

S&D

REFLECTOR

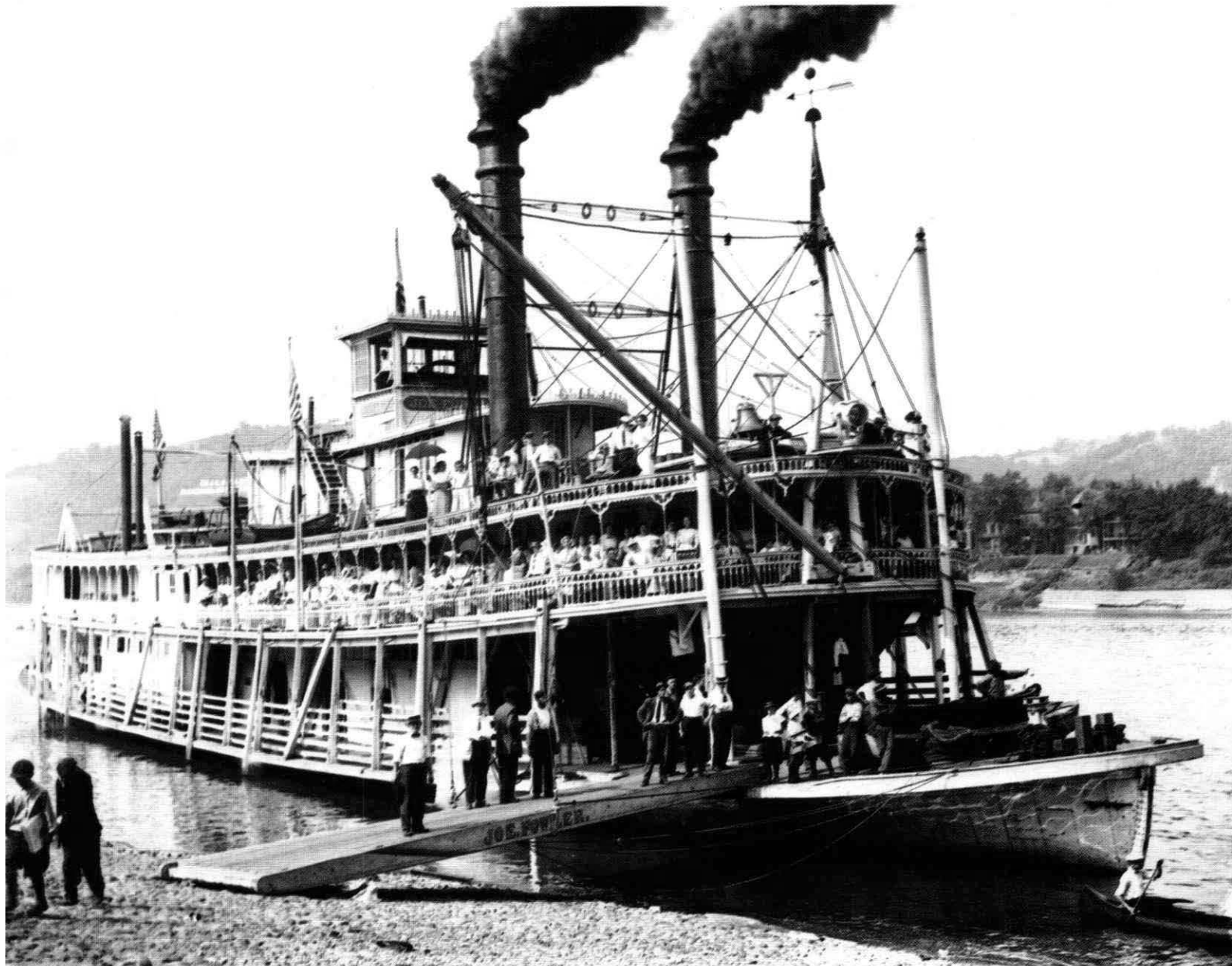
Published by Sons and Daughters
of Pioneer Rivermen



Vol. 26, No. 2

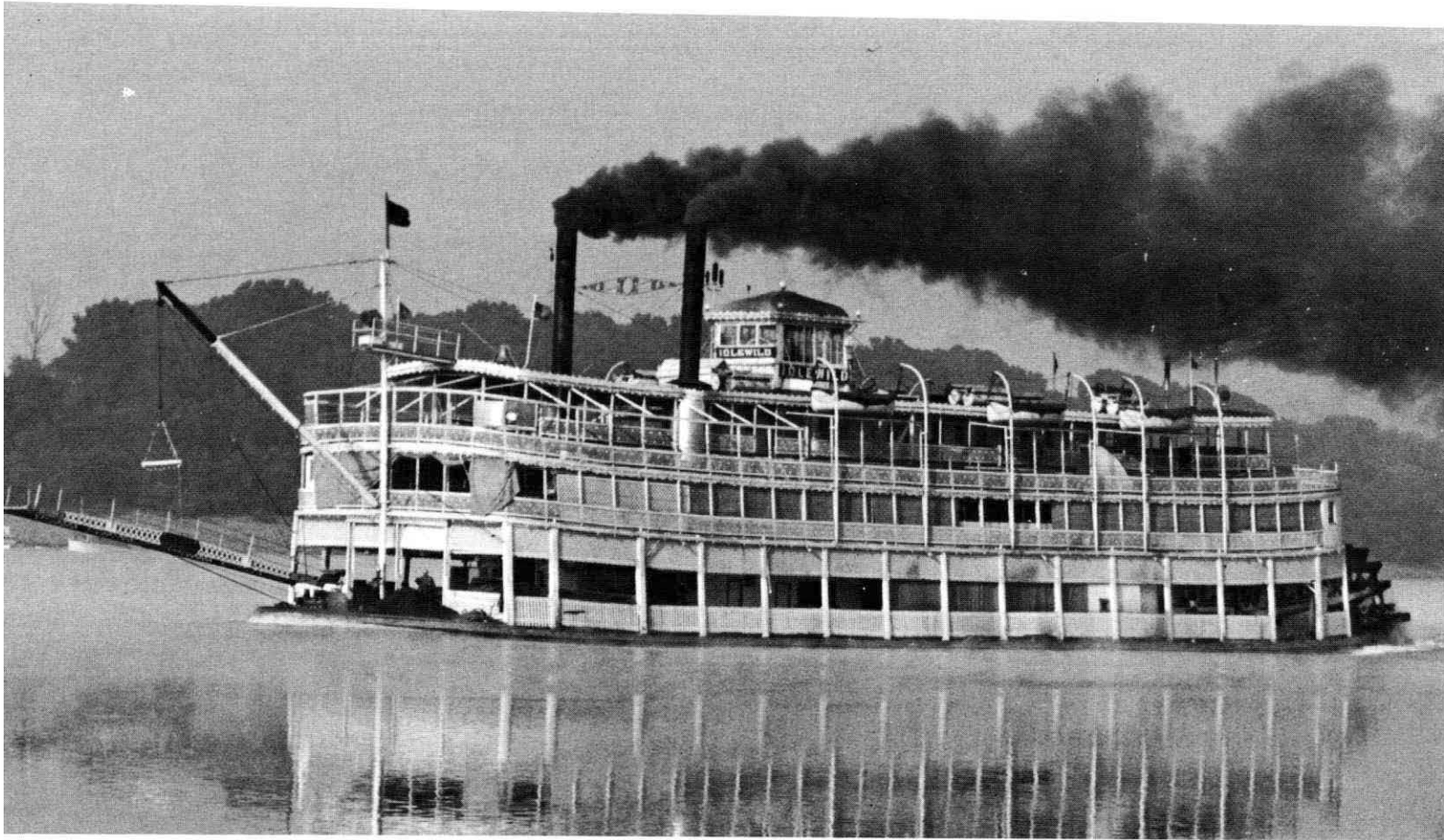
Marietta, Ohio

June, 1989



ALL ABOARD for a picnic excursion on the Ohio River at Wheeling in 1913. The 1888-built packet JOE FOWLER, long a fixture in the Paducah-Evansville trade, has been rebuilt at Parkersburg by Capt. Ben S. Pope. During this summer low water she's taking advantage of slackwater backed up by new McMechan Lock and Dam (No. 13), carrying excursionists in the Wheeling-Bellaire area. This picture, from the original 8x10 glass

plate, comes to us from the Inland Rivers Library, courtesy of curator Alfred Kleine-Kreutzmann. In 1914 this same view was used for the cover of a special brochure advertising the JOE FOWLER on a cruise from Pittsburgh to St. Paul, Minn. and return. During the intervening 75 years we had given up all hope that a print would someday surface. Voila! Not only a print, but the glass plate as well!



THREE SCORE and fifteen years ago the James Rees & Sons Co. built the IDLEWILD, a multi-purpose steamboat, in front of their shop facing the Allegheny River at Pittsburgh (today a part of the Golden Triangle complex) for the West Memphis Packet Co. They gave her second-hand high pressure Rees engines (origin unknown) and in early January 1915 sent her forth down the Ohio and Mississippi for a gala reception at

Memphis. The above picture, taken August 1, 1946 by Karl Smith, comes from Keith Norrington's extensive collection. For the occasion of this 75th birthday, still powered with those 1914-installed engines, her Louisville owners have released a thumb-nail brochure high-spotting the boat's career under three names (IDLEWILD, AVALON, and now BELLE OF LOUISVILLE) and a birthday party is planned.

On Easter Monday we had a visit at 121 River with John Ed Pearce and Richard Nugent, both of Louisville, Ky. They have in preparation a rather ambitious book focused on traffic and towns of the Ohio River valley. Both gentlemen were formerly on the staff of the Louisville Courier-Journal, Mr. Pearce as a feature writer and Mr. Nugent as photographer. Mr. Nugent, of the Nugent Sand Co. clan, now operates the photography firm Nugent & Associates, 107 S. Shelby St., Louisville 40202, and Mr. Pearce's headquarters are at Suite 597 Starks Bldg., Louisville 40202.

"Which is your favorite Ohio River town?" Mr. Pearce asked.

"Marietta," we replied.

This answer drew forth prompt agreement from both our visitors who had just spent

several days in the Pioneer City.

"What do you think of the MISSISSIPPI QUEEN?"

This loaded question resulted in more conversation than answer; both had been aboard on the MQ's shakedown, July 20-21, 1976, Louisville-Brandenburg. Lady Grace and y.t. also were aboard, thanks to Betty Blake.

We are grateful to Hal D. Simokin of St. Louis for a bound copy of a biography of Capt. William H. Thorwegan. The material was assembled by Ruth Ferris, who credits all her sources, and traces the career of this colorful gentleman who ran the fabled GRAND REPUBLIC in the St. Louis-New Orleans trade. Mr. Simokin is a great-grandson of Louis Thorwegan, brother of Capt. W. H.

The 30-minute TV video "Fire On the Water: Ohio River Steamboats," has won Dorothy Weil and Jane Goetzman, the producers, the coveted "Gold Apple" award. They went to Oakland, Calif. in mid-May for ceremonies arranged by the National Educational Film and Video Festival.

This S&D sponsored video, financed by the J. Mack Gamble Fund, is an educational TV program on the history of steamboating, designed for elementary schools. Jane and Dottie operate TV IMAGE with a succession of successful films. Copies of this new prize-winner are on sale at Campus Martius Museum, Marietta, at \$25. Proceeds go to the W. P. SNYDER Fund.

Sirs: In the early part of 1956 I was working in McConnellsville, O. and I was talking with Wilbur Matson, editor of the Morgan County Herald. He dug out a picture of the T. M. BAYNE and gave it to me; same as the one in the March issue, page 20. Pasted on the back is a newspaper clipping of 1955 which relates that C. E. Clifton of New Lexington, O. had stopped in for a visit at the newspaper office, and had with him a photograph of the T. M. BAYNE (same as in the REFLECTOR) taken in the 1890s on the occasion of an employee's excursion of the Brown-Manly Co. (presumably from McConnellsville). Mr. Clifton recalled that Dr. Humphrey, S. N. Manly and son Herbert, and Miss Effie Gregg were among the picknickers aboard that day. Mr. Clifton said he was presenting the picture to the Sons and Daughters of Pioneer Rivermen, and he recently had attended the ceremonies at Marietta upon the arrival of the W. P. SNYDER JR. as the boat was turned over to the Ohio Historical Society by W. P. Snyder Jr. of the Crucible Steel Company of America.

O. O. Brown,
130 South Third,
Paden City, W. Va. 26159

Sirs: Regarding the estimated date (1890s or early 1900s) for Bert Fenn's picture of the Wheeling suspension bridge, page 42, March issue, it was taken much later. The Hawley Building, slightly right of center, was opened in 1913. It was the first or second building in Wheeling to have a steel frame supporting reinforced concrete floors. It is 10 stories above Main Street, at 10½ Street. You will note the wording CAPITOL and GARAGE painted high on the Hawley Building. The building to the left of the Hawley is, I believe, the Capitol Theater, in behind the STERLING sign. The Capitol Theater was opened in 1927.

I was living in Wheeling as a 'teen ager at that time. Look closely, Mr. Editor, and you'll catch sight of the Windsor Hotel. It appears through the 10½ Street bridge's far span.

The Capitol Theater was in a brand-new three-story building next door to the Hawley. The basement and first two floors of the Hawley were made into an

auto parking facility, primarily for theater patrons and to serve a department store across Main Street. Thus the reasons for the words CAPITOL and GARAGE. The picture was taken some time after 1927.

John W. (Jack) Garden,
36 Pontiac Road,
Pittsburgh, Pa. 15241

=Along with the above letter Jack also sends along a stat copy photo of Ungerleider Brothers Bar on N. Lincoln Ave., Bridgeport, O. Jack says he often heard about it, the bar 140 feet long, and when business was brisk required 14 bartenders. The establishment thrived prior to national prohibition, when West Virginia was dry, and neighboring Pennsylvania likewise for a year or so. Wheeling was within walking distance (over, if not back) and trolley and taxi fares were reasonable. Too bad the picture is not plain enough to show here, taken apparently with flash powder for lighting, and no patrons visible. It had a long, high pressed metal ceiling, overhead blade electric fans, and the 140-foot bar was fronted with decorated block tiles, same for the picture bedecked rear wall. Cash registers are lined up beyond counting. Bridgeport was decidedly wet. -Ed.

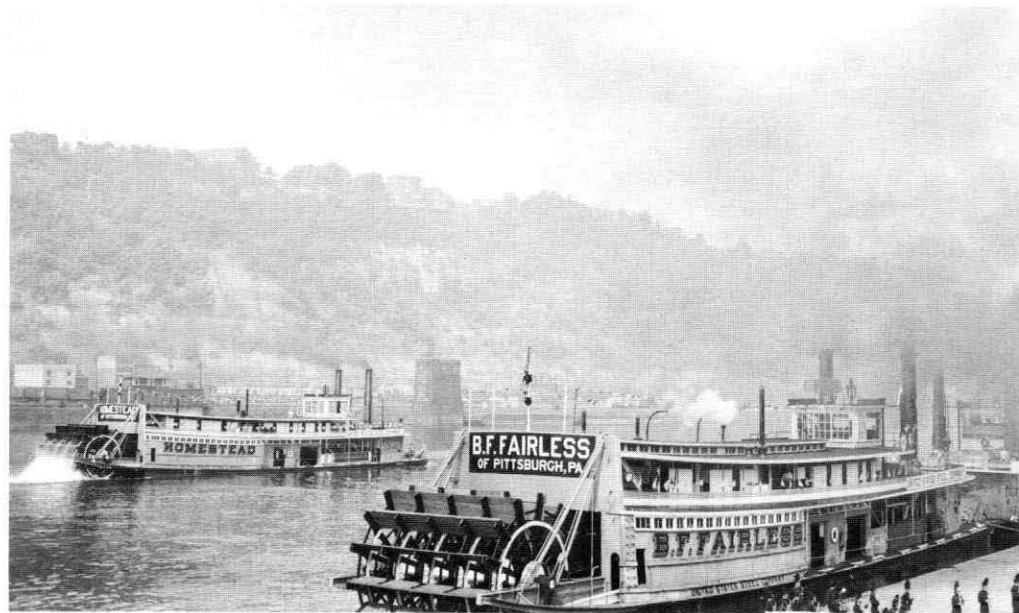
Dated March 15th last we received a letter and check from Mrs. James T. (Clara) Knight, Box 452, Green Bottom, Lesage, West Va. 25537, joining S&D and requesting a copy of the March issue featuring a full page picture of the Jenkins mansion shown on page 10. Mrs. Knight also enclosed a "family tree" identifying her husband's father as Chauncy Knight (1893-1940); his grandfather Capt. William Abraham (Barlow) Knight (1850-1938); and his great-grandfather as Capt. William A. Knight (1825-1884).

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

Dale C. McCoy, page 12
Dr. Wm. J. Petersen, 25
Frank P. Silliman, 33
C. V. Starrett, 40

Your attention is invited to page 44 for an update on the forthcoming S&D meeting, week-end of Saturday, September 16th.

Lester and Fern Pickenpaugh of Caldwell, O. recently became S&D members. Fern was born and raised at Woodland, West Va. and spent "a lot of time" at Ohio River Dam 14 fishing and watching the boats.



Taken in the Monongahela River at Pittsburgh in the fall of 1950 as HOMESTEAD, in left background, was preparing to race with WM. LARIMER JONES. The B. F. FAIRLESS carried invited guests. Photo was taken by William E. Reed, Pittsburgh artist and S&D board member who now resides at 2701 Amhurst Road, Apt. 15-D, New Bern, N.C. 28560, in retirement with his wife Mabel.

S&D REFLECTOR

Published by Sons and Daughters
of Pioneer Rivermen



Vol. 26, No. 2

Marietta, Ohio

June, 1989

Published quarterly in March, June, September and December by the Sons and Daughters of Pioneer Rivermen. Prepared at Sewickley, Pa. and printed and mailed by the Richardson Printing Corp. at Marietta, O. Membership in S&D is not restricted to descendants of river pioneers. Your interest in river affairs makes you eligible. Membership in S&D entitles each \$15 member to one copy per issue. Applications to join should be accompanied with a check for \$15 (individual) plus \$1 additional for spouse and each one of the immediate family under 18. Please list full names of children so each may receive a membership card. If you join alone send \$15; if you and wife join, send \$16; for each child \$1 additional, etc. Checks may be made out to Mrs. J. W. Rutter.

RENEWALS

Toward the end of the year you will receive from the Secretary a renewal notice for the coming year. Respond with a check promptly as this notice will be the only one sent to you. Delay in remitting may require removal of your name from the S&D REFLECTOR mailing list. Postal regulations prohibit the mailing and billing of material without addressee's consent.

• Remit to:
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 \$4 each. Back issues are available for the past twelve years at \$4 each: for older copies inquire of Mrs. Rutter.

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

The S&D REFLECTOR is entered in the post office at Marietta, O. as third class matter, Permit No. 73. Please send address changes to our secretary Mrs. Rutter at her address above.

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9381 Parkside Drive,
Brentwood, Mo. 63144

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Sewickley, Pa. 15143

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Louisville, Ky. 40207

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Claire Pancero, 1st assistant
M'Lissa Herrmann, library ass't.

Ohio River Museum
John D. Briley, manager

Murphy Library
University of Wisconsin
Ed Hill, curator
Ralph DuPae, photo research

A special thank you to S&D members who submitted pictures and text presented in this issue. Space requirements caused the largest hold-over we have ever experienced. The morning mail at 121 River is always exciting.

Sirs: I was delighted to see the photo of the JOSEPH B. WILLIAMS on the back cover of the March '89 S&D REFLECTOR. Ralph DuPae sent me one of these JBW prints last spring and I've been pondering on where it was taken to no avail until recently.

I had thought that the likely place for this might be Hamilton Landing, Ohio River Mile 514.8, where our MOR Chapter of S&D visited with Mike Fletcher at his riverside home in March '88. Last summer I sent a copy of this JBW photo to Mike for his opinion. He ruled it out inasmuch as there is no such creek at the right.

About two weeks ago, I received an envelope from Chuck Parrish of the Louisville District of the Corps of Engineers. Lo and behold he had visited in the National Archives and among his "finds" was one of these same JBW pictures, but his shows more detail over at the right.

Then came the dawn. The picture was taken at the Portland, Ky. wharf. The JBW is taking that big tow of empty coalboats into the Louisville-Portland canal locks. Sand Island is on her port side, and Shippingport is beyond. And what I thought was a big creek (to the right) is the entranceway to the locks. It turns out to be about nine blocks from our home.

The date on the file at the National Archives is June 5, 1909, which simply is not so. The picture plainly shows her with her old barometric condensers mounted at the tops of her 'scape pipes. These were replaced with surface condensers in 1902. For this and several other compelling reasons, the picture was made pre-1902.

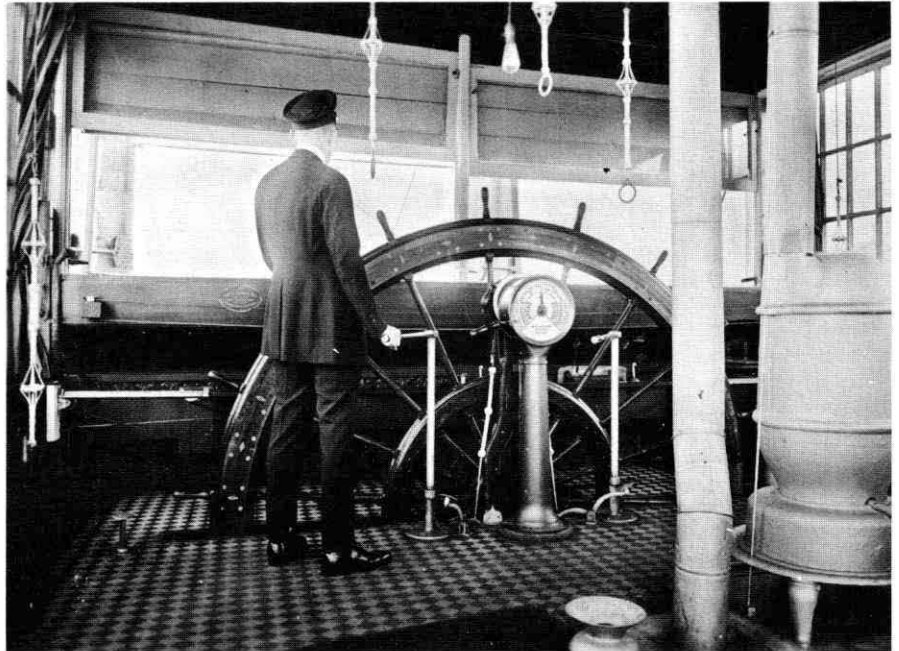
Jack E. Custer,
2316 Northwestern
Parkway,
Louisville, Ky. 40212

The March issue of MOR's RIVERVIEW features three lead stories dealing with current events; 1) last summer's drought now turned into spring flooding, 2) strong currents at Cincinnati cause a ping-pong match involving a bridge pier, a tow of loaded gas barges, and a spectacular round-up, and 3) the reglorified DELTA KING blooming at Sacramento like an amaryllis. Good reading, all three.

A belated Happy Birthday to Dorothea Frye, Sunday, April 9th last. Starting Friday 7th she was celebrated at three dinner parties in the Cincinnati area, and well-wishers kept her home phone at 520 Probasco pretty well occupied.

We are indebted to Charles E. Parrish for a copy of FALLS CITY ENGINEER containing a

story he wrote about the mv. WHITEWATER built 1939 by St. Louis Ship for the old Cincinnati U.S.E. District and then transferred in 1947 to the Louisville District. Plans are afoot to restore the craft for display at the Louisville Repair Station. Mr. Parrish is historian with the Corps at Louisville.



Some years back Paul Seabrook presented this picture to Keith Norrington and identified the pilot as Capt. Harry English. Keith hopes we know the name of the boat. Answer is yes, it's the QUEEN CITY in her Louisville-Cincinnati packet days. Keith recognized the oval plate on the bellboard as having come from the S. J. Gardner Foundry in New Albany, Ind. Keith says a great uncle of his, now deceased, installed steam steering rigs for the Gardner firm. This great uncle used to tell of once being sent with a crew to Memphis to rig up a Gardner gear. When steam was turned on the pilot-wheel spun faster and faster hard-down, then came what must have been a mighty crash. The pilotwheel was pulled out by its roots and went out through the window sash. Keith is the proud possessor of one of these Gardner bellboard plates, also given him by Paul Seabrook. Prior to the Gardner rig, the QUEEN CITY had a Crawley & Johnston steam steering rig, a "booster" affair, much on the principle of the modern auto steering assistance. First installation was on the HUDSON of the Pittsburgh & Cincinnati Packet Line. William T. Johnston of this firm put the first hollow steel shaft on a Western river steamboat, the QUEEN CITY. It measured 14" dia. by 36'8" long with a 7" hole bored end to end. Shop was at 214 Vine Street, Cincinnati. Capt. Harry English let me steer the QUEEN CITY when I was 18, upbound at Hanover and Happy Hollow. As you'll see in the picture he is well garbed head to toe, always was, and spent much of his piloting career with the Louisville & Cincinnati Packet Company.

THE SAILOR BOY AT SEA

The sheet music occupying several pages in this issue comes from Edward A. Mueller, 4734 Empire Ave., Jacksonville, Fla. 32207. The music and lyrics are by Col. Will S. Hays of Louisville, Ky. Capt. J. D. Hegler spent his youthful days at sea and the song's words are more or less a part of his biography. After concluding his service on the Atlantic he came to the Kanawha River about 1857 to command the KITTIE HEGLER and ANNIE LAURIE. He owned in the GOLDEN CITY and was master and, after she burned, he bought Capt. W. B. Miller's interest in the GUIDING STAR. Following his boating days he retired to a farm near Loveland, O. Capt. Hegler was twice married.

There are 17 verses to this song, so what you see in this issue is a sampling. This is the only likeness of Capt. Hegler we have ever seen. We were at once attracted to the art work on the cover. The publisher seems to have been American Publishing and Printing Co., Cincinnati.

Capt. Harry Doss served on the GUIDING STAR when Capt. Hegler was running the boat, and used to talk of that boat and skipper as though they were coming around the next bend. Capt. Gordon C. Greene remembered the GUIDING STAR and classed her as the "most beautiful steamboat he ever saw."

Ed Mueller says his "very voluminous" book about the Apalachicola, Chattahoochee and Flint Rivers, with many illustrations, is about ready for the printer.

Sirs: In the March issue, page 30, you show a picture of the modern Cincinnati riverfront in which a passing boat is identified as the FRED WAY. My son Bill takes issue. He says it is the CHARLES HENRY STONE. I won't argue with either of you. I just knock heads together and wait to see what falls out.

Louise Barr,
P.O. Box 356,
Winfield, W. Va. 25213

=Dan Owen also took us to task for so egregious an error, but Dan speculates it's some boat other than the CHARLES HENRY STONE. We'll let Dan and Bill fight it out. IT's not the FRED

WAY, that's for certain.

Meanwhile Louise Barr sent along to us the color cover of The Cincinnati Gas & Electric Company's Annual Report 1988. Their wrap-around cover depicts Cincinnati in the midst of Tall Stacks, the most dramatic and colorful over-all of the event we've seen. -Ed.

1989 SUPER SALE

The Ohio University Press has issued a catalogue of some 300 books on special sale and on page 7, top of column 3, is this listing:

88 Way's Packet Directory, 1848-1983; passenger steamboats of the Mississippi River System since the advent of photography in mid-continent America.

Compiled by Frederick Way, Jr.

"This book is essential for anyone interested in the history of steamboating...The work is monumental and will soon be recognized as the standard reference on the subject." - Illinois Historical Journal.

1983 620 pp, illus.

Ohio ISBN 0-8214-0694-9
cloth list \$34.95 sale \$12.50

This \$12.50 bargain is available through June 30, 1989.

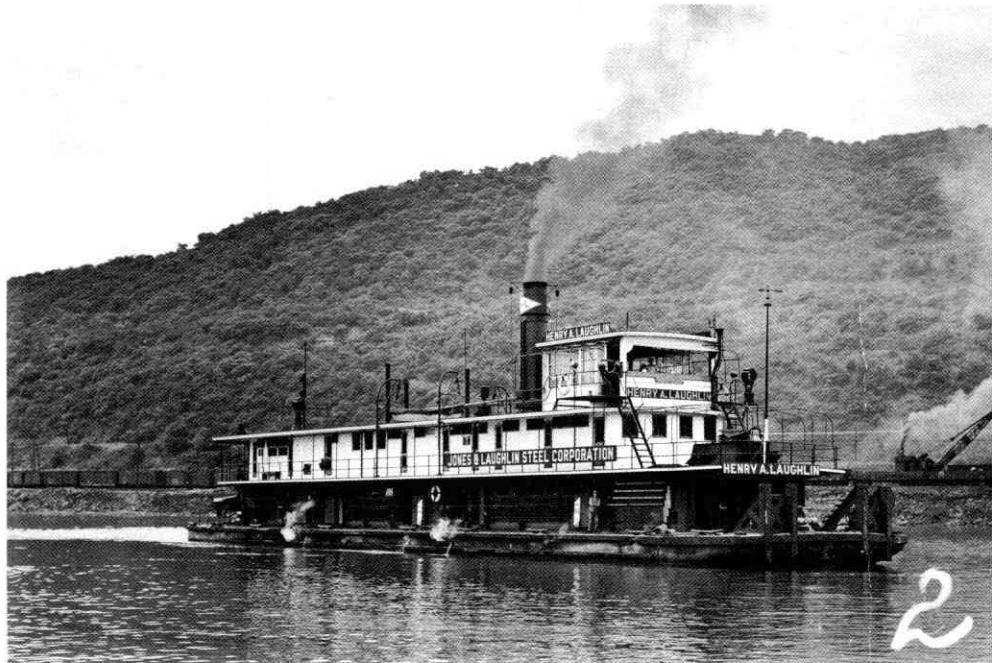
Add \$2.00, postage and handling, for the first book, and 50¢ for each additional book.

Check or money order must accompany order.

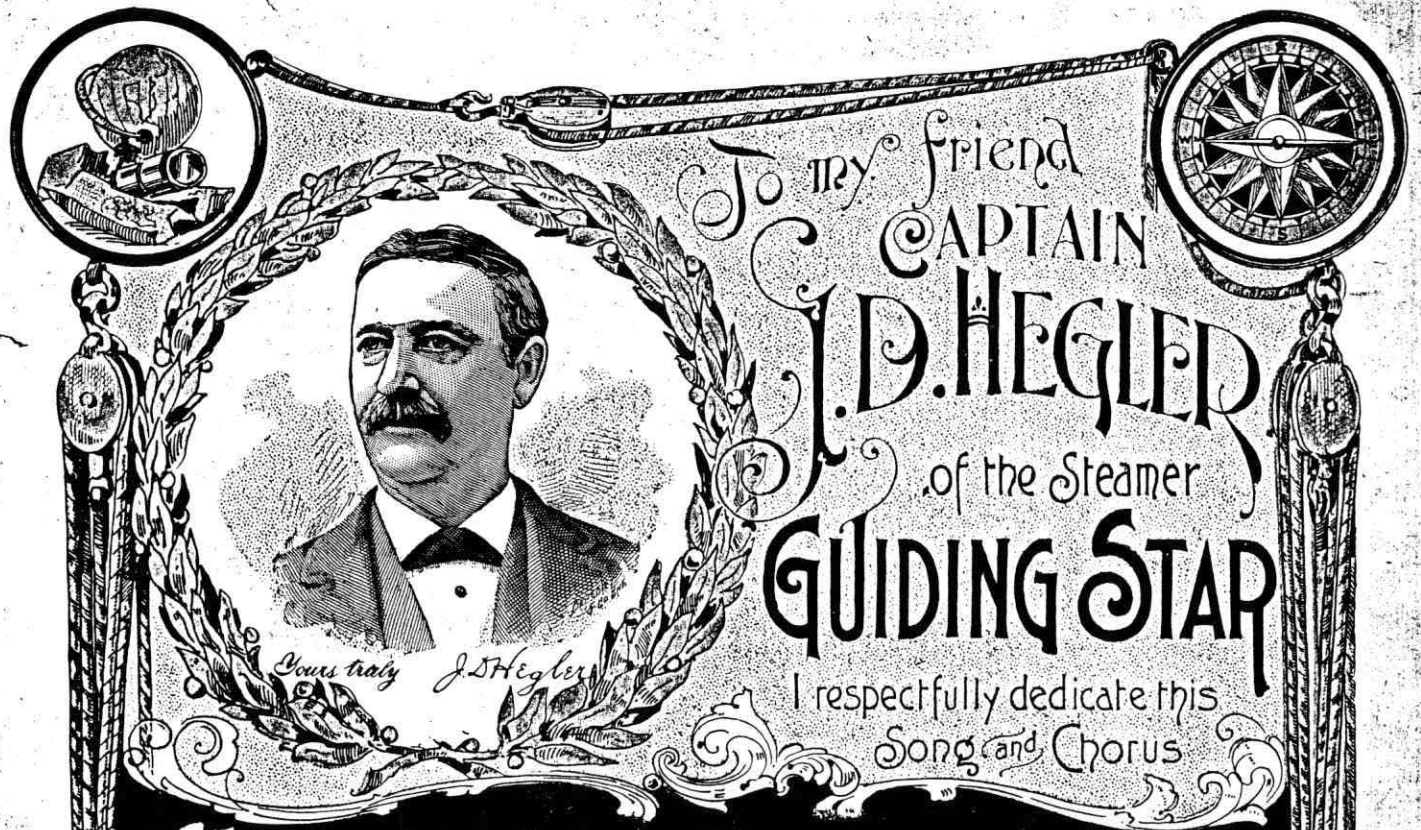
Residents of Ohio and New York must add applicable sales tax.

Identify the book as Catalogue #88.

Use your street address only; books cannot be shipped to P.O. boxes.



THE Charles Ward Engineering Works of Charleston, West Va. was awarded contracts to build two much-alike twin prop, steam towboats which they delivered in 1931 to the Jones & Laughlin Steel Corporation. One was named HENRY A. LAUGHLIN and the other was named VESTA. Both names were carry-me-downs used on prior sternwheel J&L towboats, the HENRY A. named for a co-founder of the firm, and the VESTA also for a former sternwheeler J&L had built in 1902, first steel hull towboat of their fleet. J&L also operated the Vesta coal mine, and for some years ran their river operations as the Vesta Coal Company. The Ward-built HENRY A. LAUGHLIN is pictured above with no information at hand as to where or when or who took it, nor why somebody put the white "2" in the right foreground. Although J&L operated her for 21 years, and then The Ohio River Company ran her a couple more, renamed T. R. WORKMAN, she is not nearly so familiar to river buffs as the Ward-built VESTA which today, by circuitous route, is still prowling the rivers, now named J. S. LEWIS, diesel powered, in the Madison Coal & Supply Company's fleet.



To my friend
CAPTAIN
J. D. HEGLER
 of the Steamer
GUIDING STAR

Yours truly J. D. Hegler

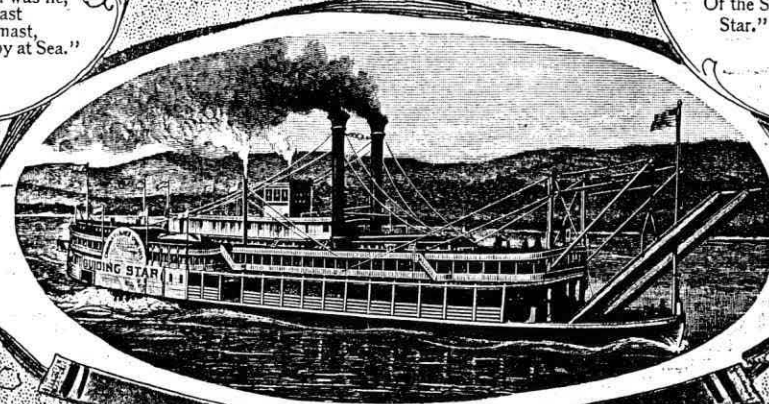
I respectfully dedicate this
 Song and Chorus

The Sailor Boy at Sea

*As a token of my esteem of him as
 a boatman, friend and gentleman,
 Very Respectfully
 Will S. Hays,*

"When the angry clouds like
 mountains rolled,
 On the bosom of the deep,
 And the brave ship, tossed
 on the heaving waves
 Like a restless child in sleep,
 'Mid the thunders crash,
 And the lightnings flash,
 In the rigging high was he,
 And a clinging fast
 To the bending mast,
 Was that Sailor Boy at Sea."

"He treads the roof of a
 Steamer now,
 And he's known both near
 and far,
 The Sailor Boy, is the Cap-
 tain now,
 Of the Steamer "Guiding
 Star."



CINCINNATI, LOUISVILLE AND NEW ORLEANS

PALACE PASSENGER STEAMER

GUIDING · STAR.

*

J. D. HEGLER, Commander.

HARRY D. HEGLER, . . . Clerks. . .

GEORGE HEGLER.

"OLD HEG."

RESPECTFULLY INSCRIBED TO CAPTAIN J. D. HEGLER OF THE
STEAMER GUIDING STAR.

THE SAILOR BOY AT SEA.

WILL S. HAYS.

Moderato.

1. When
2. Or

twink - ling stars, from cloud - less skies, Their watch - ful vig - ils kept, The
when the storm - king ruled the deep, And waves rolled moun - tain high, The

white sailed ship a - cross the sea, In si - lent gran - deur crept, And
an - gry voice of thun - der rolled, And light - ning lit the sky, When

gen - tle breez - es fanned the brow, Of one whose life was free, The
oth - er sail - ors quaked with fear, The brave ship lost would be, Ah!

brav - est one a - mong the crew, The sail - or boy at sea.
 there was - one who nev - er feared—That sail - or boy at sea.

CHORUS.

Soprano.
 Alto.
 Tenor.
 Bass.

No more a sail - or boy at sea, A man known near and far, Brave
 No more a sail - or boy at sea, A man known near and far, Brave

D. C. al FINE.

Heg - ler! Own - er, Cap - tain of The Steam - er Guid - ing Star.
 Heg - ler! Own - er, Cap - tain of The Steam - er Guid - ing Star.

D. C. al FINE.

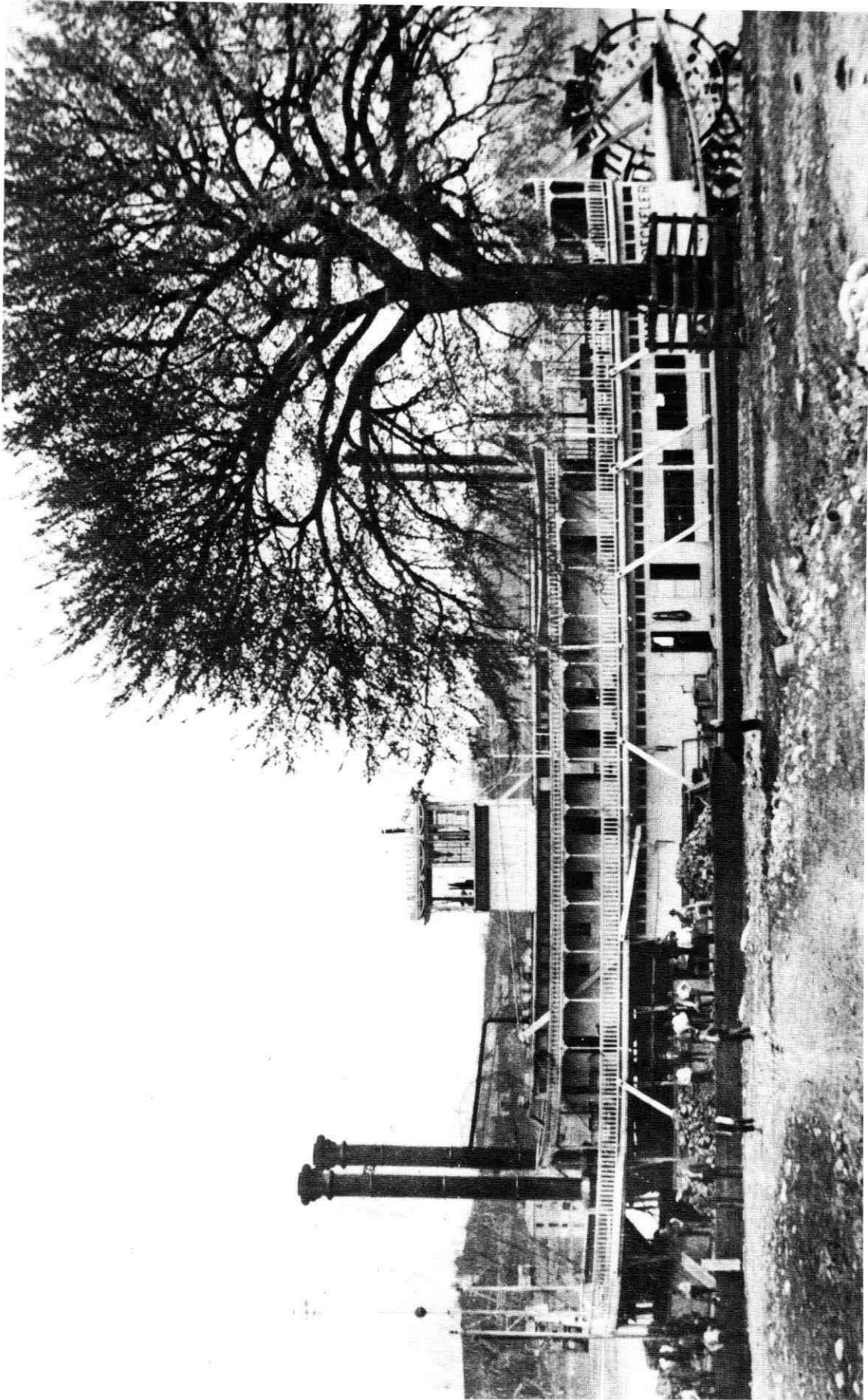
3 In time of calm, or hours of storm,
 Or whence he went, or came,
 In prison, irons, foreign lands,
 To him, life was the same,—
 A life of bold adventure, and,
 A heart, brave as could be,
 But never happier than when,
 A sailor boy at sea. CHO.

4 That sailor boy is now a man,
 Known to the world of fame,
 Big-hearted, brave—kind to a fault,
 A loved and honored name,
 He's Captain of the Guiding Star,
 No better man than he,
 For he's a living monument
 Of a sailor boy at sea. CHO.

The Sailor Boy at Sea.

The following gentlemen represent the Steamer Guiding Star,
 At their respective points:

- | | |
|---|---|
| MOSSET & CO., No. 2 Public Landing, Cincinnati, O. | H. C. LOWE, Agt. JAS. CARR, Pass. Agt, Memphis. |
| C. E. HYDES, 176 & 178 Fourth Ave., Louisville, Ky. | BURTON & JOHNSON, Helena, Ark. |
| WILL S. HAYS, Louisville, Ky. | CAPT. SCRUGGS, Greenville, Miss. |
| CONANT & SON, 124 1/2 Water St, Evansville, Ind | CAPT. T. M. SMEADS, Vicksburg, Miss. |
| J. W. ASHBY, Wharf Boat, Evansville, Ind. | CAPT. S. E. RUMBLE, Natchez, Miss. |
| COL. J. S. REARDON, Cairo, Ills. | JOHN IRVINE, JR., Bayou Sara, La. |
| J. H. WRIGHT, 135 Gravier Street, New Orleans, La. | |



The raftboat CHARLOTTE BOECKELER was one of the largest of the Upper Mississippi rafting fleet. She was built at New Albany, Ind. in 1881 on a wood hull 140 x 29.4 x 4.1. Her high pressure engines were 15's- 7 ft. stoke. The only other rafter with 7 ft. stroke was the F. WEYERHAUSER which had a wood hull 140 x 31 x 4.5. The BOECKELER was built for the lumber firm of Schulenburg &

Boeckeler, of which Capt. Robert Dodds was general manager. Another rafter, owned by the same firm, was built at Stillwater, Minn. in 1882 named ROBERT DODDS. Maybe someone on the Upper Miss knows where this photo was taken (we don't). By 1903 she was based at Cairo, renamed J. H. FRIEND. Capt. Oscar F. Barrett bought her, renamed her MAMIE BARRETT (first) and burned at Cairo in the fall of 1913.



OUR MARCH ISSUE featured the old suspension bridge across the Ohio River at Wheeling, West Va. In this one we're standing on that same bridge looking from Wheeling Island downriver, taking in Wheeling's business section on the yon side. The packet in the foreground hauled on the six-section drydock is the SCIENCE (#5053). Col. Harry D. Knox of Marietta, who took great interest in the formative years of S&D, told us he remembered seeing the SCIENCE but once, a decrepit old wreck, her leaning stacks guyed with rope, brought to the Knox Boat

Yard at Harmar by George Strecker and Rodrick Brothers. They used her 10's- 3½ ft. stroke engines in a new Knox-built boat they were building, the OLIVETTE (#4298). So this picture was taken prior to 1882, that much is certain, for that is the birthdate for the OLIVETTE. If Jesse Hughes was with us he undoubtedly could identify all of the buildings across the way. We didn't even know there once was a dock operation at the island. This comes to us from the Wes Cowan collection, courtesy of our Murphy Library friends.

Sirs: The March REFLECTOR arrived a couple of days ago and the thing I found most striking was the picture of Galena, Ill., page 41. It seems as though I've seen it before, or at least one taken from the same location.

What interests me is that the boats are headed downstream. The photograph has not been reversed, the lettering on the boats is proper. The high hill and all the brick buildings are in the proper locations. The Illinois Central tracks should be behind the photographer, but they hadn't been there very long when the picture was taken.

I have a memory of listening to a discussion about a place that was so narrow, the boats could not turn around and therefor they backed in, landed, and steered straight out.

According to the U.S. Engineers list of bridges, the landing at Galena would be about four miles up the Galena River from the Mississippi.

Have I been out on the left coast too long or is this the possible explanation?

Tom E. Way,
14719 Bellflower Blvd.,
Bellflower, Calif. 90706

P.S. Am writing this at 33,000 feet on a flight for Chicago and then on to Milwaukee. Tom.

=Tom, your granddad has never been to Galena, but seems to us in the 1850s there was a wide place shortly below Galena where those large boats turned before making the landing. Heavy shipments of galena ore and lead probably made such procedure necessary. Don't swallow this opinion wholesale until we hear from natives up that way. -G'Dad.

The 53-year-old ex-towboat WINNIE MAE was in the news this past March when she arrived at Jeffersonville, Ind. in charge of Capt. Lloyd Poore. Capt. Poore has been operating an excursion-restaurant business at Jeff with the BONNIE BELLE, and now plans to run harbor tours using the WINNIE MAE to handle a barge named SUMMER WIND which also arrived at Jeff, towed by WINNIE MAE, from Evansville.

The WINNIE MAE, steel hull sternwheeler, was built in 1936 for the Monongahela and Ohio Dredging Co. who sold her 1971



Capt. Clarke (Doc) Hawley of the NATCHEZ sends along this keepsake, taken in 1962. Doc says the occasion was "sort of an informal farewell to Capt. Jesse P. Hughes who was about to depart on a trip to Germany." From the left: Capts. Ernie Wagner, William C. (Bill) Dugan, Arthur J. (Red) Schletker, Jesse P. Hughes, Albert Kelley, Doc Hawley and Tom Dunn. a total of 302 years of experience is represented in this line-up of 27 years ago. Cap Wagner started on the ISLAND MAID in 1927 as an ice cream vendor; Bill Dugan started steering with Capt. Jim Rowley in 1912. Red Schletker started as a striker engineer in 1906 (he became a double-ender serving both in the engineroom and pilothouse of the U.S. Lighthouse tender GOLDENROD, and later GREENBRIER. Jesse P. Hughes started as pantryman in the early 1890s. Albert Kelley started as roofman on the CITY OF LOUISVILLE in 1916. Doc Hawley started playing calliope on the AVALON in 1952. Tommy Dunn went steersman on the towboat IOWA in 1926.

to Capt. Harry White of Belle, W. Va. and was twice-winner of races held at Charleston, W. Va. In June 1974 she was gutted by fire at Crown City, O. and then sold to the late Harold H. Nichols of Huntington, W. Va. who was in the process of converting her to become a de luxe private pleasure boat when he passed away in 1980. The rebuilding was completed at Evansville some years later.

S&D sympathies are extended to Sally McCoy and family following the death of Sally's husband Dale C. McCoy, 71, on Wednesday, March 22, 1989. Dale was taken from his home at 420 Fifth Street, Marietta, to the Memorial Hospital that day about supper hour and was pronounced dead on arrival.

Both Dale and Sally endeared themselves to co-workers and visitors while they served with the Ohio Historical Society's properties at Marietta. Dale retired in 1983.

In previous years Dale had managed the Colony, Putnam and Ohio movie theaters in Marietta and served with the U.S. Army in World War II. He was a native of New Philadelphia, O. and he and Sally enjoyed 43 years of married life.

In addition to his wife Sally, he is survived by a son, William Dale McCoy of Marietta, two nephews and one niece. He was preceded in death by two brothers and two sisters.

Burial was in the Mound Cemetery, Marietta.

-Thanks to Catherine Remley for clippings.

INTERESTING DETAILS

Picture of the Jenkins Mansion in Our March Issue Brings Letter From Capt. Roddy Hammett.

Sirs: How good it is to see the full page picture of Greenbottom, the Jenkins family home. Even though Jim and Clara Knight were forced by the Corps of Engineers to sell the place they continue to work toward its preservation.

Jim Knight is the great grandson of Capt. William Knight of WILD WAGONER and U.S. Mail Line fame.

The Knights moved out February 20 and the game warden moved in. The idea of a public hunting ground is still very much alive (bald eagle have been spotted there more than once). As I write [March 7th] the struggle continues with hopes to appropriate money to the West Virginia Department of Culture and History so they can operate the house and just three or four surrounding acres as an historical attraction. Most of us involved in efforts to preserve the National Register landmark are not convinced tourists and firearms make a very good combination. We have argued that there just isn't enough room between W. Va. Route 2, the B&O Railroad and the Ohio River for a public hunting ground. But when the opposition includes the W. Va. State Dept. of Natural Resources, the U.S. Army Corps of Engineers, lawyers and politicians, we mere citizens make a feeble group.

The Knights have not gone very far though. In fact they are moved in next door in the Dr. William Jenkins house, built 1860 and originally part of the 4000 acre Green Bottom plantation. This house sits only 100 feet from the river. It also has a Confederate history since Dr. Jenkins served as surgeon in the 8th Virginia Cavalry, commanded by his brother Gen. Albert Jenkins. The doctor's house has been terribly remuddled in recent years, losing much of its historical integrity. Mr. Knight calls it "a riverman's dream; you can sit upstairs and watch the boats go by all day long." His wife says "It's a mess."

The Knights are good housekeepers. Sitting in the attrac-



Clara and Jim Knight at the front door of Greenbottom, December 1988. -Photo thanks to Roddy Hammett.

tive parlor at Greenbottom last December the picture over the mantle of Robert E. Lee still gazed down on a room pretty much as when I first saw it ten years before. Absent were the usual temptations: there wasn't a stack of stale magazines; no collected souvenirs.

"How do you do it?"

"I hate clutter," says Clara.

The REFLECTOR's quest for information about Albert Jenkins' Confederate service could, until a few years ago, have been answered by a roadside historical marker that has since been stolen. Many such markers along the Ohio River have been taken. Mr. Knight saw their marker go one night when he awoke to the sound of a pick-up truck pulling the marker out of the ground, using a chain for a towline.

For us probably the most interesting event in Albert Jenkins' service was September 4, 1862 when his cavalry crossed the Ohio River from Ravenswood, then moved on to Racine, Ohio to capture 400 Union troops. This was the first time the Confederate flag was carried into Ohio.

Historian Jack L. Dickinson ("Jenkins of Greenbottom") writes that Jenkins first heard of Virginia's secession when the OHIO NO. 3 came down the river bearing the news and landed at Guyandotte. Jenkins had been a

U.S. Congressman, then later represented the Huntington area in the Confederate Congress. He was at Gettysburg, then died the next year following an arm amputation as a result of wounds received at the Battle of Cloyd's Mountain, Virginia. Jenkins Hall at Marshall University, Huntington, W. Va., is named for him.

If present U.S. Army events at Greenbottom have Gen. Jenkins rolling in his grave, then he does so in Spring Hill Cemetery where all the Jenkins family were returned before Greenbottom passed out of the family in the early 1930s.

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

=Capt. Robert (Roddy) Hammett is alternate master-pilot of the NATCHEZ at New Orleans, native of West Virginia, with prior river service on the DELTA QUEEN and BELLE OF LOUISVILLE. -Ed.

The Sons of Confederate Veterans are on the march. Robert S. Meadows, commander, Garnett Camp 1470, says in a letter to the Huntington Herald-Dispatch, "The next step toward making this "crown jewel of West Virginia history" a major tourist destination is to adequately fund its rehabilitation, restoration and staffing."

Sirs: My name is Ben Roseberry, and presently I am mayor of Rices Landing, Pa., a small town on the Monongahela River at the site of old Lock and Dam No. 6. The town takes its name from John Rice's landing where a considerable commerce by river developed with Greene County, Pa.

We are now attempting to revitalize our town. We are working with the Mon Valley Network, Inc. to develop some of our historical sites and recreational facilities. One of our projects is to construct a replica of one of the showboats which played at our Landing for use as a community theater.

I was talking with Robert (Bob) Latta about this project and he suggested I write to you. What we are looking for are photographs or preferably blueprints of the GOLDENROD, COTTON BLOSSOM, MAJESTIC and others. We are ready and willing to pay the expense of reproducing any such material that might be available.

If you have any of this material, or know where I might obtain it, I will certainly appreciate any help you can give me.

Ralph B. Roseberry,
Box 153,
Rices Landing, Pa. 15357

In our reply to Mayor Roseberry we referred him to the Murphy Library at La Crosse for photographs, but were at a loss to suggest sources for blueprints. Also we made bold to advise the Mayor to build the replica on dry land. -Ed.

Ed Hill, special collections librarian and department chairman of the University of Wisconsin's Murphy Library, announces, "We are undertaking a major capital fund campaign in support of library activities, including the Steamboat Project."

The goal is an endowment fund of \$50,000, hopefully to be raised by donations from the river fraternity. Such donations will be deposited in a capital fund. This and the interest therefrom will be held until the \$50,000 principal is achieved. Then, a portion of the interest shall be used for library purposes, with the remainder to accumulate with the principal. The University of Wisconsin - La Crosse Foundation will assist, especially with local La Crosse donors and alumni.

Checks may be made payable

to UW-La Crosse Foundation-Library, and sent to Ed Hill, Murphy Library, 1631 Pine St., La Crosse, Wis. 54601.

Since 1973 when the Steamboat Project was started, and largely due to the very capable assistance of Ralph DuPae, the collection has piled up some 30,000 4x5" negatives of steamboats and river scenes, source of many of those displayed in the S&D REFLECTOR. S&D is not charged for these inasmuch, as Ed Hill says, "Many S&D members have assisted us over the years through donation of photographs, information, S&D funds, and moral support. We could not have done what has been accomplished here without S&D and your members."

Three gentlemen with unforgettable names we have boated with are Odessa Turnipseed, Oather Canute and Chase Smeeks. Odessa was an engineer; Oather was a fireman, and Chase ran the ferry at Ravenswood, West Virginia.

A colorful post card in today's mail from Frank X. Prudent. Says S&D's champion steamboat rider, "Two wonderful steamboats working on the Zurich-See. Unfortunately they are laid up awaiting the season. Regular diesel boat commuter service is operating now, which I rode. Nice boat but not steam." The post card is captioned "Schweiz/Suisse/Switzerland Zurich. Schifflande Burkiplatz Flugaufnahme." The two steamboats on Lake Zurich in the summer season are the STADT RAPPERSWILL, built 1914, 1000 passengers; and the STADT ZURICH built 1909, 850 passengers. Twelve steamboats ply five Swiss lakes, oldest veteran being the URI on Lake Luzern, built 1901, 800 passengers, operated by (hold your breath) Schiffahrtsgesellschaft des Vierwaldstattersees (SGV). [Note: This compilation of herculean wisdom comes from the Spring '89 edition of Steamboat Bill, "Cruising On the Swiss Lakes" by Francis James Duffy. -Ed.]



The WAKEROBIN at Warsaw, Ky. on March 12, pictured by Keith Norrington. Do our eyes deceive us, or do her hull plates curve like those of the DELTA QUEEN--no outrakers? Can be--she was built in 1926 when DQ was very new with such innovation. Talk is going the rounds that BB Riverboats may utilize the long-neglected WAKEROBIN as a landing boat at Cincinnati.

UNITED STATES PLAYING CARDS.

No. 999.

STEAMBOAT.

This is the cheapest card made. It is comprised of four neat backs, in imitation of calico print, each pack in a tuck box, and a dozen packs (each kind packed solid) in a carton.

No. 101.

TIGERS.

Tigers are a better grade of Steamboats, faces being printed in four colors instead of two, and comprising six attractive Plaid, Star and Calico backs.

Each pack in a neat tuck box, and packed like Steamboats.

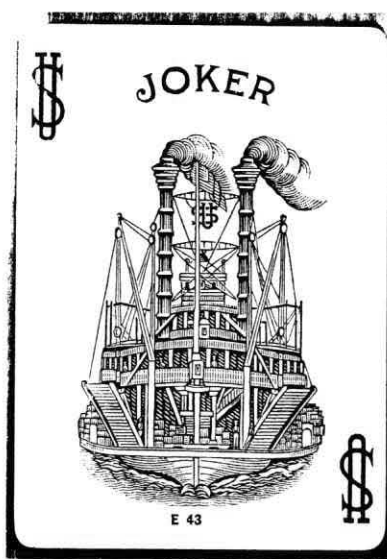
No. 155.

TOURISTS.

Tourists are the next highest grade to Tigers, comprising five set-pattern backs, in brown, blue and red, and one plaid back; assorted colors in each dozen.

They are a happy medium between Unnamed Cards (Tigers and Steamboats), and Enamelled Cards (from Bicycle upward), having the finish of the former and the same style backs as the latter.

Each pack in a neat tuck box.



The excitement in Iowa about riverboat gambling (see elsewhere in this issue) jogged our recollection of having seen "Steamboat" playing cards on the shelves of our livingroom cupboard at 315 Hazel Street, Edgeworth, Pa. Each deck was contained in a white cardboard "tuck box" decorated on its front with an engraving of a side-wheel steamboat, under way, head quartering. Some few years later as we commenced collecting old packet freight bills, it dawned on us that this same engraving was frequently used to decorate them--not only freight bills, but bills of lading and, in one instance, a large poster advertising a forthcoming meeting of the Allegheny River Boatmen's Association. The joker in the deck had a head-on steamboat engraving, with "U.S." at top and bottom for the U.S. Playing Card Company, headquartered in Cincinnati.

Larry Walker told us that he also recalled seeing such playing cards a good many years ago, so he brought up the subject at the Inland Rivers Library in a conversation with Alfred Kleine-Kreutzmann and M'Lissa Herrmann. M'Lissa said, "I believe we have a pack of those cards downstairs." Within a moment or so she produced the pack and ran the box cover and the joker through the copying machine, the results shown above being some smaller than the originals.

Larry and Dorothea Frye made another visit to the library and here is Larry's report:-

"Alfred and M'Lissa both got into the act. It appears that in 1867 a printing firm was established by the name of Russell & Morgan. One source says that this firm started to make playing cards in 1881. The name was changed to U.S. Printing Company in 1891 and then to the U.S. Playing Card Company in 1894.

"I haven't determined when the "steamboat" cards were first produced, but the enclosed photocopies are from a booklet preserved in the library's rare book room. It was put out by the Russell & Morgan Company in 1889. They were calling their cards "United States Playing Cards" but the name of the company had not been changed. You will note that the "Steamboat" card is the first on the list, and their cheapest product. So the Steamboat Card goes back to 1889 and perhaps earlier. The booklet says that the steamboat cards were most popular on the lower Mississippi River."

It never rains but it pours, and lately we were channel-hopping on the TV and ran smack-dab into a program concerning the U.S. Playing Card Company in Cincinnati and lauding its young president (whose name escaped us) and how the firm has taken on a new vigor.

Are there S&D members who own a deck or so of these "Stamboats" and would contribute a deck to the archives of S&D for display in the River Museum?

Our memory box, a storehouse of useless information, also recalls these "Bicycle" cards mentioned above in 1889. We had a deck of them in 1910 when our consuming ambition was to become a magician (spurred on by seeing Howard Thurston perform at the Alvin Theater in Pittsburgh.)



When purchasing an outfit for the game of Poker, ask for

THE RUSSELL & MORGAN PRINTING CO'S

— IMPROVED —

IVORY SURFACE POKER CHIPS

— AND —

GAME COUNTERS.



MADE IN CONNECTION WITH THE

United States Playing Cards.



Russell & Morgan in 1889 also was knocking out poker chips. My Dad had an ample supply of these, reserved for the regular Friday night ("poker night") Gray Ghosts of the neighborhood who, to a man, preferred Cincinnati bottled beer purchased by the barrel, packed in sawdust and each bottle fitted in a soft paper wrapping--Morleins, I think.

W. J. QUINLAN RECALLED

The riverfront plans under way by D. James Jumer include a ferry to run between Davenport and Rock Island. This announcement sparked nostalgic thoughts of the W. J. QUINLAN in Bill Wundram's column in the Quad-City Times of Sunday April 2nd last. She started off on this daily go-around in 1904 as the DAVENPORT which in the latter 1920s got a face-lifting including a dance floor, and was thenceforth the W. J. QUINLAN until retired in the 1940s. Steam, sternwheel, of course. Now for a slice of Bill Wundram's story:-

Now, says he, with all the talk about bringing back a ferryboat (part of Jim Jumer's grand plan), gather around, boys and girls, for "History 101--the QUINLAN."

It was the boat to nowhere, but it sure was a helluva lot of fun. You rode all day for a nickel, back and forth, for a total of about 30 miles--should you wish to stay until the music stopped somewhere around midnight.

That music was important. So long as the steamboat was under way, the seven-piece band thumped out "Pagan Love Song" and other such doo-ditties. But when the music stopped, the boat became as pious as a Sunday School class.

A halt to the music was a signal that the boat was about to tie up in Davenport or Rock Island, and for the bingo-callers to stop, and for the bartenders to quit selling booze. Once underway in federal waters, the music tooted again, a sign-on for "anything goes"--we're in federal waters--until docking on the other side.

In the 1920s, slot machines even lined the upper deck. And here, you thought riverboat gambling was some new innovation.

"The swingy tune 'Sunday' was our theme song on the boat," says Les Swanson of Moline, a piano player born with memories. "Actually, we didn't play that much music. We'd do three choruses of one tune, and two choruses of another, and then we'd be on the other shore and would quit until getting underway."

There always was a police

officer aboard at night--jovial Charley Witt, who also was Davenport's official Christmas Santa. He was the ferry boat's uniformed emcee, announcing request numbers, to be followed by a round of nickel beers for the band.

The QUINLAN, pretty little fat girl rimmed by decoration lights, criss-crossed the river from the 1920s to 1945 when she was condemned to Fred Kahlke's steamboat boneyard at the foot of Rock Island's Mill Street, there to be torched by hoboes.

For a few decades, the Quad-Cities was endowed with this special brand of riverboat jocularity. The W. J. QUINLAN was uniquely Quad-Cities--free-wheeling fun. We can only hope it will happen again. And should Msr. Jumer's plans come true, he must name his new ferryboat the W. J. QUINLAN.

Any other name just wouldn't be right!

-Thanks to Pat Welsh for clipping.

MATEUR, LAST DPC,
SOLD TO NEW OWNER

The 185 x 52-foot steam prop towboat MATEUR has been acquired by D. James Jumer who plans to modify it into a floating restaurant boat at Davenport, Iowa.

The MATEUR is the sole survivor of 21 identical towboats built in the early 1940s for the U.S. Defense Plant Corporation, called by rivermen the "DPC

fleet." Originally operated by Federal Barge, in 1947 she was transferred to the U.S. Engineers, Vicksburg District, in which she served until decommissioned in 1979.

Mr. Jumer, who operates an extensive hotel and river excursion complex at Peoria, plans a similar development at Davenport which will include the ex-U.S. dredge STE. GENEVIEVE, a \$3 million excursion boat to be named SPIRIT OF DAVENPORT, and a proposed ferry plying between Davenport and Rock Island, Ill.

The MATEUR served after decommissioning as a floating classroom to teach river navigation, and then was sold to American Milling Co. of Pekin, Ill., who sold her to Jumer. Preliminary work was done on her at Wood River, Ill. and the conversion work is under way at Peoria.

The two four-cylinder triple expansion steam engines will be preserved, and also the Foster-Wheeler steam generator which was fired with Bunker C fuel oil. The pilothouse and its equipment will be maintained "as is" for visitors to see.

Singular as it may seem, not one of those 21 identical steam prop towboats was ever converted to diesel. When the MATEUR cooled down in 1979 she was the last survivor. All 21 were originally named for WW2 battles.

MATEUR was built by St. Louis Ship in 1945.



This small, faded picture was dated "Thursday, March 7, 1918." Photographer Richard L. Hunster had said it all. As we write these lines on Tuesday, March 7, 1989, 71 years later, Dick Hunster still said it all. It's the carcass of the CITY OF LOUISVILLE when the ice of February finished her off at Cincinnati.

PAST AND PRESENT
LOCKS AND DAMS

Located and Described
In New 24-Page Listing

Complete With Directions
of How To Find
Remnants of Old Ones
and Those in Use

Following a decade of field trips and research, the American Canal Society has released the long awaited directory compiled by William E. Trout III, president.

Bill Trout by actual count has turned up 241 lock sites, past and present, on the Ohio, Monongahela, West Fork, Little Kanawha, Kanawha, Elk, Coal, Guyandotte, Big Sandy, Licking, Kentucky and Green. He confined his searchings to streams of the states of West Virginia and Kentucky and, due to this necessary and arbitrary fence, excluded the Allegheny, Beaver, Muskingum and Wabash. The Cumberland and Tennessee were examined in American Canal Guide to Tennessee (#3).

Best way to report just how Bill Trout tackled this job is to select his description of the Big Sandy, and this one is selected inasmuch as that stream has had high priority in past issues of the S&D REFLECTOR as C. W. Stoll presents his instalments of Capt. Jesse P. Hughes' diaries. So climb aboard the CRICKET and pray for rain.

The Big Sandy
Navigation

Until the coming of the railroads, the Big Sandy River was the main highway for the region along the border between West Virginia and Kentucky. For many years before the Civil War, flatboats had been shipping coal downstream from mines near Pikeville, Ky. on every "Coal Tide," and pushboats (small, square-ended batteaux carrying five to twenty tons) carried supplies upstream by poling against the current. In the 1830s, Kentucky improved the channel on the main stream and Levisa Fork by snagging, and blasting narrow chutes through shoals. In 1882, work on the forks was extended, including blasting a 20-foot wide channel through the "Roughs of the Tug," an impassable 5-mile stretch at the W. Va. state line on the Tug Fork, thereby

opening up a whole new region to commerce. Some of these old sluices and wing dams on the forks should be still visible, and navigable by canoe.

Canalization of the river began in 1883 with Lock and Dam No. 3 at Louisa, just below the forks of the Big Sandy. Completed in 1897, the dam was the first "needle" dam in the U.S., and at 13 feet, the highest then in the world. Developed in France, a needle dam is composed of long, vertical boards (needles) placed on a framework which can be collapsed to pass boats at high water and (on the aptly named Big Sandy) to pass the high volume of suspended sand which would otherwise fill the pond. To set up the dam, the framework was raised by a steam winch, and the needles inserted one at a time with the help of a floating crane.

A total of 21 locks and dams was authorized, to extend navigation up to Pikeville on the Levisa Fork, and to Ford Creek on the Tug Fork. However, by the time the first five had been completed in 1909, the Norfolk and Western Railroad had ascended the valley to Pikeville so the others were never begun, and the completed ones never much used.

Despite public protest (which still continues) each operation was discontinued in 1947 except at Lock 1, which was used until 1952. In 1962 all but the land wall were removed at Lock 1, to provide seven miles of slack-water navigation up the Big Sandy, in the pool of Greenup Dam on the Ohio. All of the other locks and dams are still intact (except for the needles and framework), including the huge iron lock gates, which need positive protection from scrap collectors. There may still be a section of movable dam somewhere on the Big Sandy to make a valuable exhibit at one of the locks, as has been done at Hannibal Locks and Dam on the Ohio. The only dam still holding water is #3, which was given to Louisa and Fort Gay in 1966 for water supply and recreation. In 1979 the dam was made permanent by constructing a row of six steel piling cells filled with sand and capped with concrete.

A Guide to the
Big Sandy Today

LOCK 1 (1905, concrete, 55 x 160' in the chamber, 12' lift) is

on the left bank 0.3 miles from the mouth of the Big Sandy in Catlettsburg, Ky., off U.S. 60 between 30th and 31st Streets. The remaining land wall, 1.5 feet above the normal pool at Greenup Dam, is used by fishermen. The City of Catlettsburg hopes to make a park here along the river, outside of the floodwall.

LOCK 2 (1905, concrete, 55 x 160', 12' lift) is on the left bank at Mile 12.7, at the end of Lock Road from Kavanaugh (at a white Methodist church) on U.S. 23. It is now on private land leased from the C&O Railway; the lockhouses are still intact and lived in. One wall of the lock has silted in. Note especially the iron gates and operating mechanism still in place.

LOCK 3 (1897, stone, 52 x 158', 11' lift) is at Mile 26.2 on the right bank at Fort Gay, W. Va. opposite Louisa, Ky. From Louisa, cross the bridge, go left on S.R. 1 for 0.8 mile and then left across the tracks to the lockmaster's house. That is the best exposed of all the locks on the river. The town of Fort Gay hopes to make a park of it. There is already a park on the Louisa side. The last boat through here (but not through the lock) was in 1974 when the towboat FRANKLIN-B, after several attempts, forced her way up through a breach in the dam to take a suction dredge 4½ miles up Tug Fork, and left it there to dredge an anticipated 100,000 tons of coal per year from the river bed. Note the impressive esplanade from the lock to the lockhouse, and the flagpole, lamp posts and sidewalks typical of locks in this part of the country. This is perfect raw material for a park and a Big Sandy museum.

Above Louisa, there was a lock on each of the forks. Both are still owned by the U.S. Government. LOCK 1 on TUG FORK (1910, concrete, 55 x 160', 12' lift, left bank, Big Sandy Mile 30.7) is 3.6 miles south of the fork on Rt. 3, just before milepost 12. The lockhouses were up on the hillside, 600' back down Rt. 3; they may still be in use somewhere else. This lock is near the highway and should be kept in mind for a future fishermen's or small river park.

To reach LOCK 1 on LEVISA FORK (1909, concrete, 55 x 160', 11' lift, left bank, Mile 35.1) go back 1.3 miles on Rt. 3, left on Rt. 644, 2.8 miles

then left onto U.S. 23, and 5.7 miles then left onto an unmarked dirt road (#2038) for 2.4 miles. The lock is at the bottom of a steep hill just after a hairpin curve; some of the gate mechanism is still exposed. There were some lock buildings 700 feet back down the road; others were across the river in Chapman. At least one of the lockhouses at Chapman was sold and moved $\frac{1}{2}$ mile toward Gallup. This may mean that a number of former lockhouses around the country are still intact, but not where we would expect them.

For more information see THE BIG SANDY by Carol Crowe-Carraco (University Press of Kentucky) and MEN, MOUNTAINS AND RIVERS. For more on pushboats see also the S&D REFLECTOR for March 1966 and March 1975. Many thanks to Jerry Sutphin, the Huntington District COE, and the late Bob Kennedy, Big Sandy lecturer and collector, for help with this section.

Copies of Bill Trout's findings are available at \$3 from Keith W. Kroon, American Canal Society Sales, 2240 Ridgeway Ave., Rochester, N.Y. 14624. Tell him you want Part 4, The American Canal Guide. In addition to the text are many maps and some unusual pictures. The Society issues an illustrated quarterly AMERICAN CANALS, included in the annual \$12 membership fee. Write the secretary, Charles M. Derr, 117 Main St., Freemansburg, Pa. 18017.

Capt. Bill Bowell gave us a January phone call. He had just bought the mv. AMERICA for his Padelford Packet Boat Company of St. Paul and Minneapolis. The purchase was made at Greenville, Miss. where the monster 4-prop, 184-foot long towboat has been in the lay-up fleet.

When designed and built by St. Louis Ship in 1960 for Federal Barge Lines, the AMERICA became the largest and most powerful (9,000 hp.) 4-prop towboat in Mississippi River service.

Bill Bowell plans to rebuild his new purchase to become a year-around entertainment center to accommodate 700 guests for sit-down dinners prepared aboard the craft in new kitchen and pantry facilities, of size ample to service all of the boats

of the Padelford fleet. She will be based at Harriet Island in St. Paul, and also will have aboard the Company offices.

Bill says he is junking three of the Cooper-Bessemer diesels, and will set up the fourth one as a permanent exhibit at Harriet Island "so that patrons and visitors may examine a complete drive train with shaft and prop in place."

When Cincinnati went to bat with the idea of repeating the "Tall Stacks" extravaganza, they weren't fooling. At an early January meeting of the National Association of Passenger Vessel Owners, held in San Diego, officials of the Greater Cincinnati Bicentennial Commission tossed the idea around with the boat owners. They went for a "Tall Stacks II" hook, line and sinker. A new group, Celebrate Cincinnati, Inc. may take on the project, and tentative date for the show may be October 15-18, 1992.

The price tag for last October's river festival was \$2.6 million.

The Howard-built SERGEANT FLOYD, twin prop diesel built in 1932, now serves at Sioux City, Iowa as a tourist attraction. The city/state project has her moored along Interstate 29. Major financial assistance has come from an Iowa state lottery fund. The boat had a long history with the U.S. Engineers, Kansas City District, who named the boat to honor Sgt. Charles Floyd, an engineer soldier who was with the Lewis and Clark expedition. The exhibits aboard focus on details of Missouri River boats and traffic.

Capt. Calvin Leonard (Quaker Oats) Blazier died at the age of 81 years 9 months in the Sewickley Valley Hospital on November 14, 1939. He lived in Baden, Pa. and had spent 53 years on the rivers, mainly piloting coal tows from Pittsburgh to New Orleans. He wore his curly locks Buffalo Bill style and became a legend in his time. Burial was in the Beaver (Pa.) Cemetery.



CAPT. BILL BOWELL'S NEW PURCHASE

DETAILS of the transaction appear in a news item, columns 1 and 2, this page of the latest acquisition of the Padelford Packet Boat Company, Inc. The AMERICA will serve as headquarters for Cap'n Bowell's excursion fleet now composed of the ANSON NORTHRUP, JONATHAN PADELDFORD and JOSIAH SNELLING, plus the plush cruise liner VIKING EXPLORER. The latter named craft was deadheaded during April from winter quarters at the head of the Tenn-Tom Waterway to St. Paul where she will cater to charter cruises this summer. Cap'n Bowell sent us Vol. 1, No. 1 of a new slick-stock magazine titled PASSENGER VESSEL NEWS, same page size as S&D REFLECTOR, 44 pages with liberal use of full color pictures. The owner-editor is Larry Pearson, 3540 Severn Ave., Suite 340, Metairie, La. 70002. The lead article features "Tall Stacks" with 16 color shots including the front cover, many of them taken by Cap'n Bowell. Also featured is the new ANSON NORTHRUP, designed by Alan L. Bates.

WRECK OF OLD
SIDE-WHEEL PACKET
HOMER
IS OBJECT OF SEARCH

Camden, Ark. On the
Ouachita River Becomes
Scene Of Activity.

Jim Wallen, our regular contributor who lives in Huntington, West Va., read in our Dec. '88 issue (col. 3, page 42) the letter from Charles E. Pearson asking for information about the side-wheel packet HOMER built at Parkersburg, Va. in 1859. Jim's interest was whetted on two counts: 1) Some years ago Lucy (Jim's daughter) gave her Dad as a Father's Day present a mounted poster advertising the HOMER, featuring a profile view of the boat under way, and listing the skipper as Capt. Levi Hopkins. 2) Jim knows Rich Hopkins, S&D member of Ironton, O. whose great-grandfather was Capt. Levi Hopkins.

Jim's query: Is this HOMER whose wreck has been located at Camden, Ark. on Ouachita River the boat advertised on his poster, and Rich Hopkins' great-grandfather's command??

This serendipity-prone sheet, the S&D REFLECTOR, answers "yes" on both counts. In the same mail which brought Jim's inquiry to us came a new spiral-bound book titled "Magnetometer Survey of Five Reported Shipwreck Locations in the Calion Pool, Ouachita River, Arkansas." This study was prepared for the U.S. Engineers, Vicksburg, Miss. by Coastal Environments, Inc., Baton Rouge, La., of which firm Charles E. Pearson is principal investigator. The following account of the HOMER is drawn from this source.

HOMER:- The HOMER was a side-wheel packet of 194 50/95 tons built at Parkersburg, Virginia (now West Virginia) in 1859. She was first enrolled at the Port of Cincinnati on November 14, 1859. That document indicates she had a cabin on deck, her length was 148 ft., her breadth 28 ft., and her depth 5 ft. Her owners were Levi Hopkins of Mason County, Virginia, and W. C. Neale of Parkersburg, Virginia, each having a one-half

ownership, Hopkins is listed as master.

Just three days after her enrollment the HOMER was advertising for a trip to New Orleans as indicated by a handbill of November 17, 1859. She is listed as a "New Orleans Packet" and a "light draught passenger steamer." It is not known if the vessel depicted on the handbill is a portrayal of the HOMER herself or simply a stylized vessel of a similar size and class. (Ed. note:- We class it as a faithful portrayal of a much larger packet of the period.)

The HOMER seems to have become immediately involved in the Ouachita River (Ed. note:- Pronounced Washa-taw) and Red River trades as indicated by an 1860 newspaper advertisement indicating that the "new smd fast passenger packet HOMER, Levi Hopkins, master," was departing for the "Arkansas Line" and other stops on the Ouachita. Levi Hopkins spent much of his life as a steambot captain on

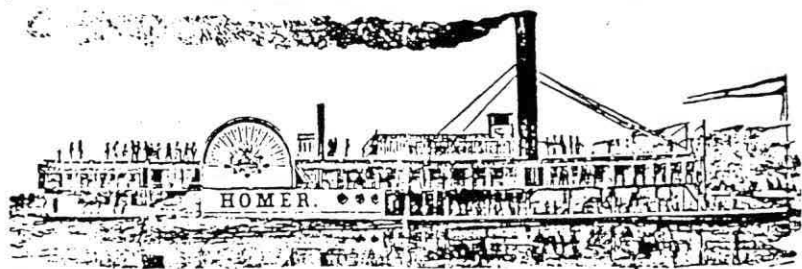
the lower Mississippi before retiring to Gallipolis, Ohio, in 1884.

The HOMER was sold in 1860, as indicated by an enrollment document of May 3, 1860. That document enrolls the vessel at the Port of New Orleans but lists her home port as New Albany, Indiana, one of the major river ports on the Ohio River. The enrollment document lists Samuel Applegate as 2/3 owner and James A. Parsons as 1/3 owner of the HOMER. Applegate is listed as master. Both of these individuals were from New Orleans. An 1860 New Orleans newspaper advertisement, obviously post-dating the sale, indicates the "magnificent and fast running" HOMER would depart New Orleans as a "Regular Red River Mail Packet" in place of the "steamer GRAND DUKE." Samuel Applegate was serving as master.

A Confederate States of America enrollment record for the Port of New Orleans, dated

**NEW ORLEANS.
PACKET.**

THE NEW AND LIGHT DRAUGHT PASSENGER STEAMER.



HOMER!

CAPT. LEVI HOPKINS; EVANS, CLERK;
Will leave on _____ the _____ inst. at _____ o'clock. . M.

For Freight or Passage, apply on Board, or to _____ Agent.

Cincinnati Enquirer Print. Van Buren.

This poster from the collection of the late Leonard V. Huber was dated November 17, 1859. Jim Wallen tells us he has a copy, and knows S&D member Rich Hopkins of Ironton, O. who is great-grandson of Capt. Levi Hopkins who named the boat for his son Homer. Homer worked for the Bay Line and later with the C&O ferry operations at Ironton. The LUCY HOPKINS (Way #3625) and LIZZIE HOPKINS (Way #3535) also were Hopkins family-owned steamboats. "There's a lot more to it than that," writes Jim, "but this will suffice for the present."

May 11, 1861, indicates that Applegate and Parsons continue to own the HOMER; however W. W. Withenbury is now her master. Later that year the ownership of the HOMER changed as indicated in a Confederate States enrollment document of November 2, 1861. James Parsons maintains his 1/3 interest in the vessel but Applegate's 2/3 ownership is now in the hands of Ambrose W. Skardan (?) of New Orleans. Withenbury is still listed as master. An 1862 New Orleans newspaper advertisement continues to list the HOMER as a "Regular Red River Packet" with Withenbury as master. Norman (Ed. note:- Dr. N. Philip Norman of New York City contracted with Fielding L. Wooldridge, compiler of steamboat biographies, to prepare a listing of all known Red River packets with pertinent data. Dr. Norman was a Red River native.) notes that a W. W. Wetherbury was a well-known steamboat captain on the Red River in the 1840s and 1850s. This may be the same person as the W. W. Withenbury indicated as master of the HOMER in the 1860s.

At some point during the Civil War the HOMER was also working the Ouachita River. Although she was far enough up the river to be safe from the Union Navy, which came up the Ouachita as far as Ouachita City, the HOMER was captured on the night of

April 16, 1864, by an Iowa cavalry detachment which was a part of Steele's army. She was captured about 30 miles below Camden, and was brought up the river by a man who had been a pilot on the Mississippi River. The HOMER was loaded with corn (the reports show amounts ranging from 3,000 to 5,000 bushels), which temporarily eased Steele's supply problems. Prior to leaving Camden on April 27, the Union Army scuttled the HOMER at Hill's Ferry just above the town. Because the retreating Federal troops had destroyed their pontoon bridge, the pursuing Confederate army stripped planks and timbers from the HOMER to build a makeshift bridge. Other Confederate soldiers also swam out to the wreck and "rescued" a large mirror in a gilt frame. There is a strong local belief that the island across from the boat ramp at Sandy Beach Park is the wreck of the HOMER, and the shape of the island is consistent with sand and gravel accumulating against a wreck.

The extensive magnetometer survey in the Camden area of the Ouachita by Coastal Environments, Inc. came up with no positive proof of the location of the HOMER's wrecked remains. Further probing in several likely areas, in hopes of recovering physical evidence, such as hull timbers and the like was recommended.

STEAMBOATS.

OUACHITA RIVER.

Leaves on MONDAY, 2d Inst., at 5 P. M.

REGULAR BAYOU BARTHOLOMEW, Ouachita and Black River Packet—For Arkansas Line, Corn's Bluff, Lind Grove, Lezhmond, Landings, Point Pleasant, Ouachita City, Lezhmond, Port Union, Mouth D'Arboine, Trenton, Monroe, Pine Bluff, Columbia, Harrisonburg, Trinity, and all intermediate landings on Ouachita and Black rivers—The new and fast passenger packet **Homer**, Levi Hopkins, master, will leave as above. For freight or passage apply on board.

m29

VIRGINIUS C. DENTZEL,
Advertising Agent.

Homer (1860)

Leaves on SATURDAY, 29th Inst., at 5 P. M.

REGULAR RED RIVER MAIL Packet—For Shreveport, Grand Bayou, Coushatta, Campt, Grand Ecore, St. Maurice, Montgomery, Cottle, Alexandria, Norman's, Gorton's and all intermediate landings—The magnificent and fast running passenger packet **HOMER**, (in place of steamer **GRAND DORÉ**.) Saml. Applegate, master, F. V. Collos, clerk, will leave as above. For freight or passage apply on board, or to

MUSE & BRO., 3 Front St.
Steamer Homer will take freight for all landings on Upper Red River, and for Jefferson, with the privilege of reshipping at Shreveport.

Homer (1862)

Red River.

Leaves on MONDAY, 10th Inst., at 5 P. M.

REGULAR RED RIVER PACKET—The regular low water packet steamer **HOMER**, W. W. Withenbury, master, will leave as above for Alexandria, Norman's, Gorton's and all intermediate landings on Red River. For freight or passage apply on board, or to
WILSON & MURDOCK, 1 Front street

Old New Orleans newspaper ads for the HOMER which appear in the book "Advertisements of Lower Mississippi River Steamboats 1812-1920" by Leonard V. Huber in 1959. The Norman's Landing listed in the lower two items was th boyhood home of Dr. N. Philip Norman, mentioned in the text.



EIGHTIETH BIRTHDAY—The showboat **GOLDENROD**, pictured by Keith Norring-ton from Eads Bridge, St. Louis, was built at Pope's Docks, Parkersburg, West Va. in 1909 for W. R. Mar- kle on a wood hull 200 x 45, designed to seat 1,200 (later reduced to 980.) Ralph Emerson Gaches acquired her in 1914 and operated her until 1922 when ownership went to Capt. J. W. Menke who prolonged her life by transferring the upper works on to a steel barge. Menke settled down to showing her at St. Louis and lived aboard until his death. In 1963 the now famed showboat was purchased by St. Louis-based owners. In 1968 she was dedicated by the U.S. Department of the Interior and National Park Service as a registered National Historic Landmark.

RIVERBOAT GAMBLING

Modern Yukon Gold Strike
Fever Rages in Iowa.

Our thanks to Pat Welsh, S&D member of Davenport, Iowa, for bulletins covering the big excitement in his Quad City area over Iowa's pending legalization of riverboat gambling, to-be-or-not-to-be. On March 7th the state Senate in a vote 26-23, approved the bill. Little or no difficulty was anticipated in obtaining approval from the House of Representatives, and Iowa governor Terry Branstad has said he will sign the bill if proper controls are built into the legislation.

The Senate version empowers the State Racing Commission to decide how many casino licenses to approve for boats using Iowa rivers and lakes. There would be a \$5 bet limit and a maximum loss per bettor of \$200 per trip. Finally, local voters will get to decide--on a county by county basis--whether to allow a floating casino in their county.

Surveys in the Quad-Cities area have indicated strong public support for riverboat gambling.

Optimism is high for the gambling go-ahead. The Quad-City Times front-paged the following in its Wednesday, March 8th issue:-

Robert Kehl, who owns Robert's River Rides in Bettendorf and Dubuque, says he has an order in to build a 2,000 passenger, four-deck boat. If the bill becomes law, the craft will cruise the Mississippi River as a floating casino. He's not especially happy about that, even though he once supported riverboat gambling. We're in the boat business and we've got to jump in. But I don't think they know what they've gotten into," he said.

Davenport mayor Thomas Hart said, "I know there are those who disagree, but it's my hometown, too. If I thought this had very negative implications, I wouldn't be a supporter. I think it has all the precautions that will keep this just a little bit of fun," he said.

"I think it's going to mean that we'll see tremendous investment in this area" if the bill becomes law, he said.

The Rev. Thomas Kalshoven, executive director of Churches United of Scott and Rock Island

Counties, says he supports economic development, but not through riverboat gambling.

"You can look at a lot of communities in which gambling is the central focus of life. They've become very poor places to live for the people who live there," he said.

Jumer Hotels Ltd. plans a \$4.5 million Davenport Boat Works project. Jumer's officials said this plan is not contingent on riverboat gambling.

The facility would include a floating restaurant and a 700-passenger excursion boat named SPIRIT OF DAVENPORT.

A ferry boat would cross the river between Davenport and Rock Island.

A boarding barge would serve as a gift shop and information center for the complex.

Meanwhile two other projects are on the drawing board, both dependent on legalization of riverboat gambling.

Alter Co. of Davenport proposes a \$100 million project. Two 1,000-passenger excursion boats would dock in Davenport.

The River Drive railroad station would be restored and would feature rides to other parts of Iowa.

The museum aboard the dredge STE. GENEVIEVE would be expanded. A theme park based on Mark Twain's Huckleberry Finn would be built on the former J. I. Case property in Bettendorf. Near the theme park, a new Children's Museum and Cultural Arts Center would be built.

--And San Diego developer Franklin Fried proposes a \$10-million riverboat named SPIRIT OF IOWA.

No exact location has been announced, but Fried says the Quad-Cities would be a good place for a landing site. The riverboat would offer gambling, dining and live entertainment.

Bob Vogel, a pastor at Community Christian Fellowship in Moline said, "I think [riverboat gambling] will bring hardships on families where one member has a (gambling) problem. There's no doubt it's going to cause some of the kinds of problems we wouldn't have without it," he said.

Clinton (Iowa) mayor Betty Snyder said, "It'll be the spark that makes other things happen."

The Waterways Journal in its February 22nd issue devoted its editorial space to sounding a general alarm.

"Right now there are gambling interests who see the Quad Cities area of the Mississippi River as prime pickings. A luscious plum to be plucked. It may be prime for picking because considerable of the area's leadership has become enamored with the idea that legalized riverboat gambling can turn their river into gold--gold that will help ease the pressure of taxation," scolds the editor. "It may be worth remembering that while it is not a crime to reach for the brass ring, getting it is something else, and seldom is there a free lunch attached."

The Tyrone railroad bridge over the Kentucky River will be one hundred years old this August. It is believed to be the last remaining true single-span deck-over cantilever rr. structure extant. The spectacular bridge is 1,659 feet across and has 281 feet clearance above low water. The design was engineered by Bennett H. Young, a Confederate officer from Nicholasville, Ky. No rail traffic has passed across the relic for some years, although it is owned by Norfolk Southern. Two years ago the Bluegrass Railroad Museum bought 5.6 miles of abandoned trackage leading to the bridge from NW and hopes are high for running excursions across the structure using rail buses or a trolley. Although the century-old bridge still is structurally sound it will not bear the weight of the Museum's steam passenger equipment.

John Goodlett, who works at the nearby Wild Turkey distillery, says he often sees people walking the bridge, and has seen automobiles and motorcycles driven across it. "Sometimes you'll see somebody walk out there and crawl back on all fours," he said. "They really get lively out there on the 4th of July."

The Tyrone cantilever is not to be confused with High Bridge at Lock 7, Kentucky River, still carrying rail traffic, built in 1876 as a cantilever, but due to modifications over the years is no longer a true cantilever. The Tyrone (or Young's bridge) is at Lock 5.

-The above is adapted from a news story written by Byron Crawford, the clipping furnished by Jane Morningstar.

Paul W. Seabrook died at his home, 1119 East Market Street, New Albany, Indiana 47150 at 12:10 Saturday afternoon, March 18, 1989, aged 92. He had been in failing health for the past several years, plagued with arthritis and other complications.

Although associated with the family-operated Seabrook Funeral Home for more than fifty years, Paul since boyhood was fascinated with steamboats and the people who built and ran them. In his youth he was "down by the river" riding in the pilothouses of towboats as they hitched to loaded coalboats and barges preparing for departure for the Sunny Southland. He haunted the New Albany wharfboat and, over a period of several years, clerked and steered on the regular Evansville packets, the TARASCON and TELL CITY. He befriended Capt. Steve Green and rode with him on the towboat CLERIMOND. But what he most liked to talk about were those early years when he befriended Capt. John A. Hottell and so was privy to the sky-parlor on the J. B. FINLEY, looking out over vast coal fleets and breathing steam and smoke from the SPRAGUE, JOSEPH B. WILLIAMS, HARRY BROWN, and such "greats" of the day.

The river was in the Seabrook blood, dating back to great grandpa Capt. Lexington Wolf who piloted the AUTOCRAT in 1862 and served throughout the Civil War until discharged from duty at New Orleans in July 1865. Paul had a brother, Earl Seabrook, who deserted the family mortuary business to join up with the Louisville & Cincinnati Packet Company in the offices of their boats, the AMERICA (ex-INDIANA), QUEEN CITY and the rest. He also had a sister, Virginia Seabrook, who was first to arrive and last to leave when the excursion boat WASHINGTON ran periodic matinees and moonlights at Louisville.

Paul took great interest in S&D right at the start, and thanks to his efforts the Ohio River Museum today has the half-section hull model of the fabled side-wheel ECLIPSE of 1852 which Paul procured from the Dowerman family of New Albany, her builders, as well as a chest of shipyard tools of that same vintage and source, and a

cabin chair used on the ECLIPSE. His intimate knowledge of river families of New Albany and environs, many on a first-name basis, has helped the editor of the S&D REFLECTOR over many a hump. When the BELLE OF LOUISVILLE became a neighborhood attraction, the day came when she was needing a purser, and Paul donned a uniform and served, back on the river at last.

On December 1, 1984 an oil painting of the TARASCON, commissioned by C. W. Stoll, was presented to Paul at his home in New Albany. The artist, Forrest Steinlage, was present and Keith Norrington photographed the ceremony. Keith not only assisted in the writing of this obituary of his friend of twenty years, but wrote to this editor a moving letter ending up, "Paul W. Seabrook was a gentleman by every definition of the word and it was a privilege to be counted among his friends."

Paul is survived by his gracious and kindly wife, Ruth Rutherford Seabrook; one daughter, Mrs. Edward (Marilyn) Pinaire of New Albany; one brother, Corrie E. Seabrook of New Albany; four grandchildren; and six great-grandchildren.

Services were held at Wesley Chapel United Methodist Church, with burial in Kraft Graceland Memorial Park, New Albany.

LATEST FROM WEST COAST

Sirs: I have just renewed my membership in S&D. Can hardly wait to purchase a copy of your new towboat directory. Could you tell me the approximate date of publication? I like the old steam towboats.

I am building a houseboat and plan to push it around with a 40-foot towboat and plan to use Alan Bates' plans for the VALLEY BELLE that pushed the Bryant showboat around.

My houseboat is about 60% complete--have my shop in the bottom half and my library in a gallery over the shop. Have all of the equipment for the living quarters.

That's all for now. Best.

Roy Pasqualetti,
2101 Telegraph #406,
Oakland, Calif. 94612

Seems like a long time since last we offered any news of Mud Island, the ultra river complex at Memphis. It's still alive and kicking, thank you--and thanks to Keith Norrington for sending along their colorful 1989 folder to us. Their brag in bold red lettering is AMERICA'S ONLY MISSISSIPPI RIVER MUSEUM AND PARK. Hope this doesn't get circulated in Dubuque.



--And here's a FRED WAY you've never seen before. Photo at St. Paul, Minn., Sept. 1986 by Betty Wade. Jane Curry is hoisting herself from the end of the stage over the railing. Capt. Bill Bowell made the FRED WAY sign on the JONATHAN PADELDFORD for this "special delivery" stunt to put Jane and me on the DELTA QUEEN.

GAYLE COOK'S ORDEAL

Abducted, Bound and Gagged
24 Hours Until
Spectacular Rescue by FBI.

Mrs. Gayle Cook who in 1984 was hostess to 164 Stanford alumni at Cedar Farm, 32 miles below Louisville, was kidnapped in Bloomington, Ind. on Wednesday afternoon, March 15, and forcibly held for ransom in the back of a 1989 Ford van, without food or water, for 24 hours, when her abductor was taken into custody. Mrs. Cook was found tied and strapped into a recliner chair. She had a minor cut on her temple and a bump on her head, but no other physical injuries, police said.

Gayle Cook and her husband Bill sprang into river prominence when in 1984 they agreed to entertain Stanford alumni passengers touring from Pittsburgh to New Orleans on the DELTA QUEEN at their newly restored 1837-built mansion on the Indiana shore of the Ohio River. The details of the occasion were reported in the Dec. '84 issue of S&D REFLECTOR, along with a photograph of Gayle Cook standing with Peter Voll, director of Stanford Alumni, snapped by Keith Norrington.

Mr. and Mrs. Cook reside at 1208 East Wylie Street, Bloomington, Ind. Gayle had just returned from some shopping on Wednesday afternoon when an intruder forced her into the Ford van. He then phoned Bill Cook at Bill's office and told him this was no prank, to come home and find the groceries his wife had bought in the hallway at the house and her purse in her car. The voice on the phone demanded \$1.2 million in cash and one-half million in gold. Frequent phone calls followed on Thursday. On one of these calls Bill was allowed to speak with Gayle, and it was during this conversation that the call was traced to a neighborhood motel. Police spotted the van and driver. They tailed it until it parked behind a K mart on West Third Street, Bloomington. FBI agents, joined by the sheriff and prosecutor, nabbed the abductor as he got out of the van. There was no resistance. Gayle Cook, bound and gagged with duct tape, was in the van. Bill Cook arrived. After

paramedics had treated Gayle at the scene, she and her husband returned to their home.

The FBI had 20 persons involved in the case. Indiana state troopers and Bloomington police were out en masse.

Recent publicity of Bill Cook's wealth is given as the probable cause for the abduction and extortion-attempt. He had been written up in USA Today, appeared on TV, and last fall Fortune magazine classed Bill as the second richest man in Indiana with a net worth of \$350 million.

Bill Cook rode the DQ from Louisville to Cedar Farm in 1984, presented a typed copy of the story of the old homestead to each of the tourists, was guest at an on-board luncheon given by Peter Voll, and shortly before arrival at Cedar Farm picked up a mike and pointed out to all on board just what they were looking at. Capt. Harold DeMarrero responded in kind, and after getting the boat landed, he invited a large group of Cook's workers aboard, complete with wives and kids, to tour the DQ.

Arrested without bail was Arthur J. Curry, Lafayette, Ind., a down-on-his-luck individual.

-Thanks to Nel Hamilton, Nashville, Ind., for a copy of The Herald-Telephone, published at Bloomington, Ind., from which many of the details in this report were drawn.



Under date of April 3rd, our Davenport correspondent writes: "State senator Dennis Jacobs of East Moline is to introduce a bill in the Illinois legislature to permit riverboat gambling and also a bill to permit the Iowa boats to pick up passengers in Illinois. I understand that the ferry planned by Jumer is to be 150 passengers."

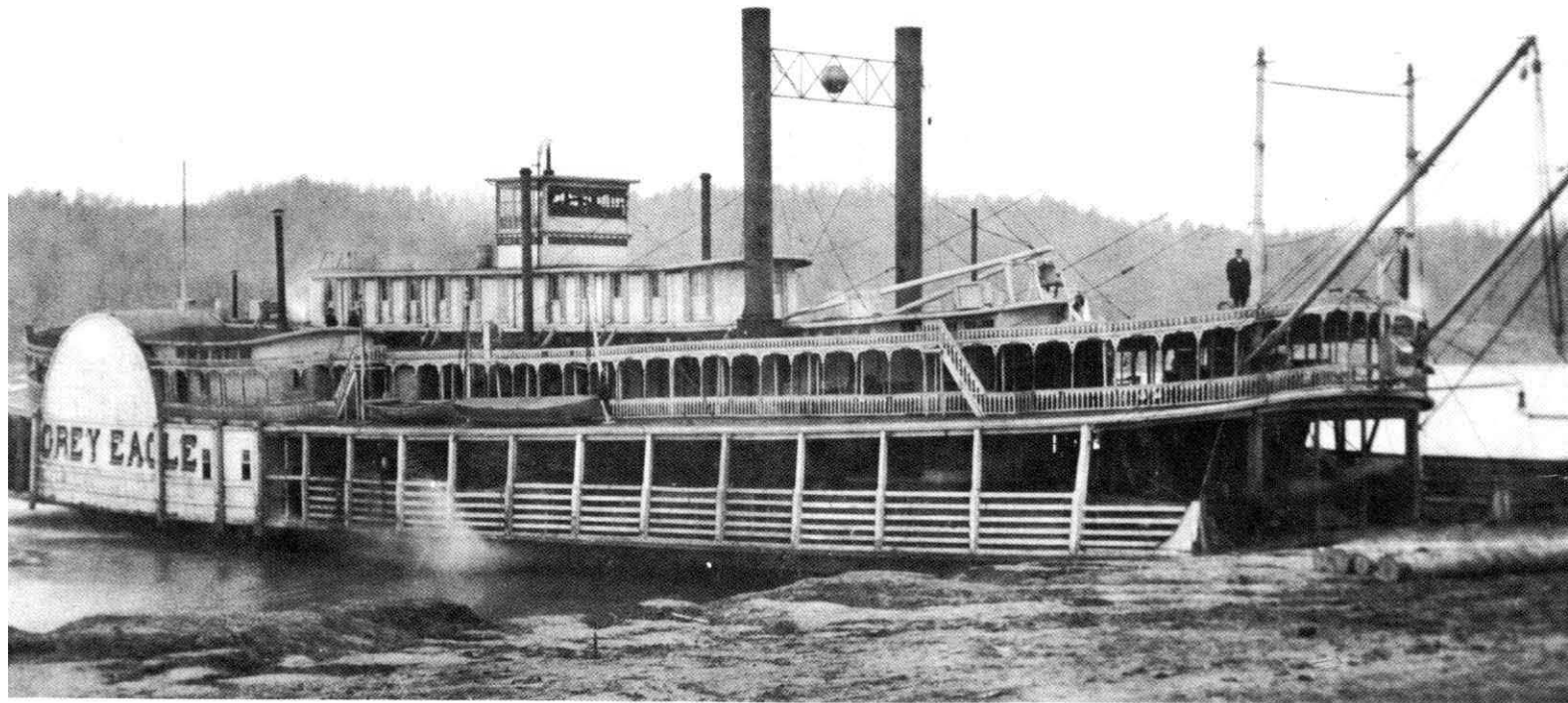
The W. J. QUINLAN, last ferry in the Davenport-Rock Island run, was certificated for 528 passengers.

The Elks Magazine, April 1989 issue, features an illustrated story of the SULTANA explosion on the Mississippi above Memphis. Dann Howell, the writer, tells it like it was, an appalling series of blunders that placed nearly 2,500 Union soldiers, civilian passengers and crew aboard a steamboat at Vicksburg legally allowed 376.

The two pictures illustrating the tale are dramatically unfortunate choices. The SULTANA is a one-stacker lake craft with excursionists aboard, and the explosion looks more like an amaryllis bursting into bloom. Apparently the art editor of Elks Magazine was unaware of the excellent photograph of the SULTANA, taken at Helena, Ark. with the soldiers piled aboard.

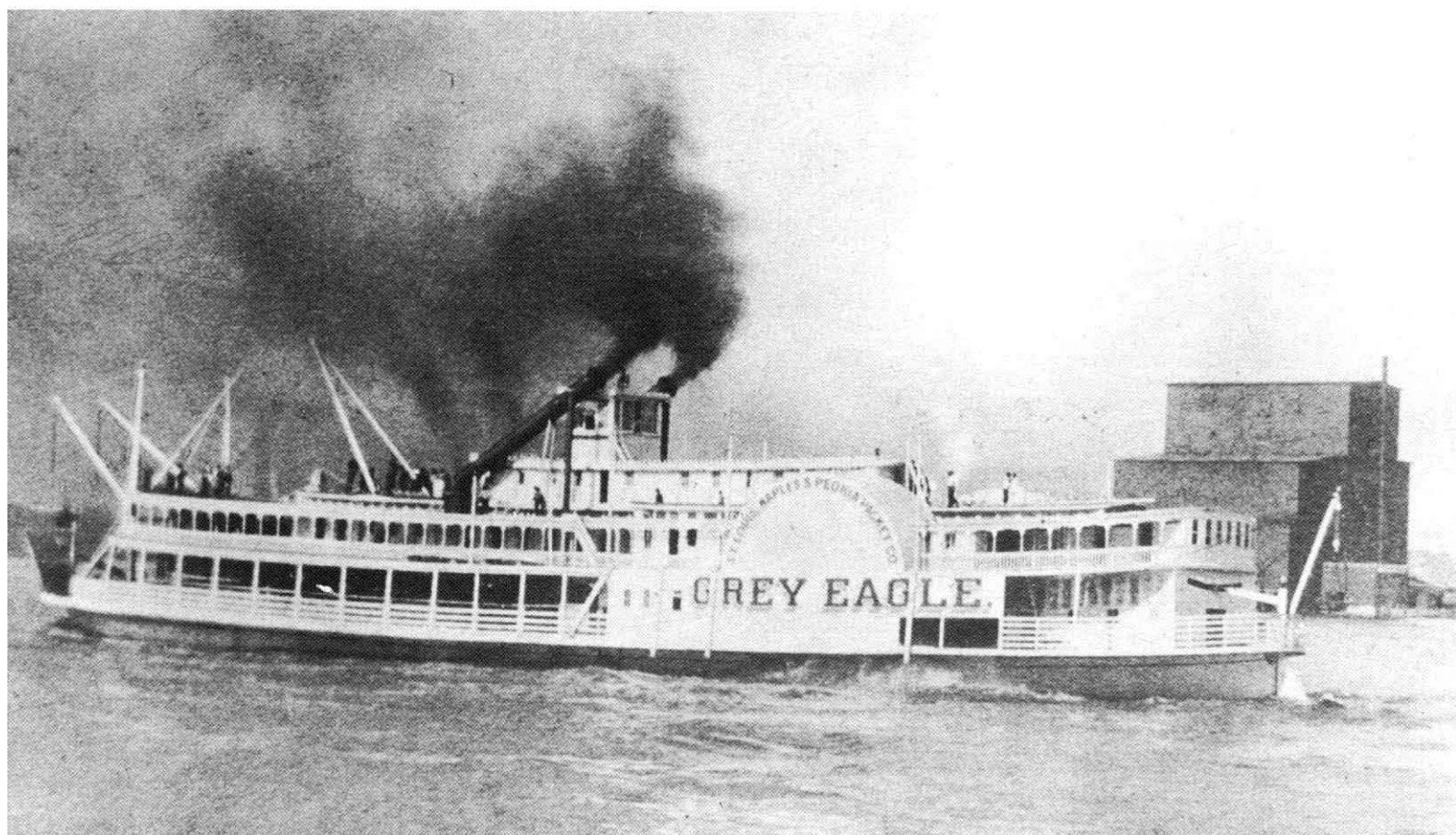
-Thanks to Jim Wallen for a copy of the magazine.

Fred Rutter was showing us pictures he took at the mid-April meet of the MOR at Owensboro, Ky. "You didn't take this at Owensboro," said I. Yes he did--the courtyard of the new Executive Inn where MOR was headquartered. Highspot of the gathering was a reception at the home of Fritz and Christy Kramer, 1629 Sioux Place, that city. Details of all the doings are reported in the latest edition of MOR's RIVERVIEW.



ABOVE is the GREY EAGLE built by Howards at Jeffersonville, Ind. in 1892 (Way #2463). Picture was taken at Grand Tower, Ill. and comes from the collection of Joseph Huber. Ralph DuPae furnished the print and is wondering what purpose the A-frame forward of the stacks furnishes. By way of answer we have dug out of our files a picture of the same GREY EAGLE when she was new, taken at St. Louis, clearly explaining the A-frame's use in lowering the stacks. The plan was first adopted in the fall of 1849, installed at Louisville on the TELEGRAPH NO. 2 (Way #5323), Capt. Sam Mason.

The suspension bridge at Wheeling had been completed on October 20, 1849 when Charles Ellet, the builder, and I. Dickinson, superintendent of the stone and iron work, drove across at 10 that morning in a one-horse carriage. The first test of the "TELEGRAPH plan" came on Nov. 11th when the TELEGRAPH NO. 1 (Way #5322), similarly equipped, landed above the bridge, lowered with her A-frame, and safely passed downbound with 24 feet on the Wheeling marks. The scheme was quickly applied on all packets and towboats with high stacks.



CARGO SHIPPED IN 1856
RECOVERED FROM CORNFIELD

Wreck of Missouri River
Packet Hull Unloaded.

The following letter comes to us kindness of S&D member Sonie Liebler, 1612 Stewart Court, Manhattan, Kansas 66502. Sonie is developing a history of the Kansas River, plowing through 1850 newspapers--a capable researcher. -Ed.

Sirs: In December 1988 a salvage group unearthed the ARABIA one-half mile from the present Missouri River channel in a Wyandotte County, Kansas, cornfield. The elusive side-wheeler has been sought by salvagers since she sank on her way up to Council Bluffs, Iowa in September 1856.

About 130 passengers were on board when the ARABIA hit a snag and sank within minutes to her boiler deck. No lives were lost, and only what could be carried from the cabins was saved. The swift current of Old Muddy thwarted all attempts to save anything below. Salvage groups tried in 1877, 1897, and in 1974, to no avail.

River Salvage, Inc. of Independence, Mo. found the ARABIA preserved in tightly-packed wet sand 40 feet deep. Surprisingly, the machinery (except for one engine), boilers and most of the paddlewheels are still intact.

During December and January crate after crate of priceless artifacts have been removed under the careful direction of archeologist Gary Walters. The well-preserved cargo includes everything possibly needed or wanted in a frontier community; pre-fab houses, square nails, porcelain door knobs, hardware, tools, wagons, saddles, horse collars, school slates, books, pencils, ink wells, coffee mills, shoes, hats, fabrics, thimbles, needles and rifles.

The finer things of life were not forgotten. Glass condiment and spice bottles, Wedgwood wash basins and pitchers, porcelain tea sets with hand-painted gold trim, still-sealed bottles of cologne, bottles of cherries, boxes filled with spices and condiments, Havana cigars, liquors and whiskey, eye-glasses, rolls of lace and ribbon, childrens' toys, and Indian trade goods.

The list goes on and on--truly a time capsule of the 1850s.

Continuous and careful preservation of the artifacts is in progress. Thorough documentation of the excavation also is being done--plank by plank.

River Salvage, Inc., comprised of Bob Hawley, sons David and Greg, Jerry Mackey, David Luttrell, Dr. Keith Broughten, Larry Miller and Darrell Porter, all of Independence, Mo., plan to display their shares of the artifacts in a river-transportation museum in the Kansas City Area. The exhibit will focus on the steamboat's role in the westward expansion of the 1850s.

When the ARABIA museum is completed it will provide a steamboat connoisseur's delight. And, there's the museum housing the sternwheeler BERTRAND's artifacts just up the river near Missouri Valley, Iowa. Both side-wheel and sternwheel technology and cargoes from the same time frame (1850s and 1860s) will be located within two hours driving time of each other.

This correspondent has had the good fortune of digging in the muddy hold of the ARABIA, thanks to River Salvage, Inc. I am excited beyond belief over their priceless find, their careful dig, and the preservation of the "treasures."

A great contribution to steamboat and river history!

=Once again Way's Packets has been found in error. The ARABIA (#0311) is presented as a sternwheeler. Now, 132 years after her sinking, she is dug up and turns out to be side-wheel. Lytle-Holdcamper, usually reliable, was our source. William M. Lytle depended in great share upon official Merchant Marine Documents of the U.S. -Ed.

Through the severe adversity of inland boat and barge builders these past several years, during which many firms threw in the sponge, president Robert W. Greene of Jeffboat has held steadfast to the good American credo, never sell the U.S.A. short. He took his bruises, trimming the work force from 2,200 in 1981 to 70 by the close of 1988.

The New Albany (Ind.) Ledger-Tribune front-paged its Sunday, Feb. 5th issue with 2-column headline, "Jeffboat To Reopen," followed by a

sub-head, "200 Workers To Be Hired; Period of Growth Predicted."

Bob told reporters that he plans hiring the additional workers to augment those currently employed who provide drydock and repair services about mid-year. Initially the focus will be upon new construction of hopper barges, tank barges and towboats.

Building operations at Jeffboat ceased in 1986, having started up in 1938 as the Jeffersonville Boat and Machine Works, occupying the site of the former Howard Ship Yard which did business there starting in 1834.

-Thanks to Keith Norrington for clippings.

Dr. William J. Petersen, river author and lecturer, died in his sleep at a nursing home in Dubuque, Iowa, on Thursday, February 2, 1989. His 88th birthday had been celebrated on January 30th.

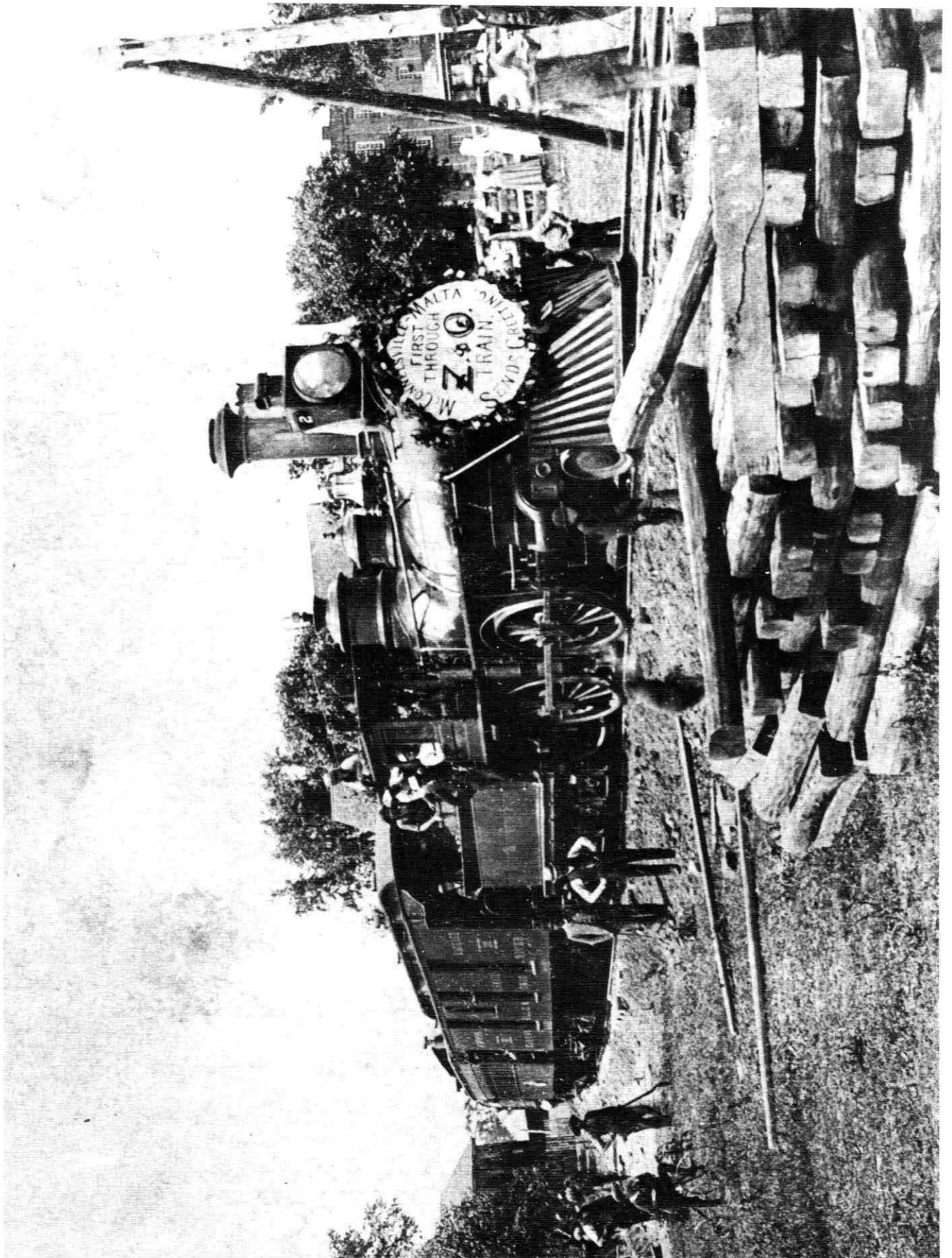
"Steamboat Bill" Petersen, dean of Iowa history, long was a resident of Iowa City. He and his wife Bessie moved last April to the Bethany Home in Dubuque. His early interest in river affairs stemmed from his boyhood in Dubuque where his father, Charles Petersen, was manager of the Diamond Jo Line warehouse. Bill was a graduate of the University of Dubuque, and went on to win his master's and doctorate degrees from the University of Iowa, where he was an associate professor. He superintended the Historical Society of Iowa 1947-1972.

Of the ten books he wrote, his "Steamboating On the Upper Mississippi" endures as the most thorough source of early-day steamboating history of that area.

Steamboat Bill, as an S&D member, attended many annual meetings at Marietta, where he is remembered for his good fellowship and wit.

Masonic memorial services were widely attended and burial was in Dubuque's Linwood Cemetery.

The Rabbit Hash (Ky.) General Store is now on the National Register of Historic Places, one of the oldest continuously operated general stores in the country, dating back to 1831. The present structure was built in 1919, and is managed by Gary White.



PICTURE OPPOSITE

Taken at Harmar (across the Muskingum from Marietta) on July 1, 1888, first passenger train on the Zanesville & Ohio Rail Road. Photo from the S. Durward Hoag collection.

In 1896 the packet T. M. BAYNE, making daily round trips between McConnellsville and Zanesville, was advertising prorating arrangements with the Z. & O. "to all points East and West." This same harmony between river and rail in 1896 is what had persuaded the Pittsburgh & Cincinnati Packet Line to build the VIRGINIA and QUEEN CITY.

Steamer
T. M. BAYNE
(Passenger and Freight)

Leaves McConnellsville every morning at 5 a.m. for Zanesville & return to McConnellsville at 6 p.m.

Through rates to all points
East and West
via
Z. & O. RR
and via Short route to
Cleveland markets
for butter, eggs and poultry

Buys & Sells Lumber,
Lath, Shingles,
Corn, Oats & Hay.

-McConnellsville Democrat,
Jan. 3, 1896.

Clyde K. Swift, Muskingum River steamboat historian, "gobbled up" the picture of the T. M. BAYNE (page 20, last issue) and provides for our readers some paragraphs from old newspapers concerning a few of the excursions she ran on that stream. Samples:

March 27, 1896: The T. M. BAYNE is carrying a large number of passengers.

May 8, 1896: The railroad, T. M. BAYNE and LORENA carried large numbers of people from here (McConnellsville) and along the river to the Forepaugh & Sells Bros. show at Zanesville Tuesday.

May 29, 1896: Arrangements have been made with the T. M. BAYNE to take up delegates, etc. to the Judicial Convention next Tuesday at Zanesville. Boat leaves here (McConnellsville) at 5 o'clock a.m. and will return after the Convention. Breakfast and supper will be

served on the boat.

June 19, 1896: On the Fourth of July the T. M. BAYNE will run an excursion from Duncan Falls to Malta. Leave Duncan Falls at 7 o'clock a.m. Round trip 25¢.

July 24, 1896: The congregation of St. James Church, McConnellsville, will unite with the congregations of Taylorsville & Stockport for a picnic at "Island Park," Taylorsville, July 30th. The T. M. BAYNE's special excursion will leave McConnellsville at 6 a.m. Standard Time. Leave Taylorsville at 5 p.m. Round trip 25¢ and 15¢.

Aug. 7, 1896: Excursion Str. T. N. BAYNE to Stockport & return this evening from McConnellsville, 25¢ and 15¢.

Sept. 5, 1896: Str. T. M. BAYNE excursion to Stockport, 25¢.

Sept. 18, 1896: There will be an excursion to Gaysport on the T. M. BAYNE next Saturday evening, Sept 18th, M.P. Church, cake and ice cream served on the boat. Round trip 25¢. Boat leaves at 7 p.m. On Monday BAYNE will charge excursion rate McConnellsville to Zanesville for the ball game.

Profound thanks to S&D friends who enlivened our desk with "first issue" steamboat stamps, all 25-centers, unleashed with ceremonies at New Orleans on March 3, 1989. Most individual in styling was the photographic cover prepared by Allen Hess of Boston, Mass. whose stamped postal was decorated with his photo of the JULIA BELLE SWAIN, port stage lowered, fogged in at a rocky shore. Allen attached the WASHINGTON-1816 stamp of the series, depicting a side-wheeler under way. The artist obviously used as his model a wood-cut representation widely circulated in Cincinnati in 1825 when Henry Miller Shreve built the GEORGE WASHINGTON there for Kilgour, Taylor & Co., the first Western boat with an upper cabin. The wood-cut shows this cabin, and at the stem a bowsprit and figurehead.

Capt. Harold B. Wright of Huntington, W. Va. and Capt. John L. Beatty of Warsaw, Ky. were liberally quoted in a recent Associated Press news story about the hazards of running the nine Cincinnati bridges spanning the Ohio River during times of high water.



Sandie and Jack Custer smile for the birdie as Fred Rutter snapped this interior of the TWILIGHT at Le Claire, Iowa on July 2, 1988. Capt. Dennis Trone reached the ultimate when he adopted the detailing of the TWILIGHT's cabin decoration and decor, carpeting soft as mush and GRAND REPUBLIC white-painted columns parading at either side. And how about those overhead skylight glasses, and the oval-topped windows and doors!

STORY OF W. H. LANGLEY

Mike Vanderboegh Finds
Many Facts In
A Two-Year Research

Way #5637 lists a sternwheel packet named W. H. LANGLEY and gives her a three-line mention, sum-total of what the compiler knew of her. Now there comes to our desk a typed treatise detailing the fortunes and misfortunes of this craft, researched and authored by Michael B. Vanderboegh, 6635 Womack Road, Pinson, Ala. 35126. In our June '88 issue, page 45, is our first mention of Mike Vanderboegh, and in the September '88 issue, page 6, he is again in the news, combing exposed sandbars along the shore of the Mississippi hunting the mortal remains of this W. H. LANGLEY.

What's so remarkable about the W. H. LANGLEY? We'll get to that.

In the first place, Mike was wondering did we know where Fraziers Landing, Ohio was located. That's where the LANGLEY was built. This was easy to answer; no, we did not know.

Mike found out. Aaron Frazier in 1856, aged 42, owned a 5-acre lot fronting the Ohio River at Hanging Rock, a couple of miles below Ironton, O., downriver from the Hanging Rock Furnace. Aaron Frazier contracted to build a sternwheel packet 128 x 23 x 4 (about the size of the T. N. BARNSDALL) for Capt. Augustus Donnally of Gallipolis, O. for the Gallipolis-Cincinnati trade. She got a Texas, and the name W. H. LANGLEY honored a 46-year old merchant of Gallipolis described as doing "the heaviest mercantile and milling business in Southern Ohio." The Cincinnati Gazette, issue of Nov. 28, 1856, reported the LANGLEY at the local wharf loading for Gallipolis (that town's name is pronounced Galli-police in case you're wondering).

Donnally ran the LANGLEY in the Gallipolis-Cincinnati trade until late June 1858 when he sold her to Capt. John T. Sherley of Memphis for the Memphis-Napoleon-White River trade. This Capt. Sherley was a son of Capt. Z. M. Sherley, president of the U.S. Mail Line Co. based at Cincinnati. On Feb. 12, 1859 John sold the boat to J. C. and

William Williams of Memphis who continued running her to White River. Then in Oct. 1860 sold her to Lawrence Henry, also of Memphis, who kept her running Memphis-White River. War broke out in the spring of 1861 and within several months the Confederacy enlisted the LANGLEY as a transport, changing her name to ACACIA.

This name-change is what threw Lytle-Holdcamper for a loop, attributing her demise to that of the ACACIA COTTAGE. Way #0045 fell into the same trap. Neither of these compilations wised up to the fact that the W. H. LANGLEY became the ACACIA in Confederate service. Mike Vanderboegh, our compiler, says in a footnote that he happened upon this name-change in the Mishawaka (Ind.) newspaper "Enterprise," Aug. 30, 1862, page 2.

The river engagement now known as the Battle of Memphis, free-for-all clash in full view of the citizenry of that city, June 6, 1862, involved the ACACIA, captured at the wharf by U.S. forces. Four days later "a board of U.S. river experts valued the ACACIA at \$2,750. Two of these experts were Capt. Horace Bixby and Jacob S. Hurd, whose judgments, beyond reproach, were accepted. Following needed repairs, the U.S. Quartermaster Dept. assigned her into service as a transport between Memphis and Helena, Ark.

All of this tale, so far, may be considered as preamble for the main thrust of Mike Vanderboegh's preoccupation with this pint-sized packet by now about overdue at the boneyard. Mike has titled his next chapter "The Cotton Conspiracy of Major General Samuel R. Curtis, U.S.A."

The W. H. LANGLEY, built at Fraziers Landing, Hanging Rock, O. in 1856, renamed ACACIA by the Johnny Rebs, now in U.S. packet service Memphis-Helena (92.8 miles), hit a snag while downbound, about 25 miles above Helena, in the early hours of August 21, 1862, and broke up with a life-loss of "at least 40 persons," to quote the author.

The author reports that there were "about 110 passengers" aboard that night of the wreck. The hull parted company from the superstructure, the boilers slid off the hull, and then the upperworks ran afoul of another snag, reducing the cabins and what else was left to kindling.

Come daylight two steamers appeared on the scene; the upbound CONWAY from Helena, and the towboat W. H. BROWN, downbound from Memphis. Both picked up survivors. (Here, both Lytle-Holdcamper and Way err in disposing of the CONWAY by snagging in 1860.) Worse still, perhaps, is the absence of any mention of this disaster in the U.S. Official Records.

Major General Curtis, U.S.A. had been moving his army through Arkansas, took Batesville during March, and in mid-July 1862 settled headquarters into Helena, a thriving little town from which much cotton was ginned, baled and shipped by river. The bales were piling up due to the Yankees controlling traffic on the Mississippi. The name of the game was to buy up baled cotton and get it merrily on its way to Cairo and points north and east. This required hefty bribing of various Army higher-uppers. Other higher-uppers were ordering troops out on "cotton raids," a conspiracy which led to the appointment of a U.S. Commission of Inquiry, headed by Gen. Irwin McDowell, empowered to seek out the wrong-doers. The Commission, after a year in the field, filed its report to General Halleck in Washington, D.C. in July 1863. High on the list of manipulators for personal gain were Major General Curtis, plus almost all of his senior staff members (including his son, Capt. H. Z. Curtis), and most of his subordinate generals. The Commission had not been empowered to court martial the guilty. The details of the Commission's numerous hearings, contained in hand-written volumes, were filed in archives.

The extreme low water in the Mississippi last summer led to the discovery, by Mike Vanderboegh, of the hull of the ACACIA, under dry ground, using modern electronic equipment. Details of the location are under a blanket of secrecy to discourage pilfering.

--This report, in full, was presented by Mike to the Civil War Naval Institute at Mobile, Ala. on February 18th last. Ye Ed accepts full responsibility for preparing this resume from Mike's meticulous presentation, in hopes that no errors have crept in. -Ed.

EXPLORING WRECK OF
AN ANCIENT BOAT

by Mike Williams

The DELTA QUEEN was downbound on the lower Mississippi above St. Francisville on the morning of November 17th last. Capt. Milford Lawrence, pilot on watch, and I, first mate, had been talking about steamboat wrecks and the possibility of locating the remains of the famous side-wheeler J. M. WHITE around the head of St. Maurice Towhead. We scanned the huge sandbar out for air on this abnormally low water, at the head of the island, hoping to spot a lump, a protruding timber or some tell-tale evidence. Nothing but a wading bird and the scattering of drift. Going on down the river Capt. Lawrence's attention was focused on overtaking three downbound tows. I still was on the look-out for wrecks. All I was seeing through my binoculars were scattered rocks, drift and a few plastic bleach jugs. As we passed St. Francisville I knew we were too far downriver for the J. M. WHITE disaster, so I was back on the lazy bench sipping hot, thick, black steamboat coffee. Coming down on a bend above Profit Island I was idly noticing a long, high bank along the right shore, apparently freshly cut. But wait--was this black clay over there? Then I trained the glasses. There, behold, was a very large wooden boat keel sticking out from the base of the high bank. My heart leaped. Almost in disbelief I was seeing pieces of timber and ribbing hanging from it, and scattered in the shallow water beneath. Then Capt. Lawrence took a hard look. He saw exactly what I had seen--the wreck of a very-old steamboat hull. We swapped the glasses back and forth until a stand of willows in the next bend hid our prize from view.

The river charts showed that the channel 1848-1870 had crossed where our wreck now lay. I poured through history books we have on the DELTA QUEEN to learn of several Civil War naval engagements in the vicinity, including the sinking of several Union gunboats and transports. A packet had sunk in that same general area with a cargo of gold! Capt. Lawrence and I agreed to say nothing of

what we had seen. What we didn't need was a swarm of relic and treasure hunters flocking over that caving bluff. I was due for off-time in New Orleans after one more round trip to Natchez. Then would come my chance to borrow a motorboat, load her up with supplies and a shovel and do some scratching around.

Later that afternoon the D.Q. eased up to the landing barge at Capitol Marine in Baton Rouge for a scheduled tour stop. On the levee was my wife Myra with our two-year-old daughter Heather, in town visiting relatives. It was 1 p.m. and the D.Q. was departing at 5:30--four hours to drive those 25 miles to the wreck and get back aboard. Myra fairly leaped at the chance to go exploring, and we took Heather along with us.

What happened was a 60-mile wild goose chase, lost on back roads and the sugar cane fields of central Louisiana. Myra, having been chief purser of the D.Q., took this outcome in greatest of good cheer. Heather fell asleep. And so we managed to get back to the D.Q. before departure time from Baton Rouge. We agreed to wait until my vacation time rolled around for another try.

Capt. Lawrence and I decided that evening to tackle the problem from a better angle. We agreed to let the D.Q.'s master, Capt. Gabe Chengery, in on the discovery in hopes he would agree to land the D.Q. at the site on the upcoming Natchez trip. We plied Capt. Gabe with visions of relics, gold and untold riches, in which he was to share. His initial reluctance melted.

And so it came to pass that at 1 a.m. November 20th, with Capt. Bobby Powell on watch, Capt. Gabe, Capt. Lawrence and I with both searchlights scanning the bank. The river was up somewhat, and the shore looked quite different by searchlight. But, and suddenly, there she was, a ghost from the past, sticking out 20 feet at the base of the high caving bank. In another moment 2nd mate Keith DeMarrero, the after watch deckhands and I were out there on the bow of the DELTA QUEEN gazing at the jumble of timbers and hull planks, knowing nothing of what had happened or when. All we knew was "where," and we were there.

As Capt. Gabe got to the bow we lowered the stage just above where the hull protruded. I jumped down on to the bank, poking around for some sign of identity. Two deckhands started digging around. The curved hull planking arched over my head. Some of the old wood was in surprisingly good condition. Scraping with a small hammer I uncovered several fist-sized pieces of coal which I stuffed in my pockets. A few square peg nails in the hull planking came free with aid from my hammer, and I pocketed them. We rooted around for an hour, took some flash pictures, noted red stain in the mud, hinting at the presence of rust from machinery still buried. It was a large vessel without a doubt. Finally, soaked to the waist and covered with mud, we returned to the D.Q. with a piece of hull timber and the few souvenirs we had picked up as reward for our troubles.

The details of our find and its location have been reported by us to historical preservation experts. Meanwhile Ol' Man River is recovering from the great drought of 1988 and chances of recovery of the wreck, or even further investigation appears remote.

--And that is my story, to date.

Sirs: Could you please send me the price list for some prints of the SPRAGUE. Do you have any information about this Tugboat? I would like to know how long its been off the river and what has become of it. Thank you.

Mrs. Nancy Camp,
Rt. 6,
3 Hill Creek Road,
Shepherdsville, Ky. 40165

=Such a sad request! Will Jack Custer please answer Mrs. Camp?
-Ed.

Our thanks to Capt. Robert D. Ashly, 49567, St. Rt. 338, Racine, Ohio 45771, for research assistance in Letart Falls, Ohio.

Licenses issued by the U.S. Steamboat Inspection Service for masters, pilots, engineers and mates were issued for a one-year period until January 1, 1897. Effective that date such licenses, both original and renewals, were effective for five years, and so remain to this day.

PREMATURE LAUNCHING

VALLEY GEM II Hits the
Drink On Spring Rise.

Pictures and Details
by J. W. Rutter

On the cold, damp morning of April 1, 1989 the Ohio River was rising with a prediction of 31 feet at Marietta. At Reynold's Landing, about six miles below town, Capt. Jim Sands and his son Jim Jr. decided to act even though much more work had been planned prior to launching.

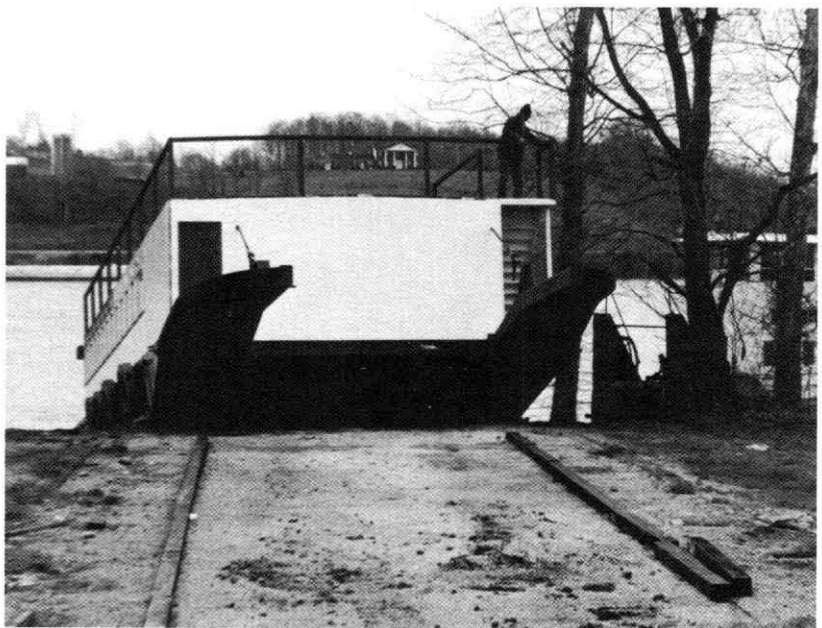
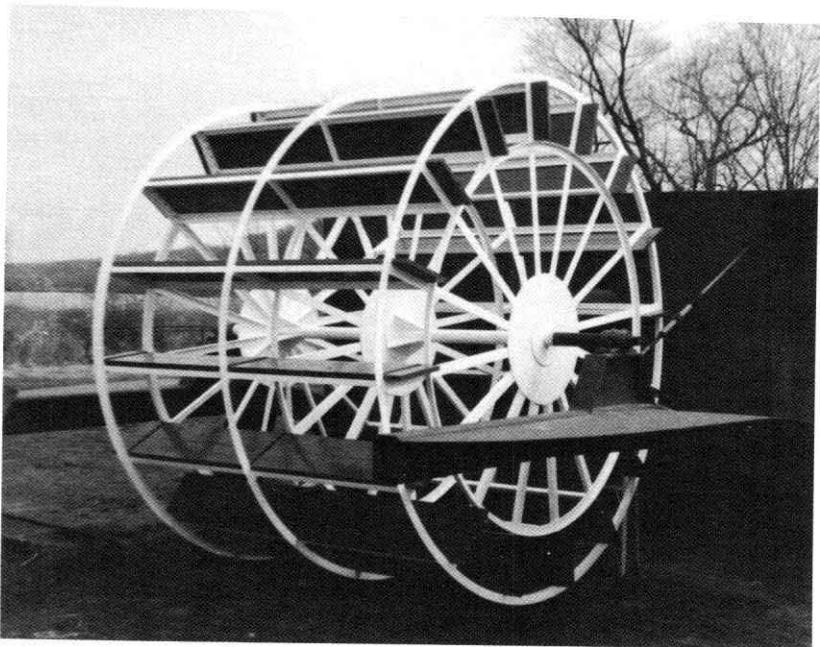
The paddlewheel, already in place, was dropped from its mountings and rolled across the road. The new boat was resting on greased timbers. The plan was to hook a bulldozer to cables strung from eyes mounted toward the stern which extended around pulleys hooked to a couple of stout sycamores down on the river bank. The bulldozers on the sides would pull while a third 'dozer would shove against the stern.

By 1 p.m. the lines had been laid out, a bulldozer with a big block of wood mounted on the blade as a cushion was positioned between the fantails and Jim Sands was standing on the roof to direct the proceedings.

"Let's go! All together, now, and watch my directions," spoke the builder and launch director.

There was a combined roar from the three 'dozers accompanied by belches of black smoke from the exhausts and VALLEY GEM II started riverward.

The hull came to the end of the greased timbers and started over the muddy river bank. There was a pause as lines from the pulleys to the 'dozer winches were shortened. Jim Sands called for pulls on alternate sides. She started to wiggle and started over the bank, coming to a stop when the bow reached the still rising river. The LITTLE EDWARD, recruited from Marietta Industrial Enterprises, was out in the river pulling mightily and the 'dozers roared. She slid in about 1:45 p.m. and was riding nicely. Jim Jr., who had collected a fair amount of mud by now rearranged the lines and retrieved a pulley which had broken. Ivan Arnold and Jim



Sands were standing on the shore gazing at their handiwork. It was Ivan who, as master welder, had done a perfect job. Even with the rigors of the launch there was not so much as a ripple in the steel hull. He had been on this job since early last fall.

The new and "big" VALLEY GEM II is much larger than the older one, and expectations are she will handle 300+ upon certification.

P.S. Her capacity will be just about right for an S&D charter one of these days, let's hope.

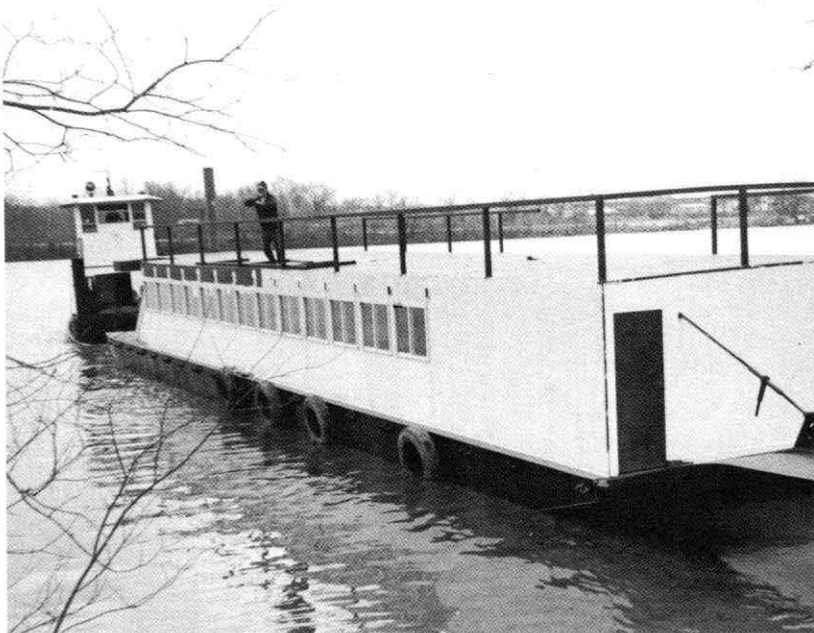
Capt. William L. Foley, 14514 75th Ave. W., P.O. Box 295, Andalusia, Ill. 61232 has our thanks for a Pittsburgh newspaper clipping dated Aug. 8, 1942. River reporter George A. Zerr of the Post-Gazette writes as follows:-

On Maiden Trip Here

The triple screw towboat VAGABOND powered with internal combustion engines developing 300 hp., arrived here yesterday on its maiden trip from St. Paul, Minn., it being the first boat with three propellers to reach this port. The actual running time from the northern port, a distance of 1,823 miles, was 17½ days. The boat was pushing a tow of 12 barges, four of them being loaded with scrap iron for delivery to Weirton. Capt. Frank Aiple, who designed and built the boat at Stillwater, Minn. in 1941, is master and acting chief engineer of the vessel, while Capt. William Foley of Rock Island, Ill. and Capt. Marquette Lancaster of Albany, Ill. are standing watches as pilots on the long trip. The boat leaves today for Weirton, then for Charleston, W. Va., where the barges will be loaded with coal for the return trip to Minneapolis. The boat is 65 feet long, 40 feet wide and five feet deep.

.....

While Captain Foley was making this historic trip 37 years ago, Ye Ed was master-pilot of the mv. PAUL BLAZER handling gasoline barges in the Ashland, Ky.-Florence, Pa. run. Curiously Cap'n Foley and I became acquainted aboard the DELTA QUEEN only a few years ago on a high-water run from St. Paul to St. Louis. He belongs to S&D and recently sent his two-year dues renewal along with a nice letter to our secretary Bee Rutter.



Woody's five pictures become fairly obvious as you read the text of his story. The last one, just above, was taken April 5th at Reynold's Landing, Ohio River Mile 178.

Anent the VAGABOND's horsepower: we looked her up in the 1945 INLAND RIVER RECORD and she had three Cummins diesels, 300 hp. each, total 900 hp. Most powerful triple-prop towboat those days was SOHIOAN built in 1943 at St. Louis Ship with Fairbanks-Morse diesels, total 2,415 hp. Cargill of Minneapolis got in the act with a four-prop towboat in 1944 when their affiliate, Cargo Carriers, welded together four Sea Mules to create the CARTASCA, 1,024 hp. total.

First iron hull towboat on the Ohio River was the ALEX SWIFT, built in 1873 at Covington, Ky. by Capt. George Vandergrift. Capt. Vandergrift was born in 1850 in Vicksburg, Miss., educated at Shreveport, then moved to Ohio where he was a telegraph operator for the Little Miami Railroad.

JACKPOT! screamed the Quad-City Times in Second Coming type across its April 21 issue. The Iowa House of Representatives had voted 51-47 to legalize riverboat gambling.

O-K CHAPTER OF S&D
SEES 1961 BOAT FILM

Capt. Oliver C. Shearer
Entertains Group With
Scenes of Towboat
Construction.

by Jim Wallen

The construction of the 150-foot twin prop towboat OLIVER C. SHEARER was shown in color by O-K's president, Capt. Oliver C. Shearer, at the March 12th meeting held in the Mason County Library at Point Pleasant, West Va. The footage, taken by Cap'n Bert, started in 1960 with the framing of the hull, and carried through until the completion of the pilothouse. She was built by the Marietta Manufacturing Co. of Point Pleasant for O. F. Shearer & Sons, which started in business on the Kentucky River in 1913 with a 15 hp. gasboat (see March issue, pages 28-29).

Cap'n Bert is one of the sons. The late Capt. Oliver C. Shearer was another of the sons. The OLIVER C. SHEARER remains in active river service today, owned since September 1973 by Indiana & Michigan Electric Co., Lakin, West Va.

J. W. (Woody) and Bee Rutter of Marietta, Ohio, both of them officers in the parent S&D organization, attended the showing of Bert's film, and enjoyed visiting with their O-K Chapter friends.

Dr. Michael (Mike) Shinkle, 100 Skyline, Germantown Hills, East Peoria, Ill. 61611 was visiting in the Pittsburgh area during mid-February and treated us to lunch at the local Country Inn. As we suspected, Dr. Mike is a direct descendant of the Covington, Ky. Shinkle clan dating back to 1846 when Amos Shinkle arrived and soon thrived. In 1869 had done so handsomely he built what was known as the Shinkle "castle," a 32-room mansion on Second Street near the Licking River.

Not so long ago columnist Mike Turmell of the Cincinnati Enquirer described Shinkle's castle, remarking upon the magnificent carved woodwork, mirrors, statuary, a huge cut-glass chandelier and patterned hardwood floors of various colored woods. Topping the features was the servant's bell board. These bells, mounted high on a hallway wall, were connected by wires to each

room so guests could summon the help. There was a brick tunnel leading to the Licking River, and today there is debate about its purpose. Water to serve the many bathrooms was pumped from backyard cisterns to a top-floor reservoir tank.

Dr. Mike says that when Amos Shinkle died in 1892 the "castle" fell into disuse. Gradually the younger generation Shinkles scattered until today only Nick and Audrey live in Cincinnati, and others are in Florida, California, St. Louis and Peoria.

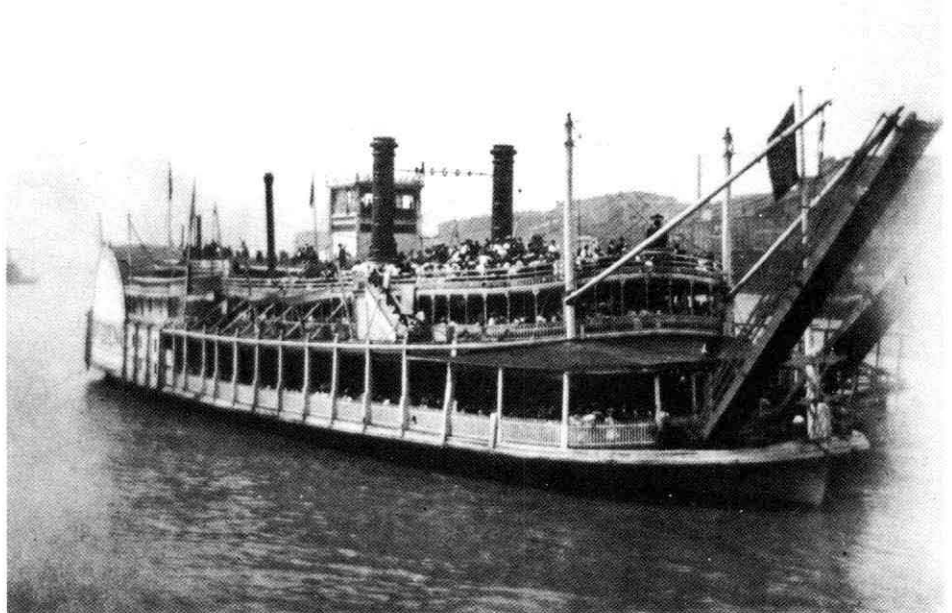
Dr. Mike Shinkle is looking for photographs of the Shinkle steamboats which had great diversity in the 19th century, ranging from major packets and side-wheel excursion boats to towboats. The one which most captivated his fancy in our collection was one of the VINT SHINKLE which he had not before seen.

The Shinkle "castle" is no more, demolished in the 1920s. It had been donated in 1914 to the Salvation Army for a women's home, and a few years

later the Salvation Army used it as the first location for their William Booth Memorial Hospital. The "castle" was torn down to make way for a new Booth Hospital, which relocated in 1979.

While Dr. Mike seeks old Shinkle steamboat pictures, we would be delighted to find a good shot of that Shinkle "castle" wherein plans for the Roebling Covington-Cincinnati suspension bridge were fostered as early as 1856, where 10 steamboats named CHAMPION (named consecutively No. 1 through 10) were headquartered, and where a scad of Memphis and New Orleans packets were planned and built.

We plied Dr. Mike Shinkle with an invitation to attend S&D come September. It was then he told us that on this upcoming June 24-25 he will be riding the JULIA BELLE SWAIN with Capt. Denny Trone, along with friends from Chicago, St. Louis and points between, 60 reservations in all.



ST. LOUIS has been the home port for quite a number of whopper-size excursion boats. Above is the CITY OF PROVIDENCE with a population aboard and our thanks to R. V. (Rudy) Gerber of Kirkwood, Mo. for the picture. Capt. W. H. Thorwegen converted this Anchor Line packet for excursions by ripping out the cabin state-rooms to create a dancefloor, lopping off the texas and shortening the stacks. When the Anchor Line fell into financial troubles he also picked up their side-wheelers CITY OF VICKSBURG and CITY OF ST. LOUIS. He preferred large boats. In 1874, as owner-master of the GRAND REPUBLIC, he took his passengers on a sight-seeing tour out through the Jetties to Port Eads and beyond, turning in the Gulf 15 miles off-shore. Usually he was a cautious mortal, and once judged he had carried 6-million passengers and never lost a life.

MORE ON WILL S. HAYS (1st)
AND DAN RICE'S CIRCUS

John Polacsek, 5980 Lannoo, Detroit, Mich. 48236 amplifies to us in a letter dated Jan. 20th regarding the packet WILL S. HAYS, first of the name (#5794).

Way's Directory (wrongly) identifies her as a side-wheeler, from information compiled by Lytle-Holdcamper.

A photograph of her shows clearly she was a sternwheeler when operated by circusman Dan Rice.

Customs enrollment #86 issued at Louisville, Ky. in Dec. 1865 shows WILL S. HAYS to be a sternwheeler 155 x 31 x 4 8/11.

Enrollment #175 issued at St. Louis, July (?) 1866, states she is sternwheel, and gives dimensions as 155 x 31 x 4.8.

Newspaper items:

Pittsburgh Gazette, May 12, 1869:- The WILL S. HAYS has been chartered by DeHaven's Circus to take the troupe to St. Paul and will then return to the Ohio River.

St. Louis Democrat, July 22, 1869:- The WILL S. HAYS has taken the Dan Rice Circus up the river from Alton to St. Charles.

Pittsburgh Gazette, Aug. 30, 1869:- Dan Rice purchased the WILL S. HAYS for \$12,000 to transport the show on the Mississippi & Ohio Rivers.

The Dan Rice Circus in 1869 opened the season on April 12 at Cincinnati. The show performed for one week in town; then began a tour by railroad. Possibly by late July at Alton, Dan Rice bought the WILL S. HAYS, took her up the Missouri, down the Mississippi and then up the Ohio. The show performed at Cairo Sept. 4; at Evansville Sept. 11, and on Sept. 28 was at Maysville, Ky. She closed at Louisville Oct. 14-16. Then began a trip on the boat to New Orleans which in 1870 had them showing above Pittsburgh, Pa. that summer, where they left the boat and took to the rails.

John Polacsek says he is still researching the Dan Rice ownership. Her district of enrollment was changed from Memphis to Cairo on Sept. 4, 1869, wherein she is described as "square stern" with no mention of whether sternwheel or side-wheel. The Lytle error may have come about by consulting this or later enrollments.

Frank P. Silliman, well known as president of the former Hillman Barge & Construction Company, Brownsville, Pa., died, 82, on Wednesday, January 18, 1989 of pneumonia at St. Clair Hospital in Mt. Lebanon, Pa.

Frank started on the river as a steamboat engineer, serving on the Hillman-owned A. B. SHEETS and J. H. HILLMAN and, for a time, on the excursion steamer HOMER SMITH. He retired as president of Hillman Barge in 1976.

His involvement in river improvement gained Frank directorships in the Ohio Valley Improvement Association, Mississippi Valley Association and the American Waterways Operators. His interest in machinery was reflected in his memberships in the Society of Naval Architects and Marine Engineers and the Engineers Society of Western Pennsylvania.

Those who knew Frank best will miss him most.

The Bible from the ALICE DEAN was recovered from the wreck opposite Brandenburg, Ky. by a party of ladies in the fall of 1895. Morgan's Raiders had torched the side-wheeler on July 8, 1863.

The grand opening ceremonies for the restored DELTA KING at Sacramento were held May 19-20. A gala benefit for the McGeorge School of Law Academic Enrichment Endowment Fund was held on the evening of the 19th. Formal christening came next day with a regatta, bands, cannon fire, a frog jump, release of 1,000 balloons, a bag-piper to commemorate the river boat's Scotch heritage and a benefit program for the Sacramento Opera Association.

-The above bulletin came from Velma Krauch, Vacaville, Cal., co-author of "Three Stacks and You're Out," about the QUEEN MARY's final voyage to Long Beach, Cal.



The last thing you expect to happen, does. The newly refurbished DELTA KING at Sacramento dropped her wheel in the river during mid-March when a weld let go. -Thanks to Hal Wilmunder for the newspaper picture.

TAKE ME BACK
TO INDIANA

Correspondence About How
To Build a Steamboat Model
From File of
Alan L. Bates

Alan L. Bates in 1952-1953 "got the idea in his craw" to quote him, to build a scale model of the side-wheel INDIANA (Way #2754). When Alan first became possessed with the idea he knew little or nothing about the lay-out of her decks, and the object of his affections had burned over twenty years prior. Alan launched upon a campaign of interviews and letter-writing, resulting in a set of INDIANA plans, which he drew in such detail they could have been taken to a boat-builder as specifications. He did manage to build the hull for his model, but that's as far as it got. His drawings, run off as blueprints, "took fire" with some modern model-builders, resulting in the construction of INDIANA models which, when exhibited, took awards and prizes both national and international.

Alan Bates says in a recent letter: "Semi-occasionally I still get requests for information about specific steamboats, from persons usually seeking plans, specifications and photographs. I can't help them very much. The latest of these requests listed eleven packets. Many such requests by model builders complain, 'There isn't any information here about boats.'"

All of which spurred Alan into sending along Xerox copies of replies he received almost forty years ago during his INDIANA binge. He supplies them to us with the observation as follows:

"Much has been added to the body of knowledge about boats, collectively and individually, since 1953. Seekers of truth about steamboats have shared their discoveries with one and all. Libraries have compressed thousands of pages of ancient newspapers into rolls of microfilm. New pictures of boats formerly believed to have been missed by photographers turn up frequently. Actual plans, made at boat yards, are now available--of Howard-built boats at Indiana University's Lilly Library, as example--and genealogies of river families are

Honolulu, Aug. 13, 1953.
Mr. Alan L. Bates,
Lyndon, Ky.

Dear Sir:

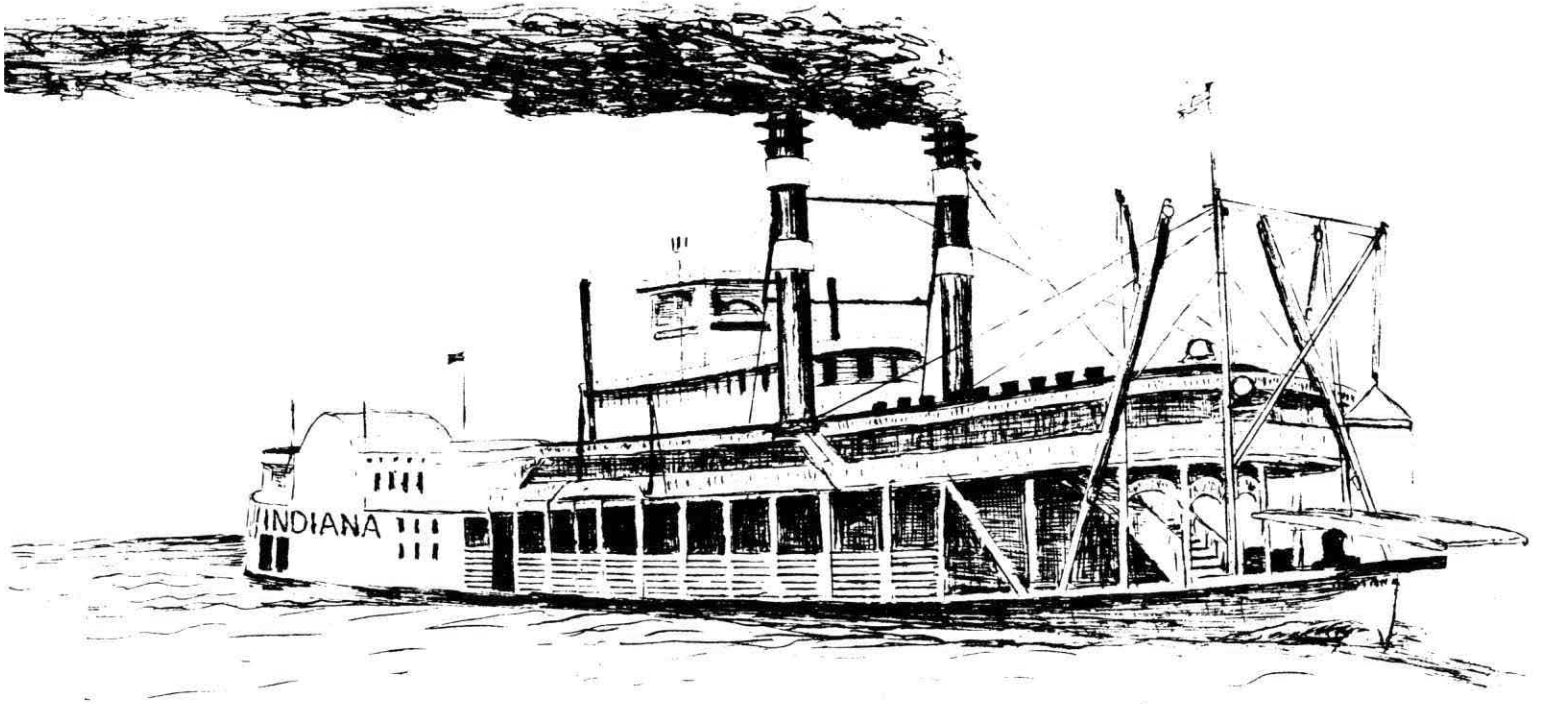
Your letter of Aug. 1 was forwarded to me here. I appreciate your position in attempting to build a model of the old time steamer that you probably have never seen. My memories of the INDIANA are quite clear, and it seems but yesterday that she was a new boat, and a very handsome one too.

Time flies fast and on May 1, 1916 the INDIANA partially burned at the Cincinnati wharf. When rebuilt the next year as the AMERICA she was a much different looking boat.

The Photos you mention of the INDIANA, if they were taken at Howards when the boat was new, they are probably as good and as clear as any that you will ever find. With the original drawings of the boat, to aid you in starting, I would imagine you will have little difficulty in getting a nice model. I have no pictures of the INDIANA that are as good as the ones you have mentioned. And besides all my stuff is at Cincinnati so I can help you but little. I have never made a steamboat model, so therefore cannot tell you much about that either. Briefly, both sides of the boat were alike, and with the dimensions to go by, if you can get the proper amount of sheer in your deck lines, and the correct size and height of the stacks, you will have little to worry about. In a boat drawing, the smokestacks were always the most particular thing for me. And when I got them right the picture would always look right. The drawing of the stacks on a steamboat is just like drawing the eyes in the picture of a person. If you can get them correct you will have the hard part of your work done. I would suggest care that you do not get them too large, as that is a very easy thing to do in making a picture. The INDIANA was a lighter built boat than any of the others and was rather plain in the cabin, with a minimum of gingerbread work. I would suggest to get the right number of stationaries on main deck, watch for the camber or crown in various decks and increase as you go up. Count your windows and doors and make the texas rather short. A standard double stairway in front, with baggage room underneath. The mast was made of ten inch oil well casing with weights sliding up and down in it to balance the weight of the stage. I would estimate the depth of the wheelhouses at eighteen feet. If you can get the right cut on the shape of them, the photograph will tell you when you are right. Three stairways each side from the cabin deck to the roof. One lifeboat each side forward of the side houses, and one swung on a derrick at the stern. There was no coloring to mention. All was white when new, except the chimneys. Anything given you by Capt. Maurer or Capt. Howard can be considered as being correct. The MINNIE BAY's whistle was as follows: 6x18--4x12--and 3x9 inches and always looked rather small on such a large boat, but that is the only whistle the INDIANA ever had. Generally speaking that is about all that I can tell you about this boat. When completed she was said to be 82 feet in width, and two feet wider than the locks at the foot of the canal at that time.

I enclose a pen sketch I have just made, and a few suggested memorandas. Sorry I have nothing here that will do you any good. My best wishes for your success in this difficult undertaking. Yours truly, Jesse P. Hughes.

This sketch by Capt. Jesse P. Hughes
was enclosed in his letter dated Aug. 13, 1953.



PEN SKETCH FROM RECOLLECTION OF PHOTO TAKEN IN 1902 BY MR. THOMAS FARLEY OF ORANGE, NEW JERSEY. WOULD SUGGEST YOU INTERVIEW CAPT. JAMES BRASHER OR CAPT. WYMOND BRASHER, WITH DUFFY SAND CO., LOUISVILLE, KY. FOR FURTHER INFORMATION ABOUT THIS BOAT.

published from time to time in the S&D REFLECTOR. A dedicated researcher will be rewarded by tracing through REFLECTOR pages. Half hull-models, those once super-secret records of exact hull shapes, are on open display at several museums.

"The best advice to be given to those who seek information about boats is to dig in and start. Professor Laurence J. Peter wrote, 'Faced with an important task, the competent [person] simply begins it,' and so I advise those who want information to start at one place or another and get on with it. Don't expect any one person or collection to provide all that is needed. You simply start."

We reproduce from Alan's correspondence file the accompanying letters, postal cards, and drawings in the trust they may assist some steamboat model builders of the future.

INDIANA UNIVERSITY
BLOOMINGTON, INDIANA

THE UNIVERSITY LIBRARIES

July 30, 1953

Mr. Alan L. Bates
Route 1, Box 131
Lyndon, Kentucky

Dear Mr. Bates:

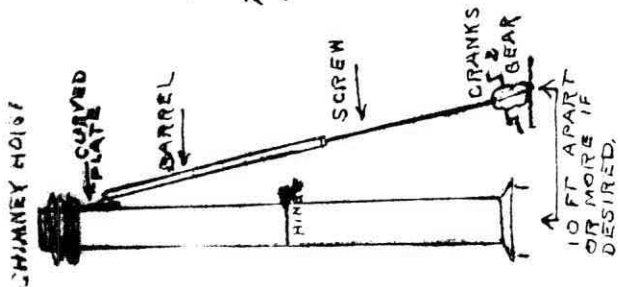
The blueprints of the Elevation of the Steamer Indiana and the section of America's Revised (Steel) Hull from the Howard Steamboat Company Collection are being made for you in the office of the coordinating Architect of the University and will be sent to you as soon as they are ready.

Very sincerely,

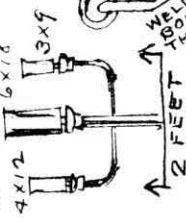
Doris M. Reed

Doris M. Reed
Curator of Manuscripts

DMR/mlg

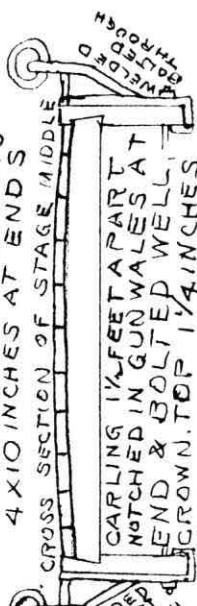


SCAPE PIPES
12 INCH DIAMETER
OPPOSITE AFT
SIDE PILOTHOUSE
OR NEAR THERE
CHIMNEYS ABOUT
36 TO 40 INCH IN
DIAMETER AND
20 FEET OR MORE
APART.



VALWAYS ON STAIN
SHEET IRON RINGS
OF 48 INCH WIDTH
CENTERED AROUND
THE STACK NOT
TOUCHING ANYWHERE
PAINTED WHITE.

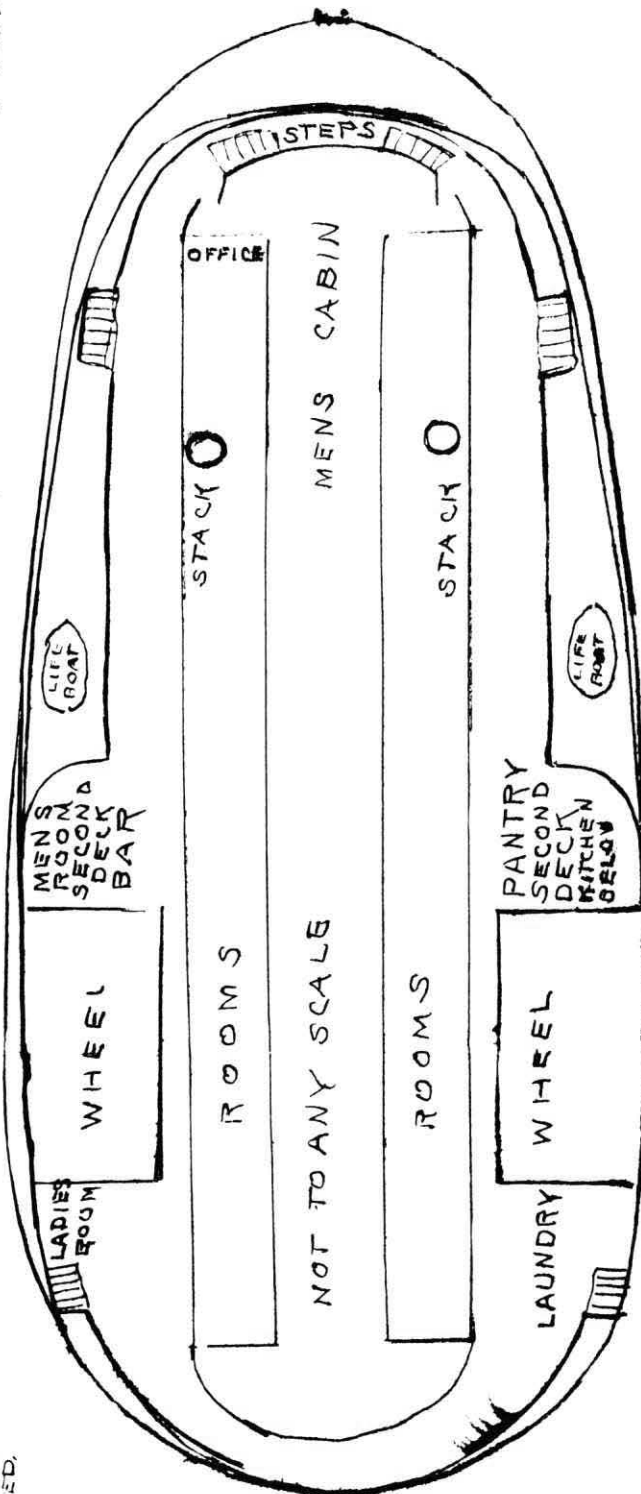
SWINGING STAGE
50 FEET IN LENGTH
6 TO 6 1/2 FT WIDE
FOR AUTOMOBILE
GUNWALES 4x16
4 X 10 INCHES AT ENDS



BUILT 1901 - MACHINERY FROM OLD BOSTONA.

HEIGHT BETWEEN
MAIN DECK AND CABIN
MIDSHIP TEN FEET.
FORWARD ELEVEN FEET.
BEHIND CABIN DECK
& HURRICANE 7 1/2 FEET
APPROXIMATELY
CROWN IN MAIN DECK
POSSIBLY ONE FOOT
CROWN IN CABIN DECK
POSSIBLY 1 1/2 FEET
CROWN IN SKYLIGHT ROOF
ABOUT 15 INCHES (LESS
WIDTH) HEIGHT OF SKY
LIGHT ABOUT 4 FEET
NOT OVER 5 FEET AT FRONT
NOSING MAIN DECK 3x12
SCARPHED AT ENDS THUS
& SPIRED
AND BOLTED

WIDTH OF MAIN CABIN 12 OR 19 FEET



THIS ENCLOSURE WAS INCLUDED BY CAPT. JESSE P. HUGHES IN HIS LETTER OF AUGUST 13, 1953 TO ALAN L. BATES.

ROY L. BARKHAU
5445 MAPLE AVE.
ST. LOUIS, MISSOURI

September 12, 1953

Mr. Alan L. Bates,
Route 1, Box 131,
Lyndon, Kentucky.

Dear Mr. Bates:

I have brought your letter home with me in order that I might be reminded to look through my collection of Louisville and Cincinnati Packet steamer pictures in search for one showing the INDIANA on the port side. Unfortunately the only pictures I have show her from the starboard side and it is possible you already have these pictures since you desire port side only. I have no head-on view.

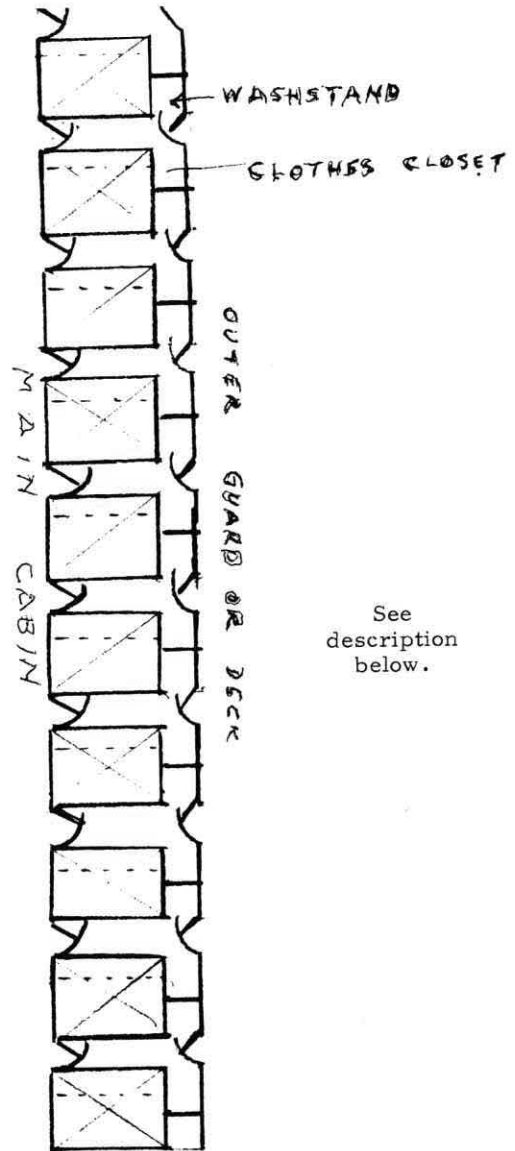
The only suggestion I can make is for you to write Capt. Frederick Wa, Jr. who operates the Steamboat Photo Company, 121 River Ave., Sewickley, Pa., and see if he has what you desire among his collection. His prices are reasonable, only 25 cents each for a 5 x 7 photo.

I remember the old INDIANA well, having made a number of trips aboard her, as well as on the AMERICA, after she was revamped into the packet and later the excursion boat at Louisville. She had the old BOSTONA's machinery and I can still hear her 'scape when she full-stroked her engines as she turned around, a glorious sound that is just about extinct. The side-wheel transfer boat at Helena, Ark., the PELICAN, is the only side-wheeler running today that makes the same sounds as the old timers.

Hoping you have success in your quest and regretting that I cannot be of any help to you, I remain,

Sincerely,

Roy L. Barkhau
Roy L. Barkhau.



See
description
below.

A section of the staterooms, running fore and aft, the drawing ascribed to Roy L. Barkhau. The washstand sections contained a shelf upon which was placed the earthenware bowl and pitcher. Under the shelf, on the floor, was the earthenware slop jar with removable lid. Also attached in this section was a small water pitcher and drinking glass. A mirror was attached to the bulkhead behind the washbowl. One electric light, unshaded, and suspended by its cord, was turned on or off at its socket key. Cork life vests were stowed under the lower bunk and a small framed NOTICE attached to a bulkhead provided instructions for donning and tying. Room doors opened both into the main cabin and to the outside guard. In warm weather the door to the guard could be latched open, and louvered shutters closed for privacy. Further ventilation came from overhead hinged and glass-paned transoms, one over each room door, and two more at the head and foot of the bunks. A throw rug spread thwartship was the floor covering. For beds, coil springs were suspended on wooden cross-slats, holding up the tuft mattress, cotton sheets, light gray blankets (70¢ a pair at Sears), a folded quilt, and a couple of C-grade pillows. Dexterity was a requisite for those who used the upper berth; no ladder or rungs. The INDIANA was said to have had such standard small rooms from one end of her cabin to the other, in order to sleep as many guests as possible on her overnight runs between Cincinnati and Louisville.

WHEELING BRIDGE
Celebrated Supreme Court
Case Aired In Legal
Journal.

The American Journal of Legal History, in its July 1988 issue, devotes 28 pages to a comprehensive review of the celebrated "Wheeling Bridge Case," 1850-1856, which caused the U.S. Supreme Court to order the bridge torn down, or elevated to 111 feet channel clearance at low water. The State of Pennsylvania brought the suit to the Court against the owners of the bridge, and the ensuing uproar brought on mob violence at Wheeling against the steamers of the Pittsburgh & Cincinnati Packet Line.

Obviously the old bridge still stands in 1989, never altered or torn down, and the Supreme Court order didn't work. The fireworks of this legal battle engaged some of the great minds of that day and time, and makes of the whole story a national encounter, Supreme Court vs. the U.S. Congress.

Elizabeth B. Monroe, writer of this article, is a Ph.D. Candidate in American Legal History, University of Florida.

THUMBS DOWN
Sternwheeler PORTLAND
Will Not Become
a Tourist Boat.

The sternwheel, steel hull PORTLAND, the last of the breed to work in the harbor at Portland, Oregon, declined into limbo in February when the Port of Portland gave up plans to convert her into a tour boat. Carter MacNichol, Port real estate director and project manager for the 41-year old craft, is considering "some kind of passive use, such as a floating museum." Thus comes to an end the seven year effort to place the Port's keepsake in active service.

A just completed preliminary design study puts cost of converting PORTLAND into a tour boat is \$4.5 million, much more than earlier Port estimates. Additional costs, including the construction of a downtown dock, would bring the total to \$6.1 million.

The Port of Cascade Locks,

which operates a tour boat on the Willamette and Columbia rivers, had hoped to operate the PORTLAND. Bob Montgomery, port manager at Cascade Locks, said his Port is "still seriously looking at a second boat for operation in Portland harbor by the spring of 1990.

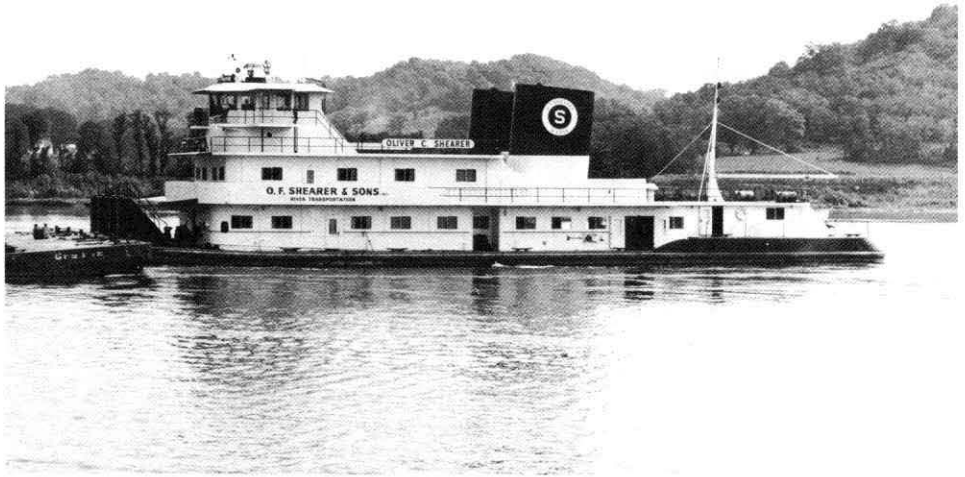
During the past seven years Port of Portland has spent \$114,000 on studies of PORTLAND's tour boat potential. The latest study, by Seattle-based naval architects, cost \$45,000. In past years the Port has expended \$42,000 for an economic feasibility study, which concluded that the project could pay off, and \$27,000 for an analysis of the boat's power systems and licensing potential.

The commissioners have been asked 90 to 120 days to find alternative uses for PORTLAND before the historic vessel goes to the scrap yard.

Incidentally, readers interested in supplying a second boat to the Port of Cascade Locks, write them at P.O. Box 307, Cascade Locks, Oregon 97014. What they seek is a craft of about 600 passenger capacity, or slightly fewer, in the \$1.5 to \$2 million range.

--Thanks to Richard E. Brown, 6404 Casper Way, Bakersfield, Cal. 93309 for clippings.

Jane Curry, 5048 37th Ave., S., Minneapolis, Minn. 55417 popped in at 121 River on March 29th on a swing-around tour of the lecture circuit. Jane created quite a splash in 1983 when her book, "The River's in my Blood" became pilothouse talk from the Gulf to the Falls of St. Anthony, including all navigable tributaries.



ELSEWHERE in this issue Jim Wallen furnishes a short report of a recent O-K Chapter of S&D meeting, at which the Chapter's president, Capt. Bert Shearer, showed movies of the above boat while she (he?) was under construction at the plant of the Marietta Manufacturing Company, Point Pleasant, West Va. in 1960-1961. Cap't Bert now sends the above, a jim-dandy of the OLIVER C. SHEARER taken on July 24, 1964 on the Ohio River near Big Bone Island. Credit for the photograph goes to Dan Owen, operator of the Boat Photo Museum at P.O. Box 0, Maryville, Ill. 62062. In the days of his youth Dan marketed pictures through what he called Babbs Island Photo Service, based at his home those days in East Liverpool, Ohio. Today Daniel C. Owen is assistant editor of The Waterways Journal, charged with updating and publishing INLAND RIVER RECORD and INLAND RIVER GUIDE. As these lines are written Cap'n Bert Shearer is southbound in the Mississippi aboard M/G Transport's DAVID T. SHEEHY with Capt. Walter Reed, with about 30 loads. One time Cap'n Bert took the old DUNCAN BRUCE down the Ohio with 25 loads out ahead and 1,350 hp. back behind. The SHEEHY has 8,400.

AUTOBIOGRAPHY

The Author's Permission
Has Been Granted To
Publish This Sample.

Alan L. Bates, out of a blue sky, sent along to us pages 548 through 552 of an unpublished manuscript of his, part of a chapter headed "Dear Friends," in which he comes from his home in Louisville, Ky. to an S&D meeting at Marietta some years ago. The first page starts off with the tag end of a tale he has apparently been telling of somebody named Tommy, but, like turning on the TV, get the sound adjusted as Tommy gets his feet burned, for you'll hear no more of Tommy. We left him in because somehow or other he seems to set the pace. -Ed.

...supperless, at about midnight. Tommy got three hours of sleep, then went to the dairy to load his truck. I got to sleep until six. His feet were burned by the concrete but healed in a week or two.

Bert Fenn is another very dear friend. He lives in Tell City, Indiana, where he is president of the Tell City Chair Company. Bert is wild about steamboats and the history of his area of Indiana. Steamboat fans in river towns often complain to me that they cannot find anything about the boats in towns such as Memphis, Pittsburgh or Saint Paul. Bert, living and working in a remote corner of southern Indiana, is one of the top-notch leaders in the compilation of river history. He helped raise an ancient hull that may have once transported the Marquis de la Fayette. He studied 'dinosewer' tracks on a stone ledge. He lurks in graveyards and reads tombstones and finds historic data of surprising worth and caliber.

Bert and I regularly attended meetings of the Sons and Daughters of Pioneer Rivermen at Marietta, Ohio, some three hundred miles from Louisville. We seldom chose the direct route between these cities, preferring to explore a wide band on each side of the straight path. We discovered a three-way bridge in Louisa, Kentucky and rode a canal boat in Piqua, Ohio. We drove the river roads between Pomeroy and Belpre. We ate lunch in Buffalo, West Virginia and we paid homage to Roebeling's masterful suspension bridge in Cincinnati. We visited

machine shops and interviewed inventors of perpetual motion devices.

The chronicle of one such excursion (during which we drove the direct route) will suffice. On this occasion we had three companions: Ruth Ferris, a retired school teacher from Saint Louis, is a first-rate river historian who has vastly enlarged the knowledge of her colleagues; Dave Crecelius was chief engineer on the BELLE OF LOUISVILLE at the time--a witty creator of tall tales. The third member of the party was Bob Niemeyer, a river fan and truck driver from Saint Paul.

We left Louisville early in the morning with Bob wishing we were in Marietta, for he was eager to meet Capt. Jesse P. Hughes, a delightful and very ancient pilot. He was on fire to meet Capt. Frederick Way, Jr., the daddy of all river historians, and he was peering over the hood ornament for a glimpse of Marietta when we left my garage. Poor Bob! Within fifty miles we stopped off at Madison, Indiana, to show Ruth the fire station with the fabulous weathervane and bell, and the antique store fronts downtown. We viewed Madison's fountain and cruised the river front.

At noon we ate in Cincinnati, barely a third of the way to our destination, on the LORETTA HOWARD, a steam towboat converted to restaurant use. We elected to ride the river road on the south side of the river so that Dave Crecelius and Ruth could see Augusta and Maysville, Kentucky. At Portsmouth, Ohio, we paused to find the old wharf. At Proctorville we admired the whistle and bell display in Captain Ellis Mace's front yard. At Antiquity we searched out a steamboat bell in a church steeple.

Bob Niemeyer, in a lather of anxiety to get to Marietta, took the wheel. It didn't help. We stopped in Gallipolis to see the rococo bandstand and sit on the long bench facing the river. We prowled in Point Pleasant, West Virginia, to see the anchor in Tu-Endi-We Park and dropped by the Anchor Saloon to see if Captain Billy Bryant was in residence. Bob began to get a desperate expression and made his impatience known to all.

Bert Fenn took me aside. "Alan, all this guy can talk about is Fred Way and Captain Jesse. and all the while he is

with us. Doesn't he know he is riding with a genuine old-time engineer and three of the leading students of riverboats?"

We reached Marietta at early dusk, some ten hours after leaving Louisville. Dave, Ruth and I repaired to Bert's room in the Lafayette Hotel for a refreshing snort or two of Bert's scotch. Or maybe three. Even four--who cares? Dave certainly didn't care about much of anything when we went down to the Gun Room for supper. The dining room was crowded. The maitresse d' told us that we'd have to wait but Dave would have none of that.

"There's a big round table, yonder, with only two people at 'er. I'll go ask 'em if we can set down." The lady chased Dave across the dining room but was too late. The couple at the table received us with gracious hospitality. When they finished their suppers Dave reached across and took their checks. "Money don't mean a thing," he said and I began to believe he was a little tipsy for Dave normally regarded his dollars as precious little darlings.

At the end of the meal he gathered everybody's tabs and took them over to the organist. He handed the astonished lady musician a fistful of twenty dollar bills and the checks. She aimed him at the cashier and all was well.

On the way to our rooms I asked, "Dave, what the hell were you thinking of down there?"

"Why," he explained, "I thought that cash register had more damned buttons on 'er than I ever seen before."

[The "Dear Friends" chapter here slams the door on S&D and Alan abruptly starts the next paragraph with other "dear friends" with such suddenness we thought for a moment there he and Bert and Ruth and Dave had crossed the street to Murphy's. Maybe they did. Judge for yourself; it's interesting reading, anyhow. -Ed.]

When we joined Turners we gained a number of new friends. At that time Turnverein was an extended family of about four hundred lovers of gymnastics, boats and athletics. We soon became members of a clique within the club that consisted of the Toggweilers, the Steinlages, the Osers and others. These friendships endure even though

most of us no longer belong to the Turnverein.

Lois Toggweiler is a very creative and artistic person, a perfectionist who cannot believe the value of her works. Lesser artists sell daubs for large sums; Lois's are not for sale. "Who would pay for these?" she queries in an outraged tone of voice. Her husband, Gene, is an electrician, a genius at troubleshooting, whose idea of fun is a bad connection buried in several bushels of color-coded control wires. He retired recently, still...end of page 552.

C. V. Starrett, 90, died in the home of his son, David, in Cleveland Heights, Ohio, on Wednesday, March 29, 1989. He went by the handle of "C.V." for so long a time that many of his close friends did not know what the C.V. stood for. We know and we aren't going to tell, for he never liked its use. In our March issue it was our sad chore to report the death of his wife, Agnes, who passed away last November 16th.

Both C.V. and Agnes were long-time S&D members and were regulars at the Marietta meetings until a few years before their move to Cleveland Heights in the fall of 1983. For the previous half-century they had lived in the Pittsburgh area. C.V.'s boyhood was spent in Monaca, Pa. where he remembered steamboat artist Emil Bott, and befriended Capt. Jim Morris of the towboat SAMUEL CLARKE.

Much of C.V.'s career was with the Buhl Foundation in Pittsburgh, which he joined in 1933 as associate director. His major project was the building and operation of the foundation's Buhl Planetarium and Institute of Popular Science. He served as executive director of the planetarium from 1940 until his retirement in 1964. This was the fifth planetarium opened in the U.S. He then became president of the Historical Society of Western Pennsylvania, stepping down in 1979.

Honorary degrees were bestowed upon both C.V. and Agnes, in joint ceremonies, at Waynesburg (Pa.) College and in 1986 the Pennsylvania Humanities Council honored both with its Distinguished Humanist Award.

Shortly after serving in World War I in France, C.V. helped organize a select group called

the "Scorpions," which met monthly at homes of the members, the host being required to furnish refreshments and deliver a prepared address, with no heckling until 20 minutes into his subject. No wives were permitted within gunshot until adjournment. Membership rules were simple; a candidate upon approval was invited to a meeting, and if he got a notice in the mail of the time and place of the next meeting he was "in," otherwise "out." The result was an array of professionals in their specialties, doctors, lawyers, artists, writers and architects. C.V. mother-henned the group until it disbanded due to age and enervation. Larry Irwin, now 86, recalls C.V. this way:

"He was a lively, lovable person. His interests were many and he could express himself well. He had an excellent sense of humor."

C.V. made many trips up and down the Allegheny River as crew member aboard several editions of the LADY GRACE, once (maybe twice) from Olean, N.Y. to Pittsburgh and Sewickley. He once arrived at S&D on a yacht from East Brady, Pa., which had to be cuddled up through old Lock 1, Muskingum River, for dockage. Good friends of his were the Putnams of Warren, Pa. and he had a brother "Red" there in Warren, retired from the Mellon Bank at Pittsburgh.

In addition to his son David, of Cleveland Heights, he is survived by his daughter, Clare Starrett Thompson of Southport, Conn., 10 grandchildren, and five great grandchildren. Two brothers survive, Forest of Florida, and Robert of Indianapolis.

A memorial gathering was planned in Pittsburgh during April.

-Our thanks to Bill Mallinson for clippings.

Kenneth W. (Ken) Heltman, P.O. Box 824, Mars, Pa. 16046, pulled up in the driveway at 121 River one day this past April with two of his recently completed boat models. We recognized both of them on sight, the racer ROB'T E. LEE and the heavy-lift crane-boat MONALLO which served as the "wreck train" for the Pittsburgh District U.S. Engineers. Complete in every detail, all they lacked

was water to float in.

"I'm stuck," said Ken.

"Stuck?"

"Yes, stuck; I don't have another model picked out to start on."

When an expert gets stuck the thought always comes to our mind of the predicament of the John Eichleay, Jr. contracting firm when they moved the VIRGINIA across the cornfield in 1910 and couldn't get her dunked back in the river.

We got to talking about the VIRGINIA and looking at all the pictures in John Hartford's book, detailing this cornfield affair, and--you've probably already guessed it--Ken went home with his models and John's book, determined that the VIRGINIA will be his next model project.

"Hey Ken," we called, "have her ready to bring to S&D in September!"

The Spring Issue of STEAMBOAT BILL carries, on page 78, an offer to provide copies of that celebrated book, WESTERN RIVERS STEAMBOAT CYCLOPOEDIUM by Alan L. Bates. This profusely illustrated 128-page paperback (same page size as S&D REFLECTOR) is offered at \$10 postpaid by Hustle Press, Box 111, Leonia, N.J. 07605. This is the American Boy's Handybook for all ages, shapes and sizes of river addicts, and contains the ABCs for building model river crafts, including showboats.

The advertisement is directed to the attention of "Ripophiles," a word not in our new Webster's Ninth, probably referring to people who like to, or can't help, tearing into things.

The Frisbie Engine & Machine Co. in Cincinnati discontinued business in its shop effective April 1st last. Jess L. Coen, now in his mid-80s, deserves a rest. His son, Reed, along with his Dad, will continue as consultants at the same old address, 2635 Spring Grove Ave., Cincinnati 45214. Reed continues to operate the diesel sternwheeler REED LEE, originally the SEWICKLEY, built by Dravo in 1930.

-Our thanks to Mike Giglio, who called on Jess Coen at the shop lately for news of the closure.

KIND WORDS FOR
ROSEBUD HOBSON CREW

EARLY RIVER
BRASS POUNDERS
AND RADIO

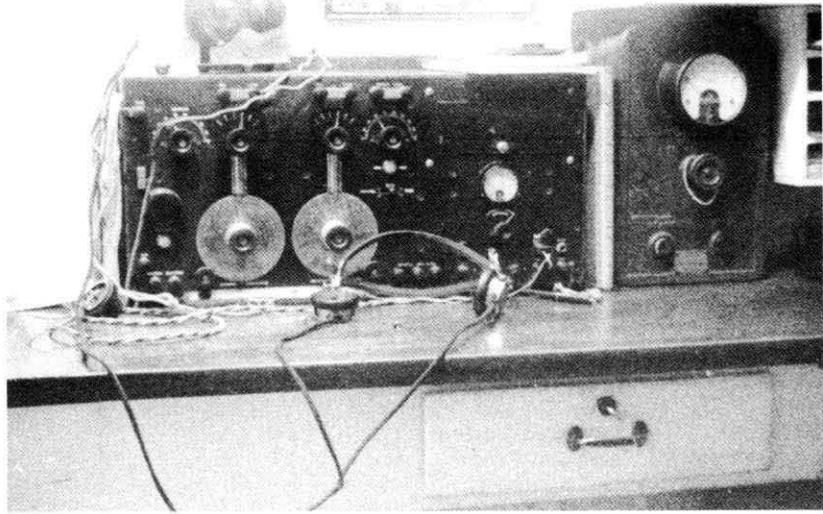
Sirs: After enjoying every page of the current March issue of the S&D REFLECTOR I am moved to express applause for the letter starting on page 12, "Log of the Rosebud Hobson." I was operator-clerk on Federal Barge Line boats with Capt. Gordon W. Cooper and had the highest regard for him. The New Orleans-bound raft trip drew media attention every mile of the way and S&D's article is marvelous in its inclusive treatment of everyone concerned in this river epic.

The March issue also perked my interest, page 19, where early brass-pounder Morse code is discussed. The Federal Barge Line boats, back in 1930, were equipped with spark transmitters, and the evolving tube transmitters. FBL service was private. The Valley Line also had radio telegraph, open to public correspondence. And the Army Corps of Engineers were also equipped with radiotelegraph and we occasionally inquired, or received, channel information in emergency situations.

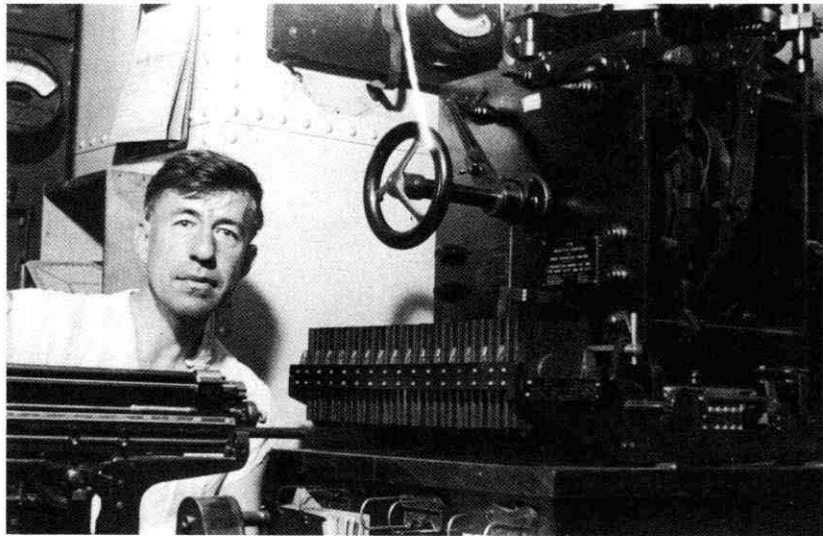
As time went on, radio changed from meters to kilocycles, and the high frequency installations replaced the bulky early equipment. Mr. Frank Moore of Federal Barge Lines was in charge of maintenance and licensing.

Herman Radloff,
3828 Courtois St.,
St. Louis, Mo. 63123

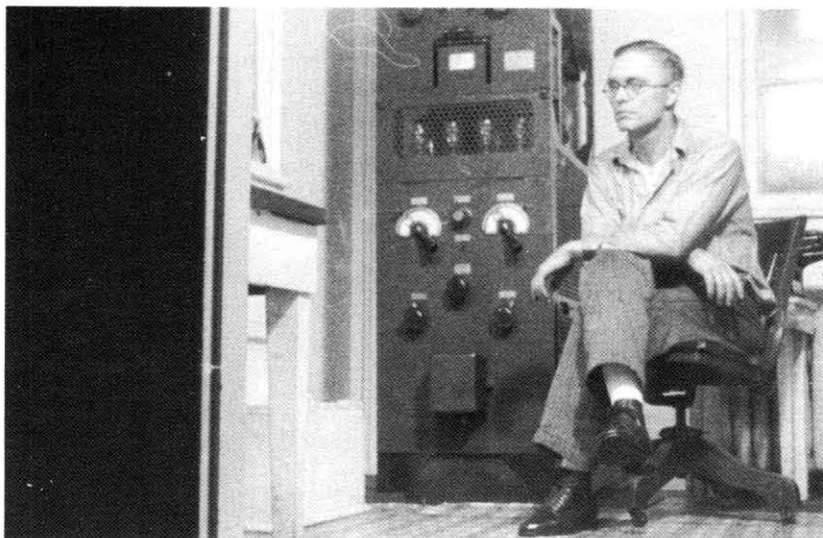
The Middle Ohio River Chapter of S&D meets at Huntington, West Va. on Saturday, July 8th for a daylong cruise on the WEST VIRGINIA BELLE up the Ohio and Kanawha Rivers to Charleston, W. Va. Three meals and a bus ride back to Huntington are included in the package deal for \$90.00. Arrangements are being handled by Sandie Custer, 2316 Northwestern Parkway, Louisville, Ky. 40216. Announcement was made in MOR's RIVERVIEW, March issue, that a \$10 deposit per customer was payable not later than April 1st, and the balance by June 1st.



Navy IP-501A receiver and start/stop panel on IWC steamer S. S. THORPE, 1931. Operation was on long wave, 1600 and 1800 meters. All used these receivers which covered NAA Arlington time signals down to 360 meters, the developing broadcast bands. -Herman Radloff,



Pictured is operator Brinsmade on the steam towboat IOWA with quenched spark transmitter in the foreground. This imposing equipment invited respect.



Radiotelegraph transmitter on the S. S. THORPE in 1931. Assistant engineer Lester Wiest of St. Louis seated. Inland Waterways Corp. boats were equipped with these tube transmitters. Engineer Wiest frequently visited the "radio shack" for the latest news before going on watch. The S. S. THORPE today is the GEORGE M. VERITY at Keokuk. -Herman Radloff, photo.

PROPOSED REVISIONS OF CONSTITUTION,
S. & D. P. R.

The constitution has been reviewed by legal counsel as directed by the Board of Governors at its meeting on September 17, 1988. Changes have been suggested to clarify the intent of the several articles and also, in some instances, to provide for greater participation by the membership in the affairs of the organization. In the following text, material to be deleted is enclosed by parentheses while new material is underlined. In some instances, an explanation of the change may be in order and such notes follow the particular paragraph or article.

CONSTITUTION

(THE) SONS AND DAUGHTERS OF PIONEER
RIVERMEN

I

Name

The name of this organization shall be (the) Sons and Daughters of Pioneer Rivermen.

II

Objectives

(Its) The objectives (shall be) of the organization are to perpetuate the memory of Pioneer Rivermen through the establishment and management of a River Museum or River Museums, where relics, models, pictures and other items relating to the rivers and their boats may be preserved; the preservation and publication of river history, closer association within and loyalty to the ideals of the river fraternity.

III

Membership Dues

(Membership shall consist of persons actively engaged in river traffic, persons related to river pioneers and any persons who by occupation or special interest are desirous of having part in an association dedicated to the objectives of this organization. Active membership may be secured by paying the annual dues of fifteen dollars (\$15.00) per year, in advance, subject in all cases to the approval or disapproval of the Board of Governors.)

The annual membership dues of the organization shall be established by the Board of Governors. The Board of Governors shall periodically review the finances of the Association and may revise the dues structure as indicated, subject to a vote of approval by a majority of members attending the annual meeting. Two classes of membership are available as follows: Full - entitled to receive the quarterly S&D Reflector; Family -

resident members of the same household as a "full member", not receiving the quarterly but entitled to all other privileges of membership.

NOTE: Defines the classes of membership and permits the Board of Governors to review and set the dues structure in accordance with its function as the management of the organization. Formalizes the traditional requirement for a vote of the membership attending the next annual meeting to approve a change in dues.

IV

Dues Payment

Members (failing to) shall pay their dues (shall cease to be members after a period of six months upon notice of their default by the Secretary) by March 1 following receipt of dues statement. (However, they) Members in default shall be restored to membership upon payment of all arrearages of dues.

NOTE: Revised to permit dropping of members failing to pay dues after a period of three months (rather than six) to avoid mailing a free copy of the March issue of the quarterly to the delinquent member.

V

Charter Members

Charter member shall be those persons enrolled as active member on and prior to September 2, 1940.

VI

Officers

(The officers of the Association shall consist of a president, two vice presidents, a secretary and a treasurer, elected annually. The president shall appoint a Board of Governors consisting of nine members and these appointments shall be for a term of three years. The initial appointments shall be: 3 for one year; 3 for two years; and 3 for three year terms. Three members shall be appointed for a full term at every annual meeting thereafter)

The officers of the Association shall consist of a President, Senior Vice-President, Vice-President, Secretary and Treasurer. The officers shall be nominated by a nominating committee appointed by the President and elected at the annual meeting of the Association. The term of office shall be one year.

In the event of a vacancy in the office of President, the Senior Vice-President shall succeed thereto for the unexpired term. The Vice-President shall, whenever a vacancy occurs in the office of Senior

Vice-President, succeed to that office for the unexpired term. The Chairman of the Board of Governors shall fill the office of president in the event there is no other officer in the line of succession.

VII Duties of Officers

The President shall be responsible for the conduct of the regular business of the Association. The President shall preside at all regular and called meetings of the Association and shall appoint the Nominating Committee. The President shall make appointments to fill vacancies occurring on the Board of Governors. The President may appoint special committees for specific duties.

The Secretary shall keep the minutes of the meetings of the Association and the Board of Governors, shall keep the membership records and in all ways carry on the clerical work of the Association. (in accordance with the instructions of the president and the Board of Governors.)

The Treasurer shall receive all money belonging to the Association, make disbursements, keep an accurate record of the receipts and disbursements and report the same in writing to the Association at its annual meetings. However, no expenditures in excess of one hundred and fifty dollars (\$150) shall be made without the approval of the Board of Governors and no bills of any size shall be paid unless approved by the Secretary (and) or President.

VIII Board of Governors

(The Board of Governors shall interpret the meaning and intent of this constitution; shall decide matters of policy, are empowered to enter into contracts and agreements, are empowered to terminate contracts and agreements. They have the right to call before them duly elected officers for the purpose of ascertaining facts, and may suspend officers or members when, in their majority opinion, there is just cause.)

The Board of Governors shall consist of nine members initially appointed by the President in 1955 for three staggered terms of three members each. Three members shall be elected to the Board of Governors for three year terms at each annual meeting of the Association with nominations presented by the Nominating Committee. The President shall appoint successors to the Board of Governors when vacancies occur for any reason. The Board of Governors shall be charged with the management of the Association including the interpretation of the meaning of this constitution. It shall approve all

expenditure of Association funds in excess of \$150.

Pro-tem officers may be appointed by the Board in the event of vacancies. The Board may elect as Honorary Members or Honorary Officers of the Association those persons distinguished for (some) outstanding service to the Association.

(For any) Official action by the Board at any (called) meeting (independent of the annual meeting) requires a simple majority of the full Board of Governors (shall be required). Witnessed proxy votes will be accepted at such meetings.

NOTE: The foregoing additions and revisions define the makeup of the Board of Governors and its responsibilities and powers in a separate Article VII. Officers duties, including the secretary and treasurer, are now moved to Article VI. The Board is charged with the general management of the affairs of the association rather than attempting to define each duty and power. It provides for the election of three members to the Board at each annual meeting of the association rather than direct appointment by the President.

IX Annual Meeting

The annual meeting for the election of officers shall be held each year at a time not more than thirty days before or after Labor Day, the exact time and place to be chosen by the (officers and the Board of Governors) President. (Active members, whose dues are paid in advance, shall be notified of such meetings at least ten days before it is held.) Notice of such annual meeting shall be provided in the official publication or by ordinary mail, mailed to members at least fifteen days prior to the meeting date. Special meetings of the Association, or of the Board of Governors, may (shall) be called for any purpose by the President. Notice of such special meetings shall be given either by notice in the official publication or by ordinary mail, mailed to members at least fifteen days prior to the meeting date. (Such meetings may be called by the Secretary upon written request of at least ten members.)

NOTE: Clarifies the required notification of the membership for any annual or special meeting. Gives the selection of the location of the annual meeting specifically to the President rather than to the general term "officers and Board of Governors". Removes the provision that ten members may request a special meeting.

X Amendments

Amendments (or change in) to this Constitution shall be made by majority vote of the members voting at any annual meeting or voting at any special meeting, notice of which has been (sent to all paid-up members at least ten days in advance of the time of the holding the meeting) given to the members in accordance with Article IX.

XI
Insignia

The official insignia of the Association shall be a pilotwheel, enclosing a steamboat headlight, the rim of the pilotwheel bearing the name of the Association.

S&D MEETS SEPT. 15-16

Arrangements have been firmed with the Hotel Lafayette for reduced room rates for S&D members attending our get-together at Marietta during the week-end of Saturday, Sept. 16. For reservations or confirmation call the hotel direct, phone 614-373-5522. Reservations may be procured at the Ramada Inn (now renamed Travel Host Inn) by calling 614-374-8190 and identify yourself as an S&D member.

The kick-off will be a get-together party on Friday evening after supper at the Lafayette. A special guest will be honored whose identity we will reserve until an announcement in the September issue.

S&D's Board of Governors will meet promptly at 9:30 Saturday morning, Sept. 16th, called to order by chairman J. W. Rutter. All S&D members in good standing are invited to attend and participate.

Saturday's program has not been firmed as this notice is being typed on April 13. Under consideration is a trip up the Muskingum River aboard Capt. Jim Sands' new VALLEY GEM. Vic and Mom Tooker & band have expressed great interest in giving an encore to the performance they put on for S&D last September. Also in the works is the presence of Frank O. Braynard, curator of the American Merchant Marine Museum Foundation, Kings Point, N.Y. Frank was the creator of OpSail, the tall ships parade in New York Harbor which electrified the '76 Bicentennial celebration, and again was a

ring-leader in the '86 Statue of Liberty Centennial.

Such low rumblings over the western hills in April may be regarded, not as storm warnings for Sept. 15-16, but rather as bright blue weather thoughts in the making.

Meanwhile make your plans to be with us.



XII
Motto

The motto of the Association shall be, "Lighting Up the Past, Present And Future Of The Mississippi River System."

XIII
Publication

The official publication of the Association shall be the "S. & D. Reflector."

The Maxon boat and barge yard at Tell City, Ind. changed hands April 15th last. Closed since Feb. 1986, it reopens as Maxon Marine, Inc., owned by a new subsidiary of Chicago West Pullman Corporation. Maxon's new president is Toby E. Croyle, former manager of Dravo's boat and barge building at Neville Island, Pa. and Pine Bluff, Ark.



Above is Capt. Bert Shearer with the steam whistle from the O. F. SHEARER which he donated to the Culture Center in Charleston, W. Va. It's a Lunkenheimer job formerly on the VICTORY, Dravo-built in 1919. First we saw and heard it was in 1917 on the W. C. JUTTE. Cap'n Bert also donated the O. F. SHEARER's pilotwheel to the Culture Center.

Sirs: I quote from The Waterways Journal, issue of April 22, 1911, page 5:-

A test of wireless telegraphic service, the first to be attempted on river steamers, is now practically assured, says a Pittsburgh exchange. Supt. A. J. Henderson of the Pittsburgh & Cincinnati Packet Co. and Gen. Mgr. W. E. Hinderknecht of the Overland Wireless Company, completed arrangements yesterday for installing the wireless outfit on the packet QUEEN CITY, now homeward bound from New Orleans, La. on the arrival at Cincinnati, O., Wednesday, April 26. This will permit a test from Cincinnati to this city. The electrical plant of the steamer will furnish receiving and sending power for the station on the packet. Messages will be received from and sent in stations of the company on land and forwarded by messenger service or telephone.

William R. Smith,
2219 Manhattan Blvd.,
Springfield, Ohio 45504

=Bill Smith came upon the above item while researching the WJ for information about the drydocking and boat building operations at Point Pleasant, West Va. The QUEEN CITY was prevented from reaching Pittsburgh on account of low water. A rise came in the Ohio River on June 7, 1911, whereupon the QC was brought to Pittsburgh from Marietta, where she had been laid up, and P&C Line manager Alex J. Henderson again announced his intention to install a wireless on her. William Arste, owner-editor of The Waterways Journal came aboard the QC at Pittsburgh on June 11 booked for Cincinnati but made no report in the WJ of any wireless outfit. The weather in the Ohio valley turned dry and hot (July 3,4,5 were record breakers for heat at Pittsburgh, on the 4th up to 103 degrees). The QC laid up for low water at Wheeling, moored at the Top Mill. The KANAWHA, chartered to carry a delegation of U.S. congressmen from Pittsburgh on a tour of the Ohio River to Cairo, Ill., railroded the dignitaries, bag and baggage, to Wheeling for the start (an excellent example for need of locks and dams) and bumped bottom continually as she made the trip. Low water prevailed until early October 1911 when the QC resumed her

Pittsburgh-Cincinnati trips as the Pittsburgh papers were headlining the breaking of the Austin Dam in northern Pennsylvania. On board the QC that October from Pittsburgh to Cincinnati were R. Wilson Way, F. Way, Jr. and their mother. After visiting in Lexington, Ky. and Mammoth Cave they returned from Cincinnati to Pittsburgh via the QC, and by then all the talk about wireless telegraphy had "gone down the spout."
-Ed.

Mrs. Mary A. Read, 52 Spruce Road, Amherst, N.Y. 14226 is researching the life and career of Capt. Horace E. Bixby, a project she has been working on since 1982. She has learned that Captain Bixby kept a diary or journal covering his activities as master and pilot on the Mississippi, Missouri and Ohio rivers, but so far has been unsuccessful in locating these personal records. Any clues of the whereabouts of such material will be appreciated.

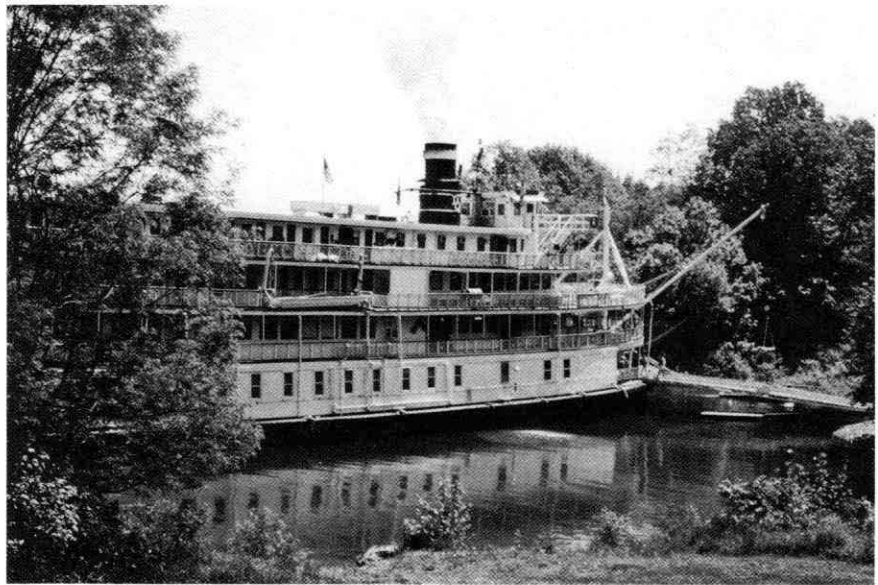
Sternline telegraphy with its usual promptness brought us the news in early March that Capt. Mike Fitzgerald, popular skipper of the BELLE OF LOUISVILLE, was apprehended, handcuffed, and escorted to the slammer in Louisville, winding up in a cell.

Bail, set at \$350, got him sprung following a few phone calls.

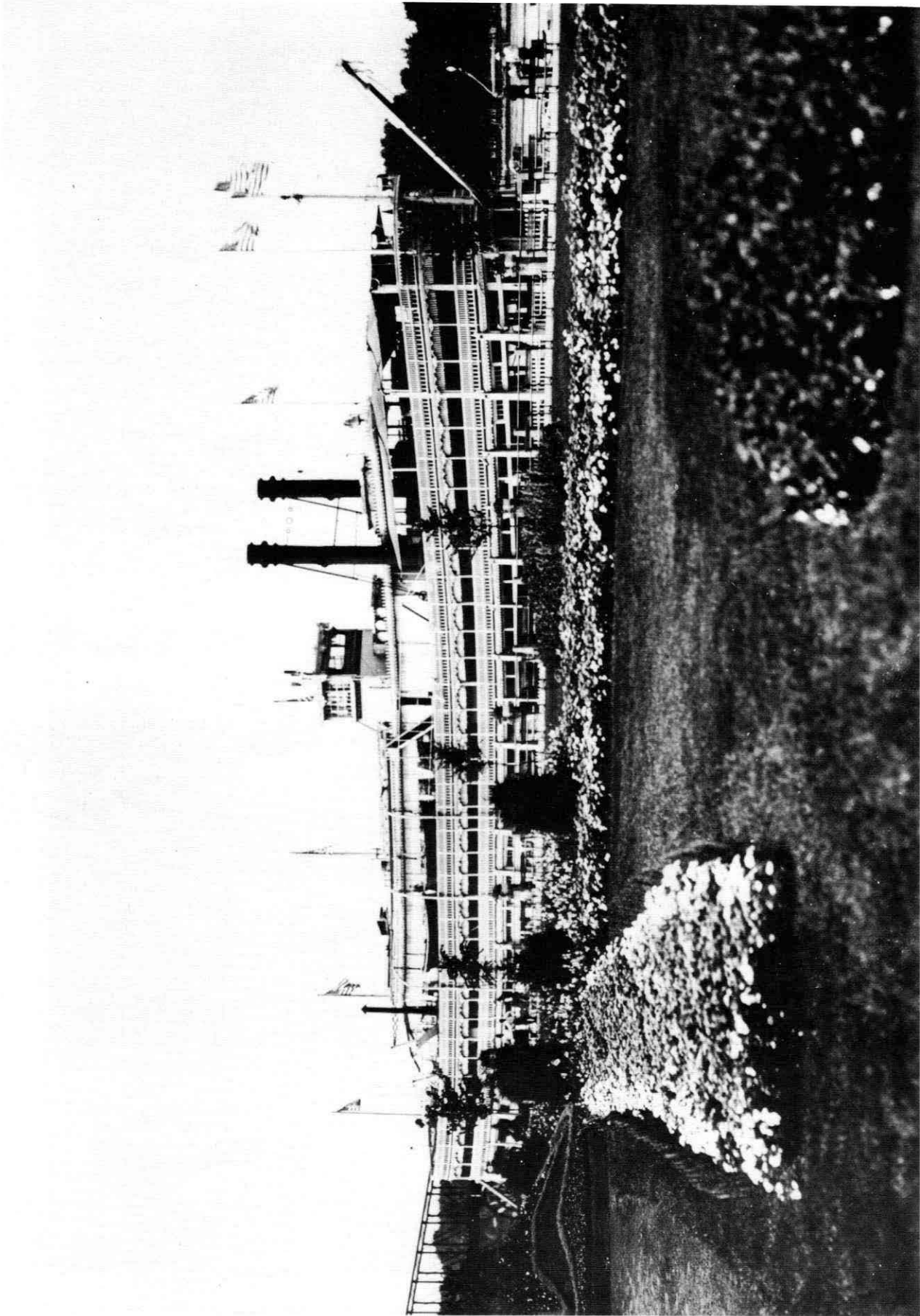
Well!

All a part of a fund drive for the American Cancer Society. Mike hadn't done anything wrong, of course. The \$350 "bail" was paid, cheerfully we understand, by good friends of the Cancer Society. Just another chapter in what it takes to be a steamboat captain these days.

The Elizabeth (Pa.) Marine Ways Company was chartered on May 27, 1896. The original directors were W. W. O'Neil, W. J. Cassidy, William Weigel, John Weigel, all of Elizabeth; W. H. Crump of Dravosburg, and W. C. Jutte of Pittsburgh.



This lost-in-the-woods snap of the DQ was taken by Frank X. Prudent at Dover, Tenn. in May 1987. Dover is at Mile 98 on Cumberland River. One hot summer night in Sept. 1941 Sandbar Jonny Zenn and y.t. pitched tent opposite Dover, having come 420.7 miles down from Burnside, Ky. in LADY GRACE. The sky was brilliantly illuminated all night with northern lights, a display so spectacular it was seen by persons aboard the GORDON C. GREENE upbound at Baton Rouge.



When Ralph DuPae started collecting river-related photographs for the Murphy Library at La Crosse, Wis. this one of the Streckfus excursion steamer SIDNEY is the starter--the first he brought in. It was taken at La Crosse about 1914 by the Northern Engraving Company, the firm Ralph was working for

when they started out as commercial photographers. Following a complete rebuilding at Mound City, Ill. in 1923 the SIDNEY was renamed WASHINGTON and served as the Streckfus excursion boat on the Ohio River through 1937 and was dismantled at St. Louis the following year.

The Puget Sound Maritime Historical Society of Seattle notified its members of a dinner at the Windjammer Restaurant on April 5th last. Their Newsletter says this:-

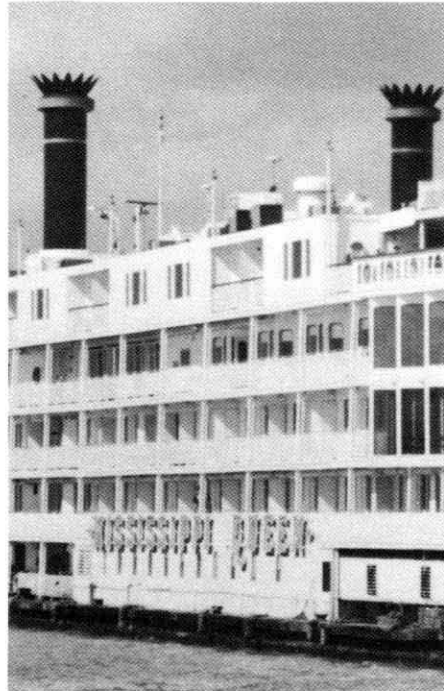
STERNWHEEL STEAMBOAT
TRANSPORTATION
ON THE MISSISSIPPI
RIVER

Members and guests will surely enjoy the program planned for the PSMHS dinner meeting scheduled for the evening of April 5th. Captain Philip Luther, veteran Puget Sound Pilot and member of PSMHS will tell us of his travels on the Mississippi River between St. Paul, Minnesota and St. Louis, Missouri aboard the deluxe sternwheel steamboat MISSISSIPPI QUEEN while that vessel was engaged in pushing 42 barges between the two ports.

He will also give the details of a subsequent trip on the sternwheeler DELTA QUEEN--a steam powered vessel of the early twenties--departing Pittsburgh, Pennsylvania for New Orleans. He saw first-hand the piloting procedures used while transiting the waterways and locks of this massive river basin--quite a different experience from that afforded by Pacific Northwest waters.

=Rich Brown of Bakersfield, Cal. who furnished us with this Newsletter notes: "It seems confused or does the MQ push barges?" The tab for hearing Capt. Philip Luther's lecture was \$14 per plate; no confusion about that detail. -Ed.

Capt. Mike Coyle pilots the mv. K.C., owned by West Lake Quarry & Material Co. based at Scott City, Mo. He and wife Nancy live at 5611 Montebello Road, Imperial, Mo. 63052 and have recently joined S&D. Taking advantage of last summer's low water Mike has explored a number of old steamboat wrecks, among them the MONTANA (#4020), CITY OF SALTILLO (#1134), SAINT LOUIS (#4951). He found the hull of the MONTANA exposed and easily recognized. "I haven't really found anything on these wrecks other than timbers, rotten wood, old nails, spikes and copper tubing," writes Mike, "but it is an exhilarating feeling just to be able to climb around on something like this from another era."



QUEEN IS CROWNED

During the winter lay-up fancy feathered tops were added to the stacks of the MISSISSIPPI QUEEN. The stack rolls, beneath, are now bright red. The paddlewheel is solid red. The stern splashboard is red. The rear window framing, two decks high, is likewise--cherry red. A recitation of interior glamour to staterooms and public areas must await our next issue. Patti Young has our thanks for the picture.

Dr. Carl R. Bogardus, Sr., P.O. Box 405, Warsaw, Ky. 41095 has favored us with "River Stories" by James Tandy Ellis (1868-1942) who lived in Ghent, Ky. This is a paper-bound collection of short tales and poems which has been published by the Gallatin County Historical Society of Warsaw, \$4.00 postpaid, the proceeds to go to the building fund to continue the restoration of Warsaw's Hawkins-Kirby house. Capt. William H. Kirby lived there 1868-1908, owner of packets (see four references in Way's Packets, page 565.) The booklet is professionally printed from the press of Swiss Alps Printing, Vevay, Ind., and copies may be procured from Dr. Bogardus at his address above.

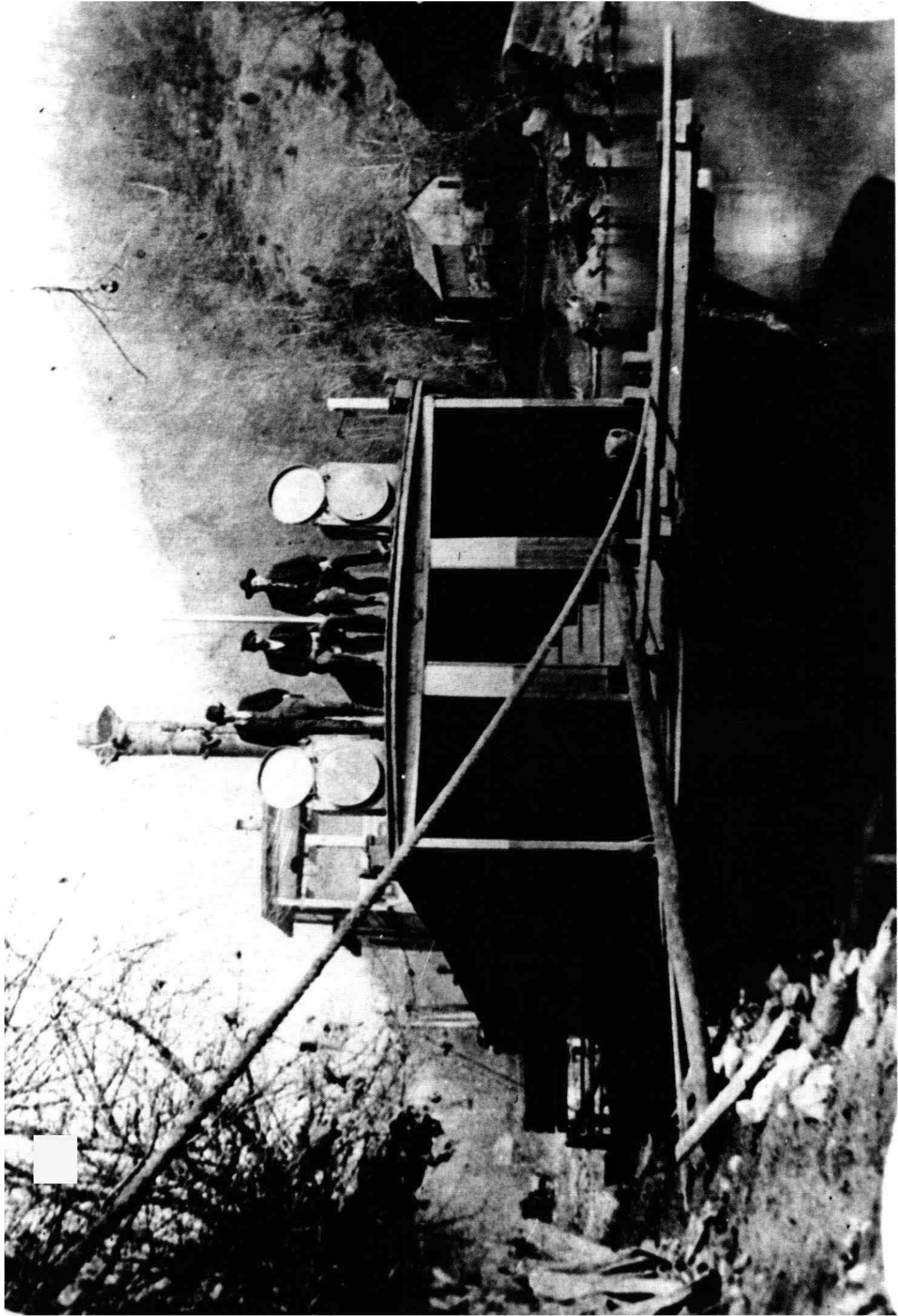
James E. Mellott, Geratric Center, Dutch Ridge Road, Beaver, Pa. 15009 (West 2-261 Bed 1) will appreciate some back issues of S&D REFLECTOR. He is 82.

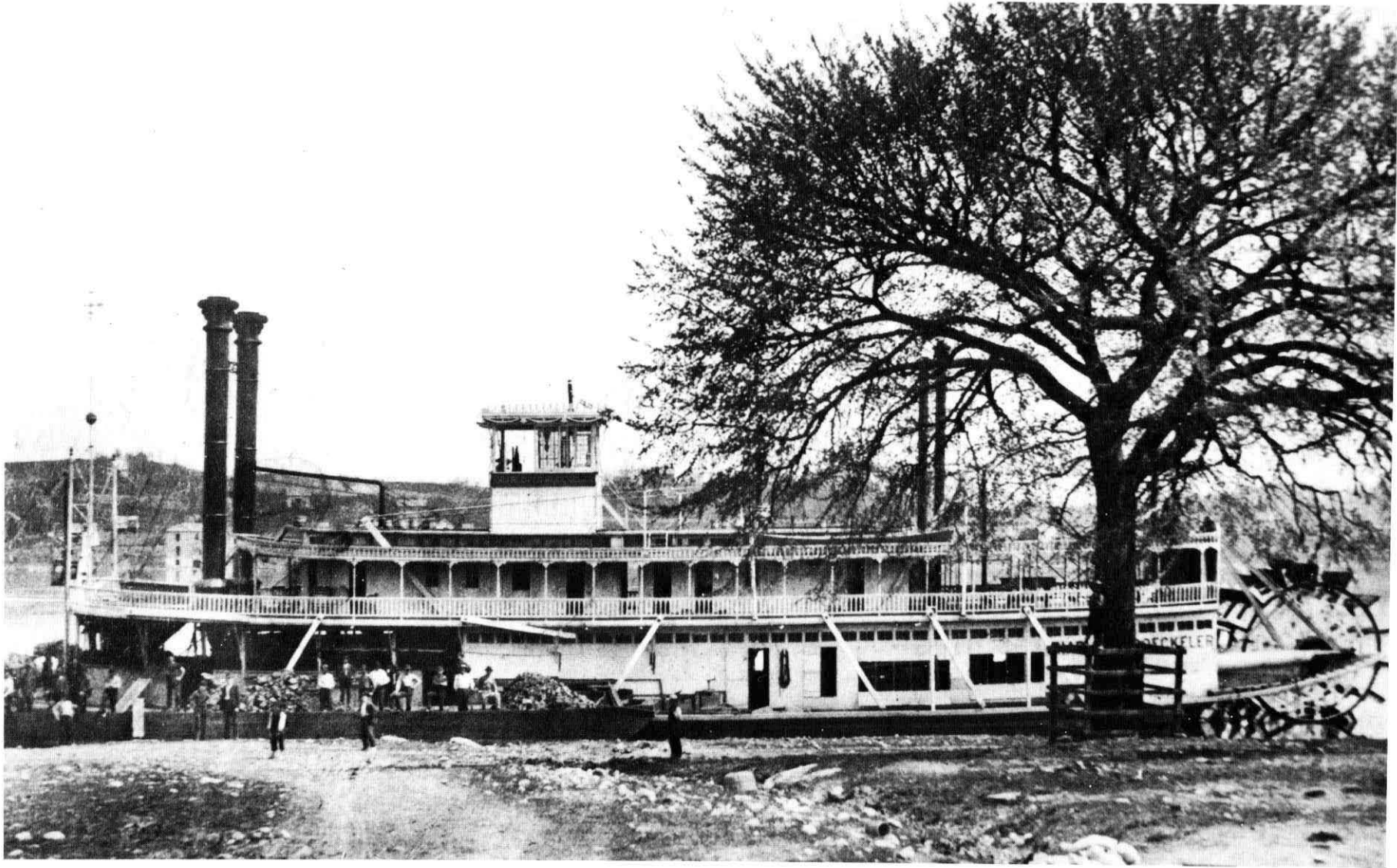
THE BACK COVER

Big Sandy River "Batwing"
Ran On a Heavy Dew.

The BEULAH BROWN, a typical Big Sandy River "batwing" packet, was built at Paintsville, Ky. in 1891 by Capt. Green Meek. Her wood hull measured 113.6 x 15 x 2.9. She had exposed paddlewheels on both sides, and a single tubular boiler supplied steam for a sawmill-type engine belt-connected to the wheels. Such commerce-carriers were built extremely light to carry cargo and passengers from the Ohio River at Catlettsburg, Ky. to the head of navigation on Levisa Fork at Pikeville, Ky., 115.5 miles. Although BEULAH BROWN could almost literally run "on a heavy dew," the navigation seasons were unpredictable and spasmodic, depending entirely on rainfall. Our readers who have followed Capt. Jesse P. Hughes and his CRICKET, reported in these columns, already have an idea of the struggles, delays and mishaps, so common on this twisting, narrow stream. Two large oil lanterns with lifted lids assisted night navigation. Despite the hazards Capt. Green Meek prospered and in 1899 built the THEALKA, some larger, but not much larger, and kept going until a railroad, which ran on two tracks 12 months a year, ended this singular steamboat connection between Pikeville and the outside world. This picture, taken about 1895, is from the collection of G. W. (Jerry) Sutphin. It was taken at Georges Creek, about half way between Louisa and Paintsville, and on the roof (from the left) are two brothers, Konard and Jesse Meek, with their father Capt. Greenville (Green) Meek. These identifications come from Linda Wright, supplied by her father. Linda was with the Rare Book department in the Cincinnati Public Library in 1979 when she gave us this dope. She had an Aunt Alka (hence THEALKA) and Capt. Green Meek was her daddy's great uncle. Last but not least, this is the only picture of the BEULAH BROWN known to exist.

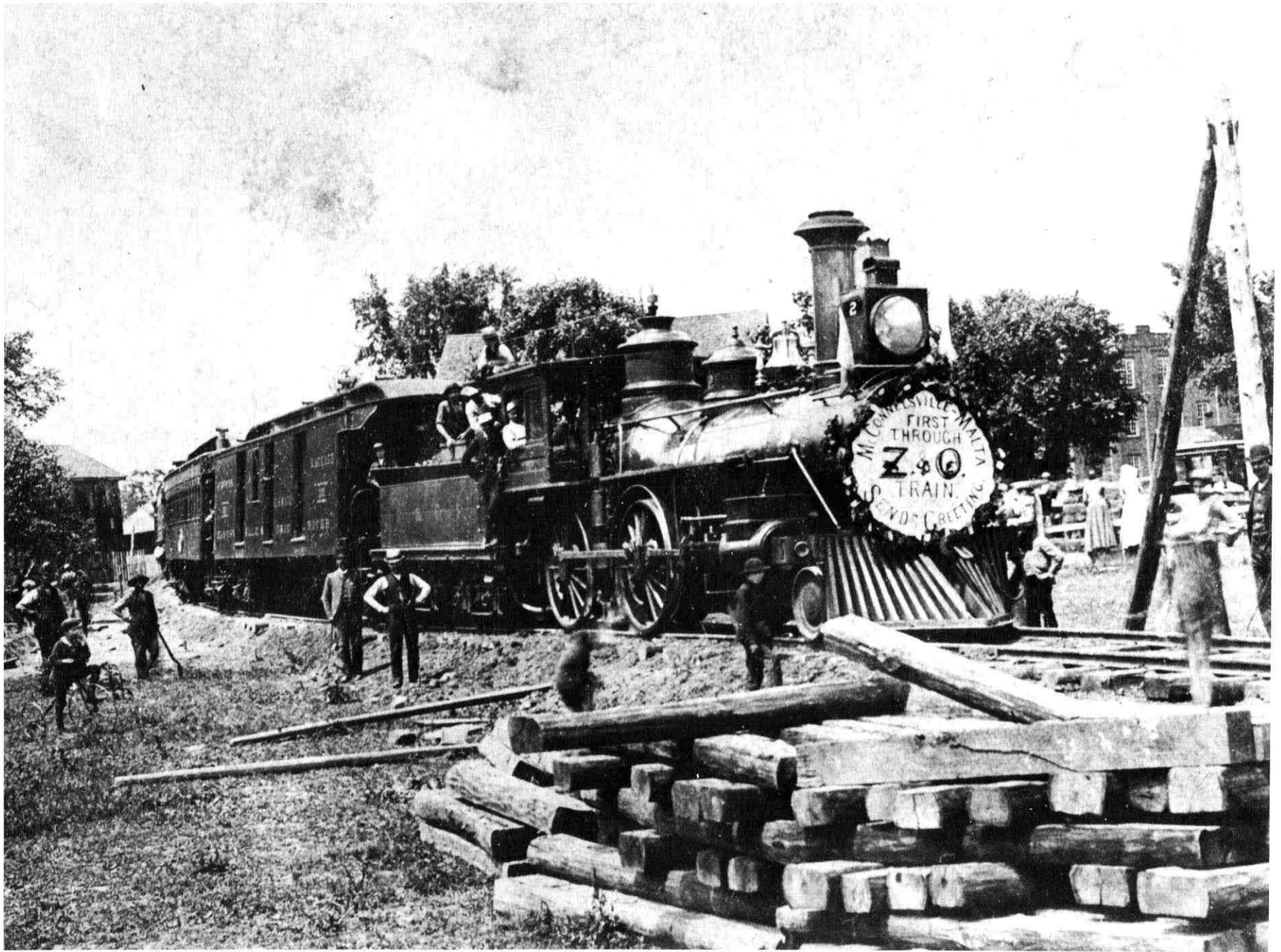
N.B. A batwinger named FAVORITE wound up her career on those rocks across the river.

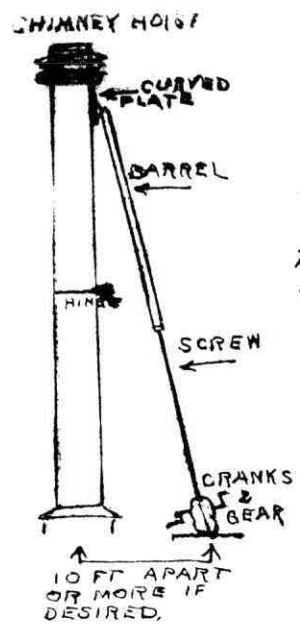




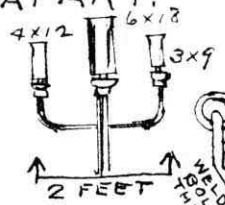
The raftboat CHARLOTTE BOECKELER was one of the largest of the Upper Mississippi rafting fleet. She was built at New Albany, Ind. in 1881 on a wood hull 140 x 29.4 x 4.1. Her high pressure engines were 15's- 7 ft. stroke. The only other rafter with 7 ft. stroke was the F. WEYERHAUSER which had a wood hull 140 x 31 x 4.5. The BOECKELER was built for the lumber firm of Schulenburg &

Boeckeler, of which Capt. Robert Dodds was general manager. Another rafter, owned by the same firm, was built at Stillwater, Minn. in 1882 named ROBERT DODDS. Maybe someone on the Upper Miss knows where this photo was taken (we don't). By 1903 she was based at Cairo, renamed J. H. FRIEND. Capt. Oscar F. Barrett bought her, renamed her MAMIE BARRETT (first) and burned at Cairo in the fall of 1913.

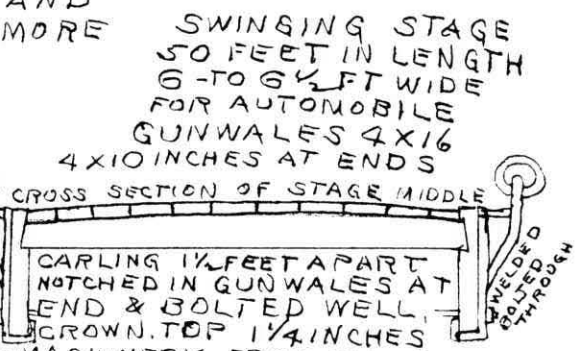




SCAPE PIPES
12 INCH DIAMETER
OPPOSITE AFT
SIDE PILOT HOUSE
OR NEAR THERE
CHIMNEYS ABOUT
36 TO 40 INCH IN
DIAMETER AND
20 FEET OR MORE
APART.



COLLARS ON STACK
SHEET IRON RINGS
OF 48 INCH WIDTH
CENTERED AROUND
THE STACK NOT
TOUCHING ANYWHERE
PAINTED WHITE.

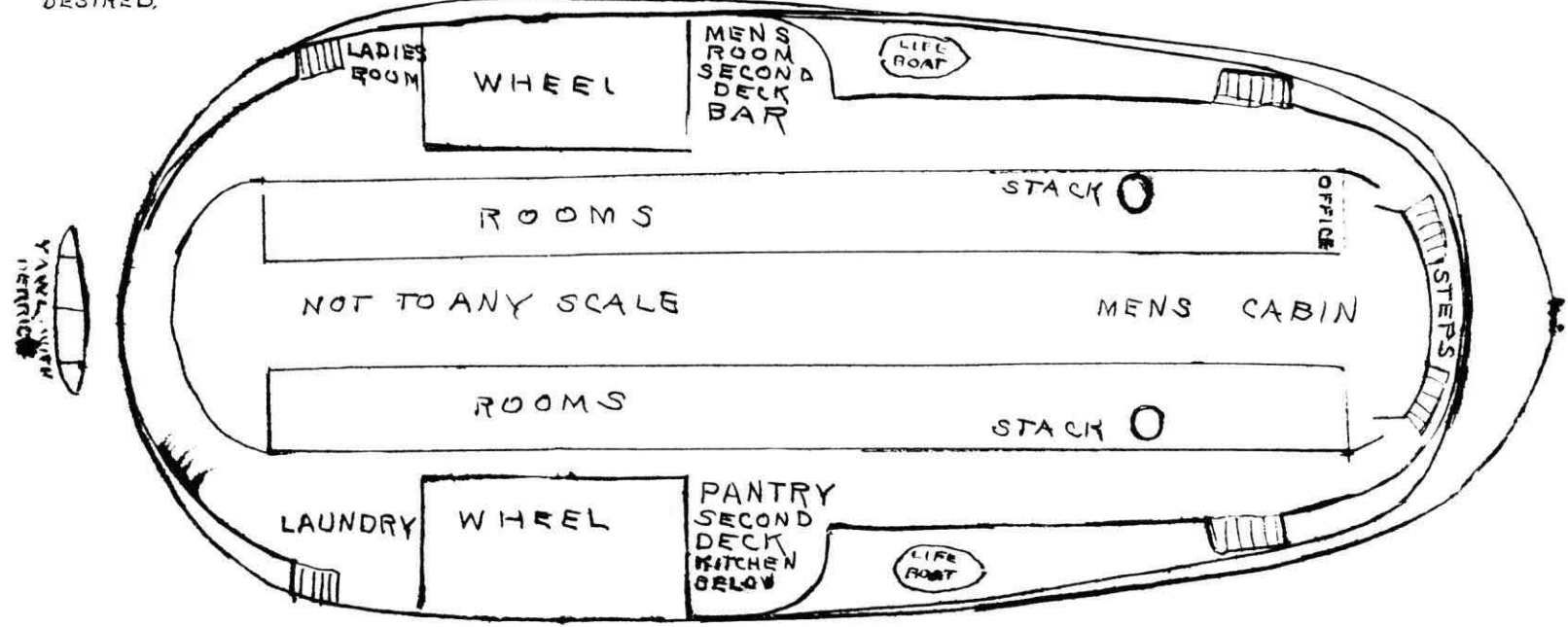


BUILT 1901 - MACHINERY FROM OLD BOSTON

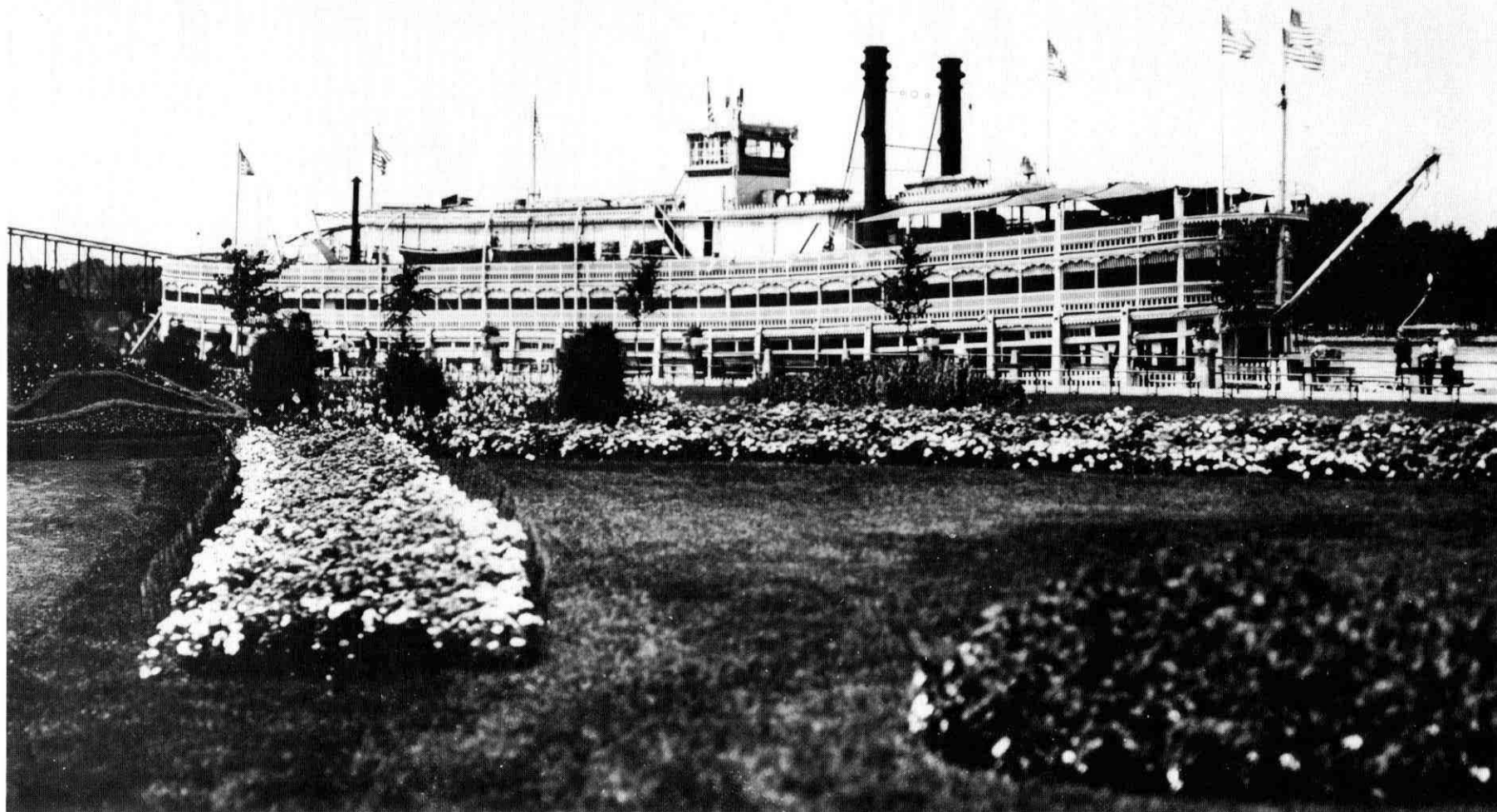
HEIGHT BETWEEN
MAIN DECK AND CABIN
MIDSHIP TEN FEET
FORWARD ELEVEN?
BETWEEN CABIN DECK
& HURRICANE 7 1/2 FEET
APPROXIMATELY
CROWN IN MAIN DECK
POSSIBLY ONE FOOT
CROWN IN CABIN DECK
POSSIBLY 1 1/2 FEET
CROWN IN SKYLIGHT ROOF
ABOUT 15 INCHES (LESS
WIDTH) HEIGHT OF SKY
LIGHT ABOUT 4 FEET
NOT OVER 5 FEET AT FRONT

NOSING MAIN DECK 3x12
SCARPED AT ENDS THUS
& SPIKED
AND BOLTED

WIDTH OF MAIN CABIN 12 OR 13 FEET



THIS ENCLOSURE WAS INCLUDED BY CAPT. JESSE P. HUGHES IN HIS LETTER OF AUGUST 13, 1953 TO ALAN L. BATES.



When Ralph DuPae started collecting river-related photographs for the Murphy Library at La Crosse, Wis. this one of the Streckfus excursion steamer SIDNEY is the starter--the first he brought in. It was taken at La Crosse about 1914 by the Northern Engraving Company, the firm Ralph was working for

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