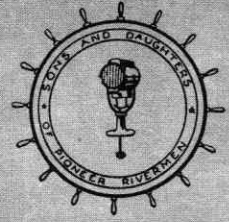


S&D

REFLECTOR

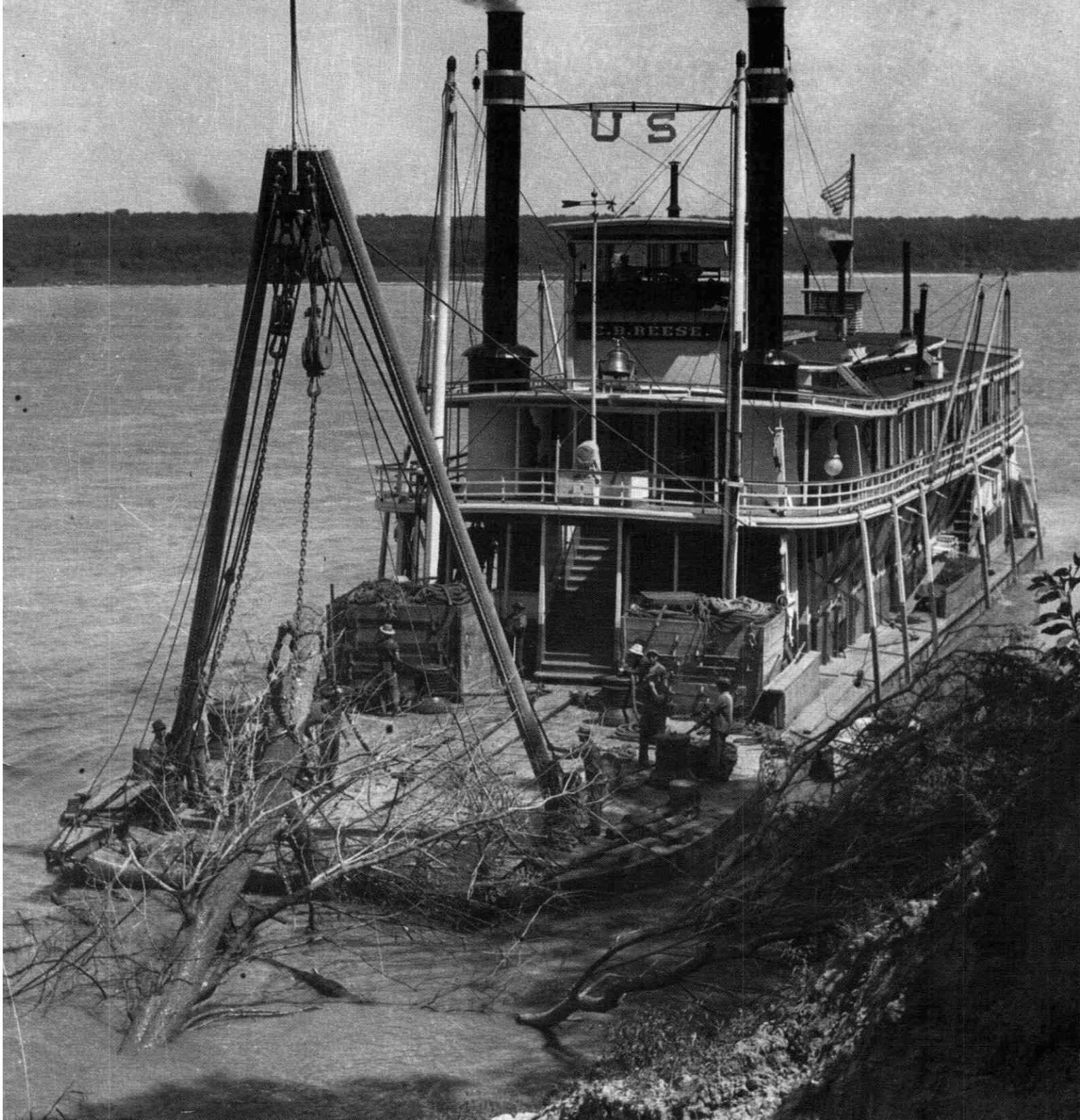
Published by Sons and Daughters
of Pioneer Rivermen



Vol. 32, No. 4

Marietta, Ohio

December 1995



THE FRONT COVER

There is some action going on in this photo: a snag has been captured and will soon be disposed of, cut up or deposited on the bluff bank in the foreground. There are ten hands visible on the forecastle and both capstans appear to be working at pulling the tree out of the muck.

The sternwheel snagboat C. B. REESE (T0310) was built in 1879 at Carondelet, Missouri for the Memphis District, Corps of Engineers. She had an iron hull, 172x27x4.8, and high pressure engines 15's-4 ft. stroke. In 1906 the REESE was assigned to the Little Rock District and removed the wrecks of a number of steamboats in the Arkansas River below Pine Bluff which had been lost during the Civil War. She was trapped on the White River in 1927 by the failure of a railroad bridge at Georgetown, Arkansas and didn't get out until March, 1929.

The C. B. REESE was sold in 1942 to Globe Oil & Refining Co. and rebuilt into the towboat I. A. O'SHAUGHNESSY (T1155), the hull being remodeled to 140x36x5.4 for towboat purposes and she received larger engines, 15's, 28's-7 ft. stroke from the towboat STEEL CITY (T2337). Renamed WOOD RIVER (T2698) the boat was finally dismantled in 1947, in all a career of 68 years.

Enlargement from the original negative by William E. Reed.

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- LETTERS -

Sirs: Thanks for the article and photos of the snagboat DE RUSSY in the June issue. I am in the process of building a model of her, dating from her original twin pilot-house design and wonder what color she was painted, red? Also, what did the steam powered saws look like?

Chuck Pietscher
1001 Morgan St.
Keokuk, IA 52632

= What color was the DE RUSSY; she shows up dark in the photos and early films were not sensitive to red, yellow nor green. The contrast is similar to that visible on the main deck which was probably red lead but "red lead" came in several shades. Our impression is that the saws on the early snagboats were reciprocating. Any help for Chuck from readers? Ed.

Sirs: This was my first S&D meeting. I walked into a room full of strangers and left a room of friends.

William F. Grier
712 Cromwell Way
Lexington, KY 40503

Sirs: I've taken on the job of rebuilding the paddlewheel on the BECKY THATCHER. Of 96 wheel arms 53 have to be replaced, each 11'8" long, 10" wide and 3" thick and cost \$24 from a mill at Peebles, Ohio. I'm about 2/3 of the way home on making wedges, gibs and blocks.

Mike Giglio
Route 9, Box 59
Marietta, OH 45750

= Mike is back to long distance trucking after a stint in the engine room of the DELTA QUEEN. The BECKY THATCHER was the U.S. MISSISSIPPI (3977) now being restored by local volunteers. Ed.

Sirs: Having been raised on the Big Sandy River, I would like to see a little something about gas boats in the Reflector occasionally. I also wonder if there is anyone out there who remembers how the belt system worked on gasboats to reverse the wheel? I recall the belts and pulleys and idler shaft but how was the belt shifted sideways from one pulley to another?

John J. Rous
3505 Thompson Dr.
Ashland, KY 41102

= We've seen sliding belts on line shafts but have no idea whether or not the same method was used on the one-lung gasboats. A quick perusal of the Reflector indices didn't turn up such a description; contributions will be welcomed. Ed.

Sirs: We volunteers of the Oregon Maritime Center and Museum were delighted to have three very nice ladies from your organization visit us recently. As one of the museum's historians I am working with others to develop as complete a history as possible of the boats and personnel that worked on the Columbia River. Ann Zeiger recently wrote us a letter about the Sons and Daughters; my check for membership is enclosed.

Gene Harrower
3223 NE 131st Ave.
Portland, OR 97230

= The Oregon Maritime Center has the restored Str. PORTLAND open for visitors. We thank Ann Zeiger for handing us articles about the museum and the PORTLAND. Ed.

Sirs: Please add my father's name to S&D membership: George Neigler, P.O. Box 171, Racine, Ohio 45771.

He has lived along the Ohio all his life and worked with Wallace "Boone" Weaver for years building yawls and johnboats.

David G. Neigler
Racine, OH 45771



NOT BROWNSVILLE! ROCHESTER!

This photo appeared on page 11, September, 1995 issue and triggered instant reaction by readers.

Paul Bennett, Beaver, PA called as soon as the postman dropped the Reflector in his lap to correctly identify the location as the wharf at Rochester, Pennsylvania. The W. P. SNYDER JR. with her quarterboat is landed head downstream.

Writes Elvin Batchelor, Rochester, PA: "The picture actually was the SNYDER at Rochester, PA and shows the

old, abandoned brewery building and the old Rochester Hospital on the hill.

The cabin cruiser tied up beside the SNYDER was my 1937 Chris Craft, the Red Witch. I went across the Ohio, tied up and was able to visit with Captain Way, an old friend of the Batchelor family."

No excuses; just a slip of the brain. The photo was taken by S. Durward Hoag and dated plainly "September 13, 1955". Thanks for catching us!

A LETTER TO CAPT. GILBERT BLUE

John Briley, Manager, Ohio River Museum regaled the members attending the annual meeting this September past with the reading of a letter written in 1846 to the master of the steamer PUTNAM. The letter with some freight bills from John Burke, Forwarding and Commission Merchant, Marietta were donated by Mrs. Robert Murphy, 1203 Burning Bush Lane, West Chester, PA 19380.

The PUTNAM was a small sidewheel boat, 75x18 ft., 109 tons, built in Zanesville in 1845 for Cynis and Gilbert Blue. She ran in the Zanesville-Pittsburgh trade two years, 1845-1846 and then somehow got down to New Orleans and was sold at auction by J. B. Blache & Co., auctioneers. She was lost by stranding on February 13, 1848 at Little Tombigbee, Alabama.

The captain of the PUTNAM to whom the letter is addressed was Gilbert Blue, sometimes spelled "Blew", and a Methodist Minister in addition to riverman. -

- - - -

Zanesville, March 30, 1846

Dear Sir -

When about to make your first trip with the steamboat PUTNAM, I seen in the papers of this town an advertisement stating that your boat would be conducted strictly on Sabbath keeping principles. I was much pleased at the sight of such a notice in the public prints and, considering the relation in which you stood to society and the church, I fondly

hoped you would act in strict accordance with your Public profession, as I had frequently heard you in the house of Good attempt to reprove.

But in this I have been disappointed. I had frequently heard that during your absence you not only run your boat but loaded and unloaded freight on the Sabbath. Still, considering that you was member of the Methodist church and a minister of the gosple (sic), I was unwilling to believe the reports. But on yesterday, Sunday, I had occular (sic) demonstration of the fact that you do run your boat on the Sabbath for I seen you stand on the hurricane deck and give the word of command as your boat came into port. Whilst the enemys of religion stood on the wharf and pointed to you in derision and said, "There is the Sunday man!"

Now sire, I have one request to make of you and that is before you push your boat out of this port to get up on the hurricane deck where you stood yesterday and preach a sermon from these words: REMEMBER THE SABBATH DAY TO KEEP IT HOLY. And thereafter, set no longer the hypocrite and stand as a stumbling block in the way of others or else lay aside your priestly robes and no longer attempt to reprove sin, whilst you openly violate the command of God

I make this request because I love

CONSISTENCY

S&D REFLECTOR

Published by Sons and Daughters
of Pioneer Rivermen



Vol. 32, No. 4

Marietta, Ohio

December 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.

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* * * * *

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Ohio River Museum, Marietta:
John D. Briley, Manager
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THIS AND THAT

NEWS OF MUD ISLAND

A recent new release from Mud Island in Memphis sounds encouraging. From time-to-time the Mud Island complex including the Mississippi River Museum has been reported on the verge of closing but Mud Island has seemingly "dodged the bullet". Anyone who has spent an afternoon exploring the museum and the Mississippi River walk could hardly feature the city closing such a jewel but rumors have abounded.

Now, a new traveling exhibit has opened at the museum, entitled, "40 Years of Riverboatin' - The Memphis Queen Line Story." This is a tribute to Capt. Tom Meanley who began running excursions in Memphis in 1955. The Memphis Queen Line now operates four boats which annually carry 200,000 passengers on over 1,100 cruises.

The exhibit was assembled by Jimmy Ogle, general manager of the company, comprises 352 items covering eight sections of the Changing Exhibit Gallery at Mud Island. The exhibit will hang in the gallery until the end of May, 1996 when it will travel to the Delta Cultural Center, Helena, Arkansas and then to the New Madrid Historical Museum, New Madrid, Missouri.

From the schedule provided, Mud Island is open from the first week in April until the last week in November, daily during the summer and closed Mondays in the spring and fall. Admission tickets can be purchased for grounds only or all inclusive.

For more information, call 1-800-507-6507.

* * *

ALLEN HESS PHOTOGRAPHS ON EXHIBIT

Allen Hess, 17 Sandpiper Lane, Pittsford, NY 14534 who has contributed numerous outstanding photos to the S&D Reflector over the years has two exhibits in progress or soon opening.

The first is titled, "Raising Cane, Two Hundred Years of Louisiana Sugar Production" which opened September 29 at The Historic New Orleans Collection. Four other photographers have teamed with Allen for this show which runs through March 30, 1996.

The Mariners Museum, Newport News Virginia is the location for Allen's show titled, "The Rivers' Green Margins." This will open December 9, 1995 and run through February 18, 1996.

* * *

NEW BOOK ON THE ARABIA RECOVERY

The Arabia Steamboat Museum has announced that a coffee-table sized book of color photographs and text about the ARABIA and her cargo is available. The author is David Hawley who was one of the excavators of the ARABIA and who spoke at the S&D annual meeting in 1989. "Treasures of the Steamboat Arabia" is available for \$23.50 postpaid from The Arabia Steamboat Museum, 400 Grand Ave., Kansas City, MO 64106.

Thanks to Sonie Liebler for the information.

* * *

GENERAL JENKINS PLANTATION MUSEUM

Readers will perhaps remember that the enlargement of the Gallipolis Lock and Dam (now known as the Robert C. Byrd Lock and Dam) threatened the destruction of the Albert G. Jenkins house. The historic Jenkins house is located at Green Bottom, West Virginia, opposite Crown City, Ohio at mile 289 on the Ohio. The property was purchased by the U.S. for the state of West Virginia which proposed to use the land for public hunting. (See S&D Reflector March, 1989, page 10 for details.)

The proposal to turn the Jenkins Plantation into a shooting gallery caused an uproar among local historians and others including Ken Hechler, author and West Virginia Secretary of State. The historic house has been saved and the West Virginia legislature has ponied up funds to establish a museum in the Jenkins House. A director is to be hired for the new museum. The West Virginia State Historic Preservation office will oversee this worthwhile project.

There is no word as yet that the Jenkins House will be renamed in honor of Senator Robert C. Byrd.

* * *

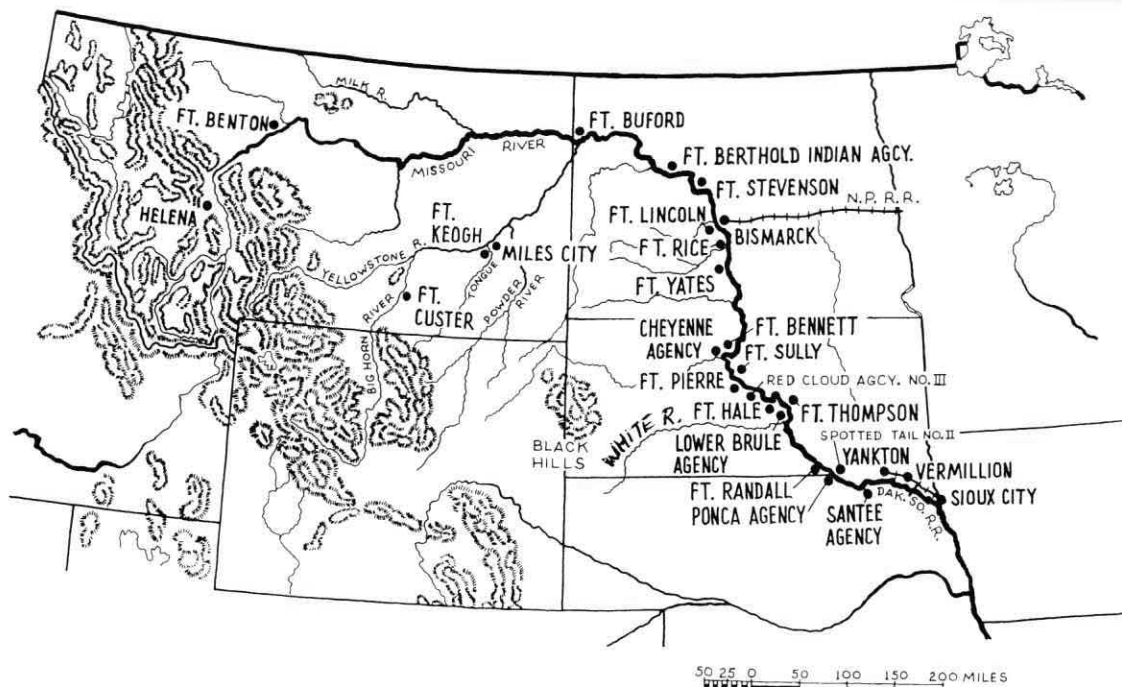
OUACHITA OR WASHITA?

In our review of the excellent new book, Assault and Logistics, page 29, September issue we wondered who should be blamed for calling the Ouachita the "Washita"? Author Charles Dana Gibson presents his defense: ". our source was the Atlas to Accompany the Official Records of the Union and Confederate Armies, Plate CLV, which labels the river in question as the 'Washita' River. The general index of the Official Records of the Armies and Navies references the river correctly as the 'Ouachita' so the initial error seems to have been made by the Army cartographer utilizing phonetic spelling."

Well! This sent us to Webster's Collegiate Dictionary, A Pronouncing Gazetteer: "Ouachita or Washita, river 545 miles long, from western Arkansas to the Red River near its mouth."

Our thanks to Mr. Gibson.

* * *



UPPER MISSOURI RIVER, SIOUX CITY TO FT. BENTON

This installment of the log of the HENRY M. SHREVE begins a short distance below Ft. Thompson, probably close to Chamberlain, SD where I-90 crosses the Missouri today. It ends near the Milk River in Montana, west of Ft. Buford. Miles by river from Sioux City: Yankton - 70; Bismarck - 870; Ft. Buford - 1270; Ft. Benton - 1970. Map from A History of Steamboating on the Upper Missouri, Wm. Lass.

A TRIP TO FORT BENTON IN 1869.

The Log of the HENRY M. SHREVE Part II

The late Dr. William J. Petersen was the editor of this log which covers one trip from St. Louis to Fort Benton, Montana Territory in 1869. It was first published in the Mississippi Valley Historical Review, Volume XXXI, No. 4, March, 1945. Clerk Nelson Green Edwards kept this detailed account of the HENRY M. SHREVE's travail on the Missouri 126 years ago and the first installment was in our September issue.

The HENRY M. SHREVE (2601) departed St. Louis on Tuesday, April 6, 1869 at "1 o'clock P.M., Henry S. Carter in Command." The first installment of the log ended on April 30, 1869 with the boat laid up above Bijou Island. That morning, the crew had buried George Miller, striker engineer, on Pocohontas Island at I. C. Reeves Wood Yard. The boat had made about forty miles up the river during the day and as darkness closed in there were skulking Indians to be seen on a nearby hillside. The crew and passengers were armed and alert but the night passed quietly.

Bijou Island was about 225 miles above Sioux City. The Bijou Hills in this general area have an elevation of about 1,980 feet and were named for Louis Bissonet of St. Louis whose nickname was "Bijou"; he had built a trading post on the Missouri here in 1812.

SATURDAY MAY 1: Left the Bijou Hills at daylight & Landed to tinker with Something. Str. NILE Passed up. The River rose 5 Inches & this morning is a bright Clear & Beautiful May Morning with the Strs. IMPORTER & NILE in Sight a few miles ahead. The day is beautiful & Scenery most Sublime and this rise has inspired all Hands that we will now be meeting a big River & that all our Hauling Lighting & Sparing over the Bars will cease for a few days at any rate & Hope to make a Big Run today. 9 o'clock Landed at Dry Island under the Stern of the Str. NILE & took 15 Cords Hard Wood at \$5 Cord. Gave Wm. Cunningham Due Bill for \$75 payable on the down trip. 1 o'clock P.M. below mouth of White River & now 25 days out from St. Louis. Passed Str. IDA REECE aground at White River with a part of her Cargo on Shore, she having to Lighter over. Passed a large Encampment of Indians 10 miles above White River & but few men to be Seen with them. Arrived at Big Johns Camp Bar & found Str. IMPORTER aground & BIG HORN leaving the Bank after having picked up & Cut her wooding, the Str. NILE a Short distance behind bringing up the rear of 4 Steamers now together of the Mountain fleet. The Bully SHREVE led the van & now the first Boat over this Bar followed closely by the BIG HORN (2nd), NILE (3rd), & IMPORTER (4th), all now in Sight within a space of two miles on the 4 (?) Mile race to Benton. All continuing to run until after dark, hunting the first WoodYard. Arrived at American Creek in Company with the BIG HORN & took 10½ Cords Hard Wood at \$5 & 4 Cords of

Cotton at \$4 - amtg \$70.50. Paid I. Kellerly for the owner, W. R. Goodfellow. This place has Beef & Ice to sell Steamers. IMPORTER & NILE laid up in Sight above for the night. The SHREVE made 50 or 55 miles this days run, the best for maney days.

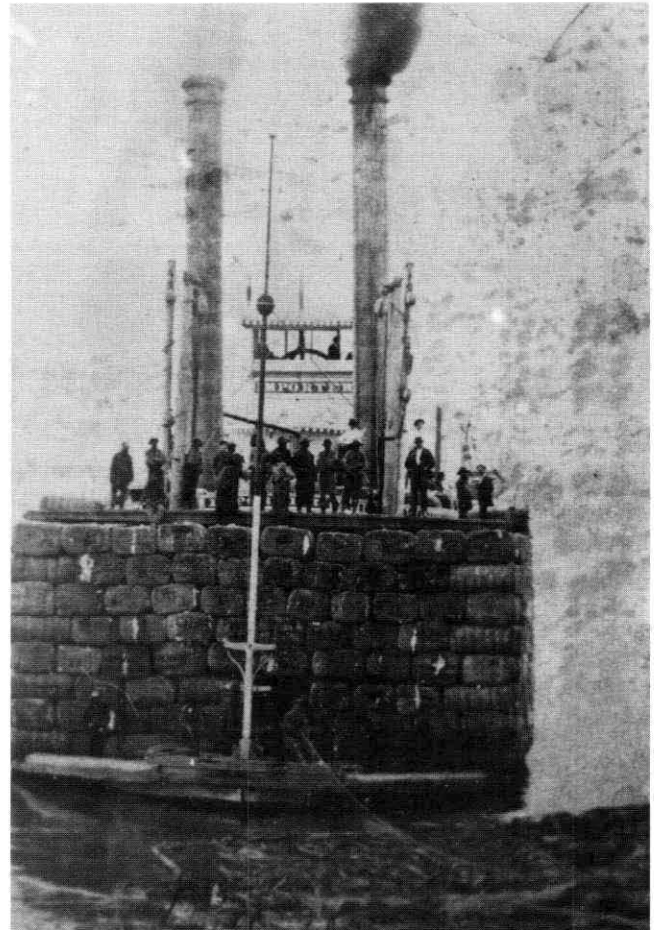
(The NILE (4209) was a sidehweel boat and only a little smaller than the HENRY M. SHREVE. She was piloted on this trip by Capt. Grant Marsh and her adventures are recounted in "Conquest of the Missouri" by Joseph Mills Hanson. The "IDA REECE" which crops up in the log from time-to-time is the IDA REES NO. 2 (2718), a photo of which graced the cover of the S&D Reflector, June, 1993 issue. Ed)

SUNDAY MAY 2: Left American Creek at 6 o'clk. Morning bright Clear & Warm with prospect of a good day in Sight. Below Fort Thompson 1 o'clk P.M. & now 26 Days out from St. Louis. Landed at Wood Yard on High Bluffs 2 Miles below Fort Thompson & took 13 Cords Light & poort cotton wood at \$5 per cord from $\frac{1}{2}$ Breed Indian ($\frac{1}{2}$ Cannadian French & $\frac{1}{2}$ Dog or Some Such mixture) Amtg. to \$65. Sold him 2 Sacks Flour at \$7 Sk & 1 Sk Sugar 50lbs at 25¢ - \$12.50 amounting to \$26.50. Continued our day run until night & arrived at Bar 7 or 8 miles above Ft. Thompson & tryed to get over but gave it up at 9 o'clk & went to the Bar & laid up for the night. IDA REECE & BIG HORN behind, IMPORTER & NILE over the Bar & gone. Water on Stand or falling.

MONDAY MAY 3: This morning is again beautiful Bright & Spring like. Tryed hard for Several Hours this morning to get over & at 8 o'clk A.M. now at a high & Dry Sand Bar Lightering it being the oly allternative. Str. IDA REECE came up this morning & passed over the Bar & now out of Sight ahead. BIG HORN hard aground sparring but will I think have to do as wer are now doing - Lighten over. 12 o'clk M. now over the Bar & at a good Wood Yard & Putting out Cargo So as to go back over the Bar. (found scant 3 feet Water on this Bar) 1 o'clk P.M. Now 27 Days out. 2 o'clk Str. BIG HORN over the Bar took on few cords Wood & passed on. Str. HUNTSVILLE & PANINA (PENINAH) now trying to come over the Bar. 3 $\frac{1}{2}$ o'clk Str. HUNTSVILLE over & Wooded & Gone on. 4 o'clk P.M. The SHREVE now headed down to go after her freight on the other Side of the Bar. 4 o'clk 15 minuts, now takeing in our Cargo - 2 Hours geting it on Board & 1 $\frac{1}{2}$ Hours geting over the Bar this 2nd time. Now 8 o'clk P.M. & we are takeing in the Balance of our Cargo when we will be ready again to prosecute our Journey on to Benton & the Gold Mines. The Str. PENINAH still aground on the Bar having rather a hard time of it. Finished takeing in our Cargo at 12 o'clk night & also 15 Cords Wood & Lay until morning after looseing 36 Hours geting over this Bar.

TUESDAY MAY 4: Left Dry Point WYard at 4 o'clk & Str. PENINAH Still aground on the Bar. 1 o'clk Landed at St. Johns WYard took 10 Cords Hard wood at \$5.50 & now 28 Days out from St. Louis. Arrived at Cedar Bluffs Woodyard 7 o'clk P.M. & took on 15 Cords Cotton Wood at \$3 & \$4 Cord & sold 4 Sks Flour \$8 and 1 sk Sugar at 30¢ - Run abought 40 miles this day.

WEDNESDAY MAY 5: Left St. Johns Woodyard at 5 o'clk A.M. Passed BIG HORN laying to the Bank with her freight on shore. Herd that she had Knocked a hole in her Bottom. 1 o'clk P.M. 10 Miles below old Fort George & now 29 Days out from St. Louis. 4 o'clk P.M. took on 9 Cords young Cotton Wood at \$4 Cord at Fort Geo. Island. Could sell nothing. Arrived at the Shoalest Bar yet opposite old Fort Sulley (sic) at 6 o'clk P.M. & found Str. HUNTSVILLE here completely blocking the only channell to pass over. Went up Some 3 miles behind the Middle Bar



IMPORTER (2748) was built at California, PA on the Monongahela River in 1868. She made trips to Ft. Benton in both 1868 and in 1869. Many Missouri River boats ran in the southern trades during the winter months and evidently that is the setting for this photo, loaded flat with cotton bales.

on the left hand Shore Side in hopes to find more water but could not. Abovght 10 o'clk P.M. the HUNTSVILLE got over. Str. SHREVE was immediately put in the Hole & commenced Sparring which continued all night.

THURSDAY MAY 6: At 8 o'clk Succeeded in getting over without a Stick of Wood. Landed & Hunted all the drift & old logs that could be got & Succeeded to get up to Farm Island 3 Miles above & got 19 Cords Cotton Wood at \$5.50 per Cord - \$104.50. It is now 1 o'clk P.M. & we are 30 days our form St. Louis. Strs. BIG HORN & PENINAH now on this bar below trying to get over. Sold 1 Keg Molasses and 1 sack Sugar Each for \$15.00 at Farm Island. Struck some very hard Luck on Rocks or Boulders at the Bottom of the River comeing up the Bluffs opposite old Fort Rice. Had considerable trouble this evening Strikeing and getting over the Bars. 8 o'clk P.M. laid up to a Dry Sand Bar, getting what wood we can & after running Some ___ Miles this day & now About ___ miles below Fort Sully. (This would be New Fort Sully, established in 1866, 35 miles above the old fort built in 1863 on Farm Island. Ed.) Steamers BIG HORN & PENINAH in Sight behind & also laid up for the night. We hope to Reach Benton in the next 30 days as we are nearly half way up. (Different writer) lay up for night at Peoria Bottom. Hunted all the wood we could find.

(The handwriting of the log indicates that someone other than Nelson Green Edwards, probably another clerk, kept the log from this point until Saturday, May 15. The entries are brief, the detail is a bit less and abbreviations for boat names occur. Was Edwards ill with the same complaint that took engineer Geo. Miller on April 29? Ed.)

FRIDAY MAY 7: Left Peoria Bottom at 4 A.M. Got hard aground where HUNTSVILLE had been sparring for several hours. Took on all the wood we could find. While there PENINAH came up, Capt. Haney undertook to take the place in front of us but Capt. Carter refused to drop back and he had to wait until we got through. We got over the bar without much difficulty but have been Sparring & Cordelling all day and have come about 10 miles. Got up to Locabosia Island & Layed up to get wood & for the night. HUNTSVILLE, BIG HORN & PENINAH passed up at 8 o'clk & VIOLA BELLE arrived & Layed up for the night.

("Cordelling" was the equivilent of warping a steamboat. The crew would go ahead of the boat, plant a deadman or sturdy timber in a trench three or four feet deep in the hard prairie soil. The other end of the line was wound around the capstan and was slowly wound in. Although a slow operation, it was less so than sparring. W. Petersen)

SATURDAY MAY 8: Left Locobosia Island at 4 A.M. ahead of VIOLA BELLE. Passed Fort Sully at 6 A.M. Passed Cheyenne Agency at 8 A.M. Overtook HUNTSVILLE, PENINAH & BIG HORN all aground. Took on 16 Cords wood at 5\$ - VIOLA BELLE arrived. Boats all got through the bar while we were taking on our wood. Broke the Rudder again. Ran about 30 miles today. Grounded 3 miles above Cheyenne River where we found PENINAH. She backed down & took the other side of the River. We followed suit and grounded again. Mate got made with Pilot & quit the boat. Weather Clear & Pleasant. We layed up for night 4 miles above mouth Cheyenne River, 8 P.M. Night very windy & prospects of Storm. PENINAH layed up just above.

SUNDAY MAY 9: Left this morning at 4 A.M. PENINAH got out ahead of us Overtook the BIG HORN aground 10 miles above. We grounded about 3 hours. Overtook VIOLA BELLE & PENINAH. Took on 18 Cord wood @ 6\$, 557 lbs. ice. Lay up for night.

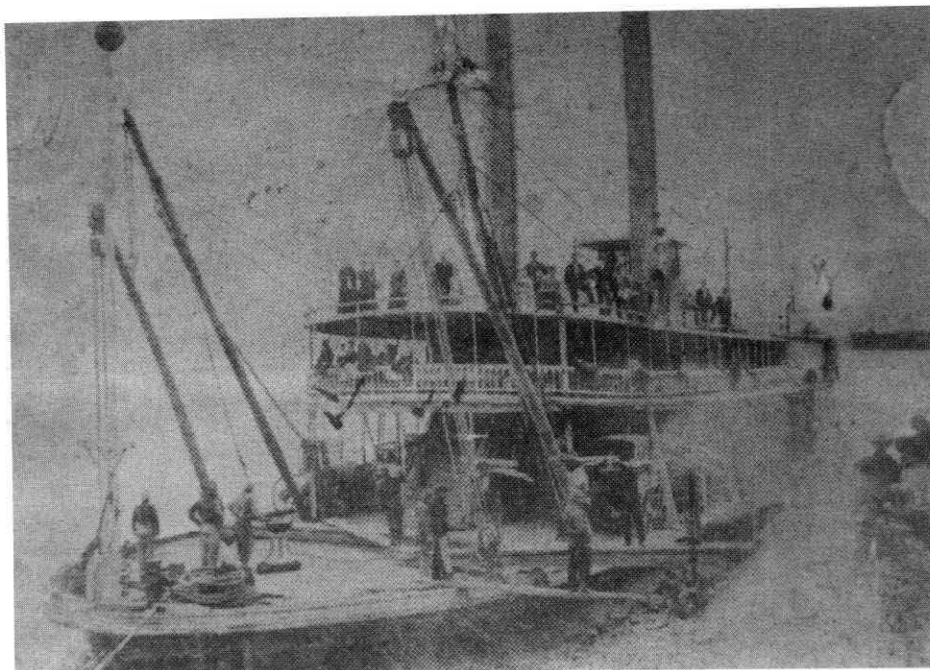
MONDAY MAY 10: Left at 4 A.M. Got over bar by 8 o'clk V(iola) B(elle) & P(eninah) ahead. River very good, making good run. Weather pleasant. Run about 15 miles and lay up at Pascoll (sic) Island. Took on 10 Cords Wood @ \$5. CORA & ONLY CHANCE 4 days ahead. HUNTSVILLE, V(iola) B(elle), BIG HORN & P(eninah) passed up. Weather windy & cold.

TUESDAY MAY 11: Left Pascolls Island 4 A.M. Damp disagreeable morning, with slight rain. Overtook V(IOLA) B(ELLE), B(IG) H(ORN), P(ENINAH) & HUNTSVILLE all aground at Little Cheyenne River. Had to chop wood to take over the bar. Layed up at Martins Woodyard took on 15 cords Cotton wood at 5\$. BIG HORN layed up just above. 36 days out from St. Louis.

WEDNESDAY MAY 12: Left Martins wood yard at 4 A.M. Overtook V(IOLA) B(ELLE), B(IG) H(ORN), P(ENINAH) & HUNTSVILLE all aground at Swan Lake. Channel very narrow & Prospects of a hard time tomorrow. Weather getting warm.

THURSDAY MAY 13: Left this morning at 4 A.M. All got over the bar without much difficulty by 8 o'clk A.M. SILVER BOW & LACON came up this morning. Been sparring nearly all day. Run about 15 miles. Lay up for the night at Blue Blanket Island. Chopped wood all night.

FRIDAY MAY 14: Left this morning at 4 A.M. Made good run. Took on 14 cord of wood at 5\$, a Steer for \$125 & 1123 lbs. Ice at Dillons & in company of V(IOLA) B(ELLE), S(ILVER) B(OW) & P(ENINAH) we proceed up the river. BIG HORN & HUNTSVILLE far in the rear. River rising to day. Passed an Indian Camp to day at 4 P.M. & layed up with V(IOLA) B(ELLE) at _____ .



VIOLA BELLE (5585) played tag with the **HENRY M. SHREVE** day after day during the trip to Ft. Benton in 1869. Like the **SHREVE**, she was a sidewheel boat, built in 1866, 200x30x5. In 1868 she was given a new bow which added 25 feet to her length and the big forecastle is evident in this photo. **VIOLA BELLE** sank in 1871 and was lost.

This segment of the log begins when clerk Nelson Green Edwards again takes up his pen. The log had been maintained by another clerk on the **HENRY M. SHREVE** from May 7 through May 14 and the entries were noticeably less detailed. Some malady lay our Mr. Edwards low but he makes no mention in the log.

*SATURDAY MAY 15: Left 10 miles below little Soldier Village. Landed at Little Soldier Village Wood Yard & took on 15 Cords Green Cotton Wood at \$6.00 Cord & Gave Due Bill for \$90.00. The owner G. B. Gettin lives at Fort Rice. Steamers **SILVER BOW** & **VIOLA BELLE** Wooded at the Same yard. The **SILVER BOW** got 20 Cords good ash Wood at the Same price. Steamer **PENINAH** came up & passed without Wooding & now all three in a Straight line makeing good time on the new Rise of 8 Inches that we have mett this morning.*

(During the previous day the **SHREVE** had passed Grand River at Mile 505.5 on the right and also what is now the state boundary between the two Dakotas at Mile 547.3. Little Soldier is possibly Long Soldier Creek, emptying from the right at Mile 560.4. W. Peterson)

*The River looks more inviting this morning & we all hope & flatter ourselves that we will now get along with but little trouble comparatively Speaking. The Steamers **BIG HORN**, **HUNTSVILLE** & **LACON** in Sight behind bringing up the rear. 1 o'clk Passed Battle*

*Creek 40 miles below Fort Rice & now 39 days out from St. Louis, having passed the Str. **PENINAH**, **VIOLA BELLE** & **SILVER BOW**, & now ahead of the fleet of 7 steamers. Saw a Beautiful sight in a Herd of 25 Antelope plain in view & (took) Several Shots at them. This is certainly a lovely Sight to See them run over the Green & Rolling Prarie for miles & looking so Clean, Sleak & Fat - 3 o'clk P.M. Wooding on Sand Bar. No Chge. **VIOLA BELLE** passed up. 6½ o'clk Passed the Cannon Ball River & found no rise out of it. Arrived at Fort Rice 8 o'clk P.M. with Str. **VIOLA BELLE**. Both Boats laid up here4 for the night. Str. **SILVER BOW** passed up at 9 o'clk to get Wood.*

*SUNDAY MAY 16: Left Fort Rice at 5 o'clk A.M. & Run 12 Miles up to a good Wooding Place & cut & took on wood until 1 o'clk & now 40 Days out from St. Louis. The **SILVER BOW** left ahead of all the fleet some 3 Hours having wooded first. We are all now wooded & under way for Benton Except the Str. **LACON**. She has not made her appearance. Made an entire new Rudder & Hung it on this morning & now hope to Stear direct to Benton. Learnt at Ft. Rice that Str. **IDA REECE** was 48 Hours ahead & **IMPORTER**, **CORA** & **NILE** some 4 days. The river this morning appears to be on a Stand. We now have at least 20 Cords good dry Wood on Board in Shape of Logs & trees at \$5 cord is equal to \$120.00 & for which we paid (nary Red) for but abought 4 hours time. 10*

o'clk P.M. overhauled the VIOLA BELLE laid up for the night, both boats making about 50 miles to day from Ft. Rice, besides losing 4 Hours Wooding this morning. The Strs. SILVER BOW & PENINAH Still ahead of the fleet & have Shown us all clean heels all day as They have not been in Sight Since 7 o'clk A.M. (No wood to get here)

MONDAY MAY 17: Left this morning late 5 o'clk A.M. after the VIOLA BELLE. Strs. HUNTSVILLE & BIG HORN passed up last night. I think that all the Boats ran last night excepting the SHREVE & VIOLA BELLE, the VIOLA BELLE having her Engine Room full of good Wood & did not expect to wood today. It is now 1 o'clk P.M. & we have made about 20 miles today & now about 70 miles above Fort Rice & 41 Days out from St. Louis. We are now landed again for the 4th time this morning trying to get Wood to go up Stream. The prospects are truly discouraging to the SHREVE today. All the Bob Tail Fleet are Several Hours ahead except the LACON & she will likely come up before night. It seems impossible to get wood that will make over 100 lbs Steam & only small quantities, so that we are more hours at the Bank tied up than we are Running. The River is still Rising & in a most beautiful Stage with clean Bright, Moonlight nights & Calm & beautiful Weather during the day. Arrived at Painted Woods Wood Yard at 3 o'clk P.M. 7 took on 40 Cords good Cotton Wood at \$6.50 per Cord & paid Cash \$260 for the Same. They would not let us have it without the money, altho Capt. Carter declared that he would not pay Cash for it. Sold 1 sk Flour at \$10.00. SILVER BOW left this yard at 3 o'clk this morning & now 12 hours ahead in running 100 Miles from Ft. Rice. If we can run to night which I see no reason why we should not, I hope that we will with this good Wooding catch up one more with this Bob Tail Fleet of the PENINAH, VIOLA BELLE, BIG HORN & HUNTSVILLE. As for the SILVER BOW will likely see her at Benton or meet her on the down trip. 6 o'clk P.M. now underway with 50 Cords of good wood on Board. 9 o'clk P.M. Run about 5 miles above this Wood yard, took the wrong chute for the Channel. Butted the Bar two hours, gave it up, backed down $\frac{1}{2}$ mile and now tied up to a Sand Bar for the Balance of this night. (The Moon Shining as bright as day & Weather Serenely Calm & Still.) Will likely try the other Side of the Middle Bar tomorrow. We are laying opposite to the Lower edge of what is called the Painted Woods.

TUESDAY MAY 18: Left Painted Woods Bar at 5 o'clk A.M. Run along Slowly making about 3 miles per hour with plenty of good Cotton Wood on Board. Now 1 o'clk P.M. & 10 miles above Ft. Clarke & 42 Days out from St. Louis. Given up all hopes of again overtaking the Strs. PENINAH, VIOLA BELLE, BIG HORN & SILVER BOW. 5 $\frac{1}{2}$ o'clk P.M. Passed our Sight

Board on tree 8 miles below Ft. Stevenson - 19 Days Run from St. Louis Last July - & Passed Fort Stevenson at 7 $\frac{1}{2}$ o'clk & Still under way. Put off one Passenger & one Hunter at the Fort to get Letters for the SHREVE if any. 8 o'clk P.M. Came up with the Str. BIG HORN in Sight above Ft. Stevenson just Shoving out from the Bank & followed her in her tracks until 1 o'clk A.M. The first nights Run since leaving Omaha. This days Run may be put down at 75 miles which is Bulley for the SHREVE.

WEDNESDAY MAY 19: Arrived at Fort Berthold 6 o'clk A.M. Took on 30 Cords Wood at \$6 - \$180. Sold 8 Sks Flour at \$9 - \$72 & Gave due Bill for Balance \$108.00. Also Sold 2 Sks Sugar \$30, 2 Flour \$18, & 1 keg Molasses \$15 = total \$63.00 cash. Str. BIG HORN Landed as we were leaving Berthold at 8 $\frac{1}{2}$ o'clk A.M. Learnt that Strs. PENINAH & VIOLA BELLE passed up on yesterday & CORA & IMPORTER 4 days ahead & NILE one day behind IMPORTER & CORA. Running only tolerably well to day. We are now meeting a Second June Rise. The River being in most excellent Stage, not too High nor too Low about 5 $\frac{1}{2}$ to 6 feet in the Shoalest crossings. It seems impossible to make Steam or but Slow head way to Benton. It is now 1 o'clk P.M. & we are 10 miles below the Mouth of the Little Missouri River & we are 43 Days out from St. Louis & getting along with our usual Slow Drag & Escaping as if it was our last Breath (before dying or giving up the trip). The SHREVE's reputation is gone for being a fast Boat. 7 o'clk P.M. Passed a Splendid Rack Heap with any quantity of Dry Logs could have got 20 cords good wood here if we had of tried hard to get a Landing. Made the attempt but did not get in quite near enough (could have done so by rigging a Stage over the Yawl) easily. Passed on & Laid up to the Bank at 8 o'clk at Foot of Big Bend & about 60 miles above Ft. Berthold (our Run this day). BIG HORN yet behind & VIOLA BELLE & PENINAH yet ahead. Spent the night here quietly & Serene Undisturbed until

THURSDAY MAY 20: Left this Place at 4 o'clk A.M. and Run some 8 or 10 miles up. 6 $\frac{1}{2}$ o'clk Landed to get Wood from a little Patch of Dead Standing Timber Some 800 or 1000 yards off. Got some 5 or 6 Cords of Good dry Logs & got under way. 8 $\frac{1}{2}$ o'clk A.M. The day is Bright, Clear & a little Cool but is most beautiful indeed. The River is yet on the rise slowly & most excellent Stage to make good runs if the SHREVE (could do it). 8 $\frac{1}{2}$ o'clk found a good Wood Yard, took on 15 Cords at \$6.00 amtg to \$90.00 in Big Bend. Gave Due Bill for 12 Cords \$72 and Paid Cash \$18.00 for 3 Cords. Left this WYard at 9 $\frac{1}{2}$ o'clk A.M. 1 o'clk P.M. now 44 Days out from St. Louis. 4 $\frac{1}{2}$ o'clk P.M. Landed at an old Ree Village & old deserted Spot with Some 30 Log Huts or Cabins, situated 8 miles below White Earth River. Here we

got a Big Wooding of Dry Logs, at least 10 Cords Wood which is good thing providing we would run all night. We have lost much time today Wooding. Left 6½ o'clock took 2 hours to get this Wood. This morning at 8 o'clock A.M. our Half Breed Indian Hunter Left with 2 Passengers on a hunt over the Country called the Bad Lands. During the day much uneasiness & anxiety was felt for their Safety & doubts of them coming up with the Boat as the Course of the River ran almost due North & all the bends in that direction so inclined & and they on the West Bank. At 9 o'clock P.M. Saw a fire Kindled on the Bank just ahead & fortunately it proved to be our Half Breed Hunter by himself, the two Passengers giving out early in the day & refused to follow him any farther, but put back to the River to await the Str. BIG HORN, some 12 miles behind. This arrival Very much relieved all Anxiety for their Safety. He reports having Killed an Antelope & one White Tail Deer & of having traveled over 30 or 35 miles, being alone he could no bring any of his Game. The Passengers Killed a Prairie Dog before their Separation. 12 o'clock night Laid up for the night having made a most excellent run to day & night. Supposed to be 80 miles. Laid up Some 10 or 15 miles below White Earth River, got but little wood here.

FRIDAY MAY 21: (Left at 4 o'clock A.M.) Saw the Steam of a Boat ahead - PENINAH or VIOLA BELLE. Running well this morning. 10 o'clock A.M. Landed at a Drift Pile 10 miles above the mouth of White Earth River and now takeing on a Big Wooding. 1 o'clock P.M. finished wooding in 3 Hours & got some 15 or 18 cords good wood which at \$6 Cord is a great Item of Saveing. We are now 45 Days out from St. Louis & 150 Miles below the Mouth of Yellow Stone River. Str. BIG HORN yet behind. She will hrdly catch up again this Side of Benton. If not our 2 passenger Hunters will have to pay their Passage up on her which will make it quite an expensive trip of Recreation. 9 o'clock P.M. Landed at Tobacco Garden WYard 75 miles below Ft. Buford & found Str. VIOLA BELLE here with a Broken Wheel & Repairing, having landed at 4 o'clock P.M. Took 20% Cords Cotton Wood here (at) \$6 Amtg to \$123.00 & for which we Pid in Flour, Sugar, Coffee, Pickles & Axe Handles in full. Str. PENINAH passed up at 4 o'clock P.M. & SILVER BOW on yesterday at 3 o'clock A.M. - 30 hours ahead now. Laid up in company with the VIOLA BELLE for the night. (The River still riseing moderately, in a nice stage.)

SATURDAY MAY 22: Left this morning at 3 o'clock A.M. ahead of the VIOLA BELLE. In 2 Hours She passed us fair under way & continued ahead until She Stopped to Wood from Drift Wood. We then passed her & continued ahead. It is now 1 o'clock P.M. & we are Passing an Ash Wood Yard at \$8 per Cord Where

there is a Stockade of Several Men & Squaws & 35 miles below Fort Beaufort (Buford) & we are now 46 Days out from St. Louis. We did not take any of this \$8 Ash Wood. It is the first one of the Kind that we have passed on the trip. Str. VIOLA BELLE close up to our Stearn. 4 o'clock P.M. Landed at a Deaning (deadening) & got some most excelent dry Trees 20 miles below Ft. Beaufort. VIOLA BELLE Came up & Wooded with us. 6½ o'clock both Boats under Way - VIOLA BELLE ahead. The River continues to rise moderately & slowley and in beautiful condition. Put off our Indian Hunter about 1 o'clock at the Ash Wood Stockade to get a Shot at 3 Deer seen on the Prarie. At 9 o'clock P.M. he made his appearance on the Bank Some 14 miles below Ft. Buford & reports seeing the Str. PENINAH Landing at the Fort about 6 o'clock P.M. This was a foolish trip to go alone. If he had Killed aney Game he could not have packed it 10 or 15 miles to the Boat. So we are yet without any Game. Arrived at Fort Beaufort 10 o'clock P.M. & Landed under the Stearn of the VIOLA BELLE. Learnt here that the Str. SILVER BOW is 30 Hours ahead & PENINAH 6 Hours ahead. Run to day Some 60 miles & both Boats Lay at Fort Beauford until

SUNDAY MORNING MAY 23: Left Ft. Buford at 3 o'clock A.M. with the VIOLA BELLE. Passed mouth Yellow Stone 4 o'clock & Arrived at Big Horn Bluffs at 10 o'clock, 35 miles above Buford. Took on 19 cords Wood at \$5.00 = \$95. Sold 2 sks Flour at \$10 & Paid \$75.00 Cash. Left at 11 o'clock - VIOLA BELLE ahead. It is not 1 o'clock P.M. & we are 47 Days out. 5½ o'clock Landed at hard Scrabble Wood Yard 90 miles above Beaufort & took 15 Cords Long Dry Cotton Wood at \$6 - amtg to 90.00. Gave Due Bill for Same. Bot 200 lbs Ice at 2¼¢ lb \$5 Paid Cash. Str. PENINAH & VIOLA BELLE both Wooded here & a few hours ahead. Left this WYard at 7 o'clock P.M. 10½ o'clock P.M. Passed Steamer VIOLA BELLE laid up to a Sand Bar. Passed the PENINAH at 11 o'clock Laying up 5 miles above the VIOLA BELLE. Running well tonight, better than Since Leaving Ft. Rice. Continued to Run all night Makeing about 135 miles in last 24 hours.

MONDAY MAY 24: This morning is dark & Cloudy But the SHREVE is now ahead of the bob tail fleet of Slow Boats done by a Small effort to Run last night & to get ahead. The SILVER BOW still continues 24 Hours ahead of the Fleet - 8 o'clock. Passed an Indian Camp & Small Wood yard. Landed this morning at Sand Bar to get Drift. Saw 6 Buffaloe the first on the trip & lot Antelope. Some of the Passengers got a Shot at them but no game. Had a nice Saddle of Antelope for our Dinner to day given to us yeaterday at Hard Scrabble Wood Yard. It was Very Nice & Tender. 1 o'clock P.M. We are now 5 miles above Spread Eagle Camp & 48 Days out - 4 o'clock P.M. Met Str. DEER LODGE below Old Ft. Charles, the first Boat of the Season from Benton with a Regement of

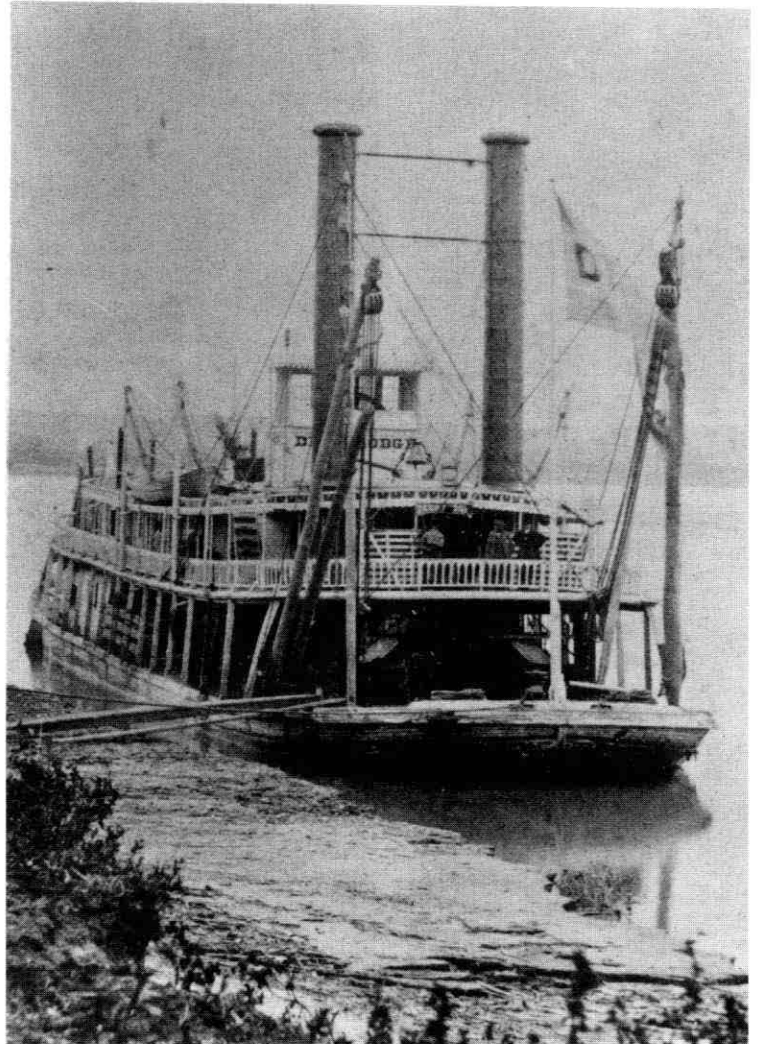
Soldiers on Board bound for For Beauford - 6½ o'clock P.M. Landed foot of Disaster Bend to Key up Water Wheel Flange & found Some 6 or 7 Cords good Dry Sapling Poles Skinned by Indiana Poneys eating all the Bark off last Winter. It was Raining & cloudy & concluded to lay here all night. Str. VIOLA BELLE came up in Sight behind & grounded Where She Worked hard all night.

TUESDAY MAY 25: Left at 3 o'clock A.M. Soon came in Sight of the PENINAH & was overhauling her fast but We Ran aground & while here the VIOLA BELLE passed up. 12 o'clock M. Landed at Porcupine Creek to Wood at an old Deadning, it is now 1 o'clock P.M. & we are 49 Days out from Saint Louis. We are now 21 miles below Milk River & 554 Miles below Ft. Benton. (Actually 343 miles from Ft. Benton. W. Peterson) The Weather has Changed to Cold Rain, dark, Cloudy & disagreeable. The PENINAH & VIOLA BELLE both now ahead. 2 o'clock P.M. Saw two Buffalo on a high Bank on the edge. They soon came down & took to the River & was Swimming across when a long shot from the Boat turned them back to the Same Side. One of them got out but they could not get up the Bluff Bank. They both again took to the river & this time the Boat was in near gun Shot to one which came swimming directly up to the Boats Bow at which time 24 Loaded Musketts was brought in full Play besides the Numerous Henry Rifles, Sharps Shooters & Colt Revolvers used by Passengers & Crew. When he reached the Bank he could not get up as Some of the Shots had Broken his hind Leg. All continued to Shoot at him until he was down & now Safe to get. We Landed & in the Same time the other one got out on Shore & at a low flat place when there was Several Shots Struck him but did not Stop his headway. Capt. Massey & 4 or 5 other Gunners followed him & got Several Shots & put their Bullets in his hide but he got off entirely. This one was the Largest but not the Best, so we now have on board a Splendid young Buffalo Bull, 3 years old & in good order. This has been the greatest excitement & fun on the Trip. The Lady (ladies) all were equally Interested. Ran a few miles above & saw the same old Buffalo. Landed the Boat & Capt. Massie & 8 or 10 more Hunters went in pursuit. Several Shots were this time fired at him but he ran off & got away. Our Trophey turns out to be a most splendid animal after Skinning & Dressing will Weigh between 5 & 600 lbs. nett which is worth more than our Bullock that we paid \$125 for at Grand River. This we think is the first Capture of a Buffalo by any of the Boats. I have Six Bullets taken from his Carcass & one ½ bullet that had been Shot into it before. 7 o'clock P.M. we are now pulling down the Cabins of a Wood Choppers, deserted last year & the Same as our Watchman reports that the Str. ANTELOPE took them on board last year 10 miles above on the Same morning that they had been attacked by Indians

& Run off. They Sold all their Wood - 50 Cords - to the ANTELOPE at \$3 Cord & they continued on Board as passengers to the States. This place is 12 or 15 miles below the mouth of Milk River. We have experienced much difficulty & delay to day to get Wood to Run the Boat. But we had had more fun & Excitement than any day on the Trip. 11 o'clock P.M. Laid up for the night a few miles below the mouth of the Milk River & No Wood to get. PENINAH & VIOLA BELLE out of Sight ahead. Ran 40 to 50 miles this day.

The Milk River, where the HENRY M. SHREVE laid up for the night on May 25, 1869, enters the Missouri on the north bank a few miles downstream from the present-day Fort Peck Dam. Before Ft. Benton is reached there remains about 325 miles of sandbars, riffles, snags and a few wood yards. Installment III will run in our next issue.

* * *



DEER LODGE (1482) was designed for the Missouri River trade with a spoonbill bow and no overhanging guards. She was the first boat to Ft. Benton in 1869, arriving May 19 when the HENRY M. SHREVE was at Ft. Berthold. Clerk Edwards notes her downbound on May 24, 1869. The DEER LODGE made eleven trips to Ft. Benton before being dismantled in 1874.



This building houses the artifacts recovered from the steamer BERTRAND (0593) and the glassed observation theater is for bird watchers. Photo by Mike Giglio.

RUST NEVER SLEEPS
Preserving the BERTRAND Collection
 by
Jeanne M. Harold

On April Fool's Day, 1865 the Missouri River had the last laugh; the steamer BERTRAND (0593) hit a snag and sank about twenty-five miles above Omaha, Nebraska. Known ever since as Bertrand Bend the location is near the town of DeSoto.

The BERTRAND was on its maiden trip in the St. Louis - Ft. Benton trade. She carried as much as 400 tons of cargo destined for the merchants who serviced a booming mining industry in Deer Lodge and Virginia City, Montana Territory.

The steamboat was a sternwheel "mountain boat", built at Wheeling, West Virginia, 161 feet in length and drawing 18 inches light and three feet loaded. The BERTRAND sank in relatively shallow water and the passengers and crew walked a plank to shore. All cargo and boat parts above the main deck were salvaged within the next few weeks. Soon after the BERTRAND sank the CORA (1310) sank a few miles upstream. Salvage efforts shifted to that wreck and by the time the salvors returned to the BERTRAND it had been silted over by the river's quick depositing mixture.

Over a century later, two treasure hunters armed with a flux-gate magnetometer discovered the remains of the BERTRAND in a corn field located on the DeSoto National Wildlife Refuge near present-day Missouri Valley, Iowa.

RIGHT: Hull of the BERTRAND during excavation, 1969.



The BERTRAND was excavated by the modern salvors in 1968-69 under the supervision of the U.S. Fish and Wildlife Service and the National Park Service. Over 10,000 cubic feet of cargo was recovered from the hull of the unfortunate BERTRAND, all in an astounding state of preservation because of the exclusion of oxygen. Artifacts ranged from intact foodstuffs such as brandied cherries, oysters and almonds to John Deere plows, dog collars, silk handkerchiefs and coffin handles. Representatives of over 200,000 objects can be seen in the exhibits within the DeSoto Refuge's visitor center.

Conservation of the excavated cargo began in 1968 and continues today at the BERTRAND conservation laboratory. The objects are displayed in a visual storage area that is environmentally controlled. Temperature, relative humidity and light levels are constantly monitored. Because of this controlled environment, the objects are relatively stable. The old adage that "rusts never sleeps", however, could be the unofficial credo of this and all museum collections. Artifacts must be routinely surveyed, examined and sometimes treated by conservation professionals in order to assure that they will be around for future visitors to view.

BUFFALO BOOTS

Numerous conservation projects are on-going at the laboratory. One of the most fascinating as well as time-consuming is that of the treatment of some 248 buffalo boots. At the time of the sinking, buffalo boots were an important piece of clothing for prospectors or anyone who needed to protect their feet from frostbite. These boots are mid-calf height constructed with cowhide soles and buffalo hide uppers. The uppers are "fur on" with the fur on the inside making for warm footwear for the severe Montana weather conditions.

The boots had been initially conserved in the 1970s by re-tanning in cod and sperm oils. Twenty-five years later the oils have become rancid and intensive conservation treatment was unavoidable. A treatment protocol was created by thorough research at the National Park Service's main conservation facility at Harpers Ferry, West Virginia and at the Smithsonian Institute's Conservation Analytical Laboratory, Washington, DC. All of the boots, except for a scientific control group, were re-treated by the Refuge's on-site conservator and conservation technician.

Although these 248 boots were in basically similar condition, each separate boot had to be assessed for condition, strength, etc. by the conservator before submitting it to intense treatment. For instance, some boots had been colored originally and could not be washed because the coloring was water soluble. This illustrates why, in museum conservation, only a trained conservator is qualified to treat museum objects.

Treatment took approximately ten hours per boot. It involved a meticulously detailed series of water baths in exact temperature, deionized water both with and without nonionizing surfactant (like detergent Ed.) The surfactant was originally designed to clean and degrease sheepskin. After copious rinsing the boots were blocked with sterile cotton towels and a series of Plexiglas™ forms and flexible weights. Pre-washing, surfactant and rinse baths were at controlled temperature and time increments.

Following treatment, the boots were allowed to air dry slowly in an environmentally controlled area. Each boot is now supported with two specially fabricated supports made of unbleached cotton muslin and polyester fiberfill to ensure that it does not collapse or deform. This boot project is finally complete after a year and a half of perseverance.

CHILDREN'S SHOES

The BERTRAND's recovered cargo included some 5,000 shoes and boots which had been headed for the Montana frontier. Of the total, about 1,100 are children's shoes, most with brass eyelets and brass toe plates to minimize scuffing. The copper component of the brass reacts adversely with the oils in leather and corrodes by exuding a green, waxy goo, technically called copper stearate. These corrosion products must be removed, a time-consuming process of swabbing with sterile cotton swabs dipped in solvent. After removal of the copper stearates from the visible brass it is coated with acrylic

resin to prevent further corrosion. The hidden brass-leather contacts will eventually show signs of interaction again, a source of job security for the conservator of the BERTRAND objects. Cleaning the children's shoes in the collection required over one year.

NAILS AND SCREWS

Found in the BERTRAND's cargo were many tons of nails and screws in kegs and cases, some perhaps being shipped from Wheeling, the boat's place of building, which was long known as the "Nail City". Such an overwhelming mass of material precluded individual treatment and the limited conservation staff in the past used plastic garbage bags placed inside modern ammunition crates in a special area of the basement. Paper identification tags were soiled, stained and sometimes lost. The crates do not protect the nails from fluctuations in humidity and, therefore, the objects have continued to slowly corrode.

Over the years, new methods for storing such objects have evolved although the staff and time still does not exist to treat each nail and screw individually. An improvement in storage conditions was imperative so the objects were rebagged in inert polyethylene bags. These were then placed in polyethylene bins which serve to retard changes in humidity. Laminated tags have been wired onto the bins for record keeping and, hopefully, we will not find the nails and screws to be solid lumps of iron oxide at some future date.

But remember, RUST NEVER SLEEPS!

SUMMARY

These examples of the problems of preservation of artifacts are only a sampling of the items which have been conserved during the past few years. Hundreds of thousands of items remain for the work of the conservator. The conservation of the BERTRAND collection is a dynamic process and its welfare must remain a priority for the stewards of this priceless resource if it is to be available for future generations.

The United States Fish and Wildlife Service has done an excellent job in keeping the story of the unfortunate BERTRAND and her cargo alive and flourishing for now almost thirty years. We can hope that this worthwhile effort will continue forever.

The author wishes to express her special thanks to Refuge Manager George E. Gage and to Museum Curator James B. O'Barr for their support.

The Bertrand Museum is located in the DeSoto Visitor Center on the DeSoto National Wildlife Refuge. It is some 25 miles north of the Omaha-Council Bluffs metropolitan area via I-29, Nebraska routes 75 or 133. The Visitor Center will be found one mile south of the refuge entrance on US 30, halfway between Missouri Valley, Iowa and Blair, Nebraska.

Hours are 9:00am to 4:30pm daily except New Years Day, Easter, Thanksgiving and Christmas. For further information write to: **DeSoto NWR, Route 1, Box 114, Missouri Valley, IA 51555.**

Reading Jeanne Harold's story about the continuing task of preserving the multitude of items in the Bertrand Museum sent us to the excellent book on the BERTRAND and her cargo. "The Steamboat Bertrand, History, Excavation and Architecture" by Jerome E. Petsche was published by the National Park Service in 1974. This is a well illustrated paperback, 177 pages with index and we trust is still available. Ed.

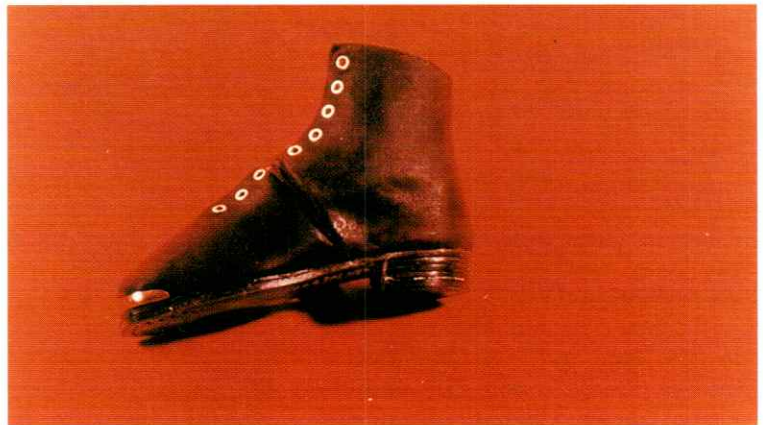
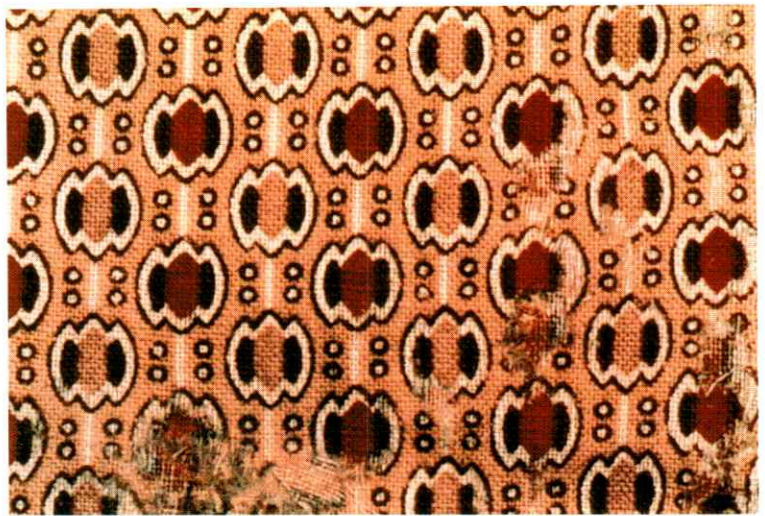
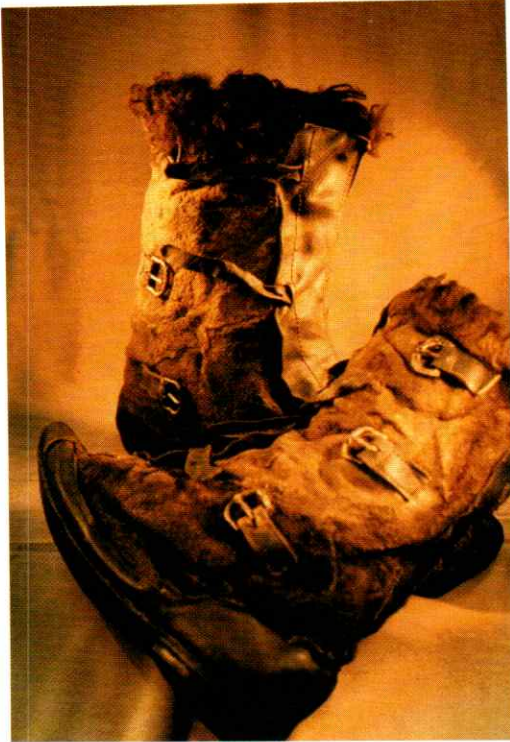
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STEAMBOAT DIRECTORIES

Ohio University Press, the publisher of Way's Packet and Towboat Directories, reports sales through 6-30-95 totaling: Towboats - 931; Packets, 1994 edition - 340.

The royalty payment of \$572.47 has been deposited in the J. Mack Gamble Fund.

O.U. PRESS
SCOTT QUADRANGLE
ATHENS, OH 45701



EXAMPLES OF THE ITEMS OF CARGO FROM THE BERTRAND

Clockwise from the upper left: (1) Buffalo boots; (2) Lamps and lamp chimneys; (3) A bolt of silk cloth; (4) A child's shoe with the brass plate on the toe; (4) A bottle of brandied peaches by Lewis and Son.

BOOK REVIEW

UPPER MISSISSIPPI RIVER RAFTING STEAMBOATS - Edward A. Mueller, Ohio University Press, Athens, OH 45701. 341 pp (117 text, 224 pp illustrations) Cloth, \$44.95

Logging the upper Midwest began in the 1830s. Sawmills were set up on the Mississippi and tributaries late in that decade. The first rafts were floaters, no steamboat guidance, and were made up of lumber, not logs. Dimension lumber made up the base of the raft and a deck load of shingles or other dry lumber was secured to it. Rafts were huge, made up of "cribs" 16 feet square. A raft could be a 16 by 44, that is 16 cribs wide and 44 long, 256 feet by 704 feet. Cribs were later doubled in length to 32 feet. The rafting of logs began when big sawmills were established farther downriver.

Steamboats for rafting came in the picture during the Civil War. A first attempt in September, 1863, failed after machinery broke on the Str. UNION. A year later the same boat took a raft from Read's Landing, MN to Clinton, IA two days faster than the normal floating time.

The first towboats were small sidewheelers. Larger sternwheelers later predominated in the trade. The boats had little influence on the speed of the rafts, the current determined that. Their task was to keep the raft in the channel.

By 1886 at least 75 boats were in the rafting business. It all ended in 1915 when the last raft was taken down the Mississippi; the woods were virtually gone.

The heart of this excellent book is the accounts given by Captain George Winans and Harry Dyer. Winans' career spanned the history of the rafting age. He began at age 16 in 1855 and ended his work in 1916. Dyer worked 22 years on the river, from 1881 to 1902. He worked for Winans whom he called, ". . . the best all around steamboat man . . ."

Winans began the use of the bow boat in 1890. Towboats had replaced the long steering oar on the stern of a raft but raftsmen still used a huge oar on the bow to help keep the outfit in the channel. Winans had a small steamboat built which he lashed across the bow of a raft. The raft had been made twice as long and one-half as wide as formerly. A signal line connected the bowboat to the towboat. When the pilot wanted the bow of the raft moved to the left, he sent a signal to the bowboat engineer who would roll the wheel in that direction and vice versa, a fore-runner of the bowthrustrer.

That innovation speeded up the transport of logs and lumber. Rafts became larger since they were more easily controlled.

Running the bridges must have been a hair-raising experience. Seventeen of the 33 bridges between Fort Snelling and St. Louis were draw-spans with draw openings ranging from 100 to 200 feet. Other bridge span clearances were not much better. Rafts would be split and taken down in halves, one with the boat and one floating free under oar control.

Rafts often broke up when they hit a bridge pier or sandbar or the

head of an island. That meant days of hard work rounding up and regrouping the fragments, either lumber cribs or logs.

An amazing amount of information is well arranged in this handsome book. In addition to the Winans and Dyer recollections there are raft boat histories, similar in format to those in Way's Steam Towboat Directory but usually more extensive. (Be aware that the number shown is the official documentation number.) This section alone comprises 42 pages, supplemented by a listing of boats, pilots and masters, engineers and mates.

An operation that moved huge amounts of material with great skill deserves a history. Dyer's log and his other sections on pilots, cooks, and hoboes in particular, make this book a treasure. It is not often that an industry can be as well documented or pictured. Steamboat rafting coincided with the age of the photograph to our benefit. The pictures and technical data complete a job exceedingly well done.

Reviewed by James L. Stephens, Marietta, Ohio.

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Capt. Tom Dunn, Mississippi River Chapter president, with Secretary Bee Rutter and faithful photographer Eileen Daily at the 1995 meeting. Photo by Bud Daily.



DELTA QUEEN, July 17, 1995. Port of Catoosa, head of navigation on the Arkansas River, Tulsa, OK. Note that flagpoles are down and stack top off. Roy Emery photo.



NASHVILLE, August 24, 1995. A sight seldom seen - MISSISSIPPI QUEEN, GENERAL JACKSON and MUSIC CITY QUEEN together at Riverfront Park. Photo by David Shenk.



CINCINNATI, October 13, 1995. Tall Stacks attracted MISSISSIPPI QUEEN, DELTA QUEEN and AMERICAN QUEEN to the party; take your choice. Photo by Bill Warrick.

- CENTERFOLD - CINCINNATI AT DAYBREAK

Artist John Stobart has our thanks for the reproduction of this scene of the Cincinnati landing on a fall morning in 1884. John selected the Cincinnati subject aware that the folks crowding this same area for Tall-Stacks, 1995 could see only the Suspension Bridge as a remaining landmark.

The chosen title for the painting is, "The Levee at Daybreak, c. 1884" with Mr. Stobart's commentary as follows: "In this view I chose to feature the lighthouse tender LILY because of its smaller scale and more varied detail than most other boats of the period. She is seen tied up just below the wharf boat of the Louisville and Cincinnati Packet Co., loading up for a trip. The vessel was one of several tenders which plied the Ohio and Mississippi rivers putting up or servicing the busy rivers' navigation lights. These were usually oil burning lamps which were monitored by local riverside farmers. A cutting from the Cincinnati Commercial newspaper of 1877 describing the work of the LILY reads: 'At the beginning, all light keepers were paid \$15.00 a month. Now their pay is regulated by the distance the light is from the keeper, varying from \$3.00 to \$15.00 per month.'"

The LILY (3471) was built at Louisville, Kentucky in 1875 and did not have a texas. On September 20, 1884 the LILY was damaged in the same fire that destroyed the first BONANZA and the MORNING MAIL AT Cincinnati. She was rebuilt with a texas as shown in the Stobart painting and later was assigned to the Upper Mississippi, based at St. Louis.

After the rebuilding she for a time had a miniature lighthouse on top of the pilothouse. Sometimes she had a swinging stage and sometimes not, perhaps the preference of the master at the time.

LILY was lost at Mile 49 on the Missouri River when she hit a snag, November 24, 1911.

* * *



CINCINNATI LANDING AT DAYBREAK, 1884.
U.L.H.S. Steamer LILY.
Print from John Stobart painting, 1995.



Maritime Heritage Prints
Townhouse 23, Union Wharf
Boston, MA 02109

ANOTHER ENJOYABLE S&D GATHERING A GENTLE RAIN, NOTWITHSTANDING

The early arrivals for the S&D annual meeting are always a subject for speculation. On some occasions they have arrived a week ahead of time. Bill Torner has received the prize for being first on the scene in several recent years but we missed Bill this year.

First hail was on Wednesday evening when Bob Niemeyer, St. Paul, MN called from the hotel to report that he was on deck for his first S&D meeting for twenty years. Bob noted many changes around the hotel, the new Ohio River Museum and new business along lower Front Street since his previous visit. We hope that another twenty years doesn't elapse before Mr. Niemeyer returns for we may not be able to get to the 'phone.

FRIDAY EVENING MIXER

The informal get-together on Friday evening proved to be as popular as always. Before the evening was over 162 members and guests had signed the register presided over by Secretary Bee Rutter.

The ballroom seemed especially inviting this year because of six tables of boat models, 16 or 17 in all in various scales and most operable with radio control. Close inspection of those models revealed an astonishing amount of detail and all scaled in true proportion. Plastics seems to have permitted builders to add small items of detail which couldn't have been duplicated earlier.

A sampling of the models on display includes: JEAN MARY by George McClintock; GEO. M. VERITY and the Corps of Engineers derrick boat WOODY WALDEN by Joe E. Brown, Flatwoods, KY; John Fryant had his single stack paddlewheeler SUSIE while C. J. Wires, Jr. from Cincinnati brought two versions of the same boat - IDLEWILD and BELLE OF LOUISVILLE. Guy Williams, Columbus, brought his familiar big model of the DELTA QUEEN back, complete with lights and taped calliope music. Of course, there were a number of others and all impressive feats of workmanship.

A 1940 version of steamboat modeling made for a comparison to show how far this hobby has come in 55 years. The LIBERTY had been on display in the original River Museum in 1941, before the days of plastic sheets and foam. A clear pine plank made the the hull,

plywood the main deck and balsa, cardboard, paper clips and pieces from a Model-T Ford spark coil for other parts.

Member artists had a number of paintings on display for the enjoyment of the group. Dr. Pete Striegel had three which we admired: Fern Grove, 1894, Howard Shipyard with the SENATOR CORDILL seemingly out on her trial trip and the CITY OF SAVANNAH fresh off the Howard ways. Forrest Steinlage had a new one of the BELLE OF LOUISVILLE, at least we didn't recall seeing it previously. Two waterline side view drawings, ISLAND QUEEN and THOS. A. EDISON, by John Fryant attracted attention.

Bill Warrick, Portage, Indiana had made a six minute video of the stranding of the AMERICAN QUEEN and her escape from Troy, Indiana. This was run several times during the evening to the delight of those who had followed the progress of the big, new tourist boat.

There were refreshments including punch but who ordered the sheet cake? One of the hotel staff whispered that it was Mrs. Fred "Nell" Way and what a pleasant surprise. The cake soon disappeared and Nell has the thanks of all who enjoyed it.

OFFICIAL BUSINESS MEETING

A change this year which had been recommended by the Board of Governors was to conduct the business of S&D at the Saturday morning meeting. Up to this time, the business meeting was part of the annual banquet proceedings and sometimes this made the evening

program rather longer than desirable.

The call to order was heard at 9:30 am. with the President wielding the gavel but only figuratively; he had overlooked bringing the official gavel, made from W. P. SNYDER JR. paddlewheel timber, to the meeting.

Greetings were extended from Dr. Antony Twort, one of the British S&D members, and from Ralph DuPae who could not attend. Ralph was at home recovering from surgery and since has continued to progress.

Treasurer Guy "Coke" Anderson reported that the S&D treasury was still healthy. The bank balance as of September 15 was \$21,764.83, a decline from \$26,322.52 which was reported at the 1994 meeting. The difference is accounted for by an increase in the production costs of the S&D Reflector and reinstatement of a stipend for the editor.

Secretary Bee Rutter first expressed her thanks for the cake which had appeared mysteriously at the Friday evening social. Membership remains at 1,100: new members are constantly joining to offset those dropping out.

Binders for the S&D Reflector have been out of stock for a year or so and Bee asked for a show of hands of those needing binders. There being a goodly number indicating a desire to purchase the red, vinyl files, the secretary will order a new stock. Look for a notice in the S&D Reflector when binders are available.

The detailed report of the J. Mack Gamble Fund as provided the Board of Governors will be found elsewhere on these pages. A question was asked about when grant requests are considered by the JMG Fund trustees: The net earnings of the Fund are available by mid-January and requests are first reviewed in February. Requests are accepted at any time during the year, however. Don McDaniel was introduced as the new JMG Fund trustee completing the term of Yeatman Anderson.

Alfred Kleine-Kreutzmann of the Inland Rivers Library, Public Library

of Cincinnati, noted the deep loss to the library and S&D by the death of Yeatman Anderson early in the year. With funds supplied by the J. Mack Gamble Fund the library had 200 glass negatives in the Jesse Hughes collection printed and duplicate negatives made for future use. Larry Walker has given the library two Jesse Hughes paintings which once graced the forward cabins of the TOM GREENE and CHRIS GREENE; the painting, "Leaving Ragtown" from the CHRIS GREENE is now hanging for public viewing.

The library is presently expanding across Ninth Street and the Rare Books Department will be housed in the new section with complete climate control. The Corps of Engineers presented the library with over 80 boxes of documents dealing with the Rivers and Harbors Committee and the annual reports of the Chief of Engineers; these will not be accessible until the new space is completed.

The River Museum report was given by manager John Briley who first expressed appreciation for all the support S&D members have given to him. Members were invited to view the W. P. SNYDER JR. where detail improvements continue to be made under the dedicated hand of Lowell Warden. The rumor that the SNYDER would be going to Tall Stacks at Cincinnati in October was later put to rest when the Ohio Historical Society decided not to risk it.

John reported that the Dave Miars books which were sold last year brought \$2,832.55 to the W. P. SNYDER Restoration Fund. Significant additions to the museum came from Capt. Robert E. Reed of Wheeling Steel; Mrs. Watson Stalder provided a fine painting of the ROBT. E. LEE, dated 1882, and other items; Ann Nimmo, Steubenville, donated 59 8x10 photos taken by her father during a trip on the O. F. SHEARER in 1946. Gene Murphy provided items dealing with the steamer PUTNAM (1845) including an amusing letter addressed to the PUTNAM's master which John read with feeling.

S&D CHAPTERS

The venerable O.K. Chapter report for the year was rendered by Charles Henry Stone. Capt. Stone referred to a cruise taken by the chapter treasurer Jim Bupp but claimed there was still \$55.63 left in the bank. Three meetings had been held during the year, November, March and June with the usual 35-40 members in attendance. Meetings continue to be held the third Sunday of the months at the Mason County Public Library, Pt. Pleasant.

The Middle Ohio River Chapter, the hyperactive one, was reported upon by president Rick Kesterman. Meetings were held at Nashville, Newport, Kentucky and Charleston, West Virginia. Full programs at each place kept the members busy all day and into the night. A fall meeting was planned for Shakerstown, Kentucky on the weekend of September 29 and 30.

We term the Mississippi River Chapter the relaxed one but it has had a busy schedule during the year. Capt. Tom Dunn mentioned that the second year of 100 year floods on the Mississippi had added interest for chapter members. A meeting was held at Washington, Missouri with a tour of the Gary Lucy gallery and an evening with John Hartford at a local theater. In May the chapter joined with the National Rivers Hall of Fame in Dubuque where member Bill Bowell was given an Achievement Award. In October a meeting was scheduled in St. Louis aboard the AMERICAN QUEEN including a full tour of the boat. Membership of the chapter is about 60 and the bank account was a healthy \$375.

NOMINATING COMMITTEE REPORT

Dale Flick, Cincinnati, reported on behalf of the Nominating Committee whose other members were Jane Greene and Dorothea Frye.

Mr. Flick was organized, as we have come to expect, and first outlined the procedures followed by the committee to solicit candidates for S&D offices, maintain complete files and arrive at a recommended slate for the coming year. The

members of the Board of Governors whose terms expired in 1995 had all indicated a willingness to serve again. Incumbent officers with the exception of Capt. Clare Carpenter, Vice President, had also expressed agreement to serve another term.

The Committee construed its mandate as limited to contacting incumbents and accepting resumes from members interested in becoming officers or members of the Board of Governors. A recommended slate for officers for 1996 was: John Fryant, Vice President; Jerry Sutphin, Sr. Vice President; J. W. Rutter, President; Guy "Coke" Anderson, Treasurer; Bee Rutter, Secretary.

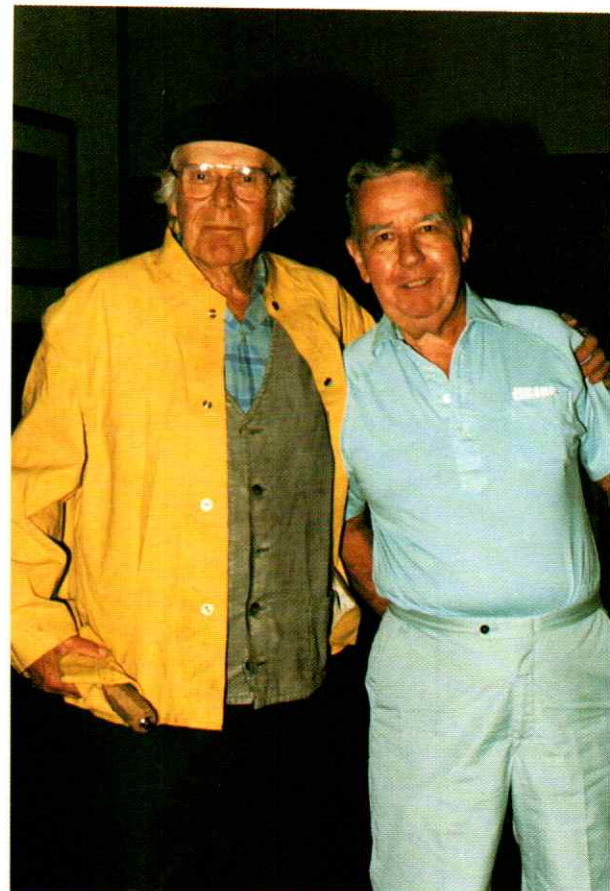
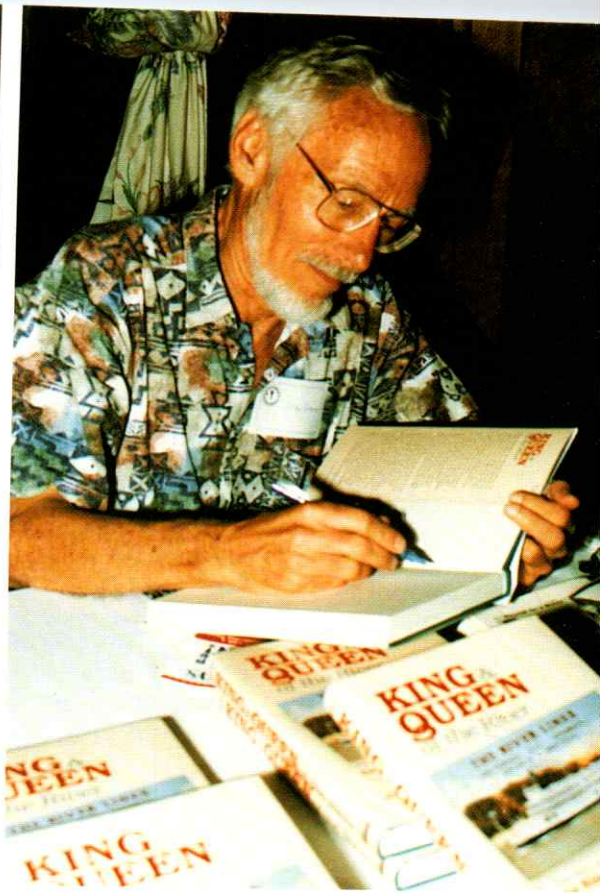
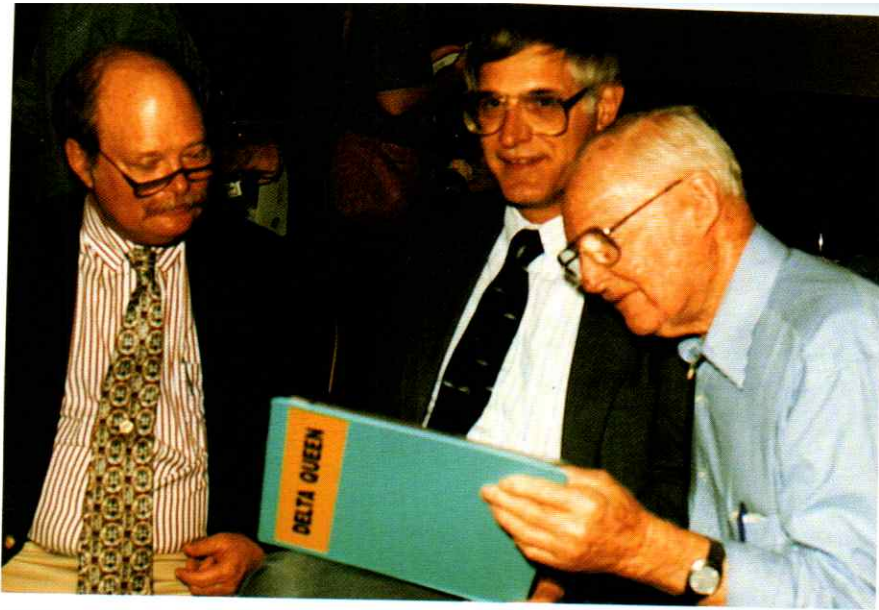
No recommended slate for members of the Board of Governors was offered by the nominating committee. Instead, Chairman Flick named Anne Mallinson, Jerry Sutphin, Bill Barr, Alan Bates and Judy Patsch as candidates, three to be elected.

The flummoxed Chairman, anticipating a neat and complete "recommended slate", eventually recovered. The nominating committee was discharged with thanks for its work. A vote was first called for the slate of officers recommended. There were no nominations from the floor and the officers for the next year were elected by voice vote.



Happy that the work of the Nominating Committee has been delivered, Dale Flick abandons the microphone; Nell Way is also amused.

Bill Warrick photo.

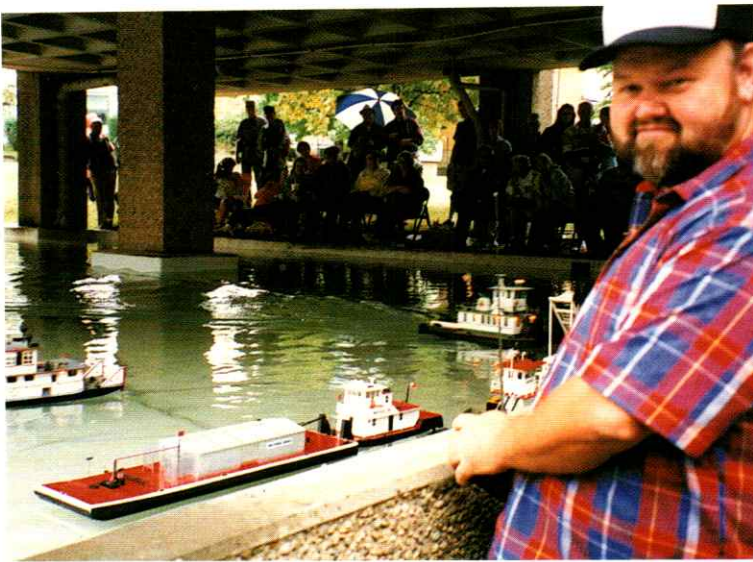


CLOCKWISE FROM TOP LEFT: Joe Gay and John Weise with John Burns; Stan Garvey, author of "King & Queen of the River"; Capt. Andy Crain and Bud Daily; Capt. Charley Stone and admirer Aloria Reade-Hale; Jimmy Swift and Capt. Tom Dunn, St. Louis, Mississippi River Chapter
Photography by Eileen Daily, Toronto, Ohio.



Dr. Ray Swick, West Virginia Parks Historian, discussed Blennerhassett Island at the noon luncheon. Catherine Remley and Jerry Sutphin seem to be checking Dr. Swick's notes.

Photo by Eileen Daily.



John H. "Jack" White of Falls Church, Virginia told the story of the Cincinnati inclines at the evening banquet. Jack and brother Bob have written a history of the ISLAND QUEEN, soon to be published.

Photo by Eileen Daily.



TOP: John Briley and Bob Lodder count ballots.
 MIDDLE: Joe E. Brown, model builder, at Small Stacks.
 BOTTOM: Layne Carpenter, 4, watched Gulliver Briley.
 Photography by Bill Warrick.

The Board of Governors election was conducted by paper ballots which had been prepared by the nominating committee. Space for write-ins was provided and each of the five declared candidates was given an opportunity for a stump speech. John Briley and Bob Lodder were appointed tellers and perhaps the first election by secret ballot in S&D's fifty-six year history proceeded, not without a question or two. The Board of Governors members for three year terms ending 1998 are Gerald W. Sutphin, William Barr, Anne Mallinson.

Capt. John Leonard, St. Catherines, Ontario, moved that the ballots be destroyed by burning. Thinking Canadian, John amended his motion to, "By environmentally approved means." Approved!

Following the election, the Board of Governors reconvened and elected Bill Judd its Chairman for the coming year.

AFTERNOON PROGRAM

A light lunch in the Sternwheel Ballroom at the hotel was followed with a short talk by Dr. Ray Swick, West Virginia Parks Historian. Dr. Swick has been involved with the development of Blennerhassett Island Historical Park and related some interesting details on the building of the Blennerhassett Mansion replica on the original site (ala Williamsburg) and acquiring furnishings.

Note was taken of the number of authors of recent river books who were attending the luncheon: Alan Bates (Moonlite at 8:30), Stan Garvey (King and Queen of the River), Ed Mueller (Upper Mississippi River Rafting Steamboats), Jack and Bob White (The Island Queen) and Betty Bryant (Here Comes the Showboat).

A misty rain reminiscent of spring rather than fall did not deter some 70 members from the trip to the Ohio River Museum to watch the radio-controlled model boats perform. John Fryant had lined up the demonstration so there would be no conflict with radio frequencies and there was soon an

assorted fleet on the lagoon under the museum building. John's narration of the various boats and their scale added interest to the performance. An unusual performer was Joe Brown's model of the U.S. Corps of Engineer crane barge WOODY WALDEN which maneuvered about, with and without a towboat.

Guy Williams' big model of the DELTA QUEEN refused to answer her helm when directed by radio but the stern wheel and taped calliope operated. John Briley removed his shoes and stepped into the cool waters and followed the QUEEN like Gulliver to keep her from pillars, rocks and shoals. Under the shelter of the museum, the crowd stayed with the models for upwards of two hours.

BETTY BRYANT'S SHOW

Miss Betty Bryant was in town for a performance aboard the Becky Thatcher Showboat. A special matinee performance at 4 pm. was scheduled with a reduced price for S&D members. There was a fair number in the theatre at curtain time and those who didn't attend missed a good show. Betty entertained for more than an hour with stories about showboat life, songs and some soft shoe dancing.

After reading her book it was easy to identify with a number of Betty's anecdotes. Unfortunately, Betty was unable to attend the annual banquet; we would have enjoyed hearing a few more of her stories about showboat life.

ANNUAL BANQUET

Roast beef was the entree for the 176 who sat down for dinner in the ballroom at 6:30. Gerald "Jerry" Sutphin, Sr. Vice President, was master of ceremonies.

John H. "Jack" White, retired senior historian in the Museum of American History, the Smithsonian, Washington, DC was the speaker of the evening. Jack grew up in Cincinnati and has a great interest in the inclines which once provided access to the seven hills of the city. His topic was, "From Top to Bottom in Cincinnati", a title he

had used for an interesting article in Timeline (publication of the Ohio Historical Society) earlier this year.

John illustrated his talk with numerous slides and pointed out that while many other cities had inclines in the 19th century the ones in Cincinnati were mainly utilized for streetcars rather than just walk-on passengers. It was a startling proposition to be aboard the Zoo-Eden car when it rolled onto the spindly looking platform at the head of the Mt. Adams Incline, the city spread out across the basin to the Ohio River and a long way down. The last incline in Cincinnati was dismantled a few years after World War II.

Following the incline excursions a color film taken by Harold C. Putnam, Warren, PA was shown. This 16mm. movie combined two different trips aboard the GORDON C. GREENE to take the viewer around the 1940 weekly schedule from Marietta, to Charleston, Cincinnati, Louisville and back to Marietta. Putty had captured Tom and Ma Greene, Doc Carr, Jesse Hughes, Wilsie Miller and others of the GORDON C. GREENE family. There was footage of a number of towboats, all seemingly smoking up just for the camera.

The amenities of the GORDON C. GREENE might not be up to 1995 standards and it is doubtful how many cruise-type passengers she would attract today. But all viewers agreed that they would like to relive that trip, even with bunk beds and the bathroom down the hall. The top price for a superior Texas room for the week was \$80.

The end of the formal program found many reluctant to leave the ballroom. Vic Canfield ran an hour-long video showing the AMERICAN QUEEN on her inaugural trip including scenes aboard during the infamous stranding. Jerry Sutphin brought out a copy of Fred Way's vintage movie of the days of the BETSY ANN, LIBERTY and QUEEN CITY. Viewers had their choice of the big screen or small, coal smoke or diesel noise.

See you next year!

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ATTENDEES, SONS AND DAUGHTERS ANNUAL MEETING
Marietta, Ohio, September 15 and 16, 1995

Anderson, Guy C., Cincinnati, OH	Golovin, Phillip & Karoline, Powell, OH
Barnhouse, Hope E., Reas Run, OH	Greene, Jane, Cincinnati, OH
Barr, Bill & Debbie, So. Charleston, WV	Greenwood, Jim & Sherley, Newport, OH
Bates, Rita & Alan, Louisville, KY	Grier, Bill, Lexington, KY
Bonar, Mary, Greenville, OH	Grimm, Robert & Irene, Toronto, OH
Bonor, Daniel Donald, Greenville, OH	Guenther, Ruth & Butch, Ross, OH
Briley, John & Margie, Marietta, OH	Hamlin, Capt. Jack, Huntington, WV
Brock, George & Lee, Ft. Thomas, KY	Hamlin, Maybell, Huntington, WV
Brown, Joe E. & Janet, Flatwoods, KY	Hess, Alan, Pickford, NY
Brown, Joey Carol, Flatwoods, KY	Hill, Kathy & Skip, Walton, KY
Brown, Nelson & Veramae, Marietta, OH	Hindman, Gayle, Cincinnati, OH
Bryant, Betty, Park Ridge, IL	Hindman, William, Cincinnati, OH
Bupp, Jim & June, Charleston, WV	Hyberg, Col. Bengt "Ben", Burlington, NJ
Burks, Susan, Fayetteville, NY	Hyberg, Merion, Burlington, NJ
Burns, John, Oakland, CA	Isfort, Helena & Bob, Cincinnati, OH
Canfield, Victor J., Covington, KY	Judd, Capt. Bill, New Richmond, OH
Carpenter, Capt. Clare, Belpre, OH	Judd, Darlene, New Richmond, OH
Carpenter, Franklin, Leesburg, FL	Kain, Bernie & Diane, Springfield, OH
Carpenter, Mabel, Belpre, OH	Kesterman, Rick & M'Lissa, Cincinnati, OH
Carpenter, Walter, St. Marys, WV	Klein, Donald, Rock Valley, IA
Currey, Jean W., Atlanta, GA	Klein, Kay, Rock Valley, IA
Custer, Jack & Sandie, Louisville, KY	Kleine-Kreutzman, Alfred, Cincinnati, OH
Daily, Bud & Eileen, Toronto, OH	Leonard, Capt. John, St. Catharines, Ont.
Duffield, June & Myron, Coshocton, OH	Lodder, Bob, Cincinnati, OH
Dunn, Tom, St. Louis, Under the Arch, MO	Longrod, Everett "Bus", Medina, NY
Flick, R. Dale, Cincinnati, OH	Longrod, Jeanie, Medina, NY
Fryant, Sharon & John, Alexandria, VA	Mallinson, Anne, Russell, PA
Frye, Dorothy, Cincinnati, OH	McClintock, George, Pt. Pleasant, WV
Garvey, Stan, Menlo Park, CA	McClintock, Maxine, Pt. Pleasant, WV
Gay, Joe, Athens, OH	McDaniel, Don, Worthington, OH
Giglio, Mike, Marietta, OH	McMahan, Charles, New Matamoros, OH
Gilbert, Ben, Piney Point, MD	McMahan, Diane, New Matamoros, OH
Gilbert, Deborah, Charlotte, NC	McManus, Buddy, Charlotte, NC
Goen, Dan, Franklin, IN	McNally, Jennie, Pittsburgh, PA

ANNUAL MEETING ATTENDEES CONTINUED

Mettey, Jack & Bert, Rabbit Hash, KY
 Metzler, Tom & Kay, Greenwood, IN
 Miller, Bea A., Harvey, IA
 Mueller, Ed., Jacksonville, FL
 Mueller, Lois & Bill, Middlebourne, WV
 Mueller, Will & Arlene, Milford, OH
 Neale, Dianne & Charles, Parkersburg, WV
 Niemeyer, Robert, St. Paul, MN
 Norrington, Keith, New Albany, IN
 Parrish, Chuck, Louisville, KY
 Patsch, Judy, Rock Island, IL
 Pickens, Claudia Dorene, Columbus, OH
 Pickens, Jim, Gahanna, OH
 Prater, Bob & Joe, Columbus, OH
 Prater, Dick, Ft. Walton Beach, FL
 Prater, Helen Hughes, Lakewood, CO
 Prater, Nancy, Ft. Walton Beach, FL
 Price, Capt. Bill & Mary, Negley, OH
 Pryor, Paul & Dorothy, Dayton, KY
 Reade-Hale, Cori, Covington, KY
 Remley, Catherine, Marietta, OH
 Reno, Betty & Ed., Monroeville, PA
 Reynolds, Bob & Sharon, Memphis, TN
 Rist, Bill and Elaine, Huntington, WV
 Robertson, Margaret & Jim, Cincinnati, OH
 Rutter, Alan, Alameda, CA
 Rutter, Bee & Woody, Marietta, OH
 Rutter, Dick & Annie, Alameda, CA
 Rutter, Fred & Tammy, Lithopolis, OH
 Schenk, Jim & Judy, Henderson, TN
 Shearer, Ann & Bert, Charleston, WV
 Simpson, Robin L. Piney Point, MD
 Smith, Bob & Virginia, Sewickley, PA
 Smith, Lil Prater, Lakewood, CO
 Spear, Jeff, Marietta, OH
 Spear, John & Joan, Marietta, OH
 Steinlage, Mr. & Mrs. Forrest
 Stoll, C. W. & Lucy, Louisville, KY
 Stone, Capt. Charles H., Pt. Pleasant, WV
 Striegel, Dr. Martin, Louisville, KY
 Striegel, Mrs. Martin, Louisville, KY
 Strimple, Richard & Carol, Oxford, OH
 Sullivan, Pat, Cincinnati, OH
 Sutphin, Jerry & Lenore, Huntington, WV
 Swick, Ray, Parkersburg, WV
 Swift, Jim, St. Louis, MO
 Vognholt, Dan, New Richmond, OH
 Vornholt, Lela, New Richmond, OH
 Walker, Larry, Cincinnati, OH
 Warrick, Bill & Wilma, Portage, IN
 Way, Fred & Nell, Cleveland Hgts., OH
 Way, Robert & Linda, Euclid, OH
 Weaver, Tom, Vevay, IN
 Weise, John & Ann, Cincinnati, OH
 White, Robert, Cincinnati, OH
 Williams, Guy & Dee, Columbus, OH
 Winters, Gloria, Cold Spring, KY
 Wires, Fran & Chuck, Cincinnati, OH
 Woltering, Frank, Dayton, KY
 Woodruff, Dianne & Lee, Cincinnati, OH
 Wroblewski, Ken & Betty, Cambridge, OH
 Wunderle, John, Cuyahoga Falls, OH
 Wunderle Mary Lou, Cuyahoga Falls, OH
 Zeiger, Ann, Cincinnati, OH

**J. MACK GAMBLE FUND
REPORT TO BOARD OF GOVERNORS
September 15, 1995**

Many worthwhile projects related to the preservation of river history have been assisted by grants from S&D's JMG Fund over the years. Summaries of the various grants have been reported in the S&D Reflector each year and the detailed report has been read to the annual meeting as part of the Board of Governors meeting. The report made to the Board of Governors this year is reproduced below since the Board met separately from the annual business meeting.

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Fund available for awarding of grants in 1995 was \$15,092. This was calculated using the 1994 dividend earnings from investments of \$18,313 less bank fees of \$2,879 and trustee meeting and other expenses of \$342. Capital gains, if any, are reinvested in the Fund.

Requests for grant assistance on projects relating to the preservation of river history were received from six organizations. The requested amounts totaled \$18,560 and the JMG Fund trustees reviewed all projects before allocating grants within the total of funds available for this year (\$15,092).

Grants approved were as follows:

1. Dubuque Historical Society toward preparation of a book honoring the National Rivers Hall of Fame inductees and Achievement award recipients. \$2,000.

2. Inland Rivers Library matching grant toward the purchase of the remaining glass negatives and other materials owned by photographer Thornton Barrette. \$2,500.

3. Dawes Library, Marietta College for the printing, duplication and storage of the river related negatives of photographer Harry P. Fischer. \$1,060.

4. Meriwether Lewis Foundation, Brownsville, NE for restoration and visitor access projects on the dredge MERIWETHER LEWIS. \$2,500.

5. Monongahela River Buffs Association for the purchase of display cases for the Association's museum at Monongahela, PA. \$2,000.

6. Murphy Library, University of Wisconsin, La Crosse for continued support by S&D of the library's steamboat photo collection project. \$5,000.

Total of awarded grants for 1995 was \$15,060.

Respectfully submitted, Don McDaniel, J. W. Rutter, G. W. Sutphin, trustees.

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**MORE ON THE 1939
S&D MEETING
SPEAKER'S IDENTITY REVEALED**

We thought we had a neat and interesting story about the first formal meeting of S&D when we wrapped it up in the June issue (page 25). The connection between the featured speaker, Attorney J. G. Devol, and Sons and Daughters of Pioneer Rivermen was hazy (and still remains so) but we thought we had properly identified the gentleman in the September issue (page 33). Not so!

M'Lissa Kesterman of the Inland Rivers Library, Cincinnati looked up the November 25, 1939 issue of The Waterways Journal and found a full report of the S&D meeting on page six. Mack Gamble, Upper Ohio reporter for the Journal, filled three full columns with his report. Mack devoted a paragraph to the featured speaker of the evening and we repeat it for the record:

Hon. John G. Devaul, Common Pleas Judge of Monroe County (Ohio), who was a member of the Advisory Committee of the Northwest Territory Celebration, spoke on the early history of the Ohio River and the influence of steamboats and the river pioneers in the winning of the West.

Judge Devaul mentioned many of the prominent steamboatmen of today who came from Clarington and Monroe County. He paid a touching tribute to the river pioneers whom he said, "Many famous rivermen have 'passed beyond the range' and no longer answer to the call of the living but their names and fame live on." He spoke briefly of the river service of Capt. Walker Litton, J. Mack Gamble, Sr., L. Crammer, Thaddeus Thomas, William Clark, Steve Thompson and Wash Mozena."

The Washington County library produced a copy of The Marietta Times for November 21, 1939 wherein reporter August K. Bedilion reported upon the big S&D meeting. The movies provided by the Corps of Engineers were highlighted in Mrs. Bedilion's report, "talkies" then being unusual outside of movie houses. She did note, "Among those who gave short talks were Col. Harry D. Knox; Judge J. G. Duval of Monroe County; Mr. & Mrs. B. D. Richardson of Malta; Capt. W. B. Webster of Marietta; Charles W. Stoll of Louisville, Ky. and Miss Elizabeth Litton of Clarington."

The spelling of the Judge's name seems to be in doubt so we asked for a third opinion. Dr. Frank Pollock, Winston-Salem, NC, grew up in Woodsfield and he consulted with his brother Don Pollock and retired judge of the probate court George Burkhart. Says Frank, "Judge John G. Devaul was an attorney in Woodsfield and when I knew him, Judge of the Probate and Common Pleas Court of Monroe County. As I recall, he and my father were good friends and fellow local historians. I can understand the dilemma as Devaul seems an unusual spelling for a name with that sound."

Resolved! Judge John G. Devaul was the speaker at the 1939 first social meeting of S&D; no doubt he waxed eloquent about the dedication of the numerous rivermen from Monroe County, center of the Upper Ohio Valley. Our thanks to all who contributed to educating the editor.

* * *

EARL WEBSTER AND HIS BOATS

by
Bad Daily

Capt. Earl Webster was an intriguing character to us young "river rats". In 1941, he was accused of passing bogus \$10 bills and his towboat MILDRED was thought to be somehow involved as a source. Earl was later acquitted of the charge in Federal Court but a bushel of phony money was supposed to be buried in a corner of a coal barge. We young fellows always wondered which barge.

I remember Earl Webster as the owner of the Webster Towing Co., considered to be just behind Charlie Zubik in the job towing business in the Pittsburgh area. He was a great one for buying steamboats for conversion to diesel and at various times owned the MARY K. (T1756), NEW LOTUS (T1923), AUGUSTUS J. NOLTY (T0179), JOHN J. HOOPES (T1414) and the BEDER WOOD (T0216). Only the AUGUSTUS J. NOLTY remained steam under Earl's ownership and he rebuilt her into the MILDRED (T1813).

Earl even ventured into the packet business briefly. In 1934 he was a partner with Harry Donnally, Fred Hornbrook and J. Orville Noll who purchased the OUACHITA (4354) from Capt. George Prince and ran her in the Pittsburgh-Cincinnati trade. This effort at packet boating was not a financial success and in the fall of 1934 the OUACHITA was sold to the Ohio River Transit Co., Louisville.

Capt. Earl Webster came by his choice of a career on the rivers naturally enough: his grandfather was Capt. Ed Webster and his father Capt. Oscar Webster, both identified with Muskingum River packets in the years after the Civil War. Oscar also served for fourteen years as master of the U.S. towboat MERRILL (T1800). The packet LEROY was named for Earl's brother Leroy M. Webster.

My recollections of the origins of some of Earl Webster's fleet might be of interest. To my knowledge, the only boats that Capt. Webster built new were the diesel



PROSPERITY as she looked when owned by Earl Webster, twin stacks and a Cooper-Bessemer, smoke belching engine of 300 horsepower. Photo by J. Mack Gamble.



PROSPERITY after Iron City Sand & Gravel Corp. got her, now single stack behind the pilothouse and a 420 horsepower Superior diesel. Photo by Jim Swartzwelder.

powered PROSPERITY and the COAL CITY. The COAL CITY was built by Webster at Pittsburgh in 1935 and had a wood hull, 82x18.2x3.7. She had an Atlas engine rated at 180 hp. and was sold to Thomas Campbell to start the Coal City Towing Co. In 1944 she was sold again to the McClain Sand Co., Point Marion, Pennsylvania who kept her in service until 1956.

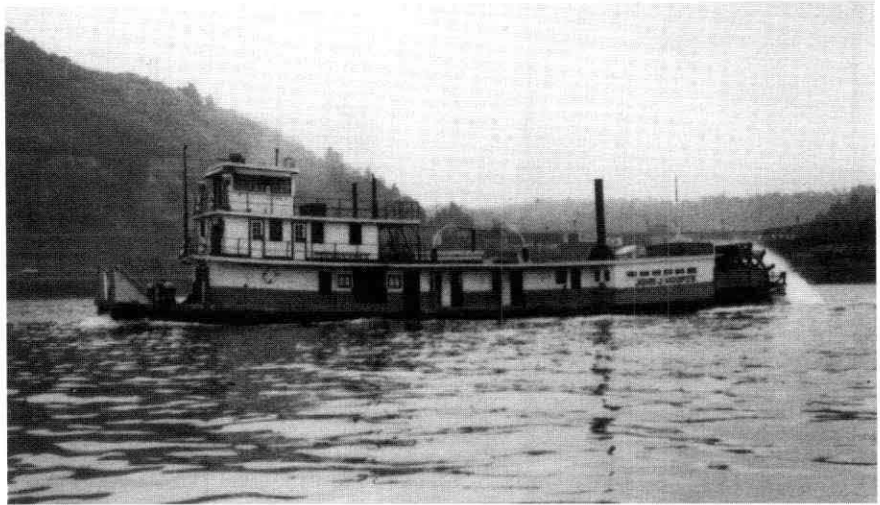
The PROSPERITY was built by Midland Barge Co. in 1932 when the popular slogan was, "Prosperity is just around the corner." She was 89.1x22x4.2 feet, steel hull and had a 300 hp. Cooper-Bessemer engine. She was the best looking pool-style diesel towboat of her time: twin stacks, good sheer and nicely proportioned. Webster used her for job towing and she was known to

handle "full-lock" tows, six standard barges. She was later leased to Standard Oil and towed three gasoline barges to their various terminals on the Upper Ohio.

For a time PROSPERITY was owned by Thomas Campbell, part of the Coal City Towing Co. fleet. In 1941 Tom Campbell sold her to Iron City Sand Co. to replace the STEEL CITY (T2337) which had been lost. She was repowered with a 420 hp. Superior diesel and her looks were changed by replacing the twin stacks with a single one behind the pilthouse.

In 1951 sponsons were added to widen the hull to 26 feet. All of her owners worked the boat hard and she was sold to Harry Zubik in 1957 who kept her around until 1962. The last I heard of the PROSPERITY was that her hull was in the Elk River at Charleston, West Virginia.

In 1941 Capt. Webster bought the steam towboat MARY K. (T1756) which had been built by Dubuque Boat and Boiler Co. in 1923. He rebuilt her and installed a 200 hp. Fairbanks-Morse diesel to drive the sternwheel. In 1942 she was renamed SHIRLEY and in 1943 the hull was widened about five feet so her dimensions were 70x21.7x4. After completing his "improvements", Earl sold the SHIRLEY to O.F. Shearer and Sons, Cincinnati and she's still operating today, harbor boat for Indiana Michigan Power Co. at Lakin, West Virginia.



The JOHN J. HOOPES looked like this after she was rebuilt by Earl Webster in 1945-46. Built at Dubuque in 1929 she was 131x23x5.4, engines 10's-5 ft. stroke. Two 200 hp. diesels were installed by Webster. This was the last of the Earl Webster fleet.

Webster also bought another steam, sternwheel towboat in 1942, the BEDER WOOD (T0216). This was built by the Dubuque Boat and Boiler Co. in 1915 and about the same size as the MARY K. Earl removed the boilers and steam machinery and installed a 350 hp. Fairbanks-Morse diesel. With a fresh coat of paint the BEDER WOOD was sold to James R. Hines Co., Bowling Green, Kentucky and renamed JOHN J. KELLY.

The JOHN J. HOOPES (T1414) was another Dubuque-built towboat rebuilt by Earl Webster. She had been in the U.S. Corps of Engineer fleet at Vicksburg until sold in 1943. She was then bought by Capt. Webster in 1945 and taken to Pittsburgh where she partially burned in September, 1945.

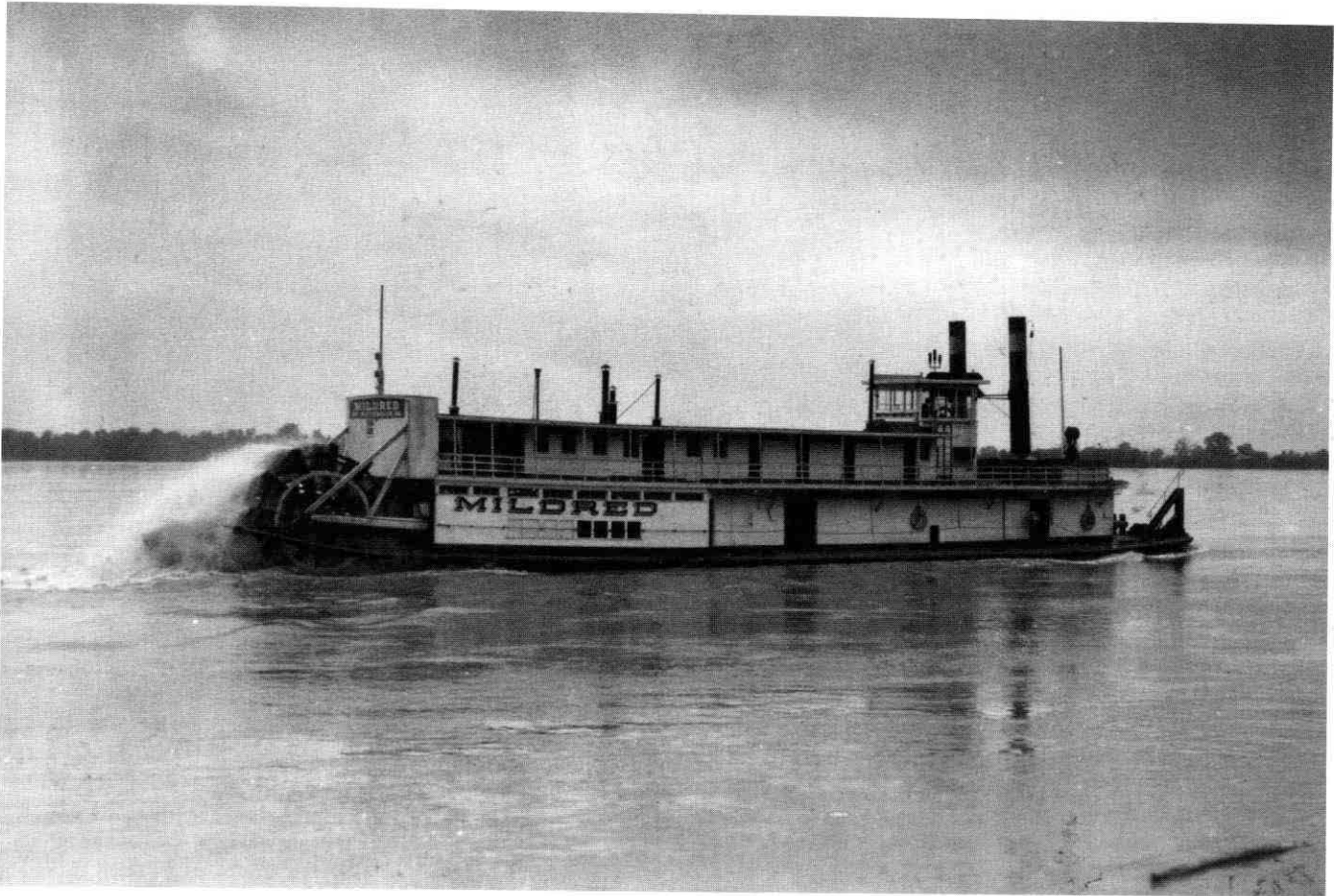
Repaired, Webster took the HOOPES to the Newell-Cochran Docks at Parkersburg, West Virginia for conversion to diesel.

Two 200 hp. Fairbanks-Morse engines were installed, each driving an independent sternwheel. The finishing touches were completed during the spring of 1946 when the boat was tied up below Mile Run near Marietta; Capt. Webster then was living at the corner of Scammell and Front Streets, Marietta. In 1948 the HOOPES was sold to Crain Bros., Pittsburgh who remodeled and re-engined her in 1956 and called her KILBUCK. This last Earl Webster project, with later improvements by Crain, continued operating until 1964.

In the early 1950s I was working in construction and when jobs were scarce I would get a job on the Iron City Sand Co. bootjack digger ELIZABETH PFIEL. The captain of the digger was Fred Knott who had worked with my father when he ran the DOROTHY for the sand company. I would go over onto the PROSPERITY to help make up tows and I remember that she had two large, hand-powered capstans on her, each marked, "Steamer Prosperity." I wonder what ever happened to those capstans?

Capt. Earl Webster was one of those unique river characters, usually involved in projects with old boats and doing things others wouldn't try. Earl Webster, 67, died in Pittsburgh on December 9, 1948

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The MILDRED was the only boat to undergo an Earl Webster refurbishing and retain steam power. Earl bought the AUGUSTUS J. NOLTY from the U.S. Corps of Engineers in 1939 and installed the engines from the NAUVOO (T1896), 9's, 18's-6 ft. stroke. The whistle came from the packet LIBERTY (3454) and the boat was named for Mrs. Earl Webster. Towed for Arrow Transportation Co. until 1949.

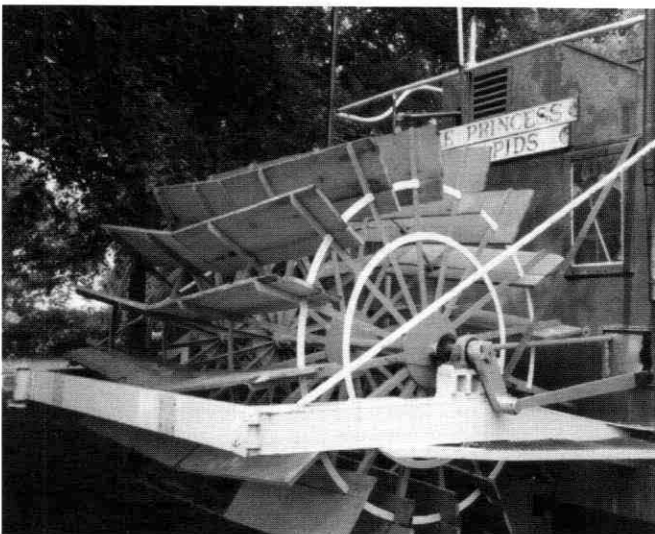
Photo from William "Slim" Brandt.

STEAMBOAT FOR SALE!

Aaron Richardson, Cincinnati, calls our attention to the recent offer of the Str. SHAWNEE PRINCESS for sale. This genuine sternwheel steamboat has operated in the excursion trade for eighteen years on the Maumee River at Grand Rapids, Ohio but the aging owners have put her on the market.

Particulars: Steel hull, 48.7x11.1x2.0, built 1970 at Cincinnati. High pressure engines, rated 12 hp., single watertube boiler, oil fired. Licensed for 45 passengers, crew of three, length overall 65 feet. Owned by Grand Rapids Steamboat Excursion Lines, price upon request; phone (419) 843-3882.

A full description of the SHAWNEE PRINCESS on an all-day trip up the Maumee River appeared in the March, 1981 issue of the Reflector. We were sorry to hear that the PRINCESS owners have decided to sell but time marches on; hard to think that it has been fifteen years since we rode the boat to Girty's Island with Les Woodyard, Jim LaFrance and others.



The SHAWNEE PRINCESS has a herringbone wheel and steel pitmans.

Photo by Aaron Richardson.

- OBITUARIES -

EUGENE "GENE" FITCH

Gene Fitch, former Vice President of S&D, died at Tulsa, Oklahoma on August 23, 1995, age 84. Gene and wife Claire were well known to many readers as the friendly hosts on board the CLAIRES, their home for many years.

Gene was born at Buckeye Lake, Ohio November 8, 1910, son of Allen Thomas Fitch and Lillie Denning Fitch. Before retiring to live year around on the CLAIRES. Gene operated the Gene Fitch Company, a contracting firm specializing in installation of water works systems and underground piping for automatic springler fire protection systems. At one time Gene and his brother owned the Harbor Hills Water System serving a sizeable residential subdivision at Buckeye Lake where the Fitches lived.

During the 1930s Gene was interested in flying and became a licensed pilot and instructor. He was an instructor in the Civilian Pilot Training program at Mansfield, Ohio prior to the U.S. entry into World War II and later a civilian instructor for the Army Air Corps training program. In 1945 Gene and partners bought a surplus C-47 military transport plane with the idea of starting an airline and we recall Gene relating that hauling tropical fish proved to be more lucrative than carrying passengers.

But up and down the Ohio, Tennessee, Muskingum and other rivers Gene and Claire Fitch were best known as the owners and operators of their floating home, the sternwheel CLAIRES. In 1966 the Fitches bought the towboat DIESEL which had been built by Dravo at Neville Island, Pennsylvania in 1926 and completed at Sardis, Ohio by Clyde Paden and J. C. Williamson, 90x16x4. The boat was taken to Fly, Ohio where Gene and Claire undertook to remodel her into a pleasure craft. The idea of living aboard for extended periods was mostly Claire's and during the conversion work she lived aboard,

wielding hammer and saw while Gene was tending to business at Buckeye Lake. The CLAIRES was the forerunner of the pleasure stern-wheelers which later became a popular hobby for many river buffs. Gene was a co-founder of the American Sternwheel Association. Many got the river bug when, after wistfully observing the CLAIRES from shore, they were invited aboard and sometimes taken for an extended ride by the friendly Fitches.

Gene was elected Vice President, Upper Ohio at the S&D annual meeting in 1978 to fill the place which had been held by Bob Thomas. He was active in the affairs of S&D and a generous contributor of time and effort toward a number of projects. Gene worked with Fred Way to complete the restoration of the TELL CITY pilothouse at the Ohio River Museum, the story told in the S&D Reflector. December, 1978. Gene served as our V.P until 1991 when, after selling the CLAIRES, the Fitches bought a house at Guntersville, Alabama where they had wintered with the boat for a number of years.

Claire Fitch died November 17, 1994 and they are survived by two sons, David A. Fitch of Fairfax, Virginia and James E. Fitch of Tulsa, Oklahoma. Gene is also survived by a sister, Edith Fekete of Murrell's Inlet, South Carolina.

A joint memorial service for Gene and Claire was held at the First Community Church in Buckeye Lake on September 7, 1995 with burial at the Kirkersville (Ohio) Cemetery.

* * *

JOSEPH JUDSON BROOKS

Judson "Jud" Brooks, age 86, died at his home in Edgeworth, Pennsylvania on September 16, 1995. Jud Brooks was a member of S&D for more than 20 years, a close friend and distant relative of the late Fred Way, Jr.

Jud graduated from Yale in 1931 and was a pipe salesman for the A.M. Byers Co. until joining the navy at the beginning of World War II.

After military service in the South Pacific, Jud worked for the former Pittsburgh National Bank, retiring in 1975 as vice-president, Trust Department. Jud was a student of history, especially that of Western Pennsylvania.

Jud Brooks was descended from Daniel Leet, prominent during the Revolutionary War and later the surveyor of western lands including the Beaver Reserve in western Pennsylvania. The Brooks home, "Newington", was built in 1823 for Leet's daughter Eliza, a wedding present when she married David Shields. The house is on a ten acre plot and surrounded by formal gardens where Jud cultivated prize rhododendrons. The property is one of the larger parcels of land remaining in Sewickley Bottom, the early name for that section along the Ohio River where Sewickley, Edgeworth, Leetsdale and Ambridge are now located.

Jud is survived by sons Clinton Brooks of Owings Mills, MD and Joseph Brooks, Jr. of Washington, DC. Burial was in Sewickley Cemetery, Sewickley, Pennsylvania.

* * *

HERSCHEL W. BURFORD

Herschel "Punk" Burford, 83. of St. Albans, West Virginia died at his home on September 20, 1995 after a long illness.

Herschel was the co-founder with Jerome Collins of the first S&D chapter, Ohio and Kanawha, where he served as the first "clerk" or secretary. He was very much interested in the history of boating on the Big Kanawha although in recent years had not been able to attend the meetings of the O-K Chapter.

He was a retired from the South Charleston plant of Union Carbide Corporation where he was a Senior Safety Inspector. He had been active in Masonic circles, a member of Masonic Lodge 58, York Rite of Charleston, Beni Kedem Shrine and emeritus member of the Old Band.

Herschel is survived by nieces and nephews. Burial was in Cunningham Memorial Park.

* * *

- OBITUARIES -

RICHARD P. TEUFEL

Richard P. Teufel, 72, died at Beechnoll Nursing Home, North College Hill, Ohio on May 24, 1995. Dick Teufel had been a member of S&D since 1975 having been introduced to our association by Miss Lucilia Hock, Mariemont, Ohio, the secretary of S&D 1955-56.

Dick was an extremely talented model maker and his love of the river was embodied in a working model of the BETSY ANN. This was a scratch-built model from plans drawn from photographs. The model is now the property of James E. Teufel, a nephew.

Another hobby of Mr. Teufel's was railroads. One of his models of Cincinnati & Lake Erie traction line cars is on display at the Mt. Healthy Historical Society Museum, Mt. Healthy, Ohio.

Dick Teufel is survived by his sister Alma Packer, sister-in-law Gertrude Teufel, brother-in-law William Kiley and thirteen nieces and nephews. He had served three years in the Army Air Corps, 1943-1945, in the South Pacific and was buried with military honors in St. Mary's Cemetery, Mt. Healthy.

Our thanks to John E. Teufel, a nephew, for providing the information on the passing of Dick Teufel.

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**William "Bill" Patterson and Orville Redenbacher
on STAR OF INDIA**

The death this summer of Orville Redenbacher, the Popcorn King, gives reason for using this photo sent to the Reflector by member Bill Patterson several years ago. The date is August 4, 1992 and Bill and Orville are obviously enjoying a turn at the wheel on the square-rigged STAR OF INDIA, now an operational museum ship in the San Diego, California harbor. In the background is the large (279 feet) ferry BERKLEY, 1898, which crossed San Francisco Bay for more than fifty years and is also on exhibit.

Bill Patterson and Orville Redenbacher shared an Indiana background and were friends of long

standing. The Pattersons and Redenbachers took several notable trips together, one we recall being a visit to New Guinea and a trip on the Sepik River.

Orville Redenbacher, 88, was a graduate of Purdue University with a degree in agronomy. In the 1940s he became interested in developing a superior variety of popcorn and after 30,000 hybrids he arrived at his gourmet product. Orville became a popcorn spokesman in 1971 when Marshall Field, the Chicago department store, asked him to autograph his product at the downtown store.

* * *

JOHN M. KYLE

John Kyle, 92, died in Pittsburgh August 16, 1995. Mr. Kyle had worked for the Consolidation Coal Co. for 37 years and retired in 1967 as manager of the river division.

John Kyle was born in Huntington, WV in 1902 and was a graduate of Marshall University. In 1929 he took a job as fireman on a towboat on the Monongahela River and the following year began working on Consolidation Coal boats, becoming a licensed engineer. In 1937 Mr. Kyle was the supervising engineer during the construction of the CHAMPION COAL (T2058) at Dravo's and came out on the boat as chief engineer.

Mr. Kyle is survived by his wife Catherine, son Daniel and a brother William of Huntington, WV. Burial was in Jefferson Memorial Park, Pleasant Hills, Pennsylvania.

Thanks to Phil McCarroll for the information.

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TALL STACKS, ANOTHER HIT

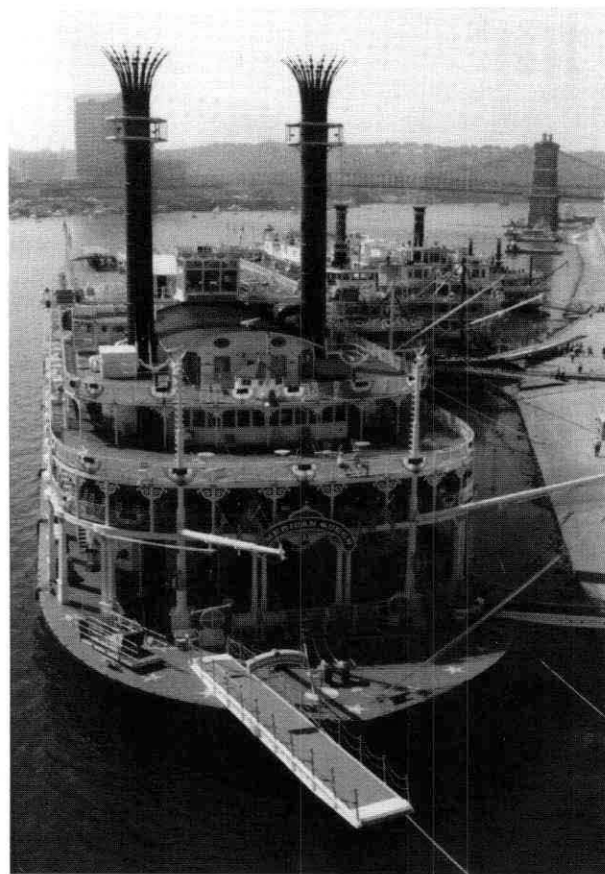
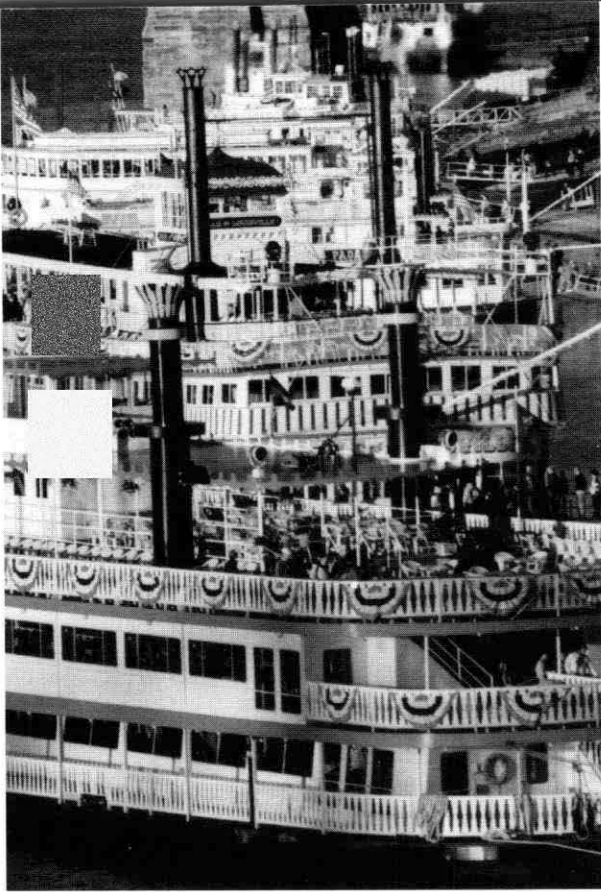
Cincinnati thought up Tall Stacks as a celebration of the city's bicentennial in 1988. The attendance was a revelation and in 1992 Tall Stacks was tried again and the boats attracted more than a million visitors.

Tall Stacks '95 was held October 11-15 with sixteen boats to ride or explore and the D.Q., M.Q. and A.Q. all at the landing together for one day. Capt. Bill Howell brought a four-boat fleet from St. Paul and found no shortage of passengers.

S&D's Bill Judd was in charge of River Operations. John Hartford was a prominent entertainer and twice daily. It is hinted that Tall Stacks even had money left over so there should be Tall Stacks '98.

On page opposite, clockwise from the top: BELLE OF LOUISVILLE, the Grande Dame; Delta Queen Steamboat Co. fleet; some belles from Kentucky; CREOLE QUEEN; Doc Hawley's calliope concert; boats, boats and boats. Thanks to Bill Warrick and Fred Rutter for the photos.

* * *



EARLY BOAT BUILDERS OF CINCINNATI

John White, Falls Church, Virginia and speaker at the recent S&D annual meeting, has furnished some interesting background on an early engine builder of Cincinnati and the numerous boatyards that flourished there in the 19th century.

Robert Moore was born in New York City, December 19, 1805 of Scotch parents, recently arrived in the country. The family moved to Cincinnati in 1817 and for a time tried farming in the area. In 1825 Robert Moore moved to the city where he began working for a house builder. In 1828 he began working for Anthony Harkness, a Cincinnati merchant who also built steam engines for boats.

The Harkness foundry and machine shop was located at the corner of East Front and Lawrence Streets and was probably well established when Robert Moore began working for it. We find that Harkness had built the engines for the BEN FRANKLIN of 1832 and a tabulation in 1839 lists Harkness as the builder of the engines on 19 steamboats then running in the Cincinnati district.

Robert Moore leased the business from Harkness in 1852 and continued building engines as Moore & Richardson. They built engines for the SULTANA (5216), probably for the LUMINARY (3644) too since she was almost a duplicate built at the Litherbury yard at the same time.

Robert Moore got into financial trouble in 1863 on a sub-contract to build engines for the monitors KLAMOTH and YUMA and went broke in 1868. Moore died in March, 1887 but left a privately printed autobiography titled, "Autobiographical Outlines of A Long Life", printed in 1886.

There were several boat yards in the east end of Cincinnati in the area known as Fulton. Fulton stretches along Eastern Avenue from about Kemper Lane to Torrance Road and from the river back to the steep hillside. The Cincinnati Marine Railway is perhaps the best

known of these yards but the John Litherbury, Hambleton and the James Mack yard were also builders of notable boats. Litherbury was building boats as early as 1832 (BEN FRANKLIN) and perhaps earlier. Fulton was a center of boat building in the 19th century and Robert Moore's little book mentions some of the early builders in the following chapter:

SHIP-YARDS IN FULTON

The writer was only partially acquainted in Fulton preceding the year 1826; therefore he can not speak knowingly of any ship-yards that were in existence prior to the above date, but he has been credibly informed that William Parsons was the earliest and most prominent builder of steamboat hulls.

The Weeks ship-yard was the first personally known to the writer in the year 1826. It was located on Front Street, or, as it was then called, the road to Columbia, some five hundred feet east of the intersection of Front and Pearl Streets, and nearly opposite to the old Litherbury residence, which may be recognized by a dilapidated brick wall in front.

The writer well remembers the father, who was the head of the firm, and whose name, I believe, was Stephen Weeks, and the four sons as follows: Harry, John, Thomas and Sylvester Weeks. All are deceased, except the latter, and the youngest who is now a resident of the Old Man's Home, on Walnut Hills.

Thomas Weeks appeared to the writer as being the leading spirit in the ship-yard.

Two dwelling-houses were erected on the north side of the road, a few doors east of the Litherbury residence, one for the father and the other for Thomas Weeks; and the writer wrought at the interior finish of both dwellings. The former is yet standing, but the latter has been displaced.

Mr. Litherbury married a daughter of Stephen Weeks. He was, therefore, a brother-in-law of the brothers; and he was also, in conjunction with one Lockwood, engaged in ship-building in that region and Mr. Litherbury continued to build until about the year 1855 or 1860.

Then there were the Gordons - William Gordon, Archibald Gordon - Burton Hazen and others, all of whom served their apprenticeship with William Parsons and afterward conducted ship-yards of their own.

Joseph Coppin, who came to Cincinnati in the year 1805, and who learned carpentry and joinery, was for a time engaged in building of steamboat hulls and cabins and his ship-yard was located just west of the old Schultz brewery and near the ground lately occupied by the Goodhue stone-yard.

Saunders Hartshorn was for many years an enterprising builder of steamboat hulls.

There were others engaged in steamboat building but the writer can not now call them to mind.

It will be seen that the bank of the river in Fulton was at one time lined for miles with ship-yards.

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In reading Robert Moore's memoir it is to be noted that he remembers Litherbury as being out of the business before the Civil War yet the yard seems to have carried the name long after that. Capt. William Hoel of the lighthouse tender LILY refers to keeping the boat at "Litherbury's" when she was not out tending to navigation lights, this in the late 1870s.

We thank John White for bringing the Moore recollections to our attention. Perhaps some reader can shed more light on the boat yards that once lined the river bank in Fulton.

* * *

MORE ON THE STR. LEADER

In connection with the article about the making of the movie, "Steamboat Round the Bend" in the June issue, we wondered what became of the staring steamboat. THE LEADER was made over into the CLAREMORE QUEEN with Will Rogers as owner and master. Five years after the excitement of the filming, THE LEADER was photographed by Bob Parkinson, laid up and falling into ruin at Martinez, California. (See photo on page 24, June, 1995 issue.)

Bob Parkinson checked the 1944 List of Merchant Vessels and finds that THE LEADER is included, stern-wheel, wood hull, built 1884, 144x32x6.5, passenger service, owner California Transportation Co. She is shown as abandoned in the 1945 List.

Bob contacted the Martinez Historical Society, Martinez, CA who offered the following: "I contacted Julius Struer, who lived on the California Navigation Lines wharf from his early childhood in the 1920s until the demolition in the 10950s. His father was wharfmaster for the transportation company. He remembered that THE LEADER was brought in, he thought, about 1938. About 1940 she was refloated and taken away. He remembered that her superstructure, machinery and everything above the main deck was removed and she became a river barge.

The co-star with Will Rogers in "Steamboat Round the Bend" was Irvin S. Cobb. Irvin Cobb died March 10, 1944 and left a letter To Whom it May Concern directing that he was to be cremated without formality. His ashes be used to fertilize the roots of a dogwood tree in Oak Grove Cemetery, Paducah, Kentucky. He suggested that a suitable epitaph would be, "Anyhow, he left here." Cobb invited a number of old chums to ride along to the cemetery, among' whom was Capt. Louis Igert; one of the Igert, Inc. towboats was the IRVIN S. COBB.

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THE BACK COVER

Jerry Devol, Marietta, has our thanks for bringing this scene to the back page for this issue. Jerry came across a photo postcard of this excursion aboard the Muskingum River packet SONOMA by Harry P. Fischer, the Marietta photographer who captured all events worthy of note around the area during the first half of the 20th century.

In this instance, the 55th annual meeting of the Great Council of Ohio, Improved Order of Red Men which was held in Marietta, Ohio on May 13, 14, 15 and 16, 1907 with 572 signing the register. On May 16, some 250 of the Red Men went on the SONOMA (5139) to Blennerhassett Island, the final scheduled event of the Fifty-Fifth Great Sun (Year) Session. The boat ride was free and, "Refreshments served gratis on the boat." Looks like a capacity trip for the SONOMA with Pocahontas members lining the rail back by the ladies cabin.

The local press gave extensive coverage to the convention, not the least of which was a Trail (parade) over a two mile route. All this hoopla made us curious about the Improved Order of Red Men, a group which now seems to have disappeared from the scene but obviously was once of considerable stature.

According to the "Brief History" published in the souvenir program, the Red Men was formed in 1774 at Annapolis, Maryland although another account gives the date as 1793. It was apparently one of a number of fraternal societies formed by veterans of the Revolutionary War and claimed antecedents in the Sons of Liberty. In 1834 the Red Men reorganized as both a fraternal and beneficial society at a convention in Baltimore.

The precepts were friendship and brotherly helpfulness. The name honored the memory of, "this noblest type of man in his natural state that has ever been discovered," a rather surprising choice given the treatment being accorded the native Indians at the time. Great Councils

were formed in the states and by 1907 the order claimed 500,000 members including 135,000 members in the women's Order of Pocahontas.

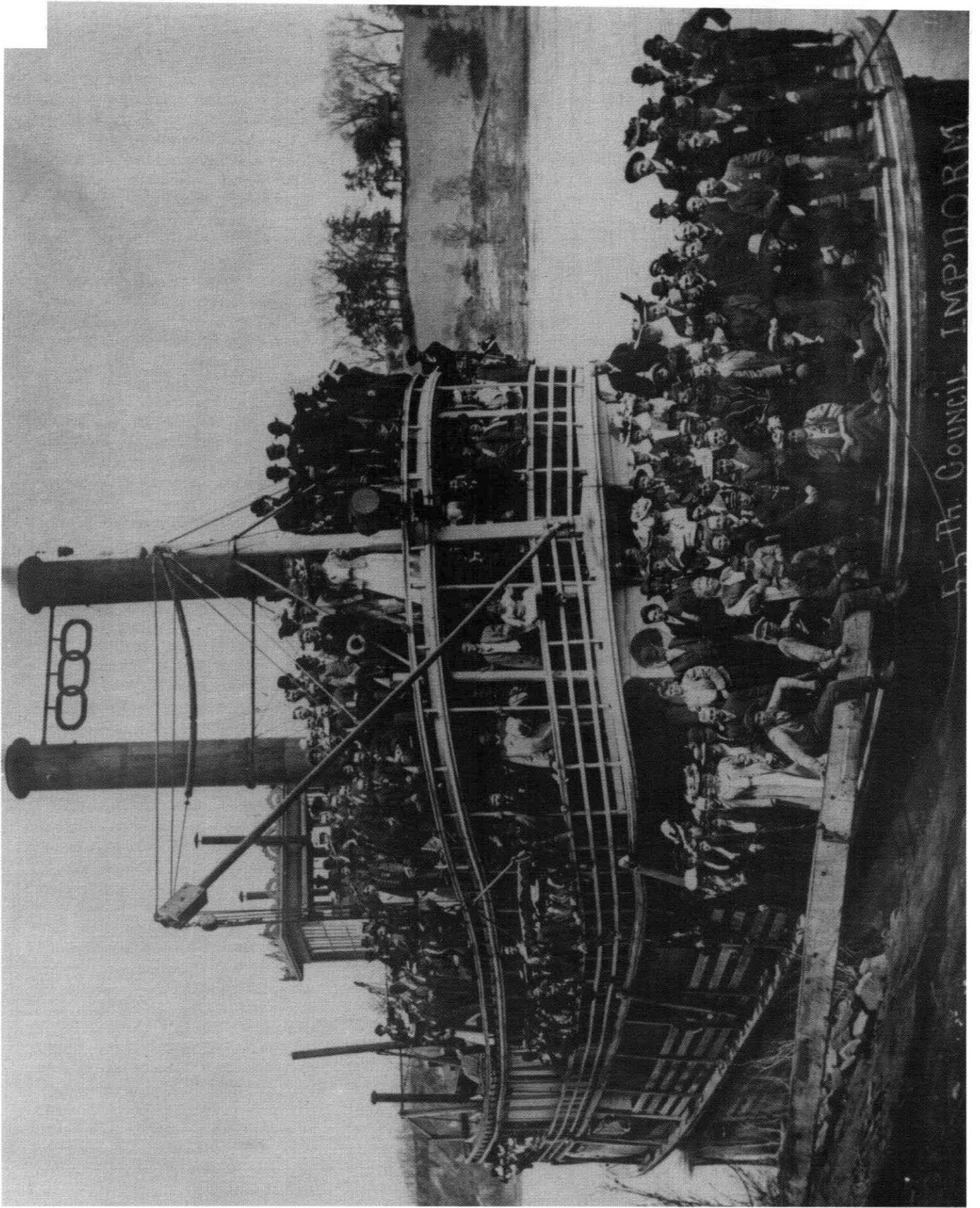
The local branches were called Tribes and were led by the Sachem with other officers including Sagamores, Prophet, Chief of Records, Chief of Wampum, Sannaps, Warriors, Braves, etc. Dues were \$8.00 per year and benefits were paid to widows and orphans of members. The tribes averaged 90 members each and benefits paid out averaged \$3.50 for each member, a strong incentive to recruit more members.

The Marietta group called itself the Manhattan Tribe, No. 35, and had been formed in 1868 with sixty-five charter members. It originally was a German Tribe with all business transacted in German. The potential for growth was limited as most of the younger members could not fill an offices. In 1897 the Tribe voted to conduct all business in English and by 1907 the membership was counted at 350 Braves, "one of the best tribes on the Ohio Reservation," claimed the history.

The Ohio Council held another reunion in Marietta in May of 1915 and again more that 500 people showed up, arriving on special trains from all over the state. The date when the Improved Red Men folded their tent in Marietta is unknown to us but Jerry Devol remembers that the last Wigwam was on Putnam Street. There was an auction of furniture and records and Mr. Devol bought a registration/scrapbook of the 1907 and 1915 Great Council meetings.

The U.S. Inspectors issued excursion permits for a specific day or period of time and required some lifesaving equipment to be added to the normal equipment. The SONOMA was 123.5x20x5 after rebuilding in 1897; on this trip, just finding the life preservers (if provided) would be a hard job. Capt. E. W. Webster, owner of the boat, is standing on tip-toes in the pilothouse to see over the crowd.

* * *





CINCINNATI LANDING AT DAYBREAK, 1884.
 U.L.H.S. Steamer LILY.
 Print from John Stobart painting, 1995.

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STOBART
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