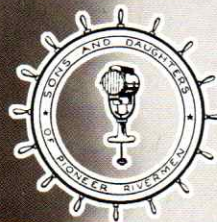


# S&D

# REFLECTOR

Published by Sons and Daughters  
of Pioneer Rivermen



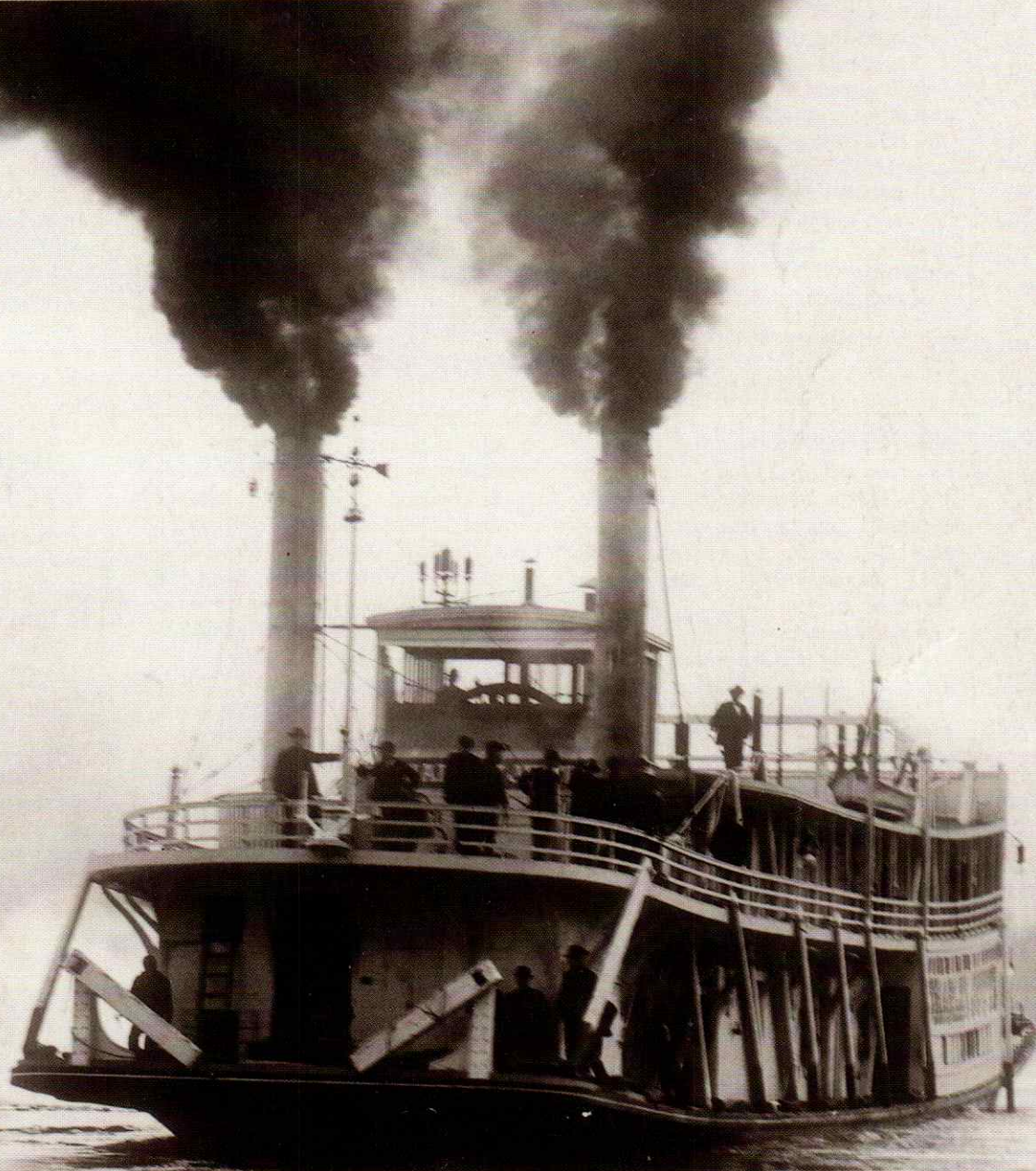
---

Vol. 39, No. 2

Marietta, Ohio

June 2002

---



## - FRONT COVER -

In this issue we are celebrating the largest of sternwheel towboats, the SPRAGUE, so it is fitting that that a little pool boat graces the front cover. Besides, - the smoke is just right and the angle shows the sheer to a tee.

The CHARLES JUTTE (T0382) was a typical smaller towboat in the Monongahela River pools at the turn of the 20<sup>th</sup> century. She was 115x22x3.5, of a size of the ELEANOR which fireman Jake Yonker wrote about with some nostalgia. The boat was built at Pittsburgh in 1880 for Jutte Coal Co. and dismantled in 1902.

## - LETTERS -

Sirs: My husband Gene was a member for many years and passed away May 2, 1001. He had a complete file of the *S&D Reflector* for the years 1990 through 2001, *Ships & The Sea* magazine, August 1952 through 1959, - all in good condition.

I would like them to go to a good home, - only the taker pays the postage.

Mary Ann Corbey  
1615 Chelsea St.  
Saint Paul, MN 55108-2214

\*\*\*

Sirs: I thought your obituary for C. W. Stoll in the March issue was just fine. C.W. went out of his way to be nice to steamboat fans; I can attest to that! He was always generous with his time and shared many photographs with me. We also shared an interest in music. All of us who were touched by C.W. will miss him.

Robert Niemeyer  
445 Galtier St.  
St. Paul, MN 55103

\*\*\*

Sirs: Enclosed is a clipping from the Entertainment section of the Lorain, Ohio *Journal* of February 8, 2002. You will see that sections of the steamboat SULTANA in Erie County for the filming of a video documentary on the Greatest Maritime Disaster. Your readers might be interested.

Jack Standen  
310 Roosevelt Ave.  
Lorain, OH 44035

## - THE FREIGHT BOOK -

Kansas River Trip - 1859	5
Red River of the North Trip - 1861	7
New Showboat at St. Paul	9
HENDERSON - Transferboat	10
MILTON, Gasboat Packet	13
EMPRESS OF THE NORTH	15
S&D Chapters	15
MAMIE BARRETTE Continued	17
SPRAGUE 100 <sup>th</sup> Anniversary	18
The Search for SPRAGUE model	20
BENTON Wreck Suspicions	23
Trip of the BIG SUNFLOWER	24
Showboat GOLDENROD Report	27
Huntington Trade by Tom Greene	30
PEARL, Gasboat Packet	31
Book Reviews	34

= The Lorain news item reports that one Tom Korba, a local industrial filmmaker, has been constructing full-scale stage sets on his property and plans to film an historical reenactment of the explosion and fire on the SULTANA in 1865. Shooting was to begin in May and continue into the summer. Mr. Korba is a Civil War buff and made a film called, "Rebel Fire - Yankee Ice" in the 1990s which received favorable notice by those into reenacting. Extras and stuntmen - preferably with swimming skills - were being recruited by North Coast Casting, 4913 Storer Ave. Cleveland, Ray Szuch, Prop.

Might this not be a starring role for the PRESIDENT? Ed.

\*\*\*

Sirs: Thanks for using my photos of the MAMIE S. BARRETT. My parents and I greatly enjoyed our foray into the bayous to find the old steamboat, a frightful sight high and dry amongst the trees dripping with moss. There is some confusion about when the engines were removed from the boat, - it is supposed they were removed by Spence and Lela Merrell who used her at the Harbor Point Yacht Club, West Alton, MO.

Keith Norrington  
629 Roseview Terrace  
New Albany, IN 47150

= The photo layout of the MAMIE BARRETT on page 16 of the March issue brought several inquiries. Keith warns that Capt. Norman Antrainer, marine surveyor, observed, "The hull doesn't have much integrity." Hmm! Doesn't look very good, either. Ed.

\*\*\*

Sirs: The pictures of the MAMIE S. BARRETT from Keith Norrington show her to be in deplorable condition. The text states a belief that the machinery was removed when Dick and Kathy Oberle took the boat to Cumberland River. I recall that the machinery was removed when the Vollmar Brothers owned the boat and then sold it to Spencer and Lela Merrell for the Harbor Point Yacht Club at West Alton, MO. At that location the boilers were removed; all that was left was the two capstans on the head.

The firebox and boiler area became a dance floor, the deckroom had a bandstand and bar; the engine room was a lounge. On the boiler deck the forward cabins were removed and became a restaurant dining room. Bernice and I enjoyed many fine meals in that dining room, drinks and special events, - the boat was the social center of Harbor Point Yacht Club.

William V. Torner  
1119 Kent Circle, Apt. 209  
Waterloo, IA 50701

= See the account of the MAMIE BARRETT at Harbor Point Yacht Club by Tom Grady elsewhere in this issue. Surely those engines didn't go to the scrap yard, did they?

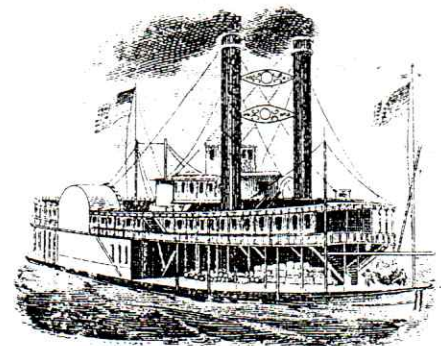
\*\*\*

Sirs: The outstanding photo of the BETSY ANN on the cover of the March issue WAS taken by Andy Lodder. Andy's son Bob sold a mounted print of the exact same negative at the 2001 S&D meeting, - and I have it.

Dick Rutter  
2205 Clinton Ave.  
Alameda, CA 94501

= Bob Lodder has offered boat photos at the last couple of annual meetings. His dad was a lifelong river fan and, for a time, a stockholder in the Greene Line. Ed.

\*\*\*



- LOOKING BACK A LITTLE -

This issue of *S&D Reflector* marks ten years of the Editor's direct involvement in the preparation of the quarterly. When, at the urging of the S&D Executive Committee in 1964, Fred Way embarked on developing a publication suitable for our association nobody could have predicted that the general makeup would still be around thirty-nine years later. The overall mix of material, - current and historical with as many illustrations as will fit - seems to meet the interests of most members at least most of the time.

We were blessed that Fred possessed the talent, knowledge and time to devote to the *Reflector*. The combination of his interests and abilities were unique and without them the magazine would have been just another newsletter. We have tried to follow the successful formula but have no illusions that the style and variety of articles is always the right mix, - we do our best. We have tried to respond to reader's comments over time without upsetting the tried-and-true formula too much.

The *Reflector* is not a one-person effort. Just look over the by-lines and the variety of articles in this issue and also the photo credits. The publication appeals to the wider membership if we have a mix of rivers represented but stories don't always show up when we need them. And we want to give a pat on the back to the Richardson Printing Co., Acme Street, Marietta for its support and tolerance. The printer accepts our efforts at copy preparation with good humor (so far) and bends over backwards to keep the mailings on time.

The S&D motto is still the same as set forth in 1939, "Lighting up the past, present and future of the Mississippi River System" but we at times stray far afield because the membership represents half the globe. Don't know how many readers are "fascinated" with the Red River of the North but there it is. The future? How will Delaware North, the new owners of Delta Queen Steamboat Co., and the D.Q., M.Q. and A.Q. fare? We'll see.

Sometime in the late 1960s, after the *Reflector* had become established and appreciated by the readers, Jesse Hughes asked Editor Way, "Well Fred, you're doing wonderful work but soon you will have written all the stories, - then what?" We haven't reached that point and the current management thanks you all for your support. It's a rewarding job.

\* \* \*

## NOTICE OF ANNUAL MEETING

### Sons & Daughters of Pioneer Rivermen September 13 and 14, 2002 Lafayette Hotel, Marietta, Ohio

Pick up a schedule listing the final program at the Lafayette front desk. Registration and an evening social hour begin at 8:00 PM Friday evening, September 13 in the Hotel Ballroom. This is a meet-and-greet affair with light refreshments and, usually, displays of river art, boat models, etc. It's an opportunity to visit with old friends and meet some new ones.

The official business meeting of the Association will convene at 9:30 AM Saturday morning, September 14, in the Ballroom.

Tentatively, a three-hour luncheon cruise up the Muskingum is planned. Some repairs at the Devols Dam (first one above the mouth of the river) should be complete by Memorial Day. We shall see what we shall see, however.

The presentation at the Saturday evening banquet will be by the Pittsburgh Office of the U.S. Army Corps of Engineers. Conrad Weiser will give an historic perspective of the Monongahela River and, in particular, the project to replace the Braddock Lock and Dam.

For room reservations at the Lafayette call (800) 331-9336 or (740) 373-5522

Other close-in accommodations are The Best Western, Muskingum Drive, Marietta (740) 374-7211 and Day's Inn, across the bridge from downtown in Williamstown, WV (304) 375-3730. Other national chain motels are found east of downtown at Route 7 and I-77.

## NOMINATING COMMITTEE

The following members in good standing have been asked to serve on the nominating committee for the 2002 election of Officers and Board members:

Lee Woodruff, Anne Mallinson, Jim Bupp

It will be their duty to receive nominations for the officer positions and three members of the Board of Governors (see page 4 for openings) and present a recommended slate at the business meeting. S&D members may nominate themselves or another member in good standing, provided that member has agreed to serve if elected. Please feel free to contact Lee Woodruff, 1413 Meadowbright Lane, Cincinnati, OH 45230.

This issue of *S&D Reflector* contains no obituaries. The omission is a first in the past ten years and we are much gratified.

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

**S&D REFLECTOR**

Marietta, Ohio

Vol. 39, No. 2



June 2002

ISSN 1087-9803

Post Office Permit #73, Marietta, Ohio

The name "Reflector" is taken from the newspaper published in 1869 aboard the packet FLEETWOOD in the Parkersburg and Cincinnati trade. The *S&D Reflector* is the official publication of the Sons & Daughters of Pioneer Rivermen and has appeared quarterly since 1964, originated by Frederick Way, Jr. who was editor and publisher through 1992.

Correspondence is invited and serious papers on river related history are welcomed. Photographs or artwork should not be sent unsolicited on a "loan" basis.

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

**THE ONLY REQUIREMENT FOR MEMBERSHIP IN S&D IS YOUR INTEREST IN RIVER HISTORY!**

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 of the association. Family members are entitled to all privileges except receiving the quarterly.

Memberships are for a calendar year including four issues of the quarterly. Dues notices are sent out near year-end and prompt remittance assures receipt of the next issue of the magazine.

Membership dues are \$15 for a full member; \$1 additional for spouses and children under 18. Please list full names of children to be enrolled so that each may receive a membership card. Correspondence should be sent to:

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

***S&D Reflector* BACK ISSUES**

Copies of the current issue or those of the immediate prior year are available at \$5 each, postpaid. Back issues through Volume 9 (1972) are \$3 each or \$10 for the complete year (4).

***S&D Reflector* INDEXES**

Indexes for the quarterly are available in five year segments, 1964 through 1998. Index volumes are \$5 each, postpaid. Order from the Secretary.

**PLEASE BE AWARE!**

THE U.S. POSTAL SERVICE DOES NOT FORWARD MEDIA MAIL. ADDRESS CHANGES, SEASONAL OR PERMANENT, REQUIRE NOTICE TO THE SECRETARY TO ASSURE RECEIPT OF YOUR *S&D REFLECTOR*!

**SONS & DAUGHTERS OF PIONEER RIVERMEN**

**OFFICERS**

J. W. Rutter, President

G. W. Sutphin, Senior V.P.

John L. Fryant, V.P.

Bee Rutter, Secretary

R. Dale Flick, Treasurer

**BOARD OF GOVERNORS**

Term Ending 2002 -

John Fryant  
M'Lissa Kesterman  
James L. Stephens

Term Ending 2003 -

William Judd, Chairman  
Tom Dunn  
Frederick Way, III

Term Ending 2004 -

William Barr  
Judy Patsch  
Gerald Sutphin

**TRUSTEES J. MACK GAMBLE FUND**

Bill Barr (2002)  
Frank Pollock (2003)  
Kim McGrew (2004), Chairman

**RIVER MUSEUM COMMITTEE**

Jeffrey Spear, Chairman

**MEMBERSHIP COMMITTEE**

Allen Hess, Chairman

**AFFILIATED CHAPTERS**

Ohio-Kanawha Chapter  
Capt. Bert Shearer, President  
Middle Ohio River Chapter  
Rick Kesterman, President  
Mississippi River Chapter  
J. Thomas Dunn, President

**ADJUNCT ORGANIZATIONS**

Inland Rivers Library, Cincinnati  
M'Lissa, Kesterman, Rare Books  
(513) 369-6957

Ohio River Museum, Marietta  
John Briley, Manager  
(740) 373-3750

Blennerhassett Island Museum, Parkersburg  
(304) 420-4800

The *S&D Reflector* is the property of Sons & Daughters of Pioneer Rivermen and is not to be reprinted or electronically reproduced without written permission of the publisher.

## AN EARLY TRAVELER UP THE KANSAS RIVER

#

### Lewis Henry Morgan

The article about the history of steam boating on the Kansas/Kaw River in the last issue prompted our curiosity when we saw a reference to that stream in a book, The Indian Journals, 1859-62. Lewis Henry Morgan (1818-1881) was a lawyer who grew up in Aurora, New York on Cayuga Lake and later resided in Rochester. He became interested in Indian culture in the 1840s when the Ogden Land Company was attempting to swindle the Seneca tribe out of its treaty lands.

Thereafter, Morgan devoted much effort and time recording the life of not only the remaining tribes in western New York and Pennsylvania but also those in the west where land was being opened to settlement in the 1850s and 1860s. His travels among the Indians of the plains in 1859-1862 were recorded in detail in his journals during his trips in Kansas, Nebraska and the Upper Missouri from St. Joseph to Ft. Benton.

The University of Michigan Press published The Indian Journals, 1859-62 (edited by Leslie A. White) in 1959. It is a handsome, large format book with many illustrations of Indian life but, unfortunately, Morgan devoted little space describing steamboat travel for us. He was studying every aspect of the life, languages and history of the tribes he encountered and developed his theory that they had originated in Asia. A concept popular in some circles at the time had them descended from the Lost Tribes of Israel.

-----

#### STEAMBOAT TRAVEL, MAY AND JUNE 1859

Lewis Morgan left his home in Rochester, New York on May 18, 1859 and traveled by rail via Cleveland, Toledo, Lafayette, Springfield, and St. Louis to Jefferson City, Missouri. From there he took the "J. D. PERRY," JOHN D. PERRY (3054), on up to Kansas City. The PERRY was a large side wheeler, 220x33x6 feet built by Howard in 1858 but Morgan seemingly takes little note of the boat itself; does comment upon some of the passengers and describes using the lead line at most of the river crossings, wooding-up, etc.

Kansas City in 1859 had about 5,000 people and at that time the 50-foot bluff overlooking the river was being cut down to make a sloping grade about 1/8 of a mile long for the boat landing. Morgan noticed a number of "Mexicans" waiting to load freight on a wagon train to haul to Santa Fe and immediately began interviewing them. They spoke Spanish and said they were Castillians sic while three who spoke only the Indian language were called Peons; first grist for the anthropologist's journal.

#### Friday, May 27, 1859

"We left Kansas City May 25 on the little COLONA for Topeka, 65 miles west of Kansas City by stage and 80 or 90 by the Kansas or Kaw River. The steamer was new and made slow work of it. We were two entire days in reaching Lawrence, 40 miles west of Kansas City, about 50 or 60 miles by river, but we lay aside by night.

The river is about one fourth of a mile wide and is now full of water, said to be six feet above its ordinary summer level. Two or three small steamers drawing when loaded about 2½ feet have just

commenced running from Kansas City to Lecompton and occasionally as far as Fort Riley, 120 miles by land.

The river is not deep, such soundings as the boat has taken in going from bank to bank in crossing showing 9, 12 and 14 feet. It is believed that these steamers will be able to run through the season, even in July and August, when the channel is well known. There is a daily line of stages out from Kansas west as far as Topeka and, I believe, to Ft. Riley."

The COLONA (1208) was a small side-wheel boat of 54 tons built in Parkersburg, Virginia in 1859. The Kansas City Journal of May 24, 1859 announced that she had arrived at the wharf and was to make her third trip up the Kansas. On the return trip down the river, she ran from Lawrence to Kansas City in four hours, forty-five minutes, "the best time that was ever made by a boat between these two points."

#### Sunday, May 30

"We reached Topeka yesterday morning early. It is a mere cluster of houses but they are well built of brick and stone. The village is laid out on a large scale, and the houses are far apart, but the site is a beautiful one. . . . In time it may become quite a place but I would prefer living farther down the river." Morgan traveled around Kansas stopping to study the several tribes, Delaware, Pottawatomie, Ottawa, Wyandotte, Dakota Sioux, etc., staying usually in local missionary houses. The several reservations seemed to have been located not too far from the Kaw River.

He found his way back to Kansas City, apparently by land, and then took a steamboat, probably the TWILIGHT (5471) up the Missouri to St. Joseph and on to Omaha, - to visit more Indians, of course. We extract Morgan's appraisal of the TWILIGHT:

#### June 17, 1859

"We left St. Joseph about noon yesterday for Omaha about 300 miles above. (Description of the shores and action of the Missouri on the channel at various stages is omitted.)

The steamers on this river are quite large and comfortable, costing about \$40,000 each, and they are well manned. The one I am on has about 40 staterooms, a wide saloon and is plainly but well finished. Their speed up the river is from five to six miles per hour when lightly loaded and about 15 miles per hour going down. On the upward trip they go through the night, but are required by the Insurance Companies to lie by at night going down, as the increased danger of running aground, and consequently of loss, is much greater."

Morgan returned down the river to St. Joseph aboard the PEERLESS (4426), one of the Union Packet Line boats as was the TWILIGHT, side-wheel, built in 1858, 209 feet long. He was back home in Rochester, New York by June 24, well satisfied with this weeks talking to the Indians.

In 1860 Lewis Henry Morgan again roamed over Kansas and Nebraska looking at Indian practices and their life in general. The following year he traveled over into Canada on a steamboat running on the Red River of the North - and you will find that story elsewhere in this issue.

In 1862 Morgan traveled up the Missouri, from St. Joseph to Ft. Benton and return, on the SPREAD EAGLE (5167). This was a good-sized side-wheel boat built at Brownsville, Pennsylvania in 1857. Morgan was aboard her from May 10 to July 4, and did not attempt to make any extensive Indian research field trips because of

## MORGAN ON KANSAS RIVER CONT'D. -

worries about his family back in Rochester. There is a little more detail about steam boating in this journal but not the equivalent of a log.

Such were communications of the day that when a telegram was received at St. Joseph about illness of one of his children Lewis Morgan agonized about returning home or continuing the planned trip to Ft. Benton. Even if he returned at once, she might already be dead by the time he could get home. A telegram forwarded to Omaha from St. Joseph was five days old when it reached the father and recommended he return, the girl described only as very ill.

Morgan wrote his wife from Sioux City, Iowa on May 21 that he would continue the trip but without any side trips and would be home early in July. The reply was waiting for him when he came back to Sioux City on July 3, 1862, - the girl had died on May 15, a day after the telegram had been sent.

Now, we've been off on an Indian tangent just because of Sonie Liebler's Kaw River article! If you can find a copy of The Indian Journals, 1859-62, the trip up the Missouri in 1862 aboard the SPREAD EAGLE is worth the time, even if the actual travel details are minor to Lewis Henry Morgan's pursuit of the details of Indian life. Morgan did find proof that the American Indians had crossed the land bridge from Asia at some earlier time: Asians slept nude and so did the Indians.

\* \* \*

## MONONGAHELA SAL

Lyrics and Music by Bob Schmertz

She was born in an old Monessen alley,  
And her ma and her pa they called her Sal -  
She grew up to be the pride of the valley,  
A typical Monongahela gal.

She wandered one day by the river,  
And she watched the JASON steaming by,  
And her heart gave a leap and a quiver  
As she caught a handsome pilot's roving eye.

His name, so they say, was Mote Stanley,  
And he wore a fancy sporting coat,  
He was tall, dark, and handsome, and manly,  
Ana the best durn pilot ever steered a boat.

Roll on, Mon - on - ga - hela,  
Roll on to the O - hi - O - ,  
Roll on past Aliquippi  
Down to the Mississippi  
Clear to the Gulf of Mexico:

Mote gave a toot on his whistle,  
And the JASON churned the water at her stern,  
And Sal stepping light as a thistle,  
Reached up and took Mote Stanley's hand in hern.

It was love, careless love, by the river,  
It was love, careless love, by the shore,  
And I'm sure that the Lord will forgive her,  
For she never knew what love was like before.

He swore that he always would love her,  
As they locked through the old Emsworth dam,  
But that night overboard he did shove her,  
And then Mote Stanley took it on the lam.

Roll on, Mon - on - ga - hela,  
Where the catfish and the carp left long ago:  
You used to be so power but now you're just a  
sewer,  
Messing up the Gulf of Mexico.

No one could say Sal was sickly,  
She didn't even take time out to bowl,  
But she high-tailed right down for Sewickley,  
Slapping out a fast Australian crawl.

She hopped a fast freight for Ro -chester,  
And there was Mote a -steaming close to shore,  
From a yard bull who tried to arrest her,  
She up and swiped a great big forty-four.

She raised up that big shooting iron,  
And she fired six shots right into Mote,  
And when she had finally ceased firing,  
She sure messed up that fancy sporting coat.

Roll on, Mon - on - ga - hela,  
And lap the waters gently at Dravo,  
Where they're back to making barges  
At much more normal charges  
'Than the L.S.T.'s they made some years ago!

When Sal to the judge said, "Good Morning!"  
The jury foreman said, "Not guilty, Gal!"  
So let all you pilots take warning,  
Don't mess around Monongahela Sal!"

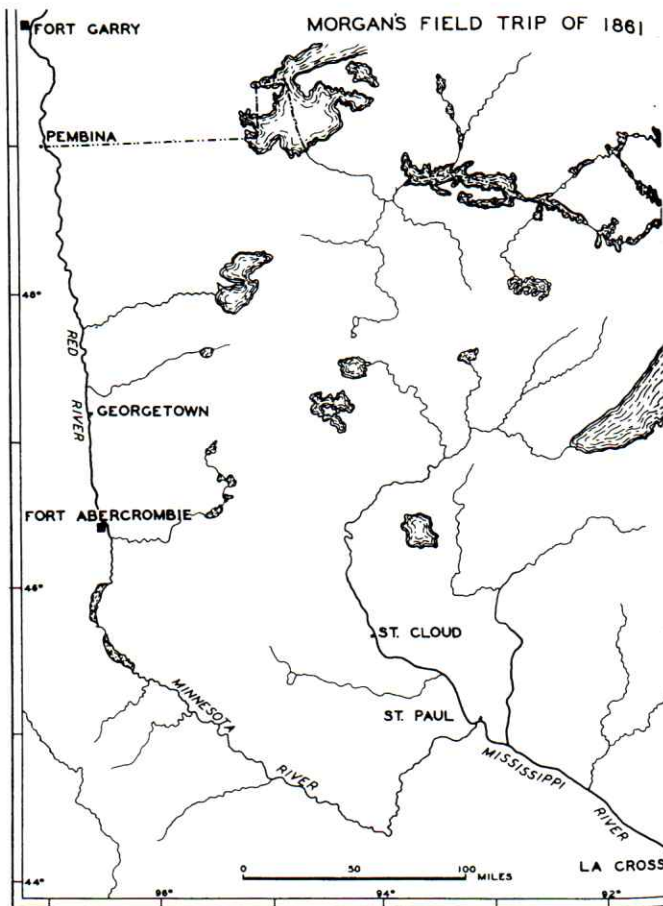
As this is written, the gentle rains of April are falling and the trees in the woods behind the house are turning green with new growth. The birds are flitting about and the scouting out the nesting possibilities while the young cat Suzi watches intently out the window. Spring is in the air and we thought readers would enjoy an ode to young love.

The lyrics will be familiar to many, performed by the composer and his sidemen at many an S&D event in years past. Bob Schmertz was a regular at most S&D meetings for many years before his death at age 77 in June 1975.

He took up the five-string banjo in 1918 while recovering from an appendectomy and afterwards composed a great many whimsical songs of historical, and not so historical, events in Western Pennsylvania, the field of architecture, and the rivers such as "Monongahela Sal" and "The Wake of the W. P. SNYDER, JUN - I - OR." Bob's working career was as a professor of architecture at Carnegie-Mellon University, Pittsburgh and designer of churches in the Pittsburgh area.

"Oh, it was love careless love by the river!" Think spring!

\* \* \*



Lewis Morgan traveled by stage from St. Paul to St. Cloud, Ft. Abercrombie and on to Georgetown, the head of navigation on Red River. Note the all-water connection with Minnesota River, - but not navigable.

## THE RED RIVER OF THE NORTH

#

### Lewis Morgan's 1861 Trip

Are "Pilot Rules" still required to be posted in the pilothouse in the year 2002? We don't recall looking for them when visiting the knowledge boxes in recent years but they were always prominently displayed years ago. The large frame sometimes hung over the pilot wheel but often was above the lazy bench and we have seen them too in the cabin. The official pronouncements in large, bold type - some passages in RED - instantly attracted attention.

The rules were headed:

PILOT RULES  
FOR THE RIVERS AND THEIR  
TRIBUTARIES WHOSE WATERS  
FLOW INTO THE GULF OF  
MEXICO  
AND THE RED RIVER OF THE  
NORTH

For years, the geography of the "Red River of the North" was a mystery to me and youthful inquiry of whomever was on

watch usually brought the response, "Oh, way up in Canada someplace." The anthropologist Lewis Henry Morgan, in search of Indians to interview, traveled upon that Red River of the North in July and August 1861. Reading his Journal for the trip tells us something about the mysterious stream, - at least as it existed in 1861.

Lewis Morgan (see related Kaw River article in this issue) left his home in Rochester, New York on the 7:55 p.m. train Thursday, July 4, 1861, arrived at Detroit at 7 o'clock the following morning, Milwaukee at 11 p.m. and proceeded on to La Crosse. He boarded the packet KEOKUK (3274) of the Minnesota Packet Co. early Saturday morning, July 6, for the trip up to St. Paul.

Morgan wrote: "I am on my way to Pembina on the Red River of the North to visit the Assinaboines sic, Crees and such other Indians I can find married to traders or half-breeds. I ought to find Blackfeet, Gros Ventres, Minnetarees, Crows and possibly Athabascas as well as Dakotas and Chippewas, - but we shall see. It is the season when large numbers are away on

the hunt, and for this reason I should have delayed my visit about two weeks, but for the necessity of going to Lake Superior upon my return."

Morgan had met James Joseph Hargrave at St. Paul, nephew of the factor at Ft. Garry, and they traveled together, leaving St. Paul at 4 a.m. July 8 on the stage. The stage made 65 to 80 miles a day with overnight stops at St. Cloud, Kandotta, and Pomme de Terre before arriving at Ft. Abercrombie on the upper Red River. It was another day's travel on July 12 down to Georgetown, which was the head of navigation.

Passengers were detained fifteen days at Georgetown awaiting the arrival of a wagon train bringing freight destined for Fort Garry and stops in between. They boarded the small steamer PIONEER on July 22 and she started down the Red River the morning of July 24.

Forty tons of freight was carried on a towed barge which would be transferred onto the boat once she was below the rapids; the water was low and Morgan says that this was the first trip of the season when it was necessary to use the barge. He describes the PIONEER as a small, stern wheel boat drawing three feet when loaded; a new boat to be put into service in 1862 was under construction at Georgetown.

(NOTE: The PIONEER was built in 1859 at Lafayette, Minnesota for the Minnesota River as the ANSON NORTHROP (0300). She was sold to J. C. Burbank & Co., operators of the Great Northwestern Stage Lines and freight haulers, dismantled and transported to Moorhead, Minnesota on the Red River. Rebuilt, she was renamed in 1860 and was the first steamboat on the Red.)

### Pembina, Saturday, August 3, 1861

"We were detained 2½ days on the rapids (Goose Rapids), as they are called, about seventy miles from Georgetown. The river there is wide, shallow and more rapid than in any other part of the route. The boat grounded repeatedly and was hauled off with hawsers and the capstan. Most of the cargo had to be shifted to the barge.

Besides the one spot where we lay nearly two days there were other bad places called chutes sic which caused some detention. The whole distance of difficult navigation in the low water of this season is about 15 miles. On our return we are to stop the boat below these places and go by

stage to Georgetown. From the last (shallow) place to Pembina the river is quite respectable, the current is slower, the river wider and the banks in some places quite beautiful."

NOTE: Pembina settlement was/is on the line of the Canadian-U.S. border.

Joseph James Hargrave wrote a book titled *Red River*, which was published in Montreal in 1871. He relates a number of incidents involving Morgan on the trip to Ft. Garry in 1861 including a description of the PIONEER.

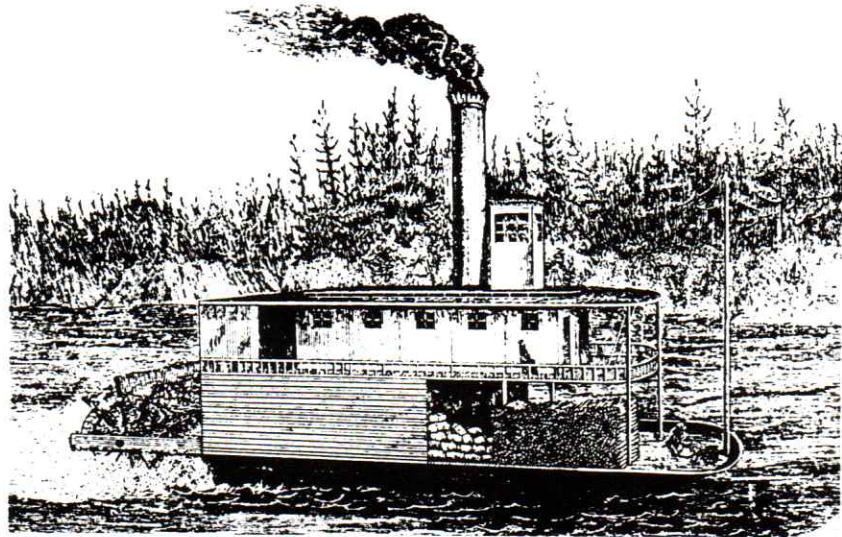
"She was a small vessel propelled by a stern wheel. She had been built on the upper waters of the Red River; her machinery had originally belonged to another steamer running on the Mississippi. Her original name was the ANSON NORTHROP." [Anson Northrop built one of the first steamboats to navigate the Red River; see Capt. Russell Blakely, *Opening of the Red River of the North to Commerce and Civilization*, Collections of the Minnesota Historical Society, vii, 1898].

"She was provided with four staterooms, each containing two berths. In addition to these there were a series of open berths extending along the main saloon from which they were separated only by the curtains. The steamboat was small and overcrowded, the funnel rose up through the saloon, rendering that chamber extremely warm." [Morgan and Hargrave shared one of the four staterooms.]

The PIONEER came to her end later in 1861 by sinking at Lower Fort Garry, located eighteen miles (according to Morgan) downriver from Fort Garry, close to the mouth of Red River, which opens into Lake Winnipeg.

The PIONEER reached Fort Garry on Sunday morning, August 4. The settlement was called Selkirk, now the city of Winnipeg. Morgan describes Fort Garry as: ". consists of about a dozen buildings including the chief factor's house, arranged in a quadrangle with buildings also in the center and surrounded with a wall about fifteen feet high, the front part of which is of the light colored limestone of the country and about one third of the sidewalls. At the corners are round bastions rising above the walls and in the center of the front and back walls are the principal gates which are of stone carried above the top of the walls, giving to it quite the appearance of a fortress."

Lower Fort Garry may be visited today, a well-preserved limestone structure and



The ANSON NORTHROP, later the PIONEER, traveled between Georgetown and Pembina in 1861.

now a National Historic site. There is a navigation dam and lock on the Red River a short distance from the Fort and a few years ago there were sightseeing boats that made the trip down from Winnipeg, - probably still are.

The *S&D Reflector* has strayed far afield in venturing to the Red River of the North and we will not be offended to receive corrections from our readers.

Our thanks to Chase Putnam for locating *The Indian Journals, 1859-62* by Lewis Henry Morgan.

\*\*\*

#### MORGAN DESCRIBES THE RED RIVER OF 1861

"This river from the junction of the outlet of Red Lake is a fine river, and navigable at low water. It is about half as wide as the Hudson. Above Red Lake, the channel is narrower, in some places barely wide enough for the boat to swing around. At Georgetown, I think it is not more that 150 feet wide. There is a rapid called Goose Rapid, about seventy miles below Georgetown, which affords the only serious obstruction to the navigation at low water. Dredging would correct it, probably."

The Red River is the border between Minnesota and North Dakota. Georgetown, where Morgan boarded the PIONEER, is a few miles downriver from Moorhead. The outlet of Red Lake appears to meet the Red River at or near present-day Grand Forks. Eventually, Red River feeds into Lake Winnipeg.

Some readers may recall the late J. Mack Gamble telling the story about the Muskingum River packet FREIGHTER (2158) and the attempt to take her to the Red River by steaming up the Minnesota River and through Big Stone, Traverse and Mud Lakes. The map shows a direct water connection, today augmented by several dams, but in 1859 the FREIGHTER came to grief about ten miles beyond Big Stone Lake because of low water. In his booming voice and inimitable style, Mack said, "She got out in the middle of a big pasture field with a little water in it and that was the end of the FREIGHTER!"

Now we know that not all of the Red River of the North is "someplace up in Canada."

\*\*\*

#### BOATBUILDING WORKSHOP Ohio River Museum, Marietta Begins June 10

Last summer we built the hull of a 22 ft. Newfoundland Trap Skiff in ten weeks of challenging and interesting work. The hull is basically done but there's still interesting work ahead before this clinker-built, two masted sailing skiff is ready for the water.

No work the week of July 1-5. Weekly fee is \$30 - a week for any five days you want to work. Our schedule is Monday - Friday, 8:30-3:30. This is an opportunity to learn boat building and share the pleasure with others of like interests.

Jim Stephens  
P.O. Box 1081  
Marietta, OH 45750  
(740) 374-6997





**The CAPT. FRANK M. WHITING undergoing interior outfitting after arrival at St. Paul. You question the twin smokestacks? The predecessor GEN. JOHN NEWTON had stacks and folks in the far north like them on their showboats.**

## A NEW SHOWBOAT FOR UNIVERSITY OF MINNESOTA

#

Formal Welcome at St. Paul April 17, 2002

Plans for a new showboat were announced in our March 2001 issue (page 5) and on April 17 of this year the citizens of Minneapolis and St. Paul, Minnesota had a chance to see the new attraction. The boat was built at Mississippi Marine, Greenville, Mississippi and brought up to its new home at Harriet Island, St. Paul in tows of the Marquette Towing Company's boats RAY ECKSTEIN and TITLE TOWN U.S.A.

This project began, or perhaps was precipitated, when the University of Minnesota's CENTENNIAL SHOWBOAT was destroyed by fire on January 27, 2000. Readers will recall that showboat was the remodeled towboat GEN. JOHN NEWTON (T0900) that had been acquired from the U.S. Corps of Engineers in 1958. The old boat was undergoing extensive renovation at the time of the fire after being out of service since 1993.

A new docking facility for the showboat had been constructed as part of the development of Harriet Island into a new Regional Park. Bill Bowell's Padelford Packet Boat Co. has operated an excursion business from Harriet Island for a number of years so Capt. Bowell was interested in assisting the University to acquire a replacement showboat for use by the Department of Theatre Arts & Dance. Available casino boats couldn't be economically remodeled for the purpose and there were financing problems, too. On December 8, 2000 the University of Minnesota and the Padelford Packet Boat Co. entered into a joint agreement to go

ahead with the \$2 million project. The University will own the showboat while the Padelford organization will handle ticket sales and arrangements for private parties, receptions, etc.

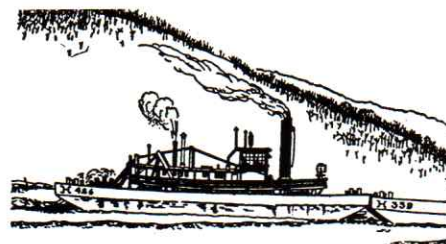
The designer of the 175x50 boat is Timothy Graul of Sturgeon Bay, Wisconsin. The main lobby has a grand staircase leading to a reception and lounge areas on the upper deck, there is seating for 226 in the main auditorium and two grand reception rooms may be rented separately or in combination with the theater for special occasions. The lobby area accommodates up to 150, as does the Hearing Room on the deck above. An elevator is provided.

The showboat has been named CAPTAIN FRANK WHITING, in honor of Prof. Frank Whiting who was part of the University faculty from 1937 until 1974. He was head of the Theatre Department when the GEN. JOHN NEWTON was acquired in 1958 and directed every show for sixteen summers, - thus, "The Captain."

The inaugural season begins July 5 with Robert Louis Stevenson's *Doctor Jekyll and Mister Hyde*.

Sounds like a winner! For information or booking contact the Padelford Sales Dept., 800-543-3908 or 651-227-1100.

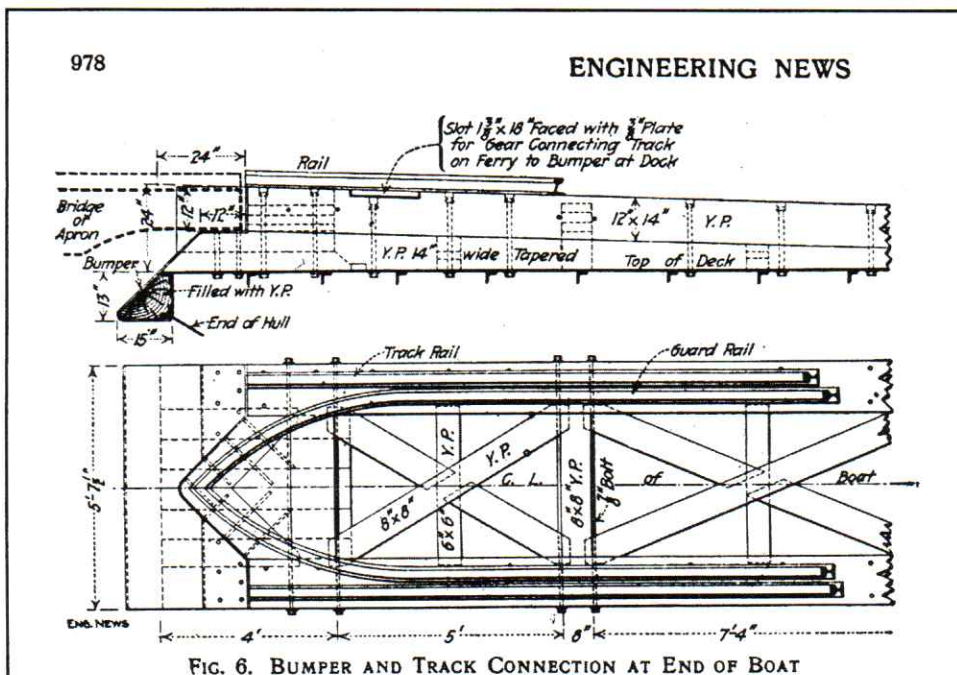
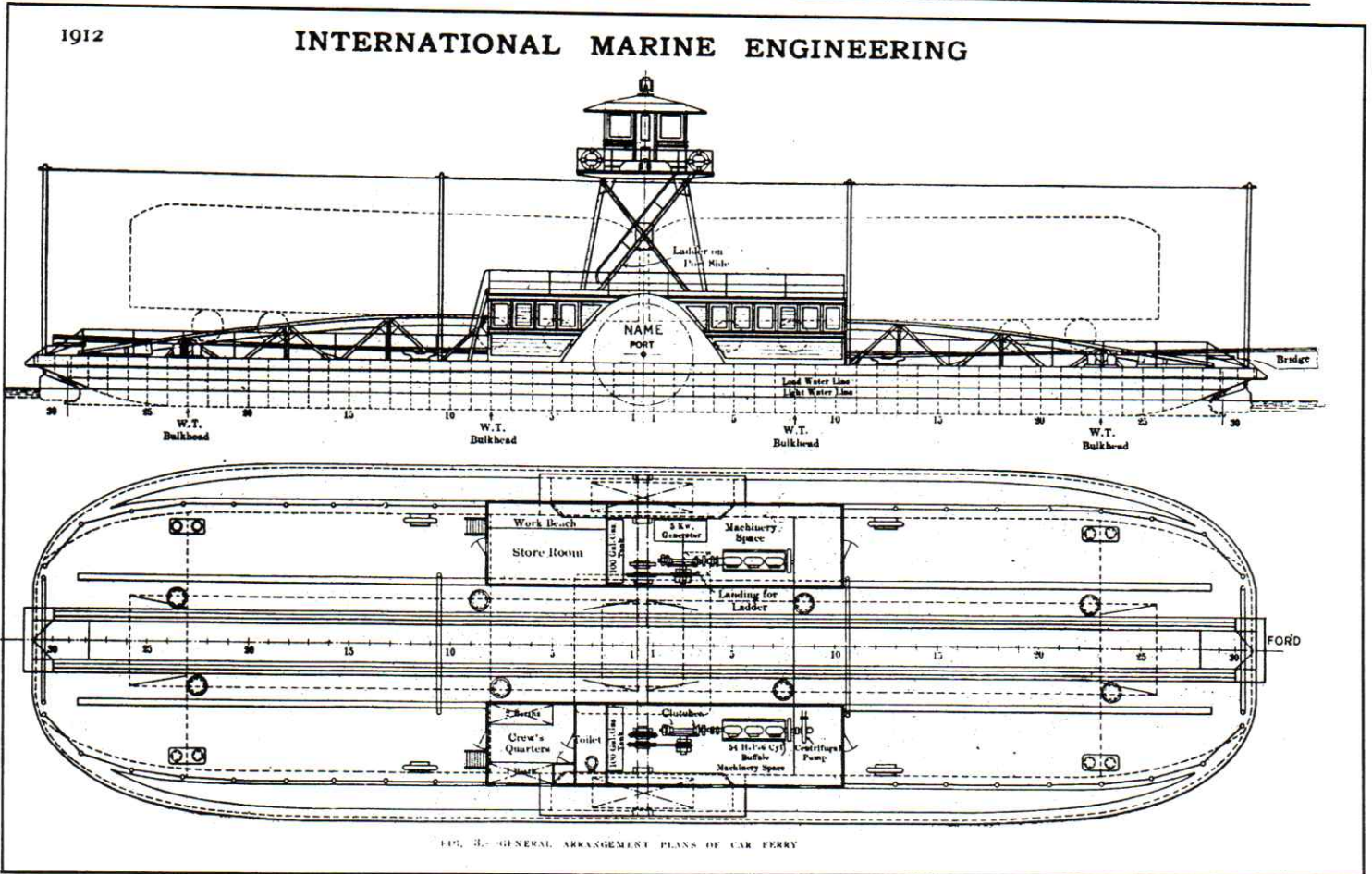
\*\*\*



### INTERURBAN FERRY HENDERSON, NOW THE DETAILS!

John Teichmoeller is the Coordinator of the Rail-Marine Information Group and sent a copy of the organization's quarterly *Transfer* with a feature on the ferry HENDERSON which we wrote about on page 29 of the March issue.

*Transfer* has reproduced several pages from the November 21, 1912 issue of *Engineering News* which reported extensively on HENDERSON. We cannot improve on the account, - didn't recall anything about the interurban transfer until Ralph DuPae's Murphy Library photos came to light so major portions of the 1912 article are reproduced verbatim.



LEFT: In the middle of the deck at each end of the boat, there is a projecting nose or bumper which is V-shaped in plan and fits a corresponding recess in the landing cradle, so as to hold the boat and shore tracks in proper alignment. The face of the bumper has a slope of 45 degrees, faced with metal as shown in Fig. 6, and this serves to raise the bridge or apron attached to the cradle on the incline. This construction is in accordance with ordinary river practice.

\* \* \*

The quarterly *Transfer* is a slick-stock magazine of 28 pages and deals with the exchange of information for those interested in vessels, operations and history of the transport of railroad equipment over water. Membership in Rail-Marine Information Group is \$25, contact: John Teichmoeller 12'07 Mt. Albert Rd. Ellicott City, MD 21042

### Gasoline Car-Ferry for an Electric Railway

A car-ferry or car-transfer boat has been put in operation recently on the Ohio River which has two special points of interest. In the first place it is believed to be the first car-ferry for electric interurban railway service, and in the second place the boat is operated by gasoline engines.

The Evansville Railways Co. operates

when it secured the right to use the Louisville & Nashville R.R. bridge at Henderson. It still uses the incline tracks on each side of the river for freight service, in transferring freight from boats to cars, and the electric railway has secured a lease for the joint use of these Illinois Central R.R. tracks. The connection with the boat is effected by a cradle which is mounted on wheels and is run up or down the incline according to the varying level of the river.

on a draft of 3 ft., the displacement being about 150 tons under this load or 110 tons with one car. As a rule, the load will consist of only one car. The time of crossing is from 6 to 15 min.; it depends upon the stage of the river, the distance between landings varying



FIG. 1. GASOLINE CAR-TRANSFER BOAT ON THE OHIO RIVER; FOR THE INTERURBAN CARS OF THE EVANSVILLE RAILWAYS CO., EVANSVILLE, IND. (Evansville, Henderson & Owensboro Division.)

an electric interurban railway between Evansville, Ind., and Henderson, Ky., a distance of about 10½ miles, and this line strikes the Ohio River about midway between the two cities. To effect the connection a car-transfer boat has been put in service, being used as an ordinary passenger ferry until the car inclines and cradles were completed. The two cities have populations of 75,000 and 15,000, respectively, and it is intended to operate an hourly service of cars. The Illinois Central R.R. formerly operated a train-ferry at this point, but abandoned this

The boat and its machinery were designed by Morris M. Whitaker, Naval Architect, of Nyack, N. Y. The boat was built by the Dubuque Boat & Boiler Works, of Dubuque, Ia.; and the engines were supplied by the Buffalo Gasoline Motor Co., of Buffalo, N. Y.

#### THE CAR-TRANSFER BOAT

The car-transfer or ferry-boat is 120 ft. 8 in. long over all, 25 ft. beam, 34 ft. wide over the guards (at the paddle-boxes) and 4½ ft. deep. It is designed to carry two 50-ft. 45-ton interurban cars

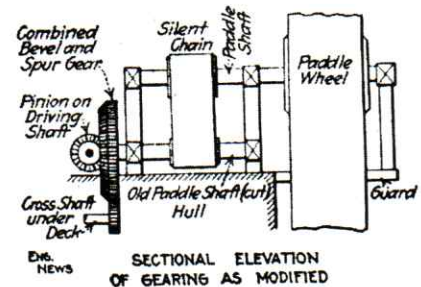
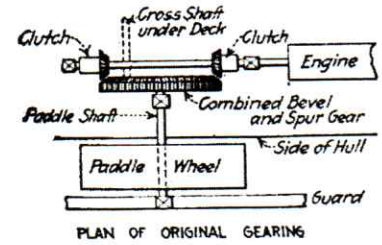
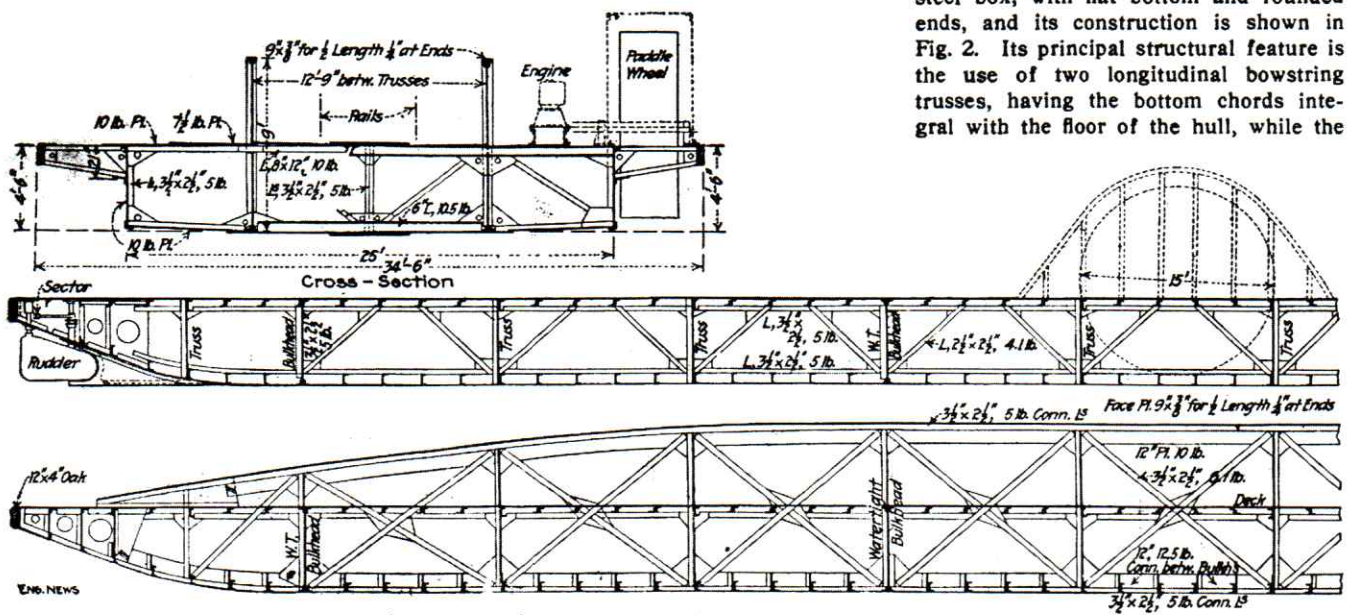


FIG. 3. ORIGINAL AND MODIFIED ARRANGEMENTS OF GEARING BETWEEN GASOLINE ENGINE AND PADDLE WHEEL

from half a mile to a mile. The boat is propelled by side wheels, each wheel being driven by a gasoline engine. The hull is of steel, with wood superstructure. The pilot house is carried by a central steel tower, and four pipe frames support the trolley wire. Fig. 1 is a view of this gasoline car-ferry, which is named the "Henderson."

The hull is practically a rectangular steel box, with flat bottom and rounded ends, and its construction is shown in Fig. 2. Its principal structural feature is the use of two longitudinal bowstring trusses, having the bottom chords integral with the floor of the hull, while the



Sectional Elevation at Truss  
FIG. 2. TRUSSED STEEL HULL OF CAR-TRANSFER BOAT

curved upper chords rise above the deck. This construction was rendered necessary to give sufficient longitudinal stiffness to the shallow hull. Additional stiffness is provided also by longitudinal trussing in each side. There are eight

MACHINERY EQUIPMENT

The boat is propelled by a pair of side wheels, 15 ft. diameter, and each wheel shaft is driven independently by a four-stroke-cycle vertical gasoline engine, with intermediate gearing. Each engine

about the same at the lower as at the higher rate of revolutions of the wheels. This speed was about 6½ m.p.h. in dead water. The new wheels are 15 ft. diameter and run normally at 25 r.p.m., giving a speed of 9 to 10 m.p.h. The engine speed is 400 r.p.m., as before, but the gearing has been somewhat changed, as shown by the lower drawings in Fig. 3. The outer end of the shaft which formerly carried both gear wheel and paddle is cut off, as shown, and the new paddle shaft is 2½ ft. above it, with a silent chain-drive connection between the two shafts. The speed ratio of these two shafts is 8 to 5. In case of accident to one engine, an intermediate shaft can be fitted between the two gears, to enable the other engine to drive both wheels. For this reason the gear wheels are combined bevel gears (for the main drive) and spur gears (for the emergency drive).

Each engine operates a circulating and air pump. A centrifugal combined bilge and fire pump is driven from one engine by a chain-drive and has a capacity of 250 gal. per min. This can be connected to any one of the hull compartments and deliver the water overboard, or it can take water from the river and deliver it through two hose lines to 1¼-in. fire nozzles, with 100 lb. pressure at the nozzle. A 550-volt dynamo driven by a two-cylinder gasoline engine provides current for lighting the boat and the cars, and for a searchlight on the pilot house, which is used to facilitate making the landings at night. Fig. 4 is a view of one of the engines, to the right of which is the top chord of one of the main trusses.

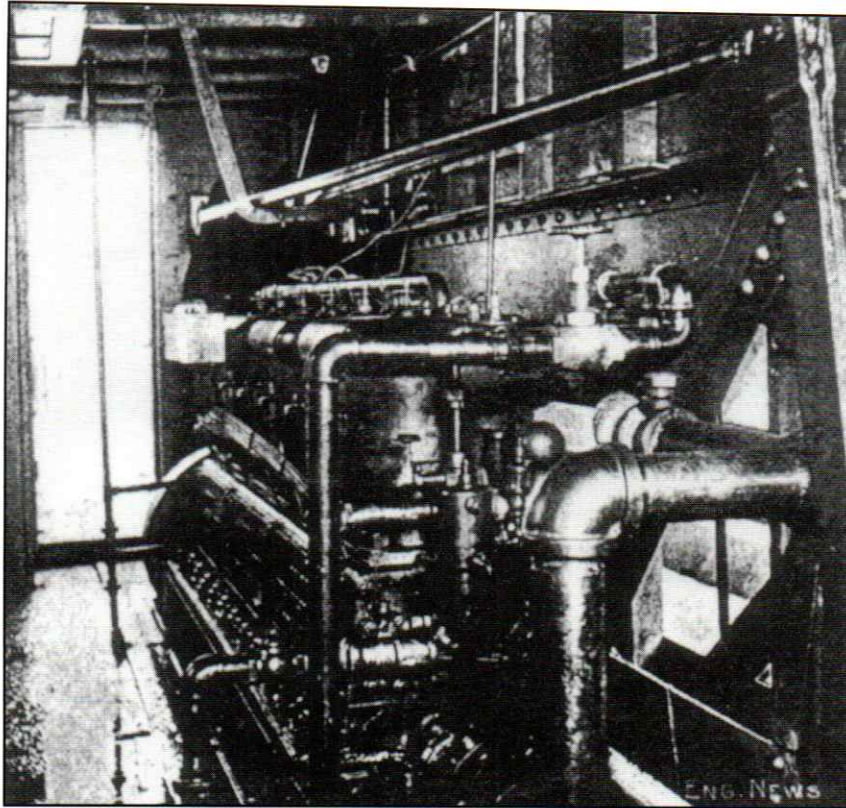


FIG. 4. ONE OF THE 54-HP. GASOLINE ENGINES OF THE CAR-TRANSFER BOAT

transverse trusses in the hull, supporting the wood track stringers; and four watertight transverse bulkheads divide the hull into five compartments, which are entered only by manholes in the deck. These compartments are so designed that the hull will float and carry its load with any one compartment flooded. The trusses have a depth of 9 ft. and are spaced 12 ft. 9 in. apart. The chords are composed of two angles, a 12-in. plate and a 9-in. cover-plate. The posts and diagonals are angles 3½x2½ in. The floor beams are channels, and the deck beams are double angles forming Z-bar shapes. The frames are spaced 24 in. apart, or closer at the ends of the hull.

is of 54 hp., having six cylinders 7x9 in. and running normally at 400 r.p.m. The engine is placed with its crank-shaft in a longitudinal direction, and as first arranged this shaft was connected to another shaft carrying two bevel pinions (with clutches), one or other of which was engaged with a bevel pinion on the paddle shaft. This is shown by the upper drawing in Fig. 3. With this first arrangement the wheels were 10 ft. diameter, each having ten buckets 36x21 in., and these were designed to have a speed of 40 r.p.m. The speed proved too high for wheels of such diameter, however, as the slip was abnormal above 25 r.p.m., and the speed of the boat was

TRACK AND SHORE CONNECTIONS

The connections between the boat and the incline track of the shore approach is effected by a movable section of track on a cradle which is mounted on wheels and can be run up and down the incline according to the varying level of the river. A single track is laid along the center of the boat, the rails being spiked to longitudinal yellow-pine stringers, which are supported by the transverse trusses in the hull. At each end of the track is an inside guard rail, brought to a point between the track rails.

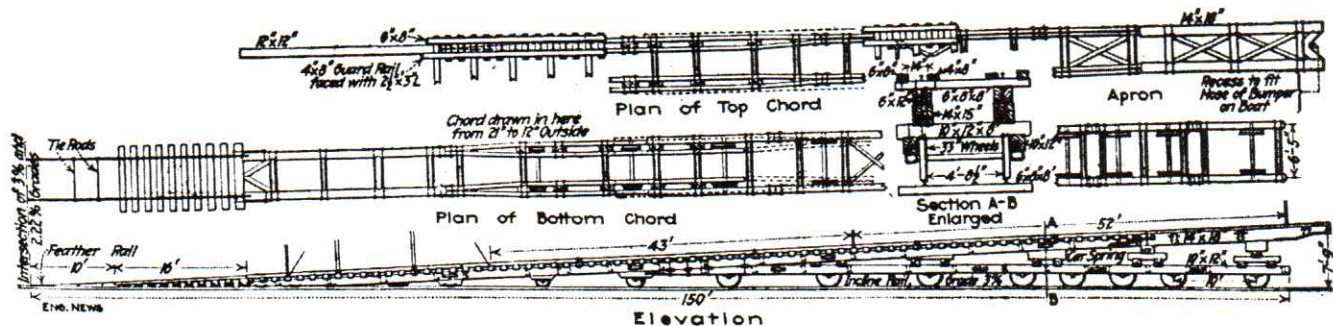


FIG. 5. CONSTRUCTION OF CAR-TRANSFER CRADLE



The MILTON in July 1918 at Wheeling. She appears to be loading for her down trip to New Matamoras; the horse drawn wagon is from Edwards Wholesale Grocery.

On the stern view, notice the one-holer on the stern bulkhead and the two canoes on the landing grade. These belong to Lowell Nicols and George Kirk of Sewickley who accompanied Fred Way, Jr. on a week's camping trip up the Little Kanawha River.

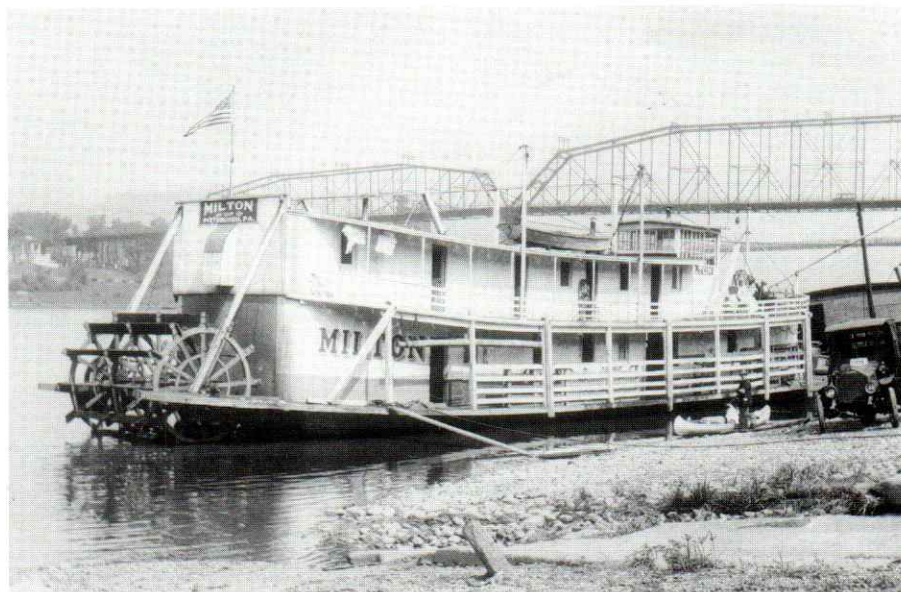
## THE GASBOAT MILTON

By Jay P. Ollom

When the "oil burning" packet MILTON was built by Mozena Brothers Boatyard, Clarington, Ohio in 1916, she was something of an innovation in river trade. Although the size of a small steamboat, it was to be driven by a gasoline engine. In fact, the Fairbanks-Morse one-cylinder engine, 50 hp. with huge flywheels was itself something of a problem as it was so large and heavy and the width of the boat was so narrow that very little room was left to get past the engine on either side of the interior of the boat. Later in the MILTON's career the boat was equipped with an oil engine of 60 hp. but it also was large and heavy.

There were several reasons for using gas engine propulsion instead of steam. A steamboat has heavy engines in the stern and heavy boilers out forward, and the deckroom in between was the space for storing freight. A gas engine did not take up this room, neither did it require carrying a lot of coal for fuel, or fireman to keep up the steam. The MILTON's engine was supplied by gasoline pumped into a fuel tank.

Hindsight, after 50 years, makes one wonder why the MILTON was built so narrow. She was 100 feet long and 18.2 feet wide. Today the hull would be 24 or 25 feet wide, possibly more, as were other small packets of those days. It might have been believed in 1918 that that a narrow boat would make better speed with the 50 hp. gas engine but the MILTON was no speed queen anyway and it is doubtful that several feet additional width would have



made much difference. And it certainly would have added much more room for freight, more freeboard, and even a more commodious passenger cabin.

Another problem, developed from building the MILTON. Early gasboats were rather small and engaged in towing barges loaded with mine props, coal, sand, etc., and did not require licensed personnel to run them. The MILTON planned to carry both passengers and freight in regular commerce, hence required a full crew like a steamboat. Steamboatmen could fill all the licensed jobs except engineer and this required a new category. "engineer of motor vessels." One of the first local men to secure such a license was Homer V. Wicke of Hannibal, Ohio who died recently (1960s) in New York state.

The MILTON was built on a style called on the river "poolboat" from the boats on the three rivers in the Pittsburgh area to cope with low bridges. The passenger cabin was upstairs but the pilothouse was elevated forward of the main cabin, rather than being up on the hurricane roof. The boat was not planned to be an imitation of a steamboat, hence had no bogus smokestacks as did many gas boats of the early days. For this reason, the pilot had a more complete forward view than in most boats as there were no big stacks out ahead to obstruct his view.

The MILTON was built for John Ueltschy, New Martinsville, who apparently envisioned a trade primarily of moving produce from there to Pittsburgh. This plan did not last very long, and the

boat soon appeared in the Wheeling-New Matamoras run, making three round trips per week, and was quite successful. Brady Litman purchased the boat and operated it in the same area until he bought the steamer LEROY (3427). The MILTON was then sold to Capt. John Roberts who took it to the Little Kanawha River. This river had the narrowest locks ever built on a river intended for steamboats, 22 feet wide by 125 feet long, and too small for even the MILTON. Although the MILTON was narrow to begin with, she did have guards three feet wide on each side. These had to be cut down to enable her to run from Parkersburg through the five locks up to Creston on the Little Kanawha where she was a very good boat for the trade. She also ran for a while on the Muskingum River.

But packet boating was about done and the boat was sold to the West Penn Coal. & Gravel Company, and operated as a towboat at Rochester, Pa., until cut down in the 1936 ice.

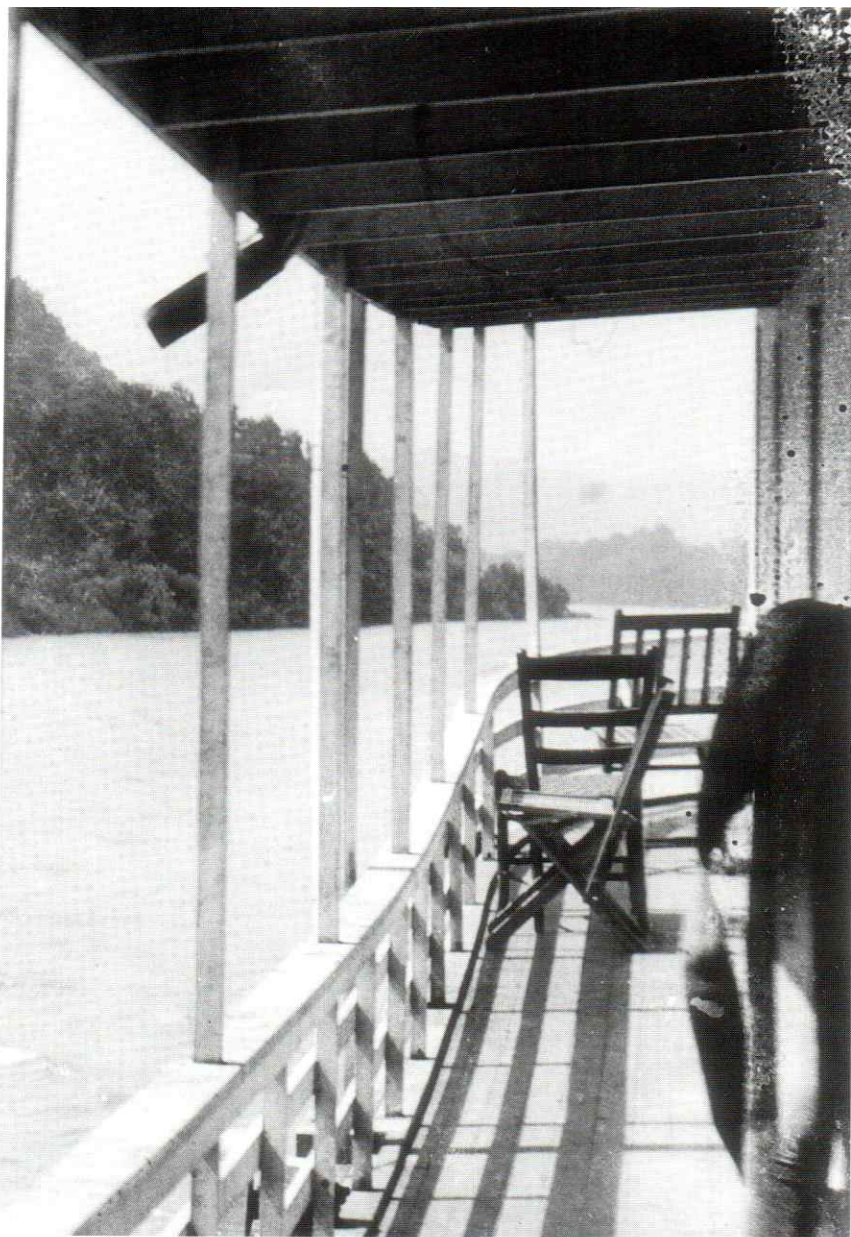
Packet jobs were scarce when the MILTON was running and she was often officered by well known steamboat men, such as Capts. Sidney Booth, David Boyles, Lee Murphy, Henry Mozena, Eb Cline, Cecil Smith and many others. The boat sank once when it got crosswise in the wind swells at Powhatan but it was soon raised and the main loss was some of the freight cargo. She was a pretty little boat and, notwithstanding being a bit too narrow in the hull, she was successful, - a pioneer in using the one-lung engine in packet service.

-----

This piece on the history of the MILTON was written by Jay Ollom in 1973. It sounds like Jay, - similar to several stories he wrote about the HELEN E. (2371), the little packet in which Jay had a ¼ ownership. Later, Jay traded his interest in the HELEN E. for the Clarington wharfboat but we see no indication that he worked on the MILTON; she was just another local packet in the trades around Wheeling in the 1920s before paved roads were completed along the Ohio and West Virginia sides.

Later, Jay Ollom was clerk of the Clarington School Board and, we believe, the enlarged River School District in Monroe County, Ohio. He and his wife lived in an attractive setting up Possom Creek, not far from the country seat of J. Mack Gamble.

\*\*\*



The boiler deck guard on the MILTON did not match that on the QUEEN CITY but carried out the packetboat design; no rockers, however. On the Little Kanawha River, the guards were cut down to fit in the 125x22 foot lock chambers in five dams providing slackwater to Creston, WV. Photo by W. S. Pollock, August 1920.



"Look Ma, no rudders!" The steerable Z-drives serve the purpose but, obviously, the EMPRESS OF THE NORTH can go nowhere on paddlewheel power alone. But, that's progress?

### NEW BOAT FOR THE COLUMBIA RIVER Supplementing our Report, Last Issue

On Page 25 of the March issue we had a short mention of the announced construction of a new sternwheel tourist boat for service on the Columbia River as a companion for the QUEEN OF THE WEST. We now have a more complete report from the *Freshwater News* of Portland, Oregon that was sent us by Don Chalmers, Fairview, OR.

The new boat, EMPRESS OF THE NORTH, will be 360'x57'x12' or 30 feet longer than the QUEEN OF THE WEST but generally the same in overall appearance and layout.

We quote liberally from the story by writer Peter Marsh in the March issue of *Freshwater News*:

QUEEN OF THE WEST, which the American West Steamboat Company put in service in 1995, had some well-publicized problems with the stern wheel drive system, so the new EMPRESS will be an "integrated diesel-electric vessel" just like all the newest cruise ships.

That means the engine room will actually be a small power station, where four big Caterpillar 3516 diesels will drive four generators, each producing 1825 kilowatts. The electricity will pass through a common switchboard that can direct it to turn G.E. electric motors that driving the paddlewheel, the two Z-drives, the bow-thruster, run the galley and provide light and heat for the public spaces and 112

cabins. Each Z-drive will deliver 2,000 hp and the stern wheel 1,000 hp. Top speed is predicted to be 14 knots.

Most of the staterooms will have private verandas, and all will have an outside view with a bathroom, full electronic entertainment set-up and air-conditioning. There will be a crew of 84 to keep the ship running in style.

The naval architect is Guido Perla of Seattle, where the owners are also based. This will be the largest hull ever built by Nichols Brothers of Whidbey Island.

"One of the advantages of the diesel-electric systems is a quiet ship," said Matt Nichols, who recently completed contracts for three aluminum catamaran ferries for the San Francisco Bay. The sternwheeler will be built in steel, to American Bureau of Shipping rules and will also comply with regulations for passenger ships engaged in international voyages. That's because the EMPRESS will spend the summers sailing the Inland Passage to Alaska, and the winters on the Columbia.

The cost is expected to exceed \$50 million. The Maritime Administration is providing a Title XI loan guarantee for up to 87.5%. Too bad the Maritime Administration couldn't have interested American West Steamboat Co. in its repossessed, slightly used AMERICAN QUEEN or COLUMBIA QUEEN on behalf of us taxpayers.

\*\*\*

### - S&D CHAPTERS -

#### MIDDLE OHIO RIVER CHAPTER

Some twenty-five members assembled in Maysville, KY the evening of April 5 for the spring meeting of the Chapter. Headquarters was the French Quarter Inn and the site for the informal get-together was at the riverside home of Barbara Hameister, on the Ohio near Manchester.

The organized activities began on Saturday morning with a visit to the village of Manchester and a tour of the local museum. The collection is housed in an historic brick building and the focus is the local area, Adams County, Ohio. At one time Manchester had a sizeable pearl button industry and equipment from one of these establishments was displayed. Until the time of WW-I or shortly thereafter many towns along the river had button factories utilizing the shells from local mussel beds.

The MOR cavalcade toured downriver to Ripley and visited the River Valley Trading Company store before returning to Maysville and up the hill to Old Washington for lunch. The dining room at the Marshall Key Tavern was just a bit crowded for the size of the group but all got fed, eventually. The afternoon was pleasantly spent in Old Washington, - visiting the stores and taking a tour of historic buildings.

## CHAPTER REPORTS CONT'D -

Speaker for the evening banquet was Maysville native Nick Clooney. He is best known as a radio and TV personality dating back to the 1950s and the popular Ruth Lyons show on W.L.W., Cincinnati. Nick's son is George Clooney of TV and movies while his sister is the well-known singer of a few years back, Rosemary. Nick had many interesting stories about growing up in Maysville where his father was a jeweler and for many years the mayor. He recalled escaping from the family apartment over the jewelry store during the 1937 flood by stepping from the hanging sign into a rowboat. Mr. Clooney's talk was the highlight of the weekend and enjoyed by 63 attendees at the banquet.

The Chapter's annual business meeting saw the reelection of all current officers: Rick Kesterman, president; Barbara Hameister, vice president; Fred Rutter, vice president; Ann Zeiger, treasurer; M'Lissa Kesterman, secretary.

Any S&D member interested in joining the MOR excursions should contact M'Lissa Kesterman, 3118 Pershing Ct., Cincinnati, OH 45211.

Fred Rutter, Reporter  
\* \* \*

OHIO & KANAWHA RIVER  
CHAPTER

Sunday, March 3 was the spring meeting for the O-K group at the Mason County Library, Pt. Pleasant. About twenty-five were on hand by 2 pm but the chapter's Captain, Bert Shearer, begged off and was very much missed.

Secretary-Treasurer Jim Bupp looked in the cigar box and reported \$82.92 in the treasury.

Engineer Charlie Stone reported that the Pt. Pleasant River Museum project was going forward with the outside work including the new facade pretty well done. Grant money has been confirmed to complete the interior of the first floor so it would seem that the first phase of the museum might open by early summer. Jack Fowler, president of the River Museum Foundation, has been remarkably successful in collecting artifacts for display.

[We can report that Mike Giglio, Marietta has recently donated his vintage engines from the Wisconsin Dells steamer WINNEBAGO and the pilot wheel from

the U.S. MISSISSIPPI (3977) with other boat hardware to the new museum.]

Ed. Shearer, New Orleans, presented the program for the day and it was most unusual and enlightening. Shearer & Associates had the contract for designing the Beau Rivage Casino at Biloxi, Mississippi and the challenge was to meet the state's law that casinos must float and yet connect it to the hotel so the customer would not be aware.

Ed began with a review of the initial laws in the states legalizing "riverboat gambling" in the early 1990s: They must be boats that cruise. Several states soon dropped the cruising part for competitive reasons and in no time at all "floating" was good enough, - even if it was in a duck pond connected to the river with a 2-inch pipe. The laws adopted by the several sanctimonious legislatures have now become distorted to, in several localities, a brick and mortar building with a damp basement.

But, Mississippi is still pure in requiring that the casino float and when it is encompassed by a 1,780 room hotel, 23 stories high - highest building in the state - the engineer has a challenge.

The casino at the Beau Rivage has a "hull" 500 by 300 feet with a 10-foot draft. It is made up of five barges, 300 by 100 feet, connected together. The main gaming floor is supported on columns 20 feet above the deck, - a point to be noted! In addition to the gaming floor, there are six restaurants and four 10,000-gallon aquariums above it. The slot machine coins alone weigh 30 tons and the occupancy of the whole shebang is 7,769 happy gamers.

The Beau Rivage resort is on an inlet from the Gulf of Mexico so the casino rides on the tides of the Gulf. They sometimes have a hurricane down in that area so the wind loads and storm tides have to be considered, - but the casino opens into the hotel lobby and the customers must not be disturbed i.e. made seasick. Shearer & Associates took a page from the floating deep-water drilling platforms, which aren't much affected by wind and tide, and sank the five-barge platform about ten feet to where the entrance to the gaming floor lined up precisely with the hotel lobby.

Of course, the structure underneath to support all this weight, the side guides to hold it in place and the ballast tanks and pumps to match the loads is both ingenious

and complicated. Ed's slides walked us through this submarine area; the "boat" moves less than half an inch, - come tides and storms. The casino with ballast displaces 40,000 tons.

An amusing point came at the completion of the project when the state gaming commission inspectors came to see the finished casino and determined that it was sunk rather than floating as the law required. A diver had to be sent down to determine that there was clearance under the hulls. Beau Rivage has the expense now of keeping the silt from building up, - if it touches bottom, look out!

Ed's story was unusual, entertaining and a revelation. The O-K Chapter attendees are now educated in the progress that has been made since the Marietta Manufacturing Co. built barges just up the street or boat builder Bill Smith raised his floating drydocks with a hand pump

\* \* \*

## MISSISSIPPI RIVER CHAPTER

A report from the Mississippi Chapter missed our landing for this issue. If it is not an official chapter meeting listed on the engraved schedule, the Editor is sure that a large number of the members will be on hand at Grafton, Illinois on June 21-23 for the weekend, "Great Rivers Towboat Festival."

The Grafton Towboat Festival is in its third year and the program features:

**Friday, June 21** Dinner Theater with Jim Post as "Mark Twain Out West."

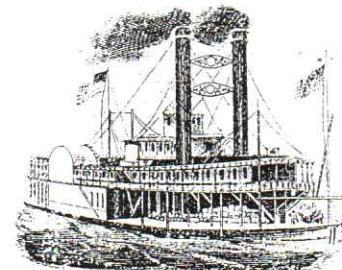
**Saturday, June 22** Times 10-4. Towboat tours 12-4 FREE! Line throwing contest at 2pm.

**Sunday, June 23** Times 10-4. Towboat Tours 12-4 FREE!

Historic and life on the river exhibits.

More info call : 1-800-ALTONIL

\* \* \*





## CONTRACT FOR THE STR. RED RIVER Built by Knox Boatyard, 1850

In the papers of the late John Knox, a member of long standing in S&D and descendent of William Knox, we have a transcript of a contract to build the sternwheel packet RED RIVER (4699). The owner was Capt. John Ankrim of Marietta, owner in a number of boats before the Civil War, many of which operated in the southern trades.

We have had several articles about early boat builders in recent issues and the question often arises about drawings for these boats, - or the lack thereof. Contracts with fairly general outline of the size, layout and responsibilities such as the following is typical; 19<sup>th</sup> century drawings are seldom found.

### Contract for Str. RED RIVER

Memorandum of an agreement made and entered into between William Knox of the town of Harmar, Washington County, State of Ohio on the one part and John Ankrim of Marietta said county and state on the other part.

Witnessith - That the aforesaid William Knox agrees to build for the said John Ankrim the hull of a steam boat of the following dimensions - one hundred and fifty (150) feet keel, thirty two (32) feet main breadth - twenty six feet (26) at the recess, twenty six feet floor and six feet hold - estimated at two hundred and seventy five tons carpenter's measurement.

And the said William Knox agreed to frame the boiler deck - run the guard rim and nosings on the same, set the ramps in Samson posts for the hog chains and main chains - all of which shall be done in a faithful and workman-like manner ready to receive the engine and cabin on or before the first day of August next.

And the said John Ankrim - agrees on his part to pay to the said William Knox the sum of four thousand one hundred and twenty dollars in the following manner -one thousand dollars on or before the first day of April next, one thousand dollars on or before the first day of June next, seven hundred and twenty dollars on or before the first day of August next and a draft negotiable and available in the city of New Orleans for fourteen hundred dollars payable five months after date.

In witness whereof, we have this day set our hands and seals.

Marietta, Feb. 19th, 1850  
W. Knox (Sea.l)  
John Ankrim (Seal)

In several instances in Way's Packet Directory, 1848-1994 the name John Ankrim is erroneously spelled "Ankrin." Ankrim is correct according to the 1850 Washington County census and in that year he was 33 years old, born in Virginia, married to Rachel, 33, and with children Marietta, 11, Thomas B., 9, and Matilda J., 2.

John Antrim was involved in boating with another Marietta resident, Charles Owen Franks, who established a foundry business in 1846 when he moved from Grandview Township, Washington County. Franks and Antrim are shown as the owners of the CARRIER (0888) built by Knox in 1851, however, Andrews History of Washington County indicates the boat as owned by H. N. Booth, - perhaps later. Franks is shown as an engine builder and boiler maker in the 1860-61 Marietta City Directory.

\* \* \*

## MAMIE S. BARRETT Some more of the story

The Keith Norrington photos of MAMIE S. BARRETT (T1706) on page 16 of our last issue and the accompanying history of the boat brought a number of comments. The following is a first-hand account of her days at the Harbor Point Yacht Club after the Vollmar Brothers Construction Co., St. Louis "sold her up the river," Mississippi that is, in 1948.

THOMAS C. GRADY  
24 Washington Terrace  
St. Louis, MO 63112

April 29, 2002

Dear Editor:

As past commodore of Harbor Point Yacht Club (1982), I thank you for the article on the MAMIE BARRETT in the recent *Reflector* issue. The pictures are poignant for those of us who remember years of fine dining and relaxing on board at Upper Mississippi mile 204.3, right bank. To clarify the write-up, the vessel arrived at Harbor Point under her own power c. 1948 with Maj. Spencer Merrell as master. In subsequent years the boilers and engines were removed, c. 1963, to create a dance floor forward and a card room aft, with a roped elevator for the Major whose health was on the wane.

The boiler deck, forward, was enclosed in jalousie windows - a 1950's fad - and this allowed an enlarged dining salon with removal of several original staterooms aft for crew and Lela Merrell, the Major's wife, who enjoyed the big boat as host-master in later life.

The story goes that the Major thought his engineering friends would flock to the harbor each weekend to "crew" the boat as a steam yacht, but the friends became fatigued after the first few "cruises." It was no small task getting steam up, oiling the journals and hundreds of moving parts, chasing short circuits and responding to the pilot house bells and whistles. The MAMIE was renamed "PIASA" then, and turned into the club headquarters. The Merrells built and owned the harbor.

This vessel was the scene of a great "snub" in the 1970's when a yachtsman brought the famous Russian ballet dancer, Rudolf Nureyev, as a dinner guest. It is said Mrs. Merrell thought the dancer was a communist, or worse, and informed the staff not to serve him! In the end, Nureyev and his proud host were forced to retreat to a local chicken hut.

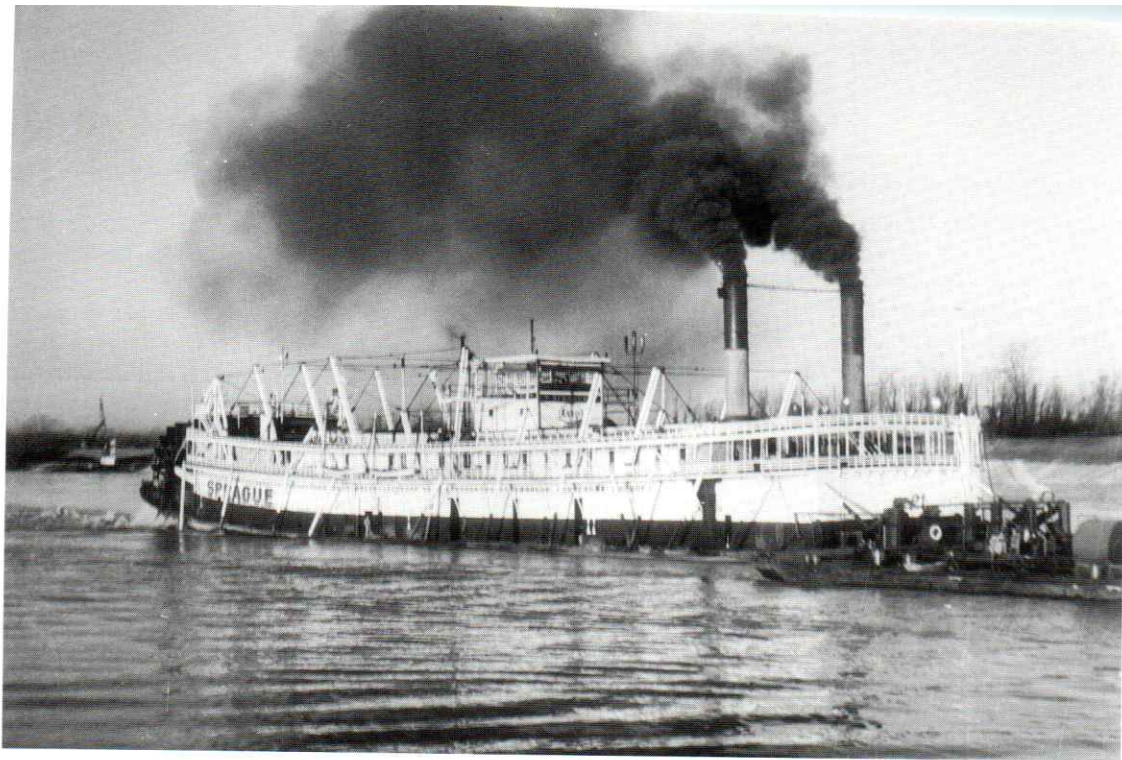
This boat is of moderate size and restorable, I'd wager. We must try to do more than bemoan lost steamboats. We must develop plans for active use of those we still have. A revolving fund to spur preservation might be encouraged, to be supplemented with potential historic preservation grants and a well-conceived revenue plan to keep the boats alive for future generations.

Yours kindly,

s/s Tom Grady

We thank Tom Grady for adding much to the story of MAMIE BARRETT (PENNINGMAN) at the Harbor Point Yacht Club. Her arrival under her own power was news to us. And we can well understand the appeal when Major Merrill and friends raised steam and rolled the wheel on weekends. The smell of live steam mixed with the scents of hot oil and a little damp oakum can never be forgotten once sensed. An elixir of youth but labor intensive - and expensive - to replicate.

\* \* \*



## ANNIVERSARY OF THE MIGHTY SPRAGUE

### COMPLETED 100 YEARS AGO, 1902

Much has been written over the years about the superlatives and history of the towboat SPRAGUE (T2327) including three full pages in *Way's Steam Towboat Directory*. That's more space than compiler Fred Way devoted to either of those palatial packets of romantic song and story, the ROBT. E. LEE or the J. M. WHITE. The SPRAGUE's history has been well covered and we will not attempt to tell it again in marking the 100<sup>th</sup> anniversary of the arrival of a legend, the largest and most powerful sternwheel towboat on the Western Rivers.

Charles E. Ward, designer and builder of boilers, engines and towboats, gave a frequently quoted paper at the 1909 Detroit meeting of the Society of Naval Architects and Engineers which reviewed the development of shallow draft boats used on the rivers. Mr. Ward pointed out the inefficiencies and adherence to practices that had evolved over (then) a hundred years. Ward advocated steel hulls of tunnel design and propellers with high speed engines but admitted some admiration for the practicality of stern wheel boats.

His comments on the SPRAGUE are as follows:

"No paper treating on light-draught steamers would be complete without a brief statement of that floating island, the towboat Sprague.

Length of hull 275 feet, over all 318 feet.

Beam 61 feet, over guards 64 feet 8 inches.

Depth at bow, 10 feet; mid ship, 7 feet.

Stern 12 feet.

Boiler deck, 250 feet in length, 63 feet in width, and 15 feet high.

Coal space for 20,000 bushels.

Pilothouse 26 feet by 20 feet.

It is 52 feet from bottom of hull to top of pilothouse.

Pilot wheel, 13 feet 6 inches in diameter.

Paddle wheel, 40 feet diameter, and 40 feet face.

Shaft 31 inches O. D., 21 inches hole at center, 10 inches at bearings.

**SPRAGUE in her prime about 1926, upbound with Standard Oil loads from Baton Rouge to Memphis.**

4 balanced rudders of steel, 31 feet long.

6 Hopkins boilers having together 210 square feet of grate, 12,000 square feet of heating surface, steam pressure 200 pounds.

2 tandem compound engines. 28" and 63" - 1 2' piston rod, 11 inches diameter, doctor pumps 7 inches by 12 inches.

2 condensers, 5,900 square feet cooling surface.

Total weight of boat about 2,200 tons; registered tonnage 1,479.

Steam pipe. 11 inches diameter, 130 feet long, also six lines of 6-inch steam pipe 130 feet long.

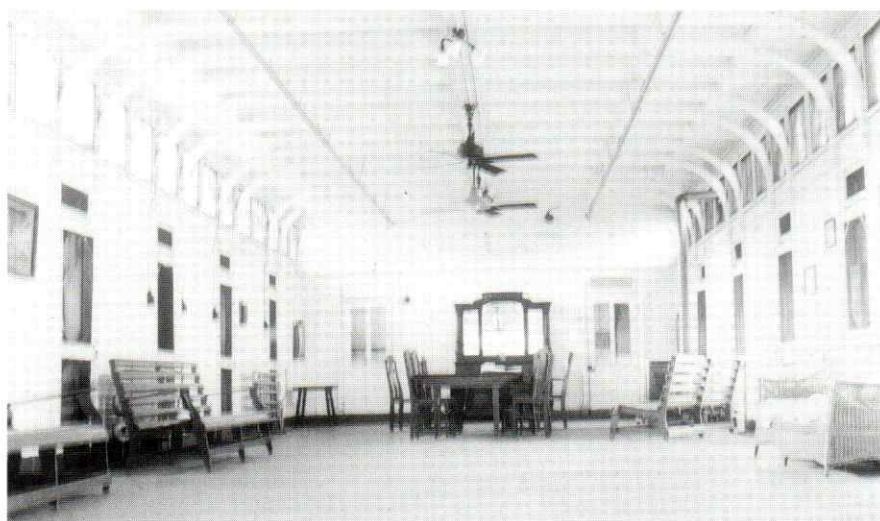
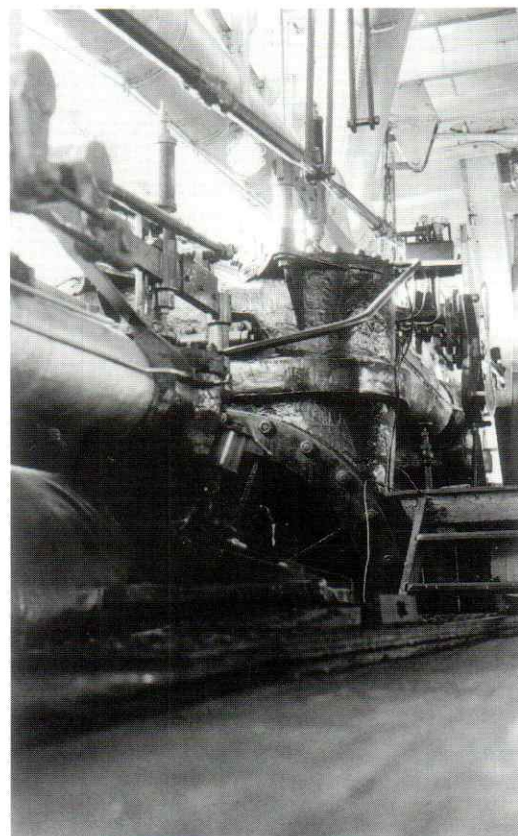
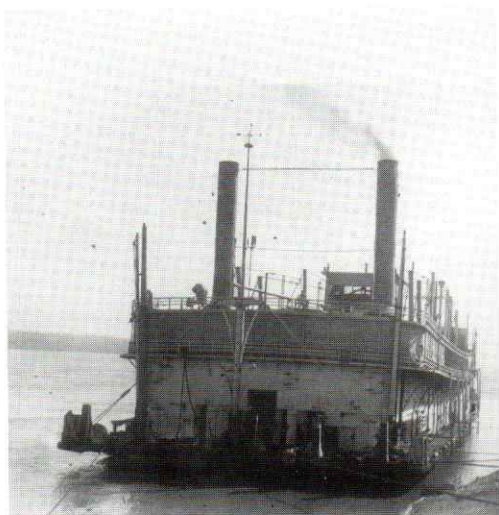
The above figures were checked for me by the builders and are I believe correct. I have been unable to ascertain the horsepower which was estimated by the builders at 2,500 horsepower for sixteen revolutions. I am informed by reliable authority that she never makes over 9-1/2 turns. A very reliable engine-builder, who has done considerable work on her, estimates her power at 1,500 I.H.P. She, however, does remarkable work.

In February 1907, she towed a fleet of fifty-six coal-boats and four barges. These loaded coal-boats drew 10-1/2 feet of water were 185 feet long by 26 feet wide and averaged 30,025 bushels of coal in each. The four barges, 140 by 26 feet, averaged 14,000 bushels in each. The entire tow contained 1,750,000 bushels or 67,307 tons of coal. This tow was 925 feet long by 31 2 feet wide, covering nearly seven acres of coal."

The SPRAGUE operated until 1948 when her owners, Esso Standard Oil Co., laid her up. Later that year she was transferred to Vicksburg, Mississippi to become a museum boat and eventually remodeled with a stage for shows. She was destroyed by fire on April 15, 1974.

**LONG LIVE THE SPRAGUE!**

\*\*\*



TOP PHOTOS BY BILL TIPPITT. Head on, SPRAGUE lacks something in beauty (1926); Stern view in 1923, location not certain, - maybe St. Louis?

After removal from service in 1948 the SPRAGUE tied up in the Yazoo River Diversion Canal at Vicksburg. In 1949 she was used by a boat club for storage but unchanged from her running days. The cabin would do justice to a packet, - the officers' table is lost in the expanse. ABOVE, the port engine looking forward. Everything was BIG!

## Looking for one's roots results in THE SEARCH FOR THE MODEL OF THE STEAMER SPRAGUE

By Jay Mohney

Opening family photo albums and boxes stored in the attic, I gathered quite a bit of information about my maternal grandmother's side of the family. But the search for the Lynch family, my maternal grandfather's family, would prove to be a bit more difficult.

Initially, I made several unsuccessful phone calls to the Lynch's in Elizabeth, Pennsylvania, the hometown of my grandparents. My sister, Barbara, had remembered that there was a Marjorie Lynch Shaw living in that area. I recalled seeing that name on a headstone near the graves of my grandparents and mother. Utilizing a search program on the Internet, I found a listing for Marjorie Shaw in McKeesport. She turned out to be my mother's cousin. Eventually, Marjorie and I met and we exchanged a few photos and a list of anniversary and birth dates. She believed her brother James Lynch who lived in Florida might have more pictures and also some books saved from their Aunt Helen's estate.

A few weeks later, Marjorie called to tell me that James had sent a box of memorabilia to his sister's home. I now refer to that package as the "Box o' Lynch." It was filled with photos, several books on the history of Pennsylvania, but most importantly four journals. I picked up the first journal and read several pages, realizing these books were actually a personal diary. I was immediately fascinated, particularly when I read the following:

".... The first flying machine I saw flew down the river Fri. October 9, 1914 -- passed the Ways at 2:05 p.m. and disappeared around Bell Bridge bend in just two minutes."

This was beyond any expectations. These journals were written by James and Marjorie Lynch's grandfather - and my great grandfather - John William Lynch! I took the "Box o' Lynch" home so I could thoroughly read all of its contents. Quickly, it became obvious to me that I needed to copy these journals to preserve the words written so very long ago. I had been scanning family photos and decided the best way to preserve the journal was to scan each page. This turned out to be a very time consuming activity as the journal entries began in approximately 1885 and continued until 1948. But, with this technique, I would not only be saving the journal pages in a permanent manner and would be able to easily share the pages with members of my family, specifically my brother and sons.

As I scanned each entry, I also had the opportunity to read each word written on the cracked, fragile pages. At times, a few of the pages from the journal written more than 100 years ago, would crumble between my fingers.

I learned that my great grandfather had worked at the Elizabeth Marine Ways and a majority of the first journal dealt with the work performed at the Ways. Lists of men and boats were documented and daily activities were recorded. Because

of my personal interest in genealogy, I recognized that some of these recollections could be helpful to others seeking information on their ancestors. I would also later learn the importance of the river history as it was noted on these pages.

One of the entries from 1908 indicated that JW and several other men had built a scale model of some barges, which were to be used for display purposes. I did not give the entry any additional thought at the time. However, several weeks after reading that entry, I came across the 1926 detailed description and the names of the workers who built the model of the Sprague and her tow of barges for the 1908 Pittsburgh Exposition. (See accompanying photo.) It seemed obvious that this must have been a very significant model if it was displayed not only at the Pittsburgh Exposition of 1908 but also in Europe. To satisfy my own curiosity, I would have to find some photos of this model.

The following Saturday I was at a local mall and while my wife was having her hair done, I decided to kill some time at Waldenbooks. In the local history section, I began to leaf through books looking for information on the Pittsburgh Expositions. The last book I looked at was titled, "Only In Pittsburgh," by S. Trevor Hadley. In Chapter two, titled, "Pittsburgh's Great Expositions (1875 - 1916), on page 14, I read:

"Elizabeth Ledwidge, a teacher in the Pittsburgh Public Schools, wrote about attending the Exposition in 1908 which was also Pittsburgh's Sesqui-Centennial. She wrote: 'We spent Exposition Day at the Point. Large crowds had assembled to hear Mayor Guthrie and Roger Pryor's Band play compositions from Pittsburgh composers. Among other things we saw were specimens of armor plates and many projectiles. The major exhibit was a model of the Sprague, the largest river steamboat in the world, towing 50,000 tons of coal in barges....'"

My knees actually buckled slightly as I read those words. I was overwhelmed and knew I now had a mission to find a picture of this model. I wondered if the model could possibly still exist even though the exposition was 90 years ago. Not likely. But I should at least be able to find a photo.

Research led me to "Way's Steam Towboat Directory," compiled by Frederick Way, Jr. On page 211, I found the following excerpt about the display:

"A working model of the SPRAGUE was built in 1908 for exhibition at the annual opening of the Pittsburgh Exposition along the Allegheny River, near the Point. The SPRAGUE was reproduced with a revolving paddlewheel and electric lights and was hitched to 56 miniature coalboats loaded with coal. The whole of the exhibit was contained in a tank 50x21 feet, filled with water, with a model of the Cairo, IL bridge featured. This exhibit of the high art of coalboating was sponsored by the M.R.C.C. & C. Company and supervised by John W. Zenn of McKeesport. Later this model was on exhibit at the Carnegie Museum, Pittsburgh for a number of years, into the early 1930s."

Through the Internet, I made contact with David Boyd of Waynesburg, a potential distant cousin, on the Lynch family

branch. David and I exchanged a few e-mails and decided to meet and exchange hard copies of the information each of us had. During our meeting, he suggested I place a message on the Allegheny County Rootweb page, as he felt certain there was a woman on that list who was knowledgeable on the subject of steamboats.

I posted a message requesting help in locating information on the 1908 Pittsburgh Exposition and a model of the Steamer Sprague. In mid-March, 1998, I received several responses with basic information regarding newspapers and photograph museums. One e-mail gave me not only some tips on where to look, but went into more detail with specific names and addresses of Steamboat Museums and organizations.

This is where I first encountered Maryann Hamer, riverboat buff. She stated in an early message, "The reason I am interested is simple: I love steamboats." Maryann and I corresponded for several months, with me sharing pages from JW's journal and she, in exchange, telling me about the entries and explaining the various steamboat construction words.

As time passed, I visited the Heinz History Center in Pittsburgh and read many books on the 1908 Exposition, including several programs from the event. Many photos were available, but all were of exterior events such as parades and dedications. I even called Consolidation Coal, the present owner of the Elizabeth Marine Ways, hoping the company might have some photos in its archives - but no luck.

Then in May 1998, Maryann sent me a short message indicating that she had talked with Jack Custer, an expert river buff, about the model of the Sprague. He insisted that the model still existed and was now owned by an unidentified woman from Pittsburgh who had a chain of mattress stores. I immediately began my own search, pulling out the Yellow Pages and looking up Mattress Stores. The phone calls began; I would first ask the person who answered the phone if their chain of stores had a female owner. If the answer were "yes," I would tell my story and explain my search. I look back now on this line of questioning with some humor, realizing that these individuals must have thought I was off the wall making such a call. Unfortunately, I had no success.

The next afternoon, I was reading our local newspaper, "The Valley Independent," which is published in Monessen, Pennsylvania. The "Weekender Magazine," a weekly feature on Thursdays, had an ad that instantly caught my eye. This was it! The ad was for a museum in Pittsburgh called "The Mattress Factory." It all made sense now!

I immediately called The Mattress Factory Museum and informed the receptionist of my quest. Within minutes, Barbara Luderowski, founder and director of the museum, took my call and Barbara was the owner of the model of the Steamer Sprague. She had purchased it at an auction just a few months prior, and explained that the Carnegie Museum previously owned it. The model had been found! We talked for some time over the phone then arranged a time when I could visit her and see the model.

The following Saturday, my wife and I went to the Mattress Factory and we were immediately struck by the size of the model, - over 10 feet long, three feet wide and three feet high. It was huge! I now understood why it was considered the Sesqui-Centennial's primary exhibit. Barbara was in the process of rebuilding the model and had disassembled the Sprague into four primary sections, - the upper deck, hull,

pilothouse and the large red wheel. The upper decks were in one piece and it was easy to see the detail that went into the model's construction. It included such items as blankets and bed pillows in each of the cabins, hinged doors, and detailed railings. Barbara said the model had been placed on the auction block after a fire had burned a hole in the Sprague's roof.

Since finding the model of the Steamer Sprague, I have posted all the pages of my great grandfather's journal during his work time at the Elizabeth Marine Ways between 1898 and 1925, on my own web site at:

<http://freepages.history.rootweb.com/~jmohney>

#### JOHN WILLIAM LYNCH

From *The Elizabeth Herald of August 16, 1948*:

John W. Lynch was born April 16, 1862 at Rices Landing, Pennsylvania, mile 68 on the Monongahela River. The family moved to Elizabeth during John's childhood and he resided there the rest of his life. His career was boat building and mostly at the Elizabeth Marine Ways from which he retired in 1925. He died at his home on Cemetery Street, Elizabeth, Pennsylvania on August 15, 1948, age 86.

"Mr. Lynch was greatly interested in the history and activities of the home town and accumulated voluminous scrapbooks and a great number of pictures in that line. He had a remarkably retentive memory and was often called on to verify facts concerning past dates, his memory or records supplying these in a very large number of cases. The Herald acknowledges a debt of gratitude in that particular."

Jay Mohney lives at 12 Cedar Way, Charleroi, PA 15022 can also be reached by e-mail at [jwmohney@attbi.com](mailto:jwmohney@attbi.com)

"I am interested in hearing from anyone who might have information on the model of the Sprague, have an interest in the Elizabeth Marine Ways history, or who might have any photos of riverboats from that era."

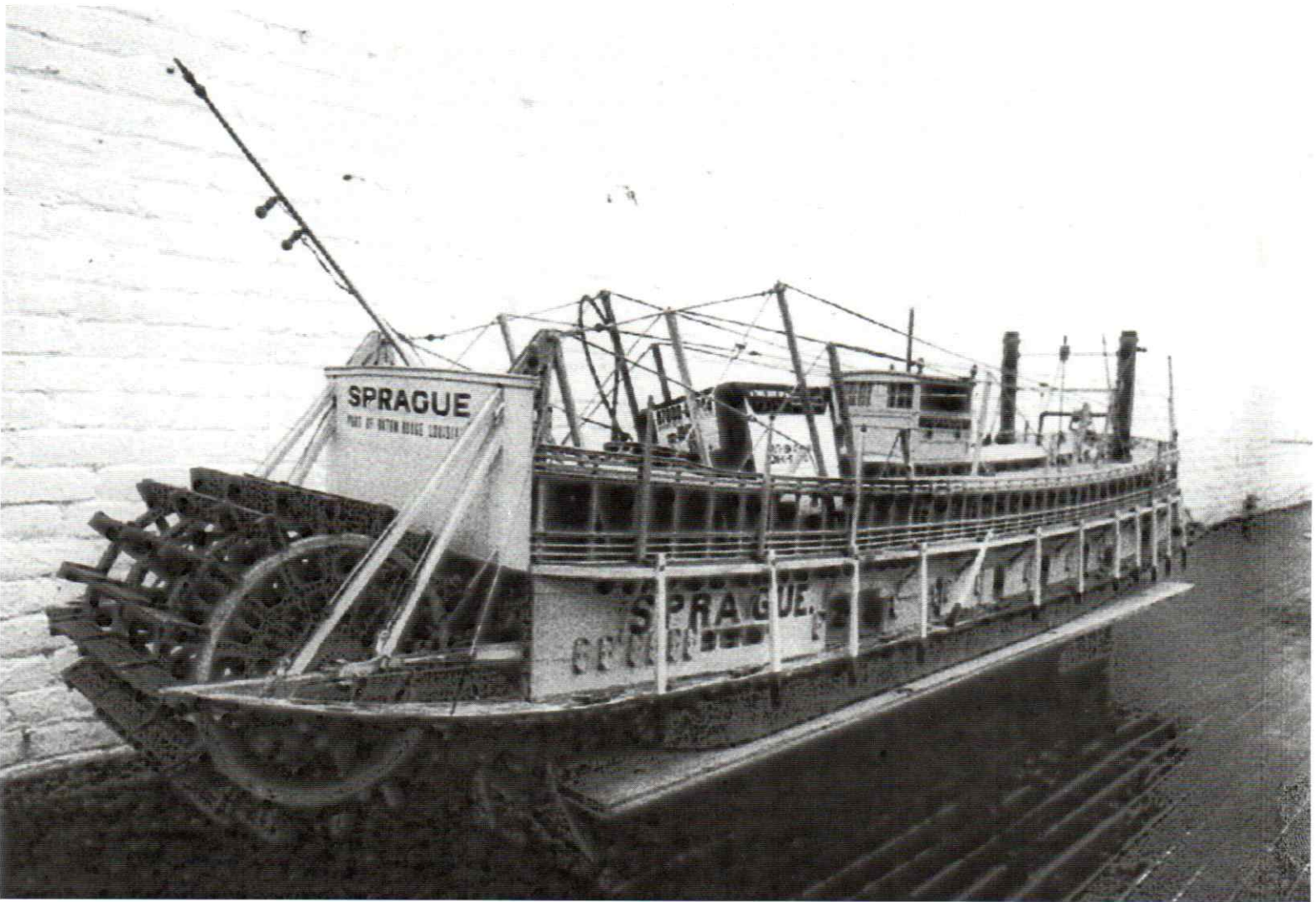
\* \* \*

#### STATUS OF THE QUEENS As Of May 15, 2002

A quarterly publication does not attempt to bring its readers breaking-news stories, but there is great interest in the fate of the remains of The Delta Queen Steamboat Co.

Since the bankruptcy last fall, the future operation of its various boats has been a subject of speculation. A purchaser of the DELTA and MISSISSIPPI QUEEN was reported in April but new players appeared at an auction of the company's assets on May 3. The apparent successful bidder for the DELTA QUEEN, MISSISSIPPI QUEEN and AMERICAN QUEEN was Delaware North Hospitality Group headed by Jeremy Jacobs, Sr. The bid was \$80.9 million of which \$500,000 goes to the creditors and \$47.3 million to the Maritime Administration toward its loan on the AMERICAN QUEEN. It is reported that the final details of the sale should be completed by mid-June.

Delaware North provides food, management and other services to a number of the National Parks, the Kennedy Space Center, airports, etc. so has a background in operating tourist/vacation facilities. The intention is to operate the boats in the cruise services, - as had been previously announced for the DQ and MQ this summer.



The 1908 model of the SPRAGUE has miraculously survived although somewhat the worse for wear after being exhibited around Pittsburgh and in several European cities. It was at the Carnegie Museum in the

1930s, more popular than the dinosaurs, and was damaged by an electrical fire in the 1908 motor which ran the stern wheel. Owned today by the Mattress Factory Museum, Pittsburgh. Jay Mohny photo.

#### THE SPRAGUE MODEL

For many years an annual event in Pittsburgh was the Pittsburgh Exposition, held in a group of large, ornate exhibit halls built along the Allegheny River near The Point. Each year Machinery Hall featured the latest triumphs of local industry and coal production and shipping to the south was big in 1908. That year "The Combine" displayed a model of its epitome of towboats, the SPRAGUE. John W. Lynch, foreman at the Elizabeth Marine Ways, directed the construction of the exhibit which turned out to be a big hit with the public and later was exhibited for years at the Carnegie Museum, Pittsburgh.

John Lynch writes in 1926:

"The miniature 1/2 inch scale model barges, coalboats, coal barges, coal flats, coal boat bottoms, and a replica of the Steamer Sprague and a miniature bridge were built at the Elizabeth Marine Ways August 1908. These were first on exhibition at the Pittsburgh Exposition 1908 - 1909. The

barges and other coal craft were hitched into the Steamer Sprague representing the largest tow that ever went down the Ohio River.

They were exhibited in a large, shallow tank of water, barges were all loaded with coal and passing under the bridge. This display was put on by the Monongahela River Consolidated Coal and Coke Company and were installed ready for public inspection by John Wiegel, John Morgan, and myself. Later, they were exhibited in Europe: London, Paris and Rome, after which they came back to the Ways.

The bridge and coal craft are still at the ways in 1926. The Steamer Sprague is in the offices of Pittsburgh Coal Co., Oliver building, Pittsburgh Pennsylvania. Three of the men that helped build these models are gone from all hard work - Frank Worchester, George Balsinger, Herb Wiegel, and John Morgan. The others still living are William Packard and myself."

\*\*\*

## THE WRECK OF THE BENTON

#

### An accident or by design?

This story of an 1897 event comes to us from frequent contributor to these pages, a few years back, Maynard Stephens, Ronan, Montana.

The story was told to Maynard Stephens by Frank E. Titus, Bismarck, North Dakota; in 1933 and after all these years it seems that no feelings would be hurt if it were set down for posterity.

Sunday, July 18th, 1897.

A few members of the crew of the snagboat JOSEPHINE (3149) had elected to spend a quiet Sunday aboard the boat as she tied up for the day at Sioux City, Iowa near the draw bridge. They were surprised to hear a steamboat steaming down the river whistling repeatedly for the draw bridge to open. Frank Titus, engineer of the JOSEPHINE, said everyone on the river knew that the bridge did not operate on Sunday.

It was the old steamer BENTON (0583). She made no attempt to stop until very near the bridge when, surprisingly, the bridge started to open but too late as the boat had veered off and slammed the bridge pier. Dead in the water she then floated downstream and lodged on some old piling near shore across the river from the JOSEPHINE. The bridge tender was not on duty at the bridge, being it was Sunday, but was within hearing distance and hurried down to tend it. Titus said the boat could have stopped and waited and could have easily missed the pier.

His curiosity aroused, and nothing better to do, Titus decided to go over and investigate and possibly talk to some of the BENTON's crew. He pushed the JOSEPHINE's yawl into the river and rowed across the Missouri to have a look. As he rowed alongside the hull he heard voices aboard the BENTON but saw no one. And evidently no one saw him.

He noticed a piece of canvas hanging down over the side of the wreck and into the water. This seemed odd so he lifted it with an oar and discovered a two foot square hole neatly sawed in the hull near the waterline. His curiosity completely satisfied, he very suddenly decided that this was none of his business and no place for Frank. He quickly shipped his oars and pulled for the opposite shore and the safety



**Here's the BENTON sunk right enough but it doesn't appear to be the questionable accident related in our story. She sank Sept. 15, 1889 five miles above Washington, MO, again on July 31, 1895 at Arrow Rock, MO with a load of wheat before her final demise at the Sioux City drawbridge. We vote for this being the 1895 sinking for the sacks of wheat are showing on the main deck.**

of the JOSEPHINE, - half expecting a charge of birdshot to come his way.

Titus considered the episode a clear case of sabotage for the insurance.

The historical old packet had made her owners many times her original price but now she had reached the end of the steamboat era and her usefulness was past. Freight was hard to find.

H. M. Chittenden's Vol. 2 of Early Steamboat Navigation On The Missouri River states: "It was a sad day for the marine insurance companies when the fate of the river commerce was settled by the railroads. Accidents occurred with astonishing certainty whenever it was found that boats were no longer needed; and it was left to the underwriters to close up the final account of this record of disaster".

Other accounts of the end of the venerable steamer BENTON can be found in John G. Lepley's excellent article titled, "OLD RELIABLE, THE STEAMBOAT BENTON ON THE UPPER MISSOURI" in the 1980 summer issue of MONTANA the Magazine of Western History. He states that the BENTON was a total loss at \$10,000. The Waterways Journal of July 24, 1897 states that she was sold for debt by the U.S. Marshall at Cairo Ill. for \$1,450. in 1896. The captain's story as printed in the WWJ gave the cause of the accident as the failure of the bridge to open in time.

If Frank Titus' story is accurate, - or even if it is not, - this is a sad ending for the old boat that had braved the snags and rapids of the upper river for a dozen years and made fifty nine trips to Montana points, forty-four to the head of navigation at Fort Benton to earn the title Old Reliable.

A logbook of two years of the BENTON's travels is preserved at the Fort Benton Museum and a thirty-three inch scale model of the BENTON which I built in 1981 is owned by the Museum.

My father, Joe Stephens, 19, was signed on as cabin boy on the BENTON at Bismarck, up-bound for Fort Benton in the spring of '83. This boat made, and is, Montana History.

Maynard Stephens, January 1983.

We have no way to judge the account given by engineer Frank Titus. An obviously sawed cutout in the hull must have been done to hinder raising the boat rather than before she came to rest after hitting the bridge pier.

The JOSEPHINE was in service by the Missouri River Commission as a U.S. inspection boat at the time the BENTON sank. But, we've heard tales of similar "sales" of boats to the insurance company and Mr. Stephens evidently felt that Frank Titus was a trustworthy reporter. Ed.

\*\*\*



### Capt. Thomas R. Payne and the BIG SUNFLOWER

By Edward A Mueller

The BIG SUNFLOWER (0622) was built at the Howard Yard in Jeffersonville, Indiana, a sternwheel packet, 125 ft. by 28½ feet by 4 ft. depth of hold, for a Joel Steven for use on the Big Sunflower River, a tributary of the Yazoo. She was launched on November 6, 1869 and soon went south to work in the Yazoo River trade out of Vicksburg.

In 1870 BIG SUNFLOWER was purchased by Capt. Sherman H. Parisot who had formed the Yazoo River Packet Co., the Parisot Line with the trademark "P" hung between the stacks. Her master at this time was Parisot's close associate Capt. Thomas G. Ledbetter. (see *Steamboats and the Cotton Economy* by Harry P. Owens)

In the summer of 1882, when steamboat business was booming in Jacksonville, Florida, Captain Thomas Payne went to Pensacola to bring the BIG SUNFLOWER around and fit her out as a Mississippi River type packet for at this time she was a freight boat, - described in the press as having a hull of white oak and butternut. She reputedly drew only 21 inches of water light, was able to carry 270 tons of timber and consumed only eight cords of wood in 24 hours while running 288 miles, quite an accomplishment if true. It is not known whether this was a personal venture by Capt. Payne or done for others nor how the boat came to be in Pensacola, perhaps taken there as part of a sales contract. She had been running in the New Orleans and Red River trade in 1877 and perhaps until her sale to Florida interests.

On August 9, after Capt. Payne had successfully made it to Jacksonville, the *Florida Daily Union* commented: "Captain Payne feels very much elated over his success in getting the steamer here and says that on several occasions things looked very 'squally.' He certainly has a substantial steamer and deserves the patronage that will in all probability be bestowed on him when his steamer commences to run on the line between this city and Sanford." As the dear reader will soon find out, the trip was very squally.

The account taken from Captain Payne's abstract log follows:

Captain Payne cleared from Pensacola for Jacksonville on July 6, 1882 making six knots. At 5:15 he anchored in Santa Rosa Sound, evidently due to machinery problems as he did not get underway again until July 8 at 3:30 a.m. He noted that the FANNIE DUGAN (1983), an Ohio-built vessel bound east from Cincinnati, had passed him just the day before. As it turned out, this steamer would be in direct competition with the BIG SUNFLOWER in the days ahead:

Everything seemed to be working fine when the engineer reported that the donkey pump was choked with sand and was working badly. So, BIG SUNFLOWER was stopped and the pump cleaned and the boilers blown. Captain Payne was, again underway the same day at 10:45 and at 11:30 was outside East Pass. Weather was cloudy with a light northeast wind. At 12:45 p.m. the engineer reported another choked pump but urged the captain to continue saying it could still keep water.

Payne did not make St. Andrew's Harbor (near Panama City) before dark as he had hoped but pushed on toward Apalachicola. Weather conditions became worse, growing threatening with a great deal of lightning in the southwest. He was able to make San. Blas Light at midnight, supposedly a revolving light that turned out to be a very poor fixed light. Payne confided in his log, "I have never spent such an anxious night in my life; I am sure this will be my last trip in one of these kinds of boats around this or any other coast, - if I get this around safe or not."

On July 9 Payne was at sea. Winds were southeasterly with occasional rain squalls but not much wind, ". . . thank God!" At 2:15 the engineer reported a disabled boiler feed water pipe and only one gauge (cock) of water showed in the boiler. The boat was stopped, the pipe repaired and at 4 a.m. they were underway again. Forty-five minutes later BIG SUNFLOWER rounded Cape San Blas steering for Apalachicola Bay which she entered at 7:30. Winds were strong with rain squalls. When they stopped at Dog Island (off of Carrabelle) at 11:30 to clean the boilers Payne decided to wait for better weather and, "Let all hands rest after their work. All the men were used up mentally and physically."

On July 10 the boilers were cleaned and BIG SUNFLOWER put out to sea; everything was fine.

On July 11, Payne went into Cedar Key and secured another pilot. While docked, all the deckhands ran away and Capt. Payne had to secure three new ones. BIG SUNFLOWER laid up at Cedar Key all night and left the next morning at 9:20. They made Anclote Key (off of Tarpon Springs) and anchored there at 8:30 p.m. for the night. Winds were moderate but weather conditions showed little promise of remaining calm.

At 4 a.m., July 13 they were underway again, coming to anchor in Santa Rosa Bay at 5:30 p.m. The winds were rising and the weather was looking threatening in the west. The next day they laid at anchor to clean the boilers and experienced twelve to fifteen heavy squalls for all points of the compass with a very heavy blow from the northeast at 8:30 p.m.

BIG SUNFLOWER put to sea at 5 a.m. on July 15 but shortly afterwards, one of the straps on the starboard hog chain was found to be parted and they had to anchor again to fix it. They were underway again at 5:20 and made Sarasota Bay at 6 a.m. As they approached Cape Romano (south of Marco Island) the winds increased so they headed for land. The next day though, with a moderate wind, they had a good run. On July 17, at 11 a.m., they



were on course with winds east to northeast. Making Rodrigue Key at 5 p.m. they anchored. A fresh wind arose so they let go a second, anchor at 7:55.

On July 18 they were underway again at 4:35 a.m. and passed a small propeller, CITY OF ALMA, heading south. At 12 noon the winds increased with heavy squalls and BIG SUNFLOWER: went into Cape Florida and anchored under the pitch of the Cape at 1:50 to clean the boiler. They stayed several days waiting for favorable weather but, in the meantime, a rumor had reached Jacksonville that the BIG SUNFLOWER was reported lost in Clearwater Harbor. A few days after that rumor struck, someone visiting Jacksonville indicated that she had hit a rock in Clearwater Harbor but did not sink. As one can guess, this did not make Captain Payne's family and those of his crew feel much at ease!

On the 21st, while waiting on the weather, Captain Payne reported that he had, "found the beans and other supplies short." July 22, strong winds from the southeast persisted with no prospect of change. But at 11:35 on the 23rd., the wind changed to the southwest with heavy squalls. BIG SUNFLOWER commenced to dragging anchor and another had to be let go at 2:30. The winds shifted to the east-southeast and again at 11:15 shifted to the northeast with squalls and rains. Captain Payne confided in his log, "Oh, how long, will this weather last; we are all tired of laying here and the grub is getting short."

On both the 24th and 25th, still laying up with two anchors out. A schooner QUINTALL came alongside and said she had been in the reefs for two weeks and seen nothing of the FANNIE DUGAN. Finally, at 11:20 on the 25th, BIG SUNFLOWER got underway despite the evil weather and made Biscayne Bay, anchoring off Bear's Cut for a safe harbor. "Oh, how long will this last?"

On the 26th they remained at anchor in Biscayne Bay all day with a strong wind from east to southeast. They were able to purchase stores from; W.B. Brickell who gave them limes and coconuts and a plant and flower seeds for Captain Payne to take home, "to my little wife to plant in our garden."

On the 27th the wind was the same and threatened not to change. On the 28th, under the same weather conditions, a boat came in from the southward running inside the reef and it proved to be: the FANNIE DUGAN. She anchored at Florida Light and Captain Payne sent his pilot out to steer her in. FANNIE DUGAN waited outside all night and came in the next day to anchor. After going aboard, Captain Payne wrote, "The Captain reported that he was short of fuel. He sent ashore to see what could be had and they charged him \$11: per cord so I let the line have seven and a half tons of coal."

On July 30, the barometer was falling and the rain and winds continued. Weather was still bad the next day but Captain Payne decided to get underway the next morning. On August 1 the BIG SUNFLOWER got up steam but found a leaking mud drum and had to blow off steam to repair the drum. On August 2 bad weather continued but they got underway at 9 a.m. and came into the Miami River, anchoring alongside the FANNIE DUGAN. On August 3, the captain recorded, "We got up steam in the morning but the wind sprung up and I concluded not to go into the bay; had a visit from three Indians and purchased supplies from them consisting of pumpkins, beans, bananas, cowhides and venison; At 10 p.m. dead calm - got up steam and went into the bay and anchored."

The next day at 9:20 the wind died away and in company with the FANNIE DUGAN the BIG SUNFLOWER finally left Biscayne Bay. Captain Payne placed her in the Gulf Stream and in four hours the DUGAN was out of sight astern, due mostly to the fact she was

hugging the coast. At 4 p.m., making good speed, BIG SUNFLOWER passed Hillsborough Inlet and: Jupiter at 8 p.m. The next day, August 5, they passed Cape Canaveral at 9 a.m.. and Mosquito Inlet (New Smyrna) at 4 p.m. By midnight they had passed, St. Augustine. Captain Payne's log concludes with the notation, "August 6, - arrived at St. John's Bar at 5 a.m.; arrived at city at 10:30 a.m. and glad to get home O.K."

Within a week of her arrival BIG SUNFLOWER had all her upper works taken off and new passenger accommodations were underway to, ". build on the style of a Mississippi steamer and as handsome and comfortable as it is possible to make her." The saloon was to be 120 feet in length and handsomely finished. Some eighteen staterooms were to be provided, six to be nine by nine feet furnished with walnut chamber furniture.

It is not known whether these dreams ever came to fruition. The name of BIG SUNFLOWER was changed the next month to JENNIE LANE and she was described as carrying freight and passengers, mostly the former. She ran for the People's Line, the H. B. Plant steamboat interest on the St. John's River, and her running mates were the CHATTAHOOCHEE, H. B. PLANT and the lighter UNCLE SAM. In 1886 she was condemned.

Hats off to Capt. Payne but there is more to his story. Early in 1886 he undertook to deliver an excursion boat from the Delaware River to Jacksonville. It was intended to provide service between that city and Nassau. The weather was even more "squally" than that encountered by the BIG SUNFLOWER and the boat foundered with loss of all hands.

A note on the listing for this boat in Way's Packet Directory, 1848-1994: It indicates that a JENNIE LANE is shown in the List of Merchant Vessels, 1886 but with a hull 147 feet long and with twin props. Could this really be the BIG SUNFLOWER with a new hull? If so, she must have been rebuilt in more ways than just new passenger accommodations; we leave it to author Ed Mueller to unravel the discrepancies. Ed.

\* \* \*

### J. MACK GAMBLE FUND REPORT

The following projects have been approved for grants during the year 2002 up to May 4:

The Mercantile Library, St. Louis - \$900 for microfilming The Waterways Journal, 1997-2001.

Mon River Buffs, Monongahela, PA - \$965 for microfilming the newsletter, "Voice of the Mon."

Murphy Library, University of Wisconsin, La Crosse - \$3,000 for photo collection expenses and printing.

Howard Steamboat Museum, Jeffersonville, IN - \$1,798 for display cases and a hands-on children's exhibit.

LaCrosse County Historical Society - \$1,800 for exhibit centering on the whistle from the GENERAL ALLEN.

Institute for the History of Technology and Industrial Archaeology, West Virginia University - \$4,500 for research.

Ohio Historical Society, W. P. SNYDER JR. - \$20,000 toward the eventual replacement of the hull.

Non-profit organizations, 501(c)3 IRS designation, with projects related to the preservation of river history may contact

**J. MACK GAMBLE FUND**

**Mrs. John D. McGrew, Chairman**

**503 Lawton Rd.**

**Marietta, OH 45750**



## A RIVERMAN FINDS HIS NICHE

By Carl Henry

I've got the greatest job in the world: Working on one of the last passenger steamboats in America, piloting up and down the mighty Mississippi River past lush islands, majestic bluffs, and picturesque river towns. It's not that working a good 8-to-5 job behind a desk somewhere is particularly unappealing. But there's the fear that a person could actually get used to it. Let me explain.

There's a lot of hard work to keeping a steamboat operating in the 21st century, and there's a reason why there aren't many of them left. In a day and age when it's simpler and quicker to travel from point-A to point-B by many other means, river travel has been relegated to that of an historical sidebar, - a tourist attraction, a destination in itself. But there was a time before highways and automobiles and

air travel, when the only way to get from one place to another was overland by horse and buggy. How exciting it must have been to board a steamboat and travel hundreds of miles in a day, watching the shoreline go by at a brisk 15 mph

The river, and steamboats, were essential to the development of this country and connected communities together when there were no other means. Those days are gone now, but riding one of the last passenger steamboats in the country does more than take people out for a ride on the river; - it takes people back in time, a different place. A place before television and computers and cell phones and faxes and the internet. It slows people down and creates time for reflection and that's what appeals to the passengers the most.

Each new season is filled with anticipation, as all the hard work gives way to the day when we're ready to get steam up, back the boat away from the landing and head upriver for the first time. That's when the magic really begins, - for everybody. The first teenager on any trip

works his way up to the pilothouse, out of breath and turning around fully 360 degrees, predictably pronounces, "This is soooooo cool!"

Then there was the old farmer who came to ride the boat when we were in Prairie du Chien. He had never taken a vacation or been away from the farm, even for a weekend. But he had arranged for someone to milk for him that evening, and here he was, sitting back on the lazy bench for the entire trip, silent, watching the trees go by; just he and me, listening to the rhythmic chuff-chuffing of the engines and the occasional conversation. When the last line was secured and we were blowing down steam, the farmer gripped my hand and wouldn't let go. With a tear in his eye he said, "I'll remember this for the rest of my life," and then we said goodbye.

This old steamboat seems to have an effect on people that other boats can't. And maybe that's precisely why we value its existence so much. Everyone in the crew is aware of the significance of what we do, our place in a larger history and the tradition we are helping to uphold. And, it's a completely different world out here from any traditional job on shore; everyday adventures and mishaps give way to camaraderie and a pride and sense of purpose in everything that we do. To us, it's a privilege to be a part of the great fraternity and brotherhood that is the modern-day riverman.

This JULIA BELLE SWAIN is America's history and, in part, your history. So, come ride one of the few authentic steamboats around, - you'll see what we mean by "the magic."

\* \* \*

The JULIA BELLE SWAIN was built at Dubuque, Iowa in 1971 by Dennis Trone. She is not historic in years but a steamboat with lines from the Golden Age. Her engines came from the old ferry CITY OF BATON ROUGE while the boiler is high tech, - about as big as a refrigerator and automated with whiz-bang electronic controls.

JULIA BELLE is owned by the Great River Steamboat Co. and operates from La Crosse, Wisconsin. She runs a schedule of lunch and dinner excursions and also two-day round-trips: upriver to Winona or downstream to Prairie du Chien.

For a 2002 schedule call -  
1-800-815-1005

## SHOWBOAT GOLDENROD'S FUTURE DOUBTFUL

Since 1989 the big showboat GOLDENROD has graced the riverfront at St. Charles, Missouri. Previously, it had been a fixture on the St. Louis Levee from 1937 and for many years a very popular and successful enterprise. A year or so ago the City of St. Charles, the current owner, retained John Gilbert and Associates, marine engineers and architects, to survey the boat and provide a report on its restoration to useable condition.

The following article appeared in the *St. Louis Post-Dispatch*, February 20, 2002, a story of trial and tribulation:

Television newsman John Auble once owned the Goldenrod, an experience that cost him his house. That's because he and his brother lost \$350,000 trying to keep the aged showboat financially afloat. His brother Ronald also lost his home, as Auble Enterprises Inc. also had a lien for \$45,171 in unpaid federal taxes.

Auble, who now works for KTVI (Channel 2), does have an interesting story about something that happened in St. Charles not long ago, and it involved the Goldenrod. He was there covering a fatal police shooting in the downtown area near the riverfront where the Goldenrod sits.

"The funniest thing that day, St. Charles Mayor Patricia M. York, who was there because of concern over the shooting, walked over to me and I began interviewing her. When I finished I said, 'That's it; thank you very much.'

"Then she said, 'Would you do me a favor? Would take our boat with you?'"

That made Auble chuckle: "But I don't think it's worth saving," he said.

So not everyone is on board with Archie Scott, the preservationist who wants to save the Goldenrod by pulling it out of the Missouri River and putting it in a backwater basin. Scott would like to see the Goldenrod become an entertainment showboat again, as it was during its heyday in the 1940s and '50s.

Auble began managing the showboat in 1984 and bought it 1986 from the late Frank C. Pierson. He then sold it back to Pierson in late 1987. In 1989, it was purchased by St. Charles for a little less than \$300,000 and moved to the Missouri River from its mooring spot of more than 50 years on the St. Louis riverfront. After landing in St. Charles 12 years ago, additional repair work was needed for the showboat's sickly hull. That cost about \$390,000.

Auble has said in the past that the Goldenrod is, "just an old boat that I don't think has made money for anybody."

Of course, he had these suspicions in 1987 when we spent a day with Auble on the Goldenrod, back when it was observing its 50th anniversary in St. Louis. "It's like an old house," he said. "Nothing's easy on this boat. One little job turns into an enormous project."

That day, Auble looked at the leaks, slowly kerplunking into plastic-lined garbage buckets from two light fixtures directly below the freezer in the kitchen on the Texas deck. Earlier, 39 miles of extension cords had to be replaced by new wiring. So the idea of letting the boat sink does not greatly upset Auble. . .

-John M. McGuire

## - THIS AND THAT -

### LATE CHANGE IN THE MISSISSIPPI QUEEN SCHEDULE

The local papers had an Associated Press item on May 13 with dateline Huntington, WV: "The MISSISSIPPI QUEEN will again visit West Virginia this summer, though the company that bailed out the tourist attraction has cut the number of scheduled steamboat visits from sixteen to one.

Delaware North of Buffalo, NY, plans to dock one, the MISSISSIPPI QUEEN, in Huntington on August 31."

**Delta Queen Steamboat Co.**  
**For Schedule or Information**  
**CALL (800) 543-1949**

\*\*\*

### JUNE 22-23 MIDWEST RIVERBOAT BUFFS & GOLDEN EAGLE RIVER MUSEUM

These active river enthusiasts will be meeting at Grafton, Illinois during the Grafton Great River Days festival. Be there!

\*\*\*

### HILLMAN SHIPYARD WORKING AGAIN

The former Hillman Shipyard at Brownsville, PA closed down in 1995 after a sale to Trinity Marine Group. When that happened, about 230 workers retired, were laid off or moved. The plant sat idle until Rankin, PA, Allegheny County-based Wilhelm & Krause took it over in 1998 and a subsidiary Hiller Barge Co has operated the yard for barge building.

Currently, a \$5.1 million crane barge for the U.S. Army Corps of Engineers to lift lock gates and for salvage work is under construction.

Company president Gabe Centofanti points out that the industry overbuilt barges in the late 1970s and early 1980s as a result of Federal tax incentives but those units are now reaching the end of their life spans. Adding to the demand is the requirement that oil barges must be double-hulled by 2015

\*\*\*

### A NEW EXCURSION SERVICE ON THE MUSKINGUM

The Stockport Mill Inn owners have joined with Marietta boat enthusiast Mike Giglio to acquire the sternwheel excursion boat C. P. HUNTINGTON for use at Stockport, Ohio. The boat was built in 1974 for Jim Sands and operated at Marietta for more than ten years as the VALLEY GEM. It was last used at Huntington in connection with Camden Park.

The boat will be renamed KATHERINE HELEN HOOK in honor of the former mayor of Stockport. Daily cruises between Stockport and McConnelsville are planned. The boat has a capacity of 99; the reported sale price was \$48,000.

See December 2000 issue for report on the Stockport Mill.

\*\*\*



Here is the local packet ACTIVE (0051) landed at Buffalo, West Virginia on the Kanawha River. She was built in 1867 at Brownsville, PA, engine 9s-2½ feet. Photo taken by Dr. Claudius M. Petrat of Buffalo. From Jerome Collins' file.

## THE ACTIVE INCIDENT # THE 1875 TRAGIC AFFAIR AT POINT PLEASANT

*Parkersburg Democrat-Examiner*  
Saturday, January 16, 1875

On Wednesday, the 6th inst., a tragic event took place at Point Pleasant, West Virginia which resulted in the instant death of Captain Hutch McDaniels, commander of the Gallipolis and Kanawha River packet ACTIVE (0051). It appears from a statement in the Cincinnati Commercial of the 9th that the comely wife of William Weitzel of Point Pleasant fell a victim to the seductive arts of Capt. McDaniels during the absence of her husband on a business trip.

The Commercial continues its account as follows:

"Capt. McDaniels was a man over fifty years of age - old enough, perhaps, to have been the father of his victim - certainly old enough to have known better. His marked attention to the woman during her husband's absence was noticed by her brother, who expostulated with her but to no avail. The brother then warned McDaniels to desist, and even threatened his life, but this was also without avail and the intimacy went on.

In the meantime Weitzel returned home and soon became acquainted with his wife's lapse from duty and virtue. This so exasperated him that he at once procured a double barreled shot gun and set out to find the seducer. He went to McDaniels house but his man was absent at the river watering his horse. Thither Weitzel proceeded and encountered the fated man.

He accused him directly of the crime which the other stoutly denied. Weitzel

raised the gun and fired one barrel, the contents of which took effect in McDaniels legs, causing him to fall forward. The horse took fright and fled. Weitzel immediately advanced and, placing the muzzle of his weapon close to McDaniels' body, discharged the second barrel and then retired, apparently appeased.

McDaniels was taken up dead. The body and legs were found pierced in many places by heavy buckshot. No attempt was made to arrest Weitzel who is represented as having .....

But, then what happened! The dastardly copy machine cut off the bottom of the article. Where did Weitzel go? Jail time? Did he forgive the comely Mrs. Weitzel, the innocent victim? As a serious relater of river history this journal hopes the full story is forthcoming from Pt. Pleasant. We promise more in the next issue, - come hell or high water!

Thanks to John King for contributing this scandalizing report.

\*\*\*

## BOARD OF GOVERNORS MEETS

The spring meeting of S&D's deliberative body met at the Lafayette on May 4. All members with the exception of Jim Stephens and Tom Dunn answered the roll call. New member Judy Patsch was welcomed to the group by chairman Bill Judd.

The Secretary reported a current paid-up membership of 1,302.

Treasurer Dale Flick provided a detailed financial report, which showed the balance in the treasury of \$19,163.40 as of March 31. Income consisting of dues and sales of indices and back issues of *Reflector* totaled \$14,477.

The President apprised the Board members of the need for S&D to have its own inventory of the museum artifacts; this has been part of the Ohio Historical Society inventory system. Museum software, similar to that recently adopted by The Howard Museum, and possibly computer hardware up to \$2,000 was authorized.

Ideas for interesting more young people in river history were discussed (suggested by Bob Isfort) Production of the video, "Fire on the Water" several years back was such an effort (still available). Interest in history seems to come with advancing years as family demands decrease. No innovative conclusions reached.

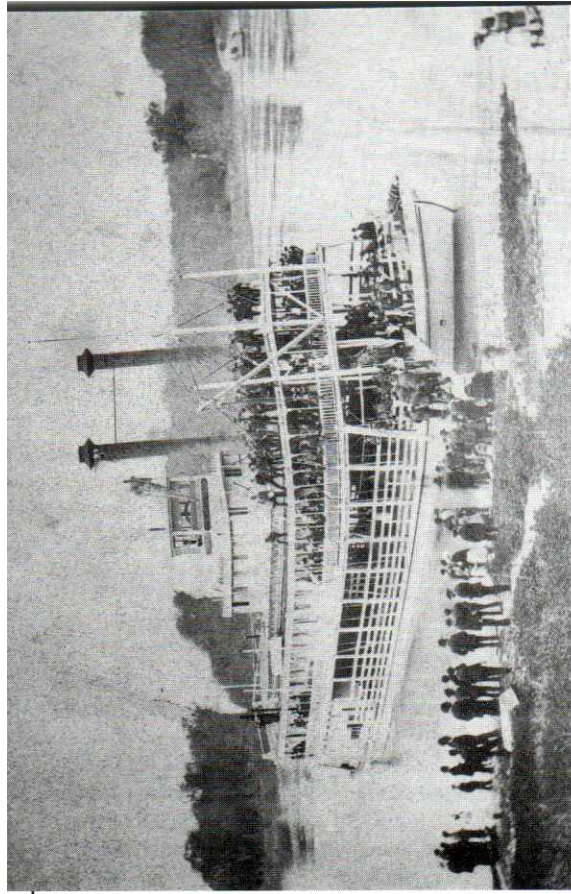
**NASHVILLE, PADUCAH AND CAIRO WEEKLY PACKER,  
C. W. ANDERSON,**

Leaves Nashville every Monday at 4 P. M. Leaves Cairo every Thursday at 12 M.  
J. J. CROUCH, MASTER, E. M. HESSEHALL, CLERK.

Miss Benjamin Philil  
Gentlemen  
Jan 30 1877

Please send. Chas Segelken Cadiz  
Care of M. Coffey Canton

1	Cad Bright Navy	67.
6	# anchor tobacco	50.
2	Boxes Adams Gum 200	50
500	Cheroots	1.50
100	Boxes #1 oysters	3.00
2	Boxes #2 oysters	75
2	Bbbs Apples	1.40
2	Boxes cracker	2.75
4	Box Cheese	6 1/2
1	Box P Sausage	15.
1	" # Sausage	75
40	# 1/2 Sugar almonds	12
5	# 1/2 Mint Lozenges	25
5	Mint Kisses	25
5	5# Cone Kisses	16
5	5# O (range) & L (emon) Slices	25
5	5# Jap coco (?)	25
5	10# Best mixed candy	20
10	Box Raisins	20
1/2	Box Raisins	1.00



**C. W. ANDERSON on the Cumberland**

The C. W. ANDERSON (0777) was built by Howards for Capt. T. G. Ryman in 1876 for the Nashville trade on the Cumberland River. From this photo, we judge she is new, maybe her first trip, and the locals are out to look her over. She traveled: In 1882 she had been sold and ran Pittsburgh-Portsmouth on the Ohio, then to the Illinois River and in 1885 was sold again to the Alabama River.

The accompanying store orders (there are more on the back) give and indication of how important packet service was at the time and also some idea of what was in demand at a typical general store. Charles Segelkins had a store at Cadiz, Kentucky, the seat of Trigg County, about ten miles east of the river. The landing is Canton where G. W. Cobb will take delivery for the Segelkins order and also for D. Barnes and G. W. Edwards, storekeepers at Cadiz.

1	Cad(?) Bright Navy	1	Box P Sausco (?)
5	# Anchor Tobacco	40	# Sausage
2	Boxes Adams Gum 200	5	# 1/2 Sugar almonds
500	Cheroots	5	# Mint Lozenges
100	Boss Cigarettes (cans?)	5	# Gilt Kisses
2	Boxes #1 oysters	5	# Cone Kisses
2	Boxes #2 oysters	5	# O (range) & L (emon) Slices
2	Bbbs. Apples	5	# Jap coco (?)
4	Boxes crackers	10	# Best mixed candy
1	Box cheese	1/2	Box Raisins

Canton Landing was about 65 miles above the mouth of the Cumberland at Smithland. Such orders could have been filled at either Cairo or Paducah, we suppose, - and same-week service! Our thanks to Tom Cottrell, Jr., Swansea, MA for sending this item, - some time back.

## THE LAST BOAT FROM HUNTINGTON

Member Jack White, Oxford, Ohio sent us the following clipping some months back. We have been holding it until a particular letter, with bearing on the event reported, turned up. The filing system in the Editorial Department is not up to modern global business practices but the flotsam eventually rises to the top.

*Cincinnati Post, February 3, 1943*

### Waterfront Watchdog Has Less Whistles To Greet as Upstream Service Ends

#### Meets Evergreene On Last Run East

"Upriver freight boat service to Huntington, W.Va. and way points ended Tuesday after a more than a century and "Bud" had three fewer whistles to greet in the course of his canine week.

"Bud" is the Greene Line dog (Belgian police) and was on the wharf when the Greene Line steamer EVERGREENE tied up after its final eastbound run.

He had heard the whistle, recognized it as that of the EVERGREENE, which came in "light" on its 15-hour, 165-mile trip. That gave "Bud" a clear path to the cookhouse and the meal that had been saved for him.

"He meets all our boats and will surely miss the EVERGREENE until we put her back in service on the Louisville line," said Capt. Chris Greene, vice president and treasurer of the Greene Line.

"Bud" has been on duty at the company's wharf, foot of Main Street, for nearly 10 years. Recognized as auxiliary night watch-man, he has a perfect record of protecting Greene property.

With upriver service suspended, he now will have to look to the west for his boats. Soon, he'll be heading that way, wharfboat employees fear, mindful of his age.

Greene Line officials reiterated Tuesday that shortage of manpower was the primary reason for canceling the Huntington run. Tonnage was light, too, they said. On its last trip up, the EVERGREENE carried only about 80 tons of freight, Capt. Greene said. An even lighter cargo was brought back.

Greene Line operation of Huntington packet service dates back to 1905, when it acquired the White Collar Line. Combined record of the two companies was 75 years and there were freight boats upriver before their era, records disclose.



The EVERGREENE (1927) in the summer of 1938 before her trade played out. (June 2000 issue, page 23 for rebuilding story.)

Capt. Wilson Miller and a crew of about 25 made the EVERGREENE's final trip, which was without ceremony. Three runs had been made weekly."

#### TOM GREENE REMEMBERS

And now for the letter which tells the inside story of the last trip of the EVERGREENE (1927). It was written by Capt. Tom Greene to Fred Way, from the GORDON C. GREENE, Gallipolis, Ohio on August 7, 1944. Tom was prompted to write after hearing that Fred and John Zenn had attended the Ohio River Improvement Association meeting at Huntington earlier that week.

"How was the convention? I hope rotten for I don't have any love for Huntington's city fathers after the way they treated us when we tried to get out of that "fare" city. The Huntington trade cost the Greene family better than a hundred thousand dollars, all told.

And after we hollered, 'Uncle!' and couldn't get enough freight to support the EVERGREENE (21 tons a day, actual figures) they had the audacity to raise hell with the ODT (Office of Defense Transportation). ODT (Mr. Holsborn) got on the phone and requested us to keep the boat in service. It would have done your heart good to have heard Chris (Greene) tell them off, as the rousters would say. The old Gordon C. (father of Chris and Tom) came up in him to a hundred and fifty degrees Fahrenheit. He told them point-blank if they wanted the boat he would make them a present of her and they could lose their rear end as we had ours. That was the end of the Government Order.

Then the city fathers tried to grab our wharf boat and damned near did. They

built the flood wall so we couldn't do business and then we tried to carry on by scrapping the levee to the bone which cost us another \$7,000 and the shippers would (have to) come down the hill and get their freight. So we paid for the delivery ourselves and then the drayage folks balked at coming down.

But before that, we paid Carter \$50,000 for his junk, scrap-iron warehouse, - the bankers were tickled pink 'cause Carter was into them to the tune of around 30 grand and it was us who saved their lives.

But before that, we had to go down to Johnstones Lane and pour 18 grand into a bunch of shanty boat property 'cause Carter was holding his price up to - now, get this - \$200,000. We reclaimed a little of this, of course, but the city S.O.B.s tried to nail us on the cross on the last bounce.

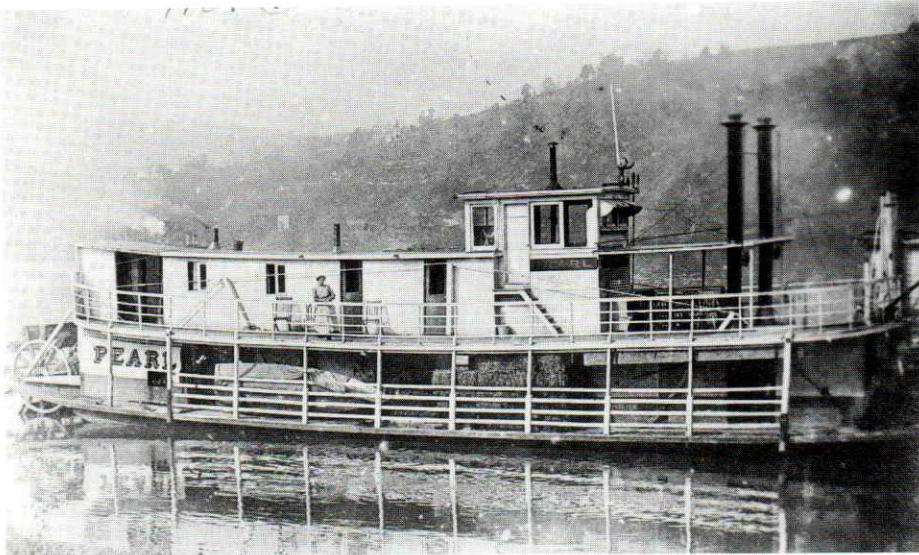
So, I have taken a solemn oath never to land at Huntington as long as I can keep from it."

Tom Greene was getting hotter by the minute as he thought about the injustices wrought by the city officials. Involving the wartime agency ODT to stop the withdrawal of the EVERGREENE was the lowest blow. The EVERGREENE was sold to Capt. Will Beatty on June 9, 1948 for \$3,100.

The GORDON C. GREENE continued to operate seven-day trips from Cincinnati, to New Martinsville, Charleston and back to Cincinnati until 1948 but mention of Huntington in the schedule was conspicuously absent. Tom's final assessment of Huntington:

"It never was a river town, anyway, - as the C&O braggingly will tell you."

\*\*\*



The PEARL looks very new, - bull rails all in place and still white. Note that pitmans drive the stern wheel rather than the usual chain drive, a complication seldom used. She also has a three-chime whistle and a set of steer horns on top of the pilothouse. Landed at Sistersville, WV, probably.

## THE GASBOAT PEARL

#

### Attractive Boat - Short Career

We have the story of the gasboat packet MILTON in this issue to we'll add the story of another similar boat, the PEARL. The economy of construction and operation made these little boats an attractive proposition for short trades in the first quarter of the 20<sup>th</sup> century. Some of the designs, miniatures of steamboat practices, were cute enough for a watch fob.

The one-lung gas engines were slow turning, proven in oil well practice and cheap so were soon adapted to marine use. They came in several sizes and a 50 or 60 horsepower engine was considered "big power" for the typical gasboat of the time.

The following description of the PEARL was sent to the late Steve Hoag, proprietor of the Lafayette Hotel, Marietta, in 1968 by Mrs. Jack N. Holland. Mrs. Holland lived in Rinard Mills, Ohio and mentions that her mother had some knowledge of the PEARL - but we are unclear of the connection. She writes:

"The steamer PEARL was built in Long Reach, West Virginia in 1906 as a flat boat and was rebuilt at Parkersburg, West Virginia in 1911 by Walter Booth who also owned the BETSY ANN (but that was later, Ed). It was sold to W. Mark Brown and his brothers J. H. Brown and E. T. Brown on January 8, 1914. W. M. (Mark) Brown held the controlling interest and served as master for the PEARL.

The PEARL was a stern wheeler with a displacement of 15 ton gross and 12 ton net. She had a lower cargo deck and upper deck with cabins and cook house with a pilothouse on top.

The PEARL ran As a daily packet between New Matamoras and Marietta, leaving New Matamoras at 5:00 a.m. and leaving Marietta at 12:00 p.m. She made stops on both sides of the river to deliver cargo and passengers, - at Wade, Ohio, St. Marys, West Virginia, Newport and Lower Newport, Ohio, Waverly, West Virginia and other points including summer camps.



The sad picture after the fire, nosed up to the St. Mary's wharf boat in the back channel of Middle Island. The one-lung engine is amidships with belt drive to the two wheels toward the stern. The pitmans appear to connect to these wheels but we would like to know more about the system.

On the 27th day of October 1916, while tied up at St. Marys, the PEARL caught fire and burned to the main deck.

*The Marietta Times, October 28, 1916:*

## RIVER PACKET PEARL BURNS AT ST. MARYS

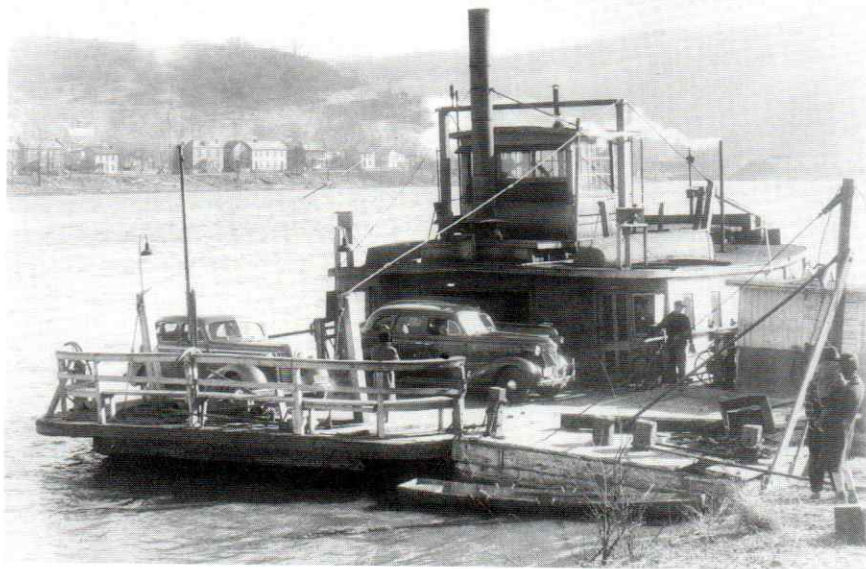
Catching fire from a backfire of her engine, the gasoline boat PEARL belonging to Brown Brothers of New Matamoras was burned to her lower deck Friday afternoon about 3 o'clock, just after she had landed at St. Marys wharf boat with a load of freight shipped from this city.

The small packet left this city at 10 o'clock Friday morning with a cargo composed largely of oil. Landing at St. Marys, the engineer left the engine room for a short time and in his absence the engine backfired, setting fire to the cabin. The St. Marys fire department was called to the river front and the boat was kept from burning entirely. A barge was run alongside of the burning craft and most of the cargo saved.

After burning to the lower deck the fire was gotten in hand and the boat saved from sinking.

The owners of the PEARL value her at about \$2,500 and carried insurance of \$1,700."

The S&D collection has a large painting of the PEARL, - she was a notable subject in somebody's eye. ■



**THE NEW ERA (5353) at the Brilliant, Ohio landing about 1938 or 1939; Wellsburg visible across the river. The hog chains are arched over king posts abaft the pilothouse; the braces at the bow leave space to bounce a car in between, - and bounce it out again. Print by William "Slim" Brandt.**

## The Wellsburg-Brilliant Steam ferry

### THE NEW ERA

The ferry THE NEW ERA (5351) was one of the last steam ferries to operate on the Upper Ohio, - until January 1948. The PAUL F. THOMAS ran between Huntington, WV and Proctorville, OH until about the same date; the JOHN W. LANE at Gallipolis burned in 1947; perhaps the AUGUSTA at Augusta, KY lasted a bit longer but not much.

THE NEW ERA was built as the TRANSIT and rebuilt from side-wheel to stern-wheel at Clarington, Ohio in 1918. A little thing, 64.7'x20'x4,' - she always looked overworked and under-painted - but she outlasted most of her sisters and deserves some notice.

Bill Carney sends the following from the *Steubenville Herald-Star* of May 12, 1991:

### Ferry would beat progress from Brilliant to Wellsburg

BRILLIANT - In this: day of fast transportation, it is hard for the younger generation to fathom a time when ferry boats eliminated many miles of highway travel simply by transporting cars across the Ohio River.

The New Era ferry, carrying cars, trucks or walking passengers from Brilliant

to Wellsburg was this type of transportation and operated from the 1920s through part of the 1940s

Harry F. Mackey was one of the river pilots starting back in the 1920s, according to his daughter, Birdie Grubb of Brilliant. She and her brother, John Kelsey Mackey of Wintersville, shared some of their memories of his days as one of the pilots on the ferry.

Kelsey, who worked on the ferry line for a time, along with his brothers William and Harry, said that his dad started working on the deck and worked up to the pilot position.

John Wade and Kep Reynolds were pilots when he started and there water transport crew worked in nine-hour shifts.

The ferry made its first crossing to the West Virginia side at 5:50 a.m. each morning and the last at 11:50 p.m. And if you missed the final crossing you were stuck for the night.

There was no scheduled time after the initial trip, Mackey recalls. Anytime a car or passengers showed up, they would be ferried across.

Kelsey said that this applied for both sides, as the Wellsburg landing could be seen clearly from Brilliant and the ferry would travel over to the landing area that was reached from Eighth Street, between the Ford and Chevrolet garages, to pick up the load.

Nine small cars could be fitted on the ferry during the "rush hour." Kelsey

explained that the first car would be "bounced over" to the front of the ferry and four went across one side and four behind.

Those who went across in their automobiles usually stayed in the vehicle but the walkers would go to the waiting rooms. There was one for ladies and children and another for the men. There was no mingling.

Passengers sat on benches and looked at the life preservers and lifeboats on the wall and probably became apprehensive about when they might be needed but the trips were quite safe.

Much shopping was done in Wellsburg so this was very handy for residents of Brilliant and nearby communities.

The Mackeys were a three-generation ferryboat employment family. Kelsey's grandfather, William Henry, also worked there.

Kelsey, who was paid 25 cents an hour for his toils, said that during the depression the ferry went on three six-hour shifts, utilizing three pilots and additional deck hands.

The fare was 30 cents for a car with two passengers, each extra passenger cost 10 cents; a one-seated coupe cost 25 cents to cross, or 30 cents if it was a rumble-seater. Trucks were 50 cents.

Once the ferry was loaded, it took only between five and ten minutes to cross. The 1936 flood caused a flurry of excitement when the ferry broke loose and drifted down the river to Beech Bottom.

Birdie recalls riding the terry each Saturday with Florence McAdams.

Mackey left the ferry in the 1940s and worked for the village of Brilliant.

Gone but not forgotten for the Mackey family and many of the older residents along both sides of the river.

-----

We should explain bouncing a car. With a healthy male on both the front and rear bumpers, lifting in unison could soon get the car bouncing rhythmically on the suspensions of the day so it could be jumped sideways a foot or more on the "up." Bouncing was sometimes used to slide a Model-A Ford into a space too tight for ordinary parking.

Today, you can still ride a ferry across the Ohio between Fly, Ohio and Sistersville, West Virginia, - but that is the only place between Cincinnati and Pittsburgh. The ferry and flat are new, owned by the city of Sistersville.

\*\*\*



**C. W. STOLL MEMORIAL**  
 at  
**HOWARD STEAMBOAT**  
**MUSEUM**

The family of Capt. C. W. Stoll, well known river pilot, historian, and former board member of both the BELLE OF LOUISVILLE and the Howard Steamboat Museum, has designated the museum as the repository for C. W.'s river books and selected artifacts, which include a cabin door from the steamer TOM GREENE, and the small pilot wheel from the POLLY, known as "The Candy Boat" in southern bayou country. Keith Norrington has been asked by the family to serve as coordinator and curator of the Stoll Memorial, which is to be mainly a resource library for researchers. Capt. Mike Fitzgerald will construct a special bookcase to hold the books and a display case for the artifacts.

A special bookplate will be designed for the Stoll collection. Also included will be selected photographs and mementoes from C.W.'s lifetime interest in steamboats and the river. The space for the memorial collection will be on the newly opened third floor of the museum building. Capt. Kevin Mullen, master of the BELLE OF LOUISVILLE, is also assisting with this project.

The Louisville Propeller Club was first to pledge a donation toward the memorial. Any individuals or organizations wishing to contribute toward the memorial may send a check to the museum with the designation that it is for the Stoll Memorial.

**HOWARD STEAMBOAT MUSEUM**

**Capt. C. W. Stoll Memorial**  
 P.O. Box 606  
 Jeffersonville, IN 47130



"Rock Hill" off of Mockingbird Valley Road, Louisville was the antebellum home of C. W. and Lucy Stoll where many river friends were welcomed over the years. The Kentucky Derby Week "Steamboat Race" gatherings are still recalled by the guests with glee and wonder. This photo is by Judy Patsch following C.W.'s funeral last December.

Music was a passion with C.W., equal to his love of the steamboats and river history. He enjoyed the calliope as well as the classical and could imitate a number of artists of the steam piano to a tee. Here he's at the keyboard on the excursion steamer SAINT PAUL, 1938 or 1939; is he being Homer Denny, Fate Marable or Heavy Elder? To the right, a passenger's open newspaper shows, obviously not a music lover. Photo from Murphy Library, La Crosse.

## - BOOK REVIEWS -

EXPLODING STEAMBOATS,  
SENATE DEBATES, AND  
TECHNICAL REPORTSThe Convergence of  
Technology, Politics and  
Rhetoric in the Steamboat Bill  
of 1838By Prof. John R. Brockman  
University of Delaware

The author details an interesting analysis of the various elements behind the federal steamboat safety laws of 1838 and 1852. The motivating forces for congressional action were several with the main one being the loss of innocent lives due to explosions, fires, sinkings, etc and the hue and cry from the press and populace. A generally accepted measure of the situation is the loss of 40,000 lives in the period 1810 to 1850.

The population of the U.S. was only about 23 million by 1850 so the interest in improving steamboat and steam boiler safety in general may be well appreciated. This loss rate of 1,000 lives per year may be compared with our more modern rates of 5,000 teenagers per year due to automobile accidents and 98,000 deaths per year in hospitals due to errors but at a time when the population of the U.S. was approaching 250 million (1990 Federal Census).

The story gets off to a unique start with the proposition that a penciled "X" on a draft bill in 1838 converted a success into a definite failure. The 1838 bill apparently had no effect whatsoever on the yearly death toll which continued unabated for fourteen more years during which many studies were made, reports generated, newspapers published, and steamboats destroyed. The several technical investigations of the phenomenon of boiler explosions by the Franklin Institute, Philadelphia are extensively detailed in Chapter 3.

The book goes into much detail and analysis of historical, political and technical aspects, which can be appreciated by examining the chapter titles:

1. Steamboat Politics and Steamboat History
2. Steamboat Technology
3. Steamboats, The President, and Public Opinion

4. Steamboat Politics and Rhetoric
5. The Law Didn't Work

The above include copious endnotes, 32 figures, and 5 tables most of which devoted to analysis of the proceedings leading to the 1838 bill and its resulting problems and shortcomings. In the process we also learn how the 1852 bill came into being (and its remarkable success).

At this point (page 125) the reader encounters an exemplary five-point summary of the (new) 1852 bill and praise for its effectiveness, followed (page 127) by a seven point concise summary of the problems leading to the 1838 failure.

The book is hard cover, 6x9 inch format, has 147 pages, 5 chapters, 32 figures, 6 tables, glossary, appendix, and index.

Baywood Publishing Company, Inc  
26 Austin Avenue, P.O. Box 337  
Amityville NY 11701  
\$34.95 + \$5.00 S&H

Reviewed by Frederick Way, III,  
Cleveland Heights, OH

-----

Note: The comparisons of accident causes and fatalities, 19<sup>th</sup> vs. 20<sup>th</sup> Centuries were dredged up by your reviewer:

1. "Common knowledge" 1810-1850; 40,000 deaths from boiler explosions, fires, etc on steamboats averages 1,000 per year.
2. Automobile deaths of teenagers 5,000 per year (Shell Oil Co Safety Tips, 2002)
3. 98,000 deaths/ year in hospitals due to errors (1999 Institute of Medicine Report)

\*\*\*

## THE RIVER HOME

By Dorothy Weil

Dorothy Weil's book is a memoir of her family of four including mother, father, brother and herself. She depicts the uncertain times of the 1930 Depression years, WW-II and up to today. Frequent - or constant - job changes and relocation kept the family unsettled and made them feel as "outsiders" everywhere they lived except when they were on the river.

The Coomers, Dorothy's maiden name, lived on the excursion boat

VALLEY QUEEN (5537) on the Missouri River in the early 1930s and stuck in ice between Omaha and Council Bluffs in 1934. Then to a hotel, then an apartment, then to Louisville, Kentucky with relatives and then to Cincinnati with more relatives, just to name a few of their temporary homes.

Reading the details of this nomadic life with the unhappy parents frequent arguments and there is no wonder the children worried about what would become of them. The author sees the river as the thread in her life.

This is a very personal story of how each member of the family coped with life and with one another. It is a human-interest tale told with candor and style complete with numerous photos from the family album.

Published by Ohio University Press, Athens, Ohio, hard bound, 248 pages, well illustrated, \$24.95. FAX 773-660-2235.

Dorothy Weil is known to many readers as the writer and co-director of the educational video, "Fire On the Water" which was funded by the Sons and Daughters. The video is used by the Ohio River Museum, Marietta as an introduction to the age of steamboats and up to modern times. It is also found in some Ohio schools as part of the Ohio History curriculum.

Reviewed by Bee Rutter.

\*\*\*

## CATFISH AND CALLIOPE

By Mary Corsi Kelley

Catfish and Calliope by S&D member Mary Corsi Kelley is an engaging story of a young boy growing up along the river in the WW-I era. Steamboats were as pretty as wedding cakes and showboats entertainments were big events in river communities. This short novel uses real people, places and boats intermingled with fictional once for a look at an earlier time.

The book is intended for the young reader, ages nine through about fifteen. The small, Ohio River town adventures are seen through the eyes of a fifteen-year-old boy. The author grew up in Bethel, Ohio, a small town east of Cincinnati. Her father Victor Corsi was at one time a musician on the GOLDENROD showboat. Mrs. Kelley is a graduate of Berea College and writer of history and travel subjects.

**Catfish and Calliopes** is a well-designed volume, 6 by 9 inch format, available in either clothbound or paperback using a number of black and white vintage photos for illustrations. Published by **Xlibris Books, 436 Walnut St., Philadelphia, PA 18106**. Softbound \$19.95, clothbound \$29.95.

Mailing and handling included if ordered from: **Mary Corsi Kelley, 910 Sunset Road, Ann Arbor, MI 48103**. Quantity discounts available, - call (734) 662-1731.

\*\*\*

### THE CHESAPEAKE & OHIO CANAL Lock-Houses & Lock-Keepers

This is another of the series of books on canals published by The Institute for the History of Technology and Industrial Archaeology, West Virginia University. The author is Thomas Swiftwater Hahn who collaborated with Dr. Emery Kemp on the book on canal terminology reviewed in the March issue. While perhaps not of interest to as wide a group of readers as the previous volume, it is part of the preservation of the history of the C&O Canal, - and that waterway was originally headed for the Monongahela but ended at Cumberland, Maryland when money and the railroads passed it by.

The author provides an informative overall look at the development of canals in the U.S. during the first half of the 19<sup>th</sup> century before describing the several types of lock houses constructed by the Canal Company. It is said that the C&O lock houses were adapted from those on the earlier Eric Canal but no original houses from the Erie are known to exist.

By 1836 two basic designs of houses for lock tenders were adopted and both had basements, were of stone or brick construction with two rooms on the first floor and two on the second. Chimneys were relocated, the basement was full rather than partial and dormers were provided in the somewhat larger houses. A few lock houses on the western end of the canal were frame or built of log.

Following the background information and discussion of the evolving design of the houses, each of seventy-eight (78) lock houses built by the C&O company are listed, most with either vintage or modern photos (or both) and a brief history. A few photos also show other

buildings such as stores, stables, etc. The houses were basic but not much different from the houses of the time for working people. Two maps show the location of the houses and lock structures along the canal.

Chapter 4 details the duties of the lock tenders and their compensation. They were usually responsible for several locks, the number depending upon their proximity to one another, and married men with large families were preferred, - children helped their fathers and improved service at little extra expense for the company. In a few instances, women were appointed lock tenders but usually this would be a widow taking the place of a deceased husband. The work required strength and stamina so sometimes women simply couldn't handle the physical labor.

Chapter 5 is short but documents feed and grocery stores that provided necessary services along the canal.

The engineers estimate of expenses to construct lock tenders' houses, house specifications, a list of the known lock tenders at various periods and house plans and specifications are provided in five appendices. There are ninety-nine illustrations.

Browsing through The Chesapeake & Ohio Canal Lock-Houses & Lock-Keepers provides a picture of life and a technology that lasted on the C&O Canal from 1830 until 1924. The reader just might be intrigued enough to slow down from the pace on I-70 and I-68 to divert a few miles and take a look at the structures still to be seen along the Chesapeake and Ohio National Park between Georgetown and Cumberland, Maryland. Mr. Hahn's book helps to appreciate an engineering marvel and an important means of transportation in the Potomac Valley.

The Chesapeake & Ohio Canal Lock-Houses & Lock-Keepers, softbound, 8 1/2 x 11 inch format, 105 pages, five appendices, well illustrated with maps, diagrams and photos, \$15.00 plus \$3.50 shipping and handling. Order from:

IHTIA, PO Box 6305, Morgantown,  
WV 26506

Check or money order payable to  
"IHTIA"

\*\*\*

**Delta Queen Steamboat Co.  
For Schedule or Information  
CALL (800) 543-1949**

### - BACK COVER -

There were some clear days in Pittsburgh before the cleanup after World War II and this photo proves it. The scene is taken from the Smithfield Street Bridge looking up the Monongahela on a quiet summer day about 1910-1915. The Pennsylvania Railroad Panhandle Bridge crosses above to the Southside and a shanty boat is beached out just below it. Maybe a Pittsburgher can identify that very large building just above the bridge.

The CLIPPER (T0449) belonged to The Combine at this time - "R.C." is painted below the pilothouse - and she has a tow of empties going back to the mines. The fireman is starting to build his fire under the portside boiler as evidenced by the nice, black smoke rising from the stack. The CLIPPER was built at the Axton Yard at Brownsville, PA in 1895, 124x21.6x3.5 ft., rated 276 hp. She burned in 1903; sank and turned over on her side in 1907; was rebuilt in 1915 only to be dismantled in 1917.

Photo from J. W. "Bill" Kisinger.

### - THE FIRST WHISTLE? -

The first steam whistle mounted on a boat is reported to be on the REVENUE (4741) built in 1844. Engineer John Stut Neal is credited with that design but was the first one perhaps on another boat that same year? The following news item seems to indicate that the reporter heard his first whistle on another boat:

*Pittsburgh Gazette & Advertiser,  
November 13, 1844*

"SCREAMER! - The HIBERNIA went out yesterday with a screamer, an idea of which may be found by imagining the yell of a Jackass and then magnifying it five hundred times. It is, we presume, on the same principle as those attached to Locomotives, and must prove useful. When away down the river we could still hear the piercing scream ringing among the hills. On the water, no doubt it can be heard two or three miles."

John W. Panhorst, Jr., N. Charleston, SC supplied it to Catherine Remley, Campus Martius Museum in 1973.

