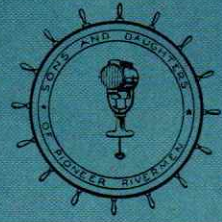


# S&D

# REFLECTOR

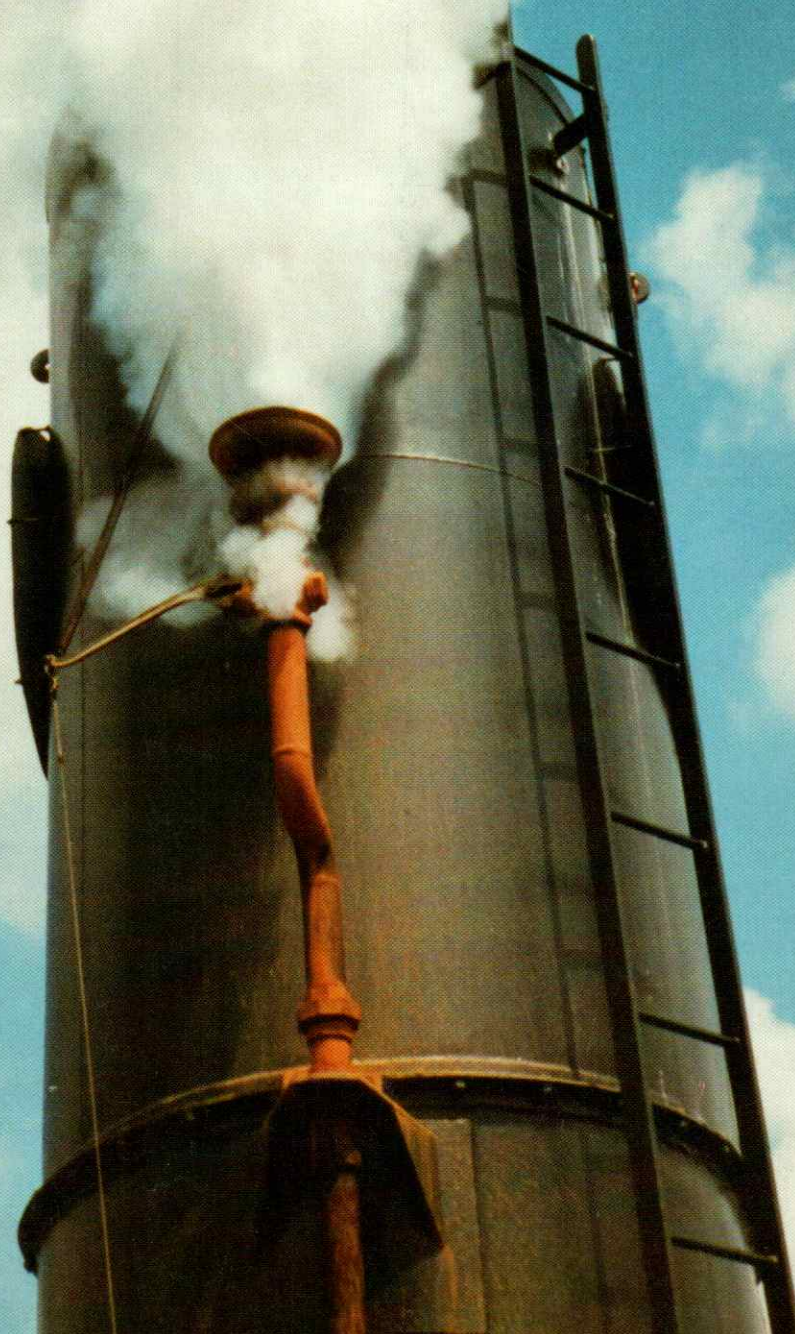
Published by Sons and Daughters  
of Pioneer Rivermen



Vol. 40, No. 3

Marietta, Ohio

September 2003



- FRONT COVER -

Whistles are still necessary in the 21st century - to extend a welcome that cannot be matched by other means. With a blue western sky and lots of steam they make an attractive picture and we can readily imagine the deep note. Besides, we decided to be up to date for this issue rather than mourning whistles and boats of the distant past.

Upon occasion, the stern-wheel PORTLAND, Portland, Oregon raises steam for a salute as on the occasion of this photo, June 10, 2000. The annual Rose Festival was the event and the salute is for the arrival of a small flotilla of U.S. Navy destroyers on a courtesy call.

And in the This and That section of this issue we give a salute to the Willamette River where the PORTLAND's fine whistle is still echoing.

Photo by Don Chalmers

- THE FREIGHT BOOK -

John Briley Retires	5
River Museum Budget	6
Pittsburgh-Marietta, 1803	7
Eads Bridge Reopened	9
Cruise of the OCKLOCKONY	10
America's River at Dubuque	17
When Trains ran to Palestine	23
HARRIET Unraveled	25
S&D Chapters	27
The PLOW BOY, 1824	28
Beheler Photographs	30
Obituaries	
Nelson Brown	34
Jim Stephens	34
Pt. Pleasant Museum Opens	35

graphy of him titled, Alfred Yarrow and His Work by Eleanor Barnes, 1923.

Jerry Green

Dept. of Geography

Miami University

Oxford, OH 45056

= Thanks to Jerry for amplifying. Ed.  
\* \* \*

Sirs: The wondering by *TravLTips* about the gender of ships, page 31, June issue, is more involved than necessary. Harking back to my deep-sea days, this is the way I heard it, - and it applies to a battleship!

- It takes a damned good man to handle her.
- She always has a lot of men hanging around.
- She requires a lot of paint to keep up appearances.
- She makes a hell of a lot of noise in an argument.

Don Naish

3854 Crawford Rd.

Dryden, MI 48428

= Don might have added, "These are complimentary attributes!" We love boats and girls. Ed.

\* \* \*

Sirs: I have studied the cargo on the flat in the photo of low-water boating, page 15, June issue. The cases of beer are from the Schmulbach Brewery in Wheeling. It originally was the Nail City Brewery, begun by Frank Ziegler in 1861 with the name changed when Henry Schmulbach acquired it some twenty years later. The location was a few streets east of the Bloch Bros. Tobacco Co., makers of Mail Pouch.

Paul E. Rieger

5031 Westminster Rd.

Sylvania, OH 43560

\* \* \*

**MUSKINGUM RIVER TRIPS  
IN  
OCTOBER**

**BAD NEWS AND GOOD NEWS:**

The Muskingum River lock at Devols Dam - Lock No. 2 - needs rebuilding but it will not happen this year as originally planned. Because the lock remains in service, the excursion boat VALLEY GEM will run another pair of the popular fall foliage trips on October 20 and 21, 2003.

The Ohio budget problems do have a bright side, at least in the short term.

# #

The VALLEY GEM will travel up the river 39 miles to Stockport on Monday, October 20 with 9:00 a.m. departure from the landing adjacent to the Ohio River Museum. This requires passage through four of the historic hand-operated, 1841 locks - at Devol's, Lowell Canal, Beverly Canal and Luke Chute. A buffet lunch is served on board with dinner at the Stockport Mill before a bus ride back to Marietta.

The down-river trip will depart Stockport at 9:30 a.m. on Tuesday, October 21 and repeat the program in reverse with arrival at the Levee House in Marietta for a buffet dinner. A bus will take travelers back to Stockport by 7:30.

Call 1-740-373-7662 for reservations or a brochure. Reservations must be made not later than October 7.

**ANNUAL MEETING**  
**Sons & Daughters of Pioneer Rivermen**  
**September 12 and 13, 2003**  
**Lafayette Hotel, Marietta, Ohio**

PICK UP A FINAL SCHEDULE OF EVENTS AT THE LAFAYETTE FRONT DESK -  
 WHETHER OR NOT YOU ARE STAYING AT HOTEL!

**FRIDAY EVENING, September 12.** An informal gathering in the hotel ballroom begins at 8 p.m. This is an opportunity to sign the register, pickup tickets for the Saturday noon boat ride, view the exhibits by our artists and model builders, etc. Tickets for the Saturday evening banquet must be purchased at the hotel desk.

**SATURDAY MORNING, September 13.** The business meeting convenes in the hotel ballroom at 9:30 a.m. Reports by the officers, Board of Governors, committee chairs and S&D Chapters. Nominating committee report will be received and followed by the election.

**SATURDAY LUNCHEON.** The VALLEY GEM will depart from the landing in front of the hotel at 11:30 for a three hour ride with buffet lunch. A chance to see some out-of-the way spots, do some visiting and enjoy the food. Back to the Marietta Landing by 2:30.

**SATURDAY EVENING.** The annual banquet will be held in the hotel ballroom with doors opening at 6:30 p.m. Speaker is Dick Rutter, Alameda, CA on the subject of "Researching the BETSY ANN."

PICK UP A FINAL SCHEDULE OF EVENTS AT THE LAFAYETTE FRONT DESK -  
 WHETHER OR NOT YOU ARE STAYING AT HOTEL!

**MERIWETHER LEWIS**  
**IN MARIETTA**  
**September 10-11-12**

In this issue you will find an account of the 1803 trip by Meriwether Lewis and crew from Pittsburgh to Marietta by keelboat. A photo of the 2003 replica of that 55 foot boat is included with a brief resume of plans for the Lewis and Clark expedition in 2004-06. The Lewis & Clark trip seems to be reckoned from the start up the Missouri River in May, 1804.

Only a few locations along the Ohio River will have the opportunity of seeing the beginnings of the bicentennial reenact-

ment and one of them is Marietta. The 2003 keelboat appears to be very close to a sketch of the original in Lewis' Journal and an authentically dressed crew of reenactors will be on board.

The keelboat will arrive at the Marietta Landing in the afternoon of Wednesday, September 10. Plans at press time call for the boat to remain at the landing while a camp will be set up in Muskingum Park on the Muskingum River. Both boat and the camp will welcome visitors.

Meriwether Lewis and crew will depart for down river about 9 o'clock Saturday morning.

\* \* \*

**REFLECTOR BINDERS**  
**AVAILABLE**

In response to a number of requests, the Secretary has ordered another supply of the popular magazine binders. These are of the same design with red plastic covers, spine pocket for listing contents and hold 12 copies of the S&D Reflector.

We plan to have binders for sale at the annual meeting. Cash and carry price \$12. Mail orders will be plus postage.

**NOMINATING COMMITTEE**

The sudden death of Jim Stephens of Marietta is reported in this issue. Jim had agreed to serve as a member of the Nominating Committee and upon his death Charles McMahan, New Matamoras, Ohio was appointed to fill the vacancy. Charlie and Jim were close friends and worked together in the Boatbuilding Workshop at the Ohio River Museum.

The committee will report its recommended slate of officers and Board of Governors members at the Saturday morning business meeting.

J. W. Rutter, President.

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

**S&D REFLECTOR**

Marietta, Ohio



Vol. 40, No. 3

September 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.

**PLEASE BE AWARE!**

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

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### River Museum Manager Retires September 30

Our genial and talented friend John Briley has checked the calendar and seen number 65 in the offing, - as good a time as any to retire. John came to Marietta and the Campus Martius and Ohio River Museums the first of February, 1978, taking over from Catherine Remley.

John's father was an engineer and the family moved around but they were living in Louisville when John graduated from high school. John has a Masters in Maritime History from the University of Connecticut and worked for the Old Mystic Seaport, Old Mystic, Connecticut for several years before coming to Marietta.

John has become well-known in S&D circles through his participation in our annual meetings. Planning a picnic, planting a tree or arranging for a whistle blow, we could count on the Ohio Historical Society (OHS) crew. We sometimes saw John's thespian talents serve to lighten up some S&D pseudo serious reports, too. He has promoted changes at the Ohio River Museum and been supportive of S&D's aims within the constraints imposed upon site managers from OHS, Columbus.

The W. P. SNYDER JR. has been the pet of Mr. Briley and he has seen her through some ups and downs, - but not yet to the bottom. John served in the U.S. Navy aboard a destroyer and loves boats of any stripe. He and the late Jim Stephens thought up the idea of the boat-building workshop at the museum which operated for the past eleven years

At this writing, no replacement manager has been announced by OHS.

\*\*\*

### GOLDENROD ON THE MOVE AGAIN

The showboat GOLDENROD has resided at the St. Charles, Missouri landing for the past 13 years but has now moved back to St. Louis. The showboat spent 52 years at the St. Louis landing before moving to St. Charles. The boat operated as a dinner theater before closing about two years ago.

She's now in storage and her ultimate fate is still to be determined. The new owner is Lewis and Clark Landing, LLC and for the next six months or so it is planned to keep her at a storage dock off Gratiot Street, south of the Poplar Street Bridge (I-64, etal).

The city council and mayor of St. Charles has been debating the problem of the Goldenrod for several years. A major rebuilding of the 94 year old wooden boat is needed before she can be returned to her designed role of performances. After due consideration - and no takers on an offer to sell her - title was transferred to Lewis and Clark. That company had once proposed to reopen the boat after installing her in a basin at St. Charles, out of the Missouri River.

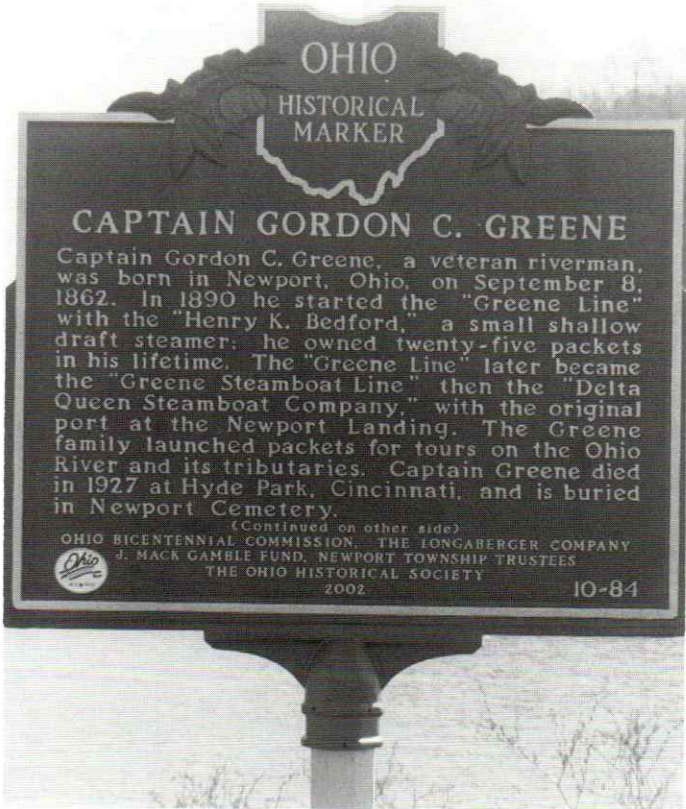
Surprise was expressed by St. Charles officials when the GOLDENROD sailed away but the new owners assert that little interest had been expressed in the basin idea. At one point the St. Louis City Museum proposed returning the boat to the public landing and operating her as part of the museum but nothing came of that idea.

Thanks to Ken Buel for the report.

\*\*\*



**THE GREENE HISTORICAL MARKER**  
Captains Mary Becker Greene and Gordon C. Greene now have fitting recognition of their long careers on the river. The small town of Newport, Ohio was always "home" for the Greenes and on November 3, 2002 a double-sided historical marker was dedicated. The Newport Heritage Committee planned the project, with the Newport Township Trustees, and obtained funding for the marker. The marker is on the river bank in front of the Greenwood Farm with a parking area off of Rt. 7.



## **OHIO BUDGET PROBLEMS CAUSED SHADOW TO FALL OVER THE STATE'S ATTRACTIONS**

###

### **Late Action Saves the River Museum**

Last spring the Ohio legislature was still wrangling over a new two-year State budget with little movement in prospect by the various interests represented. The fiscal year would end on June 30 and without additional funding above that then proposed for the Ohio Historical Society (OHS) there would be closure of nine museum sites and curtailment of hours and services at most remaining locations. The Ohio River Museum was on the list to be axed!

OHS currently has 61 sites to maintain, ranging from the headquarters museum in Columbus down to the small park marking the Civil War battle site on the Ohio River at Buffington Island. Many of these might be termed "preserves" while others, including the Ohio River Museum and Campus Martius, are fully operating museums with staff.

Plans for closing eight sites, in addition to the Ohio Village in Columbus, were announced on May 19. We had earlier sent the following resume of S&D's involvement with the River Museum as a reminder of our contributions:

#### **THE OHIO RIVER MUSEUM**

The Sons & Daughters of Pioneer Rivermen (SDPR) was formed in 1939 and incorporated as a non-profit corporation in the state of Ohio in 1941. Our purpose is the preservation and dissemination of river history, past and present.

An early project of our founders was the establishment of a River Museum for the education and pleasure of the public, particularly school children. In March, 1941, at the invitation of the Ohio Historical Society, the River Museum was opened at Marietta in the Campus Martius building.

In 1955 SDPR was instrumental in obtaining the steam towboat W. P. SNYDER JR. for the Ohio Historical Society. We have since contributed substantially toward the continued preservation of this one-of-a-kind river boat.

The 1889 pilothouse from the steamer TELL CITY now on the grounds of the Ohio River Museum was moved from Little Hocking, Ohio in 1976 with the assistance of SDPR. We funded the restoration and continue to maintain this unique exhibit for the Ohio Historical Society.

Our paid membership is currently more than 1,300. Our annual meeting is held in Marietta each year. Through the quarterly *S&D Reflector* we have publicized the Ohio River and Campus Martius Museums and encouraged visitations. To date, our organization has

contributed more than \$133,000 to the Ohio Historical Society and the Ohio River Museum as well as provided volunteer support over many years.

At this time of financial limitations, the Ohio River Museum and the unique W. P. SNYDER JR. exhibit merits - and we trust will receive - continued funding by the State of Ohio and the Ohio Historical Society.

**Joseph W. Rutter, S&D President.**

From Marietta, fifty or sixty members of the "Friends of the Museum" also communicated their concern as they did the local Marietta Area Tourist and Convention Bureau. Late in June the Ohio legislature finally passed a budget that Governor Taft would sign and funding sufficient for OHS operations for the remainder of the year was included. The museum is operating five days a week, Wednesday through Sunday.

Gary C. Ness, OHS Executive Director replied as follows:

**We received your letter of May 17 regarding the Ohio River Museum and the W. P. Snyder and thank you for also sending a copy to Representative Hollister. We appreciate the monetary support and encouragement provided by the Sons & Daughters of Pioneer Rivermen and the volunteer efforts donated over many years. Partnerships such as the one between the Historical Society and the Sons & Daughters of Pioneer Rivermen are essential to maintaining operations across the state and we will continue to work with local communities to preserve Ohio's history.**

#### **OHS DIRECTOR RETIRES**

Dr. Ness is retiring this year after serving as the Executive Director of OHS for the past 23 years, longer than any other chief executive in the Society's 118 years. He will be replaced on August 18 by William K. Laidlaw, Jr.

Mr. Laidlaw, age 60, was a management consultant most recently but his career has been largely in academia. He served until 2002 as interim dean for executive education and professor for the practice of management at the Weatherhead School of Management, Case Western Reserve University, Cleveland, Ohio.

Meanwhile, the W. P. SNYDER JR. is not open as of this writing but for reasons not related to the budget crisis. Some serious river bank slippage alongside the SNYDER's landing still awaits repair and until the boat can be moved back to its regular spot there is no access to it. Attendance at the River Museum has dropped off noticeably this summer. A 20% increase in admission prices this year accounts for some of the decrease - particularly with school groups - and, without the attraction of the vintage steam towboat, some potential visitors decide not to come through the door.

Without the W. P. SNYDER JR. visible and open for visitors, people might well ask, "What kind of a museum is it?"

We hope the SNYDER is back at her landing by September.

\* \* \*

**LEWIS & CLARK BICENTENNIAL**  
**of the**  
**Louisiana Purchase Exploration**  
**1803 - 1806**



**Meriwether Lewis and eleven companions left Pittsburgh on August 31, 1803 in a 55 foot keelboat, probably much like the replica above. Historical Society of Western Penn. photo.**

The following resume of the early weeks of the 1803 expedition is taken from Capt. Lewis' journal as summarized in the U.S. Army Corps of Engineers brochure, *The Bicentennial Commemoration of the Lewis and Clark Corps of Discovery, 2003-2006*:

**August 31, 1803.** Pittsburgh had a population of 2,400 in 1800. They dropped down the river to Bruno's (sic) Island where Chartiers Creek empties into the Ohio. Here, Lewis demonstrated his air-gun to a group of people and an accidental discharge caused, "the ball passed through the hat of a woman - cutting her temple." They ".supposed she was dead; in a minute she revived to our inexpressible satisfaction." They proceeded to the foot of the island where the McKees Rocks were on the left shore. The island was the residence of a popular French doctor named Brunot

**September 1, 1803.** The fog was so thick that drops of water fell from the trees like a gentle rain. Lewis waited until 8 o'clock to depart. They traveled only 10 miles that day and unloaded the boat to effect a passage at riffles called Little and Big Horsetail at the head of Neville Island and Woolery's Trap, just below the location of old Lock 3. (Camp that night must have been in the vicinity of Sewickley.)

**September, 2, 1803.** They reached "Logstown Riffle" which is the lower end of Ambridge and were detained for four hours while unloading and pulling the boat downstream. They passed Hog Island and camped in the vicinity of .present-day Baden.

**September 3, 1803.** There was another late start on account of fog. They passed the mouth of the Beaver River and then the riffle at Ft. McIntosh, the present site of Beaver, PA. Distance traveled was only six miles and camp was made three miles below the mouth of the Beaver River, about Vanport.

**September 4, 1803.** Fog again delayed the departure and the pirogue sprang a leak. There was a stop at Georgetown to purchase a canoe (which also leaked) and they camped about Mill Creek, opposite Little Beaver River, near the state line of Pennsylvania-Virginia. Lewis describes the water as so low and clear that they could see a great number of fish including sturgeon, bass, catfish and pike.

**September 5, 1803.** Foggy again in the morning but they made sixteen miles and camped at the head of Brown's Island (near Weirton, WV). The leaking pirogue and canoe required bailing all night.

**September 6, 1803.** Thick fog and low water detained the party. They passed Steubenville about 2 o'clock in the afternoon. Two miles below town the men hoisted the sail but still needed oxen to pull the boat over riffles and camped above Charleston, now Wellsburg, WV.

**September 7, 1803.** Fog in the morning. Buffalo Creek, just below Charleston, was crossed by "a hansom" wooden bridge. Wheeling was reached in the late afternoon (a 16 mile run) and Lewis notes seeing the ruins of Fort Fincastle, later called Fort Henry.

**September 8, 1803.** At Wheeling, Lewis purchased a red pirogue, later to be used in the ascent of the Missouri River. They also picked up the shipment of rifles and ammunition that had arrived earlier overland from the Pittsburgh arsenal.

**September 9, 1803.** Leaving Wheeling, Lewis notes passing several riffles during a torrent of rain in the vicinity of present-day Bellaire, OH, and camped just below.

**September 10, 1803.** Lewis noted the big Indian mound with a large oak tree (girth 13-1/2 ft.) between Little and Big Grave Creeks, now Moundsville, WV. Camp was made opposite Sunfish Creek (Clarington) after a 24 mile run.

**September 11, 1803.** This was a good day for traveling as they made 26 miles down the Long Reach passing Paden, Williamson, Wells, Mill Creek and Grand View Islands. Lewis notes a large group of gray squirrels swimming across the river.

**September 12, 1803.** The boat had to be dragged through the gravel channel at the lower end of the Long Reach which was probably Petticoat Ripple, Ben's Run, WV.

**September 13, 1803.** This day they reached Marietta at the mouth of the Muskingum River. Lewis noted in his journal that, "This evening was visited by Colo. Green, Postmaster at this place; he appears to be much of a gentleman and an excellent republican."

The Corps of Discovery continued its slow travel down the Ohio and reached the Falls at Louisville on October 14. Here Lewis was joined by his partner William Clark who had been staying at the home of his brother George Rogers Clark.

The Mississippi River was reached on November 14, 1803 they traveled up the Mississippi to go into winter camp near St. Louis on December 8, 1803.

Planning for the reenactment of parts of the Lewis and Clark journey began more than a year ago. Pittsburgh claims the 55 foot keelboat was launched by Lewis at that place. But there was a response from the town of Elizabeth, 20 miles up the Monongahela River, that the boat was built there. An old newspaper account and oral history supports the Elizabeth claim and the Elizabeth Township Historical Society was soon planning a celebration of its own. Who won?

The replica of the Lewis and Clark keelboat is probably accurate since the records of the expedition still exist but descriptions of the type do vary. The following is a description of the typical "keelboat" design taken from Leland Baldwin's 1941 book, *The Keelboat Age on Western Waters*:

"It was probably soon after the Revolution that keelboats came into general use on the Ohio. They were divided into two classes - keelboats proper and barges - and the distinction was often blurred by the indiscriminate use of the names for either or both classes. The distinguishing and common characteristic was that they were built on keels with ribs and covered with plank. It would be futile to draw an exact line between the two types, but in general one can accept the keelboat as a long, narrow boat of light draft intended for shallow waters, and the barge as much wider and heavier, drawing more water, and therefore intended for the deep waters of the Mississippi and the lower Ohio.

The ordinary keelboat was forty to eighty feet long and from seven-ten feet in beam, had a shallow keel, and was sharp at both ends. It drew about two feet of water when loaded. The middle part of the boat might be left open, but usually it was covered in whole or in part by a cabin or a cargo box that had an inside clearance of about six feet. Here the goods were stored and here the passengers found shelter. All around the gunwales ran a cleated footway, twelve to eighteen inches wide, where the crew walked when poling the boat. At the bow were seats for the rowers, four to twelve in number, who sometimes received assistance from a square sail. The sail, however, was useless except on comparatively broad waters, so that many keelboats carried none. Steering was done by means of a long oar pivoted at the stern and extending ten or twelve feet beyond the boat. The steersman, who was usually the boat's captain, or patroon, as he was called stood upon the roof of the cabin or upon a block made of a length of log upended and with notches cut in the side to enable him to mount. The keelboat's burden ranged between fifteen and fifty tons, but was usually less than thirty. The burden was not always rated by tons, and on the upper Allegheny, keels were sometimes spoken of as carrying sixty or one hundred barrels of salt."

By the time you read this the reenactment of the journey will be well under way. We might even see Capt. Meriwether Lewis and his crew at S&D - if the reenactment hasn't been held up by lock delays rather than low water.

John King, Belpre, OH furnished the photo of the keelboat replica and accompanying article from the Greensburg, PA *Tribune-Review*.

\* \* \*

## 200 YEARS AGO AT MARIETTA

September 13, 2003, the day of the annual meeting of S&D at Marietta, marks the 200th anniversary of Capt. Meriwether Lewis stopping at this very spot. How appropriate that we meet on this day.

Better yet, Bill Reynolds, of the Campus Martius Museum, hands in the following letter to President Thomas Jefferson in the Jefferson papers, Series 1; General Correspondence 1651-1827:

On my boat opposite Marietta  
September 13, 1803

Dear Sir,

*I arrived here at 7 p.m. and shall pursue my journey early tomorrow. This place is one hundred miles distant from Wheeling, from whence in descending the water is rather more abundant than it is between that place and Pittsburgh, insomuch that I have been enabled to get on without the necessity of employing oxen or horses to drag my boat over the ripples except in two instances, tho I was obliged to cut a portage through four or five bars and by that means past them.*

*This last operation is much more readily performed than you would imagine; the gravel of which many of these bars are formed, being small and lying in a loose state, it readily removed with a spade, or even with a wooden shovel and when set in motion the current drives it a considerable distance before it subsides or again settles on the bottom. In this manner I have cut a passage for my boat of 50 yards in length in the course of an hour; this method, however, is impracticable when driftwood or clay in any quantity is intertwined with the gravel; in such cases, horses or oxen are the last resort. I find them the most efficient sailors in the present state of navigation of this river, - although they might be considered somewhat clumsy.*

*I have the honor to be, with much respect -*

*Your Obt. Servt.,  
Meriwether Lewis, Capt.,  
1st. U.S. Regiment, Infantry*

\* \* \*



# Hello, Capt. Eads

**G**OOD MORNING, MR. EADS. Welcome back. How long has it been? We must say, you're looking swell for a guy who's been dead for 114 years. You've come back to see your bridge reopened? Well, step right up. We've saved you a place right under the north leg of the Arch.

The Gateway Arch? Oh, right. You weren't around for that. We built it in the 1960s. By then, what you probably remember as a bustling waterfront had mostly turned into slums. We cleared it out, built a park and put up this cool stainless steel monument to America's restless, Westward expansion. Every Fourth of July there's this big celebration down here: food, drink, fireworks, an air show.

Air show? Oh, right. Machines fly now, carrying people and cargo much faster than railroads do. What's that? No, you weren't stupid to build the first railroad bridge across the Mississippi River at St. Louis. Planes didn't come along for another 29 years, and it took another 50 years for them to start killing off passenger trains. But trains still haul a lot of cargo, and we still need a way for trains and cars and trucks to cross the river. You were ahead of your time.

Cars and trucks? Right. Well, it seems that horse-drawn wagons are pretty much gone, too. Check out your bridge. See the top deck? Those machines are cars and trucks, self-propelled by internal combustion engines. The lower deck is what we call "light rail," which is pretty much what you remember as street cars, only much more expensive.

The point is, Mr. Eads, your bridge — a technical marvel in its time — is still here, still useful and still beautiful. But we haven't treated it

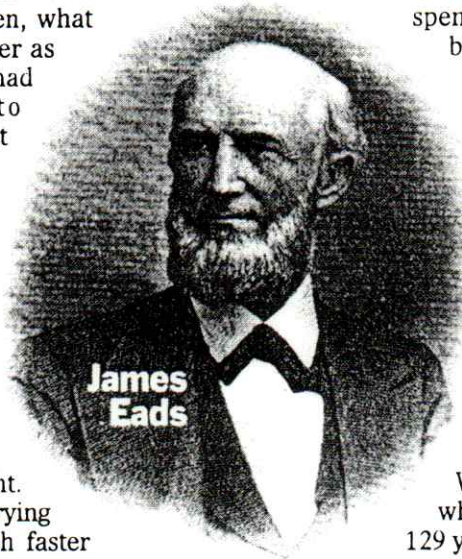
all that well, as you can plainly see. A tornado ripped away a hundred yards of upper deck on the east end in 1896, and the new stone didn't exactly match the old. We bricked up some of the arches in the 1920s and yanked out the handrailing and lampposts. We replaced a lot of your elegant wrought iron columns and stringers with stronger, but uglier, steel.

To tell you the truth, Mr. Eads, we spent a lot of years ignoring your bridge. The railroads started using the MacArthur Bridge, and when cars came along, we built a couple of homely bridges north and south of yours to accommodate them. Except for the light rail line, it has been more than a decade since anyone could travel both ways across your bridge, so hardly anyone did.

Somewhere along the way, we lost that ambitious concept of being "the controlling inland metropolis of the Western World," as Josephine Walsh put it when she christened your bridge 129 years ago today. Chicago won that race, and your bridge never quite fulfilled all your economic ambitions for it. Might have been all the debt you and Andrew Carnegie loaded it with. Might have been we just took it for granted.

But here's the thing, Mr. Eads. The bridge is still here. It fulfilled the hope you expressed on that July 4 morning in 1874, that it "endure as long as it is useful to man." You built it to last, sinking its piers into bedrock, and you built it to inspire. It lasted long enough for us to rediscover it, and this morning we celebrate its reopening.

You built this work of surpassing art, Mr. Eads. You spanned the great river with skill and genius, with grace and beauty, with strength and dignity. You expressed a nation's driving ambition and a city's earnest hopes. And here we are, 129 years later, still trying to live up to your dreams.



From the *St. Louis Post-Dispatch*, July 4, 2003.

The occasion was the reopening of the top deck of the famed Eads Bridge between St. Louis and East St. Louis after being closed to vehicular traffic for about ten years. The lower deck once carried main line railroads but is now used for the city's light rail connecting with Union Station..

As the Eads Bridge was first opened on the Fourth of July, 1874. The great great granddaughter of James B. Eads was on hand for the symbolic ribbon cutting and thousands took of the opportunity to again stroll across the river and then watch the traditional fireworks display.

Thanks to Joe Vollmar and Ken Buel for the clippings.

## THE CRUISE OF THE OCKLOCKONY

By  
John and Thornton Barrett

The Inland Rivers Library, Rare Books Department of the Public Library of Cincinnati, holds a sizeable collection of the works of photographer Thornton Barrette. Thornton's first photography gallery was in Clarksburg, West Virginia and then in Portsmouth and later Ironton, Ohio. But mainly he is remembered along the Ohio River for his floating gallery boat based at Russell, Kentucky, across from Ironton.

The Barrette studio had a well deserved reputation for quality work producing the portraits and cartes de visite which were popular in the 19<sup>th</sup> century. He is most noted these days for the more than 500 photographs of steamboats and river scenes which he captured during the period 1886-1910. A considerable number of the glass plate negatives survive as part of the Inland Rivers Library collection and many of Barrette's steamboat photographs have appeared in these pages over the years.

Thornton Barrett and his father John Hatch Barrett, a farmer, were both interested in the climate and life in the deep south and particularly Florida. They made several trips to Florida by wagon, steamboat and train and one of the trips south took place in the self-styled yacht OCKLOCKONY from January 22 until April 7, 1877. Both father and son kept journals of this trip (which didn't quite get to Florida) and we will use passages from each to tell the story.

Thornton Barrett finally relocated to Green Cove Springs, Florida about 1915 and there operated a photo studio, raised chickens and had an orange grove. Barrett, spelled without the final "e" until Thornton gave it an artistic touch, was born about 1852 and died at Orange City, Florida in 1930.

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The journals of John Hatch Barrett (the father) will be identified as "JHB." Thornton Barrett(e) will be "TB"

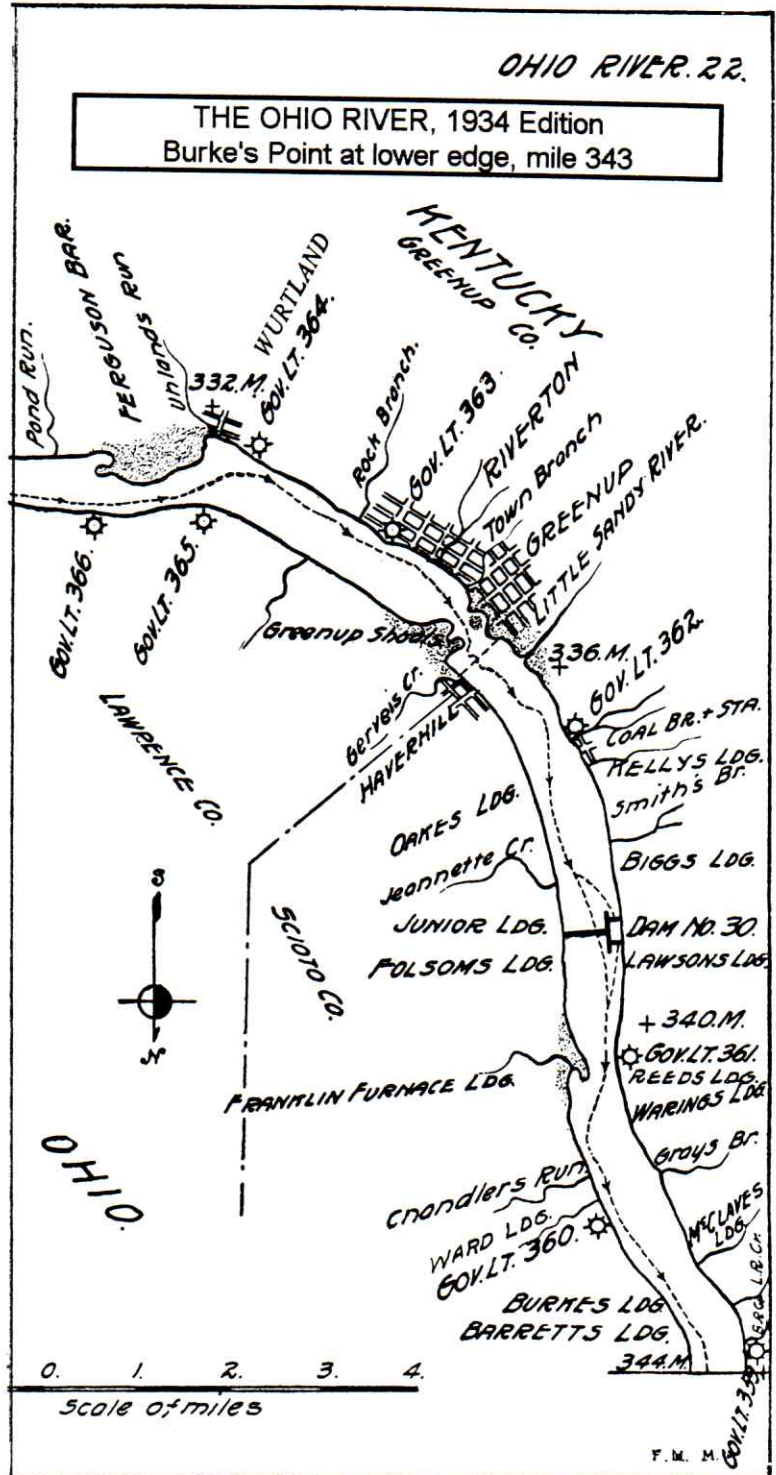
The Barrett farm was at Burkes Point, Scioto County, Ohio, 343 miles below Pittsburgh or 12-13 miles below Greenup, Kentucky. Portsmouth, Ohio is 12 miles farther down the river. Except where helpful to clarify the meaning, all journal excerpts are unchanged from the original.

### THE BOAT OCKLOCKONY

JHB

Myself and son Thornton, having contemplated a trip down the Mississippi River, on the 5<sup>th</sup> December, 1876: In contract with Chas. V. Herbert to build us a yacht, 24 ft. long 6 ft. beam to be completed by the 18<sup>th</sup> of said month. Which contract was completed to our full satisfaction.

Our boat being completed, we named her OCKLOCKONY but the river being closed with ice we could no launch her. We have brought her home to Burkes Point by land to wait the opening of the river.



The ice broke up about the middle of January, 1877 and run out so that we launched the OCKLOCKONY on Thursday, the 18<sup>th</sup>. About this time Perry M. Burke made arrangements to accompany us

Monday, January 22, 1877: Having all things ready, we made our start. Perry and I going to Portsmouth by land to transact some business and Thornton bringing the boat down. Orin and Thomas coming down with him and took our horse and buggy back. Having our business completed we turned loose at 7 o'clock in the evening.

TB

**January 22, 1877:** Weather clear. Finished loading up the OCKLOCKONY and shoved off about 2 p.m. Father and Perry M. Burke went on before to Portsmouth in the express (wagon). They started about 12 o'clock. Thomas and Orin went down with me in the boat to fetch the express back.

We arrived at Portsmouth by 4 p.m. We did not leave until in the evening. Perry and Pa run her after supper then I the rest of the night. Wind against us; have not got our sail rig out.

**January 23, 1877:** Got to Manchester (Ohio) at 5 in the morning. tied up awhile as we had trouble with our stove. It is a wood stove; we had a grate put in it and undertook to burn coal in it. But, it soon filled up with soot and would not burn so we had to clean out and get some wood. A cold morning.

(The OCKLOCKONY is a 1-masted yacht, has 26 sq. ft. sail, is 22-1/2 ft. keel, 6 ft. beam and will carry about four tons. We have a good, four hole, oven stove so can stand considerable cold. Sleep and eat on our boat. Those of us in the company, - my father and I own the boat and fixtures; Perry M. Burke goes along for his health.)

We got some wood on Manchester Island and thawed out a little before starting out. Passed Maysville at 9 a.m. and Ripley at 2 p.m. Numerous little villages scattered all along today's journey,. Augusta, Kentucky makes a good appearance. Tied up about a miles above New Richmond on account of wind about 11 o'clock at night. 51 miles today's run.

JHB

**Wednesday, January 24:** It was so cold and the wind blew a gale all day so we stayed until evening and run down and tied up just above Pendleton to await for day to go into Cincinnati.

TB

Cold and windy. Laid up all day. Perry and I both got seasick, - he went up and stayed at a house close by part of the day. Wind fell in the evening and we turned out about 9 o'clock.

**Thursday, January 25:** We tied up a little after midnight a few miles above Pendleton. Started after breakfast and arrived at wharf of Cincinnati about 10 o'clock; did not leave until 4 p.m. Got us a mattress to sleep on instead of our cots.

Perry and I knocked our lantern overboard in the evening. Stopped at Lawrenceburg and got another one, - had to wake the storekeeper up to get it as it was after 10 p.m.

**Friday, January 26:** Not quite so much hard wind, - still cold. Passed by Warsaw about 2 o'clock; Madison a little before 4. As I run the boat at night I do not get to see much of the country, - have to sleep most of the daytime that I am not cooking. Passed by 18 Mile Island about 4 in the morning in upper edge of Jeffersonville. Passed 12 Mile and 9 Mile Islands during the night.

**Saturday, January 27:** Left Jeffersonville before 11 a.m. and arrived at New Albany before noon, passing over the Falls safely. The water was so high on them that it looked as if there was no falls there. We hired a Falls pilot to take us over which we need not have done if we had known the water was so high as to cover them entirely.

Got some steel traps in New Albany. Left there at 3 p.m. with moderate up wind. Passed the mouth of Salt River at 10 o'clock in the evening.

**Sunday, January 28:** Passed Leavenworth, Indiana at 7 a.m.; Little Blue River between 11 and 12, Rome about 4 p.m. and Tell City at midnight. Making 40 miles in 10 hours, about the same time we made last night.

**Monday, January 29:** Perry stood watch last night until midnight - then I took charge of the boat. Passed Troy, Anderson River, Maxville, Batesville and Lewisport in the latter part of the night. Rockport about 7 o'clock in the morning.

Stopped at Owensburgh (sic) about 9 a.m.; left before 11 o'clock. Passed Evansville in the evening, - Henderson at midnight.

**Tuesday, January 30:** I again took my turn and came on watch at midnight. Passed Mt. Vernon about 7 in the morning. Wabash Island and River about noon, Raleigh Landing soon after and Elizabeth(town) a little after midnight.

Raised our sail for the first (time) today. Worked alright, - made considerable headway with a light headwind. Passed Shawneetown about 3 p.m.

JHB

We raised our sail for the first time on the trip. The weather has been so cold, and having a constant headwind, we did not think it worthwhile to bother about it. But, in trying, we found that we could make better headway, even against a dead headwind.

**Wednesday, January 31:** This morning Thornton killed a wild goose from a flock that was flying past us - the first game on the trip. Geese and duck have been pretty plenty for two or three days but they are careful to keep out of reach of our guns.

TB

**Thursday February 1:** We run into a little stream just below Emporium about 3 o'clock in the morning and tied up. Heard that the Mississippi was full of ice so we laid there all day. Pa and Perry went up into the town twice during the day. I was busy all day straightening up things. (This stream where OCKLOCKONY tied up for the day was Cache River, half way between Cairo and Mound City, Illinois. There is no reference to the village of Emporium on modern maps. Ed,)

**Friday, February 2:** Rained during the night so damp this morning. Found out there was a mistake about the ice being in the Mississippi so we started and arrived in Cairo at 12 o'clock. Left at 1 p.m., - got into the Mississippi at 20 minutes after 1 o'clock. Got to Wolf Island about 9 o'clock and tied up at the foot of the lower bar on the left channel. A towhead even with us and not very far from the island.

JHB

Run down to Cairo this morning. Found the ice report had been from Cape Girardeau and had not come down above there yet so we run out into the Mississippi at 1 o'clock. Ran down to Wolf Island (No. 5) and landed and stayed until the next morning. River low and falling.

TB

**Saturday, February 3:** Started late with a light, down river wind. Broke our mast and tied up on the Missouri side to make another, just below Island No. 8. Lost a good afternoon run by it as there was a good wind to sail after we stopped. Considerable of game back of this point, about 2 miles; deer, turkey and coons & mink to trap.

**Sunday, February 4:** Started at 8 a.m. with light, fair wind. Got to Island No. 10 and then we had a hard head wind from there to New Madrid, which place we passed at 12 o'clock. Then we had a light, fair wind again to Riddles Point and then the wind died out. Soon after, Perry and I went after a crippled goose with our boat, - had a big chase before capturing him then had a terrible long siege of paddling before we caught up again. Tied up for the night about six miles above Walker's Bend.

**Monday, February 5:** Started early with light wind which did not last long. Passed Calooso about 10 a.m. Came out of Needham's Cutoff just at sunset (Mile 138 below Cairo. Ed.)

Concluded to run at night so I took a nap in the afternoon. Run what is called the worst part of the Mississippi after dark, - called Plum Point bars. I just let the boat take her course and watched for snags.

**Tuesday, February 6:** Seems as Mr. James must have got mixed up when he came up with the distances for his "River Guide" as yesterday we did not make above 3 miles per hour according to his distances while today we made about twice that, - under the same circumstances.

We arrived at Memphis at 5 o'clock and tied up a little above Wolf River. After supper Perry and I went down to the City in our joboat (sic) after our mail and was disappointed as the Post Office shuts up at 5 p.m. Had a very hard row of it to get back again as barges was tied out in the river so far.

**Wednesday, February 7:** We run our boat to the mouth of Wolf River and Perry and I went to the Post office. Got a letter for Pa and Perry got one. First news from home on this trip. We mailed some letters and laid in some supplies. Started out at 1 p.m.

Passed Presidents Island a little while after. We ran until 11 at night and tied up in Mississippi.

**Thursday, February 8:** Started about 6 in the morning. Landed about 8 for wood and then run around a bar in Arkansas and landed on an island. Left there a little after noon. Passed Austin, Mississippi just before dark. (Mile 288 below Cairo. Ed.) Landed at the mouth of the St. Francis River about 9 in the evening.

**Friday, February 9:** We concluded to try going up the St. Francis. Started up about 10 a.m. Made about 10 miles and laid up a little after dark. The St. Francis is a sluggish stream but we made slow time as the wind was against us all day. Plantations all along the banks which is low, - some places is levied (sic).

During last night a steamboat landed just across the mouth of the St. Francis from us. In her leaving, she backed down so close to our boat that she nearly upset us - throwing our boat up on the bank and splashing the water over us with her wheels. I got out of bed about as fast as I could and Pa as quick as I did. Luckily, it done us no damage except wetting Pa.

**Saturday, February 10:** Started about daylight with oars. Passed the mouth of Tangee River at noon. Cordelled until 5 p.m. when a little fair wind came up and we raised our sail. The breeze did not last long so we took down our sail and took to oars. Tied up a little after dark in the mouth of Sandy Bayou.

(Cordelle - pulling the boat along by means of a line tied to the mast with the crew in shallow water or on shore pulling. More often, the line was advanced and tied to a solid object on the shore and the crew on the boat pulled it along. Ed.)

**Sunday, February 11:** Got up rather late. Some turkeys gobblin' up the bayou a little and Pa and Perry went up to get some but failed to get a shot. We started on about 10 a. m. (and) got up to Raft Bayou about 3 p.m. and laid up; intending to get back a piece from the river to see a lake tomorrow morning. A Mr. John Hunter, formerly of Portsmouth, Ohio, is camped here a-trapping, - has a young man to help him.

**Monday, February 12:** Perry went out with the young man to see him go over his (trap) line. He caught a beaver which was all he caught during one days trapping. Pa and I went out with Mr. Hunter to some lakes that lay from 2 to 4 miles back of the river, - two of which they intend to trap and to look at two more to see if they would be a good place for us to trap. Had a hard tramp of it. Saw some bear, wolf, a catamount and some deer tracks. Think we will try our luck on Beaver Lake and Big Long Lake.

**Tuesday, February 13:** Perry went with Mr. Hunter up the river after bait. I was arranging our camp, pitching our tent a little below Mr. Hunter's shanty. Fixed for Pa and Perry to sleep in the tent and I on boat on a cot. They have the mattress.

**Wednesday, February 14:** Sprinkled a little during the night, - cloudy day. Perry and I set our traps out on Big Long Lake and Twin Lake. Baited them with fish. We only have 16 in all: 12 No. 1 and 2 No. 1-1/2 of Hotchkiss Sons make and 2 No. 2 double springs, Newhouse make. They are small for otter; No. 3 are right for beaver and No. 1 or 1-1/2 for coons is best.

JHB

The boys have gone out to set our traps and I am keeping camp.

There are two young men camping here fishing and trapping, one of them ty the name of John Hunter was raised in Portsmouth, Ohio; the name of the other is James Jones. It was Mr. Hunter that showed us our trapping ground.

TB

**Thursday, February 15:** Went over our traps: four had been sprung. One had a hawk in, - the others were empty; do not know what sprung them. Perry went with Mr. Hunter beyond Beaver Lake to help him set a bear trap. They failed to set the trap but found a bee tree close to Twin Lake. Set out a fish line in the evening.

**Friday, February 16:** Perry, John Hunter, James Jones and I went out and captured our honey, - was hardly a taste for us all. Nothing in our traps. Caught about a thirty pound fish in the morning.

**Saturday, February 17:** I went over to Clark's Landing to the Post Office. Went down the St. Francis about 2 miles and then crossed over to the Mississippi. Pa sent a letter home, Perry one to Eben and I one to Adam Messer. Perry went over the trap line and fetched in three coon.

(We find no Clark's Landing on available maps but the St. Francis and Mississippi were within a mile of each other in the vicinity of Walnut Bend, mile 280 below Cairo. Ed.)

**Sunday, February 18:** Perry and I went over our traps: had two mink in them (but) something had eat one so as to spoil the fur. Big shouting in the colored church at night.

JHB

The boys run over the traps today, - got one mink and found another one in a trap about half eaten up, supposedly a

catamount done it as his tracks were there. Found a beaver toe in another one.

The weather has been cool for a few days. There was a white frost this morning and yesterday morning a thin skim of ice on small puddles of water.

There is Negro quarters of about 3-4 families just across the river from where we are camped. Last night they danced all night and tonight they are preaching, praying and shouting.

**TB**

**Monday, February 19:** I was sick all night. Perry went over the traps; did not get anything.

**Tuesday, February 20:** Perry and I went out and cut a bee tree and was broken in two and drove into the ground. The rest of the honey was mashed to that we got but little. Caught a mink in trap.

**Wednesday, February 21:** Morning cold. Ice in the bateaux. Perry went over the traps and got one coon. Mr. Hunter and I fell an ash tree for oars. Pa took a little hunt, - did not kill anything.

**Thursday, February 22:** Perry went over the traps - caught one mink in his trap. About 9 o'clock it commenced raining and came until evening. Got some of our things wet; was rest of day drying them.

**Friday, February 23:** Cold and windy. Perry out over traps; did not get anything.

**Saturday, February 24:** Went out and brought in the traps and we broke camp about 2 p.m. and started down the river for Sandy Bayou. Got there about 8 p.m. and put up (the) tent.

**Sunday, February 25:** Set out fish line for buffalo and caught one that would weight about 12 lbs. Concluded to stay here a few days and set out our traps.

**Monday, February 26:** Pa and Perry went hunting. Perry killed one duck, - was all they got.

**Tuesday, February 27:** Perry and I went hunting. No game killed. Saw plenty of cane breaks and deer tracks but no deer.

**Wednesday, February 28:** Perry went out and got the traps and we broke camp about 12 o'clock and started for the mouth. Had a little fair wind but not enough to travel very fast. Camped about 3 miles below the Tangee River.

**Thursday, March 1:** Commenced raining about 4 o'clock in the morning. Our boat had got the decking shrunk so that it leaked in many places making us considerable trouble as we did not put up our tent last night. But, put it up after the rain slacked a little.

**Friday, March 2:** Cold and stormy morning. We did not start until about noon; had head wind most of the time and did not get near the mouth until about 4 p.m. Found a good place to land and put up our tent.

**Saturday, March 3:** Started about 9 o'clock. Got out into the Mississippi again at 10 o'clock. Hard wind blowing upstream. Ran down to a bar just above Helena. Wind drifted us up to it; appeared to be falling - we thought we would wait for it to die but instead of that it turned into a gale, blowing us on to the bar tight. Fortunately for us, it slacked a little at sunset. We took advantage of it and by hard work got off and crossed over the river and found a good harbor. By the time we got our tent up the wind was harder than ever with a little rain.

**Sunday, March 4:** Spit snow in the morning. Cold wind blowing hard. We laid up so as to land in Helena on a business day.

**Monday, March 5:** Got into Helena about 10 a.m. Pa and Perry went up into town; I kept the boat. Left about 1 p.m. and camped for the night opposite Friars Point and put up our tent.

**JHB**

**Tuesday, March 6:** Weather clear with a white frost this morning. Just as we cut loose we discovered a farm house on fire in Friars Point so we tied up again and waited until it burned down and then started on.

**Wednesday, March 7:** Weather warm and cloudy. We camped last night just below Islands 62 & 63; intend to go out today to examine the prospect for hunting here.

Evening. Rained a little today. Perry and I went out to look for hunting with poor success.

**Thursday, March 8:** There was a good deal of wind and rain during the night with heavy thunder and the rain is falling in torrents this morning.

Evening. It has been a very stormy day, - heavy wind and rain and so has to keep in camp all day. Will leave here as soon as weather will permit.

**Friday, March 9:** Cold this morning, ice as thick as window glass.

Evening. Cold and windy all day. We run down around Island 64 and landed at the foot near Dixie Bayou. The river is so low there is no water running from it into the bayou.

**Saturday, March 10:** Clear and cold this morning; ice half an inch thick. The sun came up warm. We ate our breakfast on the boat. Boys went out hunting.

Evening. Clear and cold. The boys have returned from their hunt without any game.

**Sunday, March 11:** Cloudy; not so cold as last evening. Strong indications of rain.

Evening. It has not rained yet but still threatens. We have moved two or three miles down the river and gone into camp hoping to find better hunting.

**TB**

**Monday, March 12:** Raining morning and forenoon; afternoon cloudy. Perry and I went back about one mile through a very heavy cane break to some open woods to look for deer. Found plenty of tracks but no deer. We went out in a round-out in the cane & cut some cane 17, 18 and 21 ft. long. It is the heaviest cane break we have found so far. Got back a little before 4 o'clock and Pa took a short hunt while I got supper; only got an English woodcock.

**Tuesday, March 13:** Very disagreeable day. None of us took a regular hunt but we all tried to outwit some wild geese but without success. MARY HOUSTON (3817) of Cincinnati bound for New Orleans passed by.

**Wednesday, March 14:** Pa and Perry took a roam out where Perry and I went Monday. Both back about 2 o'clock without any game.

I washed up our clothes, - took most of the day. In the evening I went above a piece to get paraquit (sic); got a few very long shots but they was too far - did not get one. A hard wind from the north raised in the evening.

**Thursday, March 15:** Cold morning but a very pleasant day. Pa and Perry found a bee tree towards evening and Perry and I cut it; got a wooden bucket full of honey. Got our clothes dry.



The OCKLOCKONY was tied up in the vicinity of Sunflower Bend, about 350 miles below Cairo, when the MARY HOUSTON passed down for New Orleans on March 13, 1877. This was possibly her last trip down before going to the Barmore yard at Jeffersonville for a new hull and other rebuilding into the boat we see here.

The new hull, 32 feet longer than the original, was launched October 28, 1877. She was at Cincinnati as the NEW MARY HOUSTON (4173) on December 14, 1877, pointing to use of the cabin and machinery from the old boat. No photo as "plain" MARY found; this one by Norman of Natchez is from the Murphy Library.

**Friday, March 16:** Broke camp, started for Vicksburg. A very windy day, hard wind as usual. Camped for the night in Mississippi below Concordia. Saw peaches in bloom.

**Saturday, March 17:** Stormy night; rain and wind towards morning and it turned cold. A very bad morning so we did not break camp until nearly noon. Strained our honey; had a half gallon then, enough to make about 3 pints of boiled. Passed by the mouth of White River about 5 o'clock; there is a little village just below the mouth and a larger one opposite in Mississippi called Terrene. (394 miles below Cairo, near Rosedale. Ed.)

**Sunday, March 18:** Frost in the morning; day started out pleasant. Passed Eunice and Arkapolis, both railroad stations in Arkansas. Camped for the night in Mississippi.

JHB

Turned loose this morning about 6 o'clock. Passed the mouth of the Arkansas River and Napoleon about 9 o'clock. There is but very little of Napoleon left, being nearly all washed into the river. A white frost this morning; river rising. Had wind nearly all day but we made about 40 miles and camped at the foot of No. 7.

**Monday, March 19:** River still rising. Wind blew very hard last night and we have had a heavy head wind all day so we have made poor headway. We landed at Gaines Landing at 1 o'clock, bought flour and mailed a letter home. Run down to Columbia, Arkansas and camped just above town. (Columbia was 469 miles below Cairo. Ed.)

**Tuesday, March 20:** Broke camp at 5 a.m. Passed Greenville at 8. Camped for the night in Mississippi opposite Grand Lake Landing on the Arkansas side and Leota on the Mississippi side. River rising; had a sprinkle of rain this evening.

TB

**Wednesday, March 21:** Did not turn out until after breakfast as we wanted to stop at Leota. Stopped there and got our letters; they were marked for Princeton but there is no Post Office there now so they were sent to Leota, it being the nearest P.O. Passed Bunchs Bend about noon. Providence City about the middle of the afternoon, - it is a considerable place. Camped for the night below island Nos. 96 & 97. Run about 50 miles according to James River Guide - it has the river more correct since we got below the St. Francis at (Island) No. 89 the channels all run to the right now instead of the left. Suppose that was the error of Princeton as it left it off on the old (river) bed and that filled up at island No. 95 it seems to be doing the same thing. If it does, it leaves Tallula, Mississippi in the same fix. Camped for the night in Mississippi.

**Thursday, March 22:** Started out early, before breakfast. Got (with)in about 2 miles of Vicksburg and camped on a bluff sandbar about 4 o'clock. The river has carved through the point and comes in below Vicksburg forcing a big eddy in front of it, - will soon leave it out in the cold unless they let the Yazoo come through to the old bed of the river.

**Friday, March 23:** We broke camp about 9 o'clock and ran down to the city. Went to Post Office and ran around the city a little but there seems a poor chance of selling out our boat. Sent Kate a letter.

Vicksburg is situated on a high ridge called Walnut Hills, presents a fine appearance from the river. Several high church spires and a few very fine buildings show a long ways off. It does not look as well after you get into the city as it has a ragged appearance.

**Saturday, March 24:** Finding no sale for our boat, we left Vicksburg about 10 o'clock for Natchez. Came up a rain storm with wind about 2 o'clock; we ran in to a small flat to wait until it was over - which was not until next morning - and about dark the wind became almost a gale blowing towards shore, starting the bank a caving just above us. Luckily, it shifted to a little quartering up and the bank stopped caving before it got to us or we might have had a dangerous time of it. I did not go to bed but watched the bank all night.

**Sunday, March 25:** Very cold and blowed all day. Snowed in morning; it melted as fast as it fell. We laid up all day.

**Monday, March 26:** Started early. Passed No. 104 island soon after, it being in sight of our last camping place. New Town is two or three miles below in Mississippi. Camped for the night in Mississippi, just above No. 112 island - opposite the village of Waterproof. Passed St. Joseph's and Rodney, the former is a considerable of a village; the latter is being cut off from the river like Vicksburg being on the same range of hills.

**Tuesday, March 27:** Started by daylight. Got to Natchez a little after 4 o'clock. Saw some very pretty bluffs or rather the river crooks to and from a range of hills all the way down from Vicksburg. Natchez is on the 5<sup>th</sup> place the river took a turn; Vicksburg is on the first.

**Wednesday, March 28:** Warm day. Took a long walk through the city. It is a beautiful place for a city, - with a few improvements it will be ahead of any other place on the Mississippi below the Ohio River. Seems to be poor place to sell our boat.

**Thursday, March 29:** Warm day. Packed up Pa's things for home. Packed up everything that Perry and I can do without that is worth taking home. Pa started on the S.B. ROBT. MITCHELL (4792) about midnight. We intend to run on to sell out our boat.

**Friday, March 30:** Cool, cloudy morning. Wrote Uncle John a letter, Tom a postcard and mailed them. Got a few provisions and turned out about 9 o'clock a.m.

**Saturday, March 31:** Started at half-past five; had head wind all day and it turned into a gale about 3 o'clock. We laid up; soon after the wind eased a little and we started out but only got a short distance when the wind commenced again as hard as ever. As there was a good harbor we ran into it and camped for the first time in Louisiana. Passed No. 118 island and Loftus Heights. (An interesting name down in that flat country; can any reader enlighten us on the location? Ed.)

**Sunday, April 1:** We started late owing to our waiting for some Negroes coming to get a line

Came up a storm about noon and we ran into a nook in the bank just below Tunica Bayou. (Around mile 785 below Cairo. Ed.) It rained almost steadily until about sundown. Plenty of squirrels in the trees in sight there.

**Monday, April 2:** Started late as it looked like rain but it cleared up about 8 o'clock and we started on. Passed No. 122 island soon after. Camped for the night in the mouth of a bayou that comes into the chute between No. 123 island and the shore. Passed Bayou Sara in the afternoon.

**Tuesday, April 3:** Stopped to cut some wood so started late again. Cloudy with an occasional sprinkle of rain. About 4 p.m. it commenced raining in earnest and we tied up.

Passed Baton Rouge at 1 o'clock; it presents a fine appearance from the river..

**Wednesday, April 4:** Rained very hard during the night. Very heavy fog; we started in it, - cleared up about 10 o'clock just as we were passing Plaquemine. It is a considerable of a town. Arrived at Donaldsonville about 4 o'clock and landed in the mouth of Bayou La Fourch (Mile 886.).

The steamship PLYMOUTH of U.S. service is anchored in front of the place for the citizens to inspect. Donaldsonville is a considerable of a place but does not have an inviting look about it.

**Thursday, April 5:** Left about 10 o'clock with a head wind as usual. Are meeting plenty of sail(ing) scows. Run about 40 miles and tied up for the night. The country on both sides of the river is almost continuous garden; the houses of the planters are nothing short of palaces.

**Friday, April 6:** Started early. Got to New Orleans about 4 o'clock and tied up just above the saw mill among the coal barges. The country is the same as that we were passing yesterday. The whole levee seems lined with ships. Saw several orange groves; some few oranges on the trees yet.

**Saturday, April 7:** We cleaned up a little and then run down to the lugger landing. They seem to be a rough set, - only have an offer of \$18 for my whole outfit - boat, stove, mattress, etc. Got a letter from home from mother. Perry got two. Was not out in the city much.

**Sunday, April 8:** Rained a little during the night; wind also blew. Sunday appears to be as busy as any day in New Orleans although the ships do not unload or load.

**Monday, April 9:** Banter considerable with several to sell our boat. Finally, I concluded to let one fellow have it at \$25; quite a difference from the cost. Went down to the boat landing and went on board the COMMONWEALTH (1275). She agrees to take me up to St. Louis for \$16. A man drowned himself this morning just above where we lay.

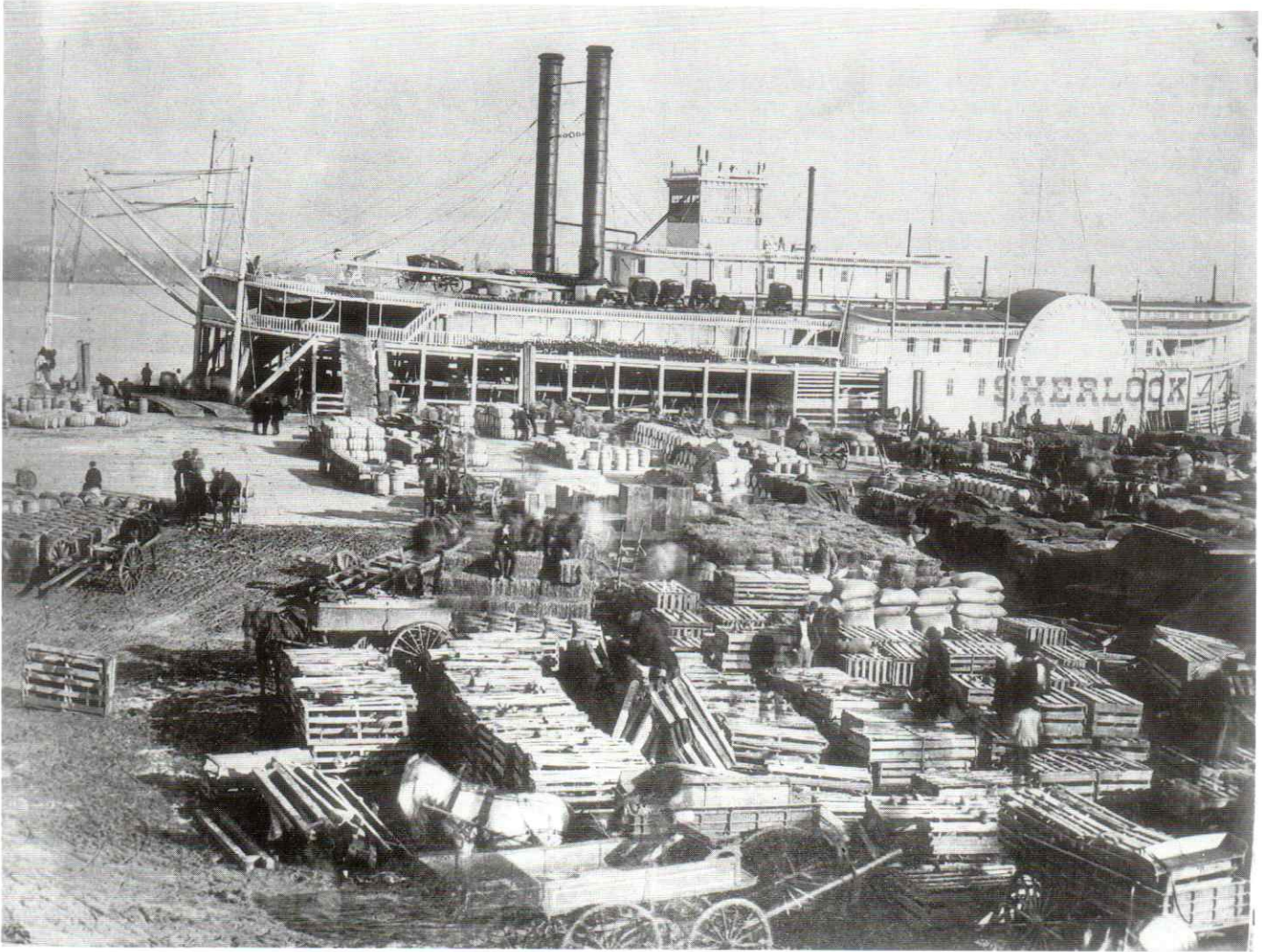
**Monday, April 10:** Packed up my trunk, delivered my boat and shipped on the COMMONWEALTH to St. Louis. Perry shipped for Cincinnati on THOMAS SHERLOCK (5376). Started out at 10 min. past 5 p.m.; SHERLOCK behind us.

**Wednesday, April 11:** Clear day. Passed the mouth of Red River about 4 o'clock. Saw an alligator on the bank. SHERLOCK in sight a few times during the day. Appears to be a first-rate lot of passengers on board.

**Thursday, April 12:** Rain during the night and a rainy day. Passed Natchez between midnight and 1 o'clock at night. SHERLOCK passed us about 3 this morning, - we have a coal barge in tow.

**Friday, April 13:** Passed Vicksburg about noon. Cool and windy.

**Saturday, April 14:** Pleasant day. Got to Memphis about one in the morning. Left at half-past four.



This may well have been the scene at New Orleans on April 9, 1877 when Thornton Barrett and Perry Burke went looking for transportation back north. Burke took the THOMAS SHERLOCK for Cincinnati the following day. From the cargo of buggies on the roof and other evidence she appears to be unloading. The runway leading up to the boiler deck and the tarpaulins hung to keep out the weather indicate a big lot of freight up there. Farm machinery is on the boiler deck outer guard, - harrows or cultivators, maybe.

The THOMAS SHERLOCK (5376) was built at the Mack yard, Cincinnati, in 1873. She was 290'x46'x8' with engines from the ALICE DEAN (0156), 24's-8 ft. She was named for a prominent Cincinnati attorney who was associated with boat building and also the U.S. Mail Line.

We do not know the year of this photo but it was obviously a busy time for the packets. Freight is being picked up in the foreground; are those hogs in the nearest heavy crates? Print by Bill Reed.

### EPILOGUE

Thornton Barrett visited relatives in St. Louis until April 19, 1877 when he took the train to Centralia, Illinois and then, the next morning, to Mt. Vernon, Illinois. He spent time with two uncles who had farms in the area, Thornton helping some with the planting but also doing a little hunting. On Monday, April 30, his Uncle Sam picked him up at Uncle John's where he was staying and by buggy delivered him to the train station at Vernon (so called in the diary). The 4:44 p.m. train took him north to Sandoval where he caught the 9:35 p.m. train east and arrived at Cincinnati at 8:20 a.m. on May 1.

Barrett does not bother to name the packet he boarded at the Cincinnati landing to go up the Ohio to Burkes Point. Departure was about six o'clock and the fare to Burkes Point was \$2.50 where he arrived the afternoon of May 2, 1877.

As for his father John Barrett who had left the expedition at Natchez on March 29, the packet ROBT. MITCHELL went through to Cincinnati. She arrived at midnight, April 5 after only a brief stop at Louisville at 6:30 that morning. John Barrett transferred the following morning to the side-wheel COURIER (1354) which for some reason was out of her usual Wheeling-Parkersburg trade. She left Cincinnati at 6:40 that evening and Mr. Barrett was home at Burkes Point the following afternoon.

It is interesting that Thornton Barrett does not mention any photography during this extended trip. After leaving the photo gallery business around 1910 the Barrette (sic) family moved to a farm near Patoka, Illinois, about 20 miles north of Centralia, where they lived for five years before relocating to Florida.

Reading accounts such as this, we are always impressed how people traveled about the country in the horse and buggy days!

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## GRAND OPENING AT DUBUQUE June 27-28, 2003 NATIONAL MISSISSIPPI RIVER MUSEUM & AQUARIUM

by David J. Tschiggfrie

The morning of June 28th was overcast and rainy but by nine o'clock the sun broke through. The rest of the day was picture-perfect for the celebration of Dubuque's big day.

The Grand Opening program provides the background of how this Dubuque waterfront project began some twelve years ago but I can't emphasize enough how it was instrumental in revitalizing not only the riverfront but the entire city. The total price tag of \$188 million was raised and supported by a partnership of national, state, county and local organizations and private individuals - some 534 of them.

This is an astounding example of cooperation and came together in a very tight and slow economy. The love and appreciation of the River and a desire to share that story with visitors from all over the world was the driving force which brought all this planning and dreaming into reality.

The enthusiasm and first-class planning which has resulted in the realization of the dream for America's River Project prompted Capt. Bill Bowell to make a surprise announcement on the morning of the dedication and grand opening. Bill pledged \$1 million to establish a river library on the museum campus. The gift includes more than 2,000 volumes and 27 paintings in Capt. Bowell's collection and \$800,000 in funds for construction and finishing of the library space and acquisitions in the future.

The components of the America's River Project include the Grand Harbor Hotel and Water Park, the Grand River Convention Center, the River Walk, River's Edge Plaza, Alliant Plaza and Amphitheater and the National Mississippi River Museum and Aquarium. All of these are completed except for the Convention Center which will open in November.

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Jerry Enzler, Executive Director, National Mississippi River Museum and Aquarium summarizes the dream in the dedication program as follows:

In 1977 I was fortunate to become the first full-time employee of the Dubuque County Historical

Society, which had been founded in 1950 and had collections dating back to Richard Herrmann's 1871 Museum of Natural History. Our annual budget was \$13,000 and attendance was 300 people.

Wayne Norman had a dream of a museum on the river, Bill Woodward shared that vision, and I hitched my wagon to their star. The Woodward Foundation donated the major funding and Bob and Ruth Kehl donated the freight-house building. In 1980, we opened the Fred W. Woodward Riverboat Museum and our staff and collections grew.

For the first five years, we sweated through the summer months and closed the icy galleries during the winter. But even then we gave voice to our dreams: a boat and breakfast, a turning paddlewheel, aquariums, excursions on the water, living history, major collections and the ability to speak as a major voice for the river.

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With Bill Woodward's untimely death in 1995, the Dubuque County Historical Society became the beneficiary of his magnificent \$1.8 million bequest. Our building committee began weekly meetings with Board President John Walsh and board members Wayne Norman, Paul Woodward, Jeff Bertsch, Tim Conlon and Jim Gantz.

With Teri Goodmann and her remarkable talents as Director of Development, there were now two of us working full time raising funds, building partnerships and advancing our dream. We traveled the length of the Mississippi and the halls of Congress. We talked to donors at every turn and wrote grants by the boatload. With the help of many friends we secured an initial \$1 million investment from the state of Iowa."

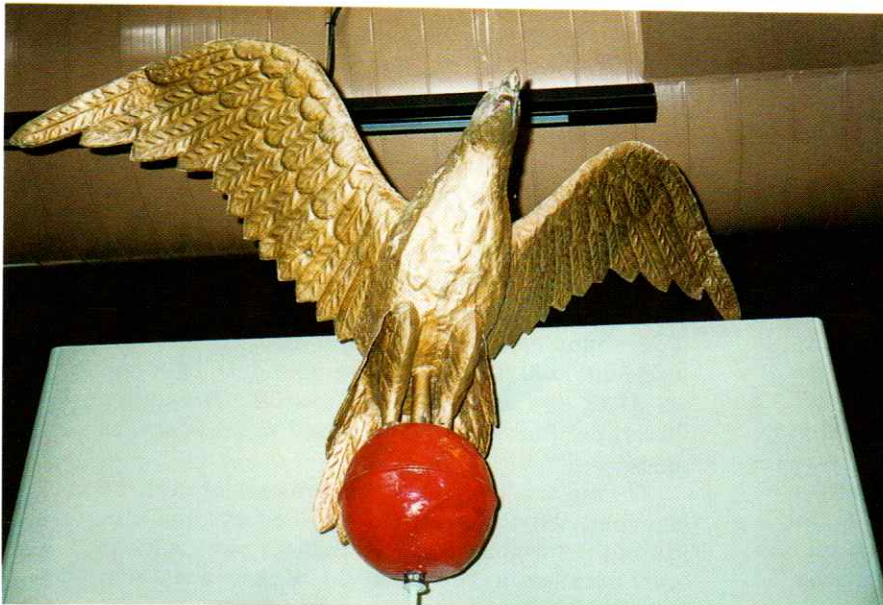
The Editor thanks David Tschiggfrie for the report on the doings at Dubuque and photos on the BIG DAY. The remarks of Director Jerry Enzler are inspiration for others working toward the dream of local river museums. It can be done. S&D extends congratulations and best wishes to all involved in the America's River Project.

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### AMERICA'S RIVER PROJECT

Along the river - from the Star Brewery on the left at the foot of the railroad bridge which is partially hidden by the Grand River Conference Center, to the Grand Harbor Hotel. Closer, the curved overpass over the railroad carries 3rd Street to the museum campus. Lower left, the turreted brick building is new - offices of the C. of C. Center, just across the highway, is the Depot Cafe with the museum beyond and the paddlewheel just visible.



#### STR. GENERAL ALLEN'S EAGLE

This handsome eagle is a gift by the family of Capt. Walter Karnath, Winona, MN and now the monogram for National Rivers Hall of Fame. Walter's father was Rudolph "Red" Karnath. There is a crease in the red ball, the result of a shot at the boat taken by a farmer somewhere on the Upper Mississippi. Did the farmer aim at the eagle or the pilot who was making too many waves in high water? Jim Karnath, Walter's oldest son, said that he never heard his father's thoughts on the matter.

#### PADDLEWHEEL PLAZA

This is the outside exit to the Museum and Aquarium. Wheel is from the WILLIAM M. BLACK, removed with about 20 ft. of guard to squeeze the sidewheeler through the flood gates at the harbor's entrance. The wheel is turned slowly by an electric motor in a shallow pool of water. This was the scene of the ceremonies for the grand opening of the America's River Project June 28, 2003.



#### TOWBOAT LOGSDON

The LOGSDON has been a fixture outside of the museum building for a number of years but is now all painted up - a thing of beauty! She was built at Beardstown, IL in 1940 for Ray Logsdon, wooden hull 72x14x2.5 ft. with a 200 hp. diesel engine. A good example of the small stern-wheel towboats once common.

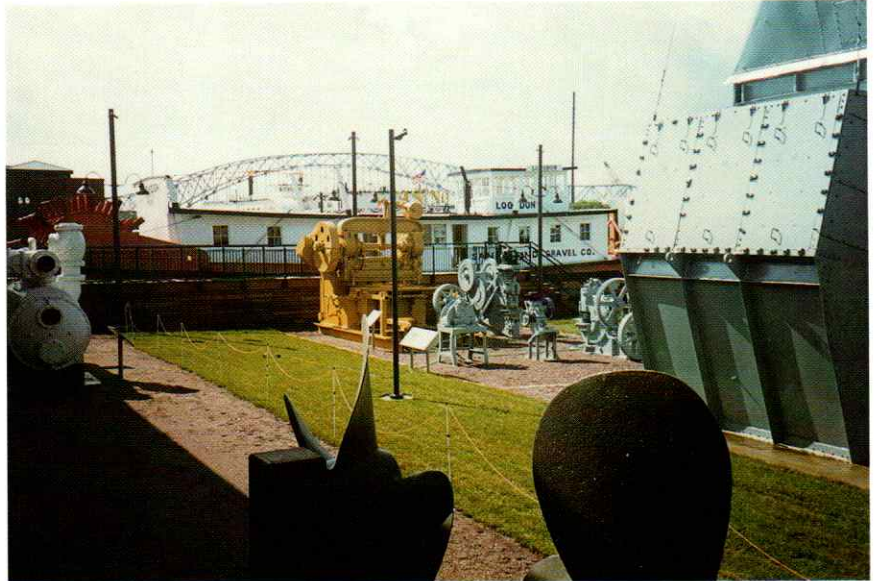
She was last listed in the Inland River Record in 1970 and was replaced by the steel hull, propeller towboat ELVA LEE built by the Dubuque Boat & Boiler Co., 1964.

Stack in background is from the U.S. Dredge POTTER.

### LOGSDON -STARBOARD SIDE

As seen from the Boatyard area outside of the museum building. This is the location of the yards of the Iowa Iron Works and the Dubuque Boat & Boiler Co. The machinery and boilers and stacks (right side) from the U.S. Dredge POTTER are displayed.

The Julian Dubuque highway bridge shows in the background.



### THE BOARDWALK

The entrance to the boardwalk leading to the Wetland - and it looks as if the boardwalk is well wetted already. This leads to the environmental habitat featuring land birds, waterfowl and mammals indigenous to the Upper Mississippi. It is also the entrance to "boat & breakfast" WILLIAM M. BLACK, now across the harbor from the former mooring near the museum.

### THE DEPOT CAFE

One of the real gems in the restoration efforts in the creation of the River Museum is the Depot Cafe. It is the restored ticket office and depot of the Burlington & Northwestern RR or Chicago, Burlington & Quincy if you prefer. Snacks and light lunches are served on the Museum grounds.

The 3rd Street overpass is beyond the station while to the right is the end of the newly completed River Discovery Center and Aquarium.





This sharp print of the GENERAL ALLEN (T0885) is appropriate for this issue. The eagle which shows on top of the pilothouse is the monogram for the National River Hall of Fame, - pictured in the Dubuque layout. The photo is by John Long who often rode the ALLEN.

The GENERAL ALLEN was built in 1915 as a pleasure boat for the Mayos. She was first named MINNESOTA and renamed by the U.S. Engineers when they got her in 1922. She was 115.9x30x5.2 ft. in size; retained yacht appearance until sold 1943.

## This and That

### STR. ELIZABETH LOUISE FOR SALE

On page 35 of the June issue we noted the passage of member Hal Wilmunder of Carmichael, California on April 20, 2003. Hal was the builder and operator of the day excursion steamer ELIZABETH LOUISE on the Sacramento River.

Capt Wilmunder operated under the name of Yolo Shortline Tours which offered combination rail and river trips as well as bookings for the ELIZABETH LOUISE. Pat Welsh, Davenport, Iowa informs us that the boat is not in operation this year and is now up for sale. Estimated price range is \$600-800,000. Interested parties call: 800-942-6387.

\* \* \*

### THE WILLAMETTE RIVER STORY at least the Marion County part.

The Willamette River runs generally south from Portland, Oregon toward Eugene and is the western border of Marion County. Salem, the state capital, is in Marion County. From time to time we have had short items about boating on the Willamette but have seen nothing in any detail until now.

S&D member Bill Hanable lives in Salem and is now the editor of *Historic Marion*, the quarterly of the Marion County Historical Society. In the Spring 2003 issue of *Historic Marion* Bill presents an eight-page article about boating on the Willamette with emphasis on traffic to Salem and other landings in Marion County. Mr. Hanable tells more than just the local history, however, as he starts with the geographic character and importance of the river as an early transportation route in the very early days.

There was a lively flatboat and keelboat traffic before the first steamboat appeared in 1850. And the last steamboat landed at Salem in 1952. The article is well illustrated and includes a map of the river with enough detail so that we can locate the scene. A bibliography of sources is provided.

The Marion County Historical Society is located at 260th 12th Street SE, Salem, OR 97301. Museum hours noon to 4, Tuesday through Friday. PH. (503) 364-2128.

\* \* \*

### A NEW MUSEUM COMING AT BROWNSVILLE, PA

For the past several years river and railroad history buffs have been looking for a home base for their historical collections and interests. Brownsville has been a transportation center since the earliest days and is the Monongahela River crossing point for the old National Road, U.S. Route 40. It was a noted boat building center in the 19th century which continued until recent years as the Hillman Barge and Construction Co. The Hillman yard has now been reopened and is again building barges and other floating equipment.

Brownsville is certainly an historic location for a transportation museum. It has the oldest iron bridge in the U.S. and several available vintage buildings in the downtown section have been under consideration.

Recently, however, a well suited newer structure extending between Spring and Church Streets - built as a fire station we understand - became available and remodeling is now in progress. The operating organization is the Monongahela River, Railroad, Transportation Museum. We wish the organizers all success!

The Mon River Buffs have had a museum at Greensboro and, more recently, at Monongahela, PA.

Thanks to Harold Richardson, 5 Elizabeth St., Brownsville, PA 15417 for the info. Donations and volunteers welcome!

\* \* \*

### DELTA QUEEN STEAMBOAT CO. OFFERS THE GRANDEST TOUR OF THEM ALL!

We were pleased to see *The Paddlewheeler*, Delta Queen Steamboat Co. publication for loyal customers land in our mail box on July 30. We have missed the writings of Membership Purser W. Jeremiah Boone for D.Q.'s "The Paddlewheel Steamboat Society of America". *The Paddlewheeler* holds an eye opener!

From July 30 to September 11, 2004 you may tour the inland waterways - from Pittsburgh to St. Paul and south to the Gulf of Mexico from Mobile to New Orleans - and all rivers in between. Forty-three (43) nights aboard, all inclusive, for \$17,291. If you have the money but not 43 days, the tour may be broken into seven segments but then the price is \$20,370.

For more details, call 800-877-4837.

\* \* \*

### ANOTHER DELTA QUEEN BULLETIN: NEW SHORE STOP IN PROSPECT

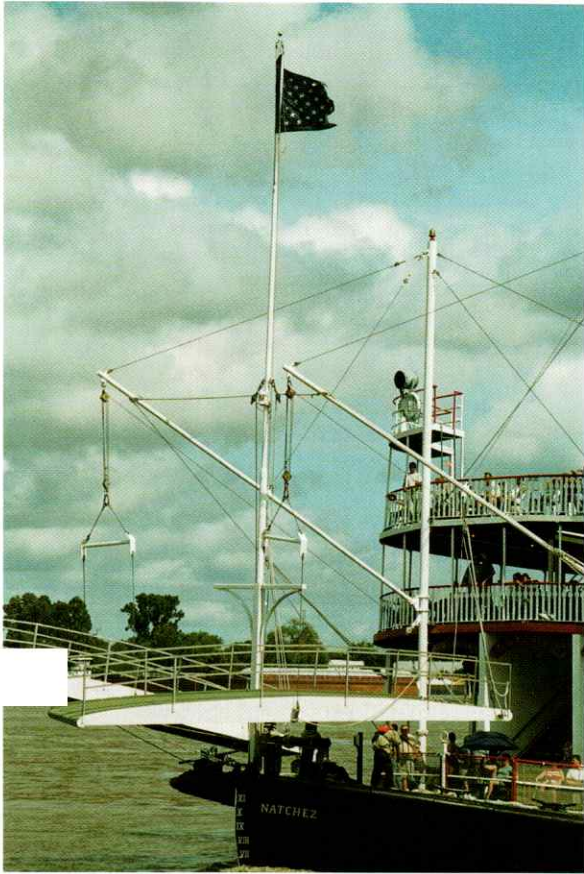
The Delaware North Companies, parent of the Delta Queen Steamboat Co., also owns Wheeling Downs a.k.a. Wheeling Island Racetrack and Gaming Center at Wheeling, WV. We haven't been to Wheeling Downs since Hector was a pup but understand that it is now a very successful destination resort with a new hotel, dog track betting and now legal slots.

Application has recently been made to the U.S. Army Corps of Engineers for construction of a 470 foot dock on the back side of Wheeling Island for mooring the D.Q. Company steamboats. There will also be a total of 55 small boat slips and other amenities including a riverside walk.

Times have changed since West Virginia voters last turned down "casino gaming." The legislature legalized slot machines last year under the governor's threat to ENFORCE THE LAW and confiscate illegal "gray machines" hidden in back rooms of social clubs, gas stations, convenience stores and other places of sport. Imagine!

Wheeling deserves the business and we wish them well.

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## INTERLUDE IN NEW ORLEANS

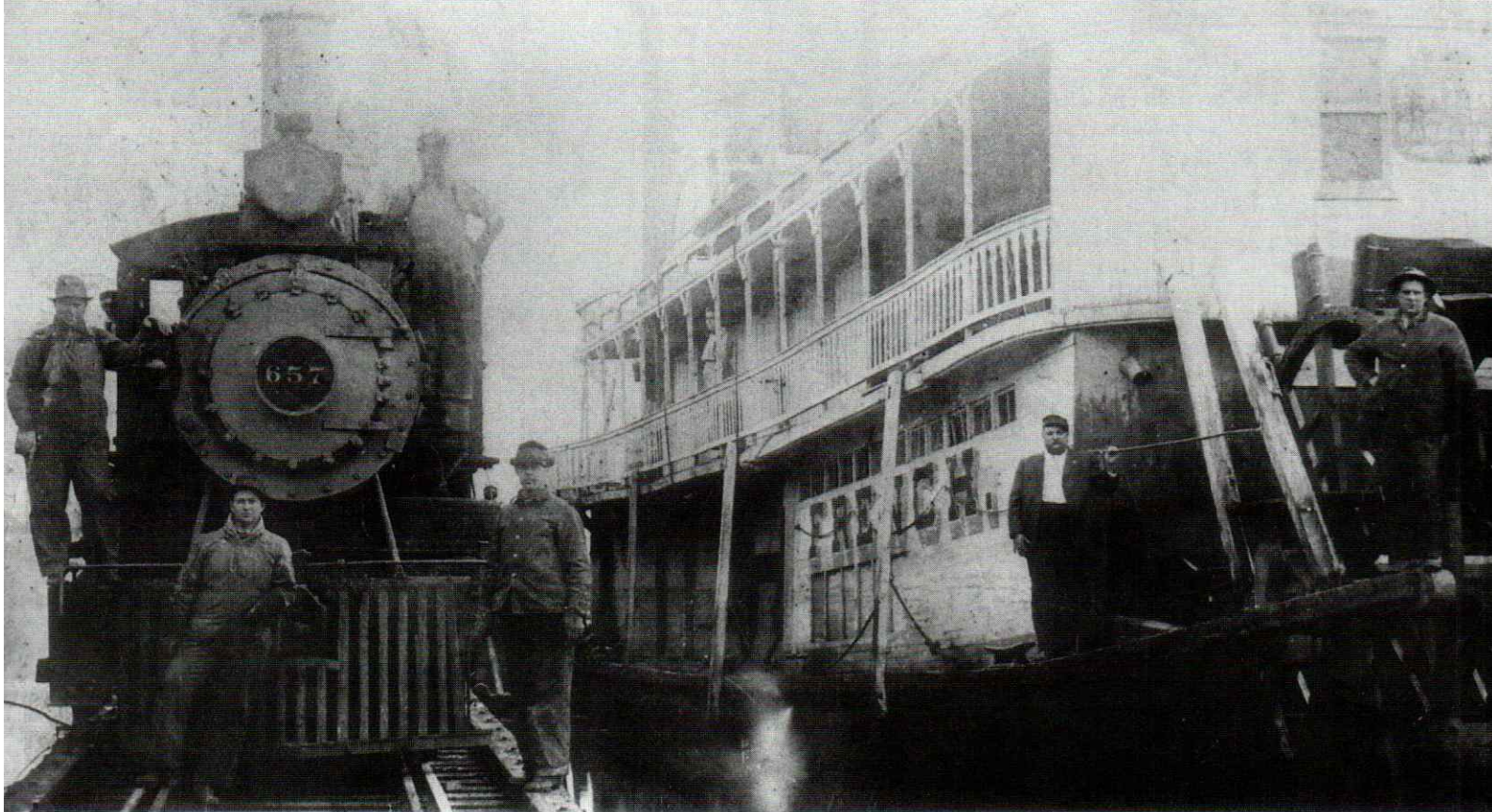


It was the quiet before the arrival of Tropical Storm Bill when Judy Patsch took these views of the NATCHEZ at New Orleans this past July.

Above, the boat up-bound with a few innocent looking summer cumulus accenting the blue sky. The red banner on the railing advertises, "Dixieland Jazz" - the Steamboat Stompers by day, the Dukes of Dixieland by night. At the left, the boat is drifting up to her landing with the very ragged "storm jack" at the masthead giving the weather forecast.

Bill blew through and left its impression on the calliope. The winds were 60 mph. but, truth be told, the whistles were bent when the lightweight canopy was blown overboard.





The Palestine Limited and crew are posed on the transfer barge of the Little Kanawha Railroad at the Parkersburg incline sometime prior to 1910. Locomotive 657 is probably B&O equipment leased by the LKRR.

The FRENCH (2159) was built in Parkersburg in 1903 for the Little Kanawha River packet trade, Parkersburg-Creston. She was adapted for towing the railroad transfer barge about 1907 by removing the forward boiler deck roof.

## WHEN THE TRAIN RAN TO PALESTINE

Ever since Pfc. Jessica Lynch was captured at the beginning of the Iraq invasion last March 23 the village of Palestine, West Virginia has been in the news spotlight. Reporters, photographers, TV crews - with vans too large to get into town - have headed for Palestine.

Politicians by the score have ordered their flunkies to, "Book me first class on a flight to Palestine!" Imagine the reaction when they landed in Tel Aviv - or in Jerusalem, Monroe County, Ohio!

The hoop-la and the race to Palestine, West Virginia has become ridiculous, almost equal we imagine to the excitement of those down-home Palestinians when the first steam train arrived in the village in 1898. It just happens that we have a story

about that railroad, - when the village was a transportation center - well, a terminal at least. The Little Kanawha Railroad Co. grade can still be seen if you look closely here and there. There was also a river transfer connection for a time with the metropolis of Parkersburg. You can be assured that the *Reflector* has not sold out to the railroads without a river connection..

We are indebted to John King, Belpre for the following history.

### LITTLE KANAWHA RAILROAD COMPANY

This standard gauge railroad was chartered May 6, 1896 for the initial purpose of bringing coal and timber out of the Little Kanawha valley to the mills at Parkersburg. Construction began in June, 1897 from Third Street in Parkersburg where the station was located. The line reached the Little Kanawha River down a

steep incline at the foot of Fifth Street, now beneath the Fifth Street bridge in Parkersburg.

From the foot of the incline a transfer barge hauled the train to a point upstream on the opposite bank, the landing being called Johnson Station. The line then followed the south bank of the Little Kanawha to Elizabeth, county seat of Wirt County, and on another three miles to Palestine and Owensport.

The first revenue train on the railroad was actually August 28, 1897 with engineer Jack Dillon at the throttle according to the newspaper. Some of the rail laid in Wirt County, however, was inscribed, "Carnegie Steel Co. - 1898" and the line was officially opened to Palestine - 30.2 miles - in March, 1898.

The end of the line was one half mile beyond the Palestine station at Owensport, a little above Little Kanawha River Lock and Dam No. 4. For years the gasboat

RETURN, met the train at to take passengers and mail another 17 miles to Creston, above Lock and Dam No. 5 and the head of slackwater navigation

There was a financial reorganization November 1901 at which time J. T. Blair, Greenville, Pennsylvania became president, R. J. Woods, Secretary/Treasurer, Edward Templeton, E. D. Fulton and Emmet Queen, directors.

The new management proposed to build a new line called the Little Kanawha Extension Railroad using a new alignment beginning below Elizabeth and Lock and Dam No. 3. This would cut off a long loop in the river by boring a tunnel through the hill and crossing the river on the first of seven bridges. The Extension RR would follow the Little Kanawha valley, tunneling through every hill in sight, up to the B&O line at Burnsville, West Virginia,

Application was made to the U.S. Army Corps of Engineers February 13, 1903 to construct seven bridges over the Little Kanawha. Seven or more tunnels would also have been required to straighten out the tortuous bends of the river, - four tunnels just to reach the vicinity of Creston at mile 48. Small wonder that this line was never built.

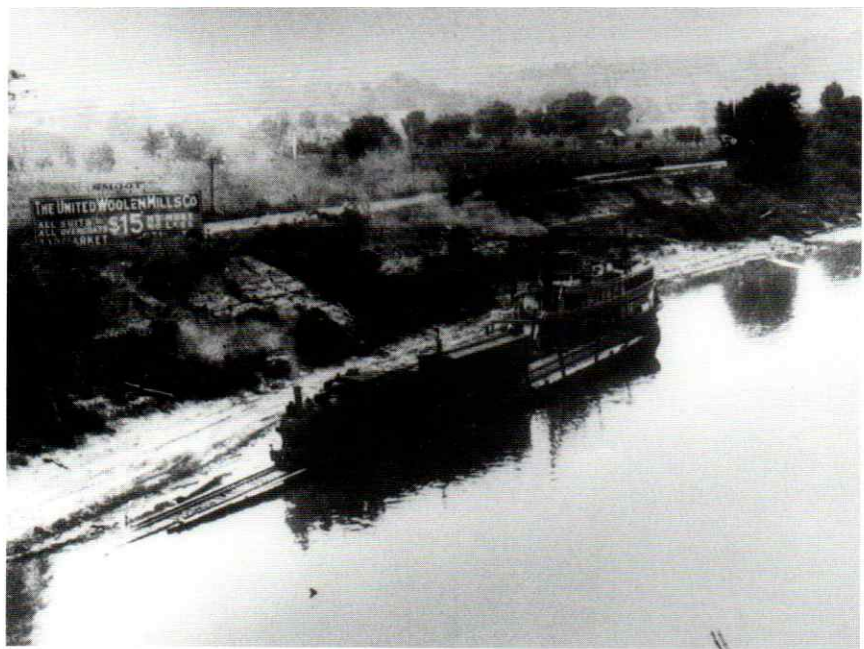
The B&O Railroad took over operation of the Little Kanawha Railroad May 1, 1908.

The transfer service across the river at Parkersburg ended in 1910 when the Parkersburg Street Car Company built the East Street bridge across the Little Kanawha to the south side. L.K.RR passengers could then step off the train and ride the streetcar into downtown.

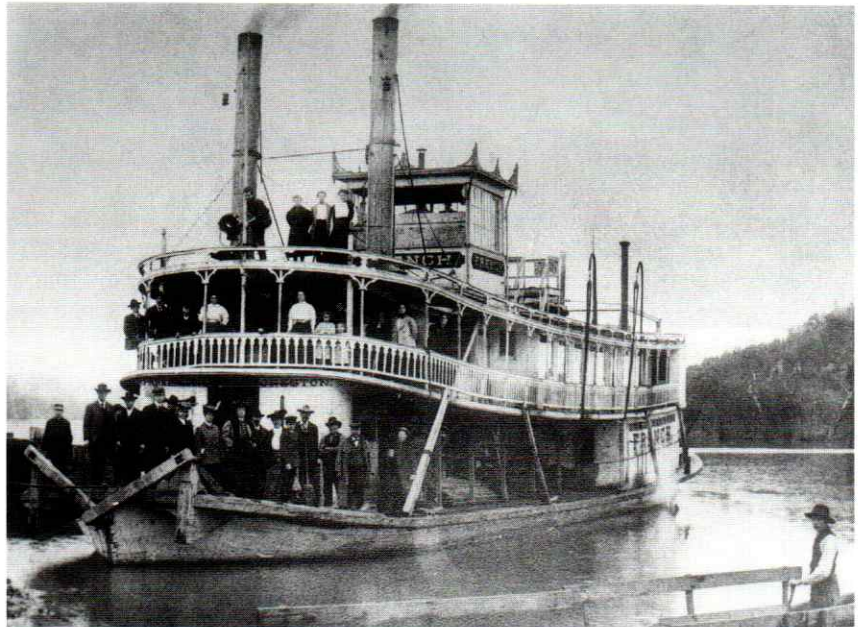
A schedule dated December 10, 1916 shows two trains daily except Sunday, morning and afternoon, First Class because there was only one passenger car. Leave Owensport at 8:40 or Palestine at 8:42 a.m. and arrive in South Parkersburg at 10 o'clock. Returning, depart S. Parkersburg at 4:20 in the afternoon and back at Owensport at 5:40 p.m. The afternoon train left Owensport at 5:50 with arrival in the big city at 7:40 p.m., in time for a candlelight supper at the Blennerhassett Hotel.

Service on the Little Kanawha Railroad ended October 10, 1933. The station building at Elizabeth still exists, now used as a restaurant and here and there is evidence of the track grade. But the railroad first put Palestine on the map in 1898!

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**TOP: The FRENCH and her transfer float at the upstream incline or Johnson Station. Engine weight pushes the track cradle under water.**  
**MIDDLE: The FRENCH in her packet days - before removal of the roof ahead of the stacks. Well-dressed crowd on the way to a doings.**  
**BOTTOM: BURNADINA KING (T0306) with a 2-car consist ready to unload at the Fifth Street incline in Parkersburg. Photos by John King.**







This photo of the HARRIET (T1042) initiated the question of her use as a bow boat. The label indicates "Davenport, IA" but we leave it to others to identify the distant smokestacks. Upon signal from the raft boat, the HARRIET's engineer will come ahead or back to move the bow of the raft sideways.

The raft boat is the NORTH STAR (T1935) and she is positioned to move the stern of the raft to the left. Lines from the corners of the raft are connected to a double spool Clinton capstan to swing the boat from side to side for better guidance of the raft. Raft boats added modestly to the speed but greatly to control.

### UNRAVELING HARRIET - One Thing Leads to Another

One of our avid readers raised the question of which of two boats named HARRIET appeared in a particular photo. Towboats T1041 and T1042 both carry the name; the photo in question showed one of these being used as a bow boat on a log raft on the Upper Mississippi. Number T1041 was a sternwheel ladder dredge - similar to two others owned by Rodgers Sand & Gravel Co. - and the single deck bow boat bore no resemblance. So it had to be T1042, our correspondent deduced, but the sometimes infallible Steam Towboat Directory said she was a towboat, without mention of "bow boat." "What gives?"

Well, even the directories do not attempt to cover all trades a boat may have had during her career so that was the quick explanation. But we read too far and had

to go on to find that HARRIET was built out of the PARK BLUFF and, as described in the Towboat Directory, the dimensions of the hulls are very close to the same. The PARK BLUFF (T1995) had a boiler deck cabin and this must have been removed when the HARRIET was built out of her in 1906, - right? Too quick!

PARK BLUFF (according to the Directory) had sunk in 1903, and had also been rebuilt at some point between 1896-1905 into a single deck boat very similar in appearance to the photo of the HARRIET. We gleaned this from the photo of the GLENMONT (T0955) in Ed. Mueller's book Upper Mississippi River Rafting Steamboats which shows the PARK BLUFF, but with only a single deck, alongside. And GLENMONT was dismantled in 1905.

To summarize for our correspondent, the conclusion was that the PARK BLUFF was rebuilt after her sinking in 1903

retaining her name. She came out as the HARRIET in 1906 after receiving a new hull as later shown in the List of Merchant Vessels of the United States. Boat research is not always a straight line!

Fast Forward! *The Waterways Journal*, September 1, 1951 carried the following story about the HARRIET:

"Two well known towboats in Dubuque - one with a long and honorable history and the other noted for its melodious whistle - are about to disappear from local river traffic said the Dubuque *Telegraph-Herald* recently. The veteran of the two, the 76-year old HARRIET, is now being dismantled in the Dubuque harbor. The sister ship, the AQUILA, has been taken out of service and will be dismantled or sold.



Another view of the NORTH STAR and her bow boat HARRIET with a nest of bridges ahead. The raft boat is coming ahead slow and the pilot is getting in shape to go through the swing span ahead. Steam escaping from HARRIET would indicate she might be

backing slow to pull the head of the raft around for the bridge. The raft looks a little ragged but loggers are out there working. NORTH STAR (T1935) was built in 1906 using machinery and upper works from GLENMONT (T0955). Murphy Library photo.

Both towboats are owned by the Molo Sand and Gravel Co. operated by Harold and Capt. William S. Molo. The steamers have been replaced by newer, more modern craft.

When built in 1875 in Rock Island, IL the HARRIET, then called the PARK BLUFF, was a bow boat used for steering rafts. It once served as the bow boat for the NORTH STAR - another well known name along the

river - towing log and lumber rafts.

In 1906 it was purchased by the Rock Island Sand and Gravel Co. and rebuilt at Wabasha, MN. It was then renamed HARRIET after the daughter of the company's owner. The same engines were used.

#### Sand and Gravel Service

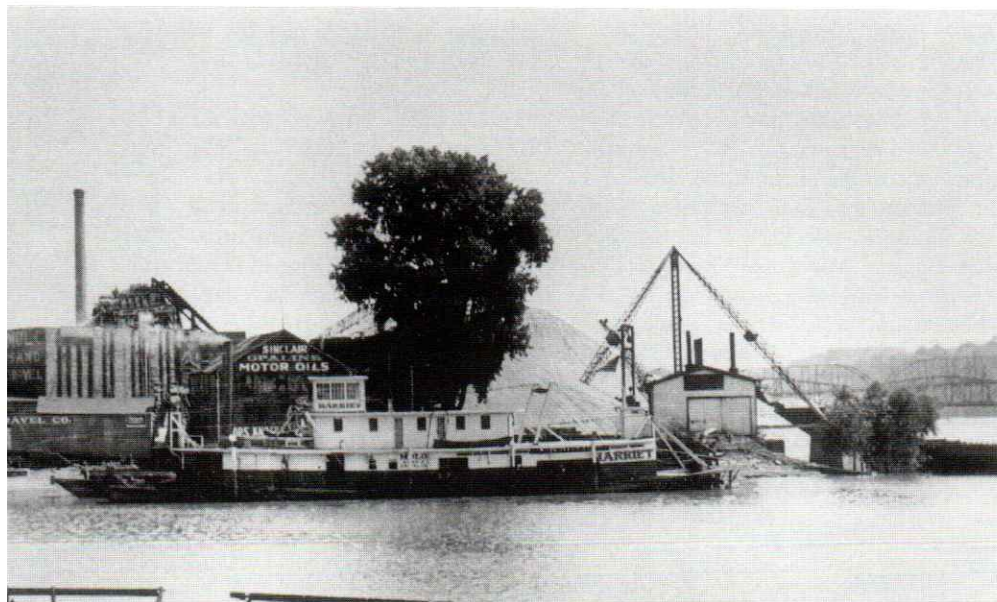
The Molo company bought the HARRIET in 1921 and, after adding a cabin and additional superstructure, used it for towing sand and gravel

until it was retired last year.

One of the HARRIET's proudest moments came when the Eagle Point Locks (Dam 11) were opened and she was the first boat to pass through, according to Capt. William Molo. The captain was Albert Kimbel, of Dubuque, who died in early 1961."

And this all started with an inquiry about a little boat named HARRIET!

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LEFT: Here is HARRIET in her latter years tied up at the Malo Sand & Gravel plant at 135 West Fifth St., Dubuque. She was rebuilt at the Kahlke yard, Rock Island, IL in 1946, 106'x25.5'x4'. Inland River Record shows her engines, 10s-5 ft. stroke, were made by Buckeye Engine & Foundry, Keokuk and came from the MOUNT CLARE (T1871). (We suspect this is in error; latter boat had Sweeney engines of larger size.)

This is one boat that became better looking as time went on and her owners kept her painted up until she was dismantled.

## - S&D CHAPTERS -

### OHIO AND KANAWHA CHAPTER

The summer meeting of the venerable O-K Chapter - S&D's first is the claim - met at the Mason County Library, Point Pleasant, WV on June 8. About thirty members and guests were in attendance including Mr. & Mrs. Rick Wilker of Cincinnati who brought Virginia Bennett with them.

Secretary/Treasurers Jim/June Bupp reported that the chapter's cigar box was overflowing after a draft on the membership at the March meeting. We didn't catch the exact numbers in the cigar box which reminds us of a Mack Gamble story: Mack's grandfather is reported to have responded to a question about the number of rooms in his 1868 new house below Possom Creek by saying, "Oh, numbers wouldn't tell!"

Jack Fowler, president of the Point Pleasant River Museum Foundation, Inc., was given the floor for a report. The River Museum was officially opened with a ribbon cutting on May 1. Participating among others were Cpts. Charles Henry Stone and Bert Shearer and the latter was also celebrating his 93rd birthday. The Stones and Shearers have been contributors and supporters of the museum since its first planning stages. Mr. Fowler expressed gratitude for the interest that has been expressed by local people since the official opening with an influx of artifacts, photographs and monetary help.

A feature of the new museum is the replica pilothouse installed on the second level. It features a full assortment of typical gear including a pilotwheel, steering levels, engineroom telegraph, etc. The pilothouse display carries the name JEAN-ANN, a surprise to sponsors Jean Stone and Ann Shearer when they broke a bottle of ersatz bubbly on the window sill.

The temporary video projected in front of the pilothouse (a new professional one is in the making) has proved to be a hit with younger viewers. It is a rapid, five minute trip up the Ohio from below Willow Island Lock and Dam to about Friendly, West Virginia. The fast-moving scenery was identified by St. Marys native Walter Carpenter; this version will still be available after the new video is received.

The program speaker was Ed Shearer of Shearer & Associates, Metairie, Louisiana. The Shearer firm was retained

by Ingram Towing to oversee the recovery of an upside-down chemical barge after a tow hit a bridge pier near Baton Rouge in 1997. It was a story of the problems involved in securing and unloading the barge and then turning it over as the national news media and members of the Trial Lawyers Association converged on Baton Rouge.

State and federal regulatory agencies were overseeing all actions by the salvagers and the 7-9 miles Mississippi River current also had to be considered. But, in the end, the recovery of the barge filled with a potent gasoline additive was accomplished in eleven days with about 80% of the cargo saved and no injuries.

Mr. Shearer reported that the recovery of the cargo and salvage of the barge cost less than \$2M. Claims of injuries from the noxious fumes by residents of Baton Rouge - and college students who stampeded from - classes added \$43M to the loss. This included a crewman on a passing towboat who swooned after "smelling something" but recovered after being put on shore.

Mr. Shearer's program was a fascinating account of a successful solution for a potential safety problem. The out-of-town lawyers returned home safely and smiling, we understand.

\* \* \*

### MIDDLE OHIO RIVER CHAPTER

The MOR group traveled to Hannibal, Missouri for their summer meeting in late June. Twenty-two members made the journey to Samuel Clemens' home town where much of the old downtown is intact and attracts numerous tourists.

On Saturday morning we took a tour of the town that covered much of its history and the relationship with Samuel Clemens. In the afternoon we went through the Clemens museum attached to his childhood home. The exhibit is an extensive overview of his life and the important places and incidents, such as working as a newspaper writer in the gold fields of California where he took on the nom de plume of Mark Twain. Documentation included artifacts from his life in Hannibal, pictures of his travels and other homes and first edition copies of all his books.

The house is accessed from this museum and the interior can be viewed from the windows via artfully concealed hallways.

Several blocks away is another Mark Twain museum. It is in an old two story general merchandise building where buckets of money have been spent on interactive displays and video terminals. The investment is impressive but the displays were not. On the second floor is a pilothouse replica jutting out of the backside of the building and overlooking the Mississippi River. This is well done.

Also on the upper floor is an extensive collection of original Norman Rockwell paintings, prints and sketches which illustrated a commemorative reprint of Twain's books.

In the evening the group took a pleasant dinner cruise on the local excursion boat BECKY THATCHER (what else?), a small ersatz sternwheeler that provided a decent table for over one hundred passengers. A good time was had by all.

Next stop, following S&D and Tall Stacks at Cincinnati, is the autumn meeting at Shakertown, Pleasant Hill, Kentucky.

Fred Rutter, Scribe.  
\* \* \*

### MISSISSIPPI RIVER CHAPTER

Rumor has it that there may have been a chapter meeting this summer but perhaps the big doings Dubuque formally opening the splendid new waterfront was excitement enough for the membership.

Bulletins missing this printing deadline will appear in the December issue.

\* \* \*

### Tall Stacks on the Ohio River October 15-19, 2003

The national celebration of America's steamboating era will host 20 riverboats from 15 cities and 11 states for five days of riverboat mania.

Missing from the lineup of steamboats, authentic and otherwise, will be the W. P. SNYDER JR. The SNYDER has made at least two appearances at Tall Stacks in past years but there are no plans to send her south this October. The Ohio Historical Society budget woes are recounted elsewhere in the issue.

## UP THE OHIO ON THE PLOW BOY 1824

First, a little history about the Harmony Society. This was a religious sect that originated in Germany and relocated to the United States early in the 19th century. They were mostly farmers and were seeking land upon which to establish their own society and also had some conflicts with the established state church. The society was based upon communal ownership of property which seemed desirable if a group was to quickly become established in the new land.

The Harmonists were lead by Father George Rapp assisted by his adopted son Frederick who proved to be a very wise and shrewd businessman. Father Rapp came to the U.S. in 1803 and acquired land for his society in Butler County, western Pennsylvania. The village was named Harmony and was successful as a first location. But as the hard-working farmers became established there was a need for more convenient access to markets for their products. Harmony was thirty miles from Pittsburgh over bad roads.

In 1810, in search of better farmland with easier access to transportation, it was decided to move west to Indiana. A suitable tract was acquired on the Wabash River between the Ohio River and Vincennes. There, New Harmony was established in 1815 and the original Harmony sold. The settlement was successful but new technical skills of the members developed into a surplus products such as flour, furniture, wines and weaving. Income from industrial occupations - weaving, bricks, furniture, milling, wine making, etc. - became more than a sideline. Indiana was developing slower than anticipated and the largest markets for Harmonist goods were still mainly in the east.

In 1824 it was decided to move back to Pennsylvania and locate on the Ohio River where transportation was available. Frederick Rapp purchased about 3,000 acres of land sixteen miles north of Pittsburgh on the Ohio in April, 1824. Frederick had transportation and markets in mind when selecting this location while George Rapp, who selected the earlier sites, thought in terms of agriculture.

The village of New Harmony was sold to one Robert Owen, a Scotch socialist and manufacturer who wanted to start an ideal, experimental society in the U.S..

In May, 1824 the advanced party to begin work on the new community started for Pennsylvania under the leadership of Father George Rapp. This is the group that boarded the steamer PLOW BOY at New Harmony on May 24 to have the first view at the new home and undertake to build the buildings needed to house the members and the barns, granaries, and shops

The Lytle List shows the PLOW BOY built at Frankfort, Kentucky on the Kentucky River in 1824, a small 106 ton sidewheeler.

The problem of moving the community of seven hundred people and freight 600 miles back to Pennsylvania was turned over to Frederick Rapp, the recognized organizing genius of the Harmonists. The move down the Ohio to the Wabash and New Harmony had been done by flatboats. But now, ten years later in 1824, the steamboat was in regular use.

Frederick Rapp, unsuccessful in finding a suitable boat or boats available to charter, had the WILLIAM PENN built at Beaver, Pennsylvania for the job. She was completed at Pittsburgh and christened in November, 1824. The Lytle List shows her as 160 measured tons, a fair-sized boat for the time.

The following account of the trip back to Pennsylvania by the advance party is reprinted from the Old Economy Village State Park, newsletter *The Harmonist Rose*, Summer 1999, courtesy of member Noble Beheler:

### A STEAMBOAT TRIP TO ECONOMY, 175 YEARS AGO

Under the stairway on the third floor of Community House #2 in New Harmony, Indiana is inscribed: "On the twenty-fourth of May, 1824, we have departed. Lord, with Thy great help and goodness, in body and soul, protect us,"

So wrote an anonymous Harmonist as a boatload of Society members began their two-week journey by steamboat, the PLOUGH BOY, from Indiana to their new home at Economy. Father George Rapp was the leader of the first transport while the last group of Harmonists departed from

New Harmony on the Society's own steamboat, the WILLIAM PENN, on May 5, 1825.

The following are excerpts from an account of that first trip, as it appears in Karl Arndt's, A Documentary History of the Indiana Decade of the Harmony Society 1814-1824, Volume II, pp 906-915.

**Monday, May 24**, at 4 o'clock in the afternoon, we departed from our erstwhile home on the Wabash. A touching farewell took place. Escorted by our friends with their blessed good wishes, we went on board our boat. The separation was a rent which always increased, for at the report of a cannon we were tossed from the shore so rapidly that by 6 o'clock we had already navigated past the Island (12 miles). Here were still some of our herders who waved us a last farewell, as we were rapidly removed from their sight, traveling at the rate of twelve miles and hour, so that at 10 o'clock that night we entered the Ohio (48 miles).

**May 27.** This was the first night that we traveled without interruption. . . it was reported that the largest steamboat, LUISIANA (sic), passed us (near Louisville) resembling in the darkness a fire-spitting volcano. . ."

**May 28.** The little town of Westport on the right; the pilot ran too close to the bank on to a lodged tree upon which our stern wheel struck, breaking its shaft and paddles. However, through the industry and help of the carpenters, the boat was soon put into condition so that at 7 o'clock Friday morning we could again proceed." (Westport, Kentucky is about 20 miles above Louisville. The Lytle List shows PLOW BOY as a sidewheel boat but likely it had a single recessed wheel. Ed.)

**June 2.** Wednesday morning, at 6 o'clock, we ran fast completely [got completely stuck] beyond Marietta Island, about three miles below the city. We had only four and one-half feet of water.

Much effort was applied to get free again. First the anchor was cast forth a short distance, but without favorable results, it, burrowing in the ground, was dragged back to the boat. Then a cable was led out and fastened to a tree, and by pulling and winching on this on the boat, and the rest of the crew running back and

Continued following page -

## PLOW BOY 1824 trip cont'd. -

forth on the deck, in all directions, to set the boat in motion, it finally broke away, but then, it swayed several times so that all seemed to be breaking up because the boat stumbled over one of the anchors and actually bent it crooked. But after this we were set free, and toward 9 o'clock, we were able again to steam onward.."

June 6. After 7 o'clock, the boundary line of our land was pointed out to us and after a while a cannon was discharged as a signal of our arrival. And, exactly at half-past 8 o'clock we saw the white banner which was set up for us, and then also the old scout P.S. (Peter Schreiber), who, with both arms outstretched, beckoned us to land at the long-wished-for harbor of the so-called French-point.

Now, preparations were made at once for the speedy unloading of the boat, so that it departed by 11 o'clock, attesting its farewell with two cannon shots, and proceeding on its final course to Pittsburg (sic).

And we now had before us a bank of about seventy feet in height which we had to climb. There at once we were shown an oak so large as to exceed all imagination, in spite of all the big eyes were made!!!"

So pleased was George Rapp with the Society's new home that he wrote, on October 17, 1824, "Believe it, the Lord's providence has been keeping this place for us, that the Lord's praise would be proclaimed there. This place is well worth the trouble of moving."

Despite their riverboat adventures, and the challenges members faced in carving out a new home on the Ohio, the settlement literally blossomed that first year. The prayer inscribed under the stairway at New Harmony had been answered.

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Economy may be visited today, preserved as Old Economy Village State Park. Many of the important buildings remain as do a number of the original houses. It is surrounded by the city of Ambridge, Pennsylvania and bordered on the river side by Route 65, the Ohio River Boulevard. Park info - (724) 266-4500.

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## ENGINE FOR THE WILLIAM PENN 1824

Following arrival of the advance party at the new settlement of Economy, Pennsylvania, Frederick Rapp looked for boats to charter for the eventual relocation of the members remaining at New Harmony, Indiana. To move 700 people, their goods and the Society's belongings would require several trips by river with one or more boats.

It was planned that the move would be undertaken the following year, after the advance party had houses and other necessary structures completed. But the river trade for steamboats was beginning to boom and no suitable boats were available for charter. Rapp elected to have the WILLIAM PENN built for the Harmonists move so that transportation would be assured when required.

The Lytle List shows only the bare figures for the WILLIAM PENN, that she was a sidewheel boat, 160 tons and built at Beaver, Pennsylvania. In 1992 Raymond Shepherd, then Director of Old Economy Village, found a contract for the engine for the boat in the park's files and sent a copy to his friend Fred Way, Jr. If a contract for construction of the boat itself exists is has not yet turned up.

The contract is copied with only minor changes in punctuation for clarity:

Article of agreement between the Columbian Steam Engine Company by their agent Mark Stackhouse of Pittsburgh of the one part and Fredk. Rapp of the other part.

Witness, that the said company do hereby contract and agree to build and construct a steam engine for the said Fredk. Rapp of the following dimensions, viz. - Four boilers to be made of the best Juniata iron, not less than 1/4 in. thick, 16 feet long, 38 inches diameter with double flues 14 inches diameter each. The cylinder to be 22 inches diameter with 5 feet stroke; 2 fly wheels 15 feet diameter to weigh not less than 2750 lb. each with 2 chimneys in proportion of diameter and hight to suit the boiler.

The water wheel shaft of cast iron to be not less than 7-1/2 inches diameter at the neck with the usual water wheel flanges, etc.

The whole engine to be completed of good materials in a substantial and a workman like manner and completed before the 15th day of Dec. next, at which time to transport the same engine to Graham & Philips Ship Yard near to the mouth of Big Beaver and put the same on board the boat for which it is intended, after the manner of the engine on board the S.B. PENN, if the same should be in readiness to receive it.

The whole to be finished and in complete operation on or before the first day of Feb. 1825. In consideration of the forgoing, the said Fredk. Rapp engages to pay the sum of \$4200 in the following manner, viz. one Thousand dollars on the first day of July next, one Thousand dollars on the first day of Sept. next, one Thousand dollars when the engine is ready to be put on board on the 15th of Dec. next, and the balance of \$1200 when the engine is in complete operation on board the boat.

Signed and sealed at Pittsburgh the 22th June 1824.

F.R. - seal  
Mark Stackhouse - seal  
Agent for -

This engine was almost identical to that on the steamer YELLOW STONE built in 1831 for the American Fur Co. That engine builder was Beatty Curry & Co. of Louisville; drawing will be found on page 16, March 2001 issue.

Mark Stackhouse was a partner in the Pittsburgh Steam Engine Co. established in 1813. He was evidently a mover and shaker around early Pittsburgh and became a member of the Select Council when the city was incorporated in 1816.

The WILLIAM PENN was sold after the completion of the Harmonists move from New Harmony on the Wabash to Economy on the Ohio. She was snagged and lost on the Lower Mississippi at Bonnet Carre, Louisiana December 17, 1827.

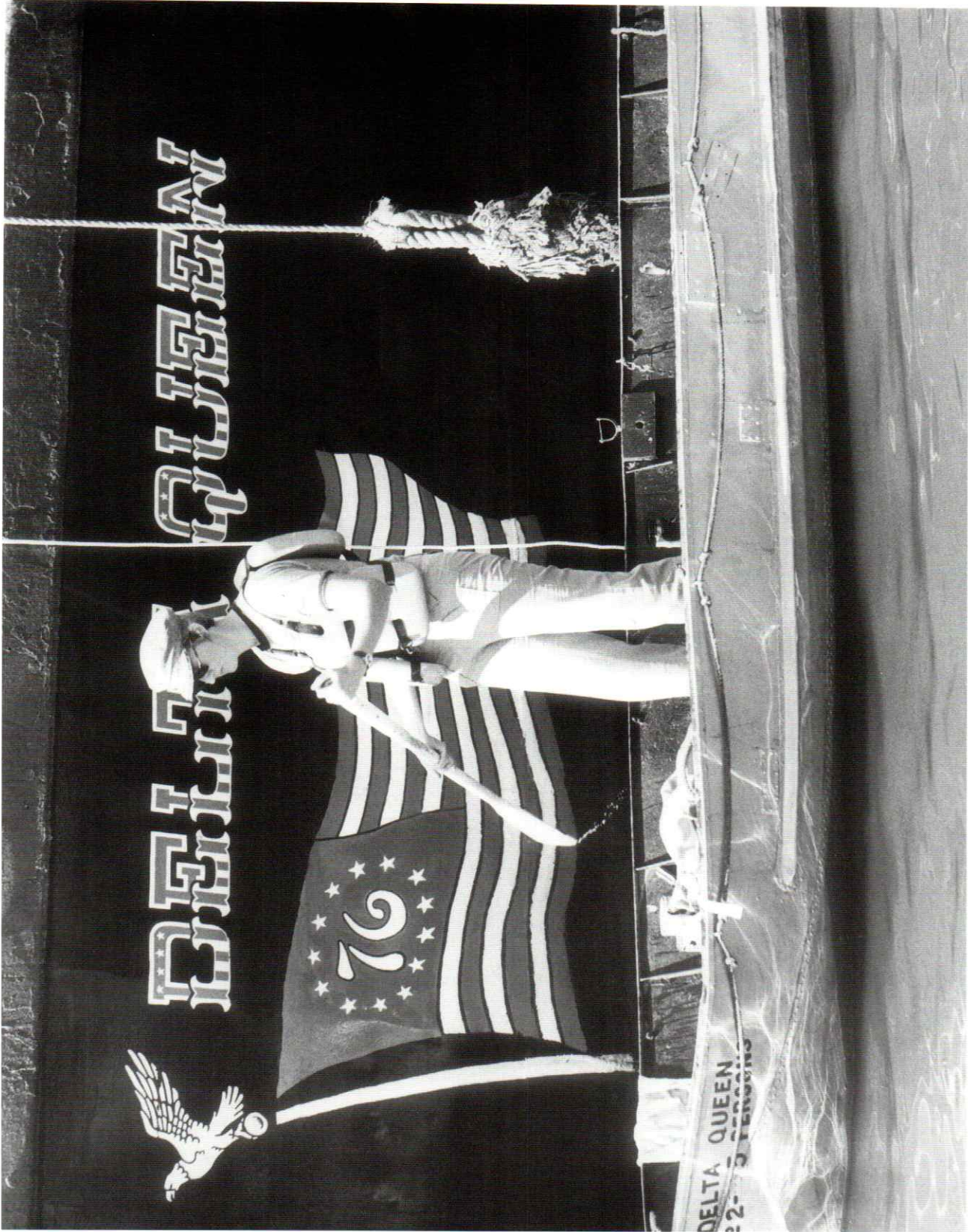
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Noble G. Beheler, for many years a photographer with American Bridge Co., Ambridge, PA, favors us with some views of the DELTA QUEEN. He provided photos for the LST article in the March 2000 issue.



At Monongahela wharf with Mt. Washington in the background. There's a difference in the radar antennas on the port side of the pilothouse in the two views; what are the years? And, a Hasselblad beats a box Brownie!



"Thanks. I can paddle my own canoe."  
Photographer Noble Beheler met Lexi at Pittsburgh, 1976.



Public Library of Cincinnati and Hamilton County
At the Main Library, 800 Vine Street

Steamboats for Kids
(Children's program, ages 6-12)

Saturday - September 20, 2003 - 2 PM
Rare Books & Special Collections Dept.

Marine inspector and riverboat captain Bill Judd shares his knowledge and experience with young river enthusiasts.

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The Painted River: Incorporating Great River Stories and Photo Archives into Original River Art Work (Adult program)

Sunday - September 21, 2003 - 2 PM
Huenefeld Tower Room

Enjoy an afternoon with maritime artist Michael Blaser as he describes how he combines river stories and historical photographs to create original works of art.

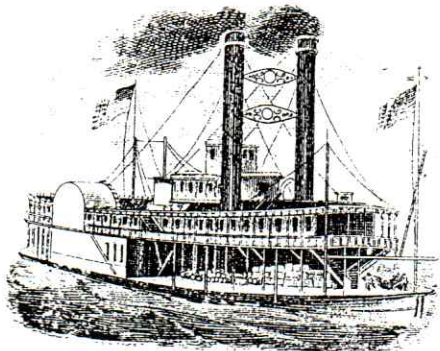
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Cincinnati, Greene Line Steamers and the Delta Queen (Adult Program)

Sunday - September 28, 2003 - 2 PM
Huenefeld Tower Room

Experience the colorful history of the Greene Line and its many steamboats, including the legendary Delta Queen. Gerald W. Sutphin, a visual communication arts specialist with knowledge and expertise in inland rivers history, presents an informative slide program on this noted steamboat company.

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The Island Queen: Five Decks of Fun (Adult program)

Sunday - October 5, 2003 - 2 PM
Huenefeld Tower Room

Many Cincinnatians still fondly remember the days when the steamer Island Queen ran trips between the Public Landing and Coney Island. John H. White, author, professor, and former Senior Historian for the Smithsonian Institution, presents an engaging slide program on this beloved steamboat.

\*\*\*\*\*

Cincinnati in 1848: A Retrospective Look at the Public Library's Historic Daguerreotype Panorama (Adult program)

Sunday - October 12, 2003 - 2 PM
Huenefeld Tower Room

Explore the buildings, businesses, and steamboats found in Fontayne & Porter's panoramic view of Cincinnati from 1848. M'Lissa Kesterman, Assistant Manager of the Rare Books & Special Collections Department, and Rick Kesterman, Art Teacher at Concordia Lutheran School, present a fascinating slide program on this historic daguerreotype panorama.
###

SPECIAL RIVER EXHIBIT IN THE RARE BOOKS DEPARTMENT

Reflections on the River: Steamboat Images from Yesterday

The first western rivers steamboat was built in 1811. From that time to the present, thousands of steamboats have traveled the Ohio-Mississippi Rivers system. Today, the steamboat is a fascination for many people: artists, historians, genealogists, model builders, and others. Reflections on the River: Steamboat Images from Yesterday features representative works of maritime artist Michael Blaser. Complementing Mr. Blaser's fine art prints are books, pamphlets, illustrations, and ephemera related to some of the various steamboats depicted in his images. This exhibit will be on view in the Rare Books and Special Collections Department, third floor, Main Library, from August 15 through November 16.

Michael Blaser will present a program discussing his work on Sunday, September 21, at 2 PM at the Main Library, 800 Vine Street downtown - see notice above.

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## - OBITUARIES -

## NELSON BROWN

Capt. Nelson Brown, 85, of Marietta died on June 30, 2003. Nelson had lived on top of the high hill known as Bramblewood Heights for many years, overlooking the Ohio River below Marietta. More recently, he resided at The Pines in the Glenwood Retirement Center.

He was born April 24, 1918 in Toronto, Canada and adopted as an infant by Harvey J. and Edna Brown. The Browns moved to the U.S. in the early 1920s and located in Sistersville, West Virginia. Nelson graduated from Sistersville High School and moved to Marietta before 1941.

Nelson was an active and enthusiastic guy who in his lifetime had many careers. Growing up in the depression years, he worked in a glass plant in Sistersville, the Brickwede Furniture plant in Marietta, Marietta Chair Co., Marietta Concrete Silos, Remington Rand, B. F. Goodrich and American Cyanamid. He was in business for himself on several occasions including as Brownie's Hatchery - raising chickens during WW-II and in the 19502 and '60s owned Nelson Brown Fire Extinguisher Sales and Service in Marietta.

But Nelson was always interested in the river and boats. He was a member of the Coast Guard Auxiliary and active in teaching courses on boating safety for pleasure boat operators. In 1967 he bought the small, sternwheel, diesel towboat RAVENSWOOD and the ferry flat which had operated at Ravenswood, West Virginia. He renamed her DOLLY BELLE and did some small (very: she had 43 hp.) towing jobs around Marietta-Parkersburg. In 1969 he bought the single prop, 155 hp., diesel towboat DAVIESS and renamed her NELLY BELLE and offered contract towing.

In 1976 the Zanesville, Ohio Convention and Visitors Bureau acquired the sternwheel towboat BRYCE M. for conversion into an excursion boat. Nelson and wife Veramac took her over down on the Arkansas River for the new owners. Nelson oversaw the boat's remodeling and arranged to move her to the Upper Ohio and then, under her own power, up the Muskingum River to Zanesville. He was instrumental in turning the 104 foot towboat into the attractive LORENA which still operates from the upper pool at

Zanesville. Nelson was master and pilot of the LORENA for twenty years until his retirement in 1996.

In retirement, Nelson kept busy with woodworking, weaving baskets and turning out old-fashioned hand-loomed rugs. He was a teacher of the hand loom and demonstrated at the Belpre Historical Society and a number of folk-art festivals in Ohio and West Virginia.

He was active in the Washington County, Belpre Area and Lower Muskingum Historical Societies. He was a member of S&D for 43 years, active with the O-K Chapter and contributor to the new Point Pleasant River Museum. Nelson seldom missed an S&D annual meeting and will be long remembered for his friendly manner and amusing anecdotes about his life, ashore and afloat.

Nelson is survived by four children: Charles and wife of Payson, AZ; Nelson R. and wife of Simpsonville, SC; Nancy Sams and husband of Belpre, OH and Peggy Susan Saylor and husband of Liberty, MO. He is also survived by ten grandchildren, fifteen great-grandchildren and two great-great-granddaughters. He was preceded in death by his wife of 63 years Veramac Burchett Brown

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## JAMES LEE STEPHENS

Jim Stephens, 77, of Marietta died on May 21, 2003 at Riverside Hospital, Columbus, Ohio while undergoing a procedure for a heart condition.

Jim grew up in Parkersburg and was a graduate of Parkersburg High School in 1943. After service with the U.S. Army Engineers in Italy during WW-II, he entered Marietta College in 1947. Following graduation in 1950 he took advanced studies in education at Cornell University.

He was a teacher of history at Marietta High School for fifteen years and is remembered by former students as an inspiring educator. He then became financial aid officer and recruiter for Marietta College and served in that position for twenty years. He retired from the college in 1985.

Jim Stephens was talented in woodworking and built more than a hundred dulcimers and ten classical guitars. He admired wooden boats and built a number of rowing skiffs for his own pleasure. Some might remember an

unusual three-seat Stephens creation named RAN-DANDY which was moored on the W. P. SNYDER JR. He later built several other, more conventional rowing boats and enjoyed nothing more than his time on the river in the early morning.

Jim was active in the Marietta Rowing and Cycling Club which locally promoted both sports. The club sponsors the annual Tour of the Valley, a two day event which attracts upwards of 300 cyclists to Marietta. Each fall Jim and others interested in rowing engaged in a several day none-event they called the "Jerome K. Jerome Memorial Row" on the Muskingum River to celebrate the author of, Three Men in a Boat.

In 1991 Jim approached John Briley of the Ohio River Museum with the proposition of conducting a Boat Building Workshop. Stephens was the leader and teacher and each year with volunteers built rowing boats of several designs beginning with a replica of an 1885 Thompson Ohio River yawl. The 2002 project was the Newfoundland trap sailing skiff pictured on page 11 in our March issue.

Jim also conducted a boat building workshop for two years for an alternative school for troubled youth. He was a supporter of the Marietta Harbor public dock facility and helped the developmentally disabled clients of the WASCO Workshop which operate it. The flagpole at the Harbor is dedicated to Jim Stephens for his many civic activities.

A popular feature in the Marietta Times has been Jim's monthly column on river and historical subjects. He was a student of bridges, collected data on all Ohio River bridges and documented in weekly newspaper stories the building of the new, curved Marietta Putnam Street Bridge. Jim was Marietta's official flood watcher and was consulted and quoted by local media when rising river levels were cause for concern.

Jim was a member of the Board of Governors of S&D for two terms but declined to seek reelection last year because of health reasons.

Jim is survived by his wife of fifty-three years Garnet Wilhelm Stephens, three daughters - Jane Auge and her husband of Covington, KY; Ann Elizabeth Ellis of Dallas, Sarah Farrar and her husband of Marietta - and six grandchildren. He was preceded in death by his parents and one sister. Burial was in Mound Cemetery, Marietta.

\* \* \*



- BACK COVER -

This is the logo of the Point Pleasant River Museum which now adorns the north wall of the new attraction on Main Street. The outer walls of the historic store building that houses the museum were painted last summer by an enthusiastic group of volunteers from Americorps. Director Jack Fowler thought the wall needed something more and now he has a traffic stopper!

The idea of the mural logo came from Dale and Jean F. Roush of Pt. Pleasant who donated it in memory of Jean's father, W. Oakley Faudree. Mr. Faudree was a chief engineer with Union Barge Line and spent more than thirty years on towboats, steam and diesel.

The museum's logo was designed by local artist Jan Haddox. The mural was painted by Brad and Rob Painter of Bidwell, Ohio.



**BIG DAY IN POINT PLEASANT**

May 1, 2003 was the official opening of the River Museum in Pt. Pleasant, WV, the culmination of plans and work for more than 10 years.

TOP: Cutting the ribbon on the front steps of the former boat store on Main Street.

MIDDLE: Ann and Bert Shearer and Charles and Jean Stone, advocates and contributors. Ann and Jean hold bouquets as sponsors of the pilothouse exhibit, appropriately the JEAN-ANN.

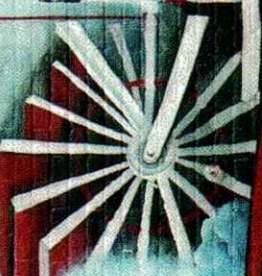
LOWER: John Sang presents cake to Bert on his 93rd birthday



**POINT PLEASANT**



Part of  
**POINT PLEASANT**



**RIVER MUSEUM**



**"Thanks. I can paddle my own canoe."  
Photographer Noble Beheler met Lexi at Pittsburgh, 1976.**



**POINT PLEASANT**

Part of  
**POINT PLEASANT**

**RIVER MUSEUM**