviving officers of the PENNSYLVANIA remained in the neighborhood of the wreck for the purpose of taking care of all property belonging to the passengers that might come in their way.

RESEARCH ON THE PENNSYLVANIA CATASTROPHE PRESENTED IN NEW BOOK

The day after we read the eye-witness accounts presented above, there came to us in the mail a newly printed book titled *Men Call Me Lucky: Mark Twain and the PENNSYLVANIA*. Inscribed on the inside title page is written "For Captain Frederick Way, Jr., with my continuing admiration--Ed Branch." In the same mail was a letter and we quote:

"Enclosed is an inscribed copy of the first Keepsake of the Friends of the Library, Miami University. Dr. Edward Marquess Branch, the author, has suggested you might wish to review this book, *Men Call Me Lucky: Mark Twain and the PENNSYLVANIA*, for your publication. Five hundred numbered copies [this one

numbered 28] were published. Requests should be directed to: The Director, Miami University Libraries, Oxford, Ohio 45056. The cost is \$20 per copy."

Donald E. Oehlerts,
Director of Libraries,
271 King Library,
Oxford, Ohio 45056

Ed Branch's book is paperbound, usual book size, and runs 85 or 87 pages, two maps, various old-time drawings, and photographs of Mark Twain and two of his dear brother Henry who was badly burned in the explosion and died in a Memphis hospital.

Henry Clemens was 2½ years younger than his brother Sam (19 at the time he died) and since Feb. 17, 1858 had been third or "mud clerk" on the PENNSYLVANIA. Flute-playing George Ealer was the pilot on watch when the explosion occurred. Off-watch pilot was William Brown, described in *Life On the Mississippi* by Twain as a "middle-aged, long, slim, bony, smooth-shaven, horse-faced, ignorant, stingy, malicious, snarling, fault-finding, motemagnifying tyrant." The author says Brown came from the Pennsylvania collieries so it must be so. To be charitable Brown was a good pilot and lost his life there on the PENNSYLVANIA. Ed Branch says 1st mate Abner Martin and head clerk Louis J. Black were in the pilothouse with Ealer when the boilers blew. Author Branch says Abner Martin was 38, aristocratic-looking, and a native of Virginia. He had lived through two steamboat explosions in the 1840s. Mr. Branch quotes the report of Supervising Inspector Davis Embree which says Martin covered his mouth with his hands "until he was nearly suffocated...thus saving his life," but his body was badly scalded. Mark Twain saw him carried delirious three times to the death-room in a makeshift hospital ward in the Memphis Exchange. Each time he revived, cursed his attendants, and demanded to be taken back. Abner Martin lived out his latter days at East Liverpool, Ohio, and attained the ripe age of 96. We saved his obituary and a write-up about his career and thought until a moment ago that we'd done a story on him for the REFLECTOR, but Alan Bates doesn't list him in the Indexes

so apparently we didn't. Abner Martin died in 1916. One time he went to Pittsburgh and called on Mark Twain at the Monongahela House. Twain had left word at the desk that he wanted no callers, but quickly changed his mind when he learned that Abner Martin was in the lobby. A lot of steamboat talk ensued, enjoyable to both.

Author Edgar M. Branch recounts in detail the aftermath, most of which for over a century has been buried in newspaper files and official documents. Capt. John Klinefelter was lashed in the columns of the Memphis Avalanche. He did not stop to visit with the hospitalized victims; he brazenly carted off the safe containing a fortune belonging to the passengers. He "has acted the part of a heartless thief; honorable men should "shun his presence as they would that of a loathsome viper," and "stamp the robber with the seal of infamy."

Author Branch refutes such accusations using documented contemporary accounts detailing Klinefelter's excellent judgment at the scene of the explosion, and in the recovery of the ship's safe.

The engineer on watch, Francis Dorris, had his license revoked for life, "a verdict difficult to understand today" adds the author.

Edgar Marquess Branch did a whale of a lot of research in preparing this little book. Five hundred copies were printed.

Sewickley, Pa. occasionally gets in the news of the Great Lakes. Two of what Capt. John Leonard describes as "the finest Great Lakes ships ever built" are presently moored at Toledo, O., their futures uncertain. Both are ore carriers. The WILLIS B. BOYER, ex-COL. JAMES M. SCHOONMAKER, was built in 1911, 500 feet long. The city fathers of Toledo have been interested in taking her on to become a floating marine museum at that place. She would be moored at International Park on the east bank of the Maumee River.

The other is the WILLIAM P. SNYDER JR., built in 1912, also 500 feet long. Both were built for the Shenango Furnace Co., Pittsburgh. Both Mr. Snyder and Col. Schoonmaker were resi-

dents of Sewickley. The Snyder mansion today is occupied by Mr. and Mrs. W. P. Snyder III. The Schoonmaker mansion was torn down about 20 years ago when Fred Oakie, president of the Bessemer & Lake Erie Railroad, built on its foundations a modernized home.

The last large Lake carrier built, the COLUMBIA STAR, about six years ago, is 1,000 feet long and was price-tagged \$60 million.

Eugene Eisenbarth, 81, died Saturday morning, December 14, 1985 in Martin Memorial Hospital at Jensen Beach, Fla. after a short illness.

He was born Aug. 22, 1904 in Sistersville, West Va. to Capt. Ellsworth and Julie Henderson

Eisenbarth. The family resided for many years at Marietta, O. and his father was a noteworthy operator of showboats. Eugene was a magician and musician whose "Gene and Jo" act traveled with the U.S. War Department. He was a graduate of the Chicago Conservatory of Music.

He was a member of the Methodist Church and a 60-year member of Harmar Lodge 390 F&AM. His wife, Florence Josephine McKenna Eisenbarth of Jensen Beach, Fla. survives him, as do two nieces. Burial was at Marietta, handled by the Hadley Funeral Home.

-Our thanks to Jeff Spear for an obituary which appeared in the Marietta Times, Monday, Dec. 16th.



We guessed all around the map trying to figure this one showing John and Dolly Robertson posed with a paddlewheel. Turns out to be at the Chain of Rocks Canal, Lock 27, Upper Miss, the wheel of the dredge KENNEDY (1932-1979). Picture taken Aug. 5, 1985.

ST. LOUIS MERCANTILE
LIBRARY ASSOCIATION

The beginnings, growth,
and its specialized
river and rail sections.

Keith Norrington, a recent guest at the Mercantile Library (pronounced Mer'-can-til') in St. Louis has provided us with a brochure issued by the Association, recipient of Ruth Ferris's river material (see story elsewhere in this issue). We quote:

The St. Louis Mercantile Library Association has played an important cultural and social role in the community for almost a century and a half. Membership has been a mark of distinction since the wintry day in 1845 when a group of leading St. Louis merchants met to consider introducing a new 'enlightenment concept' to the Gateway City of the West. Although mercantile in its conception, those in other walks of life were invited to join, and on April 9, 1846, the Library doors were opened in the Exchange Building at Main and Pine Streets. There were only three cases of books and a few newspapers, but by the close of the first year, 1,600 volumes were on the shelves, and 283 members were reading them. Stimulated by the influence of the westward expansion in its formative years, the Library kept pace with a rapidly developing St. Louis. It prepared its first catalog, using the classification system employed by Harvard University. The Library also began offering lecture-discussion programs and concerts, and commissioned well known Missouri artists George C. Bingham, Harriet Hosmer, and Carl Weimar each to create a special work, thus assembling the first permanent art exhibit in St. Louis. By 1854 the Library was in new quarters at Broadway and Locust, and could boast of a Grand Hall that seated 2,000 persons. Culture-hungry St. Louisans, proud of the Mercantile's growing reputation, filled the Grand Hall to capacity for the next three decades, making it the focal point of the city's intellectual and social life. The great and near-great of the day flocked to the Grand Hall to see or be seen in musical and dramatic programs,



Picture taken October 16, 1985 with Ruth Ferris standing in front of some of the books she donated to the St. Louis Mercantile Library Association. -Photo by Keith Norrington.



A section of the new Inland Rivers Library now available at the Mercantile Library Association in St. Louis at 510 Locust Street. -Photo by Keith Norrington.



The decorative pilotwheel frames the plaque honoring Ruth Ferris for the donation she made to the Inland Rivers Library section of the Mercantile's vast collection. -Photo by Keith Norrington.

panoramas, art exhibitions, and minstrel shows. From the records of the Grand Hall spring the names of such luminaries as Ralph Waldo Emerson, William Makepeace Thackeray, Henry Ward Beecher, Mark Twain, Oscar Wilde, Harriet Beecher Stowe and Lola Montez. The Grand Hall achieved further claim to fame during the Civil War, when Missouri's Old Guards used it as a drill ground. On January 11, 1865, Missouri's Constitutional Convention assembled there and passed the ordinance abolishing slavery in Missouri. In 1889, the Mercantile Library Association entered into the second phase of its long and illustrious career when it erected the building it presently occupies at Broadway and Locust. The

Library now occupies the sixth floor of the building. From its beginning, the story of the Mercantile has been one of enlightenment and service. Today, proudly enduring as the oldest circulating library west of the Mississippi River, it is, more than ever, a unique treasure, enriching the lives of generations of St. Louisans.

The Library now contains more than 250,000 volumes, some dating back to 1490.

Railroad Library

Donated by Mrs. John W. Barriger III and the four Barriger children in 1983, the John W. Barriger III Railroad Library is one of the world's largest collections on transportation. Included in the

collection are more than 10,000 volumes, 250,000 railroad photographs, albums, hundreds of railroad track charts, traffic reports, timetables and memorabilia.

National Waterways Library

The Herman T. Pott National Waterways Library dates to 1983 when The Waterways Journal donated over 2,000 reports, books, pamphlets and papers dating back to the Civil War. Lately (see elsewhere) the Ruth Ferris collection was added, the most valuable of its scope west of the Mississippi.

Periodically annotated bulletins listing new book arrivals are mailed to members free of charge. Those who wish to keep abreast of books in particular fields of interest find this service especially helpful.

A book mailing option affords members who are unable to visit the Library to make excellent use of the Library without the necessity for a personal visit. Members pay \$5 annually or \$2.50 for six months to help defray mailing expenses.

Benefits of membership include invitations to social and educational events such as the Lunch and Lecture series held in the reading room and the Christmas Eggnog Collation. Coffee is served daily in the Reading Room. Members may purchase attractive coffee cups personalized with their name. If they like, the cups will be kept in the Reading Room.

Annual memberships are \$25 a year. The Sustaining Membership at \$100 annually includes a personalized coffee mug.

Ed. note: The luminaries listed above who appeared for offerings at the Grand Hall are undoubtedly familiar to the reader with the possible exception of Lola Montez. Lola was introduced in the Sept. 1975 issue of this magazine, page 42, when Capt. Ed Sturgeon landed his big ECLIPSE at Cannelton, Ind. and set Lola, her personal maid and lap dog ashore. Lola had demanded room service for her meals, refusing seats at the main tables. Sturgeon refused the room service and, to keep the peace, invited Lola to his table which also seated the crew. Lola sent her maid holding the lap dog instead. Sturgeon did not accept this substitution lightly, and ordered

all three ashore. At the time of this incident Lola, a dancer, was enroute to St. Louis for an engagement. As a dancer she was popular in Europe, even though she had been the recognized mistress of Louis I of Bavaria who made her countess of Lansfeld, ending up in the Revolution of 1848 when Lola was banished. Just how she, maid and lap dog got to St. Louis is not recorded, but it was Captain Sturgeon of the ECLIPSE who provided for her Banishment No. 2.

HARLAN HUBBARD
PRESENTS ART WORKS TO
COVINGTON MUSEUM

Announcement was made last November that the Behringer-Crawford Museum in Covington, Ky. has received 20 oil and acrylic paintings and watercolors, pen-and-ink drawings and block drawings as a gift from the artist, Harlan Hubbard. Many of these were prepared when Harlan was living in Campbell County, Ky. "That's where most of my paintings were made," he told Michele Day of the Kentucky Post, "and I would like to have them there and in a river museum."

"I could sell them," he added, "but its worth more to me to have them in a place where they'll be seen by more people than if they're all scattered about in private collections."

Actually his gift to the Covington Museum is but a fraction of his total output over the years. By gift and purchase various of his paintings went to private collectors, and some years ago he sold a collection of his river-oriented oils to adorn offices in Louisville, Ky.

The Behringer-Crawford Museum received works that relate to northern Kentucky where he spent his youth. Others have been earmarked for Hanover (Ind.) College, across the Ohio River from Payne Hollow, Ky. where Harlan and his wife Anna have lived for many years in a no-convenience home-made cabin accessible by foot or boat only. Harlan Hubbard is 85.

According to a story in the Bowling Green (Ky.) Daily News the shippers of bituminous coal from Green River to New

Orleans, principally for export, have been having problems due to overheating of the fuel, occasionally resulting in spontaneous combustion. Insurers at New Orleans will not permit barged coal over 105 degrees to be transferred to an overseas ship.

For the past two summers professors and students from Western Kentucky University have been riding coal tows from Green River to New Orleans studying the problem. They have determined that rain

soaking down through the coal is a factor in self-heating. The way the coal is loaded in the barges is another. Piles or cones of coal tend to overheat.

These barge studies are a part of a project funded by a \$160,000 grant from the U.S. Department of Transportation.

In the good old days of sending Monongahela River coal by wooden barges and coalboats to New Orleans we don't recall problems of self-heating or spontaneous combustion. We would appreciate details of this from our historians.



PILOTHOUSE of the U.S. steamer MISSISSIPPI, photographed August 9, 1954 on the Mississippi River. This boat now is the BECKY THATCHER moored in the Muskingum River at Marietta offering fine meals and stage attractions. On watch in this view is the late Capt. David M. Cook of Memphis, master-pilot of the MISSISSIPPI from 1946 until the decommissioning in 1961. Many S&Ds came to know Captain Cook's widow, Theo, who attended many of the annual S&D meetings with the late Louise Meldahl Carley, also of Memphis. -This picture is from the U.S. Engineers collection, Memphis office, courtesy of Keith Norrington.

Bernard Patrick McDonough, 82, of Parkersburg, West Va. died Saturday, October 12, 1985 following a long illness. His earliest enterprise was the McDonough Construction Co. based at Parkersburg. In March 1957 he bought the towboat MONONGAHELA from the Ohio Barge Line Co., dismantled it at Parkersburg and presented the pilotwheel to S&D where it is exhibited in the Ohio River Museum. McDonough Construction became the Marmac Corporation, parent company of McDonough Marine Service, New Orleans. Other acquisitions included a country estate and mansion in Ireland, and three cement producing firms in the area of Houston, Texas. He also was founder and principal stockholder of the McDonough Company, a New York stock exchange and "Fortune 500" company, which he sold in 1980.

In 1971 Georgetown University dedicated a new law building in Washington, D.C., known as Bernard McDonough Hall. He held honorary degrees from colleges at Marietta and Wheeling, and other honors were bestowed on him both in the U.S. and Ireland.

A welcome update is on our desk from Jack and Joan Strader of Cincinnati. Some while back they moved to 3650 Clifton Avenue, the estate and home adjoining, to the north, their former abode at 3630. They still own and maintain 3630 which contains a full scale theater organ. Joan suffered a bad spill over a year ago, on Oct. 20, 1984. They were at the Cincinnati Convention Center to see a motorboat display. One of the yachts was mounted on a trailer. Invited to inspect it, Joan climbed a ladder at the stern and when she stood up she toppled backwards and landed on the convention center floor, sustaining severe injuries. Her recovery was slow and still not complete. Jack will be recalled as an S&D speaker at Marietta, presenting a slide-talk show. Lately the two of them assisted the Inland Rivers Library financially with the acquisition of glass photographic plates taken by the late Capt. Tony Meldahl. They are driving a Bentley these days. Jack is a direct descendant of Jacob Strader.

The St. Louis Mercantile Library Association has formed a Waterways Library Board of Governors. They are:

Nelson Spencer, publisher of The Waterways Journal; Fred Leyhe, president of Eagle Marine Industries; Ruth Ferris, river historian and honorary president of S&D; William Carroll, president, Streckfus Steamers; Eric Newman, executive v.p., Edison Bros.; Harry Cook, executive director, National Waterways Foundation; and Thomas Grady, director, Mercantile Library Association. Chairman of the Board is William Rench.

Ruth Ferris presented the pilotwheel from the St. Louis steam harbor tug SUSIE HAZARD, other artifacts and her massive collection of river research and history books (see illustrated story of the Mercantile Library elsewhere in this issue).

Mrs. Dorothy Heckmann Shrader and family have augmented the Mercantile collection with the Heckmann collection of documents saved in the family archives following a lengthy period of steamboat operations on the Missouri River, based at Hermann, Mo.

Bob Gray, recently retired from Ashland Oil, called on Mrs. Georgia Blazer Norris at her home in Arizona not so long ago and found her very chipper in her 91st year. Her first husband was Paul Blazer who headed the Ashland firm. Letters or cards may be addressed to her at 60 East Mountain Shadows, Scottsdale, Arizona 85253.

Sirs: I've already got my plane reservation for New Orleans over New Year's. I love watching the New Year's Eve fireworks from the NATCHEZ. Sure brightens up the winter.

Judy Patsch,
921 21st Ave.,
Rock Island, Ill. 61201

Harold J. Spelman of Hazelhurst, Wis. 54531, lives aboard a boat seven months a year on the Illinois River. "The S&D REFLECTOR as well as The WATERWAYS JOURNAL are like hometown newspapers to me," he

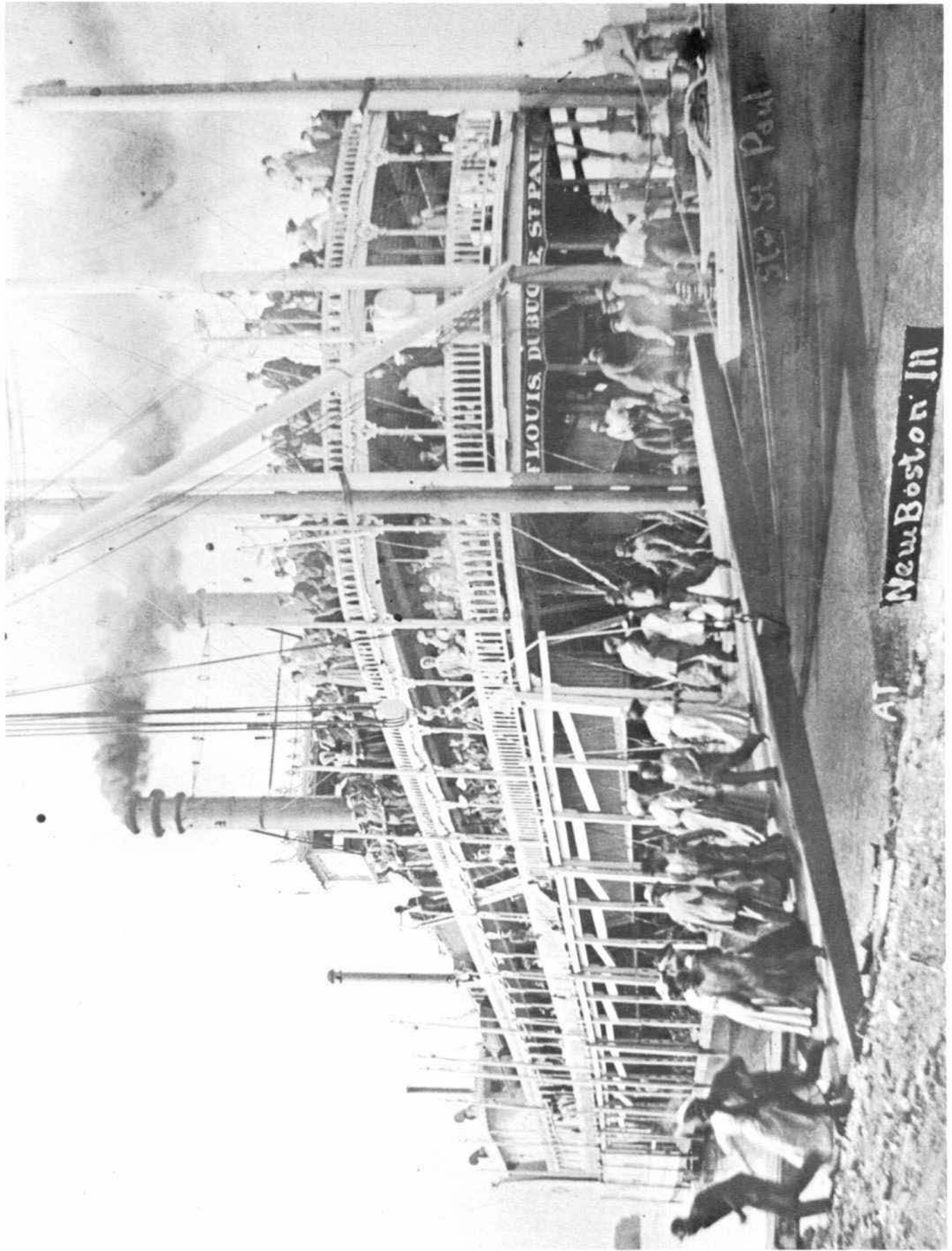
says. He recalls seeing the MOBIL LA CROSSE, recently renamed CAPT. CHARLES H. STONE, and upon reading of the death of Bessie Reynolds Stone in our Dec. '85 issue, he assumed (correctly) that her husband also was a river captain.

Capt. Walter H. Karnath of Winona, Minn. died, 77, in the St. Mary's Hospital, Rochester, Minn. on December 26, 1985. He was highly regarded as a master-pilot with Federal Barge Line and others, and then won much popularity as trip pilot on the DELTA QUEEN.



CAPT. MICHAEL F. FITZGERALD pictured aboard the BELLE OF LOUISVILLE alongside of the brass plaque which reads "This steamboat has been placed on the National Register of Historic Places by the United States Department of the Interior." Mike joined the B/L as a deckhand in 1974 and by April 1983, aged 25, he became master of the boat and director of operations. He and his wife Dianne have two sons, Sean Michael, 3, and Timothy Scott, born last October 9th. After the B/L concluded her season last fall Mike hopped aboard the DELTA QUEEN to study the rivers for an extension to his pilot's license.

-Photo by Keith Norrington.



PICTURE OPPOSITE

The SAINT PAUL of the Streckfus Line is loading passengers at New Boston, Ill. on the Upper Miss. First we had to consult "The Middle and Upper Mississippi River" to discover New Boston in Mercer County with a population of 714, served by the C. B. & Q., about midway between Muscatine and Burlington. Apparently freight is awaiting on shore to come aboard, judging by the gang of roustlers scampering that direction. Artist Michael K. Boss, Box 23, Hill City, Kansas 67642 sent this lively scene to Ralph DuPae recently, and our thanks to both. Do boats still land at New Boston, we wonder, and, if so, what for?

Sirs: With this letter I'm enclosing a clipping from the Omaha World Herald, dated Nov. 29, 1985. I notice in your new Packet Directory mention of a trip up the Platte River by the EL PASO to Guernsey, Wyo. in 1852 so the anchors mentioned in the story could no doubt have been from that boat. Do your records mention the month EL PASO made this voyage?

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

=The story referred to above, datelined Brady, Neb. (AP) follows:

The discovery of a rusty old anchor near this Platte River town has rekindled interest in a mystery which has puzzled area residents since the turn of the century.

The 4-foot high, 100-pound anchor was found in a field three miles west of Brady in July. A similar anchor was found about three miles away in the 1890s.

One amateur historian says his research indicates the anchors came from a large steamboat that traveled up the Platte River in 1852. Other historians claim the river, long known as "a mile wide and an inch deep," was too shallow for large boats.

"The Platte was never navigable," said Marvin Kivett, former director of the Nebraska State Historical Society. "There were some fur traders who used the river, but only at flood time. And even then they spoke of the hardships of

dragging across sand bars."

The latest anchor was found by Gloria Liljestrand, a recent Kearney State graduate whose parents live on a farm near Brady. She was swathing hay in a field just north of Interstate 80 when she struck a piece of metal that knocked a section from her sickle.

"I thought it was some type of flood debris," Miss Liljestrand said. "I've hit all kinds of things out there--tractor wheels, tennis balls, pop bottles, you name it."

After trying unsuccessfully to move the object with a wrench, a knife and a sledgehammer, she and her father finally pulled the anchor out of the ground with a farm machine.

R. Allen Coleman (Ed. Note: we know him), an amateur historian and author from Omaha, says both Brady anchors probably came from the steamboat EL PASO, which reportedly traveled up the Platte River in 1852.

While researching the original anchor, Coleman said he came across a newspaper story that said the EL PASO had lost two anchors during an "extensive voyage" that year, although the story didn't mention how or where the anchors were lost. Coleman speculated that it may have happened during a kedging operation in which the anchors were used to free the EL PASO from a sandbar.

Unlike many historians, Coleman believes periodic flooding made it possible for large boats to traverse the Platte from east to west. His claim is supported by at least two history books, one of which refers to the EL PASO passing through the Scottsbluff area in 1852.

Ted Suitheit, a historian with the Game and Parks Commission, said the steamboat wasn't mentioned in any Fort Kearny records even though the boat would have passed by the fort.

Kivett said there is "considerable evidence" that the Brady anchors were used to support a pontoon bridge across the Platte River. But Coleman said it would have made more sense to anchor the bridge with local limestone than to buy anchors that weren't readily available.

In answer to Clint Orr's question of the month in which EL PASO made this epochal trip of exploration, we have no record which shows it. The

Waterways Journal, in the issue dated Aug. 15, 1959, ran a story by Dr. E. B. Trail on this subject but we don't believe the month was mentioned. -Ed.

POST CARDS ISSUED

Nine post cards of Union Barge Line towboats from the collection of Capt. E. Clare Carpenter have been selected to depict the advance of towboats from steam to diesel. The series commences with the wood hull sternwheel RELIANCE. This is followed by the steel hull J. D. AYRES and the oil-fired JASON. The PEACE of 1934 marks the change-over to diesel-prop. Cards then show the WM. PENN (1940), the LEHIGH (1945), the RELIANCE (1947), the EASTERN (1956) and finally the 6400 hp NAVIGATOR (1961).

These nine cards are from b&w photographs of high quality and each gives a short biography of the subject boat. Most, perhaps all, were taken by UBL staff photographers. The series, neatly packaged, is available from The Belpre Historical Society, 301 Elm Street, Belpre, Ohio 45714 at \$2.50 including mail charges.

Cap'n Carpenter's wife Mabel instigated the idea in searching for towboat pictures to send to eleven grandchildren, and found none available.

Jim Swift's conscience is worrying him. At S&D he was dyked out in a T-shirt showing the steamer KLONDIKE at Whitehorse, Y.T. He promised one of our S&Ds, a lady, to provide the address of the shop at which he purchased the T-shirt. Now Jim has lost this lady's name and address. If she happens to read this paragraph, the Hudson's Bay Co. (or just the Bay), at 4201 4th Ave., Whitehorse, Yukon, Y1A 5A1 is the place to write. Also write to Jim and tell him to quit worrying about it. Maybe he'll send you his shirt.

We have been following with interest a discussion, viz: How come red lights were adopted for display on the port side, and green on starboard? The Steamship Historical Society of America doesn't seem to know the answer. Neither do we.



It couldn't happen, yet it did happen.

-Photo courtesy of Capt. Doc Hawley.

CRUISE NO. 555
 MISSISSIPPI QUEEN Goes
 To the Bottom as
 Passengers and Crew are
 Safely Evacuated.

Her 249 passengers were making ready for the Captain's dinner on the rainy evening of Thursday, December 12, 1985. The seven day cruise, New Orleans to Vicksburg and return, was just about over, the MQ downbound near Donaldsonville, La.

Up in the pilothouse Capt. Gabriel Chengary ascertained that the towboat CRIMSON GLORY, also southbound with 28 barges of grain was about to flank the sharp Mississippi River bend below Donaldsonville. Tentative arrangements were agreed upon to pass on one whistle but the option was left open until the MQ, the "overtaking vessel", came closer to the "overtaken" vessel and tow.

According to testimony taken at a Coast Guard hearing on December 18, the pilots of the two boats reconsidered some moments later and agreed to a two whistle pass. Capt. Ruben

Williams, 68, 48 years on the river, was pilot on watch aboard the MQ. Piloting the CRIMSON GLORY was Capt. Raymond Hopkins, relief master.

Exactly what happened is still being investigated by the USCG as this is written. One certainty is that navigation conditions in the area had not been good. The CRIMSON GLORY and tow had been fogbound that afternoon at the east bank just above Bringier Point. Capt. Hopkins had just left the mooring with his tow when he first conversed with the MQ. A heavy rain had set in at twilight.

Capt. Charles H. Ritchie, 34, master of the MQ, said he was seated on the lazy bench in the MQ's pilothouse. "Next thing I know, I looked up and the CRIMSON GLORY was too close. I went out onto the starboard wing bridge."

Capt. Ritchie testified he saw wheel wash on the towboat's port side, "pulling him into us." He said he noticed "a building of water on his stern transom," indicating, Capt. Ritchie said, that the CRIMSON GLORY was making sternway."

Capt. Ritchie said he yelled

for Capt. Williams to "steer hard right," a maneuver which he said "reduced the impact considerably."

The MQ's master said he felt one "bump" as the vessels collided. "It wasn't nearly as strong as I expected...it didn't appear to be catastrophic."

Capt. Ritchie said he then grabbed a walkie-talkie from the pilothouse and ran to the MQ's engine room where he was met by the boat's chief engineer, "wet to the knees."

"The chief said, 'We've got a helluva hole...it tore the sea chest out,'" Capt. Ritchie said. "Water was pouring into the lower engine room."

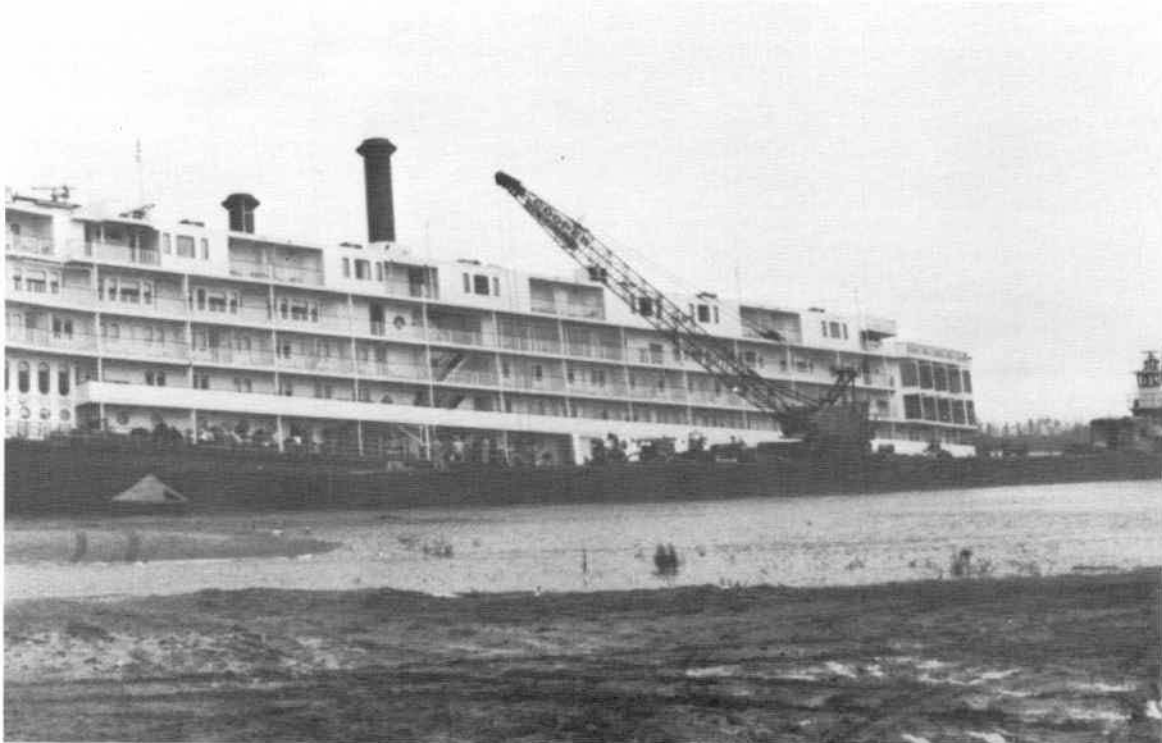
Capt. Ritchie said he directed Capt. Williams on radio to "put the boat aground."

Shortly after returning to the pilothouse, Capt. Ritchie said the chief engineer called and said he'd soon lose power to the paddlewheel. He said the boat was successfully grounded and soon after, power to the paddlewheel was lost. Electrical power was maintained another ten minutes, he said, before flickering out and switching over to the boat's emergency system.

High praise was extended to



THE MORNING after the night before. Two shots of the MQ's sinking taken December 13, 1985 by one of the boat's musicians, Fred Dodd. Fred was not on board when the bump happened the previous evening, but went aboard next day to gather up his banjo and belongings. Word comes to us this morning, Jan. 16th, that rehabilitation work may extend into mid-March. -Thanks to Judy Patsch for getting these pictures to us.



the boat's crew from several passengers when later interviewed by the news media. Passengers were assembled in the main lounge. The boat's band played. Snacks were handed out.

Work boats in the area came to the scene, and lined up along the starboard guard. Among the boats were the W. O. WATSON, TAKO TERROR, TAKO SPIRIT, CAPT. E.S.C., SHANNON HOLSTON, ST. JOHN, probably 15 in all.

The MQ was beached at Wade Hampton Light, Mile 172.1 L.M.R., near Burnside, La., her head high and dry on shore, and sunk at the stern to her paddlewheel shaft. The gouge in her hull on the starboard side was about 12 feet long at the engineroom. The CRIMSON GLORY received a dent in her port stern and a "crack" above the waterline. At the time of impact, about 5:30 p.m., the GLORY was about 3/4 of the way through her flanking operation in the sharp right bend (looking downstream) below Donaldsonville.

The 249 passengers and most of the boat's crew of 159 were transferred ashore and taken to Houmas House in school buses. Chartered buses took them to New Orleans, about 74 miles south.

News of the accident, aside from copious coverage in New Orleans, received scant coverage elsewhere. Brief accounts were aired next morning on radio news programs even to the West Coast. Newspapers and TV were preoccupied with the real tragedy of the hour, the downing of a chartered DC-8 shortly after take-off from Gander, Newfoundland, killing all 256 on board, culminating the worst year in aviation history (1,948 on chartered and scheduled aircraft.)

News of the MQ's mishap came to our desk via a phone call from C.W. Stoll a few hours after the accident occurred. "Have you heard the news?" he asked. "The MQ is sinking near Donaldsonville." First reports were sketchy. She was said to have collided with a tug. Not until the next day did we learn she was on the bottom and no doubt about it. The realization that the showpiece steamboat of the Mississippi System had sunk was a shocker equal only to our boyhood days when we came to breakfast that morning in 1914

to read in the headlines of the Pittsburgh Gazette Times that the QUEEN CITY was sunk at Louisville at the head of the Falls enroute from Pittsburgh to New Orleans for the Mardi Gras. Both accidents were beyond belief; they couldn't happen and they did happen. The QC was a stellar attraction steamboat in her time, just as the MQ is today. Both went down in shallow water and all passengers and crew were brought safely ashore.

Both accidents happened in the dark of night, and in both incidents the passengers continued to New Orleans, those of the QC via the L&N Railroad, and those of the MQ by bus. To complete the parallel, both boats were raised and drydocked. A tow-headed kid our age named George Peck was aboard the QC with his family that night in 1914. He was an insufferable teacher's pet, and when he got back home to Sewickley and again showed up in school he hadn't improved a whit; he was worse. The girls moon-eyed him and considered him a real hero. He drank it all up and put on an act of suffering from shock. You'd have thought he'd been on the TITANIC and rescued from icy water after he had saved about twenty people. Twenty five, come to think of it. The truth is I was jealous; I was about slayed that my father and mother had not booked passage for us on the QC's gala Mardi Gras Cruise, and here this idiotic Peck was reaping harvest. He didn't deserve the attention he created; his father was a vice president of the Pennsylvania Railroad, so what was he doing on a steamboat in the first place? Spying for the railroad, no doubt.

Our roving correspondent Judy Patch writes as follows:

"I arrived in New Orleans on Saturday, Dec. 28 last. The MQ was already at Avondale Shipyard, having been towed there on the 24th, 12 days after the accident. On Monday the 30th I spotted the MQ in drydock as I crossed the Huey P. Long bridge. Normally I would have tried to snap a pix but it was no place to try anything except driving. The drydock she was in is a large one--looked like she took up only the lower one-fourth of it. I drove over to the shipyard. She was facing upstream. All I could see was the top couple of

decks from the port side. The paddlewheel was still attached. The stern flag was still fluttering in the breeze. Later I learned from "unimpeachable sources" that the gash in the starboard side of the hull measured 13 feet long and four inches wide. The DELTA QUEEN's paddlewheel is back on her and she was being readied for the 1986 season when I visited at Robin Street."

The CRIMSON GLORY which seems to have gotten off about scot-free with a couple of Band Aid wounds is a 170-foot job built in St. Louis by St. Louis Ship in 1969. According to the gospel of Dan Owen she packs 5,000 horses total via twin GM 16-645E5 diesels, and is owned by Agri-Trans Corp., St. Louis.

Houmas House, first destination of the passengers, is an elegant antebellum mansion, the beautiful setting for many Hollywood movies.

When the buses arrived in New Orleans many of the passengers were quartered at a hotel, the Maison Dupuy, in the French Quarter. This modern 200-room inn was bought recently by the Delta Queen Steamboat Co. to complement the steamboat business. According to Franklin E. Fried, president, this hotel now provides the same ambience, service and food as the MQ and DQ. From what we gather, the long delayed Captain's Dinner made quite a hit. There had been but scant opportunity in leaving the MQ for packing baggage. The management did some tall scurrying around to provide sleeping wear and toilet articles.

The 1985 cruises aboard the MQ had been numbered consecutively 501-558, the last 11 starting and ending at New Orleans. Had the MQ finished all of them, she would have ended Cruise No. 558 on January 3, '86. She was slated to go in for overhaul, resuming her trips January 31, '86.

Particular thanks to Waterways Journal manager in New Orleans, William A. Evans, Jr., for information printed in the Dec. 23rd issue. Also we are grateful for letters and phone calls received.

BULLETIN: News just in that the MQ's underwater repairs have been completed at Avondale and she's again afloat (Jan. 11).

THE OLDER GENERATION

Associated With New Orleans Steamboat Co.

Compiled by Bill Dow

The following persons, still alive and kicking are, for the most part, still standing their watches, still holding themselves available to lend us the wisdom of their experience. In fact it seems to me that the older these folks get, the more brightly the flame a life burns. These will be the slimmest of sketches. I hope you will enjoy these brief insights as much as I have enjoyed compiling them. The first, of course, would be my father, a man who, at 79, has more energy and insight than any man I know, whatever age.

CAPT. WILBUR DOW

Wilbur E. Dow, Jr. was born on August 5, 1906 in Brooklyn, N.Y. and moved with his family to Seattle at the age of seven. Seattle was then a thriving young seaport, the gateway to Alaska and the Far East. Young men in Seattle went to sea. My dad first sailed out at the age of fifteen as an ordinary seaman aboard the LEWIS LUCKENBACH. At the time she was the largest freighter under the American flag (eight hatches) and the first ship ever to be fitted with an automatic steering device (slaved to the ship's compass and hooked to the steering system with a bicycle chain) nicknamed the "Iron Mike". LMV-1925 lists her dimensions as 496 x 68.2 x 37.2, built at Quincy, Mass. in 1919. Gross tons, 10,682. Owned by Luckenbach Steamship Co. (Del.), 44 Whitehall St., New York City. Ordinary seamen worked seven days a week and earned 25¢ per month until they learned their trade and earned their A.B. (able-bodied) seamen papers. A.B.'s received \$42.50 per month. The LUCKENBACH sailed to New York City through the Panama Canal and back to Seattle.

Dad's next ship was the CHARLES H. CRAMP, a 6,220 gross freighter. (During WW 2 she was torpedoed and sunk 1½ miles from the entrance to the Cape Cod Canal). LMV-1925 lists her as 404.6 x 53.9 x 26.2, built at Philadelphia in 1920, owned by Nautilus Steamship Corp. (N.Y.) of 26 Beaver St. New York City. By 1928, Wilbur

had his master's license in his pocket and was sailing for the Isthmian Line in the STEEL WORKER as Second Mate in the round-the-world trade. Around the world every six months for three years. His last ship, the ship he sailed into New York City to be married in 1931, was another Isthmian vessel, the CHICKASAW CITY. This is the same vessel that George Fitzgerald sailed in just seven years later (see his write-up in this series.) Note: STEEL WORKER, 5,686 tons, measured 424.2 x 56.2 x 26.5, built at Kearny, N.J., 1920. The CHICKASAW CITY, 6,081 tons, measured 395.5 x 55 x 31.4, built at Chickasaw, Ala. in 1920.

Wilbur went ashore after he was married and into the practice of Admiralty Law (putting himself through law school by piloting in New York Harbor and stevedoring). His profession continued to lead him around the world to whatever location maritime casualties might occur. His times involving Niarchos, Onassis, Lloyds of London and many others would fill a book and cannot even be touched upon here.

Always interested in ships, he bought the Lake George (N.Y.) Steamboat Co. in 1945, navigated his twelve meter NEREUS to victory in the New York Yacht Club's premier race in 1941, led an expedition to the Magnetic North Pole in a 69-foot scollop dragger in 1954, and founded the New Orleans Steamboat Co. in 1972.

Whenever our company comes into difficulties of any sort, we turn to my dad. His advice is the best, his energies seem limitless and he has never steered us wrong.

CAPT. JOE GALE

His birthdate is March 1, 1908, near Jacksonville, Fla. At the age of fourteen he had his first job, firing the 160 hp tug VIRGINIA on the St. Johns River. The VIRGINIA towed large rafts of pine logs (chained in 300-foot long cigar shaped rafts much like in the Pacific Northwest, the high floaters buying in the low floaters) from Sanford through Lakes Crescent and George to Jacksonville. The little VIRGINIA was fired with 4-foot pine logs and Joe worked a twelve hour shift, slept on deck, and was paid \$1 a day.

He says it was "a damn hard life."

Before he turned 20 he went to Miami, sat for his Operator's License (65 feet) and went aboard a harbor tug assisting in building one of the early bridges (causeways) across to Miami Beach. His company then transferred him to a tug assisting in the building of the first two bridges in Panama City. He went on to operating a tug in San Francisco Bay for three years, assisting in building two bridges across the Sacramento River at Vallejo. Capt. Gale then came to Louisiana and was master of the tug which positioned the driver which drove the first pile for the Huey Long Bridge. After two years on that bridge's construction he went to pushing loads through the Intercoastal Canal to Houston and on down the Texas coast to the Rio Grande River ("I got license all through that damn country"). He then hooked up with Chotin, and pushed on the Mississippi and Ohio, retiring in 1965 after thirty years with Chotin.

Capt. Gale spent his retirement piloting the MISSISSIPPI QUEEN until his wife wanted him home. For the past four years he has piloted the PRESIDENT.

CHIEF GEORGE FITZGERALD

First let me tell you a little bit about his father. George's dad was an adventuring Irish gentleman who left the "old sod" to journey to South Africa at the turn of the century where he engaged in the Boer War (on the losing side). He then crossed the South Atlantic to Tierra del Fuego at the tip of South America to seek his fortune. When that land proved inhospitable, he began to work his way up through South America arriving in Panama at the time the Americans were taking over from the French in the effort to dig the Panama Canal. George's dad took a job running a steam shovel (thus becoming a member of the famous steam shovel aristocracy).

George was born in the Canal Zone in 1917. Like so many of the young men of his time, he could hardly wait to go to sea. He now finds it beyond his understanding that boys no longer dream of the sea. At 17 he went as wiper aboard a Swayne

and Hoyt ship in the New Orleans to the West Coast trade (the seamen called it the Sweat and Hunger Line) and George was paid \$30 a month. He landed in San Pedro (Los Angeles) just as a general strike (1934) hit the West Coast and there he stayed for several months. He finally got aboard the FORBES HAUPTMAN running lumber out of the mills in the Puget Sound area. He eventually went back to Panama and worked for two and a half years as oiler on various dredges, tugs and ferries in the Canal Zone. A fellow oiler was Ernesto DeLeGuárdio, who became President of Panama.

In 1938 George went as fireman on the CHICKASAW CITY of the Isthmian Line, subsidiary of the U.S. Steel Corporation, the same line, and ship, that Wilbur Dow was sailing in the round-the-world trade seven years before (see). Then there follows a rather involved story involving Sonja Heine and a snowstorm in Boston harbor where he kept the steam winch running all night, which we must omit due to space requirements.

While with the Isthmian Line George attended the Baltimore School of Navigation and Engineering (all in one small room), tested for his Third Assistant's license and then moved to Second. In 1942 he went aboard the U.S. Army Transport Service's GEORGE WASHINGTON as First Engineer. She was a troop ship and George made many trans-Atlantic crossings to England and then LeHavre, France. Early in 1945 he went as First aboard the SEA TRAIN TEXAS. She took a cargo of locomotives to Naples and there loaded a cargo of tanks and their crews for Okinawa in preparation for the invasion of Japan. Three days before he reached Okinawa we dropped the bomb on Hiroshima and the war was over. The SEA TRAIN TEXAS then took 200 American prisoners of war back to the States.

Following the war George went back to Panama as chief engineer on the large sea-going tug GORGONA, and was on board when she assisted the DELTA QUEEN through the Canal enroute to New Orleans. In 1951 the Korean War started and George, a member of the Naval Ready Reserve, found himself (with one day's notice) as Chief Engineer aboard the AKA 106,

U.S.S. UNION, in Yokosuka, Japan. At the end of the war he returned to Panama and in 1955 was appointed Chief Engineer and Supervising Inspector of Floating Equipment for the Panama Canal Zone.

George retired in 1973 and moved to North Carolina. He was still antsy for the water and, in reply to an ad in the Maritime Reporter, sent his resume to the Delta Queen Steamboat Co. They grabbed him and from 1974 to 1977 he was their Vice President of Marine Services. We persuaded him to Chief aboard the NATCHEZ in 1979 and in April of 1980 he assisted us in the repairs following the EXXON BALTIMORE collision. George is a great friend of the NATCHEZ and comes aboard as Chief when we need him. His story, as told here, is most abbreviated and hardly does justice to the tales he remembers and the wonderful way he tells his stories.

CAPT. SAM CENTANNI

Cap'n Sam was born on May 21, 1915, on his family's truck farm just downriver of the Harvey Lock, where the Wilco Chemical Company now stands. Sam went to school until 1931 when the Depression began to deepen and his family needed another wage earner. So Sam, at the age of 16, went to "deckin'" on a Whiteman tug and in 1932 went over to Coyle Tugs as fireman (steam turbines). While on a Coyle tug at Galveston, Sam was fired for not jumping into the water to retrieve a line, by none other than Gilbert (Red) Manson. Sam says that his "firin'" didn't stick for long.

During the mid-1930s Sam worked for Mississippi Valley Barge Line as fireman and striker (oiler). In 1939 he got a break and went back to Coyle, first as pilot and then captain of tugs running through the Intercoastal Waterway to Houston and on down the Texas coast to Brownsville. He says he and Red Manson were often passing each other, helping out each other in those days.

With the coming of WW 2 Sam went with the Army running a harbor tug out of the Army base at Poland Street. He was married in 1942 and moved to his present home on Ricka Place in Algiers. Red Manson was and still is his backyard

neighbor. From 1947 to 1957 Sam captained for Federal Barge Lines. From 1957 to 1965 he went downriver and ran a tug for Freeport Sulphur. Then in 1965 he went into the excursion business, working for Streckfus as Captain of the MARK TWAIN and Pilot of the PRESIDENT.

Early in 1974 Sam came to see us and said he wanted to work on our boats in New Orleans. The COTTON BLOSSOM was due to come out of the Bergeron Shipyard shortly and we hoped the NATCHEZ would not be too far behind, although delays were plaguing the NATCHEZ's delivery and straining our relationship with the Bergerons. I'll never forget Sam walking through the mud at Bergeron's, up to Ira Michelle (Bergeron's 300 pound superintendent) and bellowing, "Hey, you fat mule, you, get my boat in the water." Unfortunately nothing much speeded up.

In July of 1974 Sam went captain of the COTTON BLOSSOM. Starting in April of 1975 he and Gil Manson shared pilot's duties on the NATCHEZ. Sam says that his most memorable day on the river was in August of 1975 when he piloted the NATCHEZ in her first "Great Steamboat Race" win over the DELTA QUEEN. Sam also says that his best years on the river have been with the New Orleans Steamboat Company and I believe that is a tribute to everyone here. George Fitzgerald says that there are very few Sams left in the United States. Sam, like the other older men here noted, is the product of a time before television began to homogenize our language and our values.

JESS L. COEN

A West Virginia native, Jess was born on December 5, 1905. Just before the crash of '29 he went to work for the Hatfield Coal Co. as master mechanic of the Campbell's Creek Railroad with headquarters at Reed, West Va. on the Kanawha River above Charleston. In less than a year Jess was named General Superintendent of both the railroad and the six sternwheel towboats comprising the fleet of the Ohio & Kanawha Transportation Co., another subsidiary. The coal-haul railroad had originally been built by the Campbell's Creek Coal Co. which merged with the Hatfield interests. Capt. Doc Hawley's middle name

is Campbell to honor his great, great grandfather, a pioneer of this coal operation.

In 1950 Jess moved to Cincinnati and bought the Frisbee Engine & Machine Co., specialists in steamboat machinery equipped with the well-regarded Frisbee cut-off and valve gear. Steamboats were being phased out. Eventually the DELTA QUEEN was his last river customer for maintenance, then headquartered at Cincinnati. His company, still thriving in other lines of work, still is at 2635 Spring Grove Ave., Cincinnati 45214. He built the calliopes now on the NATCHEZ and MINNE-HA-HA in 1975. The steam whistle on the NATCHEZ was an "ancient mariner" when we procured it, and Jess refurbished it. Millions have since thrilled to the sound of that whistle. To this day whenever we have problems involving steam equipment, Jess steps in to help, and if he can't come, he sends his son, Reed. We are most thankful for Jess's knowledge and willingness to assist us.

Ed. Note: Bill Dow in this 18-page Newsletter dated December '85 honors other veterans whose services have contributed to the welfare of his New Orleans Steamboat Company since the firm's inception in 1972. One of these is Ye Ed and our thanks to Bill for the kind words he has to say. Hanging here over our desk is a lifetime pass aboard all vessels of the New Orleans Steamboat Co. which we prize highly.

The old railroad bridge crossing the Muskingum River at Marietta to the Harmar section is receiving long overdue attention. Last summer title to the bridge was transferred by the Chessie System to the Harmar Village Bridge Co. The railroad donated the bridge and collected \$6,000 in payment for 1.18 acres of approach land, most of it on the Harmar side.

Harmar Village Bridge Co. is a non-profit historical society founded in 1981, sparked by Ms. Susan Smith, Marietta real estate saleswoman. As part of the purchase agreement, Chessie turned the swing span closed, thus realigning the train track and walkway.

Jerry Devol, well known in these columns, told staff writer

Richard Ellers of the Plain Dealer (Cleveland) that in its 127 years the bridge has been built, rebuilt, replaced and modified eight times, all on the original piers. Jerry's ancestors helped settle Harmar village six generations ago. The Harmar bridge had to be rebuilt three times after heavy flood damage, once in 1884, and twice in 1913, says Jerry. "And for most of its years, it was one of the few railroad bridges in the country that had a public pedestrian walkway alongside," he added.

The bridge was built in 1858 by the Marietta & Cincinnati Railroad as a covered toll bridge for wagons and pedestrians, so that east side Mariettans could get to and from the M&C depot in Harmar village. Three years later, the M&C laid tracks across the bridge, creating a direct railroad link between Cincinnati and the east.

So what's with the Harmar Village Historical Society buying the bridge? Susan Smith says with volunteer help and donated

materials, her organization plans to paint the bridge and replace the pedestrian approaches and walkway. At the present time the walkway is barricaded. A railroad museum is planned on the Harmar side. A search is being made for an old caboose, boxcars and a dining car. The dining car would be activated as a seasonal restaurant. Target date is 1988, in time for Marietta's bicentennial.

The last train crossed the steel trussed bridge in 1968 and shortly thereafter Chessie opened the swing span.

REPRINT AVAILABLE

The Log of the Betsy Ann

Dan Pinger has made available to us the remaining copies he produced in 1968 of The Log. It runs 72 pages, three columns of fine print per page. The front cover is a superb full-color repro of an oil painting of the boat by the late muralist Dean Cornwell. Each of the 22 chapters is annotated by author Way. Page size is 6" by 9". Priced \$1.50 postpaid; \$2 autographed. Check to Fred Way, Jr., address on page 4.

S&D MEETING
WEEK-END OF SATURDAY

SEPTEMBER 13 1986



ON PAGE 51 of our last issue is mention of a painting by Lexie Palmore. Here it is, and only wish we could show it to you in full color. Putting a full color picture in the REFLECTOR costs real money. A limited number of full size prints, full color, and framed 16 by 20 inches, are available at \$125 a throw at Simpson's Marine Gift Shop, P.O. Box 2163, Florissant, Mo. 63032. Jack Simpson tells us he has used solid, black walnut frames, glassed and dustproofed, ready to hang.

RECORD TURNOUT

Capt. Bert Shearer was the speaker at OK Meet.

by Jim Wallen

Two outstanding features on the program for the November 10th meeting of the OK Chapter of S&D attracted an overflow attendance of more than 80. Before the largest crowd to attend a meeting of the OK Chapter, the program began with movies by Capt. Bert Shearer of towboating on the Green River in Kentucky and other activities of the boats operated by his family's company, O. F. Shearer & Sons.

Immediately following, a large silver water pitcher and accompanying cup, originally a token of appreciation to Capt. Joseph Burnside for rescue work in the flood of 1884, were presented to S&D for display in the Mason County Library, where the meeting was held. The pitcher and cup will remain with the library until such time as a permanent river museum is established in Point Pleasant. In the meantime, though, it will be loaned to the Huntington (W. Va.) Galleries to be seen as part of the "Ohio River Odyssey," an exhibit being put together for public viewing during 1987.

S&D member Jerry Sutphin is working on the Odyssey exhibit with Beth Hager, Galleries project director. Both were present at the meeting.

Mrs. Wendell S. (Mary Burnside) Reynolds of Huntington, granddaughter of Capt. Joe Burnside, is the donor of the silver pitcher and matching cup. A native of Point Pleasant and long a member of S&D, Mrs. Reynolds is the daughter of Capt. E. A. Burnside who for many years was a captain and general superintendent of the Campbell's Creek Coal Co. river transportation fleet.

Capt. Joe Burnside's flood rescue work at great risk to his life and danger to his steamboat, the THOMAS W. MEANS, was carried out at Middleport, and the pitcher and cup were from residents of that town as testimony to their appreciation. The MEANS was owned by R. R. Hudson, a prominent salt merchant who lived just across the street from the Burnside family in Middleport.

Capt. Bert Shearer's humorous

comments on the difficulties and hazards of handling coal tows on the narrow and winding Green River helped to keep up a continuing interest in the movie he was showing. Commenting on the scene from the pilothouse of a downbound Shearer tow, Capt. Bert said, "This river is so narrow the ducks have to move out to let the boats go by!" And, sure enough, just as he spoke, a half-dozen ducks that had been swimming near shore, looked apprehensively at the approaching tow, then walked up the bank and stood there until it seemed safe for them to return to the river.

"The higher this river rises the narrower it gets" was another of Capt. Shearer's comments on the Green. "It's the only river in the world that does this way," he added. Sometimes the tows slid past each other only a few feet apart.

Capt. Shearer's films also included one of a trip up the scenic Kentucky River, and activities of Shearer boats and others on the Kanawha and Ohio Rivers.

The wreckage of a loaded coal tow that piled up at Lock 26 on the Ohio in 1955 and the subsequent salvage efforts proved quite interesting, as did a scene of the LELIA C. SHEARER and the steam stern-wheeler HERBERT E. JONES in the vicinity of Crown City, O., upbound with empties and racing for the Gallipolis Locks.

Among other memorable boats seen on the Ohio in the final Shearer film were the DUNCAN BRUCE, SAM CRAIG, JOHN J. ROWE and GEORGE M. VERITY.

The presentation of the silver water pitcher and cup was the final part of the program. Mrs. Reynolds, the donor, was not able to be present, so the presentation was by Florence (Mrs. William) McCormick of Point Pleasant, great-granddaughter of Capt. Joe Burnside. Also participating in this phase of the program were Jerome Collins, who was welcomed back after a long siege of illness; Jack Burdette, Point Pleasant attorney; Capt. Charles Henry Stone, who had an important part in arranging the meeting; Point Pleasant Mayor Jimmy Joe Wedge, and Librarian Sharon Stone who assisted with the meeting and also brought forth extensive information on the life of Capt. Burnside. Books on West Virginia history

from the Burnside family were also given to the library.

Information assembles by Librarian Sharon Stone relates to the active and interesting career of Capt. Joseph Burnside, Jr. He was born in Kanawha County near Brownstown, now Montgomery, April 9th, 1839, and moved with his family to Middleport possibly about 1855. He received his early education in the public schools and worked in the Hudson boatyard and on boats on the Ohio River. He also worked with his father in building flat-bottomed boats and barges, after which he was employed by salt companies in the Pomeroy Bend area as overseer, inspector, salesman and collector of proceeds.

Joe Burnside enlisted as a private in the Union Army at the age of 23 and later was in active service on the gunboat LEXINGTON in command of his cousin, Martin Dunn. Because of typhoid fever he was inactive for a time, but with his recovery soon learned to become a pilot on the upper Kanawha River, where he was also a master of steamboats.

He was in command of river steamers operated by R. R. Hudson from 1872 to 1885. Capt. Burnside was on the steamer KANAWHA NO. 2 at St. Louis in November of 1878, and the following year was captain of the GEORGE DAVIS of the Kanawha & Ohio Transportation Co., and was later on the ALLISON. In 1884 he supervised the construction and then took command of the steamer GEORGE F. DANA, built at Freedom, Pa. in 1884. Capt. Burnside participated in the design of steamboats and about 1880 invented a new type of steam siphon pump.

Among the later boats on which he stood watch were the LIBERTY NO. 4, JOHN DANA, OIL VALLEY and the D. T. LANE of the Campbell's Creek Coal Co.

It was in 1863 that Joseph Burnside, Jr. and Elizabeth Jane Martin were married, and they lived in Middleport until May of 1890 when they moved to a farm. Capt. Burnside had purchased at the upper end of Henderson, just below Lock 11 near the Campbell's Creek landing. They raised three sons and four daughters. Another daughter, named Geneva, lived for only a few months of age, dying in infancy.

Capt. Burnside was on the JOHN DANA when it burned in April of 1893, and because of smoke inhalation contracted an illness which resulted in his death on August 22nd, 1895, at his home in Henderson "surrounded by his family and near friends," as reported by the Point Pleasant Register.

Capt. Burnside was evidently quite popular, having many friends both in the Point Pleasant-Henderson area and in the Pomeroy Bend area on the Ohio side of the river. The Point Pleasant Register reported that "Capt. Burnside stood high in this community, and everybody was his friend, and he the friend of everybody." He was a member of the Odd Fellows and Masonic Lodges.

For his funeral at the Trinity Methodist Church in Point Pleasant, the Register reported, "The church was crowded until there was hardly standing room," and went on to say that "The funeral procession was the largest ever seen in this place, fully attesting to the high esteem in which the deceased was held by the community in which he had so long resided." There were many present from Pomeroy, Middleport and Gallipolis, the newspaper reported.

Burial was in the Lone Oak Cemetery at Point Pleasant, his grave marked by a monument bearing an engraved pilotwheel with one spoke missing.

With conclusion of the program, many of those present were able to become acquainted with the author Herb Roush and Mrs. Roush (Linda) from Little Hocking, O. Mr. Roush's recent book on the experiences of an early flatboater from Little Hocking has become quite popular in the area.

Capt. Clare Carpenter had post card pictures of Union Barge Line towboats in which many were interested.

It became known during the meeting that the following day, November 11th, was to be the wedding anniversary of Jerry and Lenora Sutphin, and also Lenora's birthday.

The meeting had been opened with an invocation by Jim Bupp.

Enjoyment of the afternoon was heightened by punch, coffee, and a variety of good cookies.

St. Louis Globe-Democrat, June 27, 1881:- Capt. Ed Hornbrook, says the Wheeling (West Va.) Intelligencer, has a new packet there rapidly nearing completion. Advantage was taken of the high water in the Ohio River to put on board her cylinders and other heavy machinery. She is a stalwart in all her proportions, and yet very graceful, and rides the water like a duck. Out of compliment to Capt. Wm. Campbell, the well known commander of the famous New Orleans and Vicksburg packet ROB'T E. LEE (2nd), who is an old Wheeling boy, Capt. Hornbrook has named her the JENNIE CAMPBELL after Capt. Campbell's second daughter, a most estimable and accomplished young lady. Wheeling people who have traveled on the LEE, and been recipients of the kindness which her commander always shows to everybody hailing from his native heath here, will be pleased at this complimentary recognition by Captain Hornbrook. The boat will be ready for a trial trip in about two weeks, after which, if the water permits, she will head for St. Louis, or perchance for New Orleans.

-Thanks to Frederick J. Worden of Largo, Fla. for the clipping. -Ed.



Jack Burdett tipping the silver water pitcher presented to the OK Chapter of S&D by Mrs. Wendell S. (Mary Burnside) Reynolds. Picture by Jerry Sutphin.



Snapped at the OK Chapter meeting, Nov. 10th last, by Jerry Sutphin: From the left; R. Jerome Collins; Jimmy Joe Wedge, mayor of Point Pleasant; Florence (Krodell) McCormick, great granddaughter of Capt. Joe Burnside; Sharon Stone of the Point Pleasant Library, and Jack Burdett.

Letha Cavendish Greene died, 80, on Monday, November 18, 1985, in the Good Samaritan Hospital, Cincinnati, following a brief illness. She was president of Greene Line Steamers 1950-1966 and authored a book, "Long Live the DELTA QUEEN."

Letha was a native of Vinton, West Va., attended Marshall University, Huntington, West Va. and the University of Cincinnati. She was teaching school at Nitro, West Va. when she met and married Capt. Thomas Rea Greene in 1930. Cap'n Tom died in 1950.

She leaves two sons, Gordon C. Greene II, Cincinnati, and Thomas R. Greene, Cedar Grove, Ind.; two daughters, Mary Greene Stewart and Letha Jane Greene, both of Cincinnati, and six grandchildren, Gordon C. Greene III, Daniel Wilkins Greene, Adrienne Whitney Greene, Thomas Rea Greene III, Nathan Cavendish Greene, and Joel Michael Stewart. Also surviving is her sister-in-law La Rie A. Weidmann, first married to the late Capt. Chris B. Greene, brother of Cap'n Tom.

Letha was an honorary member of the Cincinnati Propeller Club, Screen Actor's Guild, Zonta, and a long-time member of S&D.

A memorial service was held at Knox Presbyterian Church, of which she was a member, on Thursday, November 21, and burial was in the Greene family plot at Newport, Ohio. The family requested that memorial donations be made to the charity of your choice.

A tribute to Letha came to our desk, dated November 20, 1985, from Franklin Fried, president of the Delta Queen Steamboat Co., New Orleans, and we quote:

"Letha Greene leaves a legacy of a legion of friends and a wonderful history belonging to the Western rivers of America. A refined, gentle lady, she was thrust into the position of President of Greene Line Steamers upon the death of her husband, Captain Tom Greene, in 1950. From that year until 1968, she remained active in the management and ownership of Greene Line and the Delta Queen Steamboat Company. Her vigor, good business sense and commitment to her family, employees and friends saw her through many crises. Without her deep sense of commitment, the very existence of the Delta Queen Steamboat Co., and her



Keith Norrington, in memory of Letha C. Greene (obituary on this page), sends us the above picture taken in the pilothouse of the DELTA QUEEN, 1965. From the left: Letha, Capt. Doc Hawley, Capt. Ernie Wagner, and on watch is Capt. W. D. Blankenship. Since Letha's passing, Doc is the sole survivor of the group.

flag ship DELTA QUEEN would have been history, ending sometime in 1956.

"All of the successive companies and management to the original Greene Line owe a special debt to this gracious lady who entrusted to us the hard fought success she sought and the sense of history she felt in the continuation of the operation of overnight passenger steamboats on the rivers through America's heartland.

"Please accept the enclosed check from the Delta Queen Steamboat Company as a Memorial contribution to honor the memory of Letha C. Greene."

Franklin Fried,
President,
Delta Queen Steamboat
Company,
30 Robin Street Wharf,
New Orleans, La. 70130

Letter by R. Dale Flick
in Cincinnati Post

Every once in awhile an old family concern evolves from a mere business enterprise to a national institution.

Such was the case of Cincinnati's venerable Greene Line Steamers, Inc. (now the Delta Queen Steamboat Co. of New Orleans), under the management of Mrs. Letha C. Greene, who died Monday, Nov. 18, at the age of 80. From 1950 until the sale of the DELTA QUEEN, Letha kept alive a tradition that had its roots in the packet boat trade started by her husband's family in 1890. From 1904 until 1969 the Greene Line operated a succession of packet boats out of the port of Cincinnati for towns and cities up and down the Ohio-Mississippi River system.

Letha Greene was thrust into prominence at the helm of the company upon the death of her husband, Capt. Tom R. Greene,

in 1950. The awesome responsibilities, along with those of raising four children, earned her the sobriquet of the "reluctant heiress." At a time when women were just emerging on the scene as corporate presidents and board members, Letha Greene faced her new role with determination. It fell to her to scale the company fleet down to its primary asset, the DELTA QUEEN.

The Greene was one of the first national shipping companies to realize the potential of the tourist cruise market on the inland rivers. The DELTA QUEEN continued alone until the MISSISSIPPI QUEEN was launched under new ownership in 1974.

The old Greene Line was not the largest employer or wealthiest corporation in Cincinnati by any stretch of the imagination. Its appeal was in the color and spirit of Americana that it elicited from a dying way of life on America's rivers.

The Greene's were "grand originals" in the truest sense. They made great press copy naturally, in the days before public relations and marketing schemes became a necessary part of nearly everything we buy or sell.

Business woman, civic participant, devoted mother and warm, gracious hostess, Letha C. Greene will be missed by all who knew her personally and professionally.

GET WELL, MURIEL

Sirs: We almost lost my wife Muriel--came very close to sleeping away due to an unknown virus, but since have nursed her back to strength and health, but not entirely--you see she will be left with some incurable paralysis but you've guessed it--it did not take away her Irish smile and humor. She sends much love and all good wishes.

George W. Schotten,
R.D. #2, Bedford Road,
Hubbard, Ohio 44425

P.S. I'm retired now--so doing what? Working on a design for a miniature "man in the pilot-house" steamboat. More on this after the muddy waters settle.
-G.

THE BACK PAGE

In 1836 there was built at Madison, Ind. a side-wheeler named IRWINTON, and her first home port was Apalachicola, Fla. She was no stranger on the Chattahoochee in Georgia and there still is a town in Georgia named Irwinton, zip 31042, and pop. 589. On our back page what you see is the steamboat IRWINTON, or what's left of her, and there's a good bit. This Madison-built side-wheeler may be the oldest wreck yet uncovered and identified with origin on the Western Waters.

The gentleman in the top view is Eddie Nesmith, retired Florida State Park ranger.

The boilers, wheel shafts, et al. were picked out of the Apalachicola River at Brown's Ferry, Point Pollaway, below Blountstown, Fla. by the U.S. snagboat MONTGOMERY (now a tourist attraction on the Tenn-Tom and mention appears in

Woody Rutter's article in this issue). The MONTGOMERY found the wreck somewhat south of Blountstown in 1976 and deposited it in Fort Gadsden State Park near Apalachicola. Eddie Nesmith, the ranger in our upper picture, developed and managed this site over his years of State Park service.

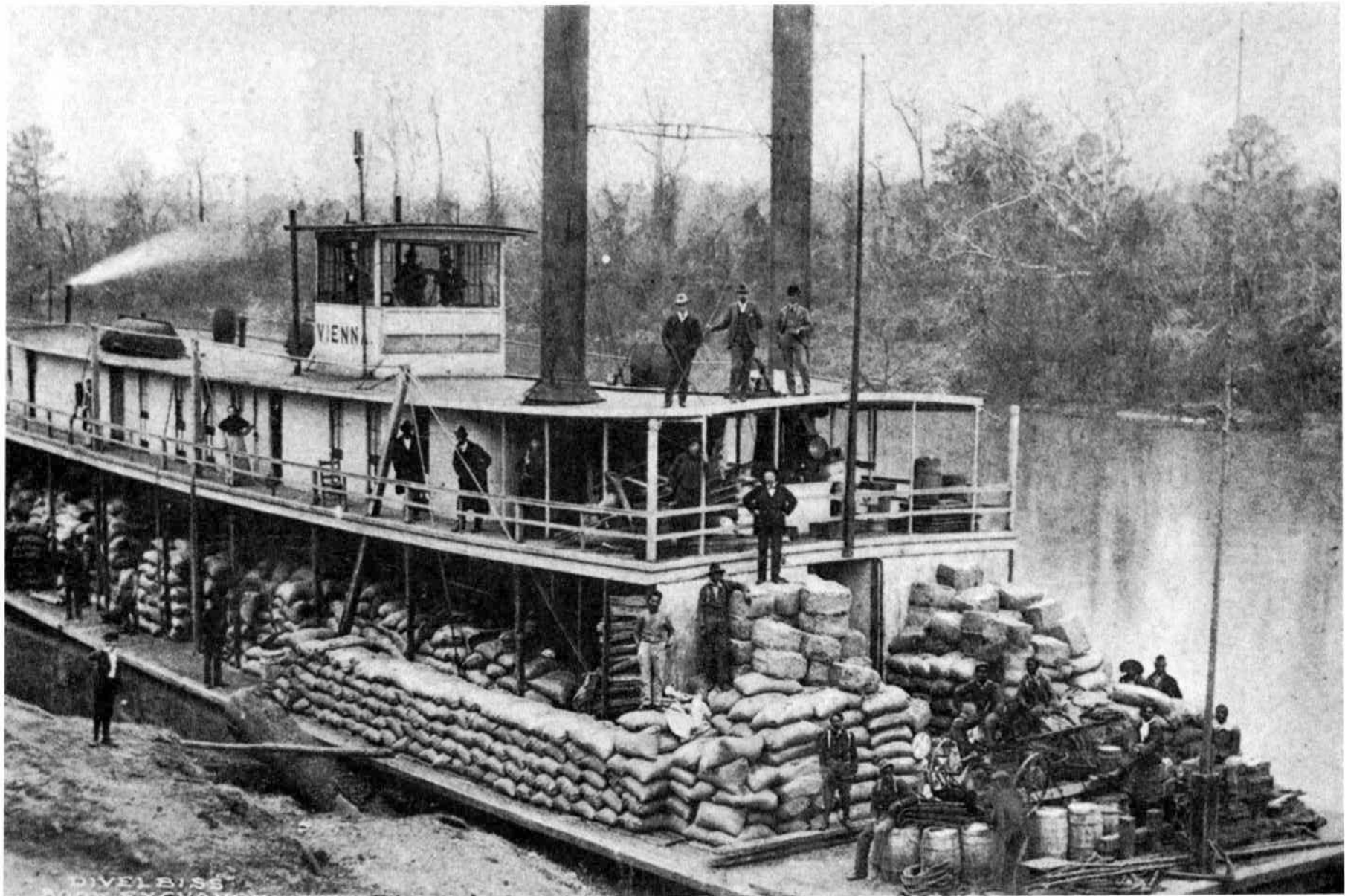
And so this unique collection of old iron has been sitting around in that park since 1976. Our good friend Edward A. Mueller, 4734 Empire Ave., Jacksonville, Fla. 32207 gathered up Eddie, went to the scene a couple of weeks ago, and took pictures. The IRWINTON sank, says Ed, on May 11, 1838 at the tender age of two. The cotton cargo was saved. "Would these remains be the oldest extant of an Ohio River craft?" muses Ed Mueller. Does a duck swim?!

Now is the time for our analysts to start looking. Please, by all means, tell us what you see and think.



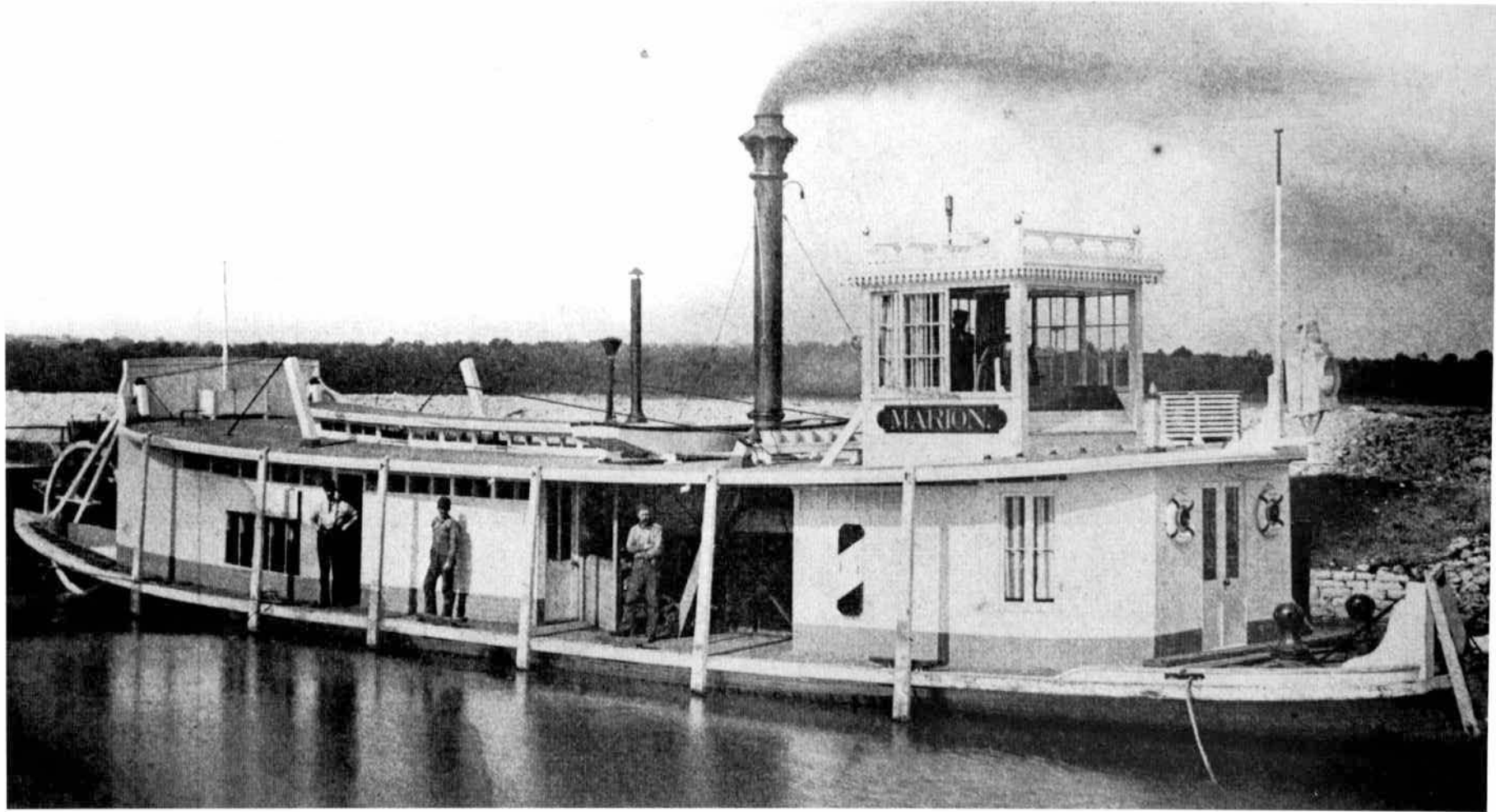
THIS was taken at the Marietta Manufacturing Co. plant at Point Pleasant, West Va. by Capt. C. C. Bowyer in the summer of 1924. The SAILOR had just run her first trials, built for the Jones & Laughlin Steel Corporation, Pittsburgh. Her steel hull was 133.8 x 36 x 7.1 and her four boilers powered Marietta tandem compound condensing engines, 16's, 32's- 8 ft. stroke, making her the most powerful of the extensive fleet operated by J&L. Capt. James A. Rankin was her first master-pilot. Very few pictures exist showing her with this white paint job. All of the J&L boats were given olive-green main decks and the stacks were banded with decorative collars. In the winter of 1950-1951 she was renamed C. D. O'CONNOR but only briefly, as she was dismantled at Floreffe, Pa. the following year, in 1952.





PICTURE TAKEN at Columbus, Miss., 333 miles above Demopolis, Ala. on the "Little Bigbee" river. The VIENNA was built at Columbus in 1898 on a wood hull 155 x 26 x 4.5. She plied between Columbus and Demopolis, connecting at Demopolis with larger boats (MARY S. BLEES, et al.) for Mobile. She is headed upstream just below the Mobile & Ohio railroad bridge off to the right and not shown. She sank near

Columbus in 1907. Seventy years later, in the summer of 1977, Bill Furr, Jr., an electrical engineer of that place, and something of a boat buff to boot, blazed a 2-mile access road through a swamp. He and a crew salvaged hull timbers from the long-abandoned wreck of the VIENNA. Picture furnished by the Murphy Library, La Crosse, Wis. and it came to them by courtesy of H. L. Hill, Jackson, Miss.



THIS ATTRACTIVE small towboat named MARION was built at Keokuk in 1895 for the U.S. Engineers for use in channel maintenance on the Upper Miss. A companion named RUTH, a trifle wider, was built same place, same time. Such small towboats owned by the U.S. Engineers and used on the Upper Miss date back to 1882 when six were built at Keokuk; STELLA, LOUISE, LUCIA, ADA, IRIS and EMILY. All had wood hulls, 60 to 65 feet long, 12 feet beam, and 3 feet depth of hold. Most, maybe all, had a single boiler fired from the deckroom, and vest-pocket h.p. engines. The

MARION and RUTH were longer, 94 feet. also wider, 16.5 and 18.3. All had skylights. The deckroom aft of the boiler housed kitchen diningroom and pantry. The GRACE came along in 1904, 92 x 16 x 3.5, Keokuk-built. The subject of this picture, the MARION, is credited being the first boat through the Hennepin Canal, arriving at Rock Island on November 15, 1907. The picture is from the Donald T. Wright collection housed in Tulane University, New Orleans. For the print we are indebted to the Murphy Library people, La Crosse.

