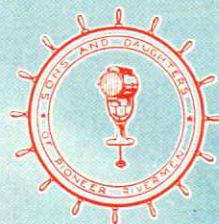


# S & D REFLECTOR

Published by Sons and Daughters  
of Pioneer Rivermen



Vol. 39, No. 4

Marietta, Ohio

December 2002



## - FRONT COVER -

We have long been a fan of the paintings of Joseph A. Wilhelm of New Orleans and he is the artist who provides our front cover. If color photography had been in use about 1884 it might have captured a scene much like this on a Wednesday afternoon in New Orleans. But the true artist provides so more warmth and interest in the scene than the click of a mechanical shutter can capture.

The JOHN W. CANNON (3126), unique with her boiler deck extending out over the forecastle, is getting ready for a 5:00 o'clock departure on her run up to Bayou Sara. She was built for that trade in 1878 and nothing was spared in outfitting her main cabin and other accommodations. The boat seen passing out in the river is the WHISPER (5763) while the wisp of smoke showing on the right is from another boat at the landing.

## - LETTERS -

Sirs: The article on the Murraysville Boatyard caught my attention and I read it with interest. Looking around that area today, it is hard to imagine all that activity going on more than 100 years ago in that still remote community. I had always heard that the Parkersburg, WV wharfboat had been built at Murraysville but I don't see it in the list on page 7.

Don Brookhart  
Rt. 2, Box 401  
Belpre, OH 45714

= Right you are, Don. Built at Murraysville 1892, 165x30x6. Owned by Joe Good and later by Phil Hornbrook. Information from the insurance survey book of Capt. Dana Scott when employed by Neare, Gibbs & Co. The complete list of wharfboats insured by Neare, Gibbs at various times is found in *S&D Reflector*, March 1968, page 23. Ed.

\*\*\*

Sirs: I've enjoyed the last two issues and especially about the Red River of the North and the posh hunting car "City of Worcester." Was it really spelled

"Worcester" on the car itself? (No, the typewriter misspelled it!)

On another subject: The first stanza of a poem read in school more than 60 years ago keeps running through my mind but I've been unable to locate this work. The remembered title is, How Once Upon a Time the Fur Traders Came and the lines begin -

"Once a company of beavers  
In their engineering fury,  
Took a notion that their  
Mission was to dam the Big Missouri.

From the bottom rose the beavers,  
Silently above the surface . . . etc."

Can anybody help me?

Joseph Black, Jr.  
73 Downing St.  
Worcester, MA 01610

= The *Reflector* does not know this piece of poetry but we would like to add a little class and print it in this journal if found. Ed.

\*\*\*

Sirs: My husband and I were fortunate enough to attend the annual meeting of S&D at the beautiful Lafayette Hotel on September 13 and 14; we are new members.

I met Mary Corsi Kelley who was selling her book and I found it to be outstanding. Has it been reviewed by the *S&D Reflector*?

Caroline B. Phillips  
1413 Mulberry St.  
Waynesboro, VA 22980

= Mary Kelley's Catfish and Calliopes, a book intended for young readers but enjoyable for most with an interest in life on the Ohio River, was reviewed in our June issue, page 34. Pleased you enjoyed the meeting and we'll look for you next year. Ed.

\*\*\*

Sirs: On Sunday, after the S&D meeting, Jeff Spear and I went down to Parkersburg so I could see the expanded S&D exhibits at the Blennerhassett Museum. It looks great and I'm glad we have not only a storage place for the S&D artifacts but a venue where they can be enjoyed by the general public.

Keith Norrington  
629 Roseview Terrace  
New Albany, IN 47150

\*\*\*

Sirs: Regarding the Red River of the North article in the last issue and in particular the "bonanza farms" and the Grandin Brothers of Tidioute, PA, please see the article in enclosed September, 1966 issue of *Stepping Stones*, the publication of the Warren County Historical Society. Although none of the Grandins are left in Warren County they are well remembered in Tidioute and the name is still very much on the minds of local historians.

Chase Putnam  
208 Woods Drive  
Warren, PA 16365

= See a story about the Grandin brothers and Tidioute elsewhere in this issue, - thanks to Chase. Ed.

\*\*\*

Sirs: Help! In the *Louisville Courier-Journal*, June 19, 1955, Ira J. Campbell was interviewed by Anne Hadley about his life on the river and a journal he had written. Ira, then 83, told of a trip with his "Uncle Jim" who was my grandfather, James A. Barbour. Ira Campbell was a twin of Milton and they were born in Jeffersonville, IN in 1872. Never knowing my father or his family, I'm hoping that someone knows of Ira's manuscript and where it might be located?

Betty Barbour Hebert  
9608 C.R. 203

Breckenridge, TX 76424

= Ira and his relatives traveled on a "junkboat," the journal might be interesting for *Reflector* readers too. Ed.

\*\*\*

Sirs: Thank you for the pleasant surprise with the September issue containing my story about decking on the RELIANCE on the Mon River. Your other fine coverage of the Mon River in this issue upholds the high standards of Journalism the readers expect.

The historical marker for Gordon and Mary Greene being dedicated on November 3 in front of the Greenwood Farm will be just above the Greene family farm which adjoined at Dana's Run. The house (now with white columns) is where Jennie Amanda Greene was born on September 7, 1863. She married William

LETTERS CONTINUED PAGE 3 -

**LETTERS CONTINUED -**

V. Torner and later gave birth to my father, James Victor Hugo Torner, in that house on April 24, 1884; the 1884 flood had driven my grandparents out of their house in Newport.

Bill Torner  
1119 Kent Circle, Apt. 209  
Waterloo, IA 50701

= At last we have Bill Torner's connection with the Greene's straight. Ed.  
\* \* \*

Sirs: So enjoyed Bill Torner's, A Deckhand on the Reliance. To refresh Mr. Torner's recollection of the cook being a valued member of the crew (page 25), her name was Catherine Sweeney, native of McKeesport, PA and a lovely lady she was too. My Daddy was Hoppie Abels, landing man for Union Barge Line, 1929-1942. I grew up on the landing fleet under the Wabash Bridge and later at Neville Island so revel in U.B.L. history. In my mind those were splendid times!

Merry Lou Abels Faett  
900 Washington Rd., #311  
Pittsburgh, PA 15228  
\* \* \*

Mrs. Doris Dillon Kovalick of New Port Richey, FL joined-up three family members, - introduced to S&D by Ed Mueller of Jacksonville. Mrs. Kovalick is related to the Koehnline family of Bridgeport, Ohio who operated coal mines and owned the towboat WILLIAM H. HARRISON (T2665) just after the Civil War. Welcome aboard!

\* \* \*

**- THE FREIGHT BOOK -**

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**STEAM, FIRE, FOG AND FACTORY GONGS  
WHAT EVERY CITY AND TOWN SHOULD HAVE**

We were pleased to hear recently from that whistle enthusiast Harry D. Barry who resides up on Lake Erie at North East, PA. Harry keeps his neighbors alert as he finds bigger and bigger whistles and is seen hauling them home; some haven't recovered since he last blew his WW-II Chrysler V-8 powered air raid siren. Harry writes:

"Enclosed is a photo of a real monster steam whistle recently acquired. It is the largest whistle that was built by the Union Water Meter Co., Worcester, Massachusetts. It is a gong whistle and they were made in sizes from six inch to twelve inch diameter. Some of these types were used on the Mississippi but none of this twelve-inch size, - to my knowledge.

These huge whistles are a more powerful combination than the mighty SPRAGUE three-chime type. The SPRAGUE has bell diameters of eight inch, ten inch and ten inch while the Union Water Meter gong has whistles of eight inch, twelve inch and twelve inch. We blew this one on high pressure, high volume steam at the 2002 Jones, Michigan toot and it has the most power that I've ever heard.

The vertical chime "gong" whistle was invented and patented by Abraham Fitts in 1865 and they were manufactured until about 1906."

Harry provided a page from a 1906 Fairbanks catalog which offers the three-chime gong in the three sizes. The twelve inch hooter has a three inch supply pipe, stands eight feet high and with the three chimes harmonized sold for \$150.

We like the instructions for installation: "Connect to the main pipe, or to the boiler itself, in such a manner that the water from the condensed steam will run back into the boiler."

The bells of the whistle can be adjusted to create a musical fifth chord with two bells; with three, it will produce a fifth and an eighth. They may be adjusted to different notes of the musical scale and varied in pitch, - within limits. Wish I had taken more interest in the high school musical class.

It is thought that only eight of these monsters are in existence so Harry has collected a real prize. It came from the Cheney Brothers Silk Mill, South Manchester, New Hampshire. Don't believe that we have a boiler around here that would handle this one, Harry.

\* \* \*

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

## S&D REFLECTOR

Marietta, Ohio



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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

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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

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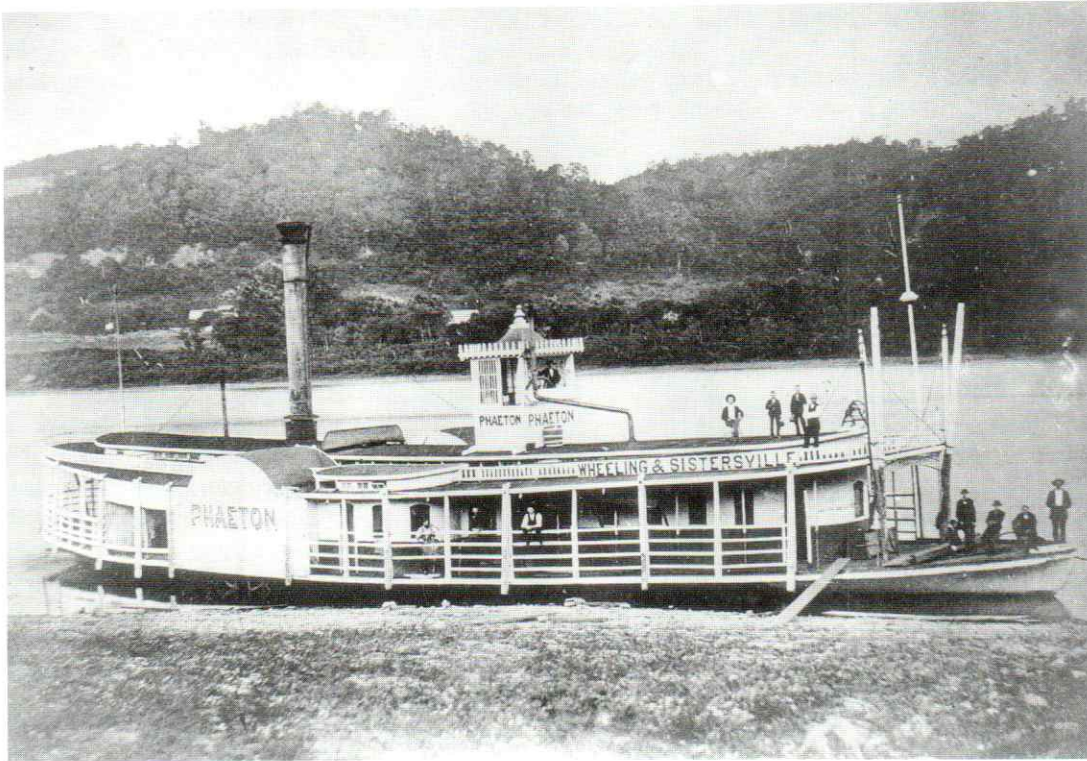
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The PHAETON (4475) was built at Freedom, Pennsylvania in 1877, 135x33 feet in size, designed by Capt. John McClure of Wheeling for short trades. She was unusual in having the single boiler and engines all together. McClure soon sold her to Capt. Steve Dillon for the Sistersville-Wheeling daily trade and she was fast. She left Sistersville Dec. 5, 1878 at 6:30, arrived Wheeling at 11:58 a.m.; departed at 3:00 p.m. and back at Sistersville at 7:15, a roundtrip of 100 miles with 35 landings made. Photo at Sistersville, West Virginia and looking trim as a pin.

## EXPLOSION OF THE STR. PHAETON

**In the twinkling of an eye a fine steamer was blown into minute fragments!**

The following account of the explosion of the PHAETON (4475) is from *The Manchester (OH) Signal* about 1926 and originally appeared in *The Maysville Republican*, the week of June 26, 1881.

The PHAETON was a sidewheel, single deck packet that had been built at Freedom, PA in 1877 for Capt. John McClure of Wheeling. She had been purchased on February 10, 1881 by Capt. Preston "Pres" Ellison who operated her in the Vanceburg, KY and Ripley, OH daily trade. The accident occurred on the Ohio River a short distance above Maysville, KY opposite Brooks Bar on Tuesday, June 28, 1881.

////////////////////////////////////

A terrible disaster occurred here last Tuesday afternoon. The boiler of the steamer PHAETON exploded with tremendous force, destroying the entire after portion of the boat and hurrying four passengers instantly into eternity. We have been to considerable pains to gather the exact facts in the case, and believe the statement given below is substantially correct. Thousands of wild rumors immediately gained circulation, and indeed, many unfounded reports are still being repeated upon the streets. Whenever we have heard a rumor that seemed to have any foundation whatever, we have tried to trace it to its source. In most cases we have discovered that they were absolutely groundless. The truth is bad enough, and it is cruel to exaggerate it.

The steamer PHAETON made her first appearance at the Maysville wharf on the 23rd day of March, a little over three

months ago. It came here to enter the Vanceburg-Ripley trade in opposition to the HANDY, a steamer that had been running in that trade for several years. The PHAETON was a handsome and very fleet little side-wheel paddle steamer. She had no upper deck but was "built low." Her boiler and engines were amidships; the gent's cabin and clerk's office were forward, and the ladies cabin aft of the boiler. She was supplied with two horizontal reciprocating engines with cut-off steam valves. She had one tubular boiler located at her very center, the engines and paddle-wheels being on either side of the boiler. She was a very fast little boat, her time being about equal to that of the largest and fleetest of the up-river packets. According to her last inspection certificate, which will not expire for some months yet, her boiler was capable of carrying safely one hundred and fifty-five pounds of steam. She was built at Wheeling about five years ago and until

recently was running between that city and Sistrerville, (WV).

Her owner at the time of the disaster was Mr. J. Pres. Ellison of Manchester, a young man of enthusiasm of some steamboat experience and of steady principles. [A portion of the clipping is missing] The HANDY (2521) was slower than the PHAETON and the latter was able with ninety pounds of steam to pass her underway. The HANDY plies between this city and Portsmouth, making daily trips.

Exactly at one o'clock last Tuesday the HANDY left the wharf at this city with her usual crew and a very small number of passengers on board. About two minutes later the PHAETON also left with an unusually light trip of passengers. The two vessels steamed up the river within a short distance of each other, the PHAETON rapidly gaining on the HANDY. Each made a landing at East Maysville, and the PHAETON made a second landing at Chester. When about two miles above the city, and while yet in full view from the public landing, and while in the act of passing the HANDY, the PHAETON exploded her boiler with terrible force. The entire after cabin was literally torn into minute fragments. Instantly the river for a considerable distance in every direction was covered with debris, and in the brief space of one minute the hull of the PHAETON sank, leaving only a small portion of her bow out of water and her head having lodged upon a bar.

The report of the explosion was plainly heard by many persons and seen by a few persons in the city. Immediately the cry was sounded: "The PHAETON has blown up!" and crowds of people rushed to Front street. It was plainly evident that it was no false alarm. Pieces of the wreck could be seen floating away from the scene of the disaster. The naked eye could also perceive that the chimneys of the HANDY were down, and from appearances many were led to believe that both steamers had been wrecked.

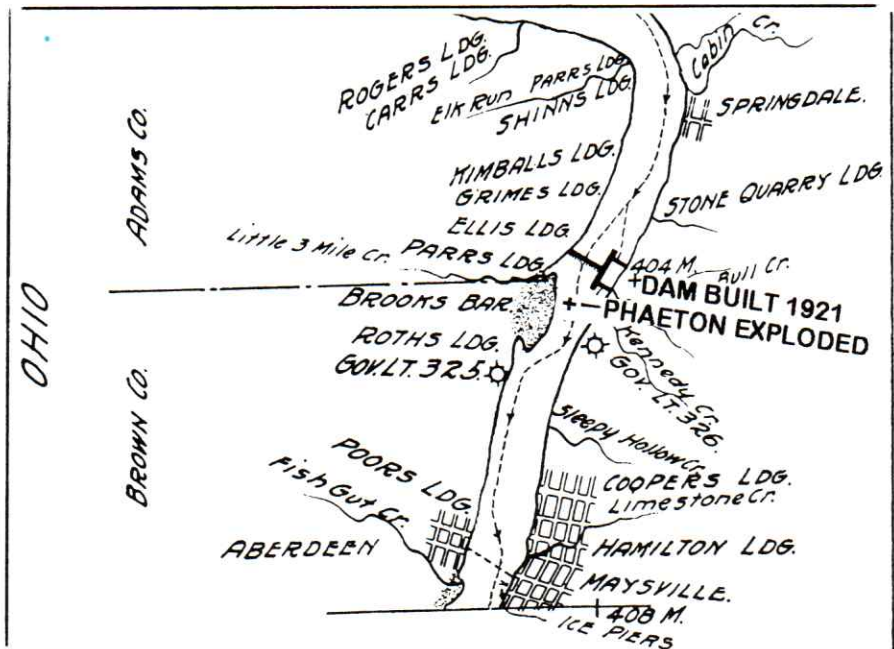
Fortunately the WILDWOOD (5791) lay at the wharf with steam up, having arrived but a short time before from Cincinnati. Several hundred persons rushed aboard of her and she immediately steamed up the river towards the scene of the disaster. A few minutes later the ferry boat FRANK S. OWENS (2133) also left with about a hundred persons on board. A great many skiffs put out from the shore at different points and many who failed to get

aboard the WILDWOOD or FRANK S. OWENS walked all the way up the beach and some drove up in their carriages. The excitement was intense. In a very short time almost the entire population of the city had gathered along Front street, and the steamboat landing was literally blocked with crowds of people.

With those who went up on the WILDWOOD the expectation was universal that not a soul could be found to tell the tale. The entire bosom of the river was covered with debris, much of it in very small pieces like fine drift. A sigh of partial relief, and an exclamation of surprise went up from each spectator when, or nearing the wreck, it was found that most of the persons on board the ill-fated vessel were saved and not seriously injured. But the joy of this discovery was checked by hearing the cries of agony that arose from one of the wounded sufferers. It was found that Timothy Seavers, the assistant engineer and fireman on the PHAETON, had been fearfully scalded. He screamed in agony of his sufferings, and every heart bled at the sound of his cries. A gentleman from Chicago, who gave his name as James McArthur, was cut on the head and considerably bruised and burned. These two men were the only persons found severely injured. Taking them and several others on board the WILDWOOD returned to the city. It was at this time a most affecting incident occurred.

Master Willie Carey, a lad of ten or eleven years of age, son of Maj. E. M.

Carey, mail agent on the steamer WILDWOOD, had gone on the PHAETON to visit friends at Manchester and was on board of her when the explosion occurred. His father was one of the persons who went to the rescue on the WILDWOOD. Mrs. Carey and her daughter Miss Julia, and little Harry were taken on board the OWENS. The writer was also taken on board the last named boat, and was a witness to the agony endured by that mother and sister on the way up the river. Innumerable small pieces of the wreck were seen floating down; each seemed to tell the story of the destruction of every soul on board. From looking upon the fragments floating upon the water no one could suppose it possible that anyone could have been on board the PHAETON and live. It was irony for anyone to speak a word of hope to the sorrowing ones at such a moment. It would have seemed a mockery. There's was a sorrow without a gleam of hope. Who can imagine the joy of that mother when the cry went up from those of board the OWENS: "There's Willie! There's your boy, Mrs. Carey." And sure enough there he was on the guards of the WILDWOOD, safe in the care of his father, waving his handkerchief to his mother to let her know he was still left to her. When the two steamers touched and a plank was thrown across and that mother and her brave boy were locked in each other's embrace there was many a tear seen coursing down the bearded and sunburnt cheeks of the lookers-on.



We have endeavored to obtain exact facts respecting the number and names of persons on board the PHAETON at the time of the disaster, and to ascertain the particulars relative to the loss of life and to the extent of injuries sustained. With respect to the crew we have learned the following, which may be accepted as absolutely correct:

J. Pres. Ellison, of Manchester, Ohio, master, was not on board, having stopped at Manchester in the morning for the purpose of transacting some business in connection with the estate of his father, Mr. John Ellison.

O. H. P. Cooley, of Manchester, clerk, was in the absence of the master, in command of the boat. He escaped uninjured.

Will Cooley, of Manchester, assistant clerk, was on board and escaped without a scratch. From him the *Republican* representative obtained the statement published in the extra issued a few hours after the explosion, which statements are as nearly correct as any that have yet been printed, though prepared hastily and amid the most intense excitement then prevailing.

Hiram McMahan, of Manchester, pilot, was blown from the pilothouse out on the roof; slightly injured a nail having torn the flesh of his left leg below the knee. He sustained some bruises also.

Cassius Naylor, of Manchester, engineer, lost. His body has not been recovered and from the position he is known to have occupied at the time of the explosion it is supposed he must have been literally torn to pieces.

Timothy Seavers, of Rome, Ohio, assistant engineer and fireman; fearfully scalded and cut about the head. He died about half-past seven o'clock, six hours after his injuries. His death was caused by scalding. The rumor that a piece of iron was driven into his body was incorrect. His sufferings were intense. He died at the almshouse hospital, and his remains were taken to Rome the same night upon the railroad packet.

(Note: "railroad packet" refers to the boats operated by the White Collar Line, Cincinnati-Huntington, until the C&O extended its line to Cincinnati in 1883. Could be either BOSTONA [0693] or the FLEETWOOD [2055].)

Isaac J. Jones, of Manchester, steward, saved, with very slight injuries. A moment before the explosion, Mr. Jones had

examined the steam gauge and the water gauge and noticed that the pressure of the steam was but one hundred and thirteen pounds, and that the water-gauge showed plenty of water in the boiler.

Samuel Reynolds, colored, of Maysville, porter, lost. His body was recovered yesterday morning. An inquest was held upon the remains. The finding of the jury is published elsewhere.

Lyman D. Smith, of Ironton, cook, saved, uninjured. He was blown into the river but rescued.

John Conn, of Drenan's Landing, deck hand, saved. Injuries very slight.

Bascom Cooper, of Manchester, deck hand, saved. Slightly bruised.

Joseph Miller, of Manchester, deck hand, lost. His body has not been recovered.

Grant Mitchell, of Manchester, deck hand, saved, uninjured.

\_\_\_\_ Sprague, of Vanceburg, saved, not hurt.

John Carr, of Manchester, a hand who assisted about the boat without wages, a sort of supernumerary, lost. His body was recovered on Wednesday. His head had been blown off and he was horribly mangled. The report of the coroner's jury will be found elsewhere.

There has been greater difficulty in ascertaining who were passengers on board at the time of the explosion. Having but twenty minutes before the boat left the wharf it is probable that some of the passengers may not have registered, and there is a bare possibility that the name of some of the passengers may be omitted from the following list:

James McArthur, of Chicago, formerly of Marietta, Ohio, cut in the head and bruised about the body, also slightly burned. His injuries were not at all dangerous. He left for his home on Wednesday evening.

Thomas Densmore, of Cincinnati, saved, uninjured.

Joseph Torrens, of Pittsburg sic, saved, with a very slight scratch on the hand.

\_\_\_\_ Crawford, saved, cut on the hand, not serious, was in the pilothouse at the time and blown out on the roof.

Rev. G. W. Harding, of Chester, Kentucky, saved, bruised, not serious.

John Otto, of Springdale, and his boy, both saved and uninjured.

W. W. Scott, of Springdale, saved, uninjured.

Master Willie Carey, of Aberdeen,

saved, injuries, slight.

Daniel Blye, of Bradford's Landing, saved, slightly injured.

\_\_\_\_ Bloomfield, of Vanceburg, blown into the water and taken ashore, injured internally but not seriously.

#### FALSE & UNFOUNDED RUMORS

Certain rumors have been floating around town and throughout the country that are calculated to do harm and that ought to be denied emphatically. One of the most malicious of these is the story telegraphed to several of the daily papers that the two steamboats were racing at the time of the disaster. This is absolutely false, as it will appear from the testimony of all who knew anything about the matter. Indeed, there never was any occasion for racing between the two steamers. The PHAETON was so much faster than the HANDY that all talk about racing is absurd. Neither boat was making more than ordinary time.

Another rumor that is calculated to do harm by keeping the public mind unsettled and uneasy is the statement that there were thirty five or forty passengers on board the PHAETON. All whose testimony is worth hearing agree in saying that both boats had unusually few passengers on board.

It is very certain that there were no ladies on board. This fact is testified to by every one of the crew and by every passenger who took the trouble to observe.

The rumor that the engineer, Cassius Naylor had declared the boat unsafe must be accepted with a grain of allowance. From the best and most reliable witnesses we learn that he had frequently stated that he was afraid the boat would some day break in two across the middle where the power was applied, and he is known to have expressed his intention to quit her because his duties were hard and because the engine room was hot and close. His sister, Miss Isella Naylor, his brother, Mr. C. C. W. Naylor, and his uncle, Captain R. T. Naylor, all state that they have heard "Cash" say that he was not afraid of the boiler, because he knew something about that, but that he was afraid of the vessel breaking in two amidships. He said there was too much power on her for the strength of her hull.

The rumor that Captain Ellison had been heard to say that he was going to, "run the HANDY out of the trade or blow his own boat to hell" is as false as false can

be and as absurd as it is false. Nobody who has the lightest acquaintance with Pres. Ellison believes a word of it. The miscreant who started this rumor ought to be severely punished. A more unmeaning and uncalled for falsehood was never started, and we trust that it may never be repeated again. Pres. Ellison is a gentleman. He is as far from jeopardizing the lives of his fellow beings as anyone living. Besides, he had no control of that department of affairs. The engineer is altogether independent of the master in such matters, and the law makes it a punishable offense for a master to intrude in any way with the duties of the engineer. The story is false absolutely and ridiculously false.

Captain John Agnew's statement: "The HANDY left the wharf boat at exactly one o'clock and made one landing at East Maysville. The PHAETON left two or three minutes later and made one landing at East Maysville and one at Chester. She passed us twice before the explosion. We had only nine passengers on board at the time. The PHAETON seemed to have a very light trip, the lightest of this season. I don't think she could have had more than eight persons outside of the crew. There was no racing at all, and both boats were making their usual time, in fact, we were making rather slower time than usual.

About twenty minutes past one I was sitting on the larboard guard talking to Bruce Redden. We were about two miles above the wharfboat at Maysville and directly opposite the country infirmary a short distance below the fair grounds. The PHAETON passed us on the larboard side and her stern was just about abreast of our bow and fifty feet from us. I was looking at her when the explosion took place. The first thing I saw was the PHAETON's chimney going up in the air; it seemed to go about fifty feet high. I knew the PHAETON had blown up and I was for an instant stunned. I had an impression that my boat had also met with the same misfortune. The HANDY was covered all over with debris and our chimneys were blown over. In less than one minute the PHAETON went down.

I got up and went on the roof and ordered the HANDY brought alongside the wreck and our yawl lowered. I saw six or eight persons struggling in the water, and we succeeded in saving every one we could see. I am sure there was no living person in the water but what was rescued. Among those taken on board was Timothy



**After Capt. Pres Ellison lost the PHAETON he became a popular clerk/purser on several of the big packets of the 1880s and 90s, - PARIS C. BROWN, THOMAS SHERLOCK and several White Collar Line boats. Pres was purser on the GREENWOOD when Jesse Hughes took his photo with dogs on the Vanceburg, Kentucky wharfboat about 1908.**

Seavers. It was George Edgington who first saw Seavers and called Mr. Cooley's attention to him. When brought on board the HANDY he was suffering terribly and crying with pain. We covered him all over with flour. It was the only relief we could give him. I noticed one other man who seemed seriously hurt about the head.

Every one on and about the wreck, except Will Cooley seemed to be entirely uninjured. About thirty minutes after the explosion the WILDWOOD reached us and took the seriously wounded on board, and rendered such assistance as was possible. We took several of the PHAETON's crew and passengers on board the HANDY and left them at different points up the river. We remained for about two hours.

I knew Cash Naylor very well. He frequently shipped on board the HANDY. He was with us all last week. He was a good man, a man of fine habits, sober and careful and a good engineer. I don't think it possible to speak in too high terms of Cash Naylor. I never heard him say he thought the PHAETON was dangerous. I have heard him say that he didn't like the PHAETON because her engine room was so hot and close and that the work on her was hard.

The direction of the explosion appeared to be backward and lightly upward passing immediately over the HANDY. One peculiar circumstance I noticed: Scarcely a particle of steam arose from the explosion."



## NAYLOR'S BODY FOUND

The remains of a man supposed to be those of Cassius Naylor, the engineer of the PHAETON was found in the river about a mile below Foster's Landing yesterday morning as the WILDWOOD came up yesterday. Esquire Markley, acting coroner, was holding an inquest upon the remains. The WILDWOOD landed and Mr. Richard Smith, second engineer, examined the body and thought he could identify it. He states that both legs were gone from a short distance below the knee, the right arm was entirely carried away, and about half of the head was torn off, leaving about half of his upper lip, sufficient to show that both the hair and the mustache were red. The one ear that remained was a large one. A telegraph dispatch was sent to the friends at Manchester yesterday afternoon.

The leg of a man, supposed to be the left leg of Mr. Naylor, was found floating in the river in front of the city yesterday afternoon.

////////////////////////////////////

We are grateful to Lois Kidd of Manchester, Ohio for making the copy of the PHAETON disaster from a disintegrating 1926 newspaper and providing it for your edification.

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Now, for the rest of the story, - as reported by Capt. Ellis Mace who sometimes had trouble with dates or spelling but knew the principals in these events.

"On account of the causes being misrepresented by the papers, - that blamed it all on the crew - the steamboat inspectors called Capt. Ellison to Cincinnati for an investigation.

On July 5, 1881 Capt. Ellison arrived at Cincinnati on the Str. TELEGRAPH and reported to the inspectors as requested. Capt. Moore, Inspector of Boilers, told Capt. Ellison that he was accused of steamboat racing, thus causing this boiler explosion.

'Are you guilty or not guilty?'

Capt. Ellison answered, "Not guilty.'

Then he was asked, 'How fast is the PHAETON?'

'Well, we have run from Maysville to Manchester, a distance of twelve miles, making three stops, in fifty-seven minutes.'

'Then she was, with lawful steam, a twelve mile an hour boat?' continued Capt. Moore.

'Yes,' said Capt. Ellison, 'That's about right'

At this point Capt. John Agnew stepped into the office. He was called onto the witness stand at once and asked how fast he thought the PHAETON was. Capt. Agnew answered, 'I'm sure she can make twelve miles an hour.' He was then asked how fast the HANDY was and he answered that the HANDY was a good seven mile an hour boat.

Capt. Moore turned to Capt. Ellison and said, 'Captain you are found not guilty.'

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Those who might have read Fred Way's Log of the Betsy Ann recently may recall that the name of the boat became a popular name for girl babies along the Upper Ohio in the 1920s. When apprised of the honor, a member of the boat's crew would hunt up the new parents and ceremoniously present a piece of dinnerware for "Betsy Ann."

We are pleased to introduce you to Betsy Ann (Grimsly) Burgess now of Manchester, Ohio who came into the world at Newport, Ohio when the BETSY ANN blew for the landing a few years back. On the next trip the packet landed and left this plate as a gift for the boat's new namesake. Best wishes Betsy Ann!

Thanks to Lois Kidd for the tip



## - THIS AND THAT -

### CAPT. DONALD T. WRIGHT AWARD TO RALPH DUPAE

The Capt. Donald T. Wright Award for Maritime Journalism was established in 1965 and administered by Southern Illinois University, Carbondale. Until this Award, first given in 1972, there had been no recognition to encourage excellence in the field of maritime journalism. Since 1988 the Herman T. Pott National Inland Waterways Library, a special library of the St. Louis Mercantile Library at the University of Missouri-St. Louis, has administered this annual Award that consists of a plaque, honorarium and a convocation of river enthusiasts. The awards are in memory of Capt. Donald T. Wright who was publisher of *The Waterways Journal* from 1922 until his death in 1965.

Ralph DuPae, recipient of the award for 2002, is rightfully recognized for his monumental efforts to find and collect images of river life - boats, events, people and towns. Ralph and the Murphy Library, University of Wisconsin at LaCrosse, have built up the river photographic collection over a period of thirty years, important maritime photo-journalism without a doubt.

\* \* \*

### STEAMSHIP HISTORICAL SOCIETY HONORS CAPT. C. W. STOLL

The Steamship Historical Society of America (SSHA) has posthumously awarded its Samuel Ward Stanton Lifetime Achievement designation to Charles W. Stoll of Louisville. C.W., a founder of S&D and for many years our vice president and member of the Board of Governors, died last December.

Interested in the river and its steamboats from early childhood, C.W. realized his dream of working on the GORDON C. GREENE during its first (1935) season and then becoming part of the Coast Guard ferry crews taking military craft from Ironton, Ohio to Memphis as his part of the effort during WW-II.

C. W. is perhaps best recognized as the dreamer who persuaded the officials of Jefferson County, Kentucky to buy the excursion steamer AVALON in 1962 and thereby saved her. The BELLE OF LOUISVILLE has been a mark of identity for Louisville ever since and for many years C.W. worked on the managing Board to improve the boat and see that she continued to operate as a unique, historic "public park" for the residents of the county.

(Samuel Ward Stanton, for whom the SSHA award is named, was an artist and writer who authored the respected *Stanton's American Steam Vessels*, published 1895. Ed.)

\* \* \*

### SHOWBOAT GOLDENROD FOR SALE

*From the St. Louis Post-Dispatch, August 22, 2002.*

"St. Charles, Missouri officials are putting the GOLDENROD showboat up for sale, continuing their zigzag course of what to do with the 93-year old landmark.

After repair bids came in higher than expected, the City Council Tuesday night, on a unanimous voice vote, told City Administrator Jim O'Connor to pursue buyers for the boat.

Only a month earlier the council had voted to resume renovating the floating dinner theater, which has been closed of a year and a half because of structural problems.

The City of St. Charles bought the GOLDENROD for about \$300,000 in 1989, shifting it the following year from its longtime location on the Mississippi River in downtown St. Louis. Since then, the city has devoted more than \$3.5 million to ongoing maintenance and a new mooring facility.

A marine engineer advising the city had estimated that steel box girders mandated by the Coast Guard to protect the GOLDENROD's hull would cost between \$80,000 and \$100,000. However, the low bid on that job - from Material Sales Co. of St. Louis - turned out to be \$289,189."

Keith Norrington forwarded this disheartening news.

\* \* \*

### HISTORIC STERNWHEELER PRESERVATION SOCIETY CALENDAR 2003

Some readers probably have the 2002 calendar published by the Historic Sternwheeler Preservation Society featuring photographs taken by the late Capt. Leon Ash. We are advised by Steve and Barbara Huffman, owners of the BARBARA H. and the Leon Ash negatives, that there will be a 2003 edition of the calendar available shortly. The 2003 calendar will feature steam packets, excursion boats and a few sternwheel gas ferries.

Price of the calendar is the same as last year, \$14.95 plus \$3.50 shipping, and may be ordered from Historic Sternwheeler Preservation Society, Inc., 11 Ashland Cove Rd., Vevay, IN 47043. The Society is a registered non-profit corporation and all proceeds go to toward the acquisition and maintenance of historic vessels.

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### TALL STACKS AT CINCINNATI NEXT YEAR

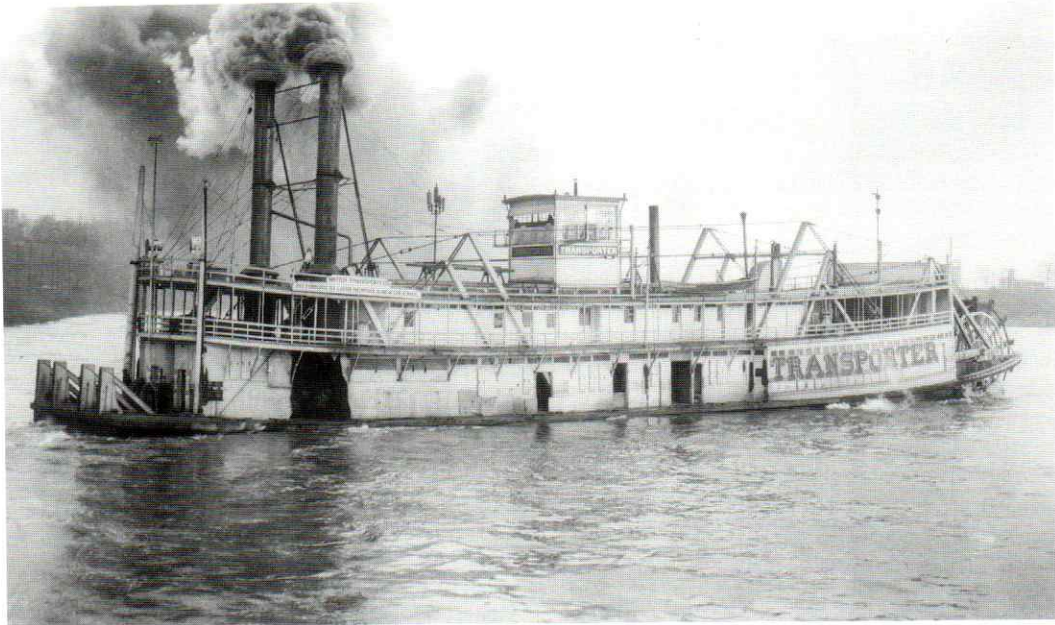
A recent release by the "Tall Stacks" organization provides a pre-view of the festival on the river October 15-19, 2003. The carnival has been given a new name - "Tall Stacks Music, Arts & Heritage Festival" - and is planned to be a multi-dimensional event with a variety of entertainment available aboard the boats. On shore will be five nights of live music with national headliners, educational experiences, nightly fireworks and more diverse food options.

We are informed that the excursion boats CHATTANOOGA STAR and the GENERAL JACKSON from Opryland, Nashville will be participating for the first time. Steamboats will be represented by the BELLE OF LOUISVILLE and the comings and goings of the DELTA QUEEN and MISSISSIPPI QUEEN.

The budget for the extravaganza is \$11M with the Ohio Bi-Centennial providing a \$600,000 grant; 650,000 people are expected to attend the five days. General admission is \$12.

For information and to book tours call (866) 497-8255.

\* \* \*



The TRANSPORTER (T2465) emerged after a rebuilding of VALIANT (T2505) in 1921 which had been the JOS. NIXON (T1459) built in 1877. Her engines began on the HERCULES (T1103) of 1864 although the cylinders had been bored out from 18 to 20 inches. The new owner was The Water Transport Co. , a common carrier barge line advertising "Pittsburgh, St. Louis, Memphis & New Orleans," organized by Charles T. Campbell. Photo taken 1921 by W. S. Pollock; print by W. E. Reed.

## THE TRANSPORTER AND HER DEMISE

by Alan L. Bates

This is the story of the end of the second TRANSPORTER (T2465) which was built from the VALLANT in 1921 and is the boat most familiar to us. The first TRANSPORTER (T2464) was a considerably larger boat completed at Marietta in 1899 but carried the name only long enough to run down to Cincinnati and take a tow of 30 empty barges and coalboats up to Pittsburgh. Her name was changed to J. B. FINLEY. Ed.

The TRANSPORTER, owned by Captain Leo Birch McBride, had been towing cement on the Upper Mississippi for the Dewey Portland Cement Company in 1937 until low water stopped the traffic. She then towed grain from Joliet, Illinois, to St. Louis, Missouri, a trade that did not payout.

In June, 1938, the boat was refused a certificate of inspection by the St. Louis inspectors pending completion of general repairs. Hull repairs were made in the graving dock at Lock 41 in the early fall of 1938. She was then moved to Harrods Creek, Kentucky, the home of Captain McBride. Late in 1938 the repairs to the

boilers and machinery neared completion. Bills escalated during that six months and creditors, represented by receiver Morris W. Jones, forced the bankruptcy of the Falls City Towing Company, of which Captain McBride was a partner. A U. S. Marshal's auction sale of the TRANSPORTER, as the major asset of the company, was scheduled for December 12, 1938, at Louisville, Kentucky.

On that morning the TRANSPORTER was taken in tow by the J.R. NUGENT at about eight thirty. Three men were aboard including the watchman, Charles R. Haggins, who was a fireman, Charles Deuser, a machinist from the Reliance Machine Company, owned by Captain McBride, and Loraine Lo' Brown, a deckhand also employed by McBride. Haggins had spent the previous night aboard and cooked his breakfast on the cookhouse range before the boat departed. Deuser had brought some parts for the doctor from the machine shop and planned to install them during the run down to Louisville.

The crew of the NUGENT included master-pilot Charles A. Knight, engineer George Wilkes, fireman Joseph T. Basham, head deckhand Harley Easter, and deckhand Raymond A. Bruce.

The TRANSPORTER was towed on the starboard side of the NUGENT. Soon

after leaving the landing it was discovered that the rudders on the TRANSPORTER were not centered. The deck crew of the NUGENT and the three men on the TRANSPORTER hauled them straight using the emergency tackle in the engineroom. At about that time the TRANSPORTER was moved aft along the towing boat with the TRANSPORTER's men helping the NUGENT'S deck crew. Everybody then went to the NUGENT, the three McBride employees bent on exploring the boat's engineroom which they had never seen.

At about nine thirty Captain Knight noticed thick yellow smoke issuing from under the eaves and around a vent on the TRANSPORTER. He blew the whistle to call Harley Easter to the pilothouse, then sent him to the other boat to investigate. He reported the boat was on fire. The fire alarm on the NUGENT was sounded and the engineer started the fire pump. The combined crews ran to the cabin of the TRANSPORTER, kicked in the doors, but could not enter it because of the dense smoke. There were five fire extinguishers in the cookhouse and several more on the NUGENT, all of which were soon exhausted.

Meanwhile, two hoses were run from the NUGENT to the TRANSPORTER and water was played into the cabin. Three

sections of fire hose from the TRANSPORTER were coupled on to enable the crews to reach the far side of the boat. By ten o'clock the entire forward half of the TRANSPORTER's cabin was afire so Captain Knight ran her aground on Six Mile Island, the deckhands tied her to a stump, and the NUGENT was backed away to save herself. The boat burned furiously, and when her hog chain braces failed the hull broke in two.

Hearings were held by Captains James W. Leek and Alfred W. Medcalf during which all of the persons aboard were interviewed. Their conclusion was that the origin of the fire was not determined, every effort was made by the personnel aboard toward extinguishing the fire, and since the TRANSPORTER was not certificated the case was closed.

No one was hurt or killed. The boat was a total loss. There was no suspicion of arson, for repairs were contemplated during the trip. In addition there is reason to believe Captain McBride himself planned to bid on his boat at the auction.

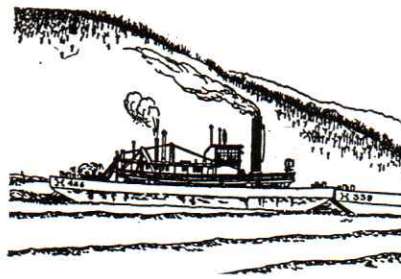
There is one question that the examiners seem to have overlooked or ignored. How could the J. R. NUGENT have been 'legal' with such a small crew? As a daylight-only boat, one of each licensed officer would have been sufficient, but there was no mate. There was no striker, either. This boat was running with what could truly be called a bare skeleton crew. The old Bureau of Inspection and Navigation officers were evidently far more flexible and sympathetic in applying the rules than today's Coast Guard.

The loss of the TRANSPORTER could be termed 'good riddance', for she was a throwback to the dark ages of coalboat towing. Everything about her was too big, especially her engines which were twenty inches in diameter with a seven foot stroke. One out-and-back trip of the pitmans meant a bushel or two of coal up the stacks. She was designed in 1894 as the VALIANT (T2505) to float immense tows from Pittsburgh to New Orleans but in the depression years of the 1930s there was simply not enough traffic to nourish her appetite.

Capt. McBride was not thwarted by the loss. He recovered to own four more towboats: the WILLIAM EDENBORN, the SARAH EDENBORN, the KONGO and the JOHN G. BRITTON.

[Data on which this story is based were from the collection of Capt. C. W. Stoll, at the Howard Steamboat Museum.]

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### THE FIRST TRANSPORTER - After one trip became the J. B. FINLEY

Her hull had been built at Elizabeth, PA and then taken to Marietta for completion of the boat by the Knox Boatyard and the Marietta Manufacturing Co. She was a big towboat and one of the most powerful of the Combine's fleet.

The name was changed to honor the first president of the Monongahela River Consolidated Coal and Coke Co. after she made a trip from Marietta to Cincinnati and brought a tow of 30 empty coalboats and barges up to Pittsburgh.

*The Marietta Daily Leader, Saturday, November 11, 1899.*

#### The Transporter

Work on the big towboat TRANSPORTER is being done as rapidly as possible. The boat is now lying on the West Side awaiting her machinery which is being turned out by the Marietta Manufacturing Company.

A force of men has been at work since her arrival here two months ago completing her woodwork, wiring her for electric light service, overhauling her boilers and getting everything in shape for the machinery.

The two small cylinders have been bored and the large ones will soon be ready. The main shaft has arrived and is an immense piece of steel, 36 feet long, 15-1/2 to 18 inches in diameter and weighs 27,700 pounds. It was made at Buffalo. The nigger boiler, chimneys and rudders are expected from Pittsburgh on the LORENA Sunday and the machinery for her electric light plant is soon to be here. Nearly all the machinery for the new boat is out and the work of placing it will probably begin next week.

Since the big Pittsburgh boat combine, this boat has been the property of the Pittsburgh Consolidated Coal and Coke Company. When completed, she will have cost \$110,000 and will be the most powerful constructed boat on the Ohio or Mississippi rivers. She will run between Louisville and New Orleans.

### WHO WAS JAMES REES? A Brief Biography

Member Adolfo Gomez, Key Biscayne, FL, inquires about the alleged first steamboat on the Magdalena River in Columbia, 1824-25, the FIDELIDAD. Owned by a Capt. Samuel Glover it is thought to have been built at Pittsburgh. Mr. Gomez points out that James Rees built boats for South America but later and sends a bio from the Carnegie Library.

*From Air Brakes to Zinc Furnaces, Pittsburgh and Allegheny City Patentees, 1790-1879:*

#### James Rees, 1821-1889

"Inventor and manufacturer was born in Wales and left fatherless shortly after his arrival in the United States at the age of seven. He first earned his living pushing coal cars, worked in a steamboat engine shop, and demonstrated early on a flair for mechanics. Rees made his first fortune after oil was discovered in Titusville, Pennsylvania at Drake's Well. His fleet of five packets made daily trips on the Allegheny River between Duquesne Way in Pittsburgh and Franklin and he operated a line of freight boats as well until 1865.

In 1845 he established James Rees Company (later renamed James Rees & Sons) to manufacture steamboats and engines that were known all over the world. He built iron and steel steamboats and manufactured marine and land engines, boilers, etc. for leading packet companies along the Ohio, Mississippi, Missouri and their tributaries. James Rees & Sons built the first steel-hulled boat in America in 1878 which was known as the FRANCISCO MONTOYA for the officials of the Magdalena Steam Navigation Company of South America. Four years later the firm built the KATE ADAMS for the Memphis and Arkansas City Packet Company of Memphis, Tennessee. This was the first steamer on western and southern rivers to adopt the Edison Electric Light System throughout every department. The firm, famous for its mail packets and powerful towboats, also built the large transfer steamers for railroads that connect across the St. Lawrence river and built boats that ran on the rivers of Venezuela, Brazil, Columbia in South America; also Central America, Mexico, Canada and the Volga River in Russia." Comments on this early South American boat are welcome.

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## S&D ANNUAL MEETING Marietta, Ohio September 13-14, 2002

This year's reunion of the S&D family began with a birthday party for Helen Hughes Prater who had marked 90 years on September 3, 2002. Helen's children, Dick and wife Nancy and daughter Lillian Smith, had arranged for two very large, decorated cakes in the Friday evening mixer. When the crowd had gathered, Dick acted as master of ceremonies with a few appropriate, touching and some amusing comments about his mother's life. It was a joyful touch to begin the weekend.

As they usually do, a number of members came through with interesting displays of their handiwork at the Friday evening get-together. Chuck Wires, the Cincinnati model builder, surprised us with his model of the interurban transfer boat HENDERSON. The side and overhead plans for this unusual boat featured in the June, 2002 issue attracted Mr. Wires' attention so he produced an excellent model complete with a streetcar aboard. Chuck, searching for absolute accuracy, questioned anyone of a certain age as to the true color of the livery of the Evansville Railways Co. car but without success. (If any reader has a colored postcard view of an Evansville, Indiana streetcar, kindly send a photocopy.)

A cutaway model of the stern of a boat dubbed NORTH STAR by Chuck Wires revealed the machinery which drives the sternwheel. A switch activated the machinery and, after recent discussion in these pages about pitman drives to wheels on gasboats, we found the model instructive.

Forrest Steinlage had a nice painting of a 3/4 stern view of the DELTA QUEEN and Dr. Pete Striegel displayed a 3/4 stern view of the J.S. DELUXE and one of the BELLE OF THE BENDS at a cotton landing. A new artist to the show was Marion Sue Thompson, Jonesboro, Arkansas who sent a large canvas of the sidewheeler MARY BELL.

In the corner of the room was an attractive exhibit of the unbelievably ambitious "America's River at the Port of Dubuque" development. The Dubuque County Historical Society's Mississippi River Museum is a major beneficiary of this project and was represented at the meeting by Teri Goodman, Development Director.

Bill Mueller, the bookseller from Middlebourne, West Virginia had a table set up in the lobby and across from Bill were Dorothy Weil and a representative of Ohio University Press. Dorothy's recent memoir The River Home and Ed Mueller's Upper Mississippi River Rafting Steamboats, both published by Ohio University Press, were on sale.

It seemed the crowd was larger than usual for a Friday evening and the room was full of happy chatter. The only one who seemed to be a little disappointed was the bartender at the pay-bar who reported a slim night.

### ANNUAL BUSINESS MEETING

The meeting came to order about 9:35 - the chairman having forgotten to buy a banquet ticket.

Greetings were extended from several regulars who were not in attendance: Ralph DuPae, Murphy Library's now retired photo sleuth; Jim Swift, Contributing Editor of The Waterways



Helen Hughes Prater celebrated her 90th birthday at S&D this year. TOP - Helen and good friend Lucy Stoll. LOWER - Daughter Lillian Smith, Helen, Nancy and Dick Prater. Keith Norrington led singing "Happy Birthday" and sent the photos.

Journal; Marcie Richardson, Tour Manager of the reactivated DELTA QUEEN and Dr. Antony Twort, roving ambassador from Great Britain, sent their best wishes.

Ike Hastings, Dubuque, arrived a week early aboard his sternwheeler LILLY BELLE and invited all and sundry to stop down at the landing for a visit. Also aboard Ikes' boat were his parrot Harry and friendly canine Olivia. The LILLY BELLE pushes a flat which we term an aircraft carrier since it usually has Ike's homebuilt amphibian aboard, - but not on this trip.

TREASURER: Dale Flick reported a balance in the Treasury of \$14,831,.18. This compares to a balance of \$14,163.40 as of the annual meeting last year so the association continues to live within its means under the present dues structure.



**The LILLY BELLE and garden flat came from the Mississippi for the meeting. The crew, owner Ike Hastings, Olivia the dog and Harry the parrot, welcomed guests at the landing. Judy Patsch pic.**

**SECRETARY:** Bee Rutter reported a total membership, individuals and family members, of 1,354. The membership had increased by about 50 since May with the usual turnover of newer members who join for a year or two and then drop out while new members are added to replace them.

**BOARD OF GOVERNORS:** Bill Judd, current chairman of the Board, gave a summary of the actions taken by the members since the last annual meeting.

The B.O.G. adopted a resolution for the guidance of the trustees of the J. Mack Gamble Fund which reaffirmed S&D's commitment to maintain the TELL CITY pilothouse at the Ohio River Museum. The pilothouse was restored by S&D in 1976 when it was moved from Little Hocking to Marietta and we have assisted with the needed maintenance ever since.

At the May, 2002 meeting, the Board authorized \$2,000 for undertaking a new and complete inventory of the S&D artifacts in storage and in museum displays. This became necessary when the Ohio Historical Society decided that it would be more appropriate for S&D to have its inventory separate from that of the O.H.S. A recommended package of software designed for small historical societies has been purchased together with a computer of sufficient size to hold all S&D records, mailing lists, etc. (total cost \$1,340). John Briley volunteered to transfer the S&D records onto the new system and the computer is installed in the library of Campus Martius Museum, next to John's office.

The Board accepted a recommendation from members Judy Patsch and MLissa Kesterman who had explored means for S&D to have more of a presence on Internet. The cost to have an S&D dedicated site would be more than the anticipated benefits; an invitation to have an S&D link on the site of two German members (without cost) seemed to be worth trying. The site is "steamboats.org" and announcement will be made in the *Reflector* when S&D's section is up and running.

Several members had suggested that a greater effort be made to interest young people in river history. This has been discussed at the last two B.O.G. meetings. It is felt that the new S&D presence on the Internet will be a step in the desired direction. Time will tell.

**J. MACK GAMBLE FUND:** Kim McGrew gave the report for her fellow trustees, Bill Barr and Dr. Frank Pollock.

Funds available for grants in 2002 amounted to \$62,700 (based upon investment earnings less expenses) and the grants awarded total \$54,350 as follows:

JMG FUND GRANTS	
Mercantile Library	\$ 900.00
Microfilm Waterways Journal	
Mon River Buffs	926.62
Microfilm newsletter	
Murphy Library	3,000.00
Purchase & reproduce photos, etc.	
Howard Steamboat Museum	1,708.00
Hands-on children's exhibit	
LaCrosse County Historical Society	1,800.00
GENERAL ALLEN whistle exhibit	
West Virginia University	2,500.00
Research Big Sandy River navigation	
West Virginia University	2,000.00
Research Little Kanawha River	
River Heritage Museum, Paducah, KY	10,000.00
Produce video on rivers' impact on region	
Newport Township Heritage Committee	491.68
Historical marker, G.C. & Mary B. Greene	
Matamoras Area Historical Society	1,500.00
TV, VCR, cassette player and furniture	
Grey & Blue Naval Society, Vicksburg	1,500.00
Diorama, moving subs by river in WW-II	
W. P. SNYDER JR./O.H.S.	20,000.00
Toward eventual hull replacement	
TELL CITY pilothouse overhaul	8,024.16
<b>Total in Grants</b>	<b>\$54,350.76</b>

**INLAND RIVERS LIBRARY:** Sylvia Metzinger, Rare Books and Special Collections Dept., Public Library of Cincinnati gave the report of activities at the Inland Rivers Library which was established by S&D and the Library in 1956.

The library contributed to the Ohio web site which has been developed by the Ohio Historical Society and the 2003 State Bicentennial Commission. MLissa Kesterman assisted John White of Miami University, Oxford, Ohio with a special exhibit at the King Library titled, "Steamboats on the Inland Rivers. This exhibit also features materials from the Walter Havighurst Special Collections of the King Library and includes models by John Fryant and Robert White, - runs through January 24, 2003 if you are happen near Oxford..

Sylvia mentioned a number of complimentary letters the library had received during the year from researchers as a result of MLissa's assistance. Such letters are appreciated by the staff and are attached to the bimonthly report to the administration, evidence of the vital part the Rare Books and Special Collections plays in the services of the library. The current fall show at the Rare Books Dept. is on navigation maps, printed and manuscript, from the river collection.

The Inland Rivers Library continues to add materials to the collection and Sylvia listed a number of notable donations during the year including a copy of Capt. Charlie Stones', History of the Marietta Manufacturing Co.

**S&D CHAPTERS:** The three S&D Chapters continued to meet during the year and first to report was Engineer Charles Stone of the **Ohio & Kanawha Rivers Chapter**.

Capt. Charlie's introductory remarks were about the M.O.R. Chapter getting stuck up the Kentucky River without a paddle (see September issue) and then being rescued by the unlikely combination of an aviator on a bulldozer. The O-K Chapter has by comparison very tame meetings but still attracts 30 or more members at its meetings in March, June and November. The new Pt. Pleasant River Museum is progressing toward completion with the grand opening scheduled for the spring of 2003. As for the treasury, Charlie blames the overall economy for reducing donations to the fabled cigar box and there were no stamps left. (An anonymous donor later pressed a roll of stamps into the hand of Treasurer Jim Bupp and the O-K Chapter is grateful!)

Charlie took the opportunity to give Helen Prater the title of "Queen of S&D" and thank her for the enjoyment she gives with her impromptu piano concerts in the hotel lobby.

Capt. Tom Dunn president of the **Mississippi River Chapter** was called upon. He first reported that Jim Swift was still recovering from a slipped disk and was still in a rehab facility pending completion of some work needed at his home. The chapter had an all-day boat trip scheduled from Alton, Illinois in October: the routing was somewhat nebulous but was to go down the Mississippi and then up the Missouri to St. Charles with a bus ride back to Alton, - sometime. (No first-hand reports on this expedition at press time.)

There are presently about fifty members and, whenever a meeting does occur, joyful sounds are invariably heard.

Rick Kesterman president of the **Middle Ohio River Chapter**, the energized chapter according to Charlie Stone, stepped up to give the report. The chapter schedules three meetings per year (not counting the S&D annual meeting) and in 2001 concluded the 25th anniversary year at Louisville inspecting the construction of the new Louisville Canal lock. The spring meeting was at Maysville, Kentucky, summer at Carrollton, Kentucky including the shortened cruise on the BARBARA H. reported upon in last issue. The concluding meeting this fall will be at Louisville attending the Falls of the Ohio and Louis and Clark Festival on October 25-27.

Bette Gorden, Curator **Herman T. Pott Inland Waterways Library** at the Mercantile Library, St. Louis was introduced. The library is located on the campus of the University of Missouri, St. Louis and this is another fine resource for river history and related material, particularly for the Upper Mississippi area.

**NOMINATING COMMITTEE:** Lee Woodruff, (Cincinnati) Chairman reported for his committee which included Anne Mallinson (Warren, PA) and Jim Bupp (Charleston, WV). All officers and three members of the Board of Governors were to be elected and the following slate was submitted:

For President - J. W. Rutter; Senior V.P. - Jerry Sutphin; V.P. - John Fryant; Secretary - Bee Rutter; Treasurer - R. Dale Flick.

For Board of Governors - John Fryant, M'Lissa Kesterman, Jim Stephens and Dick Prater. Jim Stephens withdrew his nomination in favor of nominating Charles McMahan.

Chairman accepted the Nominating Committee report and discharged the members with thanks. Nominations from the floor were invited for the officers beginning with President. It was moved that the nominations for officers be closed and a unanimous ballot be cast for the slate. Seconded and approved by voice vote. The officers were reelected by acclamation!

The four well qualified candidates for the three openings on the Board of Governors were each invited to the microphone to introduce themselves and express their interest in the positions open. Following the four introductory talks, printed ballots were distributed. John Briley and Bob Lodder were named tellers to tabulate the votes and report the results at the evening banquet meeting.

Meeting recessed at 11:15 a.m. until evening.

#### AFTERNOON BOAT RIDE UP THE MUSKINGUM

There were 131 hungry passengers waiting at the Marietta Public Landing for the VALLEY GEM when she poked her nose around the point a few minutes after eleven-thirty. There was a high overcast which held the temperature to a comfortable level and there was a mild breeze - about perfect for a boat ride. The buffet lines opened shortly after the boat backed out and the picnic-type fare again proved popular.

The hand-operated lock system in the Muskingum was completed in 1841 and provided a slackwater connection between the Ohio River and the Ohio & Erie Canal at Dresden. Since 1956 the state has operated the locks and dams as Ohio's longest park. Lock No. 2, Devol's, is scheduled to be rebuilt during 2003 and will probably not reopen until the 2004 season so this was the right year to cruise up the Muskingum.

Pilots J. J. Sands and Don Sandford were in the pilothouse and provided interesting commentary on the history of the river and sights along the way. The wreckage of the former towboat GEORGE III is still visible along the shore above Devol's and Sandford stopped the boat close by and told the sad story of how the almost completed pleasure boat sank and was lost one cold December day.

A very brief squall came by as the VALLEY GEM was returning to the landing but it was not enough to dampen enjoyment of the trip over an interesting stretch of river.

#### C. W. STOLL REMEMBERED

Shortly after three o'clock a memorial tree for "C.W." was planted with ceremony on the grounds of the Ohio River Museum. C.W. died last December 10th, was one of the founders of S&D in 1939, Vice President for many years and Honorary President at the time of his death. He was the speaker at the first social meeting of the new organization in November, 1939 at the Lafayette Hotel, helped draft the first constitution and was a vice president for many years.

John Briley of the museum was master of ceremonies and had selected a swamp white oak to honor our friend. A number of C.W.'s admirers took a turn with the shovel.



**Aboard the excursion boat VALLEY GEM we have (L-R) Rick Wilker, Charlie Stone, Keith Norrington, Jeff Spear with Jean Stone, incognito, seated facing the camera Judy Patsch photo.**

#### EVENING BANQUET MEETING

An unintended arrangement of the seating in the ballroom had omitted the usual head table, - to the relief of those who run the meeting and the general approval of everyone. The arrangement worked fine and we'll use it again.

There were again three menu choices which had proved popular last year. So, after sixty-three years, the evening banquet has seemingly evolved to suit the majority at this family reunion.

**ELECTION RESULTS:** Following dinner, the business meeting was reconvened and John Briley and Bob Lodder, the vote tellers, reported. Elected for three-year terms to the Board of Governors were John Fryant, MLissa Kesterman and Dick Prater. The 2002 annual meeting of Sons and Daughters was adjourned.

**SPEAKER OF THE EVENING:** Conrad Weiser, U.S. Army Corps of Engineers, Pittsburgh District Office was the speaker and his subject was the innovative construction project to replace the Braddock Dam on the Monongahela River. His talk was illustrated with views of the original locks and dams and historic movies of the typical method of constructing river structures within coffer dams. Coffers are costly and prone to flooding by either wall failure or topping by high water levels so the new dam is built on dry land.

The approach employed at Braddock consists of a foundation for the new dam at some distance above the old one. Three hollow concrete sections for the new dam were built at Leetsdale, PA on the Ohio River about fifteen miles below Pittsburgh and then floated up above the dam site. After additional outfitting, the sections are floated down over the prepared foundation, sunk onto guide pins and then pumped full of hydraulic concrete.

It was a fascinating story - particularly for rivermen familiar with the existing dams - and has proved to be an economical method compared to building in-place. Mr. Weiser answered several questions from the audience and was, we noticed, later in conversation with several of his interested listeners.

#### National Rivers Hall of Fame Award

John Bickel, a founder of the National Rivers Hall of Fame at the Mississippi River Museum, Dubuque, and his son Corky Bickel made a presentation of a posthumous National Achievement Award to the late C. W. Stoll. The citation recognized Capt. Stoll's major contributions to the preservation of river history through his years of writing in *The Waterways Journal*, in SSHSA's Steamboat Bill and contributing to the S&D Reflector. His idea and efforts to obtain the steamer AVALON, now the BELLE OF LOUISVILLE, for Louisville and Jefferson County preserved this historic 1914-built vessel into the 21st century and, hopefully, for many years to come.

#### America's River at the Port of Dubuque

Teri Goodman, Development Director for the Mississippi River Museum, Dubuque County Historical Society, was given time to explain details of the Dubuque waterfront project.

Ms Goodman is an enthusiastic representative and captured the group's attention when she tossed out the figure of \$187M as the cost of the "America's River" project. There are four major parts starting with (1) the Discovery Center and Aquarium and the National Rivers Hall of Fame building; (2) the Riverwalk connecting the River's Edge Plaza boat landing with the Star Brewery Amphitheater; (3) Educational and Conference Center; (4) Grand Harbor Hotel with attached four-story indoor water-park. The entire project should be completed next year, 2003.

On that upbeat note the annual banquet of the Association ended and the visiting and discussion continued.

Later, the piano out in the hotel lobby was heard as Helen Prater went through her repertoire of numbers with which she entertained the passengers on the TOM and CHRIS GREENE so many years ago. What a great way to celebrate ninety years and entertain her admirers too.

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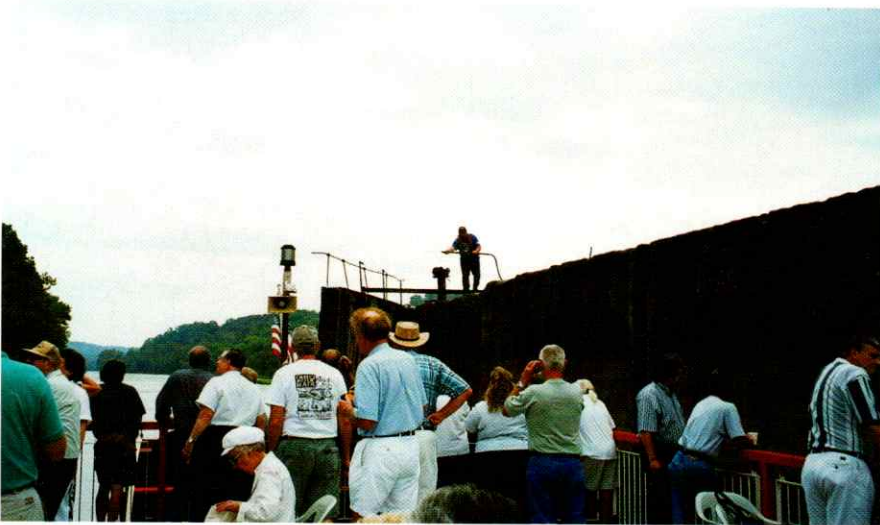


**Muskingum Devol's Dam Lock House with the U.S. seal in tile at the peak of the roof dates to Corps of Engineers ownership. Judy Patsch photo**



**REGISTERED ATTENDEES  
S&D ANNUAL MEETING  
SEPTEMBER 13-14, 2002**

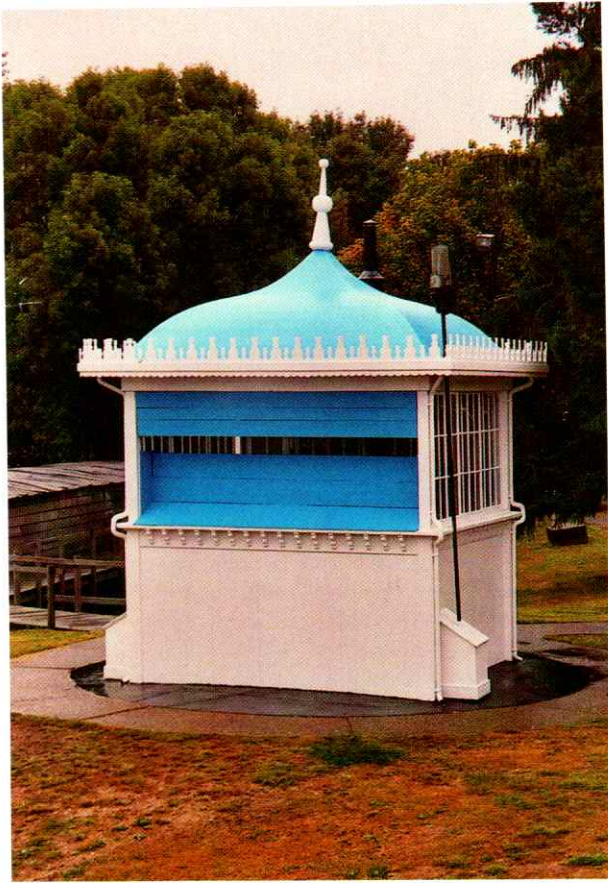
Hope Deshler	Barnhouse, Wade, OH	Roberta & John	Mettey, Rabbit Hash, KY
Louise	Barr, Charleston,	Sylvia Verdun	Metzinger, Cincinnati, OH
Debbie & Bill	Barr, So. Charleston, WV	Charles	Montague, III, Ashland, KY
John	Bickel, Cedar Rapids, IA	Bill "Bookseller"	Mueller, Middlebourne, WV
Corky	Bickel, Cedar Rapids, IA	Rob & Barbara	Neighborgall, Proctorville, OH
Harry Whitey	Booth, Coraopolis, PA	Dorothy	Nimmer, Winneconne, WI
Pat	Boylan, Wright City, MO	Ann	Nimmer, Falls Church, VA
John B.	Briley, Marietta, OH	John & Gwenn	Noftsiger, Spring Valley, OH
Jumella	Brown, Steubenville, OH	Keith	Norrington, New Albany, IN
Nelson	Brown, Marietta, OH	Bob & Verdon	O'Dell, Gallipolis, OH
Jim & June	Bupp, Charleston, WV	Judy	Patsch, Rock Island, IL
Susan	Burks, Fayetteville, NY	Jim	Pickens, Gahanna, OH
Walter	Carpenter, St. Marys, WV	Frank & True	Pollock, Winston Salem, NC
Ross & Pam	Carr, Batavia, OH	Dick & Nancy	Prater, Ft. Walton Beach, FL
Bill and Carolyn	Dollens, Franklin, IN	Helen Hughes	Prater, Ft. Walton Beach, FL
Bill & Donna	Dunn, Marietta, OH	Mr & Mrs. Leopold	Regal, Belle Vernon, PA
J. Thomas	Dunn, St. Louis, MO	Bob & Sharon	Reynolds, Memphis, TN
Nina	Faith, Mauckport, IN	Jeff & Walt	Reynolds, Memphis, TN
Michele	Farnsworth, Indianapolis, IN	Margaret	Robertson, Cleves, OH
Kathy	Farnsworth, Ellicott City, MD	Bee & Woody	Rutter, Marietta, OH
R. Dale	Flick, Cincinnati, OH	Fred	Rutter, Lithopolis, OH
Georgie	Franklin, Pasadena, TX	Richard W.	Rutter, Alameda, CA
John & Sharon	Fryant, Maineville, OH	Jim	Schenk, Hendersonville, TN
Dan	Goen, Indianapolis, IN	Jo Ann	Schoen, Corydon, IN
Teri	Goodman, Dubuque, IA	David & Chariot	Smith, Ashland, KY
Bette	Gorden, St. Louis, MO	Lil Prater	Smith, Lakewood, CO
Jerry	Green, Oxford, OH	Joan & John	Spear, Marietta, OH
Shirley	Greenwood, Newport, OH	Jeffrey	Spear, Marietta, OH
Ruth & Butch	Guenther, Ross, OH	Forrest & Dot	Steinlage, Louisville, KY
Barbara	Hameister, Blancheater, OH	Jim & Garnet	Stephens, Marietta, OH
Ike	Hastings, Freeport, IL	Lucy	Stoll, Louisville, KY
Jane	Heeney, Newport, OH	Charles & Jean	Stone, Pt. Pleasant, WV
Allen	Hess, Pittsford, NY	Dr. & Mrs. Martin	Striegel, Louisville, KY
Gayle & Bill	Hindman, Cincinnati, OH	Jerry & Lenora	Sutphin, Huntington, WV
Jim & Shirley	Hubler, Battletown, KY	Gerry	Swartz, Louisville, KY
Bob & Helena	Isfort, Cincinnati, OH	John	Teichmoeller, Ellicott City, MD
Michael & Rita	Jones, Cincinnati, OH	Jo Ann	Timberlake, Laconia, IN
Eugene & Jane Ann	Jordan, Gallipolis, OH	Pat	Trimble, Dawson, PA
Bill & Darlene	Judd, New Rishmond, OH	Mr. & Mrs. Fred	Way, Cleveland Hgts, OH
Doug & Mary	Kelley, Ann Arbor, MI	Jay F.	Way, Cuyahoga Falls, OH
M'Lissa & Rick	Kesterman, Cincinnati, OH	Lew & Paula	Weingard, Tionesta, OH
Carolyn	Kesterman, Cincinnati, OH	Conrad	Weiser, Pittsburgh, PA
Lois F.	Kidd, Manchester, OH	Doug & Janet	Wetherholt, Gallipolis, OH
Yvonne	Knight, Jeffersonville, IN	Rick & Bebe	Wilker, Cincinnati, OH
R. Greg	Litton, Millersport, OH	Gloria	Winters, Cold Spring, KY
Bob	Lodder, Cincinnati, OH	C. J. Sr. & Frances M.	Wisby, Cincinnati, OH
Janet S.	Markle, Charlotte, NC	Allen K.	Wires, Pasadena, TX
David & Maryrose	Martin, Lexington, KY	Diane & Lee	Woodruff, Cincinnati, OH
George & Maxine	McClintock, Pt. Pleasant, WV	John & Mary Lou	Wunderle, Cuyahoga Falls, OH
Charles & Diana	McMahan, New Matamoras, OH	Ann	Zeiger, Cincinnati, OH
Helen	McMahan, New Matamoras, OH		



TOP LEFT: Bette Gorden, St. Louis, Mo.,  
 enjoying a quiet stretch of the river.  
 TOP RIGHT: The 1889 TELL CITY  
 at the Howard Boatyard after receiving  
 LOWER: The W. P. SNYDER JR.  
 at the W.P. Snyder Jr. Museum landing with recent rip-

TOP: There was the prospect of rain when the VALLEY GEM came  
 around the point from the Muskingum to pick up S&D passengers.  
 MIDDLE: Working the hand-operated gates at Devol's Lock as the  
 boat heads downstream; lots of observers and no rain, - yet.  
 LOWER: Helen Prater and good friend Lucy Stoll  
 visiting in the hotel lobby.  
 Photos by Judy Patsch.





Mercantile Library, seems to be  
 aboard the VALLEY GEM.  
 Pilothouse looks to be fresh from  
 restoration by S&D.  
 (18) looks good at the Ohio River  
 Photos by Keith Norrington.

TOP: This isn't the water tower at a brewery in some small town  
 but a peek-a-boo boat at Lock 16, Muscatine, Iowa.  
 MIDDLE: The resplendent DELTA QUEEN approaching Muscatine,  
 Iowa on the Upper Mississippi, September 24, 2002.  
 LOWER: The DELTA QUEEN in the auxiliary chamber at Lock 15,  
 Rock Island, Illinois from Government Bridge. Judy Patsch photos.



## FOX RIVER BOAT PROJECT

### SAVING A STEAMBOAT CABIN and Something of a Mystery

by Dorothy Nimmer

At one time, steamboats were a major mode of transportation in Wisconsin. They brought early settlers, hauled freight - especially wood products which was the basic business/industry - as well as providing business and pleasure passenger service. People depended on steamboats to get to work, doctor and dentist visits and shopping in larger cities. They even transported high school football teams and fans to area games. With the advent of cars, improved roads and rail lines, steamboat traffic faded off almost completely in the early 1920s.

In 1922, one of the steamboats that plied the Fox/Winnebago/Wolf waterways in Wisconsin was pulled ashore in Butte des Morts, not far west of Oshkosh, under the direction of Arden LeFevre, a well-known steamboat captain. Its two-story, 17 by 47 foot cabin was removed to the shore and then encased to create a residence.

The steamboat cabin sat hidden and forgotten until recently when a new owner of the property offered it to the Winneconne Historical Society. A new house was to be built on the site and the steamboat house was to be moved and preserved, or dismantled and destroyed.

(Winneconne is located on the upper end of Lake Butte des Morts which empties into Lake Winnebago at Oshkosh.)

Winneconne Historical Society members learned the steamboat house was truly a "hidden treasure" and felt it should somehow be saved. Jay Martin, director of the Wisconsin Maritime Museum, Manitowoc, and James Draeger of the State Historical Society agreed it was the largest intact artifact left of Wisconsin's steamboat era and recommended the Winneconne Historical Society preserve it as a museum.

A "Save the Steamboat" committee, made up of members from the Winneconne and Winchester Historical Societies and Winneconne Chamber of Commerce, researched the cost and logistics of the move, conducted a public awareness and educational program in conjunction with a fundraising campaign.

This reached into the greater Fox River Valley which shares in the rich steamboating history of the region.

After nine months of "testing the water" and passing several of the owner's extended deadlines for moving, the historical society voted to take the challenge. Moving contracts were signed, permits obtained and utility companies notified of the need to lift or move transmission lines. It took three weeks for the mover to raise and load the 82-ton, 37 by 67 foot structure onto a barge for its final trip on local waters.

With calm winds and little current on October 9, 2001 the 30-minute ride along the lake and up the river to Winneconne went perfectly, - as did the subsequent unloading and two and one-half hour move six blocks down Main Street. to the museum complex. Mild fall weather extended into December and the steamboat boat cabin was on a new foundation by Christmas.

Refurbishing is now proceeding as planned, with volunteers doing as much work as possible. Basic electric service is connected, 28 of the 60 windows have been re-glazed and painted, and with a mild fall, the most deteriorated siding will be scraped, sanded and primed.

Of course, there are some who wonder why a small historical society would consider such a big project. A statement made just before voting to proceed in 2001, summed it up: "Either we accept the challenge or live with regret for giving up a once-in-a-lifetime opportunity." Donations from individuals and businesses raised about \$51,000 to move the "steamboat" to Marble Park, another \$25,000 was required for foundation work and it is estimated about \$100,000 will be required to restore the building. Grants have come from the Oshkosh Area Community Foundation, Alliant Energy Foundation and the Community Foundation of the Fox Valley Region.

The steamboat house story would not be complete without mentioning another pressing goal, often overshadowed by refurbishing, and that is research and planning displays. The big mystery has been which vessel the cabin was taken from and that is a top priority. There are clues and theories but labels on the back of a mirror and the bottom of a drawer, indicate the boat was built in Oshkosh in 1907-08. The best theory is the cabin was

removed from the LEANDER CHOATE, which was lengthened 15 feet and rebuilt for excursion use in 1921, a year before Arden LeFevre brought the cabin on shore.

The LEANDER CHOATE was built at Oshkosh in 1908, 126'x30'x7.2'. She had been renamed VALLEY QUEEN by 1922 and lengthened to 144 feet for excursion service. According to the listing in Steamboats on the Fox River reviewed elsewhere in this issue, the VALLEY QUEEN burned in 1922. There is a postcard of the LEANDER CHOATE on page 112 of the Fox River book - a sternwheel boat without a texas, twin stacks and the boiler deck extending out to the bow. Fortunately, the cabin was useful as a house and has survived for now eighty years.

There are a number of steamboating artifacts known to be in private ownership, several of which have been promised to our museum when it is ready. This offers another challenge to the project which is to be the best of custodians and earn the trust of those with artifacts so they will consider the steamboat house a fitting repository for their keepsakes.

\* \* \*



The LEANDER CHOATE had running water (cold) in the main deck bunkrooms and also on the boiler deck. The corner sink is space efficient and the exposed pipes likewise for the plumber.



October 9, 2001. Steamboat house sails away to Winneconne on Lake Butte des Morts. We can understand why a calm day was necessary, - that's one big lake!

The house/steamboat cabin is on the ground at her new home, being inched over the excavation where the foundation will be built. The entire two-story section is the original LEANDER CHOATE cabin with the peaked roof over the original.

The upper level has two paneled cabins with closets and a connecting lavatory. Lower level, the main deck, has the paneled dining room, galley and bunkrooms. The original outer guard is enclosed in the 10-foot encircling porch.



Here is the sideboard in the dining room on the main deck with the paneled wall showing; the window opens onto the guard. The passageway on the left leads to the galley and bunkrooms.

# America's River

*Celebrating the Past, Embracing the Future*



## **America's River at the Port of Dubuque**

There was much comment at the S&D annual meeting about the BIG project now underway on the Dubuque, Iowa waterfront. The expansive display at the meeting presided over by Teri Goodman, Development Director of the Mississippi River Museum was artistically wonderful and her talk descriptive and enthusiastic but only on-site photographs confirm that this is all happening.

We thank David Tschiggfrie for all of these photos and excellent descriptions

The panorama on the far left shows most - but not all - of the construction site. In the upper left the piers of the railroad bridge are visible and the Star Brewery building and 1,000-seat amphitheater are just out of sight. The new hotel facing the Riverwalk is just over the near red brick, downtown building with the green roof of the hotel's aquatic park showing. The DELTA QUEEN is at the new River's Edge Plaza landing and inside the ice harbor is the Diamond Jo Casino boat at the Iowa Welcome Center building.

LEFT, TOP - Close-up of the Diamond Jo Casino and the DELTA QUEEN outside of the floodwall. The stacks and pilothouse of the dredge WILLIAM M. BLACK show in the foreground; she's been moved from her usual spot because of construction.

LEFT, LOWER - To the left of the hotel, work has begun on grading for the Mississippi Education Conference Center to be connected to the hotel. In the lower left foreground the starboard wheel from the WILLIAM M. BLACK is being restored, to be eventually located in front of the museum. To the right of the paddlewheel the new building for the Mississippi River Museum and Aquarium is under construction.

RIGHT, TOP - View from the DQ's sundeck showing River's Edge Plaza, Riverwalk (still under construction), Waterpark and Grand Hotel, Star Brewery in the distance and the distant Shot Tower between the hotel and the brewery.

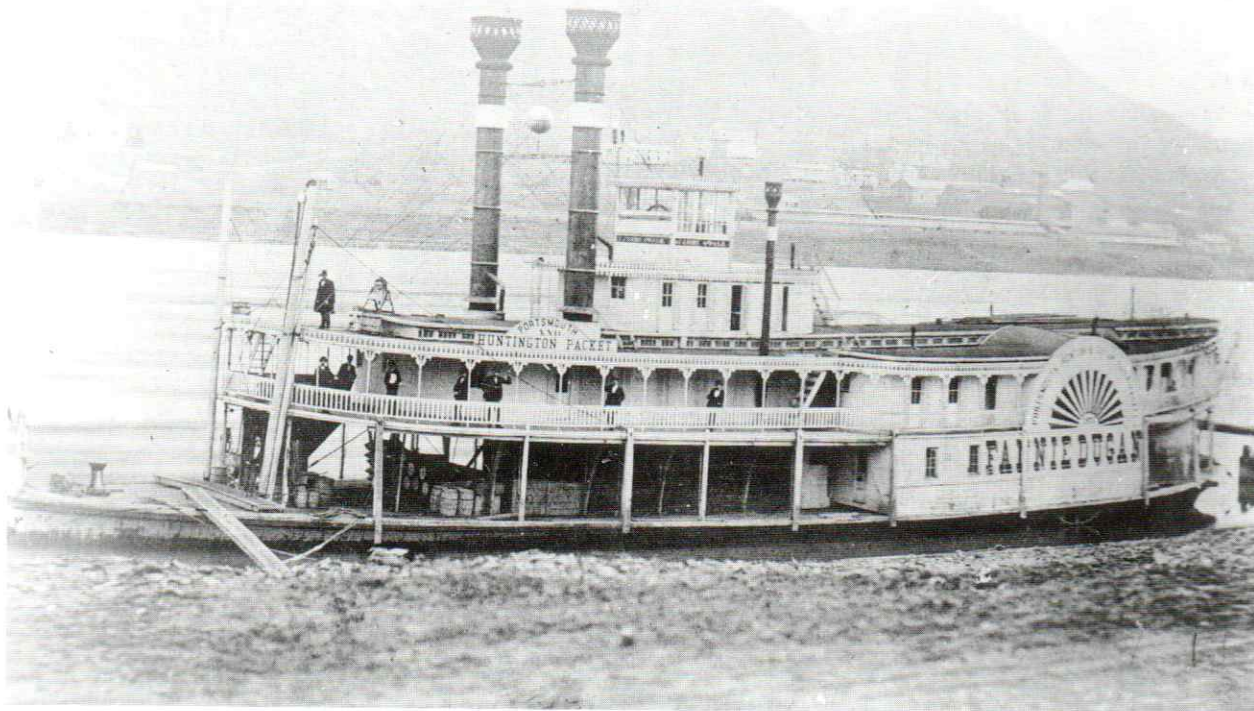
RIGHT, MIDDLE - The MQ landed at the River's Edge Plaza on the outside of the Ice Harbor on September 12. The gate structures for the entrance to the Harbor show how the Mississippi can be closed off when high water or ice conditions require.

RIGHT, LOWER - Close-up of the MQ at the landing, the Diamond Jo Casino boat with the sternwheel excursion boat SPIRIT OF DUBUQUE landed head-in ahead of her. The WILLIAM M. BLACK in the foreground is tied up on the south side of the harbor near White Paper Co.

Telephoto photos were taken from the observation deck of the Fourth Street Elevator, - or incline for Pittsburgh readers.

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**FANNIE DUGAN (1883) was built at Portsmouth, Ohio, 1872, for the Portsmouth-Huntington daily trade. Here at Ironton landing when new.**

## **THE FANNIE DUGAN GOES TO FLORIDA**

### **An Ohio River Steamboat Comes to the St. Johns, 1882**

**By Edward A Mueller**

In our June issue we printed the entertaining story of the trip of the sternwheel packet *BIG SUNFLOWER* from Pensacola, Florida around to Jacksonville on the east coast. Another Western River steamer was also making that somewhat hazardous trip in the summer of 1882 and at Biscayne Bay (Miami), on July 28, the sidewheel *FANNIE DUGAN* hove into view from the south and joined the *BIG SUNFLOWER* for the last laps to Jacksonville.

We are pleased that Ed Mueller, Jacksonville, FL has provided the follow-up story of the *FANNIE DUGAN* (1883) including the circumstances which brought so far from her home port of Portsmouth, Ohio. Ed.

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#### **THE 1882 TRIP OF THE FANNIE DUGAN**

In the early 1880s, steamboat activity on the St. Johns was at its zenith. The DeBary-Baya Merchants Line, the People's Line, The Post Line and others ran steamboats on the St. Johns River -many going to Palatka and Sanford from Jacksonville, while others were on local routes, often serving as commuter-type vessels. Almost all of these vessels could be characterized as being of the Eastern Steamboat type -having a sharp bow, one stack, sidewheels, a round or square stem, with cabins extending from extreme edge to extreme edge.

Because of the interest and possibility of making money in the steamboat business on the St. Johns River, some operators in Jacksonville were thinking of trying Western River steamboats. Due to the advent of railroads in the Midwest, more of such steamboats were available than had previously been the case. Western Rivers steamboats were characterized by blunt bows, a plentiful number of staterooms and good cargo capacities. One such steamboat that was apparently available was the *FANNIE DUGAN*. She had had a substantial career on the Ohio River for many years and late in life was brought to the St. Johns and had a second career there.

This account starts with the bringing of the *FANNIE DUGAN* to her new life in Florida. Two partners in steamboat operations in Jacksonville were the prominent merchants Jacob R. Tysen and Charles B. Smith, doing business as Tysen and Smith. They had been in business for several years selling bulk items such as fertilizer and building supplies and were involved as agents and operators of local steamboats. Their wharf, located on Bay Street at the foot of Ocean Street was used to dispatch vessels to various river destinations.

In 1880 Tysen and Smith had built a steamboat, the *CITY OF SANFORD*. This vessel, which had been constructed in Jacksonville using the machinery of the former Jacob Brock-owned *HATTIE*, burned in late April, 1882 with the loss of several lives. She had been a combination passenger and freight vessel with overnight accommodations and was usually employed on a Jacksonville to Sanford route.

A few months after their loss, by the summer of 1882, Tysen and Smith had recovered sufficiently to try and find another steamboat and to enter into business again. They chose an Ohio River vessel, the *FANNIE DUGAN*, which had



been built in 1872 in Portsmouth, Ohio by Captain John McAllister. The steamboat was named for the striking auburn-haired daughter of Thomas Dugan, president of a Portsmouth, Ohio bank. Captain John McAllister, a Springville, Kentucky resident, had started building the steamboat in the fall of 1871. Prior to this he had been owner of the Ohio River vessels JONAS POWELL (3137) and MOUNTAIN BELLE (4051). After completion of the FANNIE DUGAN in 1872, he became her captain and served briefly on her until his death at age 48 in early November, 1872.

John McAllister had left the FANNIE DUGAN to his widow, who placed Captain John's brother, Jack, in charge. Frank Morgan, who was a clerk and part owner on the FANNIE DUGAN, sold his interest and built the CITY OF PORTSMOUTH (1125) in partnership with Capt. William Stricklett. This vessel was in competition with the FANNIE DUGAN in the Portsmouth-Huntington trade causing one of the local steamboat wars. Women of one of the Portsmouth churches made a huge silk flag and it was to be given to the boat winning a popularity contest. Votes in the contest were sold for one dollar each and crews and friends of the two boats worked hard to win the contest, selling votes up and down the river. One Kentucky man reportedly bought 50 dollars worth of votes for the FANNIE DUGAN! When the votes had been counted, FANNIE DUGAN had won the flag, which flew from her jack staff. After the contest was over, the CITY OF PORTSMOUTH was sold to the White Collar Line, Cincinnati and placed in the Cincinnati-Augusta and Higginsport trade.

FANNIE DUGAN was 165 ft. long, 28 ft. wide and had a 4.8-foot depth-of-hold. The overall width at her sidewheels was 48 feet and reportedly she had a handsome saloon, 120 feet long, with 30 staterooms. Her engines were non-condensing, 14s-58 in. stroke; two boilers 24 ft. by 40 in. diameter and allowed 135 psi. steam pressure. In 1876, Mrs. McAllister consolidated her steamboat interests with the Bay Brothers and they formed the Portsmouth and Pomeroy Packet Company. FANNIE DUGAN ran Portsmouth-Pomeroy until she went to Florida.

Tysen and Smith dispatched two Florida river captains north to buy a Western River vessel. There were two vessels under consideration for this purchase; one being the FANNIE DUGAN and the other was the similar sidewheel CHESAPEAKE (0997). The latter was slightly smaller at 151.8x26x4.4 ft. with engines 14s-4 ft. stroke.

Capt. Ellis Mace wrote a book in 1944 titled, River Steamboats and Steamboat Men which is a lively recitation of his long life on the Ohio River packets, towboats and ferries. Capt. Mace's book, self-published, has some typos here and there and, in other places, inadvertent misstatements but his style is straightforward and occasional slips can usually be detected. Mace had been the Postal Clerk on the FANNIE DUGAN and was the watchman at the time she was sold south.

His book reports some interesting incidents that took place shortly before the DUGAN was sold but not all of the details are easily followed or directly pertinent to this story. Author Mueller quoted much of the book's account in his FANNIE DUGAN story, however, the Editor has chosen to use Capt. Mace's shorter version given in his letter of uncertain date sent to the *Huntington Herald-Advertiser*. We solicit your indulgence. Ye Ed.

Editor, Herald-Advertiser:

One Sunday morning in 1882 Captain Walker and Captain Tucker from Jacksonville, Florida, came up the Ohio River on the Cincinnati and Pittsburgh packet EMMA GRAHAM. They landed at Portsmouth where the steamer FANNIE DUGAN was tied at the lower end of the wharfboat. These men were looking for a small packet boat to buy; they saw the FANNIE DUGAN and asked for the owner.

Captain Will Bay was at the wharf and they asked him if he would sell the DUGAN. Captain Bay said, "Yes, if I can get my price." He told them the price. Captain Walker got off the EMMA GRAHAM at Portsmouth to make the trip on the FANNIE DUGAN while Captain Tucker went on to Gallipolis so he could get on the CHESAPEAKE, due at Gallipolis at 5 P.M. Monday. The FANNIE DUGAN left Portsmouth at 5 A.M. Monday and she was due at Gallipolis at 5 P.M.

These two steamboats were built alike, same size and power. Captain Walker on the DUGAN said he would buy the fastest boat so Captain Bay stopped at Hanging Rock coal yard and loaded the coal box on the DUGAN with nut coal. This kind was the best for steam. When we came in sight of Gallipolis the CHESAPEAKE was at the wharf. When we landed she turned loose and so did the DUGAN and the race was on.

At Point Pleasant we were side by side. Our engineer told his fireman that he wanted some extra steam, and that he would pass the CHESAPEAKE when the steam was right. He ordered his striker to stand by until he was ready to raise levers (to go to full stroke on the engines). The engineer gave the signal and the FANNIE DUGAN passed by the CHESAPEAKE and was sold to these (Florida) men.

The next day at Portsmouth another crew took charge and the FANNIE DUGAN, a steamboat loved by everyone that knew her, turned down the river on her way around the Gulf to the Saint Johns River. The old crew, who loved that boat, stood and watched her go out of sight with their eyes well filled with tears.

This boat was named for the daughter of Thomas Dugan, president of a Portsmouth Bank.

CAPT. ELLIS C. MACE,  
Proctorville, Ohio

She was sold, - and the purchase price was either \$8,000 or \$10,000. The FANNIE DUGAN was sent to Covington, Kentucky to have two fore-and-aft bulkheads installed the entire length of her lower deck for her journey to Florida. The steamboat had cost about \$30,000 when new some ten years before.



Before leaving on June 23rd for New Orleans, the vessel advertised for freight for New Orleans and points in between. William Underwood was engaged as river pilot and Roderick and William F. Moore were engaged as engineers and given a year's contract. FANNIE DUGAN reached New Orleans on June 30th at 7:15 p.m. Then the critical part of the delivery trip started.

The trip to New Orleans had been without incident but the trip to Jacksonville was indeed to be a hazardous experience. Departing New Orleans on July 5, 1882 FANNIE DUGAN had to traverse the Gulf of Mexico, down the west coast, through the Florida Straits and then northerly along the Atlantic coast to Jacksonville. The flat-bottomed boat stayed as close as possible to the shore and frequently put into coastal areas for supplies and minor repairs before arriving at Jacksonville on August 6. (Readers may want to reread the account of the trip of the BIG SUNFLOWER in the June issue to refresh the details of traveling on the Gulf and Atlantic in an Ohio River steamboat with its high stacks.)

Upon the DUGAN's arrival, the *Jacksonville Daily Union* of August 8th stated, "She presents a somewhat dilapidated appearance on account of the effect of salt water on the paint and the loss of planking in several places. She will be thoroughly overhauled, repainted, re-carpeted and refurbished before going on her route between (Jacksonville) and Sanford." The trip had been arduous indeed and the vessel had survived but only after absorbing considerable punishment.

Tysen and Smith augmented their ownership by bringing in G. E. Wightman and Windle W. Smith, son of Charles B. Smith. It took most of August to get the FANNIE DUGAN ready for service but she was finally advertised for her first upriver trip on August 29th. The schedule called for her to leave the Tysen and Smith wharf, foot of Ocean Street on Mondays and Thursdays at 1 p.m. She would connect with railroads at Palatka, Astor and Sanford. At the latter place she also connected with steamboats for Lake Jessup, Salt Lake and Rockledge.

Newspaper accounts through the next several weeks indicated that she had good freight and passenger service through the month of September. Supposedly, she was

returning 10 percent on her cost. Unlike most other steamboats then on the St. Johns, FANNIE DUGAN's staterooms opened both on the inside facing the saloon and on the outside facing the guard and railings.

Captain John F. Rhoads was the usual master found on the FANNIE DUGAN. He had been the initial master on the CITY OF SANFORD but another skipper was in charge of her at the time of her disaster. By December, FANNIE DUGAN was making Monday, Wednesday and Friday departures from Jacksonville and had also acquired a "running mate"; the JENNIE LANE would make Tuesday and Thursday departures for Sanford.

The JENNIE LANE was the name given the aforementioned BIG SUNFLOWER (see June issue, page 24) following her rebuilding at Jacksonville in the fall of 1882. To recap briefly, independent-minded Captain Thomas Ravenel Payne, anxious to improve his lot, had decided to get more involved in the St. Johns steamboat business, had found the Western Rivers-type steamboat BIG SUNFLOWER (0622) at Pensacola and purchased her. She was primarily a freight boat and had spent several years in the Red River trade out of New Orleans before being offered for sale. Ironically, she had left Pensacola on July 6, one day after the FANNIE DUGAN left New Orleans, and also took a month to get through the Gulf of Mexico, around the tip of Florida and up the Atlantic coast to Jacksonville. Along the way she had met the FANNIE DUGAN at Biscayne Bay but managed to get to Jacksonville a few hours before the DUGAN on August 6.

Captain Payne wanted to provide 26 staterooms and a large saloon and he was busy doing this construction in Jacksonville for the rest of the summer and early fall of 1882. Along the way her name was changed to JENNIE LANE. Each of the boats needed running mates so, at least for advertising purposes, the DUGAN and the LANE ran as a pair but were under different ownership and operated competitively.

Starting at the end of 1882 and the early part of 1883, steamboat competition on the St. Johns was severe so the FANNIE DUGAN and JENNIE LANE countered stiff opposition with a rate reduction. Starting in January, 1883 a one-way cabin fare rate of \$3.50 from Jacksonville to Sanford was offered; for \$5.00 meals would be included. A round trip was \$8.00 including meals and stateroom. FANNIE DUGAN had a good January and, except for repairs during the year, ran for most of 1883.

In early fall, November, 1883, Charles B. Smith looked into running his FANNIE DUGAN from Savannah to Augusta, Georgia on the Savannah River. However, the state of the river was such as to discourage further action on this project.

In early December, 1883, the DeBary-Baya steamboat FREDERICK DE BARY burned at her Jacksonville wharf. Commodore William Watson of the DeBary-Baya Line arranged to have the iron-hulled FREDERICK DE BARY boarded up and towed to Wilmington, Delaware for rebuilding. Six days after the fire, Watson chartered or purchased the FANNIE DUGAN, intending her for service with his line.

The FANNIE DUGAN received minor repairs and refurbishment and then was placed into service for the DeBary-Baya Line. Later on, after the winter visitor season was over, the Line arranged to have her completely remodeled and refitted for the next winter season. In June, 1884, her

appearance was completely changed by the work done in Jacksonville and she reappeared with only one stack and looked more like an Eastern steamboat than the original Western Rivers steamboat she had once been. The usual captain on the boat was now W. G. Lee.

In early December, 1884, the FANNIE DUGAN arrived in Jacksonville carrying a wounded deckhand taken off of the PASTIME. The deckhand had objected to working when ordered to, had cursed a watchman and showed a knife. The watchman drew a horse pistol loaded with buckshot and discharged the gun into the deckhand's thigh that, of course, disabled him. The deckhand was transferred to the Marine Hospital in Jacksonville.

The railroad parallel to the St. Johns River, the Jacksonville, Tampa and Key West, was finally completed to Sanford in early 1886. This was the event that brought the prosperous days of steamboating on the river to an end. The DeBary Line disposed of many of its vessels, the FANNIE DUGAN among them.

There are two accounts of FANNIE DUGAN's demise. One is that she was broken up in late September, 1886 in Jacksonville. The other is that she was laid up in a backwater of the St. Johns near DeBary, north of Sanford, and allowed to rot away. Supposedly some of her wood hull timbers were found a century later and are on exhibit in the Seminole County Museum. Perhaps contradicting this is the fact that the DeBary Line's GEORGE M. BIRD was also abandoned around the time as the FANNIE DUGAN and it may be her remains that were found and that are on display.

A metal shaft, described as a crankshaft of the FANNIE DUGAN is on display at the Blue Springs State Park, located off U. S. 17/92 in Orange City and a photo of the boat as she was on the Ohio is also on display there. The shaft was formerly located at the DeBary Hall mansion near DeBary, Florida and was taken from there to the Blue Springs site.

An Irish pub named "Fannie Dugan" was in existence for many years in Jacksonville Beach. It was located on Beach Boulevard near the Intracoastal Waterway. It had a large mural photo of the FANNIE DUGAN as a behind-the-bar decoration. The building was demolished a few years ago.

Then, no less an authority than Fred Way says that he saw the remains of the FANNIE DUGAN near Enterprise in 1922 and that her bell had been placed on the CITY OF JACKSONVILLE. No one seems to know the fate of the bell of the CITY OF JACKSONVILLE; she made her last river trip for the Clyde Line in 1928 although she might have run for others for a time. The ship was ultimately burned in 1953, but her bell was long gone before that.

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But we do know the fate of the Fannie Dugan with auburn hair whose name graced the boat. Friend Bill Glockner of Portsmouth, just coincidentally with setting-up this story, sent in the letter which the late Capt. Ellis Mace had sent to the *Huntington Herald-Advertiser* more than fifty years ago. And with it a recent photo of the real Fannie Dugan's tombstone in Greenlawn Cemetery, Portsmouth:

FANNIE DUGAN  
1853-1885  
Beloved Wife of  
James C. Adams

Just another lucky day in the life of an editor!

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## RIVERMEN OPPOSED THE BALTIMORE & OHIO RAILROAD BRIDGE AT PARKERSBURG

The B&O Railroad reached the Ohio River at Wheeling and Parkersburg prior to the Civil War but it was not until 1869 that work commenced on construction of the bridges at Bellaire (near Wheeling) and Parkersburg. The U.S. Congress had passed an act in 1862 which required bridges built on the Ohio above the mouth of the Big Sandy River to have 90 feet of clearance above low water and not less than 350 feet between piers. The following item appearing in the *Parkersburg Sentinel*, of January 28, 1869 expresses the opposition by steamboat interests to the bridge:

From *The Washington (D.C.) National Republican*.

"The Baltimore and Ohio Railroad  
on another 'lay.'

I learn that great feeling exists among those known as 'river men' on and about the Ohio, with reference to efforts on the part of the Baltimore and Ohio Railroad Company virtually to break up the navigation of the Ohio River by steam. These efforts are involved in that company's persistent efforts to bridge the Ohio at Bellaire and Parkersburg with bridges of but three hundred feet spans, instead of five hundred feet spans, which the steamboating interests in that quarter contend are necessary, if the river is to be bridged. The United States Senate passed a bill for the protection of the steamboating interests, making it obligatory on the company to use the five hundred feet spans, - which the railroad company managed to smother in the House.

The Company in the meanwhile has been pushing the construction of the bridges of the smaller span. The Post Office Committee have a bill directing the work to be suspended until a survey and report upon it can be made by the United States Engineers showing whether the smaller spans will not virtually destroy the navigation of the Ohio River by steamboats; a matter of much greater public interest than the improvement of the Baltimore and Ohio Railroad's connections by substituting bridges for steam ferries across the Ohio. The railroad company is fighting this bill now before the Post Office Committee by all conceivable means.

Congress, without knowing precisely what they were about in so doing, some time since made three prospective bridges 'post routes' which fact the company is using by way of justifying their prosecution of the work so as to get it finished if possible before the Post Office Committee's bill can finally be disposed of."

The stone for the first pier of the bridge was laid July 9, 1869 and the bridge opened for the first train January 9, 1871. The clearance on the channel span was 326.5 feet - as it is today. Who got the money?

The Parkersburg Bridge and the one at Bellaire have been the bane of pilots since they were built.

Thanks to John King for the clipping.

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## THE RED RIVER VALLEY, BONANZA FARMS AND THE GRANDIN BROTHERS

In our last issue, following up on the portfolio of Red River of the North steamboats which played a large part in developing that country, we strayed into agriculture and opening the fertile Red River Valley to wheat farming on a very large scale. On page 15 of the September issue we told something of the development of these "bonanza farms" and the photographs of them taken by F. Jay Haynes. The Grandin spread was one of the largest and Haynes made a lot of photographs for the owners including a number of Grandin Line boats and elevators and barge loading docks along the Red River for shipping grain by river.

These Grandin brothers were mentioned as being from Tidioute, Pennsylvania, now a very small village up along the Allegheny River in Warren County but during the oil boom in the area during the last half of the 19th century it was busy place. We wondered about the source of the Grandin wealth - oil, lumbering or what - and how they became big farmers in North Dakota.

Reader Chase Putnam of Warren, PA responded with a copy of the Warren County Historical Society publication *Stepping Stones* of September, 1966. The featured article is about Tidioute and supplies the answers to our questions. The following is an abbreviated version of the article about Tidioute and pertinent to the Grandin family's bonanza farm fame way out in North Dakota..

### TIDIOUTE RETAINS PATINA OF DAYS WHEN OIL WAS KING

by  
W. F. Clinger

Of all the towns in the Pennsylvania oil region Tidioute remains distinguishable. Many of its buildings built in the booming days of the Sixties and Seventies along Main street beside the river are much the same as when oil suddenly lifted a backwoods village into a world-famed liquid gold Mecca. If Titusville was one hub of oildom, Tidioute was the hub of another wheel.

Pithole, Petroleum Center, Pleasantville, Fagundus and Edenburg, all rising

contemporaneously, have faded completely or been so altered by time and fire that they are no longer recognizable as being important in the development of the oil industry. Tidioute, on the other hand, has a semblance and air of past glory; something like an ancient, rouged actress retired from the center of the stage.

Among the wooden buildings along Tidioute's Main Street can be found remnants of one-storied, false-fronted structures distinctive of pioneer days. Interspersed with them and rising above their plain of mediocrity are five brick blocks constructed when Tidioute and its environs had a population of five thousand and more money in its economic stream than all of the remainder of Warren County.

Before the discovery of oil in 1860 when Tidioute became really affluent and famous, it was a village where lumbering was the main occupation. Its river valley and surrounding hills were not suitable for farming except where cultivation of the land could be carried on in conjunction with logging and rafting.

The Indians knew of the oil springs in the Tidioute area and used the oil which rose to the surface to mix some of the paints they used for body decoration. Up Gordon Run is the spring, still iridescent with oil, where J. L. Grandin and H. H. Dennis drilled a dry hole early in 1860. It was on land known as The Wallace Tract that the first successful well was drilled for oil in Tidioute - the King and Ferris well - located on the river at the mouth of Gordon Run opposite Tidioute Island and opposite the Point..

In 1860 Samuel Parshall sold his 500 acre Wallace Tract to Samuel Grandin in 1860 and he found nothing but riches in the Wallace Tract. He organized the Tidioute and Warren Oil Company which produced oil for nearly a hundred years. According to J. J. McLaurin, this company paid out \$1,200,000 in dividends on a capital of \$10,000 in eight years.

Oil from the first wells at Tidioute was barreled and in boats, hauled up the river (about 16 river miles.) by horses and steamboats to Irvineton where it was loaded on the Sunbury and Erie Railroad cars. Later, barges filled with barreled oil were taken to Oil City and on to Pittsburgh.

In 1866 J. L. and E. B. Grandin built a pipeline from Dennis Run to Titusville which over the years, particularly after the advent of their brother-in-law Adnah

Neyhart in the business, became an important factor in the development of the Tidioute area. The Tidioute Pipe Line office still stands on Main Street and is now the V.F.W. hall.

Across the street, and until not too many years ago, stood the three story brick building known as the Grandin Opera House which also held the offices of the Grandin Brothers Bank. Jay Cooke, one of the country's best known bankers and financiers at the time of the Civil War, failed in 1873 as a result of railroad speculation. Thousands of acres of undeveloped land in North Dakota had come to Jay Cooke as his share in financing the Northern Pacific R.R. and this was held by the Grandin Brothers Bank as collateral on loans to Cooke. When Cooke went broke the Grandins naturally foreclosed on the land and then went about finding a way to make it pay.

This vast holding was part of the government subsidy to encourage railroad construction in the west. It had never been profitable for Jay Cooke but the Grandins made it so; they opened it up for wheat farming and operated on a scale hitherto unknown. They were fore-runners of the great farms that now operate in the West and were the pioneers of the Red River Valley.

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There is much more interesting material in W. F. Clinger's story about Tidioute but we now know how the Grandin brothers came to be in North Dakota and operators of a farm of some 40,000 acres.

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### THE NORTHERN PACIFIC R.R. AND THE CONCEPT OF LARGE SCALE FARMING

Some of the history of how the concept of farming on such a large scale came about is interesting and we quote from the book, *Following the Frontier with F. Jay Haynes* by Freeman Tilden:

"When Congress granted a charter to the Northern Pacific, it allotted no money for construction. It did grant land amounting to forty sections to the mile. The stock of the railroad, when issued, was convertible into land, and after the Northern Pacific collapse of 1873, great parcels came into the hands of the large investors. Among these were the Grandin

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## GRANDIN & RED RIVER CONT'D. -

brothers of Tidioute, Pennsylvania, the Cheneys of Boston, George W. Cass of Pittsburgh and some of the European speculators who had put money into the enterprise.

Now, what was bonanza farming, and who was Oliver Dalrymple, about whom so much was written at the time but whose impact on later historical literature of the Northwest frontier was, curiously, so negligible? It was James B. Power, the tireless land commissioner of the Northern Pacific, who discovered Dalrymple. Power was behind the master stroke that lifted the troubled railroad out of the slough - at least temporarily, for it had a long way to go yet to achieve full solvency and yield a profit. Power realized that the railroad might be a dead dream before its immense landholdings could be settled on the basis of small tracts. The settlers who had come were courageous and industrious, and no doubt the struggle with poverty can sharpen the character. But the going might be just too hard.

At the request of the Northern Pacific, Dalrymple had gone on horseback over some of these valley lands, sampling the clayey silt topped with a mat of cured grass. 'If these lands aren't worth at least twenty-five dollars an acre,' he had reported, 'I'm no judge.' He was not overstating the case, even in terms of the dollar of his time.

This marvelously rich lake bed, not inaptly compared with the Nile Valley, was just not adapted to small-acreage farming. It had to be cultivated on a grand scale and by machinery that the poor settler could not afford or use effectively. Oliver Dalrymple, then, was a 'demonstrator' the Northern Pacific brought in to show what could be done. He was an expert grain farmer who had planted three thousand acres of his own in Washington County, Minnesota, and he was using the most modern mechanical equipment then available."

Mention is made that the U.S. gave the Northern Pacific (and other railroads, too) forty sections for each mile of railroad built. A section in land measurement is one square mile or 1/36 of a township so the railroad accumulated more than the area of a regular township for each mile of track; there was lots of land to sell and develop. Farming on an industrial scale produced a net profit for the Grandin brothers of about \$75,000 in 1879

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## THE BONANZA FARMS AND THE RED RIVER

Capt. Bill Bowell, Padelford Packet Boat Co., St. Paul was another reader who took interest in our story about the Red River of the North. Bill found a book titled, The Day of the Bonanza by Hiram Drache published by the North Dakota Institute for Regional Studies in 1964. He supplied extracts dealing with the Grandins and how they came to accumulate so much Dakota land and a boat line.

In 1873 the Northern Pacific Railroad was in a bad financial bind and the interest burden on its debt made it unable to raise money for more construction. The land grants remained undeveloped and therefore badly needed a plan to minimize the depreciation of its bond and stock values. James B. Powers, Land Commissioner for the railroad had a plan which was instituted when the company was unable to make interest payments on its bonds or dividends on preferred stock on January 1, 1874. This set the stage for serious interest in the vast land holdings of the railroad on the part of those who were holding the bonds or stock, - land in place of their paper which was dropping rapidly in value.

The plan: The \$100 face value bonds had fallen to twenty (20) cents but could be exchanged for land at \$110. James Powers had the view that large, specialized farms could succeed where the small landholder couldn't afford the capital to develop a one quarter or half section (160 or 320 acres) farm. When the Northern Pacific was reorganized in September, 1875 the mortgage bonds and preferred stock of the old company were exchanged for the new and also made convertible for land at the \$110 value. The railroad had 743,941 acres to sell or exchange.

We quote from, The Day of the Bonanza:

"The Grandins secured their farm under most unusual circumstances. They lived in Tidioute, Pennsylvania, where they were active in lumber, oil and banking enterprises, but had no money invested in the Northern Pacific. However, Jay Cooke and Co. had borrowed from the Grandin bank and when Cooke's firm closed its doors, the Grandins were left holding an \$88,600 note. Cooke offered to settle for ten cents on the dollar or give the Grandins \$60,000 face value in Northern Pacific bonds which, after 1875, were converted to preferred stock. By taking the bonds and exchanging them for land, the

Grandins had a chance to realize full recovery on their loan. However, with their other extensive holdings, they were not willing to get into farming unless it proved profitable and not too time consuming. It was decided that before they would take Cooke's railroad bonds, John L. Grandin should go to Dakota to determine the value of the land."

John Grandin went to west in May, 1875 and in Fargo met Col. H. S. Back, a realtor and boomer (speculator) who had knowledge of the land throughout the valley. Grandin was soon convinced that the land would grow wheat - lots of it - and he and Back received permission from the office of the Department of the Interior in Moorhead, MN to measure off thirty-six sections of railroad land. Grandin also bought four sections of public land at \$2.50 per acre using Sioux scrip to make an original purchase of near 26,000 acres. When he got back to Tidioute he learned that the price of the preferred stock had dropped from \$22 to \$10.50 so bought 1,000 shares and wired back to Oliver Dalrymple (originator of the bonanza farm concept) to buy more land farther north on the Goose River.

The land which Grandin purchased now totaled 41,764 acres at a cost of \$3 per acre. The Grandins later purchased land at a cash cost of \$0.43 an acre and in 1877 bought some more at \$0.16 per acre. The Grandins from Tidioute ("Tiddy-oot") had the largest bonanza in the Red River Valley, eventually over one hundred sections, and most of it came from the Northern Pacific.

The Grandin Farm owned four miles of frontage along the Red River and made good use of steamboats and barges to move grain from its elevators to the railroad at Fargo-Moorhead. We quote again from, The Day of the Bonanza:

"The Grandin Line was well known on the Red River. When the boats were not busy hauling wheat or supplies for the farm, they served the public by carrying freight between Winnipeg and Fargo. The Fargo *Daily Argus* carried many advertisements and news items about the business of the Grandin Line. Every time one of the boats came to Fargo with wheat the day's receipts were from 9,000 to 14,000 bushels larger than a normal day's run. The J. L. GRANDIN, which had the distinction of being the first Dakota-built and owned steamer, went into operation

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**GRANDIN & RED RIVER CONT'D. -**

April 27, 1878 and had the largest tonnage displacement of any of the vessels used on the Red River. The Grandin Line employed sixty boatmen and laborers and in its first year of operation transported 1,500 passengers and 12,000 tons of freight, mostly machinery and grain. Its gross revenue that year was \$135,000.

Beside the J. L. GRANDIN, the Grandins also operated the PLUCK and the ALSOP. In addition to the steamboats, they had four barges. All of their business was shipped to Fargo where they had a 50,000 bushel elevator, for trans-shipment to the railroad. In 1881 the steamboats and barges brought 250,000 bushels of wheat into Fargo and of this 150,000 bushels came from the Grandin Farms."

Just to finish up the story of the bonanza farm phenomena, markets and employment of capital changed and within twenty years the owners were selling. Most of the big spreads had been divided by WW-I and the last piece of Grandin Farms sold at a two-day auction in 1920. But, the buyer defaulted so in 1923 the Grandin family had the land back and, under various arrangements, the Grandin name was connected with it until 1946.

**A LIST OF RED RIVER BOATS**

PIONEER/ANSON NORTHRUP, 1861  
INTERNATIONAL, 1860,

J.C. Burbank Co./Red River Trans.  
SELKIRK, 1871, Red River Trans. Co.  
DAKOTA, 1872, " " " "  
ALPHA, 1874, " " " "  
CHEYENNE, 1874, SW, " " "  
MANITOBA, 1875, b. Moorhead, MN  
MINNESOTA, 1875, b. Moorhead, MN  
J. L. GRANDIN, 1878, Grandin Line  
PLUCK, 1880, SW, Grandin Line  
ALSOP, ? , Grandin Line

This list has been extracted from the book, *The Day of the Bonanza* and is not claimed to be complete.

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**MORE ON BONANZA ERA**  
**The Days of the Bonanza** has a fine bibliography of sources used by the author. Extensive material is found in the North Dakota Institute for Regional Studies, North Dakota State U., Fargo, ND 58102.

**CRUISE SHIP DEAL COULD TORPEDO TITLE XI**

From, *The Marine Log*, Sept., 2002:

The apparent "solution" to the problem of the two partially built Project America cruise ships could mean more troubles for the battered Title XI ship loan guarantee program. In August Northrop Grumman Corp. said that it had reached an agreement to sell all structures and material associated with the Project America cruise ship program to Norwegian Cruise Line. Under the agreement, NCL will take possession by Sept. 30 of the nearly half complete first ship and all associated equipment and materials as well as material acquired by Northrop Grumman for a planned second ship.

Neither Northrop Grumman nor NCL disclosed what price had been paid in the deal. One Norwegian newspaper has put a figure of \$30 million on the transaction. But *Marine Log* has heard from one reliable Washington source that the total is just \$23 million dollars; \$14 million for the part completed ship and \$9 million for the materials for the second. According to our source, all MarAd will see of this is whatever is left of the \$14 million after Northrop Grumman deducts its charges for completing the first ship to towability. The taxpayers loss on the two ships will be substantially in excess of \$100 million. If these numbers are indeed correct, we can expect opponents of Title XI, notably Senator John McCain to be unmerciful.

The Bush administration tied to zero the program out in its Fiscal Year 2003 and shipbuilders have been looking to Congress to come to the rescue."

Thanks to Bill Judd for the clipping.

The foregoing refers to the grandiose plans of American Classic Voyages, late parent of our favorite Delta Queen Steamboat Co., to introduce very large and modern cruise ships to the Hawaiian market in place of the aging INDEPENDENCE. Also in the grand scheme, you will recall, was expansion to the coastal cruising scene with two boats named "LIGHT" using low interest Federal loans under the Title XI program. There were also loan defaults in connection with the coastal boats and Delta Queen

Steamboat Co. boats with the following foreclosure sales reported briefly in previous issues of the *Reflector*.

But, at least the three river steamboats have apparently come back into sensible hands and the M.Q. and D.Q. are again out and running. We hope that the reception to the Delta Queen Steamboat Co. efforts during the year just past has been encouraging to the new owners, - we look forward to seeing the big A.Q. running again in the spring.

And as to the fate of Title XI we'll have to wait and see if Congress recognizes the lesson from the failure of American Classic Voyages. Paraphrasing that great orator Senator Everett M. Dirksen (1896-1969), "\$100 million here and \$100 million there and pretty soon you are talking real money." That was OUR money!

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**DELTA QUEEN MENDING FENCES**

*Cincinnati Post*, Oct. 9, 2002

"The Delta Queen Steamboat Co. has launched a national advertising campaign designed to attract new customers and mend fences with some of the people who lost money when the previous owners went bankrupt."

"Besides customers who lost money when they pre-paid for cruises, travel agents lost commissions and had to deal with angry customers who blamed them for the collapse of America Classic Voyages which owned the DELTA QUEEN, MISSISSIPPI QUEEN, AMERICAN QUEEN and five other boats."

'A lot of people got hurt,' said Tom Carman, COO of the Delta Queen Steamboat Co. Carman said about 20,000 people were affected last year when the company filed for bankruptcy and shut down most of its cruises.

Its new owner is Delaware North, a \$1.6 billion corporation whose holdings include the Boston Bruins hockey team in the NHL and Sportservice, the stadium concessionaire."

Thanks to Dale Flick for the clipping. Rebuilding customer confidence will take time and effort but the new owners are trying and we wish them success.

See your travel agent or call -  
1-800-308-1692.



#### DELTA QUEEN SAILS AGAIN!

August 26, 2002, 7:35 p.m. and the DELTA QUEEN leaves the New Orleans wharf on her first trip under Delaware North ownership. She's all painted up and looks as bright as a new penny. Judy Patsch, photographer, was on hand to catch the moment.

BELOW, LEFT, are Capt. Mike Williams, Riverlorien Karen Malloy and lecturer Doc Hawley.



ABOVE, gathered in the Texas Bar for a pre-sailing photo are Tony Mathews, Delaware North; Peggy Gessler, passenger; Judy Patsch; Richard Stevens, Delaware North President; Jane Greene; Tom Carman, Chief Operating Officer, Delta Queen Steamboat Co.

LEFT, the NATCHEZ approaches just before leaving time to offer the DQ a send off with Debbie Fagnaro playing "I Ain't Done Yet" and "Happy Birthday" on the calliope. Good Sailing!

## - BOOK REVIEWS -

## COME HELL OR HIGH WATER

A Lively History of  
Steamboating on the  
Mississippi and Ohio Rivers

by Michael Gillespie

This book is a compilation of stories concerning the development of the steamboat - from Robert Fulton to the end of the 19th century - and from a wide range of sources. The major subjects are loosely collected into three sections: Part I, "Vessels and Navigation;" Part II, "Crew and Passengers;" Part 3, "Fast and Furious," relating to racing, disasters and the Civil War.

The author of this anthology has chosen his accounts well but there are a few instances where perhaps the original sources were guilty of some questionable reporting. The account of Henry Shreve's WASHINGTON of 1816 attracts scrutiny since a year or so ago there was some debate about the design of the boat and its history in the pages of this quarterly. The *Niles Weekly Register* of Baltimore, MD is quoted but errs by a month in the date of the boat's explosion at Marietta on June 9, 1816. The cause of the explosion is given as the weight slipping on the safety valve arm that is new to us as are a few other details of this accident and the damage done.

The author seems to go astray (page 40-41) in attributing the Corliss valve gear around 1850 as greatly improving the efficiency of steamboat engines. "Corliss engines" were widely used later for industrial purposes but, in general, engines of Western Rivers boats continued to employ simple poppet valves.

Aside from these sandbars early on in the book, we found this an entertaining and informative story of steamboating and the contribution of rivers to the development of the country. The section pertaining to bridges and the hazards they posed (page 73f.) is well told. The famous case of the EFFIE AFTON and the Rock Island is particularly good. The work of the crew members is largely taken from contemporary, first hand accounts, - some familiar and others fresh sources.

Each chapter has a list of footnotes of the sources following. There is a selected bibliography and helpful glossary of river and boating terms.

Overall, this is a very readable, enjoyable look at steamboating, from the early days until Mark Twain revisited the Mississippi in 1882. An incident on that trip reported by Twain serves as an appropriate Epilogue. We liked the book, notwithstanding the two instances of questionable sources commented upon above

Come Hell or High Water. by Michael Gillespie is softbound 300 pages, illustrated with photos, drawings, maps and indexed. John Stobart's painting "Moonlight Encounter on the Mississippi" makes an attractive cover and overall this is a very professional production job..

Published by Great River Publishing/Heritage Press, W987 Cedar Valley Rd., Stoddard, WI 54658. Priced \$19.95 plus \$3.95 shipping.

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STEAMBOATS ON THE FOX  
RIVER  
A Pictorial History of Navigation  
in Northeastern Wisconsin

by D. C. Mitchell

This book has been around awhile - published 1986 - but perhaps has not come to the attention of the majority of our readers. We had not had an opportunity to fully appreciate the book until Dorothy Nimmer of the Winneconne (Wisconsin) Historical Society brought a copy to the recent S&D annual meeting.

The Fox River is entirely within the state of Wisconsin and was not so long ago navigable through a series of locks and dams from Green Bay on Lake Michigan to Portage on the south-central part of the state. The improvement of the Fox dates back to the 1840s with a canal and lock connecting with the Wisconsin River at Portage and to the northeast through slackwater dams and several lakes to Lake Michigan. The Wisconsin River empties into the Mississippi just below Prairie du Chien and in 1856 the packet AQUILA (O310) made the trip from Pittsburgh through to Green Bay.

As with other state and privately owned canal and river improvement projects during the early 19th century the builders eventually became financially embarrassed. The U.S. Corps of Engineers took over the Green Bay and Mississippi Canal Co. in 1873 and during

the following ten years rebuilt the system to a six foot depth with nine feet in the river channels. The Wisconsin River was officially abandoned for navigation purposes in 1886; somewhere in the book we gathered that it never was a reliable stream for navigation, apparently an open river with some channel improvements. As late as 1909 the twin packets GRAND (2417) and the RAPIDS (4686) traveled from Grand Rapids, Michigan across the lake and down the Fox and Wisconsin Rivers to reach new owners at Little Rock, Arkansas.

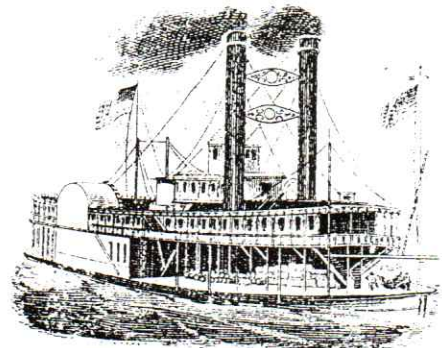
The story of the Fox is told with photographs and a great collection of vintage postcards, many reproduced in original color. Captions are extensive and well written for those of us not familiar with the Land-O-Lakes, milk cows and lumbering. This picture-book account is organized into several chapters such as "The Fox River Steamboat, The Corps and the River, The Working River, Commercial Navigation Returns to the River, Yachting Come of Age and The Upper River Today." There is a chronological, one-page history of the Fox River region and a separate, detailed listing of steamboats which operated on the system, 1843-1927 plus useful bibliography..

Very well done. If you enjoy picture-books with some meat, you will enjoy this story of the Fox River.

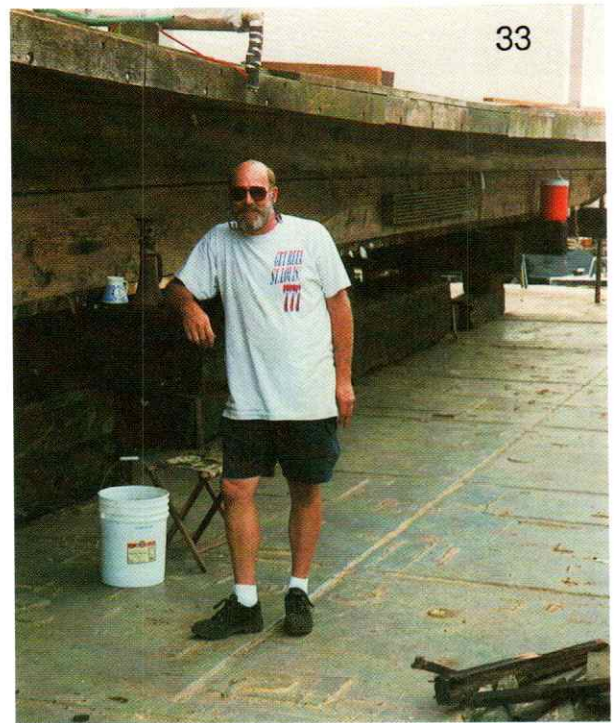
STEAMBOATS ON THE FOX RIVER by Don Mitchell is hardbound, 9"x12" size, 208 pages with good quality reproduction of photos and postcards. Published by Castle Pierce Press, Oskosh, WI and available from:

WINNECONNE HISTORICAL SOCIETY, P.O. BOX 262, WINNECONNE, WI 54986. The price is \$19.00 including postage - a cast iron bargain!

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## THE CONTINUING SAGA OF THE MV. LOUISE

These photos taken at the Newt Marine Service drydock in the Dubuque Ice Harbor on July 20-24 are proof of either dedication or hope springing eternal. Gary and Connie Frommelt fell in love with LOUISE about 1980 and the restoration of this wooden boat has been on-going ever since. She was pictured in the March 1988 *Reflector*, on the bank at Guttenberg, Iowa receiving nine new bottom planks, - after the starboard gunnel had been replaced.

In the years since, Gary and friends have built a new pilothouse, a new roof and restored the siding on the main deck bulkheads. The most recent docking was to replace rotted hull planks and caulk the bottom. About a dozen people crawled underneath and pounded cotton and oakum into the seams in 90 degree heat, - that's dedication.

David Tschiggfrie, Dubuque, furnished the photos and he comments: "Reading about the building of wooden hulled steamboats sounds so romantic but you really get a different perspective lying on your back with a wooden mallet and steel wedge, pounding yard after yard of oiled hemp! The LOUISE does have beautiful lines and she'll be a showpiece when fully restored." Well, beauty is in the eye of the beholder when it comes to boats, - and we like gasboats.

To appreciate this project we quote from the 1971 *Inland River Record*: "Built at Clarington, OH by Mozena Bros. boatyard in 1923, 65'x14', wooden hull, 40hp. oil engine. Originally owned by Joe Cresap and named J. A. CRESAP. Sold to Crain Bros. Pittsburgh in 1943 and renamed SKIPPER fall 1945. Sold to Leroy Coss, Rayland, OH 1946. Bought by Clyde "Bud" Daily, Toronto, OH 1967 and renamed LOUISE 1968. Sold in 1969 to Tom Corley, Panama City, FL and in August, 1970 sold to Clyde Ryberg, Chaska, MN. All of these trips to new owners made under boat's own power."

Seems like owner Gary Frommelt, above, looks pleased with the job his friends and Connie have done on the hull!

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## CAPT. DIODAT MORGAN HAD NO TIME TO WASTE!

The following account is taken from a story, "100 Years Ago On The Muskingum" by the late Clyde K. Swift.

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The MINK NO.2 (3943) was built at the Knox Yard, Harmar, Ohio (Marietta) in 1877. She was a typical Muskingum River packet of the time and ran in the daily trade McConnelville-Zanesville trade from the time she was built until sold in 1886 to tow salt barges from Pomeroy Bend. Capt. Carlton C. Morgan was master until his death in 1883 and then his son Diodat Morgan took over.

As reported in the *McConnelville Herald*: On June 7, 1884 Capt. Diodat Morgan agreed to tow a shanty-boat from Malta to Eagleport for Mr. & Mrs. Bardsall. The MINK NO.2 hooked onto the shanty-boat and headed up the river but at too great a speed. En route, the shanty-boat showed signs of coming apart but the MINK plowed on to eventually turn it into a total wreck and Mrs. Bardsall almost drowned.

Oh well, young Diodat was only keeping to his schedule.

On a Sunday in July, 1884 the MINK NO.2 ran an excursion from McConnelville to Zanesville - perhaps to a ball game or to a picnic sponsored by the Odd Fellows or Knights of Pythias. It took about three hours to run the twenty-six miles distance from McConnelville to the landing at Putnam, opposite the locks at Zanesville. Passage of the two-step locks at Zanesville and backing up the canal to downtown, as the boats did when there was freight aboard, took much more time.

The MINK NO.2 would arrive at Zanesville about 10a.m. and would depart from the Putnam landing on the return at 5p.m. SHARP!

Now, as the picnic and ball game was ending in the late afternoon the MINK's passengers began drifting back across the bridge from Zanesville to the Putnam landing. It was a pleasant walk for the fit but hacks were available for the lame, the lazy and those who waited to see the last "out" at the ball game. But there were not enough hacks at the depot to carry all who wanted a ride and some were forced to walk over to Putnam or took a shortcut along the canal bank to the locks and waited to be picked up there after the boat backed out from the Putnam Landing.

This was a customary stop when a boat had no need to go up into the canal.

The hour of departure was getting close and passengers were still streaming back to the landing. Passengers W. P. Sprague and John S. Adair and some others informed Capt. Diodat Morgan to hold the boat for a few minutes - but he would not wait. The *McConnelville Herald* later reported:

"While starting from the Putnam wharf, several of the party reached the Zanesville Lock and hailed the boat but the gallant, young Captain refused to turn back, notwithstanding he was urged to do so by Bart Roney, the boat's clerk. Some of those left were the heaviest patrons of the MINK, notably John Brown & John Humphrey." The reason for Capt. Diodat Morgan's hurry to return to McConnelville that day may be found in the *McConnelville Herald* a few weeks later: "Married on August 27, Capt. Diodat Morgan of Muskingum and Sarah A. Paxton at McConnelville."

Capt. Diodat had evidently missed a session or two in his studies of customer relations. The MINK NO. 2 was sold to sometime in the 1880s to the Pomeroy Towboat Co. and used to tow salt out of Pomeroy Bend on the Ohio River. Capt. Morgan drops out of the picture except for being listed as briefly pilot on the HUSTON COMBS NO. 2 (T1151) on the Muskingum in 1884 and then towing salt with her on the Ohio. Maybe Diodat went back to farming or other shore employment.

Until 1889, when the railroad was completed along the west bank of the river, if you went to Zanesville you went by boat.

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### MIAMI UNIVERSITY LIBRARY STEAMBOATS EXHIBIT

An exhibit about America's rivers and the steamboats that ran on those waters opened in September and runs through Jan. 24, 2003. The location is Walter Havighurst Special Collections, 365 King Library, Oxford, OH and the hours 9 a.m. - 4 p.m., Monday-Friday.

The displays cover the geography of the river system, start of the steamboat age with the NEW ORLEANS of 1811 and the development of packets and towboats which followed to the present time.. John H. White, Jr. was the coordinator and has written a 21 page guidebook with a useful bibliography.

## - OBITUARIES -

### JAMES GREENWOOD

James William Greenwood, 72, of Newport, Ohio died at his residence August 9, 2002.

Jim was born October 23, 1929, the son of the late William and Hazel Greenwood. He worked with his father and brother in operating the Greenwood Dairy Farm at Newport, associated in the grocery business, was an agent with Equitable Life Insurance Co. for a number of years and later engaged in his own oil and gas production business. He was a member of the Newport United Methodist Church

Jim was a U.S. Navy veteran of the Korean Conflict, a member of the Matamoras Lodge 374 F&AM, member of the Aladdin Temple of the Shrine in Columbus, Ohio, the Marietta Shrine Club and the Matamoras Social Shrine Club. He was a long-time member of S&D and active with the Middle Ohio River Chapter. The Greenwood involvement with the Greene Line was of long-standing, - his grandmother was a sister of Capt. Gordon C. Greene and his father for years was a stockholder in the company. The Greenwoods made a number of cruises on the DELTA QUEEN and her sisters in recent years.

Jim Greenwood was a frequent visitor on Seneca Drive and we'll miss his accounts of a recent adventure or some local event, usually with an amusing twist that only Jim could supply. Jim never failed to call with comment as soon as he received his *S&D Reflector* and that often prompted a follow-up story on some river happening. Jim was always available to help with moving items from near and far for the river museum in Marietta and the editor enjoyed several trips with him to collect treasures.

He is survived by his wife of 44 years Shirley Knowlton Greenwood, daughter Jane Heiney and husband David and a son Christopher and wife Undine. He is also survived by two grandchildren, his mother-in-law Ruby Knowlton of New Matamoras, one brother Sam and wife Vera of Newport and two nephews.

Services were held at the Newport Methodist Church August 12 with burial in the Newport Cemetery. So long, Jim.

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### GENEVIEVE McNALLY

Jennie McNally, 92, of Crafton, Pennsylvania died on September 17, 2002. Jennie was the wife of the late Bill McNally, a charter member of S&D and for many years a regular at our annual meetings, usually accompanied by her friend Julia Thomas, the widow of Bob Thomas.

Besides being interested in the river Jennie was long a member of the OX-5 Club, an organization of pioneer flyers. Her husband Bill had worked in the early days of aviation around Pittsburgh and Jennie continued her interest in historic aviation after Bill's death. She participated in the annual meetings and travel with the OX-5 Club and was as enthusiastic about those events as she was with S&D and the river..

She was the past Grand Regent Court Chartiers, Catholic Daughters of America, the clerk of her polling district in Pittsburgh for more than 40 years, interested in gardening and known to play a great game of bridge. Jennie was a friendly, lively person and always interested in another trip or attending some off-beat event.

Jennie is survived by daughters Genevieve Becker and Eileen Vandenburg and sons William and Joseph McNally. She is also survived by nine grandchildren and three great-grandchildren.

Burial was in Resurrection Cemetery.

Thanks to Bob and Virginia Smith for the information.

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### JIM COOMER

Jim Coomer was a third generation riverman - his father and grandfather were also boatmen and also named Jim. He was well known around Cincinnati as Captain Coomer and died August 8, 2002, three years after suffering a major stroke. He was 75.

Jim served in the U.S. Navy during WW-II and the U.S. Army during the Korean Conflict. He went to work on the river in 1948 starting as a deckhand and later worked on the harbor tug PAT MURPHY at Cincinnati. He for a time was a towboat pilot between Pittsburgh and Cairo and then, in 1965, built a small, 300hp. tug named VULCAN and operated Coomer Marine Service at Cincinnati.

He taught river skills as a vocational teacher in the Cincinnati public school system for several years and in 1984 he and some students built a flatboat and took it from Pittsburgh to New Orleans. These and other river ventures are recounted in Jim Coomer's autobiography, Life on the Ohio published in 1997 by University Press of Kentucky. Captain Coomer was an original.

Jim was preceded in death by his parents and a daughter Jennifer. He is survived by daughters Susan Kelly, Benton, CA and Melissa Bellen of Bellevue, KY, a son Jim Coomer, Jr. of Ft. Thomas, KY and sister Dorothy Weil of Clifton, Cincinnati.

The remains were cremated.

Thanks to Bill Judd for newspaper clip.

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### MILDRED IRENE BENNETT

Mildred "Midge" Bennett, 83, died June 30, 2002 at her home on Insurance Street, Beaver, Pennsylvania where she had resided for fifty-six years.

She was a lifelong resident of Beaver, born July 10, 1918, the elder daughter of the late Eben Daniel and Anna Flora Poe Davidson. This is the same Poe family whose members were prominent in packet circles on the river during the 19th century, - Poes had located at Georgetown, Pennsylvania beginning about 1820. A forebear was Adam Poe, an Indian fighter of note on the frontier in the early days who had a fort at Yellow Creek, downriver from present-day Wellsville, Ohio.

Following graduation from Beaver High School Midge, as she was known to friends and many in S&D, earned a B.S. in Education at the University of Pittsburgh and later received a Masters of Education from that institution. In the early 1940s Midge became a fashion model for the John Robert Powers Agency and worked in Boston. She married Paul V. Bennett of Beaver in 1941 and they were together for over fifty-seven years - until his death in 1999. She was a retired early childhood teacher and her many former kindergarten students at the Vanport School recall her fondly.

Midge was an avid genealogist and interested in her pioneer family roots, the Poes and the George Baker family who were the first settlers of Beaver County, Pennsylvania.. She was a member of the Daughters of the American Revolution, organized the Beaver Town chapter of the Colonial Dames, past president and charter

member of the Beaver County Kindergarten Teachers' Association and a former director of the Beaver County Historical Research and Landmarks Foundation.

Preceding her in death in addition to her parents and husband was her only son Vincent Bennett, Jr. and her only sibling Mrs. William (Marion Evelyn) Blasche of Newport News, Virginia. Mildred is survived by her daughter and son-in-law Marcia Ann Bennett and James Donald Cornell, New Springfield, Ohio, two grandchildren and her devoted caregiver Jean Altman of Beaver Falls, Pennsylvania.

Burial was in the Beaver Cemetery

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### - PASSAGES -

#### MARGUERITE HAMMETT

Marguerite L. Hammett, 84, of St. Marys, West Virginia died September 25, 2002 at The Arbors, Marietta, Ohio.

She was a 1938 graduate of St. Marys High School and for many years was postmaster of the Willow Island, West Virginia post office.

Mrs. Hammett was preceded in death by her husband Robert L. Hammett and son Capt. Robert "Roddy" Hammett and one brother Clarence D. Pettitt. She is survived by three sisters, Marjorie Kyle of St. Marys, Fay Broemsen of Wheeling and Anna Lee Pettitt of St. Marys.

Burial was in the family cemetery at Willow Island, West Virginia.

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#### DONALD F. KLEIN

Attorney Donald Klein, 87, of Rock Valley, Iowa died March 9, 2002. He was known along the rivers as the owner of the much traveled sternwheel pleasure boat DON ROBERT.

Don had been a member of S&D since 1969 and is survived by his wife Catheryn "Kay" Klein.

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### - BACK COVER -

**Daybreak over the Mississippi at Winona, Minnesota, September 3, 2002. The JULIA BELLE SWAIN, snoozing at the landing, runs her one, two and seven day trips from LaCrosse. Judy Patsch photo.**

**. . and a farewell to James V. Swift, June 4, 1916-October 30, 2002, historian and writer who enriched us all with his work and friendship.**





TOP LEFT: Bette Gorden, St. Louis Mercantile Library, seems to be enjoying a quiet stretch of the river aboard the VALLEY GEM.  
 TOP RIGHT: The 1889 TELL CITY pilothouse looks to be fresh from the Howard Boatyard after recent restoration by S&D.  
 LOWER: The W. P. SNYDER JR. (1918) looks good at the Ohio River Museum landing with recent rip-rap. Photos by Keith Norrington.



TOP: There was the prospect of rain when the VALLEY GEM came around the point from the Muskingum to pick up S&D passengers.  
 MIDDLE: Working the hand-operated gates at Devol's Lock as the boat heads downstream; lots of observers and no rain, - yet.  
 LOWER: Helen Prater and good friend Lucy Stoll visiting in the hotel lobby. Photos by Judy Patsch.

TOP: This isn't the water tower at a brewery in some small town but a peek-a-boo boat at Lock 16, Muscatine, Iowa.  
 MIDDLE: The resplendent DELTA QUEEN approaching Muscatine, Iowa on the Upper Mississippi, September 24, 2002.  
 LOWER: The DELTA QUEEN in the auxiliary chamber at Lock 15, Rock Island, Illinois from Government Bridge. Judy Patsch photos.



