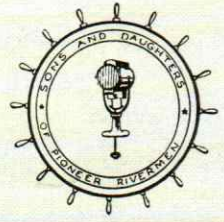


S&W REFLECTOR

Published by Sons and Daughters
of Pioneer Rivermen



Vol. 32, No. 3

Marietta, Ohio

September 1995



THE FRONT COVER

The AMERICAN QUEEN was just easing out of the Willow Island Lock above Marietta on the afternoon of June 28, 1995. Walter Carpenter, St. Marys, West Virginia framed the view to get the Willow Island Plant of Monongahela Power Co. in the background across the river. To the top of her fancy feathers measures 105 feet. With stacks, pilothouse and other projecting bits and pieces lowered, the QUEEN has a height of 55 feet.

What appears to be a jumble of white tubing just aft of the starboard smokestack is the fancy top for the pilothouse. With the pilothouse lowered flush with the texas roof, a small crane permits placing the top in its fittings, a bit of tedious business for the deckhands.

- LETTERS -

Sirs: Hard aground!

Cooped up in the old folks home. No report from you since January. Send bulletin!

William H. Tippitt
106 W. Commerce St.
Hernando, MS 38632

= Capt. Bill Tippitt, historian, publisher and noted story teller, has been confined to a Memphis rest home since suffering a stroke last year. Notwithstanding his health problems and 95 years, Bill has not lost his interest in the river nor his sense of humor. We promptly wrote, and LARGE. Ed.

* * *

Sirs: Saw the AMERICAN QUEEN passing Catlettsburg from the deck of Merdie Boggs & Sons office boat and later saw her tied up at Huntington. I was reminded of the fellow who, upon seeing a huge mounted fish on a wall, took one look and said, "Whoever caught that fish is a liar! There ain't no fish that big!"

John J. Rous
305 Thompson Dr.
Ashland, KY 41102

* * *

Sirs: I have a problem! Around last Christmas I received a letter from a friendly S&D member who had a positive link with my hometown, Godalming. I felt sure that I had put this letter from the U.S. in a safe place for later answer - had a pamphlet I wanted to forward. But, after looking high and low, must admit that the letter is lost, gone forever and I would like to answer.

Who is the other S&D member with a connection to Godalming?

Dr. Antony Twort
"Bryn Tor"
Deanery Road
Godalming, Surrey GU7 2PQ
United Kingdom

* * *

Sirs: I enjoyed the story on the J.S. DeLUXE and remember seeing the boat on both of her trips up the Ohio in the 1930s.

The J.S. ran an evening excursion out of Maysville on her first trip and when unloading the crowd at the landing there was a fatal accident. A young couple had been on the trip but they had somehow become separated. The man was standing on the starboard side ahead of the engine room when he saw his wife walking off the stage. For unknown reasons he tried to jump, went into the river and was pulled under the wheel and drowned.

James A. Haley
33 Belle Monte
Lakeside Park, KY 41017

= We offer our condolences to the Haleys upon the passage of the cat Kate Adams to that satin pillow in the sky. Ed.

* * *

- CONTENTS -

Walk Around the LORENA	7
Wake of W. P. SNYDER JR.	11
AMERICAN QUEEN	15
A Trip to Fort Benton, 1869	20
Book Reviews	28
S&D Chapters	30
Obituaries	34
Russell Lintner	
Edith Weisman	
Richard Brown	

Sirs: I followed with great interest the episode of the AMERICAN QUEEN stuck in the mud near Troy, Indiana. It brought back memories of the last trip back to Paducah on the sidewheel SENATOR in 1939 when we stuck in the landing at Shawneetown, Illinois. We had an excursion scheduled that night but after hours of trying we were still stuck.

Finally, the lockmaster at Dam No. 49 was prevailed upon to lower some wickets to give us a pop rise; there was only a few inches of water but it was enough to free the SENATOR.

Vernon L. Colbert
109 E. Woodford Ave.
Pittsburgh, PA 15210

* * *

Sirs: Re. the letter regarding the delivery trip of the WILL H. ISOM to Alaska, first column, page 3 of the June issue, your typewriter stuttered. Even 5,000 miles seems a bit of a stretch.

Cob L. Stonelevy, Jr.
Antiquity, Ohio

= We admit to dimming sight not catching a typo but stand by what the James Ress & Son catalog says. Pleased you are paying attention. Ed.

* * *

Sirs: Please send me the December, 1944 issue of S&D Reflector.

My childhood was spent along the Ohio River, six miles above Madison, Indiana. My father was a commercial fisherman so I spent a lot of my time in a johnboat running the trotlines.

What wonderful memories!

Mary Potter Paugh
P.O. Box 1159
Nashville, IN 47448

= Hard to get much closer to the river than running a trotline from a johnboat. Ed.

* * *

Sirs: I was pleasantly surprised to see the photos of the J.S. DELUXE and the interesting article by Bill Torner in the March issue.

From about 1920 until July 4, 1934 when the "New, All Steel, Fireproof and Unsinkable" PRESIDENT replaced the J.S. at St. Louis she was the premier excursion boat. Operations of Streckfus Steamers remained largely unchanged during those years.

By 1934 it was apparent to Joseph Streckfus that the days of the wooden hulled, wood superstructure excursion boats were numbered. Several marine disasters that year brought a call for more stringent safety standards. In addition, the increasing cost of maintenance was making the old boats uneconomical.

The trip of the J.S. to the Upper Ohio in the spring of 1934 was an attempt to find some trade in which the vessel could be profitably employed for several years. The J.S. was to run excursions at New Orleans for the first time in 1934 and in the late summer she was sent to tramp the Upper Mississippi, as Mr. Torner so well describes.

William F. Carroll
6342 Waterman Ave.
St. Louis, MO 68130

* * *

Sirs: I was raised around old steam tractors, steam locomotives and steam donkey engines, skidders and loaders in the logging industry. My love of steamboats came early.

Walt Thayer
P.O. Box 2175
Wenatchee, WA 98807

= Mothers should be more careful about exposing the very young to steam in any form; the infection spreads. Walt is a frequent contributor to this and other magazines with a whiff of steam about them. Ed.

* * *

Sirs: I'm a new subscriber and am wildly enthusiastic about S&D. Even with the quaint typography, your magazine is interesting.

Name withheld

= We'll accept "quaint" as more desirable than "poor" and catch up with this guy later. Ed.

* * *

Sirs: I especially enjoyed reading "Steamboat 'Round the Bend" in the June issue. It was a surprise to learn that Ben Burman rode the BETSY ANN only once and then, ". found more productive fields to plow aboard the TENNESSEE BELLE.

In June of 1979 the MISSISSIPPI QUEEN was making its inaugural cruise to the Upper Mississippi. I boarded the boat at Nauvoo, Illinois and rode to Dubuque, Iowa. Ben L. Burman was the honored guest of the boat and for two days I was his table partner for meals, got to know some of his likes and dislikes. He spoke a number of times about different boats he had ridden and, with a grimace of unpleasant memories, pronounced the TENNESSEE BELLE the very worst.

Pat Welsh
Box 3671
Davenport, IA 52808

* * *

Sirs: I parked the smoke belching, rumbling diesel machine on June 6, 1995. Flew to New Orleans and boarded the DELTA QUEEN. I was a trucker and I'm now an oiler in the engine room.

Mike Giglio
c/o Delta Queen Steamboat Co.
Robin Street Wharf
New Orleans, LA 70130

= Mike became inoculated by steam on his sternwheeler MIKE TWINE. Good luck, Mike. Ed.

* * *

Sirs: Particularly interesting in the June issue of the S&D Reflector was the story on, "Steamboat 'Round the Bend." I remember that movie so well and just wonder how the authors were able to gather so much material on the subject at this late date.

The local newspaper announced on page 1 that the AMERICAN QUEEN would be passing Harris Riverfront Park at 9 A.M. and there was a sizeable crowd out to see her. They were still there when the QUEEN passed up about noon. I'm hopeful that the bad luck encountered by the AMERICAN QUEEN on this inaugural trip will soon be forgotten and that this great steamboat and the people who made it possible will have the acclaim and success they deserve.

J. A. "Jim" Wallen
111 11 Avenue East
Huntington, WV 25701

= Several readers commented upon the excursion to the far west and the production of "Steamboat 'Round the Bend." We hasten to correct the credits on the photos of THE LEADER, a.k.a. CLAREMORE QUEEN, pages 21 and 24; both were taken by Bob Parkinson.

Thanks to Jim Wallen for another perceptive book review elsewhere in this issue. Ed.

* * *

Sirs: The Arabia Museum in Kansas City is still having great crowds. Their success stems from hardy private enterprise and persistence despite troubles from a leaking fish tank in the restaurant on the floor above. The restaurant has been evicted.

I'm working on the Kansas River (Kaw) steamboats and hope to get all of this information into book form soon.

Sonie Liebler
Kaw River Research
9720 Lakeland Terrace
Oklahoma City, OK 73162

* * *

S&D REFLECTOR

Published by Sons and Daughters
of Pioneer Rivermen



Vol. 32, No. 3

Marietta, Ohio

September 1995

Established in 1964 as the official publication of the Sons and Daughters of Pioneer Rivermen, edited and published by Capt. Frederick Way, Jr. through 1992. The S&D Reflector takes its name from a newspaper published in 1869 by the management of the sidewheel packet FLEETWOOD, Parkersburg-Cincinnati trade.

Membership in S&D is not restricted to descendants of river pioneers. Your interest in river affairs makes you eligible and welcome. Full membership entitles the holder to the S&D Reflector and admission to the Ohio River Museum including the W. P. SNYDER JR., Marietta, Ohio.

Membership dues are currently \$15 per year for a full membership; \$1 per year for associated memberships for spouses and children under 18. Please list full names of children so that each may receive a membership card.

Applications for membership in S&D together with your check should be sent to:

Mrs. J. W. Rutter, Secretary
126 Seneca Drive
Marietta, OH 45750

Memberships are for a calendar year including four issues of S&D Reflector. Renewal notices are mailed out near the end of the 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 mailing list. Postal regulations prohibit the mailing and billing of material without the addressee's consent.

Additional copies of the current issue are available from Mrs. Rutter at \$5 each. Back issues through 1979 (Vol. 16) are available at \$5 each; for older years, check with Mrs. Rutter.

THE INDEX FOR THE S&D REFLECTOR IS ISSUED EVERY FIVE YEARS. Currently available are: 1964-68; 1969-73; 1974-78; 1979-83; 1984-88; 1989-93. The indexes are the same page size as the magazine and may be ordered at \$5 each, postpaid, from Mrs. J. W. Rutter, address above.

* * * * *

The S&D Reflector is entered in the post office at marietta, OH as Third Class matter, Permit No. 73. It is printed and mailed by the Richardson Printing Corp., Marietta, OH. Please send address changes to the S&D Secretary, Mrs. J. W. Rutter, 126 Seneca Dr., Marietta, OH 45750.

Correspondance is invited by the editor. Please do not send unsolicited photographs on a loan basis.

Joseph W. Rutter, editor,
126 Seneca Drive
Marietta, OH 45750
(614) 373-7829

* * * * *

SONS & DAUGHTERS OF PIONEER RIVERMEN

Officers:

J. W. Rutter, President
126 Seneca Drive
Marietta, OH 45750

G. W. Sutphin, Senior V.P.
204 Chestnut Street
Huntington, WV 25705

Capt. Clare Carpenter, V. President
816 George Street
Belpre, OH 45714

Mrs. J. W. Rutter, Secretary
126 Seneca Drive
Marietta, OH 45750

Guy C. Anderson, Treasurer
2838 Colonial Ridge Ct.
Cincinnati, OH 45212

Board of Governors:

Term Ending 1995 -
Gerald W. Sutphin
William Barr
Anne Mallinson

Term Ending 1996 -
Jack E. Custer
Catherine Remley
Capt. C. W. Stoll

Term Ending 1997 -
William Judd
J. W. Rutter
Frederick Way, III

Trustees J. Mack Gamble Fund:

Don McDaniel
J. W. Rutter
G. W. Sutphin

Affiliated Chapters:

Ohio-Kanawha Chapter
Capt. Bert Shearer, President

Middle Ohio River Chapter
Rick Kesterman, President

Mississippi River Chapter
J. Thomas Dunn, President

Inland Rivers Library, Cincinnati:

Alfred Kleine-Kreutzmann, Curator
(513) 369-6957

Ohio River Museum, Marietta:

John D. Briley, Manager
(614) 373-3750

S & D ANNUAL MEETING**September 15 and 16, 1995****Lafayette Hotel, Marietta, Ohio**

The third weekend in September is the time for loyal members of S&D to converge on Marietta, Hotel Lafayette, the traditional headquarters. Pick up a schedule of events at the front desk of Lafayette Hotel for meeting details.

At 8 pm. of Friday evening the doors will open for the traditional informal "mixer". The registration book will be close to the doorway with Secretary Bee Rutter in attendance; be sure and sign and pick up a name tag.

The format of the S&D Annual Meeting is being somewhat revised. The Saturday morning meeting will be the official business meeting of the association. The evening banquet meeting will be a social gathering and feature the new AMERICAN QUEEN plus surprises. Banquet tickets on sale at hotel desk.

Hotel Lafayette, (614) 373-5522, and Best Western, (614) 374-7211, are in town; Comfort Inn, Holiday Inn, Knight's Inn, Motel-8 are at I-77 and Rt. 7; Day's Inn (Williamstown) at I-77 and Rt. 31..

**THE EVANSVILLE TRADE
WITH
LATTERDAY NOTES**

The Jesse P. Hughes diary for 1924 which would have been included in this issue has been delayed by low water. Capt. C. W. Stoll, our diary abstractor, extends his good wishes to all readers and asks their indulgence as he proceeds under low steam.

The many talented Jesse Hughes enjoyed putting his thoughts into verse, often his Christmas greetings, sometimes a serious story but sometimes just amusing doggerel. Since we don't have a diary segment to bring to you here's a sample of Jesse's poetry, probably written in the 1960s, when he was well past eighty, if we are to judge from some of the references.

- - - - -

THE EVANSVILLE TRADE

The HOPKINS and the FOWLER,
We will see them now and then.
The TELL CITY and the TARASCON,
God alone can tell just when.

The steamboat days are fading,
And a time of change draws nigh.
New autos will be on the streets,
And planes up in the sky.

And now that many years have passed,
We see the man was right.
When we look along the river bank,
Not a steamboat is in sight.

In their stead are many boats,
Of a different type and look.
They can boost the river tonnage,
Make a story for the book.

Steel boats instead of wooden ones
Are being built and fast.
Stout barges to go with them,
Of steel plates that will last.

Small boats with lots of power
Are the kind they build today.
They can buck against the current
With a big fleet and make it pay.

It's all quite different on a foggy night,
With all those fancy radars.
In the old days we had to guess it all,
And often found our boats on sandbars.

There's speed and danger in modern travel,
The accidents you well know.
The old boat was not so risky,
Because it moved so slow.

But, that was where the trouble was,
It hastened on the end.
Until, at last, the high twin stacks,
Are gone from every bend.

I'm a boatman of the older class;
I have served my years with care.
Now I think back of those busy days,
When I had no time to spare.

But now it's changed; my work is done,
I'm off watch now for sure.
My load of care is a lighter one,
My years ahead are fewer.

There are lots of our fond memories,
Centered 'round the boats of yore.
May we have some old time steamers,
Passing by that Golden Shore.

May we hear that old time whistle,
See the friends that we loved best,
And meet again with loved ones,
In that Home we know is blest.

Jesse P. Hughes

THIS AND THAT

STEAMBOAT 'ROUND THE BEND

No sooner did the June issue come from the printer than Ye Editor realized that two of the photos accompanying our story "Steamboat 'Round the Bend" were mis-credited. The photos of LEADER, renamed CLAREMORE QUEEN for the movie, on pages 21 and 24 of June, 1995 S&D Reflector were both taken by a youthful Bob Parkinson on October 27, 1940.

In the first column on page 21 it is related that the California Railroad Commission (later, Public Utilities Commission) ruling required the California Transportation Co. to provide full passenger service on its San Francisco-Stockton run. The boats providing this service at that time were the FORT SUTTER and the PORT OF STOCKTON. The DELTA KING and DELTA QUEEN operated on the San Francisco-Sacramento run.

Our thanks to Dick Rutter for calling the latter correction to our attention.

* * *

LAKE ERIE - OHIO RIVER CANAL

As crabgrass comes up in the spring, the idea of a canal between Lake Erie and the Ohio River arises almost as often.

An item dated May 28, 1995, Cleveland, reports that for the forty-eleventh time the U.S. Corps of Engineers has rendered a report on the economic feasibility of building a canal from Ashtabula, OH on the lake to Rochester, PA and arrived at the familiar answer: it can't be justified. In the 19th century, during the height of the canal building excitement, there was a canal from Rochester to the lake at Erie, PA. Remains of this ditch can still be traced but it was largely abandoned by 1860.

As early as the 1890s promoters were advancing the idea of constructing a waterway connecting Ashtabula and the Ohio River by way of the Mahoning River at Warren and south through Youngstown to the Beaver River at New Castle, PA. Great shipments of coal and iron ore to serve the steel industry were projected. The Corps of Engineers has been required by various congressmen to periodically look at the Erie to Ohio waterway proposition and the answer has always been the same; it's a bad idea.

There is no longer a steel industry in Youngstown and not much in Pittsburgh. The latest report estimates that the canal could be built for only \$7.2 billion, annual operating costs at \$802 million and annual benefits just \$236 million. Ohio Rep. James Traficant is disappointed but not downhearted by the report.

The Corps' study of 1990 cost \$218,000 and the 1994 study \$280,000. If there can be a Tenn-Tom, why not an Oh-Er? No doubt another survey will be requested.

THE TOOKERS

For the S&D 50th annual meeting in 1988, Vic Tooker brought four musician friends who, with Alice "Mom" Tooker on base, put on an evening of New Orleans dixieland. Who could forget it!

Mom celebrated a 91st birthday July 4, 1995 and the years have slowed her strumming on the base viol. Vic and Mom would enjoy hearing from their river friends, young and old.

Alice & Vic Tooker
671 W. Main St.
Wilmington, OH 45177

POAG SHALLOWS IDENTIFIED

In the Jesse P. Hughes diary in the June issue it is reported that the J. T. HATFIELD sank in Poage Shallows at 10am., September 4, 1923 (see first column, page 7). We wondered where "Poage Shallows" might be located and, true to form, a reader had the answer.

Capt. Jack Hamlin, 3135 Sumner Ave., Huntington, WV 25705 writes as follows:

"Poage Shallows is halfway between the Ashland, Kentucky highway bridge and the Ironton Bridge, down along the Kentucky side.

When we would go down over Poage Shallows on nine feet of water, we had to take it very easy because the barges would start to bounce up and down over the solid rock bottom, for about a mile down the river. It is all rock and clear across the river."

Capt. Hamlin's tip sent us to the Jesse Hughes 1897 chart book. Yes, the shallows are marked but identified as "Ice Creek Shallows", mile 322, Ohio River. Our thanks to Capt. Jack.

* * *

CUSTOM AND THE UNION JACK

Jack Hinkley, builder of boats and other large items in bottles, inquires about the use of the Union Jack on the river: "While looking at the photo of the BETSY ANN on page 17 of the June, 1995 issue of the S&D Reflector at Union Jack at her mast head caught my attention. The photo of her in company with the SAM P. SUIT and the VOLCANO on page 16 also revealed the Union Jack on the BETSY ANN but not the others. I looked at photos of a number of other boats and nary a Union Jack did I see."

The use of the Union Jack on river boats, mainly packets, does cause questions. In addition to the Union Jack being the national flag of the United Kingdom the name is also given to the "union" of any national flag, the stars on a field of blue in the U.S. flag. "Piloting Seamanship and Small Boat Handling" has a chapter on Flag Etiquette which holds that the Union Jack be flown only on boats with two or more masts, from the bow jack staff, at anchor, on Sundays and holidays from 8:00 am. to sundown. My, my! Did any old-time packet operator ever read that?

Yes, the BETSY ANN when under Fred Way management seems to sport the Union Jack in many photos and not just on Sundays and holidays or when tied to the bank. Tom Greene was also partial to flying the Union Jack and most photos of the GORDON C. GREENE and DELTA QUEEN have the jack flying from the jack staff. Streckfus boats and excursion boats of the Wished Line flew the jack as does the HOMER SMITH in the cover photo of our June issue.

On the other hand, there are many photos of steamboats that followed the practice of flying only the national flag, either on the jack staff forward or at the stern and sometimes two U.S. flags, fore and aft. Photos of packets, large and small, of a hundred years ago often show, a banner with the name of the boat gracing the forward jackstaff. Corps of Engineers boats seem to fly the Corps' flag from the jack staff.

Rivermen are an independent lot and the flying of the Union Jack seems to have been an individual whim and habit, etiquette or no etiquette.

* * *

A WALK AROUND THE LORENA

The late Clyde Swift of Glen Ellyn, Illinois was the leading collector of information on the boats, trades and river people of the Muskingum Valley. Clyde's tabulation "Steamboats on the Muskingum River, 1824-1913" is a valuable appendix to Mack Gamble's book, *Steamboats on the Muskingum*.

Clyde Swift corresponded over the years with another fan of the Muskingum River boats, Raymond Scott, an early S&D member and son of Capt. S. Dana Scott. Dana Scott, the father, had part ownership in a number of Muskingum River packets including the LORENA. The LORENA was a very successful boat in the Zanesville-Pittsburgh trade from her building in 1895 until her sale to John W. Hubbard in 1912. Dana Scott and partners built the CITY OF PITTSBURG in 1899 for Ohio River trades on the strength of the LORENA's earnings.

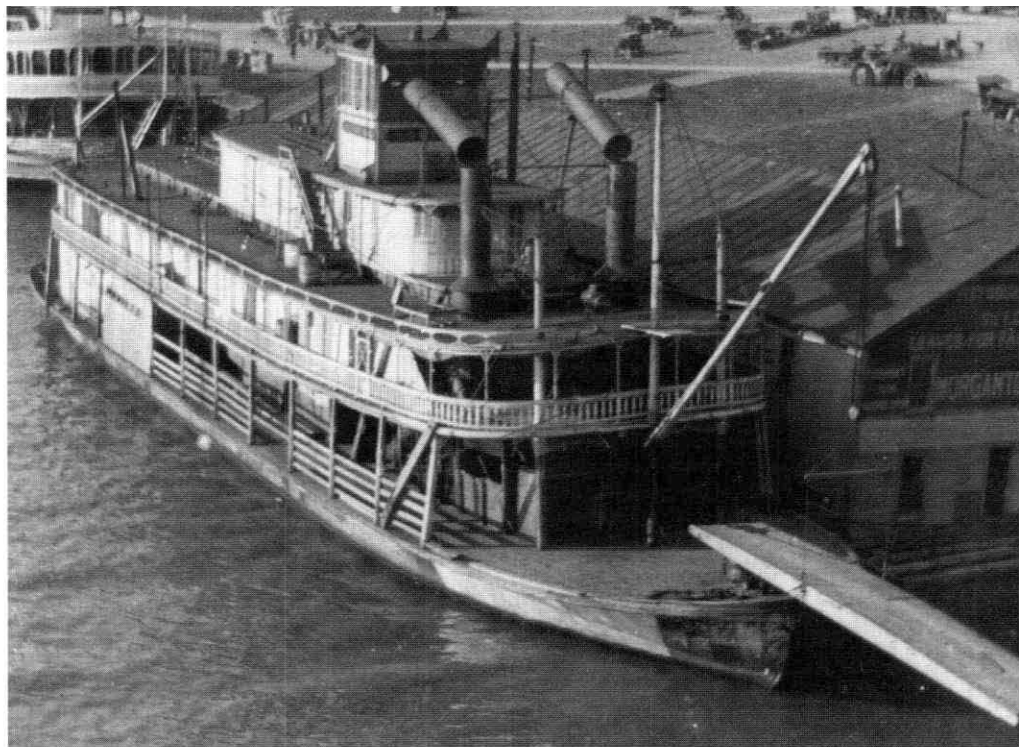
In a letter to Clyde Swift, Raymond Scott provided the following description of the LORENA (Way 3560) as he remembered her. After reading Raymond's reminiscence it is evident that he knew the boat intimately, probably worked on her during his father's ownership.

We believe that Mr. Scott had his flags transposed when he says that the Union Jack was flown at the stern. If used, the jack would be flown from the forward staff.

Raymond Scott's commentary is familiar to most of us, by reason of reading the S&D Reflector if for no other. His style is plain and non-technical but there are a few nuances of terminology and emphasis on various features which make this "walk around" of a classic packet boat interesting and entertaining.

Beginning at the bow of the LORENA, the first object in view is the bitt or bits, used in snubbing or securing a hawser (rope or line). The timber of the bits extends through the deck and is bolted to the hull timbers.

Just aft of the bits is the capstan, used in warping the boat into place or in moving heavy articles of freight. On the GEN. H. F. DEVOL the capstan is operated by capstan bars placed in the holes at the top and pushed around by two or more men. On the LORENA it is powered by a donkey engine below decks. (The GEN. H. F. DEVOL, Way number 2247, was an earlier boat in which Dana Scott had an interest. Ed.)



LORENA (3560) laid up at the Pittsburgh wharfboat in the fall of 1915. Earlier that summer the LORENA grounded on Possum Bar below Clarrington and damaged the hull, the reason for being out of service. She was built in 1895 at the Knox boatyard, Marietta for the Zanesville-Pittsburgh trade. The hull size, 141x31.5x5.6, would just fit into the Muskingum River locks if the stage was raised to clear the lock gates. The lifeboats have been removed but most of the features are as described by Raymond Scott. Photo by Fred Way.

On the left and right sides of the deck are anvil shaped objects; these are cleats or kevels, used to snub and secure lines. The rope used to tie up or handle the boat at the bow is the bow line, the one at the rear is the stern line and one used amidships is the spring line.

The donkey engine mentioned above also handles the raising and lowering of the stage. The controls for this little steam engine are on the center mast, to which is fastened the stage boom. When the LORENA enters the Muskingum River locks it is necessary to raise the stage as high as possible so as to miss hitting the lock gates. (The hull size of the LORENA was 141x31.5 feet plus the paddlewheel while the size of the locks was 159x35.5, a close fit. Ed.)

Ropes for mooring the boat at landings or handling it through locks are coiled near the capstan in the bow and at other spots on the lower deck. The end of each rope is fashioned into a loop so that it can be slipped over a peg on the lock wall or over a mooring post at a dock or on a wharfboat.

There are also two shorter masts to be seen, one on each side of the center mast and these are used in handling freight. Near the bottom of these masts are the hatches

opening into the cargo space in the hold. The LORENA has an unusual amount of space in the hold for stowing freight; the headroom at the hatches is nearly six feet and at the stern about 4½ or 5 feet.

On each side of the boat are the hog chains (nothing to do with livestock). The hog chains are iron or steel rods attached to the hull at the stern and going up to the hurricane deck, over posts and forward to the front of the texas and then down to the hull near the bow. The purpose - to stiffen and strengthen the hull and thus the whole structure. Turnbuckles allow any slack in the hog chains to be taken up as needed.

The boiler room is just aft of the main stairway. As we look in we notice that the floor is metal covered. The coal bunkers are in the front part of this space. The LORENA's boilers, two in number, are of the Scotch Marine type. They are fired from the front and the smoke returns to that end where it is taken up by the smoke stacks through the boiler deck where the stacks are surrounded by big drums called coolers. The stacks continue through the hurricane deck above and on up toward the sky. Steam pressure carried is in the neighborhood of 150 pounds.

CONTINUED NEXT PAGE

There is an ash box in front of the boilers. The ashes are raked out of the boilers into this box where there is a big pipe in the center that goes straight down through the bottom of the hull. Carry out the ashes? No, just rake them into this pipe and the job is done as a little steam coming up tells you that the river has taken over.

The boilers, most of the time, are under forced draft with the engine exhaust brought up to the front of the boilers and introduced into the smoke stacks at this point. When exhausting into the stacks is not desired the engines exhaust through the escape pipes which lead from the engine room up through the hurricane deck. Exhaust steam through the 'scape pipes had a sound like a, "cough-chuff-chuff". When the exhaust is through the smoke stacks the sound is a more gentle, "shoos-shoos".

Now, we follow the main steam line back to the engine room. This is the last section on the main deck for the engines deliver their power directly to the paddle wheel. The controls for the engines are in the center of the engine room: the steam throttle regulates the flow of steam and there is a lever for reversing the engines.

Also, a small but important gadget called an injector for supplying water to the boilers is in the engine room. The engineer is able to check the water level in the boilers through petcocks in the rear end of each boiler; wires lead from the engine room to these cocks. There is also a line which leads to the front end of the boilers by which the engineer can ring a bell to alert the fireman that he wants more steam pressure.

The LORENA has 15 inch engines with a 5½ foot stroke, one on each side of the boat. They are connected to the paddle wheel by the pitmans; these are of wood but reinforced with metal. The buckets of the LORENA's wheel are staggered, that is, the buckets are each just half length and offset which results in less vibration than if the buckets reached the full length of the wheel.

Between the stern bulkhead and the engine room is a partition with bunks for some of the crew. Just ahead of this partition is the light plant, a steam engine driving the generator by means of a belt. Electricity is supplied where needed by this installation from dusk to dawn.

The rudders, of which the LORENA has three, are attached to the stern

of the boat which puts them just in front of the paddle wheel. The cables which control the rudders lead up to the pilothouse and are connected to a drum on the pilot wheel.

The lowest deck is called the main deck, the one above, where are the cabins and staterooms, is the boiler deck and the third is the hurricane deck. The texas roof is not referred to as a deck. The front stairway from the main deck to the boiler deck is in the center of the boat a few steps from the bow. As we pause at the top of these stairs we can see the open area (in the cabin) near us which is the men's cabin. At the far end of the hall is another open area, the ladies cabin. Stateroom doors can be seen on each side of the hall. Nearest on the left is the office, then the wash room and then the staterooms, numbered down the left and back on the right, ending with the pantry and kitchen near on our right.

To our left we climb the stairway from the boiler deck to the well-named hurricane deck where there is no protection from the wind except for the texas. The door in the front of the texas leads to a center hallway which gives access to staterooms on each side for the boat's officers. There is also a small barber shop in the texas.

Forward, in the center of the hurricane deck, the stage mast rises perhaps fifteen feet and is topped by a slender flag staff from which the Stars and Stripes are flown. Near the mast is the searchlight, a powerful electric carbon light used at night in going through bridges, making landings or entering locks. At other times, no matter how dark the night, the pilot wants no lights showing.

On the larboard (left) smoke stack we see a red "running light" and on the starboard (right) stack a green one. In river usage, the words starboard and larboard become "stabrd" and "labrd". The bell is in the center, forward on the hurricane deck near the smoke stacks; it has a beautiful deep tone.

Toward the stern on each side are the davits by which the life boats or yawl is lowered into the water. A similar installation is located directly opposite and there is also a larger life boat, made of steel, kept on the skylight roof, aft of the texas. I have never seen this boat in the water. A flag staff at the stern of the hurricane deck sometimes flies the

Union Jack. (Not likely. Ed.)

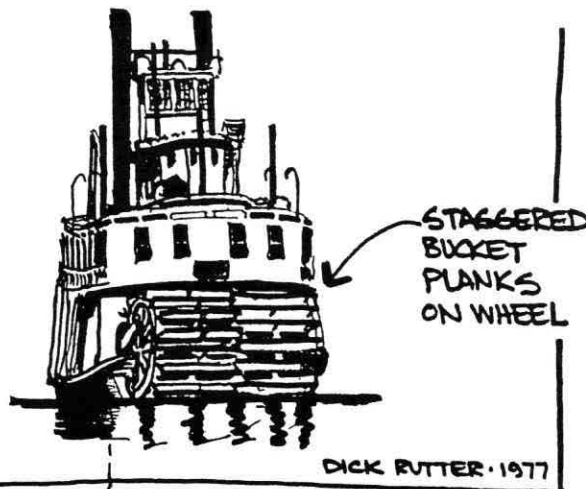
On the starboard side of the texas a flight of steps rises up to the roof and a few steps away are the stairs leading up to the pilothouse. Inside there is a high bench against the rear wall. The walls are glass sash except for the front which is open above shoulder height. The pilotwheel is at the extreme front with about half of it below floor level. The shaft has a drum around which the tiller cables are wound. A turn of the wheel to one direction or the other moves the rudders and so controls the boat.

There is an upright column just aft of the pilot wheel which supports one end of the wheel shaft and on which are mounted three handles connected to the engine room and bells. One of the engine room bells is rung by a rope hanging down near the pilot wheel. The engineer has communications with the pilot through a speaking tube but receives his orders for starting, stopping, backing and changing speed through the set of four bells: a high toned bell, a medium toned and a low toned (like a cow bell) and a gong. At the pilot's foot is a treadle for blowing the whistle.

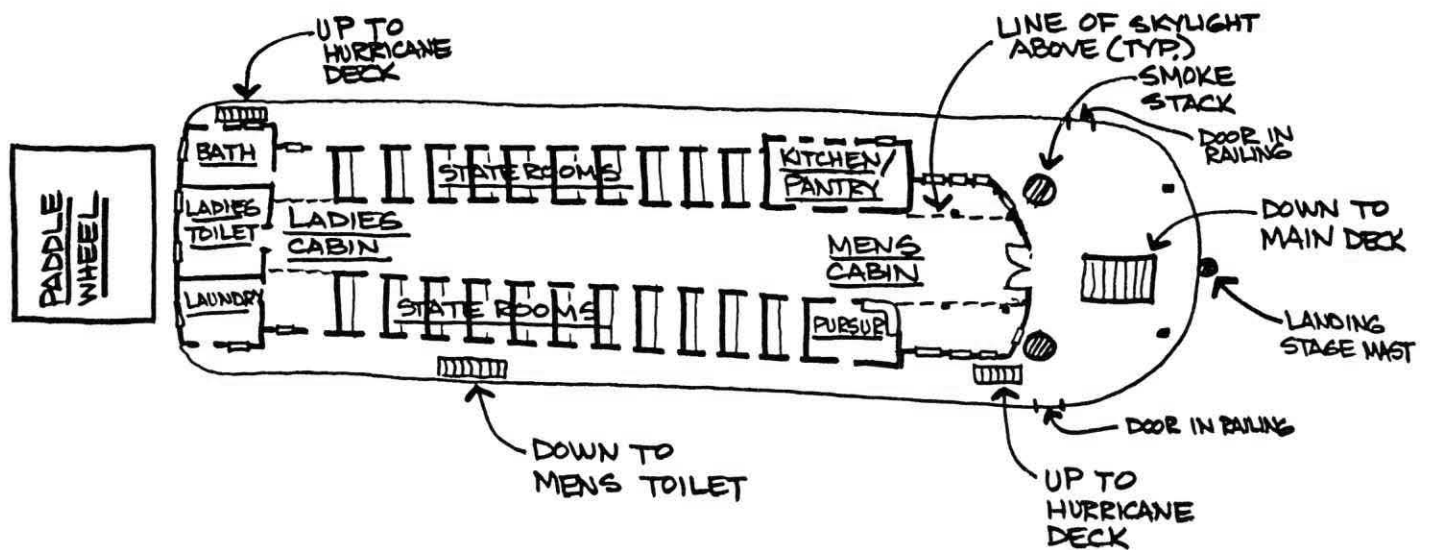
Windows at the sides of the pilot house are sliding sash so that it is possible to have them open in the summer. In severe weather the opening at the front is closed by folding panels with cut-out holes at each side through which the pilot can see the river ahead.

I can almost smell the hot, oily metal of the engine room and hear the steam hissing as the engine pistons move in and out.

And at this point I hear three clangs of the gong which means that the steamer is tied up at the dock and the pilot, for the present at least, is finished with the services of the engineer.

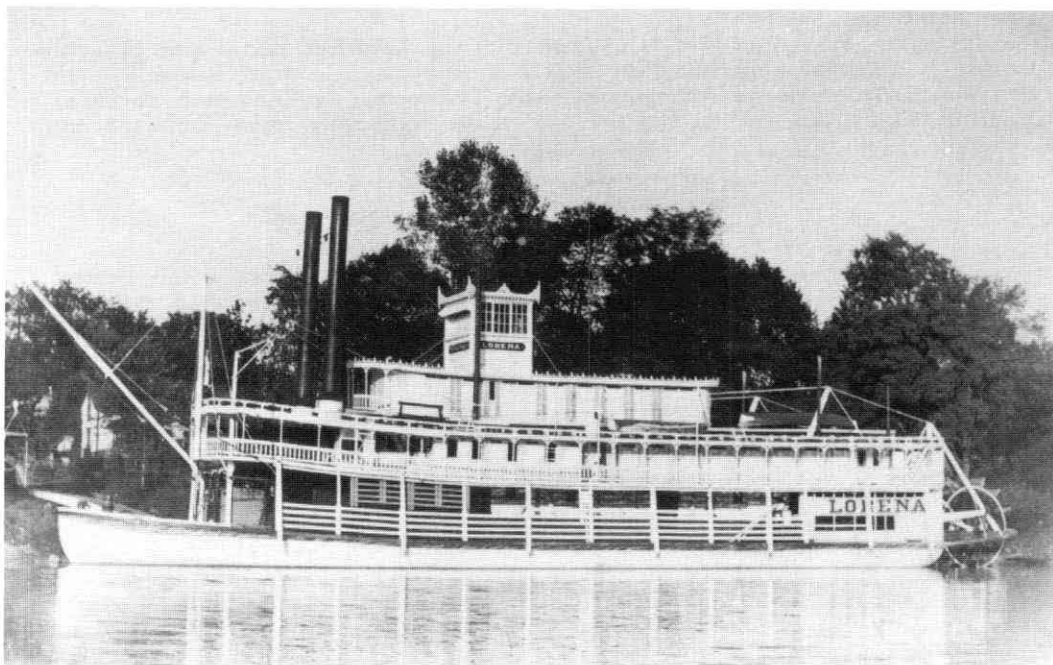


STEAMER LORENA

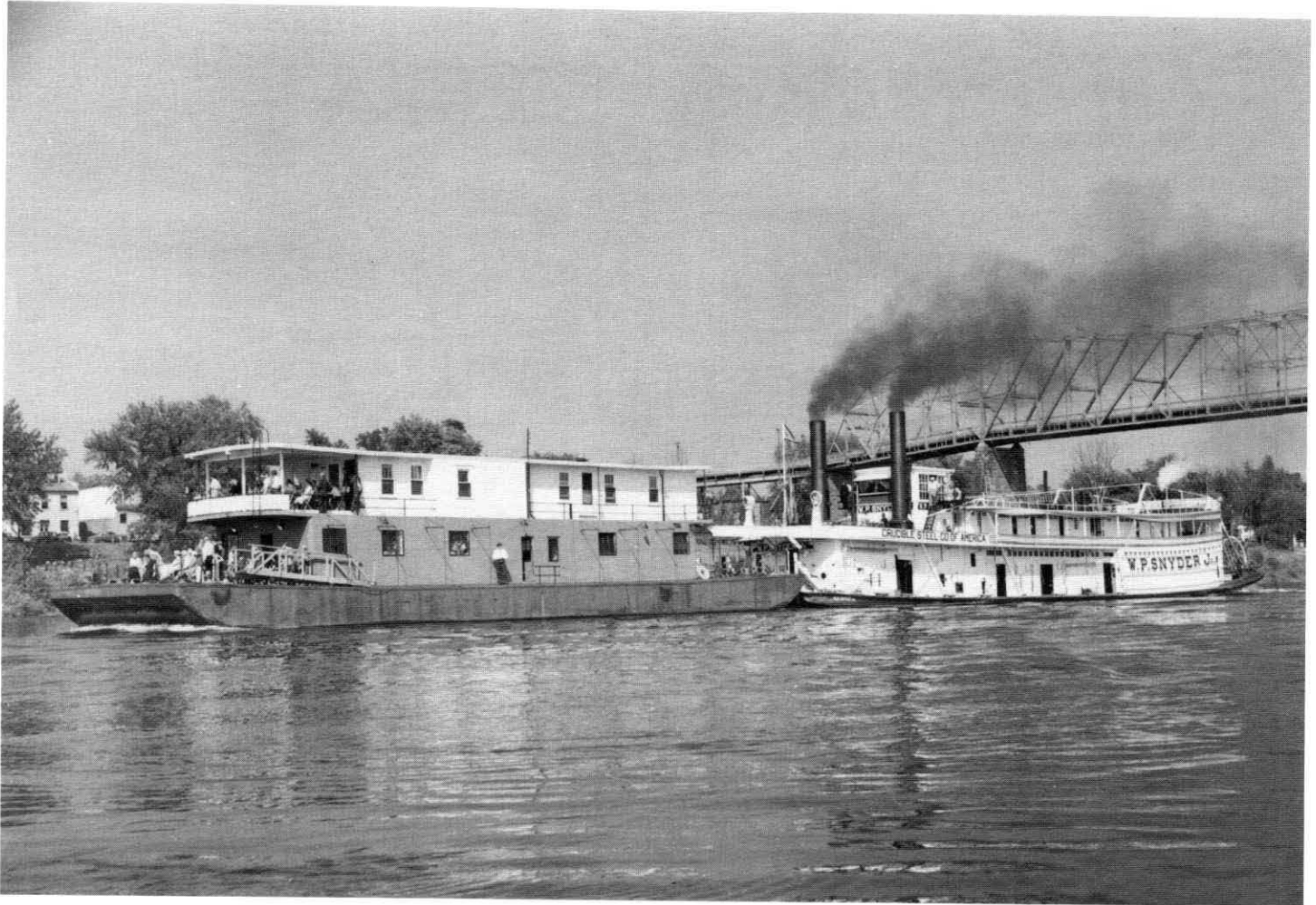


SCHEMATIC PLAN - BOILER DECK

DICK RUTTER-1977



Here's the port (larboard) side of the LORENA, glistening in fresh white paint and with not a bull rail out of place. The boom for handling freight shows on the samson post forward. The tall vent pipe rising beside the corner of the pilothouse is from the kitchen on the boiler deck. The staggered paddle wheel was rebuilt with straight buckets in April, 1905 after the original shaft broke. Photograph at McConnelsville by Brooks.



This is the arrival of the W. P. SNYDER JR. and her barge load of invited guests at Marietta, September 16, 1955. It was Crucible Steel Company's party with overnight stops at Pittsburgh, East Liverpool, Wheeling and Marietta, a progress widely reported in the press. Photography by S. Durward Hoag.

A SIGNIFICANT ANNIVERSARY W. P. SNYDER JR., 40 Years at Marietta

On Friday, September 16, 1955 Crucible Steel Co. delivered the W. P. SNYDER JR. to the Ohio Historical Society at Marietta, Ohio. Board Chairman W. P. Snyder, Jr. turned over the boat to P. B. Belden, Sr., President, Ohio Historical Society.

With generally good treatment by the elements and the Ohio Historical Society including a \$350,000 major overhaul in 1988, the SNYDER has survived retirement in the Muskingum River. Today, she never looked better and has been closely restored to how she looked in 1955 by Ohio River Museum manager John Briley and the dedicated workmanship of O.H.S. employee Lowell Warden.

Looking back in the pages of the S&D Reflector, one facet of the five day delivery trip of the SNYDER from Brownsville, Pennsylvania to Marietta forty years ago has not, we believe, been fully reported upon. Shortly after the trip began on the first leg from Brownsville to Pittsburgh one of the invited guests, banjo player Robert "Bob" Schmertz, wrote down some lyrics and set them to a lively tune. He called it, "The Wake of the W. P. SNYDER JR". The chorus reference to "Captain Frederick Way" inhibited our late editor and publisher of the

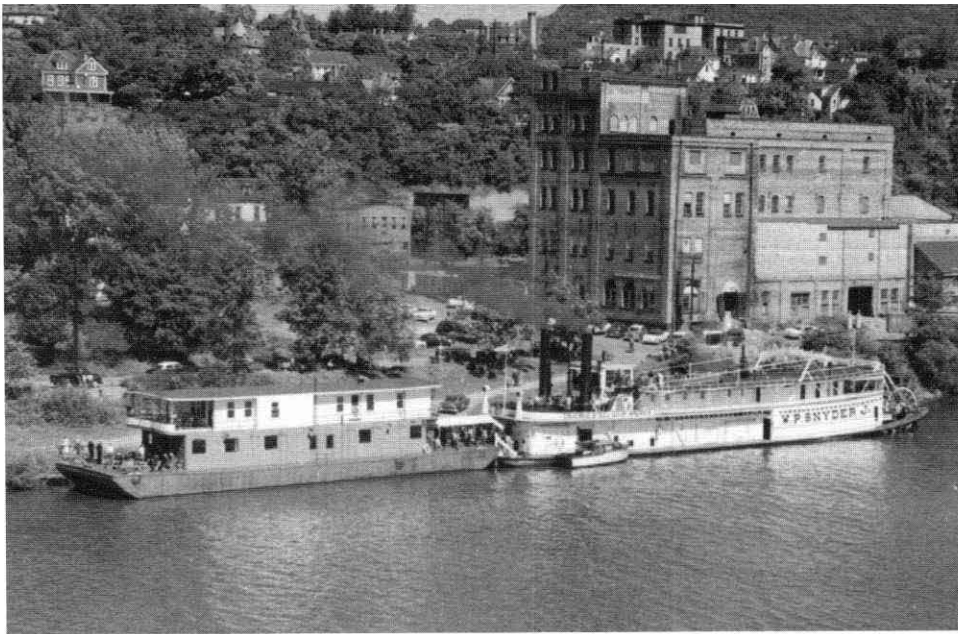
Reflector from printing the lyrics. "Makes me a little squeamish," said Fred.

Robert "Bob" Schmertz, composer of "Wake of the W. P. Snyder Jr.", was a regular at S&D meetings before and after the "cruise" of the W. P. SNYDER JR. Accompanied by his banjo-playing friend "Eddie" or daughter Gretchen, Bob Schmertz was a frequent entertainer at the S&D annual banquets in the 1950s and 1960s. Rivermen got a chuckle from Bob's "Monongahela Sal", the story of the enticement of an innocent maiden by pilot Mote Stanley aboard the mighty JASON and "The Wake of the W. P. Snyder Jr." is equally amusing.

Bob was an architect, a graduate of Carnegie Tech, now Carnegie-Mellon University, Pittsburgh. He was head of the Department of Architecture at Carnegie Tech but was equally noted as a composer of music and whimsical lyrics on historical and regional themes. Friends knew Bob Schmertz as a humorist and talented banjo player

After forty years, we publish Bob Schmertz's ditty in tribute to all involved in saving this relic of the steamboat age, the W. P. SNYDER JUN-I-OR:

- - -



W. P. SNYDER JR. WITH BARGE, BROWNSVILLE, PA, SEPTEMBER 12, 1955.

THE WAKE OF THE W. P. SNYDER JR.

The 12th day of September in Pennsylvan-i-ay,
 A sternwheel steamer started from Brownsville on her way,
 Down the Monongahela -- her name she proudly bore,
 Her name it was the William Penn Snyder, Jun-i-or!
 Tom Kenny was her Pilot, Bill Hudson was her mate,
 And down to Marietta she went to keep a date --
 It was at last her final run, she was to end her day
 Delivered by her Captain, our Captain Fred'rick Way!

Oh Captain, Oh My Captain!
 Oh Sweet September Day!
 There never was a Captain
 Like Captain Fred'rick Way!

Our Striker Pilot Greenlee at steering took a hand
 And Striker Fireman Silliman, he struck to beat the band
 And Kennedy, Chief Engineer, he sometimes got relief
 From Engineer Gene Ehringer, the Honorary Chief.
 In charge of Mate Bill Hudson she towed a mourning barge
 Which held a crowd of mourners who somehow were at large,
 There were Murphy, Muns, McNally and Captains Hughes and Wright
 And Valentine and Seabrook, it was a mournful sight!

CHORUS

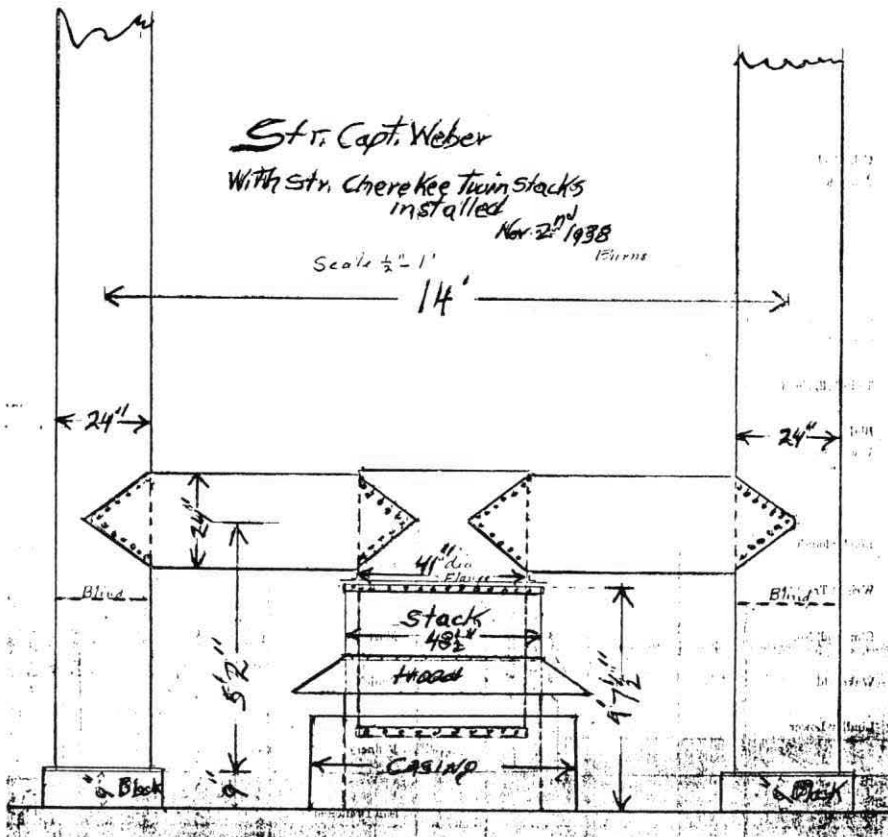
There were Bennett, Hoag and Dugan, Malone and Zepp and Zenn
 There were Huber, Cain and Putnam all faithful river men.
 There were Reed and Young and Cornwell to picture her demise
 And several were weeping -- was it cinders in their eyes?
 Sometimes a sound of revelry would float upon the air,
 It echoed from the baggage room, t'was more than baggage there.
 And you could hear loud statements in no uncertain tones
 Delivered by our Shipmate, Reporter Johnny Jones.

CHORUS

Commander Hatfield verified that all was quite secure
 And we were clear in conscience because our hearts were pure.
 We all were safe as churches and floating with the Lord
 In charge of a Sky Pilot - Father Fullman was aboard!
 And so we steamed so sweetly along the O-hi-o!
 This proud old steam sternwheeler with her mourning barge in tow
 And the music of her whistle ran out from shore to shore,
 Her name it was the William Penn Snyder, Jun-i-or!

Oh Captain, Oh My Captain!
 Oh Sweet September Day!
 There never was a Captain
 Like Captain Fred'rick Way!

- - - - -



SACRAMENTO RIVER TWIN STACK CONVERSION

The article on Steamboat 'Round the Bend' in our June issue created considerable interest, not the least of which was appearance of twin stacks on single stack boats. The caption for the photo of the PRIDE OF PADUCAH and CLAREMORE QUEEN on the back cover of the June issue mentions the "T" fixture used to split the customary western single stack into two but space did not permit going into more detail.

John Burns, through Dick Rutter, has supplied the above drawing which shows how the conversion was done on the CHEROKEE for "Steamboat 'Round the Bend'" in 1935 and then the same set of stacks was used on the CAPT. WEBER for the movie "Dixie" in 1938. The drawing is by James Burns, port engineer for the California Transportation Co. and is dated November 2, 1938. The drawing paper was the back of a log sheet between San Francisco and Stockton, California Navigation & Improvement Co.

In the photo on page 22, June issue, the CHEROKEE appears third from the right, next to the LEADER which was one of the stars of "Steamboat 'Round the Bend'". Close inspection shows that the "T" or

split of the single stack on the LEADER was fitted inside or just aft of the cabin rather than above the roof line for reasons unknown.

Writes Dick, "The CAPT. WEBER was rigged up as the Str. CUMBERLAND for the movie "Dixie". After the filming of this Bing Crosby movie, she was returned to the head of Stockton channel to the lay-up fleet. On Saturday afternoon, May 22, 1943 she caught fire and burned down to the main deck in a 4-alarm blaze that threatened adjacent buildings as well. Her hull was later towed away to Rio Vista (downriver from Sacramento on the Sacramento River) and she was converted into an elevator barge."

JAMES BURNS A Brief Life History

James "Jim" Burns is identified with the construction of the twins, DELTA KING and DELTA QUEEN. Stan Garvey, in his new book "King and Queen of the River", devotes considerable space to the life and accomplishments of Burns. The following is an abstract of the story of James Burns' life as provided by Garvey following an interview with his son John on May 27, 1991.

James Burns was born in County Down, Ireland, January 5, 1863. The family lived on a farm, was very poor, and at age 12 with a fourth-grade education Jim went to sea. He worked as cook on a fishing boat off the Irish coast and a few years later went to work in the Denny Brothers Shipyard, Scotland. He became an apprentice in iron shipbuilding.

Burns emigrated to the U.S. in the early 1880s and worked for a time in flour mills in Philadelphia. Later, he moved on to San Francisco taking a ship around Cape Horn and settled in Stockton, California where he worked as a longshoreman.

Determined to improve himself, Jim Burns took International Correspondence School courses in steam and mechanical engineering. Eventually he earned a reputation for adjusting steam engines to improve their efficiency. About 1890 Burns became a 2nd engineer on boats of the California Navigation & Improvement Co., a company which later merged with California Transportation Co.

In 1898 Burns joined the gold rush to Alaska where he stayed for about two years. Rather than trying to find the elusive gold, Jim and a friend stayed on the coast and made a good living repairing steam engines and pumps.

Back in California, Jim worked again for California Navigation Co., now as Chief Engineer. He was aboard the sternwheel J. D. PETERS headed for San Francisco in 1906 when the big earthquake hit the area. In the days following the company gave Jim the job of barging fresh water down from the upper river to the waterfront in San Francisco.

In 1907 Jim was appointed Port Engineer for the C.T. Co. in charge of the firm's shipyard at Stockton. He was in charge of all maintenance and repairs and divided his time between Stockton and Pier 3 in San Francisco. Through his work, Jim developed an insight into the financial side of business.

When the U.S. Navy leased the KING and QUEEN in October, 1940 Jim Burns left C.T. Co. and became an adviser to the office of Port Engineer, Twelfth Naval District. Later, he was assigned as lead inspector of landing craft being built at Judson Pacific Murphy in Emeryville, California.

In 1947 Jim Burns paid a final visit to the DELTA QUEEN at the Fulton Shipyard, Antioch, California before the boat was towed away. Jim died in 1951 in Oakland at the age of 88.



CABIN OF THE CHRIS GREENE (1027) This happy gathering is in the front of the main cabin of the Greene Line packet CHRIS GREENE but the occasion and the date are unknown. Judging by the clothing, we would guess the early 1930s but female readers are free to check those hemlines and pin the date a bit closer. The kid in knickerbockers is pre-1935, for sure.

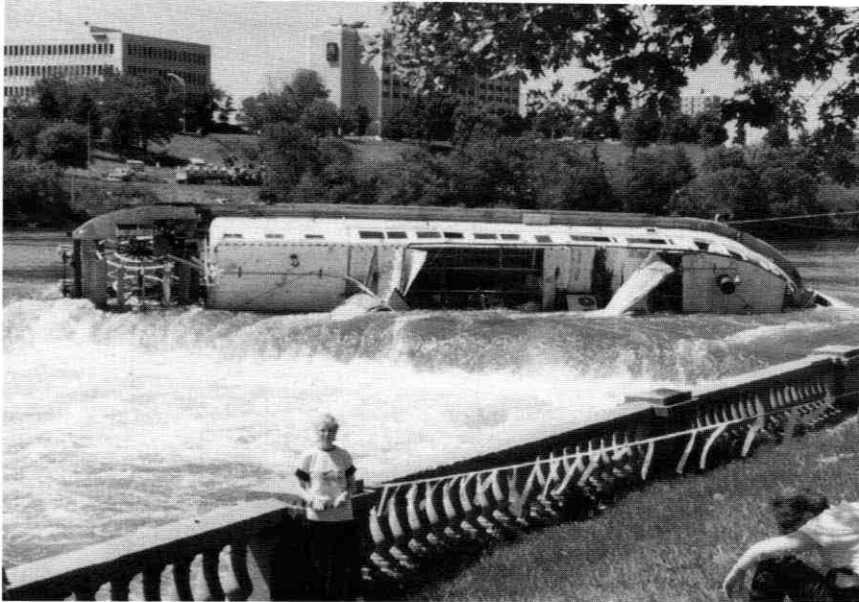
The photo came from Virginia Bennett, Covington, Kentucky and she identifies "Red" Kell, clerk, on the extreme left and LaRie Greene, wife of Capt. Chris Greene, standing between the two front doors. The fellow on the extreme right looks familiar; he's in shirtsleeves and probably a member of the crew.

Jane Greene took a look at the picture (taken long before her time, of course) but could not add to the identifications. Wrote Jane: "I have many photos of similar types of social festivities with passengers long forgotten. They often celebrated someone's birthday, anniversary, wedding party, etc.

with mirthful assemblages of passengers. Too bad Aunt LaRie isn't still here to help out."

The panorama painting on the bulkhead is by Jesse Hughes, titled, "Leaving Time at Ragtown". Small lettering reads, "Showing the steamers CINCINNATI, QUEEN CITY, CHRIS GREENE and ISLAND QUEEN." There was another Hughes panorama on the TOM GREENE. The cabins of the CHRIS and TOM GREENE were removed in 1936 to make way for hauling new automobiles between Cincinnati and Louisville. The cabin woodwork, complete, from the CHRIS was stored in the Greene Line wharfboat and in 1945 was offered by Capt. Tom Greene for reconstruction in the River Museum, Marietta. Upon disposal of the Greene Line wharfboat in the 1960s the paintings, some of the woodwork and Greene Line boat records were rescued by Larry Walker and friends.

Photo from Virginia Bennett collection.
Print by Murphy Library, La Crosse.



SPIRIT OF DES MOINES was well dampened as she lay against the Center Street Dam in the Des Moines River, a short distance west of the Iowa state capitol. The boat was approved for 100 passengers and operated excursions and dinner cruises. The Des Moines River joins the Mississippi just below Keokuk.

SPIRIT OF DES MOINES A TOTAL LOSS

In the early morning hours of June 1, 1995, the sternwheel excursion and dinner boat **SPIRIT OF DES MOINES** drifted downstream from her mooring and became a cropper on the Center Street Dam in the Des Moines River. The scene the following day was recorded by member C. E. "Clancy" Lamoureux, Des Moines who brought the rather unusual circumstances to our attention.

As reported by The Des Moines Register, the events leading up to the **SPIRIT OF DES MOINES** ending up on the dam were these: Shortly after 1 am. on the warm summer night a female, reportedly sans garments, flagged down a startled police officer and reported that she had just cut the boat loose. "Why?" asked the officer and the answer was, "You don't want to know why. I'm just nuts."

The usual landing for the excursion boat is near The Botanical Center above the I-235 bridge. A pursuit of the wayward boat in an attempt to land it before reaching the dam downstream proved futile.

A safety cable is positioned about 50 feet upstream from the dam and this brought the boat to a halt for a time. The police managed to get a grappling hook and line aboard and then attempted to locate a heavy line to pull the **QUEEN** away from the cable.

The current held the starboard side of the boat against the cable but, since it was positioned high up on the side, there was an increasing list to port. After about an hour the port guard was under water and as the boat sank deeper it slipped under the restraining cable and floated toward the dam. The grappling iron straightened out with the full weight and the **SPIRIT OF DES MOINES** drifted against the dam and turned on her starboard side.

Salvage attempts proved futile because of the size of the boat and the strong current. The hulk has been removed from the river, determined to be a total loss of \$200,000 and the citizens of Des Moines no longer have their dinner boat. Sad, sad.

Our thanks to C. E. Lamoureux, 1064 44th St., Des Moines, IA 50311.

* * *

GOLDEN EAGLE PILOTHOUSE

Since 1961 the pilothouse from the packet **GOLDEN EAGLE** has been on display in a room of the Missouri Historical Society in the Jefferson Memorial, Forest Park, St. Louis. Now this unique reminder of the steamboat age in St. Louis may disappear, relegated to dim and dusty storage, at least for a time.

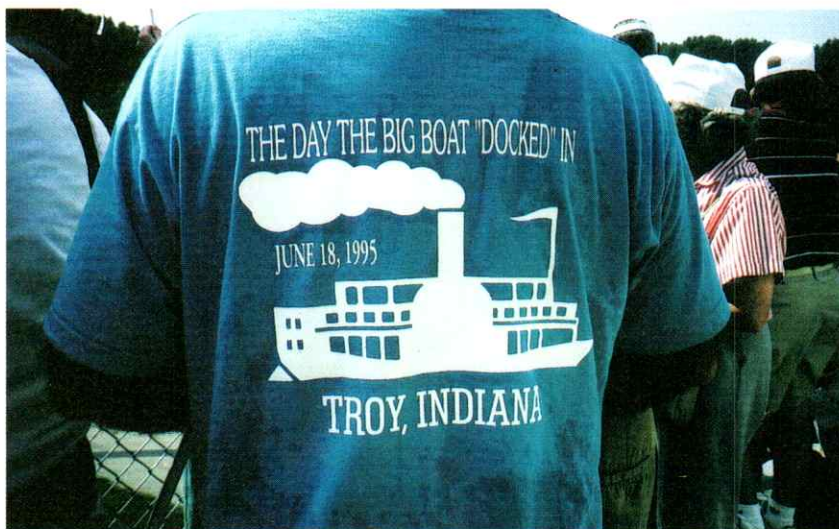
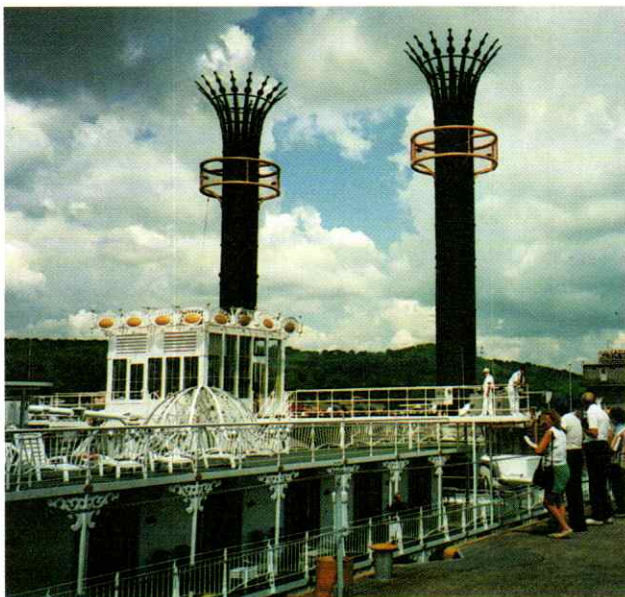
Although not as venerable perhaps as the **TELL CITY** pilothouse in Marietta which dates to 1889 ("The Oldest Pilothouse") the one from **GOLDEN EAGLE** (2366) has an interesting history. It was part of the **WM. GARIG** (5812) which was built by the Howard Shipyard, Jeffersonville, Indiana in 1904. In 1918 the **WM. GARIG** was sold to the Eagle Packet Co., St. Louis who rebuilt the boat for packet service serving the Illinois River from St. Louis.

The **GOLDEN EAGLE** was lost in 1947 but the pilothouse was saved by Ruth Ferris, then a teacher at The Community School, St. Louis County. The pilothouse stood on the school grounds until the retirement of Miss Ferris when it was moved to the Jefferson Memorial building to become the centerpiece of the River Room, Ruth Ferris curator. The River Room has, we understand, been replaced with other exhibits but the pilothouse has remained.

Now, the space is needed for an exhibit devoted to the St. Louis World's Fair of 1904. The location for a World's Fair exhibit has some logic since Forest Park (we seem to recall) was the original fair site. But, the pilothouse dates to 1904 too, and thousands of people traveled by packetboat to view the fair and its wonders. Seems a shame to dismantle "Goldie's" pilothouse.

Keith Norrington alerts us to the proposed desecration and supplied the photo of the pilothouse.





ANTHONY MELDAHL LOCKS
June 23, 1995

These closeups were taken as the AMERICAN QUEEN high-tailed it for Pittsburgh after release from the mud bank at Troy on June 21. Operational control when the pilothouse is lowered is from the stations on each of the wing bridges. Above, Capt. Norman Hillman, in the cap, is on watch.

Left, some enterprising person took one look at the situation and crowds at Troy, Indiana and had tee shirts for sale the next day. This one is modeled by Marshall Johnson of Louisville who reported, "They were selling like hotcakes!"

Right, the Morecroft calliope of thirty-seven whistles is on the top deck around the stern. The keyboard is below, on the Promenade Deck in the aptly named Calliope Bar.

That is not the base for the Olympic torch on the Sun Deck. Only a circular observation platform, a good place for high camera angles down into the Athletic Club area and bathing pool (hardly big enough for a swim). The railing for the platform is here removed, necessary to reduce the boat's overall height for low bridges.

All photos by Bill Warrick.



AMERICAN QUEEN

BIG EXCITEMENT ON THE RIVER!

For the past two years the bulletins released by The Delta Queen Steamboat Co. on the building of the new QUEEN have tantalized river buffs. She would be bigger than the famed ECLIPSE, traditional in Western River appearance with cabins opening onto open decks, steam powered as befits the company name and as elegant in interior decor as the J. M. WHITE. Could it all really be true and how would a sternwheel boat of such size perform?

On June 2, 1995 the AMERICAN QUEEN was christened in New Orleans but not with the traditional champagne, - a huge bottle containing twenty-one gallons of Tabasco Sauce was smashed on the new boat's pristine hull. E.P.A. regulations apparently don't apply to food-grade contaminants and, following the bottle breaking, there were well-seasoned catfish gasping for miles downstream.

The first scheduled passenger trip for the new grande dame of the rivers was scheduled for June 27 from Pittsburgh. The trip up the Mississippi and Ohio would be a shakedown cruise and an introduction of the new boat to travel agents, news media types and a few special guests. Fancy embossed invitations for inspection receptions aboard the big boat at several towns along the way were mailed out, R.S.V.P. required.

Surprisingly little publicity was evident as the new river wonder of the late 20th century progressed from New Orleans. Towns where stops were scheduled, Louisville, Cincinnati, Marietta, Wheeling and finally Pittsburgh were, however, laying plans for large welcoming celebrations. The passing of the AMERICAN QUEEN was anticipated in the river towns even if CNN and the newspapers were filled with the tragedy of Bosnia, pronouncements from Washington and the trial of the century in Los Angeles.

It might have been anticipated that a boat bathed in Tabasco Sauce at the onset and given a name with thirteen letters would act up, eventually. On the evening of Saturday, June 17 the AMERICAN QUEEN was above Owensboro, Kentucky when orders came to lay up someplace nearby so that aerial photographs could be taken at a scenic spot early the following morning. In the velvet darkness of the summer night the AMERICAN

QUEEN headed for the willows on the Kentucky side of the Ohio in the lower end of Troy Reach, opposite Troy, Indiana. It was judged a suitable spot to await daylight, out of the channel, away from habitation and about four miles down river from Tell City and all was peaceful on board when she tied up at 2 am.

It would have pleased the late Bert Fenn that Tell City was selected as appropriate locale for taking the photos of the big boat. But, unbeknownst to the crew, the gates in the Newburgh Dam below were open and the pool was dropping. In twenty-four hours the pool dropped about seven feet and when the summer sunrise came the \$65 tourist boat was well stuck, in fact she was flat on the sand/mud bank and by Sunday afternoon there was only three feet of water on the shore side. The two 1,000 hp. Z-drives and 1,500 hp. steam engines and paddle wheel wouldn't budge her.

Early risers in 600 population Troy, Indiana did a double take when they looked across the river and saw the largest passenger steamer ever built making a shore stop. Close observation soon disclosed that the big boat was churning up the water at the stern but wasn't moving. The word began spreading up and down the river, "She's stuck!" and Troy became a destination for Sunday picnics.

Lincoln Park at Troy, where Abe Lincoln's father once operated a ferry, was soon jammed with spectators and they kept coming all day carrying coolers, chairs, blankets and umbrellas. The planned aerial "photo opportunity" now spread the scene of the beached whale onto TV screens throughout the country. Troy, Indiana was famous although some news anchors insisted that the event was happening at Hawesville, Kentucky, some seven or eight miles up the river.

The Wall Street Journal, June 21, covered the story on its Leisure & Arts page as travel, "The Immobile Guide". The writer, Gail King, hails from Henderson, Kentucky so could appreciate the boat's situation. King's description of the attempt by the big towboats STEEL COURIER and NEIL N. DIEHL to move the boat gives the passengers' lighthearted view of the proceedings. "Great billows of black diesel smoke, and a deafening roar of diesel engines - we didn't budge. Strains of 'Nearer My God to Thee' wafted along the verandahs. Self-declared captains materialized out of every cabin to supervise the realignments - stern to stern

vertical to our stern, stern to stern horizontal to our port." The travel agent and media passengers were finally taken off on June 19 to the sound of the calliope playing "My Old Kentucky Home."

The AMERICAN QUEEN and her predicament was page one news in the newspapers of practically every river town until she was finally freed on June 21, three and a half days after becoming stuck. At 3,707 tons, it required more than spar poles to move the QUEEN. The job was finally done with a combination of dredging a channel 350 feet wide and 700 feet long, five towboats with a total of 7,970 hp. pulling and pushing and a half foot pop raise from opening the gates on the Cannelton Dam.

This was undoubtedly a very expensive episode for the owners, one they would enjoy missing. But, the name AMERICAN QUEEN is now universally known in connection with a marine accident without injuries or material damage, a positive image of a situation well handled by the crew. The receptions planned at stops along the way to Pittsburgh were cancelled but the departure for the inaugural trip on the evening of June 27 was on time.

Our appreciation to those contributing to this review of the notable shakedown cruise of the grand AMERICAN QUEEN: The Waterways Journal, Bill Warrick, Tom McKee, Mary Fenn, Bob Lodder, Walt Thayer and half a dozen others who kept the telephone hot.

* * *

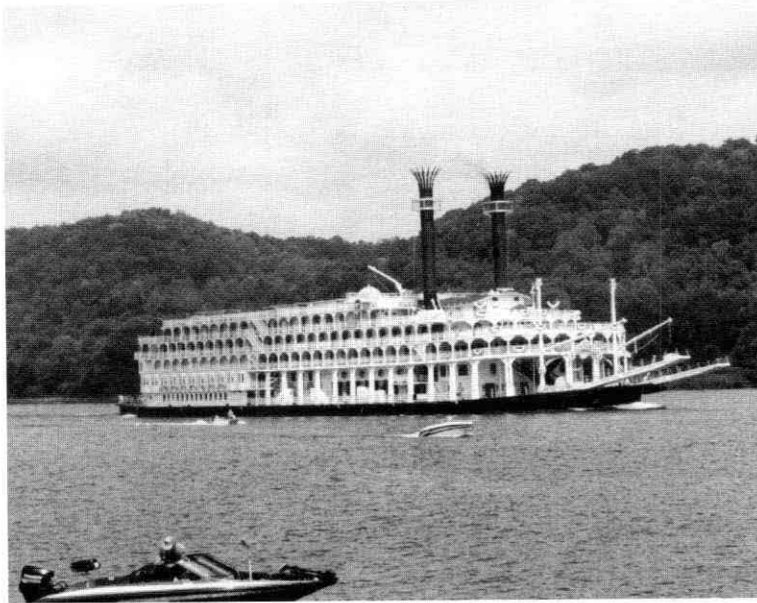
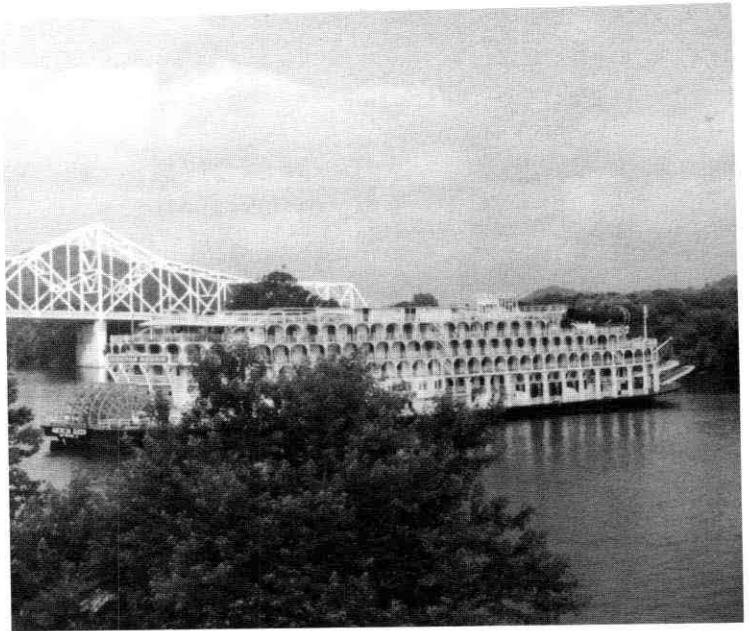
PILOTIN' MARKS FOR RUNNING TROY REACH

From notch in the hill above wharf boat to big yellow house; then, from Kentucky ferry landing to notch in hill, 150 yds. above Benyroth's house above Troy. Go this way 'till from Tell City wharf boat to Freeman's house; then, from big water tank above wharf boat to wood(ed) hill below light; then, follow shape of shore to light.

Capt. William C. Stewart
circa 1900

From these cryptic notes the pilot had fore and aft points (marks) to line up on to keep in the channel, day or night. It helped to know who lived in which house.

* * *



UPBOUND FOR PITTSBURGH
June 25, 1995

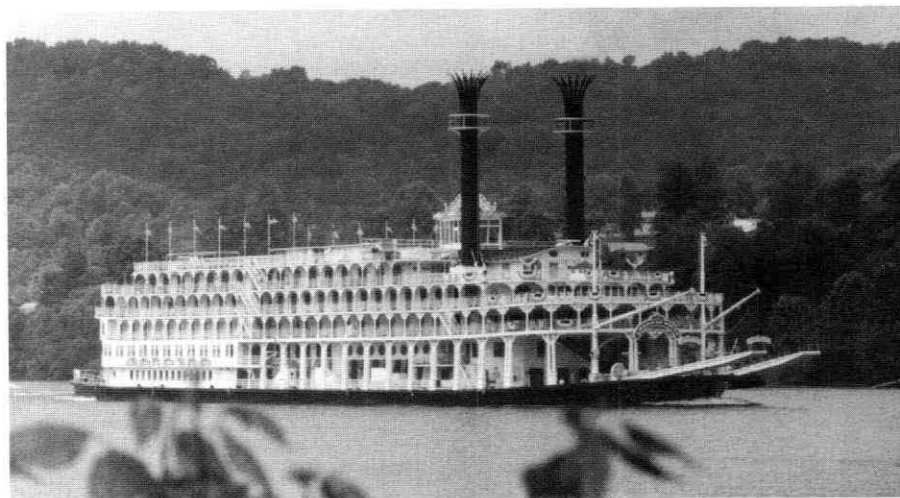
Above left is the reason for lowering stacks, pilothouse and various bric-a-brac as the QUEEN slips under the Hiram Carpenter Bridge at St. Marys, West Virginia.

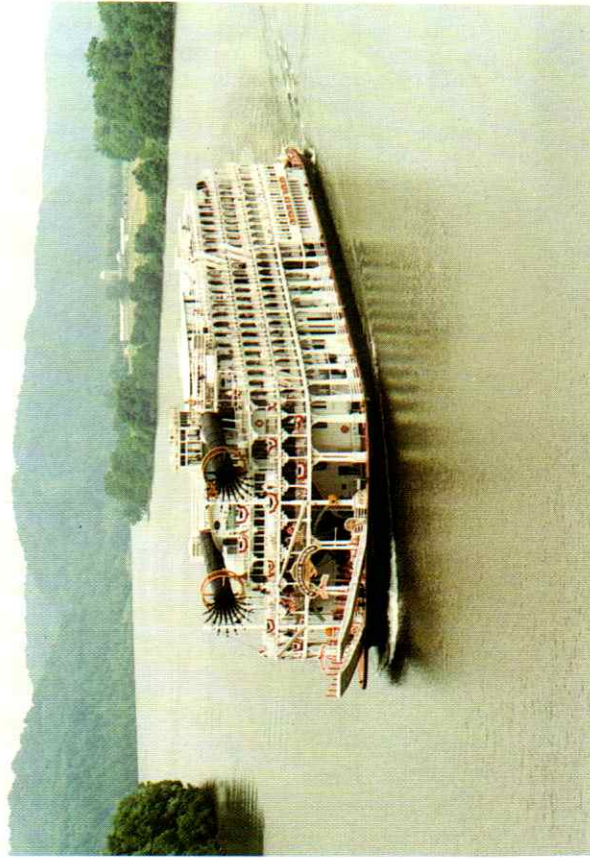
Above right illustrates how the big boat blocks the river when making a landing on the Ohio side to drop off the governor of West Virginia. Note that the pilothouse is back up.

Left, at Raven Rock, five miles up the river, the crane on the top deck is lifting the top onto the lowered pilothouse.

Below, m'lady has all her makeup on including flagpoles with flags flying passing Sistersville, West Virginia.

Photos by Fred Rutter.



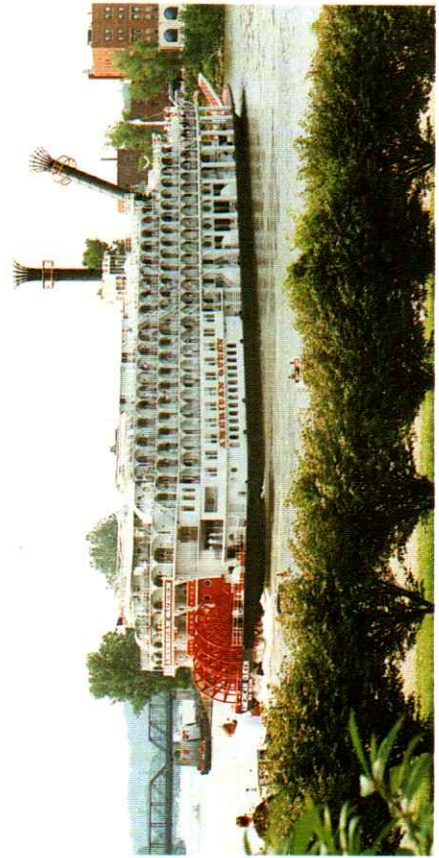


INAUGURAL TRIP OF THE AMERICAN QUEEN, PITTSBURGH TO NEW ORLEANS

Above, downbound on June 28, 1995 just above the Hiram Carpenter Bridge, St. Marys, West Virginia with Middle Island back over her stern. She has room to spare (some) with the pilothouse up.

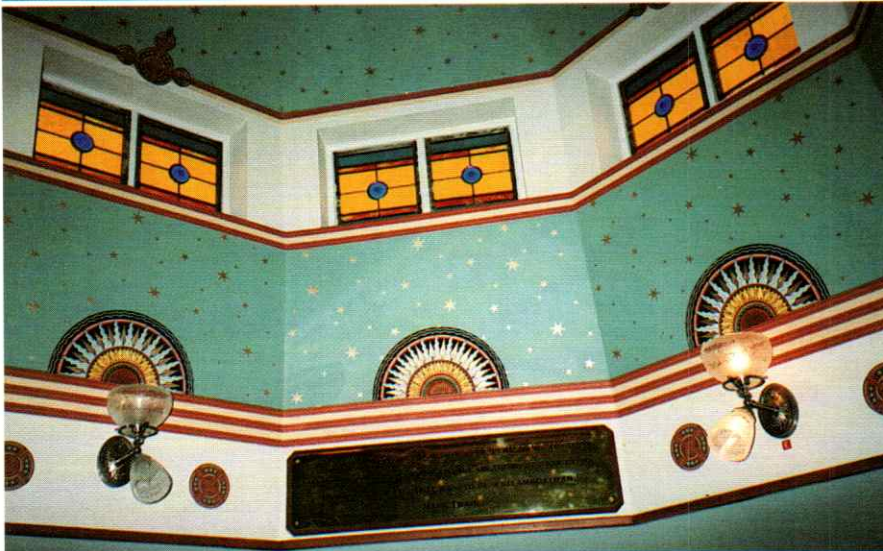
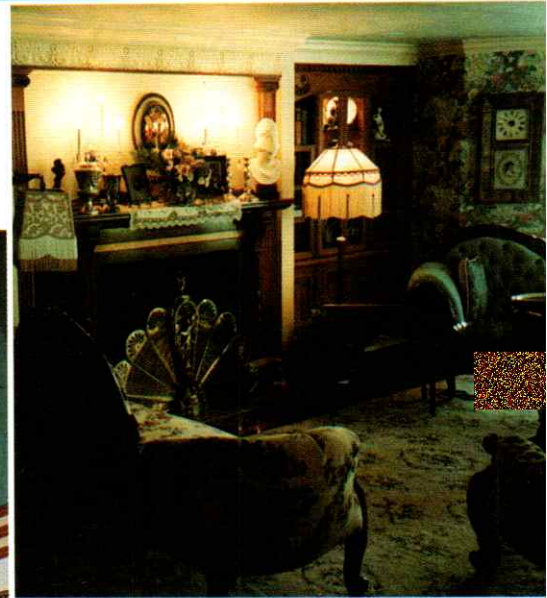
Below, seen from Williamstown, the big boat is lop-eared with the chimneys coming up before landing at Marietta. She's an impressive sight when seen from the bridge with a throng out to see her.

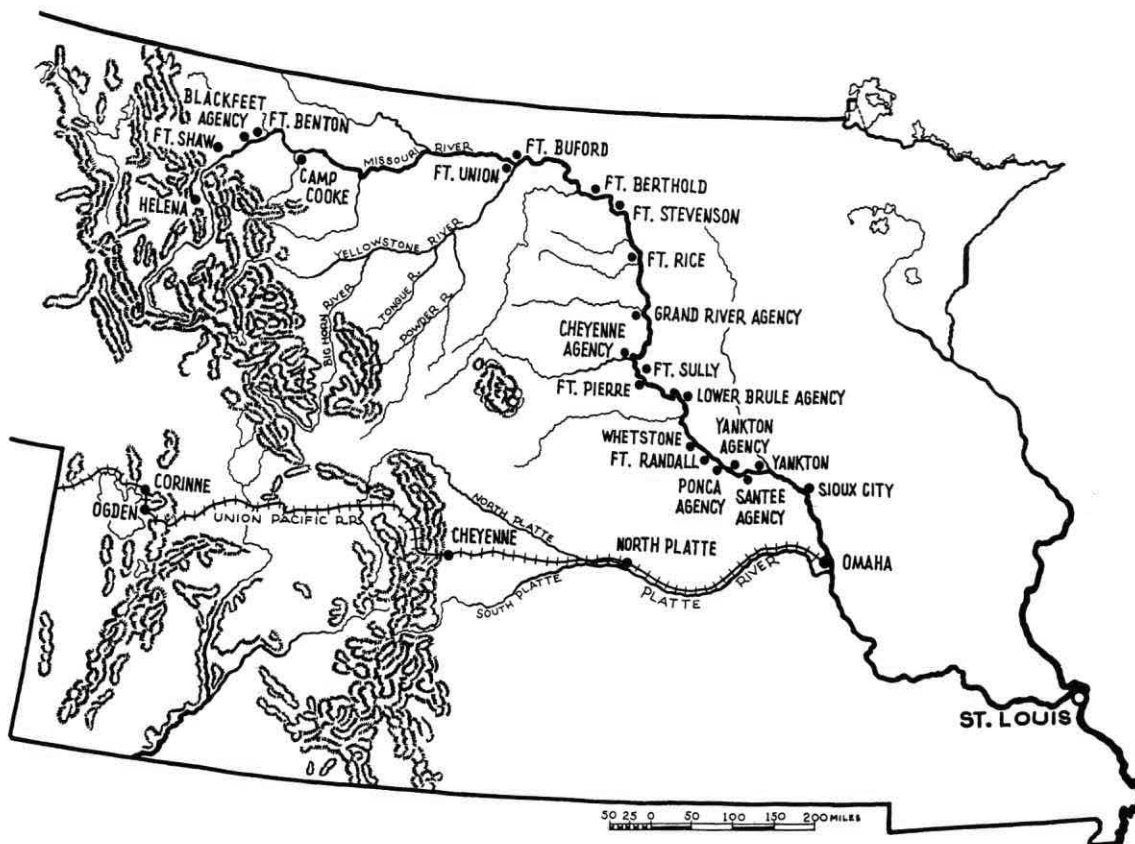
Photographs by Walter Carpenter





AMERICAN
QUEEN
'Nuf sed!





MISSOURI RIVER, 1869. The transcontinental railroad shown extending west from Omaha was completed on May 10, 1869. From the east, rails had reached the Missouri at Council Bluffs, opposite Omaha and at Sioux City as mentioned in the log. Illustration from, *A History of Steamboating On the Upper Missouri*, William E. Lass.

A TRIP TO FORT BENTON IN 1869. The Log of the HENRY M. SHREVE

The late William J. Peterson was the editor of the following log which covers one trip from St. Louis to Fort Benton, Montana Territory. It was first published in the *Mississippi Valley Historical Review*, Volume XXXI, No. 4, March, 1945.

The original log was kept by Nelson Green Edwards who was a clerk on the HENRY M. SHREVE (Way 2601), a sidewheeler 198x35x5.5 feet and one of the larger boats attempting the Fort Benton run. The HENRY M. SHREVE was built at the Howard Shipyard for Capt. W. R. Carter of St. Louis. She was launched on December 29, 1867, four boilers, engines 20's-6 ft. from the STEPHEN DECATUR (5195). According to Howard records, she was designed for the Missouri River although most of her running was in the St. Louis-Shreveport trade. The SHREVE burned at Chester, Illinois on November 23, 1872, still owned by the Carter Line and valued at \$22,000.

The original log came into the possession of the Boatman's National Bank, St. Louis and somehow came to the attention of William J. Peterson, author of "Steamboating on the Upper Mississippi" which was published by The State Historical Society of Iowa. Mr. Peterson's editing keeps the original spellings and wording of the log. The *Mississippi Valley Historical Review* article includes a general background of the upper Missouri River trades and numerous footnotes identifying towns, places and steamboat practices of the time. We have not attempted to include all of Bill Peterson's footnotes which, in particular, local historians will find useful.

The master of the HENRY M. SHREVE on the 1869 trip to Fort Benton and for her entire career was Henry Shreve Carter, son of Walker Randolph Carter, II. Henry S. Carter was born in Louisville, Kentucky in 1832. After attending Shurtleff College, Upper Alton, Illinois, Carter engaged in business with his father in the firm of Carter & Conn, a St. Louis boat store. This company operated such boats as the HENRY M. SHREVE, GEORGE C. WOLFF (2294), MISSISSIPPI (3974), GLASGOW (2337) and four or five more under the aegis of Carter Red River Line. Capt. Carter was a stockholder in the Anchor Line and left the river after being injured in a steamboat explosion. He engaged in farming near New Madrid, Missouri until his death in 1905.

Nelson Green Edwards, the chronicler of the trip of the HENRY M. SHREVE, was born in Alton, Illinois in 1850. He was a graduate of Washington University and the Albany Law School and may have had only a short career in steamboating. Mr. Edwards' notations give some indication that he may have been on the HENRY M. SHREVE the previous year (1868) however, the boat did not then reach Fort Benton according to Joel Overhoser's book, "Fort Benton, World's Innermost Port." Nelson Edwards would leave the HENRY M. SHREVE at Omaha on the return trip in 1869, probably on the boat's business and perhaps forever.

The St. Louis Globe-Democrat of July 2, 1942 contains a brief obituary of Nelson Green Edwards, age 92, retired vice president of the Kennard Carpet Company. Edwards died at Kirkwood, Missouri and was survived by a widow, two daughters and a son. He had served for thirty years in the National Guard, resigning as a Colonel of the First Missouri Infantry at the age of 65.



ST. LOUIS, MISSOURI, September 23, 1867. This scene is similar to that in April, 1869 when the HENRY M. SHREVE began her trip. The CORNELIA (1316), left, St. Louis-New Orleans trade; WAVELY (5728), center, returned from Fort Benton June 17, 1867 and was lost near Glasgow, Missouri November 24; MOUNTAINEER (4058), right, was also a Carter Line boat, often noted in the log and has but a single stack.

The first steamboats to reach Fort Benton were the CHIPPEWA (1018) and the KEY WEST (3281) on July 2, 1860. Gold was discovered in Montana in 1862 which caused a predictable rush to that area, inhibited only by the on-going Civil War. The year 1869 was the final year of the Montana gold rush.

On March 29, 1869 six steamboats entered in the mountain trade were lost by fire at St. Louis. Still, between May 19 and August 12 there were forty-two arrivals at Fort Benton and eight more which unloaded at Cow Island, 172 miles downstream and the head of navigation in low water. The overall total freight received at Fort Benton was 6,175 tons. As far as we know, the 1869 trip was the only one made through to Fort Benton by the HENRY M. SHREVE.

Edwards recorded forty-eight different steamboats on the way to Fort Benton and back to Omaha. Of the twenty-four individual boats in the Fort Benton trade that year he seems to have only missed the COLOSSAL (1239). In addition to forts and Indians agencies, he faithfully recorded rivers and creeks, bends and bluffs, chutes, cut-offs, rapids and islands. He named the woodyards and the prices paid; all in all, a more complete picture of a steamboat trip than in logs kept by clerks.

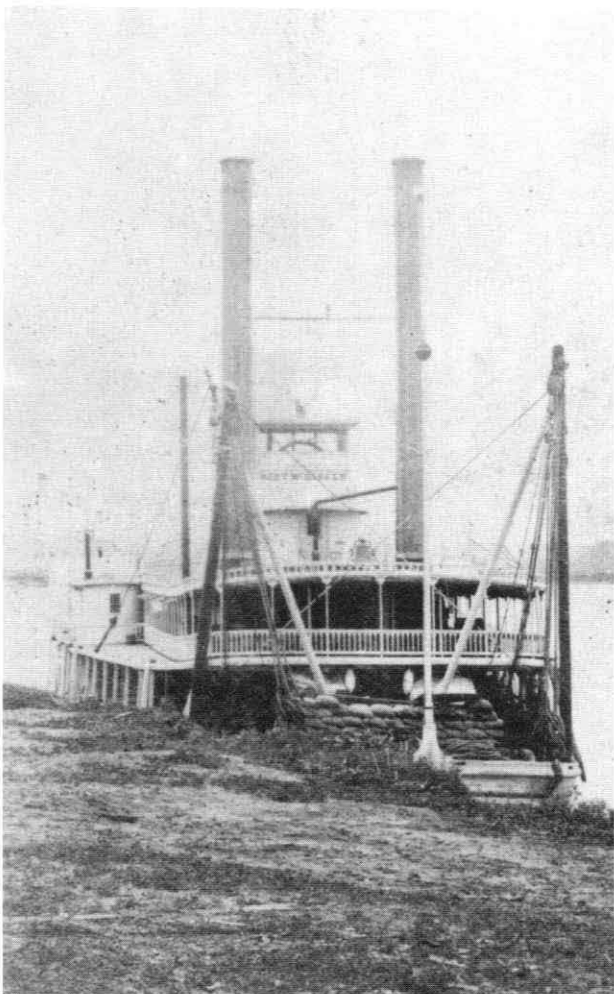
If the distances between various points as recorded by Edwards differ from other records it is because the river itself was changing its channel from year to year. Also, U.S. Engineer recorded distances were measured across the loops of meanders while pilots considered river miles. Rivermen in 1869 considered Fort Benton to be about 3,100 river miles from St. Louis while the U.S. Engineer survey gave the distance as 2,285.

LOG OF STR. HENRY M. SHREVE

TUESDAY APRIL 6, 1869: Left St. Louis at 1 o'clock P.M., Henry S. Carter in Command. Drawing 4½ feet with 210 tons Fort Benton Freight & Balance Short freight with 60 Cabin & 20 Deck Passengers, Carriages & Buggys, Waggon, Horses & Lot Furniture Making a Very good show for a trip out of St. Louis. Landed at Wood Yard, mouth of the Missouri River at 4½ o'clock, 3½ Hours from St. Louis. Took 10 Cords Mixed Wood at \$2.75. Passed St. Charles at 10 o'clock P.M. Night Clear & had fair run all night.

WEDNESDAY APRIL 7: Passed Washington at 9 o'clock A.M. Str. ST. LUKE in sight behind having left St. Louis at 4 o'clock P.M. She is a very fast boat. Passed Hermann 1½ o'clock P.M. now 24½ Hours out from St. Louis & 120 miles up. ST. LUKE yet in sight behind. Took on 16 Cords good hard wood this morning at 2 o'clock at Hamburg Ld. Did not Pay for it nor left any card. The Boat Struck a Bluff Bar during the night as to Spring her butts; leaked very badly for a time got ½ foot of water in the Hold & damaged Six Sacks Coffee if not dried out. Landed at Straubs Wood yard 10 miles above Hermann, took on 18 Cords at \$2.50. Str. ST. LUKE at last Passed up soon after landing. Passed Jefferson City at 11 o'clock P.M. 34 Hours out from St. Louis. Took on 6 Deckers for Kansas City. The night Cloudy & Dark with Lightning & rain at 11½ o'clock. Was compelled to Tie up for the Night at Cedar River, 3 miles above Jefferson City. The Storm & darkness prevailed until Day Light. (Lost 4½ Hours)

THURSDAY APRIL 8: Started at 4 o'clock A.M. on our way rejizceing. This is a bright clear Spring like morning with the Sun Shining brightly & the Air balmy & Spring like. Passed Claysville at 5 o'clock A.M. 41 Hours out from St. Louis & 36½ Hours running time. Met HENRY S. TURNER & POST BOY 5 Miles below Boonville at 11 3/4 A.M. TURNER with her after Guards & Wheel House torn up & damaged. ST. LUKE in sight 2 miles ahead. Arrived at Boonville 1 o'clock P.M. 48 hours out from St. Louis. Bought 150 sacks Flour on a/c. Freight 90 sacks at 3 3/4 = 337.50 & 60 sacks at 3 1/4 is 195.00. Total \$532.50. Gave C. W. & I. Sombart 100 days Due Bill for the Same. Left the ST. LUKE at Boonville & met Str. MARY McDONALD just above town with a Regiment of Troops & 1 Grisley Bear on Board. Took on 61 Boxes Coal at Coal yard at 35¢ Box & left at 2 o'clock P.M. Landed at Carsons Wood Yard 2 miles above Arrow Rock. Took on 21 Cords Wood at \$2.75 - \$57.75 & Left at 5 o'clock P.M. Passed Glasgow at 8 o'clock P.M. ST. LUKE still behind. Today has been . . . beautiful Warm & Spring like, but now clouding up with appearance of



MARY McDONALD (3827) had a regiment of troops and one "Grisley Bear" on board when met at Boonville, Missouri. This sidewheeler was running in the St. Louis and Omaha trade and on Ouachita River during low water. Note the heavy spar rigging, needed for numerous shoals.

Rain & a Dark night - Laid up at Buck Horn Point at 1 o'clock A.M. Wooding & Shifted Bucketts. Night very Dark. ST. LUKE Passed up. Lost 4 Hours this night. Left WYard on

FRIDAY APRIL 9 at 5 o'clock A.M.: Passed Brunswick at 7 o'clock A.M. Since Shifting Bucketts last night the SHREVE is making one mile an hour faster & is now apparently free from Such heavy Labor (a wonderful Improvement) in her running. Passed Hills Ld at 1 o'clock & now three days out from St. Louis. Landed at Belts Wood Yard 12 miles below Lexington at 5 o'clock P.M. and took on 20 cords good Hard Wood at \$3.00 & Paid \$60 for same. Left at 5 3/4 P.M. & arrived at Lexington 7 o'clock. Landed at Goodins Coal Yard 8 3/4 o'clock. Took on 412 Boxes Coal at 30¢ amtg to \$123.60. Gave Due Bill for Same. The Night is Dark Raining & Storming. Lay at Coal Yard all night.

SATURDAY APRIL 10: Left Goodins Coal Yard at 5 o'clock A.M. This morning is dark Gloomy & dismal, the rain continuing to descend & prospects of a Cold Gloomy day. Lost 7½ Hours at Coal Yard. Passed Mo City (Missouri City) 12½ o'clock & 1 o'clock just below Liberty & 4 days out from St. Louis. Arrived at Kansas City 5 o'clock P.M. Discharged Freight & Passengers & took on Mrs. Massie & Miss Chadwick for Fort Benton also Several other Short Passengers. Concluded to lay here Clean out & Repair one of the Boilers found to be leaking with a Split or opening Some 6 or 8 inches long. Repaired temporarily by running Lead in the opening. The damaged Sheet will have to be taken out at St. Joe & Repaired fit for the trip. We lay here until 2 o'clock A.M. Sunday Morning thereby looseing 8 Hours - at Kansas City.

SUNDAY APRIL 11: Left Kansas City at 2 o'clock A.M. & today it is clear & bright with prospects of good weather. Took on 5 cords at the Narrows Landing at \$3.50 per cord. Left this Wood yard at 8 o'clock. Arrived at 11Worth City (Leavenworth) 10½ o'clock. Put off Freight & Passengers & Left at 11 o'clock & 5 minutes. Passed Weston at 1 o'clock M. & Now 5 days out from Saint Louis - Passed Atchison at 5½ o'clock. Landed & put off 2 Passengers. The Landing was full of citizens to look at our Mountain trip but not one Passenger got on Board. Landed at Huchens WYard at 8½ o'clock & took on 6 cords wood, all they had. Arrived at St. Joe at 1 o'clock A.M. 5½ days out from St. Louis & Loosing 23 Hours time laid up to the Bank on trip thus far.

MONDAY APRIL 12: Decided to have the 2nd Starboard Boiler Repaired at St. Joe. It was found to have a large Crack in it & leaking badly at Kansas City. The Workman took out about on Half Sheet Commencing at Nine o'clock & finished at 3 o'clock A.M. in

THURSDAY APRIL 13: Got up Steam & Left St. Joe at 5 o'clock, our 2nd start for Benton after loosing 28 Hours by this Repair 23 & 28 = total time lost from St. Louis is 51 Hours. Yesterday was a Cold Blustering day & we would likely have had to lay to the Bank for the greatest part of the time. Repairing the Boiler cost \$65.00 in Cash. Spent \$50 for Store Bill & Left our Meat Bill \$142.20 unpaid amounting to \$437.00 & this is the way the money goes (Pop goes the Weasel) Paid 13 of the White Roosters (roustabouts) off at St. Joe. Landed at

Nodaway Island at 10 $\frac{1}{2}$ o'clock A.M. & took on 15 Cords Wood at \$3.50 & Paid \$52.50 for same. STONEWALL & RAIN BOW (SILVER BOW. Ed.) yet behind & no tidings of either. Expected both Boats to pass up while Repairing our Boiler at St. Joe. Arrived at White Cloud at 5 o'clock P.M. Making excellent time from St. Joe all day. Grounded at Squaw Point 5 o'clock quite badly at head of a chute & by Hard Sparring got off at 8 o'clock, losing 3 Hours time. Passed _____ at 1 o'clock today, 7 days out from St. Louis. Took on 6 Cords Wood at Rush Bottom 7 miles above White Cloud at \$3 Cord & left at 9 o'clock P.M. Grounded on Bar 5 miles below Arago at 12 O'clock M & Got off on

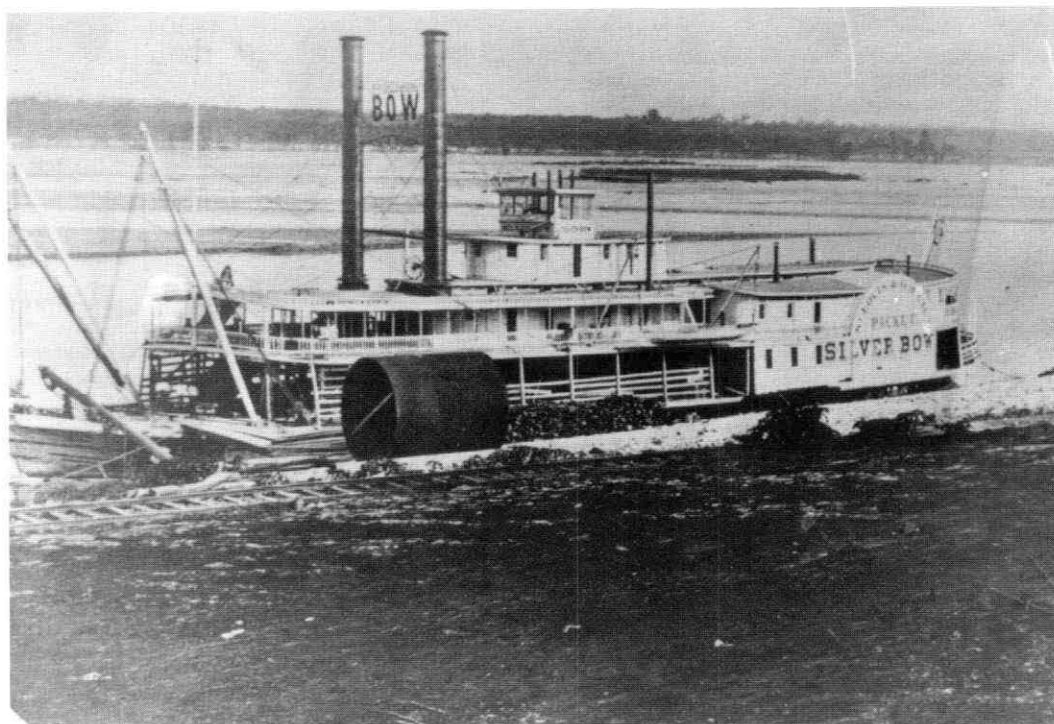
WEDNESDAY APRIL 14: at 7 o'clock A.M. Looseing 7 Hours. Passed Arago at 7 $\frac{1}{2}$ o'clock. Str. CORNELIA laying there takeing in Bulk Meat. This Morning is Bright, Clear, but Cold & Windy. Wooded at Indys, took 23 $\frac{1}{2}$ cords at \$3.50 & paid \$82.25. Left Indys WYard at 10 o'clock A.M. The wind very high & River Very Roughf. 1 o'clock P.M. Passing Aspinwall & now 8 days out from St. Louis. Landed at Nemeha Ld at 2 $\frac{1}{2}$ o'clock P.M. Wind Bound - it blowing almost a Gail until 7 $\frac{1}{2}$ o'clock, looseing 5 hours here. 8 $\frac{1}{2}$ o'clock Landed 2 miles above, the wind Springing up again & now blowing a Hurricane. Lay at this place all night & could not move until

THURSDAY APRIL 15: Left at 5 $\frac{1}{2}$ o'clock looseing 9 Hours here. Arrived at Brownville at 6 o'clock & put off young Lady. Passed Sonora at 10 o'clock. Str. GLASGOW laying there Wind bound. Landed at Hamburg & took 15 cords wood & now 9 days out from St. Louis. Wind still Blowing very Hard. Landed at Nebraska City 4 $\frac{1}{2}$ o'clock P.M. Put off 11 Tons freight & Left at 5 $\frac{1}{2}$ o'clock. The wind is now calm & quiet.

Landed at Cag Creek Island at 9 o'clock P.M. Took on 33 Cords Wood at 3.50 - paid \$115.00. Laid tied up at this wood yard all night. Lost 9 Hours at this place & left

FRIDAY APRIL 16 at 5 o'clock A.M. No STONEWALL nor SILVER BOW (Correction for RAIN BOW mentioned April 13. Ed.) in sight yet. This morning is more calm & Quiet but cloudy, cold almost a winter morning. Arrived at Bethlehem Bar at 8 o'clock & found Scant 4 feet Water & have been trying all morning to get over but as yet had not Succeeded. We have a big Wooding on & can not float on 4 feet Water. 1 o'clock - Still trying to get over & now 10 days out from St. Louis. Landed at Council Bluffs at 6 $\frac{1}{2}$ o'clock. Put off freight & Left at 7 o'clock. Omaha now in Sight. Arrived at Omaha at 9 o'clock P.M. in Safety but a very long trip of 10 days & 8 Hours from St. Louis - having lost 85 Hours or 3 days & 13 Hours tied up & aground. The River was very low & had to Spar over Bethlehem Bar. Found scant 4 feet Water. Bill Anderson 2nd. clerk Str. ANTELOPE Came on Board having just arrived from the Burnt Wreck of Str. ANTELOPE. We hear of Several Passengers being in town & have concluded to lay until tomorrow at 10 o'clock A.M.

(The ANTELOPE [0303] was a sidewheeler built at St. Louis in 1866. She was owned by Carter & Conn and others, commanded by William R. Massie, and lost by fire 20 miles above Yankton at I. R. Ruffin's woodyard, below Bonhomme Island on April 12, 1869. Ed.)



SILVER BOW (5107) at Leavenworth, Kansas. This boat was built in Pittsburgh and left there February 25, 1869 for Fort Benton. She was 212x32x5.5, engines 18's-5' ft. and three boilers, about the same size as the SHREVE. Lettering on the wheel house "St. Louis & Omaha" so the photo is probably after her upper river trip.

SATURDAY APRIL 17: Got 6 Cabin & 7 Deck Passengers for Benton by laying over until today at 1 o'clock & Left Omaha now 11 days out from St. Louis & lost 16 Hours at Omaha. Arrived at Seatons Wood Yard 35 miles above Omaha at 9 o'clock. Took in 24½ cords Cotton & mixed wood at \$3.00 & lay all night Wind blowing a perfect Hurrucane. Lost 8 Hours at this Wood yard.

SUNDAY APRIL 18: Left at 5 o'clock A.M. Arrived at Desota at 9 o'clock A.M. Discharged nearly 6 Tons of Freight @ \$1.00 per 100 lbs & Left at 9½ o'clock. This morning very clear, Sunshine & Springlike with the wind yet very High. 1 o'clock P.M. trying to get over Calhoun Bar & Now 12 days out from St. Louis. Lost 4 Hours geting over this Bar. Landed at Hendricksons Wood Yard 12 miles below Little Sioux (River) at 7½ o'clock took on 30 cords cotton wood \$2.75. Sold 3 Sacks Flour at \$5 Ea., \$15. Lay up here all night - Lost 10 hours.

MONDAY APRIL 19: Left at 5½ o'clock A.M. Passed Mouth of Little Sioux at 7 o'clock, It running out quite Rapidly this morning. Capt. Carter saw a White Wolf in Gun Shot & No Loaded Gun to Shoot. Also Reports the Str. HUNTSVILLE in Sight ahead. Today is Cold Cloudy & Chilly. River reported by Watchman to have fallen last night at the Wood Yard. Passed Dacota (Probably Decatur, Nebraska. Ed.) at 1 o'clock P.M. & Now 12 days out from St. Louis. Geting along finely today thus far. Landed at Helena Bend - 45 miles below Sioux City at 6½ o'clock P.M. Took on 7 Cords Cotton Wood at \$3.00. Landed at Chalk Bluff 7½ o'clock took on 22 Cords Wood \$3.50, most excelent Hard long & good Measure - & lay here all night.

TUESDAY APRIL 20: Left Chalk Bluffs at 5 o'clock this morning. The Weather Cloudy Cold & Chilly. Lost 8½ Hours last night. Arrived at Sioux City at 7 o'clock P.M. after looseing Some 6 Hours to day Sparring over Bars. Found the Str. HUNTSVILLE here and BIG HORN having left yesterday. Also that there is Some Passengers which we hope to get in the morning & now 14 days 6 Hours out from St. Louis the 2nd best time to Sioux City for the Season. Str. ANTELOPE being the best time - 12 days.

WEDNESDAY APRIL 21: This day laying up at Sioux City awaiting Train to arrive due at 7 P.M. The Wind blew a perfect Huricane all day. Str. HUNTSVILLE laying here with Steam up & Left for Benton at 4 o'clock P.M. Therre has been a great deal of talk about Passengers in town but we had no applications for Benton during the day. We lost Several that went on the HUNTSVILLE by no arriveing at Sioux City on advertised time, Tuesday April 20th. The Train arrived on time 7 o'clock & we succeeded to get 3 Ladys & 3 children - 4½ Passages at \$110 Each to Benton. Those were all the applications made & with the efforts of the Capt., 2nd Clk, Steward, Porter & 10 Men got them & their effects on Board by 10½ o'clock at night & with addition of 2 lots Way freight recd at Sioux City, amounting in all to \$_____. Concluded to leave Sioux City for our long & anticipated tedious Trip to Benton with 20 Cabin & 14 Deckers with about _____ Tons Freight. Drawing 3½ feet Forward & 3½ Aft.

THURSDAY APRIL 22: Left Sioux City at 5 o'clock A.M. The wind dieing away & this morning is bright Clear & prospects of enjoying a delightful Spring day, the

1st on the Trip. Passed Str. HUNTSVILLE about 5 miles above Sioux City. Took on 12 cords good hardwood in Logan Bend at \$3.50 & Left at 7 o'clock A.M. in hopes to make good headway today as we are now fairly underway to our destined Port - Benton & the Gold Mines. At 1 o'clock P.M. under Way the Wind now blowing nearly a Hurrucane. Arrived at a Wood yard on the right Bank in Iowa about 50 Miles above Sioux City at Elk Point at 9 o'clock P.M. & took on 9½ Cords hard & 6½ Cotton Wood. Left Card, no one to pay, & laid up for the night. 11 o'clock P.M. a man came on Board Named Chas. Morriss & represented that he took the Pay & asked \$4.50 for Hard & 3.50 for Cotton Wood which we would not pay. He say that the Wood belongs to Chas. W. Horn, Union Co., D (Dakota) T (Territory). So the matter Stands unsettled.

FRIDAY APRIL 23: The Wind Blew allmost a gail all night & continues Very High this morning. Weather Very Cold & Cloudy (entirely a different morning to yesterday. The Wood Hawk, Chas. Morris, came on Board this morning with another man Purporting to be the Sheriff of the County, Shakeing a Paper in his hand very triumphly (Yelling out - Here is Business for you). No one read his documents. The Capt. learning this fact ordered the Wood to be paid for but on learning that he still continued to demand his exorbedant Price 4.50 & 3.50 Cord, declined to Pay so the matter now stands this morning. Left Elk Point, Union Co., D.T. at 1½ o'clock A.M. in a very strong (wind). 10½ o'clock Passed Str. URILDA laying up to the Bank, wind Bound. Going down at a Point I do not know, met Capt. Bill Massie of the Burnt Boat ANTELOPE with his crew in 2 yawls Lashed together today at 12½ o'clock P.M., about 50 or 60 miles below Yankton making their way Home from the Burnt Wreck. The wind Blowing Very hard & the day Cold, Cloudy & Cheerless. At 1 o'clock now 50 miles below Yankton & 27 days out from Saint Louis. 3 o'clock P.M. took on 11 Cords Cotton at Vermilion River & no one to pay. Left Card. Landed at Myers Wood Yard 9½ o'clock P.M. 16 miles below Yankton - took 12 Cords good Cotton Wood at \$3 & Paid Jno. Meyers. This is a Calm, Still & beautiful moonlight night but compelled to lay here until daylight, the River being too low. Have run about 50 miles today.

SATURDAY APRIL 24: Left Myers WYard at 6 o'clock A.M. Had much trouble geting over 2 bars before reaching Yankton. Landed at Yankton at 1 o'clock and now 18 days out from St. Louis. Put off Pkge Letters for the Mail. Wrote to Carter & Conn & also to my Wife. Wooded 3 miles above Yankton. Took 5 cords good Long & Hard wood at \$5 per Cord. This was the best wood we have seen but the first \$5 Pile that we have seen. Arrived at WYard I. R. Ruffins opposite Wreck of the Burnt Str. ANTELOPE at 11½ o'clock P.M. & took 12 cords Cotton Wood at \$3.50. After being detained 6 Hours Hauling over Sand-Bar at Saw Mill two miles below this point, laid up here for the night. Made nearly 50 miles again today.

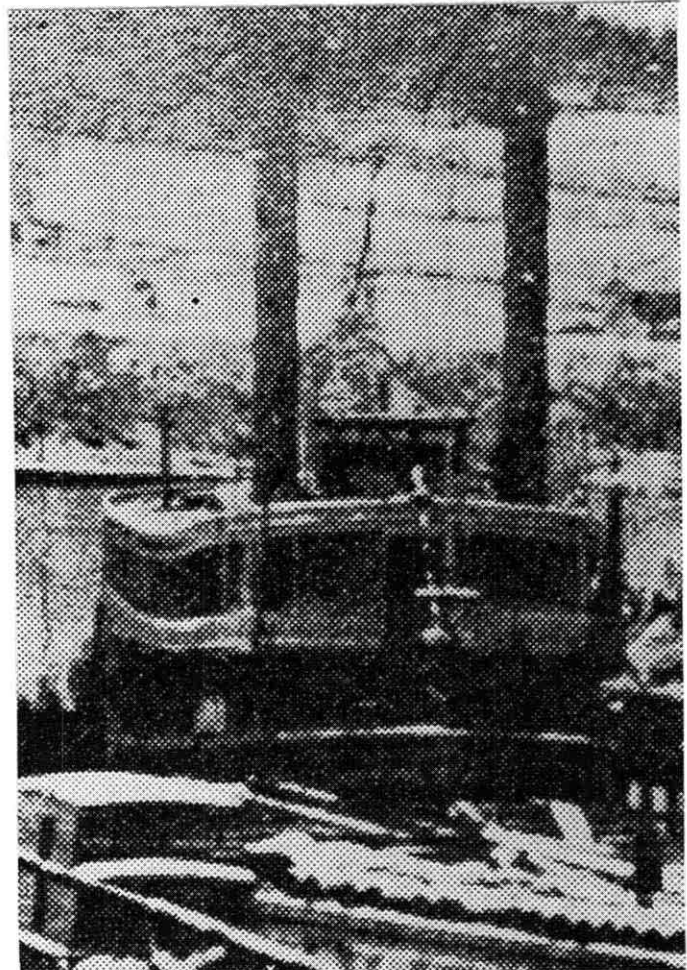
SUNDAY APRIL 25: Left I. R. Ruffins WYd opposite the Wreck Burnt Str. ANTELOPE at 6 o'clock A.M. Arrived at Bonhomme Island Ld at 8 o'clock. Put off 2½ tons Freight for I. B. Winn. Had but little trouble to get over Bonhomme Bar. This morning the Weather Clear Cool & delightfull with a bright & genial Sun Shining & the Senery is Grand & Picquereste & quite Varied with Ranges of Hills &

High Roofing (sic) Prairies. Landed at Browns WYard at 11 $\frac{1}{2}$ o'clock, 10 miles above Bonhomme Island & put off I. B. Winns Baggage, he having left it on Board. Took 12 Cords Small Cotton Wood at \$3.00 & Left at 12 $\frac{1}{2}$ o'clock. 5 miles above now 1 o'clock & now 18 days out from St. Louis. Arrived at Yankton Agency at 7 o'clock P.M. Took on 5 Cords Cotton Wood at \$5.00 per cord. Tried until 8 $\frac{1}{2}$ o'clock to get over the Bar but failing, her Bow grounded & her Stearn came Swinging down Sweeping the entire main Shore until her Rudder Struck with Such force as to Break it entirely off. This accident Compelled us to get back to the Wood yd But not until the Rudder dropped entirely off & Sunk or floated off which left us in a deplorable condition of a Vessell without a Rudder. We are now good to be detained a day or two at least. This misfortune of looseing the Rudder entire was bad management on Some one. Took on 12 more cords Cott(on) Wood at \$5.00, the least price that they would let us have it at and now laid up for the night.

MONDAY APRIL 26: This morning the Carpenter, Mate & his Crew went down to the Bar & Grappled & dragged for our lost Rudder but could not find it. This Compelled the Carpenter to go to the nearest Woods to get Timber large enough to make an entire new Rudder. Hired a team and got the Logs etc on Board at 1 o'clock & now 20 days out from St. Louis. 4 Discharged Soldiers came down today in a skift from Ft. Rice & they report Very low water & no prospect of a rise which is rather discouraging added to all of our detentions & long trip. 7 o'clock P.M. now 24 Hours at Yankton Agency & hard at Work Building new Rudder in hopes to get off tomorrow morning. Dark Cloudy with a Cold rain falling all day very disagreeable.

TUESDAY APRIL 27: 8 o'clock A.M. this morning is Still Cloudy Cold & disagreeable. Worked nearly all night on the Rudder & hope to get underway today. 1 o'clock P.M. The Rudder completed & a most excellent one Strong & Substantial, better than the old one. Now 21 days out from St. Louis. Lost 42 Hours laying at Yankton Mission. Left at 1 $\frac{1}{2}$ o'clock P.M. The river having risen 2 inches during that time. Landed at Fort Randall at 5 o'clock P.M. & put off Mrs. Faulstick Birds & movables. Left Ft. Randall at 5 $\frac{1}{2}$ o'clock went about one mile above & found the water too Scant. Headed down to try another Chute & Grounded until 9 o'clock. Landed to a middle Sand Bar & tied up for the night. Hunting drift Wood on the Bar. Lost 9 hours.

WEDNESDAY APRIL 28: Left Ft. Randall Bar at 5 o'clock. Landed 2 miles above on the right Bank up at WYd & took 6 Cords mixed Wood. Left a Card, no one to pay for it. This morning is Cold Cloudy & damp with indications of Rain. Met 3 Skift loads Soldiers 10 miles above Randall paddling down to Sioux City. Landed on Cedar Island at Barbers WYd & took 17 Cords Cotton W at \$4.00 & Paid for the 6 Cords taken 3 miles above Ft. Randall. Left Barbers WYd now with 20 cords Wood. At 8 o'clock A.M. 15 miles above Randall & hope to make a good run today. Passed Harney City or Whetstone (sic) Agency at 1 o'clock P.M. and now 22 days out from St. Louis. Put off 36 Sacks Flour opposite Side to Whetstone Agency about 5 o'clock tied up to the Bluffs having again Broken & damaged our new Rudder. Now laid up for the night & repair Broken Rudder, after having made 35 miles this day.



URILDA (5529) This is the only image we have at hand of URILDA, taken at Oil Creek, Allegheny River, March 18, 1864. Built for low water conditions, many Allegheny River boats went to the Missouri; the URILDA left Pittsburgh for Fort Benton on April 23, 1868 and arrived there on June 28.

The sternwheel URILDA was wind bound at the bank when the sidewheel SHREVE passed by the morning of April 23, 1869. Later that same day the URILDA was snagged in Kate Swinney Bend and lost.

THURSDAY APRIL 29: Left Bluffs opposite Harney City at 5 A.M. Landed at Woodyard 1 mile above & took 10 cords ash at \$5 & 3 (cords) Cotton Wood at \$4 to be paid for on the Down trip. This morning Clear & Cold with River Riseing. Our Rudder now Repaired & everything in good order with a good wooding on Board & hope to make 50 miles today. 8 o'clock A.M. Landed & cut a Burr Oak Scrubby Tree to make a Rudder Stock as the one now in use is liable to be of no Service at any time. Now 1 o'clock P.M. and 24 (Meant 23. Ed.) days out from St. Louis & Sparing over Pochahontas Island - a Bar in Sight below upper Cedar Island. We are making poor head way this morning having found many Shoal places & compelled to Sparr (sic) over them. Str. IDA REECE (This is the IDA REES NO. 2, Way 2718. Ed.) passed up on the opposite Side of the River at 4 o'clock P.M.

We are now Lightning over the Bar having taken 3 Large Yawl loads on Shore. Sparring & Hauling incessantly from 11 o'clock A.M. until 11 o'clock P.M. when we got over & landed at I. C. Reeves Wood Yard on Pochahontas Island & took 15 Cords Cotton Wood at \$4 per Cord. This is the first Lightening on the Trip & has been the most difficult bar to get over. The Str. BIG HORN was detained here over 31 Hours getting over & was only a few Hours ahead when we arrived. There was about 3 feet Water on this Bar & a very long way to haul over. About 12 o'clock tonight our Steward, Henry Leuts, who had been attending Geo. Miller (Striker or assisting Engineer) reported that he was dead. This was very unexpected at the time as he had about Supper time expressed himself very much better, the fever having left him or been broken completely & he was up to eat a little tea & toast & to have his bed made up & expressed a strong hope that he would be well enough to go to his Engine & to work in the morning. I think his Case was The Typhoid Fever in its most malignant form & that it finally Settled in his lungs & caused his death. Every attention & medicine had been given him both by the Steward & myself & Capt. Carter seeing him daily. It may be some consolation to his Friends to know that every Care & attention had been shown Geo Miller in his Sickness (But of no avail). Capt. Carter requested the Steward to have his remains washed & properly Shrouded & also to the Carpenter to make as good a Coffin as his Lumber would admitt. All of which was properly done by daylight.

FRIDAY APRIL 30: About 5 o'clock A.M. The Bell is tolling and the remains of poor Geo. Miller is being interred on Pochahontas Island at I. C. Reeves Wood Yard & followed to the Grave by many of the crew & Passengers - and with the flag at Half Mast & with all the Interest & Solemnities of a funeral ceremony in a more appropriate place. Capt. H. S. Carter, to his credit let it be said, attended the Grave in Person & directed the whole Burial Service in a manner that will long reflect credit to his Humain & Manly & Noble Hart & Character. Mr. F. A. Wood of Cairo, Ill. a professed Christian & is Studying for the ministry was Sent for by Capt. Carter to officiate but he complained of indisposition. This portion of the ceremony was dispensed with & now Poor Geo. Miller remains rests in the Still & lonely grave on the Bank of the great Mo River & in the Indian Wilds of Dakota Territory, with a proper Head Board to his brave bareing this Inscription - Geo. Miller, died April 29, 1869, (Peace to his Remains). This morning like yesterday after 12 o'clock is Cold damp & Cheerless Weather. We are now beginning to have troubles & tryals that we expected in this our low water Benton Trip. Landed at Hot Springs Wood Yard took 8½ Cords Hard Wood at \$5 & 5 Cords Cotton Wood at \$4.00. Pd. \$62.50 cash.

Could not trade Flour or nothing else. Sign up "Beef & Ice to Sell" by Jos. LaRoche. Str. IDA REECE in Sight 10 miles ahead. At 12 o'clock met Str. HYRAM WOODS bound down from Bijou Island. Arrived at head Bijou Island at 1 o'clock & now 24 days out from St. Louis. At 5 o'clock Str. IMPORTER arrived & passed on over the Bar after the 2nd trial for a channel. At 6 o'clock landed to repair Rudder, Lower Iron being broken and now laid up for the night after making a 40 mile Run this day. Str. IMPORTER laid up in sight a few miles ahead. This night early Squads of Indians are seen in the High Grass & on the Sides of the Big Hills opposite the Boat Lurking & Prowling around in a very suspicious manner as if they meditated an attack before morning. We all concluded it was best to be prepared in case of an emergency. The 24 Muskets was loaded & Caped & Stacked in their Racks. The Brass Howitzer was got in readiness & Loaded with a Shell & given in Command of John Dynan, the Carpenter. Stages drawn in & the Boat Spared out and every precaution used to prevent a Surprise. Some 8 or 10 in the Cabin & as many more on Deck Stood Guard all night with their Armes all Loaded & ready for an attack. Our force could have fired over 100 Guns in 5 minutes. There was considerable Stir & Commotion on Board all night but the thin passed off quietly & no blood was spilt on either Side.

This is the end of the first installment of the log of the HENRY M. SHREVE.

On April 13 there is a reference to paying off thirteen "White Roosters" at St. Joseph, Missouri. These are, of course, roustabouts, "rousters", and editor Bill Peterson speculates that this was probably done to effect a savings on wages and foud.. The officers probably felt little frieght would be taken on above St. Joseph and what was offered could be handled by the deck hands and deck passengers. We may wonder if there were also black roustabouts who were retained, perhaps by reason of a lower rate of pay. Deck hands were paid \$30-\$60 per month on boats out of St. Louis in 1869.

On many occasions the HENRY M. SHREVE spent hours trying to get over the bars and shoal places by sparring, sometimes successfully and sometimes only after lightening the boat. Although the procedure of using spar poles is probably familiar, Peterson gives the following description: "Sparring was done by means of two huge poles, or spars, which were lowered over either side of the boat and set into the sand with the lower ends pointing downstream. Strong lines were attached at the top of these spars, hauled taut and thrown around the capstan and then pulled backward, lifting the bow of the boat upwards and forward over the bar. The process, sometimes called walking over a bar, was repeated many times."

* * *



Aboard the first ISLAND QUEEN (2799). This group of happy excursionists captured by the camera many years ago could have been a club, a sorority or sales girls from Pogue's Department Store. The day is sunny and a good time at Coney Island Park is in prospect, some

year between 1900 and 1914 we would guess. There may be cinders coming from the stacks since four of the beauties have their eyes closed; one prefers to show her best profile. The good old summertime, indeed. If you spot a Cincinnati relative, please let us know.

- BOOK REVIEW -

Steamboats Moved the Union Armies

The American Civil War continues to hold a great interest for many readers, serious students of the conflict and pleasure readers alike. One of the impressive feats during the Civil War was the movement of large armies by both rail and boat over long distances. Once in place, supplying the Union armies with food for both men and thousands of horses and replacing the equipment and armaments of war was a continuing requirement. The railroads of the northern states provided much of this transportation but the coastal ships and steamboats of the Mississippi River system were of even greater importance, particular as the war was carried to the South.

A number of books have been published on the use of Union gunboats and tinclads on the western rivers and the Union naval blockade of the coastal streams and harbors of the South is well documented. Now comes a study of the fleets built up by the army during the war to move men and materiel for its land operations. The Mississippi Marine Brigade, a mobile assault force organized to support naval operations on the rivers was also part of this story.

"Assault and Logistics, Union Army Coastal and River Operations, 1861-1866", Volume II of "The Army's Navy Series", explores in depth the Union Army's involvement with marine transportation during the Civil War. (We haven't yet discovered the subject of Volume I of The Army's Navy Series.)

As indicated by the title, both eastern and gulf coastal services, with the Western Rivers fleet, were part of the Union army's navy. Readers will find pages devoted to the Western Rivers and coastal in the ratio of about three to one. A surprise? Well, at the end of hostilities in 1865 there were 599 vessels to be disposed of at Mobile and on the Mississippi River system as compared to 177 vessels which had been used in coastal service and on the Great Lakes.

The author has relied heavily upon the Official Records of the Union and Confederate Armies and the Official Records of the Union and Confederate Navies and other primary sources written at or close to the time of the events. Official Records and other citations are footnoted and sometimes incorporated in their entirety in the text.

This is not, however, a dry recitation of orders and correspondence; the author does a good job of summarizing events and their implications in an interesting manner and with supporting sources.

In the beginning of the war in the western states the rivers was the obvious way to move south. The army began by buying, chartering and commandeering boats to meet immediate needs. Contracts were also given for the construction of gunboats and converting commercial packets and towboats into tinclads and within a few months the Union army really had a sizeable "navy". The story of the combat vessels (gunboats, tinclads, etc.) is not the focus of this book, however.

Manning of this increasing fleet was solved by hiring civilian crews, recruiting experienced men into the army and the navy or by simply assigning available soldiers to the boats. This mixture of navy, army and civilian crews and both army and navy command for combat and transport services was soon seen as unsatisfactory. The western river gunboats were transferred to the navy at the end of September, 1862 and this book is basically the story of the transport fleets and their auxiliaries.

The early disorganized buying, chartering, impressing and crewing of steamboats to meet immediate needs of the generals was chaotic and an invitation for graft and fraud. Order was brought to the scene in 1862 after the appointment of Lewis B. Parsons to take charge of all water transportation in the Quartermaster's Department under General Fremont in St. Louis. A twenty page Appendix B covers Parsons' career in managing the army's transport navy and includes the disposition of the fleet at the end of the war.

One of the urgent problems faced by Parsons was arranging for fuel, both coal and wood for the boats. It would appear that the transports relied mostly upon wood with coal reserved mainly for the gunboats. The independent wood yards which supplied the packets before the war could not meet the needs of the transport fleet. Eventually, companies operating a number of yards contracted with the Quartermaster to stockpile wood at a number of strategic locations. The shortage of labor for wood cutting was eventually filled by defecting slaves coming to the Union controlled areas.

It is impressive to learn the numbers of steamboats, aside from gunboats, involved in some well known battles. The battle of Shiloh on the banks of the Tennessee River in April, 1862 involved no less than 174 transports. A tabulation of this fleet is provided and the author comments, "Grant's army could not have arrived where it did and in such strength without the lift capability provided by the multitude of transports. The size of that armada must have been inspiring to those in witness."

The story about the banishment of one hundred and eleven strumpets from Nashville in 1863 has been told before but is here embellished with documentation and additional detail. The new steamer IDAHOE (Way 2723) was chartered at \$175 per day and ordered to carry the soiled doves to Louisville, "allowing none to leave the boat." Guards were requested but were denied. The captain asked for \$1.50 per head to feed the ladies but was told, "Feed 'em yourself."

In 1865 the captain of the IDAHOE entered a claim for groceries and damages, stating: "Having no guard, I could not keep men along the route from coming on board to these women, when at anchor, and being angered because I strove to drive them away, both themselves and these bad women destroyed and damaged my boat and the furniture to a great extent." The captain eventually got his money but the IDAHOE never regained her good reputation.

There are a number of facets of the use of steamboats for moving the Union armies which have not been told elsewhere. Other books about the Civil War and the importance of the waterways, river or coastal, deal with the gunboats and military encounters. You will not find Capt. William R. Hoel, hero of the Battle of Island No. 10, in the comprehensive index although the battle itself is outlined.

The transports, the army's navy, were equally vital to the prosecution of the war against the Confederacy and this book is that story. The organization of the text is broadly by time periods but the author concludes a particular incident or operation before taking up another which may have taken place simultaneously. Of course, those with only an interest in the rivers can skip past such sections as "The Eastern Theater, 1864-1865" but then you will miss the movement

BOOK REVIEW CONTINUED -

of General Schofield's XXIII Corps from the west, through the Ohio Valley and over the B&O Railroad to North Carolina with steamboats involved at both ends.

There are sixteen appendices covering other subjects related to transportation by the army's navy. If interested, you can delve into the history of Mississippi Marine Brigade, river transportation and the Sioux uprising of 1862-64 or, "Hay: Its Importance to the Conduct of the Civil War." Browsers should be careful lest they become distracted.

The book has welcome clear and large typeface, maps and three sections of illustrations. It is a valuable, complementary source of information beyond that found in other books dealing the Union operations on the inland and coastal waterways. The writing style is engaging while not neglecting details necessary for an appreciation of the incident. We suppose that computer spell-check systems are responsible for "levies" (levees), "mini-ball" (minie ball) but who do we blame for "Washita" instead of Ouachita?

Assault and Logistics: Union Army Coastal and River Operations, 1861-1866 by Charles Dana Gibson; 8 1/2"x11", 680 pages, operational ship lists, bibliography, general and vessel indices, appendices, hard-cover, library binding and dust jacket. Published by Ensign Press, P.O. Box 638, Camden, ME 04843. Retail, \$45 plus \$5 shipping.

* * *

- BOOK REVIEW -

View of the Upper Ohio Today

Even though the colorful, romantic era of the packet steamboat has passed into history, life aboard the powerful, diesel-driven towboats that move today's heavy cargoes on the river is interesting and certainly varied. There is a new view to be seen around each bend and those who work on these fine towboats have a way of life that is different from that of most of us.

Just what today's riverboat life is like is set forth in interesting detail in the book, "Towboat on the Ohio," published in May by The University Press of Kentucky. The close contact that made the book possible was the result of a mid-1992 trip on the upper Ohio River aboard the modern, 4,200 horsepower

diesel towboat PAUL G. BLAZER of the Ashland Oil fleet by the author, James E. Casto.

During the trip to Pittsburgh, a regular run of about 312 miles, the reader becomes acquainted with the crew and their work, particularly as the boat and its tow go through the locks at dams constructed by the United States Army Corps of Engineers. And along the way, the book provides a remarkable amount of information not only on the river and its boats, but also about the riverside towns and their industries, their people and their histories. It's actually a thorough education on the subject of the Upper Ohio Valley.

But before the trip even begins from the Ashland Oil landing at Kenova, West Virginia, the captain, Ronnie Davis, has a tow of nine barges ahead of him, some loaded and some empty, and it is up to him to figure out how to put the tow in its proper formation. Some barges must be taken out at landings along the way and others will be added. Locking procedures must also be considered. In the course of his planning, the captain takes time out for a pilothouse discussion with his partner, Pilot Ronnie Burge; two Ronnies will be guiding the tow. Seeing to the engines that keep the whole tow moving is Chief Engineer Steve Bellomy who also has a part in the pilothouse discussion.

As is the case with most river towboat crews, a spirit of informal comraderie exists among the officers and men, a spirit that extends to those aboard other passing towboats with a cordial arm waving and talk back and forth between the boats on the radio-telephone. Apparently, the author found it easy to become acquainted with officers and crew and that must have helped him in learning what he needed to know about the boat and its operation.

However, in this crew of eleven, one long-standing formality continued to be observed, as it has on riverboats for more than a century. There are really two separate crews, allowing each crew to have twelve hours on watch each day and twelve hours off for sleeping. Watches are changed exactly at 6 A.M., noon, 6 P.M. and midnight. One result is that each crew works during equal amounts of daylight and darkness.

As is the case with most towboats, one of the hardest working members of the crew is the cook who must not only provide three good and varied meals each

day but also has a snack laid out for those on the late watch between midnight and 6 A.M. And, of course, there must be coffee available at all times for everybody. It has been said that today's towboats, "don't run on diesel fuel, they run on coffee."

One of the book's most interesting interviews is with the BLAZER's cook, Wilma Parker, who not only keeps up with the demands of her job but seems to enjoy it. "There's no way I can cook everybody's favorite foods at every meal," says Wilma, "but at different times on a trip I try to fix something that I know each person likes."

To start her day, Wilma gets up about 3:30 each morning, "And the first thing I want is a cup of coffee. By 4 A.M. I've started for the day. After breakfast you're thinking about what you're gonna have for lunch. Even though it doesn't take all that time between breakfast and lunch, you're still busy preparing stuff. After lunch, I have a little break - until 4 o'clock - and it's time for the evening meal. Then, after seven, my time is free until the next morning at 3:30 and it starts all over again."

As might be expected, Wilma's realm is equipped with all of the best and latest in food preparation equipment.

The author describes the meals on the PAUL G. BLAZER as being, "Your basic, down-home, country cooking that's tasty. And, goodness knows, it's plentiful." Lunch is described as consisting typically of cube steak, mashed potatoes and gravy, creamed broccoli, green beans and corn, sliced tomatoes and cucumbers plus biscuits. There is usually orange juice, milk and Kool-Aid with a choice of dessert of strawberry shortcake, ice cream or watermelon. In fact, all three desserts are available to anyone who asks (and we understand some do).

Like all other members of the crew, Wilma gets her month off after working 30 days. Wilma's home is a farm in Carter County, Kentucky and she has three sons and a grandson working on Ashland Oil boats. She has a total family of four boys and two girls and she and her husband worked the farm as long as he lived.

Reaching Pittsburgh after exchanging barges along the way, the PAUL G. BLAZER went up the Allegheny River for a few miles and then returned to "The Point" for a

BOOK REVIEW CONTINUED -

25 mile run up the Monongahela River to the Ashland Oil terminal at Floreffe, Pennsylvania. She was then ready for the run back town the Ohio to the Ashland Oil terminal at Catlettsburg, Kentucky.

Ashland Oil's fleet, known on both the Ohio and Mississippi Rivers, is a very important part of the company's operations. The idea of making good use of river transportation originated with Ashland Oil's founder and long-time chief executive officer, Paul G. Blazer. The use of such transportation has helped the company to become the largest industry in Kentucky.

But while depicting the best of up-to-date river transportation, the author did not neglect the earlier aspects of water-borne commerce. In chapters in the book's beginning, the reader is told of the flatboat and then the keelboat, followed by the great era of the steamboat, all of which led up to the powerful and well equipped towboats that move today's heavy industrial tonnage on the river.

In a concluding chapter, "Towboat on the Ohio" brings the reader up to date with a description of the new, larger locks at the site of the former Gallipolis Locks, an improvement that was celebrated in October, 1992.

To end his story, the author harks back to the observations made by President Herbert Hoover during the ceremonies at Cincinnati in May of 1929 marking the completion of the first project for canalization of the Ohio River with dams of the wicket type. Hoover reminded his listeners that, "Whatever mankind does, no matter how remarkable it may seem, it is the river that is permanent. It is one of God's gifts to man, and with each succeeding generation we will advance in our appreciation our use of it. And with each generation it will grow in the history and tradition of our nation."

"Towboat on the Ohio" is a most readable book and will be of interest to almost any resident of the upper Ohio Valley, particularly those who know something of the river and the commerce it carries. It is the second book of the Ohio River Valley Series edited by Rita Kohn and William Lynwood Montell, "Here Comes the Showboat" being the first.

The author, James E. Casto, is Associate Editor of the Huntington Herald-Dispatch. He is also the author of, "Huntington: an Illustrated History," published in 1985.

"Towboat on the Ohio," published by The University Press of Kentucky, 663 S. Limestone St., Lexington, Kentucky, 40508-4008 priced at \$22.50 (add \$3.00 shipping), hardbound with dust jacket, an extensive glossary of river terms, bibliography and index.

Reviewed by James A. Wallen, Huntington, West Virginia.

* * *

- S&D CHAPTERS -

OHIO & KANAWHA CHAPTER

The members and friends of the O-K Chapter of S&D gathered at the Mason County Library, Point Pleasant, West Virginia on the afternoon of June 4. Capt. Bert Shearer, Engineer Charles Stone and Clerk June (or Jim?) Bupp were all on hand to conduct the quarterly meeting with about thirty in attendance.

Charles Stone commented upon the recent and sudden death of loyal member Bob Ashley, Letart Falls, Ohio. Bob's hearty laugh and interesting comments on the history of his hometown will be missed by the O-K attendees.

The Point Pleasant Sternwheel Regatta is an increasingly popular local festival and took place this year on June 23-25. Capt. Stone pointed out that on the afternoon of June 24 there would be an gathering of people who had worked on the boats for some reminiscing about their work experiences. Capt. Stone, Capt. Clare Carpenter and Capt. John Reynolds had agreed to participate, others were invited to contribute and all were invited to listen. (Bert Shearer had scheduled a Canadian fishing expedition.)

Speaker for the afternoon was Jerry Sutphin who had organized a slide illustrated presentation titled, "Charleston and the River." This was a part of a program of several speakers touching upon the history of the city of Charleston. Jerry introduced his program with a reading from Eskew's, "Pageant of the Packets" in which the author tells of his recollections of a boyhood in Charleston and the walk over to the landing where the packets arrived and departed. There

followed an interesting selection of the types of boats that served Charleston over more than 100 years with the story of the importance of the river to the city's growth.

The O-K Chapter treasury was declared solvent and adequate to cover a mailing of invitations to the fall meeting in November.

We understand that the "Captains Speak" discussion on June 24 came off as scheduled and the day was capped by the transit up the river by the AMERICAN QUEEN later in the afternoon.

* * *

MISSISSIPPI RIVER CHAPTER

High water and a failure of the mails has sidetracked our report on the May 20 Spring Meeting of the newest S&D Chapter at Dubuque, IA.

The Waterways Journal, June 5, 1995, under the byline of ace reporter Jim Swift, reports:

"Two other groups were in attendance at the Hall of Fame Induction Day activities, the Mississippi River Chapter of the Sons and Daughters of Pioneer Rivermen and the American Sternwheelers Association. They held meetings in the afternoon in the Crews Quarters of the dredge WILLIAM M. BLACK and the Portside Lounge."

The Portside Lounge, indeed!

* * *

M.O.R. CHAPTER

The summer meeting of the Middle Ohio River Chapter of S&D was held deep in the territory of the O-K Chapter on the Kanawha River. The faithful gathered at the Charleston House Holiday Inn, facing the river in downtown Charleston, West Virginia on the afternoon of July 14. About forty-five S&D members attended all or some of the planned activities with a goodly representation from the O-K Chapter.

A meeting room on the 12th floor was the scene of the show-and-tell social meeting at 7 pm. on Friday evening. John Fryant, Alexandria, Virginia showed slides of interesting drawings and photos dealing with the design and career of the diesel sternwheeler DUNCAN BRUCE. The BRUCE was built in 1927 at Charleston by the Charles Ward Engineering Works whose plant once stood across the river from the Charleston House hotel. John has been working with the collection of

CHAPTERS CONT'D. NEXT PAGE -

CHAPTERS CONTINUED -

Ward company papers now preserved at West Virginia University, Morgantown.

A well detailed model of the towboat GEO. M. VERITY built by Joe E. Brown, Flatwoods, Kentucky was on display. Joe builds radio control models and says he's now working on a miniature of the Mv. FRED WAY. Sisters Lee Brock and Ruby Biedenbarn, daughters of the late Capt. Roy Lee Hughes, were attending their first S&D meeting.

The ambitious Saturday program began at 8 am. when early risers formed a car caravan to the Marmet Lock and Dam above Charleston at Belle, West Virginia. Marmet Dam was completed in 1934, one of three high-lift (24 feet) roller dams that replaced ten movable wicket dams. Lockmaster Scott Johnson was on hand to conduct a guided tour of the Marmet facility, the second busiest lock in the United States in terms of number of lockages.

The M.O.R. planners have a reputation for grand schemes to please attendees on their field trips and this one was no exception. Madison Coal & Supply Co. at Port Amherst, about four miles below Marmet, extended an invitation to attend the christening of the DREMA G. WOODS at 11:00 am. The WOODS is named in honor of the corporate secretary of the company and Mrs. Woods needed no second swing to smash the bottle of champagne on the bits of her namesake. The DREMA G. WOODS was built by Hillman Barge & Construction Co. at Brownsville, Pennsylvania in 1950 as the CAP'N HOWDER, 115x27. She had been renamed JANE A. when owned by Evansville Materials Co., Evansville, Indiana. She still has the distinctive Hillman line sweeping from the cabin roof down to the stern but has otherwise been refurbished including overhaul of her twin Catapiller, 900 hp. engines and raising the pilothouse for better sight lines.

A number of boats of the Madison Coal fleet were in port and open for exploring including the Mv. J. S. LEWIS, originally the VESTA (T2521) built at Charleston by Ward in 1931.

We don't think that Madison Coal roasted the hog just for the S&D gang as luncheon was served to some 500 guests, employees and families on the lawn overlooking the river. Two dining tents shielded the multitude from the increasing hot sun and no one went

away hungry. Charles and Nelson Jones, principals at Madison Coal, were the genial hosts for this lawn party, a very large family picnic.

The sternwheel excursion boat P. A. DENNY had been chartered for a cruise from Port Amherst to downtown Charleston and return. The boat ride was interesting but Jesse Hughes would have described the day as, "Hotter than hot!" The thermometer stood at 97 degrees and nary a breeze was stirring.

Dinner in the hotel found forty-eight on hand. Speaker for the evening was Capt. Charles Henry Stone with a slide show to illustrate some great river stories. Charlie worked in a good bit of history that affected river traffic in the Upper Ohio area such as the salt industry in Pomeroy Bend, the low water problems and bringing coal out of Kanawha River before the days of the high dams. The food, fellowship and speaker were all superb.

As a cap to a busy day Capt. Bill Barr of Madison Coal announced that their boat the FRED WAY was downbound with a coal tow. It would be passing our Charleston hotel about 1 am. and Bill thought the pilot on watch just might give the M.O.R./O-K group a harbor whistle salute.

At 1:08 am. the first blast of the FRED WAY's whistle was heard from above the Dickinson Street bridge. This brought forth an exchange of blinking lights from half a dozen hotel windows as the whistle blowing continued almost to the mouth of Elk River. About a dozen night owls were down at riverside on the splendid new brick and concrete levee to greet the FRED WAY with whoops and hollers.

The M.O.R. fall meeting will be at Shakertown on Kentucky River.

HOWARD STEAMBOAT MUSEUM

An art, antique and automobile show is on tap Saturday, September 30, 1995 on the grounds of the Howard Museum, Jeffersonville, IN. Steamboat art will be exhibited in the mansion while antique booths and antique cars will be on the grounds.

Hours are 10 am. to 6 pm., admission \$2.00. All proceeds go toward operation of the museum. Call (812) 283-3728 for more information.

JOHN PAUL DAVIS As Remembered by John Rous

John Rous, Ashland, Kentucky is the retired president of the Home Federal Savings & Loan in Ashland. John takes great interest in the Jesse Hughes diaries as he was a neighbor of the Hughes family when they were living in Catlettsburg, Kentucky.

Readers will recall the progression of the light draft packet CRICKET into the GREENDALE and, after sale to Capt. John F. Davis of Fullerton, Kentucky, she became the J. P. DAVIS. There is a photo of the J. P. DAVIS on page 7 of the March issue, looking neat as a pin.

Capt. John F. Davis, born Paintsville, Kentucky, march 13, 1872, was the ferry operator between Portsmouth, Ohio and Fullerton, Kentucky beginning in 1904. The J. P. DAVIS (2873) was evidently bought for the Big Sandy River packet trade which Capt. Davis thought still had potential. She then ran as an excursion boat to a picnic grove owned by Capt. Davis before he sold her to operate in the Marietta-Wheeling trade.

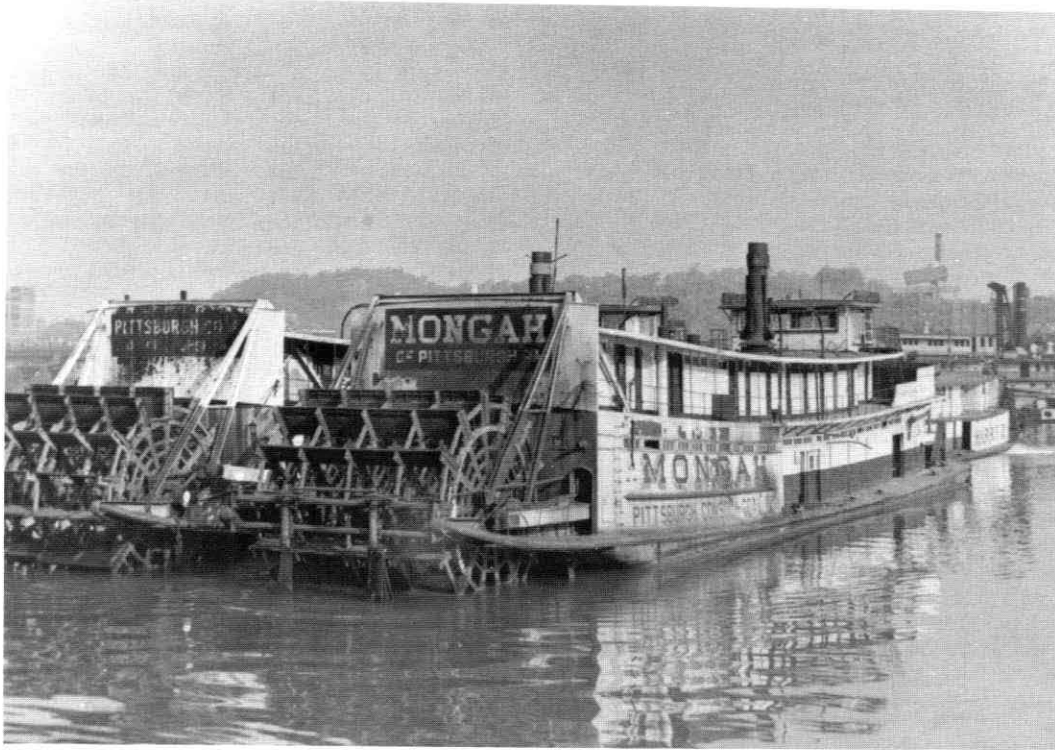
J. Paul Davis, for whom the boat was named, ran a two pump service station in South Shore for many years. J. Paul was one unique service station operator: Never did I see him that he was not dressed in either a business suit or slacks and sport jacket, complete with white shirt and tie. He sported a thin line moustache and would not even think of stepping out of the station to pump your gas until he donned his hat and gloves.

Fifteen or twenty years ago the Home Federal Savings & Loan opened an office in South Shore and I used to stop and visit with J. Paul. His station had many old boat pictures on the walls and he was an interesting talker.

J. Paul (that is what everyone called him) died on May 31, 1993 at the age of 92.

BOAT MODELS WANTED

For the first time in several years there will be water in the pool beneath the Ohio River Museum. We'd enjoy watching some radio-control paddlewheels in operation at the annual meeting; Saturday afternoon will be available if we have some boats and operators.



PITTSBURGH COAL (T2058) and **MONGAH (T1855)** were twin boats built in 1937 for Pittsburgh Coal Co. They were laid up in 1955, Elizabeth, PA marine ways and dismantled in 1957. The

twins are awaiting their fate in Charles Zubik's floating junkyard on the Allegheny River, just opposite Pittsburgh's Golden Triangle. This scene irked the city for years. Steve Mackinack



CLAIRTON (T0431) was built at Ambridge, PA by American Bridge Co. for Carnegie Steel Co. in 1919. The contraption ahead of the boat is a dynamometer barge; faced up to a dock the

wheel "push" could be measured. The unit was useful in timing the valves on the engines and other mechanical manipulations, this one built by Dravo, Neville Island. John King photo.

ROLLING CRAP GAME FOR AMTRAK?

Pat Welsh sends us the following item from Midwest Players (Your Guide to Gaming in the Midwest), April 15, 1995:

"Missouri gamblers can float on boats, bet on bingo or test their luck in the lottery, however, this is a new one: casinos rolling on the rails.

Legislation recently filed by Rep. Carol Jean Mays contains the idea. She hopes to bolster Missouri's only cross-state passenger train service from Amtrak's national cutback campaign by stocking it with slots, video poker machines and plenty of high rolling gamblers.

Amtrak has reduced - and initially planned to eliminate - service between Kansas City and St. Louis because of a nationwide budget crunch. The state is working on ways to come up with more money to supplement the service.

Until now, no one had seriously proposed turning the trains into moving casinos. 'I can foresee a big influx of money,' says Mays, a Democratic legislator whose hometown of Independence has had reduced Amtrak service. 'It takes big bucks to do this but we would be the only state I'm aware of that would have this possibility,' Mays said.

Her little noticed proposal was introduced late April 6 as lawmakers left for the weekend."

S&D Reflector will report on future developments in this obvious railroad conspiracy to win traffic away from the rivers.

TWO BOATS ROLL SNAKE EYES

On May 10, 1995 grand opening celebrations were held in New Orleans for the twin casino boats CRESCENT CITY QUEEN and GRAND PALAIS. These 360x99 foot sternwheel boats were delivered early in 1995 by Bender Shipyard, Inc., Braithwaite, Louisiana to Crescent Capital Development Corp. and Grand Palais Riverboat, Inc. which were part of River City Joint Ventures. Great things were expected

These monster sternwheelers have twin wheels driven by two 900 hp. electric motors assisted by two 920 kw. Schottel Z-drives. This setup of paddle wheels with Z-drives on either side at the stern seems to be coming state-of-the-art as witness the AMERICAN QUEEN reported upon elsewhere in these pages.

Each boat has 30,000 sq. ft. of gaming space loaded with 1,200 slot machines and forty-eight gaming tables. The interior decor is Victorian and French Bordello (or the 20th century version thereof). This was calculated to enthruse the 2,000 passengers with the mystique of "traditional riverboat gambling". There was a crew of 500 on each boat, diked out in fancy uniforms.

After opening with great hoopla and heavy advertising in the New Orleans area the gamblers responded by staying away in droves. Alas, the mystique of riverboat gambling proved to be an illusion. The boats sailed on alternate schedules so the few high-rollers and pensioners clutching grocery money who did wander aboard simply jumped off the departing boat and transferred their action to the boat remaining at the dock. Gamblers are not nostalgia buffs, or so it would seem. The operation lasted twenty-eight days.

We are indebted to The Waterways for much of the background in this report.

JOHN GILBERT DEVOL, A Man of Some Mystery

On page 25 of the June issue we recited the Secretary's reports of the first formal meetings of Sons and Daughters of Pioneer Rivermen in 1939 and 1940. Elizabeth Litton, Clarrington, Ohio was the motivator and first secretary of the infant organization and her down-to-earth reports seem to have been well received by many readers.

An early caller regarding the S&D story was Jerry Devol, local historian of Marietta specializing in Washington County post offices, local Civil War events and a near neighbor. Jerry knocked on the door to raise the question, "How did J. G. Devol become the speaker at the first S&D meeting in 1939?" We expressed some astonishment and observed that we just assumed Mr. Devol was a local Marietta attorney. "Never heard of him," replied Jerry but he does appear in some records of the extended Devol family. "I thought he must be your uncle, Jerry, or at least a second cousin."

"Never heard of him," reiterated Jerry, "but his name was John Gilbert Devol and he lived in Terre Haute, Indiana." Well, that did add to the mystery of how and why Lizzie Litton had selected a speaker from Terre Haute to appear in Marietta on November 18, 1939. The

Devol family records show that John Gilbert was born at Prairie Creek, Indiana December 11, 1866 and married Flora B. Uncell, Vigo County, Indiana on September 26, 1889. Miss Uncell was born in 1871 and died in 1911. John Gilbert, according to the records, was killed in Michigan in June, 1940. More mystery.

Frederick D. "Bud" Morrison, Indianapolis, accepted the challenge. After several false leads, the Indiana State Library produced microfilm copies of the "Terre Haute Star". The obituary appears in the the issue of June 13, 1940: John Gilbert Devol, 73 years old, died at 3 o'clock Wednesday morning after a lingering illness at the residence of his daughter, Mrs. Ethel Roby, 2003 Hulman Street. Surviving are the widow, Josephine, two daughters, Mrs. Roby and Mrs Edith Burgan of Terre Haute and one sister, Mrs. Josephine Bailey of Prairie Creek, two grandchildren and one great-grandchild. Burial was in West Lawn Cemetery.

So, we still wonder how J. G. Devol, whoever he was, was selected to make that speech at the first social meeting of S&D in 1939. What was his background as a river historian? The Reflector's sources are still at work and later developments will be reported on these pages.

MORE ON NEW ORLEANS GAMBLING

No sooner was the story in column one, this page set up than we opened (late) the July 3 issue of Forbes magazine and spotted a cartoon of a gambler floating on a roulette wheel as a sternwheel boat sinks in the background. Under the heading, "Lousy Bet" Forbes reports as follows:

Capital Gaming International had a murky past, \$160 million in long-term debt and a piddling \$1.7 million in revenues. River City, the Louisiana joint venture, cost a staggering \$223 million and has done so poorly since opening this year that one (now both) of two riverboats has already closed. The debacle pushed Capital Gaming's loss to \$31 million on \$3.6 million in revenues in the nine months through March 1. Last month, the firm also said it will miss debt payments, faces delisting from NASDAQ and may seek relief from creditors.

- OBITUARIES -

RUSSELL M. LINTNER

Russell Lintner, 90, of Bellevue, Pennsylvania died on May 14 of complications following a fall in his home on April 2. Russell was a long-time member of S&D and in former years a frequent contributor to these pages.

"Russ" worked as an expeditor for Jones and Laughlin Steel Co. in the Pittsburgh office until his retirement in 1969. Russ closely followed the comings and goings of the coal towboats and he was an avid photographer of the daily river scene. During the years when J. Mack Gamble was the Upper Ohio correspondent for The Waterways Journal there were often bulletins from Pittsburgh credited to his good friend Russell Lintner.

Russell Lintner spent untold hours at the Carnegie Library going through the river columns of the Pittsburgh papers. His gleanings were consolidated by year and made available to whomever Russ thought would have an interest. The extensive Lintner river collection was obtained in its entirety by the Indiana Historical Society, Indianapolis about three years ago.

Mr. Lintner is survived by his wife Isabel Reid Lintner.

* * *

EDITH THOMAS WEISMAN

Edith Weisman, 78, of 537 Market Street, Clarington, Ohio died on June 24 at the East Ohio Regional Hospital in Martins Ferry.

Edith was born September 21, 1916 in Clarington to Elmer and Olive Smith Thomas. Elmer Thomas was a boat builder associated with the Mozena Boatyard, Clarington and Edith's brothers, Reuben and Robert, were engineers on the river.

Edith, known by her friends and family as "Ede", was for a time housekeeper for J. Mack Gamble. Later, Ede provided a home for Mack in Clarington for several years after he suffered a stroke. She had an interest in the river and boats from her early family association and was a member of Sons and Daughters of Pioneer Rivermen for more than twenty years.

Edith was preceded in death by her husband Frank Weisman in 1964, one son, Thomas Weisman, her parents and brothers Robert and James Thomas and one sister, Elizabeth Veith. She is survived by two brothers, Herbert "Bill" Thomas

of Newport, Ohio and Reuben Thomas of Clarington, two sisters, Mrs. James (Alice) Pletcher of Woodsfield, Ohio and Mrs. Henry (Lindy) Imperata, Shadyside, Ohio.

Ede was a member of the Order of Eastern Star, Chapter 533 Clarington, the United Methodist Women and the Ruth Circle of Immanuel United Church of Christ.

Burial was in the Clarington Cemetery on June 27, 1995.

* * *

RICHARD EDWIN BROWN

Richard E. Brown, 6404 Casper Way, Bakersfield, California, 61, died April 29, 1995. He suffered a massive heart attack on April 24 which resulted in his death five days later.

"Rich" Brown was interested in steam trains and steamboats and local history in general. He had been a member of S&D since 1978 and was a frequent correspondent and contributor to these columns. We could depend upon a response from Rich whenever an item pertaining to Sacramento River boats appeared and missed the expected letter following the Steamboat 'Round the Bend article in the last issue.

Rich had been a resident in Rio Vista, California before moving to Bakersfield and local newspaper, "Delta Days" printed the following:

"One of the first subscribers to our modest paper two years ago was a gentleman from Bakersfield, Rich Brown.

We were never fortunate enough to meet Rich face to face, but our lives have been enriched by the correspondence and phone conversations with him. As a steam engine buff, Rich was font of information on all modes of transportation featuring the steam engine, especially the Delta steamboats. When we had an article on Delta ferryboats invariably Rich would call or write with tidbits of additional information, sometimes gently correcting some minor error in the story.

A former school teacher and a former resident of Rio Vista, Rich will be missed by those of us whose lives he touched."

Richard Brown left no close relatives. Our thanks to Dale Flick, Bob Parkinson and Dick Rutter for alerting us. We are all the poorer for the loss of Rich Brown and his dedication to steam engines which enriched these pages in the past.

* * *

PACKET DIRECTORY**Laudatory Review by Lloyds List**

By way of John Stobart we received a copy of the book review page from the February 2, 1995 edition of Lloyds List, a British newspaper somewhat along the line of The Wall Street Journal. A friend of Mr. Stobart's noted the reproduction of the J. M. WHITE painting on the book's cover and commented, "It shows how far away your paintings are enjoyed."

The British reviewer obviously knows important literature when he sees it: "Surely few shiplovers are indifferent to those splendid, extravagant, colourful yet vitally economically important American steamboats of the Mississippi and other great river systems.

Way's Packet Directory is the work of the dedicated steamboat enthusiast Frederick Way who devoted his long life, from boyhood in 1914, to their study and recording. It is an alphabetical directory in order of vessel names and whilst many entries are brief and terse records of basic technical date, for all the important steamboats more extensive and fascinating career details are given, making the book a very browsable historical study of these splendid steamboats."

Way's Packet Directory, 1848-1994 is available in Great Britain from Ohio University Press/ Biblos, Star Rd., Partridge Green, West Sussex, RH13 8LD. 32.05 pounds.

* * *

RALPH DUPAE HONORED

On the evening of June 5, 1995 the Preservation Alliance of La Crosse (Wisconsin) honored steamboat photo sleuth Ralph DuPae. Ralph was presented with a Heritage Award for his collecting efforts on behalf of the Murphy Library. Ralph was one of two recipients of the prestigious award at the annual event which was held at the Bluffs Country Club in La Crosse. Following the dinner, Ralph gave a presentation of slide images from the Doremus collection.

We thank Ed Hill, Special Collections Librarian at the Murphy Library, University of Wisconsin-La Crosse for bringing this well deserved recognition of Ralph's efforts to our attention.

* * *

LETTERS CONT'D. FROM PAGE 3

Sirs: Stood under the Sewickley Bridge last evening to watch the AMERICAN QUEEN go down on her maiden voyage from Pittsburgh. I must say that I, and others, were a might disappointed: stacks down, no calliope and no whistle salute for 121 River Avenue but perhaps that is reserved for only the DELTA QUEEN. In the shape she was in, the AMERICAN QUEEN looked like an apartment block on a barge.

Jack Hinkley
403 Amherst Ave.
Moon Township, PA 15108

= Hard judgement, indeed.

Those fancy, tall stacks on the AMERICAN QUEEN would get quite a workout if raised in the Pittsburgh District, down and then up for 12 bridges and eight power line crossings from "The Point" to the state line. The old-time steamboat prankster was just ahead of his time when he directed the new deckhand to grease the smokestacks. Ed.

* * *

THANK YOU NOTES TO S&D, ASSISTANCE MUCH APPRECIATED

Following the awarding of J. Mack Gamble Fund grants in response to requests for help with projects, S&D invariably receives grateful acknowledgements. We think S&D members might be interested in reading excerpts from the letters of appreciation from recipients of some recently awarded 1995 grants.

From Edwin Hill, Murphy Library, University of Wisconsin-La Crosse:

"I know that most such funds had earnings problems last year so this grant represents a commitment that is even more appreciated.

The steamboat photo collection of the Murphy Library continues to grow as a national and international resource. The library has recently supplied Reader's Digest with samples for a book project, not only steamboat images but also views of quaint churches in Illinois and tornado ruins in St. Louis."

The steamboat photo project of the Murphy Library was awarded a grant of \$5,000 toward continuation of the collection and preservation efforts.

From Sandra Neyman, Librarian, Dawes Memorial Library, Marietta College:

"Thanks to your generous contributions and the support of the J. Mack Gamble Fund, the library's collection of materials about river history is growing and will be preserved. If you know of other persons who are looking for a home for their materials about the rivers in this area, I would be pleased to talk with them."

The Dawes Memorial Library holds the negatives and files of Harry P. Fischer, noted Marietta photographer who made and sold views of steamboats and river scenes of the first half of the 20th century. The photographs of S. Durward Hoag, S&D member, also went to the library.

The Dawes Library received \$1,060 for copy negatives, printing and mounting some 170 H. P. Fischer boat and river scenes in archival albums.

From Jerome A. Ezler, Director, National Rivers Hall of Fame:

"On behalf of all of us here at the National Rivers Hall of Fame and the public which will benefit from your generous contribution, we thank the J. Mack Gamble Fund for the \$2,000 for the Honoree Publication. Your generous support of the National Rivers Hall of Fame over the years has been very helpful in our efforts to recognize and preserve the memory of men and women of the inland waters of the United States."

The National Rivers Hall of Fame is part of the Dubuque (Iowa) County Historical Society which operates the river museum in downtown Dubuque and the Mathias-Ham House Museum.

From Clay W. Kennedy, Curator, The Meriwether Lewis Foundation:

"The donation by your group to our foundation was gratefully accepted by our board and will certainly be put to good use. In fact, we have already up-dated our water and fire line systems for hosing down decks and general cleaning."

The U.S. Corps of Engineers dredge CAPTAIN MERIWETHER LEWIS is listed as a National Historic Landmark and is a museum of Missouri River history in Brownsville, Nebraska. It received \$2,500 toward needed preservation work.

* * *

THE BACK COVER

The J. M. White Dining Room on the AMERICAN QUEEN is down on the main deck, entered through the Main Deck Lounge. There is no attempt to duplicate the cabin on the packet J. M. WHITE of 1878 but rather to give the feeling of similar period elegance. We believe the designer has succeeded wonderfully.

Ruth Ferris once wrote, "The cabins had a feeling of spaciousness because of their height and vaulting although they were not usually very wide and the lighting and furnishings added to the splendor which dazzled travelers as it was intended to do." Ruth would have loved this room on the AMERICAN QUEEN.

The dining room is the full width of the main deck with the passing scenery viewed through the wide and very high windows. The effect of cabin skylights is provided by the circular and decorated upper windows.

Photo provided by The Delta Queen Steamboat Co.

NEW BOOK! UPPER MISSISSIPPI RIVER RAFTING STEAMBOATS

Hot off the Ohio University Press and received just at press time is the new book by member Edward A. Mueller. This volume is about the same size overall as Way's Steam Towboat Directory and is a handsome production with a painting of the F.C.A. DENKMANN on the dust jacket..

This is largely a picture book with 285 photographs of boats, river logging and rafting scenes and a section on steamboat masters and pilots in the rafting trade. The text, 117 pages, is based upon the writings of Harry G. Dyer, a deckhand and mate who wrote his reminiscences of rafting days during the 1920s. There is a section of raft boat histories.

About 340 pages total with index and several appendices and tables, printed on acid-free paper, hard-bound. Priced \$44.95 from Ohio University Press, 11030 South Langley Ave., Chicago, IL 60628. Phone 1-800-621-2736.

We'll have a complete review in the December issue.

* * *





INAUGURAL TRIP OF THE AMERICAN QUEEN, PITTSBURGH TO NEW ORLEANS

Above, downbound on June 28, 1995 just above the Hiram Carpenter Bridge, St. Marys, West Virginia with Middle Island back over her stern. She has room to spare (some) with the pilothouse up.

Below, seen from Williamstown, the big boat is lop-eared with the chimneys coming up before landing at Marietta. She's an impressive sight when seen from the bridge with a throng out to see her.

Photographs by Walter Carpenter





Aboard the first ISLAND QUEEN (2799). This group of happy excursionists captured by the camera many years ago could have been a club, a sorority or sales girls from Pogue's Department Store. The day is sunny and a good time at Coney Island Park is in prospect, some

year between 1900 and 1914 we would guess. There may be cinders coming from the stacks since four of the beauties have their eyes closed; one prefers to show her best profile. The good old summertime, indeed. If you spot a Cincinnati relative, please let us know.