

S&D REFLECTOR

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of Pioneer Rivermen



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Marietta, Ohio

June 2001



FRONT COVER

The inside face of a flange on the paddlewheel shaft of the steamer SPRAGUE makes an interesting pattern. Some of the wheel arm pockets are empty as rot and time does its work. The wheel shaft has an outside diameter of 31 inches, to give the reader some sense of scale of Big Momma.

The SPRAGUE burned at Vicksburg April 15, 1974 and since then bits and pieces (large!) of her have been scattered around the river bank.

Photo 1996 by John Gilbert, Jr.

- LETTERS -

Sirs: We humbly appreciate your favorable reviews of our recent title, *Live Steam; Paddlewheel Steamboats of the Mississippi System* by Jon Kral. The approbation of knowledgeable aficionados always carries more weight than that of mere book reviewers. But - we received a call from member Thomas Grooms of Cincinnati who asked about a quote from the second review in the March issue which said our book featured six of the seven steamboats on the Mississippi River system. Mr. Grooms can't imagine where the seventh boat might be - nor can we. If we had known we would have filmed it. Please fill in the gap in our cultural literacy.

Jon Ward, Publisher
Long Wind Publishing Co.
2208 River Branch Drive
Ft. Pierce, FL 34981

= Reviewer Alan Bates glibly responds: "The steamer CHATAUQUA BELLE graces the bosom of Lake Chatauqua, New York. The outlet of said lake is Conewango Creek which joins the Allegheny River at Warren, PA, forms the Ohio at Pittsburgh and thence to the Mississippi. Ergo" Only the designer of the CHATAUQUA BELLE, Capt. Bates, would have figured that out. Ed.

* * *

- THE FREIGHT BOOK -

SPRAGUE Remains	5
Greene Line - 1939	6
DELTA QUEEN in WW-II	9
J. A. Yonker Memoir	13
S&D Chapters	16
WASHINGTON of 1816	20
Monongahela River History	22
Book Review	24
HELEN WHITE to Mexico	26
Obituaries	
Roy Worrall	35
Robert Prater	35
Jack Massey	35

Sirs: The identity of the artist who made the photo of the GORDON C. GREENE on page 10 of the March S&D Reflector seemed to be in doubt. We have this image in the files of the Murphy Library; it is credited to Lin Caufield, commercial photographer of Louisville, KY. Your print may be better than ours, - may we copy it?

Ralph DuPae
2222 Onalaska Ave.
La Crosse, WI 54603

= S&D is pleased to assist the Murphy Library add to its collection. The Area Research Center at the library currently holds more than 50,000 negatives of boat and river scenes, largely because of Ralph's diligence in locating new photos and his sincerity in dealing with the owners.

Looking for a photo? Contact:
**UNIVERSITY OF WIS., LA CROSSE,
AREA RESEARCH CENTER, MURPHY
LIBRARY, LA CROSSE, WI 54601-
3767. (608) 781-3333. Ed.**

* * *

Sirs: Enclosed please find my check for three new memberships, namely: Ed. Whitcomb, Rome, Indiana and Mr. & Mrs. Gary Johnson, Derby, Indiana. I once attended a reunion at Tell City hosted by Bert Fenn. He had been the drum major for the Indiana University Marching Hundred Band; I enjoyed the

reunion and boat ride on the river.

Ed Whitcomb
15415 W. Rome Rd.
Rome, IN 47574

= Welcome aboard for three more Hoosiers. Hard to believe that Bert Fenn has been gone for seven years; his enthusiasm for the river carries on for S&D. Ed.

* * *

Sirs: Kudos to John Stobart for the most gorgeous centerfold found in ANY magazine EVER published - his rendition of the Smithfield Street Bridge, Pittsburgh. As a boy I leaned on that bridge railing to watch the boats nosed into the sloping, cobblestoned wharf just as the man in the painting is doing.

Jack M. Hinkley
403 Amherst Ave.
Moon Township, PA 15108

= We too like the Stobart print in the December 2000 Reflector. Richardson Printing Co., went to great pains to get the shading just as the artist dictated, - the company prints those deep blue Maritime Heritage Prints offering brochures. The Pittsburgh print is 20"x30" in size, available at (617) 227-0112.

* * *

Sirs: In the September 2000 issue I noticed an article concerning the Majestic Showboat video shown at the O-K Chapter meeting. My father, John J. Black, and my sister and I performed on the Majestic and I'm particularly interested in obtaining a copy of the video.

Edith O'Donnell
2000 Canyon Dr.
Fullerton, CA 92833

= The video is owned by PBS and the University of Cincinnati. It had not been released as of February 19; no showing had been made on Public TV at that date. Watch the Reflector or your local PBS station for availability. Ed.

* * *

NOTICE OF ANNUAL MEETING

Sons & Daughters of Pioneer Rivermen September 14 and 15, 2001 Lafayette Hotel, Marietta, Ohio

Registration and evening social reception will begin on Friday evening at 8 PM in the hotel ballroom. Pick up a schedule of this and other meeting events at the hotel main desk, - whether you are staying at the Lafayette or not.

The annual business meeting of the association will convene in the ballroom at 9:30 AM on Saturday morning, September 15. A three hour luncheon cruise on the VALLEY GEM is planned, departing from the Public Landing in front of the hotel at 11:30 AM.

Speaker at the Saturday evening banquet will be Mr. Arthur Parker, McKeesport, PA and his subject the Monongahela River. Mr. Parker is the author of the recent book, "The Monongahela, River of Dreams, River of Sweat" published by Pennsylvania State University Press. His talk will cover the historical and modern river life, illustrated with the outstanding photography from the book.

The Lafayette Hotel has just completed a major refurbishing of all its guest rooms - new decor and furnishings - and the changes are dramatic. **(740) 3735522 or (800) 331-9336.**

Best Western, in town on Muskingum Drive along the Muskingum River. **(740) 374-7211.**

Day's Inn, Williamstown, WV, just across the Ohio River bridge. **(304) 375-3730.**

Other national chain motels are on the eastern edge of Marietta at I-77 and Ohio Rt. 7.

NOMINATING COMMITTEE

The following members in good standing have agreed to serve on the Nominating Committee for 2001:

Lee Woodruff, Doug Wetherholt, Dr. Martin Striegel

They will consider candidates for the positions of President, Senior Vice President, Vice President, Secretary and Treasurer, each to serve one year terms, and three members to serve on the Board of Governors for three year terms

The Nominating Committee will present its slate of candidates for the officer and board member positions at the annual business meeting for consideration by the membership. Members interested in any of these positions or wishing to nominate a member who agrees to serve if elected should contact **Chairman Lee Woodruff, 1413 Meadowbright Lane, Cincinnati, OH 45230.**

BOARD OF GOVERNORS APRIL 28, 2001

The S&D Board of Governors held its spring meeting at the Lafayette Hotel, Marietta on April 28. All members were present with the exception of Tom Dunn. Tom had the reasonable excuse of high water rolling down the river toward St. Louis, - had to keep an eye on the two excursion boats BECKY THATCHER and TOM SAWYER.

Also in attendance were Secretary Bee Rutter, Treasurer Dale Flick, Museum Committee chairman Jeff Spear, J. Mack Gamble Fund trustees Don McDaniel and Frank Pollock. and President J. W. Rutter.

The Secretary reported that there were 1,299 members, full and family, on her books as of the meeting date.

The Treasurer presented his detailed printed report and pointed out that the ending balance of \$25,844.16 compares to a balance of \$20,392.56 reported at the 2000 Annual Meeting last September. Review of the report brought out that the printing bill for the March issue of S&D Reflector was outstanding; this will reduce the balance by \$3,095.27 to \$22,748.89.

The President reported that the Ohio Historical Society had been advised of S&D's intent to vacate the Campus Martius storage area by August 1 in

accordance with the OHS request. A meeting had been held with the Manager of Blennerhassett State Park, Parkersburg and arrangements made to expand the S&D exhibit at that museum; we will also have secure storage for items not on display.

The Board authorized up to \$5,000 from the J. Mack Gamble Fund be used to cover the costs of moving to Parkersburg and assisting Blennerhassett Museum with new displays.

Don McDaniel reported for the JMG fund. So far this year, the only request for a grant has come from the Mercantile Library, St. Louis. This will be used to copy Ruth Ferris home movies into a video format for preservation and to make them available for showing. The grant will be for about \$1,000, the exact amount to be determined.

Applications for JMG Fund grants to non-profit organizations for river related projects may be obtained from Don McDaniel, 76 Glen Dr., Worthington, OH 43085.

Jeff Spear requested funds for restoration (completion) of a model of the BETSY ANN. John Fryant, after looking at the project, agreed to undertake the restoration for a fee of \$800. This was authorized by the Board, to come from the J. Mack Gamble Fund.

The Constitution Revision Committee, Bill Barr chairman, reported that there had been no comments or suggestions received from either Board members or the general membership since the September 2000 meeting. After discussion of some of the previous suggestions considered, the committee was discharged by the president with thanks for its diligent work.

The Board of Governors holds meetings spring and fall. Member concerns or questions for Board of Governor consideration should be directed to Secretary Bee Rutter or to Board Chairman William Judd, 1099 U.S. Route 52, New Richmond, OH 45157.

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"Lighting up the Past, Present and Future of the Mississippi River System"

S&D REFLECTOR
Marietta, Ohio



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Correspondence is invited but please do not send unsolicited photographs or other artwork on a "loan" basis.

Joseph W. Rutter, Editor
126 Seneca Dr.
Marietta, OH 45750

MEMBERSHIP IN S&D IS NOT RESTRICTED - YOUR INTEREST IN RIVER AFFAIRS AND HISTORY IS ALL THAT IS REQUIRED.

Full membership entitles the holder to the quarterly S&D Reflector, admission to the Ohio River Museum and towboat W. P. SNYDER JR. at Marietta, Ohio and voting privileges at the annual meeting. Family members are entitled to all privileges above except receiving the quarterly.

Memberships are for a calendar year including four issues of the S&D Reflector. Dues notices are sent out near year-end and prompt remittance assures receipt of your magazine.

S&D membership dues are currently \$15 for a full member and \$1 each for spouses and children under 18. Please list full names of children to be enrolled so that each may receive a membership card. Correspondence with your check should be sent to:

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

BACK ISSUES

Current issues or those of the immediate prior year are available at \$5 each postpaid from the Secretary. Back issues through Volume 9 (1972) are \$3 each, \$10 for a complete year.

INDEXES

Indexes for the S&D Reflector in five year increments are available, 1964 through 1998, seven volumes.. Each volume is \$5, postpaid from the Secretary.

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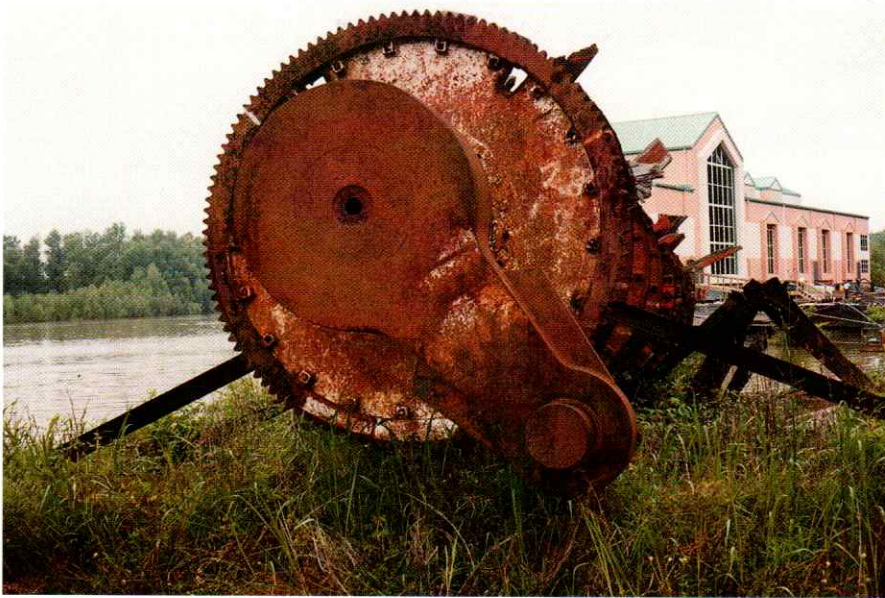
Inland Rivers Library, Cincinnati:

Sylvia Metzinger, Rare Books
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SCENES FROM AN ELEPHANT GRAVEYARD

Our heading would be more apt if there were more than just the remains of the SPRAGUE scattered around the landscape but she was the biggest. After the fire of April 15, 1974 the hulk sank in the Yazoo with some hope that she could be rebuilt. On high water a few years later she was beached out on the bank, still with hope that restoration was possible but it was not to be and finally the hull was cut up and the pieces left as you see them.

Marine architect Charles Ward referred to the SPRAGUE as, "that floating island" and the remaining parts of her at Vicksburg are impressive.

TOP: The shaft is 47 feet 2 inches in length and 31 inches in diameter. The toothed sprocket ring welded to the flange was installed in 1959 when the boat was overhauled at the Dravo yard for display during the Pittsburgh bi-centennial, - an electric motor turned the paddlewheel slowly.

MIDDLE: A close-up of the wrist pin with a pocket camera for scale. The connected pitmans were Oregon fir, 50 ft. long, 26x26 inches at the center tapering to 16 inches at the ends. The shipping weight of the shaft is given as 80,220 pounds; total weight of the wheel 160 tons.

BOTTOM: SPRAGUE had four steel rudders like this one..

Overall length is 32 ft., the after blade 21 ft. long and the balancing blade, forward of the rudder post, 11 ft. Someone has protected this artifact with a coat of paint while the kudzu and poison ivy provides a lush backdrop.

Photos 1996, John Gilbert, Jr.



**GREENE LINE PROGRESS
STR. TOM GREENE REBUILT
A NEW WHARFBOAT**

from the diary of Jesse P. Hughes

The cruise boat GORDON C. GREENE had attracted a loyal following by 1939 as this poem by a passenger attests:

A TRIBUTE

It isn't the boat - it isn't the crowd,
It isn't anything that speaks aloud.
But there's something about it that makes it worthwhile;
T'was part of a plan, already on file.
And what is this we have not seen?
Nothing other than the spirit of Capt. Gordon C. Greene.

Undoubtedly the author was awarded a copy of Log of the Betsy Ann, for her winning effort by purser Bob McCann, contest M.C. at the evening entertainment.

While the GORDON GREENE cruise service was paying its way and slowly growing in popularity in 1939 there was also noticeably greater activity with the freight boats, particularly between Cincinnati and Louisville. The slow business during most of the 1930s was coming to an end although, truth be told, it was a result of military orders from England and France building up in the face of Hitler's swagger than from home-grown policies.

A representative from Dravo Corp. brought a proposal for rebuilding of the TOM GREENE on January 10. Jesse Hughes was then working on some sort of boat drawing and we can presume that it had to do with this project. A week later Tom and Chris Greene signed an agreement with Dravo Corp. for the work and sent a \$10,000 deposit check.

It was touch and go whether the GORDON GREENE could get away on time for her scheduled

Mardi Gras trip. The river was rising but she departed from the Cincinnati at 1:30 P.M. on February 12, the whistle clearing the Suspension bridge by just an even foot. (The boat was drawing seven feet on the head and the river stage was 48 feet, rising.)

The passengers would get their share of excitement on this trip if they were paying attention to the river. The canal at Louisville was flooded out and the GORDON ran down over the falls on the morning of February 13, - whistle clearing the K&I bridge by 4.5 feet. On down the river the following day the whistle cleared the Dade Park Bridge at Evansville by four feet and the L&N Bridge at Henderson by a scant one foot.

The weather in New Orleans was mostly cloudy and cold but the Mardi Gras festivities were colorful, as usual. The S.S. ROTTERDAM (Holland-America Line, 24,149 tons) was also landed at the Poydras Street Wharf and duly inspected inside and out by Jesse, Telia and Lillian McClung. Jesse's sister, Lillian, would become the Pittsburgh agent for the GORDON C. GREENE in 1939.

The rivers were still high when the boat left for Cincinnati on the afternoon of February 22. They had to lay up for wind and swells at Ashport, TN (mile 153 below Cairo) for six hours on February 28 and again at 11 P.M. below Caruthersville, MO (mile 110). Jesse notes that there was a family living in a tent on the shore, Fannie Stratton and children, and the crew gave them groceries and other help. The Great Depression was not over for everybody.

When the GORDON GREENE reached the Henderson, KY bridge on March 3 the stacks were left up, - a miscalculation and the feathers were cleaned from the stack tops. The stacks were replaced later in March with the trademark Greene Line tops - no feathers.

The TOM GREENE left Cincinnati for the Dravo Marine Ways on Neville Island on the morning of March 27. Jesse and Fred Way were the pilots and, on open river, made the run in 51 hours even. After Dravo engineers observed a test run for comparison purposes from Neville Island to Sewickley the sternwheel was lifted off, in three hours. The boat was pulled out on the marine ways on April 1.

The objective of the work on the boat in addition to a general overhaul was to increase her capacity to carry automobiles, now the principal freight between Cincinnati and Louisville. The original hull was 200x38x5.9 with a fine (sharp) model on the head. The hull would be replaced in somewhat the same manner as had been done on the EVERGREENE by Dravo in 1935/36. The head was somewhat higher but the new hull was less than a foot deeper by official measurement amidships. But the new bow shape was more bluff or full for additional buoyancy and overall greater freeboard.

The main cabin overhead decorative structure and a number of the steel cabin bulkheads had been left in when the staterooms were removed in 1936; this was now cleaned out. The front stairs from the main to the boiler deck were removed and replaced by an outside stair to provide more space for car storage and easier moving about without the stairway opening in the deck.

The steel boiler deck was reinforced with steel beams to better distribute the load of the automobiles. The main deck steel flooring was removed and replaced with fir lumber with new steel laid under the boilers. Oil tanks were built in the hull but no burners were installed.

The Dravo staff was efficient and Jesse notes that on May 2 there were 14 men at work installing additional bracing in



This photo of the TOM GREENE on the Dravo Marine Ways was taken on April 19, 1939, an unusually cold day with wet snow on the ground. The new hull is nearing completion; a welder is working on plates around the stem. The steel main deck was replaced by fir planking and the boiler deck strengthened for automobiles. A new outside stairway to the boiler deck and roof is yet to come. Photograph by William E. Reed.

the old cabin area. The boat was back in the water on May 3 to take draft measurements before building the new sternwheel. She drew 2 ft. at the bow, 3.8 ft. amidships and 4.9 ft. at the stern. With the boilers and fuel compartment full she sat 33 inches bow; 3.5 ft. amidships; 4.7 ft. aft. The new sternwheel was built and we remember it as a foot larger in diameter to accommodate the increased freeboard. Rivermen had often observed that the TOM GREENE's engines, 22's-7 ft., were more than enough power for the boat, - a larger wheel might be an improvement.

Another test run was made on May 24 to check the difference in performance with the new hull and there was very little loss in speed. Jesse commented in his diary, "About as expected." With Bill Dugan as his partner the TOM GREENE left for Cincinnati.

The improvements made during this sojourn a Dravo would be

demonstrated on December 9 when TOM GREENE brought up 111 Fords from Louisville. Her former capacity of only 70 or a few more had meant leaving cars on the wharf on more than one occasion. Later, the Greene Line dismantled the packet OUACHITA (4354) which it had acquired from the Ohio River Transit Co. and converted the hull into the cargo barge STOGIE WHITE. This was used at times to carry automobiles, towed alongside the CHRIS GREENE.

The GORDON C. GREENE opened the season running to Pittsburgh on July 4 but had only 50 passengers out of Cincinnati. Jesse's sister, Lillian McClung

Jesse and Telia Hughes lived in Capt. Mary Greene's apartment on the TOM GREENE while on the Dravo Ways and entertained visitors most Sundays.

Emma Rutter and Telia in the doorway of the front room in the the texas, May 21, 1939.



(then 59), was installed as the Pittsburgh agent in an effort to promote the boat and get more round-trippers. Pittsburgers had seemingly never been as supportive of the tourist business as Cincinnati and a full-time representative proved to be helpful.

In the fall of 1935 the Committee for Industrial Organization (C.I.O.) had been formed, an outgrowth of labor legislation passed as part of the New Deal of the Roosevelt administration. On July 11, 1939 the Hughes diary notes that the crew on the ISLAND QUEEN had been organized by the C.I.O. This was a forerunner of the industrial unions becoming involved in organizing the crews on the boats; the officers had, of course, been represented by their own professional associations for a number of years.

On July 14 the GORDON brought 75 passengers up to Pittsburgh from Cincinnati. That evening Lillian McClung, Jesse and Telia went on the moonlight excursion aboard the SAINT PAUL. There were 1,700 passengers and Greene Line brochures were passed out to likely prospects for cruises.

Although 100 passengers leaving Pittsburgh on any trip seemed to be tops that summer,

Lillian McClung really worked at promoting the boat. She usually had some guests in tow every trip to ride from Pittsburgh down to Lock 8 below E. Liverpool. Lillian's Buick would be put off onto the lock wall and she would then drive her prospects back home, all in the name of building goodwill.

The growing automobile shipments on the TOM and CHRIS GREENE called for better facilities for handling them in Louisville. Jesse and Tom Greene had had several meetings with engineers from Dravo when the GORDON was in Pittsburgh on Saturdays that summer. On August 5 L. W. Fearnside from Dravo's came to the boat and Tom Greene signed a contract for a new, steel Louisville wharfboat.

Mr. Fearnside stopped by the boat each Saturday to discuss various features of the new wharfboat and on the August 19 departure he rode down to Huntington.

There was a photographer posted on Adkins Hill, back of Newport, Ohio, on August 20 for some publicity photos. The editor hasn't discovered this 1939 photo, in Greene Line brochures or elsewhere, but if some reader does we'll be pleased to run it, - should be a beautiful prospect.

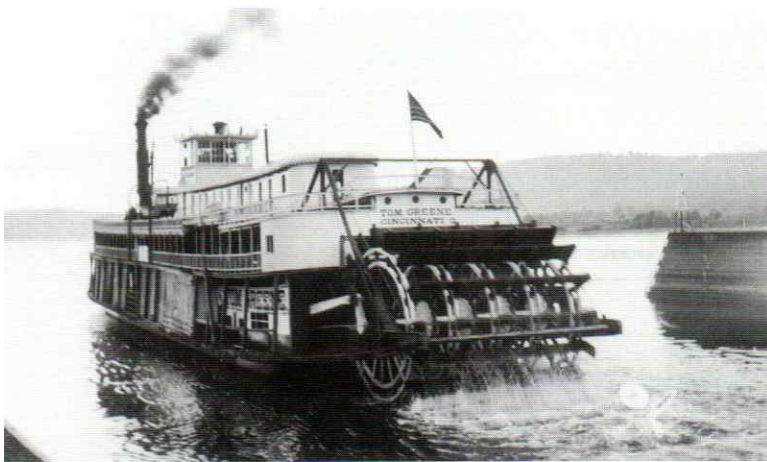
A navigation light located a short distance below his birthplace at Newport, Ohio was named for Gordon C. Greene in the fall of 1939. Another was named in honor of Lillian Hughes near Baden, Pennsylvania at the same time.

Dravo had the new Louisville wharfboat completed early in November. Jesse went to Pittsburgh by train November 6 to inspect the new wharfboat before launching. He stayed

overnight at the Elmhurst Inn in Sewickley and visited with the Ways that evening. When the wharfboat was successfully launched November 7 it drew just seven inches with just the steel frame for the warehouse in place; it would be completed with outside siding and interior offices after delivery at Louisville.

Carpenter Bill Horn and a crew were removing and building new rudders for the GORDON GREENE which was laid up below the Cincinnati wharfboat. It was also planned to convert her over to oil boiler fuel for the 1940 season and Jesse was busy making installation drawings including changes which had to be made to the boiler fireboxes.

GREENE LINE Cont'd. Page 10 -



May 24, 1939, Dashields Lock. TOM GREENE on her way home after overhaul at Dravo's; new hull, new stairway, larger wheel and fresh paint.



DELTA QUEEN'S NAVY CAREER RECALLED

Capt. Dean Bruch, S&D member, was for a time in the early 1980s the master of the DELTA QUEEN but his original sailing career had been on the deep, blue sea. He recently forwarded a copy of The Masthead published by the Treasure Island Naval Base, February 17, 1945 which featured the story of the DELTA QUEEN becoming a U.S. Navy vessel in 1940. She was then based at Yerbu Buena Island, Treasure Island, in San Francisco Bay which had been filled in for the Golden Gate International Exposition running during 1939-1940.

The 1945 reporter writes:

"The big river boat was a Navy base in herself. She was a mobilization center for reservists being called to active duty in the Twelfth Naval District. Aboard her, signalmen and quartermasters were trained to their specialties and the district Maritime Cadet Training School held classes. She was the operating base of the patrol craft ARGUS as well as of a small flock of AMCs, former purse-seiners converted into minesweepers.

Still, the DELTA QUEEN was run like a ship of the fleet. All the traditional watches of the Navy were kept, drills held and men were trained in boat-handling. A great Navy base, i.e. Treasure Island, can look back with pride upon the ship that mothered it.

While the Section Base, the first Navy settlement here, was rising upon the ruins of the Exposition, all naval personnel were billeted aboard the QUEEN. Among them were the original staff of the Masthead.

On November 5, 1941, the DELTA QUEEN pulled away from the little pier on Treasure Island. She was being returned to private ownership, River Lines. When she first reported for duty here, the Island was unpopulated. When she departed, she left behind a thriving Section Base with a personnel of 1,000. Her job was finished -

But the Japs decided otherwise. In a month their bombs crashing on Pearl Harbor changed it from a remote place on the map into the battle cry of an entire nation. The DELTA QUEEN was drafted out of lay-up and back into the service of the country."

DELTA QUEEN or YFB 56

Known as a Yard Ferry Boat in Navy parlance the DELTA QUEEN moved troops between the docks in San Francisco, Treasure Island and military bases at Alameda, Pittsburg and elsewhere. The Navy removed her wire railings, built side bridges on the pilothouse and slapped gray paint all over.

We leave it to a California reader to identify the location of the pier.

The story of the DELTA QUEEN and DELTA KING, before and after the service in the Navy, can (and should!) be read in the excellent book, King & Queen of the River by Stan Garvey.

Now, in what we take to be a page from a later issue of The Masthead, June 1975, appears the following letter detailing some of the wartime accomplishments of the DELTA QUEEN.

THE QUEEN'S LAST SKIPPER

#

CWO 4 Natalino A. Carilli

"Sir: In view of the fact that I was the last Navy officer in charge of the USS DELTA QUEEN (YFB 56) the following information may be of interest to your readers:

DELTA QUEEN was requisitioned by the Navy for ferry service on San Francisco Bay and the Sacramento River during World War II. The original mission of the QUEEN as a training and barracks facility was expanded to that of an area transport for military personnel.

For example, Army and Navy men were carried to and from Camp Stoneman (Pittsburg, CA),

DELTA QUEEN-YFB 56 Cont'd -

Treasure Island, Naval Air Station (NAS) Alameda and the San Francisco piers connecting with incoming and outgoing Navy transports. It is estimated that approximately 10,000 men were transported weekly. She was a busy ship, underway seven days a week, manned by two warrant officers, four chief petty officer and 40 other enlisted men, all of whom were billeted and messed on board.

QUEEN was very tricky to handle because she was like a big sailboat, with her flat bottom and high freeboard, bucking 10-25 knot winds every day. She had a mean draft of six and a half feet forward and seven and a half feet aft. Besides her large sternwheel, she carried four large rudders forward of the sternwheel and, when turning, she pivoted by the bow and swung around by the stern. This was necessary on the sharp river bends on the Sacramento River.

Her passenger capacity was 3,500 persons. The cargo deck alone held 1,600 persons (standing room only) and in addition she carried 5,000 life jackets.

As part of her illustrious history, the QUEEN acted as host to the United Nations when it was first being formed in San Francisco and also hosted the Shriners' convention in July 1946; this group included the late President Harry Truman. When the QUEEN was not transporting military personnel she was hosting military and civilian naval shipyard workers with their families on conducted tours (excursions) of San Francisco Bay.

When Japan surrendered, the QUEEN took part in Operation Flying Carpet in returning Navy personnel to the United States. Thousands of sailors were returned to San Francisco for processing at Treasure Island.

During this time, I was dispatched to NAS Alameda where we received 3,200 men from the USS SARATOGA for transportation to Treasure Island.

On 20 August 1946 I delivered the QUEEN to the War Shipping Administration for lay-up in the Suisan Bay Reserve Fleet on the Sacramento. She was put out of service on 21 August 1946 and sold at auction on 20 November 1946 to the late Tom R. Greene, President of Greene Line Steamers of Cincinnati, Ohio.

CWO-4 Natalino A. Carilli, USNR"

There is still an active Plankowners Association made up of those who were original crew on either the DELTA QUEEN, DELTA KING or Treasure Island. In 1983 the late Carl Heynen, Jr. sent these articles to Dean Bruch and commented, "As a point of information., the DELTA QUEEN was still all white for the first thirteen months the Navy used her and the forward lounge was the dining room. The galley was below the cargo deck (main deck) and the food was brought up in the dumbwaiter."

* * *

**GREENE LINE PROGRESS
CONTINUED -**

Readers may recall that the Union Barge Line had its covered barge 1068 tied up at the Cincinnati wharfboat for loading with any shipments of package freight destined for Pittsburgh. This was still a service provided in 1939 and the barge was picked up about every two weeks by up-bound tows.

Jesse and Tom Greene went to Pittsburgh by train on November 20 to give the new wharfboat a final inspection. They went over to see Charlie Zubik on the North Side and arranged for one of his boats to take the wharfboat down to Louisville. But, riding home on the train later that evening,

Tom apparently had second thoughts about the Zubik proposition. There had been difficulties when the 180hp. COAL CITY brought the Cincinnati wharfboat down in 1936 (see September 2000 issue, page 28). Union Barge Line was hired to take the wharfboat in a southbound tow, price \$1,500.

The new wharfboat was delivered to Louisville on December 3 and Jesse and a Greene Line crew started work on the interior, putting up at the (palatial!) Grand Hotel. Liberty Engineering Co. was hired to put on the roof and outside siding. Completed by the end of the year, facilities were in place to efficiently handle the six day a week shipments of Fords and Chevrolets,

- - - - -

Greene Line Wages, 1939

Bill Fenton worked as clerk/steersman the GORDON GREENE during her regular season and on the freight boats at other times; Bill Horn worked wherever needed; L. D. Poor, mate: Brooker and Weber, engineers (our guess); the \$1.25 per day men were the deckhands.

Bill Horn, carpenter	\$20 week
Bill McClellan, helper	\$5.00 hour
Rex Derrick	\$5.00 hour
Al Frazer	\$ 5 day
Corkers	\$.60 hour-
Raymond Horn	\$2.50 day
Bill Fenton	\$2.50 day
Brumley	\$2.50 day
Jake Brooker	\$35 week
Weber	\$26.85 wk
Sam Smith	\$1.25 day
Fry	\$1.25 day
Little Man	\$1.25 day
Tommie	\$1.25 day
L. D. Poor	\$17.50 wk
Brooks	\$2.00 day
Helper	\$1.00 day
Fireman	\$1.50 day
Fireman	\$1.50 day

"With the Greenses, I was never treated better nor paid less."

* * *



Here's another stranded whale in a cornfield. The A. I. BAKER (T0014) went aground on May 7, 1940 at Cypress Bend, below old Lock 48, Ohio River. The BAKER was 125.8x28x5 ft. and inconveniently has come to rest athwart an Indiana highway. The farmer stands beside his Chevy coach, scratches his head muttering, "Well, I swan!" among other things.

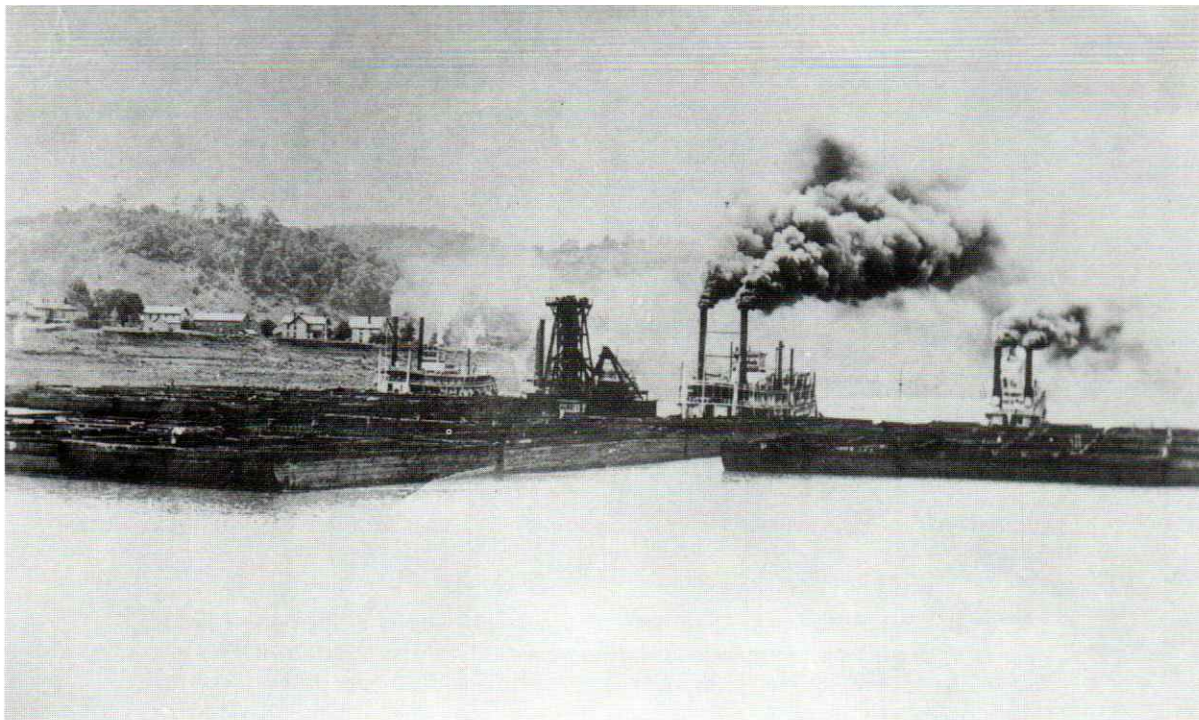
The fireman lounges by the coal box watching with some amusement while the engineer places braces under the cylinder timbers; it will be a long wait. The nicely modeled hull shows to good advantage. She was removed by the Eichleay Contracting Co. on June 26 and lasted until 1943. Murphy Library, University of Wisconsin, LaCrosse photo.



J. C. RAWN SAILED OUT OF THE CORN FIELD

On page 26 of the December 2000 issue there's a photo of the towboat J. C. RAWN (T1236) perched among the corn stalks in a field across from Gallipolis, Ohio. The high water from the Ohio River flood of 1937 was receding and the RAWN was caught out. Dravo Contracting Division undertook to move her out by floating rather than dragging.

The boat was lowered eight feet from the initial resting position in the foreground by building a temporary pond around her with an excavated pond behind that was eight feet deeper. She backed into the elongated pond, water level was lowered and she floated to the river bank. Ohio had a raise that floated RAWN out. Photo from Jerry Sutphin.



J. A. Yonker recalls downbound towboats with loaded tows flanking Pomeroy Bend. Those empty coalboats and barges had to be brought back up the river and that is the scene above, about 1898, four boats abreast approaching Pomeroy. Mason City, where Jake Yonker grew up, is across the river. The high piece of equipment is a floating coal elevator and the towboat is all but hidden behind; can't identify the boats but the tow on the right is Walton Coal Co. barges and the poolboat is 'scaping out, full stroke and shoving hard.

MEMOIRS OF A FIREMAN

TOWBOATING ON THE MONONGAHELA
by J. A. Yonker

SOME THOUGHTS ON 'SCAPING OUT

Place: Pomeroy Bend
Time: Coalboat or even Barge Water, years 1900-1915.

As every old-timer knows, it was common practice in the days of the Combine to start as much coal as possible from Pittsburgh on every "raise". The limits on these shipments were ordinarily the amount of coal in loaded coalboats available for shipment and the number of towboats in port. These boats were often started down the river only 15 minutes or so apart and, barring accident, they usually retained about the same spacing all the way to Cincinnati.

These tows were so large that the rudders alone would not permit steering around some of the sharp bends and accordingly the boats ran what amounted to a series of approximately straight lines from the point of one bend to the point of the next. By backing and flanking (steering to move the stern sideways) at each pronounced bend and allowing the head of the

tow to float around the towboat then came ahead on a tangent till the next bend made it necessary to reset the course. It was not unusual for a smaller class of towboat to have more coalboats tied onto her than she could bring to a standstill at many locations where the current was swift.

With many boats it was customary to send a yawl ashore at Pomeroy to pick up papers, buy some tobacco and perhaps a few stores, get orders, etc. In preparation for this activity, the pilot would ring a stopping bell some distance above the ferry landing where the yawl intended to land. Then he would back several turns to check somewhat the momentum of the boat and tow. He would then drift until it became necessary to back again to further check the momentum or to flank around the bend at the lower end of the town.

All boats would be 'scaping in their stacks till the stopping bell rang. Then the engineer would promptly shut off the blowers and turn the "scapes out, thus eliminating all artificial draft and consequently reducing the production of steam. When the backing bell rang the sound of the exhaust came across the water in a series of explosive blasts. This was not to be wondered at since the engines were working full stroke and when an exhaust valve lifted it opened full and released steam at practically boiler pressure. The exact pressure depended upon how hot an



The JIM BROWN (T1371) is one of the poolboats that provided Jake Yonker with summer employment. She was built in 1881 for Brown's Line and sank twice during her career. She is tied up here on the Monongahela just above the Point Bridge May 14, 1921, owned by Pittsburgh Coal Co. W.S. Pollock photo.

engineer the boat had. Each engineer knew there was more tow hung onto his boat than he could handle with normal steam pressure; he did his part by upping the pressure - sometimes with disastrous results.

The sound of the exhaust from the 'scape pipes, particularly when the boat was backing, carried far and wide and never failed to attract crowds to the river banks to see the coal fleet go by.

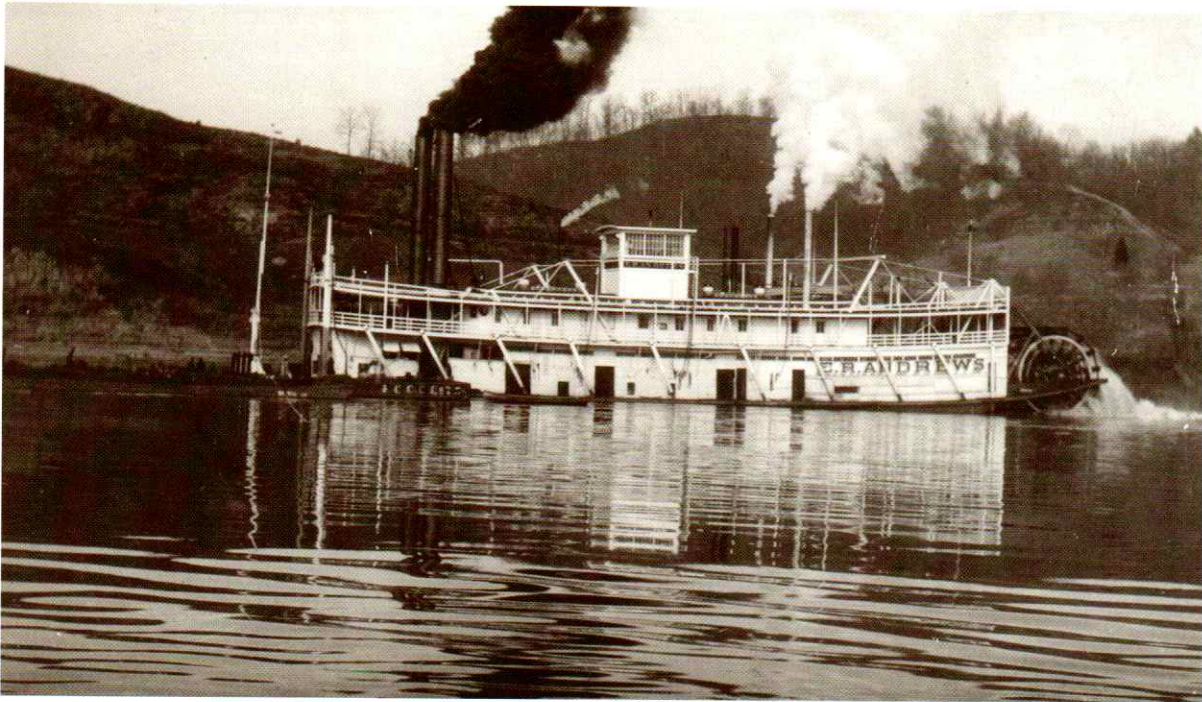
When the boat ceased backing the doctor continued in operation, the engineer blowing steam through his engines to heat the feed water and to keep the pressure down; the safety valves seldom functioned. Since all artificial draft had been killed the smoke drifted lazily back over the boat while the steam from the exhaust pipes shot heavenward making a very pretty sight as the boat and tow drifted slowly down the river. When the yawl returned and was pulled up into the deck room the pilot completed his flanking and the engineer finally got a come ahead bell. Immediately, the 'scapes disappeared, the blowers went on and the fireman who had been sitting calmly watching the scenery, went back to work. Similar backing and flanking occurred at other bends or at other towns where the yawl might be sent ashore on the way down the river and each time the routine was practically the same.

Almost all boats of the period had two-flue boilers of the so-called "western river" type and simple non-condensing engines. The natural draft due to the height of the stacks supplemented the blowers and engine exhaust permitted the firemen to burn effectively a surprisingly large amount of coal when necessary. This exhaust helped materially; the harder the engines worked the better the draft.

A few boats, e.g. the CHARLIE CLARKE and the CONVOY had no exhaust lines running to the stacks and so 'scaped out at all times. Both boats had the reputation of being hard to fire. On the other hand, a few boats such as the ELEANOR had no exhaust pipes through the roof and thus 'scaped in the stacks at all times. This last named arrangement helped the fireman in that whenever the engines were turning over he had a certain amount of artificial draft.

With the blowers on and the engines exhausting in the stacks an observer on the bank could tell almost exactly what the firemen were doing. Whenever the fire was touched very black smoke would issue from the stack on the lead fireman's side followed almost immediately by a similar discharge from the other stack. This black smoke would continue for a few minutes, then it would start to clear up and soon thereafter would practically disappear. The boat would run for some time making very little smoke but when the lead fireman again started on his fire the cycle would be repeated. Only when the firemen were cleaning fire did smoke issue for any considerable period of time. Of course, the harder the boat was working the more frequently she would smoke; at the same time the cleaner the fire the quicker the smoke would clear up.

It has been observed that several of the present-day (1947) condensing boats emit smoke almost continuously. This may be due to the fact that the draft is none too good and the fireman has to keep after his fire most of the time. If so, the old-timer cannot help but feel a touch of sympathy for the present-day steam maker who is working against draft conditions not so good



Searching for a good photo of an old-time towboat 'scaping out this one stood out. The E. R. ANDREWS (T0659) was built by Howard in 1894 and had a composite hull, - steel frames and sides with a heavy oak bottom. Her engines were 20's-8 ft. stroke. Photographer Thornton Barrette caught her on her way to Cincinnati with loads of Kanawha River coal.

as in the days when the exhaust in the stacks was a real help to the fireman.

Regardless of other factors there was draft efficiency in the 'scaping "in" of the towboats and plenty of thrill and sound effect in the 'scaping "out" of these same boats.

* * *

WHY 'SCAPING OUT WAS LOUD, COMING AHEAD OR BACKING

Comments by C. E. Ward

In his description of the general practice to 'scape out when a towboat was killing headway waiting for a yawl or flanking a bend, Jake Yonker points out that there was no cutoff of steam when the engine was backing. Steam was admitted to the cylinder "full stroke" and exhausting into the stacks would create unnecessary draft at a time when use of steam was reduced.

Charles E. Ward's dissertation on "Shallow Draught River Steamers" given before the Summer Meeting of the Society of Naval Architects and Marine Engineers in 1909 has some interesting figures on the efficiency of high pressure steamboat engines. The higher the pressure of the exhausted steam the louder the bark, it might be assumed; even going ahead with less than full stroke left surprisingly high steam pressures to be exhausted as Mr. Ward points out.

"Notwithstanding the admitted economy of the compound engine (high pressure cylinder exhausting into a low pressure one) there is a very general conviction among steamboat men that the increase of weight and complications mitigates any benefits that accrue from their use.

Personally, I am convinced that should the simple cylinders of these boats be made larger and a suitable short cut-off be used, the same power may be obtained on about one-half the fuel now used. Some time ago we had an opportunity to indicate the engine of a stern-wheel boat, the engines being 16-1/2 inches diameter and 5-1/2 foot stroke. The initial pressure was 205 pounds, cut-off at 3/4 stroke. Wheel turning 18 r.p.m. with a tow, upstream. The terminal pressure was 143 pounds, thus wasting more steam than was utilized.

It may seem incredible but this is general practice in many packets and nearly all towboats."

To "indicate" an engine is to measure the internal pressures through the cycle of the piston from steam inlet to exhaust. This is graphically represented by an instrument called an Engine Indicator, - looks something like a recording barograph seen as a scientific prop next to an attractive female on the TV weather channel.

Yes, releasing 143 psi. steam into the atmosphere could be expected to be explosive in sound and awake the natives of Pomeroy Bend.

* * *

S & D CHAPTERS

OHIO & KANAWHA

The quarterly meeting of the O-K Chapter was held on March 11 at the Mason County Library, Pt. Pleasant, WV. There was a turnout of more than thirty on hand by the 2 PM starting time when Chapter Captain Bert Shearer banged the podium with his fist, - no gavel being handy.

Clerk/Purser Jim Bupp reported the treasury was flush with \$101.07 in the cigar box. The passing of the hat was postponed until next meeting, at least.

Capt. Bill Barr made a presentation to Engineer Charlie Stone on behalf of the Huntington District Waterway Association, a group interested in the promotion of the Port of Huntington. Charles H. Stone was recognized for his past support of the towing industry of many years with an honorary membership in the Huntington District Waterway Association. A handsome plaque was presented to Capt. Stone attesting to his long interest in river matters.

The entertainment program was an hour-long video titled, "Sternwheelers on the Yukon." The film is based upon the recollections of Ione Christensen who spent the 1930s living at Ft. Selkirk when the steamboats were the main supply line. Interviews with others who lived along the Yukon before the days of all-weather highways are incorporated with vintage movies of the river and its boats.

Ms. Christensen and a young companion retraced the river route in a small boat from Whitehorse to Ft. Selkirk in 1996. At a number of locations the remains of boat wrecks and trading posts may still be found and these were explored by the travelers. The comparisons of the activity in several of the small settlements before the highways came along about 1955 and today are striking.

The June meeting of the chapter will be held on Sunday, June 3 at Pt. Pleasant, 2 PM sharp.

* * *

MIDDLE OHIO RIVER CHAPTER

The fall meeting found the MOR at New Albany, Indiana on the weekend of October 20-21, 2000. The Friday evening gathering of the clan was held at the home of Keith Norrington and the focus was his extensive collection of river memorabilia displayed in the River Room at the Norrington home.

Saturday morning there was a tour of the casino boat GLORY OF ROME. This gambling complex is located on the Ohio about ten miles below New Albany and was hosted by MOR member Gary Frommelt who is Manager of Marine Operations for the boat. The MOR group was given a detailed tour of the GLORY and it did cruise although reportedly only twenty feet away from the dock. The tour of the floating casino was followed by an excellent buffet lunch, - on the house.

The evening meal at the Holiday Inn was followed by a program presented by Miss Judy Patsch. On somewhat short notice, Judy had assembled an interesting slide show and narration about the excursion steamer NATCHEZ. Judy was part of the crew on the New Orleans beauty for eleven seasons and has a wonderful collection of slides. The MOR newsletter "Riverview" reported, "It was a great presentation from someone who knows her river history and was an integral part of the subject as a member of the crew."

This year, 2001, marks the 25th Anniversary of the founding of the MOR Chapter and the event was to be celebrated in the Cincinnati area on May 4-6. At press-time, the program called for

a tour of the famous Spring Grove Cemetery, Cincinnati where a number of river luminaries from the 19th century now rest. A luncheon cruise aboard the SPIRIT OF CINCINNATI was planned and in the evening the 25th Anniversary Banquet featured Capt. Clarke Doc Hawley as speaker.

We'll look forward to a detailed report of the weekend for the next S&D Reflector. The summer MOR meeting is tentatively planned for the Pittsburgh area; interested parties are invited to contact M'Lissa Kesterman, MOR Secretary, 3118 Pershing Ct., Cincinnati, OH 45211.

* * *

I-79 BRIDGE TO HONOR SHIPBUILDERS

We have documented the building of LST and other naval craft on the inland rivers in a number of previous issues. By the time you receive this one the I-79 Interstate bridge crossing the Ohio River near Pittsburgh may well have an appropriate new sign commemorating the LSTs.

Late in March the Pennsylvania Legislature passed a bill renaming the I-79 bridge at Neville Island near the former Dravo marine yards as the "Pittsburgh Naval and Shipbuilders Memorial Bridge." An LST silhouette on the sign recognizes the WW-II shipbuilding activity which took place at the Dravo yards and the American Bridge LST yard seven miles down the river at Ambridge, Pennsylvania.

Denis Galterio of the Pittsburgh area decided that recognition of the contribution of the local shipyards was long overdue and convinced the local legislators by gathering more than 2,500 signatures on petitions. LST-1 was built at Dravo and then duplicated at a number of inland and coastal yards, LSTs eventually numbering more than 1,000 and serving in all theaters..

* * *

CREW OF THE STR. SHILOH, DECEMBER 1902

Standing, L-R: Tommy Latham, Chief Engineer; Al Aiken, Second Engineer; John Hamilton, Carpenter.

Sitting, L-R: Charles Beard, Pilot; Capt. Lon Kell, Master, Sam Smith, Purser; Ed. Beard, Pilot; Bill Stull, Mate.

Sitting on floor, L-R: J. R. Koger, deck watchman, Charles Lewter, 2nd Clerk.

Identified by Orie Stallions.

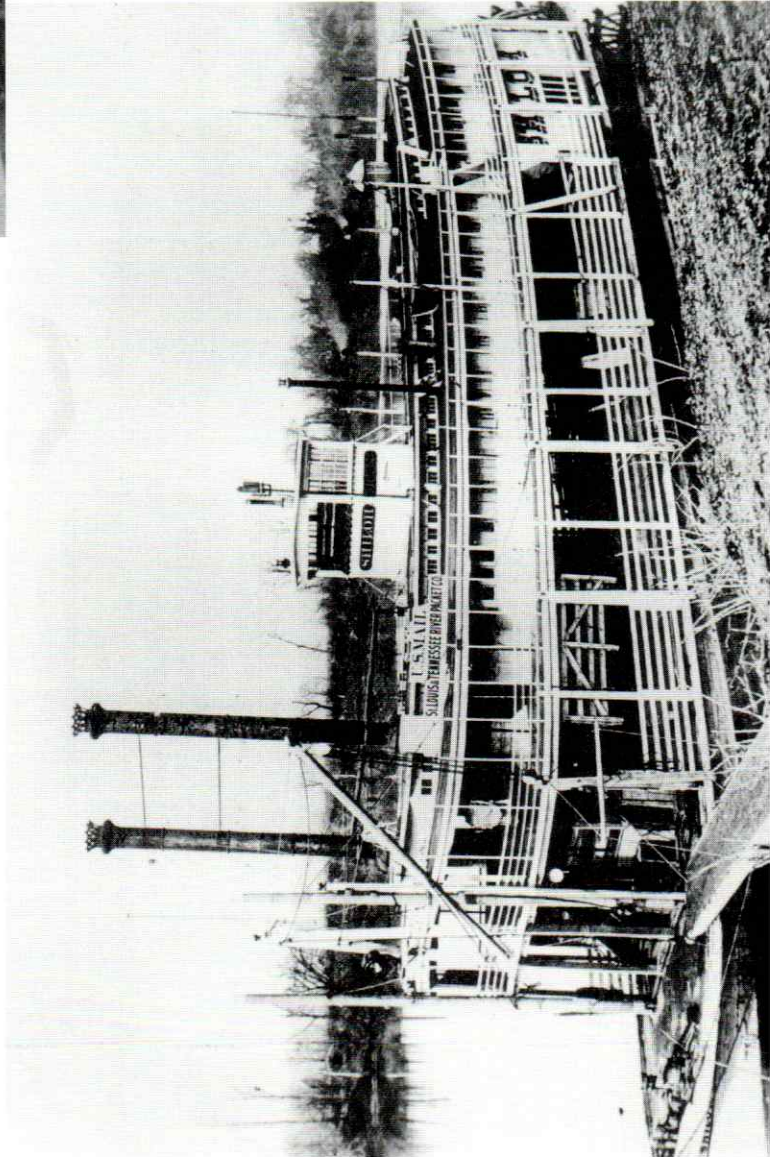
From collection of the Market House Museum, Paducah, Kentucky, Penny B. Fields, Director.



STR. SHILOH

The photo to the left of the SHILOH (5097) was in all probability taken in December 1902 at Danville, Tennessee on her first trip. The boat is new, all bull rails in place, hardly a mark on the paint and no leaves on the distant trees.

She was built in 1902 by Howards for the St. Louis and Tennessee River Packet Co., 150x28x4. Her cost less machinery and outfit was \$9,250 and she went into the trade between Danville and Savannah on the Tennessee River.



CREW STR. H. W. BUTTORFF

Front, L-R: Louis Comers(?),
Head Clerk; Dane Martin, Mate;
James Tyner, Master; Sam Felts,
Pilot.

Back, L-R: C. B. Hamlett,
Watchman; Ed. Bell, Pilot; John
Narrray(?), 2nd Engineer, Bill Leak,
Chief Engineer; Russ Rutter, 3rd
Clerk; Burney Lee, 2nd Clerk.

Identified as about 1906 by Orrie
D. Stallions, Baton Rouge, Louisiana.
From Market House Museum,
Paducah, KY, Penny Fields, Director.

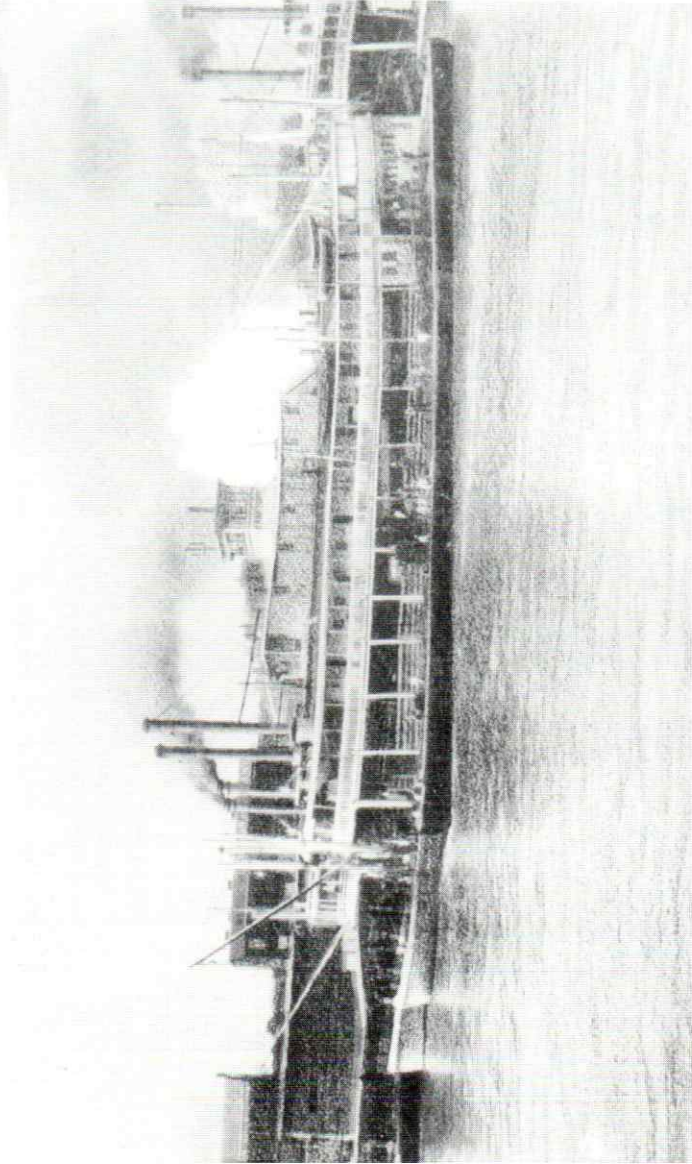


H. W. BUTTORFF

The H. W. BUTTORFF (2509) was named for one of the founders of the Phillips & Buttorff Co. of Nashville, - it never hurts to butter up the shippers.

She was built by Howard in 1896 for the Ryman Line, 160x30x4.1, to run in the Paducah-Nashville trade. The price was \$7,000, less machinery.

Capt. J. S. Tyner was master when she came out until 1909. She was about the run the open span of the L&N bridge at Clarksville in 1906 when Train No. 102 missed the signal and the engine and coal car ran off into the river. Became the JOHN LEE (3088) in 1911 when sold to the Lee Line, Memphis

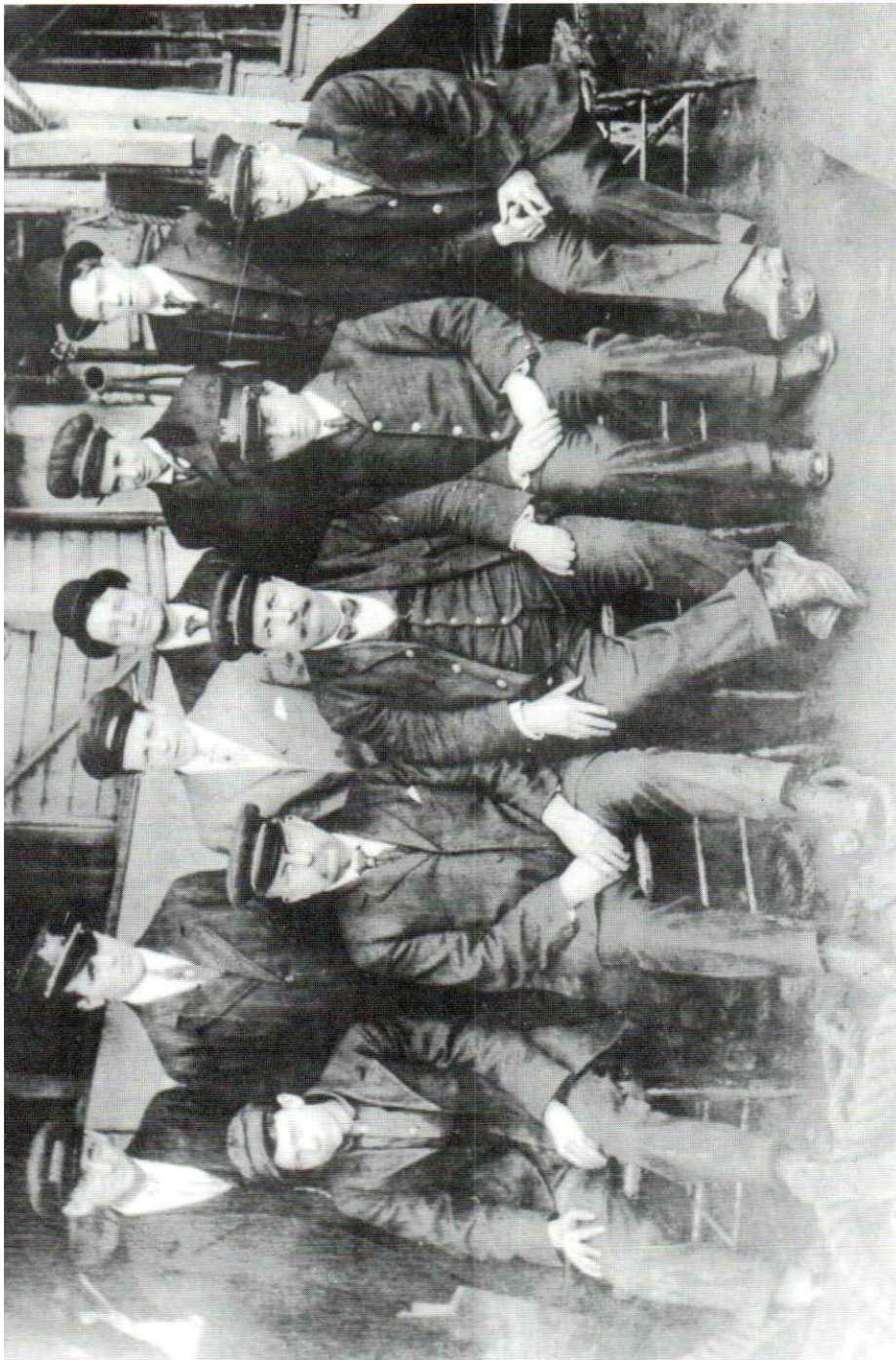


CREW STR. GRACEY CHILDERS

Front, L-R: Matt Leak, 2nd Engineer; James Tyner, Master & owner; Dave Martin, Mate; Harry Wills, Pilot; Ed Bell, Pilot.

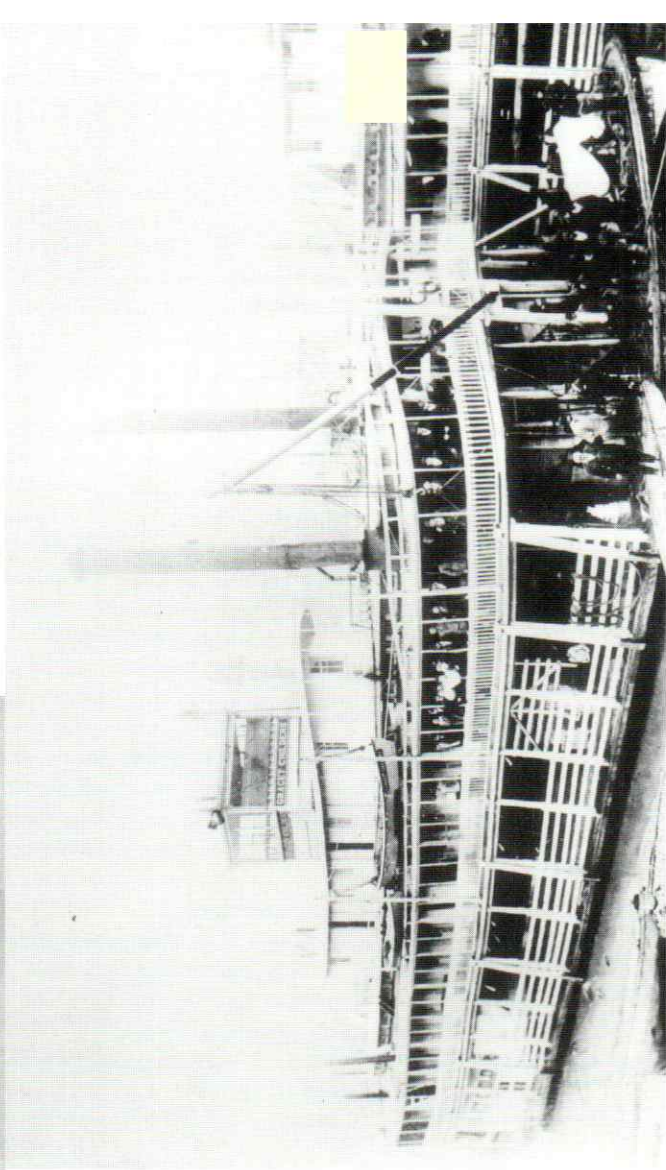
Back, L-R: Bill Leak, Chief Engineer; Henry Kolb, Clerk; James Tyner, Jr., Head Clerk; John Tyner, visitor; Burney Lee, 2nd Clerk; unknown visitor.

Taken 1908 or 1909. From the collection of the Market House Museum, Paducah, Kentucky.



GRACEY CHILDERS

The GRACEY CHILDERS (2411) was formerly the ROSE HITE (2841) built by Howard in 1895, 155x28x4. She had been running on the Monongahela River since 1900 and had her pilothouse ahead of the texas to accommodate the low bridges. Bought in November 1908 by Capt. J. S. Tyner of Nashville, Tennessee who renamed her in honor of Col. Gracey Childers of the 1st Tennessee Regiment during the Spanish American War. Capt. Tyner took her to Paducah and had the pilothouse restored to its original place before running GRACEY CHILDERS in the Cumberland River trades. Burned at Paducah in the fall of 1909.



PACKET TRAVEL IN 1840s

Tom Cottrell, Swansea, MA sent us two pages from an antique paper dealer's catalog which list, among other "paper," portions of two letters by someone traveling from St. Louis to New Orleans aboard the MISSOURI (3979) in 1850. This boat was 304x38x9 feet and built in 1845 at the Burton Hazen yard, Cincinnati which is covered in John White's article on page 12 of the March 2001 issue. She was the largest boat below the Falls of the Ohio when she was built. Burned at St. Louis July 8, 1851.

The letters addressed to someone in Potosi, Missouri give some interesting perspectives on packet travel before the War of Northern Oppression or Rebellion, depending upon your views. Potosi is located southwest of St. Louis, was at the time a center for lead mining, which continued in the general area well after WW-II by the St. Joseph Lead Corp. The industry is marked today by the "Missouri Mines St. Joe Site" museum near Leadington.

We judge the letter from aboard the MISSOURI to have been written in 1847 based upon the boats mentioned: CONVOY (1298), SUPERB (5257) and J. M. WHITE (2866). This J. M. WHITE was dismantled in 1847 and the writer of the letter mentions that Capt. James M. White, who died September 26, 1846 was already "gone."

Here are the extracts:

*Steamer MISSOURI, Memphis
Tuesday, 1/2 Past 2 o'clock*

It was just 10 minutes after 2 when we pushed into the stream and now going at a very good speed.. I saw a rocking chair and bought it; I thought it cheap at \$10 but thought I might Jew the St. Louis people a little and offered \$9.

Wednesday morning, 11 o'clock.

We passed the Grand Tower about 1/2 hour ago . . . passed

by a very difficult bar called Hat Island. The Captain of this boat seems very careful as the CONVOY & SUPERB got aground at Hat Island. He stopped his boat at a wood yard just above and sent a pilot out in a yawl to try the depth of the water. Last night we stopped all night at a wood yard about 10 miles from Ste. Genevieve and passed a small place called Chester. I intend sending you a card & bill of fare of our boat.

It is too cold to be pleasant on deck, - just passed the J. M. WHITE bound for St. Louis; the only times I was on here was with Jas. M. White himself, he is gone and from the appearance, his boat will not be long before she lays up too, for she looks already old and shabby.

We are now Cairo. Since writing the above I had a disagreeable attack of Cholera Morbus . . ."

The above letter was mailed from Memphis. (Cholera Morbus - a gastrointestinal disturbance marked by griping, diarrhea and vomiting.)

*Steamer MISSOURI,
25 miles below Vicksburg.*

I sent my last letter from Memphis yesterday, - we stopped there a few minutes: Memphis is rather a pretty town, some very good buildings in it and some of the Hotels are really tasteful buildings.

Last evening and night we passed a great many Flat Boats laden with cotton, wending their slow way to New Orleans. We kept on all night except stopping to take in wood, which is no small job, as this boat uses about sixty cord every 24 hours going down stream and nearly 100 cords going up.

The river is very high - the men at the wood yard said that it is 4 inches higher than in the great flood of 1844. Almost all of the plantations on the River are overflowed, sometimes hundreds

of acres on a farm entirely under water, - generally all the Negro houses were encompassed by water. It appears to be the practice to build both their own and the Negro houses right on the bank.

We stopped this morning at Vicksburg. Vicksburg is built on very broken and high ground. The Rail Road Depot seems to be a large & commodious building. Almost every plantation we passed looked like a village. Some of them contained nearly as many houses as Potosi.

Most of the Negro houses seem to be very comfortable, principally double-cabins with an opening in the middle, brick chimneys and the cabin whitewashed; some plantations with from 1 to 4 dozen cabins on each.

Some of the planter's houses are really splendid buildings and show the aristocratic feeling of the Southern folk. I expect we shall get to Natchez by about 4 or 5 o'clock . . ."

The writer's apparent knowledge of steamboats and interest in the passing scene causes us to wish we had the complete letters to reproduce.

* * *

Now, about the Str. WASHINGTON!

Dear Editor: I enjoy articles in the *S&D Reflector* but I do wish that the persistent myth that the WASHINGTON of 1816 had a shallow draft could be expunged from the literature (March 2001, page 14). This claim is, in fact, of recent origin. In 1921 Hulbert first claimed, without evidence, that the WASHINGTON sailed, "on the water rather than in it," a statement endlessly repeated and embellished. However, fifty years ago Louis C. Hunter argued conclusively that the WASHINGTON was neither flat hulled nor had a shallow draft.

Str. WASHINGTON Letter Cont'd. -

Thank you for any consideration toward a revision to the literature on the subject of Str. WASHINGTON, 1816.

Alfred R. Maass
Pennswood Village, Apt. G #111
1382 Newtown Langhorne Rd.
Newtown, PA 18940

= Dr. Maass has caught Ye Editor in sloppy writing in his discussion of the 1832 packet HOMER. He is right, of course, that the design of the WASHINGTON built by Shreve in 1816 had a hull design that was closer related to deep-seas vessels than to the shallow draft flatboats that were common on the Ohio and Mississippi at the time.

Even Dr. Archer Hulbert's 1906 book, *The Ohio River, A Course of Empire* claims only that Shreve's improvements were placing the boilers and engines on the main deck rather than in the hold as had been the practice at the time.

On page 334 Hulbert writes: "Everything was on original lines; the boat was a double decker, the first of its kind; the cabin was located between decks, and the boilers were placed on deck instead of in the hold as was usual. Shreve improved on both the Fulton and French patents, putting his cylinders in a horizontal position and giving the vibrations to the pitman; a double high-pressure engine, with cranks at right angles, was installed, also the first of the kind ever used on western waters."

On page 336, Dr. Hulbert states, "We have seen that Captain Shreve hoisted his engine out of the hold, but it was some time before any man dared to build a boat *without* a hold. The early boats were built to run *in* the water but at last some level-headed schemer (at whom people no doubt jeered) decided that they could run *on* the water better than run *in* it."

We have to defend Professor Hulbert, a Marietta College figure, - he apparently didn't know when or by whom the flat-bottomed steamboat might have been tried. Elsewhere in his book, the Professor comments that the fol-de-rol of figureheads, masts, etc. (which the HOMER sported) began to disappear in the early 1830s.

There are several mysteries still surrounding the steamer WASHINGTON of 1816. In Wheeling, it must have been a project of importance and public interest when a boat yard was started on Wheeling Creek in 1815. Yet, there are few references to the building of the boat that fall and the spring of 1816 in the *Wheeling Repository*. The *History of Wheeling City and Ohio County* published in 1902 claims that the WASHINGTON was the sixth steamboat built on the Western Waters which would seem to be enough of a novelty to excite the citizens of Wheeling not to mention those of towns along her route down the river to New Orleans.

Urbane Marietta was no better in reporting the exciting event of the WASHINGTON's arrival about 7 PM on Tuesday, June 4. She anchored at The Point on the Harmar side until Wednesday morning. The local newspaper, *American Friend*, did notice that when the boat got up steam on Wednesday, June 5 there was an explosion which killed seven. One was located on June 8 in the river one mile below Parkersburg.

On, Friday June 7, the *American Friend* reported, "Six of the unfortunate sufferers, having died on Wednesday night, were interred yesterday, attended by a very numerous concourse of citizens." So far, there seems to be no record of where the "six unfortunates" were buried - probably in the Harmar Cemetery which would have been closest but perhaps in Mound Cemetery - and one would have thought that the event might even have

warranted a monument. Perhaps some reader knows the answer.

One last bit: Louis C. Hunter's book, *Steamboats on the Western Rivers* gives the dimensions of the WASHINGTON as 139.9x24.7x12.3 compared to 148.5x32.5x12.0 feet for the 1811 NEW ORLEANS (Table 6, page 77),. Henry M. Shreve revolutionary ideas dealt with the mechanical things rather than the design of the hull.

Our thanks to Alfred Maass.

* * *

MISCELLANEOUS NOTES**RAGTIME CRUISE IN ST. LOUIS**

The Herman T. Pott Inland Waterways Library is sponsoring a Scott Joplin Piano Ragtime Cruise on Wednesday, July 18, 2001. This late announcement from Bette Gorden, Curator of the Pott Library collection.

Departure from the St. Louis landing aboard the excursion boat BECKY THATCHER will be 12:30 sharp with boarding beginning at 12 Noon. Fare including a box lunch is \$27 for Mercantile Library members, - \$29 for non-members. Return 2 PM.

Reservations including lunch call, (314) 516-7240 by Friday, July 13. Mastercard and Visa accepted.

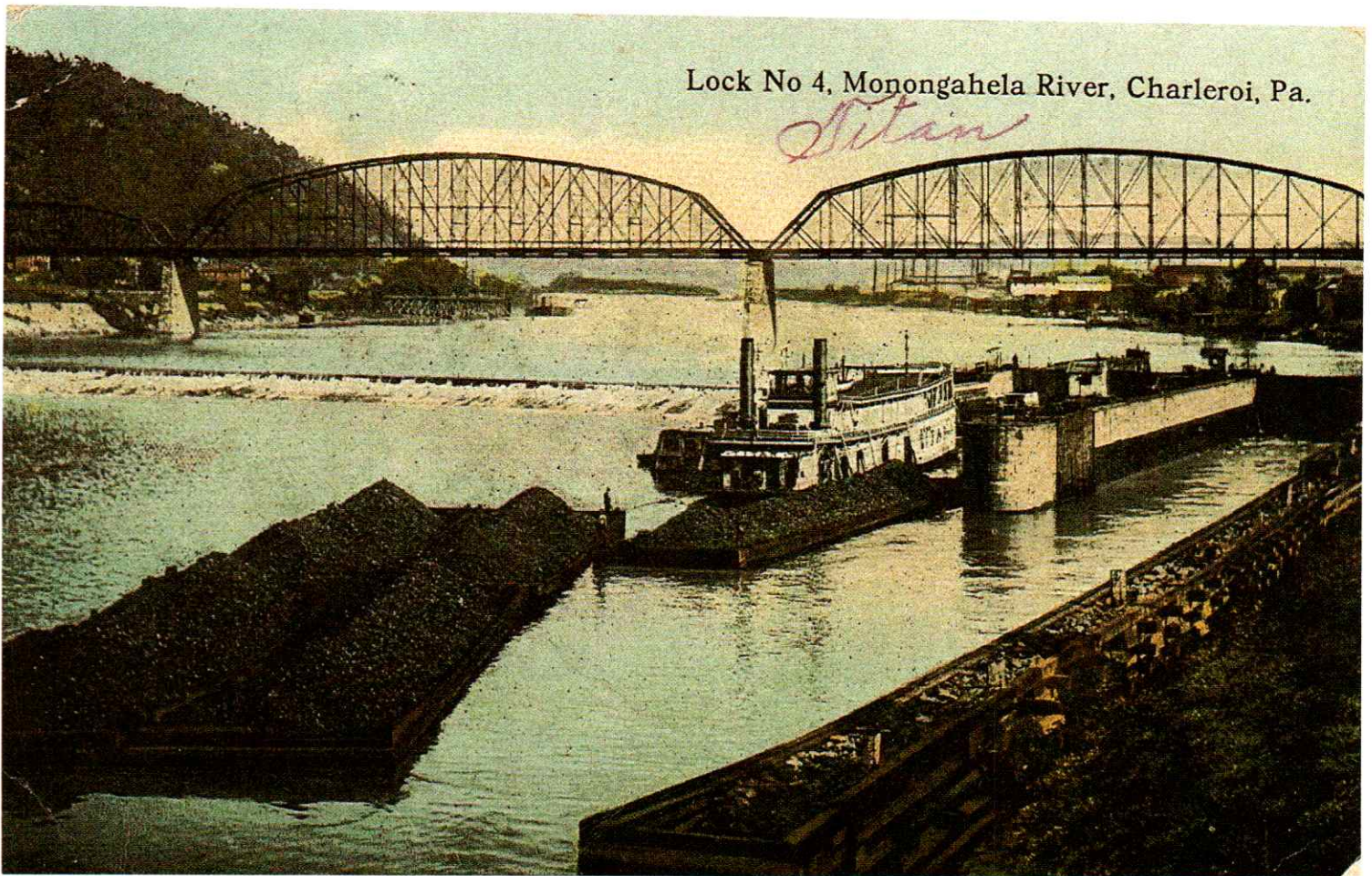
* * *

ST. LOUIS BOATS SOLD

As we finished writing the announcement above word came that BECKY THATCHER had been sold. BECKY and her companion excursion boat TOM SAWYER were part of President Casinos, now a small sideline to the gambling activity at St. Louis.

Manager Tom Dunn advises on April 27 that the two St. Louis boats have been sold to Bi-State Development Agency which operates the concessions at the nearby St. Louis Gateway Arch. It also operates the local transit system and an airport in Illinois, all tied to tourism. The extension into the excursion business would seem to be a fit for Bi-State and we wish the new owners well.

* * *



Lock No 4, Monongahela River, Charleroi, Pa.

Titan

This is the view we should have had to go with the March installment of "Memoirs of a Fireman.," - the Lock 4 of J. A. Yonker's day. The original Lock 4, completed in 1844, was on the left bank, farther downstream from the replacement built in 1932.

The North Charleroi Bridge is shown here just above old Lock 4 but is some distance below the present lock. The TITAN (T2442) is collecting her tow, four barges going through the shore lock chamber while one barge and the towboat went through the other.

HISTORY OF THE MONONGAHELA NAVIGATION CO.

#

From *Engineering News*, January 7, 1897

The independent cooperation of two readers is responsible for the following story. About a year ago, Prof. Jack White supplied the article from *Engineering News* while Dick Rutter saw the photo of Lock 4, Monongahela River on page 20 of the last issue and popped up with the postcard reproduced above. Thanks to you both.

THE MONONGAHELA NAVIGATION CO.

The history of the attempt to secure the aid of the federal government in providing slack-water navigation on the Monongahela River, says the Pittsburg "Times" of November 28, 1896 dates back to 1832. As early as 1828, Mr. Edward F. Gay, then State Engineer of Pennsylvania, attempted to induce the State to develop the commerce of that river by constructing a series

of locks and dams but the Pennsylvania Canal was then nearly completed at a cost of about \$40,000,000 and this outlay, imposing an enormous burden of debt upon the State, made the legislators wary of incurring the added expense of improving the Monongahela. The State Canal was finally sold to the Pennsylvania R.R. Co. at less than one-sixth of its cost.

Under these conditions, Andrew Steward of Fayette County commenced to seek national aid for the enterprise in 1832 and Congress went so far as to order a survey, A plan was submitted calling for eight dams 4-1/2 ft. high each, which were to serve navigation purposes during low water. But when the time came for appropriations to put this plan into execution the money was not forthcoming.

Meanwhile, traffic upon the river grew for in 1825 the first steamboat was placed upon the river and ran between Pittsburg and Brownsville, when the stage of water permitted.

In 1836 a private corporation was formed to build the necessary locks and dams to the

Virginia line and as much further as the State of Virginia would permit. The capital was \$300,000 and the United States Bank of Pennsylvania was required by its charter to take \$50,000 of such public improvement stock whenever \$100,000 was taken up by others. This bank broke when but half its subscription of \$125,000 was paid, the State bonds issued for this canal were sold at a loss and the financial panic of 1837 added to the difficulties of the company.

In 1838 the late Milnor Roberts, later President of the American Society of Civil Engineers, was made the engineer of the work. He found that in the 34 miles between Pittsburg and Brownsville the river fell only 34 feet and in the 35 miles between Brownsville and the Virginia line it fell 41 ft., or a total fall of 75 ft. in 60 miles. Mr. Roberts decided to use higher dams than 4-1/2 ft. and after considerable absurd difficulties in inducing legislators to amend the charter to this effect, he laid out five dams in place of the eight first proposed. The estimated cost of these dams was \$335,616 and the contract for the two nearest Pittsburg were let to B. & G. K. Moorhead and to Phillips, Duncan & Duncan, the latter contract being later given to Corey & Adams.

Work was commenced in 1840 and in 1841 these two dams were finished and dams 3 and 4 were turned over to the company in 1844. But financial troubles thickened and in 1843 Dam No. 1 was partially washed away and the credit of the company was exhausted. In this emergency J. K. Moorhead and other business men of Pittsburg bought from the State at \$3 per share such Navigation stock as it held and by adding more money infused new life into the enterprise and speedily finished the work to Brownsville. The Baltimore & Ohio R.R. was then open to Cumberland and a stage route was made the 73 miles between that point and Brownsville. The trip to Baltimore was thus made in the "remarkably short time of 30 hours" by using the river, the stage and the new railway.

In 1844 the Pittsburg & Brownsville Packet Co. had been organized and a new passenger route to the East was instituted. It proved so popular that in 1847 the through passengers numbered 445,825 and the way passengers 39,777. These figures increased in 1848 but the Pennsylvania R.R. had been gradually pushing over the Allegheny Mountains to Pittsburg. In 1852 the packet's through passenger list had fallen off to 25,613; but the way passengers in this year numbered 88,233 and the company was prosperous until the further extension of railways killed this class of business.

But, the development of the coal trade opened up an era of prosperity not foreseen by the original projectors of the improvement of this river. This trade practically began in 1845 with

the shipment of 4,605,185 bushels of coal, paying \$5,283 in tolls. In 1890 the shipment of coal by this route amounted to 116,902,600 bushels and the revenue from tolls was \$204,233; it is estimated that in all about 3,000 millions of bushels have been sent through these locks and that \$5,000,000 has been collected in tolls.

The annual report of the company for 1895 charges up to the construction account \$1,933,207, values real estate at \$100,000 and against this stands stock, bonds and script to the amount of \$1,946,000. Including its franchise the company now values its property at about \$3,000,000 as the 1895 report shows an income of \$296,523 with \$103,242 expended in operation, repairs and taxes.

Those now interested in further improvement of this river by the government believe that \$3,500,000 or less will buy the company's rights and properties and that for \$3,000,000 more the government can put in new and larger locks and develop a commerce that would surely follow the conversion of the river into a free navigable channel. Viewers are now at work inspecting the system and attempting to fix its earning power and general value under the Act of Congress directing the Secretary of War to institute and carry to completion proceedings for the condemnation of the Monongahela Navigation Co. under the general railway law of Pennsylvania of 1849. Upon final judgment, the Secretary is empowered to draw his warrant for the sum awarded. A previous attempt by Congress to buy dams 6 and 7 had failed owing to the small price offered and the decision of the Supreme Court that compensation for the franchise must also be considered.

Since writing the above, the viewers appointed by the government to ascertain the present value of the property have completed their investigation and January 19, 1897 has been fixed upon as the date of the public hearing. The canal owners value the 33,000 shares of stock at \$100 each; they say that each share has earned \$6 annually for some years past. With some other projects added, the latest valuation by the canal owners is about \$3,800,000.

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In 1897 the Circuit Court awarded the company \$3,761,615.46 for its property, the highest condemnation award made to that date. The locks on the Monongahela were freed of tolls effective 3:13 PM, July 7, 1897. July 16 was declared "Emancipation Day" and a parade of 32 boats traveled from Lock 1, Monongahela River down to Davis Island Dam, below Pittsburg on the Ohio to celebrate and listen to orations by politicians taking credit for freeing the river (and the coal shippers) from tolls.

* * *

Ohio River

Kentucky River Basin



Member Charles Siddaway alerted us to the recent publication of this book. He has our thanks since the history of the Kentucky River and its present status has been something of a mystery to us.

Navigation development of the Kentucky began in 1836, a time when many states in the midwest were looking to internal improvements as the key to unlocking the natural resources and products by providing the means to get them to market. Turnpikes, canals and slackwater improved rivers were the means chosen by Ohio, Indiana, Virginia and Kentucky to meet their transportation needs. The Ohio River was the natural artery leading to New Orleans.

Because of the terrain, the Commonwealth of Kentucky began slackwater improvements of the Green, Kentucky and Licking rivers. The Louisville and Portland Canal around the Falls of the Ohio was a privately funded project and a very successful one.

Construction on the Kentucky River began in 1836 to provide slackwater navigation up to the state capital at Frankfort and a short distance above, 95 miles in all. Slackwater on the Green and Barren Rivers was to be completed to Bowling Green. On the Licking River, five locks and dams were under contract by October 1837 but this book mentions that project only in passing. Other state projects were the Maysville-Lexington Turnpike and the Lexington and Ohio Railroad to Louisville.

The first boat to get up to Frankfort on the slackwater in 1840 was the NEW ARGO, a sidewheeler built in Madison, IN in 1839. Tolls in 1843 totaled \$7,737 which netted \$6,000 for the state's treasury. The period 1843-47 produced toll income of \$94,000 compared to only \$14,500 from the Green River.

In addition to serving the state capital with reliable steamboat transportation one of the goals

for the Kentucky River project was to permit barge shipments of coal from the Three Forks headwaters at Beattyville. Salt was also an early product from the headwaters and quantities were shipped down by flatboat in the 1830s but in a few years local salt-making would no longer be competitive with salt coming from other areas such as the Kanawha River.

The Kentucky is a narrow, twisting stream, often cutting through deep gorges and with a 216 foot difference in elevation between the Ohio River and Beattyville. It was subject to flash flooding which hindered both lock and dam construction and caused serious damage to existing structures. Shipping out of the coal fields at the headwaters by free-floating coalboats was precarious and unpredictable so it was thought that locks and dams would be the answer; Railroads would not penetrate into Beattyville until 1892, far in the future in 1850..

By the mid-1850s the state was in financial trouble with its ambitious internal improvements. Then, the Civil War saw forces of the North and South rolling over Kentucky and the locks and dams suffered from both neglect and outright destruction. In 1869 the state turned the subject project over to the private Kentucky River Navigation Co. under an agreement that the company would rebuild dam No. 5 and construct Nos. 6 and 7 as a condition of the lease.

By 1872 the Navigation Company was bankrupt, the dams had collapsed and after thirty years of effort (1842 to 1872) there was no slackwater navigation. Political strings were pulled in Washington to appropriate \$3,000 for a survey by the U.S. Corps of Engineers in 1878. The history wasn't indicative that Federal improvements on the Kentucky River could be justified but details of the conversations in smoke-filled rooms are unknown.

In 1880 the Federal Government accepted the facilities from Kentucky as a gift. The congress then appropriated \$100,000 to cover the rehabilitation of Lock and Dams 1 through 5. Navigation from the Ohio River at Carrollton to Frankfort was reopened in 1882.

The Kentucky River navigation works were the first taken over by the U.S. Corps of Engineers with responsibility for operation and maintenance. Several other private or state owned systems would be assumed as years passed including the Monongahela, Kanawha and Little Kanawha and Muskingum Rivers. The Kentucky River now came under the Cincinnati District Office of the C.O.E.

Agitation for slackwater at Beattyville continued and in 1886 a beartrap dam without a lock chamber was built. There were two 60 foot wide beartraps and the intent was to provide

artificial rises to float saltboats, coalboats and timber rafts down the river. There was a fourteen foot high dam and two chutes below the beartraps would guide the bats and rafts down over the slope of the dam. Building of the beartrap dam was completed in 1886. Meanwhile, construction of this improvement attracted speculators buying up coal lands and three railroads began surveying routes to Beattyville.

The beartrap dam project proved a fiasco when the swift water through the chutes caused turbulent water which easily wrecked boats and timber rafts. The Corps started to replace the dam with a standard cut-stone lock and fixed dam but abandoned the project in 1891 after two floods and a fire. Instead, equipment was moved down to Lock 6 which was completed in 1896.

Lt. William W. Harts was now directed to conduct a survey to determine the value of continuing with the Kentucky River improvements. He found that there was insufficient economic justification to build six more dams to reach Beattyville and recommended against it. Critics of the Corps of Engineers who say it never saw a construction project it didn't embrace please note.

The congress accepted Lt. Watts' report and then voted to continue building. Lock 7 was completed in 1897, Lock 8 in 1900, both timbercrib dams with cut stone locks. There was the smell of ham, bacon and chitlins all around.

Construction continued on the locks and dams 9, 10, 11 and 12 up the river toward Beattyville during 1901-1910. These were all poured concrete structures with considerable saving over cut-stone. Nos. 10-13 (and 14 later) had movable six foot crests to pass logs in high water but these were later replaced with concrete caps.

A new fixed dam and lock, Number 14, below Beattyville was completed in January 1917. The Kentucky River had been improved at a cost of about \$5.2 million but there was no traffic. The coal from the Three Forks area was moving by rail. Frankfort was receiving its coal by barge but now from Cincinnati.

Commercial traffic on the upper river ended in 1969; the Kentucky had become a recreational waterway and advertised as The Rhine of Kentucky. Even recreational boating peaked in 1970 as boaters found a number of large lakes available and the historic attractions of the beautiful Kentucky lost out to camping and more active water pursuits.

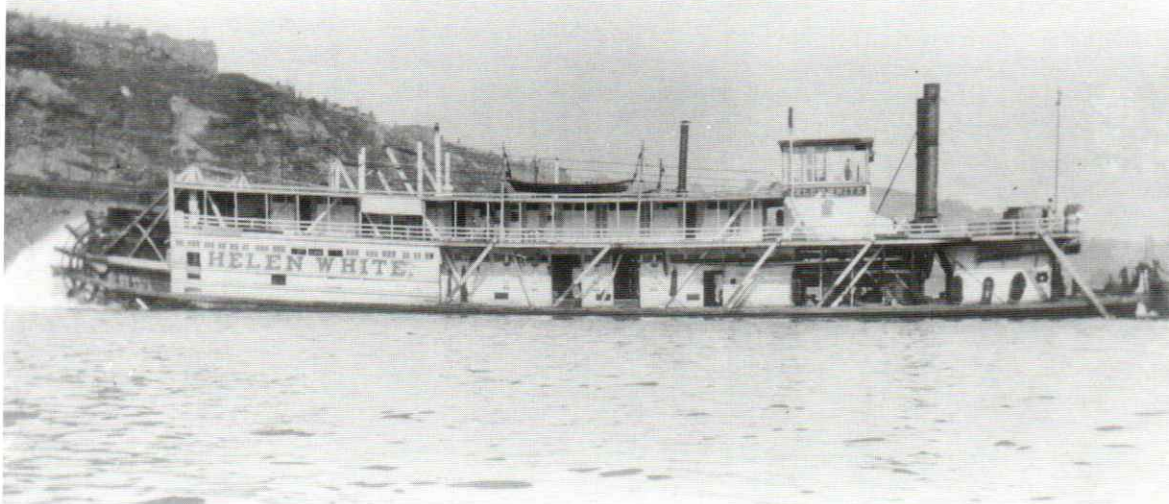
Locks 5 through 14 were ceded back to the state in the late 1990s with management now by the Kentucky River Authority. With a state authorized bond issue the Authority has developed park areas at Frankfort, Boonsborough and along The Palisades to preserve notable historic and scenic locations.

We found **KENTUCKY RIVER DEVELOPMENT: THE COMMONWEALTH'S WATERWAY** well written and an interesting, detailed account of a river improvement project stretching more than 250 miles. The book is softbound, 8.5x11 inches in format, numerous photographic illustrations, bibliography and index, 232 pages. This is a worthy reference source on the Kentucky River for which there seems to be too little literature.

The bad news? We have gone into more detail than usual in reviewing this book for a reason. The first printing was limited and stocks are now in short supply. If interested in a history such as this if reprinted, write to:

Charles E. Parrish, Public Affairs Office, Louisville Engineer District, P.O. Box 59, Louisville, KY 40201-0059.

* * *



The HELEN WHITE (T1077) was one of the very few hulls built at Fly, OH, of seasoned white oak treated with crude oil by the White brothers of Sistersville, WV. Named for the brothers' mother when completed at Marietta in 1903. She was one of a number that went down Mexico way.

GONE TO MEXICO!

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LOG OF HELEN WHITE

Jack H. Reed

Editor's Note: Jack Reed was for many years the lockmaster at Lock 3, Monongahela River located a short distance upstream from Elizabeth, Pennsylvania. He was a frequent contributor to the S&D Reflector in the early days and participated in the first Whistle Blows at Long Reach, West Virginia. In 1944, Jack wrote the following account of the trip of the HELEN WHITE (T1077) and sent copies to Fred Way and Mack Gamble.

We recently found the now crumbling manuscript in a long overlooked file. It does not seem to have appeared in earlier issues of S&D Reflector; must have been overlooked for years. Part of the journey through the bayous of Louisiana cover territory now accessible on the RIVER EXPLORER, see June 1999 issue, page 17.

Jack Reed died in the early 1970s as far as we can determine.

PROLOGUE

This is a true tale of 40 years ago, when there was a good market for Pittsburgh coal in the South, even as far as New Orleans. The Combine kept their towboats busy taking large fleets of loaded barges of coal south and bringing the empties back to be repaired and reloaded.

An oil company with large holdings in Mexico had bought two steamboats at Pittsburgh and I, Jack H. Reed, was lucky enough to be a member of the crew taking them down to the Gulf. I kept a daily log and that is how I can tell this tale after so many years.

THE TRIP OF THE HELEN WHITE

The HELEN WHITE (T1077) with Captain John L. Howder in command, Captain Samuel R. Reed, Mate, with the steamer CRESCENT (T0518) in tow and a fuel flat of coal on the head of the WHITE left Pittsburgh on Sunday, March 15, 1914. From then on, all the towboats we met were coming up the Ohio River with empty barges,

headed for the docks for repairs and then to the mines to be reloaded.

We met the VALIANT (T2505) and EXPORTER (T0775) in "The Trap" (Below old Lock No. 3.); the RAYMOND HORNER (T2120) and BOAZ (T0277) at Logstown and the packet KANAWHA (3203) at Bakers Island. We arrived at Wheeling at 5:00 PM, passed the steamers CRUISER (T0529) and TORNADO (T2459) at Boggs Island, Moundsville, WV at 6:00 and tied up at McEldowney Bar (Hannibal, OH, 126 miles below Pittsburgh) at 9:00 PM.

MONDAY, MARCH 16, 1914: Pulled out at 6:00 AM. Landed an hour at Marietta, OH for repairs; Parkersburg, WV at 1:00 PM; Middleport, OH at 7:00 PM and tied up at Point Pleasant, WV.

TUESDAY, MARCH 17: Left at 6:00. Passed the steamer LOMA (T1622) at Proctorville, OH; the MONITOR (T1860) and VAL P. COLLINS (T2503) below Greenup, KY and landed at Augusta, KY for the night.

WEDNESDAY, MARCH 18: Left at the usual time but were wind-bound until 5:00 PM when we

pulled out and landed at Cincinnati, 470 river miles from Pittsburgh.

THURSDAY, MARCH 19: Left at 6:00 AM and arrived at Louisville, where we tied up and washed boilers.

FRIDAY, MARCH 20: As Captain Howder's pilot license ended at Louisville we got Capt. Clarence Carter, a real veteran, who took us over The Falls in good shape, there being plenty of water. Passed Leavenworth, IN at noon, Cannelton, IN at supper time and tied up at Vannada, KY (Above Scuffletown and Lock 47) at bedtime.

SATURDAY, MARCH 21: Left at 6:00 AM. Stopped at Caseyville, KY and took on coal, passed the steamers ENTERPRISE (T0755) and RESCUE (T2144) at Cave-In-Rock, formerly a robbers hangout. According to history, Mike Fink the noted river pirate was supposed to have operated there for a while. This rock cliff is 100 ft. high and a quarter of a miles long, the cave is near the lower end and then a little village of the same name sits back in a lovely spot above.

It Was dark as we passed "Lovers Leap" (Mile 896, below Golconda, IL) so the pilot turned the searchlight on and it sure was a lovely sight. Incidentally, there are two navigation lights named Lovers Leap - Nos. 1 and 2. Tied up at Dog Island for the night.

SUNDAY, MARCH 22: Left at 6:00. Passed Paducah, KY, the former home of Irvin S. Cobb. Wind-bound four hours at Metropolis; got started again and stopped at Cairo, IL for repair parts. Left the Ohio and entered the Mississippi River about two miles below Cairo, 979 miles from Pittsburgh, and tied up at Hickman, KY.

MONDAY, MARCH 23: Started at 6:00. Passed the HARRY BROWN (T1049), JOHN A. WOOD (T1391) and DUQUESNE (T0643) upbound with empties. Tied up at Luxora, AR.

TUESDAY, MARCH 24: Left at 6:00 and got to see part of Fort Pillow of Civil War fame, the scene of a terrible massacre, with river banks one hundred feet high. Pilot Carter got off at Memphis and Al Prichard got on.

Let's turn back the page a few days: The night we got into Cincinnati the fine, large packet GEORGIA LEE (2320) left there headed for Memphis with a load of freight. We passed her every day lying at the wharf of a different town, unloading some freight and taking on more; once she had a roof load of kitchen chairs. She would pass us during the night and then we would catch her during the day.

On the wharfboat at Memphis there is a mail box for pilots and as the Government boat sounds out the channel the changes are mailed to each active pilot. All boats passing Memphis send in a yawl to pick up the mail and pilot notices.

WEDNESDAY, MARCH 25: Left at 6:00 and passed the packet KATE ADAMS (3217) and towboats J. B. FINLEY (T1228) and GLEANER (T0953). Tied up for the night at Arkansas City.

THURSDAY, MARCH 26: Left at 6:00 and passed the steamer JOSEPH B. WILLIAMS (T1452), a boat famous for taking one of the largest tows of coal from Cairo to New Orleans. Fog shut down so we tied up and cleaned boilers.

FRIDAY, MARCH 27: Left on time, got coal at Vicksburg, a city that General Grant besieged for about six weeks during the Civil War, and tied up in the canal for the night. (Yazoo River Diversion Canal)

SATURDAY, MARCH 28: Left with Captain Dan Quinn at the wheel, a fine old man. Passed Natchez at 3:30 and tied up in Dead Man's Bend for the night.

SUNDAY, MARCH 29: Started for Bayou Plaquemine, LA. The pilot got off at Baton Rouge and Captain Howder took the boat on to Plaquemine where we arrived at six o'clock.

At this location, the government built a lock in the river bank or levee that lowers boats down out of the Mississippi River into Bayou Plaquemine. The Bayou connects with Bell River and then into the Atchafalaya River. A very nice lock.

MONDAY, MARCH 30: As the lock was too small to take our boats through side-by-side at one time, they were lashed together head to head with the fuel flat behind the CRESCENT's wheel and we backed into the lock with the HELEN WHITE and then backed through the drawbridge just below the lock. The elevation of the Mississippi at Plaquemine was twenty-six feet above sea level so after dropping down fifteen feet in the lock we were at only eleven feet elevation.

This writer took the yawl ashore to pick up the Swamp Pilot who came down the bank with a suitcase under one arm and a jug of Snake Bite Medicine in each hand. He was a short, stout man but he sure knew the water trail through the swamps.

After the formalities of introduction were over, the Swamp Pilot took his station on the stern roof of the WHITE and would point with his hand the direction to go. As the bends in the Bayou were so short and quick we had to put a block of wood between the heads of the two boats and then with corner lines around the steam capstan we could kink the boats enough that they would go around the bends. The channel was so narrow a person could jump ashore most any place. There were plenty of alligators lying along the bank and some were ten to twelve feet long.

Back from the river we could see fine plantations with lovely houses and the usual buildings that go with a plantation. In a field starting at the river bank and about one-half mile square we saw six men and six women chopping cotton. In other words, thinning the plants to the proper

spacing. The lead man started one row, then a woman the next and so on, all singing and keeping time to the music with the hoe and one foot, - as the hoe would go up, up would come a foot and all would come down together.

Ten miles away from Plaquemine we entered Bell River, another narrow, crooked stream and, as the searchlight was on the head of the WHITE and we were backing, we had to stop.

The mosquitoes were hungry for Northern blood that night.

TUESDAY, MARCH 31: Left at six o'clock and went through the most crooked places I have ever seen and the deck crew were kept busy pulling the boats, first one way and then the other to get around the bends. Little bayous branched off in all directions, lots of them choked off with water hyacinth, a pest in these warm waters. We crossed Lake Natchez and into the Atchafalaya River, wide enough for us to hitch up the regular way after backing for eighty miles.

Descending the Atchafalaya we arrived at Morgan City where we saw the Pittsburgh towboat VOLUNTEER (T2545) and the Kanawha River boat LENA MARMET (T1569) being repaired for shipment to Mexico. We tied up for the night.

WEDNESDAY, APRIL 1 Left on time and went through the draw span on the Southern Pacific Railroad bridge; eight feet above the river and ten spans long, and out into Atchafalaya Bay and on into Vermillion Bay which is seventeen miles wide. The land is about three feet higher than the water level, swamp grass about the same and not a tree in sight.

Our swamp pilot took a long look, pointed with his finger and said, "That way." Captain Howder went that way and we found a canal 60 feet wide. We had to string the tow out again and back through the canal to the next lake which took all day.

THURSDAY, APRIL 2: Through Upper Mud Lake, out of it into the Mermentau River where at Grand Chinier we found a wooden lock. All lock gates were open and the dam shot out (?) and there we had to go through single file as the lock was narrow. But just below the lock we found a small town where we could get some coal.

As the coal was being put aboard, the Swamp Pilot and I took the yawl and went down through Lower Mud Lake to take soundings over the bar. Wherever rivers enter a large body of water, especially if the river flows through muddy land, on meeting the stationary water the current is checked and the sediment drops out and the bar builds up. We finally found water enough to take us over and went back to the boat.

We now hitched the steamer CRESCENT on the port tow line with the fuel flat under her wheel and on the windward side of the WHITE for the waves in the open Gulf were high. Part of our course we had to run parallel with the waves and on top of one where the two boats would roll apart and then sweep down in the trough between two waves where the boats would bump together real hard.

We were out about ten miles from land and had fifteen miles of this to go through but in the afternoon we reached the mouth of the Calcasieu River safely. There is a little town there named Cameron, the home of many fishermen. On up the Calcasieu we went through Grand Lake, back into the river and arrived at Clooney's Boatyard, our destination.

A crew of tired rivermen went to bed.

FRIDAY, APRIL 3: Captain Howder was called home and Sam R. Reed, my brother, was put in charge.

That morning, as we lay at Clooney's Boatyard, a sternwheel packet boat, high and narrow, named BOREALIS REX (0680) came

down the river from Lake Charles. She was close to the right bank and just as she got opposite our boats the pilot pulled the rudders hard down to the port side and, making a long sweeping turn, headed straight for the shore about one hundred yards below us. It looked to us like the boat was going to run up into the woods as the head of the boat passed out of sight among the trees. Just at that moment the pilot stopped the wheel and the boat passed out of sight.

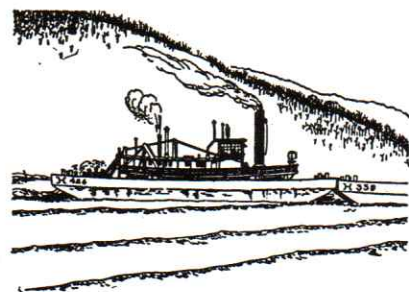
In all my river experiences I never saw anything like that so we went down through the woods to see what happened. There was a canal about six feet deep, seventy feet wide and about three hundred feet long connecting two parts of the river. Going back to the boatyard we inquired about it; we found the river made a five mile loop and this canal saved going around but the disappearance of the BOREALIS REX had been dramatic.

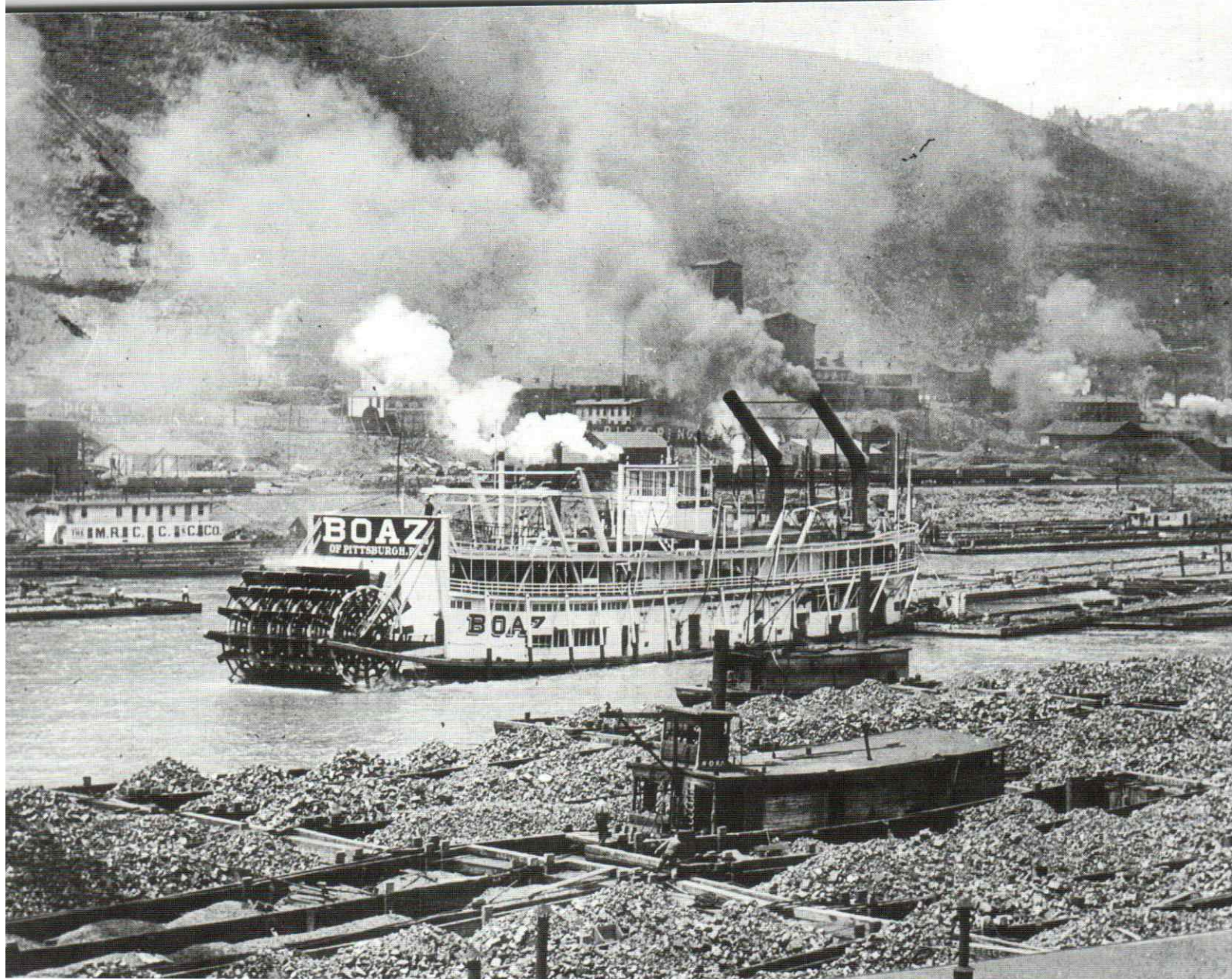
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The HELEN WHITE and the CRESCENT, after repairs at the Clooney Boatyard, were loaded on empty oil barges and taken across the gulf to Tampico, Mexico. Jack Reed's brother Sam Reed was in charge of delivering the boats including overseeing the unloading. The HELEN WHITE then operated towing crude oil on the Panuco River and sank in 1924.

Sam Reed liked Mexico, became Port Captain for an oil company at Tampico and remained almost 25 years, until Mexico nationalized the oil companies in the 1930s.

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The BOAZ (T0277) was representative of the class of big towboats taking coal south from Pittsburgh following the Civil War. She is shown here in the Monongahela River after picking up loaded coalboats, backing slow to line up her tow to run the Point Bridge.

The loaded coalboats indicate the Ohio has only recently reached "coalboat water" and the rush is on to move coal. In the foreground is the coal digger NORA, a pump boat is alongside the fleet and the Combine landing boat is across the river. Bill Reed print.

THE DECKHAND'S LIFE WAS A HARD ONE

Dr. Leland Johnson has our thanks for the following candid 1875 account of the life of a towboat deckhand. The individual who was providing the Courier-Journal with his unvarnished story may well have worked on the earlier BOAZ (1867-1881) but there were lots of other coal pushers of the time that were generally similar in size and appearance.

The cry, "Coalboat Water!" created a hectic time around the Pittsburgh Harbor. Standing a six hour watch was not an important consideration, - building tows and starting down the river with as many coalboats as a boat could handle (with luck) was the game. The Editor

LOUISVILLE *COURIER-JOURNAL*, 7 Feb. 1875.

AMONG THE BOATMEN

While the coal fleet was frozen in by ice, a reporter had policeman Brennan escort him into Frank Elvin's saloon on Water street to interview boatmen. He found 20 employees of coal towboats in the saloon. James Hunt, age 32 of Pittsburgh, was the oldest of the lot. The reporter bought them a round and interviewed the boatman who seemed most intelligent, recording this narrative:

Towboating, sir, is a hard life; the hardest a man can get into. we are continually exposed to wind and weather and sometimes work three days,

and even four, without sleep and with only time to take a bite or two of an old biscuit we may have in our pockets. The crew of a towboat consists generally of a captain, two mates, two pilots, two cooks, a steward, eighteen deck hands, two engineers and four firemen, though some carry less and some more. Our food is of a poor kind, though we might have worse. For breakfast we have—that is, when we have time to get it—some hardtack crackers, a chunk of meat cooked in hot water, and gravy, some potatoes and coffee without milk. For dinner we have soup and "duff," the latter being a sort of meat pie. Our supper is the same as breakfast. We are not furnished whisky, and if a man gets a little tipsy he is "banked," put off without pay or parley on the nearest bank, despite his condition or that of the weather. Sometimes these banked men have to walk over a hundred miles to reach a city, and being, as they always are, without money, and having on very thin clothing, they suffer terribly.

There is something—a sort of charm—in our life which we enjoy, and 'tis it that draws many to our ranks; but the most of us have been forced to what we are by ill-luck, and having become such we can not be anything else. We have among us from boys of twelve to men of thirty-five but none older. You never see a deckhand older than thirty-five, for if he is so fortunate as to reach that age, he is either a broken-down man or the inmate of a hospital.

I have heard that a rolling stone gathers no moss, and I believe it's true, for I never saw but one of our men who saved any money, and he was a Jew, which accounts for his luck. Some of us liked him for his luck, and tried ourselves to save, but 'twas no go, and we gave it up. Our pay is about \$35 a month, and our board when ashore costs almost that much; so, you see, it's little we save, and what little we do gather goes to the women. Almost every man of us has a woman at each of the landings, but none of us are married.

I think this loose way of doing things shortens our lives, for, as I said before, none of us live longer than forty years. We have several diseases, but never consumption. Ague and fever and rheumatism come often, but most of the men suffer from private diseases. These diseases cause fearful suffering, but not one of us is prevented from catching them by the unhappy luck of a comrade, bad as his case may be.

We stand duty six hours on, and then are entitled to six hours off, but seldom have it and consider ourselves lucky in getting three hours sleep. We have to work at the pumps of the barges, and, as some towboats push as many as thirty of these, we are kept very busy day and

night. Our hardest work is when our barges get aground, for then we work incessantly and are never allowed to stop, no matter if it be as hot as a hundred or as cold as zero. A mate stands over us to see that we work, and unless everything is done according to his notion of matters, no matter how absurd, someone suffers, and he does suffer, too, for these mates are a brutal set and don't care a damn whom they hit with iron or wooden clubs. A man dare not complain, for the whole gang will help the mate and pitch him overboard or bank him. If they dare not do this, and a man growls for being beaten, they scare him by saying he has mutinied and will be arrested.

Rivermen have no home. They live on the water, vote wherever they happen to be, and belong to no State in particular; they have no friends on whom to depend for assistance and every man must look out for himself. You can now perceive the difficulty of convicting a mate. Sometimes these men are held as witnesses, but their roving disposition does not permit them to stay ashore, and long before a mate's trial comes off they are gone, and he is discharged for want of testimony. The poor men seldom have these mates arrested, as they know too well the difficulty to be experienced in convicting them. Some mates are good men, but not many such are now to be found, for if a man isn't a sort of brute he seldom cares to watch a crew of desperate men, the most of whom are made such by the force of circumstances.

I know of nothing thrilling nor amusing in the lives of my acquaintances here, and you've been told of Mike Fink. I was once or twice blown up and during my service of twenty years have saved half a dozen women and children from drowning. That is all I can tell just now," concluded the deckhand, "but you might wind up with a hit at the Government which charges us forty cents per month for hospital expenses, and, unless a man is a Negro, which none of us care to be, it's a devilish poor chance he stands to get admission to those marine institutions.

* * *

PLANS FOR MODEL BUILDERS New Fryant Catalog Announced

John Fryant, indefatigable builder of steamboat models, has recently released his latest catalog of model plans. The booklet is 8.5"x11", 21 pages and lavishly illustrated with drawings and photos. A section listing radio controlled model clubs and sources of construction materials and electronics is included.

Price postpaid in the U.S. or Canada is \$6; overseas \$8.00 (U.S. funds).

JOHN L. FRYANT
7072 Crystal Cove Pointe
Maineville, OH 45039

- THIS AND THAT -

THE PRESIDENT'S FATE STILL IN DOUBT

We reported on page 29 of the December 2000 issue that it appeared the former excursion steamer PRESIDENT (4578) would be replaced. She had new owners and was due for her five year hull inspection in March. The Isle of Capri Casinos, Inc. bought the boat along with the Connelly Group gaming properties at Davenport. The boat was replaced about April first by a built-for-the-purpose casino boat formerly called QUEEN OF THE RED, now renamed TREBLE CLEF.

The PRESIDENT is now owned by the Alter interests who have her moored about ten miles below Davenport, opposite Montpelier, Iowa. It seems likely that the PRESIDENT will eventually be reduced to razor blades unless some visionary comes along with a new use for the once great boat.

Our thanks to Pat Welch for the updates.

* * *

MUSKINGUM RIVER DRAWS ANTIQUE & CLASSIC BOATS, JUNE 14-17

The Buckeye Chapter, Antique & Classic Boat Society with the Lyman Boat Owners Association will hold a meeting and extended cruise on June 14-17, 2001. Lyman Boat Works, Sandusky, Ohio, built both inboard and outboard classic runabouts of mahogany and cedar, highly varnished and trimmed with chrome.

The gathering place Thursday, June 14 is Stockport, Ohio at the Stockport Mill Inn. On Friday morning, after brunch, the flotilla of Chris-Crafts, Gar Woods, Lymans and Dodge Watercars will start down the Muskingum with arrival at Marietta expected about 3:00 o'clock. Good vantage points to see the boats on their trip down the Muskingum will be at the locks, - Beverly, Lowell and Devols.

Saturday, June 16, will be show and demonstration day from 10 am. to 4 pm. at the city dock in front of the Lafayette Hotel.

* * *

ANNUAL MARIETTA BOATBUILDING WORKSHOP

Beginning the first Monday after the Fourth of July (July 9, 2001), the Ohio River Museum and the Marietta Rowing & Cycling Club sponsors another workshop on small, wooden boat building. The 2001 boat will be a Newfoundland Trap Skiff, clinker planked with cedar on a bent white oak frame, 19 ft., 3 in. length, 5 ft. beam for either rowing or sailing.

Skills required -none; power tools provided; cost \$30 for any five days worked; enrollment up to 12 at any one time. Leader - JIM STEPHENS, BOX 1081, MARIETTA, OH 45750. (740) 374-6997.

* * *

BIG DEVELOPMENT PLANNED FOR DUBUQUE

John Bickel, Cedar Rapids, IA keeps us posted on developments along the river in Iowa.

Big news recently is the action by the Vision Iowa Board to approve a \$30 million grant toward a \$178 million "America's River Discovery Center" at Dubuque. Vision Iowa is a state funded entity to assist tourism projects.

Jerry Enzler, executive director of the Dubuque County Historical Society (which includes the Mississippi River Museum and the National Rivers Hall of Fame) requested \$58 million. Mr. Enzler says that significantly more than \$30 million will be required and grants from other sources are in prospect. The project, when fully developed, will include an aquarium, educational center, restaurants and a hotel. At press time final sign-off by the full board was pending.

Iowa intends to borrow \$20 million in bonds per year for the next 20 years to fund tourism development in the Hawkeye State.

* * *

MERCANTILE LIBRARY ACQUIRES WHITEHEAD COLLECTION

The Neil H. Whitehead, Jr. Marine Book Collection containing over 2,000 items including books, manuals and parts catalogs was recently acquired by the Mercantile Library. This is the largest donation of printed material to the Herman T. Pott Inland Waterways Library.

The collection came from the family of Neil Whitehead who was born in 1919 in Louisville, Kentucky. Mr. Whitehead was an avid reader and collector of marine books and spent time as a young man on river cruisers and houseboats. For a time he was the riding mechanic for hydroplane racer Wild Bill Cantrell. He was vice president and general manager of River Service & Supply, a subsidiary of American Barge Line Co. He served on the boards of several waterways organizations and was a charter member and president of the Port of Louisville, Propeller Club of America. Neil Whitehead died in 1997.

* * *



The LEVI ready for service in the Madison trade, 1890. We estimate her measurements about 40ft.x10ft. That must be designer Edward Turner standing proudly by the jackstaff; the more mature Jim Reed below. Air cooling for the mules is available by opening the double doors.

TWO HORSEPOWER STERNWHEELER

#

A SHORT-TRADE BOAT OF 1890

Louie DeCar, 131 Hillcrest Dr., Madison, IN has our thanks for bringing the following story to our attention and providing the photo of the LEVI. This boat is not listed in the List of Merchant Vessels of the United States but was the forerunner of a fleet of gasboat packets which were seen between Cincinnati and Louisville in the first part of the 20th century. The article which follows first appeared in the October 2000 issue of "Reminisce EXTRA," 5927 Memory Lane, Greendale, WI 53129. The author is Judy Turner Searcy, Sanders, Kentucky.

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THE LEVI

The era of steamboats on the river has held a fascination for me since I was a small girl listening to the stories of my father, Carl Turner. There is one of his stories that is to me a very important part of Ohio River history, about the horse powered boat LEVI, and I would like to tell it.

In 1890 my grandfather Edward M. Turner, at the age of 18, decided to build a boat and run it with horse power. The idea originated when he was observing local farmers grinding feed with horses walking on a treadmill to turn the grinding mill.

Grandfather had all of the blueprints in his head but only seventeen dollars in his pocket.

He traveled to Hanover, Indiana, a small town about five miles away from Plow Handle Landing where he lived, and talked to Jim Reed who owned a sawmill. After discussing his plans with Jim, they formed a partnership with Jim furnishing the lumber.

In the early spring of 1890 they started building the boat at Plow Handle Landing, ten miles downriver from Madison, and after three months work the new boat, christened LEVI, was ready for business. The trade would be from Plow Handle Landing (Plow Handle Point) to Madison and they would haul anything from passengers, to chickens, to groceries.

To provide power for the LEVI two mules were needed and these were leased for fifty cents a day. The mules were led onto the boat and through the two large front doors onto the horse treadle which was connected to the sternwheel.

The LEVI plied the trade between Plow Handle Landing and Madison; it was a day up in low water and two days in high water. The income from freight averaged about \$18.00 a day. After five years the LEVI was re-powered with a gasoline engine and then the crew was Jim Reed, Clerk; John Fresh, Pilot; and grandfather, Engineer.

This was the beginning of the Turner Brothers long career on the Ohio River, - from two mules to gasoline to steam and diesel. The Turners, Selby, Edward and W. T., later operated the steam packets NELLIE (4132) and OHIO (4275) and the diesel packets NEW HANOVER, REVONAH and later the diesel towboat R. W. TURNER.

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**ENGINE ROOM OF THE
MP. LEVI**

The story about Edward Turner's mule powered (MP) LEVI on page opposite calls for additional explanation of the power plant and how it might have been arranged.

Details of a two-horse tread from a listing in the 1902 Sears & Roebuck Catalog provide technical information. In the days before rural electricity we can imagine that such a treadmill would have been handy around the farm to perform the various jobs listed in the ad. Horses would have to be "fueled" whether working or not and commanding them to get on the tread and connecting up a wide, flat belt between the "power" pulley and one on the grinder or sawmill would be easy enough. On the sternwheel LEVI a belt would have been connected from the treadmill to a jackshaft with chain or belt drive to a sprocket on the sternwheel shaft.

Was there a reverse on the jackshaft? Maybe mules could be enticed to walk backwards but we suspect not. Comments between the two hayburners can be imagined when the operator increased the angle of pitch for full power.

Photos of sidewheel horse ferries, a treadmill on each side, are not so unusual but we do not recall have seen a sternwheel setup such as the LEVI.

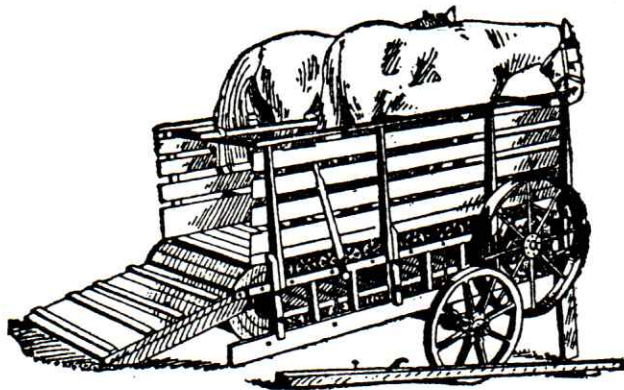


DEAN CORNWELL

AMERICAN ILLUSTRATORS' STAMP ISSUE

Dean Cornwell (1892-1960) The U.S. Postal Service issued a set of stamps some time back recognizing illustrators of the 20th century scene and will soon offer the same stamps as 5x7 postcards. As show above, the Dean Cornwell painting of the BETSY ANN hanging in the Ohio River Museum will be one of them. It was used on the cover of True magazine, February 1953; another Cornwell painting is a pilothouse interior as a storm approaches, also used in True.

Acme Tread Horse Powers.



Our Acme Tread Horse Powers are especially designed for farm and shop use. They are adapted to run various farm machines, wood saws, etc., and for operating light machinery in blacksmith or jobbing shops. These powers are built in the best possible manner out of first class materials. The treads are of best seasoned maple. Power can be set at any desired pitch so as to develop more or less power as needed. We make these powers in two sizes, either of which can be

mounted on two wheel trucks so that they can be easily moved about. The speed is right for feed grinders, fodder cutters, wood saws, etc. All of these powers are furnished complete with a governor, which regulates the speed perfectly, and with brake for stopping the machine. Trucks are extra, but will be furnished at prices quoted below. Shipped direct from factory in Southeastern Wisconsin.

No. 32R1825 One-Horse Double Geared Tread Power, with speed regulator. Weight, 1600 pounds. Price.....\$62.00

No. 32R1826 Two-Horse Double Geared Tread Power, with speed regulator. Weight, 2800 pounds. Price.....\$78.30

SHOWBOAT TROOPER REMEMBERS THE WATER QUEEN

Mrs. Edith Black O'Donnell, 2000 Canyon Dr., Fullerton, CA 92833 favors us with some recollections of performing on Price's WATER QUEEN showboat in the 1930s. Edith recently discovered S&D and joined up.

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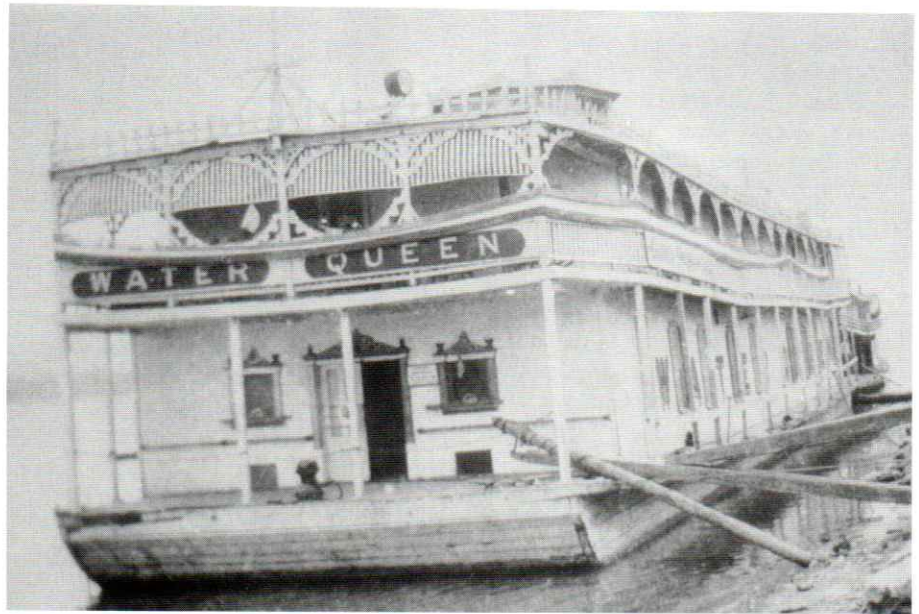
When my sister and I were young we performed on several showboats while living at Proctorville, Ohio. I played the violin and my sister sang and danced on the WATER QUEEN, MAJESTIC and BRYANT'S showboats and we may have played on some others too but I was very young. My father worked on the showboats and when the boat came to the vicinity of Huntington, West Virginia across the river he would take us in a rowboat to wherever the showboat was playing, - Huntington, Chesapeake, Ironton or even Portsmouth.

I lived on Susan Street, Proctorville, overlooking the Ohio River. When the boat my father was working on came along he would play, "Waiting for the Robert E. Lee" on the calliope which could be heard for a great distance. That gave me enough time to run to the river bank or go to the upstairs window of our home and watch as the boat went by. There was a curve in the river near Proctorville and seeing the boat appear was an experience I shall never forget.

I especially remember the beauty of the lighted excursion boats, the reflection of the lights on the water and hearing the band playing mingled with the laughter of the people on warm summer nights. Living on the banks of the Ohio was a wonderful, almost magical way to grow up. I have many delightful memories.

My father, John Jordan Black, was working on the ISLAND QUEEN when he left and moved the family to California during World War II. He had been working on the Ohio and Mississippi Rivers since the time he was thirteen years old and died in 1968.

* * *



The WATER QUEEN appeared in Swanson movie "Stage Struck." and "Gloria Swanson Boat" shows dimly on the banner along the second deck, probably 1937.



Promotion man John J. Black in straw hat neglects to hold his sign right-side-up for the camera; assistant unknown. May 20, Thursday, narrows the year to 1937 and Gloria Swanson's name is still a draw. Photos, Edith O'Donnell.

- OBITUARIES -

ROY R. WORRALL

Roy Worrall, a member since 1978, died February 5, 2001. He was a resident of Ocala, Florida but earlier had lived in New Albany, Indiana.

Roy's wife Marie writes, "We had to take a ride on the BELLE every time we were in Louisville. I remember how those trips made Roy's day. I played the calliope and the out-of-tune piano up on the dance floor.

Roy saved every S&D Reflector he ever received and they are stacked neatly on his "boat shelf." I hope somebody might want them, - they can have them for the postage."

Roy last wrote to Madam Secretary in November last year: "The membership and the Reflector mean a lot to me. I am a real river rat, born in New Albany, on the banks of the Ohio, then later my parents had a summer place at Arctic Springs until the 1937 flood washed our summer house out. I spent many happy summers there. With the Reflector, I'm happy as a pig in mud, Ohio River mud, of course."

Roy's letters were always a delight and we'll miss hearing from him. Mrs. Roy Worrall may be reached at, 8487 S.W. 108th Pl., Ocala, FL 34481-3628.

* * *

JACK ALLEN MASSEY

Jack Massey of Cincinnati died on March 4, 2001. He was 79 and a U.S. Marine veteran.

Jack was very much a steamboat fan and collected memorabilia related to the rivers. He prepared slide shows on the rivers and steamboats and was always willing to share them with any interested group.

He is survived by his wife Alice Massey, daughters Susan A. Burdick and Sharon Castor, brothers James F. and William C. Massey.

Our thanks to Harry Burdick, Blue Ash, Ohio for supplying the information on his friend and relative by marriage, Jack Massey

* * *

ROBERT PRATER

Robert "Bob" Prater died March 21, 2001 in California. He had lived at Sebastopol, California for the past two years or so.

Bob Prater was born December 24, 1936 at Ashland, Kentucky, the youngest son of Burnice and Helen Hughes Prater. For a number years he lived in Columbus, Ohio and was employed at the Defense Construction Supply Center near the Columbus Airport.

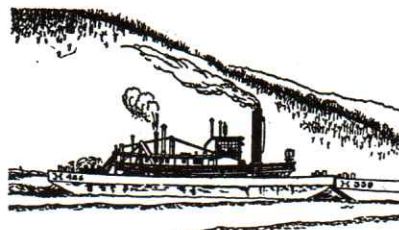
Bob was an avid cyclist and for years participated in bicycle tours throughout Ohio and elsewhere. On several occasions he and son Joe arrived at S&D meetings on their touring bikes, - just a 120 mile jaunt over hill and dale from Columbus.

Bob and others in a touring group were seriously injured in an accident with an automobile about twenty years ago. Bob, after months of recovery, was permanently disabled thereafter but always had a positive outlook when we saw him. He was determined to overcome his difficulties to again be able to ride a bike and succeeded to a large extent.

Several years ago he located in Colorado and later moved to Sebastopol, near Santa Rosa, California

Bob is survived by his son Joseph Prater and daughter Amy Prater of Denver, mother, Helen Prater and brother Richard of Ft. Walton Beach, Florida and his sister Lillian Prater Smith, Lakewood, Colorado.

* * *



HISTORICAL SOCIETY THANKS S&D

Member Diana McMahan of New Matamoras, Ohio writes a weekly column about the doings of the Matamoras Area Historical Society. This is an active group in the northern part of Washington County, Ohio and the village produced a number of noted rivermen in the days of steam, - Charles T. Campbell who founded Union Barge Line and the Campbell Line being one of them.

The Society has a museum and last year received a grant from the J. Mack Gamble Fund: On April 22 Diana reported:

"Displayed in conjunction with the Museum River Room is a cherished quilt, made by the ladies of the Matamoras Presbyterian Church in 1895 and won by the COURIER in a popularity competition with the BEN HUR. The display case for the quilt was funded by the J. Mack Gamble Fund.

Members were informed that 21 river books had been purchased through the J. Mack Gamble Fund grant to the Society. These are now located in the River Room Library."

A recent gift from Ruth Thornily was a wooden life float retrieved by her husband Joe from the Ohio after the sinking of the KATIE LYONS in 1942; she sank after striking the B&O Bellaire (Ohio) Bridge.

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BOAT DIRECTORY SALES

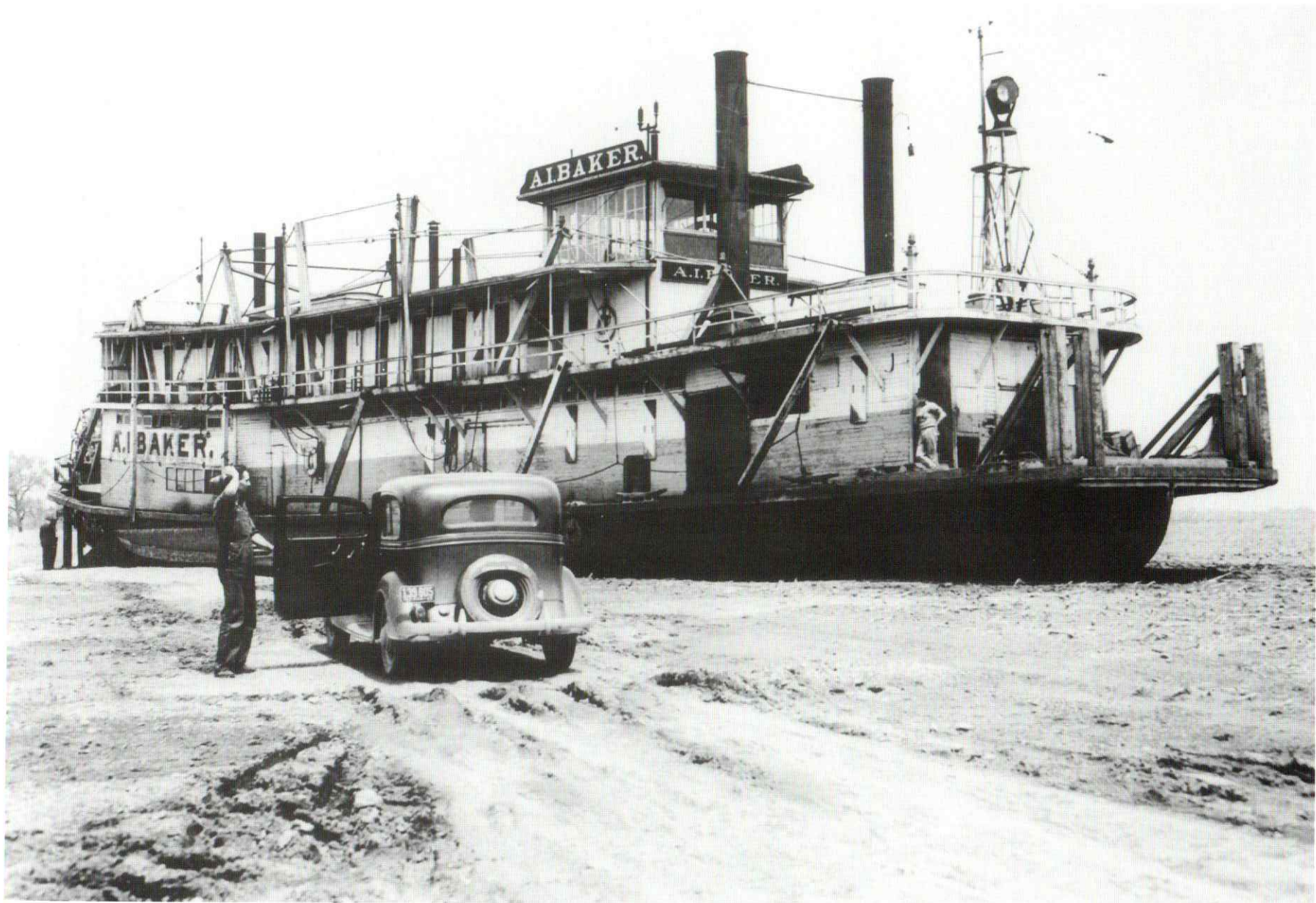
Ohio University Press pays a royalty to S&D for sales of Way's Packet Directory, 1848-1994 and Way's Steam Towboat Directory. The royalty check has been deposited in the J. Mack Gamble Fund and for the first time the towboats had more sales than the packets.

Both books are available from the Ohio River Museum gift shop. CAMPUS MARTIUS MUSEUM, 601 SECOND STREET, MARIETTA, OH 45750. For mail orders call: KIM MCGREW, (740) 373-3750: Credit cards accepted.

* * *



An early morning in October 1999 - the BELLE OF LOUISVILLE waits at the Cincinnati Public Landing during the Tall Stacks extravaganza. Fred Rutter Photo.



Here's another stranded whale in a cornfield. The A. I. BAKER (T0014) went aground on May 7, 1940 at Cypress Bend, below old Lock 48, Ohio River. The BAKER was 125.8x28x5 ft. and inconveniently has come to rest athwart an Indiana highway. The farmer stands beside his Chevy coach, scratches his head muttering, "Well, I swan!" among other things.

The fireman lounges by the coal box watching with some amusement while the engineer places braces under the cylinder timbers; it will be a long wait. The nicely modeled hull shows to good advantage. She was removed by the Eichleay Contracting Co. on June 26 and lasted until 1943. Murphy Library, University of Wisconsin, LaCrosse photo.

CREW OF THE STR. SHILOH, DECEMBER 1902

Standing, L-R: Tommy Latham, Chief Engineer; Al Aiken, Second Engineer; John Hamilton, Carpenter.

Sitting, L-R: Charles Beard, Pilot; Capt. Lon Kell, Master, Sam Smith, Purser; Ed. Beard, Pilot; Bill Stull, Mate.

Sitting on floor, L-R: J. R. Koger, deck watchman, Charles Lewter, 2nd Clerk.

Identified by Orie Stallions.

From collection of the Market House Museum, Paducah, Kentucky, Penny B. Fields, Director.



STR. SHILOH

The photo to the left of the SHILOH (5097) was in all probability taken in December 1902 at Danville, Tennessee on her first trip. The boat is new, all bull rails in place, hardly a mark on the paint and no leaves on the distant trees.

She was built in 1902 by Howards for the St. Louis and Tennessee River Packet Co., 150x28x4. Her cost less machinery and outfit was \$9,250 and she went into the trade between Danville and Savannah on the Tennessee River.

CREW STR. H. W. BUTTORFF

Front, L-R: Louis Comers(?),
Head Clerk; Dane Martin, Mate;
James Tyner, Master; Sam Felts,
Pilot.

Back, L-R: C. B. Hamlett,
Watchman; Ed. Bell, Pilot; John
Narroway(?), 2nd Engineer, Bill Leak,
Chief Engineer; Russ Rutter, 3rd
Clerk; Burney Lee, 2nd Clerk.

Identified as about 1906 by Orie
D. Stallions, Baton Rouge, Louisiana.

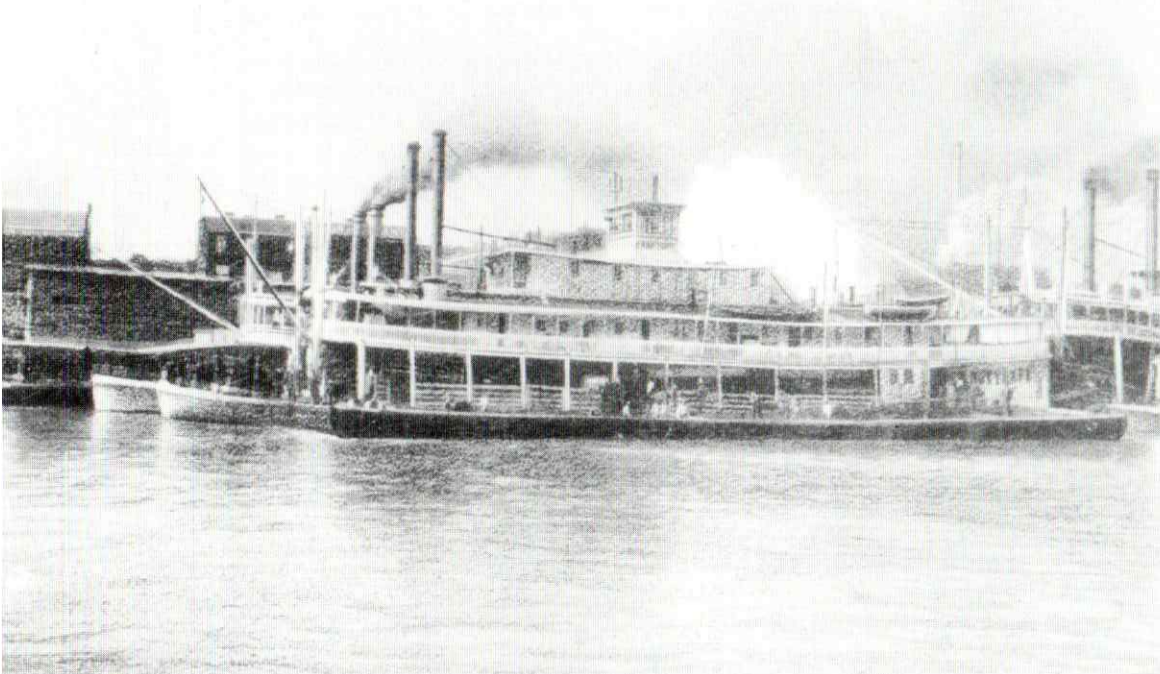
From Market House Museum,
Paducah, KY, Penny Fields, Director.



H. W. BUTTORFF

The H. W. BUTTORFF (2509) was named for one of the founders of the Phillips & Buttorff Co. of Nashville, - it never hurts to butter up the shippers. She was built by Howard in 1896 for the Ryman Line, 160x30x4.1, to run in the Paducah-Nashville trade. The price was \$7,000, less machinery.

Capt. J. S. Tyner was master when she came out until 1909. She was about the run the open span of the L&N bridge at Clarksville in 1906 when Train No. 102 missed the signal and the engine and coal car ran off into the river. Became the JOHN LEE (3088) in 1911 when sold to the Lee Line, Memphis





CREW STR. GRACEY CHILDERS

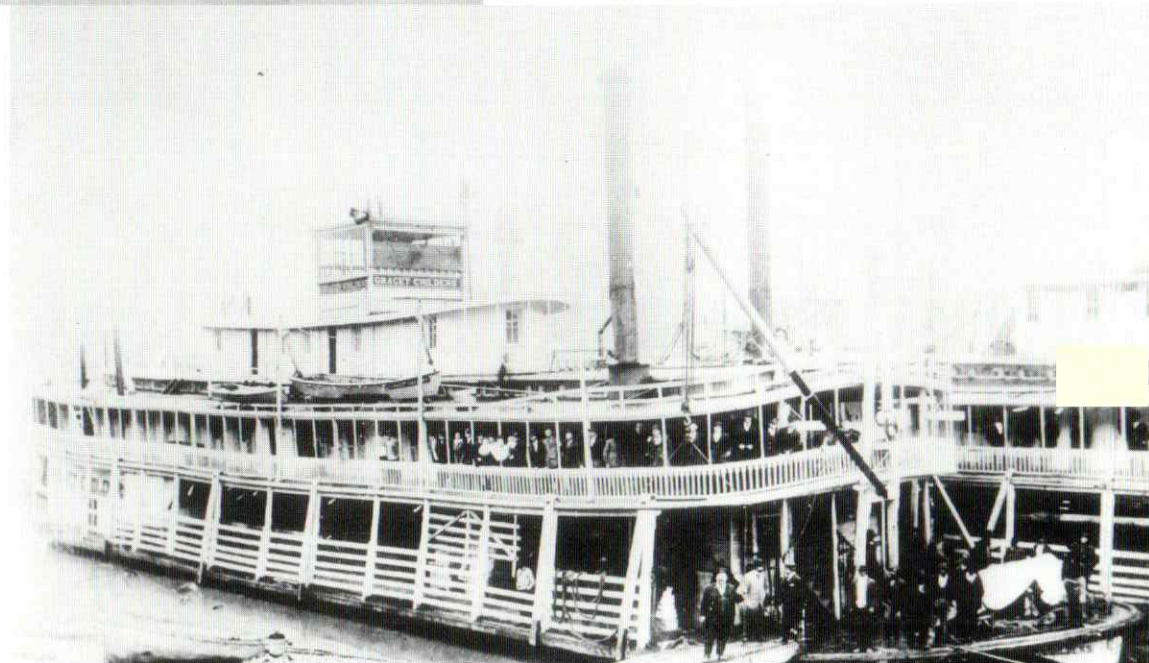
Front, L-R: Matt Leak, 2nd Engineer; James Tyner, Master & owner; Dave Martin, Mate; Harry Wills, Pilot; Ed Bell, Pilot.

Back, L-R: Bill Leak, Chief Engineer; Henry Kolb, Clerk; James Tyner, Jr., Head Clerk; John Tyner, visitor; Burney Lee, 2nd Clerk; unknown visitor.

Taken 1908 or 1909. From the collection of the Market House Museum, Paducah, Kentucky.

GRACEY CHILDERS

The GRACEY CHILDERS (2411) was formerly the ROSE HITE (2841) built by Howard in 1895, 155x28x4. She had been running on the Monongahela River since 1900 and had her pilothouse ahead of the texas to accommodate the low bridges. Bought in November 1908 by Capt. J. S. Tyner of Nashville, Tennessee who renamed her in honor of Col. Gracey Childers of the 1st Tennessee Regiment during the Spanish American War. Capt. Tyner took her to Paducah and had the pilothouse restored to its original place before running GRACEY CHILDERS in the Cumberland River trades. Burned at Paducah in the fall of 1909.





An early morning in October 1999 - the BELLE OF LOUISVILLE waits at the Cincinnati Public Landing during the Tall Stacks extravaganza. Fred Rutter Photo.