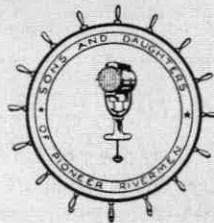


S&D

REFLECTOR

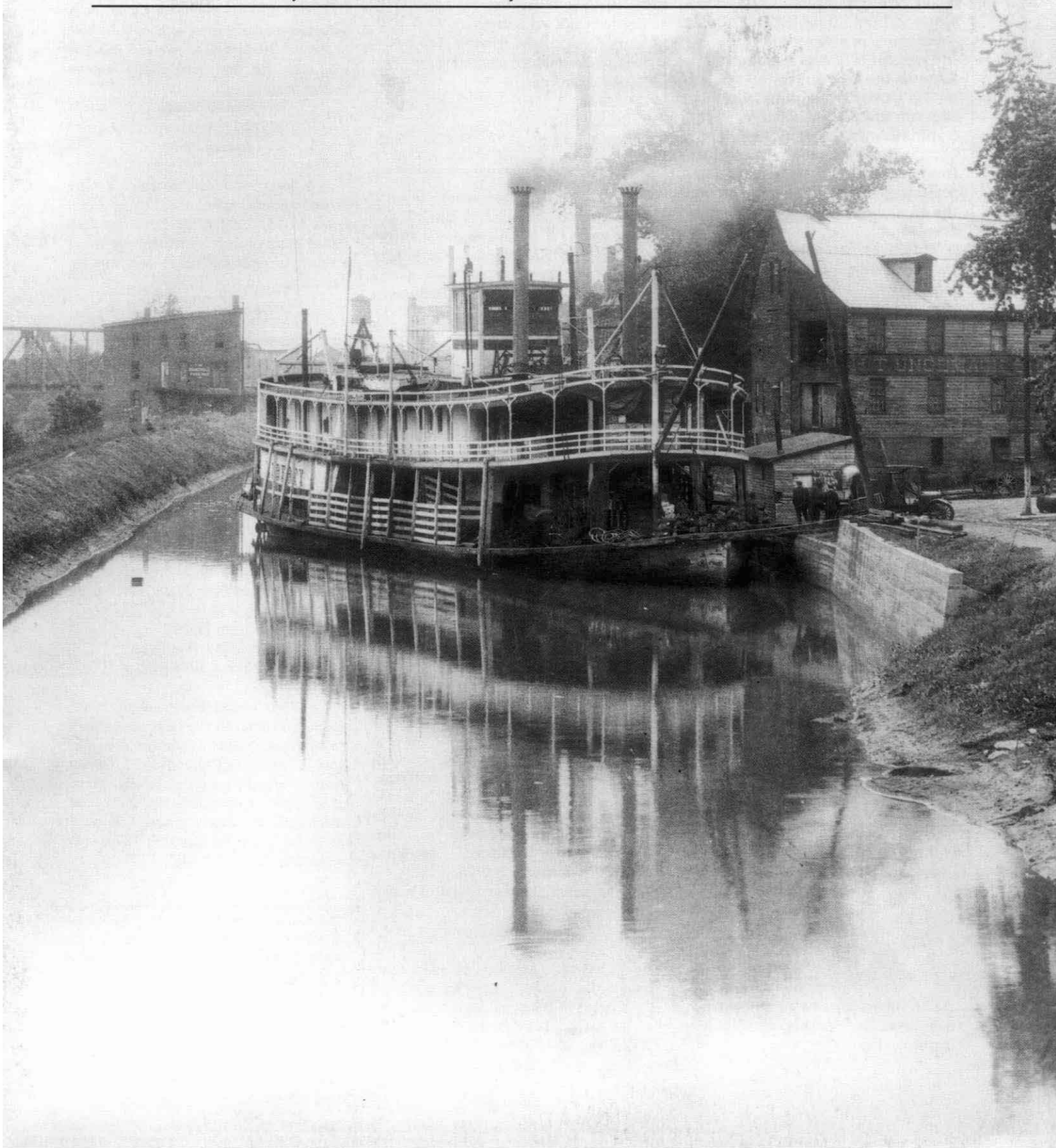
Published by Sons and Daughters
of Pioneer Rivermen



Vol. 40, No. 1

Marietta, Ohio

March 2003



- FRONT COVER -

After the colorful, spectacular JOHN W. CANNON on the cover of the December issue we had a great deal of trouble with this issue. We nominate a small, hard working boat - the LIBERTY (3454) - and there is a story to tell.

The LIBERTY has a claim to fame as the last operating packet on the Upper Ohio, until 1936. She ran to Zanesville from September, 1918 until the fall of 1921 so was the last in the trade from Pittsburgh. There are photos of her at various spots on the Muskingum but this one is a favorite.

This river has canals around dams at Lowell, Beverly, McConnelsville and Zanesville. At the latter place the canal is 3,940 ft. long with a two-step lock at the lower end. The lock chambers are 156.6'x35.8' with a middle gate; the LIBERTY had to drop her stage at Marietta in order to fit. Water level in the canal is only 4.2 feet over the upper sill of the lock.

The landing was at the end of 5th Street, halfway up the canal. Boats backed into the locks, rose about 18 ft. to the canal level and then backed through the 6th Street bridge to the landing. A small shed where freight was received is visible with a Model -T truck beside it. The PRR bridge is two blocks beyond on the left and the canal makes a curve to the right before rejoining the river.

The LIBERTY epitomized the true packet, the last to Zanesville. Photo by W. S. Pollock, 1921.

- LETTERS -

Sirs: The September, 2002 cover photo of the W. P. SNYDER JR. is outstanding! Please renew my membership for 2003.

Henry J. Peters
2400 South Finley Rd.
Apt. #365
Lombard, IL 60148
* * *

= Many readers commented upon the September front cover, - we have more about the W. P. SNYDER JR. in this issue. Ed.

* * *

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Sirs: Great December issue! When it arrived, I was reminded of how much I enjoy seeing the familiar names and faces of S&D every three months. For those of us who live far away and can't always attend the annual meeting, the Reflector is the next best thing to being there.

Stan Garvey
660 Vine St.
Menlo Park, CA 94025
* * *

Sirs: My great aunt and uncle were Capts. Mary Becker and Gordon C. Greene. Heard about your organization on a recent trip on the DELTA QUEEN and I'm pleased to enclose \$15 for membership.

Mrs. Elizabeth Powell
P.O. Box 303
Blue Jay, CA 92317
* * *

Sirs: There are four of Marshall Mozena's grandchildren left and two of us are old enough to remember the Mozena Boatyard at Clarington (Ohio). My father, Homer Mozena, also worked there. My brother Glenn and I were born in Clarington and I can just remember my mother taking Glenn and me, with the furniture and cows, on a boat to travel to Zanesville. We were moving to a farm near Adamsville, Ohio and Dad drove over with a team of horses and wagon.

What a change in our modes of travel! I still love my river.

Helen Mozena Young

= Marshall Mozena, in addition to running the boatyard, was the leader of the Clarington Band and introduced many of the village boys to the brass before WW-I and maybe afterwards. Ed.

* * *

Sirs: A belated thank you for the obituary in memory of my dad, Kent Booth. You might be interested in learning that the S&D emblem, pilotwheel and searchlight, is engraved on my dad's marker in the Brownsville, Pennsylvania cemetery.

I have an idea that there should be a gathering of another generation of Capt. Walter C. Booth's descendants. What is the date for the next S&D annual meeting?

John K. Booth
2518 Viewcrest Ave.
Everett, WA

= S&D Annual meeting is the second weekend after Labor Day, - Sept. 12-13, 2003. We have noted in recent tours of graveyards that the S&D emblem is replacing R.I.P. and endorse the change. Ed.

* * *

Sirs: Enclosed is an article from the *La Crosse Tribune*, December 10, 2002 about the possibility of building a replica WAR EAGLE in La Crosse (WI). Skipperliner Marine Group is the last boatbuilding firm in the city and continues the tradition of boatbuilding started by Davidson brothers in the 1860s.

If built, this would be the 5th boat to carry the name WAR EAGLE. If launched in 2004 it would mark the 150th anniversary of the 2nd WAR EAGLE which led the 1854 procession of the Grand Excursion from Rock Island to St. Paul.

Bob Taunt
2325 Willow Way West
La Crosse, WI 54601

= The "Grand Excursion of 1854" was a promotion by the railroads to mark tracks reaching the Mississippi River at Rock Island from Chicago and to attract prospective settlers and developers. There is to be a reenactment in 2004, we understand, but details lacking. Story of the loss of the WAR EAGLE, 1870, is in September, 2002 issue. Ed.

* * *

THE NUMBER FOLLOWING THE NAME OF A BOAT IS THE LISTING IN EITHER WAY'S PACKET DIRECTORY OR WAY'S STEAM TOWBOAT(T) DIRECTORY. SOMEBODY ASKED, - DIDN'T THEY?



THE PT. PLEASANT RIVER MUSEUM

#

Opening Early Summer

Jack Fowler, President of the Point Pleasant River Museum Foundation and office assistant Virginia Merritt visited the Ohio River Museum on January 31 to view the layout, displays and gather ideas for the new museum in Pt. Pleasant, West Virginia. Charlie Stone, museum supporter and Kanawha River sage, accompanied the visitors who were given the two-bit tour by John Briley. John shared some of the wisdom gained in his almost thirty years in the museum business.

The building for the new museum was donated for the purpose and has a history of its own in connection with the river. It was once a boat store and a grocery and is located near the Point and Tu-Endi-We Park but inside the floodwall. The circular window at the peak shows a date of 1852. The structure has been renovated from top to bottom, inside and out. It incorporates a new inside structural steel frame which permits retention of the outside soft brick walls and historic appearance. New restrooms have been built and an elevator at the rear of the building is planned. The exterior of the building was painted last summer by a group of Americorps volunteers, - brick red overall with yellow trim for the windows and the rebuilt typical 19th century storefront. New front steps were poured and included a handicapped ramp alongside.

The main floor will be for exhibits and gift shop area while an open steel stairway leads to the second level arranged for a library, meeting room and storage area. A feature will be a replica

pilothouse equipped with donated accouterments including the pilotwheel from the U.S. MISSISSIPPI, now the showboat Becky Thatcher at Marietta. Outside exhibits will include the set of engines from the Wisconsin Dells boat WINNEBAGO and a paddlewheel, courtesy of Mike Giglio.

Once the building exterior began to take shape and its museum purpose became obvious local interest in the project increased. Mr. Fowler has been successful in attracting financial grants for the remodeling and a number of donations for future exhibits have come in. Charles Stone and Bert Shearer have assisted with steamboat artifacts, photos and also financially as have others. A centerpiece of the exhibits will be a large model of the Silver Bridge which collapsed in 1967.

Jack Fowler has been wearing many hats for the past three years as this project has progressed, - the straw-boss on the construction phases, planning the interior layout and general problem solver - and still found time to apply for state and federal grants and promote the concept of a river museum. Now, with fulltime office assistance, Jack is looking for more financial support to assure that the museum will be completed on time and be assured of a sound financial basis in the future.

The new museum will be an attraction but another project underway is the beautification of the Pt. Pleasant public landing. This is the area outside of the floodwall on the Ohio, adjacent to the Lowe (once the Spencer) Hotel and will provide an attractive entranceway to the town for passengers from the tourist boats. Point Pleasant is looking up.

- LETTERS CONT'D. -

Sirs: Enclosed is my check to renew membership in S&D for another year. My river roots go back to my grandfather Ike Matlack who was one of five owners in the SENATOR CORDILL.

Larry L. Roush
104 Little Oak Lane
Altamonte Springs, FL 32714

= Ike Matlack, Long Bottom, Ohio and four partners brought the CORDILL in the summer of 1920 for the Pittsburgh-Charleston trade. Known as the "Huckster Boat" and very successful. Ed.

Sirs: Last September I was privileged to be a guest aboard the MEMCO Barge Line PATRICIA GALE from Cairo to Memphis for five memorable days. I recommend it!

Dave Thomson
10831 Roycroft St., #16
Sun City, CA 91352

= Towboats, unlike many deep-sea freighters, are not set up for paying passengers, - you need an uncle in the business. We are envious of the trip and thank Dave for sending some of his recent and unusual photo finds which you will probably see later. Ed.

S&D BOARD OF GOVERNORS SPRING MEETING MAY 3, 2003

The Board of Governors is scheduled to meet at the Lafayette Hotel, Marietta on the afternoon of May 3, 2003 for the purpose of hearing reports from the officers, the J. Mack Gamble Fund and also to consider future policies and projects.

Members having a concern which should be discussed by the Board are invited to bring the subject to the attention of Chairman Bill Judd. Write to: **William F. Judd, 1099 U.S. Rte. 52, New Richmond, OH 45157.**

"Lighting up the past, present and future of the Mississippi River System"

S&D REFLECTOR

Marietta, Ohio



Vol. 40, No. 1

March 2003

ISSN 1087-9803

Post Office Permit #73, Marietta, Ohio

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

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

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

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

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

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

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

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

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

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

***S&D Reflector* INDEXES**

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

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- S&D CHAPTERS -

OHIO AND KANAWHA CHAPTER

The fall meeting was held at the Mason County Library, Pt. Pleasant, WV on Sunday, November 10 with a good turnout on a sunny, warm fall day. Capt. Bert Shearer has been running on a "slow bell" for some months but he was in attendance and enjoying the visiting.

There were about 25 on hand when Secretary-Clerk Jim Bupp opened the meeting at 2:00 p.m. Jim reported that the cigar box treasury was in "good shape" as a result of donations from anonymous friends following the O-K report at the S&D annual meeting. One person slipped a \$20 bill into the box while another, with tears in his eyes, handed Jim a book of stamps.

Charles Henry Stone presented a program titled, "Boats That Got Into Trouble," with slides and Charlie's inimitable narration. Some of the incidents recounted were the VIRGINIA stranding in the cornfield, towboat STEEL CITY missing the lock at Dam No. 10 above Steubenville and putting half of her tow over the dam, the HENRY C. YEISER, JR. sinking after breaking loose during a flash flood on the Kanawha and the towboat J. C. RAWN stranding near Gallipolis and later exploding at Huntington with an aerial view of the actual blast.

Later, Jack Fowler of the Pt. Pleasant River Museum arranged for a professional recording of the program. After editing it may be that "Boats That Got Into Trouble" will be available at the museum.

Following the meeting a number of people visited the new museum project and were well pleased with the progress made since last spring. (See museum story.)

MIDDLE OHIO RIVER CHAPTER

The fall meeting was held in Louisville on October 25-26 with headquarters at the riverfront Galt House. About thirty-five members attended with the usual Friday evening get-together and viewing of slides, albums, etc.

The focus for meeting in Louisville was an event billed as the beginning of the Louis and Clark expedition bi-centennial. However, the exhibits and activities in several tents not far from the hotel did not live up to advanced billing.

An afternoon boat ride was scheduled aboard the diesel CITY OF JEFFERSON on her public cruise but Capt. Kevin Mullen saved the day for the M.O.R. gang by bringing out the BELLE OF LOUISVILLE in her place.

The evening program was a presentation on the history of the packet ALICE DEAN (0155) and in particular her destruction near Mauckport, Indiana by John Hunt Morgan's raiders in July, 1863. During the construction of a new bridge in 1964 a number of hull timbers, iron and other artifacts were recovered. Key chains made from 1x3 inch pieces of the timbers were presented to attendees as keepsakes.

The Spring Meeting of M.O.R. is scheduled for April 4-5 in the Newport-Covington, Kentucky area.

THE BUCKEYE BELL FOUNDRY Established 1837 E. W. Vanduzen Co., Prop.

From the Inland Rivers Library, Public Library of Cincinnati and Hamilton Co., we have received a page from the above company's Catalogue No. 19, which seems to have been issued in 1896 or thereabouts. The offices and works of Buckeye Bell Foundry were then located at Nos. 428-434 East Second St., Cincinnati, and of interest is a listing of steamboat bells cast in the years 1880 to 1890. Bells were a big business - about 4,300 delivered in five years 1890-1894 - and for the record we list ONLY steamboat roof bells:

STEAMBOATS	
Boat	Wgt.
HANDY	202
GUS FOWLER	403
SIDNEY	625
CLARIBELL	176
EVANSVILLE	303
JOSH N. THORP	257
CLYDE	503
LITTLE SAMSON	207
HIBERNIA	45
JENNIE HAYS	129
DOUGLAS BOARDMAN	251
F. C. A. DENKMANN	300
CONDOR	70
M. T. KNOX	154
HORNET	153
MOLINE	32
B. E. LINGHAM	256
LADY GRACE	346

RETURN	325
MOUNTAIN BOY	143
VIXEN	148
FURY	148
MOUNTAIN GIRL	173
NELLA F. BROWN	298
LUCY COLES	63
C. V. LUCAS	225
ONEIDA	296
JENNIE CAMPBELL	300
LITTLE ANNA	124
MORNING MAIL	624
W. G. YOUNG, JR.	254
CITY OF WINONA	176
LOUISE	352
C. C. MARTIN	353
FANNIE FREESE	83
PRINCESS	234
O. M. LOVELL	411
MINNIE BAY	344
JOHN M. ABBOTT	231
NEW CHESAPEAKE	402
HARRY KNOX	398
H. M. SWEETZER	256
NORA BELL	148
MARTHA	234
W. P. THOMPSON	490
GAYOSO	410
HANDY NO. 2	529
T. D. DALE	402
C. A. HILL	228
TOM SHERLOCK	196
J. C. KERR	149
GONDOLA	66
L. H. SARGENT	254
T. P. LEATHERS	609
GEORGE STRECKER	477
HATTIE BROWN	302
HIBERNIA	451
FERRY BOAT, MEMPBIS,	
TENN.	62
JUDELLE	382
LIZZIE BAY	443
NETTIE QUILL	395
FERRY BOAT, THREE	
STATES	213
MINNIE NO. 2	252
J. C. KERR	303
BEN HUR	500
FLORENCE SHANKS	249
ALQUIPPA	291
C. F. CURTIS	70
TEMPEST	59
MIAMI	50
HIAWATHA	57
M. P. WELLS	402
CHARON	120
U.S. SNAG BOAT	200

We suspect that a number of these boats might have been on the lakes - probably not deep-sea - and will leave it up to those interested to sort out the list

FANNIE DUGAN'S FLORIDA TRIP PART TWO # Details of Traversing the Gulf

Editor's Note: In the December issue, beginning on page twenty-four, we had the story of the side-wheel packet FANNIE DUGAN (1883), her building in 1872 at Portsmouth, Ohio and her success in several local trades out of that city. There was the anecdote of how she was chosen by Florida interests for the St. Johns River trade out of Jacksonville, her eventual arrival at New Orleans and then Florida and her career thereafter. But, missing was the anticipated boat's log of the trip across the Gulf of Mexico, - apologies to author Ed Mueller if we lost a page or two. We could only refer the reader to a similar trip by the BIG SUNFLOWER (0622) that summer of 1882 which had appeared in the June, 2002 issue.

Then just recently pages from a small booklet compiled by Arthur E. Francke, Jr. titled Steamboats of DeBary Merchants Line, published 1987, by DeBary Hall, Inc. DeBary, FL surfaced on our editorial desk. Who sent the booklet pages to the Reflector in June, 1991 we know not but the log of the FANNIE DUGAN is included. We are taking the liberty of reproducing the log herewith as a supplement to the earlier story.

FANNIE DUGAN ON THE BRINY DEEP 1882

The agony commenced on July 5 when at 9:30 P.M. she left New Orleans. A half hour later, on the same day, she made fast to a tree on the bank of the Mississippi River and leaving early the next morning July 6, arrived at Port Eads at 9:00 A.M. (South Pass of the Mississippi River) She went to sea making the Gulf at noon and at midnight, the steam fire pipe (pump?) started to leak.

July 7th found a light southwest wind and a smooth sea with the FANNIE DUGAN's cabin shaking a great deal.

On July 8th, the cabin was still shaking and the steamer was leaking; all pumps were working and there was a heavy wind and sea. At 10:00 P.M. on that day, the FANNIE DUGAN turned for Pensacola. The wind was northeast and there was a heavy sea.

On July 9th, in the morning at 9 o'clock, she came to anchor in the lee of Santa Rosa Island and all hands were very busy repairing damage.

On July 10th at 10:00 A.M., she steamed out to sea but by 9:00 P.M., the (main) steam pipe gave way. The boiler also commenced leaking in a bad way and the cabin was in a dangerous condition. So, the FANNIE DUGAN was obliged to put back to Pensacola. They reached quarantine at 3:00 P.M. and at 7:00 A.M. the next day, got permission to go into Pensacola.

The next day, July 11th, while anchored at Pensacola, it was found that a hog chain, one of the supports that held the

hull in a proper position, was gone and no boilermakers or coppersmiths were available in town to look at the boiler. Early the following day, July 12, the hog chain was repaired and on July 13, she was still lying at anchor in Pensacola.

On July 14th, she left Pensacola at 11:30 A.M. via Santa Rosa Sound with a "knowledgeable" pilot on board - but the boat ran aground and failed to get off!

However, on the next day, July 15, she did get off and crossed the East Pass at 8:30 A.M.; steamed all day, and came to anchor in St. Joseph's Bay at 6:00 P.M. Fortunately, the winds were southwest, very light, and there was no sea. The next day early in the morning at 4:00 A.M., she-left St. Joseph's and was off Cape St. George by 10:00 A.M. At 1:00 P.M., she came to anchor at Dog Island and landed the pilot, - not leaving Dog Island until 5:00 P.M. That evening at 10:00 P.M., saw thunder, lightning and a squall as weather conditions. The cabin started shaking again and became quite dangerous. At midnight, the storeroom floor, the center table and the kitchen utensils were lost.

Finally, the next day, July 17, at 10:00 A.M., the FANNIE DUGAN arrived at Cedar Keys and came to anchor in front of the town. The next day she took on wood and boiler makers commenced their necessary work on the boilers, continuing through the following day.

On July 20th, one of the crew refused to go to work claiming he was sick and he wanted to be sent to the hospital but the captain refused. He went ashore anyway but returned at the end of the afternoon and went to work.

July 21st, found the crew taking in wood at Cedar Keys for the continuation of the voyage. On July 22nd, Cedar Keys was finally left behind.

Going down the coast on July 23 they passed Egmont Key in the morning and anchored at Boca Grande at 7:00 P.M. At 8:00 P.M., a heavy wind and a rain squall visited them.

The next morning, July 24, the anchor was hoisted aboard at 4:30 A.M. and the FANNIE DUGAN went to Charlotte Harbor coming to anchor at Punta Rassa in the evening at 9:30. At that time, there was a heavy southwest squall and both anchors were required to be placed to keep her from being blown ashore and the engine was kept running at a slow speed to ease the strain on the anchor lines.

In the early morning of July 25, the FANNIE DUGAN left Punta Rassa with the wind blowing very fresh and the cabin shaking again. She came to anchor at 5:00 P.M. that day in Marco Pass; stopped an hour and went through the Pass coming out at Raccoon Key heading for Cape Sable. Around 6:00 P.M., she came to rest off one of the Ten Thousand Islands with the weather rather squally with rain. At 11:30 that night, she started for Cape Sable which was passed the next day early in the morning.

At 1:15 P.M., July 26 she came to anchor off Lower Matecumbe Key. The wind was east-southeast, blowing very fresh. The engineer was cleaning boilers and all hands were employed. July 27th found her lying at anchor and all hands went ashore to cut wood to carry the vessel onward.

On July 28, she left early in the morning and by 7:30, she was abreast Alligator Reefs. The cabin was in a very dangerous condition, and the steamer was rolling heavily. That evening at 7:30, she came to anchor off Old Town, Cape Florida with the wind due east.

The next morning, July 29, they hove the anchor at 4: 00 o'clock and steamed inside of Cape Florida and came to anchor in Bear's Cut at 7:00 A.M. That afternoon, they met the steamer BIG SUNFLOWER, which was on the same course and also bound for Jacksonville, and got 75 boxes of coal from her. One of the firemen, John Hart, left the boat and went ashore without permission at 10.00 A.M. (Who can blame him!)

July 30th, while lying at anchor a heavy squall of wind and rain at 9:00 A.M. found the steamer dragging her anchors. The next day, she was still lying at anchor waiting for the weather to moderate before going to sea.

August 1 found her with more squalls and indications of a hurricane. As a precautionary endeavor, the FANNIE DUGAN got up steam and went into the Miami River. The next day found her still in the river with the wind blowing hard from the southeast.

Finally, on August 3, she left at 5:00 P.M. and on August 4, came to anchor outside of Old Town, Cape Florida at 1:30 A.M. At 10:00 A.M., she went to sea with moderating weather and by 10:40 the FANNIE DUGAN was off Jupiter Light.

The next day, August 5, saw the FANNIE DUGAN passing Cape Canaveral at 3.00 P.M. However, the wood fuel was all gone so the spars and one fender on the vessel were cut up and used as fuel. At 1:00 P.M. (A.M.?), they stopped the steamboat to get the furnace ready to burn coal and the next day, August 6, arrived in Jacksonville.

So, there you have the detail of the at timed harrowing adventures of the FANNIE DUGAN's trip on the Gulf of Mexico from New Orleans to Jacksonville. Since Arthur Francke's account of FANNIE's later years differs a bit - or covers other aspects from that given in Ed Mueller's article - we shall include the high points:

Once she arrived at Jacksonville she was thoroughly overhauled, repainted, re-carpeted and refurbished so that on August 29, 1882, she made her first run to Sanford under her new owners, Tysen and Smith, a Jacksonville shipyard company. They soon reported that the FANNIE was returning 10% of her cost per month. This may have later been reduced as a result of an ensuing rate war whereby in January 1883 fares were advertised at \$3.50 for cabin to Sanford, \$5.00 including meals, or \$8.00 round trip including meals and stateroom.

The DeBary-Baya Line bought the FANNIE DUGAN in the spring of 1884 as a temporary replacement for the FREDERICK DEBARY, which had burned down to the waterline on December 3, 1883. The former owners, Tysen and Smith were actually glad to get rid of her because of the severe competition by newer vessels like the CITY OF JACKSONVILLE.

In June of 1884, now twelve years old, she was hauled out, having all woodwork torn out, new steel boilers installed, and new painting, all to the tune of \$8000. Despite this cosmetic improvement, her age for a wooden boat was now getting over-average, and by November of the same year she was again on the ways to acquire new wheels.

The death knell of the FANNIE DUGAN began near the end of 1885 when she was left abandoned on the north bank of DeBary Creek just below DeBary Hall. One story relates

that this action was taken because of exposure to yellow fever, however, the yellow fever epidemic was not until 1888.

Indecision seems to have characterized subsequent actions. At first it was reported that Captain Lee, her last captain, was attempting to pump her dry and raise her with a wrecking crew aboard the GEORGE M. BIRD and then to tow her to Jacksonville for installation of new machinery and conversion to a sternwheeler. The final report had it that her engine and boilers were removed and salvaged.

A crank shaft, however, remained with the wreck and was removed in the late 1960s. For some time it was placed on the DeBary Hall grounds and then taken to nearby Blue Spring State Park where it is now on display.

Compiled and Edited by Arthur E. Francke, Jr.

TOWBOATS BUILT BY JAS. REES & SONS

From Way's Steam Towboat Directory

A discussion of sternwheel vs. tunnel-hull propeller towboats written by Thomas M. Rees and printed in *The Waterways Journal*, April 19, 1919 makes mention of the then recently completed W. H. CLINGERMAN as the epitome of a modern river towboat. Tom Rees says she was based upon designs made in 1908; the immediate question of the identity of this paragon of towboats drove us to the index for the "Towboat Directory."

This should not be considered comprehensive by any means for Rees built towboats that were shipped to South America, Africa, Russia and elsewhere. Packets, ferries and railroad transfer boats, etc are not included but we enshrine it here for future reference - or not.

Number	Year Built	Name
T0956	1883	GLENWOOD
T0103	1914	ALIQUIPPA
T0187	1908	B. F. JONES, JR.
T0197	1887	BALTIMORE
T0254	1881	BILLY EZELL
T0325	1888	C. R. SUTER (snagboat)
T1019	1879	H. M. GRAHAM
T1088	1905	HENRY A. LAUGHLIN
T1197	1873	IRON CITY
T1395	1880	JOHN C. FISHER
T1598	1882	LITTLE BILL
T1602	1881	LITTLE DICK
T1632	1899	LOOKOUT
T2008	1883	PATROL
T2084	1883	R. A. SPEED
T2299	1870	SHOO FLY
T2520	1902	VESTA
T2523	1870	VETERAN NO. 2
T1565	1918	W. H. CLINGERMAN
T2566	1918	HOMESTEAD

So, the B. F. JONES, JR. was the model, more or less, for the W. H. CLINGERMAN, today's W. P. SNYDER JR.

THOMAS W. BAKEWELL Early Boatbuilder

John H. White, Oxford, Ohio has given us several offerings about the early boat-builders of Cincinnati and continues to keep an eye peeled for more items on the subject. Sometime back, Professor White sent us a card by Thomas Bakewell from the *Cincinnati Daily Gazette*, edition of September 13, 1827, reproduced below:

NAVIGATION

The subscriber having succeeded in the invention of a manner and form of constructing vessels, whereby large and strong steam vessels, with powerful engines, may be built to draw less water than heretofore, and having obtained "letters of patent" for the same, he is now prepared to sell out rights for the use of the invention. The merits of the mode of constructing vessels having been tested by actual experiment in the steam boat FACILITY, at present running between Louisville and Trinity (at the mouth of the Ohio), which boat, when without cargo draws 20 inches of water only, and will carry 6 tons for every inch she is loaded over the 20 inch water line. Her length is 115 feet, width 22-1/2 feet and depth 5 feet; built entirely of oak. Her frame timbers are all "sided," 4 inches and 6-1/2 inches deep on the floor, having her bottom plank 3 inches in thickness and her cabin accommodation equally spacious with those of the largest class of steam boats in the New Orleans trade.

As it is presumed that no one will engage in this business without ascertaining in the most satisfactory manner the correctness of the above, certificates to that effect, accompanying this notice, are considered as superfluous, as a misstatement of facts would be impolitic or useless. Boats of smaller or larger dimensions may be built on this plan, drawing a proportionably (sic) less or greater depth of water. A steam boat sufficiently large and strong to carry 300 tons would draw, when light, 28 inches and would require 10 tons of cargo for every inch she should be loaded over that mark.

THOMAS W. BAKEWELL
Cincinnati, Aug. 6th, 1827.

Ed. Note: The steamer FACILITY is shown in Lytle-Holdcamper, Merchant Vessels of the United States as measuring 112 tons, side-wheel, dismantled in 1832. The town of Trinity was on the to-be Illinois side of the Ohio at the mouth of the Cache River, about six miles above the mouth of the Ohio.

And as sometimes happens the stars, moon and sun come into alignment, - in this instance when the Galen C. Bakewell family of Riverside, California recently found S&D.

Mrs. Tamara Bakewell inquired about river connections in her husband's family around the Pittsburgh area. There was a branch of the family (Donald Bakewell, a great-great-grandson of Thomas) in those parts in the 1930s but not connected with the river. Mrs. Bakewell forwarded some pages from The Family Book of Bakewell, Page, Campbell published in Pittsburgh 1896 with the interesting story of another early steamboat builder..

Thomas W. Bakewell was a son of William and Lucy Green Bakewell, born April 26, 1778 at Burton-on-Trent, England. In 1802 the William Bakewell family migrated to the U.S. and settled first in New Haven, CT and then moved to a farm at "Fatland Ford" which seems to have been in the New Haven area.

In 1805 Thomas, now 27, moved to New York to clerk in the mercantile business owned by his uncle Benjamin Bakewell. Thomas represented the firm in the south with the purpose of acquiring knowledge of the sugar and cotton trade, guided by Major William Gordon who owned a sugar plantation at New Orleans and was in the mercantile business in Natchez.

He returned to New York in the fall of 1806 and resumed clerking and other duties in his uncle's office until 1811 when he traveled to Pittsburgh where another branch of the family was trying to establish a glass manufacturing business. He eventually took a skiff with a hired hand and went down the Ohio to Cincinnati and then on to Louisville by "broadhorn" and to Henderson, KY by horseback where he made the acquaintance of John James Audubon, the struggling artist.

For a time Bakewell and Audubon were partners in a mercantile house in New Orleans but the war with England caused that to fold in August, 1812 and Thomas

returned to Henderson. The partnership continued on about the scale of a country store. The two built a steam gristmill but that was not successful and in 1817 Bakewell disposed of his ownership in the store to Audubon. He then formed a partnership with David Prentice, a Scotch mechanic who had built the engines for the mill; Prentice had mounted sidewheels and a small steam engine in a keelboat which was called the PIKE and took it up to Pittsburgh and back to Louisville before selling it. (No date nor identification has been found for this craft. Ed.)

The Bakewell & Prentice firm engaged in the engine building and foundry business at Louisville, - "Prentice with small means and Bakewell with no capital." After a struggle the business became profitable and in 1818 they contracted with Berthond & Son, F. Honore and the Henderson Company to build three identical steamboats for them. The boats were small - about 120 tons - but unfortunately the Prentice designed engines and boilers were of insufficient power and there was subsequent litigation with the purchasers.

In 1820 Prentice & Bakewell joined with the Beckwiths, who furnished the hulls, in building the VELOCIPEDA and the COURIER, both successful and profitable steamboats. The partnership was dissolved in 1821 and Thomas Bakewell then built the MAGNET, BEAVER and other boats before moving to Cincinnati in 1824. There he built the CAVALIER (1822), WAVERLY and FACILITY (1827) and others.

The FACILITY is of course the boat extolled in Thomas Bakewell's card in the *Cincinnati Daily Gazette* reproduced at the beginning of this story. The Lytle-Holdcamper List shows her to be the typical side-wheel of the time, 112 tons, homeport Louisville and dismantled in 1832. The List also shows her to be a ferry which probably came later in her career as Thomas Bakewell advertises that she was running between Louisville and Trinity in 1827..

In 1874 George Graham of Cincinnati writes: "When Thomas W. Bakewell settled in our city, soon after steamboats began to carry the commerce of the country, he determined to construct boats on a plan of his own with capacity to carry a large amount of freight in proportion to their registered tonnage, to be less expensive in their finish than Eastern boats and more easily navigated in shoal water.

MUSEUMS & LIBRARIES TO VISIT and other SOURCES FOR RIVER RESEARCH

In his first experiments with this class of boats he found them popular and, the commerce of the river increasing rapidly, was induced to establish shops here for building his own engines and a shipyard for construction of hulls; his facilities enabling him to build boats at short notice.

The building of boats and engines was not the only business that engaged Mr. Bakewell's attention. In his intercourse with the South he learned that cotton-growing states were deficient in a supply of bagging for baling cotton. This bagging was mostly made of hemp on hand looms in Kentucky and was very costly. He perfected machinery for spinning and weaving Kentucky hemp and built a large cotton-bagging factory in Covington. For the extension of this profitable business, in partnership with William S. Johnson, he laid out a large "addition" to the city of Covington which was sold off in lots.

In partnership with his brother-in-law Alexander Gordon of New Orleans, he established the town of Cairo, Illinois as a commercial point for river trade. This town would have been more successful if the location had not been subject to overflow, on account of which immigration was diverted to other towns."

Bakewell became a director of the Ohio Insurance Company and was elected to the directorate of the United States Branch Bank in 1824. But he shared in the general financial ruin of 1837 although he remained in business as the firm of Bakewell & Cartwright, Founders & Machinists. After 1844 he was a commission merchant at 6 West Front St. but never regained his former financial position.

About 1860 Thomas Bakewell became engaged as bookkeeper with the large paper firm of Chatfield & Woods in Cincinnati, retiring in 1867 at age 80.

He and his wife Elizabeth went to live with their son Benjamin Page Bakewell at "Lookout" in Allegheny City, now North Side, Pittsburgh where he died April 6, 1874. He was buried in Spring Grove Cemetery, Cincinnati.

Elizabeth Rankin Page was born in London May 4, 1797 and married Thomas Bakewell July 27, 1816 at Pittsburgh. She died April 24, 1879 at the home of her son-in-law David A. James at Clifton, Cincinnati and was buried at Spring Grove.

So, add Thomas Woodhouse Bakewell to the list of boat builders who helped make Cincinnati a center of steamboat construction for a hundred years.

Our thanks to the Galen Bakewells.

From time to time the S&D Secretary receives inquiries about sources of information for river research, - in general or specific questions about an ancestor or an incident. In the December, 1997 issue we published a page of suggestions and contacts and it's time to update that listing and add some others which might be helpful, - or destinations worth visiting on your next vacation trip.

MUSEUMS

Ohio River Museum, Marietta, OH - Main exhibit of the S&D collection and the 1918 steam towboat W. P. SNYDER JR. An Ohio Historical Society site; open March-November, Wed. thru Sun, free with S&D membership card. PH (740) 373-3750.

Blennerhassett Museum, Parkersburg, WV, Blennerhassett Island State Park. A sizeable exhibit of S&D river material on the second floor with a focus on West Virginia rivers. PH (304) 420-4800

Point Pleasant River Museum, Point Pleasant, WV. A new facility in an historic downtown building, close by Tu-Endi-We State Park. Features boatbuilding and coal towing on the Ohio and Kanawha Rivers around Pt. Pleasant. Opening June, 2003. PH (304) 674-0144

Howard Steamboat Museum, 1101 Market St., Jeffersonville, IN. Located in the 1893 Howard mansion; the story of the Howard Shipyards, 1834-1941. Open all year. PH (812) 283-3728

River Heritage Museum, 117 S. Water St., Paducah, KY New museum downtown near the floodwall, close by the Old Market House. Open Mon-Fri, year round; local river history and traveling exhibits. PH (502) 575-9958.

Mississippi River Museum, 3rd St. Ice Harbor, Dubuque, IA. A museum and much more, - see December, 2002 S&D Reflector: National Rivers Hall of Fame, Dredge WILLIAM M. BLACK, casino, Grand Hotel. PH (319) 557-9545

LIBRARIES

Inland Rivers Library, Rare Books Dept., Public Library, 900 Vine St., Cincinnati, OH 45202. The premier collection of inland river materials in the U.S., The

official library of S&D, with much support from the Public Library of Cincinnati and Hamilton Co. Official U.S. Records, logs, manuscripts, films and videos, audio tapes, diaries, maps and charts, paintings, prints, photographs, Tom Cottrell collection of ephemera and the Don McDaniel showboat archives, etc. - it's all here!
PH (513) 369-6857

St. Louis Mercantile Library, at University of Missouri, St. Louis, 8001 Natural Bridge Rd. St. Louis 63121. Pott National Inland Waterways Library with collections from Dorothy Heckmann Shrader, Jim Swift, John A Creedy Papers, Ray Covington and Tom Kenny photos, Ruth Ferris River Life and Lore from 1870 to 1970, The Waterways Journal Collection.
PH (314) 516-7244.

Murphy Library, University of Wisconsin-La Crosse, 1631 Pine St., La Crosse, WI. 54601 is THE source for photos of river places, events, towns and boats - 50,000+ images. Prints available - inquiries invited. Special Collections, PH (608) 785-8511.

BOOKS

Steamboats on Western Rivers, An Economic & Technological History, Louis C. Hunter, 1949. "The best general reference volume available on the subject of American riverboats," says Jack White and we agree. Paperback edition published 1993 by Dover Books

Way's Packet Directory, 1848-1994 and Way's Steam Towboat Directory, Frederick Way, Jr., published by Ohio University Press, Scott Quadrangle, Athens, OH 45701. PH (614) 593-1155.

Western Rivers Steamboat Cyclopoedum and Western River Engineroom Cyclopoedum, Clearly illustrated descriptions of how steamboats were built and operated; two paperbacks available from: Alan L. Bates, 2040 Sherwood Ave., Louisville, KY 40205.

Finding River People on Western Waters, Ann Peterson, article in December, 1990 issue of "National Genealogical Society Quarterly."

STR. MAMIE S. BARRETT, An Ex-owner's Story

In our March, 2002 issue, page 16, we offered three current photographs of the historic vessel MAMIE S. BARRETT (T1706) and a brief account of her current condition. She was - at last report - out on the bank near Deer Park, Louisiana waiting for someone to adopt her. The ownership seemed to be in some question, her appearance wasn't improving and the owner of the river bank wasn't too happy (it seemed) with her continued occupancy. Never-the-less, we heard there some who lusted for MAMIE and wanted to adopt her with a view to restoration.

In the June issue, page 17, Thomas C. Grady, one who was involved with this beauty when owned by the Harbor Point Yacht Club above St. Louis, filled in more details of MAMIE's past. We now have more to feed to you who are salivating with the thought of an historic, romantic steamboat available down in the bayou country.

REFLECTIONS ON MAMIE S. BARRETT by Kathy & Dick Oberle Owners 1981-1987

We discovered the worn but salvageable MAMIE S. BARRETT early in 1981 sitting on the bank at Harbor Point Yacht Club, West Alton, Missouri. Her internal service elevator and piano were both in working condition. The galley was stocked with cookware and enough china to serve a hundred people. The windows, stacks, wheel, whistle and bell were all intact but the engines had been removed years before. The hull was thin and rusted and she leaked. But, she would make a wonderful breakwater for Eddy Creek Resort & Marina, our Kentucky home on the Cumberland River. We purchased the MAMIE S. BARRETT (at that time called the PENNIMAN) for \$25,000 and paid nearly \$8,000 in towing and insurance fees. She was towed down the Mississippi and Ohio Rivers, through Kentucky Dam and into Barkley Lake, giant bilge pumps running non-stop. Camera crews from NBC came to chronicle the procession as it traveled through the locks.

Miraculously, the old paddle-wheeler arrived unscathed at Eddy Creek Resort where her recovery began. There was old, thick oil in the fuel tanks below decks and this was carefully recovered. The process created a small "oil spill" which brought the Coast Guard who lived at the resort for nearly two weeks monitoring the clean up. The entire hull was professionally foamed so the boat could never sink. Once this was completed, the MAMIE was secured to the bottom of the bay with telescoping spud poles which allowed her to rise up and down on sleeves welded to her sides. Within three months the MAMIE S. BARRETT had new life and we had more than \$85,000 invested in her.

At the mouth of the marina she proved her mettle as she protected the floating docks and restaurant from the storm surge on many an occasion. The historic, engraved ship's bell, still in perfect condition, was removed and for a time displayed on the grounds of the resort; today it resides at the home of an Oberle son in Mt. Vernon, Indiana.

As work proceeded on the hull, we explored the boat's history. With help from local and state historians, it was discovered that the PENNIMAN was indeed the MAMIE S. BARRETT, built by the Howard Shipyard, Jeffersonville, Indiana in 1921, and she qualified for State and Federal Landmark status. Both of those historic designations were procured during the course of the next few years, in anticipation of a full renovation of the boat and the tax benefits landmark status would provide.

When we sold Eddy Creek Resort & Marina in 1987, the new owners did not want the boat and it was sold to John and Mary Hosemann. They moved her to Vicksburg, Mississippi, where she operated for a time as a restaurant and theatre. When the Vicksburg enterprise folded, the MAMIE S. BARRETT was re-sold to a Natchez partnership. They moved the boat downriver with intent to renovate her as a gambling casino. This all transpired prior to 1995.

The last contact we had with the saga of the MAMIE S. BARRETT was a call several years ago from her "Captain" who reported that renovations were underway and the owners expected to have her a working paddle-wheeler in the near future! We often wonder what ever happened to those grand plans.

We thank William K. "Bill" Gilroy, New Martinsville, West Virginia for sending his sister Kathy's account of experiences with the MAMIE. Will this faded beauty yet rise and survive? We will try to keep you posted.

CLASSIC WOODEN BOAT SHOW

The annual Marietta Antique and Classic Wooden Boat Show will be held at the Marietta Harbor, Marietta, Ohio on June 14-15, 2003. The show features restored Chris Craft, Lyman, Century and other classic runabouts. The show is free to the public and show exhibitors are encouraged to join in.

Information, call Bill Gillroy at (304) 652-8121 or e-mail at: whizzer@ovis.net.

LATEST BOAT PLAN CATALOG AVAILABLE

John Fryant, model builder well known to readers of the *S&D Reflector*, announces his 2003 catalog of riverboat and tugboat plans for model builders is now available. The catalog is 21 pages with drawings or photographic illustrations of the original boat or a model produced from the plans.

Price is \$6.50 U.S. & Canada or \$8.50 overseas postpaid, payable in U.S. funds, please.

John T. Fryant
7672 Crystal Cove Pointe
Maineville, OH 45039

S&D ANNUAL MEETING DATE

September 13-14, 2003
Lafayette Hotel, Marietta, Ohio



BOATBUILDING PROJECT COMPLETED

#

Ohio River Museum Boat-builders Workshop Holds Launching

For the past ten years the Ohio River Museum and the Marietta Rowing and Cycling Club have sponsored an annual project of building a rowboat (of some sort) from scratch. The typical Portland Ohio River steamboat yawl was built as the first project and took approximately six weeks. Participants pay a reasonable fee to cover material costs and over the years from six to a dozen interested learners have signed up.

For the summer of 2001 leader Jim Stephens selected an eastern scaboard type boat, the Newfoundland trap skiff, - somewhat more ambitious and sophisticated than a typical Duck Creek johnboat. It was a fine learning experience that eventually took two summers rather than one.

S&D attendees at the past two annual meetings have inspected the progress and fine workmanship on the skiff at the workshop beneath the River Museum building. The completed boat was finally launched on Saturday, November 23, 2002. As may be seen by the above photo, she skims the Muskingum like a thistle in a whiff of breeze. The finished boat is owned by the Marietta Rowing & Cycling Club, a not for profit 501(c)3 organization which co-sponsored the construction.

The boat's design was taken from a 100-year-old work boat by Walter Simmons of Duck Trap Woodworking located at Lincolnville Beach, Maine. Simmons is a professional boat builder and author of, among other books, Lap-strake Boatbuilding.

While the builders participating in this year's project are amateurs, all have had experience in building lap-strake craft, - this is the sixth lap-strake boat made in the workshop since 1996. The hull of the skiff was completed in the summer of 2001 and the balance of the work was done in the summer of 2002. Dimensions are: length 19'6" and beam 5 feet.

Materials used were: white cedar planking (1/2 inch) over white oak, steam-bent frames; keel, knees, and breast-hook are all white oak with mahogany thwarts and transom. All fastenings are bronze or copper. Masts are pine, joined in the birds-mouth fashion, hollow except for plugs at top and bottom which run about 14 inches each. The centerboard is also mahogany and is weighted with 16 pounds of lead poured in a cavity near the lower end of the board. Sails were made from Sail-Rite cut panels assembled in Marietta as was a custom cover.

Two pair of oars were part of the outfitting, made by the Workshop. These are 10 feet long, plain blades, leathered shafts and made of tough native sassafras with varnished finish. Oarlocks are bronze from Martin Marine as used on Alden Ocean rowing shells.

As will be observed, this project was a far cry from the rowing and fishing skiffs, yawls and johnboats that were widely used on the river in the old days. The 18 foot Portland (Ohio) yawl mentioned above as the first workshop project could, in 1888, be turned out in less than a week by George Thompson with a helper and the cost was about \$50. A local Marietta craftsman describing how to build a johnboat said, "First you steal the lumber and some #10 copper wire to bead the seams!"

The Newfoundland Trap Skiff is a beauty, - for rowing or sailing. We understand the Marietta Rowing & Cycling Club might entertain offers for their boat in order to help finance next year's Workshop. Should you have an irresistible yen, you may call (740) 374-6997.



Banvard, the Artist.



Scientific American, May 27, 1848

The name of this distinguished artist is undoubtedly familiar to everyone, as the author of the **LARGEST PAINTING IN THE WORLD**, - the great three-mile picture, the Panorama of the Mississippi. Though still a young man of only 27 years, he has raised himself from a poor wandering boy to the possession of a princely fortune and the reputation of having accomplished with his own hand, *the greatest work of art ever executed by a single individual.*

Above, we present his portrait.

WHEN PANORAMAS WERE THE RAGE John Banvard Was a Star

A popular public attraction beginning around 1850 was the Scenic Panorama, a painting which was taken around the country by some knowledgeable lecturer. Physically, it was a giant painting - a series of scenes - usually done on a piece of continuous muslin miles (up to 15,000 feet) in length and of a width suitable for viewing by auditorium patrons. Popular subjects were the Mississippi River valley scenery and wonders such as the mounds of ancient peoples who lived in the middle of North America before the white man.

As many as six river panoramas are known to have been painted and toured around for years but only one complete example may have survived. The City Art Museum of St. Louis acquired the sole(?) remaining example of a Mississippi River Panorama in the 1950s after displaying it in 1949. The following is taken from the guide book published in 1950 and edited by Perry T. Rathbone for the City Art Museum of St. Louis.

"Europe had long been familiar with the cycloramas which were installed in a circular building so designed that the spectator, as the solipsistic center of the visible universe, stood in the middle of the room with a view of 360 degrees. A building large enough for cycloramas represented a capital expenditure,

something rather difficult for artists to arrange. Yankee ingenuity brought about the development of the panorama which consists of a canvas wound from one vertical roller to another behind an framed or stage opening. This arrangement did not require a special building as it could be shown in any auditorium, hall or theater. It had the added attraction of motion and the panorama itself could be moved from town to town with ever widening audiences for the artist-showman. Thus one scene after another was exposed, the motion interrupted for the grandiloquent or horrific descriptions given by the lecturer who at times might have been the painter himself, or, as in the case of this Panorama, Dr. Dickeson, whose remarks were colored by the importance, awareness, gullibility or sparseness of the audience.

Panoramas of the Mississippi were painted by John Banvard (1815-1891), Samuel B. Stockwell (? -1854), John Rowson Smith (1810-1864), Leon Pomarede (ca. 1807-1892), Henry Lewis (1818-1904) and one Hudson. These artists had many things in common. With the exception of those of John Banvard, Dickeson and Hudson, all these panoramas had their inception in St. Louis. The task of painting was accomplished in large part between 1845 and 1850. Almost all the panoramas were announced as having claims to greater accuracy, more completeness in picturing the scope of the Mississippi, to being superlatively endowed with beautiful effects and replete with tricks of showmanship, such as smoke, and steam belching from the steamboats which may have been pulled across on a track in front of the panorama, as seems to have been the case in Leon Pomarede's panorama. Bitter competition and active showmanship marked the travels of the panoramas in America and Europe until, with the exception of the Dickeson-Egan Panorama, all shared the common fate of destruction, loss, or complete disappearance."

(There seems to be another "panorama" around someplace. In 1958 The University of Chicago Press published The Lost Panoramas of the Mississippi by John Francis McDermott who refers to the Dickeson-Egan Panorama at the City Art Museum St. Louis as, "One of two extant examples of a moving panorama on a Mississippi Valley subject . ." If a reader

knows the location of the second example the editor would be obliged to hear of it.)

"All of these panoramas were presented as educational entertainment; Indian artifacts were displayed with the Dickeson Panorama. All of them attempted to fulfill the exacting standards for highly moral entertainment which, while it amused and thrilled, instructed the young, and informed their elders. They were the precursors of the newsreel, the travelogue, the documentary film and the motion picture. Their contribution to art was not as great as their propaganda value which excited the wonder and amazement of audiences on the Atlantic seaboard and in European capitals. John Banvard showed, for example, a lush prairie land that could be obtained for \$1.25 an acre. Here he combined his role of artist and painter of the largest painting in the world with that of an apologist for any Midwestern land speculator."

What do we know about this John Banvard who painted the largest painting in the world? John White, Oxford, Ohio found the following in The Dictionary of American Biography, Volume One:

JOHN BANVARD

(Nov. 15, 1815-May 16, 1891)

A painter, writer, the son of Daniel Banvard, and brother of Joseph Banvard, was born in New York City. In childhood uncertain health prevented his following outdoor sports so he amused himself with scientific experiments, verse making, and drawing. His only formal education was received in the New York High School and when he was fifteen he was thrown upon his own resources by the financial failure and death of his father.

He went to Louisville, Ky. where he became a drug clerk. When he should have been patting up prescriptions he was drawing caricatures with chalk upon the walls. Dismissal resulted. Welcoming freedom, he began to paint but his pictures brought little money and he soon started off with his paint-box after adventure. At New Harmony, Indiana he turned a flatboat into an art gallery and floated down the Wabash River, exhibiting his paintings. A bushel of potatoes, a dozen eggs, or a fowl was an acceptable admission fee to the "show boat." Ignorance of the channel, with its snags and sandbars, malaria, and scarcity of food made this venture a failure. Pecuniary

returns were better when he gave up his boat and painted and exhibited in New Orleans, Natchez, Cincinnati and Louisville.

His ambition was always for size, and he next painted a panorama of Venice, which he had never seen. Having accumulated a small capital, he purchased a museum at St Louis but lost both capital and museum. Undiscouraged, he peddled goods down the river to fill his purse. In the spring of 1840 he embarked on the Mississippi River in a skiff with the project of making drawings for a grand panorama, to be the largest painting in the world, traveled thousands of miles, exposed to hardships, drawing incessantly, and sleeping under his skiff with his portfolio for a pillow.

With his drawings completed, he erected a building at Louisville and painted the scenes on canvas woven for the purpose at Lowell, Mass. When finished, the "Panorama" was advertised as being three miles of canvas. The fidelity of portrayal was testified to by a number of Mississippi River captains and pilots. Its value was graphical; artistic merit, it had little or none. It was of the chromo type, and in 1861 Banvard painted the picture, "The Orison," from which the first American chromo was made.

(Chromo or Chromolithograph - a colored picture printed by the lithographic process from a series of stone or metal plates, each imparting a different color. Webster)

Banvard's "The panorama of the Mississippi" was exhibited throughout the United States and in London, where it was admired by Queen Victoria. During the Civil War, Banvard furnished to Generals Fremont and Pope information about Island No. 10 in the Mississippi, which assisted in its capture. He later traveled in Europe, Asia, and Africa and painted scenes in Palestine and a "Panorama of the Nile." His pictures were always rapidly executed and with a certain crude vigor but without technical skill.

Banvard was almost as facile a writer as a painter. He wrote about 1,700 poems, some of which appeared in magazines. He also wrote, A Description of the Mississippi (1849), A Pilgrimage to the Holy Land 1852) and a number of other books. His dramas "Amasis" and "Carrinia" were performed respectively at the Boston Theatre and the Broadway Theatre, New York. As a writer, Banvard's claim to artistic excellence is

probably no stronger than as a painter. But, his personality was rugged and original.

In his mature years his appearance was like that of many Mississippi River pilots - a thick-set figure, with heavy features, bushy dark hair, and rounded beard. In 1880 he settled in Watertown, South Dakota where he lived with his children. He died there May 16, 1891.

We thank John White for pointing us to the Mississippi Panorama story with a copy of the *Scientific American*, May 27, 1848 and a tip of the cap to the late Bert Fenn who years ago passed along a copy of the City Art Museum, St. Louis guidebook.

ABOUT OUR AUTHORS

One of our favorite magazines is *Invention & Technology*, a quarterly published by a branch of American Heritage. There is an association with the Inventors Hall of Fame, a relatively new museum of invention and technology in Akron, Ohio.

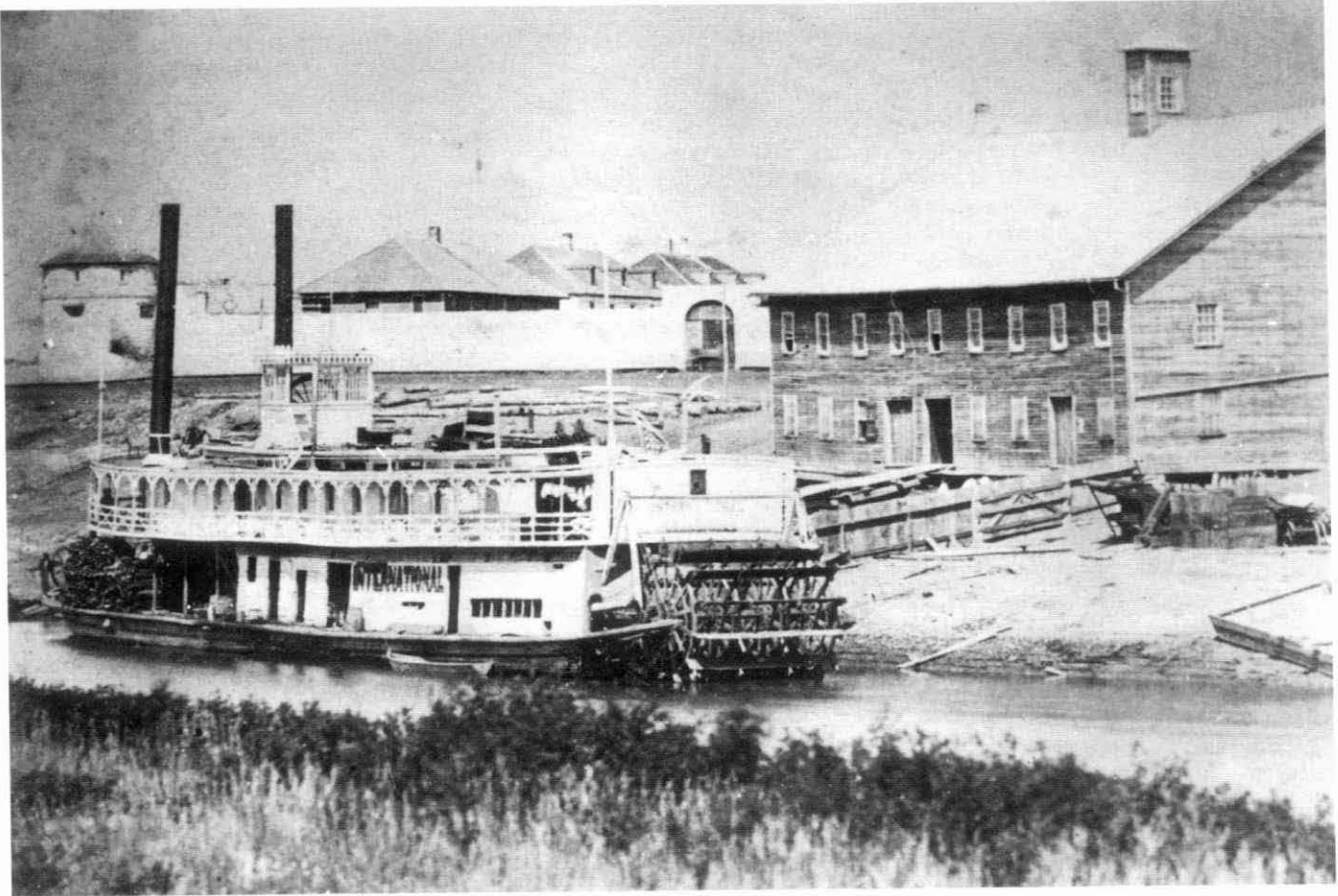
One of the featured articles in the Winter 2003 issue is titled "Feel the Noise" and the first sentence starts out, "In 1991 Harry Barry found the noisemaker of his dreams: a huge air-raid siren from the 1950s." That's our HARRY D. BARRY from North East, PA who was pictured on page three, December issue with his prize giant steam Gong.

JOHN H. WHITE, JR. has a by-lined article titled "It All Started in New Jersey" on page 63, same issue. John postulates that most - if not all - technology (of importance) had its roots in New Jersey. His disillusionment came when he decided that the New Jersey Turnpike was not a good thing.

Then we picked up *Transfer*, the publication of the Rail-Marine Information Group RMIG). ALLEN "WIS" WISBY is the author of "Car Floats to Galveston" which is all about railroads onto Galveston Island from Port Bolivar on the east side of Galveston Bay.

Transfer is edited by John Teichmoeller for those interested primarily in the movement of rail equipment over bodies of water, - rivers, lakes or salt. Information on this specialized field and membership is available from:

John Tiechmoeller, RMIG, 12107 Mt. Albert Rd., Ellicott City, MD 21042.



The INTERNATIONAL, 1862-1880, at what looks to be Lower Fort Garry about 15 miles down the Red River from Winnipeg. The fort is in the background, today a national park and near a Red River lock and dam.

THE STEAMBOAT FLEET ON THE RED RIVER OF THE NORTH

When we stumbled into this area several issues back few photographs of the relatively few boats which operated on the Red River of the North came to light. The Murphy Library, University of Wisconsin, La Crosse provided the five photos which appeared in the September, 2002 issue. A list of the boats found in the book *Day of the Bonanza* and from other sources appeared in the December, 2002 article.

But, recently additional photos of the good looking little steamboats which ran on the Red River during the 1870s-1880s turned up. The boats and the barges they towed had a bonanza business before the Northern Pacific and the Great Northern railroads were able to extend rail north to Winnipeg to take over the wheat trade. A portfolio of Red River steamboats follows.

The INTERNATIONAL is documented in the Lytle-Holdcamper List, Merchant Steam Vessels of the U.S., as being completed at Georgetown, Minnesota in 1862. She was dismantled in 1880. In the above photo of the INTERNATIONAL there's a fort in the background and the large building near the landing appears to be a warehouse; the location could be Lower Fort Garry, down the Red River from Winnipeg and now a national park.

The following article appeared in *The Waterways Journal* of June 5, 1948, the photo supplied by Clifford P. Wilson of the Hudson's Bay Co. publication, "The Beaver."

The INTERNATIONAL was one of the early Red River boats, only two having preceded it. This sternwheeler's career really when a third vessel, the FREIGHTER, started out from St. Paul in 1859 for Red River via the Minnesota River, Big Stone Lake, Lake Traverse and the Bois de Sioux River. There is no direct link between the two lakes but Capt. John B. Davis hoped to take his steamer through in freshet time when the portage was flooded. Unfortunately, the pilot mistook a deep coulee for the main channel of the Minnesota and when only a few miles from Big Stone Lake the boat grounded hopelessly and was abandoned.

The following year J. C. Burbank, who with his brother H. C. and Capt. Russell Blakeley ran the stage line from St. Paul to Fort Abercrombie on Red River, decided to expand into the river business. They bought the machinery of the stranded FREIGHTER and hauled it overland to Georgetown, Minn. in the winter of 1860. The hull of their steamboat was completed in 1861 and the vessel was launched in 1862. Its dimensions were 136 by 26 by four feet, the engines were 12 inches, 5-1/2 feet, the boilers were 38 inches by 23 feet, and the tonnage

was 172.17. The construction was supervised by a Mr. McConnell of Beaver, Pennsylvania.

The maiden trip, on May 20, 1862, proved unlucky when the INTERNATIONAL ran into overhanging trees which tore off the stacks and delayed the voyage four hours.

C. V. P. Lull was in charge of the boat for a few trips until Norman W. Kittson was engaged as manager. The Indians had become troublesome, claiming that the boat drove away fish and game and made such a noise that the spirits of their fathers were disturbed. Mr. Kittson, who knew the Indians well and could speak their language, kept them quiet for a while. But the tribes eventually went on the warpath, causing much destruction and making steamboating difficult. The vessel went aground on one 1862 trip and was temporarily abandoned; the passengers and freight were taken into Fort Garry by teams.

On March 31, 1863, a crew which included Capt. Sam T. Painter and a Mr. Abell, engineer, left St. Cloud, Minn. They intended to go direct to the vessel at Georgetown but were detained at Fort Abercrombie until soldiers could be ordered out to protect them from the Indians. At Georgetown the pilot house of the steamer was hurriedly fortified, after which the boat set out for safety under the guns of the fort, with the troops skirmishing (and hunting) along the banks. The trip is the only record of an operation by the INTERNATIONAL in 1863.

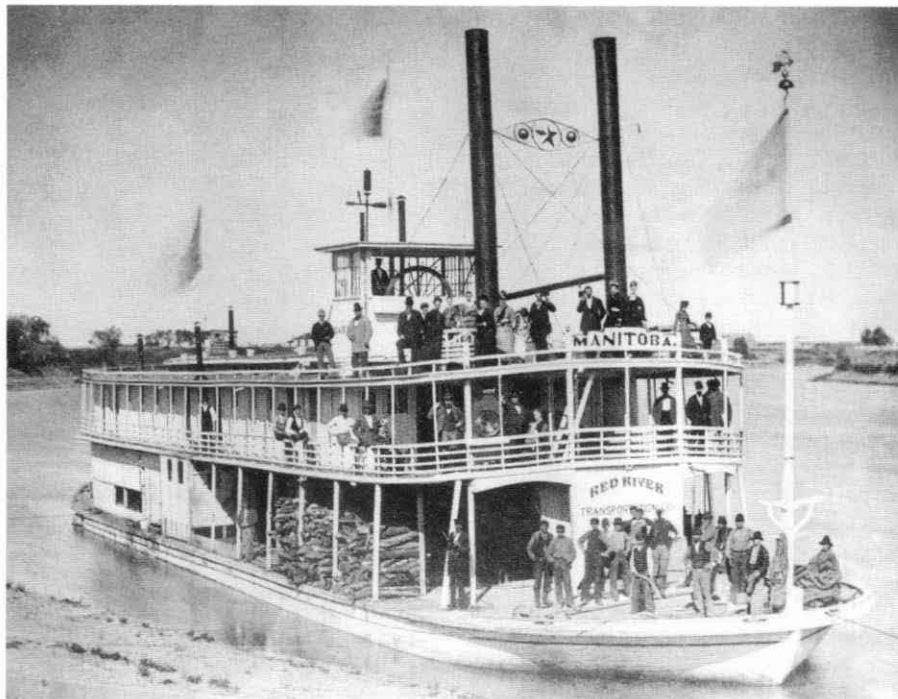
The vessel made only one trip in 1864 before being laid up in July. The Indian trouble was over but since the Hudson's Bay Company controlled freight moving into Canada the Burbank interests sold the INTERNATIONAL to that organization's Red River Transportation Line. Dissatisfaction over the trade monopoly later caused St. Paul, Moorhead and Winnipeg interests to build two boats, the MINNESOTA and the MANITOBA, and form the Merchants International Steamboat Company in the spring of 1875.

The most famous steamboat accident on the Red River of the North occurred June 4, 1875. The INTERNATIONAL, downbound, was approaching a very sharp bend below Le May's Mill, about five miles from Winnipeg, at 11:30 a. m., when it met the MANITOBA coming up. Capt. John S. Segers blew for the port side (one blast) but the MANITOBA answered for the starboard (two blasts). The boats were 150 feet apart when Capt. Segers repeated his signal, the wind and current being against him so strongly that he couldn't go to starboard.

The INTERNATIONAL struck the MANITOBA just abreast of its stairway, cutting in 10 or 15 feet. After the danger of a boiler explosion had passed, Capt. Segers put his boat across the head of the MANITOBA while passengers and baggage were transferred. There was talk that the INTERNATIONAL deliberately sunk the rival boat; but this was not borne out by facts.

The INTERNATIONAL was eventually dismantled at Grand Forks, N. D. in 1880.

BELOW: Here is the MANITOBA, owned by the Red River Transportation Co., which was in collision with the INTERNATIONAL. She and the MINNESOTA were sister boats, 198 tons, built at Moorhead, MN in 1875. They were inspected by the Galena, Illinois office of the U.S. Inspection Service in 1877 but do not find them listed later. MANITOBA looks to be fresh from the builder in this photo taken at the Winnipeg landing on Red River, just above the junction with the Assiniboine River. Note the large oil searchlight mounted on the forward end of the boiler deck and the three chime whistle of unusual design on the pilothouse, - a real screamer we bet.





The CHEYENNE was one of three side-wheel steamers operating on the Red River of the North (that we know of), others being the FRAM and the PLUCK, a tug, (see Sept., 2002, page 12). This photo supplied by Clifford P. Wilson (1948) from the files of the Hudson's Bay Co. publication *The Beaver*.

Following comes from the WWJ, June 12, 1948:

ABOVE: CHEYENNE was built at Grand Forks, ND in the winter of 1873-74, 91 tons, engines 13-1/2s, 3-1/2 ft. stroke, owned by the Western Transportation Co., a subsidiary of the Hudson's Bay Co. She is tied up in the mouth of the Assiniboine River at Fort Garry (Winnipeg). The bridge ahead of the boat has a swing span on the left end; CHEYENNE ran up the Assiniboine to Fort Ellice, - near the mouth of the Qu'appelle River. The St. Paul & Pacific RR was completed to St. Vincent, MN, just south of the U.S./Canada border, in 1877 and in 1878 the CHEYENNE, MINNESOTA, MANITOBA and ALPHA connected to Winnipeg. Lettering on the wheelhouse says: "Winnipeg and Western Transportation Co." Note the light buggy being carried on the roof. CHEYENNE dismantled 1883.

RIGHT: Thought to be the cabin of the CHEYENNE as the photo also came from Hudson's Bay Co. publication *The Beaver*. Note the sway stays on the chandeliers, oil lamps and soot catchers above. Do the tasseled lines have any useful function?



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

**THESE RULES SHALL BE EFFECTIVE ON AND
AFTER APRIL 1, 1911.**

RULES FOR VESSELS PASSING EACH OTHER.

In the following rules the words steam vessel and steamer shall include any vessel propelled by machinery. Risk of collision can, when circumstances permit, be ascertained by carefully watching the compass bearing of an approaching vessel. If the bearing does not appreciably change, such risk should be deemed to exist.

RULE I. When steamers are **APPROACHING EACH OTHER FROM OPPOSITE DIRECTIONS**, the signals for passing shall be one short and distinct blast of the whistle to alter course to starboard so as to pass on the port side of the other, and two short and distinct blasts on the whistle to alter course to port so as to pass on the starboard side of the other.

When two steamers are meeting end on, or nearly end on, so as to involve risk of collision, the helms of both shall be put to port, so that each may pass on the port side of the other.

When an ascending steamer is approaching a descending steamer, the pilot of the ascending steamer shall give the first signal for passing, which shall be promptly answered by the same signal by the pilot of the descending steamer, if safe to do so, and both shall be governed accordingly; but if the pilot of the descending steamer deems it dangerous to take the side indicated by the ascending steamer, he shall immediately signify that fact by sounding the alarm or danger signal of four or more short and rapid blasts of the whistle, and it shall be the duty of the pilot of the ascending steamer to answer by a signal of four or more short and rapid blasts of the whistle, and the engines of both steamers shall be immediately stopped, and backed if necessary, until the signals for passing are given and answered.

**The piloting rules may or may not shed light on the
INTERNATIONAL and MANITOBA contretemps.**

**OLIVER DALRYMPLE
of
The Red River Valley**

The story of steamboating on the Red River of the North continues!

The Red River wiggles north from the environs of Big Stone Lake and forms the border between Minnesota, South and North Dakota until emptying into Lake Winnipeg; there was steamboat traffic for relatively few years. We thought the article on page 28, last issue covered the story but discovering the Bonanza Farms, which prompted the brief steamboat era, led *S&D Reflector* into more uncharted territory.

It seemed there was nothing more to say after the Grandin brothers from the Allegheny River town of Tidioute, Pennsylvania stumbled into North Dakota farming with the help of a visionary farmer named Oliver Dalrymple. Then we learned that Oliver also came from the Allegheny River region, was probably known to the pen-pushing Grandin bankers, at least by gossip around Warren County, Pa so there is more to the story.

S&D membership embraces many distinguished personages and - we might have suspected it - at least one is a Dalrymple. Writes Mary Dalrymple Putnam of Warren, Pennsylvania:

"After reading your fine article (Ahem!) about the Red River Country I wanted to

relay some information about Oliver Dalrymple. He is descended from the early Sugar Grove (PA) Dalrymples who were cousins of my ancestors who settled on Yankee Bush in Conewango Township before 1820."

Clark Dalrymple who had moved to Sugar Grove, Warren County from Massachusetts in 1811. Clark married Elizabeth "Betsy" Schoff of Brokenstraw, Warren County in 1818 and they had eight sons, including Oliver, and a daughter. Clark died in 1869, age 74, and Elizabeth in 1883, age 87, according to an 1887 history of Warren County.

Oliver was born in 1830 near Sugar Grove, Pennsylvania. At age fifteen he began teaching school at Sugar Grove and then studied at Allegheny College, Meadville, Pa. He became principal of Warren Academy in Warren and then moved on to study law at Yale and was admitted to the Warren County bar, 1855.

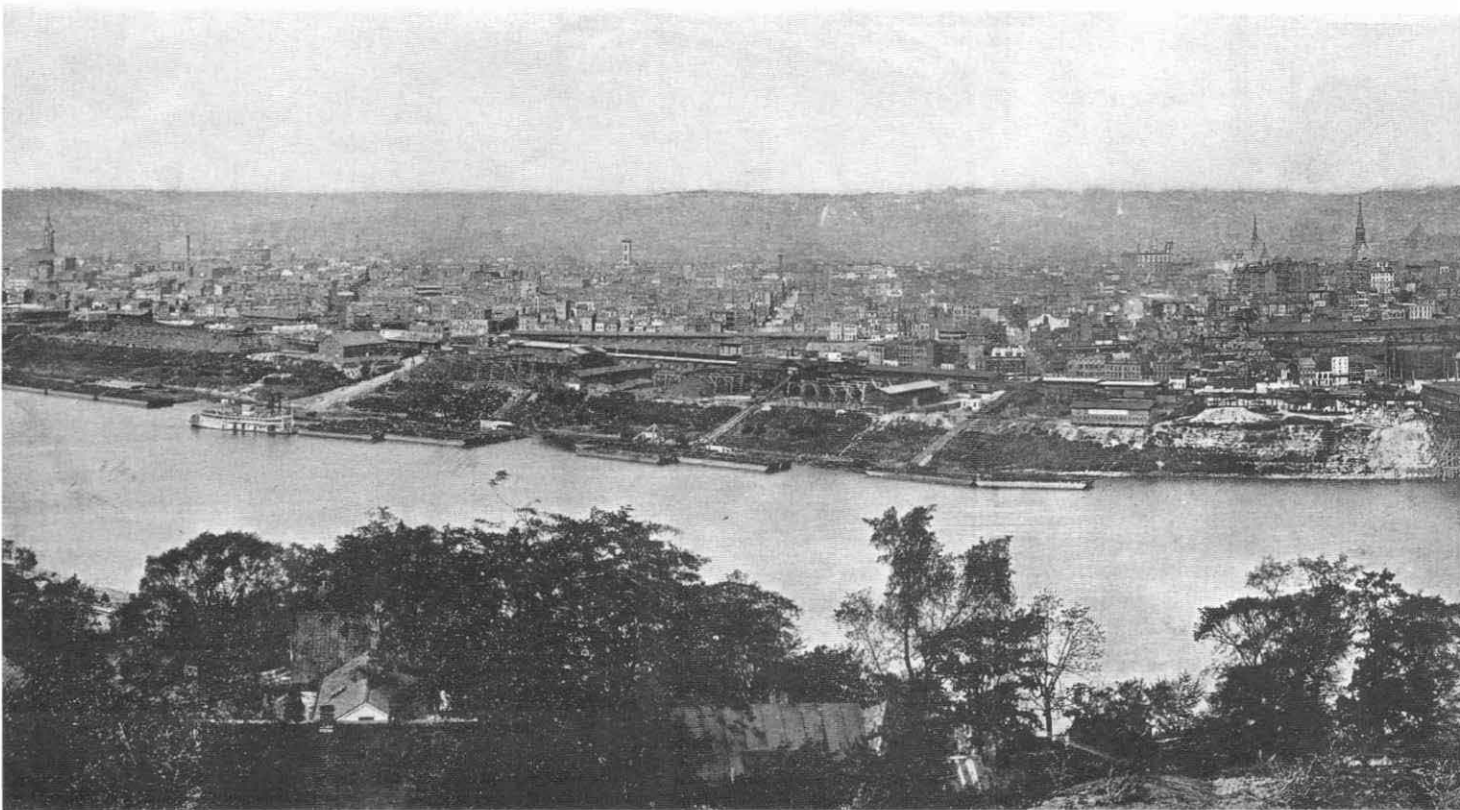
Oliver went to Minnesota in the spring of 1856 to practice law in Faribault, Chatfield and St. Peter until 1860. He became associated with the law firm of Flandrau, Bigelow and Dalrymple in St. Paul in 1860 and in 1863 bought 2,600 acres of land at Cottage Grove, Minnesota, southeast of St. Paul, to engage in wheat farming.

As described in earlier installments, Dalrymple soon had a reputation as a very successful wheat farmer and was hired by the bankrupt Northern Pacific RR to evaluate its vast holdings of land grants in the Red River Valley. Later, Oliver assisted the Grandin brothers in selecting land to exchange for the devalued railroad bonds they held. He established his own bonanza farm and built a large frame house near Casselton, North Dakota.

Oliver's son, John Stewart Dalrymple, continued in the farming business and passed it along to his son, John S., Jr.

Much of the foregoing information has been extracted from, Oliver Dalrymple, The Story of a Bonanza Farmer by John Stewart Dalrymple, privately printed 1960.

Our thanks to Mary D. Putnam for the rundown on Oliver Dalrymple, a real bonanza farmer and her kinfolk.

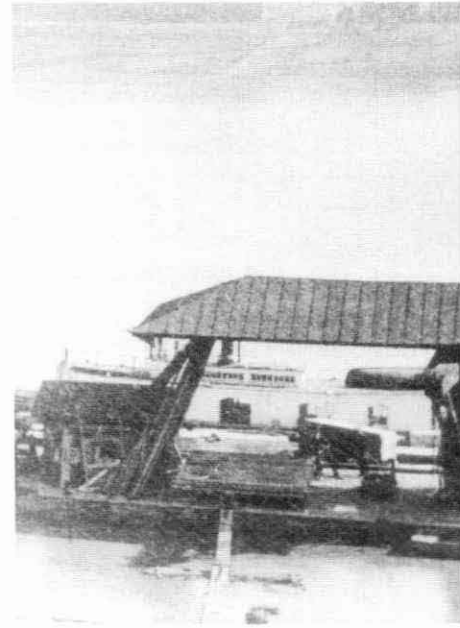


Left, are the coal landings of T. J. Hall, Inc., J. R. Ware, Inc. and Campbells Creek Coal Co. The towboat could be the E. R. ANDREWS.

A VIEW OF CINCINNATI, I
Tom Cottrell, Swansea, MA send
in an unknown, large format magaz



Many photos of the Cincinnati Landing - as this one about 1890 - show a peculiar craft below the Suspension Bridge. Old-timers called it "the Buena Vista stone boat" and left us wondering about the term. The TACOMA running in the Chilo-Cincinnati daily trade is at her wharfboat.

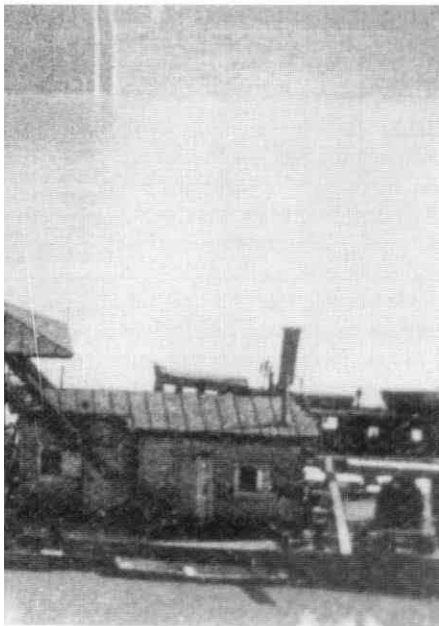


The stone boat close-up better
sawmill for stone. A pile of sawn p
floor, to be moved onto the flat alk
for local buildings, street curbs, e

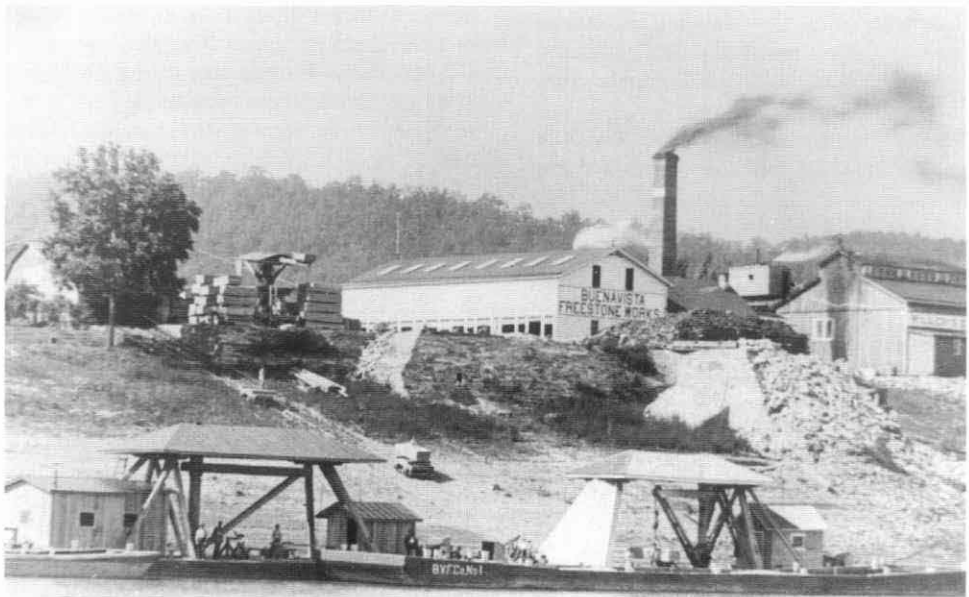


LOOKING NORTHEAST, 1895
 Panorama published May 21, 1896
 Size dictates we must use it here!

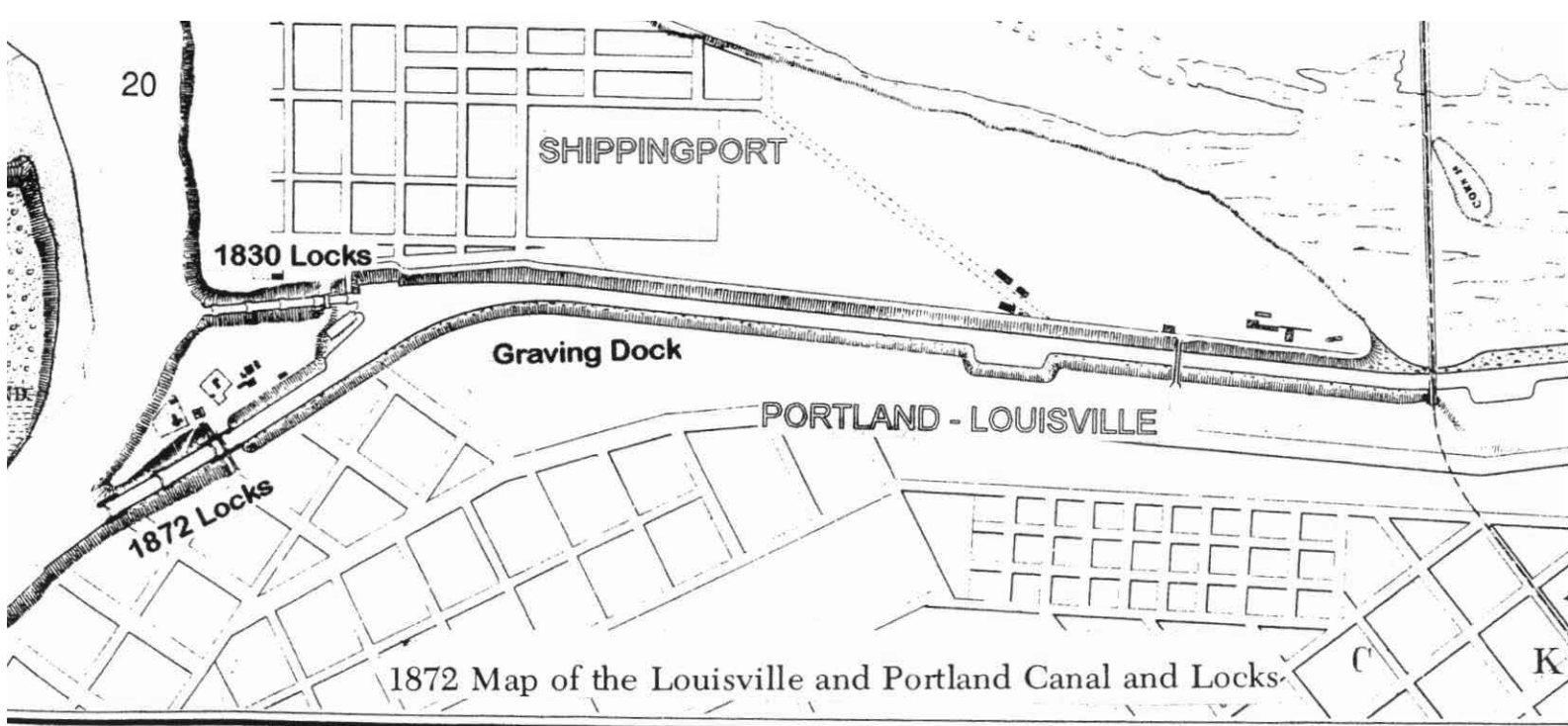
Right, toward the C&O Bridge and Suspension Bridge, with the CITY OF LOUISVILLE down bound. Name of coal incline on Covington, KY side?



its purpose; a floating, steam
 is on the far side of the work
 . Quarry blocks were custom cut
 the Suspension Bridge piers.



Buena Vista sandstone is fine textured, a quality building material and beginning about 1850 was quarried near Buena Vista, Scioto Co., Ohio. The Buena Vista Freestone Works shipped by barge (see), about 2/3 as blocks and 1/3 cut to size. Photo circa 1890; quarries closed about 1905.



1872 Map of the Louisville and Portland Canal and Locks

THE LOUISVILLE GRAVING DOCK

by Alan L. Bates

While dry docks ("graving dock" is a synonymous older term) are found at many big shipyards on the coasts, they are not common on the Mississippi River System. The only other one that comes readily to mind is the dry dock built by the Corps of Engineers on the Des Moines Rapids Canal on the Upper Mississippi; it was completed in 1889, while the one at Louisville dates fifty years earlier.

Dry docks were, however, found at many locations on the canal systems constructed in the first half of the 19th century in the mid-western states. Canals by their nature did not have convenient sloping banks where boats could be built while a basin which could be sealed off from the canal was simple to build, - and the water was only four feet deep. The dry dock is a structure that may be filled with water so that boats may be moved in and out; it is drained, preferably by gravity, so that boats may be built or repaired in the dry. Floating dry docks, commonly used along the rivers, are an entirely different animal.

In 1830, when the Louisville and Portland Canal was built, there were three lift locks, 183 feet long and 52 feet wide, and a guard lock 190 feet long and 52 feet

wide at the head of the flight. Each lock had a lift of eight feet, eight inches. The guard lock's purpose was to protect the navigation locks during periods of high water and catch drift, silt, etc.

The canal bypassing the falls of the Ohio was completed early in December, 183 and the first steamboat through was the UNCAS on December 21. UNCAS was a little side-wheel boat of 59 tons and she seems also to be known in history as the COLUMBUS or the LARK.

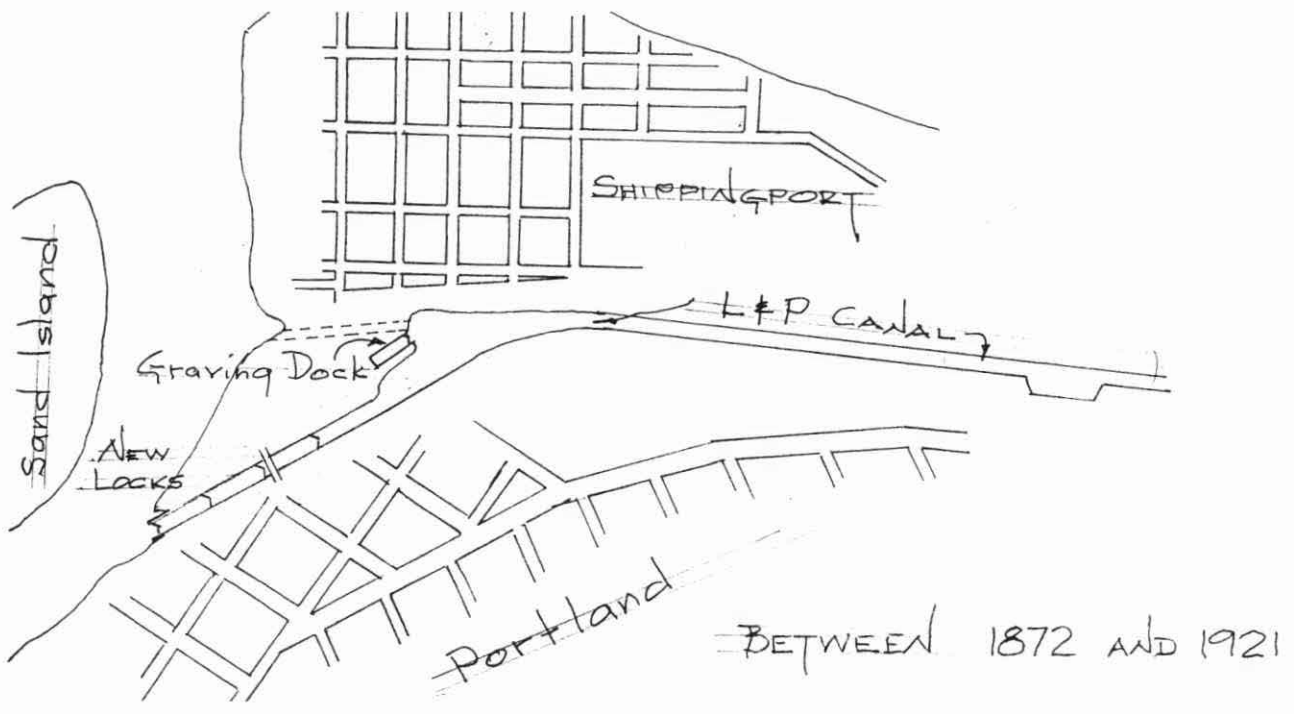
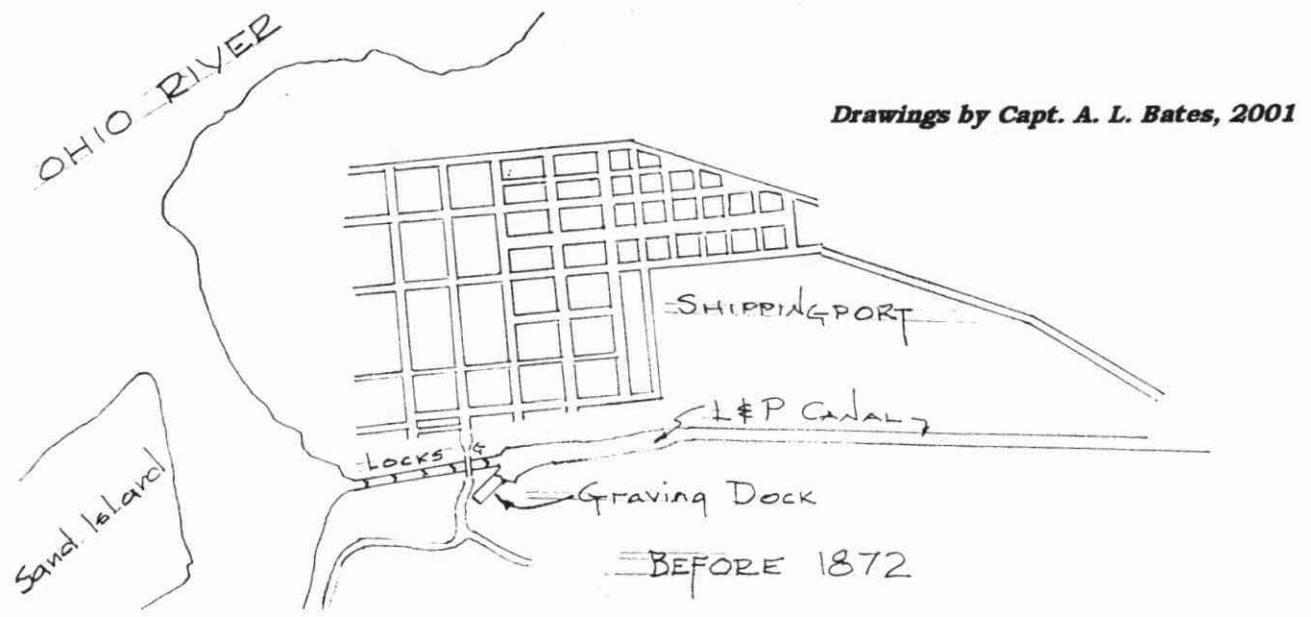
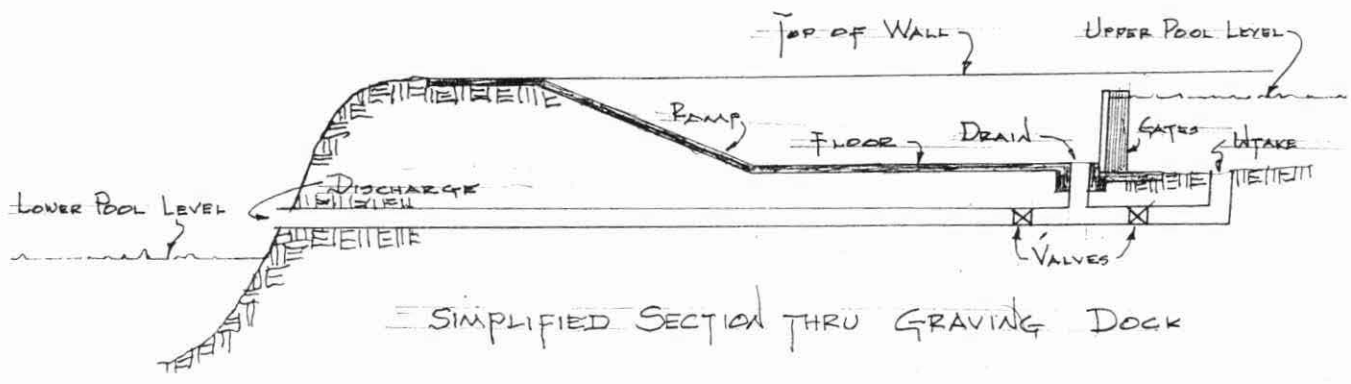
Delays in transit through the three-step locks were common almost from the first day of operation. It could take days for a boat to get through this bottleneck and priorities were established to permit various classes of boats to pass ahead of others. U. S. military vessels had rights over everything while vessels carrying mail came next followed by passenger-carrying boats, towboats and pleasure craft in that order. The lockmaster was boss and could change this order of precedence as needed. The situation became intolerable as the use of the canal increased and the 180 foot locks became more of a bottleneck as size of the average packet increased ..

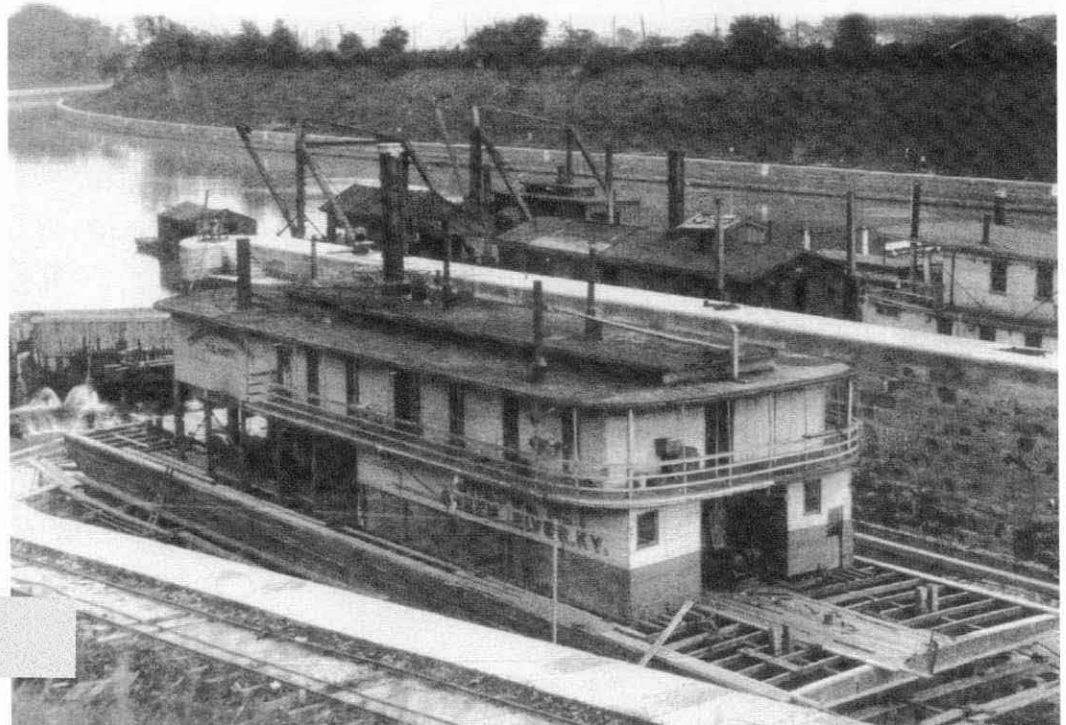
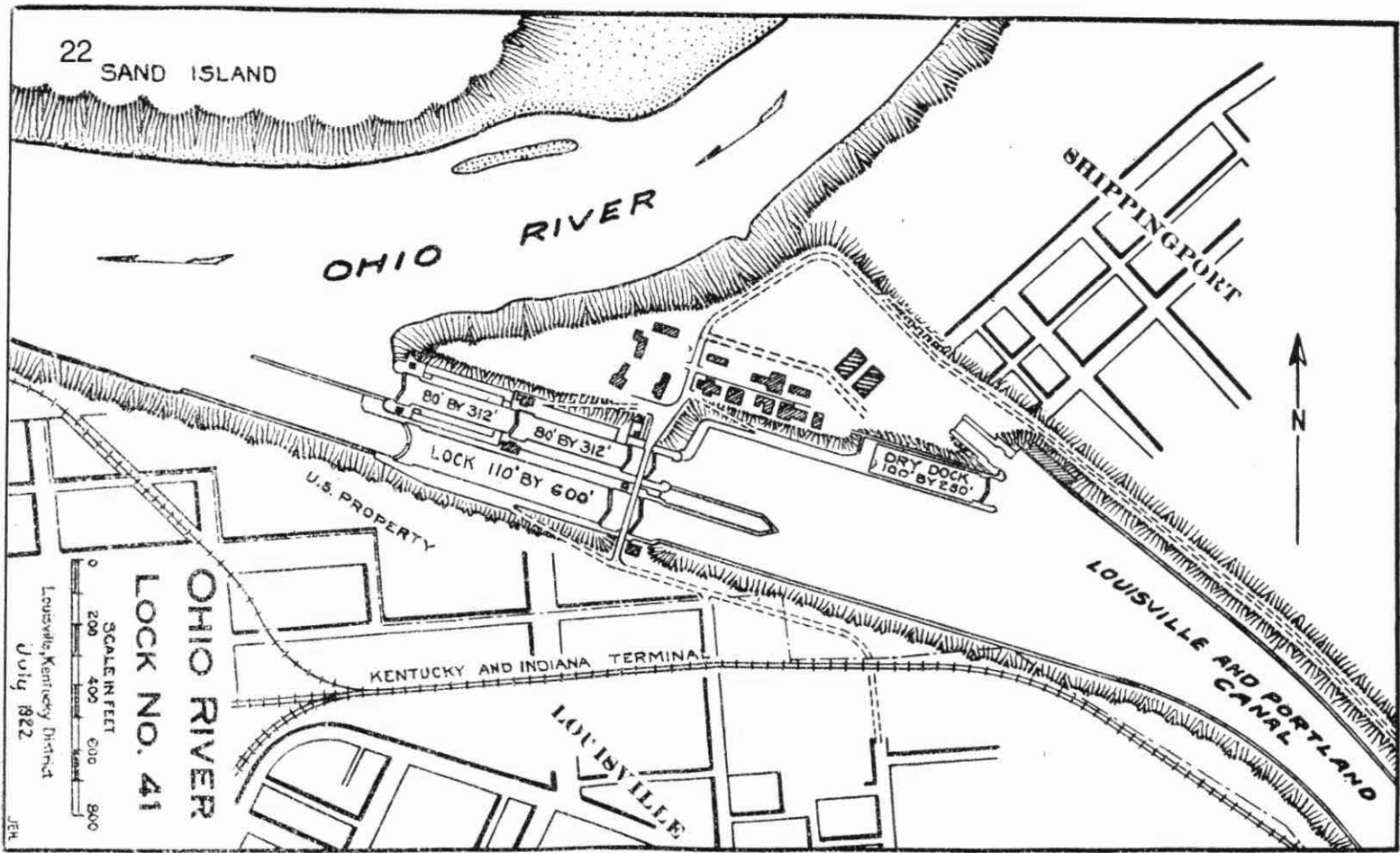
Started in 1862, a new set of two-flight locks 360 feet long and 80 feet wide were located to the south of the original locks on an angled path was opened in 1872. An interesting sidelight is that the INDIANA (2754), designed in 1900 to become the L&C Packet Company's low water boat, was deliberately made eighty three feet wide over the guards to overcome any temptation to take her to the river below Louisville.

At some time between 1830 and 1872 a graving dock was built just south of the original guard lock which placed it parallel to the entrance to the new upper lock approach. It was an ideal site for the dock; it could be filled from the upper pool and drained to the lower one simply by opening and closing valves. There were no pumps and although it was the property of the U.S. Engineers, the graving dock was available for public and private use.

The new (1872) lock system became obsolete and delays again plagued the river's navigators. In 1911 an expansion was begun and a new lock, 600 feet long and 110 feet wide, was built parallel to and southwest of the 1872 locks. In order to accommodate a proposed hydro-electric plant on the north side of Shippingport Island the dam and lock walls were raised some eight feet. The new 600 foot standard Ohio River lock was completed in 1921 and the lower old 360 foot lock was removed, leaving the upper 1872 lock as an auxiliary to the new larger lock and both were single step structures. The auxiliary lock was rebuilt in 1930 to the then standard 360 by 56 foot size.

The graving dock remained in place until 1959, when improvements were again made. The L&P Canal was widened to 500 feet and the new McAlpine Lock, 1,200 feet long and 110 feet wide was completed in 1962, cutting directly through the site of the graving dock. So ended an unusual and historic feature of the Louisville & Portland canal; it had served for more than a hundred years.





The Louisville graving dock in use about the turn of the century; the U. S. dipper DREDGE NO. 1 is getting hull repairs. The bulkhead lettering includes, "Green River, Ky." which might indicate it is the dredge, 112x31x4.0, rebuilt in 1896. The view is up the canal toward east. The west end of the dock was a sloping ramp that wagons or trucks could drive down to the floor to deliver materials. Some leakage is apparent in the miter gates and a catch trough delivers the water to the discharge pipe, keeping the floor dry. A fleet of Engineer's equipment is moored against the north canal wall; the white spots on the south wall are mooring pins. Diagram is from U. S. Engineers The Ohio River, 1922.

- THIS AND THAT -

HISTORICAL MARKER AT NEWPORT
FOR
GORDON C. AND MARY B. GREENE

On the bright but breezy afternoon of November 3, 2002 an official Ohio historical marker was dedicated on the shore of the Ohio in front of Greenwood Farm, Newport, Ohio. It is in recognition of the river careers of Gordon and Mary Greene who, as working partners, built the successful freight and passenger business Greene Line Steamers.

Gordon Greene was born at Newport September 8, 1862, a descendent of John Greene one of the early pioneers and a founder of Newport. Mary Becker was born June 20, 1867 at Hills Post Office, Ohio, a settlement on the Little Muskingum River in Washington County. The idea of an historical marker for the Greenses was developed by the Newport Heritage Committee and the Newport Township Trustees with Mrs. Eileen Thomas taking the lead. Participating in financing the marker were the Ohio Bicentennial Commission, the Longaberger Foundation and the J. Mack Gamble Fund of S&D.

There was a nice turnout for the dedication with speeches by state and county officials, music, the local Boy and Girls Scouts presented the flag. The marker is located close to the river bank, just down from The Jug drive-in and across from the big white house of the Greenwood Farm.

It is most fitting that the Greene family is honored with this marker at the place of their beginning, Gordon's life on one side and Mary B's on the other. And, the J. Mack Gamble Fund can assist other local historical societies interested in marking places and persons connected with river history.

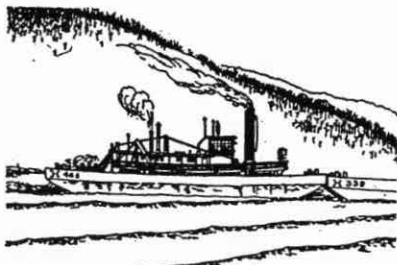
* * *

THE WATERWAYS JOURNAL OLD BOAT
COLUMN

Among his many hats Jimmy Swift wore at The Waterways Journal over the many years the one as writer of the Old Boat Column made him most widely known to the readers of the river weekly. Many of us turned to the back of the paper FIRST to get Jimmy's slant on some boat, town or event and then perused the rest of the WWJ.

Many wondered if the column would die with Jim and were relieved when Capt. Alan Bates was named to continue this popular feature. Alan began writing "Old Boats" with the December 9, 2002 issue after a period of admirable filling-in by John Shoulberg. The Journal management made a good choice and we look forward to more stories with the Bates details and twists.

* * *



STEAMBOAT DIRECTORY SALES REPORT

The Ohio University Press's semi-annual royalty report keeps us posted on the continuing of the popular S&D books, Way's Packet Directory, 1848-1994 and Way's Steam Towboat Directory. For the six months ending June 30, 2002 there were 19 unit sold, bringing the total since publication to 1,220 for the Towboat Directory. Sales of the Packet Directory were 42 and the total of the second edition stands at 1,149 and a royalty payment to S&D of \$67.03.

* * *

MONONGAHELA RIVER NEWS

Dr. J. K. Folmar, President of Monongahela River Buffs, is appreciative of a \$627 grant from the J. Mack Gamble Fund for microfilming the Buffs' newsletter, "Voice of the Mon." The 16-page newsletter has been published since 1979 and Dr. Folmar has been busy indexing and microfilming the approximately 1,200 pages. Copies of the microfilm have been provided to several libraries including the Inland Rivers Library, Cincinnati. Libraries interested in acquiring a copy should contact Dr. J. K. Folmar, Mon River Buffs, 847 Wood St., California, PA 15419, PH (724) 938-7856.

Farther up the river, at Brownsville, efforts continue to establish a River Museum at that historic location. Brownsville has been a leader in boatbuilding from the earliest days of the steamboat when the famed Henry Shreve was active there. Several buildings have been considered and S&D member Harold Richardson is one of the active promoters.

* * *

FIRST STEAMBOAT RACE OF THE YEAR

The big AMERICAN QUEEN is out and running again! On January 25, about noon, she challenged the steamer NATCHEZ to enter into "a little brush" along the New Orleans waterfront and the whole show was caught on the Port of New Orleans Webcam and flashed worldwide via the Internet. The race from start to finish was shown live on the Franz & Carmen website www.steamboats.org. NATCHEZ won by a whisker, to the delight of Judy Patsch who provided us with five pages of action-stills (if that's not an oxymoron). The audience must have been huge although the images disclose few live bodies in sight; - that's progress.

* * *

GOLDEN EAGLE MUSEUM

The late Jim Swift was interested in many organizations and none was closer to his heart than the Golden Eagle Museum in St. Louis. Jim's departure on his final trip has occasioned a revised look for the Museum's officers and Board of Trustees. The organizational meeting was held January 7 with Bill Shive elected President, Bob Mullen, 1st V.P., Theodore LaVenture, 2nd V.P., Ken Buel 3rd V.P. Sally Mitchell, Secretary and Edgar Miller, Treasurer, Financial and Membership Secretary.

The Museum holds monthly meetings and publishes a lively newsletter six times a year, *The Paddlewheel*. Membership is \$8 single, \$15 family or \$100, lifetime. Ed. Miller, Treasurer, 12616 Cottage Ridge, St. Louis, MO 63127.

* * *

NATIONAL STEAMBOAT MONUMENT

#

Cincinnati Dedicates Novel Riverfront Attraction

On November 20, 2002 there was a big doings down by the river at Cincinnati when a \$2.8 million project extolling the history of the steamboat era was dedicated. The location is described as on the river next to the Public Landing, - on a raised concrete plaza as we understand it. The most prominent landmark for the National Steamboat Monument is a full-size replica of the paddlewheel of the AMERICAN QUEEN, mounted up in the air on two concrete supports.

The paddlewheel is dramatic enough but it seems the main attraction will be a "whistle grove" comprised of twenty-four metal stovepipes enclosing amplified whistle sounds actuated by various electronic do-dads. Walking through the stovepipe grove will actuate the whistles accompanied by startling explosions of steam out of the top of the stacks.

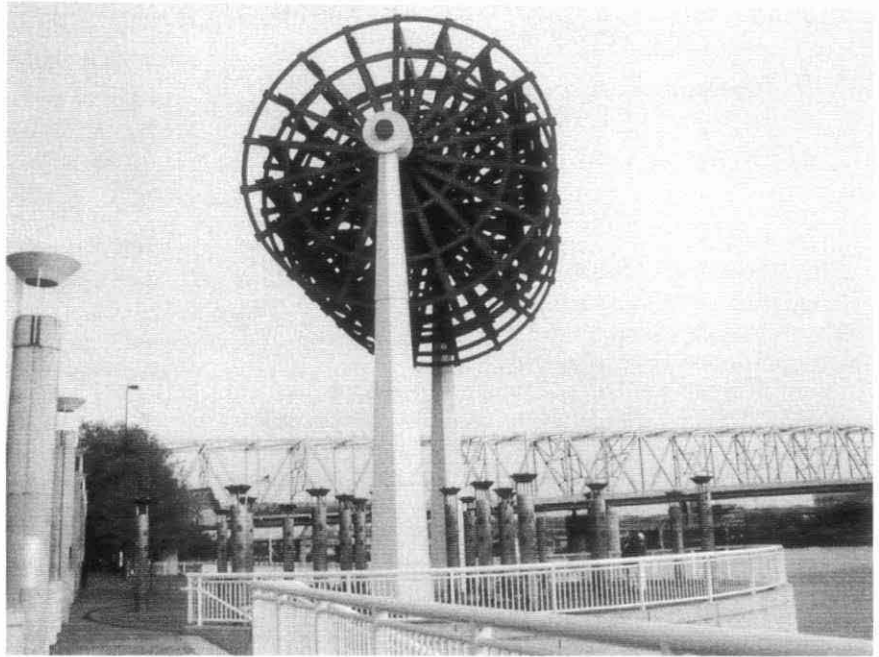
We quote from *The Cincinnati Inquirer*:

"The movement of visitors around the stacks will trigger the sounds of steam whistles, calliopes, river songs and oral histories of river life, all emanating from speakers in the smokestacks. At its center is a riddle that, when solved, sets off an unusual pattern of steam. The monument is the first permanent interactive steam/sound project anywhere."

But that's not all! Also part of the monument is the Steamboat Hall of Fame with thirty concrete posts, each with a large metal plaque describing the particular boat and her claim to fame. S&D members Bill Judd and MLissa Kesterman were involved in identifying the notable boats. Altogether the plaza, exhibits, whistles blowing and plumes of steam should be a crowd-pleaser and a real draw for visitors.

The designer of the Whistle Grove is Chris Janney, a multi-media artist of some note from Massachusetts. The overall design of the monument is by the Cincinnati firm Glassworks. Funding is by the State of Ohio, Cincinnati and the Tall Stacks Commission.

Next time you're in Cincinnati look up the National Steamboat Monument, - marked by the giant syllabub whip down by the river. You can't miss it!



The National Steamboat Monument plaza looking up-river toward the Newport Bridge. The Strader Stairs, just this side of the base of the wheel, lead down to the Public Landing. The Whistle Grove is beneath the wheel while on the far left is the line of steamboat plaques extending up toward the trees.

Photo by Bill Judd.



A close view of the stovepipes which constitute the Whistle Grove. Electrician Dragon Milhalloff on the far side is doing a little tweaking of the electronics. Each stack has an infrared sensor to actuate the whistle chip and puff steam out of the top. Wonder what it will sound like when the Tall Stacks stampede begins?

Photo by *Cincinnati Enquirer*.

HOW THE W. P. SNYDER JR. CAME TO MARIETTA

The towboat W. P. SNYDER JR. has been moored in the Muskingum River at Marietta since 1955 and arrived under her own steam with the bill paid by the boat's owner, Crucible Steel Co. of America. The boat has by and large been well cared for by the Ohio Historical Society as evidenced by her still being afloat after forty-seven years tied to the bank, - just now being moored a short distance upstream from her usual landing while awaiting a reworking of the bank rip-rapping. She is a fixture, part of the identity of Ohio's First City, a gift of the Crucible Steel Co. and widely displayed in advertising, brochures and promotions by the local Tourist and Convention Bureau.

The trip in 1955 from Brownsville, Pennsylvania to Marietta has been told a number of times but the following is from the company's perspective. It was published in the September, 1955 edition of the house organ, *The Crucible Steelman* which was saved by the late Paul Bennett of Beaver, Pennsylvania.

Sternwheeler W. P. Snyder, Jr. to Be Officially Presented to Marietta, O., Museum, Sept. 16

On September 11 Crucible's only sternwheeler, the W. P. Snyder, Jr., will sail down the Monongahela River for the last time. And if the 37 year-old river steamboat seems to glide over the waters a little more proudly than she ever did before, it is understandable. She will be heading for Marietta, O. to be drydocked and placed on permanent exhibit in the Campus Martius River Museum.

The boat is a gift from our company to the Ohio Historical Society and will be officially presented on September 16 in Marietta by William P. Snyder, Jr., Crucible's chairman of the board.

From the time the steamer leaves her home port at Crucible, Pa. until she completes the 242 mile trip five days later, he W. P. Snyder, Jr. will be the queen of the Tri-State district riverways. As she makes her historic journey, the steamboat will be escorted by civic leaders, company executives, newsmen and other guests.

Following the ceremonies at Crucible on Sunday evening, the bedecked steamer, towing an excursion barge, will leave for Brownsville, Pa., the first leg of her voyage. Here the guest passengers will be picked up the following morning and towed down the Monongahela to Pittsburgh. In addition to Pittsburgh, overnight stops are scheduled for East Liverpool, O. on Tuesday, Wheeling, W. Va. Wednesday, and St. Marys, W. Va. Thursday. It was pointed out that some of the guests will take only the single-day sailings.

To enable as many people as possible to visit the boat, short stopovers at Sewickley and Rochester, Pa., are also being considered.

Since it was publicly announced that our Company would donate the steamboat to the Ohio river museum, a company spokesman said that the interest generated has been "remarkable." Newspapers throughout Pennsylvania, Ohio and West Virginia have used vast amounts of space not only to tell the story of the boat transfer but also to spell out editorially the significance of the Crucible gift.

"We've had a request from a grade school teacher, asking us to please make sure her class of youngsters had a chance to visit the boat on its way to Marietta," said Paul Hays, Superintendent of River Transportation. "There have been other similar requests which we will satisfy if at all possible."

Interest in the sternwheeler began last Spring when the Ohio Historical Society decided that because the American river steamboats were rapidly approaching extinction, one of the truly representative examples should be saved and placed on exhibit. To obtain such a boat, the Society turned to the Sons and Daughters of Pioneer Rivermen, the group largely responsible for the development of Marietta's modern-day river museum.

Capt. Frederick Way, Jr., of Sewickley, president of the organization, knew just the steamboat. It was the W. P. Snyder, Jr., laid up on a stand-by basis on the Monongahela river at Crucible.

Request Sent to Mr. Snyder

A letter outlining the society's request was sent to Mr. Snyder. An encouraging reply set the gears into accelerated motion, culminating last month in an approval by our board of directors.

Although well-maintained and in good operating order, the steamer will be completely refurbished by our company before sailing under her own power for transfer to the Ohio Historical Society.

Capt. Way, who spearheaded the drive to obtain our company's river boat for the museum, will serve as the vessel's chief officer during the trip.

Honorary chief engineer will be George Ehringer, retired, who has a sentimental reason for making the voyage. It was he who brought the boat off the ways when she was commissioned back in 1918.

Other volunteer crew members will be Capt. Thomas E. Kenney and Capt. L. H. Ehringer as pilots, and Paul Seabrook and Russell Lintner as deckmen. Capt. Ehringer is the son of the boat's honorary chief engineer.

In addition to the volunteers, eight regular crew members who are experienced with the operation of the sternwheeler will help guide the boat to her last mooring. And, once drydocked, she will become, according to the Society, an invaluable addition to its priceless collection of river history. The collection at the Marietta museum is reputed to be the most complete of its kind in the world.

The steamboat itself fell victim to the advance of more efficient river transportation when Crucible acquired a modern diesel-powered, radar-equipped motor vessel four years ago. Since then, the sternwheeler has seen very little service.

Pool-Type Boat

In river parlance the W. P. Snyder, Jr., known as a "pool type" boat, a term applied to river steamers having the pilothouse set forward on the second deck. She is designed to shove barges and is equipped with four towing knees on the bow for that purpose. She was not designed to carry freight or passengers. Consequently, living quarters are restricted to accommodate a crew of 20.

The hull of the towboat, built of steel, is a little more than 150 feet long, with the boat's 21-foot diameter paddlewheel, the total length of the boat is 175 feet. The width is 32 feet.

When originally built, the towboat was called the W. H. Clingerman. She was constructed by the Carnegie Steel Co. and was the first river towboat built for Carnegie service on the Ohio, Monongahela, and the Mississippi rivers. She was one of the last boats built in downtown Pittsburgh.

In the years to follow, the sternwheeler had several name changes before she was bought by Crucible in 1945 and given her present identification, the W. P. Snyder, Jr.

MORE ON FOLLOWING PAGE -

ABOUT THE CRUISE

COMMENTS ON 1955 ARTICLE -

Mention is made of drydocking the boat at Marietta but it never took place. The original thought was that the SNYDER would be pulled out on the bank (or floated out on high water) for, as Erwin Zepp the director of the Ohio Historical Society said, "Then she will be the same as a house and we know how to take care of houses."

After seeing the boat tied to the bank the Historical Society decided she belonged in her natural element for the public to fully appreciate. There are hazards for the boat as compared to being on dry land, to be sure, but the dedicated museum staff have allowed the SNYDER to remain afloat without coming to harm.

The Crucible people carried out the five-day delivery trip to Marietta in fine style as evidenced by the itinerary from the official program with never a slip-up in the planned arrangements. The weather was pleasantly warm under a cloudless September sky and the coal in the boat's bunkers last just long enough for her to steam up the Muskingum to Sacra Via, - but with barely enough steam pressure left for the final whistle salutes. This trip was a perfect presentation for a unique and priceless gift. It has been enjoyed by many thousands since 1955 and continues to be an educational example of our past for visitors today and in the future.

Mr. and Mrs. William P. Snyder, Jr. were on board the entire trip with other members of the Snyder family and Crucible officials and company customers on for various segments. Mr. Snyder commented when leaving at Marietta, "The only mistake we made was not planning to go on to New Orleans!" Perhaps Mrs. Snyder, a Whitney from the Crescent City, had made that suggestion.

WELCOME ABOARD!

In answer to a number of queries: Informal dress will be appropriate at all Crucible events. There are no official plans being made for entertainment. No speeches or programs are being contemplated for any time during the cruise. You will be pre-registered at all places you have requested reservations. Crucible has arranged to pay all except incidental expenses for the accommodations listed. Gratuities to bellmen will be by Crucible.

G. E. Muns, Mgr., Fuel Division.

SEPTEMBER 12—(Monday)

Bus transportation from Pittsburgh to West Brownsville. Busses leave at 8:00 A.M. (EDST) from the Greyhound Terminal, Grant and Liberty Avenues, Pittsburgh.

Passage aboard the Steamer W. P. SNYDER, JR. to Pittsburgh. The Steamer leaves the West Brownsville wharf at 10:00 A.M. (EDST).

Lunch served aboard.

Steamer arrives in Pittsburgh, at 6th Street wharf, at 5:30 P.M. (EDST).

Transportation to the Sherwyn Hotel.

Cocktails (6:30 P.M., EDST) and dinner (7:30 P.M., EDST) at the Sherwyn.

SEPTEMBER 13—(Tuesday)

Breakfast at the Sherwyn (7:00 A.M., EDST).

Transportation to the 6th Street wharf from the hotel (8:45 A.M., EDST).

Passage aboard the Steamer W. P. SNYDER, JR. to East Liverpool, Ohio (9:00 A.M., EDST).

Lunch served aboard.

Steamer arrives in East Liverpool, at the city's wharf, at 6:00 P.M., EDST.

Transportation to the Travelers Hotel.

Cocktails (7:00 P.M., EDST) and dinner (8:00 P.M., EDST) at the Travelers.

SEPTEMBER 14—(Wednesday)

Breakfast at the Travelers (7:00 A.M., EDST).

Transportation to the East Liverpool wharf (8:45 A.M., EDST).

Passage aboard the Steamer W. P. SNYDER, JR. to Wheeling (Ohio Valley Yacht Club), West Virginia.

Lunch served aboard.

Steamer arrives at the Ohio Valley Yacht Club wharf at 6:00 P.M., EDST.

Cocktails at the Yacht Club upon arrival.

Transportation to the Hotel McLure in Wheeling.

Dinner at the McLure, 8:00 P.M., EDST.

SEPTEMBER 15—(Thursday)

Breakfast at the McLure, (7:00 A.M., EDST).

Transportation to the Ohio Valley Yacht Club, (8:45 A.M., EDST).

Passage aboard the Steamer W. P. SNYDER, JR. to Dam 16, Ohio.

Lunch served aboard.

Steamer arrives at Dam 16 at 4:00 P.M., EST.

Transportation from Dam 16 to the Hotel Lafayette, Marietta, Ohio.

Cocktails (6:00 P.M., EST) and dinner (7:00 P.M., EST) at the Lafayette.

SEPTEMBER 16—(Friday)

Breakfast at the Lafayette, (7:00 A.M., EST).

Transportation to Dam 16 (8:40 A.M., EST) from the Lafayette.

Passage aboard the Steamer W. P. SNYDER, JR. from Dam 16 (on Ohio Route 7, nine miles upriver from the St. Marys bridge) to Marietta.

Steamer arrives at Marietta at 12:00 Noon, EST.

Dedication ceremony in Marietta, at 2:30 P.M., EST.

Bus transportation from the Hotel Lafayette (7:00 P.M., EST) to Pittsburgh, Greyhound Terminal.



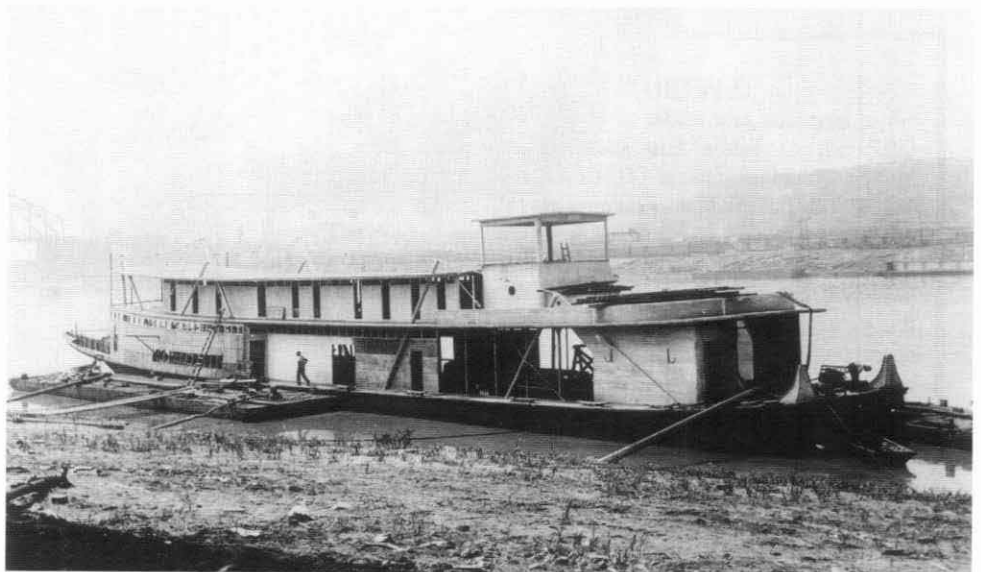
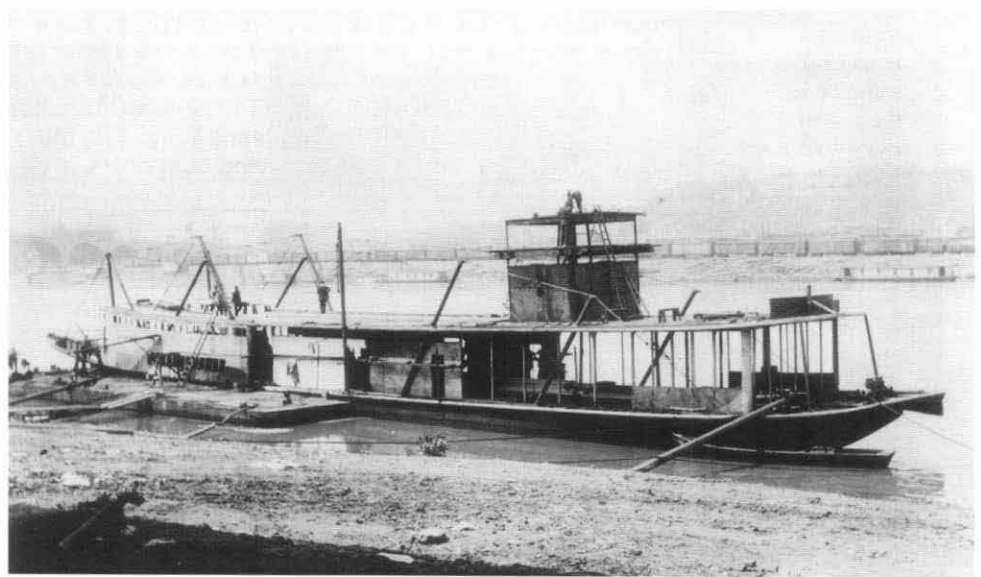
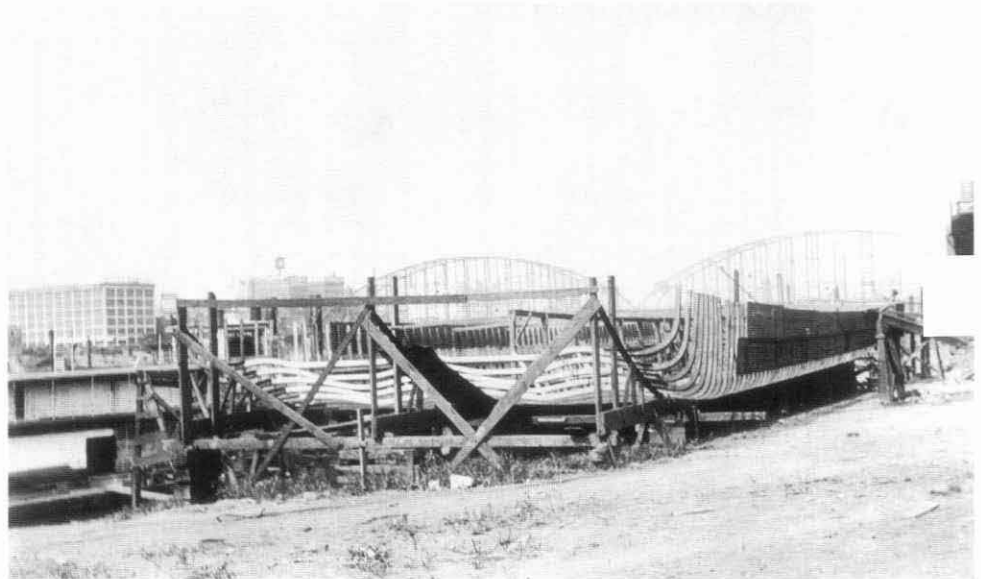
**W. H. CLINGERMAN
1918**

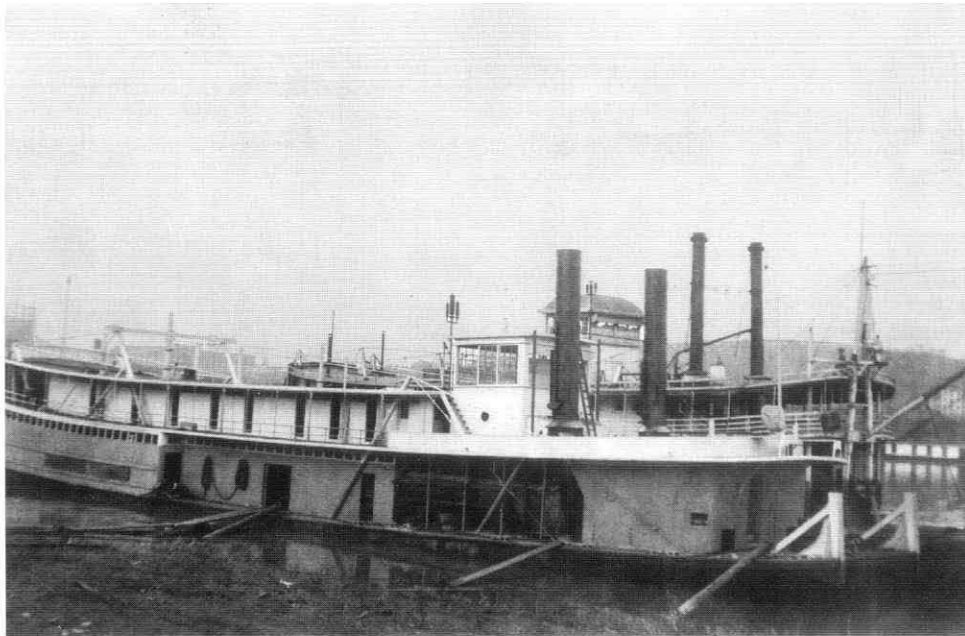
The James Rees & Sons Co. ways were on the Allegheny River at Fourth St. and Duquesne Way. The pool backed up by Davis Island Dam in 1918 was lower than later when the Emsworth Dam was completed in 1921.

TOP: The shape of the depressions to allow the balance blade on the rudders to clear the stern rake is evident. An elevated spur track to the Pennsylvania Railroad warehouse down near The Point had been built in 1905, - a support pier shows on the photo's left side. Duquesne Way was rebuilt in 1940 and a concrete parking area replaced the sloping bank. The arched Sixth St. Bridge seen upriver was replaced in the mid-1920s.

MIDDLE: The work of completing the steel on the main deck bulkheads was mostly accomplished after launching; note that the pilot-house is also steel. The end of the Manchester Bridge at The Point is visible in the haze in the left distance.

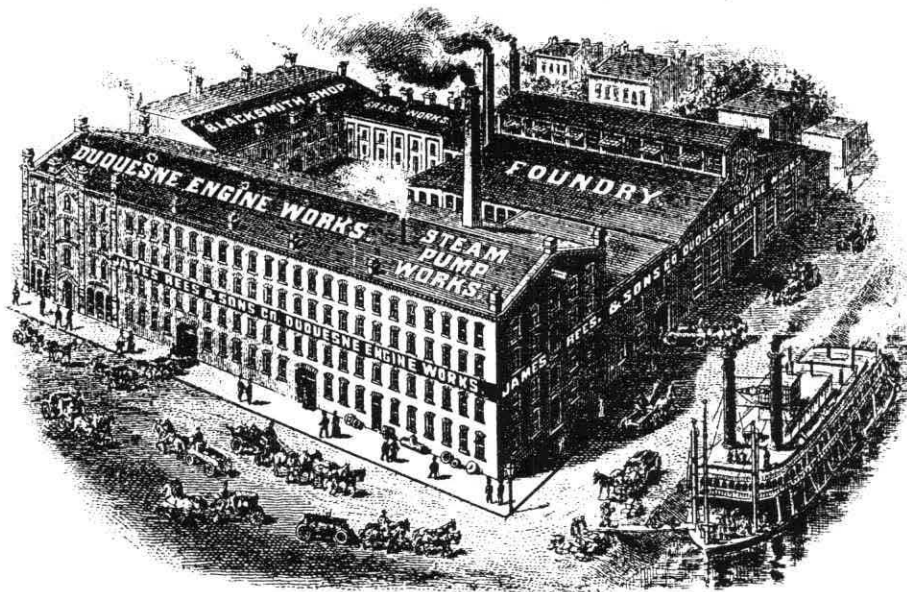
BOTTOM: The cabin and roof are about finished on the outside, - no sign of boilers or machinery yet. The sloping bank in the foreground was covered when Emsworth Dam was raised with a gated crest in 1938.





The W. H. CLINGERMAN (T2565) is complete except for her name on the engine room bulkhead, pilothouse, etc. The main deck bulkheads on Carnegie boats were light gray. Note that steps lead down from the roof; the wing bridges were a later addition. She made her maiden trip for Carnegie Steel Co. on Nov. 23, 1918.

The sister boat HOMESTEAD (T1122) was launched on June 27, 1919, the last boat built on Duquesne Way. The Liberty Line packet GENERAL PERSHING (2263) is lying outside.



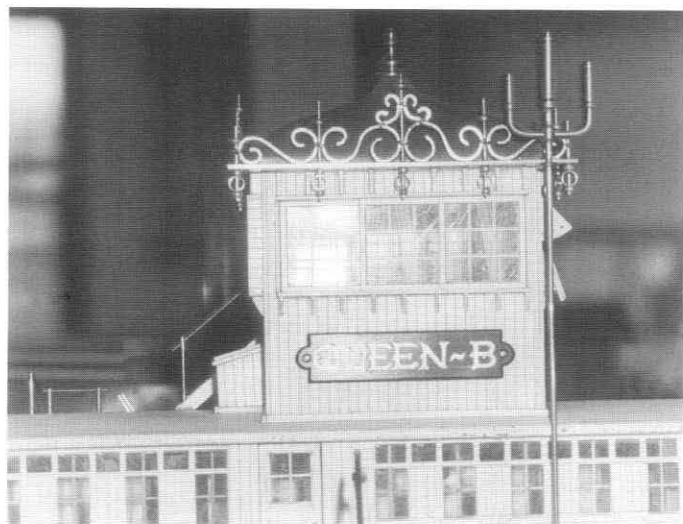
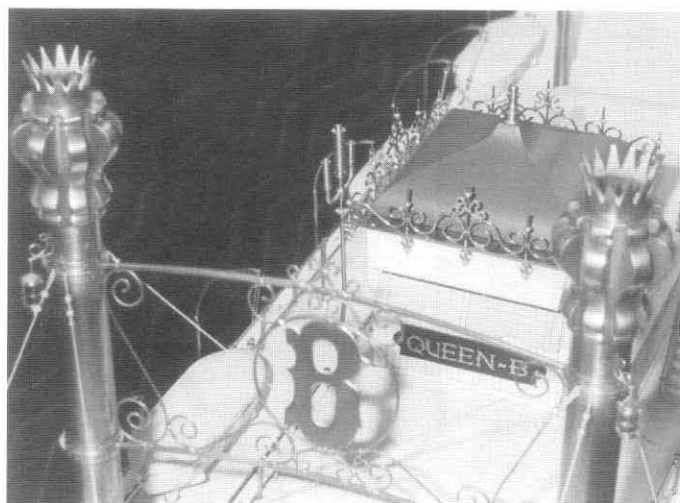
JAMES REES & SONS COMPANY WORKS,

Duquesne Way and 4th Street,

Pittsburg, Pa., U. S. A.

Founded by James Rees in 1845, Incorporated by James Rees & Sons Company in 1895.
Contractors, Designers and Builders of iron, steel and wooden steamboats;
marine and land engines and boilers of every description.

Cut from 1900 Rees catalog. The river was not as close to the buildings as depicted; in 1905 the Pennsylvania Railroad built an elevated spur track along Duquesne Way down to The Point.

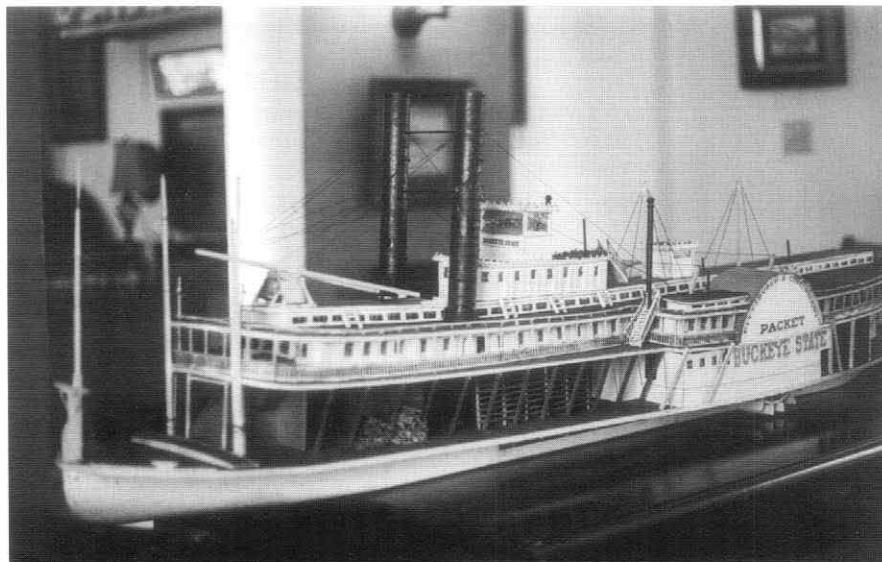
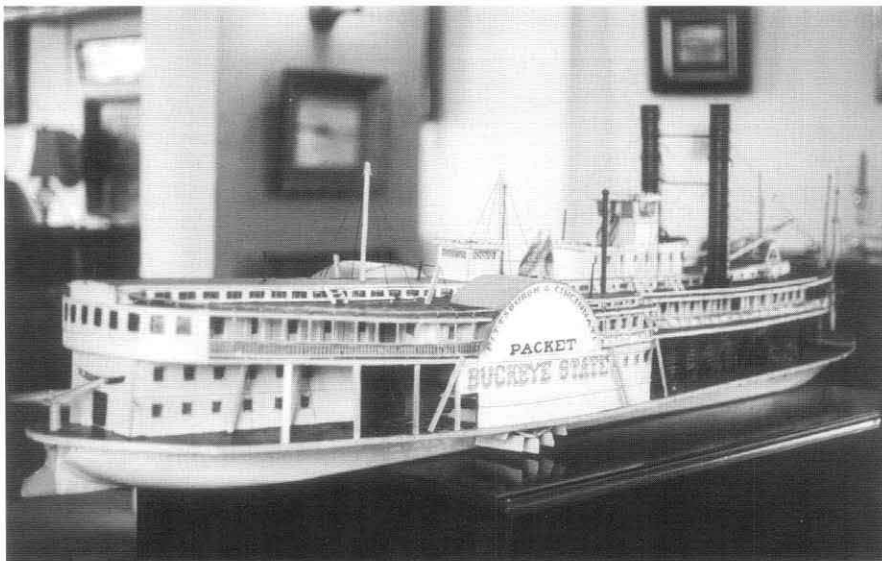
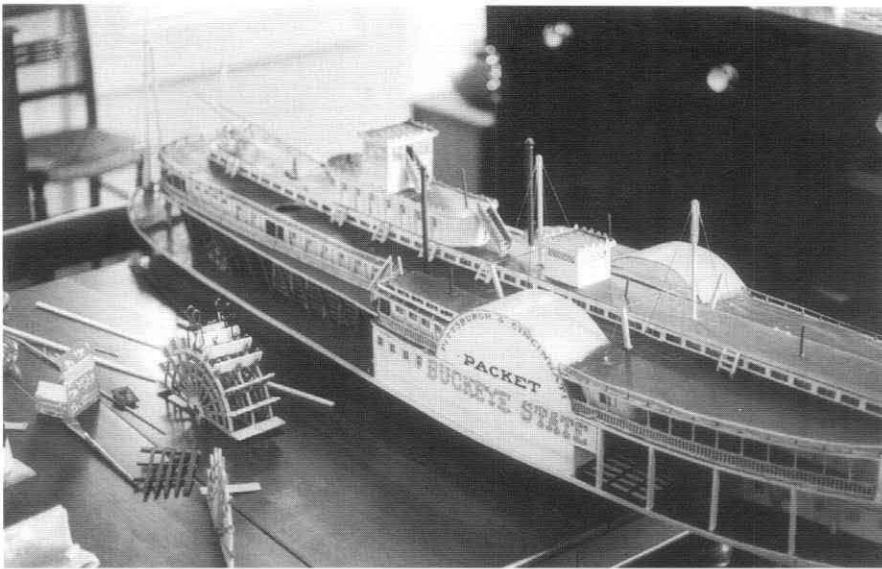


The New QUEEN B.

Last October a new steamboat model was delivered to the Ohio River Museum, Marietta and added to the S&D collection. The name "QUEEN B." is fictitious but the lines of the IDLEWILD (2728) are unmistakable, built at 1/4" = 1'.

The model was built some years ago by Frank G. Brockardt who based it upon IDLEWILD plans drawn by Alan Bates. But considerable artistic license was used in the execution resulting in some impressive workmanship.. Mr. Brockardt ran a machine shop in Wheeling, West Virginia and made many of the model's parts in brass including the stacks, 'scape pipes, paddlewheel, stanchions and railings, etc. It's a jewel!

Mr. Brockardt died July 30, 2002 and desired that the model go to a location where it could be appreciated by many. He had been a boater for many years and was a fan of the sternwheelers that gather at Marietta every September.



BUCKEYE STATE GOES TO THE DOCKS

The model of the BUCKEYE STATE (0728) pictured on the left was on the docks for general overhaul at the Jeff Spear abode in Marietta.

The BUCKEYE STATE holds the record for travel between Cincinnati and Pittsburgh - 43 hours - in 1850. Fred Way, Jr.'s book *She Takes The Horns*, 1953, is about notable fast times by steamboats and the BUCKEYE STATE's famous trip is featured. It was in preparation for writing his book about fast steamboats that Fred became interested in building this model using contemporary accounts of the boat and official measurements.

During research for his book, *Steamboats on the Western Rivers* Dr. Louis C. Hunter came across the drawings of the BUCKEYE STATE in Volume II, 1851, of the "Tredgold" books on steam power. The boat drawings may have stemmed from the Wheeling Bridge legal battle wherein it was maintained that the first bridge across the Ohio was restricting free navigation. In any event, they are the best representation of a notable boat of the period - and the fastest.

(Thomas Tredgold, 1788-1829, wrote several popular books on the developing technology of the period which were continued and expanded by another publisher after his death.)

But the drawings indicated to Fred Way that while close his model was not entirely accurate. A model of the BUCKEYE STATE was built from the Tredgold drawings by Grant D. Ross, Marathon, Ontario in 1958 and later presented to S&D for the River Museum. The Way model was then bestowed by Fred upon S. Durward Hoag, owner of the Lafayette Hotel. It was displayed in an attractive collection of boat artifacts in the front corner of the hotel lobby. In latter years it has been in the Riverview Lounge and over time accumulated, damage and considerable dirt.

Jeff Spear has now completed restoration of the model to its original appearance and it is again on display in the hotel. Nice job Jeff!

SOME BENCHMARKS IN STEAMBOAT DEVELOPMENT

The following is from the 1913¹ edition of the James Rees & Sons Company catalog. Readers may find the dates of the various developments in steamboat design of interest, - some common features which endured appeared earlier than may have been imagined and not all that many years after the first steamboat appeared.

Until the advent of the Homogeneous Steel Plate, the light draught: stern-wheel steamboats in use on our American Rivers were practically an unknown quantity to the Foreign Ship Builders. When the first all-steel hull steamboat was constructed in 1878, an Eastern Paper commenting on same said it was thought the contractor was a fit subject for an Asylum, as the hull would - in coming in contact with a sand bar in the river - be liable to go to pieces. As a matter of fact, it was owing to the very flattering report of the work being done by this same steamer FRANCISCO MONTOYA in South American Waters that prompted the building of the Steamer CHATTAHOOCHEE, the first all-steel hull steamer constructed for service on American Waters. Since that time, steel hull steamers and barges have been gradually superceding those formerly constructed of wood.

In the construction of very light draught boats, the plating after being shaped and placed is taken apart and galvanized for better preservation, and which process is found to increase the life time of the hull more than double. All of our hull plating provides for double riveting to avoid leakage when in service and which adds very materially to the strength as well.

The machinery used on the boats is mostly of the high pressure type, especially on the smaller boats, as it has been found more practical, economical and simple in construction, with all types of valve motion; from the Slide Valve, Balance Slide Valve, Slide Valve with poppet cut-off, Piston Valve with poppet cut-off, Piston Valve with the slide or piston cut-off valve, - on the top or side - and the Piston Valve with the variable cut-off valve working within the main valve; the Rotary Valve in center or at each end of cylinder, the Lever Poppet Valve with balance piston to same, known as the Frisbee or Moore Valve, to the Double Balance Poppet Valve. The Lever Poppet Valve is considered the most economical, durable and simple valve motion that can be constructed on engines of the larger type. One has only to glance at the rise and fall of the levers to see if the proper valve motion is given to the engines, and with the adjustable cut-off and inside cam motion has been found practically, - in comparison with all other valves and valve motions - to be the very best that can be put on steamers for river navigation.

The very many improvements which have been made on steam vessels originated on the stern-wheel boats. In years past, the Boiler Feed Pump was attached to the engines, and

had to be disconnected when not pumping water to the boilers; then came the horizontal pump known as the "Wheel Barrow Pump;" then came the "Doctor," a vertical fly wheel boiler feed pump having two cold and two hot water pumps with heater attached and which is today in use on most all of our river steamers.

The Steam Capstan was introduced on these boats in 1855, and the engine that was attached to the Capstan and Freight Hoisters was thereafter called the "Nigger Engine," so called inasmuch as it superceded the colored deck crew in changing from hand to steam power.

The first Double Compound Engines, known as the "Clipper Engines" were used on boats on the Ohio River in 1843 [CLIPPER (1194), *Way's Packet Directory*, Ed.] The first double or twin wheels, with one pair of engines to each wheel were used on stern-wheel boats on the Ohio River in 1853.

The Balanced Rudders were patented and first used on our stern-wheel boats in 1855 and 1856. Boats with rudders at bow and stern on stern-wheel, side-wheel, twin hull or catamaran with wheel in center, and the stern wheel working in recess in the hull were all in use on our rivers between 1840 and 1855. With the advent of the propeller, the propellers working at the stern, at the bow, and in recess in hull or tunnel in bottom of the boat as well, it may be truthfully said steam vessels of all known types have been operated on our rivers prior to 1860.

Our small towboats operating on the Monongahela River transport coal between given points for four cents per ton; while the rate by rail between the same points is .forty five cents per ton. And from Pittsburgh to New Orleans, a distance of two thousand miles or more, coal is transported for less than one dollar per ton. It has been practically demonstrated and cannot be denied that the stern-wheel steamers engaged on our Western and Southern Rivers in the Passenger, Freight and Towing Traffic have no equal for draught of water when light or when loaded, their superiority in handling or speed when loaded to cargo capacity.

To this list of mainly engineering features we might add the swinging landing stage, common to most packets after about 1870 and which seems first to have appeared in 1869 on the Racer NATCHEZ.

From other writings by Thomas M. Rees, Vice President and General Manager of James Rees & Sons, we guess that the above was his composition. The last paragraph on the efficiency of stern-wheel towboats designed for the Monongahela River coal trade was written when the Ward Engineering Works, Charleston, West Virginia was actively promoting its promising designs for steam propeller towboats and becoming a strong competitor of the Rees firm.

* * *



NEW ORLEANS WHARF IN STEAMBOAT HEYDAY

This scene of organized chaos is New Orleans about 1867 or '68, shortly after the Civil War, with freight of great variety waiting on the plank wharf. The sacks are probably cotton seed but we wonder what the wicker containers held? Eight packets can be seen, probably more are hidden by the haze upriver. Closest is the VICKSBURG (5560) with a group of laborers gathered in front and next to her is the JOHN D. PERRY (3054). The third boat in the line is unidentified but the chimneys and size of the fourth one conform to the ROBT. E. LEE (4777), built 1866.

Photographer Theo Lillenthal, Bill Lee Collection from Murphy Library.

- BOOK REVIEWS -

THE FIVE LIVES OF THE KENTUCKY RIVER

by William F. Grier

This is a good read! Grier knows the river and how it operates and how it was supposed to operate.

The five lives - into which the book is divided - are:

1. The Native Years Prehistoric to the late 1780s
2. Flatboats and Keelboats to the Dawn of Steam, Late 1780s to 1842
3. The Golden Age of Locks and Dams, 1842-1932
4. Decay and Decline, 1931-1986
5. The River Reborn, 1986 Onward

The Kentucky was important to the residents of the area, Indians and early settlers. It was the only easy way to carry goods and people across the state. Head waters are near the Virginia border and the river flows in a north by northwest direction to the Ohio. As the crow flies it is over 160 miles; river miles are 255, a very crooked stream.

Over the years, 14 locks and dams were built providing a river with a 6-foot minimum depth, ideally. Keeping that standard was and is a constant chore. Today four locks and dams are still operated by the Corps of Engineers, hand operated, too. There is just enough commercial traffic remaining to justify their operation. The other dams upstream have had bulkheads erected on top of the locks' upper sills. These are set at two feet below the dam's crest.

The Corps of Engineers is trying to get Kentucky to assume ownership and operation of the locks and dams from 5 to 14 but the State has avoided that step until the Corps lives up to the Memorandum of Understanding which provides for the Corps to put the system into an acceptable condition. To date, one dam, No. 10, has been rehabilitated and turned over to Kentucky.

The story invites comparison with the history of the Muskingum River. The U.S. was able to dump that system onto the State of Ohio in 1958 with a payment of only \$235,000 which at the time would provide enough money for the demolition of the locks and dams.

A system of flood control reservoirs was planned for the Kentucky but only two have been built. The terrain does not lend itself for such an effort, - unlike Ohio's which allowed construction of the successful Muskingum Watershed Conservancy District.

The last life of the Kentucky is as a water resource. Most of the upper dams serve to make the water available to city users, a use far from the dreams of those promoters of the early 1800s who visualized a water highway and commerce..

The author, William Grier, was born in 1932 and came to Kentucky in 1971 in connection with an engineering project. He is a graduate of Georgia Tech and was involved in the engineering study of the river following the 1988 drought. He has traveled the river by boat from its mouth to the head of navigation at Beattyville before the locks were closed and is presently a consultant to the Kentucky River Authority. He tells the story well.

THE FIVE LIVES OF THE KENTUCKY RIVER, by William Grier, 219 pages, illustrated, bibliography, no index. Publisher, Jesse Stuart Foundation, P.O. Box 669, Ashland, KY 41105. Phone (606) 326-1667.

Reviewer James Stephens, Marietta.

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.

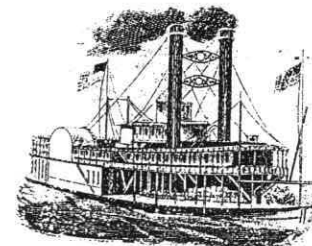
The Bush administration tied to zero the program out in its Fiscal Year 2003 and shipbuilders have been looking to Congress to come to the rescue."

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!



- OBITUARIES -

JIM SWIFT

James V. Swift, veteran correspondent of *The Waterways Journal*, died at his home in St. Louis on October 29, 2002. Jim had returned to his home a week or two before from a convalescent facility following a fall a month or so earlier. He was 86.

Jim Swift had a host of friends whom he had met during his years representing *The Waterways Journal* and his trademark was always a smile and a warm - sometimes humorous - greeting. Many old-timers around the river affectionately called him "Jimmy" which seemed to date back to his joining the *Journal* staff in 1941. Only the late C. W. Stoll greeted Jim by his middle name "Verdin" within our recollection, - an inside password between two close friends.

Both John Shoulberg, WWJ Editor, and Jack R. Smipson, Contributing Editor and publisher of Mr. Swift's book, *Backing Hard into River History*, wrote extensive and from-the-heart appraisals of Jim's life and his impact upon so many people. We are pleased to extract some of their comments as representing the sincere tributes by many of Jim's friends.

John Shoulberg: "Swift was employed by or contributed to the *Journal* for more than six decades, during which time he wore a number of hats for the publication. For years his title was Business Manager which does not begin to describe his responsibilities. He wrote for the magazine, traveled extensively to call on advertisers, and became heavily involved in (river) industry affairs."

"For the last decades of his life, Swift was the author of the *Journal's* "Old Boat Column" which each week discussed a classic vessel - almost always a steamboat - along with a photograph from the WWJ, his own or some other collection. Swift had numerous sources for historical information and photographs and if he couldn't find information about a boat or a riverman, it's highly likely that the information no longer exists.

After his retirement - on his 70th birthday June 4, 1986 - Swift continued to come into the office each Monday, to do research and write his column on his ancient manual Royal typewriter."

Jack Simpson: "When it came to working for river causes Jim was into everything. He urged politicians to support our cause. When writers (like Ben Lucien Burman for example) came to town, he shepherded them around, helping them get interviews and escorting them to the St. Louis Mercantile Library to "share the wealth." He worked with river artists and he loved river music. He belonged to every river organization under the sun, particularly those whose members were steamboat buffs.

He was a keystone in the monument to what water transportation and water resource development means to our nation. His book *Backing Hard Into River History*, published in 2000, tells only part of his story. While attending Howard Steamboat Museum festivals at Jeffersonville, Indiana with Jim, I was amazed at how many people he knew and how many sidled up to him, "just to get a hug."

Jim served in the U.S. Army's 5th Armored Division in Europe during WW-II and attained the rank of Technical Sergeant. After the war, Jim returned to the WWJ.

On May 17, 1947 Jim and Miss Brunhilda "Bea" Bock were married in St. Louis. Jim had by then become a fan and frequent passenger on the GOLDEN EAGLE so before leaving on their wedding trip to New York City they stopped by the landing to see her depart for the Tennessee River on her first trip of the season. The next morning in New York they read that the popular St. Louis tourist boat had sunk at Grand Tour, Illinois.

At the time of his death Jim Swift was president of the Golden Eagle River Museum in the Nims Mansion in Bee Tree Park, South St. Louis. He was a recipient of an Achievement Award from the National Rivers Hall of Fame for his lifetime work in preserving the history of the waterways, the highest award given to a living person.

Bea Swift died in 1999. The couple had no children.

Jim directed that his body go to the Washington University School of Medicine in St. Louis. His house and estate were willed to The Mercantile Library, University of Missouri, St. Louis for the benefit of the Herman T. Pott Inland Waterways Library. He arranged that his friends and relatives have one last boat ride on the Mississippi for old times sake,

specifying that the occasion be one of celebration with music, food and drink.

Jim Swift's good friend Tom Dunn, who has shared a number of river expeditions with him, made the arrangements for the sendoff aboard the Gateway Arch Riverboats' BECKY THATCHER. Keith Norrington thoughtfully provided the following report:

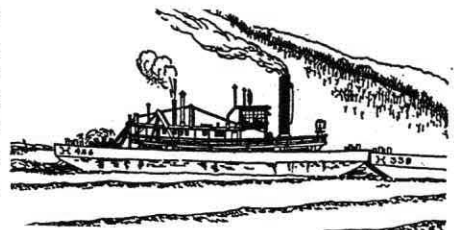
"The weather for late November was wonderfully warm and sunny, making it a fine day for a river cruise. As friends gathered on Jim's beloved St. Louis landing there was a calliope serenade by Capt. Greg Menke on an instrument brought over from the River Heritage Museum, Paducah.

Following opening remarks by Capt. Tom Dunn, the invocation was given by Capt. Jerry Tinkey of The Seaman's Church Institute, Paducah and the BECKY THATCHER departed the wharfboat and headed downstream. Friends from many points along the rivers enjoyed three hours of fellowship with a bountiful buffet, libations (martinis were a Jimmy tradition) and Dixieland music. Dan Martin of the *St. Louis Post-Dispatch* gave a special toast as everyone raised engraved commemorative glasses in a salute to a fine gentlemen and wonderful friend.

The most poignant moment was just before returning to the landing when the BECKY THATCHER paused below the Eads Bridge, in front of the Gateway Arch. Jim's cousins, his closest relatives, placed a memorial wreath into the Father of Waters as a final whistle salute was blown"

We'll surely miss those calls which began, "Hi! This is Jim Swift in St. Louis" followed by a raspy chuckle. As Jack Simpson wrote, Jim was a national treasure for those of us interested in affairs on the rivers.

The editor is appreciative of the copies of the newspaper tributes received from a number of alert readers in the St. Louis area and the photos supplied by Keith Norrington and Judy Patsch. Tom Dunn kept us posted by telephone as did Bette Gorden of The St. Louis Mercantile Library. Our thanks to all.



LELA VORNHOLT

Word has recently be received that very loyal member Lela Roark Vornholt, 81, New Richmond, Ohio died at her residence on September 7, 2002.

Lela and her late husband Don joined S&D more than 50 years back and hardly ever missed an annual meeting. They owned the former home of Commodore David Gibson who was a very large packet operator on the Upper Ohio around the time of the Civil War and afterwards. For years they operated the popular New Richmond Boat Harbor on the Ohio River; Don Vornholt died in 1987.

Survivors include two sons, David L. and Dan E. Vornholt, a brother John Roark, sisters Jemima Ross and Hazel Davis, three grandchildren and two great-grandchildren.

Burial was in Greenmound Cemetery, New Richmond overlooking the Ohio..

- PASSAGES -

PAT HANKINSON

Raymond E. "Pat" Hankinson, 82, died at Zanesville, Ohio last March 9. Pat had been a member of S&D since 1976 and was a founding member of the American Sternwheelers Association. Pat had been a contractor, owned the WILD GOOSE and was one of the founders of the sternwheel pleasure boat group.

BOB NIEMEYER

Word was received, without detail, that Robert H. Niemeyer, St. Paul, Minnesota, died during the past year. Bob had been in declining health for the past three years as a result of diabetes. He had been a member of S&D since 1966 and was a died-in-the-wool river fan, attended a number of our annual meetings and for a few years wrote the Inland Rivers column for the SSHSA quarterly *Steamboat Bill*.

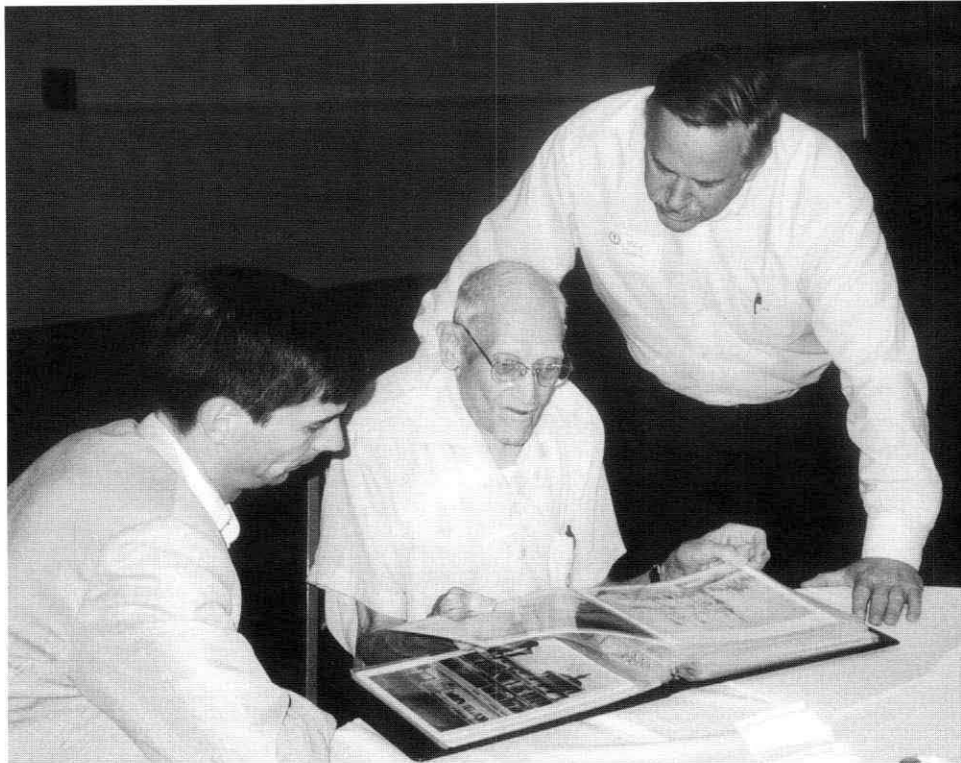
- BACK COVER -

Since we have devoted several pages to the last trip (under steam) of the W. P. SNYDER JR. in this issue it is fitting that she grace our back cover, - when in gainful employment moving coal for Crucible Steel Co.

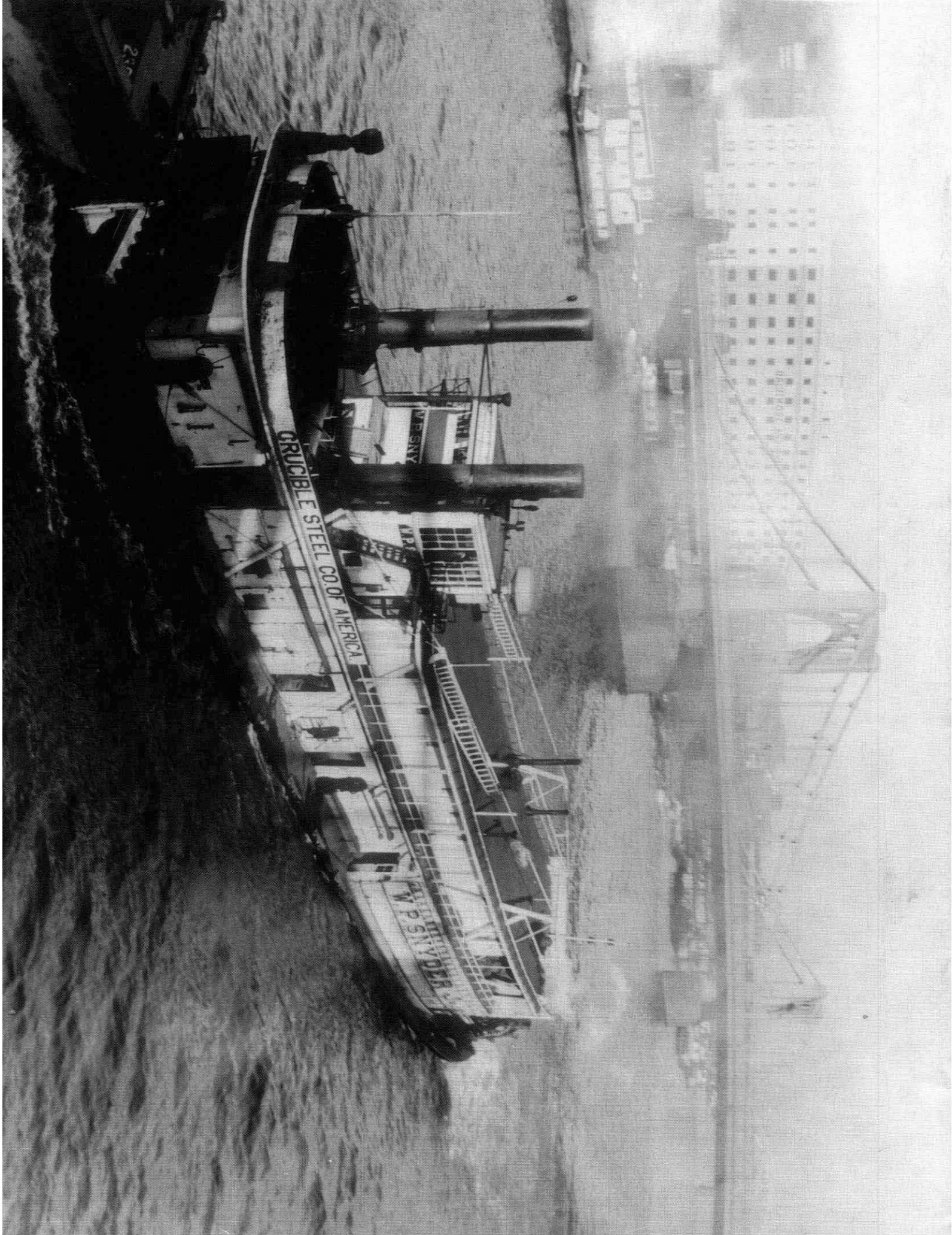
Bill Reed caught the SNYDER from the Sixth Street bridge, down-bound on the Allegheny River with an empty, just about opposite the spot on Duquesne Way where she was built in 1918. The Seventh Street and Ninth Street Bridges show and the north pier of the PRR bridge at Eleventh Street Bridge is visible in the haze. The large, white Baltimore & Ohio Stores building is just above Seventh Street. The landing below the bridge belongs to the Campbell Barge Line, Inc.

Except for the radar antenna, behind the pilothouse, you will find the boat much the same should you walk aboard today.

The photo was taken in 1953.



Jeff Spear, Jim Swift and Tom Dunn examine a photo album brought to the 1999 S&D meeting by Judy Patsch. A good likeness of Jimmy engaged in a favorite pastime. Keith Norrington photo.





Left, are the coal landings of T. J. Hall, Inc., J. R. Ware, Inc. and Campbells Creek Coal Co. The towboat could be the E. R. ANDREWS.

A VIEW OF CINCINNATI, LOOKING NORTHEAST, 1895
Tom Cottrell, Swansea, MA sends a panorama published May 21, 1896 in an unknown, large format magazine. Size dictates we must use it here!

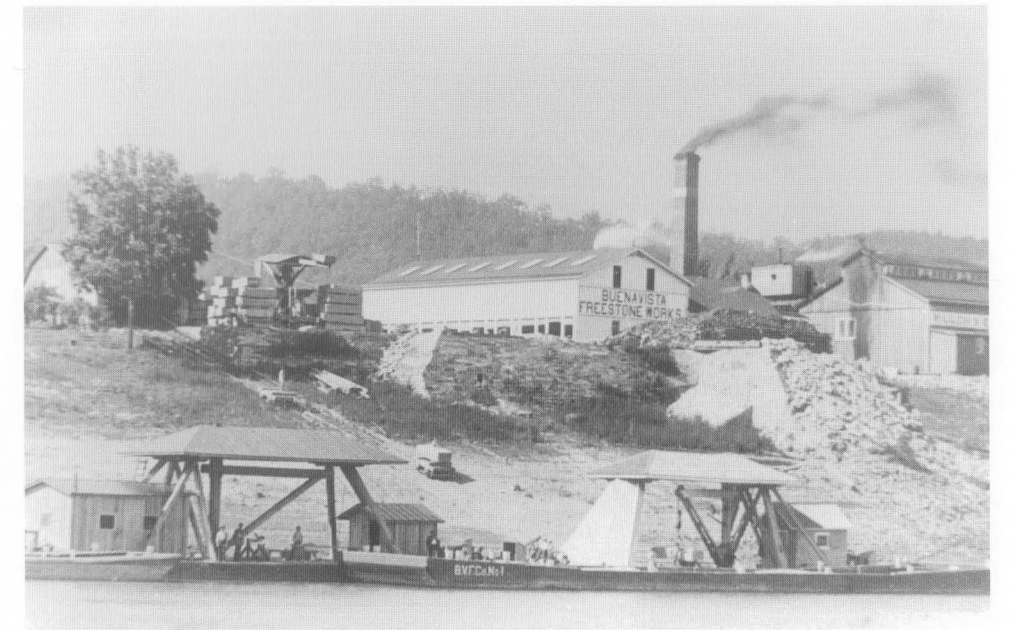
Right, toward the C&O Bridge and Suspension Bridge, with the CITY OF LOUISVILLE down bound. Name of coal incline on Covington, KY side?



Many photos of the Cincinnati Landing - as this one about 1890 - show a peculiar craft below the Suspension Bridge. Old-timers called it "the Buena Vista stone boat" and left us wondering about the term. The TACOMA running in the Chilo-Cincinnati daily trade is at her wharfboat.



The stone boat close-up better reveals its purpose; a floating, steam sawmill for stone. A pile of sawn pieces is on the far side of the work floor, to be moved onto the flat alongside. Quarry blocks were custom cut for local buildings, street curbs, etc. and the Suspension Bridge piers.



Buena Vista sandstone is fine textured, a quality building material and beginning about 1850 was quarried near Buena Vista, Scioto Co., Ohio. The Buena Vista Freestone Works shipped by barge (see), about 2/3 as blocks and 1/3 cut to size. Photo circa 1890; quarries closed about 1905.

