

S&D

REFLECTOR

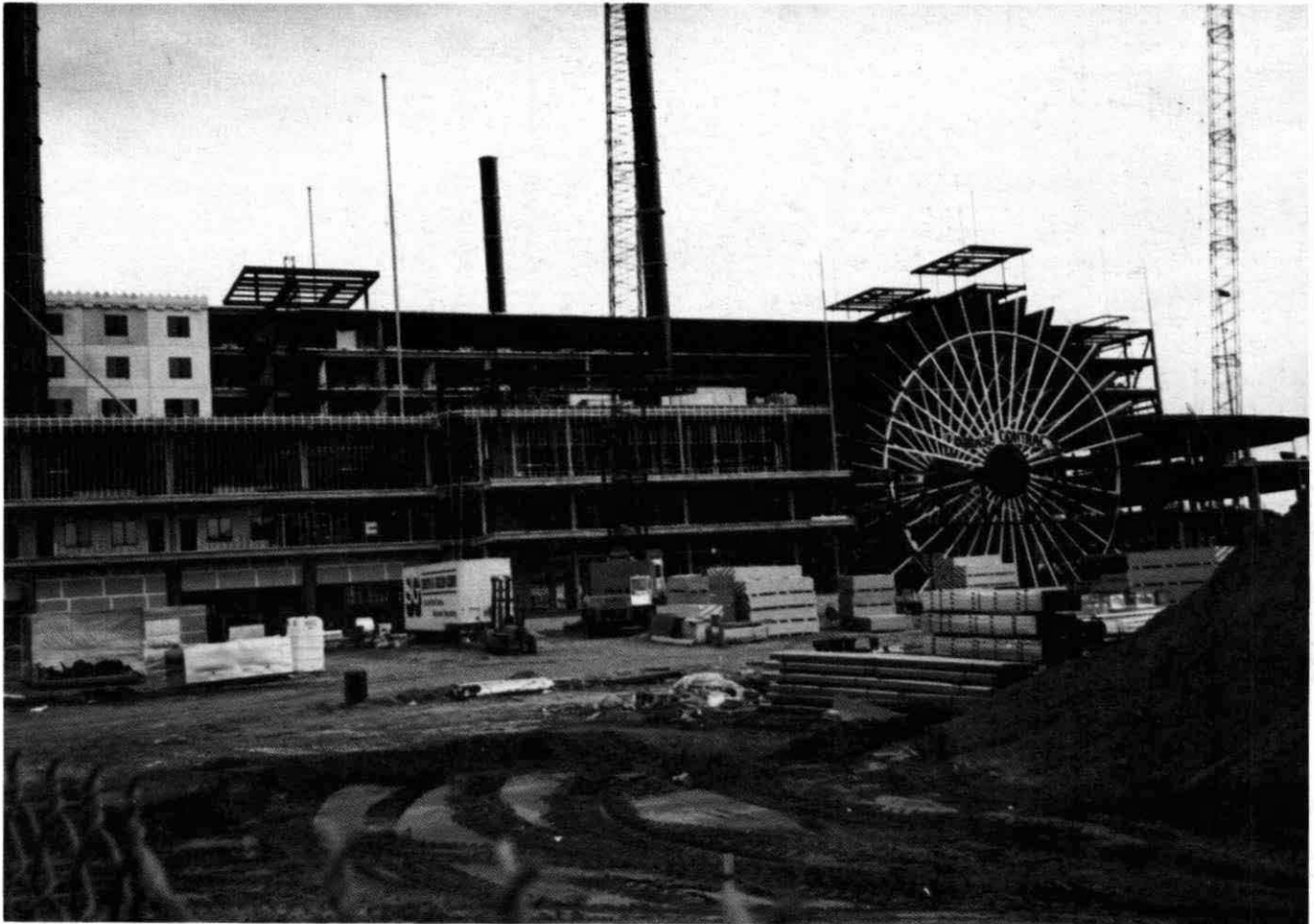
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Vol. 24, No. 1

Marietta, Ohio

March, 1987



YOUR ATTENTION, PLEASE. This comes to us from S&D'r David E. Johnson, 1480 Bongate Ct., San Jose, Calif. 95130. He writes: "My wife and I just returned from a trip to southern Nevada over the Christmas holidays. In Laughlin, on the southern tip of Nevada on the Colorado River we came across the surprise of a lifetime--a riverboat (honest-to-gosh side-wheeler) under construction. On getting a little closer we noticed that they had snuck an extra deck between the main and boiler decks, and perched aloft was a three-story texas. No way would this boat fit into an Ohio River lock or clear the Huey P. Long bridge at New Orleans. She won't have to--this "boat" is on dry land 40 feet above river level. Besides, even though this photo doesn't show the bucket planks very plainly, they are mounted on the wrong sides of the arms. So what? The only water they'll ever dip into will be contained in a concrete-lined moat around the parking side only. Best regards." What's the world coming to? See center spread. -Ed.



MADE FROM A DAGUERRETYPE SLIDE taken during Civil War times at Winona, Minn. on the Mississippi 113.4 miles below St. Paul and 27.7 miles above La Crosse. The slide from which this picture was made is from the Ruth Ferris collection and reveals that the photographer was Charles A. Zimmerman of St. Paul. The side-wheel packet KEOKUK is at the river-rail terminal, one of the best and well organized facilities on the Upper Miss for handling grain and other commodities. Such pictures are rare indeed. We have had this scene in our collection for many years but had not identified where it was taken until right now. In center foreground is a covered "model barge" built with hatches and covers on the deck for handling corn and wheat. We would welcome more information regarding the rail lines serving Winona at this early date. Looks like Mr. Zimmerman climbed out on a bridge to get his picture. The steamboat KEOKUK is Way #3274, built at Brownsville, Pa. on the Monongahela River in 1858, and was likely owned by the Davison Line when the shot was taken.

GEORGE SCHOTTEN WRITES

He Likes the December Cover and Asks a Question.

I am delighted to have in hand the December 1986 S&D REFLECTOR with the ITASCA photo gracing its front cover. I am in complete admiration of J. Corbutt's early steamboat photograph. At first viewing the man in the utility boat appears to be caught up in absolute repose, having seized upon this opportunity to catch up on some meditating or just plain day-dreaming.

Let's backtrack to the March '86 REFLECTOR, page 29, of the HAWKEYE STATE. The caption, in part, reads: "Pictures of steamboats in this era, almost without exception, were taken at shore landings where the boat 'stood still' for its portrait. Lengthy exposures were required due to slow emulsions and any movement in the scene caused distortion of details."

Aha! Look again at the man in the yawl. Actually he is concentrating. He's working hard to remain motionless, trying to stay rigid as the exposure is made. That's work. As kids, we've all tried holding our breath to discover that a ½ minute is an eternity.

This leads me to a question. Just when did some photographer decide to pass up the comforts of his photo gallery to go on a steamboat-hunting mission and endure the inconvenience and hardships of it? He must have been a person of high adventure, just nuts about steamboats. Who was this person, where, and when?

Thanks again for this photo gem. Thanks to all who made this cover of the ITASCA possible for display.

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

=Earliest known picture of steamboats, a panorama of eight daguerrotypes, was made of the Cincinnati waterfront in the fall of 1848 by two experts, Charles Fontayne and W. S. Porter. They selected a Sunday when the sun was bright and all motion at a minimum. The camera had to be focused and aimed into a mirror to reverse the images from negative to positive, no mean feat. This original panorama is noted for its high quality, and reposes in the archives of the Cincinnati

Public Library. A huge enlargement of these eight pictures, joined, adorns the lengthy back wall on the library's main floor. Looks like the scene had been taken yesterday, and the names on 16 or 18 steamboats are easily read on the paddleboxes. -Ed.

- O B I T U A R I E S -

Earl H. Bettinger, page 43
Mrs. Ruby M. Elsey, 35
Capt. Charles J. Larkin, 28
Capt. Arthur J. McArthur, 17
Everet Ruble, Jr., 14
Richard (Dick) Russell, 31
St. Louis Globe-Democrat, 17
Capt. Francis E. Wright, 35

Richard E. Brown, 6404
Casper Way, Bakersfield, Calif.
93309, has passed along to us a front-page reprint of the Sacramento Daily Record-Union, dated Dec. 15, 1886, which devotes one column, top, to the burning of the J. M. WHITE.

The fire happened about 11 p.m. Dec. 13. The news of the disaster was sent over the wires of the Louisville, New Orleans and Texas Railway to Memphis, New Orleans and St. Louis, and these accounts by direct wire to Sacramento in time to make available the details in the above-mentioned paper, which was on the streets the morning of the 15th.

Capt. James F. Muse was in command, an elderly skipper who had done a good deal of boating between New Orleans and Red River. This fact had eluded us until reading of it in this Sacramento newspaper.

Richard Brown tells us that the reprint was sent to him courtesy of William M. Holden, 4532 Chicago Ave., Fair Oaks, Calif. 95628.

Our nomination for the unnamed \$4-million excursion boat pictured and described on page 35 is SUNSHINE.



The Goltra Line towboat IOWA recently visited and photographed by Judy Patsch (see page 15). This monster started out in 1921 as a sternweeler with compound condensing engines, 24's, 48's- 8 ft. stroke. Her paddlewheel was of unusual dimensions, 24 feet in diameter, 12 buckets 38 feet long. She made a trip to the Upper Ohio in 1926 terminating at Old Lock Two, Neville Island. Owner Edwin F. Goltra's son, William Brown Goltra, was badly hurt at the time when his car was struck by a train in Pittsburgh. Capt. John M. Warner was drowned at Flint Island on the return trip. Sold to Federal Barge Line in 1923 who converted her to twin props in 1937. Update, etc. on page 15.

S&D REFLECTOR

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of Pioneer Rivermen



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MARIETTA, OHIO

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Mrs. J. W. Rutter,
126 Seneca Drive,
Marietta, Ohio 45750

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.

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

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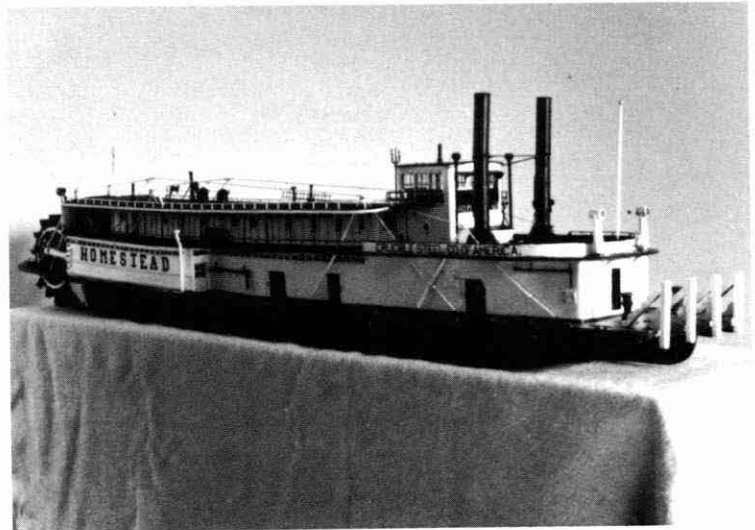
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JUST ANOTHER STEAMBOAT?



W. P. SNYDER JR.

1/48 model by Kenneth W. Heltman, Box 824, Mars, Pa. 16046.

We recently paid a visit to the banks of the Muskingum River and to the towboat W. P. SNYDER JR. moored there by the Ohio River Museum. Our purpose was to take a good look at the condition of the SNYDER after its thirty-one years of retirement.

The need for a fresh coat of paint is obvious before the visitor walks down to the gangway to the boat. Once aboard, the deteriorating steelwork with patches upon patches on the main deck is evident to the most casual observer. A glance

Continued on next page

Our S&D member William P. Carlin who lives in Switzerland is collaborating with an English relative in producing a book of considerable scope which they will call "The Stephenson Story." These Stepsons include George Stephenson (1781-1848), the English locomotive builder who designed and built the "Rocket" for the Liverpool and Manchester Railway, a milestone accomplishment. In the course of tracing these Stepsons the trail led Mr. Carlin to Ann Stephenson, George's youngest sister, who married a civil engineer named John Nixon. The couple came to Pittsburgh in 1820 and there was born to them a son, Joseph Nixon.

The arrival on the scene of young Joe Nixon is what prompted, just recently, the letter exchanges to and from Switzerland and 121 River. It was this Joe who built and named for himself the towboat JOS. NIXON which by progression became the VALIANT and finally the TRANSPORTER.

Joe's eldest sister, Jane Nixon, married a Portsmouth (Ohio) riverman, Adam Scott. Adam, in the words of our Swiss correspondent, "took the short route to eternity when his boilers blew up on the Mississippi on a homeward voyage from New Orleans." Jane Scott and her very young daughter Ellen moved to Cincinnati. It was Ellen, as this tale unravels, who became the great grandmother of William P. Carlin, co-author of this forthcoming "The Stephenson Story."

Another Stephenson link (no pun intended--George Stephenson invented and applied an ingenious come-ahead-reverse gear called the Stephenson link) was that Joe Nixon, the towboat person, married Margaret Ann MacAleer "an Irish beauty of seventeen, daughter of well-known riverman Dan MacAleer."

Our attention was attracted to Dan MacAleer while scanning old-time river news wherein Dan is mentioned as "the weather prophet and psalm-singer from the Sierras." He had owned in several steamboats and apparently was something of a character.

Capt. Joe Nixon nearly got his everlasting when the boilers of a side-wheeler, A. N. JOHNSTON, exploded at

Manchester, O. He was aboard as a passenger. He survived with scars, and lived to the age of 68 at his Hazelwood (Pa.) home along the Monongahela.

S&D has another Stephenson-related couple; Jack and Helen Rose Stephenson of Bethel, Conn. Jack's real name is George, by the way.

JOURNEY TO NEW SWITZERLAND IS TITLE OF NEW BOOK

This 236-page volume has recently been released by Southern Illinois University Press and is a translation-reprint of the original German language book published in 1833 titled "Travel Account of the Koepfli and Suppiger Family to Saint Louis on the Mississippi and the Founding of New Switzerland in the State of Illinois." The 1833 publication was intended to provide general information and travel tips for Swiss immigrants who were planning to make the journey to the United States and

find new homes.

Unsettled political conditions in Europe and a desire for greater economic opportunities caused many residents of Switzerland and the German states to consider immigration to the New World during the first half of the 19th century. The adventurous individuals who first made the break and set out to find a new and hopefully better life in the U.S. frequently sent letters back to their friends to give some idea of the conditions encountered. The "Journey to New Switzerland" is the collection of letters sent back by the Koepfli and Suppiger party as it made its way to France to take passage to New York and eventually Illinois.

New Switzerland is generally an eighty square mile area centered around the town of Highland, about twenty-five miles northeast of St. Louis. The Koepfli-Suppiger party was guided to the western Illinois - eastern Missouri area as a likely place to find desirable real

Continued from page 4

upward at the underside of the boiler deck shows that the rust is more than just on the surface in a number of locations. The starboard walkway back to the roof from the pilothouse bridge has dropped away from its side supports, victim of rust in hidden spaces.

Walking down the hallway in the cabin is a trip back in time: kerosene lamps on the bulkheads, doubledeck bunks complete with coverlets in the staterooms, an old-style boiled coffee pot on the coal range in the kitchen. There are a few cobwebs and a little dust, but the cabin looks almost as if the crew just walked off the boat and the date could be 1955. A look around the outside woodwork, however, quickly shows the need for rebuilding of the doors and sash, replacement of rotted bulkhead panels, etc. But then, that wood has been there on the SNYDER since 1918. Even the six-inch pipe which drops down to the river from the old "dollar hole" on the guard outside the kitchen door is riddled with several holes.

The condition of the W. P. SNYDER JR. is only a reflection of the lack of continuing maintenance in recent years. Now, the maintenance bill has come due and a general overhauling of the upper works of the boat is urgent before the basic structure is too far gone. Age and a measure of benign neglect has brought the boat to its present rather sorry condition.

The W. P. SNYDER JR. is a unique example of the so-called "pool boat," the pilothouse mounted well forward on the boiler deck, built by the famed James Rees & Sons Co. of Pittsburgh, complete with that firm's tandem compound steam engines, the sole survivor of its breed. In 1955 the Crucible Steel Company of America delivered it to Marietta where the ownership was transferred to The Ohio Historical Society, a full-scale example of the once-predominant style of the river "work boat." It still is not too late. This is not just a retired steamboat. The SNYDER is one of a kind; the last one. -J. W. Rutter.

estate by an earlier Swiss traveler who had sent back letters. These Swiss travelers were not in the straitened financial situation as were the Irish fleeing the potato famines of the 1840s (ten years later) or the immigrants from southern Europe who came over toward the end of the 19th and early in the 20th centuries. These Swiss were well established in business and farming and, after selling out, had the financial means to travel in some comfort if not style.

The book is divided into four parts: Journey from Sursee, Switzerland to Harve, France by wagon and carriage; Journey by sea to New York from June 2 to July 20, 1831; Journey from New York to St. Louis by way of the Hudson River to Albany, Erie Canal to Buffalo, steamer to Cleveland, O. and Erie Canal to Dresden, O., Muskingum, Ohio and Mississippi rivers to St. Louis, and part four is composed of letters about life on the farm after the party finds suitable lands in Illinois. The first-hand account of travel from New York to St. Louis in 1831 will hold the interest of any reader of the S&D REFLECTOR; the detail of conditions is considerable and the general observations give a good feel for the impression that the New World makes upon the Swiss travelers.

It only takes about two hours at the present time to get from New York to St. Louis; it required a good month in 1831. Rather than the bee line of today's air line, our travelers began by going north up the Hudson to the beginning of the Erie Canal near Albany. Passage was taken on the steamer HENRY ECKFORD of the Albany and New York Line. "One can travel very inexpensively on these steamboats that leave daily and often twice daily. The trip to Albany where the canal starts, a distance of 145 English miles, costs two dollars for cabin and meals and one dollar without meals. A steamboat makes the trip in one day, a towboat in one and a half days."

Transit on the Erie Canal, that marvel of engineering that had been opened only six years prior, required nine days, including a delay of almost two days near Rochester, N.Y. while a culvert was repaired. Many reports of travel by canalboat seem to give the impression that

conditions were crowded, food indifferent and mosquitoes numerous and voracious, but the Swiss reporters seemed to be quite charmed. "The trip from New York, together with subsistence, costs \$8 a person. Passengers' effects cost 75¢, and merchandise \$1 per hundred-weight, the operators paying the canal toll. This besides being fast and pleasant is cheaper than it would be in Europe. In Europe one could not travel 507 miles in this most comfortable style with the best board for thirty Swiss francs, and this in the so-called wilderness of America."

In 1831 the Ohio and Erie Canal was not yet completed all the way through from Cleveland to Dresden on the Muskingum River although the three locks which would give canalboats direct egress into the river were still under construction. After an overnight trip from Buffalo to Cleveland aboard the steamer ENTERPRISE the Swiss party took passage down the very new Ohio and Erie Canal to Dresden. "The prices on this canal are higher than on the New York canal. The fare is one and a half to two cents per mile, meals fifty cents per day and the charges for the effects fifty cents per hundredweight. This canal is not yet finished, only some 168 miles having been completed to date."

On Monday, August 15, 1831 the Swiss party reached Dresden and subsequently arrived in Marietta on August 18, 6:00 p.m. Keelboats were operated on the Muskingum from Dresden to Zanesville and below on to Marietta, apparently it being necessary to tranship around the shallows at Zanesville. The daily keelboat for Zanesville had departed when our friends arrived at Dresden. So they arranged with a drayman to haul their goods around the uncompleted canal locks to the river, making the three trips with a four-horse hitch for \$1. Just two weeks earlier a small steamboat had begun service in the Zanesville-Dresden trade and, conveniently, this little boat arrived at the Dresden landing. The regular schedule called for the steamer to lay over at Dresden and depart for Zanesville early in the morning but the owner agreed to make a special trip for the Swiss passengers and their baggage.

The description of this unnamed 1831 sternwheel packet

in the Dresden-Zanesville trade is typical of the fascinating detail found in this travelogue: "Today I have time to describe the steamboats between Dresden and Zanesville. It may surprise some of you that it was possible for a steamboat to operate on the river above Zanesville, when farther downstream on the same river it was difficult for flat bottom boats to operate. (The writer was then aboard a flatboat 8 by 20 feet floating down to Marietta.) To be sure the Muskingum River is narrower above Zanesville, but yesterday the water was less than two and a half feet deep almost everywhere. The little steamboat was about fifty feet long and twelve feet wide. Just above the water line it had a boardwalk about three feet wide all around it, which gave it the shape of a large ship. This served as a passageway around the boat and narrow stairs led from it to the deck where benches were provided for the passengers, who were protected from the rain and the heat of the sun by canvas shades. On the steamboat's floor, which with a full load was approximately one and a half feet in the water, there stood forward in the open an iron firebox with two steam boilers. A pipe led the steam to the rear of the boat where the machinery and condenser were. Right and left outside the structure itself lay the steam cylinders (like small cannons). Out of these came the pistons to which the levers were attached that turned the crank of the paddle wheel at the boat's stern. Eccentric wheels on the axle of the paddle regulate the gears for the valves, and one lever drives the water pump in the manner of a balance. The length of the cylinder and lever are housed in the space customarily used for the cabin and the space between the firebox and the condenser are used for storing the firewood and the freight. The rudder hangs out over the wheel on a curved wooden beam. With such a small vessel one could very easily navigate the Suhr at Sursee." (Sursee was the hometown of the writer.)

The letters to the folks back home continue to describe the travels of the Swiss party down the Muskingum by flatboat (or perhaps large johnboat) to Marietta and thence to Cincinnati, Louisville and the eventual arrival in St. Louis on

August 28, 1831.

This is a book which provides an authentic and (at times) description of travel arrangements and conditions encountered which are unfamiliar to the traveler of today whose chief inconvenience is finding a parking place at the airport. The translated letters are very readable and numerous footnotes provide clarification and background when needed. S.I.U. Press is to be commended in providing us with the opportunity to look back some 150 years to life on land, sea, canals and the Western Rivers.

JOURNEY TO NEW SWITZERLAND, Southern Illinois University Press, P.O. Box 3697, Carbondale, IL 62902. \$24.95.

-Reviewed by J. W. Rutter.

I AM NEARLY TIRED
OF ST. LOUIS

Reproduced exactly as written followed by some notes from the Editor.

Tuesday morning St. Louis
Dec. 7, 1841

James Blackmore

Dear son this is the last time I will rite from St. Louis we will start for New Orleans this evening or early tomorrow morning we have a load that will come to about nineteen hundred dollars - tell Mr. Robinson the MERRIMACK is hear and condemned. Mr. Miller intends to go with us to the mouth without he makes some arrangements to take the MERRIMACK up to rebuild. he is trying to sell out. I have been out at Colonel Longs the most of my time since last Saturday I never have had so much respect shown me. Mr. Eliot took me out in a buggy and I intended to come back with him but if I had of given the whole world I could not have got away. Edward Long and his wife & Nancy came into the city with me on Sunday and took diner with me on the boat and I had to go back home with them. I think Nancy is the smartest & best informed girl of all her connections. She sends her respects to you & Eleanor - on Saturday night we had a tremendous fire on the leavey there was five of them large stone warehouses burnt down with the most of their contents it took

fire about 7 oclock PM our boat lay right below they had to drop it down two squares there was flakes of fire fell on it as large as two of your hands they had there hoes at work all the time - it is very cold hear and the river has got very low the most of the boats that went out this last two days has stuck, tho the river commenced rising last night the rise is out of the Illinois River - I had to take some phthisick this morning my bowels has not been moved for three days tho I have no simptoms of headache.

I expetyour mother has got home I hope she has and that she has got well I feel very uneasy about home - I made funn of your mother about dreaming - Imust say I dreamp a dream on last friday night that makes me very uneasy I thought that I was aslaying and came to a creek your uncle James Boyer & Eleanor was on the back seat & little siss & myself was on the front seat the creek was very high and muddy Just as I drove down the bank into the creek I told them take care I thought the slay made a pitch into the creek I did not git out myself but your uncle James & Eleanor fell out and was clear under the watter & little siss got wet, tho her nor myself eith fell out. I am very uneasy for fear there is something the matter with Eleanor & little Aribeller. I think you may send all your letters to New Orleans I have still inquired hear but has not got I suppose there is one at Nashvill but us not going that way I will not get it till Capt Baldwin goes back the letters you send to New Orleans need not be in care of Capt Baldwin I am nearly tired of St. Louis it is a hard place tho it is a grate place of business - I was out of town about five miles to the Poraro house you cannot see a stick of timber I thought I would have frozen to death the wind blew so hard I could not speak there is no improvements out of town the land all lays uncultivated John Minis is well he sends his respects to his mother & all the rest - I hope this letter may find you all well and all of my good neighbors give my best respects to Messrs Robinson & Minis and all the rest of the neighbors tell your mother not to be uneasy about me I will not deceive her in riting I will

if I get sick send you a letter and let you no the worst of it and I want you not to deceive me in riting always tel me no the worst I am your loving father

Thomas Blackmore

James Blackmore
Lucinda Ann Blackmore
Eleanor Blackmore
Aribeller Blackmore give her a kiss for me
Lucy Blackmore

=The circular post mark ST. LOUIS, MO. is dated Dec. 7 (the year not indicated) and is addressed simply Mr. James Blackmore, Pittsburgh, Pa. The postage is hand-written in a great ink flourish--looks like 33 (presumably cents). No clue as to what steamboat Thomas Blackmore is riding, but a lively candidate would be the VALLEY FORGE deduced by his mention of Robinson & Minis and Capt. Baldwin. Robinson & Minis of Pittsburgh built the VALLEY FORGE, first iron hull steamboat built in the U.S. using native iron, and Capt. Thomas Baldwin was master. The engines for the MERRIMACK, mentioned in the letter, were from the shop of Robinson & Minis, built in 1839. A contemporary drawing of these engines appears in Dr. Louis Hunter's "Steamboats on the Western Rivers," page 140. Mr. C. Holmes Wolfe, Jr. sent us a stat copy of the original letter and its addressing, plus a typed transcript. Mr. Wolfe is associated with the prestigious legal firm Reed Smith Shaw & McClay in Pittsburgh. Thomas Blackmore was one of his great-grandfathers and a figure of some prominence in Allegheny County, Pa. His son James went on to be twice mayor of Pittsburgh. -Ed.

OVER 100 TRIPS ON THE DQ

Amelia G. Wheatley, record holder with over 100 tourist trips aboard the DELTA QUEEN, died in St. Louis on Sunday, January 11, 1987. She was 98. In 1979 she was chosen as honorary judge for the first New Orleans-St. Louis race between the DQ and MQ. Her initial steamboating was on boats of the Eagle Packet Co. Her daughter Esther G. (Bobbie) Meyer, also of St. Louis, also is an inveterate DQ fan.

CITY OF SALTILLO

The St. Louis & Tennessee River Packet Company named two of its packets CITY OF SAVANNAH, two CITY OF FLORENCE, also CITY OF CLIFTON, CITY OF PADUCAH, CITY OF SHEFFIELD and CITY OF SALTILLO during the period 1886-1909. The first and last were the two named CITY OF FLORENCE #1 and #2, and next to last was the subject of today's story, CITY OF SALTILLO.

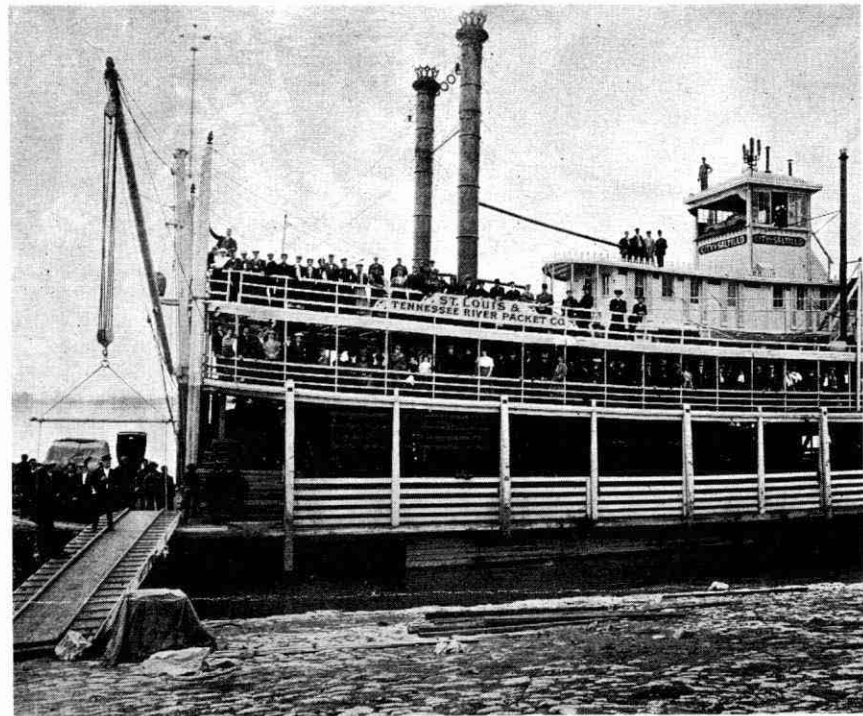
Jim Mack (James McIntosh) of Alton, Ill. wrote a letter to the St. Louis Globe-Democrat later on, describing the boat's loss as he remembered it. In part, he said: "It was dance time in the evening and I recall we were playing a medley waltz, 'Vila,' from Lehar's 'The Merry Widow,' when the boat struck rocks and pandemonium broke loose. Immediately the orchestra scattered and my cornetist, Emile La Cari, was one of several persons who were on the stage plank and were knocked into the river when it struck a tree while the boat was swinging around before sinking."

There were about 30 people on the stage when it hit the tree. Twelve were lost, five of them being crew members who were assisting the passengers. These were Col Baker, purser; J. F. Post, second clerk; two roustabouts, and a cabin boy. Capt. Barney Carragher was also on the stage, but he fell on shore. Other crew members at the time included Capt. Harry Crane, master; Al Ritterhouse, third clerk; Ed Pell and Charles Street, pilots; Ed Latham and M. M. Leek, engineers; Harry Rogers, mate, and Charles Jefferson, steward.

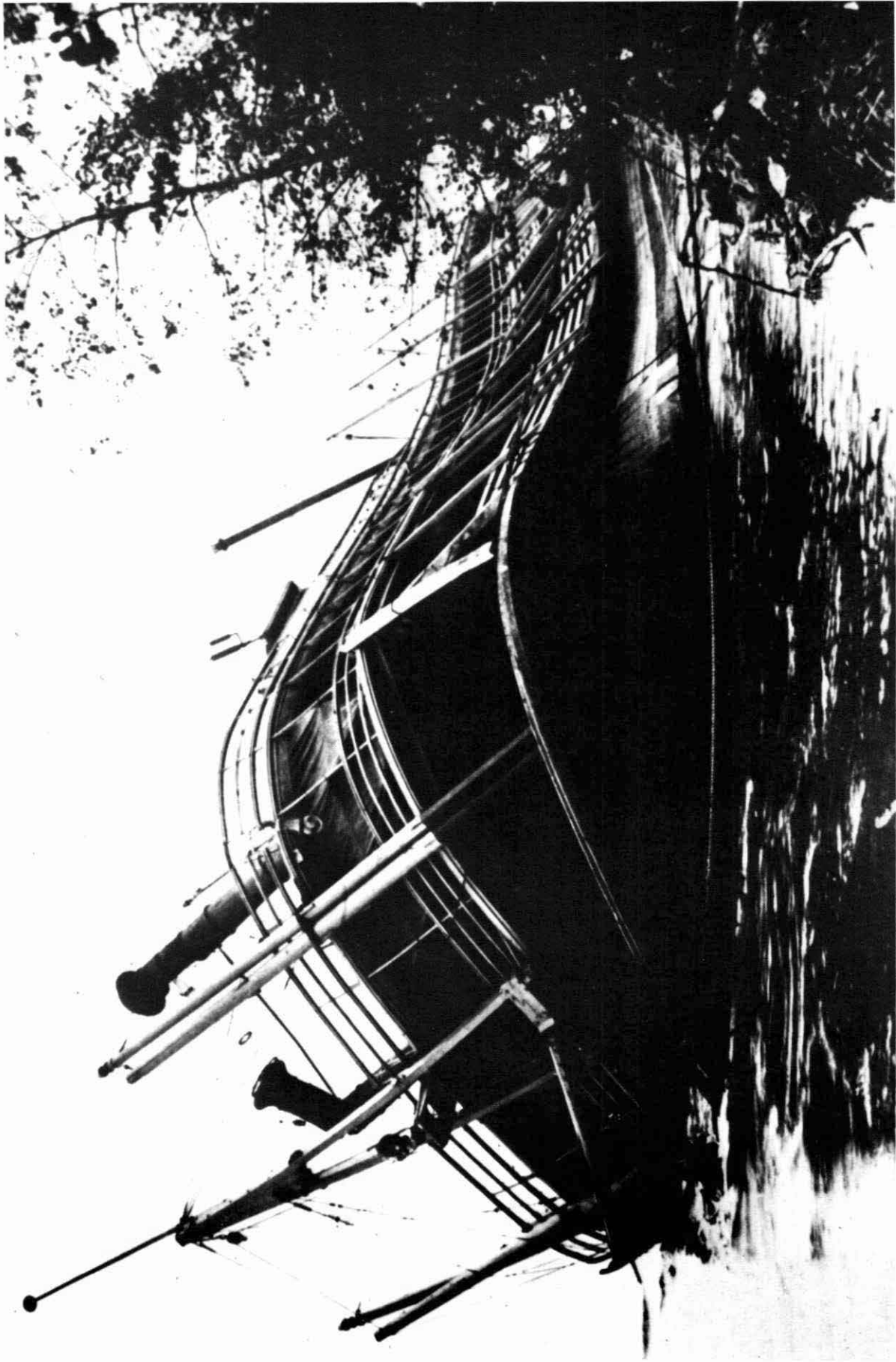
The accident was a personal tragedy for the owners of the packet company inasmuch as the wife and daughter of the president were among those lost. Miss Annie Rhea and her mother, Mrs. Isaac T. Rhea, were returning to Nashville from St. Louis where the young lady had bought her trosseau. The river fell three and a half feet in the next 24 hours and the CITY OF SALTILLO broke up, a complete loss. Cargo on board was valued at \$6,000. The St. Louis harbor boat ERASTUS WELLS was dispatched to the wreck the next morning with Capt. Tom Garrison as master.



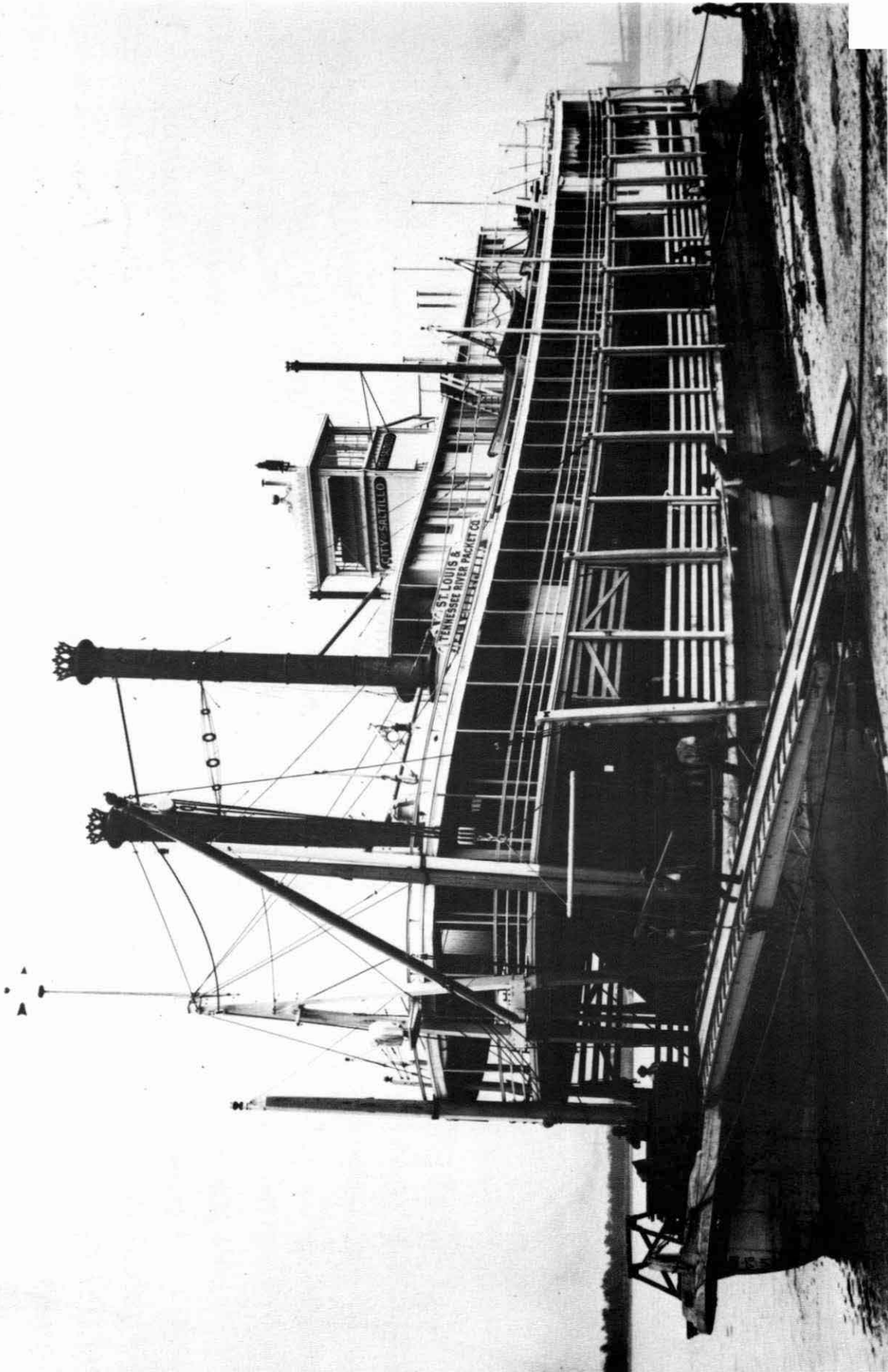
PICTURE made of the crew in 1905 during the maiden trip of the CITY OF SALTILLO. Identifications by Capt. J. Rhea Massengale, Capt. B. J. Carragher and James McIntosh. Capt. Carragher, mate, is on the left in the front row, with Capt. Edwin C. Pell, pilot, in back of him and to the right. Then, reading toward the right, are Capt. Charles (Fritz) Street, pilot; S. Collins (Col) Baker, purser, and Capt. Harry Rogers, mate. The young man slightly in back of the front row is identified as Van Petty, and the man on the end as the watchman, Virgil Hart. Lon Hudson, second clerk, is standing on the left, followed by James (Jim Mack) McIntosh, orchestra leader; Al Ritterhouse, third clerk; Archie Pawn, musician; Ed Latham, chief engineer; Allan Ross, musician; Capt. Harry Crane, master; William Givens, carpenter, and Charles Jefferson, steward. Of these Col Baker, purser, lost his life helping passengers when the boat was lost. Picture from the Capt. J. Rhea Massengale collection.



EN ROUTE FROM St. Louis to Florence, Ala. on her maiden trip in 1905, this picture was made at Cape Girardeau, Mo. Upon arrival at Saltillo the stores were closed for the day in celebration, and nearly all of the citizens then went to the river. The townspeople presented a silver service to the boat, and the passengers took up a collection and presented a picture. Capt. B. J. Carragher, mate, loaned the above for showing in The Waterways Journal some years back.

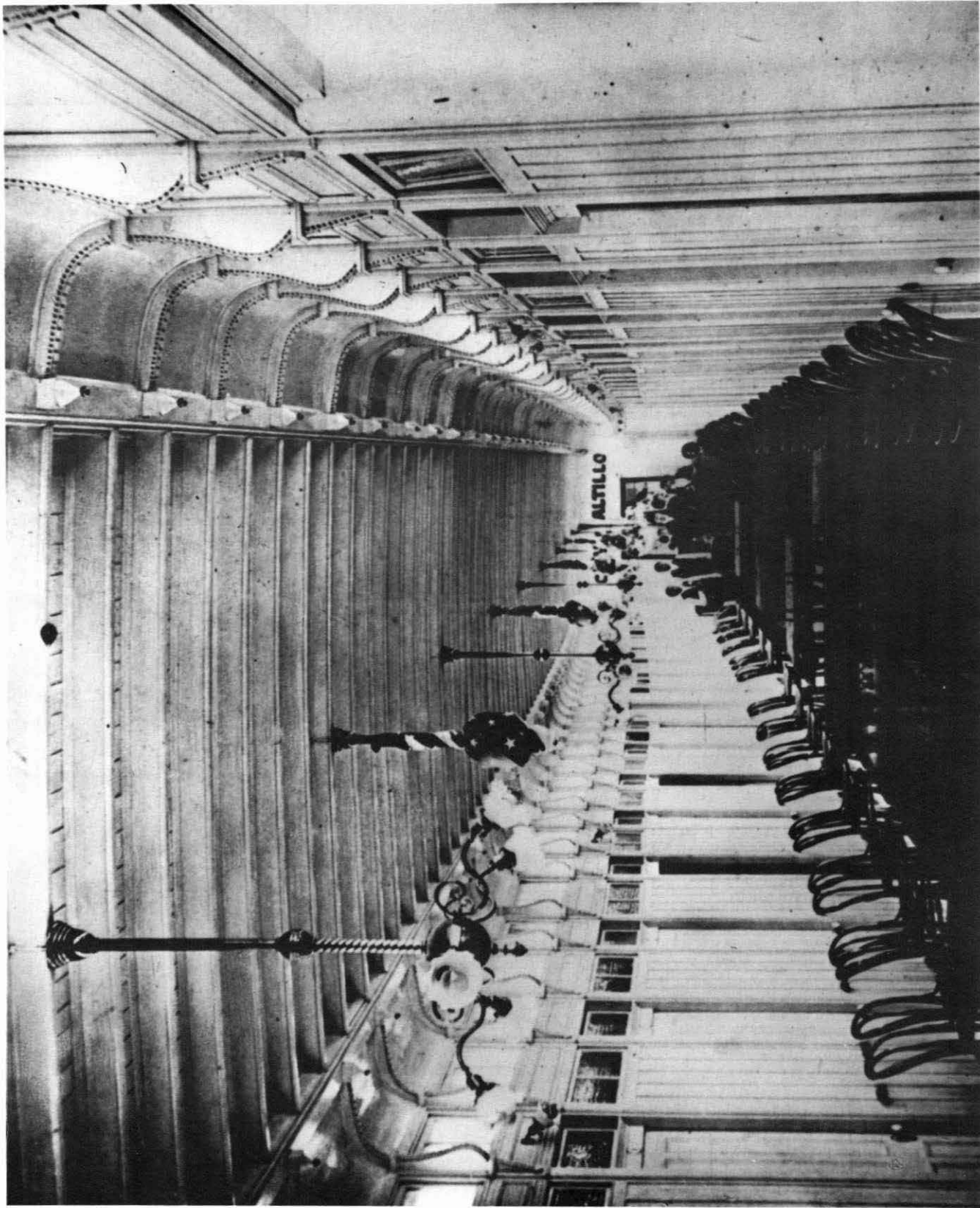


Capt. Ed Pell was pilot on watch, encountered fog, and before he found himself, hit shore rocks. The boat rounded to, causing the stage to hit a tree. Photo by Globe-Democrat's Harry La Mertha. The newspaper quit business about the first week in October 1986.

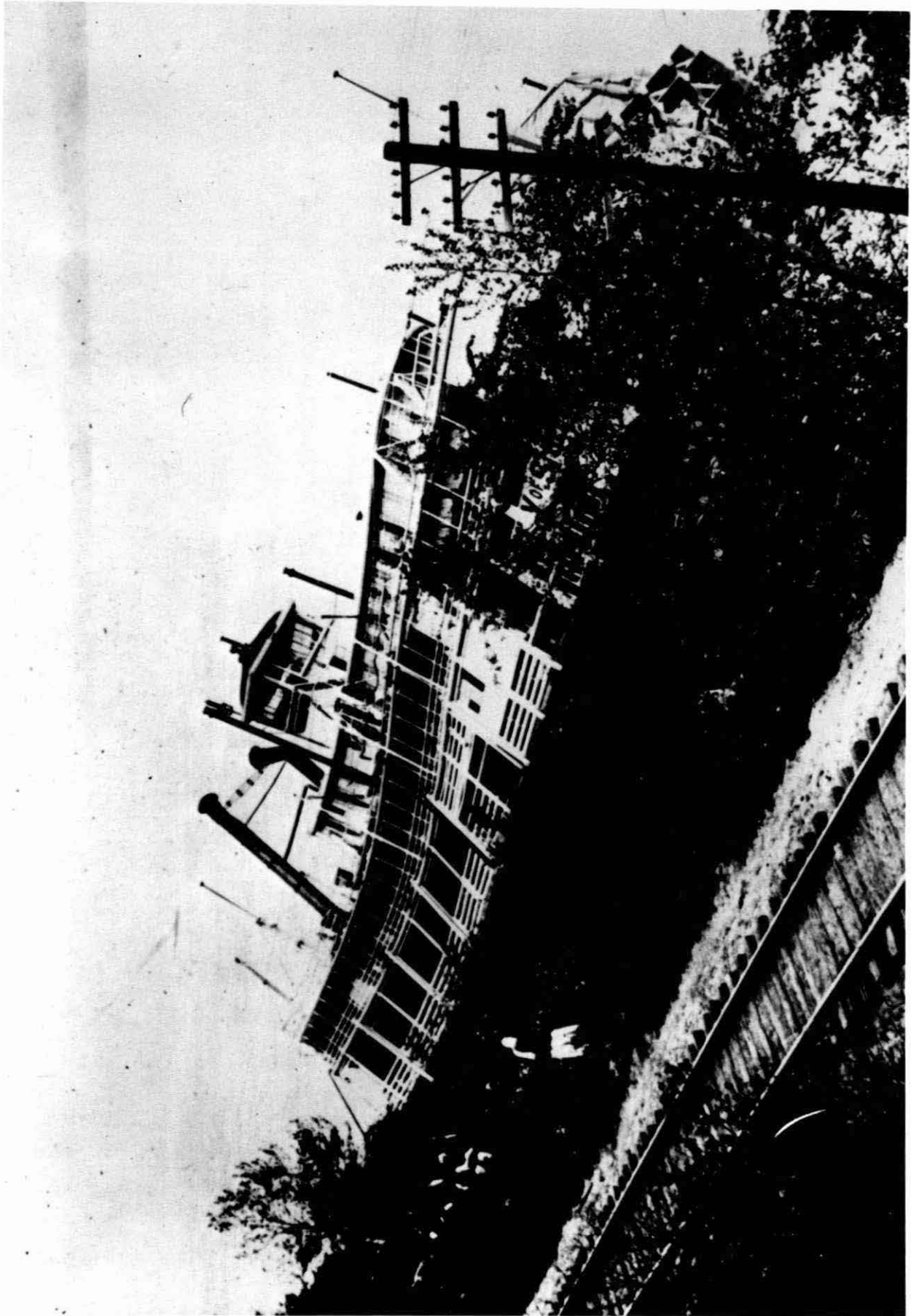


THIS AND THE FOLLOWING pictures cover the life span of the packet CITY OF SALTILLO built at the Howard Yard, Jeffersonville, Ind. in 1905 on a wood hull 200 x 37 x 6.6. She was owned by the St. Louis & Tennessee River Packet Co., had high pressure engines 16's-

7 ft. powered by three Western style boilers, each 40" dia. by 32 ft. long. The above picture, made at St. Louis, comes from Ruth Ferris's collection, photographer not known. This series is made possible thanks in large share to the Murphy Library collection at La Crosse, Wis.



Looking aft through the cabin of the CITY OF SALTILLO. Picture is from the Ruth Ferris collection.



The morning after the night before. Photo by St. Louis Globe-Democrat's photographer Harry La Mertha at Glen Park, Mo. on the Mississippi about 35 miles below St. Louis. The fatal accident happened about 9:30 p.m., May 11, 1910. She was downbound with 27 vacationing passengers aboard and a full freight cargo.



Taken by the Globe-Democrat's photographer as dragging was under way for 12 bodies. On shore in the foreground is a drowned bull.

CAREER CODA

Two S&D Members Receive High Honors.

C.V. and Agnes Starrett came from Cleveland Heights, O. to Pittsburgh, Pa. on Friday, Dec. 5th to receive Distinguished Humanist Awards bestowed by the Pennsylvania Humanities Council based in Philadelphia. C.V. is 88 and Agnes 87.

The ceremonies were held in the auditorium of the Henry Clay Frick Fine Arts Building, every seat occupied and late-comers standing at the rear. Wesley W. Posvar, president of the University of Pittsburgh, introduced the couple, and the presentations were made by Craig Eisendrath, the Council's executive director. Agnes and C.V. concluded with short acceptances whereupon they received prolonged applause and a standing ovation.

A reception followed in the cloister, following which a select group of well-wishers were entertained at a dinner party staged in the University Club of the University of Pittsburgh, hosted by the Humanities Council.

The event also marked the 50th anniversary of the University of Pittsburgh Press, of which Agnes Starrett was an early editor. C.V. was director of the Buhl Science Center of the Buhl Planetarium in Pittsburgh and former president of the Historical Society of Western Pennsylvania. C.V. was born and raised in Monaca, Pa. along the Ohio River opposite Rochester, Pa. and he recalls steamboat artist Emil Bott, a neighbor. Once in those early days C.V. visited aboard the towboat SAMUEL CLARKE, biding her time at Monaca for low water, and met and came to know Capt. Jim Morris, her skipper. Later on C.V. became fast friends with the late "Sandbar" Zenn and Harold C. Putnam and all three were active participants in the Allegheny River Improvement Association and in early-on activities of S&D, including the transfer of the W. P. SNYDER JR. to Marietta in 1955.

Among the guests at the ceremonies and dinner were S&D's board member Annie Putnam Mallinson and her husband Bill; Fred and Nell Way, and y.t. Jean Zenn

attended the reception, as did Larry Irwin who headed the University of Pittsburgh Press 1937-1943. Said Frederick C. Hetzel Jr., the current editor: "Larry Irwin and Agnes Starrett created the press' foundation. They and C.V. had enormous influence in the worlds of education, communications and business here in the Pittsburgh area. I worked three years for Agnes and then succeeded her in 1964. She taught me much about publishing and remains a dear friend."

Friends of the Starretts will be pleased to know that both are lively and enjoying good health. Both have been slowed down somewhat by old age, Agnes by impaired vision and C.V. is not so spry on his hind legs. Both are alert as ever and enjoy company. Their address: 2233 N. St. James, Cleveland Heights, O. 44106; phone 216-321-8231.

HARRY LOUDEN RETIRES

When you get to be 80 years old it's time to call in the dogs," said Capt. Harry Loudon when interviewed recently by Lynda Houston of the Cincinnati "Enquirer." "I could have renewed my license, but you've gotta come home sometime." Lynda's article was accompanied with a picture of Harry taken at the site of former Fernbank lock on the Ohio River. Harry's career ended May 3, 1986 when he left the DELTA QUEEN.

Harry was selected to pilot the MISSISSIPPI QUEEN on her first passenger cruise, from Louisville to Brandenburg, Ky. and return, in July 1976. For many years he piloted towboats belonging to the U.S. Engineers, and the first of these he worked on was the SCIOTO in 1927.

Harry makes his home at 6770 River Road, Cincinnati, O. 45233. His license hangs over the fireplace in his Saylor Park home. Also displayed nearby is his certificate as a Kentucky Colonel signed by former governor Julian Carroll. "That and 45¢ will probably get you a beer," he said with a grin.

Sirs: Please, please stay away from Nanty Glo, Pa.

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

Word comes to us of the death of Everet Ruble, Jr. of Belpre, Ohio, on Friday, January 9, 1987. He was 64. Everet became noted in the Parkersburg area when he set up a boat-building operation in his back yard, bordering the Ohio River, and constructed and operated a number of passenger-carrying, diesel driven sternwheelers. Lately he has been operating a seasonal schedule between Parkersburg and the newly-built replica of the Blennerhassett mansion located on the island bearing the same name.

Locally known as "Junior," services were conducted at the First Baptist Church in Parkersburg on January 12th last. His good friend Herbert L. Roush, Sr., who recently published a quite readable book recounting Junior's unusual career, delivered a eulogy.

(For those who may be interested in the book mentioned, we have contacted the author. Copies are available by asking for "The Last of the Backyard Boat Builders," by Herbert L. Roush, Sr., Route 2, Box 209, Little Hocking OH 45742, \$3.50 postpaid.)

The Quaker State Oil Company plant at St. Marys, West Va. has blown a booming steam whistle to alert the workers of the time o' day. This 60-year tradition was discontinued when local residents of this Ohio River town complained that it disturbs the sick. Plant manager Roy Pollock told a reporter, "To be a good neighbor we thought we'd stop it. When we did so, people started saying they missed it."

So the old steam tooter is back on the job, its echoes in the West Virginia hills remindful of the good ol' steamboat days.

WEDDING BELLS

Christine Stoll Cole and Frederick Jennings Kramer were married on Saturday, February 21st, 1987 at the First Presbyterian Church, Owensboro, Kentucky. A reception followed in Fellowship Hall at the church. Both attended S&D last September and their pictures appear in the December '86 issue, page 3.

DRYDOCK DOINGS

Our roving reporter Judy Patsch writes from New Orleans:

Thursday, Jan. 8:- Monday was probably the highlight of my steamboating days. Early that morning the NATCHEZ was deadheaded from her Toulouse Street wharf up to Zito Repair, 103.7 AHP, East Bank just below the Huey Long bridge. According to those who have been both places, Zito is reminiscent of the Bergeron yard where the NATCHEZ was built. She was to be hauled out for her regular five-year underwater inspection.

I chased along in my car. Took pictures of her passing Robin Street with the laid-up MISSISSIPPI QUEEN in the foreground; then to Jackson Avenue; then to Audubon Park with the drydocked DELTA QUEEN in the background, and finally photographing the drydocking procedure itself at Zitos.

Arrived at the yard, was given a life jacket and offered a warm waiting room in the office of the wharfboat.

An hour or so later when all things were prepared I took my place on the adjoining work barge and had a fantastic view of the whole procedure. That would have been aplenty, but then I was permitted down on the drydock, too! That's old hat for the likes of Doc Hawley, Roddy Hammett, etc. But now imagine my thrill walking and crawling under the great boat I'd been living on for this year? W-O-W, wow!

Everyone was thrilled with the condition of the hull. As I made my way around I snapped four rolls of pictures. A girl never knows when she might get this opportunity again, if ever. As I was crawling under the bow, my life jacket got caught in a grating. I was looking up into our bow thruster. Snap! Snap!

One hundred and forty pictures (one hour later) the time had come to investigate the wharfboat. Doc knew that it was built new as the big sternwheel towboat IOWA in 1921 for the Goltra Barge Line, the steel hull measuring 230 x 58 x 8. So Doc acted as tour guide for Roddy Hammett, Steve Nicoulin, Chris Wirtjes, and me. Machinery, stacks and pilothouse

are gone but we saw every nook and cranny of what is left. The size is awesome. At one point, in what had been the boiler room, I think, we were surrounded by "collectibles." Doc looked at me and commented: "Judy's eyes are roving around for souvenirs." A reputation can be a terrible thing. I owe all of my collecting know-how to my mentor, Sticky Fingers Norrington. Well, Doc was wrong for once. I wasn't looking to latch on to anything for one simple reason: my hands and pockets were full of cameras and lenses.

That evening I found the REFLECTOR story of the Goltra boats (Sept. 1972 issue) and read it with great interest. Now that's the way to learn steamboating; a field trip, a teacher (Doc), and a textbook (the REFLECTOR). I couldn't help but remember Wilbur Dow's remarks as he was introducing Doc at Marietta: "A good man is one who is willing to share his knowledge and train others." If Doc hadn't told us about the wharfboat's background and then guided us, that gem could have gone unnoticed. Thanks to him we walked back into a memorable part of steamboat history. Webster's Dictionary, Encyclopedia Britannica, Bartlett's Famous Quotations, S&D Reflector...some of the greatest reference works of all time.

Zito (Conti Carriers) had Goltra's ILLINOIS, which sank. They still own the MARK TWAIN, not a Goltra, but famed nonetheless.

We were wool-gathering on page 21 of the last issue in naming the ALLEGHENY BELLE NO. 3 as a packet contemporary with the opening of Allegheny River Lock and Dam No. 1 in 1903. The NELLIE HUDSON NO. 3 was intended.

Speaking of which, a letter has since come to our desk as follows:

"My grandfather was Capt. T. P. Hudson of Clinton, Pa. and always was a riverman--also his six brothers. I have pictures of them and also of the NELLIE HUDSON and maybe the FLORENCE BELLE.

"My uncle John Hudson last served as master-pilot on the towboat J. H. HILLMAN.

"My children are all fond of

the water. The oldest is in to sailboats and owns the KESTREL, 60 feet. He has a home and slip at Annapolis, Md. Belongs to the New York Yacht Club. His name is Dr. James Knepshield. He picked up a book in New England called "Way's Packet Directory," by Frederick Way, Jr. My father Ed Hudson and Arley Kisinger of Brownsville, Pa. were friends of a Capt. Way of Sewickley. Is there any connection?

Jane Hudson Knepshield,
4352 Seacove Drive,
New Smyrna Beach, Fla.
32069

=The Way connection is right. I recall your uncle Capt. John Hudson of the J. H. HILLMAN, and best remember Capt. "Bill" Hudson (who hailed from Clinton, Pa.) and who was entrusted by U.S. Steel with the care of their two-deck excursion barge when it was towed in 1955 to Marietta, O. by the W. P. SNYDER, JR. The Hudson family made news in the upper Allegheny River when Capt. John Hudson built a sand digger at West Hickory and operated it there 1926-1928. One of the engines from the NELLIE HUDSON NO. 3 powered its digging apparatus. The GRACE HUDSON, as the digger was named, was transferred in 1928 from West Hickory to Oil City by Capt. Charles A. Smith, and was the start of the Oil City Sand & Gravel Co. -Ed.

The picture of the towboat MIRIAM WERNER in our last issue, page 43, brings us to the happy news that the real-life Mariam Werner, now Mrs. Channing Stowell, lives in Baton Rouge. The news comes to us from Miss Nellie Roberts, P.O. Box 1286, Baton Rouge, La. 70821. "I talked with Mrs. Stowell about the picture and she was delighted to learn about it," writes Miss Roberts. "She was leaving for Salt Lake City, Utah for the holidays, where her son is a physician. She said her father, the late Capt. J. C. Werner, was so proud of the steamboat he took down the livingroom chandelier and put it on the boat, and had the lounge room carpeted."

Miss Roberts also adds: "It is always such fun to find something in the S&D REFLECTOR about this part of the river."



THIRTY YEARS AGO, night of March 27-28, 1957, the excursion steamer AVALON, enroute up the Tennessee River to Knoxville, accidentally ran the wrong span at the Loudon, Tenn. railroad bridge, adjacent to the channel span. Her headway was not stopped until the bridge structure was over-top of the pilothouse. The stage mast was snagged in the bridge girders. On watch in the pilothouse was Capt. John Thomas. When he backed her down, the mast bent forward until it released itself. The stacks were raked back and the radar

damaged. She lost her stage and used an improvised one at Knoxville, where major repairs were made by the John F. Humphrey Co. Further repairs were continued all the way out to Paducah and she looked like herself again at Clarksville on the Cumberland, April 11, 1957. This Knoxville News-Sentinel picture comes to us courtesy of Earl F. Olson, 120 West Norris Road, Norris, Tenn. 37828. PS: Her stage, picked up by Loudon folks, was returned.

Sirs: I live aboard a boat and study rivers. My father was a steamboat photographer and I am researching early Green River boats. Please send information on your organization.

George Dabbs,
Rt. 3, NBU 51, Box 4,
Morgantown, Ky. 42261

=Most famed of George H. Dabbs' river scenes is a wintertime shot of the packet CHAPERON having just rounded a sharp bend on Green River. -Ed.

The video movie, "Flatboat to Towboat; Ohio River Tradition," which made such a splash at the '86 annual S&D banquet, has had further adventures. It has been awarded a CINE Golden Eagle at a ceremony in Washington, D.C. Dorothy Weil and Jane Goetzman attended the five-day conference of CINE (Council on International Non-theatrical Events) to share honors. The river film now is eligible for international festivals. First TV showing was on WCET, Cincinnati's public station, this past January 15 at 9 p.m.

Copies of the tape are available for sale or rent by contacting Ms. Dorothy Weil, 8 Belsaw Place, Cincinnati, O. 45220. Phone 513-751-9078.

Mention in our last issue that Ye Ed had been interviewed at St. Louis by a reporter from the St. Louis "Globe-Democrat" was followed by the shocking news that the 134-year old newspaper folded, apparently for good, barely a week after the story was released. Our sympathies to reporter Charlie Leonard and his 349 fellow employees. Thus in the words of TIME Magazine "ended a publication that began its life supporting abolition and became one of the nation's most prestigious journals in the late 19th and early 20th century." St. Louis now is a one-newspaper town, survived only by the "Post-Dispatch."

While writing the story of the DELTA QUEEN's journey from St. Paul to Pittsburgh in the last issue we dragged in a bit of family history. It probably didn't belong there, and for a brief moment we nearly lopped it



John Hartford's "Steamboat In a Cornfield" has surfaced this post card of the VIRGINIA, taken at Sistersville, West Va. and published by McCoy's Book Store of that place. The original is in color. On the address and message side the sender is directed to attach a 1¢ stamp for domestic mailing, or a 2¢ stamp for Canadian, Mexican or foreign. Never addressed, the card is signed "Jim Sharpe" and "John Hartford." Will the rightful owner please step forward?

out of the final draft as excess baggage. Little did we suspect that this excess freight on page 31 was to precipitate the project about to be related.

Herman Radloff, 3828 Courtois Street, St. Louis, Mo. 63123 read the piece and then went to work. He visited the Recorder of Deeds' Marriage Bureau and verified the marriage of James C. Way and Mary Ann Ellis on January 31, 1839. We had hit the button on the head on that one.

Then he went to Bellefontaine Cemetery where, with helpful assistance, he located the plot and section of James C. Way's burial. He hunted it up to find the Way plot smack-dab in the area where lie buried the famous Capt. Isaiah Sellers and the celebrated Capt. Donald T. Wright. Then Mr. Radloff took the accompanying pictures.

Yes, some years back I was taken there by Pearl Wright, Donald's widow, to gaze upon the Wright monument, and also to see ol' Cap'n Sellers standing there, done in marble, steering his steamboat into eternity. It did not dawn on me then, or until just now, that my great uncle Jim Way & family were neighbors to this curious setting.

Mr. Radloff also furnished us with a diagram of the burials in the 20 x 20 foot Way plot. Plenty of room for more. But no thanks. Think I'll stay closer to home.

Capt. Arthur J. McArthur, 68, of Memphis, retired master-pilot of the DELTA QUEEN and MISSISSIPPI QUEEN, died Friday, January 2, 1987 following a lengthy illness. His river career spanned fifty years, starting as a towboat deckhand. He handled submarines down the Mississippi during World War II (see page 33, col. 1 for a new book on this fascinating subject, "Fresh Water Submarines.") Capt. McArthur towboated with Federal Barge Lines and the U.S. Engineers.

Welcome to Nell E. McClain, 908 Main Street, Unit 7, Clermont, Fla. 32711, who recently joined S&D. She recalls that she and her mother used to ride the SENATOR CORDILL between Wheeling and Pomeroy. She'd stay up all night to watch calves being loaded aboard.

ADVENTURES ON THE
MISSOURI AND YELLOWSTONE

Log of the F. Y. BATCHELOR, 1878.

May 9. 1878: Left Pittsburgh with the following officers and crew: Capt. Grant Marsh, master; S. J. Batchelor, clerk; William Gordon, mate; Leander Patterson and Frank Hamilton, pilots; John S. Armstrong and Thomas Girty, engineers; Albert Harrington, carpenter; H. H. Sholes, watchman; Joseph Nelson, steward; John H. Stiles, cook; Kate Turner, chambermaid; Charles Kenney and Harry Gordon, cabin boys; Jake Yost and Joe Christ, deckhands; George Bevington, Clark Frost, Allen Shupe, Charlie Thauar, Andy Swab and John Martin, rousters; Charlie Hart and William Hepsley, firemen. Passengers, Capt. C. W. Batchelor and John Sharpe.

May 10: Landed at Freedom and Rochester; took on freight and passengers. Stopped at Belmont Mills at 9:15 a.m.; took on 500 kegs nails for Fort Keogh on the Yellowstone River. Rained alternately during the after part of day and night.

May 11: Still raining and disagreeable weather. Landed at Middleport and Ashland for coal and passengers.

May 12: Landed a short distance below California, O. at 12:30 a.m. Laid up until 5:30, and arrived at Cincinnati at 6:15 a.m. Added some freight and passengers, and left at 3:50 p.m. Weather still showery and disagreeable.

May 13: Arrived at Louisville at 5:45 a.m. Took on freight, and left at 9:30 a.m., and descended the Falls with Capt. Pink Varble at the wheel, weather wet and disagreeable. Here we received a dispatch announcing the sudden death of brother Edwin at Cincinnati, where we left him yesterday in apparent good health and spirits. Capt. C. W. Batchelor returned to Cincinnati and will rejoin us at St. Louis. (Ed. note: Edwin was eldest brother of Capt. C. W. and clerk S. J. Batchelor, born 1813).

May 14: Passed Evansville at 3:30 a.m. Stopped at Caseyville for coal. Weather cool and cloudy. Entered the Mississippi at 9:30 p.m.

May 15: Passed Cape Girardeau, Mo. at 8:30 a.m. Wooded at Devil's Island. Coaled at Grand Tower.

May 16: Passed Ste. Genevieve at 3 a.m. Wooded at Rush Tower. Arrived at St. Louis at 4 p.m. Here Capt. C. W. Batchelor rejoined us. Here our engineers left us, and George Foulkes and John Keefer took their places. Mr. J. De Lacey shipped as additional pilot. Laid over to make some repairs.

No entry for May 18.

May 19: Left St. Louis at 2 a.m. Entered the Missouri River at 6 a.m. Lost three and a quarter hours at Howard's Bend grinding valves. Laid up for the moon to rise at Tavern Rock, where Lewis and Clarke passed the winter of 1804 on their expedition up the Missouri and tributaries. Left at 11 p.m. Passed BELLE OF ST. LOUIS laid up at Murdock. Weather cool and cloudy.

May 20: Laid up at Emily Bend three hours, repairing valves. Weather moderating. Made a fair run, and laid up at St. Aubert.

May 21 Left at 2 a.m. Met steamers R. W. DUGAN and FANNIE LEWIS above Bennett's

Landing. Weather very hot. Made a good run, and laid up at Arrow Rock to clean boilers.

May 22: Weather cool and cloudy; rained up to 12 m. Passed no points of any interest. Made a good run, and laid up for the night at Waverly.

May 23: Cool and windy. Passed JOE KENNEY at Berline. Coaled at Lexington. Arrived at Kansas City at 10 p.m. where we laid up all night to clean boilers.

May 24: Left Kansas City at daylight. Arrived at Leavenworth at 12 m. Laid up until 1:30 p.m. and arrived at Atchison at 7 p.m. Laid up below there for a storm of rain and hail.

May 25: Left Atchison at 6 a.m. River rising fast. Arrived at St. Joe at 11:50 a.m. Left there at 12 m. The river has risen three feet, with a terrific current to contend with. Made a run of 85 miles today and laid up for the night at La Fayette.

May 26: Morning opened up bright and lovely. River still rising rapidly. The river is full of heavy drift. Laid up for the night opposite Nemoha City.

May 27: The river still rising and navigation becoming more difficult. Weather warm and pleasant during the day; nights cool. Nothing worthy of notice today. Laid up for the night below Plattsmouth, Neb. Capt. C. W. Batchelor got off at Brownville and took the cars to Nebraska City.

May 28: Passed North Platte River this morning; running out bank-full. Met a section of some two hundred feet of railroad track floating down the river. Current stronger than ever. Arrived at Omaha at 1 p.m. Had a very heavy rain and hail storm this evening. River ten feet above low water mark. Laid up all night and cleaned boilers. Capt. C. W. Batchelor and Capt. Charlie Warner met us here, but continued by rail to Sioux City.

(Capt. Charles Warner probably was the part owner and first master of the MOLLIE ABLE. -Ed.)

May 29: Left Omaha at 5 a.m. Made three attempts before getting through the bridge, and had a very narrow escape from being wrecked against one of the piers. River has come to a stand, but still very hard to navigate. Weather cool and cloudy. Laid up for the night near Soldier's River, sixty-five miles above Omaha.

May 30: Weather cold and disagreeable. River fell two inches last night. Made a fair run, and laid up for the night seven miles below Omaha Mission.

May 31: Rained during the night and continued all day. Met Capt. C. W. Batchelor and Jos. Leighton twenty-five miles below Sioux City, coming down in a skiff to meet us; they were kindly taken in out of the wet. Arrived Sioux City at 4:50 p.m. Took on seventy-five tons of freight and added considerable passengers. Laid up all night.

June 1: Left Sioux City at 1 a.m. Weather cool and windy. Made rather slow progress, owing to the high river and strong current.

June 2: Weather still cool and windy. Passed the Burning Bluff this morning. This place is noted in history. A few years ago great excitement was created by an explosion in the bluff. The natives for miles around took it for an earthquake. Up to the present time the surface remains too hot for snow to lie on it. Laid up for the night at Wiseman's. This place has its own history. In 1863 Mr. Wiseman, a frontiersman,

settled here, his nearest neighbor being five miles off. The country was full of hostile Indians. General Sully came up the river on one of his noted Sioux expeditions. Mr. Wiseman joined the party, leaving behind his wife and five children, the eldest being a daughter of nineteen. One day during his absence Mrs. Wiseman went to St. James, the nearest trading post, for supplies. On her return in the evening she found the home desolate and her children all murdered by the Indians, supposed to be by "Santee," a Sioux. The brave woman went for the neighbors, had the children buried, and stayed to defend her home until her husband returned. Mr. Wiseman, returning home and finding his children all murdered, swore vengeance on the whole Indian race. Reports say that he and his wife have more than avenged the death of their children. Indians give him a wide berth.

June 3: Weather cool and windy. Arrived at Yankton at 10 a.m. and discharged twenty-five tons of freight and added fifty tons. Laid up there all night. Capt. Marsh had a great many visitors at his fine residence at this place. Capt. Andy Johnson, one of our pilots, left us here to take charge of the C. K. PECK.

June 4: Passed Bon Homme Island at 10 a.m. The island is occupied by a colony of Russians. Their houses were built the same as those of the Russian peasantry. Their lands are under a high state of cultivation and present a thrifty and fine appearance. Stopped at Spotted Tail Agency at 9 p.m. Two companies of the Third Cavalry are stationed at this post. Spotted Tail has some seven thousand people, big and little, whom Uncle Sam is feeding and clothing. They are very quiet at present.

June 5: Arrived at Yankton Agency at 2:30 a.m. Laid up until 5 a.m. repairing whistle pipe. Passed Fort Randall at 10:30 a.m. and laid up for the night at Mole Head. Weather cloudy and drizzling rain.

June 6: Weather remains cloudy and cool. Witnessed today a small village of prairie dogs. We passed on the south bank a range of bluffs which give strong evidence of being burned at some distant day. Lewis and Clarke, on their expedition up the Missouri, speak of seeing these bluffs on fire. Laid up for the night at Brule Agency. C. W. Batchelor sent the following letter to the Pittsburgh "Dispatch" today:

On board Steamer F. Y. BATCHELOR,
Near White River, D.T., June 6, 1878.

I have neglected to keep the promise made before starting from home, namely, to write a letter from the far West. The only excuse I have to offer for my apparent neglect is that so many letters have been written to, and so much has been said in your valuable paper on this subject, that I have hesitated, fearing a repetition of what has already been published. After many days travel up the muddy, doubtful and dangerous Missouri River, we at last struck the Indian reservations and Indian agencies, where matters of greater interest begin to open up to the American traveler--a few of which I will give, and if considered of sufficient interest you are at liberty to publish, or if not, confide them to the ever-yawning waste basket.

Forty miles below Fort Randall is the Indian agency of Spotted Tail. This is the place where the noted Spotted Tail and seven thousand of his

people are being fed and cared for by the Government. In 1872 the Government removed these Indians from their agency, twenty miles above Fort Randall to a point on White River, D.T. Last fall they were again removed to their present location, the Ponca Agency. The latter tribe was moved to the Indian Territory to make room for them. The officers at the agency say they apprehend trouble with them before long unless the Government changes its policy in reference to the future of these people. Spotted Tail claims that the "Great Father" at Washington promises him that they would be allowed to go back to their hunting grounds on White River this spring, and that they can get no satisfaction from the President as to his intentions.

The Government has two companies of the Third Cavalry stationed at this agency to watch their movements. The officers say that should Spotted Tail make up his mind to leave (which is quite likely), that all the soldiers could do would be to sit at their headquarters and allow them to go, as the forces at hand would be entirely inadequate to prevent them. Spotted Tail has given out that they will in a few weeks hold their "sun dance," which means getting ready for the war-path, and bid defiance to all enemies.

Fifteen Miles above the Spotted Tail Agency is the Yankton Agency. Last Sunday and Monday the different tribes from around this section held their annual "grass dance," which means to offer up thanks to the Great Spirit for the grass for their ponies. During the festival Spotted Tail made them a speech, in which the post-trader informed us he told them that the whites were not treating them fairly, and urged them all to stick together, and be ready for any emergency. The trader also informed us that the "young bucks" had all left there, but where they had gone no one seemed to know. These preparations, and the reports from Sitting Bull, to a frontiersman look very much like business. Of one thing you may be sure, so far as the officers (those I have talked to) and others in different capacities out here, are concerned. They have made up their minds that the Indians are going to give trouble, which will probably develop itself by the middle of July. The future policy of the Government may have much to do to prevent the uniting of Indians with Sitting Bull, or otherwise give trouble.

We find that the feeling and general wish among the frontiersmen is that the Indian agencies shall be turned over to the War Department. They claim that they will have better protection and prosper better under its government. Gen. Terry seems to have the confidence of, and is respected, by the whole frontiersmen.

Spotted Tail claims a right to be moved to some locality better suited to his people, away from the mosquitoes (which are very bad during the summer along the river), and to where game is more plenty. Should any of these rumors prove true, or any other matter of importance to your readers, you shall have them by the most expeditious route.

Yours truly,
C. W. B.

June 7: Morning opened up bright and cool. Arrived at the foot of Grand Bend at 12 m. and at the head of it at 7:30 p.m. According to Lewis and Clarke's measurement, it is thirty-five miles around, and two hundred yards across the neck. The "back bone" of the divide has an altitude of

two thousand feet above the sea. Passed Red Cloud Agency at 9 p.m.

June 8: Weather warm and clear. Met steamer BLACK HILLS below old Fort George. Arrived at Fort Pierre at 4 p.m. and discharged forty tons of freight and laid up for the night. This is the landing for Black Hills.

June 9: Landed at Fort Sully at 1:15 p.m. Took on part of Company 1, First Infantry, with mules, wagons, etc., destined for the Black Hills. Landed them at Cheyenne Agency, where they joined their regiment. Laid up at Ash Point for the night.

June 10: Weather warm and pleasant. Passed no points of interest today. Made a very good run during the day and night.

June 11: Weather continues warm and pleasant; nights quite cool. River falling fast. This is the largest agency on the river. Uncle Sam gives them good provisions and clothes, which they appear to appreciate, as they are displaying some industry in farming; with what results remains to be seen.

June 12: Passed Fort Rice at 12:30 a.m. Arrived at Bismarck at 10 p.m. Steamers in port: KEY WEST, HELENA, PENINAH and JOSEPHINE. Weather clear and hot. Mosquitoes in abundance. Discharged nearly all our freight, and reloaded for Fort Buford, Miles City, Fort Keogh and Fort Custer. Steamers WESTERN and GENERAL TERRY arrived during our stay.

No entries June 13-June 15.

June 16: Left Bismarck Sunday morning at 2 a.m. with two hundred and forty-five tons of freight, and cabin full of passengers. Weather cool and pleasant. River rising rapidly.

June 17: Arrived at Fort Stevenson at 5 a.m. Heavy wind during the night and morning. Passed old Fort Berthold at 2 p.m. Quite an animated scene presented itself here. Hundreds of "Rees" squaws were busily engaged on the beach catching driftwood. Some were dressed, and some were not, or at least had something to hide their nakedness. Their noble bucks were wrapped up in their blankets, looking on, with a satisfied smile on their faces, whilst the squaws were doing the work.

June 18: Weather warm and clear. Passed the point said by Lewis and Clarke to be within one mile of the head of Moose River. Laid up to clean boilers opposite White Earth River. This is the most northern point on the Missouri River, being only fifty-five miles from the British Possessions.

June 19: Weather remains clear and warm. Met steamer E. H. DURFEE at Beaver Creek; KEY WEST below Tobacco Garden. This place was set apart as neutral ground, where the Indians used to annually meet to hold a grand smoke--good friends as long as they remained on these grounds, and good enemies when they left.

June 20: Weather clear and warm. Arrived at Fort Buford, mouth of the Yellowstone, at 8 a.m. Entered the Yellowstone River at 2:20 p.m. Laid up for the night at Table Rock, forty-five miles above Buford. At Buford my niece, Mrs. Dr. Harvey, and Mrs. Jordan joined us to make the trip up the Yellowstone.

June 21: Weather clear and very hot. River rising and current very strong. Met steamer KATIE P. KOUNTZ at Peninah Chute. Laid up at Smith's Wood Yard to clean boilers.

June 22: This being the longest day of the year, we took observations in this latitude, with

the following results: Dusk at 9 p.m.; dark at 10. Day commenced breaking at 2 a.m.; daylight at 2:30. A paper could be very easily read from 3 a.m. until 9 p.m. without any artificial light. The Yellowstone, for the first fifty miles, very much resembles the Missouri River; after that are islands innumerable, varying in vegetation and barrenness as they are numerous. On one side of the river is a rich, rolling prairie, with bottom timber land. and on the other side, desolate looking, barren buttes. The aborigines well named these "Bad Lands." Passed Glendive to-day; a these "Bad Lands." Passed Glendive to-day, where the Northern Pacific Railroad made a survey for erecting a bridge across the river at some future day. Also passed Stanley's Crossing, where General Stanley crossed in his expedition against the Indians in 1873. Passed steamer TIGER above Mountain Sheet Bluff. A vein of coal shows in this bluff, at a probable height of a hundred feet, and was on fire and blazing quite lively. The theory is that it had caught from steamboat sparks. The height of the bluff above the river is estimated at five hundred feet.

June 23: Passed Powder River at 8 a.m. Near this point, two years ago, the brave scout, Brockmeyer, with General Custer, lost his life in a skirmish with the Sioux. His remains were buried on the spot where he fell, now in sight of our boat. Passed over Buffalo Rapids without using a line, something that is said was never before accomplished by any steamboat with as much freight as we had on board. Laid up for an approaching storm at Reynolds' Rapids. About midnight the storm broke out in all its fury. The peals of thunder were terrific; flashes of lightning lit up the heavens as in one sheet of flame; the sight was grand and terrible. These mountain storms are very much dreaded by the natives. Passed the GENERAL RUCKER under way to-day; she left Buford twenty-two hours ahead of us. The steamer OSELLA [sic: OSCEOLA] was overtaken at this point by a storm last year and literally blown to atoms. Several lives were lost.

June 24: Arrived at Miles City at 8 a.m. Discharged thirty-five tons of freight, and left at 4 p.m. The GENERAL RUCKER overtook us at this place and started out a few minutes ahead. We passed her and beat her to Fort Keogh forty minutes (distance, ten miles), arriving there at 5 p.m. The officers and ladies at this post honored us with a grand military hop, music by the regimental band, on board of the boat. General Miles, commander of this district, was absent, and General Whistler was in command at Fort Keogh.

June 25: Left Fort Keogh at 3:30 a.m. Ferried some wagons across the river, and got started at 6:30 a.m. Stopped to wood near the mouth of Rose Bud River, where General Custer started across the country on his ill-fated march--the last place where he and his command were seen by any whites. Laid up for the night at Bachelor's Landing.

June 26: The first buffalo was seen this morning. During the day a great many were seen, and many shots fired at them, but we failed to find any choice buffalo steaks served up for our meals. Didn't stop to pick them up. At 6 p.m. we arrived at the old Custer battle ground (now Fort Peas) of 1873. At 8 p.m. we entered the Big Horn River, and laid for the night five miles above the mouth, having made the run from Tongue River in two daylight, being pronounced the quickest

time ever made.

June 27: All hands were called up this morning to see the snow-capped Big Horn mountains. To see the sun glistening on the snow, while we were sweltering with heat, was truly a sight to be witnessed. The distance to the mountains was estimated at seventy-five miles, but seen very distinctly with the naked eye. The Big Horn River is one of the most rapid and tortuous rivers that ever has been navigated by a steamboat. The current is terrific, and at places it seems impossible for any boat to stem it. Have had no occasion to use a line on account of the current.

June 28: Arrived at Fort Custer at 7 a.m., being the first and only boat that has arrived there this summer. Fort Custer is situated at the junction of the Little Big Horn and Big Horn Rivers. The fort stands at an elevation of one hundred and seventy-five feet above the river, and at an altitude of seven thousand feet above the ocean. Part of the Second Infantry, and part of the Eleventh Cavalry, under command of General Buell, are stationed here. While lying here something more than one hundred lodges of Crow Indians were busily engaged crossing the river with all their plunder and ponies, on their way to their new reservation on the Big Horn. It was a sight well worth seeing. We had many a "how" and shake during our stay. These Indians are a very honest tribe; won't steal unless they get a chance. Capt. Baldwin, Adjutant General of General Miles' staff, sent an ambulance to the boat and took Capt. C. W. Batchelor, Warner and Sharpe out to the Custer battlefield, where General Miles had gone that morning with a company of infantry as escort, to make an examination of the battlefield. Gen. Miles ordered horses and escorted the visitors around the entire field, a distance of not less than fifteen miles, pointing out and showing them all prominent places known in that terrible struggle against such odds, in which more than three hundred brave men lost their lives. The party crossed the Little Big Horn at the same ford where General Reno crossed in his retreat. "Curly," the Crow scout, the only known living being saved from the Custer massacre, was interviewed through an interpreter on the boat by General Miles. More details and correct information was obtained from him than had ever been given. "Curly" had never fully recovered from the fright of that memorable day. General Miles was accompanied over the battlefield by White Horse and Little Creek, two Cheyenne Indians who were in the fight against Custer. The Indian village, where Custer made the attack, was five miles in length along the Little Big Horn, and said to number from five to seven thousand warriors. The plain where the Indians were encamped was a beautiful wide prairie, covered with good grass. The Little Big Horn, where Reno crossed on his retreat, to-day contained water deep enough to come up to the middle of the saddle-flaps of the horses.

June 29: We left Fort Custer at 6 p.m., having on board General Miles and family, Capt. Dewees and family, Lieuts. Baldwin and Wheeler, Dr. Conger and Miss Mary Lane. Made a run of twenty miles in one hour and twenty minutes, and laid up for the night.

June 30: Entered the Yellowstone River at 5:30 a.m. We took on thirty-six cords of pine knots and landed for Fort Keogh at 3:30 p.m., making the fastest run ever made from the mouth of the Big Horn to Fort Keogh. General Miles, commander

of the post, and party here disembarked. Laid up at Miles City two hours, and left there at 11 p.m. Laid up for the night five miles below Powder River.

July 1: Entered the Missouri River at 2 p.m. and landed at Fort Buford. Took on a large lot of robes and furs and a large cargo of mosquitoes (the latter was not consigned to any particular party), and left at 6:40 p.m., and laid up for the night five miles below Painted Woods.

July 2: No entry.

July 3: Arrived at Bismarck during a heavy wind at 5:30 a.m. after an absence of seventeen days from this port--to Custer and return. Here we reluctantly bid good-bye and God speed to our cheerful companions on our long voyage, Captains C. W. Batchelor, Charles Warner and John Sharpe.

S. J. Batchelor, Clerk.

COMMENT

The F. Y. BATCHELOR was a sternwheel packet built in the spring of 1878 with a wood hull 180 x 30 x 3.5. Engines, 13's- 5 ft. stroke. Two Western boilers, each 42" by 24 ft. with five 10" flues. Hull by McCaskey & Kerr, Freedom, Pa. and completed at Pittsburgh. Capt. C. W. Batchelor superintended construction. Built complete in 64 days. Machinery by Robert Lea, Pittsburgh. She was launched on April 8, 1878, and it was on June 28 when she arrived at Fort Custer on the Big Horn River, the only steamboat arrival there that season. She then ran back to Fort Buford in quicker time than the FAR WEST had made it when carrying out the wounded from Custer's Massacre, and beating the RED CLOUD record by eight hours. A certified record of this return trip was kept; viz:

TRIP #4

Aug. 10, 1878: Left Bismarck at 4:30 p.m. Arrived at Turtle Creek at 10:30 a.m. Took 22½ cords of wood. Met steamer JOSEPHINE.

Aug. 11: Arrived at Knife River 4:30 a.m. Met steamer ECLIPSE. Reached Stevenson at 9:00 a.m., 16½ hours out. Arrived at old Berthold 12:25, 19 hours 55 minutes from Bismarck. Arrived 1½ miles below Little Missouri at 4:30 p.m., 24 hours out. Took 4 cords of wood. Landed at Pleasant Point and took 25 cords. Met steamer BIG HORN a little above Berthold.

Aug. 12 Arrived at Knife River No. 2 at 3 a.m., 34½ hours out of Bismarck. Met steamer HELENA at 7:30 a.m. at Strawberry Island. Arrived at Tobacco Garden at 9:40 a.m.; at Lanning & Grinnell's wood-yard at 9:55, took 12½ cords of wood. When 46 hours out were ten miles below the Big Muddy. Arrived at Big Muddy at 6 p.m., 49½ hours out. Arrived at Buford at 11:55 p.m., 55 hours and 25 minutes out from Bismarck.

We the undersigned, passengers on the steamer F. Y. BATCHELOR certify to the correctness of the above statement.

L. N. Sanger,
Captain 11th Infantry,
Sig Hanauer,
J. E. Walker,
Bismarck, D.T.

This wonderful run makes the steamer F. Y. BATCHELOR the champion boat of the Missouri and Yellowstone rivers. Bismarck Tribune.

Francis (Frank) Y. Batchelor, in whose memory the Missouri River packet was named, had been part-owner, master and clerk on river packets. Born and raised in Steubenville, O., he was master of the W. I. MACLAY in 1856. In the war years he was on the EMMA DUNCAN and DARLING, then to the OHIO NO. 4, EDINBURGH, and was on the MOLLIE EBERT pictured in our Sept. '86 issue, page 23. Born in 1818, he died Sept. 7, 1876. He was the eldest of six brothers, all with Steubenville beginnings.

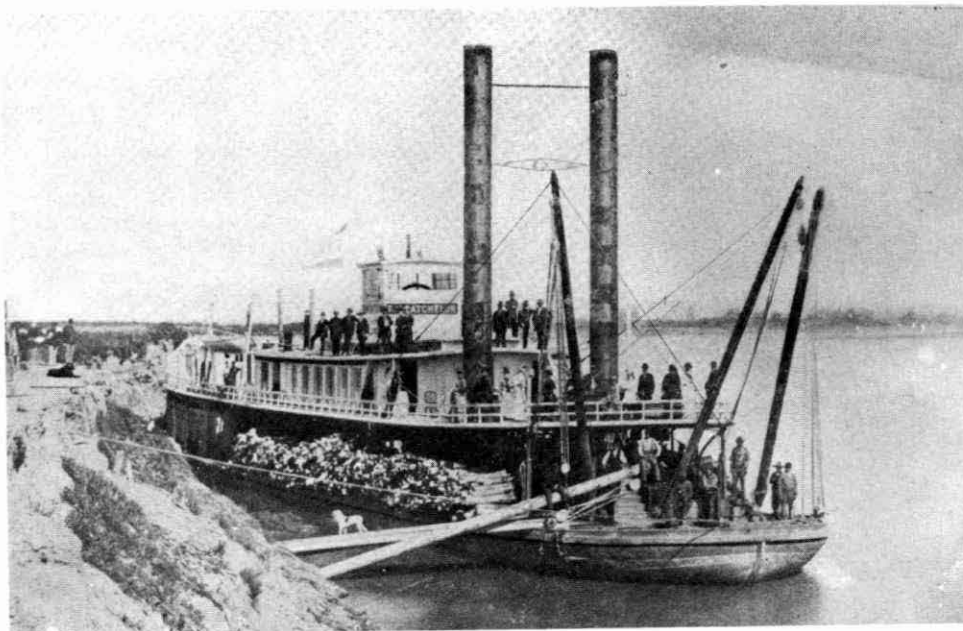
Charles W. Batchelor was 54 when he was up the Missouri and Yellowstone on the F. Y. BATCHELOR's maiden voyage. Born in 1823, he received his early education at private schools in his native town. Father of the six sons was Joseph S. Batchelor, who moved from Philadelphia to Steubenville in 1810 and manufactured furniture. In 1841 Charles apprenticed himself to Capt. Henry Mason of Wheeling on the TIOGA as cub pilot. Got his license in 1845 and in 1849 bought the interest of Capt. John Klinefelter in the HIBERNIA NO. 2 of the Pittsburgh and Cincinnati Packet Line, and assumed command. By 1853 he was master of the ALLEGHENY in the same Line. One year later he built the AMERICUS for the Pittsburgh-Nashville trade. A year later, after she burned, he became v.p. of Eureka Insurance Co. in Pittsburgh. In 1861 he was appointed surveyor of the port of Pittsburgh by Abraham Lincoln. In 1867 he became president of the Eagle Cotton Mills, Pittsburgh, and so remained until 1873. Also in 1868 he was made president of the Masonic Bank, Pittsburgh, and later v.p. of the Keystone Bank, and president of the Oil Exchange. He was elected president of the Natural Gas Co. of West Virginia, furnishing gas for Wheeling, West Va. During his steamboat career he owned in and built the most of

the following steamers: HIBERNIA NO. 2, ALLEGHENY, AMERICUS, W. I. MACLAY, EUNICE, LUCY GWIN, PARAGON, MARY E. FORSYTH, GEORGE W. GRAHAM, W. R. ARTHUR, EMMA DUNCAN, DARLING, NORMAN, GUIDON, F. Y. BATCHELOR and the LAC LA BELL of Cleveland, O. In 1885 he became chairman of the committee for arrangements and Commodore of the Fleet for the celebration of the Ohio River's first lock and dam opening ceremonies, the Davis Island Dam. The packet C. W. BATCHELOR, named in his honor, was flagship of the marine parade that day.

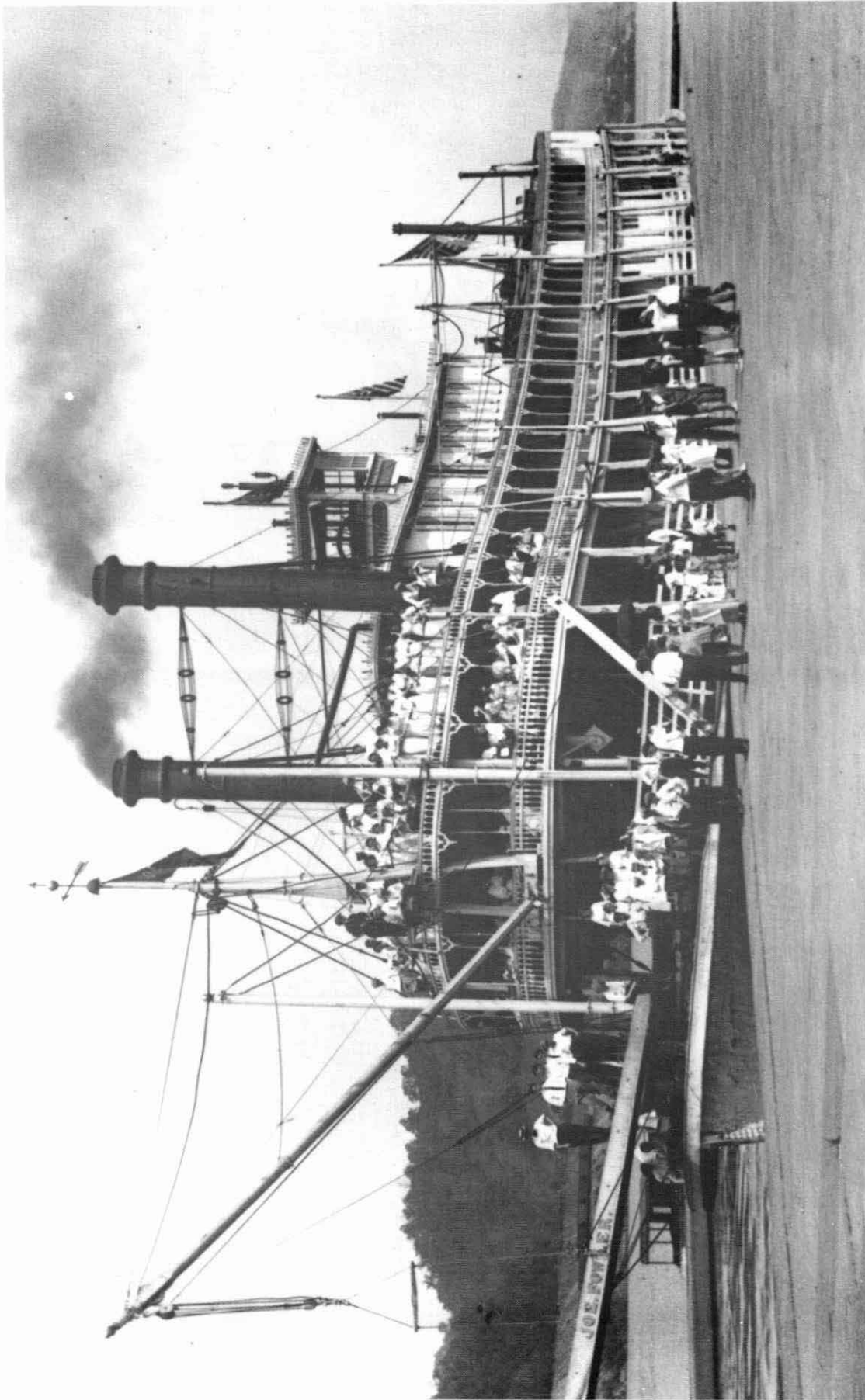
He died in Pittsburgh, aged 73, in late June 1896. Ed. Note:- My father started his business career as a bank messenger in Pittsburgh and used to recall taking private documents to Capt. C. W. Batchelor at the Keystone Bank, surprised that this slight-built gentleman had accomplished so much.

In retrospect it seems odd that clerk Stanton J. Batchelor (brother of Capts. F. Y. and C. W.) did not tell more in his log of Capt. Grant Marsh who was master-pilot of the FAR WEST in 1876, barely two years prior to the F. Y. BATCHELOR's trip up the Yellowstone, and brought the first news of Custer's Massacre to the press wires; Custer and his entire command, 264 in all, entirely wiped out on the Little Big Horn. Stanton Batchelor died shortly after writing his log, on Feb. 17, 1879, age 48.

The log of the F. Y. BATCHELOR, which we have quoted in full, came to us from Elvin Batchelor of 929 Atlantic Ave., Monaca, Pa. He sent to us a reprint of a book published at Pittsburgh in 1887 titled "Incidents in My Life, with a Family Genealogy," by Charles William Batchelor. Some years ago we happened on a copy of the original printing of this book in the reference section of the Carnegie Public Library, Pittsburgh.



THE F. Y. BATCHELOR early-on in her career was photographed on the Missouri River while owned by Capt. C. W. Batchelor and Joseph Leighton, son-in-law of the late F. Y. Batchelor, and store owner at Fort Buford at the mouth of the Yellowstone. She was 180 x 30 x 3.5, with 13's- 5 ft. stroke engines powered by two Western boilers, each 42" by 24 ft. with five 10" flues. Contracted for on April 6th, 1878 and on May 9th left Pittsburgh on the maiden voyage herein described.

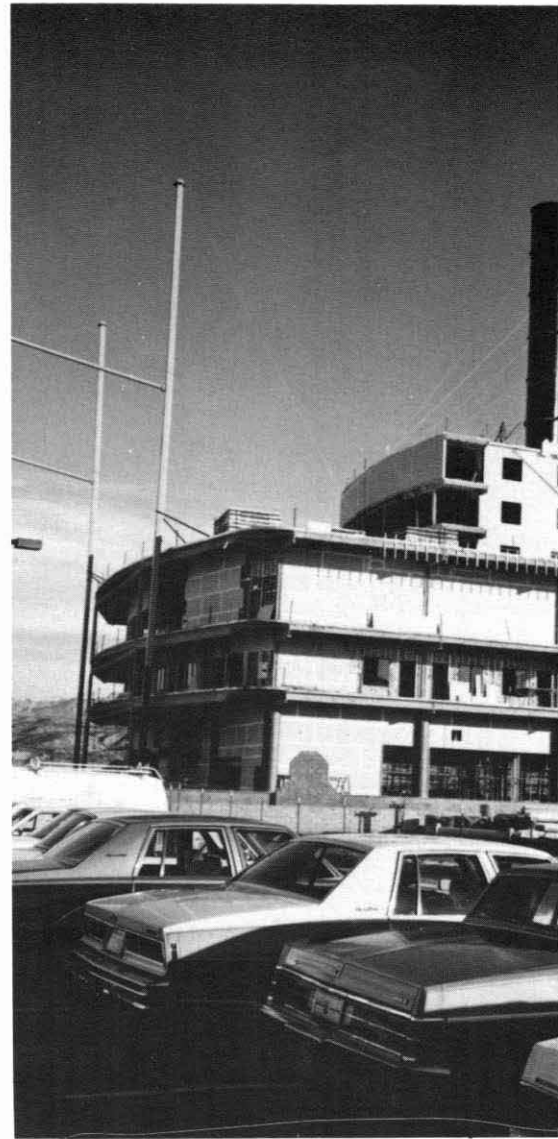


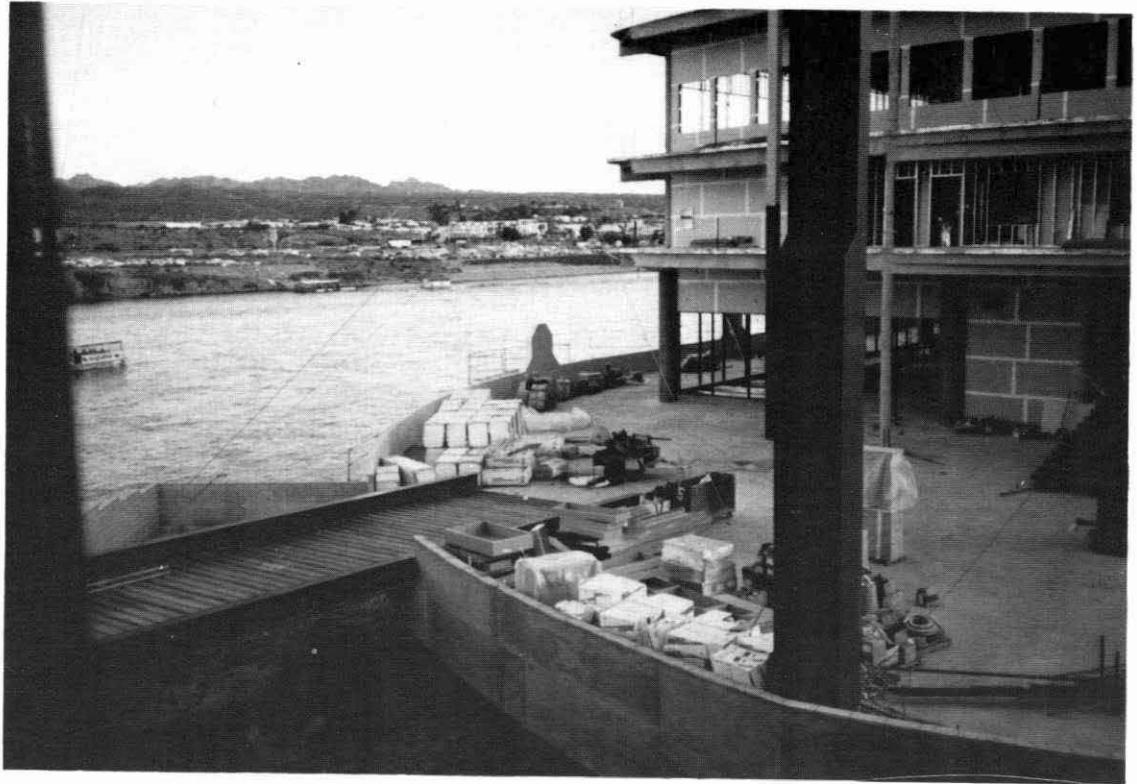
MENTION was made in our last issue of the JOE FOWLER's unusual tourist cruise from Pittsburgh to St. Paul in June 1914. So now, up pops this picture of her from Wm. W. Mueller, Route 1, Box 262, Middlebourne, West Va. 26149. It was taken in the summer of 1913 while the FOWLER was running excursions on the Upper Ohio in the Wheeling-Bellaire area. Having outlived her usefulness in the Paducah-Evansville trade

since 1888 she had just been completely rebuilt at Parkersburg, West Va. by her new owner, Capt. Ben S. Pope. He ran a Mardi Gras trip with her early in 1914 and then dreamed up the Pittsburgh-St. Paul trip. On the return from St. Paul the passengers were returned to Pittsburgh by rail from Louisville, and she ran excursions there for the balance of the summer season. Our thanks to the Murphy Library, La Crosse, for this print.

THE EDGEWATER Hotel and Casino, 2020 South Casino Drive, Laughlin, Nevada 89029 furnishes the following letter to guests: "Dear Hotel Guest: Please accept our sincere apologies for the inconvenience of the surrounding construction noise. We hope that you will join us in our excitement over the anticipated opening of the Colorado Belle Casino scheduled for July of 1987. The COLORADO BELLE will be an authentic replica of a Mississippi Riverboat. The length of the boat is 633 feet. Each Paddle Wheel weighs 150 tons and is 92 feet in diameter. the casino will encompass 48,668 square feet. The starboard side of the Boat will feature 4 specialty restaurants, each having its own concept. For your convenience we do offer complimentary coffee delivered to your room which is available through the Bell Desk from 7am-10am. Our shuttle service runs continuously 24 hours between the Hotel and Casino. To avoid a line checking out in the morning we offer a Specialty Check Out service which consists of checking out by phone and having your receipt mailed to you. Additionally, you may close your account the night before. When making future reservations, please inquire about our Speedy Check-in Service. We hope that you may enjoy your stay. Sincerely, Edgewater Management."

The world of rivers and steamboats was alerted many years ago of the possibility of a future COLORADO BELLE. Capt. E. Dayton Randolph of Reedsville, O. used to invent stories of a monster (he called her the HURRONICO), his super-impossible packet. This is it; the stacks of the COLORADO BELLE are 210 feet tall from the water line. To solve the problem of getting under bridges, Dayton's HURRONICO leaped over the tops of them. The S&D REFLECTOR in its June 1986 issue announced on page 6 that the COLORADO BELLE and a new hotel (estimated cost \$70 million) were in the works. Apparently we had wasted our time on a ho-hum story until Dave Johnson and his wife "came across this surprise of a lifetime." Laughlin, Nev. is handy to Las Vegas.



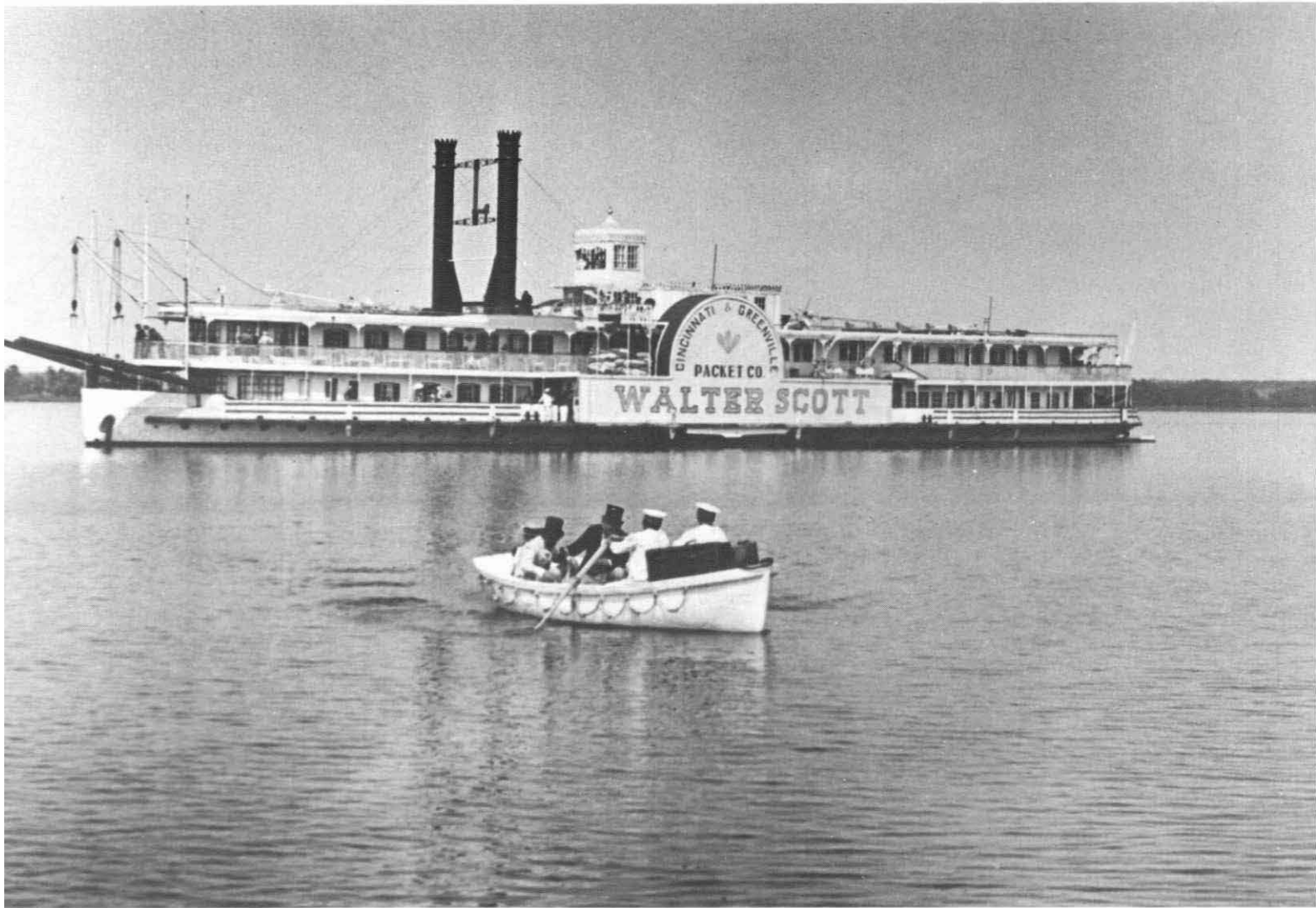


MADISON, IND. CHOSEN
FOR MOR CHAPTER
SPRING MEETING

The Middle Ohio River Chapter of S&D will convene at Clifty Inn, Clifty Falls State Park, Madison, Ind., Friday, March 27. Saturday night's banquet will be a buffet for \$8.50,

payable upon arrival. The speaker will be Alan Bates, noted marine architect. Hiram Leman's river pictures will be displayed. Space will be provided for items brought along by members. Clifty Falls State Park is located on State Route 56, just west of Madison, downriver from the power plant

smokestacks. Take the road up the hill to register at the main lodge. The park is dry, so BYOB if desired. An advance room deposit for one night, \$35.97, is required. Visitors welcome. Contact Sandie Miller at once, 4223 Cutliff Drive, Louisville, Ky. 40218.



SOVIET and U.S. tourists cruising together aboard the DELTA QUEEN (Dec. '86 issue, page 26) brings to us the above photograph from a brand new S&D member, Dave Thomson, 9420 Gothic Ave., Sepulveda CA 91343. Dave writes: "My first S&D REFLECTOR arrived Christmas eve day. My favorite gift! Like the sepia photos on the covers and the photos and articles within. I'm enclosing a photo copied from one in my collection that you may not have seen. This giant steamboat was a movie 'prop' built by the Russians for their 1972 film adaptation of Twain's 'Huckleberry Finn' directed by Georgi N. Daneliya, at 42. The scene is staged on the Dnieper River ('Ole Man Dnieper, dat Ol'

Man Dnieper...')

"Richard Bissell refers to this film in his book 'My Life on the Mississippi.' chapter Sixteen. This photo was sent to me along with others from their Huck Finn by Sovexport film in Moscow. Your readers may find it to be a curiosity." We looked up Dick Bissell's book to catch him giving what-for to the builder of Huck and Jim's raft, "about big as a barn door," etc. Dave Thomson recently bought a pilotwheel, possibly from the sternwheel motor towboat ALARM (1918-1940) built at Keokuk, once owned by H. C. Miller. Dave got it from the Eichenbergers at Saver-ton, Mo. What Dave now needs is a picture of the boat.

GALA PARTY

Opening Event On ADMIRAL
Gets National Attention.

The schematic artist's conception of the ADMIRAL we showed on page 18 of our Sept. '86 issue, together with a front-page story of the boat, appeared in the Dec. 31, 1986 issue of The Wall Street Journal. The Journal's staff writer Lee Berton led off with a preview of what he predicted would be the "fanciest floating New Year's Eve in St. Louis." Some 400 business and civic leaders were to come aboard the ADMIRAL "to munch on Cajun-style chicken and poached salmon" at a black-tie soiree thrown by William E. Maritz, a wealthy St. Louis businessman.

Getting down to the nitty-gritty, Lee Berton disclosed that the party was to celebrate a business coup scored by fifty of the celebrators, including Mr. Maritz. By banding together in a tax-shelter partnership and making the ADMIRAL ship-shape by year's end, the limited partners are enabled to reduced their 1986 taxes by about \$50,000 each--with the tax reductions totaling some \$2.5 million.

To go on with the story, writer Berton found that not everybody would be dancing to the strains of "In the Mood." Senator Howard Metzenbaum of Ohio for one. "It's a disgrace for American taxpayers to have to pay more taxes because some wealthy St. Louis businessmen want a lavish playboat," he is quoted as saying. So what does the Senator propose to do about it? The truth is, there is nothing he can do about it. Some 400 businesses are benefiting from special tax exemptions during the transition to the new tax laws. Because of the rush and push, "some egregious exemptions were sneaked through and the ADMIRAL is the worst of them, Senator Metzenbaum contends. "If St. Louis businessmen want a fancy boat, let them pay for it themselves."

At this point The Wall Street Journal ran a "continue line" to page 6 to handle 14 remaining paragraphs. Probably not since Nov. 27, 1868 has St. Louis handled a news story of equal

scope about one of its river boats--this when, to quote, "The GREAT REPUBLIC from bad management has resulted most disastrously for her owners. In less than two years she has bankrupted her owners and builders. Her captain is under \$10,000 bond for killing a member of the deck crew and the clerk is under \$20,000 as an accessory, and today the boat will be sold by the U.S. Marshal to satisfy \$40,000 lien claims with some \$94,000 building bills hanging over unsatisfied."

Senator Metzenbaum also is upset that in 1983 St. Louis got a \$5 million, 15-year, low cost HUD loan, which it re-lent to the ADMIRAL partnership. "We have poor people living in slums and cuts in Medicare, so why should federal money go for this boondoggle boat?" he asks.

Retorts a HUD official: "When the ADMIRAL repays St. Louis, the city is required to put the money plus the low-cost interest into housing and community development. A loan for a boat may seem unusual, but we lent \$4 million to New York City to help set up the aircraft carrier INTREPID as a tourist attraction parked on the Hudson River."

The project to restore the ADMIRAL has been marked by delays, huge cost overruns and unexpected problems. Reporter Berton sketches the boat's story:

"The vessel--378 feet long and 95 feet abeam--was built in 1907 as a railroad ferry. In 1940 two river captains, Joseph and John Streckfus, installed a silver-painted sheet-metal superstructure and converted the ferry, then ALBATROSS, into an excursion vessel that reminded some St. Louisans of the Confederate ironclad MERRIMACK. In 1979, the Coast Guard decided that the ADMIRAL needed a new hull. But the Streckfus brothers decided they couldn't afford the \$1.5 million bill. So they sold the ADMIRAL for \$600,000 to a Pittsburgh businessman.

"Two years later, Mr. Maritz and a few friends, upset at losing a local landmark, bought the ADMIRAL, minus its diesel engines, for \$1.6 million. 'We surely overpaid, but we were driven by civic pride and felt this had to be done for St. Louis,' Mr. Maritz says. 'Little did we know what lay ahead.'

"The group members expected to spend only a few million dollars. But after peeling away

the sheet metal, they discovered that spiffing up the ship would cost about \$25 million. To raise money, the limited partnership was formed. Chicago-based Bally Corp., which runs an amusement park here, agreed to be the general partner.

"Each limited partner, including Mr. Maritz, forked over \$160,000, with Bally's Six Flags unit contributing \$1.7 million. HUD weighed in with its \$5 million, and local banks lent \$10 million at fairly low interest rates.

"But the Pittsburgh man had towed the boat to Paducah, Ky. and the new owner--S.S. ADMIRAL Parters--couldn't get it home quickly. 'High Mississippi waters kept us from sailing under bridges, so we were delayed for several months,' recalls William P. Haviluk Jr., the general partner's manager for the project.

"A local contractor promised to finish sprucing up the ADMIRAL by late 1985, but the superstructure needed more steel than anticipated, and such jobs as laying a dance floor turned into slippery propositions. 'Putting a ballroom floor into a boat is like working with potato chips,' Mr. Haviluk says. 'The floor curves all over the place.'

Last year the contractor, after getting an extra \$1 million from the city, was fired by the partnership. "We felt he was over his head, and so were we," Mr. Haviluk is quoted saying.

A new contractor resumed work last June. There were delays when the Mississippi River flooded last fall. Workmen had to be barged to the site. The Wall Street Journal sums up the ADMIRAL's situation by saying Messrs. Maritz and Haviluk "concede that the success of the ADMIRAL is questionable." When Mr. Maritz isn't fussing over the ADMIRAL, he runs Maritz, Inc., a family business which specializes in marketing studies. "The ADMIRAL will either be the greatest thing since sliced bread or the world's biggest white elephant," he is quoted saying, adding, "Only time will tell."

We are advised that the supply of booklets about the SPRAGUE, offered by the Old Court House Museum, Vicksburg, has been exhausted and there will not be a reprinting.

In 1935 a Bowling Green, Ky. native, Duncan Hines, sent to his friends as a Christmas card a list of 167 eating places across the country of which he approved. Being a traveling salesman for a printing and advertising company he ate most of his meals at restaurants nationwide.

One year later, a greatly expanded list was published as a guidebook, "Adventures in Good Eating," which he compiled. This past year, the 50th anniversary of "Recommended by Duncan Hines" restaurants, was celebrated in his hometown of Bowling Green. S&D's valued correspondent, Jane Morningstar, was on the steering committee. Her father was the late Capt. J. Porter Hines. Issued as a souvenir of the occasion was a reprint of the original 1935 Christmas card, the cause of it all.

A sampling of these first inclusions:

OHIO Chagrin Falls, Canary Cottage; Cincinnati, Canary Cottage; Cleveland, Damon's; Mt. Lebanon, Golden Lamb (incorrectly listed as Golden Lion).

PENNSYLVANIA Uniontown, Summit Hotel and Golf Club. (no listing for Pittsburgh.)

TENNESSEE Gatlingsburg, Mountain View Hotel; Memphis,

Shadow Hills, 40 miles south; Nashville, Kleenans.

WEST VIRGINIA Wheeling, Kilkenny Inn (just east of St. Clairsville, O. west of Wheeling.)

INDIANA Madison, Clifty Inn
KENTUCKY Harrodsburg, Beaumont Inn; Louisville, Canary Cottage at 621 South Fourth, also in Lexington; Stebbins Chestnut Grill, 412 West Chestnut (steaks a specialty); Shakertown, Shakertown Inn.

LOUISIANA New Orleans, Antoine's.

MINNESOTA St. Paul, Porto's Tea Room, Grand at Oxford.

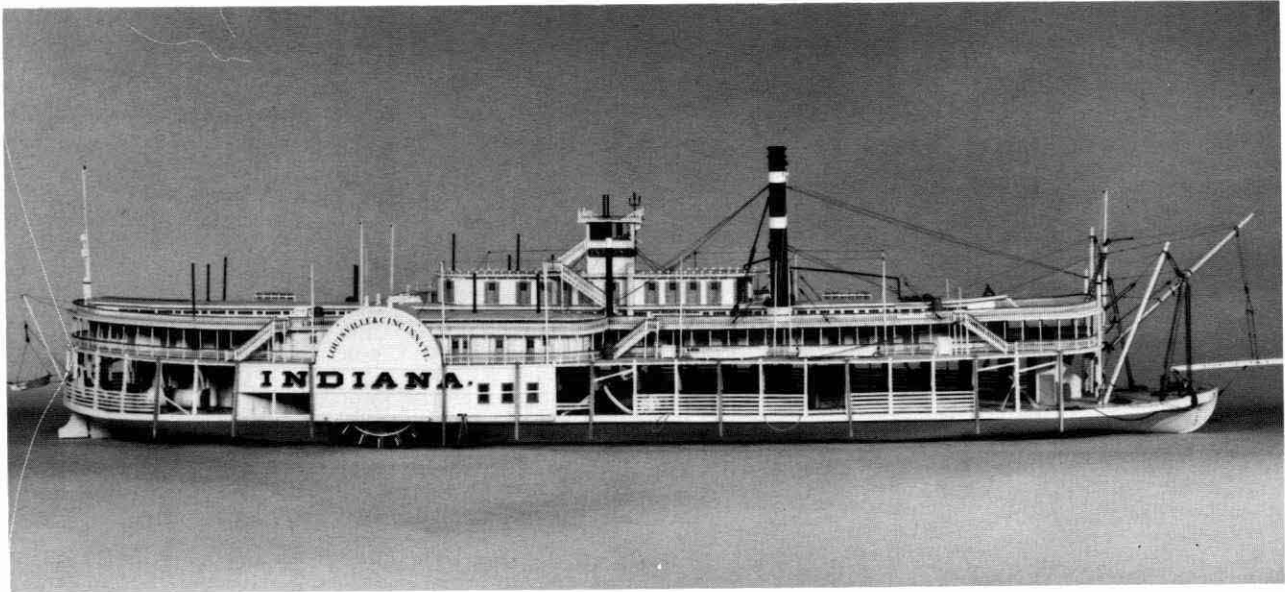
MISSOURI St. Louis, La Castilla on Washington Ave. Also Winston Churchill Tea Room, Cabanne and Belt Avenues.

Duncan Hines allowed his name to be used on cake mixes, available in every corner grocery, in 1948.

Dr. Thomas H. Gandy and wife Joan, of Natchez, have completed a new picture album titled "The Mississippi Steamboat Era." The Gandys own a wealth of original photographic glass plates, some dating back to 1870 and professionally taken. The book is being published in New York City. Details as to pricing, etc. have not yet come to hand.

Capt. Charles J. Larkin of Louisville, Ky., retired master-pilot of the BELLE OF LOUISVILLE, died on Friday, December 19, 1986. After piloting the boat for four years he succeeded the late Capt. Charles H. Brasher as master of the BELLE in 1976. He retired after suffering a stroke in 1983. His lengthy river service included 38 years with the U.S. Engineers as lockman, steersman, pilot and master. He also worked on a towboat on the Kentucky River for six years.

WAYS'S PACKET DIRECTORY continues to be available. Write to Ohio University Press, Scott Quad, Athens, Ohio 45701. Price is \$34.95. Please add \$2.50 postage and handling for first book and \$1.00 for each additional book. Ohio residents add sales tax. Clothbound, this 620 page book, pages 8½" by 11" is illustrated and fully indexed. A preface by the author tells how the histories of these 5,907 steamers were researched to include those operative 1848 through 1983. In addition to owners, a number of crew members and dates they served are mentioned in many of the listings.



This is the 1/4" scale model of the INDIANA which has taken two best of shows, and lately appeared in the Model Engineers Exposition in England. The picture comes to us from the model's builder, Eugene F. Salika, 3917

Sunnyside, Brookville, Ill. 60513. Construction was guided by plans from Alan L. Bates, with assistance of photographs from the Lilly Library, University of Wisconsin at La Crosse and the Howard Museum.

THE KETCHAMS

Boated in the South.

Albert R. Ketcham of New Richmond, O. wrote the following letter in September 1907 from New Orleans addressed to the editor of the New Richmond "Independent News:"

The father of the Ketchams (Ketchums) was George Ketchum who came west from eastern Pennsylvania to locate on the Ohio River at "Boat Run," later Clermontville, about three miles from New Richmond. George had five sons, William, Jacob, Meyer, John and George, plus four daughters. All five sons followed the river.

William, the eldest, became a mate. He died in late 1864 up White River in Arkansas serving on the DES ARC.

Jacob K. started out as an engineer, and was serving on the J. W. CHEESMAN when she attempted to run a Rebel battery at White Oak Island on the Tennessee River, Nov. 3, 1864. A shot from shore severed the steam line and Jacob was killed instantly. He was 44 at the time and his remains are buried in Mt. Zion Cemetery, Clermontville.

Meyers K. also became an engineer and spent most of his adult life at it. He died at his home in New Richmond, aged 80, quite recently.

George K. also was an engineer. About five years ago, at the throttle of the BOSTONA, he fell dead. Most of his career was between Cincinnati and Louisville.

John K. was a mate, accidentally killed by a friend in Clermontville about thirty years ago.

Of the three sons of Jacob Ketcham, Albert, the eldest (myself) went mate on the JOE BRYARLY in 1876, built for the Red River trade. Since then most of my steamboating has been in the South. At present I am mate of the BOB BLANKS running on the Ouachita and Black rivers. My son Capt. Fred Ketchum, is the master, temporarily.

James Ketcham, second son of Capt. Jacob, has been a river engineer all his adult life. He left home in 1872 and has been in the South ever since. Presently he is on the NATCHEZ, and he has a son, James Jr., engineer on the IMPERIAL.

The writer has four sons living. Albert Jr. died in 1892, aged 25, engineer on the VALLEY QUEEN. Edward is engineer on the ferryboat HETTIE at New Orleans, known as the Third District ferry.

Fred, as mentioned, is in temporary command of the BOB BLANKS.

Albert Jr. is a licensed engineer but presently is with the Peoples Tobacco Co. here in New Orleans.

Myers, who died recently, left two sons, both engineers, Charles and William.

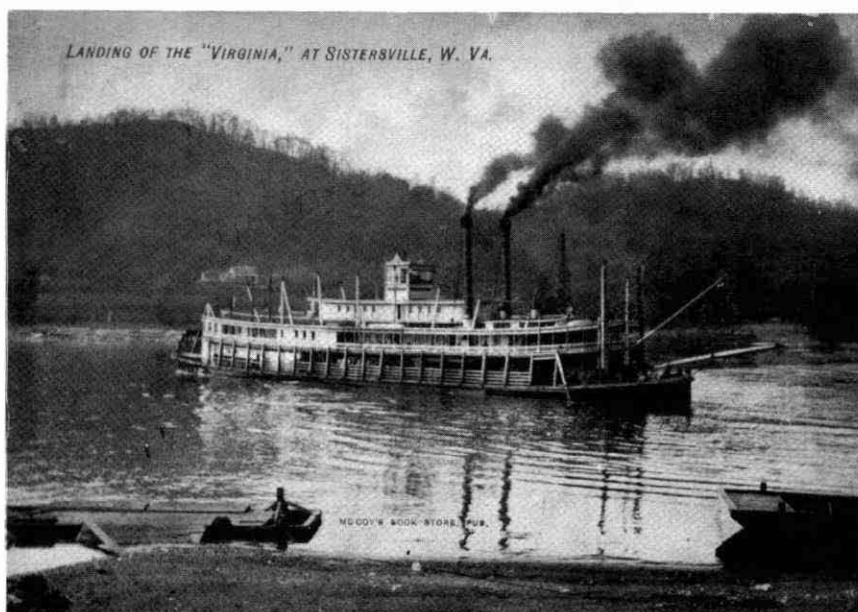
Ed. Note:- Capt. Fred Ketchum brought the OMAHA to the Upper Ohio in 1918 for conversion into the GENERAL PERSHING.

Sirs: The photo of two r.r. transfer boats in the December '86 issue, page 36, certainly was taken at St. Charles, Mo. Bill Fletcher, my partner in r.r. transfer research, has another picture taken by R. Goebel taken at St. Charles in 1856. Bill agrees that the REFLECTOR picture was taken across the Missouri River from St. Charles.

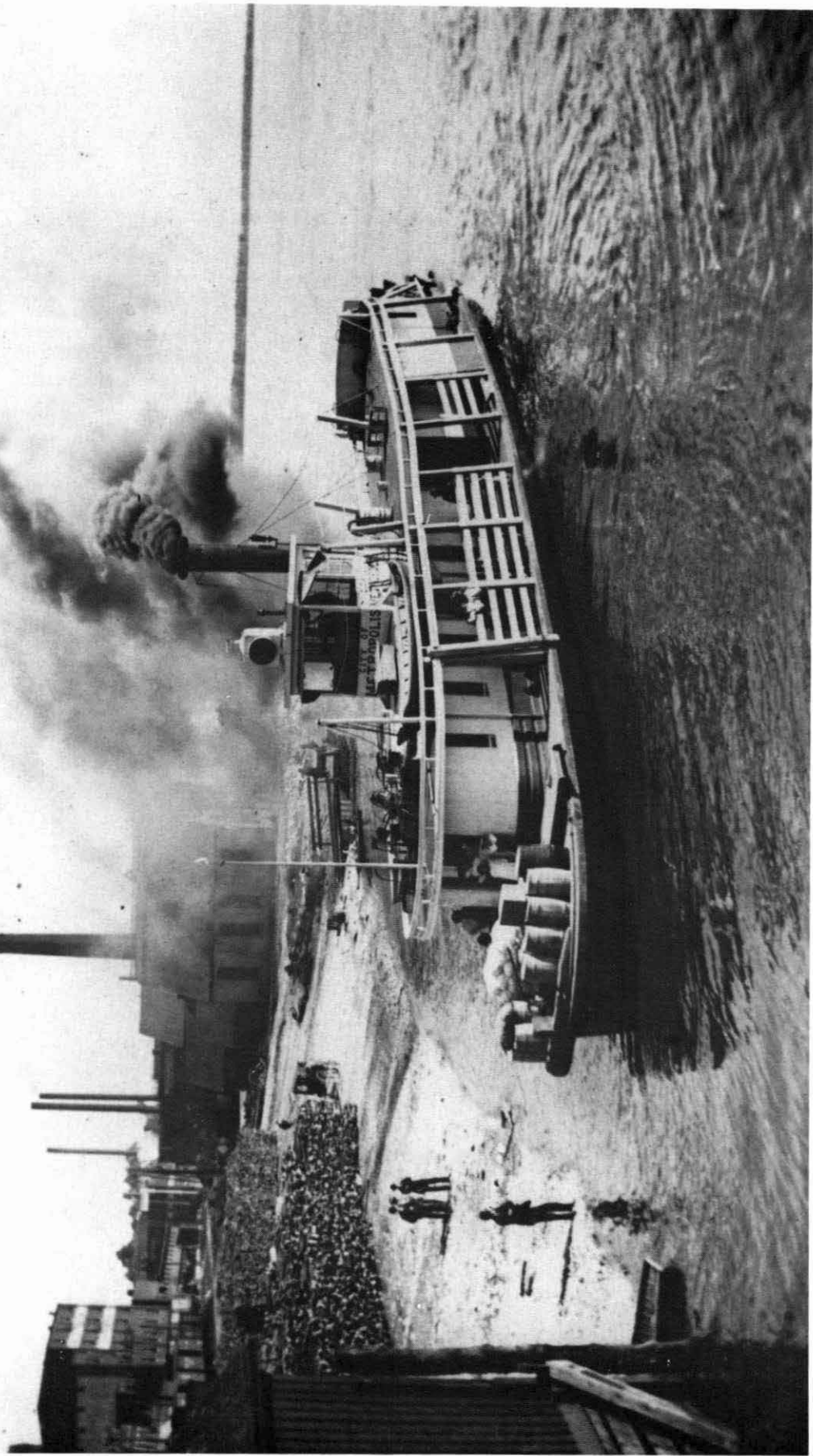
In the far right you will notice a bridge. The first railroad bridge at St. Charles was completed about 1871-72. This bridge fell in the river on November 8, 1879. The original transfer boat (NORTH MISSOURI) had been taken to the White River and was lost by sinking at this time. But two other transfer boats had just been put out of work by the completion in June 1879 of a railroad bridge at Glasgow, Mo. These two boats, J. C. McMULLIN and W. H. CHRISTY, might have been used temporarily while the bridge was being rebuilt. I do not understand the large No. 13 painted on the pilothouse. Thirteen railroad transfer boats were operating in 1879, probably a coincidence.

Tom Way,
12130 Old River School,
#17,
Downey, Calif. 90242

=If Tom's conclusion be proved true, next question is which is which? Stereoscopist R. Goebel knew--but didn't say. -Ed.



FIRST PEEK Thanks to M. Macdiarmid, 1376 Crosat St., La Salle, IL 61301 we have a glimpse of Capt. Dennis Trone's new TWILIGHT (left) moored with the JULIA BELLE SWAIN at the old lock, Henry, Ill. These two will operate May 24 to Oct. 20 with daily departures from Le Claire to Chestnut Mountain Resort and Galena. Write to River Cruises, P.O. Box 406, Galena, Illinois 61036 for a handsome brochure.



The CITY OF METROPOLIS was built at Metropolis, Ill. on the Ohio River in 1888 on a wood hull 70 x 13 x 3.5. This picture of her, the first we have seen, comes from the GEORGE M. VERITY Museum, Keokuk, kindness of Robert Miller, curator. The print was furnished to us by the Murphy Library, La Crosse. Up through 1896, maybe

some longer, she was documented at Paducah. She burned at Quincy, Ill. in July, 1901. Other than these few facts we know nothing and will appreciate being filled in as to owners, trades, etc. Our surmise is that the photograph was taken at Quincy, Ill.

(Delayed) Richard (Dick) Russell, of Portsmouth and Stout, Ohio, died on September 12, 1986 in a Columbus, Ohio hospital. He was 68. Dick and his family were well known as river buffs and attended many S&D meetings when the boys were younger. Dick served as chairman for the first Portsmouth Sternwheel Regatta. Surviving are his wife, Jean Lookabaugh Russell; three sons, Mike, of Stout Star Route, Ohio, Randy of Largo, Fla., and Joe, at home; two brothers, Joe Russell of Russellville, Ky., and Dave Russell of Largo, Ohio; a sister, Christine McCann of New Rochelle, N.Y.; two grandchildren and several nieces and nephews.

Services were held at the St. Mary's Catholic Church,

Portsmouth. Burial was in the McKendree Cemetery, that city.

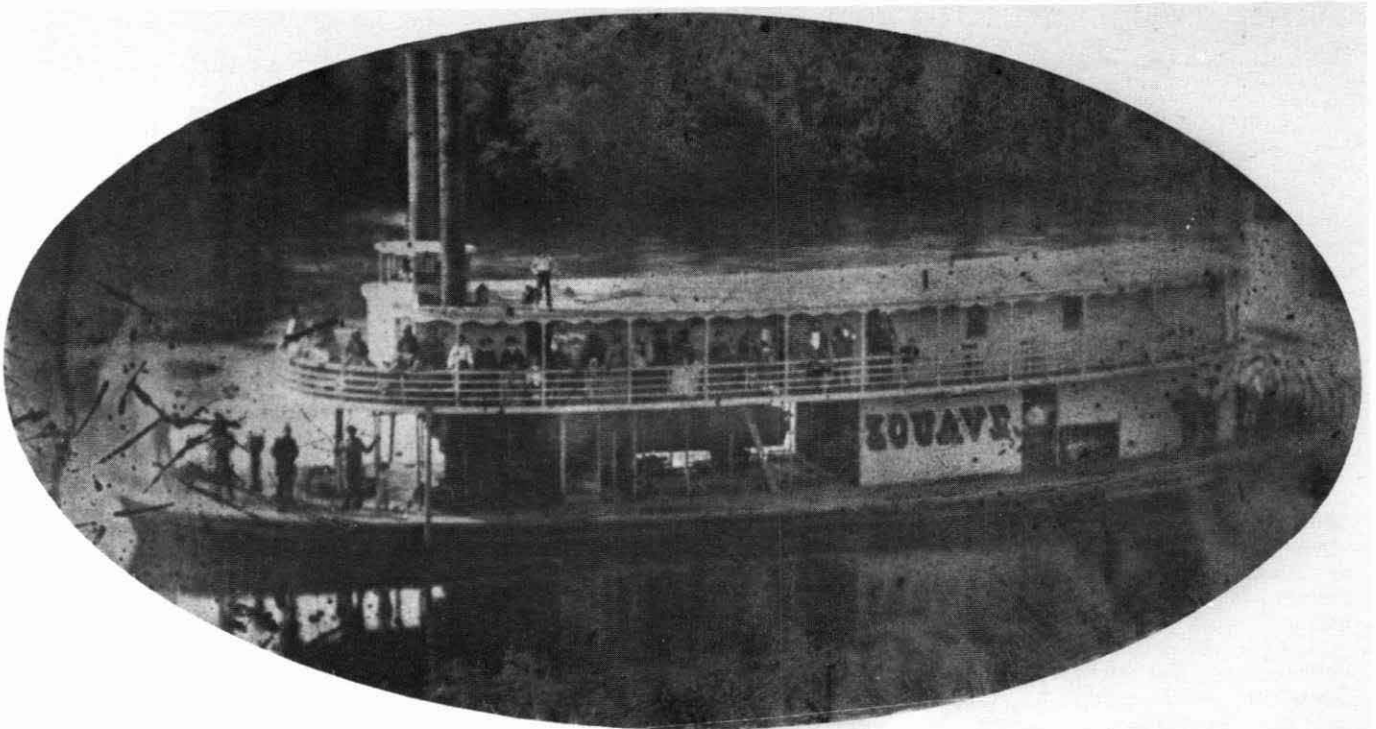
A native of Portsmouth, he was a retired Post Office employee with 37 years service, 27 as special delivery mail carrier.

-Our appreciation to Ebb Glockner, P.O. Box 1303, Portsmouth, O. 45662 for clippings.

The Autumn meeting of the MOR Chapter of S&D was held at Shakertown, Ky., Oct. 11 last, featured by visits to Locks 7 and 8 on the Kentucky River, a famous Shakertown dinner, and a following program at which Jack Custer outlined proposed projects for the group, Dale Flick gave "an impassioned plea" for immediate attention to

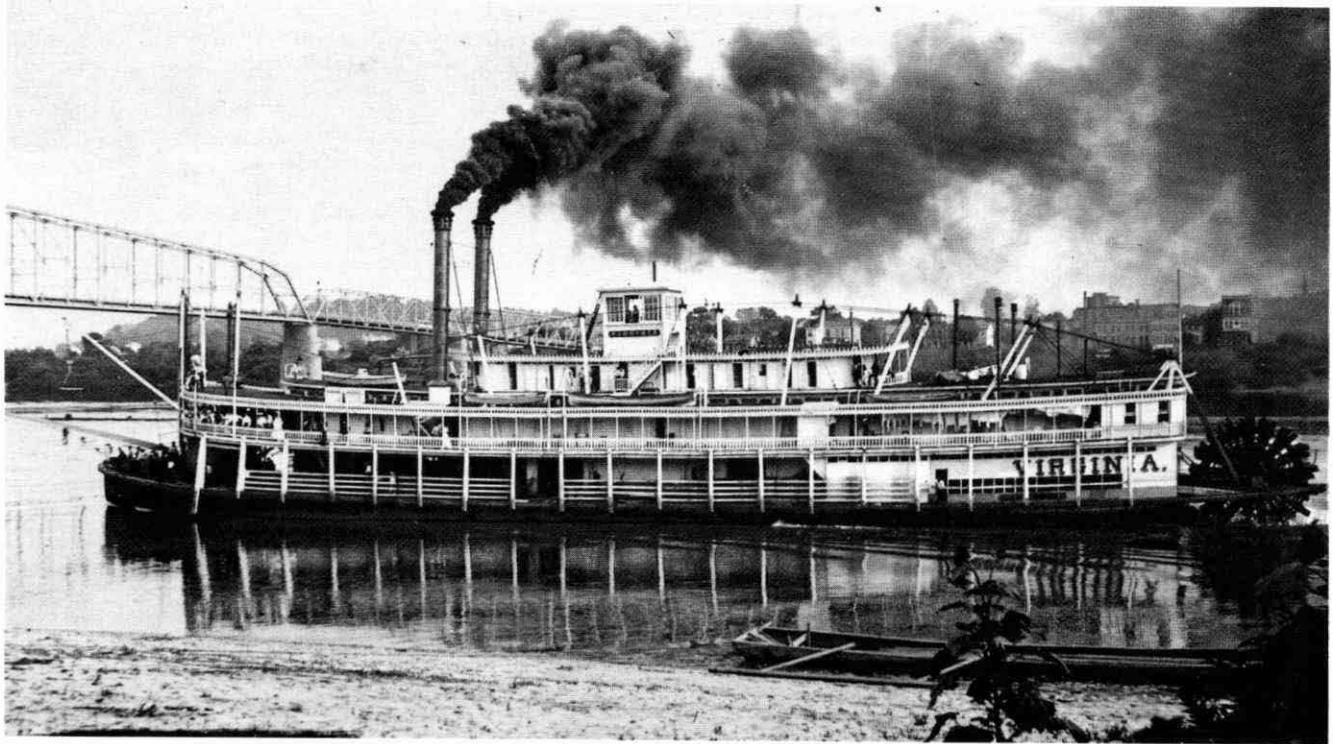
renovation of the W. P. SNYDER JR. (see editorial on page 4). Frank Prudent gave a "fast paced and lively showing" of slides he took on a recent boat trip to Alaska.

Next day, Sunday, the delegates boarded the DIXIE BELLE at Shaker Landing between Lock 7 and High Bridge, proceeded downriver through Lock 7 and explored below through the Kentucky's palisades. Brown bag chicken lunches and some rain came next and on the return a visit was made to High Bridge just as a train passed across. Editor Fred Rutter, quoted above, wrote an extensive account of all of this for MOR's January issue of "Riverview."



LAST BUT NOT LEAST, the ZOUAVE (pronounced Zoo-aave') is the last steamboat described in Way's Packet Directory, #5907. No picture was known of her until lately when Ed Coumbe provided this one for inclusion in the Murphy Library collection at La Crosse. Ed Caumbe is a direct relative of the ZOUAVE's builder, Capt. Thomas Andrews, whose wife was Charlotte Caumbe. The ZOUAVE is described in Lytle-Holdcamper as a propeller boat built at Boston, Ohio in 1863. Easy to see she was a sternwheeler, and we have no knowledge of the whereabouts of Boston, Ohio. A news item dated May 2, 1864 from St. Louis reports her down from Quincy,

Ill. to enter the Osage River trade. Her first home port is listed as Memphis. Ralph DuFae has shared with us an undated news item telling of the river career of Capt. Thomas Andrews, born at Quincy, Ill. in 1823, and in 1830 his parents removed to the "lead regions," presumably near Galena. Andrews became a river pilot and then bought interest in and ran the WISCONSIN. Next he built the ZOUAVE. He is described as a man with little education and rough exterior, honored and respected by all for his honesty and sterling citizenship. During the Civil War, federal regiments in colorful military dress were called Zouaves, a term of French origin.



The VIRGINIA arriving at Marietta, O., photo by Harry P. Fischer, one of the illustrations in "Steamboat In a Cornfield" by John Hartford.

Sirs: The following review is from a recent issue of Publishers Weekly, the "bible" of the book trade.

Clyde N. Bowden,
2380 Madison Road,
Cincinnati, Ohio 45208

STEAMBOAT IN A CORNFIELD,
John Hartford, Crown, \$10.95
ISBN 0-517-56141-7

Told in rhyme, this first children's book by the noted bluegrass musician has the feel of a traditional folk ballad. It brings to life a tiny event in history: the tale of the palace steamer VIRGINIA, which ran between Pittsburgh and Cleveland (sic) at the beginning of the century, and how it became stuck (rather ludicrously) in a cornfield when floodwaters in the Ohio River receded. Dozens of sepia-toned photographs and documents illustrate every surprising twist of the story, allowing for an in-depth glimpse of a time gone by. The unusual story is told with dry humor; the high quality of the reproductions and the meticulous research make this book exceptional. (7-up)

STEAMBOAT IN A CORNFIELD
Reviewed in New York Times,
Nov. 23, 1986 by David Freeman,

screenwriter and author of the short-story collection "A Hollywood Education."

Early in this century a reasonable way to get from Cincinnati to Pittsburgh was to travel the Ohio River on the palace steamer VIRGINIA, a 235-foot, 1,200-ton riverboat. There were no dams or locks on the river yet, so when the water didn't flow, a captain and his passengers just had to wait for nature's help.

In 1910, after a very long drought, when rain finally came, Capt. James A. Henderson of the Pittsburgh & Cincinnati Packet Line, owner of the VIRGINIA, saw a chance to get his cash flowing again, along with the river, and set out.

At a place called Willow Grove, the river had flooded so much that after the VIRGINIA unloaded freight and a lone passenger, she was pulled by the current and ran aground in a flooded cornfield. When the flood receded, the VIRGINIA was "sitting high and dry, draped on the fertile ground." She sat there for six months.

Captain Henderson's tribulations in trying to get his boat sailing again involved a house mover, an Indian burial ground, a military band and even a

trial. It's all told here in loose, engaging verse by the songwriter-musician and, now, balladeer, John Hartford, who is best known for his song, "Gentle on My Mind."

It's a complicated little story and Mr. Hartford has found an appropriate form for the telling. It's easy to imagine his bluegrass banjo playing behind:

The Monongahela began to rise;
Henderson made a call.
Down the Ohio the water came;
They all rushed back to the boat.
Steam was raised, the river came up,
the VIRGINIA began to float.

With Mr. Hartford's poem are sepia photographs from the time--pictures of the VIRGINIA with her luxurious staterooms, saloons, huge power plant and bemused crew--bearded rivermen who don't look comfortable having their pictures taken as they puzzle out their misfortune.

If the verse is occasionally sketchy--one longs for a bit more detail---the photos fill in a lot, providing a realistic frame for the narrative. The bizarre, almost surreal spectacle of the stranded riverboat brings to mind Bruce McCall's book, "Zany

Afternoons." The similr delights of "Steamboat In a Cornfield" make it particularly suited to collaborative reading and viewing for children and grown-ups.

Ed. Note: The boo-boo in the Publishers Weekly which causes the VIRGINIA to run between Pittsburgh and Cleveland, and the misstatement in the N.Y. Times review that in 1910 there were no locks and dams on the Ohio River are mere trivia compared to the recognition of John's new book in high places. While doing some mailing in our Sewickley post office a neighborhood lady told us she had picked up a copy of John's book as a Christmas present for a grandson, went home and read it, and promptly bought another copy for herself. John related to us that at an autographing session in Nashville in mid-November one customer had ordered 200 copies. Once again, order from Crown Publishers, Inc., 225 Park Avenue South, New York, N.Y. 10003 at \$10.95 per copy, higher in Canada.

The following communication comes from Robert E. Kennington, 2533 Acadia Ave., Sonoma, Calif. 95476:

I wish to call the attention of your readers to a new paperback book entitled "Fresh Water Submarines, The Manitowoc Story," by Rear Admiral William T. Nelson, USN Ret.

Admiral Nelson commanded the first and nineteenth of 28 submarines built for the Navy by Manitowoc Shipbuilding Company during World War II, and was present during their construction, side-launching and test dives in Lake Michigan. Several of the subs, including the first one, were tested under winter-ice conditions. He followed their progress through the Chicago and Illinois rivers, thence down the Mississippi in a specially-built floating drydock. All made their way, successfully, to the Pacific. His book includes a list of enemy vessels sunk by them.

This well illustrated book is priced \$8.50 including tax and postage, from the Manitowoc Maritime Museum, 809 South 8th Street, Manitowoc, Wis. 54220. Wisconsin residents please remit \$8.85.

Even as we were crossing the last t and dotting the last i, preparing to send this Vol. 24, No. 1 issue to the printer, our mailman Chuck Smith placed in our hand the following letter:

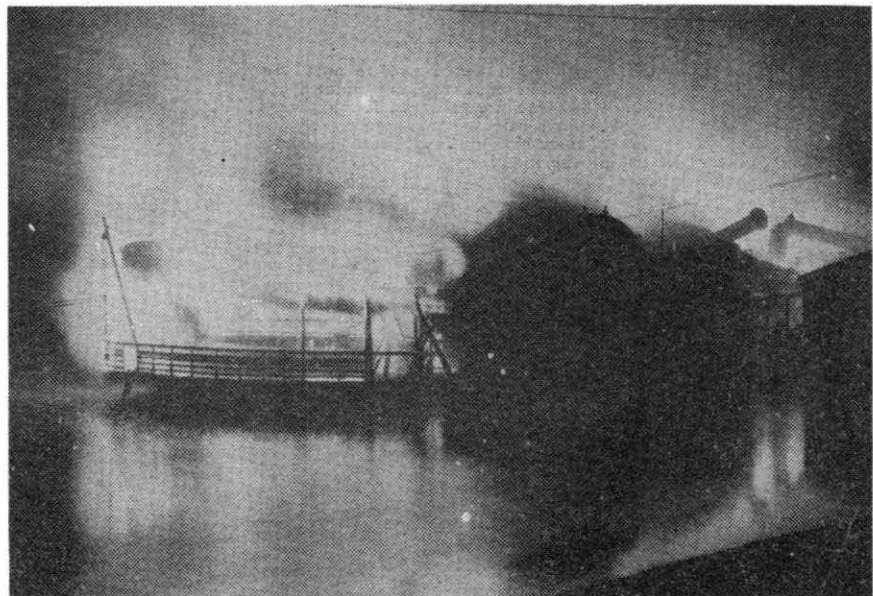
Dear Cap: Enclosed are some snapshots I thought you might enjoy. [Excellent color photography! I was thinking]. I had a wonderful time in New Orleans. [The writer, Jeff Spear, had phoned me from the local airport just prior to take-off] and really saw a lot of super things. Doc and Roddy are great guides. Roddy and I went out to New Iberia, La. and saw "Shadows on the Teche," a brick mansion built by David Weeks in 1831. It was given by Weeks Hall to The National Trust in 1958. The photo of the TECHE QUEEN was taken right behind the house, on Bayou

Teche, which seems to me to be a little wider than the Muskingum canals.

The view of the dinosaur was made on the roof of the NATCHEZ. [About ten-fifteen feet long and maybe 5 feet high, with a kind face; reminded me that C.W. Stoll once was the high exalted custodian, during his Sinclair Oil days, of a dinosaur].

Jim Sutton was on hand for a couple of days and then was off to South Africa, I think. Rode the PRESIDENT for a Sunday brunch trip, compliments of Gary Frommelt. Saw Lexie Palmore over at Jefferson, Texas.....

[By now we were seriously figuring on ripping up some of the pages of this issue to get Jeff's pictures to you, the readers. Hang on for another three months and you'll have it all, complete with dinosaur].



ON THE SPOT photographs of destruction by fire of side-wheel steamboats are limited. A comprehensive series exists (some in color) of the burning of the excursion steamer ISLAND QUEEN at Pittsburgh on Sept. 9, 1947. Black and whites were made at Cincinnati on November 4, 1922 when her predecessor, also named ISLAND QUEEN, burned along with the side-wheel MORNING STAR, plus the sternwheel packets TACOMA and CHRIS GREENE (1st). Now add to this sparse list the destruction by flames of the KATE ADAMS (last) at Memphis, January 8, 1927. Sixty years ago as these lines are being typed, a photographer named Bolton with the Memphis "Evening Appeal" took this striking night scene as the far-famed "Lovin' Kate" burned to the water's edge. The photoengraving was reproduced in The Waterways Journal titled "The Kate Adams Wrapped in Flames." To the best of our knowledge the original photograph has not been preserved. So we're running this WJ relic before it gets lost in our somewhat inadequate filing system.

CAPT. WILLIAM PERRY DUGAN

He Took the JACOB STRADER
to Nashville; Career Cut
Short by Blindness.

NINETY YEARS AGO Col. Will S. Hays, the celebrated Louisville river reporter, interviewed an elderly steamboat captain-pilot. The clipping dated January 12, 1897 has been preserved by Mrs. A. Franklin White, 5106 Dunvegan Road, Louisville, Ky. 40222. Mrs. White is great granddaughter of this exceptional river person, subject of the interview which follows:

"There is an old man living at No. 119 East Front St., Jeffersonville, Ind. who was in the ante-bellum days of steamboating one of the best pilots and the most popular Captains on the Ohio and Mississippi rivers. That man is Captain William Dugan, who, for more than thirty-two years, has been afflicted with blindness, and patiently submits to the will of Divine Providence with a cheerful and hopeful heart as he sits in darkness whiling away the dreary days. He was recently deprived of his faithful and loving wife by death, but his sons, Madison, William, Henry and Will are devoted in their love and attentions to their afflicted father.

"Captain Dugan was born in Dearborn County, Ind., October 10, 1823. When he was of but eight years of age he went to work on flat-boats to New Orleans. He soon became a flat-boat pilot and was one of the best of his time. In '48 he went to piloting on steamboats, and was on many of the largest, finest and fastest of their day. He subsequently became captain, and was no less successful than popular, and was captain on the famous low-pressure steamer JACOB STRADER when she made her trip up the Cumberland River to Nashville during the war. He was in command of several steamboats in the United States Government service during the war and ran the blockade at Bettstown on the Cumberland River with the steamer STEPHEN DECATUR in '63. He was for a long time a pilot and captain in the Louisville and Cincinnati Mail Line service, and in '65 a morning and evening boat left

here in that Line for Cincinnati. The steamer MAJOR ANDERSON was one of the morning boats and Captain Dugan had command of her. On January 14, 1865, that year, Captain Dugan was suddenly stricken with blindness, and has never seen daylight since. The veteran continues to take great interest in steam-boat and river affairs, and loves to have his old-time friends call upon him and talk about the fast boats, the men who ran them and the good times of the ante-bellum days of navigation on the Ohio and Mississippi. Captain Dugan is patient, cheerful and never complains of the affliction imposed upon him, but with a Christian-like spirit gently submits to the will of God, and hopes, some day, to see all that is good and beautiful in heaven and to meet the one he loved so long, so dear, who recently closed her eyes to the scenes of this life and left him to follow her when it pleased the Lord to call him to that celestial home, where the dumb speak, the deaf hear, the lame walk and the blind see.

WILL S. HAYS

In the foregoing tribute Colonel Hays has unwittingly answered a question, viz: Did the 347-foot JACOB STRADER actually go to Nashville during the Civil War? According to Hays she not only went there, but Capt. William Dugan was the master-pilot at the time. The death of his wife, Mrs. Mary Wiley Dugan, came on January 2, 1897, in her seventy-third year. The couple had been married 53 years.

The Louisville Courier-Journal carried the following obituary on December 13, 1900:

CAPTAIN WILLIAM DUGAN died last night at 400 East Front Street, Jeffersonville, from Bright's disease. In the antebellum period of steamboating, he was one of the most noted characters on the Ohio river.

Captain Dugan had not been on the river since 1865, when he lost his sight. He then commanded the MAJOR ANDERSON. He was on the river as a flatboatman when ten years of age, between Cincinnati and New Orleans, and in later years as the commander of the LINDEN, IDA MAY, NORMAN,

SUPERIOR, MOSES McLELLAN, GRAPESHOT, GEN. BUELL, MAJOR ANDERSON, REBECCA, WISCONSIN, STEPHEN DECATUR, DOVE NO. 2, IZETTA, GENERAL PIKE, LADY PIKE and JACOB STRADER. Capt. Dugan was born October 10, 1823, near Lawrenceburg, Ind.

At his bedside were the following sons: Capt. Henry Dugan of the excursion steamer SUNSHINE; George Dugan, an engineer on the ferryboat W. C. HITE; Madison Dugan, an engineer on the ferryboat CITY OF JEFFERSONVILLE; Harry Dugan, a Pennsylvania Railroad machinist, and his grandson, Harry Pfifer, who is a pilot in the employ of the Louisville and Jeffersonville Ferry Company. Captain Dugan's brother, Henry Dugan, of Switzerland County, Ind. was also present.

Until 1840 Captain Dugan was a flatboatman. Then he secured employment with the Cincinnati and Louisville Mail Line Company as pilot. He had no pilot's license however, until 1852, at which time the Government issued an order that pilots must be licensed. Captain Dugan spent ten years as pilot between Cincinnati and Madison when he was transferred to the steamers plying between Cincinnati and Louisville, continuing there until he became almost blind.

Captain Dugan was noted for his loyalty to his friends, his devotion to his family and for his reverence for the principles of Democracy. His memory never permitted him to forget an incident and his fund of experiences concerning the river and men of note with whom he came in contact was inexhaustible.

Dangers innumerable beset steamboatmen in the days of Captain Dugan, but he never encountered a mishap. Far greater skill was required to guide a steamer then than now, for no lighthouses pointed the way. Searchlights were unheard of. In heavy fogs Captain Dugan, so one old riverman said, was never at a loss. "From the baying of dogs on either side of the Ohio he could distinguish his exact whereabouts, and his thirty-three years on the river enabled him to learn the pedigree of every dog between Cincinnati and Louisville."

Captain Dugan married Miss

(continued next page)

Mary Wiley of Switzerland County, Ind., August 4, 1844. She died about three years ago. Two children, Captain Benjamin Dugan and Mrs. Emma Pfifer, are also dead.

Notes

Will S. Hays makes mention of Capt. Dugan running the blockade on the Cumberland River at Bettstown. There is, or was, a Betsytown on the left shore 22 miles above Clarksville (43.6 miles below Nashville). Our scant knowledge of Civil War operations in that area does not include the blockade at that place.

Another term for Bright's disease is nephritis, a kidney inflammation characterized by the presence of albumin in the urine.

Madison Dugan, son of Capt. William Dugan, kept a daily log, or diary, 1886-1917, which he called "River News." The originals have been typed and indexed for inclusion in the Filson Club library, Louisville. Madison Dugan (1860-1917) did not marry. He was murdered during a robbery attempt on the ferry GEORGE ROGERS CLARK early Sunday morning, Aug. 19, 1917.

Capt. Francis E. Wright, veteran Kanawha and Ohio River pilot and master, died January 2, 1987 in the Putnam Health Care Center near Huntington, West Va., aged 88. His home was in St. Albans, West Va.

Captain Wright, who had been retired for some years, had been captain and pilot on many of the best known steamboats towing coal from the Kanawha River down to Cincinnati and Louisville.

He began steering on the ROBERT P. GILLHAM, one of the largest and most powerful of the Kanawha River towboats in the days of steam, a boat that was part of the Campbell's Creek Coal Co. fleet.

During his career on the river Captain Wright was in charge of a number of sternwheel towboats and for many years was master of the TARIC of the Raymond City Coal & Transportation Co. While with Hatfield-Campbell's Creek Coal Co. he was also in charge of the ELLEN HATFIELD and was later on the big HERBERT E. JONES which became a part of the Amherst fleet. The EUGENE DANA SMITH of the

Campbell's Creek fleet was another steam sternwheeler of which he was in command. During the latter part of his career he stood watches on the Armco steamers based at Huntington, West Va.

Other steamboats on which Captain Wright stood watch for briefer periods were the J. T. HATFIELD, CARBON, HALLIE and TRANSPORTER.

Captain Wright ended his career with The Ohio River Company aboard one of their diesel-prop towboats, the only time he was in charge of a boat that was not powered by steam.

He liked to recall the interesting summer of 1916 which he spent aboard the famous, fast side-wheel packet steamer CITY OF LOUISVILLE in the Louisville-Cincinnati trade. He was on the boat as steersman to

get his license extended.

He was a member of the Masonic Lodge of Buffalo, West Va., and was a member of the Baptist Church. Two daughters survive him; Mrs. Eileen Smith of Atlanta, Georgia, and Mrs. Patricia Knapp of Indianapolis, Ind.; also five grandchildren and two great-granddaughters. A nephew is Capt. Harold B. Wright, Jr. of Huntington, West Va.

Mrs. Ruby M. Elsey, widow of the late Capt. Phil C. Elsey, of South Point, Ohio, died on Saturday, December 20, 1986 in a Huntington, West Va. hospital. She was 73. Survivors include one son and daughter-in-law, Donald E. and Joyce Elsey of Hilliard, Ohio. Burial was in Cedar Hill Cemetery, Beech Fork, West Va.



ON Monday morning, Jan. 19, 1987 the above nameless waif arrived in Pittsburgh all the way from Pensacola, Fla. where she was constructed by Patti Shipyards. This sets a record of sorts: a 265-foot excursion boat which bore on her wheelhouses only the wording GATEWAY CLIPPER FLEET. Her Pittsburgh owners presently are running a month-long "Pick A Name" contest. The sleek, low lines of her superstructure will allow her to pass under low bridges in the Monongahela and Allegheny rivers with 1,000 passengers aboard. The side-wheel styling is reminiscent of a long list of packets which plied between Pittsburgh, Brownsville, Morgantown and Fairmont winding up with the I. C. WOODWARD in 1913. Side-wheel excursion boats plying these tributaries in more recent times have included the SUNSHINE, JULIA BELLE SWAIN (1st) and the VERNE SWAIN (last). This month (March) she will join with the other four excursion boats of the Gateway Clipper Fleet headed by John E. Connelly, in the marine news lately as principal owner of the PRESIDENT and who sold the ADMIRAL to her present St. Louis owners (see page 27). The new \$4-million dollar craft is the largest Pittsburgh-based excursion boat since the HOMER SMITH, WASHINGTON, SAINT PAUL and SENATOR. Our appreciation goes to James T. Swartzwelder and Capt. Jack Goessling for inviting Ye Ed aboard for the grand entry into Pittsburgh and to participate in ceremonies at Pittsburgh's Point State Park, an honor we were forced to decline with utmost regret.

THE JESSE P. HUGHES DIARIES

The Year of 1900

by C. W. Stoll

New Years Day found Jesse piloting the GREENWOOD downbound below Ravenswood. Ice was very heavy in the Ohio, boats were laying up, and when the GREENWOOD reached Point Pleasant after noon she did likewise, tying alongside the ARGAND below the docks in the mouth of the Kanawha River, which was frozen over in several places. And here she stayed for two weeks. A report reached Point Pleasant that the W. F. NISBET, owned by the Big Sandy Packet Co., had sunk at Wellsburg, Ky. The GREENWOOD's crew made repairs to the stack lowering mechanism which had failed some while before. In the evenings Jesse went to plays at the "opera" or went calling. On Sundays he attended church. The cooks during this lay-up were Mrs. Greene and Mrs. Charles Stalder.

The ARGAND resumed the Gallipolis-Charleston trade on January 12. On the 14th steam was raised on the GREENWOOD, and she left at 5:30 a.m. on the 15th and departed Charleston at 1 a.m. on the 16th. The Allegheny River ice was running when she reached the Ohio River. On January 28th Jesse records: "ARGAND sold this afternoon to the Big Sandy Navigation Co." Two days later, downbound from Charleston to Point Pleasant the ARGAND's hull was damaged by ice. The ONEIDA and JESSIE rendered aid and saved her from sinking. The GREENWOOD brought the Point Pleasant wharfboat into the mouth of the Kanawha that same day, with "the ice making awfully fast." On February 1st the JOHN MOREN, CHARLES BROWN and JIM WOOD laid up at Point Pleasant, and on the Kanawha the ice was 2" thick. The sun shown bright on Groundhog's Day. On the 5th a new Cable piano arrived for the GREENWOOD. Next day Capt. Greene assisted Capt. Preston repairing the ARGAND's head where it had been cut by the ice. On the 7th the IRONSIDES collapsed a boiler flue above Chambersburg, O., blowing a fireman overboard, but there were no casualties. The ARGAND, repairs completed, left

for Big Sandy River at 9:10 p.m. Jesse indicates that he called on the Griffiths nearly every night. On Sunday 11th Jesse escorted Mrs. Greene to church in the morning, and in the evening escorted Ella Griffith. The GREENWOOD returned the wharfboat to its regular mooring in the Ohio River and next morning left at 4 a.m. for Charleston, arriving there at 2:30 p.m. Capt. Greene, Charlie Stalder and Mr. Miller "celebrated" by going to the "opera" to see Uncle Tom's Cabin.

Two weeks later en route up the Kanawha the GREENWOOD broke a piston-rod and blew the forward cylinder head overboard. She then proceeded to Charleston on one engine for repairs at Thayer's Machine Shop. The crew went home on the LEXINGTON. Following repairs she went to Dana, West Va. (now Port Amherst) and on to Brownstown. Was coaled at Dana. At Charleston on the 5th the balance of the crew rejoined her, some coming in on the COLUMBIA. Later on, March 26, she again was at the machine shop to fix the spider in the starboard engine, and during this delay at Charleston, Capt. Greene went to Winfield to attend a law suit.

On April 1st they met the CITY OF PITTSBURG at Point Pleasant on her first trip since receiving new boilers. Two days later they got the news that the HENRY M. STANLEY had sunk again. Instructions came from the U.S. Inspectors not to admit passengers to the pilothouse while under way. On April 4th Jesse records: High downstream wind, big trip and no steward. The LEXINGTON sank at Five Mile on April 7th.

The first mention of the CRICKET is found in the entry for April 9th where Jesse notes: "Capt. Greene bought machinery, etc. off the STELLA this evening. Contracted for the hull of a new boat today - Parkersburg Dock Co. After loading the machinery on the GREENWOOD it was delivered to Gallipolis to be gone over and repaired for installation on the new - as yet unnamed - light draft packet. (Ed. Note: This entry by Jesse Hughes refutes our conjecture in the Dec. issue, page 17, foot of column 3. The machinery "bought from Thayer for the ARGAND" and loaded aboard the GREENWOOD at

Charleston in 1899 was not from the STELLA nor do we have knowledge of where those engines were used. Sorry. The tale about how Capt. Greene got the STELLA's engines and used them on the CRICKET, as told in the Dec. issue, is fairly correct.)

On April 12 the hull and upper works of the East Liverpool wharfboat were destroyed by fire. Capt. Billy Pilgrim, who suffered the loss, had used the hull of the dismantled LOUIS A. SHERLEY. The noted Capt. Jim Sandford was noticed on watch aboard the U.S. Lighthouse tender GOLDENROD at Wheeling where the T. M. BAYNE was moored with a broken shaft. The MAYFLOWER was operating between Pittsburgh and Neville Island City.

On May 2 Jesse reported "the low water boat (the new CRICKET) was afloat at Parkersburg drawing 6 inches - hull and upper framing only." Downbound on May 6 they met the H. K. BEDFORD with a broken shaft at Wegee and towed her to Harmar. The new CITY OF PITTSBURG was met at Newberry Island on May 9 "going below to run." The river was falling and on May 11, upbound, the GREENWOOD waited from 9:30 a.m. until 3 p.m. to lock at Davis Island while the last wickets were being put up. The VIRGINIA turned back from Wheeling on the 13th and Jesse got aground at Fish Creek for an hour and a half. One week later the wickets at Davis Island were again lowered and Pittsburgh coal was going out. Yet five days later the upbound VIRGINIA had to turn at Rochester, and the AVALON was running in place of the QUEEN CITY. On May 27 the GREENWOOD picked up the new CRICKET (first time she's mentioned by name in Jesse's diary) and towed her from Parkersburg to Gallipolis to get her machinery and boiler. "A total eclipse of the sun occurred this forenoon" on May 28. The Greenwood was on Kanawha River at the time, and noted also that the KANAWHA BELLE and ESTOLA were fighting as opposition boats. The J. B. FINLEY, just completed at Marietta, was out on her maiden trip to Cincinnati.

On June 4th the Kanawha River dams were drained down to create an "artificial rise" to

get Kanawha coal to Cincinnati, the HENRY DE BUS leading the procession. "My 24th birthday" is noted June 7th. On June 23 Jesse reported seven coal loads stranded on the head of Mustapha Island, left there by the IRONSIDES. Two RC coalboats were parked on the middle bar at Sand Creek. The SPEEDWELL and LEXINGTON were fighting in opposition in the Gallipolis and Charleston trade.

On July 1st the GREENWOOD, downbound, lost two hours at Ravenswood waiting for towboats to get through Sand Creek, and met them all afternoon. Perhaps Jesse was itchy because they were booked for an excursion party of Jewish patrons the next day out of Charleston to Brownstown and return, 8 to 12.

They made it. All of the Kanawha dams were down below Elk River and Dams #6 and #7 were damaged by a timber run out of Elk River.

The GREENWOOD moved the CRICKET down to Shepherds Landing and on the 15th Jesse spent his first day on this boat which was to be his first command, painting. Weather very hot. A day and a half later he got back on the GREENWOOD. In the meantime his old home, the SUNSHINE, passed down while he was painting his new command. The machine shop men were setting up the boiler on the CRICKET. The summer low water season now was making itself known. On July 18 the GREENWOOD grounded just before meeting the KEYSTONE STATE which had been aground at Horsetail Riffle. Two days later she lost two hours getting over Wallory. After leaving Pittsburgh that same evening she stuck at the foot of Duff where the AVALON also was aground. The GREENWOOD got off at 3 a.m. on the 21st. Jesse got off on the CRICKET to paint. Capt. Jim Rowley took Jesse's place on the GREENWOOD. The CRICKET was caught up on the bank by the falling river and the GREENWOOD pulled her off. On July 27 the stacks were put up, the steam line went up next day and her boiler was pumped up August 1st. Raised steam on the 2nd and next day made a trial trip which "worked very nicely." Turned her near Raccoon Island. First inspection was at Gallipolis on Aug. 4th.

The GREENWOOD got stuck at

Duff that same day and on Aug. 5th Capt. Greene with the GREENWOOD crew took charge of the CRICKET and left for Charleston, getting there at 2 a.m. on the 6th and departing that midnight with a good trip. On the 9th at Sisters Islands she was cooled down to repair a valve--the river was 2 feet at Wheeling. They had met the KANAWHA at the foot of Belleville Island going down to lsey up. Jesse noted "Everything laid up but the TELEPHONE, F. A. GOEBEL and the MATTIE K." (The latter was a sawmill boat pressed into packet service). The CRICKET stuck at Merrill but got through to Rochester and reshipped her freight. They continued up the river hoping to get to the GREENWOOD still stranded at Duffs but couldn't get over Wallory. Capt. Greene went to Pittsburgh by rail and the CRICKET turned back. At Wheeling she took aboard the H. K. BEDFORD's freight. River at 25 inches. Capt. Walker Litton came aboard as low water pilot--father of the four Litton pilots, Grover, Charles, Hazel and Homer. Elizabeth, their sister, founded S&D. Capt. Sam Fowler was also on board. When they got to Point Pleasant the river was at 1.8 feet so, Kanawha Bar being what it was, they did not go to Gallipolis, but headed up the slackwatered Kanawha for Charleston--Capts. Billy Weldon and J. McDavid having joined the pilothouse experts.

Upbound on the Ohio on Aug. 14th they had trouble getting through Newberry Island and arrived at Parkersburg at 11 p.m. Laid up until 4 a.m. inasmuch as the stage at Marietta was 23 inches. The batwing BIG SANDY was running to St. Marys. Arrived at Wheeling at 9 a.m. on the 16th, and switched into the H. K. BEDFORD's regular trade to Parkersburg. Capt. and Mrs. Greene came down from the stranded GREENWOOD and went to Marietta from whence Capt. Greene returned to Pittsburgh by rail.

On Aug. 20th occurred the famous incident when Capt. Jesse had to stop the boat to keep from running over a wagon hitched to a team of horses being driven across the Ohio River at Sheets Ripple--an event which he later memorialized in a sketch. Next day they left

Wheeling "with the largest load of chickens I ever had aboard headed downstream." River 22 inches and rising; boat drawing 27 inches. The GREENWOOD was back afloat, but the H. K. BEDFORD was taking her place in the Pittsburgh trade. On the 23rd the CRICKET was back in the Pittsburgh trade and met the GREENWOOD at Buckhill Bottom. Next day the CRICKET broke her larboard wrist pin and limped to East Liverpool on one engine where she reshipped her Pittsburgh freight. Coming back downstream on the 25th she blew out a joint below Sistersville and made repairs at Matamoras. She then went on to the Kanawha River for a light trip. Leaving Pittsburgh on Aug. 31st at 2 p.m., the stage below Davis Island Dam was 2.9, the CRICKET drawing 2 feet. Many pilots were aboard posting up from time to time.

The larboard wrist pin broke again at Letart on Sept. 2nd. Limped to Gallipolis for repairs. Capt. and Mrs. Greene took a vacation trip to the Great Lakes.

That trip up, the CRICKET was forced to reship at Rochester. Next trip up on Sept. 13th she couldn't get over the bar at the head of Wheeling Island so dropped back to the Wheeling wharfboat to reship. She left there two days later downbound with 11½ inches on the marks; drawing 17 inches, but "didn't rub much." Capt. Walker Litton and other "posting up" pilots got off at various places to Gallipolis, and the CRICKET went on up Kanawha River in the Greene Line trade. On Sept. 19th upbound she had trouble on the bars at Newberry Island and Ames Riffle, so reshipped at Parkersburg, went on to Marietta, then back to Parkersburg, laying up for the night alongside the GREENWOOD. River at 2 feet at Marietta and 15 inches in Mustapha Island. Night navigation was almost impossible. At Gallipolis she took a large reshipping aboard and gave it to the LEXINGTON at Point Pleasant, finding the VENUS stuck in Kanawha Bar. The MAXIE YOST was running to Buffalo on the Kanawha and the CANDO was running Gallipolis-Huntington.

This "heavy dew" navigation resulted in the CRICKET going to Ashland to lay up under the ice piers until October. The snagboat E. A. WOODRUFF was working in Sandy Shallows; the

KANAWHA, normally running Pittsburgh-Charleston, was running Louisville-Cincinnati, and the H. K. BEDFORD Cincinnati-Maysville, both under charter.

On Oct. 1st the CRICKET and her flat were chartered to the government for snagging. Jesse got on the gasboat LEVI which had come up from Madison in charge of Capt. Jim Sandford. He got off at Point Pleasant and thence by rail to Parkersburg where the GREENWOOD was on the docks for new chains. Next day he went to Yellow Creek by rail where his father was working in a cooperage shop. He and his Dad went up to Line Island where Jesse took some snapshots.

The small steamer HARBOR NO. 25 was downbound on Oct. 9th with "posting up" pilots of the Masters, Mates and Pilots Association aboard. Jesse joined them to the Clusters and rowed back from there to Yellow Creek.

Next day he joined them again at Steubenville for a five-day trip to Middleport where he stayed with Capt. I. N. Flesher, and went to church Sunday night. He returned to Parkersburg by rail where he was painting the GREENWOOD almost continually until Oct. 21st. In spare moments he got out his artist's brushes and turned out some pictures.

The GREENWOOD was off the docks on Oct. 18th and that night Jesse and Jerry Bailey heard Teddy Roosevelt speak at the Parkersburg auditorium. A week later the boat was inspected. Mrs. Greene and son Wilkins went to Willow Island. This is Jesse's first mention of Mrs. Greene's son Wilkins, now about two years old. Jesse and two others went to Ashland to get the CRICKET only to find that the Government was still using her. They returned to Parkersburg and Jesse went back to painting. The H. K. BEDFORD returned from her Cincinnati charter and the BEN HUR arrived at Parkersburg for repairs.

In early November the ARGAND was reported sold and had gone to New Albany. The ROSE HITE passed up for Pittsburgh. The Anchor Line's HILL CITY was reported sunk on the Lower Mississippi. President McKinley was reelected, Capt. Greene going to Newport to vote. The gasboat LEVI (working for the government)

was docked at Parkersburg for repairs. The hull of the dismantled ELAINE was burned. The BEN HUR burst her steam drum during inspection of her boilers and the CATHARINE DAVIS returned her to Marietta for repairs.

Meanwhile navigation was resuming. The GREENWOOD left Parkersburg on the 21st for Pittsburgh. She met the new CITY OF WHEELING at New Matamoras on her maiden trip. The wickets were being thrown at Davis Island Dam and light coalboats were going out on Nov. 23rd. Three days later at Charleston Jesse left the GREENWOOD and went by rail to Ashland to bring out the CRICKET. Twenty five thousand logs were reported coming out of the Big Sandy.

One of the most unusual and colorful periods in Jesse's career was at hand. On Nov. 27th he had the CRICKET at Catlettsburg to load out for the Big Sandy. The MAXIE YOST left the wharfboat that night at 9 p.m. bound for Pikeville, but the CRICKET waited for the HENRY M. STANLEY from Cincinnati with a load of Big Sandy reshipping until 11 p.m. on the 28th. Got to Louisa, Ky. at 3 a.m. on the 29th. A mile and a half above there she broke her starboard wrist, knocking out the forward cylinder-head. She returned Thansgiving Day to Catlettsburg for repairs and started out again at 2:30 with a good trip and the river falling fast. At George Creek she had trouble getting over a bar, but made it. Two push boats were procured to lighten her up, and she made it to Middle Creek but could not get through, this on Dec. 2. The CANDO and MAXIE YOST were also stymied at the bar. So her freight was reshipped on pushboats (!) and CRICKET departed back down the river at 5 p.m., was stuck at George Creek for two hours and arrived back at Catlettsburg at noon.

Jesse contracted to tow five strings of timber from Twelve Pole Creek to Ashland. The next two days she towed timber out of the Guyandotte River for Crane Lumber Co. to California Rock and Huntington. On Dec. 6th she towed timber in the morning, went to Ashland to coal, and then to the Catlettsburg wharf to load out for Pikeville, Big Sandy now rising. Left at 7 p.m. with a good trip and next day picked

up the freight she had left in the pushboats on Dec. 2nd. Arrived at Pikeville at 3 a.m. on Dec. 8th, went to Hoffman and started back down the river at 9 a.m., picking up 92 hogs at Prestonburg. Departed there at 8 p.m. and lay at 3-Mile until the moon came up. She was at Louisa at 9 a.m. on the 9th, and back at Catlettsburg at 1 p.m. Loaded out and departed at 10:50 p.m. with 60 passengers aboard (probably raftsmen returning home.) Was at George Creek at 8 a.m., Paintsville after noon and Prestonburg at 6 p.m. Lay at Beaver Creek until 6 a.m. and arrived at Catlettsburg at 11 a.m. A one and a half hour delay on this run while she took 1½ tons of coal from the CANDO, the CRICKET having run short at Louisa. The CANDO could spare the fuel inasmuch as she was stalled and could not get over Middle Creek bar. The CRICKET took coal at Ashland and then returned to Catlettsburg and laid up.

On Dec. 13th the CRICKET went below Greenup and picked up the barge BOB, coaled at Hanging Rock and then picked up the barge MAGGIE HALL. Took her three hours to get to Huntington, and that night she lay at Athalia where a mud valve had caught up and she was cooled down to repair it. Got away at 7 next morning, dropped off one of the barges at Point Pleasant, then "had a big time trying to get over Raccoon--towboats up and down." Next day she delivered the other barge, coaled at Silver Run and returned to deliver the model barge to Couches. Returned and laid up at Heslop's machine shop at Point Pleasant.

December 18-20 she was delivering rafts to the tie landing and took some timber to the Guyandotte River with some difficulties getting it delivered. The E. A. WOODRUFF was at Glenwood blowing up wrecks. Jesse then towed two shanty boats from Point Pleasant to Mt. Carbon on the Kanawha, having a squabble with the J. B. LEWIS over locking priority at Lock 5. Returned to Point Pleasant Christmas eve, laid up, and Jesse sent the engineer and fireman home for Christmas--a green Christmas. Jesse spent the holiday round-tripping on the GREENWOOD Point Pleasant-Gallipolis. That evening he attended a "Christmas Tree"

at Point Pleasant's Trinity Church. The balance of the year 1900 was spent in the Point Pleasant harbor, the CRICKET laid up and Jesse aboard.

LETTERS ON THIS PAGE

Mention of James Burns, the celebrated Irishman who arrived in San Francisco in a sailing ship, around the Horn, and who superintended the construction of the DELTA QUEEN and DELTA KING both in Scotland and at Stockton, Calif. brings forth this correspondence. This is the only example of the handwriting of Jim Burns we know about. Our thanks to William G. Patterson, 2692 Cauley Lane, Jacksonville, Fla. 32218 for sending both.

JAMES ROBB, ESQ.

A Cincinnati-built packet bore his name.

Larry Walker, S&D's treasurer, is a push-over for old mansions that do not necessarily exist. In New Orleans his latest passion took up an entire block, bounded by Camp, Chestnut and Sixth streets and Washington Avenue; a one-story mansion fitted out with lavish furnishings and an art collection that raised eyebrows, all of this surrounded by huge gardens. Once upon a time it was occupied by James Robb & family; banking, railroads, gas companies. Family tragedies and hard times came upon Mr. Robb and he was forced to sell the place--and it became Sophie Newcomb College, a school for girls of upper crust families.

"I really didn't get too interested until I found that Robb came to Cincinnati and died on his mother's farm, 'Hampton Place,' so where was 'Hampton Place?'"

So now enter Dorothy Frye into the act. Her sister's husband, Mell, said "When I was a boy I lived in the Robb home here in Cincinnati."

Dorothy had a hunch and discovered the side-wheel JAMES ROBB in Way's Directory. A visit to Spring Grove Cemetery--bingo--he was there; date of death, July 30, 1881. Place of birth, Brownsville, Pa. on the Monongahela.

Concluded page 45

Oakland Feb. 10. 48
584 - 42nd St
Oakland Calif

Mr Tom Greene

Dear Mr Greene, I read about the deluge in your City. and saw pictures in the Oakland paper. I am glad that your loss is not ~~not~~ mentioned. I would not like to hear of anything that would interfere with your essential trip on the Queen

Best regards to all my acquaintances, and hope that everything will transpire to make your harbor ready for business very soon
Respect Yours
James Burns

Capt. James Burns,
584 - 42nd St.,
Oakland, California

Dear Captain:

I found your letter upon my return from Pittsburgh and appreciated your good wishes. Fortunately the ice did practically no damage to our equipment. We did get squeezed somewhat but things thawed and the ice went out followed by a flood which often is the case. The worst thing is that we lost two of our best trips to New Orleans with the steamer GORDON C. GREENE.

The GORDON C. GREENE leaves tomorrow for New Orleans but we do not have a very heavy trip. The DELTA QUEEN will start out June 2nd which is not too far off.

Captain Way said you had sent us a card indicator for the DELTA QUEEN which we are glad to receive. I understand this is a present for the DELTA QUEEN from you. I hope the day will come when we get the DELTA QUEEN in operation and get her paying her own way, as we've put a terrific amount of money in her. Also hope there will be a time when you can come over here and take a trip with us.

With kindest personal regards,

TOM R. GREENE

March 12, 1948.



PRINCESS MARGARET
RIDES THE DELTA QUEEN

Great Britain's Princess Margaret broke into Mississippi River history in one majestic swoop on Wednesday, November 19, 1986. She and entourage boarded the DELTA QUEEN at Oak Alley, above New Orleans, and rode up-river to Houmas House. She was in New Orleans for "British Week" promotions. In such royal manner Princess Margaret, sister of Queen Elizabeth, became the first of royalty to ride the river's famed QUEEN, and first in Britain's high estate to steam up the Mississipp'.

Her trip started with a 20-minute helicopter flight from the Superdome at New Orleans.

Above: Her royal highness, Princess Margaret. Left: Following luncheon in the Orleans Room, D. Perry Moran (left) presents a framed litho of Mark Twain to the Princess. At the right stands Sir Anthony Acland, British Ambassador to the U.S.



Princess Margaret is welcomed aboard the DQ by Capt. Garland Shewmaker at Oak Alley. Receptionists D. Perry Moran, v.p. corporate affairs, DQ Steamboat Co. and Jimmy Coleman, honorary British Consul for Louisiana, stand at the left.

BELOW: DQ's hostess Irene Atman receives Her Majesty. Gentlemen from the left are chief engineer Cline, Capt. Shewmaker, Jimmy Coleman and D. Perry Moran.

The 120 passengers took keen interest in the royal party, but there was no mingling, in accordance with protocol set forth in a special bulletin.

Princess Margaret was escorted to the aft cabin lounge for a private cocktail party. She joined in the Orleans Room with all passengers present for luncheon.



A FAMILY OF FANS

Sirs: Being born and raised in a river town, I don't know why it took so long for me to develop an interest in what was going on on the river. I never even realized that my own mother had a real interest. But she did kind of hide it from the family because she thought we'd think she was a bit daft. She had a great love for the DELTA QUEEN. She'd go to the locks to watch whenever the DQ was going through. And she got to know a lot of the captains and crew members that way. She also struck up some friendships with people on some of the towboats.

Mom had always dreamed of taking a trip on the DELTA QUEEN. And when she inherited a little money she decided to make her dream come true. My mother, a sister of hers, and a cousin booked a trip together. That was in Oct. of 1981. It was then that I realized what a real love Mom had for the river and the boats. And it was then that I was first exposed to it all.

Mom would go up to the locks with signs to hold up and greet the boat. She'd also take treats for them. I guess they call people that do that "groupies." As Mom awaited her trip I went along to the locks with her a couple of times. And I assured her that I didn't think her adventures were crazy. Then when they were on their trip we traveled up to Dubuque to pay them a visit while the boat was tied up there. That was my first "up close look" at the QUEEN. And it was then that I was bitten by the bug. I developed a real case of incurable "steamboat fever."

A few days after Mom got home from her trip she ended up in the hospital with what we thought was pneumonia. But in was lung cancer. It didn't dampen her spirits though. She was just bubbling over about her DELTA QUEEN trip. While in the hospital she was looking at a brochure and noticed the DQ had a Christmas cruise. That set her mind to thinking. There have been three generations in our family that have helped out St. Nick at that time of year. My husband has a red and white suit that I made him special for him when he got into the act. And I'd

made several outfits for Mrs. Claus, too. So my mother thought it would be a great idea for Mrs. Claus (herself) and Aunt Holly (her sister) to pay a special visit to the captains and the crews. Though of course there would be pleasure in it for herself, her main thought was of bringing pleasure to the steamboat people. She was so excited about the idea. So the doctor encouraged her to book the trip. We hadn't known at the time that the doctor didn't actually think that she'd still be alive at Christmas time. Jean Witt and Ruth Miller booked that trip and were so thrilled. Then they got word that the DQ would be drydocked then, but they could go on the MQ instead. Mom wasn't as crazy about the MQ. She referred to it as the "Floatin' Hilton." But they decided to go ahead and go. As it was, God was looking out for Mom. She'd have never been able to manage the stairs on the DQ. On the MQ she could use the elevator. And she found out that lots of the same people she'd gotten to know were on the MQ too. Mom couldn't do all that she'd like to on that trip. But she had to have oxygen supply with her, and she tired quite easily. But she had a ball! And she was thrilled beyond words when she was made an honorary crew member.

Mom had worried about what the family would think when she was away from them on Christmas for the very first time. But I told her that when she had a chance to make a dream come true--twice--she should do it. And memories of those dreams-come-true got her through the rough times as the cancer brought her life to an end. She had her pictures and her tapes and her memories to pour over. It was better than any medicine could have been. She passed away in early March of 1982. And on her casket with the flowers was a picture of the MISSISSIPPI QUEEN that I'd done in counted cross stitch.

Because so many of the boat people had gotten to know Mom I made a special sign to take to the locks when the QUEENS came through. JEAN R. WITT CAN BE HERE NO MORE...SHE WATCHES NOW FROM A DISTANT SHORE...SHE LOVED THIS QUEEN ...AND THE OTHER...IOWA'S #1 FAN WAS MY MOTHER...MY

MOM'S FAREWELL TO THE QUEENS THAT SHE LOVED.

I barely realized what she was passing on to me. I came to love these boats and the people as much as she did. And I took over for her. We now meet and greet and treat those QUEENS. I think we've got to be some of the most loyal fans. We come out to see the QUEENS no matter what the hour of the day or night. It doesn't matter if it is 2 a.m. or 3 a.m. or 4 a.m. We are there. We put quite a few miles on the car when it's "QUEEN time." And I wouldn't even want to tally what we've invested in film and developing pictures.

We check the schedules for both boats and we know when they are due in the area. When they are northbound we drive down to Rock Island so's to watch the lockage at #15. We can never be sure what the time of arrival will be, so we pack a picnic supper to eat at Rock Island. Lock #15 is a nice place to watch from. Then we drive on upriver to Lock 14 and again visit the boat. When she has left we head on home to Clinton. It is usually late when we get home. We catch a few hours of rest, with the scanner on so's we can hear the approach. Then we go down to Clinton's riverfront and watch her leave #13.

My brother's family is as hooked as we are. My sister-in-law usually takes a treat for the captains at Lock #15. Then I provide the treat at #13. This is part of the fun for us.

On the downbound voyages I bake a cake and we take it up to Dubuque. We visit until the boat departs. We love the calliope concert at leaving time. And we love those fantastic whistles. We head back down river and stop at #12 in Bellevue. There is a pretty little park there. We sit on the swings having a picnic until the boat appears. We watch her leave #12. There are a couple of places below Bellevue where we watch some more. Home at Clinton we grab some supper. Then we load the signs in the car and head for Lock 13. When we've visited there we head back to Clinton and watch and wave from Riverfront Drive. Then we drive down to Camanche to catch the last grimpse. Next day we drive to Davenport and

enjoy the shore stop there. I pick up my cake board. Among those we've come to know are the Foleys, Bill and Vi. We don't stay in Davenport to watch departure; we take off for Lock #15, getting there in good time to stand by the rail of the observation deck. There we wave good-bye.

Nothing else is planned on "QUEEN day." I mean nothing. On two different occasions when I was booked for surgery I asked the doctors to change the date. A DELTA QUEEN captain turned me on to the S&D REFLECTOR and The Waterways Journal. I really loved the Sept. '86 issue with the story of Betty Blake. Wish somebody would do a whole book about her. Also liked the cover scene of the OMAR. That boat now sits here in our hometown, renamed CITY OF CLINTON.

From a Steamboat Dreamer of Iowa,

Linda Blount,
714 N. Fourth St.,
Clinton, Iowa 52732

=Linda and her signs did not show up when the DQ made her mad dash from St. Paul to St. Louis last September, reported in our December issue. She says this omission about broke her heart. After reading her letter we are equally disappointed. -Ed.

Earl H. Bettinger of Tell City, Ind. died at 9:15 p.m. on Tuesday, December 23, 1986 at St. Mary's Medical Center in Evansville, Ind. He was 90.

Earl was well known along the rivers for his active participation in the Ohio Valley Improvement Association, and as a member of the Propeller Club of Louisville, and he was a long-standing member of S&D. He operated the diesel ferry H & C FERRY plying between Hawesville and Cannelton until December 1966 when the Bob Cummings Lincoln Trail bridge was opened. He then operated a barge rental service from which he retired in May 1978. The following year he was honored as Tell City's Distinguished Citizen of the Year by the Tell City Historical Society.

During his earlier years Earl was active in the Tell City Woolen Mill founded by his grandfather Michael Bettinger.

His first wife, Carla Hermans,

died in 1958. He then married Virginia Sapp Cadwell of Hawesville, who died in 1971. He then married Fran Linker Weedman on July 7, 1974.

Surviving besides his wife Fran are two daughters, Miss Ella Margaret Bettinger of St. Louis and Mrs. Charlotte Hensley of Madison, Ind.; one grandchild; one greatgrandchild; two step-grandchildren and two step-great-grandchildren.

Services were held at the Evangelical United Church of Christ in Tell City, and burial was in the Greenwood Cemetery of that place.

-We are obliged to Bert Fenn for clippings.

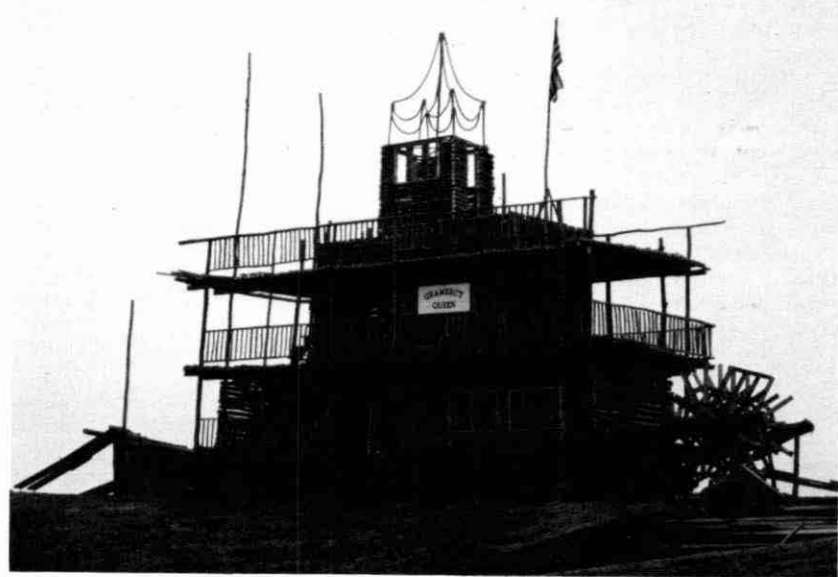
Sirs: We just saw the DELTA QUEEN replica in the Rose Parade in Pasadena on TV--a gorgeous and fantastic sight all done in flowers.

Dorothy Moore,
816 Thorn St.,
Sewickley, Pa. 15143

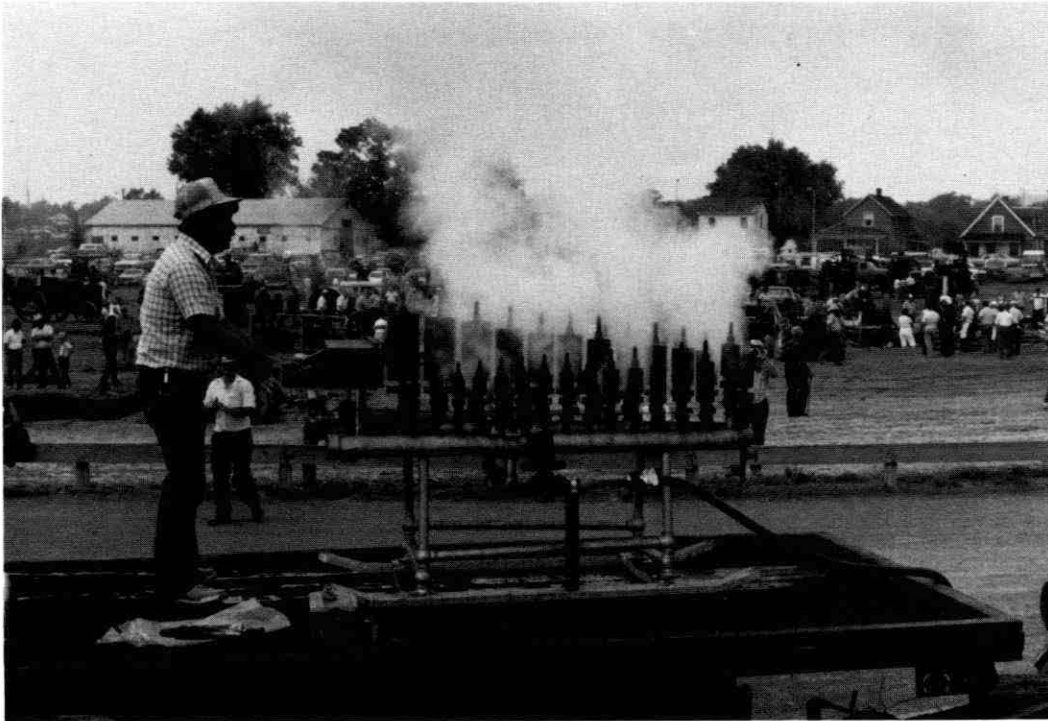
Sirs: I saw the DELTA QUEEN's float on TV in the Pasadena Tournament of Roses parade. The announcer picked up the same info given in the printed program, that the Commodore of the DQ for the last 52 years was riding on the float. Maybe you might explain in the S&D REFLECTOR more about Harold DeMarrero. Did he join the Greene Line in 1935? Or did he join California Transportation Co. that year and work on the DQ in California? The printed program calls him the "actual DELTA QUEEN's skipper of 52 years." That has to be wrong! But it is conceivable he might have started work with either Greene Line or Calif. Tpn. Co. 52 years ago.

Richard E. Brown,
6404 Casper Way,
Bakersfield, Calif. 93309

=Commodore Harold DeMarrero, then living in Baton Rouge came to the DELTA QUEEN in 1982. He and his wife Connie moved to their present address in the fall of 1984, Box 210 D, Ten Mile Road, Melbourne, Ky. 41059. -Ed.



ON TOP of the levee is the GRAMERCY QUEEN, photographed by Judy Patsch. Her description: "Each Christmas Eve at Gramercy, La. bonfires shaped like pyramids are burned along the levee to light the way for St. Nick or, as some say, to light the way for those going to midnight mass. These bonfires extend for miles. The Gramercy Fire Department goes all-out with an elaborate one; in 1985 they did a plantation home. This Christmas they did a steamboat with a moving paddlewheel. My picture was taken before the stacks and finishing touches were added--I was heading north for the holidays."



The above comes to us from David Morecraft, president of The Indiana Steam Music & Mfg. Co., Inc., P.O. Box 638, 311 West 8th St., Peru, Ind. 46970. Dave is playing the calliope formerly on the excursion steamer WASHINGTON at Dover, Ohio, Sept. 1985. Dave's firm rebuilt the instrument for the present owner, Bob Senhauser, Sarasota, Fla.

Sirs: Happy New Year! I just wanted to tell you that I have consented to have my steamboat movies converted to tape. I plan as Honorary President of S&D, to give a copy, when ready, to S&D. I will have one for Mercantile and one for myself. Copies will be available through Murphy Library when ready.

Ruth Ferris,
9381 Parkside Drive,
Brentwood, Mo. 63144

=Great! Thanks in advance.
-Ed.

Sirs: Hello, I'm Jackie Johnson, a new member of the S&D. I've just gotten my issues of the S&D REFLECTOR, Saturday, the 27th of December. The S&D REFLECTOR is excellent, and I hope you and staff keep up the great work. I'll be collecting more of the past issues in the months to come because of my love for steamboats.

I'm doing a 34 x 46 oil painting of the DELTA QUEEN going under a bridge. Very soon I'll send you a picture of this and also of my other

painting of the ROB'T E. LEE. I would like to be noticed as a big artist someday.

Jackie Johnson,
2304 Ward Ave.,
La Crosse, Wis. 54601

=The above is hand-written on ruled paper, excellent penmanship. -Ed.

Capt. John L. Murphy, 10060 Millington-Arlington Road, Arlington, Tenn. 38002 honored us with a visit in company with Capt. Ross Rogers, Jr. on Sunday, January 4th. Capt. Murphy is a well-known riverman in the Memphis area, presently engaged in towing, salvage, diving and consultant--"nothing too small or large."

Sirs: Your story about Capt. Fred Hornbrook in the June '86 issue was most interesting reading. However, O. O. McIntyre's full name was Oscar Odd McIntyre; not Odd Ott McIntyre. Odd Ott was my father's name.

I missed the last S&D meeting but hope to make it this year.

Major B. Ott,
172 Marlyn Road,
Lansdowne, Pa. 19050

Sirs: Thank you for publishing the riveting account of the PENNSYLVANIA's demise (March '86 issue). Like many of the members I'm a student of Twain and his career on the river. In "Mark Twain's Steamboat Years" by Raymond P. Ewing, is a drawing of the PENNSYLVANIA he photographed from a lithograph in the main hall of the Missouri Historical Society in St. Louis. This was "drawn from nature by J. T. Palmatary." From the picture of the PHILADELPHIA accompanying the REFLECTOR story--you sure can tell they're kinfolks.

Jackie Morgan,
233 East Fairview,
Shreveport, La. 71104

=The sketch of the PENNSYLVANIA photographed by Ray Ewing leaves much to be desired. -Ed.

Anna Hubbard's beloved Steinway grand piano left Payne Hollow on Sunday, November 9th, 1986. She died last May 4th and willed the instrument to a retired Cincinnati Symphony Orchestra cellist and piano tuner, Ted Wadl, friend of Anna and Harlan, who made frequent trips to the isolated home where the three played trios.

The 800-pound piano was guided along a narrow winding path by eight neighbors and friends, to where neighbor Bobby Gosman's tractor and farm wagon were awaiting. Richard Strimple, well known at S&D meetings where he plays his Wurlitzer Military Band Organ, assisted. The destination was Westwood, Ohio.

For more than 30 years Anna and Harlan lived in Payne Hollow, Ky., accessible only by boat from the Indiana shore of the Ohio River, or a rocky mile-long footpath up the Kentucky hill which follows the route of a long-neglected road.

The piano came from Grand Rapids, Mich. where Anna's father had bought it second-hand for her when she was a child.

Harlan Hubbard plans to remain at Payne Hollow, having closed one room of the two-room house during the past winter. He has been working on a new book, "Harlan Hubbard's Journal: 1928-1944." He now is 86.

The Butler County (Ky.) Historical Society is renovating a 1913-built brick house to become a Green River museum. It formerly was the residence of the superintendent of Green River locks and dams, including the Barren and Rough, built by the U.S. Engineers.

Active board of director members include Maurice Hines, Harold Kelley and Barkley Waddle. So far they have spent about \$42,000 derived from donations and the county, from coal-severance-tax receipts.

Among the exhibits are photographs and paintings of old-time steamboats of the area. Presently the museum may be viewed on week-ends by phoning one of the three gentlemen named above.

JAMES ROBB

Concluded from page 39

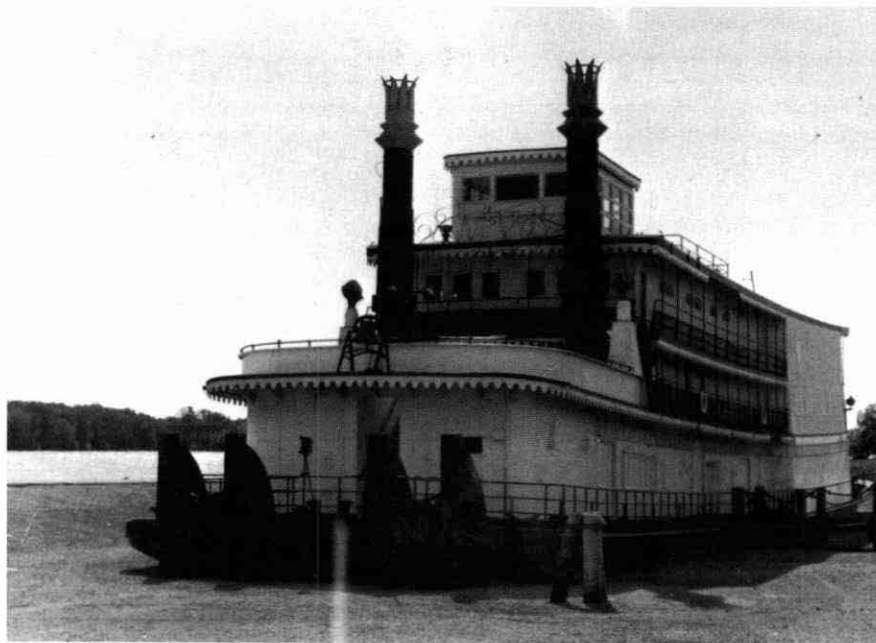
There's much more, including a daughter, Isabella, who married a Spaniard who had an eye on the Robb fortune, so Isabella took a boat back to the U.S. without him. She also is at peace in Spring Grove. Neither of the homes which got Larry going on all of this exit today.

A great grandson of James Robb, Esq. turned over large quantities of papers and deeds

to the Historic New Orleans Collection, which is quite some place--a veritable treasure-house of information, manuscripts and artifacts, says Larry.

OMAHA CITY, NEB. May 27, 1857:- The steamer SILVER HEELS made her third trip to this point from St. Louis on the evening of the 19th. A baby was born on deck the morning of the 19th and was named Silver Heels.

=A boy we presume. -Ed.



CITY OF CLINTON

THE TOWBOAT OMAR graced the cover of our June '86 issue, causing some speculation as to where she is located today. The answer comes to us from George and Linda Blount, 714 North Fourth St., Clinton, Iowa 52732 who sent the above picture. In 1962 the Ohio River Company presented the OMAR to the State of West Virginia for use in its centennial celebration. That marked the end of the boat's working days and the beginning of her "stage" career. She was converted into a showboat and toured the Kanawha, Ohio and Monongahela. On Sept. 15, 1966 the OMAR, renamed RHODODENDRON for West Virginia's state flower, was sold at public sale, located at Morgantown, West Va., to the city of Clinton, Iowa. After arriving there she was moored at Clinton's Riverview Park and stage plays were featured. In 1975 the U.S. Engineers started a major flood control project along Clinton's waterfront, requiring five years to complete, and during that time the showboat was idle. In 1980 she was beached atop the new dike and was rechristened CITY OF CLINTON. The theater has been named for singer and actress Lillian Russell, born at Clinton in 1860 as Helen Louise Leonard. She died before the OMAR was built, but was a visiting performer at Clinton at least twice during her spectacular career. The Lillian Russell Theater seats 225 and is air-conditioned. Old-time melodrama, contemporary comedies, musicals and special presentations for children are offered during the summer seasons.

WHY THE BEATTYS MOVED
THEIR RESTAURANT BOAT

Clare E. Beatty Takes
Pen in Hand.

The following letter from Clare Beatty appeared in the Oct. 8, 1986 issue of the Cincinnati "Enquirer." -Ed.

I see by the papers that Mayor Charlie Luken looked wistfully at Kentucky as yet another restaurant boat was moved into position on the Kentucky shore. I wonder if Mayor Luken is aware that his father, Tom, was on city council when council, City Manager Bill Wichman, Mayor Walton Bachrach and, yes, even the Cincinnati Chamber of Commerce banished the first of the fine river restaurant boats to Kentucky.

You see, in 1964, Captain John Beatty, first, last and always a riverman, decided that something had to be done to make Cincinnatians realize that they lived on a river, the Belle Riviere--the Beautiful River--the Ohio. He opined that perhaps if a fine river boat restaurant was put into place, just perhaps people would come, take a good look at their river and make something of their fine heritage.

So he bought the CHARLES R. HOOK from Armco Steel, a retired steamboat, and proceeded to refurbish her into an attractive and fine restaurant. No thought ever entered our minds that this was anything but a private enterprise. In other words there were no grants, subsidies or tax abatements. It was our money that we invested, and we would either sink or swim on our own.

We rented three pieces of property on the riverfront--one from the city, which was at the end of the then-defunct Ludlow Street; another from the scrapyard of American Compressed Steel, and the third from the Pennsylvania Railroad.

Captain Beatty then proceeded to cut a shelf into the riverbank (he did it himself, running his own bulldozer), sodded the bank while I planted flower beds under a beautiful free-standing sign (which cost a fortune), paved the parking lot that he had leveled, and in 1964 we opened Captain Hook's.

I remember that we thought we would have a sneak opening on a Friday night before the

grand opening the next night and, golly, that sneak opening was jammed. Captain Hook's took off with a bang and continued to attract the "best people" until Captain Beatty found that the movers and shakers finally realized his dream--they realized that they had something special because they "owned a river!"

We had a very successful and happy couple of years, and then the harassment began.

First of all the city gave space to two excursion boats, the JUBILEE (not the one that is now at Ludlow, Ky.) and the MARCK TWAIN. And we had to move Captain Hook's upstream to make room for them. Then as the Riverfront Stadium began to take shape, the Greene Line wharfboat was moved out and we were pushed farther upstream to make room for the DELTA QUEEN (on the weekends) and the Johnson Party Boats, which had originally tied up at the Green Line wharfboat.

By this time we had been pushed up so far that the bow of Captain Hook's was under the Central Bridge and in that spot we were forced to keep a watchman on the bow 24 hours a day as we were constantly pelted with bottles, cigars and firecrackers thrown from the Central Bridge.

In vain we sought relief from city council and the city manager and the mayor. We had been members of the Chamber of Commerce for years. So I went to the chamber with a plea for help, only to get the chilly shoulder and to be told the chamber could not stand in the way of progress. (I burned our Chamber of Commerce plaque after that trip.) Absolutely no consideration or remuneration was given for our investment in our parking lot, our beautiful sign that lit up a well-tended section of riverfront which had been an eyesore for years, and we were no given any credit for starting the whole idea of river-boat development.

Bakc in 1967, three years after Captain Hook's had begun, we bought a second boat, the CHARLES DORRANCE, and converted her into another restaurant which we intended to open in 1968. We renamed her the Mike Fink. But the city powers came down and told us to move her out.

After a rather wild time we opened the Mike Fink on the

Covington waterfront. The residents of Riverside Drive signed petitions to keep the Mike Fink out, but we had the votes and opened in June 1968. Riverside Drive took only six months to change its mind about the boat. They became our most devoted customers as we ran a quiet, well-tended restaurant with "class" clientele. Mary Wood, the Cincinnati "Post's" TV editor, had her round table at the Mike Fink, and brought Bob Hope, Perry Como, Raymond Burr, Peter Graves and the casts of their shows for lunch. Mickey Rooney, who owned a piece of the radio station here, came in every Saturday when he was in town. He always sat in a corner and ordered a tureen of our famous bean soup, which he said was he best in the world.

In 1969 we gave up even trying to keep Captain Hook's in Cincinnati and closed her up. In the meantime the two excursion boats which had been given our spot on the riverfront were long gone. Two years ago Delta Queen Steamboat Co. (ex-Greene Line Steamers) moved to New Orleans.

Cincinnati is without any floating attractions on its riverfront, and Mayor Luken can very well look with wistfulness at Kentucky. You muffed it, Cincinnati! You had it all--going in.

Sirs: Hello, I'm Jackie Johnson from La Crosse, Wis. I'm sending my dues to become a member of S&D. I'm 23 and work at Hardee's South Restaurant in La Crosse. The diningroom is decorated like a steamboat; lanterns, bells, smokestacks, pilotwheel and pictures including the DELTA QUEEN, BELLE OF LOUISVILLE, MISSISSIPPI, and a giant wall painting of the ROB'T E. LEE moored at a small river town.

I love to draw and oil-paint, and am starting on a 34 by 46 oil painting of the DELTA QUEEN (in her 60th year) going under a bridge. Also I'm collecting 8 x 10 pictures of boats from the University of Wisconsin's Murphy Library.

Jackie Johnson,
2304 Ward Ave.,
La Crosse, Wis. 54601

RIVER DISASTERS

Recalled at OK Meeting

by James A. Wallen

Disasters were pictured and described by Capt. Charles Henry Stone before the Nov. 9, 1986 meeting of the Ohio-Kanawha Branch of S&D, held in the Mason County Library at Pt. Pleasant, West Va.

The slides shown by Captain Stone depicted the spectacular endings of such well known packets as the KANAWHA BELLE and NEVA and the towboat SPRING HILL on the Kanawha River, and the packets KANAWHA and TELL CITY and the towboat G. W. McBRIDE on the Ohio, among others. There also were graphic scenes of the fiery destruction of the fine, big excursion side-wheeler ISLAND QUEEN at the Monongahela River landing in Pittsburgh on Sept. 9th of 1947.

Captain Stone added to the interest of his presentation by describing some of the circumstances surrounding these disasters. One such sidelight was the telling of the continued mournful wail from the whistle of the small packet NEVA as she was being consumed by flames at Buffalo, W. Va. on July 26th, 1908. Evidently a burning timber had fallen across the arm of the whistle valve, and kept the whistle sounding as long as there was steam.

Another important part of the day's program was the tribute paid to the late R. Jerome Collins, who was a founder, officer and active member of the OK Branch. Mr. Collins died on June 12th, 1986, and the large amount of river material he left, photographs and records, will be catalogued and given a permanent place in the historical section of the Mason County Library, it was stated by Jack Burdette. It is hoped to have the cataloguing completed prior to the March meeting, after which the material will be placed in the Library's history room.

Expressing his appreciation to Mr. Collins for "his contribution to this organization and library," Mr. Burdette said "Jerome was a friend of a great many years."

On hand to keep the records was Suellen Gunnoe, recently named clerk to succeed Herschel Burford, who resigned after years of service in this job.

Argil Nohe of Huntington was introduced by Capt. Gene Lister



LARRY WALKER'S acorn shop recently turned out two new decorative acorns for the steamer NATCHEZ. Larry (left) is making delivery of one of these to Capt. "Doc" Hawley. It is finished in traditional river styling and color, the acorn berry in gold leaf and the pod in red enamel. Ever since early steamboating days these embellishments have topped masts, booms, davits, flagpoles and pilothouse-tops, emblems of strength and security when the best wood hulls were fashioned of oak.

as a new member, and a warm welcome was given to visitors Mr. and Mrs. J. W. Rutter from Marietta, Ohio.

CHARLES MERRIAM, ESQ.

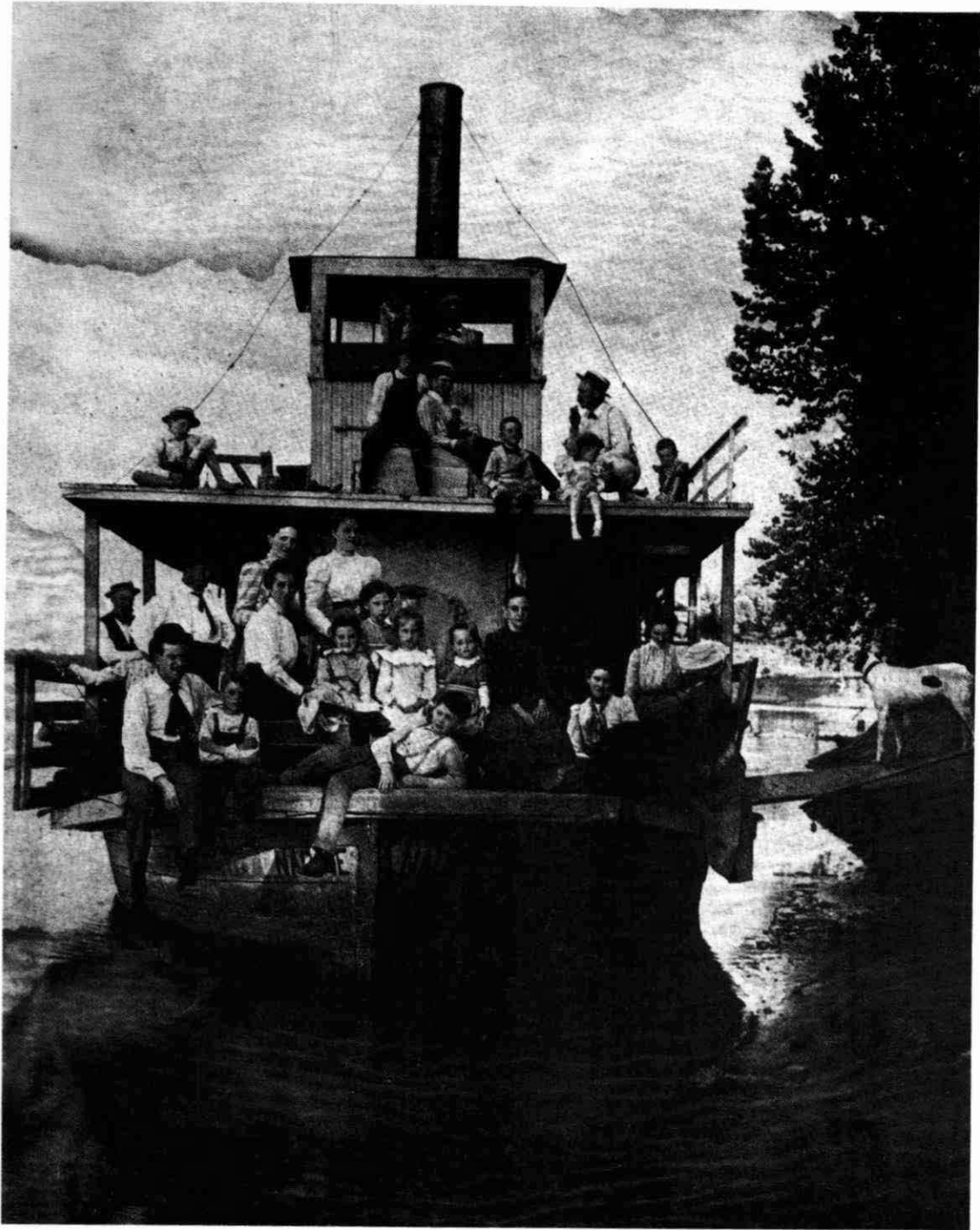
In our Sept. '86 issue is a photograph of the r.r. transfer steamer CHARLES MERRIAM. In the accompanying caption we asked "Who was Charles Merriam?" Quite a person apparently, according to some research by Tom Way who gleaned his information from "Who Was Who," some of William B. Fletcher's collection and some "from that fascinating Railroad Names" book. Tom's findings:

Charles Merriam was born November 31, 1806 in West Brookfield, Mass. He became a printer and publisher, establishing his shop in Springfield, Mo. in 1832. He is probably most famous for publishing the Merriam-Webster Dictionary, having bought the rights from Noah Webster in 1843. He became involved in railroads in his later life. The 1874 Official Guide of the Railways lists him as secretary and treasurer of four different lines. Three

of these were lines that later wound up as parts of the Burlington. Another officer listed with him was James F. Joy, who also had a transfer boat named for him.

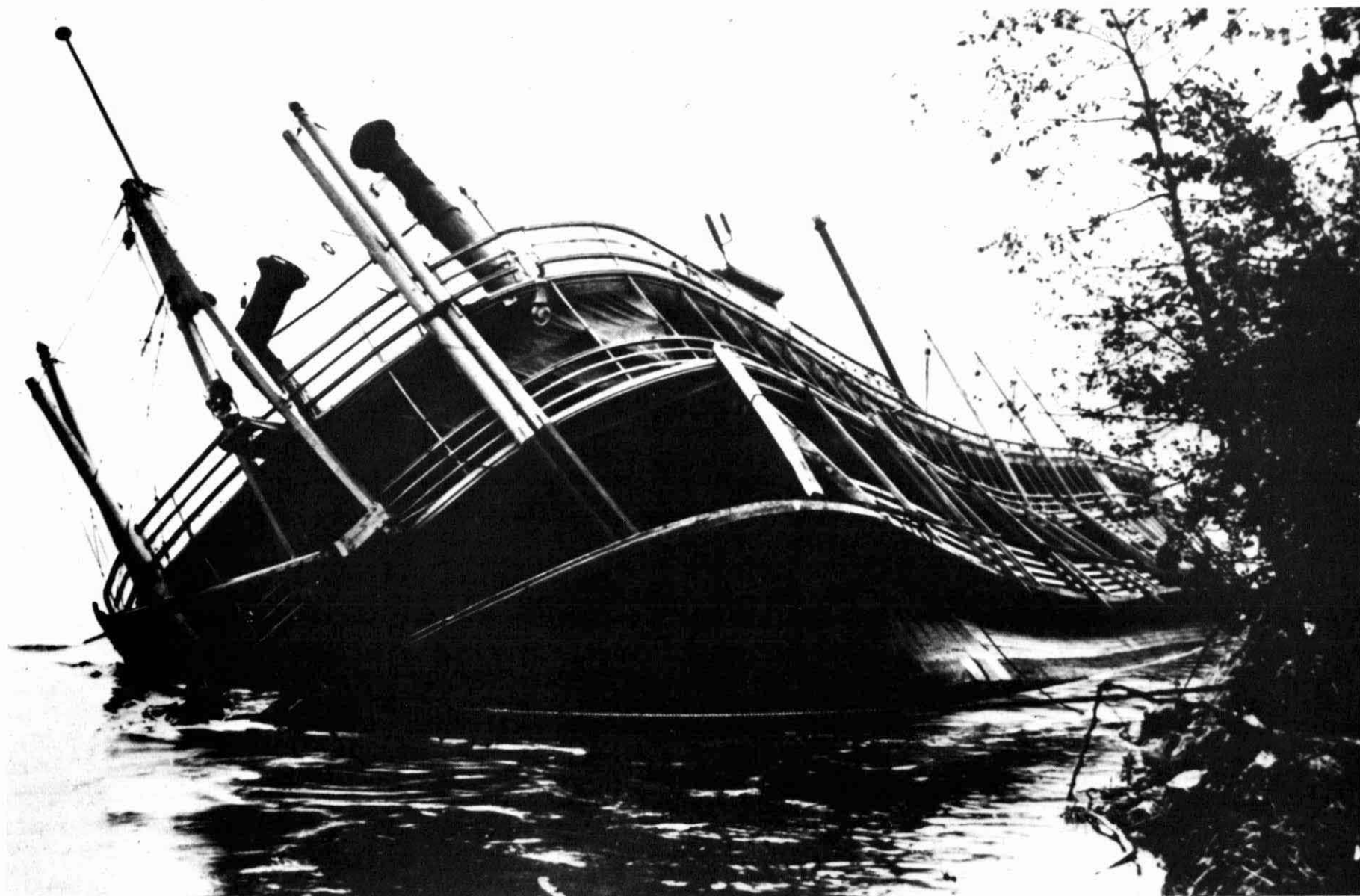
The fourth railroad was named the Missouri River, Fort Scott and Gulf, which in April 1879 became the Kansas City, Fort Scott and Gulf. This road joined with the Kansas City, Springfield and Memphis in April 1888 to form the Kansas City, Fort Scott and Memphis, which is the name painted on the paddlebox in the photograph. The List of Merchant Vessels for 1892 is the last issue listing the home port of the CHARLES MERRIAM at Memphis. A bridge opened there in May of that year, but not all of the railroads used it. Some continued to operate transfer boats at Memphis until a second bridge was built. The transfer boat across the river in the picture may be the MARIAN or GENERAL PIERSON. Both of these were at Memphis in the time frame in which the picture must have been taken (1888-1892).

Charles Merriam died in 1887.

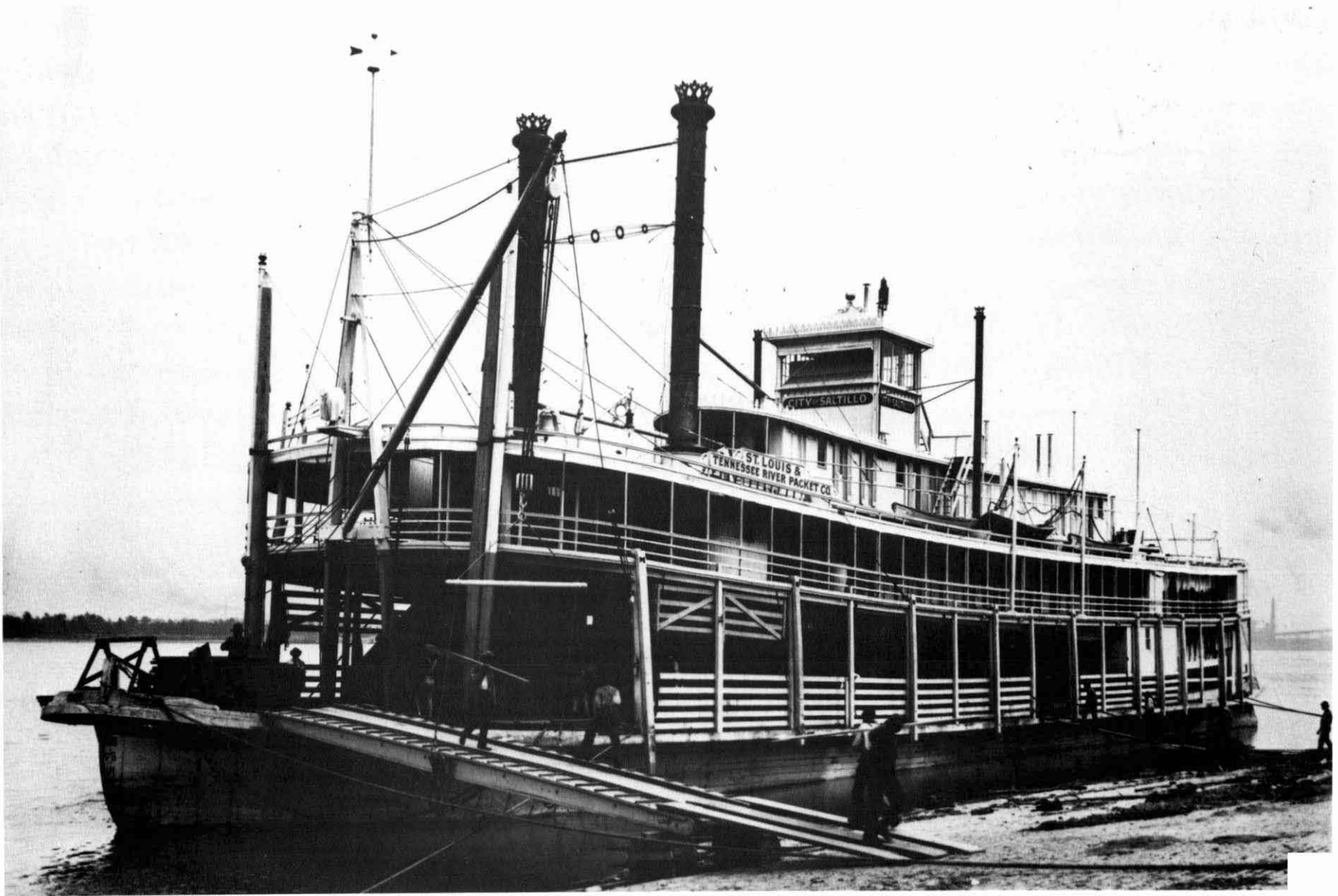


ONCE IN A WHILE the listings in Way's Packet Directory surprise even the author, and this is a case in point. Photographs salvaged from the Howard Museum fire of some years ago turned up this one of the steam, sternwheeler NADINE somewhere on the Missouri River, probably at St. Charles, Mo. These summertime picnickers are off for a jaunt and the question is whether or not the dog on the plank at the extreme right is to be invited aboard or left behind. Our

bet is that someone is about to call "Here, Spot!" rather than have Spot chase the boat along the shore and set up such a commotion they'll have to land and get him before things settle down. The NADINE was built at Howards Ferry, Mo. (and where's that?) in 1872 and was downbound with a load of wheat when fatally snagged three miles above the mouth of the Missouri on Sept. 10, 1878. Our thanks to the Murphy Library people for the print.

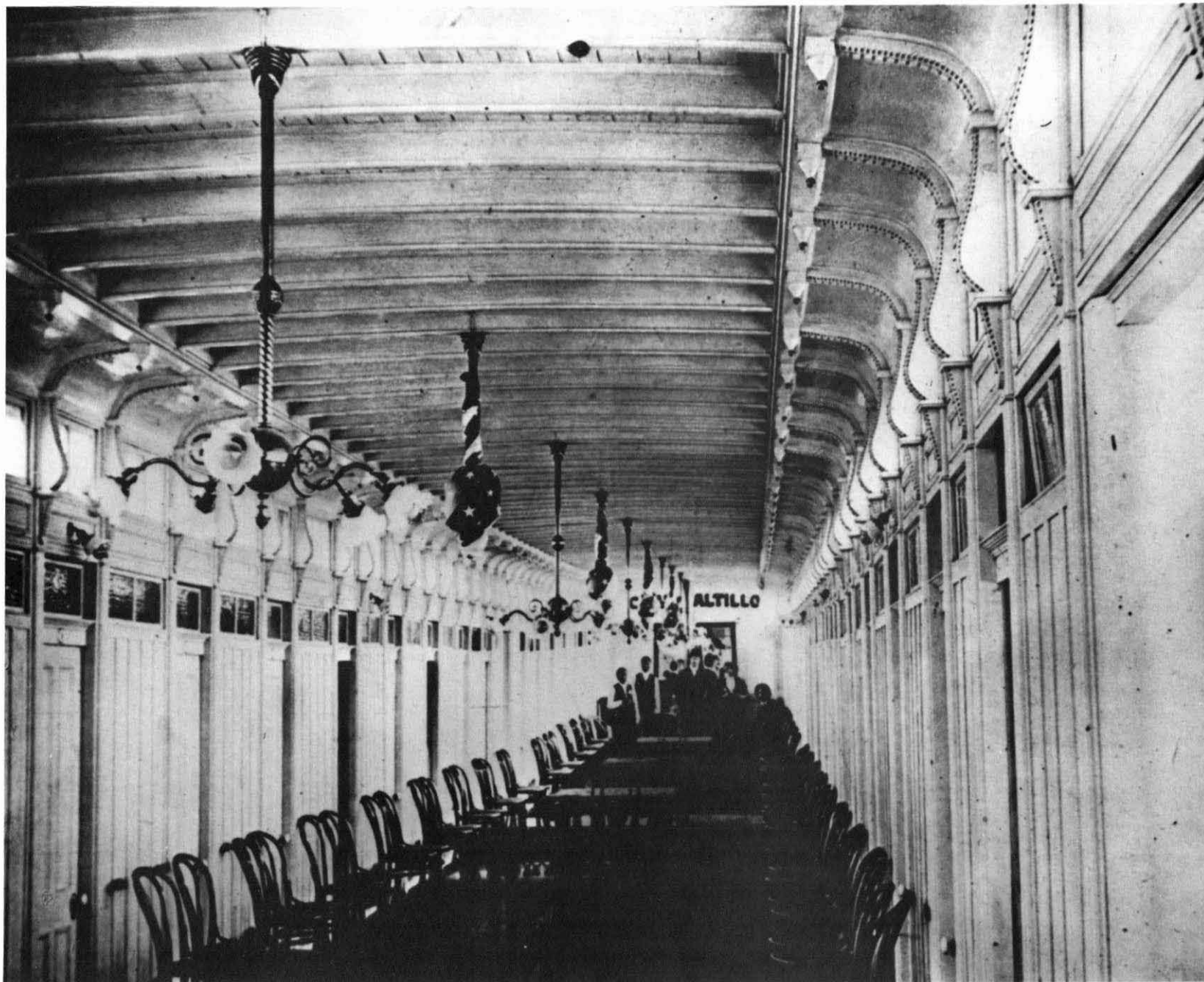


Capt. Ed Pell was pilot on watch, encountered fog, and before he found himself, hit shore rocks. The boat rounded to, causing the stage to hit a tree. Photo by Globe-Democrat's Harry La Mertha. The newspaper quit business about the first week in October 1986.

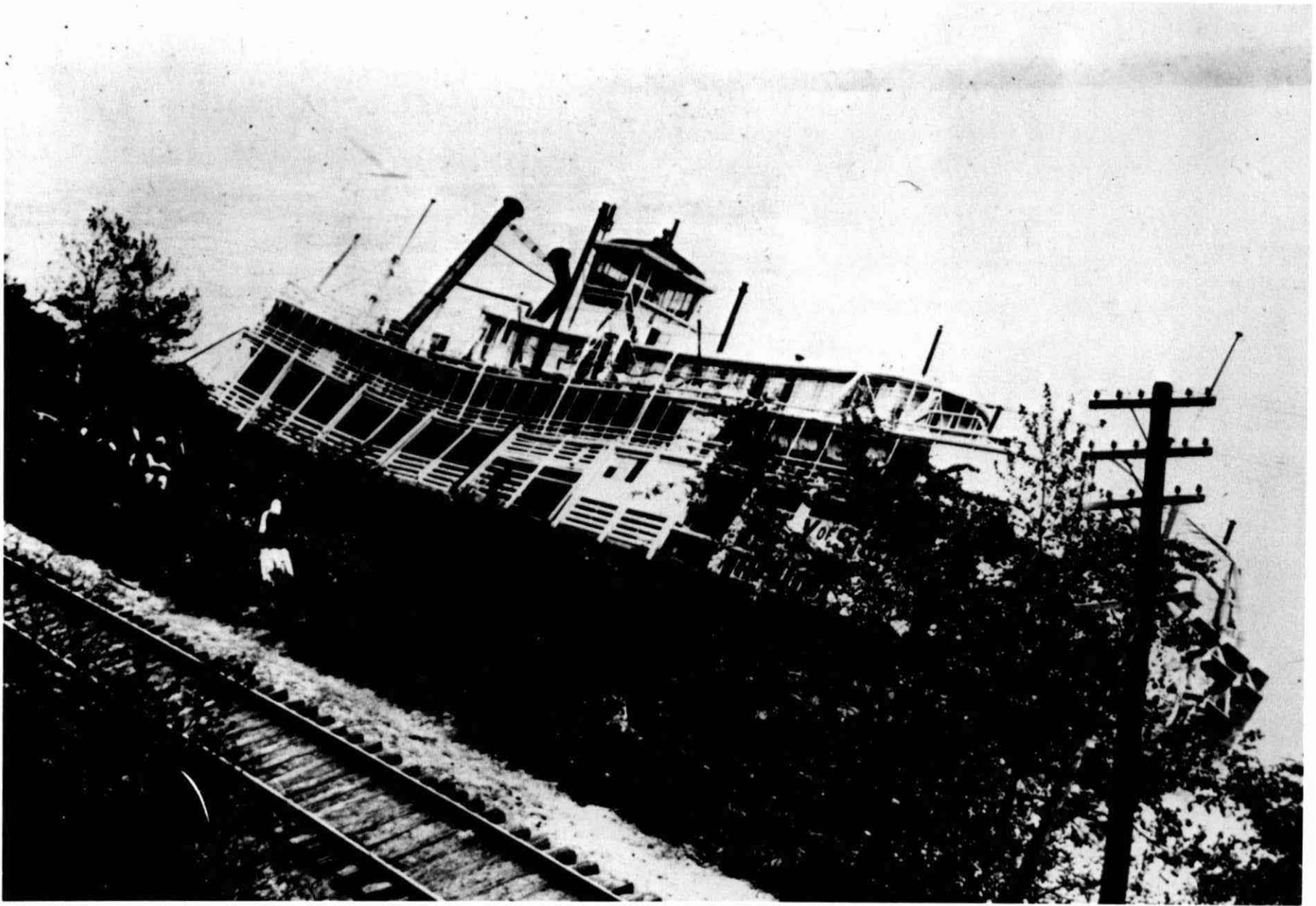


THIS AND THE FOLLOWING pictures cover the life span of the packet CITY OF SALTILLO built at the Howard Yard, Jeffersonville, Ind. in 1905 on a wood hull 200 x 37 x 6.6. She was owned by the St. Louis & Tennessee River Packet Co., had high pressure engines 16's-

7 ft. powered by three Western style boilers, each 40" dia. by 32 ft. long. The above picture, made at St. Louis, comes from Ruth Ferris's collection, photographer not known. This series is made possible thanks in large share to the Murphy Library collection at La Crosse, Wis.



Looking aft through the cabin of the CITY OF SALTILLO. Picture is from the Ruth Ferris collection.



The morning after the night before. Photo by St. Louis Globe-Democrat's photographer Harry La Mertha at Glen Park, Mo. on the Mississippi about 35 miles below St. Louis. The fatal accident happened about 9:30 p.m., May 11, 1910. She was downbound with 27 vacationing passengers aboard and a full freight cargo.

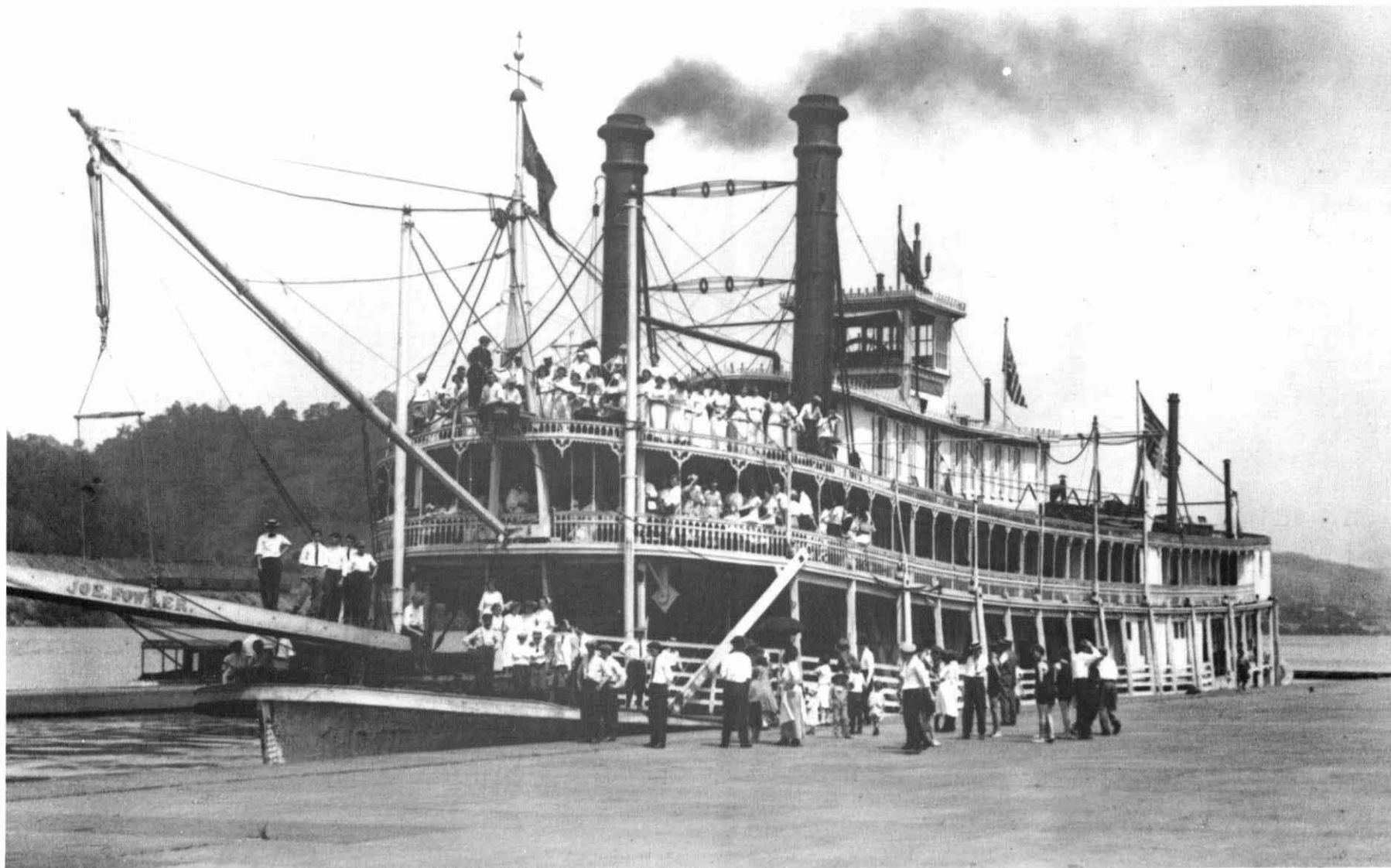


Taken by the Globe-Democrat's photographer as dragging was under way for 12 bodies. On shore in the foreground is a drowned bull.



THIRTY YEARS AGO, night of March 27-28, 1957, the excursion steamer AVALON, enroute up the Tennessee River to Knoxville, accidentally ran the wrong span at the Loudon, Tenn. railroad bridge, adjacent to the channel span. Her headway was not stopped until the bridge structure was over-top of the pilothouse. The stage mast was snagged in the bridge girders. On watch in the pilothouse was Capt. John Thomas. When he backed her down, the mast bent forward until it released itself. The stacks were raked back and the radar

damaged. She lost her stage and used an improvised one at Knoxville, where major repairs were made by the John F. Humphrey Co. Further repairs were continued all the way out to Paducah and she looked like herself again at Clarksville on the Cumberland, April 11, 1957. This Knoxville News-Sentinel picture comes to us courtesy of Earl F. Olson, 120 West Norris Road, Norris, Tenn. 37828. PS: Her stage, picked up by Loudon folks, was returned.

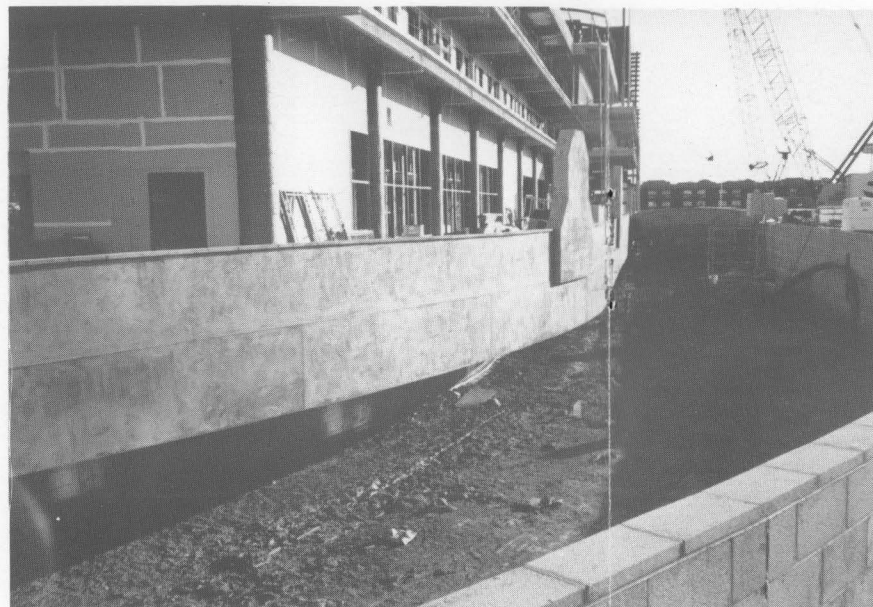


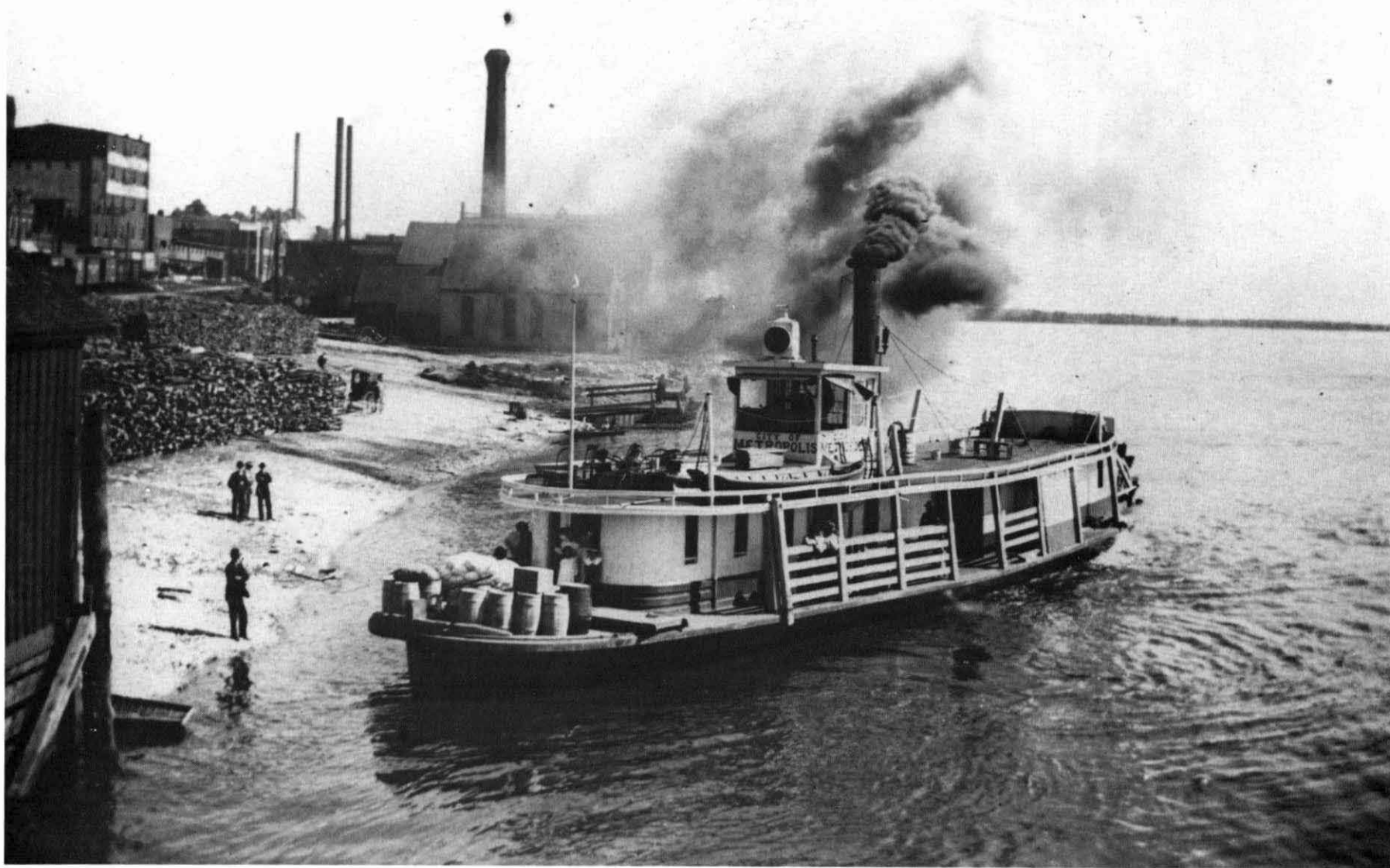
MENTION was made in our last issue of the JOE FOWLER's unusual tourist cruise from Pittsburgh to St. Paul in June 1914. So now, up pops this picture of her from Wm. W. Mueller, Route 1, Box 262, Middlebourne, West Va. 26149. It was taken in the summer of 1913 while the FOWLER was running excursions on the Upper Ohio in the Wheeling-Bellaire area. Having outlived her usefulness in the Paducah-Evansville trade

since 1888 she had just been completely rebuilt at Parkersburg, West Va. by her new owner, Capt. Ben S. Pope. He ran a Mardi Gras trip with her early in 1914 and then dreamed up the Pittsburgh-St. Paul trip. On the return from St. Paul the passengers were returned to Pittsburgh by rail from Louisville, and she ran excursions there for the balance of the summer season. Our thanks to the Murphy Library, La Crosse, for this print.

THE EDGEWATER Hotel and Casino, 2020 South Casino Drive, Laughlin, Nevada 89029 furnishes the following letter to guests: "Dear Hotel Guest: Please accept our sincere apologies for the inconvenience of the surrounding construction noise. We hope that you will join us in our excitement over the anticipated opening of the Colorado Belle Casino scheduled for July of 1987. The COLORADO BELLE will be an authentic replica of a Mississippi Riverboat. The length of the boat is 633 feet. Each Paddle Wheel weighs 150 tons and is 92 feet in diameter. the casino will encompass 48,668 square feet. The starboard side of the Boat will feature 4 specialty restaurants, each having its own concept. For your convenience we do offer complimentary coffee delivered to your room which is available through the Bell Desk from 7am-10am. Our shuttle service runs continuously 24 hours between the Hotel and Casino. To avoid a line checking out in the morning we offer a Specialty Check Out service which consists of checking out by phone and having your receipt mailed to you. Additionally, you may close your account the night before. When making future reservations, please inquire about our Speedy Check-in Service. We hope that you may enjoy your stay. Sincerely, Edgewater Management."

The world of rivers and steamboats was alerted many years ago of the possibility of a future COLORADO BELLE. Capt. E. Dayton Randolph of Reedsville, O. used to invent stories of a monster (he called her the HURRONICO), his super-impossible packet. This is it; the stacks of the COLORADO BELLE are 210 feet tall from the water line. To solve the problem of getting under bridges, Dayton's HURRONICO leaped over the tops of them. The S&D REFLECTOR in its June 1986 issue announced on page 6 that the COLORADO BELLE and a new hotel (estimated cost \$70 million) were in the works. Apparently we had wasted our time on a ho-hum story until Dave Johnson and his wife "came across this surprise of a lifetime." Laughlin, Nev. is handy to Las Vegas.





The CITY OF METROPOLIS was built at Metropolis, Ill. on the Ohio River in 1888 on a wood hull 70 x 13 x 3.5. This picture of her, the first we have seen, comes from the GEORGE M. VERITY Museum, Keokuk, kindness of Robert Miller, curator. The print was furnished to us by the Murphy Library, La Crosse. Up through 1896, maybe

some longer, she was documented at Paducah. She burned at Quincy, Ill. in July, 1901. Other than these few facts we know nothing and will appreciate being filled in as to owners, trades, etc. Our surmise is that the photograph was taken at Quincy, Ill.