

# S&D

# REFLECTOR

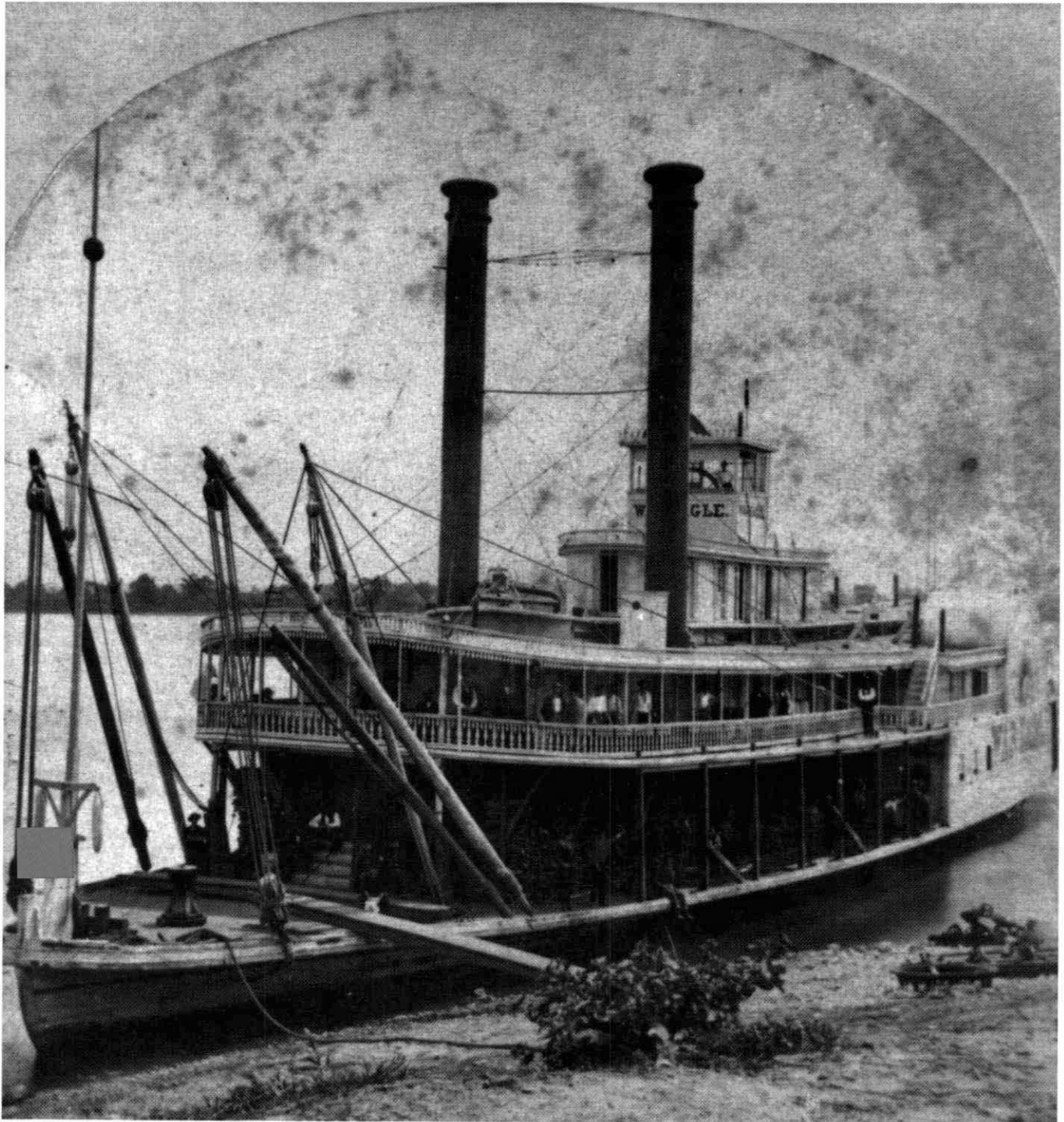
Published by Sons and Daughters  
of Pioneer Rivermen



Vol. 33, No. 1

Marietta, Ohio

March 1996



### THE FRONT COVER

"War Eagle" was a popular name for steamboats on the Upper Mississippi there being five of them so named between 1845 and 1899. This is the second WAR EAGLE (5691), posed for the photographer with at least twenty-seven people equally posed on board. Elsewhere in this issue you will find a history of the WAR EAGLE and "War Eagle Days" is today an annual event in LaCrosse, WI.

This WAR EAGLE was built in Cincinnati in 1854, 225x27 feet in hull dimensions, and destined to have a lively career in several trades on the Upper Mississippi and elsewhere. The design differences necessary for successful operations on the Mississippi vs. Missouri Rivers is evident by comparing the WAR EAGLE to the HENRY M. SHREVE whose log concludes in this issue; the SHREVE was 198x35 feet, designed for shallow draft.

The WAR EAGLE's spar equipment shows up in detail. The heavy spars, capable of lifting much of the weight of the boat, are probably 40 feet in length and up to 18 inches in diameter at the lower ends. The tackle is attached to ring bolts on the sides of the hull under the deck overhang and the take-up line will be wrapped around the engine-driven capstan. A three sheave block is at the top of the spar and the lower is four sheaves or pulleys.

Louis C. Hunter in, "Steamboats on the Western Rivers," has this description of sparring to get over a bar: "In this case the customary practice was to place spars on either side of the vessel by means of which the bow was lifted as on crutches. The wheels were then put in forward motion and the boat driven ahead for a short distance, perhaps no more than a few feet. Then the vessel would be allowed to settle on the bar while the spars were reset. Disturbed by the impact of boat the loose sand and gravel of which the ordinary bar was composed was readily washed away by the current. This operation was repeated as often as necessary to enable the boat partly to hobble over, partly to dig its way through the bar into the deeper water of the pool beyond."

Photo from Murphy Library.

\* \* \*

### 1996 S&D ANNUAL MEETING

The Annual Meeting of the Sons and Daughters of Pioneer Rivermen will convene in Marietta, Ohio on September 13 and 14, 1996.

Mark the calendar! Details will be forthcoming in the June issue of S&D Reflector.

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### - LETTERS -

Sirs: It seems that in my old age the S&D Reflector is the greatest joy I look forward to; I still carry around the June, 1994 issue with the TOM GREENE on the cover. Oh what memories. Can I dare hope that the CHRIS GREENE will have such a wonderful cover some day?

Fr. Alvin Zugelter  
1550 N. Astor  
Chicago, IL 60610

= Fr. Zugelter was once a crew member of the DELTA QUEEN. Hope springs eternal. Ed.

\* \* \*

Sirs: Just joined up and am amazed by the S&D Reflector. The center-fold of the DELTA KING in the March, 1995 issue is a stunner. I was towing material from Portland to Kitimat in 1956 and saw the KING there when she was a quarterboat with the boilers in use for supplying steam for construction.

Regarding the sternwheel JEAN, ("Boats on the Move," page 17, March, 1995) she was built by Western Transportation Co., a division of Crown Zellerbach Paper

Co. JEAN was used mainly to tow logs to the paper mills near Portland from the lower Columbia River. After retirement, she was used as a floating shop with machinery and boilers removed. Later, JEAN was given to the Idaho group with a \$5,000 grant but they were unable to develop local interest in maintaining her.

Jack Taylor

Oregon Maritime Center & Museum  
113 S.W. Front Ave.  
Portland, OR 97204

= Thanks to Jack Taylor for the background on the JEAN and our best wishes for her preservation. Ed.

\* \* \*

Sirs: I'm a new reader of your fine publication and must tell you how I have enjoyed the many articles touching on Pittsburgh and the area. I was born and grew up in Freedom, PA and spent many hours looking out on the Ohio River from my second story bedroom window. Our school outings every spring were a trip on the WASHINGTON to Rock Springs Park and these I also remember fondly.

I would very much enjoy hearing from anybody who might have been a part of this era (1926) in the Beaver Valley region.

Robert G. Love  
2504 Timber Crest Lane  
Highland Village TX 75067

= Rock Springs Park was at Chester, West Virginia opposite the upper end of East Liverpool, Ohio. The excursion steamer WASHINGTON made a regular schedule of all-day Rock Springs trips from Pittsburgh in the 1920s and 1930s. Ed.

\* \* \*

Sirs: Thank you for running my letter in the September issue. The member I was seeking turned out to be Eric Leigh, age 96, Cleveland, Ohio.

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

= Pleased to be of service. Ed.

\* \* \*

## THIS AND THAT

### ISLAND QUEEN BOOK AVAILABLE

Through Virginia Bennett's column in *The Waterways Journal* of January 8 we are advised that the long awaited book on the ISLAND QUEEN (2800) is in the stores.

"The Str. ISLAND QUEEN lives again in an available new book, *The Island Queen, Cincinnati's Excursion Steamer*, by John and Robert White. Numerous photos and 128 pages tell her story. The dust cover, designed by John Fryant, displays a full stem-to-stern unique drawing of "Big Liz". Details of the pilothouse, engineroom, boilers, power plant, crew and excursions are presented. Copies are available from **The University of Akron Press, Bierce Library, 374 B, Akron, OH 44325-1703**. The hardbound book sells for \$39.95 plus \$3.50 shipping and handling. Ohio residents add 6.25% sales tax."

A full review of Jack and Bob White's book may appear elsewhere in this issue, depending upon the whimsies of the Snail Mail. Incidentally, where did the nickname "Big Liz" come from; sounds like a Stogie White or Tom Greene appellation but we'd like to know for sure.

\*\*\*

### STEAMBOAT CALENDARS AVAILABLE

Two calendars featuring steamboat pictures came to hand this year and are still available. Each features photographs from the Murphy Library, University of Wisconsin, LaCrosse collection and are the same size and general layout, 8½x11 inches pages which open out showing a boat picture above and the calendar below for each month.

Jack and Sandie Custer's "Egregious Steamboat Calendar" has been around for several years and the 1996 version has a diverse assortment of steamboats with good reproduction. Available at \$9.00 from P.O. Box 3046, Louisville, KY 40201.

New this year is a calendar produced by John Lewis Publishing and titled, "Steamboatin' on the Tennessee River. John Lewis is a new S&D member but no stranger to the river: he worked in the office of the DELTA QUEEN under Letha Greene's ownership.

The photo selection is of boats which once operated on the Tennessee River although not necessarily in regular packet trades. Out of context is a cut of the sternwheel LIBERTY at Parkersburg, WV on the cover but John says the view just fit. There are some glitches in several of the captions and a typo or three but an interesting assortment for river buffs, none-the-less. Available at \$10 plus \$2 or mailing from: Lewis Publishing, Division of American Wholesale Printing, P.O. Box 300, Bridgeport, AL 35740.

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### TALL STACKS LEAVES A HANGOVER

Speculation at the close of Cincinnati's "Tall Stacks" celebration last October seemed to point to a financial surplus from the event. Even though the weather hadn't been entirely cooperative and it seemed that attendance was less than projected, the figure up to \$200,000 above local expenses was mentioned. Alas, a possible surplus has turned into a \$1,000,000 loss. An admission fee was charged for the first time to gain access to the boats and instead of a projected 1.3M attendance it turned out to be 850,000.

"Tall Stacks" is scheduled to play again in 1999 and the seed money from six corporate sponsors for that event is being used to pay 1995 bills. A call has gone out to participating boat owners for a refund of some of their Tall Stacks profits and the response is reported as positive. Good Luck!

Thanks to Dale Flick for clippings from the Cincinnati papers.

\*\*\*

### JULIA BELLE SWAIN SCHEDULE

After a shakedown season in 1995 operating from LaCrosse, the 1996 trip schedule is now available. The season opens May 17 and 18 with Mark Twain play and dinner cruises and extends through October 20. Day cruises are offered from LaCrosse as are two-day cruises to Prairie Du Chien and Winona. For the schedule contact: Great River Steamboat Co., 200 Main Street, Suite G, Powell Place, La Crosse, WI 54601 or 1-800-815-1005. And, Good Luck! to the JULIA BELLE SWAIN.

\*\*\*

### WEST VIRGINIA, A FILM HISTORY

Some S&D members may have seen the three-part, six and one half hour documentary "West Virginia" which was shown in December on PBS stations in West Virginia. Co-producer of this epic was Beth Hager who many will recall from her show, *Ohio River Odyssey*, at Huntington Museum of Art in 1987. Beth advises that "West Virginia" will be shown on other PBS outlets beginning with WETA, Washington, DC on March 23, 30 and April 6. Home video versions of the show are now available from 1-800-672-9672.

Beth Hager is moving on to WITF, the Public B Broadcasting Station in Harrisburg, PA and may be contacted at Box 2954, Harrisburg, PA 17105.

\*\*\*

### NEW S&D "YOUNGEST MEMBER" HONORS

Carolyn Rosella Kesterman appeared upon the world scene at 1:45 am., January 19. Parents are M'Lissa and Rick Kesterman, secretary and president respectively of the M.O.R Chapter. Carolyn and M'Lissa share the same birth date and the young lady was promptly enrolled as an S&D member. Our youngest member is at home at 3118 Pershing Ct., Cincinnati, OH 45211. Welcome aboard!

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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.

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The S&D Reflector is entered in the post office at Marietta, Ohio as Third Class matter, Permit No. 73. It is printed and mailed by the Richardson Printing Corp., Marietta.

**THE U.S. POSTAL SERVICE DOES NOT FORWARD THIRD CLASS MAIL! Please send address changes to the S&D Secretary, Mrs. J. W. Rutter, 126 Seneca Dr., Marietta, OH 45750.**

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

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

\* \* \* \* \*

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## LETTERS CONTINUED -

Sirs: I was taking another look at the photo of the PITTSBURGH COAL and MONGAH in the September issue (page 32). It appears that to be reinforced steel plates in place of the outer bucket planks on the wheels of both boats. I imagine that they ARE steel; to reduce damage when running in ice?

Mark W. Eberspeaker  
159 Cahill Drive  
Rockford, MI 49341

= Hey! The reproduction of our photos is better than anticipated; we had to take a second look to see what Mark picked up. Yes, Capt. Robert F. "Bob" Eberhart, river superintendent for Pittsburgh Consolidation Coal Co., tried those steel bucket planks after ice problems, in 1948 we believe. The experiment was a success. Ed.

\*\*\*

Sirs: I've been to the Marietta river museum this past summer and it was sensational. Thanks for this great museum.

Franz Neumeier  
Preziosasti 21  
81927 Munchen, Germany

= One of our European members slipped into town and was pleased with the Ohio River Museum; we're sorry we missed you.

Dan Horn, Scripps-Howard News Service, also waxed enthusiastic about the river museum and particularly the W. P. SNYDER JR. His article appeared in the Chicago Tribune, December 24, 1995. Ed.

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## CORRECTION

In the Earl Webster boat story in the December issue, page 29, the disponent of the SHIRLEY is incorrect. The sternwheel SHIRLEY in the photo was traded in to Hillman Barge & Construction Co. in 1965 on the new-built twin prop SHIRLEY.

The error is the editor's and we apologize for mixing up Bud Daily's interesting story.

Sirs: Enclosed is a drawing and explanatory note I received from Bud Daily in response to my letter about gasboats (December, 1995 issue, page 2).

I am sorta glad I raised the question that evoked the response that it did. Now thanks to Bud, the drawing of how it looked and worked can be placed in the S&D archives. In the years to come, when someone asks, "What was a gas boat?", the answer is in the S&D Reflector.

John J. Rous  
3505 Thompson Drive  
Ashland, KY 41102

= John's innocent inquiry about how the transmission on a gasboat worked stirred up a great response, to the delight of the editor. Elsewhere in this issue will be found Bud Daily's sketches and more. Ed.

\*\*\*

Sirs: My knowledge of gasboat comes from crewing the PROMPT and the READY. Slipping belts could be cured by bees wax, castor oil or (extreme cases) hold a burning inner tube over the belt so it catches drippings.

Walter S. Carpenter  
321 Washington St.  
St. Marys, WV 26170



## CAPT. ROBERT J. HAMMETT

The obituary of Capt. Roddy Hammett will be found in this issue. His sudden and tragic death has deeply shocked all who knew Roddy. The photo was taken December 31, 1994 which was Capt. Hammett's last day working on the NATCHEZ at New Orleans.

Judy Patsch worked on the NATCHEZ for eleven years and wrote these lines about Roddy:

Roddy Hammett was a lot of things: he was humorous, calm and caring. He was a music lover, a world traveler, a railroad buff and a top-notch riverman. He was a Captain but most of all he was our friend.



## ONE LAST TOAST FOR RODDY HAMMETT

Friends and family members stopped by the old brick house in Waverly, West Virginia which Roddy was in the process of restoring. From the left: Lee Lanier, Gary Frommelt, Judy Patsch, Joanne Kyle, Dave Link, Robert Kyle, Doc Hawley, Jeff Spear. The house once belonged to Capt. Charles Ellsworth.

Our thanks to Judy Patsch for the photos and notes.

## THE EMERGING BEN FRANKLIN

The obituary of Elston G. Kirschner appears in this issue and got us to thinking about the two towboats he once owned with his father, the ARTHUR HIDER and the BEN FRANKLIN. The HIDER was photogenic and has had lots of coverage in these pages. The BEN FRANKLIN looked a bit strange but she had an interesting lineage.

BEN FRANKLIN (T0230) began as the rafter E. RUTLEDGE, 132.7x30.5x4.7, built in 1892 for the Rock Island Lumber Co. The top photo shows her in her rafting days, an eagle on top of the pilot-house roof and packet railings.

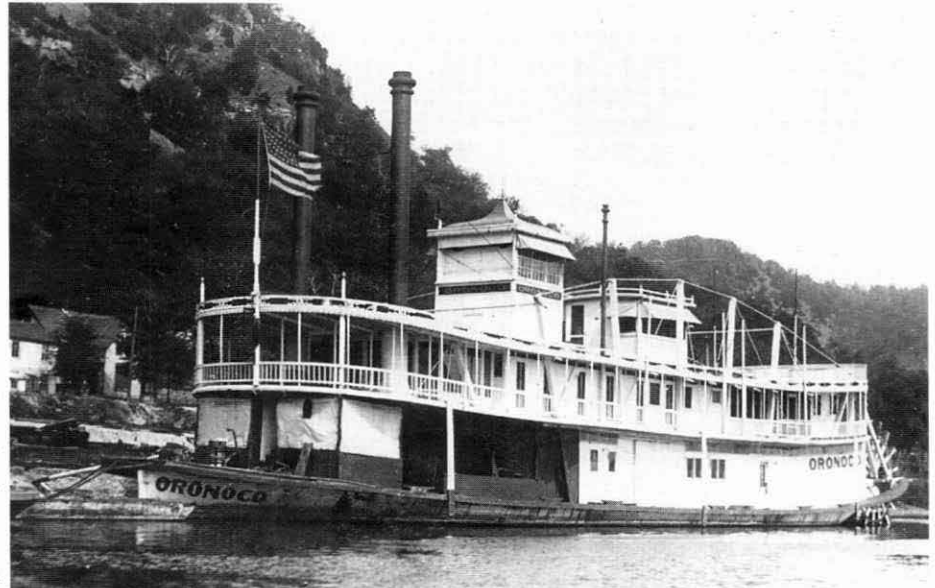
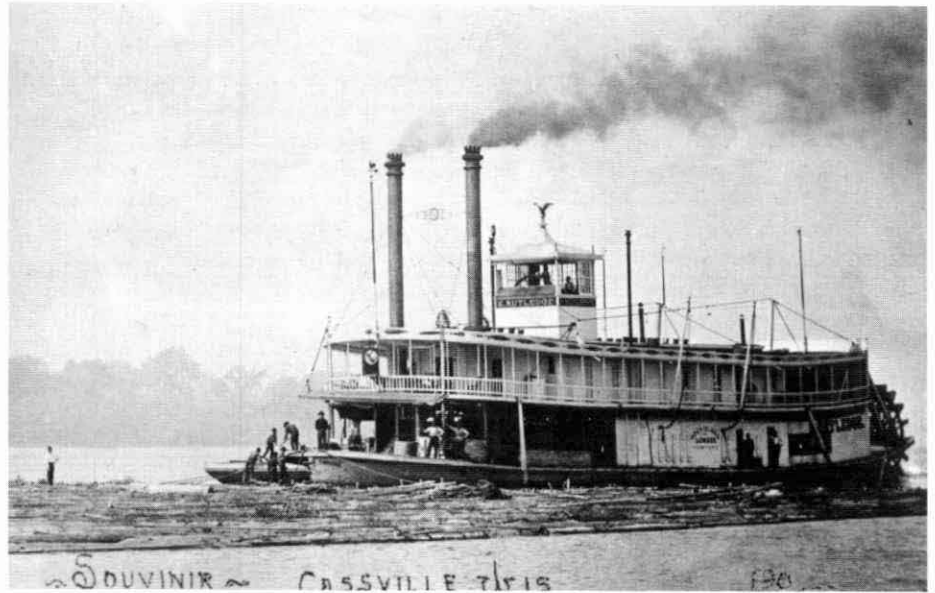
In 1910 the name was changed to JOHN H. RICH, then owned by a lumber company. Among the company investors were Drs. Charles and William Mayo, Rochester, Minnesota. The owning company went into bankruptcy about 1913 and the doctors received the JOHN H. RICH in the liquidation.

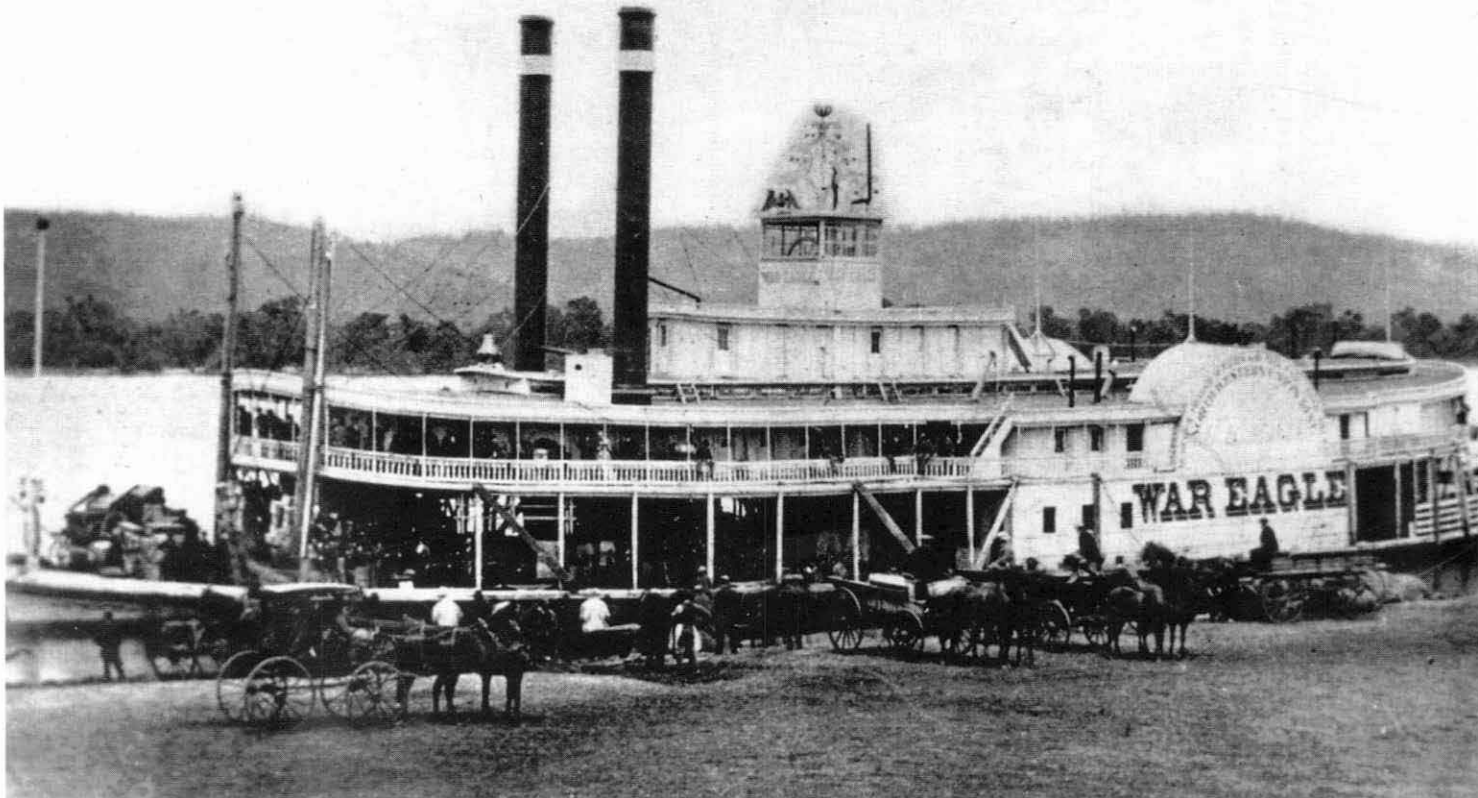
the doctors turned their prize into a handsome yacht and named her ORONOCO, center photo. The hogchains on the ORONOCO are arched, a change from when she was the E. RUTLEDGE, probably a new hull. Behind the pilothouse is an observation room for passengers. In 1916 the Mayos took delivery of their new steamer MINNESOTA and in 1917 the ORONOCO was sold to become a packet on the lower Mississippi.

In the fall of 1921, ORONOCO was acquired by the Ben Franklin Coal Co., Moundsville, West Virginia and renamed BEN FRANKLIN. She was remodeled in 1925 by cutting the roof back to improve the pilot's line of sight for towing barges. In the lower photo by R. K. Wells some other changes are also evident including the pilothouse roof.

BEN FRANKLIN was sold to A. O. Kirschner & Co., Cincinnati in 1926 and thereafter did job towing on the Ohio River. She was destroyed in a fire at her Cincinnati landing on December 2, 1935.

\* \* \*





The WAR EAGLE (5691) with gilt eagle on the pilothouse. Murphy Library photo..

### A BRIEF HISTORY OF LA CROSSE'S WAR EAGLE

ROBERT B. TAUNT

*"War Eagle Day" is celebrated in La Crosse, Wisconsin every May to note the anniversary of the loss of this steamboat. The remains of the sidewheeler still rest beneath the waters of the Black River at the La Crosse landing and the nearby Riverside Museum has a display of some her relics.*

*There were five packets named WAR EAGLE, all sidewheel and operating on the Upper and Middle Mississippi. This story concerns the second boat of the name, built in 1854 and number 5691 in Way's Packet Directory. Ed.*

May 15, 1995 marked the 125th anniversary of the dramatic end of the steamboat WAR EAGLE. What follows is a capsule history of the long life of the boat and events of 1870.

The WAR EAGLE was commissioned for construction by Capt. Daniel Smith Harris of Dubuque, a well known figure on the Upper Mississippi. She was built at Cincinnati, Ohio during the winter of 1853-1854. She was a sidewheel packet, 219 feet in length with a 29 foot beam and rated 296 tons. She had three boilers, each 14 feet long and was considered a fast boat.

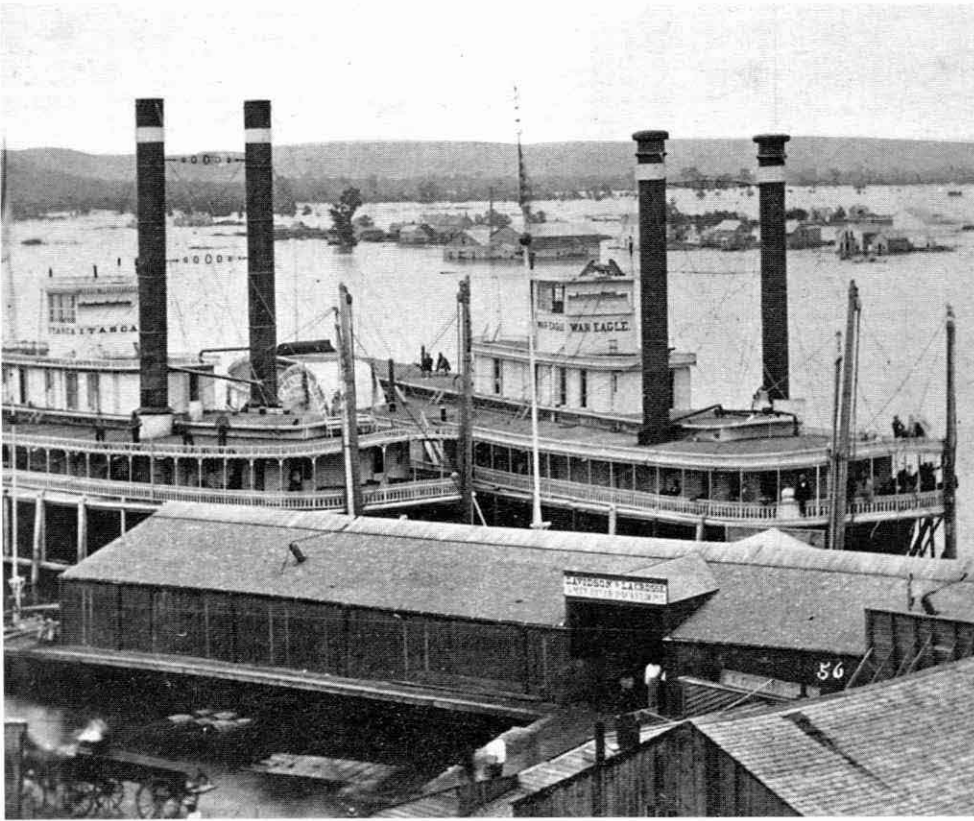
The forty-six staterooms in the main cabin could accommodate about 100 passengers; with her deck passengers she often carried 300 passengers or more. In an age when the life of a steamboat was often five years or less, the WAR EAGLE was in service sixteen years. A spread-winged eagle, gold leafed, graced the top of her pilothouse.

Upon completion of the railroad connection to Rock Island on February 22, 1854, on June 5, 1854 the Chicago, Rock Island and Pacific Railroad chartered five boats for an excursion to St. Paul. It was part of the celebration of the opening

of the first railroad as far as the Mississippi River. The WAR EAGLE, having just come out in the spring of 1854, led the procession. The passengers included ex-President Millard Fillmore, Horace Greeley and many other men and women of national distinction as well as no less than one hundred editors of the leading newspapers of the country.

There were about a thousand people all-told on the excursion and the boats in the procession carried the party from Rock Island to St Paul and Fort Snelling. William Tibbals, quoted as a "cub pilot", stated that the WAR EAGLE carried the President, however, Dr. William J. Peterson in his account of the event says the President rode on one of the other boats. Dr. Peterson does agree that the WAR EAGLE lead the procession.

William Tibbals, then the cub pilot, recounts that the boats first anchored abreast the Rock Island Arsenal, watched the fireworks celebration and the next morning bucked the rapids as they moved



#### DAVIDSON LINE WHARF, LA CROSSE

The sidewheel ITASCA (2803) on the left and the WAR EAGLE on the right were very close to the same size and both sport white collars on the stacks. ITASCA was built at Cincinnati in 1857 and ran in various trades on the Upper Mississippi including St. Louis-St. Paul in 1860. The sign over the wharf house doorway reads, "DAVIDSON \* LACROSSE" and beneath we make out, "Min. River Packet \_\_\_\_". The river is high and halfway up the first story of some of the buildings across the channel. The ITASCA burned at LaCrosse December 27, 1868.

northward. The night was spent at Dubuque, the battle ground of the last engagement (sic) of the Blackhawk War, a spot which was viewed. The boats then chuffed on to La Crosse, Trempealeau, Chimney Rock, Prescott and St. Paul, at which places the President made speeches. In later years the WAR EAGLE was known as the "President's Boat".

The WAR EAGLE had an active and important part in the settlement of Minnesota and other Northwestern states. From Prairie du Chien, in 1857 the then western terminus of the only railroad linking Milwaukee and the Mississippi, she transported thousands of pioneer settlers and tons of supplies and household goods to up and down river points from which they were taken into the interior by ox team and wagon.

As was the case with many steamboats, the WAR EAGLE was pressed into service during the

Civil War. On June 22, 1861 the WAR EAGLE left St. Paul with five companies of the First Minnesota Infantry Volunteers which were landed at La Crosse to be conducted by railroad to Washington, D.C. In March, 1862 the boat took a load of army supplies to the Tennessee River and returned with one of her chimneys shot through with cannon fire by Confederates on shore. Repaired in St. Louis, the WAR EAGLE left Red Wing on August 17, 1862 with Goodhue County enlisted men destined for the southern battlefields and there would be many other trips during the war under U.S. charter.

In 1860, an independent steamboat line in opposition to the Galena Packet Company was formed, called the White Collar Line. It was run from La Crosse to St. Paul by a Mr. Davidson and others. In 1866 there was a merger and the Northwest

Union Packet Co. was formed. The same year the Davidson brothers, William and Payton, purchased the WAR EAGLE and her home port became the city of La Crosse. From the time the La Crosse & Milwaukee Railroad brought steam trains to the city on October 14, 1858, steamboat lines and railroad companies worked together. Railroads relied on the boats to transport passengers and freight to northern points and provided a steady flow of business. The railroad and steamboat schedules were synchronized to the advantage of both. St. Paul would not be linked by rail to the east until 1867 and the steamboat trade flourished.

#### THE EVENTS OF 1870

The WAR EAGLE arrived at La Crosse on the afternoon of Saturday, May 14, 1870, disembarking passengers at the City landing at approximately State and Front Streets. At about 6:00 pm. the boat proceeded to the railroad depot on the Black River to take on freight and await the arrival of the midnight train from Milwaukee. When the train arrived, the passengers were transferred while freight was being loaded.

Among the lots of freight being loaded were wooden barrels filled with, "Danforth's Non-Explosive Petroleum Fluid". In Cleveland, Ohio, W. L. Danforth had developed and promoted a lighting scheme that used this fluid which was turned into a gas when dripped on a hot plate. Used in the proper lamp with generator, it made a very good light and much better than the kerosene lamps then in general use.

As the crew of the WAR EAGLE loaded the "Danforth's Non-Explosive Petroleum Fluid" a watchman noticed a leaking barrel. It was reported to Capt. Thomas Cushing who directed the ship's carpenter, William T. Bennett of Viroqua, Wisconsin, to repair the barrel, pronto. The gas arising from the "non-explosive fluid" reached Mr. Bennett's lantern and with explosive results, causing some injury to his face and setting his clothing alight. Warned by bystanders, Mr. Bennett promptly jumped into the river.

The barrel was immediately rolled off the larboard side of the boat but a barge lying alongside prevented it from falling into the river. The fire demon was loose and there was no time to save anything but life. The flames and



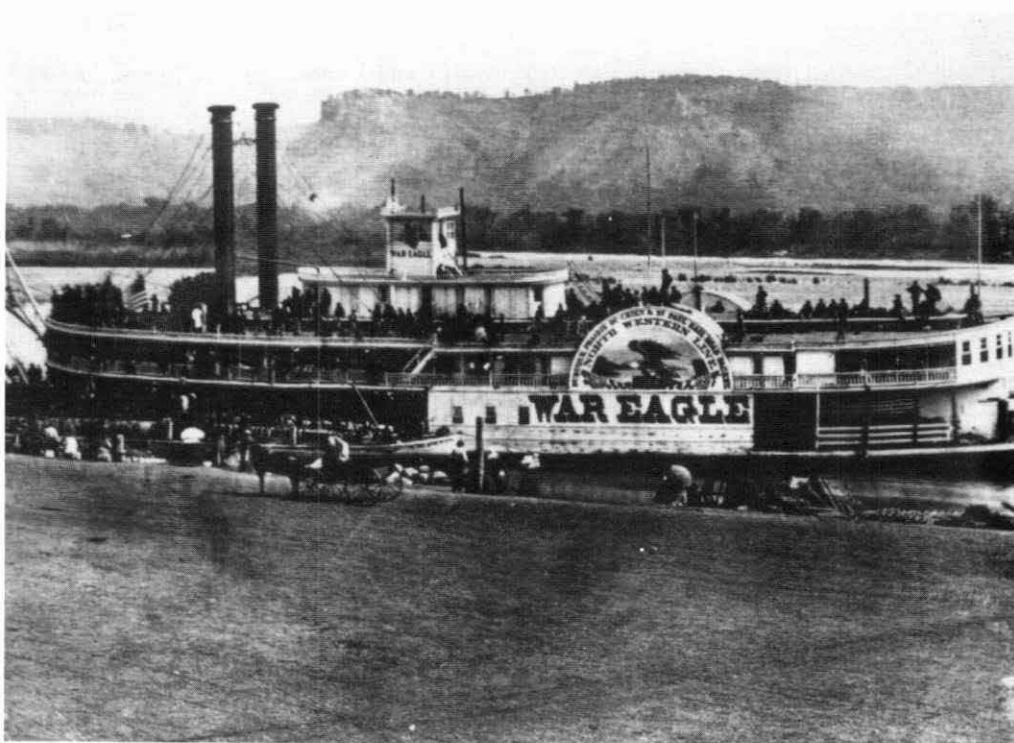
blinding smoke enveloped the boat within a few minutes. It rapidly communicated to the extensive freight sheds on the dock and thence to the depot and adjoining buildings including a large grain elevator and railroad cars. In an hour's time, all were destroyed. The heat was of terrible intensity and the flames lit up the surroundings with all the brilliancy of day, visible for miles.

There were 48 kegs of black powder in the magazine of the boat under the forecastle. Fortunately, the WAR EAGLE burned amidships and sank before the flames reached the magazine.

Miss Mary Ulrich was returning from La Crosse to her parents home upriver. Her uncle instructed the boat's barber to watch his niece and see that she left the boat at Fountain City, her destination. From there she was to return to her parent's home at Waumundee. When the fire broke out, the girl jumped from the boat behind the wheelhouse on the side next to the depot, into the water and about 20 feet from the dock. Her leap would have been one of approximately 15 feet down into the water and she could not swim. The Negro barber jumped in to aid Miss Ulrich and both were drowned. It is said they were found together, the barber evidently having tried to save the girl.

One elderly and heavy gentleman from Kentucky, Sanford McBrayer, occupied stateroom No. 8 on the starboard side of the boat and is reported to have been burned. He was going to St. Paul on a pleasure trip and intended to visit northern Minnesota on a fishing and shooting excursion. An elderly woman and the deck sweep were also found drowned.

The La Crosse Fire Department was promptly on hand and at work within fifteen minutes after the tap of the fire bell. Having first attempted to save the elevator but finding that a hopeless task the firemen directed their efforts toward saving the express passenger train which had arrived at midnight.



#### AT WINONA, MINNESOTA - CIVIL WAR TRANSPORT

The location was identified in 1963 by Lewis I. Younger, then president of the Winona County Historical Society. Across the river is the rocky shoulder of Castle Rock. The WAR EAGLE has a goodly number of troops aboard with a large U.S. flag waving on the hurricane deck in front of the stacks. A steam launch of good size shows ahead of the wheel, may be up on the bank. The lettering on the wheelhouse reads, "Dubuque, Prairie du Chien & St. Paul Rail Road Packet" and below, "North Western Line".

The WAR EAGLE was at Shiloh battlefield on the Tennessee River in the spring of 1862 and transported the 49th Indiana from Memphis to Vicksburg in December, 1862, part of Sherman's attempt to take the fortress by way of the Yazoo.

The two finest cars belonging to the train were saved but a second class coach, the mail, express and baggage cars were consumed. Six unloaded freight cars were also destroyed. The fire burned itself out and would have spread into the city blocks had there not been a swampy, marsh area between the town and the wharf.

In the aftermath there was much confusion. Many passengers simply took the next boat out, reporting to no one and so were first reported dead. The final casualty toll seems to have included only the five as reported above. The body of Sanford McBrayer, a bank president, was never found and presumably still lies with the wreck of the

WAR EAGLE. The total loss of property was reported to be approximately \$250,000, at that time thought to be a record loss for the state of Wisconsin. The disaster was widely reported including the Chicago and St. Paul newspapers.

The wreck was raised briefly by the owning company to salvage the machinery and other heavy iron. The hull was then allowed to settle back into the murky depths of the Black River where she remains to this day. Over the years there has been much talk locally about recovering the remains of the wreck of the WAR EAGLE but, to date, only small private efforts have taken place. One diver, Dennis Brandt, working alone in the early 1980s

brought up many good artifacts which now repose in Riverside Museum at La Crosse for public viewing. Since the mid-1980s, a city ordinance prohibits diving on the wreck without city permission and recently Wisconsin and Federal laws have imposed more stringent restrictions on "treasure hunting" of such wrecks.

There is currently a small public effort initiated to look into the recovery of the remaining WAR EAGLE artifacts for museum display. In 1993, the first annual commemoration of the life and end of the streamer WAR EAGLE was

begun. The proclamation of "War Eagle Days" was issued by Mayor Patrick Zielke and the event is held around the May 15 anniversary date of the loss of the boat.

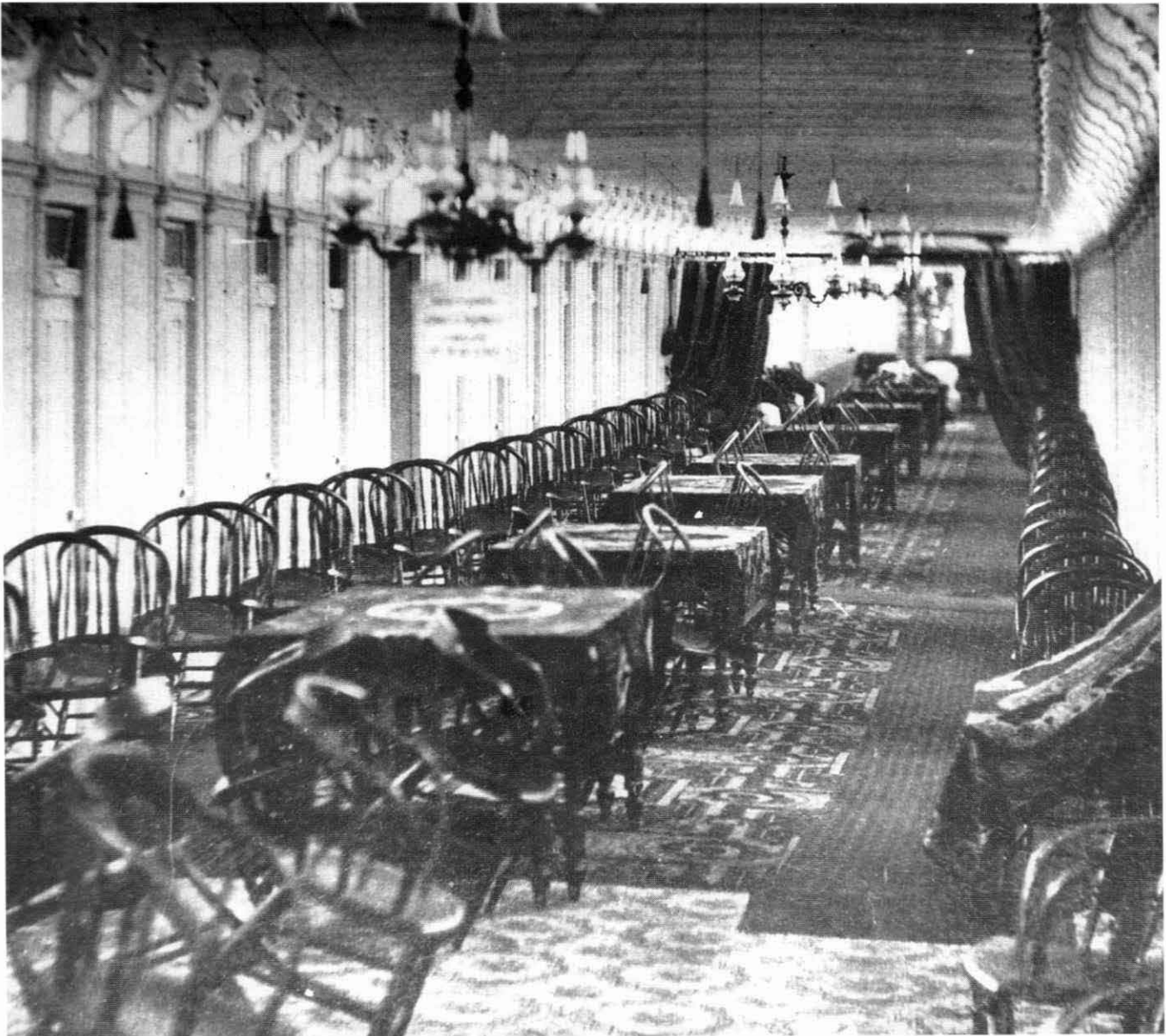
The 126th anniversary of the dramatic end of the WAR EAGLE will be commemorated on May 10 and 11, 1996 at La Crosse's Riverside Museum.

Sources used in the preparation of this article include: Genesis of Steamboating on Western Rivers, George B. Merrick and William R. Tibbals, Proceedings of the State Historical Society of Wisconsin for

1911, Madison, Wisconsin; The History of La Crosse County, Wisconsin, Illustrated, 1881; The La Crosse Daily Republican, May 16, 1870; The La Crosse Evening Democrat, May 17, 1870; The La Crosse Morning Leader, May 17, 1870; The La Crosse Tribune, April 17, 1990. Robert B. Taunt.

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Holdings of Way's Packet Directory will note that ITASCA (2803) burned at LaCrosse, WI on December 27, 1868, not Paducah, Kentucky.



This has been identified as the cabin of the WAR EAGLE but there is a possibility that it may be the ITASCA. In any event, the two boats were contemporaries, built at Cincinnati

three years apart and within a few feet of being the same length and width. The carpet would indicate that the view is from the ladies' cabin forward. Photo from Murphy Library.

## - S&D CHAPTERS -

### O-K CHAPTER

The regular fall meeting of the Ohio and Kanawha River chapter convened at the Mason County Library, Pt. Pleasant, West Virginia on the afternoon of November 12. About thirty members were in attendance and we were particularly pleased to see Howard Tyler, former chapter Clerk, out and about. Jean Stone had the coffee pot perking and lots of fresh lemonade for the thirsty.

In the absence of Chapter Pilot Bert Shearer, Engineer Charles Stone called the meeting to order at 2pm. In recent news, Capt. Stone gave an interesting history of two old boats which have been used in recent years for offices and stores at the American Electric Power dock at Lakin, West Virginia. The WALTER P. DOLLE was built as the steamer LIEUT. LEWIS in 1911 and converted to diesel in 1942. The TARIC was built as the U.S. Engineer steamer H. ST. L. COPPEE in 1904 and renamed in 1935 when she towed coal out of the Kanawha River. Now, both of these relics from the age steam have been sold, gone from the A.E.P. landing where their distinctive steamboat appearance was noticeable to passers by.

Note was made of the death of Herschel Burford who, with Jerome Collins, was a founder of the Ohio-Kanawha Chapter.

Treasurer Jim Bupp reported that the famous O-K treasury was in need of replenishment, the balance being \$37.56 and three unused stamps. A secure paper sack with "Dairy Queen" (sounds like a boat name) emblazoned on the side was passed about for donations. No report on the take was given but Treasurer Bupp was later seen smiling.

The program for the afternoon was a video entitled, "In the Days of the Riverboats" provided by Capt. and Mrs. Bill Price, Negley, Ohio. Jim Bupp noted that the film was a product of Parks Canada and while it involved steamboating on the

Yukon River there was much to identify with old-time Ohio River practices. The film is excellent in telling the story of steamboat traffic between Whitehorse and Dawson, Yukon Territory during the 1930s and early 1940s. Of particular interest were views of sparring over a bar in a style identical with Western Rivers practice. Pulling through the Five Fingers, a swift place, where a fixed cable was brought on board to be run around the capstan was an operation not unlike a Jesse Hughes description of "laying a line" to get past Letart Falls on the Ohio. The Yukon River steamers were still burning wood and there were some views of immense wood yards.

Supplementing the main feature were professionally produced films titled, "Rivers and Rails" and, "White Brothers Sternwheelers". The last named was the Harry White fleet of diesel sternwheel towboats on the Kanawha River with good views of the boats and various members of the White clan.

The next chapter meeting will be the second Sunday in March, 1996.

\* \* \*

### MIDDLE OHIO RIVER CHAPTER

We understand that the M.O.R. Chapter held a fall roundup at Shakertown, Kentucky with a good turnout. However, no report has been received at press time.

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### THE ONE-ARMED QUEEN

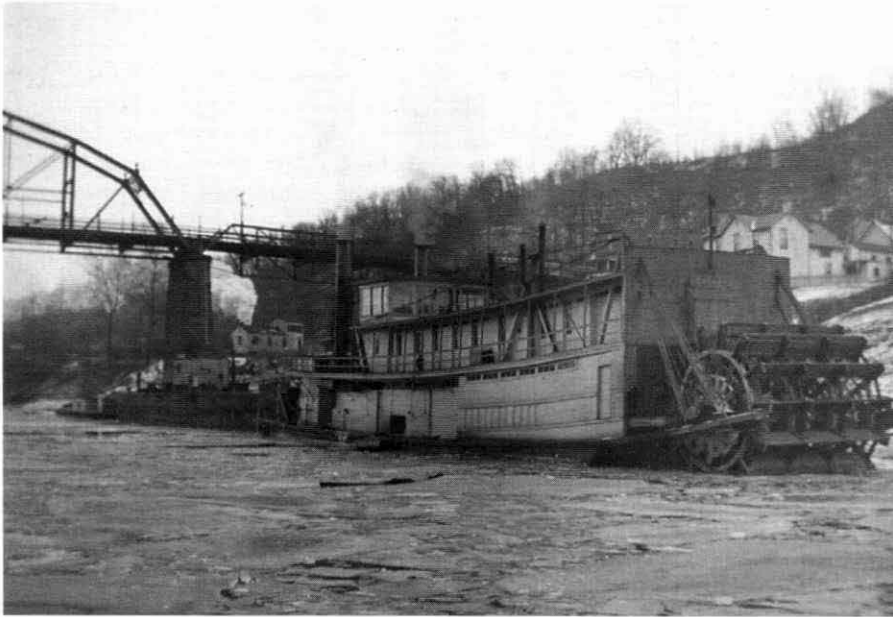
Pat Welsh of Davenport, Iowa favors us with this photo of the AMERICAN QUEEN at Dubuque on October 29, 1995. Pat broke open the Piggy Bank to ride the QUEEN, Dubuque-St. Louis, and was perplexed to find she was a single stack boat.

As reported in the press, the QUEEN was leaving Lock 8, Genoa, Wisconsin on the evening of October 28 when the port stack reached majestically into the sky and plucked a high tension line. There were fireworks, and nine of the sixteen feathers on the stack

disappeared in an instant. Power was knocked out in parts of three states but no injuries.

Reports Pat, "It was cloudy weather with rain every day to St. Louis but still an enjoyable cruise on a wonderful boat."

Pat also reports that the DIAMOND LADY, the casino boat which opened in Bettendorf, Iowa on April 1, 1991 has been sold and will go to Philadelphia. She will become a dinner/cruise boat in the Quaker City. The DIAMOND LADY is a Jack Gilbert design, more traditional than the later monster casino barge/tug combinations which have replaced her in the gambling trade.



**ECLIPSE (T0675), IN ICE, 1933**

Photos of this boat are seldom seen. The ECLIPSE was built at Evansville and completed at Jeffersonville, IN in 1932. Her life under the original name was very short for in 1933 the boat was bought by Charles T. Campbell and renamed JOHN G. BRITTON (T1406)

There seems to be a small nameboard "ECLIPSE" on the stern bulkhead but otherwise she isn't identified. The location is in the mouth of the Little Kanawha River, just below the old highway bridge at Parkersburg, WV. The Newell-Cochran Docks are ahead of the boat, where the plume of steam shows. The ECLIPSE was somewhat improved to the tastes of Charlie Campbell before coming out later in 1933 as the JOHN G. BRITTON.

The photo was taken by Bill Torner who writes: "There's thin smoke from the stacks of the ECLIPSE which indicates to me that there's a fireman and watchman aboard. Also, a wisp of smoke coming from the cook-house stack or perhaps it is the engineroom stove."

"There's ice in the Little Kanawha and the Ohio River was running full of ice. I watched as a sawmill on a wooden barge was crushed like a matchbox by the action of the ice in the two rivers but was so intent in watching that I forgot to take a picture."

Our thanks to Wm. V. Torner, 1119 Kent Circle, Apt. 209, Waterloo, Iowa.

\* \* \*

- PHOTO OPPOSITE PAGE -

**BAY QUEEN LOSES HER WHEEL**

This accident to the BAY QUEEN (0458) happened somewhere between Paducah and Evansville on the lower Ohio in June, 1922. The photo was also run in the December, 1974 issue of S&D Reflector but this print from the original negative is sufficiently superior to warrant a rerun. Then too, a paddle wheel falling off a steamboat is almost as unusual as 'Man Bites Dog'.

The BAY QUEEN was built at Ironton, Ohio in 1912 for the Bay Line as a single deck daylight packet in the Portsmouth-Huntington trade. The Bays sold her in 1915 and she then ran on the Arkansas River, Pine Bluff-Rosedale. We are not sure when the cabin and texas were built on her but in the early 1920s she was bought by the Williams family of Evansville, Indiana. She ran two trips a week, Evansville-Paducah and for a time Capt. William Allison was on her.

The wheel rolled off when the wheel shaft broke just inside of the port cylinder timber. The wheel crank and pitman appear to be in place; accounts say that the pitman was broken and the cylinder timber twisted. An engineer is over on the starboard side studying the matter. From the angle of the paddle wheel it is still attached to the cylinder timber which would account to the reported twist. Repairs were made and the BAY QUEEN continued to operate until dismantled in 1927.

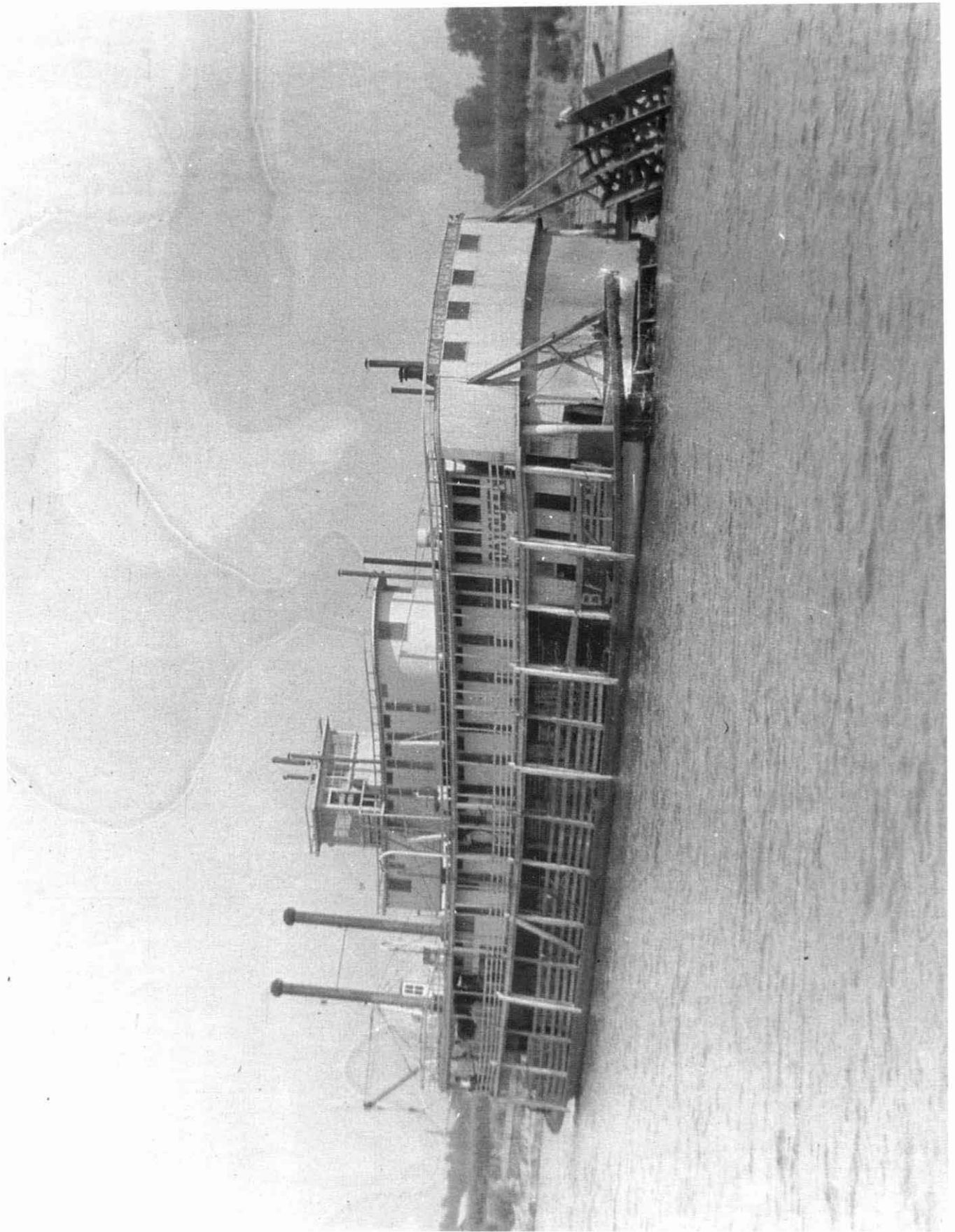
**ANOTHER WRECK EXCAVATION?**

Frequent contributor Clint Orr, Omaha, NE keeps us well posted on history and current events on the Missouri River. A clipping from an out-state edition of the Omaha World-Herald, September 9, 1995 brings word of a proposal to raise the wreck of the TWILIGHT (5472), a sidewheel packet which hit a snag and sank in the Missouri River on the morning of September 10, 1865.

Eugene Smith, Independence and Gary Sisk, Odessa, Missouri have applied to the Department of Natural Resources for permission to dig up the bones of the TWILIGHT from beneath what is now untold feet of bottom land in Ray County, downriver from Kansas City. Mr. Smith is a semiretired surveyor and Sisk a commercial driller. They have retained archaeologist Gary Rex Walters who participated in the successful ARABIA excavation several years ago.

Supposedly, the TWILIGHT was loaded with a cargo of whiskey and Old London Dry Gin when she went down a short distance from Napoleon, Missouri. Messrs. Smith and Sisk propose to establish a TWILIGHT museum in the St. Louis area on the order of the successful ARABIA museum in Kansas City.

As might be expected, given the attractive cargo, several attempts at salvage were taken early-on with some recovery. We wish the team all success in this new attempt at whiskey and gin mining.



## RECREATING A GASBOAT

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### A HULL, ONE-LUNG ENGINE, PADDLE WHEEL AND A FEW SCRAPS

by  
Fred Way, Jr.

*Editor's Note: John Rous started something when he asked in the December, 1995 issue (see "Letters") how the belt system worked on old-time gasboats to accomplish reversing the paddle wheel. John is right: the S&D Reflector has ignored for too long those unique products of barnyard and shade tree shipyards which we term "Gasboats".*

*In looking for information which might respond to Mr. Rous' question we ran across the following story, written in 1954, which Fred Way sent out as a Christmas Card. The subject LADY GRACE is the fourth in the series of boats which Fred and Grace Way used over the years.*

*And, so far, we haven't found description or drawing of how the builder of LADY GRACE IV arranged his belts and pulleys to permit his craft to "back". But, we note that however it was done the pilot never had need to throw the levers to reverse the wheel. Must be a story there.*

During the year 1954 the Way Shipyard, under the overhang of the carriage house at 121 River Ave, Sewickley, Pennsylvania, turned out a sternwheel river boat, photograph of which is enclosed.

#### THE LADY GRACE

The hull was a standard river "yaw" built by J. W. Weaver at the Weaver Skiff Works, Racine, Ohio. At our shipyard, guards were added to the sides, making an overall width of 6'0". Cylinder timbers were placed at the stern, making the boat 25'0" over-all long. A solid deck, or forecastle, was built on the head-end, equipped with a John Zenn capstan, towing knees and jackstaff. Cabin bulkheads and roof made of 3/8" plywood secured to framing. The paddle wheel had eight buckets, each having a 6-inch dip. The pilothouse had glass windows at sides and rear and an open front with standard breastboard and hood.



#### LADY GRACE IV, WAY'S SHIPYARD, MAY, 1954

Based upon a standard Weaver 18 foot yawl, Fred Way built his first version of a sternwheel gasboat using a vintage one-lung gas engine. Note the jackstaff with night hawk, towing knees and a wooden capstan on the head. The carriage house still stands at 121 River Ave. Photos by W. E. Reed.



The engine was a Lawson one-cylinder, built 1926, with its exhaust piped into the port smokestack. It cranked by hand and was water cooled. (During operation the cooling water boiled vigorously and had to be replenished from the river.)

A Briggs & Stratton, one-cylinder engine doubled to run an air compressor and an electric generator. This exhausted into the starboard stack. The boat had 26 electric lights and blew an air horn working 120 pounds pressure.

Pilothouse equipment included an oak pilotwheel, "monkey lines", air gauge and whistle cord. The boat never was operated with less than two men in the crew, a pilot and an engineer. She burned regular gasoline with a fuel rate about the same as a 10hp. outboard. She drew eight inches of water with fuel, stores and crew on board. Speed on dead water was about five mph. with paddle wheel turning 35-40 rpm. Reverse mechanism was built in but it was not used.

The boat was built complete during March, April and May, 1954. It was launched on May 13, 1954 at Haysville, Pennsylvania. She showed inclination to roll and sponsons were added to each side.

#### OBJECTIVE

The LADY GRACE was designed to paddle upstream from Sewickley to Olean, New York via the Ohio and Allegheny Rivers. Olean is 254 miles above Pittsburgh and the Allegheny stream bed elevation rises 686.93 feet in that distance. Commercial steamboats have twice made successful trips to Olean from Pittsburgh. The second and last trip was made in 1837. No boat of any type has made the trip since that time - over a century ago.

#### THE LOG OF THE LADY GRACE

After various experimental runs, the boat left the U.S. Coast Guard base at Glen Osborne, Pennsylvania on May 22, 1954 and proceeded to East Brady, Pennsylvania (mile 70.5 Allegheny River) where she arrived at 4:30 pm., May 24. The river stage was too low to go farther.



#### HO, FOR OLEAN! MAY 22, 1954

The LADY GRACE IV heads up the Ohio into the morning haze, the crew with high hopes of reaching Olean, New York. The Sewickley Coast Guard Base is at old Lock 3, a section of the lockwall showing. Photo by W. E. Reed.

On May 30 some trial runs were made at East Brady. One May 31 she left East Brady at 10:30 am. and went upstream to Hillville, PA and returned that evening. A slight rise came on June 3 and on that day, at 9:10 am., she left East Brady, climbing to Parker Falls, PA. She was unable to stem the swift current there. Returning to East Brady the next day she went down to Lock No. 9 where engine trouble caused a change of plans and she returned to East Brady.

On July 4 the LADY GRACE led a Fourth of July marine parade in which 40 yachts participated. Proceeded down the river the next day and became disabled at the head of Murphy's Island when the chain slipped off the sprocket. After being towed in the LADY GRACE was docked at Godfrey's Landing. In latter July, Ed Scheibler towed LADY GRACE with his Wolverine outboard

to Verona, PA. Leo Aretz of Verona loaded the boat on a trailer and returned her to the site of construction, 121 River Avenue, Sewickley, Pennsylvania.

Demolition was completed Aug. 3.

#### A SAD EXPERIMENT

The boat was afloat 60 days and it actually ran on 12 of those days. The engine was not powerful enough to provide the necessary speed. Low water set in early (in former years, a rise in June was usual) and prevented a real trial. These defects, mechanical and structural, led to the decision to scrap the boat.

It was decided that a larger hull and a more powerful engine were essential to success. The hull was too narrow and lacked stability. Attempts at correction with ballast and sponsons was not successful.

#### BUT, ON THE OTHER HAND

The little boat confounded

experts by getting in sight of Parker, PA, 100 miles up the Allegheny. The interest stirred up by this trail was surprising. She was one cute little craft paddling along and automobiles jammed the highways as she went by. Many motorists got out of their cars to take pictures of her. She virtually broke up a Decoration Day parade at East Brady. Newspapers found the boat a lively subject of reader interest and ran many stories and cuts.

In a very real way, the original idea of building a replica sternwheeler was vindicated and it is to be seriously doubted whether any other type of boat could have caused such spontaneous public interest. The New York firm, Van Der Horst Corporation, sent along a shipment of freight consigned to Olean, NY.

#### ANOTHER BOAT IN PROSPECT?

We retain much gear in the shape of a paddle wheel, machinery, pilot-wheel, air compressor, light plant, etc. We also retain the Van Der Horst freight shipment consigned to Olean (which fortunately is not perishable). The Van Der Horst company writes, "Keep the freight; we have faith that one day you will deliver it to us by river."

Further we can say naught.

#### SPONSORS

The persons and firms who contributed time, money, energy, tackle and apparel, gear, freight and/or service follow:

Jack and Jean Zenn, Harold and Margaret Putnam, Jim and Terry Way, Leo Aretz, Kinnaird Hall, William Hanable, Walter Huckabee, Mr. and Mrs. N. F. Godfrey, Mr. and Mrs. A. B. Kemple, Mr. and Mrs. K. L. Broderick, Edward H. Scheibler, C. V. Starrett, Walter Sutton, David Zeigler, Walter McCoy, W. E. Michel, Gilbert Stinger, William E. Reed, William N. Reed, Harry Reed, Fred Greco, Charlie Danvers, Max Henrici, W. V. Hovis, Tom Toia, Bob Purdy, Jim and Betty Marks, Fred Way, III, Ross Buck, Cmdr. Merton Hatfield, U.S.C.G., Van Der Horst Corporation through Robert M. Taylor and Kean-Wise, Inc., Sewickley, PA.



#### SUNDAY, MAY 23, 1954, TARENTUM, PA.

Tarentum is at mile 21, Allegheny River and LADY GRACE is underway after spending the night at Oakmont, PA. The log of this trip shows Fred Way, Pilot; Jim Way, Engineer; Bill Hanable the deckhand. The sponsons were GI cans strung along the hull and show black. To improve the stability there were paving bricks in the hull. James C. Way is listed as engineer on all trips; several notations of, "changed belt" and "threw the chain" might explain why the reverse mechanism was not used. Photo at high noon by Fred Greco, Tarentum.

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Fred Way continued to experiment with his versions of "gasboats". After dismantling LADY GRACE IV the hull was again a typical Weaver yawl and equipped with an outboard motor to become LADY GRACE V. This boat made only one trip, from below Corydon on the Allegheny River to Sewickley in the late summer of 1954.

LADY GRACE VI was the same hull as L.G. IV and L.G. V with the stern and paddlewheel from LADY GRACE VI and a forward deck to hold camping gear. She was powered by a 6½ hp. Briggs & Stratton when the boat came out in 1955 and then repowered with a B&S 8½ hp., single cylinder, engine for the 1956 season. Removal of the attractive cabin, pilothouse and smokestacks

corrected the stability problems of the 1954 boat. In 1956 the freight for the Van Der Horst Corp. in Olean, NY was successfully delivered. A photo of LADY GRACE IV on her triumphal approach to Olean was carried on page 28 of the June, 1991 S&D Reflector.

The final gasboat LADY GRACE (seventh), and the one most identified with Fred, was built on a 30 foot Weaver hull that was wide enough to support a packet-type cabin, pilothouse and stacks. She lasted ten years and stemmed the Allegheny River as far as the blocking Kinzua Dam above Warren. Fred made his point that the Allegheny River was a navigable stream by blowing for the non-existent lock before turning back.

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## THE MYSTERIES OF GASBOAT ENGINEERING

Shade-tree mechanics soon figured out how to provide both "ahead" and "astern" when the oil well engine was adapted to a boat with a paddlewheel. The one-lung engine could (usually) be coaxed to turn in either direction but stopping the engine and restarting to reverse the wheel on a boat was not a good solution. The direct reversing diesel engine was years in the future.

With variations, a system of sliding, flat belts running on pulleys on a jack shaft near the stern of the boat solved the problem of reversing. Sprockets on an end of the jack shaft drove the chain connected to the paddlewheel. Reverse the jack shaft and the wheel did the same.

Capt. Bert Shearer, 5100 Virginia Ave., Charleston, WV 25304 learned about gasboats down on the Kentucky River where his father Oliver F. Shearer owned the BERTHA M. (See S&D Reflector, March 1989, pages 28 and 29.)

Bert writes: "The 15 hp. Foos engine had a big flywheel on each end of the open crank shaft and a pulley, 20" in diameter and about four feet long, was attached on one end of the crank. Two flat belts, about 8" wide, ran from the pulley back to the jack shaft; one of the belts was crossed to change its direction. There were three pulleys, each about three feet in diameter, on the jack shaft; the middle one was keyed and the outside ones were idlers.

The shifting device to move either belt from its idler to the keyed pulley was located close to the jack shaft. Two pieces of three inch square lumber with a loop made of 3/4" rod around a belt moved horizontally. The upper sliding piece was for the straight belt and the lower one moved the crossed belt.

The two horizontal shifter pieces were connected to levers in the pilothouse with reach rods and bell cranks. When you were stopped, each belt ran on an idler and moving either belt from its idler to the keyed pulley started the wheel turning. A no-no was to pull both belts onto the keyed pulley at the same time. If you did, you had to unlace one of the belts to get it off."

\* \* \*

## VARIATIONS OF GASBOAT TRANSMISSIONS

Bud Daily, 162 Sunset Drive, Toronto, OH 43964 quickly responded to the engineering question posed by John Rous and, furthermore, did the drawing which spreads across the centerfold in this issue. Bud's drawing and the letter which follows points up several differences in the solution of the flat belt transmissions in gasboats and it is interesting that the reliable system continued even after simple, one-lung gas engines were replaced by a modern diesel.

"Yes, there is someone who remembers how sliding belts were shifted sideways from one pulley to another. My wife and I owned one of the last, if indeed not THE last, sternwheel boats with sliding belts. She was the diesel towboat EDNA. Gasboats with both belts driven on the same side worked the same way.

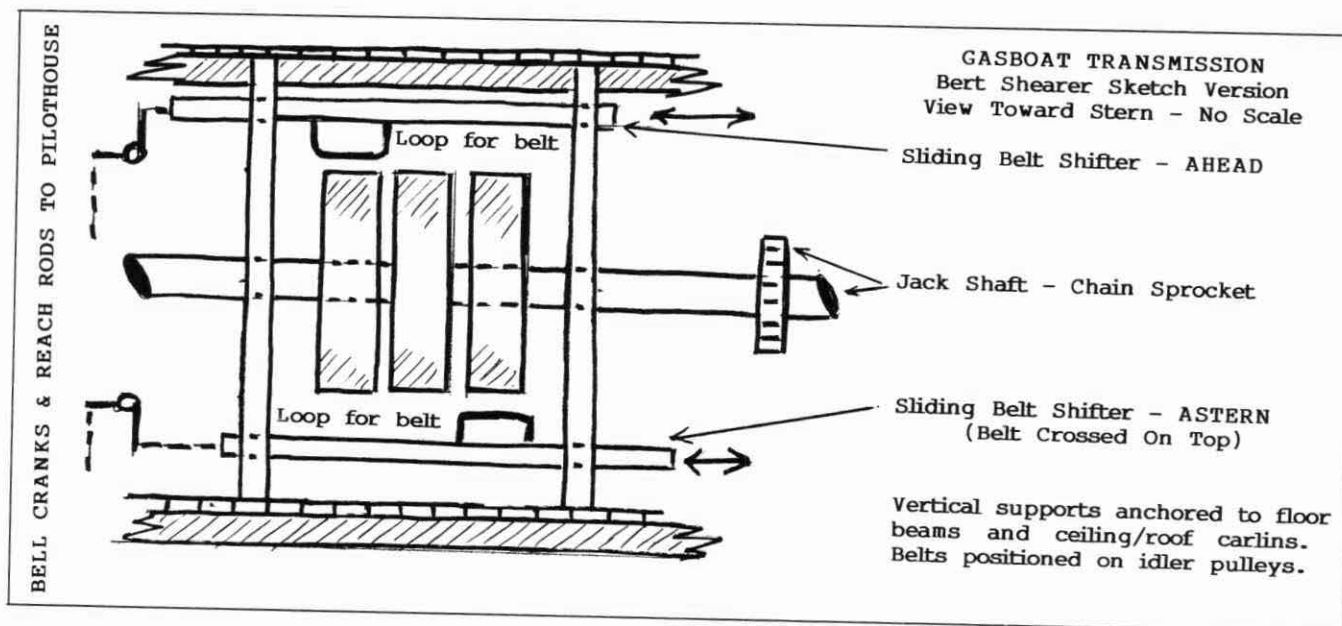
My father ran gas and diesel boats all his life and I have been on gasboats with sliding belts. Gasboats that had one belt on either side of the one cylinder engine had "clutches" on the jack shaft for each belt. One belt, of course, was twisted (crossed) to change the direction. These clutches were similar to the friction clutches on hoisting engines and were connected to levers in the pilot house, usually with pipe.

In my rough sketch I have shown the belts far apart on the small pulley (at the engine). Actually, they were close together on the pulley. The shifting system might look like a "Rube Goldberg" contraption but it really worked perfect. I never recall making any adjustments to the linkage although I'm sure the system was fine tuned at the installation.

You could just start a belt on (to the keyed pulley) for a brief time to hit a lick back or ahead. There are a few people left that remember the gasboats; one is Clarence A. Johnson, Aliquippa, PA whose father had the MAY and the VELVA."

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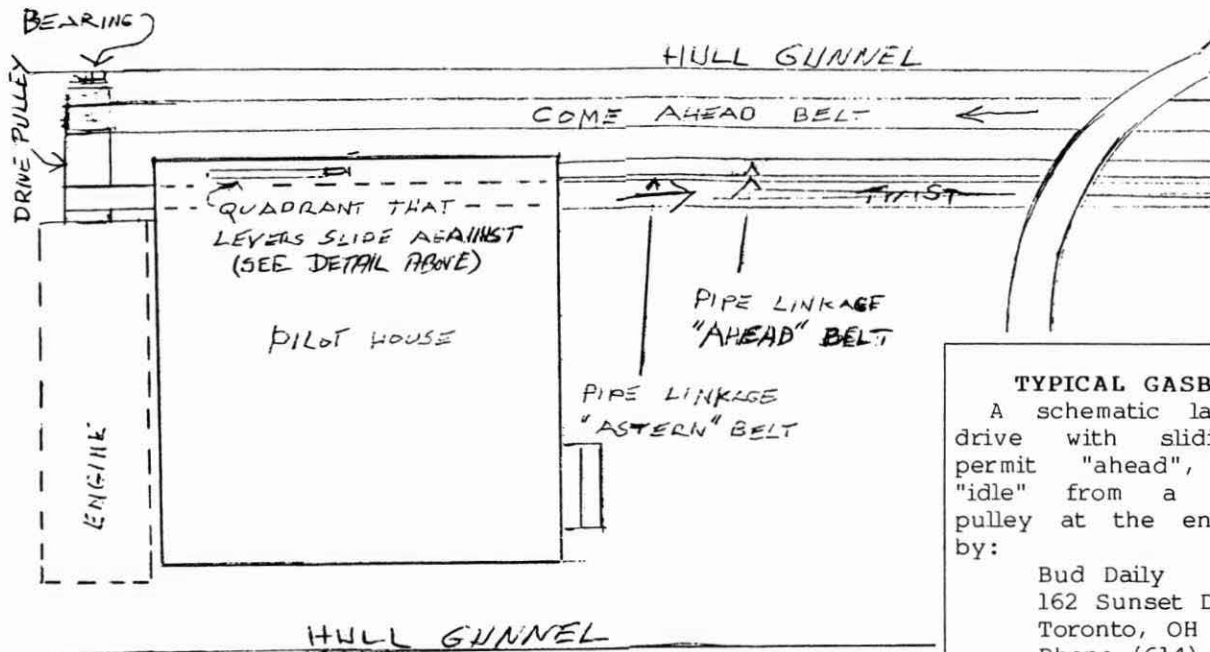
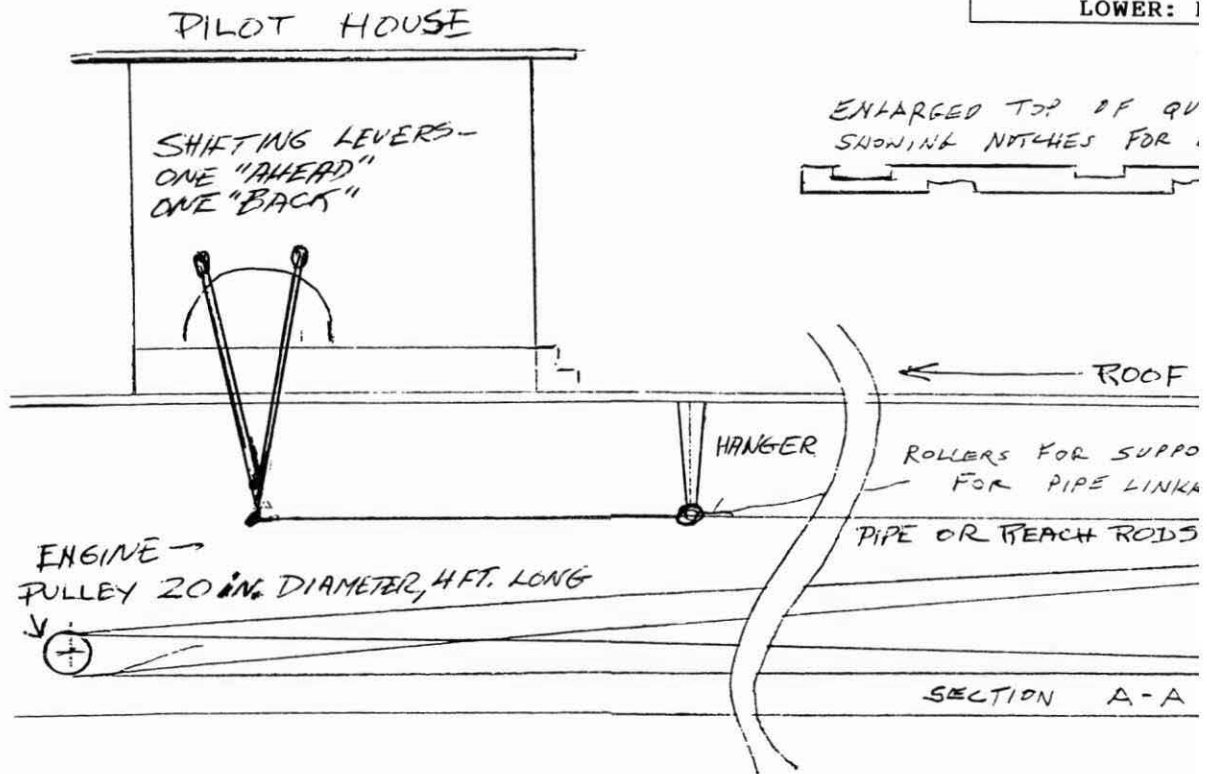
Bud Daily's sketches of the layout of gasboat transmissions and controls is on the centerfold.



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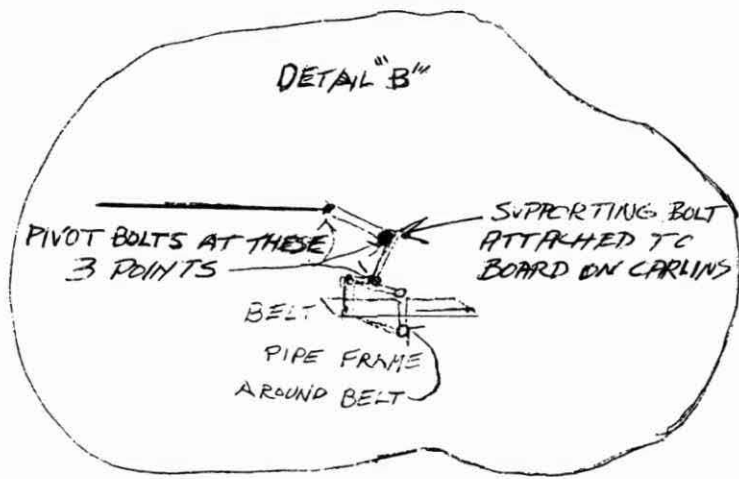


**TYPICAL GASB**

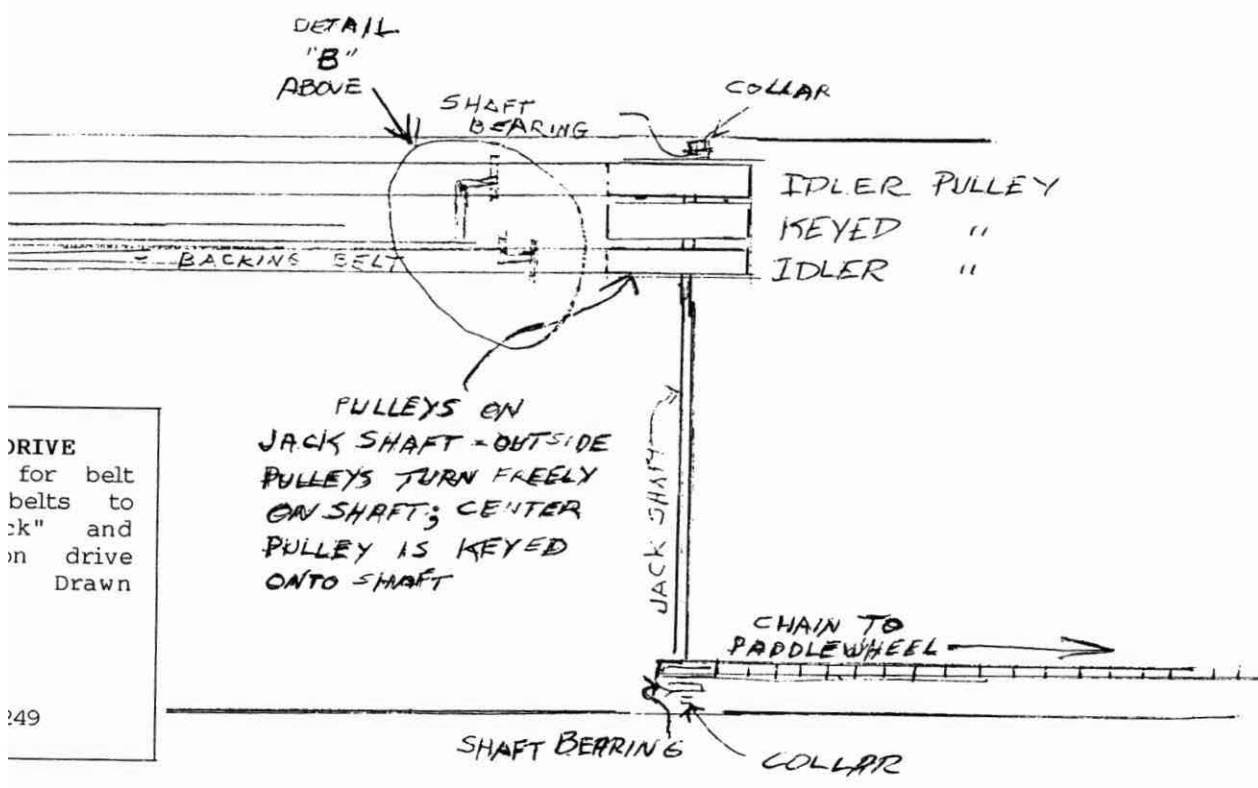
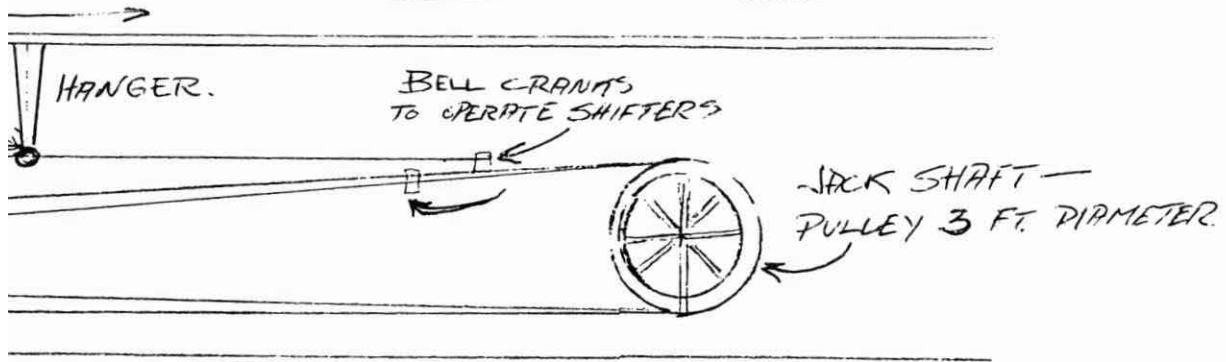
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**The Gasboat OWL at the Marietta, Ohio Landing**

The OWL seems typical enough of early gasboat design to lead off the illustrations for Fred Way's remembrance of "gasboats". OWL was built at Bellaire, Ohio in 1908, size 57.5x11.6x2.3 feet and equipped with a one-lung engine of 18 hp. In 1918 she was owned by Charles Boughner, Raven Rock, West Virginia; by 1930 she was owned by Muskingum River Gravel Co., Zanesville, Ohio. There is indication that the gravel company had her at Beverly, Ohio in 1925. Photo by W. S. Pollock, May 25, 1921.

## REMEMBERING THE GASBOAT

**Fred Way, Jr.**

A section of the Preface of "Way's Steam Towboat Directory" holds an amusing description of the operation of the one-lung gasboats that first appeared on the river scene before 1900. Fred's discussion of this period of adaption of the internal combustion engine for river boats, entitled, "The Gas Boat Era", is taken from a much longer article, "Figuring Horsepower", found in the Foreword to the 1961 edition of the Inland River Record.

The following is the complete version of the article relating to gasboats from the 1961 IRR.

- - -

A great deal of commercial work has been accomplished on the rivers with boats of 15 and 20 horsepower. We have never tallied the number of towboats in this small class but in 1900-1910 they number in the hundreds. Although called "gas boats" they used for fuel almost anything that would flow through a funnel - crude oil, kerosene, gasoline - anything that would activate a one-cylinder engine.

These massive "one-lungers" were set amidships in the boat, lengthwise, with a horizontal cylinder connected to two surprisingly big flywheels, mounted on a common cast-iron base. On the terminal ends of the flywheel shaft were flat-belt pulleys. The belts reached aft, one crossed and the

other straight, to a common jackshaft rigged with more pulley and belt-shifting gear. The jackshaft on one end or the other (sometimes both) had a toothed sprocket which, by link chain, was connected to a much bigger sprocket on the paddlewheel shaft. There were variations to this theme but not often. Sometimes one belt served, in which case the reversing was done at the jackshaft.

Anyhow, these "pop can boats" (there was a can on the end of the exhaust pipe, a muffler) had enormous firing power in those one-lung cylinders. Lying at a landing place, engine idling and paddlewheel dis-engaged, the sound of the exhaust was not unlike that of a huge animal "getting its wind" after an exciting race. Huff-huff-huff--huff--huff--BANG! Huff/huff/huff-huff-huff--huff--huff---huff---huff-BANG! BANG! Huff/huff/huff-huff-huff, etc. Each BANG! blew aloft two bushels of black smoke and oftentimes the most perfect black smoke rings with a four foot diameter spread. Some well-built exhausts could discharge a second ring through the first one and do it every time like a vaudeville act.



**DAVID, Small, Neat and Stylish**

She was built by the J. H. McConnell, Parkersburg Dock Co. in 1915 for the Parkersburg, Marietta Sand Co. DAVID was 44.4x11.7x1.9 feet in size and had a 15 hp. engine. She was owned by the Ohio River Gravel Co. in 1922. Photo probably on the Little Kanawha River, by William S. Pollock, 1921.



#### THE READY AND HER PILOTHOUSE

The READY was built at Raven Rock, WV in 1919, 64.7x13.8x2.4. List of Merchant Vessels shows her with 50 hp. but Walter Carpenter, who was on her, remembers it as 15 hp. She was first owned by Clyde H. Carpenter and later by Hiram Carpenter, used in his sand and gravel business, St. Marys, WV.

Photos by W. S. Pollock, December, 1920.

Now, while this going on, the decks were jumping up and down, the boat shaking violently, fuel drums on the forecastle in a continual earthquake and the big straw-hatted pilot up there in his pilothouse bobbing his head and belly in rhythm to the trembling, wooden steed under him. All of this, mind you, with the boat tied to the dock.

But, let's get her rolling. The pilot grabs the end of a big vertical stick of lumber and shoves it forward. From down there in the engineroom comes shrieks of protest as the belt is slipped over the pulley for backing out. From the stern come vague grunts and ominous clacking as the chain takes up slack. As the paddlewheel begins to splash around the "huff=huff" leaves off and now the exhaust takes life seriously with a continual bombardment of BANG! BANG! BANG! BANG! All the dogs within five blocks bark and the oatmeal box spills onto the kitchen floor.

The big pilot with the straw hat grabs the spoke of the pilotwheel in one hand and reaches into his pocket for a pouch of Honest Scrap, Polar Bear, Mail Pouch or Redman.

Such was the modest beginning of internal combustion propulsion on inland streams.

The gasboat people openly admired steamboat architecture and brazenly imitated it. Photographs survive of some of the better imitations. A novice would be hard-put to tell whether one of these little boats was really run by gas or by steam. The "better" gasboats had twin smokestacks, sometimes topped off with ornamentation, one of which was a dummy leading an idle existence save to serve as a prop to help hold up its partner. Sometimes the engine exhaust was piped into one smokestack, giving rise to the curious effect of a smokestack blowing smoke rings.

The little short-trade gasboat packet would be rigged with swinging stage, roof bell, bull rails, chime whistle (albeit blown by compressed air) and went on its appointed rounds with the crew dressed as farmers. The paint job mainly was white and the boat's name was done in steamboat block lettering, with appropriate color shading, on the engineroom bulkheads. Some gasboats went to

the extreme of driving the paddlewheel with pitmans, a touch of reality involving some captivating cam and slide motions around the jackshaft.

The raucous starling flock of gasboats infiltrated the rivers. The gasboat thrived and multiplied on a diet of crumbs from the steamboatmen's tables. Moreover, gas engine horsepower assumed an ascending trend. There was a lot of talk about "hot bulb" and "hot spot" with the elimination of spark plugs, a phase now remembered as the semi-diesel era. On the crude oil burners, exhaust heat was piped into a tank containing the crude to vaporize it and the vapor was piped into the cylinder through a carburetor that was less complicated than a gas stove burner. The hot-bulb engine burned the crude oil direct in the cylinder. Crude oil was also burned with the application of outside heat through a plug extending into the cylinder for the initial start. Compression ignition (diesel) was just around the corner.

CONTINUED ON PAGE 24 -  
GASBOATS

## ABOUT THOSE ENGINES

We got off on all this gasboat discussion from the question about the sliding-belt transmission; the digression was irresistible. But, it occurs to us that many readers may be a bit hazy as to what these "one-lung" engines looked like and why they sounded as they did.

The Foos engine ad on this page claims that its engines had been around for 36 years in 1924 and that calculates back to 1888. The practical internal combustion engine dates back to 1878 when N. A. Otto exhibited his engine at the Paris Exhibition. In small sizes, the new engines were soon put to work driving water pumps, ice cream mixers, printing presses, sawmills, etc. The fuel was first illuminating or natural gas but adaptations were developed to also use crude oil, kerosene and gasoline.

The peculiar pattern of the exhaust bark of a one-lung engine is caused by the "hit-or-miss" method of controlling its speed. A governor is linked to a two-piece rod which actuates the fuel intake valve. When the desired engine speed is reached, the governor moves the rod so that it "misses" its extension and the intake valve remains closed and no fuel enters the cylinder. The engine continues to roll for several revolutions carried on by the flywheels, "Huff, huff, huff, huff". The speed drops, the governor allows the two pieces of the rod to "hit" and the intake valve opens so the fuel mixture is drawn into the cylinder and, "Bang!". Under load the speed does not build up and the engine will fire every time.

The engine advertised by the St. Marys company is a different breed of cat than the engines discussed above. Rudolf Diesel, 1858-1913, developed the engine in which the fuel is injected into the compressed and very hot air in the cylinder causing instant ignition. The diesel was the future, much more efficient, more complicated and more expensive than an engine pulled out of an abandoned oil well.

\* \* \*



**Make a Foos Engine Responsible for the Continuous and Satisfactory Operation of Your Boat**

*A high quality engine backed by thirty-six years of exclusive engine-building experience.*

**GASOLINE or KEROSENE—8 to 200 hp.**

*Our Engineering Department will gladly give you the full benefit of many years experience in power plant lay-out for boats.*

— Write for Suggestions —

**THE FOOS GAS ENGINE COMPANY**  
SPRINGFIELD, OHIO

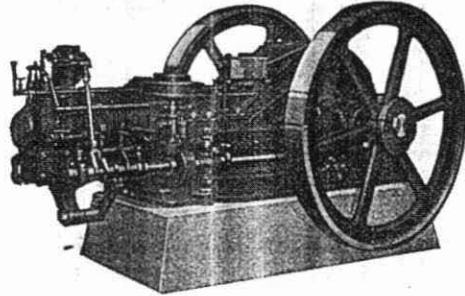
*Other types and sizes up to 325 hp.*



THE WATERWAYS JOURNAL, April 26, 1924

Two examples of the "one-lung" (single cylinder) engines adaptable for gasboats in the 1920s. The Foos is the more typical, a simple design used in oil wells, water pumping, etc. The St. Marys is a more efficient and more complicated diesel.

**Save Nine-Tenths of Your Power Bills**



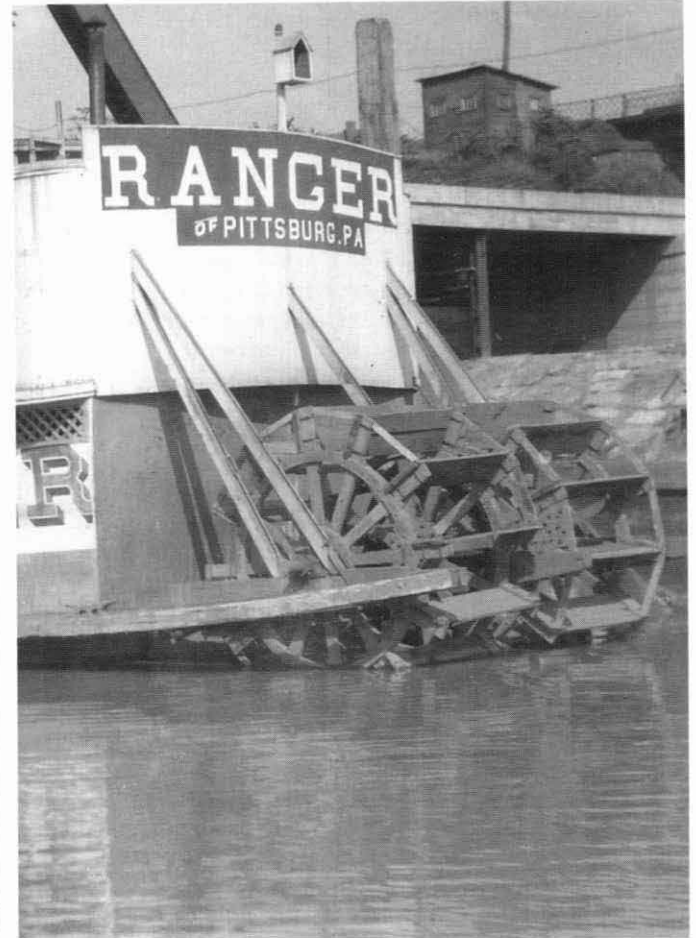
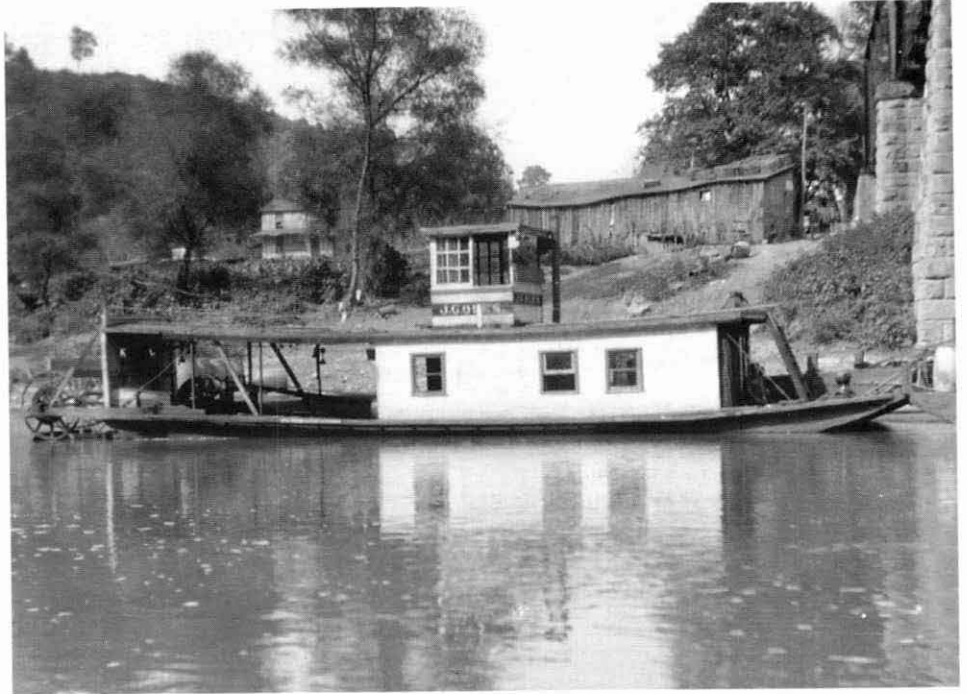
The cost of operation of  
**The St. Marys Diesel Oil Engine**  
Manufactured on the  
**Brons-Motor Patent**  
is just One-Tenth the cost of a Steam Engine of like power.

*Made of capacity to meet all demands*

**The Best Engine Made for Boat Duty**  
*Manufactured only by*  
**THE ST. MARYS OIL ENGINE CO., St. Charles, Mo.**

**RIGHT:** The J. G. OLES was built at Grantsville, WV, 1912, 51.8x8.4x1.6 feet in size, 8 h.p. The OLES is designed for the Little Kanawha River where gasboats were ideal; she's basic but still has a bit of style. She operated between Creston and Glenville (when there was water) and sold to Harry Probst, Grantsville in 1919. Owned in 1920 by G. E. Rader and F. W. Parsons, Creston, WV and in 1922 by Russell Johnson, White Pine, WV.. The Philadelphia Oil Co. had her in 1922. A big pulley on the jack-shaft and the wide belt are visible; with the single pulley she probably didn't reverse.

Photo is just below the bridge at Grantsville, taken by W. S. Pollock in 1920.



The RANGER is a good example of a gasboat posing as a steamboat. Built at Pt. Pleasant, WV in 1913, 64.4x19x2.5 feet size, 32 h.p. Built by M. J. Raikes and owned by William F.

Smith, Pt. Pleasant 1916-1917 and sold to Monongahela & Ohio Dredging Co., Pittsburgh.

**ABOVE:** Note the staggered wheel driven by a center chain. W. S. Pollock photo, 1921.

**GASBOATS  
CONTINUED FROM PAGE 21 -**

In 1928 the sternwheel gasboat ELAINE had on her a 12 hp. Fairbanks-Morse which then was 30 years old and going strong, owned by Mose Beaver of Sistersville, West Virginia. His JEAN had a 22 hp. F-M fully 27 years old. The MARTHA, also in the Beaver fleet, had a 40 hp. F-M on her 17 years old and the MILDRED NO. 2 had a 32 hp. from an F-M built in 1912. These sturdy gas engines were nigh indestructible. A gasboat named the HANOVER with a 32 hp. F-M in her burned and sank. The engine was recovered and placed on the NEW HANOVER, ran ten more years, then that one one burned and sank. The engine was again recovered from the bottom of the river and was put on the second NEW HANOVER where it chugged along three more years.

When was the first vertical (i.e. upright) gas engine hitched to a river towboat propeller? We talked about this question with J. Mack Gamble. Mack reminded us that in 1903 a fellow townsman in Clarington, Ohio, John J. Rea, built a dandy 50-foot boat with a tunnel stern and powered it with a three cylinder Wolverine, which certainly had upright cylinders. The boat was christened JARRETT and Mr. Rea's ambition was to load his family aboard and take off to St. Louis and the World's Fair.

The family, as sometimes happens, did not share the enthusiasm of Mr. Rea and the trip was called off. Mr. Rea chopped off some of the fancy woodwork\* he'd created to pretty the boat for her voyage and made a towboat out of her. Therefore, possibly in 1903 and certainly in 1904 there was a three cylinder, 'single prop towboat at Clarington, Ohio. This one may not have been the first, by any means. That it was not satisfactory seems evident inasmuch as Mr. Rea converted the craft into a sternwheeler, still using the three cylinder Wolverine.

\* \* \*

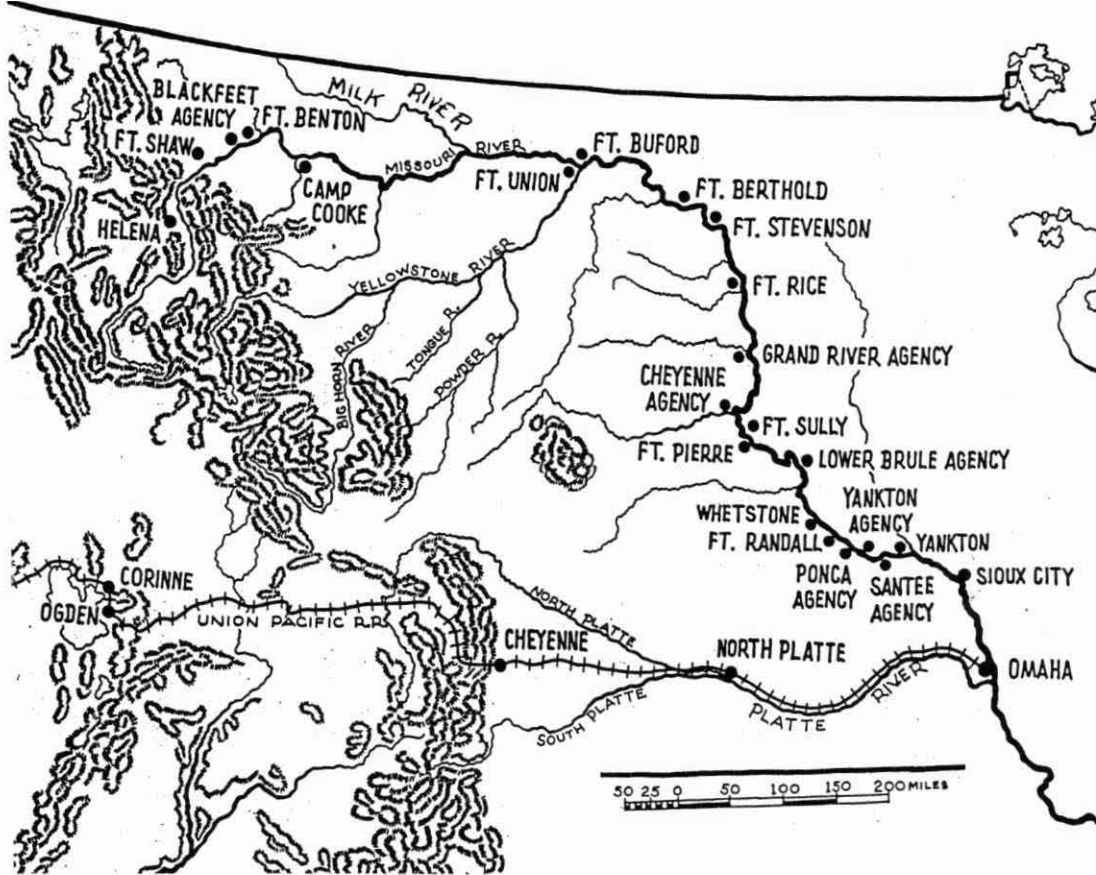


**TOP:** MILTON was a packet built at Clarington, OH, 1916, 100x18.2x3.0, 50 h.p. Owned by John Ueltschey and ran local trades at Wheeling. Photo at Wheeling, 1918, by Fred Way.

**CENTER:** ST. DENNIS built at Ravenswood, WV, 1915 by a Mr. Ritchie, owner of St. Dennis Mills. Burned at Parnassus, PA October 26, 1920. Photo Rochester, Pa. by W. S. Pollock.

**LOWER:** DAN PATCH was built at Levanna, OH in 1905 for B. D. Raikes, 79.4x12x2.0, 32 h.p. Pushed a fancy houseboat and photographed at Monaca, PA by W. S. Pollock, June 4, 1921.





#### UPPER MISSOURI RIVER, OMAHA TO FT. BENTON

On the morning of May 26, 1869 the HENRY M. SHREVE left her overnight landing five or six miles below the mouth of the Milk River (top, center on the map). By 5pm. that evening she stopped for the day at Ft. Peck, about fifteen river miles above the Milk River, a long day's work. Map from A History of Steamboating on the Upper Missouri, William E. Lass, University of Nebraska Press.

#### A TRIP TO FORT BENTON IN 1869,

##### The Log of the HENRY M. SHREVE Part III

The late William J. Peterson 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. Parts I and II appeared in preceding issues of the S&D Reflector.

The log of the HENRY M. SHREVE continues from we left off, following the excitement of a buffalo shoot on May 25. The larder was restocked with fresh meat by the killing of a young bull, weighing 500-600 pounds dressed. The boat had laid up overnight a few miles below the mouth of the Milk River which empties into the Missouri a short distance below present-day Ft. Peck Dam at mile 489.2 above Sioux City, 343 miles below Fort Benton (U.S. Engineer mileages).

**WEDNESDAY MAY 26:** Left at 3 o'clock A.M. & Passed the Mouth of Milk River at 4½ o'clock. Landed & Lost one Hour Exchanging old Tiller Rope for a new Grass one. This morning is a gail, Cold, Cloudy, & Raining.

The River Still continues to Rise Slowly & in most excelent Boating order. No Sight this morning of the PENINAH nor VIOLA BELLE. We all had Buffaloe Stakes & Liver plentiful this morning. Some pronouncing it excelent & others as old & tough as our Grand River Bullock. 9 o'clock Landed to Wood from old Dead Trees, the Weather Very Wet & it is with great difficulty that We get Wood to go on. Left at 12 o'clock looseing 3 Hours at this Wooding - 1 o'clock P.M. We are now 50 days out from Saint Louis & a few Miles below Coapland Landing. Arrived at Fort Peck at 5 o'clock & took 30 cords Young Green Cotton Wood at \$7 amtg to \$210.00 for which we had to pay the Cash as they would not credit us until our return. Got it on Board at 9 o'clock & lay here all night. The PENINAH Passed up 2 Hours ahead & the VIOLA BELLE 4 hours before our arrival.

**THURSDAY MAY 27:** Left Fort Peck at 3 o'clock A.M. This day is Clear & Cool. Landed & took on an old Log House for Wood. Found the Remains of an Indian which Several of the passengers took parts of the Skeleton as relics. Geting on Slowly as our 30 cords of Wood does not make much Steam. 1 o'clock P.M. We are now 51 Days out from St. Louis - 6

o'clock P.M. Landed at Terrys Wood Yard & Cut old Dead Trees until 10 o'clock & Lay here all night. Ran 60 or 70 miles this day. River Still Rising. The Gunners all had fine Sport this Evening Shooting Prairie Chickens with Rifles & Pistols Killing 9 and one Rabbitt.

FRIDAY MAY 28: Left as usual at 3 o'clock A.M. & Passed the Round Bute at 6 o'clock A.M. This morning Clear & Cold, the River Still Continuing to Rise Slowly. Saw a Herd of 7 or 8 Deer on the Waters Edge in Some Willows & 3 Shots was fired & no Deer fell 8 1/2 o'clock Great Excitement on Board & 10 Miles above Round Bute. 5 Buffaloe are crossing the River just ahead. All hands as usual commenced an indiscriminate attack on the Herd all Swimming closely together & the Boat Running over them when Nelson Edwards (The writer! Ed.) or Capt. Carter Killed one in the River. Three others got out & as two was close together climbing the Steep Bank, I fired with a U.S. Muskett & over Backward fell one of them Dead. All continuing to fire at the other one until it two was keeled over into the River & Drowned, so we now have 3 Buffaloe on Board out of the 5. The other 2 are bound to die as they are full of Bullett holes. We could get them by Stoping & hunting them up as they can easily be found, but we have Buffaloe meat enough for the next 20 Days - Got underway at 9 o'clock, looseing a little over one Hour for 3 buffaloe. This is Sport & glory enough for one Day Buffaloes Slaughtering. 35 miles below Mussell Shell. 1 o'clock P.M. Passed Castle Rock & We are now 52 Days out from Saint Louis with 3 Splendid Buffaloe Dressed & Hanging up in this Cool & Braceing Atmosphere, Fresh Meat enough to last 1/2 the trip down. To day we all faired most Sumptiously on Prairie Chicken Pot Pie, Rost Hump of Buffaloe, with other Smaller delicacys. Expected to find Wood at a yard 25 miles below Mussell Shell. Found the Ranch vacated & no wood. Took Logs from the Cabin & Picked up all the dead trees & Limbs & Left. Passed the Wreck of the Str. J. H. TROVER (6 o'clock P.M.) High & dry inside of a Big Sand Bar. This Boat was Lost last Spring by Capt. Joe Oleman. The water falling so fast while the Passengers & Crew were enjoying themselves Triping the Light Fantastic Toe. This Point is 50 miles below Mussell Shell where we hope to get a plenty of Wood. Landed at Point au Pauchett at 6 1/2 o'clock & found plenty of good cotton Wood. Took 15 Cords Dry at \$7 & 11 1/2 Cords Green at 5 per cord, amtg to \$157.50. Gave Due Bill to be Paid at Mussell Shell on Down Trip. Left this Wood at 8 o'clock P.M. & Run about 15 miles & Laid up for the night. Ran 60 or 70 miles today.

SATURDAY MAY 29: Left at 3 o'clock A.M. & arrived at Mussell Shell at 8 1/2 o'clock. Took on 16 1/2 Cords Pine Wood at \$8 Cord - \$132.00, less \$61.90 Mr. Lees Freight Bill & Gave Due Bill for \$70.10 Balance

Payable on down trip. Steamers VIOLA BELLE & PENINAH left here at daylight this morning. Several Shots fired at Deer this morning. No Go. 12 o'clock M. Wooding at Lone Tree Wood yard 12 miles above Mussell Shell. Took 10 Cords at \$5 Cord. Gave a Due Bill for \$50. It is now 1 o'clock & 15 miles above Mussell Shell & We are 53 Days out from St. Louis. The River is falling now above Mussell Shell. The Str. PENINAH Reported 2 Hours ahead here. 6 o'clock Passed the PENINAH above Fort Hawley. Run until 10 o'clock tonight & overhauled the Steamer VIOLA BELLE laid up for the night. Landed & laid up in company with her. Killed a Splendid Small Deer this Evening about 7 o'clock. So we have a plenty of Game on Board. Made a most excelent Run since daylight 70 or 80 miles - 10 1/2 o'clock the Str. PENINAH came up & the fleet of Bob Tails all laying up together Socially for the night as formally.

SUNDAY MAY 30: The fleet left this morning at 2 o'clock A.M. in good order & Rotation. Arrived at Armel Island some 25 or 30 miles above at 7 o'clock. Ahead of the 2 Packetts at 8 o'clock. Str. PENINAH passed up full of Wood. 11 o'clock VIOLA BELLE landed to Wood. We took on 50 Cords Green Cotton Wood at \$7 Cord - \$350.00 & Gave Due Bill for \$324.50 Balance due. Sold 1 sack Sugar & Left at 11 1/2 o'clock. It is now called 260 miles to Benton. 1 o'clock P.M. 10 miles above Elms Island & now 54 Days out from St. Louis. Arrived at Grand Island 225 miles below Benton at 4 1/2 o'clock & found there was only 3 1/2 to 4 feet water here & the SHREVE drawing 4 feet 2 inches water with 60 or 70 Cords Wood on Board. The PENINAH aground over in the left hand Shoot. 9 o'clock Str. MOUNTAINEER arrived & Laid up for the Night. We are now Laying close up to the Foot of Grand Island & Putting our wood on the Island in hopes of Lightning up enough to get over this Bar in the morning. The River is falling fast which is a Very unfavourable prospect of Soon geting up to Benton.

MONDAY MAY 31: River fell one Inch last night. Strs. PENINAH & MOUNTAINEER Lightered over & Went on before 8 o'clock. We are Still Putting our Wood on Shore & hope to get over Sometime today. VIOLA BELLE Laying at our Stern undisided what to do. 9 1/2 o'clock Str. NILE passed down from Benton with a Sighn hanging (Time 32 Days). This morning is Clear Bright & most delightful May Weather. The NILE Reports all the Boats above & at Daupans (Dauphin) Rapids Lightning over & advised us to leave all of our Wood as there a plenty of Wood above. 10 o'clock We finished puting our 60 Cords Wood on Shore & now Drawing 3 feet 6 inches with all of our Freight on Board & now left the Island to try & get over the Bar. Str. PENINAH got over at 11 o'clock by putting her Wood off & then takeing it on again. VIOLA BELLE took our position at the foot of the Island &

commenced Lightering with freight & Wood. 4 o'clock P.M. The SHREVE has been compelled to go back to the Island alongside the VIOLA BELLE & commenced Lightering. 1 o'clock P.M. We are now 55 days out from Saint Louis. Or Freight in our two yawls. 8 o'clock P.M. Both Boats knocked off work & laying up Side by Side for the Night, as the crews are completely tired out. The SHREVE has had a very heavy Job of Sparing & Hauling all day. We parted our line at a time we had every encouragement Soon to bve over. After this mishap we went to the Bank. River fell about 2 Inches. Hope to get over tomorrow.

TUESDAY JUNE 1: This morning the Weather is Still Warm, Bright & Delightful. Strs. SHREVE & VIOLA BELLE Still continue to Discharge Cargo. The River fell last night 1 1/2 Inches. 10 o'clock VIOLA BELLE started to cross the Shoal Water & to pass over. Her Stearn caught & she Swung Bow Down exactly in the position that we worked all day in yesterday. 12 o'clock M. Str. BIG HORN just arrived - another of the Bob Tail Fleet. 1 o'clock P.M. we are now 56 Days out from St. Louis & Still laying at the foot of Grand Island & nearly ready to attempt a 2nd trial to get over this Shoal Bar having lightered up to 3 feet Water. The Str. LACON has arrived, so there is only the Str. HUNTSVILLE behind to again make up our Bob Tail Fleet Complete. 4 1/2 o'clock Got over the Bar Safely & now laying alongside of our Freight & Wood Pile takeing Wood on. The Str. VIOLA BELLE Still Hard aground yet. Str. LACON passed over 2 Hours ago without Lightering, drawing 3 feet. 7 o'clock Str. VIOLA BELLE got over Safe & landed at her Wood & freight pile. (In) only a few minutes the SHREVE & VIOLA BELLE Left Each from 60 or 75 Tons of Freight on Grand Island & expect to proceed on to Benton & Return for this freight. 8 o'clock P.M. The SHREVE is now under way in Sight & behind the VIOLA BELLE. Detained 53 Hours at Grand Island. Left the Str. BIG HORN below the Bar Lighting over. 9 o'clock P.M. Both Boats Laid up at Wood Yard 8 Miles above Grand Island for the night. (Thus Closes the days Work & an important desiseion in Leaving a part of our Cargo behind.)

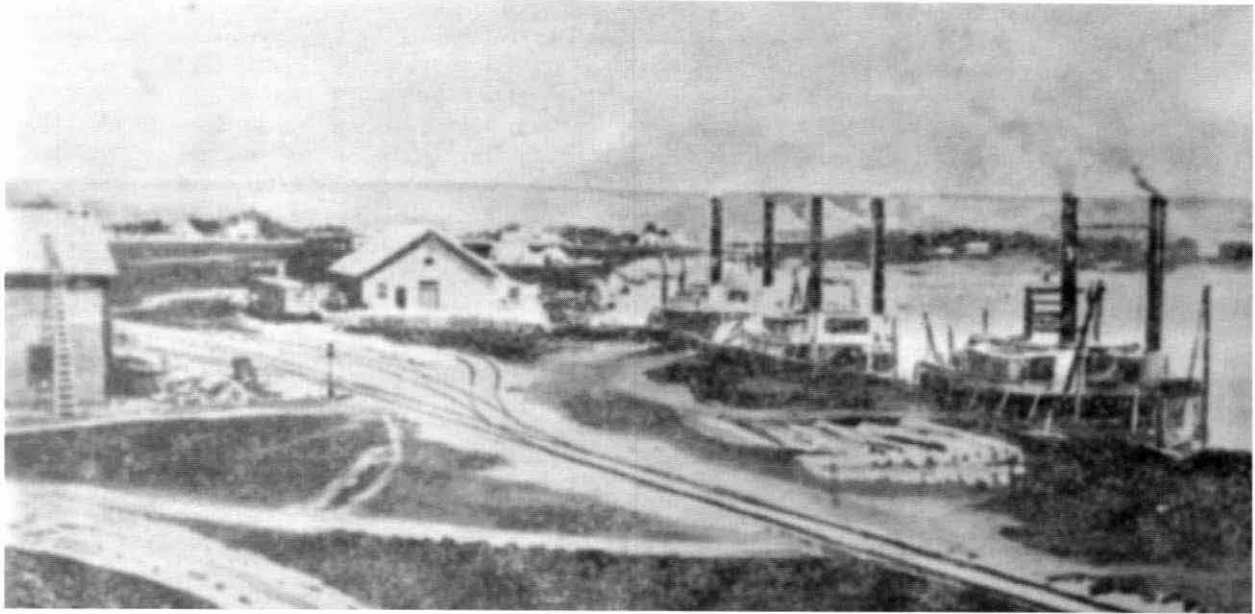
WEDNESDAY JUNE 2: Left as usual 3 o'clock A.M. & arrived at Cow Island 6 o'clock with Str. VIOLA BELLE close behind. Found Str. MOUNTAINEER aground with her Wheel Broken & apart of her Cargo on Shore. PENINAH laying to the Shore Repairing her wheel and Str. LACON just got over the Shoal Rapids. 10 o'clock Str. BIG HORN Came up. 11 o'clock PENINAH over & gone. 12 o'clock Str. IMPORTER Passed down from Benton & with a good trip of Passengers in Sight, Reporting only 30 Inches at Dauphan (sic) Rapids. This is truly Discouraging as we Draw 3 feet with a part of our Cargo on Board. 1 o'clock P.M. we are now 57 Days out from St. Louis & have a tremendous Strain on

our Hauser on Shore pulling over the Rapids at Cow Island. Passed Str. LACON Hard aground at Birds Rapids. 9 o'clock P.M. Str. PENINAH & SHREVE arrived at a good Pine Wood 6 miles below Dauphins Rapids at the Salty Price of \$15 per Cord. Str. SHREVE took 20 Cords & Gave Due Bill for \$350. The Str. PENINAH took 8 Cords only. Laid up here for the night. The IMPORTER Reported today that there was only 30 inches Water on Dauphins Rapids. (Saw 10 Mountain Sheep this Evening.)

THURSDAY JUNE 3: Left as usual 3 o'clock A.M. This morning cloudy and indications of Rain. Arrived at Dopans (sic) Rapids with the PENINAH. Found the Str. ONLY CHANCE aground & working hard on the Rapids. The SHREVE is drawing 3 feet & we find only 30 Inches in the Rapids. The PENINAH is Lightering up again. We have laid a line ahead & now expect to pull ofer a Point by main Strength. 11 o'clock Str. SHREVE now commenced lightering up to 39 Inches with the 2 Yawls & Str. VIOLA BELLE on the opposite side of the River Lightening up & Hauling her freight around the Shoal Water with Teams. 1 o'clock PENINAH Lightered up to 27 Inches & now hard aground on the Rapids. Knocked off Lightering at 8 o'clock but rooling all our BBIs on Shore to commence early in the morning. 9 o'clock Str. BIG HORN arrived up. ONLY CHANCE still aground in the Channel. Our only prospects is in the Antisipated Rise tonight & tomorrow as the River Raised 1/2 inch today on the Rapids & the prospects flattering for a continuance. Men down today from Camp Cook reports the Judeth (sic) - a considerable littl Stream as Running out very freely. The Weather is Cool & Cloudy all day & Strong indications of Rain. Laid up now for the night & today at 1 o'clock was 58 days out from Saint Louis.

FRIDAY JUNE 4: Dauphins Rapids is a Very hard Road to Travel. The Strs. PENINAH & ONLY CHANCE Drawing only 2 feet both hard aground on the Rapids & Completely blocking up the Channel. The River fell last night one Inch which is truly discouraging. Str. VIOLA BELLE Left this morning bound down for her freight Pile Stored on Grand Island, after putting out her entire Cargo & leaving men with it to haul it to the head of the rapids in her absence. There is no other alternative for the SHREVE but to follow the Same Course. Str. BIG HORN is lightning whare the VIOLA BELLE Left. The Weather this morning is Clear, pleasant & delightful. 1 o'clock P.M. The Boats all hold their Respective Positions as above described & We are now 59 Days out from St. Louis (Str. MOUNTAINEER just arrived).

SATURDAY JUNE 5: This morning is Bright, Clear & pleasant & Dauphan Rapids Still holds the Fleet in the following order - PENINAH & ANDY ECKLEY over & at the Head - SHREVE & the MOUNTAINEER at the foot & BIG HORN Still aground in the middle Shoal Water.



#### SIoux CITY, IOWA - 1868

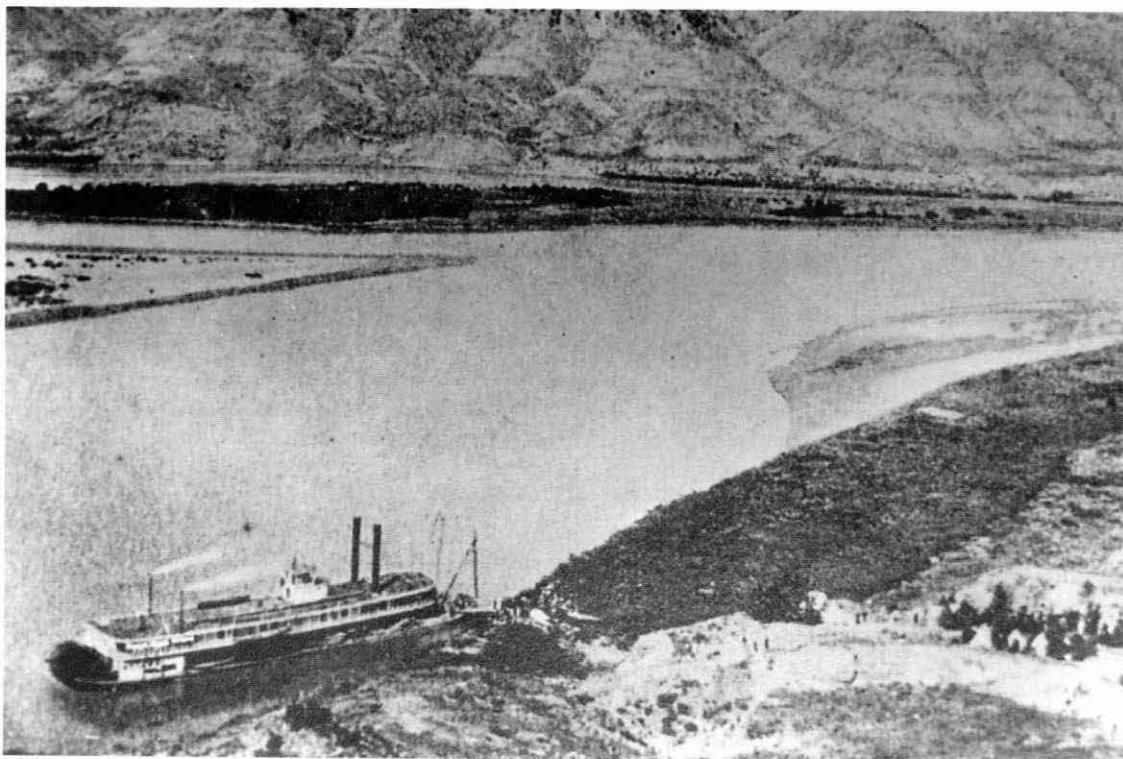
The Chicago & North Western Railroad reached Sioux City in 1868 and made it the major shipping point for freight going to the upper Missouri. The rail siding and freight house to facilitate the transfer of freight to the boats is prominent in this view. The boats from right to left are: NORTH ALABAMA (4226), ANDREW ACKLEY (0254) and ZEPHYR (5905). The first two of these are noted several times in the HENRY M. SHREVE log.

*MOUNTAINEER* Putting her Cargo off & Lightering over with 2 Yawls with Mules to tow & will Return to Cow Island for Balance of her Cargo. 11 o'clock A.M. Str. SHREVE Reshipped all of her passengers on the PENINAH AT \$15 ea. for Cabin & \$3 for Deckers to Benton, all left Satisfyed & in a good humour. The MOUNTAINEER would Ship her Passengers on the BIG HORN & Left the foot of the Rapids bound down to Grand Island to bring up the Balance of our Cargo. Left 8 M(en) & 2 Clerks with our frght Pile at the foot of the Rapids to get it over with our Big Yawl in our absence.

(Both BIG HORN and SHREVE, after offloading their freight, headed back down to Grand Island to bring up the cargo left there. Ed.)

The River in a Stand today & last night. 12 o'clock M Met Strs SALLIE & HUNTSVILLE 6 & 8 miles below the Rapids. 1 o'clock P.M. We are now 60 Days out from St. Louis & 10 Miles above Cow Island. Met Str. VIOLA BELLE Returning with the Balance of her Cargo. Str. LACON still hard aground head down & in a bad predicament - out of Wood & Sawing both Guards off, for Fuel. Arrived at our freight Pile on Grand Island at 4 o'clock P.M. Got all our freight on Board at 8 o'clock & Arrived at Wood Yard 7 miles above at 9 o'clock & took on 20 Cords Green Cotton Wood at \$7 Cord. This was fast Job & quick time with 3/4 crew Since 11 o'clock. Lay up here for the Night, at Cow Island Wood Yard.

SUNDAY JUNE 6: Left at 3 o'clock A.M. Stopped at Ice House one mile above & got 779 lbs Ice at 1¢ lb. - 11.68. Hailed by a Yawl with the Pilot & 4 Men of the Str. SALLIE's. Crew came down for a Capston Wheel at this WYd Put out by Str. PENINAH. They got it & we took them all on Board. Mr. Richeson the Pilot in Charge had a large & fine Mountain Goat that he had killed on the trip down in his yawl. Arrived at Cow Island Shoals at 8 1/2 o'clock A.M. & Got over with a Line & Hard Sparring at 10 1/2 o'clock - 2 Hours which was a very Quick & Successful Job. 1 o'clock P.M. We are now at Sturgeon Island & 61 Days out from St. Louis. Passed Str LACON Still hard aground at Sturgeon Island, Head down & Still at Work. Arrived at Dauphans Rapids Pine WYard 6 miles below the foot at 4 o'clock - took 10 Cords Pine Wood at \$15.00 Cord & Gave Due Bill for \$150.00. Left 6 o'clock - 2 Hours taking on this wooding. It is now very Cloudy & Raining & every appearance of having a Big & Heavy Rain tonight. The River Reported to have Risen 1 1/2 Inches at the Rapids Since we left yesterday. We feel much apprehension for our freight Pile at the Rapids as it is not tarpaulined & we are making all posible Speed up this 6 miles to get our Tarpaulian over it, but Trust that Capt. Wray of the SILVER BOW will protect it with his as we here that she has Returned & takeing on her Cargo Laying along side of our Freight Pile (This is our hope & Salvation). Arrived at Dauphans Rapids at



#### COW ISLAND, WHERE MANY FT. BENTON TRIPS ENDED

This is a view from the north bank of the shallows that prevented many boats from reaching Ft. Benton. The distance by river in 1869 is given by some as 198 miles; the Cow Island Trail by which freight could be hauled in wagons to Ft. Benton was estimated at 120 miles; today's maps give the river distance as 126 miles. Date of the photo and name of the boat putting off freight is unknown to us.

7 o'clk & was gratified to learn that our Freight had been protected & did not get Damaged by the heavy Shower of Rain. Found all of our freight had been Lightered over to the head in our absence. SILVER BOW & NORTH ALABAMA at the head of the Rapids Down from Benton. SILVER BOW finished taking on her Cargo & Left tonight for Benton & NORTH ALABAMA loading with the MOUNTAINEER's Cargo what She brought up to leave in the morning. Raining & Indications of Rain tonight, which we all pray for (Laid up all Quiet for the night).

MONDAY JUNE 7: This day Cloudy & Rain in Showers interfering with our lightering. Str. MOUNTAINEER left at 9 o'clk for Cow Island for the Balance of her Cargo. Str. VIOLA BELLE & HUNTSVILLE got over the Rapids. NORTH ALABAMA left for Benton. We Succeeded in making a Written Contract with her to take 100 Tons of our Cargo to Benton on this her return trip at 1¢ per Pound, the best that we could do. The River has risen 3 Inches today & the Prospects that there will be water enough for us to try it in the morning & to go on to Benton. If So, we have a prospect of getting all of our Cargo through to Benton in the next 8 or 10 days, which is a very important consumation, at the Same time Very expensive. But we hope our actions in this

uncertain position - how to act may turn out for the Best. 10 o'clk P.M. Str. MOUNTAINEER has returned from Cow Island with the Balance of her Cargo - Str. SALLIE Still laying at the foot of the Rapids - will be ready to try it tomorrow. At 1 o'clk today we are 62 Days out from St. Louis.

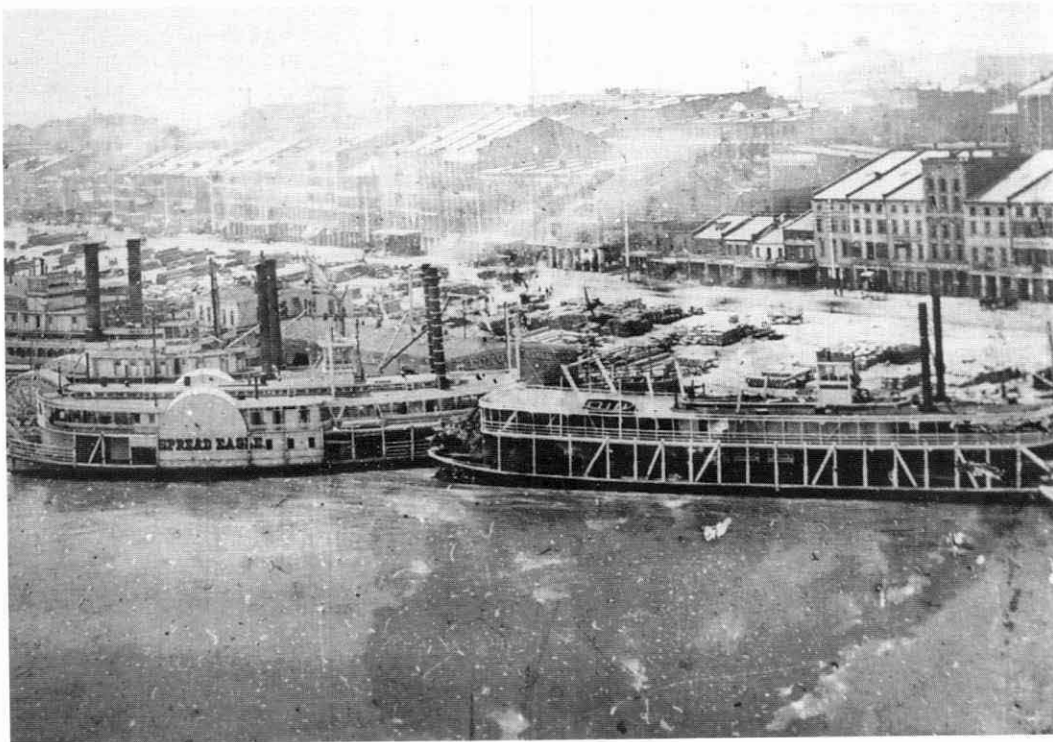
TUESDAY JUNE 8: The River very unexpected fell 3 Inches last night. Notwithstanding the Str. SHREVE & SALLIE Raised Steam & both Boats went over & to the Shoal Water on the Rapids. The SALLIE got over the first difficult part & at the 2nd Stuck. The SHREVE got her Yawl & Hawser out way up the Bank & was about to bring it on Board in order to haul over. Just at that time Capt. Carter Concluded that it was going to be an all day Job with a falling River - that it was not best to get the SHREVE over this Rapids. 8 o'clk AM. We are now landed at our old Landing & now finishing to day to lighten every pound to the head & for the SHREVE to return to St. Louis. 8½ o'clk Str. CORA passed over & down to St. Louis, Reporting the River above to be very low & but little rise anticipated. We learn that She is very much Broken up & in bad condition by hard Work on Shoal Water - 9½ o'clk Str. SALLIE has got over Drawing only ? inches. The SHREVE & MOUNTAINEER the only & last 2 boats at the foot & both trying to

get ready to head down for St. Louis as being the most advisable under all the difficult Surrounding Circumstances. 12 o'clock Str. SHREVE again left her Landing for the 2nd time to cross the Rapids.

1 o'clock P.M. We are now 63 Days out from St. Louis & Hauling over Dauphan Rapids. 4½ o'clock P.M. The Bulley SHREVE is now over & is laying along Side of her Freight Pile with her entire Cargo & will Soon Commence takeing it on. The SHREVE was only 4½ Hours geting over this difficult & trying Spot. Having Passed the light Stern Wheel SALLIE aground on the Rapids. This has been the quickest trip from the foot to the Head of any Boats, Since our first freight Pile. MOUNTAINEER just Started to come over. Str. LACON is laying at the Foot of the Rapids - 9 o'clock P.M. Str. MOUNTAINEER over & at her freight Pile - 4 hours geting over, beating us ½ Hour and the Quickest Trip over that has been made. Both Boats Worked hard until 2 o'clock A.M. takeing on Cargo. The SHREVE Left on ½ of her Pile Supposed to be 100 Tons for the Str. NORTH ALABAMA to take up as per contract.

WEDNESDAY JUNE 9: This day is Clear Bright & pleasant & we now have a good prospect of Getting the SHREVE & her entire Cargo up to Benton in the next 7 or 8 days. River fell last night ½ inch. Str. SALLIE left at 11 o'clock last night. The Str.

LACON Still at foot of the Rapids. 8½ o'clock A.M. SHREVE & MOUNTAINEER both now underway & bound for Benton. Took 3 Cords Pine Nots from WYard in Sight above the Rapids this morning in a Yawl at \$15 Cord. Will pay on return down. 10½ o'clock Landed at Importer Ld 10 miles above Dauphins Rapids & took 10 Cords Pine Wood at \$15 Cord & Paid the cash \$150.00. Left this WYard at 11½ o'clock. MOUNTAINEER behind not in Sight. 1 o'clock P.M. We are now 64 Days out from St. Louis & 10 miles below Camp Cook. 3½ o'clock Passed Camp Cook did not Stop. 1/4-4, Landed at Wood Yard head Drowned Mans Rapids & met the BIG HORN from Benton going down for the balance of her freight at Cow Island. Took on 14 Cords Pine Wood at \$14 Cord - \$196.00 & 10 Cords Cotton & Mixed Wood at \$10.00 Cord - \$50.00 (Why not \$100? Ed.) Amtg to \$246. Sold 20 Sacks Flour at \$8 Amtg to \$160 & Gave Due Bill for \$86.00 Balance. Left at 5½ o'clock P.M. 9 o'clock P.M. Landed at Foot Pablois Rapids, having Run 50 miles & made 2 Woodings from Dapins (sic) Rapids Since 9 o'clock this morning in 12 hours. Met Str. ONLY CHANCE at 6 o'clock P.M. We are now about 100 miles below Benton. We found the River today good & a very beautiful stream with 4 feet water & many Rapids. Hope to Reach Benton Friday 11, if in good luck. Lay up here for the night.



ST. LOUIS WATERFRONT, 1875

The sternwheel boat is the COLOSSAL which reached Ft. Benton July 20, 1869 and seems to have been the only boat in the trade not noted in the log of the HENRY M. SHREVE. COLOSSAL (1239) was a new boat in 1869 and designed as a freighter with only a small cabin. The SPREAD EAGLE (5168) was built in 1873, 180 feet long, five feet shorter in the hull than COLOSSAL.

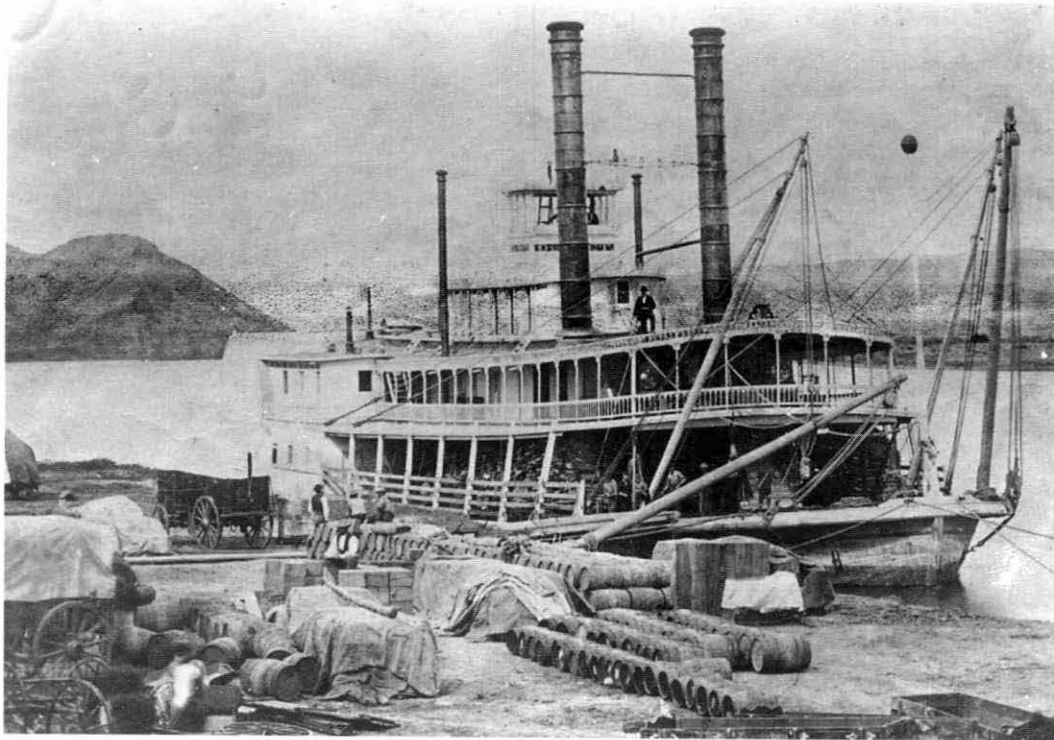
THURSDAY JUNE 10: Left Pablois Rapids at the usual time. Str. MOUNTAINEER Passed us on the Rapids & Soon left us behind. Met Str. ANDY ECKLEY at Eagle Creek going down for the Bal of Freight. Landed at below Coal Banks 10 o'clk. Took 9 Cords Young & Green Cotton Wood at \$8 - paid the Cash \$72.00. Str. HUNTSVILLE in Sight ahead. She took 13 Cords at this W. Yard. The Day is most beautiful Clear & Braceing Weather. We have passed the Hole in the Wall today & many other beautiful & Grand Sights of Natural Masonry. The River is as beautiful as the upper Mississippi & Much More Sublime & Romantic. 1 o'clk P.M. We are now Coaling 75 miles below Benton & 65 Days out from St. Louis. Took 30 Boxes at \$1.00 Box or 50¢ Bus as an experiment to test the quality. Sold 2 sks Flour at \$10 each in payment. Str. PENINAH passed down from Benton Returning for her freight at Daupans Rapids. It is now Very hot & the first Summer day of the Season. Landed at 3 Sisters Islands 10 miles above Coal Banks. Took 14½ Cords Green Cotton Wood at \$8 - Amtg \$116. Gave Due Bill Payable in Benton. 7½ o'clk P.M. Passing through Spanish Island 15 miles below the Mouth of the Mariah. The SHREVE Swung down broad Side on the Solid Gravely Bar as low down as a very Strong Current Would carry her & now harder aground than at any time during the entire trip. Have been Sparing with both Spars for 2 Hours & can not mover her but little. They are now Shifting the freight from her Bow away aft in hopes to make her Spar easily until the Current will Strike her Starboard Bow when that will Surely take her into deep water. This detention is truly a great missfortune as we hope to Reach our Destination Fort Benton by 10 o'clk tomorrow morning & this ending this our long up Stream & tedious Journey. 8 o'clk Str. NORTH ALABAMA passed down from Benton bound for Dauphan Rapids to bring up the Balance of the SHREVE's Cargo Left there about 100 tons as per contract & promised to have it up in 3 days which I fear is as Soon as we can now deliver our Cargo. All hands worked hard & faithfully until 12 o'clk night & the SHREVE Still hard & fast (Quit for the night).

FRIDAY JUNE 11: 3 o'clk A.M. All hands got to Work & Sparing again & 6 o'clk the SHREVE was made to float, went to the Bank, Cleared up the Decks & put her in trim & at 7 o'clk now underway & hope to Reach Ft. Benton by night. The weather is again most delightful. Had fine Sport this morning fireing 20 chots at a large Sized Wild Cat or Panther in an open Prairie moving along Slowly up the Bank (could not hit him) Left him quietly laying in a Small thicket of Cotton Wood Groth. Met Str. VIOLA BELLE below Mouth of Mariah at 8 ½ o'clk. Returning to Daupans Rapids for the Balance of her Cargo. 9½ o'clk. Landed at WYard 1 miles below Mouth Mariah & took on ----- Cords young Cotton Wood at \$8 Cord to be Paid for to A. P. Sample at Ft. Benton.

11 o'clk A.M. Passed Mouth of Mariah & now 28 Miles below Benton - 1 o'clk P.M. 10 miles above the mouth of Mariah & We are now 66 Days out from St. Louis. 4½ o'clk Wooding at Yard 15 miles below Benton. Took 10 Cords at \$8 Amtg to \$80.00 Pay Carroll Steel & Co. Left this Wood yard at 5½ o'clk & hope to reach Benton with(out) wooding again on this up trip. Our Fuel Bill now Amtg to \$648.70 from St. Louis up to Benton. 9 o'clk P.M. We are now 7 miles below Benton & tied up to the Bank for the night. Will take another Whet at it in the Morning & finish the Job.

SATURDAY JUNE 12: Left this Landing at 4 o'clk A.M. & now about 3 miles & found the Current So Strong as to have to lay a line. While heaveing on they Broke our Capstan Wheele all to flinders. This is a very Serious Calamity as it will want to be used many times on the down trip. It is, however, very fortunate that it did not breake farther off from Benton. We are now about 5 below Benton & hope to get there Some time before the Sun goes down. The river is Riseing & in a most excelent Stage - 4 feet of Water all the way from Dauphan Rapids up. 7½ o'clk We have laid another line now in Sight of Benton & Heaving to it by hand with Capstan Bars. We hope this will be the last one when we get up to the Point ahead. Str. SALLIE Passed down going for the Balance of her Cargo at Grand Island. Arrived at Fort Benton, the Long look for (the) Promise(d) Land at 9 o'clk A.M. & Found Str. MOUNTAINEER, HUNTSVILLE & SILVER BOW, the latter with Steam up to Leave & full of Passengers (She left at 12 o'clk M.). 1 o'clk A.M. (P.M.) We are now 67 Days out from St. Louis & Makeing 66 Days & 20 Hours time making the trip up to Benton. We have done a good days Work today getting all of our Cargo on the Levee & ready to deliver tomorrow, Sunday. All hands knocked off at 8 o'clk & we lay at the Landing quietly all night.

When the HENRY M. SHREVE arrived at Fort Benton on the 67th day of her arduous trip in 1869 she was about 3,000 river miles from St. Louis and some 2,100 feet up the hill. If you have been keeping close track of the mileages reported in this log you might take exception to the "3,000" figure. Rivermen in 1869 calculated about 3,100 river miles, St. Louis to Ft. Benton while the U.S. Engineers measured across the loops of the numerous meanders and gave the distance as 2,285. An undated distance card reproduced in, "The Rivermen", Time-Life Books, shows 2,663 miles. In any given year the actual miles of travel between two river points might vary from the year before or a year later. Some of the distance figures given by Clerk Nelson Edwards may have been based upon the river channel on a prior trip or the off-hand guess of the pilot on duty.



#### THE GOAL: FT. BENTON, MONTANA TERRITORY

This is the landing at Ft. Benton in 1873 and not much changed since the HENRY M. SHREVE arrived there in 1869. The date is probably June 29 or 30 and the DE SMET (1514) is very similar to the SHREVE in size and layout. The spar pole is holding her off of the bank, cord wood is stacked high on the main deck near the boilers and some of the 230 tons of freight has been unloaded. Capt. Joseph LaBarge was owner/master of the DE SMET. Only seven boats made the Ft. Benton trip in 1873; DE SMET departed July 15.

The HENRY M. SHREVE left Fort Benton at 10 A.M. on June 15 with the NORTH ALABAMA, MINER, VIOLA BELLE, LACON and PENINAH in port. The return downstream was made with few incidents and in one-fourth the time of the upstream trip. Of the boats met above Fort Buford at the mouth of the Yellowstone the UTAH, SILVER LAKE NO. 4, PETER BALEN and the BERTHA were making their first trip; the ANDREW ACKLEY was double-tripping and the BIG HORN and ONLY CHANCE were making their third trips from the point where they had left a part of their cargoes. The MOLLIE EBERT, ARKANSAS, COLUMBIA, ST. JOHNS, TEMPEST and IDA STOCKDALE did not get to Fort Benton. The PETER BALEN arrived in Benton on June 18, double-tripped back on June 26 and was destroyed by fire at Dauphin Rapids on July 22.

Between the mouth of the Yellowstone and Sioux City the SHREVE met the FLIRT, EVENING STAR, TACONY, ADMIRAL FARRAGUT, EMLIE LaBARGE, SULLY, SUBMARINE NO. 13, COLORADO, NICK WALL and WAR EAGLE, most of these being engaged in carrying government and private freight to points along this particular stretch of river rather than bound for Fort Benton.

The log of the HENRY M. SHREVE ends at Omaha where Clerk Nelson Green Edwards left the boat, perhaps to make arrangements for her in St. Louis. The St. Louis Dispatch of July 1 records the SHREVE's arrival that day and notes that she immediately

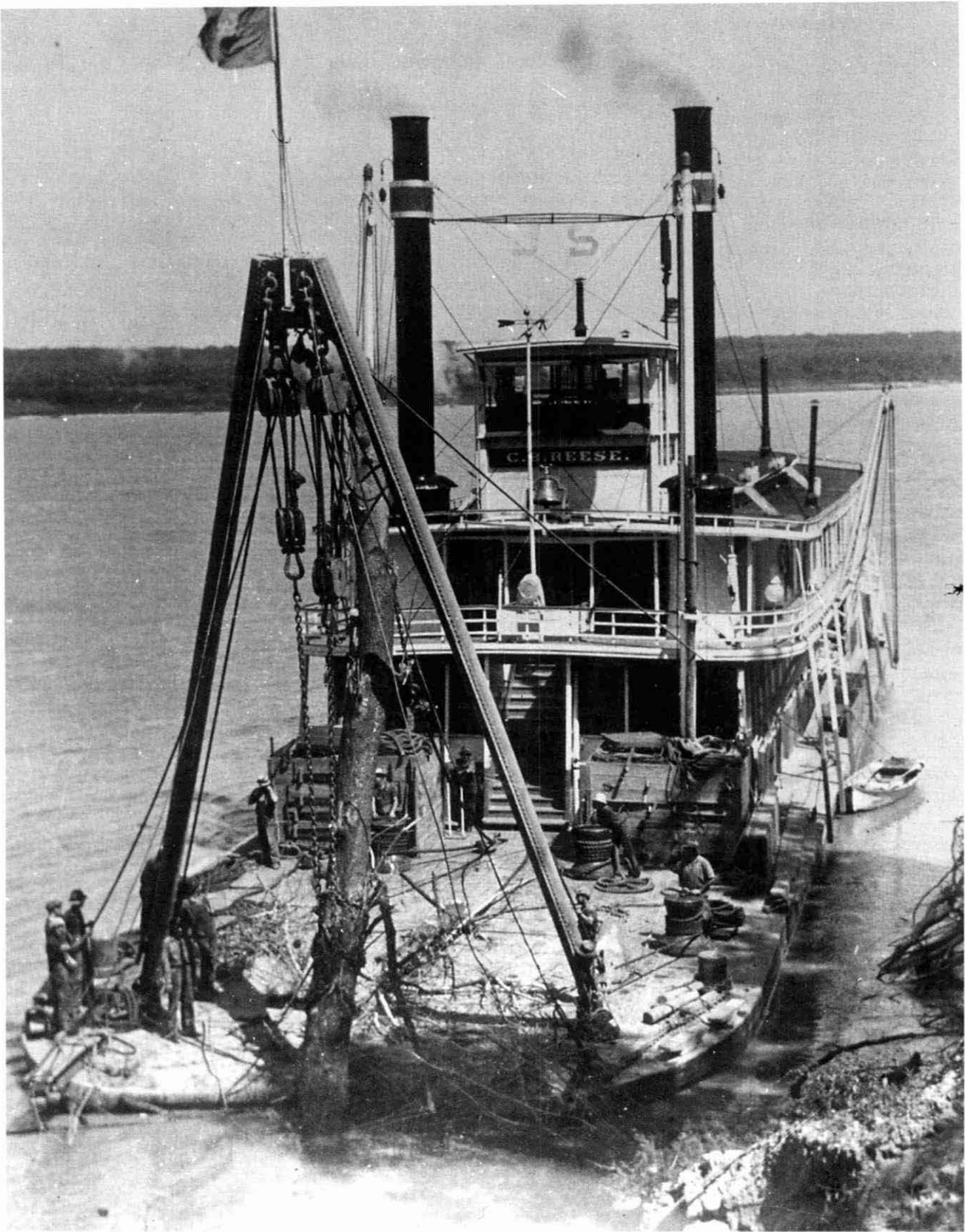
dropped down to the docks for repairs. The St. Louis Missouri Democrat of July 2 states that the SHREVE, "had enough of the mountain trade this year" and mentioned that Clerk Worsham had gained seven pounds while Capt. Carter had lost eleven. "They both can stand the change," the editor concluded.

From the financial details in the log kept by Edwards can be gleaned some idea of the importance of the clerk's position; the title purser was not used until some years later. Hunter's "Steamboats on the Western Rivers" gives the following going monthly wages of crews in the "mountain trade" in 1867: captains, \$300; pilots, \$500-550; clerks, \$150-200; mates, \$200; engineers \$150-200. Cabin passenger fares from St. Louis to Fort Benton were \$300 and freight rates about 12¢ per pound. In 1866 the PETER BELAN (Way 4459) is reported to have netted \$70,690 on one trip.

A trip from St. Louis to Fort Benton in the palmy days of steamboating on the Missouri had its moments of excitement but the descriptions of accommodations and bill of fare in the Edwards log should dispel any dreams of romance and luxury. Travel as pictured by writers traveling on the St. Louis-New Orleans palatial packets was a different from the accommodations and clientele on the wide and wild Missouri of 1869.

\* \* \*





The photo of the snagboat C. B. REESE on the cover of the December issue looked familiar to Ralph DuPae but this is the one in the files of the Murphy Library. Note that the snag

has now been raised to the top of the A-frame and another chain has been hooked up for a second lift; the yawl has been moved aft, out of the way. Print from the Murphy Library.

## - OBITUARIES -

## ELSTON G. KIRSCHNER

Elston Kirschner, 86, of Cincinnati passed away April 7, 1995. He is survived by his wife, Dorothy Sterrett Kirschner, three daughters, Karen Rodenkirchen, Carolyn Strottman and Debbie Raymond and seven grandchildren. He was preceded in death by a son, Elston G. Kirschner, Jr.

Elston Kirschner was associated with his father Augustus O. Kirschner in a well known marine supply business in Cincinnati and operated the ARTHUR HIDER (T0168) and BEN FRANKLIN (T0230) in the job towing trade. The BEN FRANKLIN was destroyed by fire at the foot of Pike Street, Cincinnati on December 2, 1935. A. O. Kirschner died October 25, 1935 and Elston Kirschner continued to operate the ARTHUR HIDER until she was sold to Capt. William C. Beatty in 1947. The ARTHUR HIDER's best remembered feat was the transfer of a number of houses from Pt. Pleasant West Virginia in Uniontown, Kentucky in 1944 and to Jeffersonville, Indiana in 1945. (See S&D Reflector, June, 1986 for extensive writeup.)

Today, Riverfront Stadium occupies the land where the A. O. Kirschner Company once operated at 19 Main Street, Cincinnati.

Our thanks to Carolyn Strottman, 215 Bradford Dr., Milford, OH 45150.

\* \* \*

## VESTA LEE HAYNES

Lee Haynes, 42, 1026 Lawton Rd., Covington, Kentucky died in her sleep at Huntington, West Virginia on November 5, 1995.

Lee could well claim to be a "daughter" of pioneer rivermen. Her father was Nathaniel "Nat" Brandon Haynes who was long a pilot and master for the Mississippi Valley Barge Line Co. as were her uncles Robert and Aubrey Haynes, Jr. Her grandfather was Aubrey DeVere Haynes, Sr. who started on the river as cub-pilot on the BELLE OF THE BENDS and was a master-pilot for the U.S. Corps of Engineers at

Vicksburg, 1910-1940. Lee was active with the Middle Ohio River Chapter of S&D and was also interested in Civil War re-enactment programs. Attendees at the 1995 S&D annual meeting will recall Lee at the banquet in a hoop skirted gown, one of her Civil War era costumes.

Lee's career was in law enforcement with some notable achievements. She was the first woman to serve on the Kenton County Police Department where she worked for five years. She had been a member of the Edgewood, Kentucky police department for the past ten years and was the first female officer in the state in charge of a canine unit and one of the first in the country. With her dog Igor, Lee was a familiar sight patrolling the streets of Edgewood. In 1983 Lee was sent to Europe to study law enforcement methods in England, France and Germany on behalf of the International Society of Enforcement and Justice Instructors.

Lee had considerable artistic talent. On several occasions she had created the likeness of suspects from witness descriptions which later resulted in apprehensions.

Lee Haynes is survived by her brother Nathaniel B. Haynes, Jr. of Park Hills, Kentucky; sisters Barbara Knotts of Kansas City, Kansas and Natalie Horner of Palmetto Beach, Florida. Burial was at Highland Cemetery, Ft. Mitchell, Kentucky with full police department honors.

We thank Cori Reade-Hale for reporting Lee's passing and supplying other details of her notable career.

\* \* \*

## ROBERT JAMES HAMMETT

Robert "Roddy" Hammett, 48, captain on the casino boat BELLE OF BATON ROUGE, was killed in New Orleans in the early morning hours of November 30, 1995. Roddy was a long-time member of S&D, regular attendee at the annual meetings and frequent contributor to these columns.

Circumstances leading up to Roddy's tragic death are unclear at this writing. He was on time-off from the BELLE OF BATON ROUGE, based at Baton Rouge, and had stopped overnight at New Orleans enroute to St. Marys, West Virginia to visit his mother. After dinner with close friend of many years Capt. "Doc" Hawley, Roddy's car was found early the following morning on Napoleon Avenue with the engine running, lights on and a passenger door open. Roddy had a bullet wound to the head and died later Thursday at Charity Hospital.

Robert "Roddy" Hammett was born January 12, 1947 at Marietta, Ohio to Robert James and Marguerite Pettitt Hammett of Willow Island, West Virginia. His father died when Roddy was five and his mother was postmaster of Willow Island for many years before her retirement. Roddy was a graduate of St. Marys, West Virginia high school in 1965. He became fascinated with the nearby Ohio River and its boats at an early age and shortly after graduation became watchman on the DELTA QUEEN.

Advancing through various positions on the DELTA QUEEN, including we believe at one point Purser, Roddy obtained his license as mate, master and eventually pilot. He worked with Capt. Clarke "Doc" Hawley on the DELTA QUEEN and, after the AVALON became the BELLE OF LOUISVILLE, the two were long identified with that popular excursion boat.

In 1975 the new excursion steamer NATCHEZ came out at New Orleans with Capt. Doc Hawley, master and Roddy Hammett, mate. The pair were part of the NATCHEZ crew for almost twenty years, for most of that time as alternate masters. As recounted on page 22 in the March, 1995 issue, S&D Reflector the Hawley-Hammett duo left the NATCHEZ at the end of 1994. Roddy had been mate and alternate master on the big (277'x77') BELLE OF BATON ROUGE since last summer.

Roddy kept his roots in West Virginia. He was an avid student

## OBITUARIES CONTINUED -

## CAPT. HENRY GAY

of history and several years ago purchased the historic house at Waverly, West Virginia once owned by Capt. Charles Ellsworth. The house was about to be lost to decay when saved by Roddy and he had worked at its restoration during his time off from the boats. As Doc Hawley commented, Roddy Hammett loved history, travel, classical music and good food; he described him as a true Renaissance Man.

Roddy Hammett is survived by his mother, Marguerite Hammett of St. Marys and six aunts: Ellen Gale Hammett, Ruth Bradfield, Marjorie Kyle and Anna Lee Pettitt, St. Marys; Mae Hammett, Belmont, West Virginia; Faynelle Broensen, Wheeling, West Virginia.

Funeral services were held at St. John's Catholic Church, St. Marys on December 5. Local friends and relatives were joined by a large group of river friends from New Orleans, Memphis, St. Louis, Rock Island, Louisville, Cincinnati and many river ports in between. The funeral mass was conducted by the Rev. Thomas Karchira and the Rev. Joseph Ezharath. Remarks concerning Roddy's life on the river were delivered by Capt. Hawley and Bill Dow, owner of the NATCHEZ, very appreciative tributes to Roddy's reputation as a fine and careful riverman for thirty years.

Burial was at the Hammett family cemetery at Willow Island, West Virginia. The line of cars stretched for a mile or more along the route from St. Marys to Willow Island. Just at the conclusion of the graveside services there was a brief shower, a final comment.

The Hammett Cemetery today is surrounded by an industrial complex, an oasis near the Ohio River in a sea of concrete, power lines and chain link fences. On the positive side, the Hammett Cemetery location will always be well marked for rivermen and others. Look at the cover photo of the September, 1995 S&D Reflector and the twin, tall stacks in the background of the AMERICAN QUEEN are the landmarks on the edge of the cemetery.

\* \* \*

William Henry Gay, Sr., 90, of New Matamoras, Ohio died at his home on December 22, 1995. Henry and his late wife Martha will be remembered by many S&D members as regulars at the annual meetings over many years.

Henry was born in Margarettsville, North Carolina on December 3, 1905, son of Jasper Stancel and Mary Bridgers Gay. In the late 1920s Henry gravitated to the upper Ohio looking for work other than staying on the farm. We recall that he then worked for a time in the oil fields which were then active in the Sistersville and New Matamoras areas.

Looking for work in the early 1930s, Henry was in Pittsburgh and found a job as deckhand. He said that the deckhand job saved him from returning to the farm and he thereafter made a career of the river. He worked up to mate on the W. P. SNYDER JR. and later became a pilot for the Ohio River Company. For a number of years Capt. Gay was master of the CHARLES R. STEVENSON of the Ohio River Co. fleet.

The Gay homestead was on the river bank above Grandview Island on the lower end of the village of New Matamoras, ideal for boat hailing. After retirement from the Ohio River Co. Capt. Gay did some trip piloting and on one or more occasions piloted Jan and Primo Di Carlo's pleasure sternwheeler DIXIE between Marietta and Guntersville, Alabama.

Henry Gay was active in the Masonic order, a member of Matamoras Lodge 374 and Scottish Rite Valley of Steubenville, Ohio.

Surviving are two sons, William Henry Gay, Jr. of New Martinsville, West Virginia and James Darwin Gay of Menlo Park, California; one sister, Mary Taylor Haigwood of Greenville, North Carolina and eight grand children.

He was preceded in death by his wife Martha, one son, David Edward Gay, and one grandson, Mike Gay.

Burial was in the Matamoras Cemetery overlooking the Long Reach of the Ohio River.

\* \* \*

**From the Hammett Family  
to our fellow S&Ders -**

We would like to use this medium to thank each of you for your heartfelt compassion which you demonstrated the past few weeks. The fact that Roddy was so well known and liked was evident by the huge outpouring of his friends who converged on St. Marys. We thank each of you who were able to be with us. We feel very fortunate to be members of such a close-knit fraternity that comes to the aid of those in need.

The outpouring of kindness by so many is gratefully appreciated and our words cannot begin to express our thanks to you. We do, however, feel the need to give a special "Thank you" to two special people: To Capt. Doc Hawley; it was comforting to know that Doc was in New Orleans handling those painful details. To Jeffrey Spear who seemed to be everywhere at once, helping in so many ways and doing whatever just had to be done.

Again, our heartfelt thanks to each of you. We appreciate you all and, as the new year continues, wish each of you the best.

Marguerite Hammett  
Robert & Joanne Kyle

## - THE BACK COVER -

Elsewhere in this issue you will find a discussion of some of the history of the BEN FRANKLIN (T02030). Here's BEN in action at St. Marys, West Virginia in the early 1930s. Mack Gamble took the photo and was on the Hi Carpenter bridge watching the BEN FRANKLIN coming around the bend at Newport, Ohio.

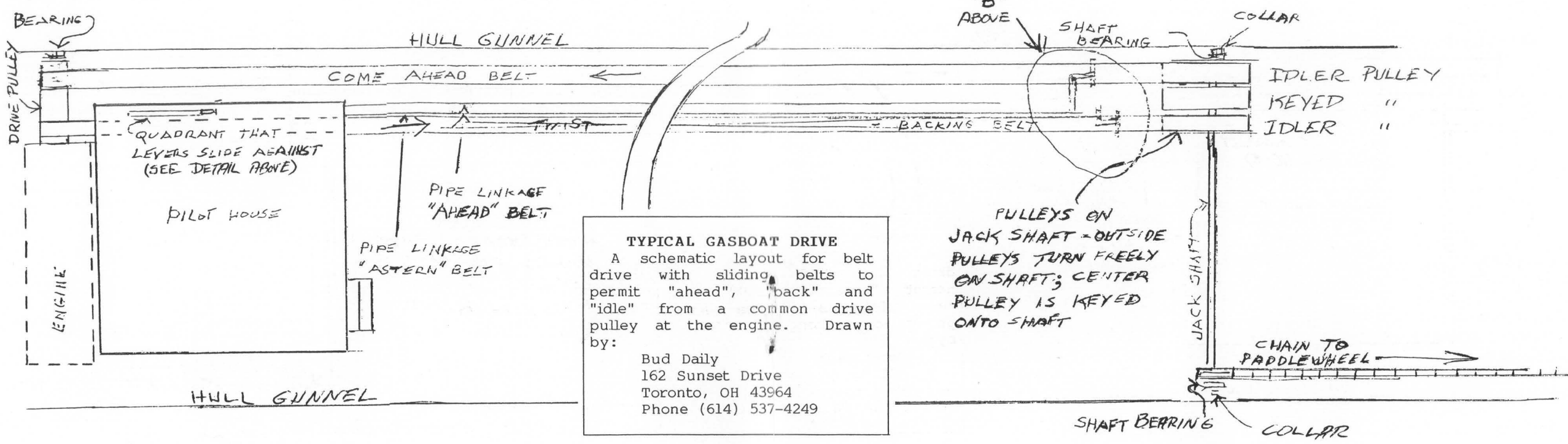
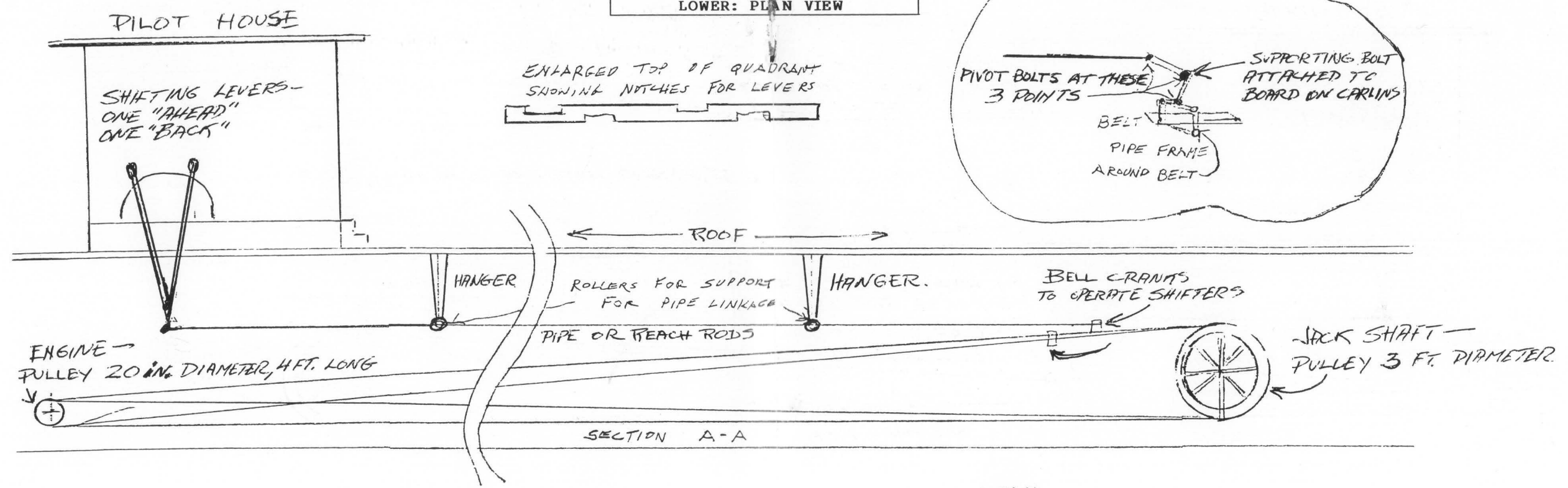
The BEN FRANKLIN started out as a raft boat on the Upper Mississippi and, typically, did not have big power; engines 15s-5 ft. stroke. She seems to be moving those two coal barges in lively fashion and there's a well loaded fuel flat alongside the boat. The indicated horsepower is a theoretical 275.

\* \* \*





DRAWING NOT TO SCALE!  
 UPPER: SIDE VIEW  
 LOWER: PLAN VIEW



**TYPICAL GASBOAT DRIVE**  
 A schematic layout for belt drive with sliding belts to permit "ahead", "back" and "idle" from a common drive pulley at the engine. Drawn by:  
 Bud Daily  
 162 Sunset Drive  
 Toronto, OH 43964  
 Phone (614) 537-4249

DETAIL "B" ABOVE  
 SHAFT BEARING  
 COLLAR  
 IDLER PULLEY  
 KEYED " IDLER "  
 PULLEYS ON JACK SHAFT - OUTSIDE PULLEYS TURN FREELY ON SHAFT; CENTER PULLEY IS KEYED ONTO SHAFT  
 JACK SHAFT  
 CHAIN TO PADDLEWHEEL  
 SHAFT BEARING  
 COLLAR