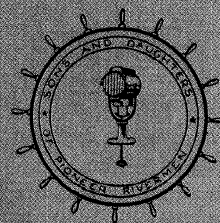


S&D

REFLECTOR

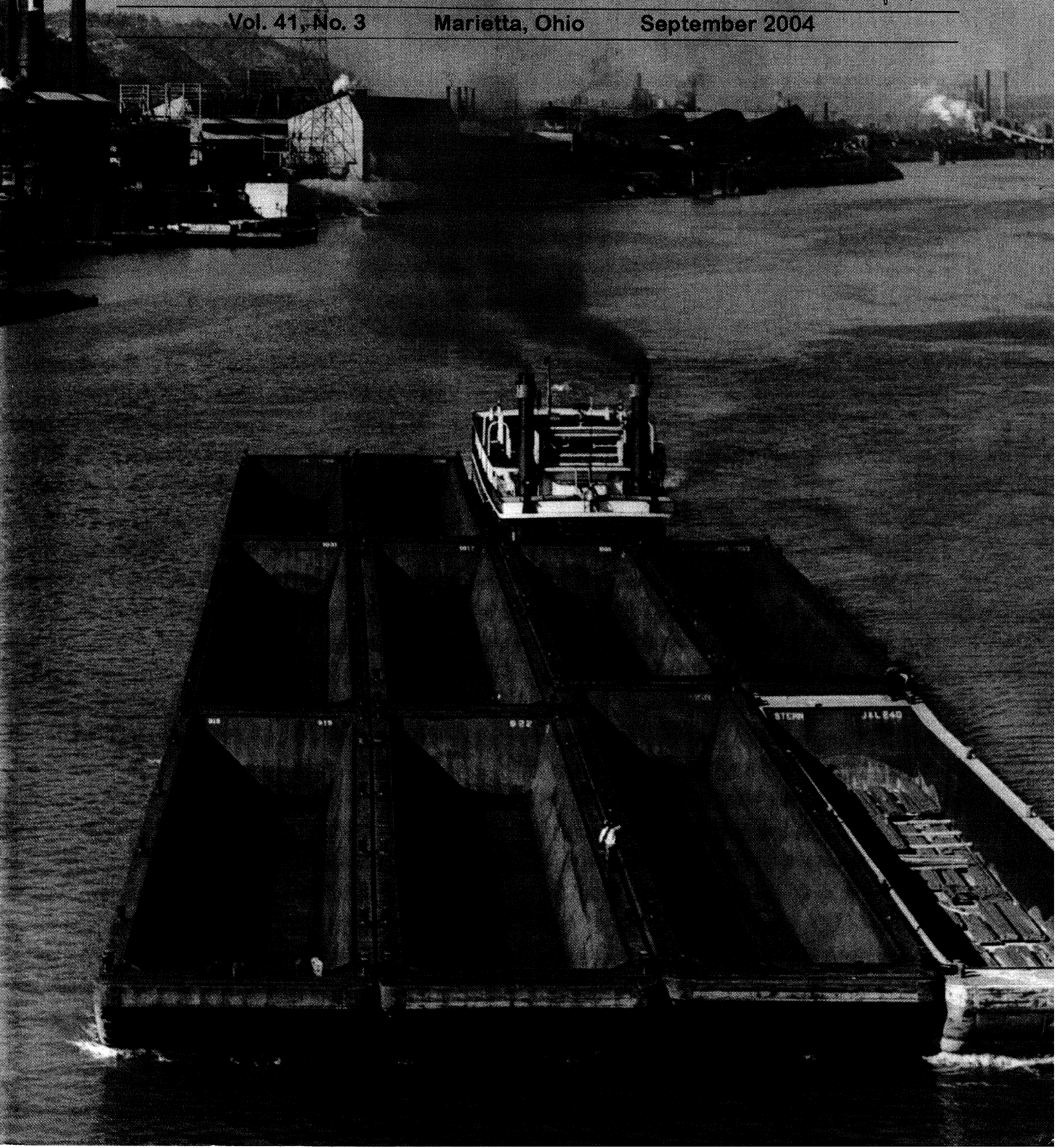
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Vol. 41, No. 3

Marietta, Ohio

September 2004



- FRONT COVER -

This photo by Noble Beheler caught our attention; - the geometric pattern in the barges created by the low afternoon sun. The photographer was on the Ambridge (PA) highway bridge looking northwest, the J&L steel plant stretching into the distance downriver.

The C. D. O'CONNOR and her tow of ten empty coal barges has just left the J&L Steel Corp landing on her way back to the mines on the Monongahela River. The Aliquippa Works complex extended four or five miles - to well beyond the cluster of tall stacks in the background. The town of Aliquippa extends up a valley and into the hills to the left of the group of stacks. This vast, busy mill is now gone and the land is slowly being developed for new uses.

The C. D. O'CONNOR (T0315) was built in 1924 by the Marietta Mfg. Co. for J&L as the SAILOR (T2226). She was renamed by the company in 1951. Damaged in a collision in the summer of 1952 the O'CONNOR was laid-up and eventually dismantled.

- LETTERS -

Sirs: I fully enjoy reading all of the articles in the S&D Reflector, however, the feature in the June issue brought back many memories. I was able to see several of the Kent State/Hiram College productions during the summer of 1948. "Ten Nights in a Barroom" stands out as it allowed for much loud audience participation.

Frank S. Trautman
9 Meadowcrest Dr.
Parkersburg, WV 26104

= Frank is active in the Belpre, OH Historical Society which has an attractive local museum, completed about a year ago, featuring the early settlement. Belpre was the second settlement - after Marietta - in the Northwest Territory. Ed.

* * *

Sirs: My June issue is missing pages 3, 4, 5, 6, 33 and 34. Is it possible to receive a complete copy? I would appreciate getting one.

David Diaz
7656 Timber Springs Dr. S.
Fishers, IN 46038

= Richardson Printing is good but not infallible. Replacement on the way. Bee.

* * *

- THE FREIGHT BOOK -

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Sirs: The Majestic Showboat story was great! DELTA QUEEN GOT through Lock 15 at Rock Island on June 27 - a day late for the Grand Excursion. MQ held up almost a day at the Norfolk-Southern RR bridge - through at 5 pm. June 29. Will they get to St. Paul as scheduled on July 4th?

Pat Welsh
Box 3671
Davenport, IA 52808

= See the Grand Excursion report in this issue for details and the answer. Ed.

* * *

Sirs: George Shamlin of Gallipolis, OH has shown me several copies of the S&D Reflector. I have really enjoyed reading the articles and look forward to receiving the magazine. Sign me up! Here's my check!

Dean Holben
2602 Burntpond Rd.
Ostrander, OH 43061

= Steamboat history is scarce in the farm country around Ostrander (Delaware Co.) but Mr. Holben's check qualifies him for membership. Ed.

* * *

Sirs: The showboat coverage was mighty fine and the towboat portraits by Noble Beheler on pages 18 and 19 were likewise. Undoubtedly, black & white originals with that excellent detail. The Dubuque Ice Harbor on page 21 is of special interest as I started steamboating on the J.S. DELUXE from that point.

Bill Torner
2802 John Ross Court
Knoxville, TN 37921

* * *

Sirs: In reading old issues of the river news from the *Cincinnati Daily Gazette* I find mention of boats laying up for low water times in, "the boneyard." Can you or any reader - advise where this was?

For instance, "July 10, 1860 - JUDGE TORRENCE laid up for the season and was towed to the boneyard;"

From the name, I would assume it was also the location where boats were disassembled.

Charles A. Whiting, Jr.
21161 Berne Ct.
Lawrenceburg, IN 47025

= Your assumption is right-on. Boats laid up for low water had a safe harbor in Cincinnati at Litherbury's or another boat yard upriver from the Public Landing - the Fulton area. In Pittsburgh, the boneyard was up the Monongahela River across from Elizabeth.

From Steamboat Terms, page 252 of *Pilotin' Comes Natural* by F. Way, Jr.:

"boneyard. Any location where worn-out steamboats are moored while being scrapped, or waiting for some disposition."

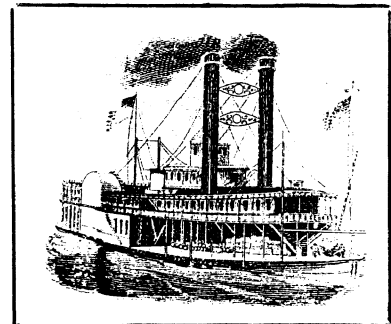
* * *

Sirs: I was interested in seeing mention of the HENRY MARQUAND in the June issue (page 29). As a small child, I remember a ride on the ferryboat from Cairo to Birds Point, Missouri, around the tip of Illinois and then across the Mississippi. On this journey the ferry passed by the wreckage of the HENRY MARQUAND, the name on the timbers clearly visible. No one I asked knew anymore than to say it sank. I am now 83.

John W. Marchildon
P.O. Box 5341
Phoenix, AZ 85010

= HENRY MARQUAND was used as a landing barge at Neeley's Landing, MO (mi. 70 from Cairo) between 1925 and her dismantling in 1927. Her later use before sinking at Birds Point, MO is unknown to us but probably as a loading float. Ed.

* * *



Sirs: I have been an S&D member over 30 years and enjoy the *Reflector*. I am also a charter member and trustee of Clermont County (Ohio) Genealogical Society. I was most interested in your article on New Richmond, OH in the June issue and ask for permission to publish the article Rivermen in New Richmond in one of our future newsletters.

Mr. John (Margie) Thomas
1772 Wanninger Ln.
Cincinnati, OH 45255

= We are pleased the Albert Ketcham letter is genealogically worthy. Ed.

Sirs: From time-to-time we note that the *S&D Reflector* refers to Marietta Island, up river from the Marietta-Williamstown bridge, by other names. Is there any rhyme or reason to the variety of labels on this piece of real estate?

Capt. Bob Reynolds
580 S. Prescott St.
Memphis, TN 3811

= Yes! The name of the owner seems to have been adopted but somehow the "Buckeye Pipeline Co." was missed. Here's the list of names for "Marietta's island" as we have found them:

1811 - Z. Cramer - Duval's Island
1847 - S. Cummings - Duval's Island
1890 - C.O.E. - Marietta Island
1897 - J. P. Hughes - Marietta Island
1916 - C.O.E. - Marietta Island
1934 - C.O.E. - Marietta (Kerr) Island
1996 - F.&W.S. - Marietta Island
2000 - F.&W.S. - Buckley Island

Sirs: So glad you saw fit to run the photo of the Wabash River(?) shantyboat girls in the June issue, page 32.

In response to your question about Ethel's index finger, I have blown up the photo. She is holding an open, hunter case, pocket watch which is attached to the watch fob pinned to her coat.

Dave Thomson
10831 Roycroft St., No. 16
Sun Valley, CA 91352

= Right you are! Another Thomson find appears elsewhere in this issue. Ed.

STORY OF RECALCITRANT MULE

On page 27 of the June issue we ran a photo of the towboat VAL P. COLLINS supplied by R. D. Flick, S&D Treasurer. Attention was called to a device extending from the boiler deck in the vicinity of the boat's jackstaff, - a balking mule being driven by an irate muleskinner. We wondered about the story behind this and were not disappointed by our readers.

Capt. Charlie Stone was first to call to report that the device was a weathervane, - or it had been. It appeared years later on a barn near Miller, Ohio, Lawrence Co. Miller was the headquarters of a number of steamboatmen and the story goes that Capt. Bob Bosworth, Pt. Pleasant, WV spotted the weathervane one day and took a shine to it, - had one or more copies made of it. A copy then appeared on the diesel towboat CHARLES R. STEVENSON when under the ownership of G.&C. Towing Co.

This seemed to be the end of the history of the "balking mule." But then we stumbled across the following Letter-to-the-Editor in the September, 1980 *S&D Reflector* (pg. 43):

"Sirs: In the June '80 issue, page 20, is a photo of the towboat VAL P. COLLINS. A close look reveals something unusual extending forward over the forecastle from the boiler deck. This is a metal donkey which has assumed a stubborn attitude and is being urged from the rear by a little metal man.

The original is on our barn and came to me from an Island Creek towboat.

Lindsey M. Miller
Whispering Meadows
Route 1, Box 29
Crown City, OH 45623

= Seems to us we recall such an emblem mounted forward on the towboat SAM P. SUIT when Capt. Phil Heller was the master-pilot. Ed."

Capt. Lindsey Miller was long a member of S&D but is no longer on the membership rolls. He must have made the crossing to the farther shore in the 24 years since writing his letter. Who has the original weathervane now?

Our thanks to Charlie Stone for the tip.

INVITATION TO ANNUAL MEETING

Sons & Daughters of Pioneer Rivermen
September 17 and 18, 2004
Lafayette Hotel, Marietta, Ohio
Come One - Come All!

The annual business meeting of our association will take place the weekend of September 17-18, 2004 at our traditional headquarters, The Hotel Lafayette, Front and Greene Sts. Marietta.

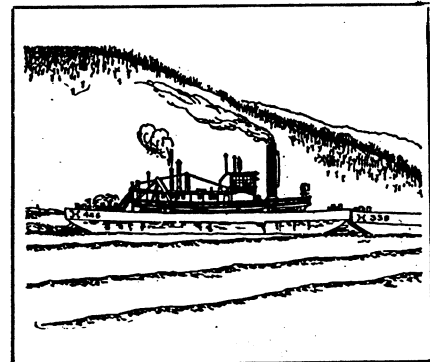
Events will begin at eight o'clock Friday evening, September 17. An informal welcoming get together will be found in the ballroom of the hotel. Stop in for refreshments, sign the register, meet other S&Ders, look over the exhibits of river art and models, etc. John Fryant promises an entertaining illumination about 9 p.m.; look for Big John with a smallish screen and projector someplace.

Business meeting of the association begins at 9:30 Saturday morning in the hotel. An amendment to the S&D Constitution will be offered for adoption, - see proposal elsewhere in this issue.

A group luncheon in the hotel includes a short program on the modern river towboat. This is a prelude to the open house aboard the Madison Coal & Supply Co. towboat FRED WAY at the Public Landing. Twenty years ago, the boat was christened at the S&D annual meeting at this spot. She has now been extensively refurbished including the latest in electronic navigation equipment. Explore a modern towboat and visit with the crew.

Evening banquet at the hotel at 6:30. Program by M'Lissa and Riek Kesterman will feature the 1848 photos of the Cincinnati waterfront - first of steamboats.

PICKUP THE FINAL PROGRAM AT LAFAYETTE FRONT DESK



1939 **S&D SIXTY-FIFTH YEAR** 2004

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

S&D REFLECTOR

Marietta, Ohio



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The name of the publication, "*S&D Reflector*," comes from the newspaper *Fleetwood Reflector* published in 1869 aboard the Cincinnati-Pomeroy-Parkersburg packet FLEETWOOD. Newspapers were printed for the diversion of passengers on a number of the larger 19th century packets.

The S&D quarterly was originated by Frederick Way, Jr. in 1964 who was editor, typist and publisher until 1992.

Correspondence is invited and serious papers on river related history are welcomed. Please check with the Editor, however, before sending material on a "loan" basis.

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

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

There are two classes of membership - full and family. Full membership includes the quarterly *S&D Reflector*, admission to the Ohio River Museum and Str. W. P. SNYDER JR. at Marietta and voting rights at the annual meeting. Family members are entitled to all privileges except the quarterly.

Memberships are for the calendar year and full members will receive four issues of the *S&D Reflector*. Dues notices are mailed about January 1 and a prompt response will assure receipt of the following March issue of the quarterly.

The current dues are \$15 for a full membership; family members - spouses and children under 18 - \$1 each. Please list the full names of family members for membership cards.

Direct correspondence to:

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

REFLECTOR BACK ISSUES

Copies of the current issue or of the immediate prior year are available at \$5 each, postpaid. Back issues for most years through 1972 are available at \$3 each or \$10 for a complete year (4). Inquire of the Secretary for particular older issues

REFLECTOR INDEXES.

Indexes have been prepared for five year increments of the quarterly, 1964 through 1998. The index for years 1999-2003 is currently in preparation. Each index is \$5, postpaid.

THE POSTAL SERVICE DOES NOT FORWARD "MEDIA MAIL." ADDRESS CHANGES - SEASONAL OR PERMANENT - REQUIRE TIMELY NOTICE TO THE SECRETARY TO RECEIVE *S&D REFLECTOR*!

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**CLERMONT OR PARKER'S
ACADEMY
A Follow-up to "New Richmond
Rivermen"**

On page 22 of the June issue we ran an article based upon Albert Ketcham's 1907 recollections of the large number of pioneer rivermen who had grown up in the village of New Richmond, Ohio. The letter had been located by Mrs. Bertha C. Hardman, Yellow Springs, Ohio who in 1942 commented that she remembered a number of the families as, ". most of them went to my Grandfather Parker's Academy near Cincinnati."

The article elicited a request for permission to reproduce it from S&D member Margie Thomas, Cincinnati. We asked Mrs. Thomas where Parker's Academy might have been and now have the answer from the Clermont County, Ohio 1980 which was published by the local genealogical society.

**CLERMONT ACADEMY
1839-1892**

There once was a thriving village of Clermontville just east of New Richmond on present Rt. 52, about at the mouth of Boat Run in Monroe Township. The place had a population of 60 in 1910 but seems to have vanished after the 1937 flood.

As a Bi-Centennial Year (1976) project, a monument and flagpole were erected at the Nicholsville Cemetery, the center of Monroe Township to commemorate the Clermont Academy. This was dedicated on May 15, 1977 and the plaque contains the following wording:

"The first place of higher learning in Clermont County. A woman's dream. A man's covenant with God. Built in the valley below by the Rev. Daniel Parker's Family. Graduated 1,500 students of many professions. First principal, James Parker the founder of the Teachers' Institute of Clermont County."

CLERMONTVILLE

A small village, surrounded by hills on three sides and, on the fourth by the Ohio River. Boat Run Creek winds its way through the village, making it necessary to cross five bridges before it empties into the Ohio River.

It's quieter than in the "good ole days". Clermont Academy, first place of higher learning, 1839-1892, is gone, though the

building remained until the 1937 flood damaged it. Parker's boarding house for girls became a vacation house for the Girls Friendly Society. Batch Row, the men's boarding house, was moved up the Clermontville-Laurel Road where Russell Jones made a dwelling from it. Two stores containing the Post Office have burned as have three homes in the village. The blacksmith shop, meat packing house and mills are gone. Wharf remains, but is not usable. There is one business, Sipple's Auto Service; since 1953. The proprietor, Louis Sipple, is known for his honesty and good workmanship. He and his wife, Edith, live on the West and Barkley properties, where they reared their son, Dr. John L. Sipple. Their land borders the Boat Run Creek where the first millrun was located.

Helen Moreton West lives in the house built for Rev. Daniel Parker on land bought by David Moreton in 1812.

**MORE ABOUT CLERMONTVILLE,
TAKEN FROM THE LETTERS OF
CLARENCE BARKLEY TO HIS NIECES;
EDITED BY EDITH BEACH SIPPLE.**

No little village could compare with Clermontville, when the Academy was in its heyday. Excursions from Cincinnati would make Clermontville their destination. We had a brass band and a circus wagon drawn by a team of horses. When we'd go to New Richmond to play baseball, we'd parade over town first in our circus wagon. By the time the game started we would have quite a crowd to watch us play.

I remember Mr. Knox Sr. was the bass drummer and I was the pitcher. Every time I'd strike out a man, Mr. Knox would sound off on his big bass drum. New Richmond had a good ball team. The Cincinnati Reds came up every spring and played an exhibition game with them.

Professor James K. Parker, whose father Rev. Daniel Parker built Clermont Academy was a very religious man. They had Sunday School and Church at the Academy every Lord's Day. When Professor Parker would see me go to play ball on Sunday, he'd give me a lecture the next day. I worked for him three or four years and went to school there too. It was my job to haul the wood. They had grates in most every room. I had to pick out wood that would not pop out sparks; that popping wood was for the cook stove.

I learned to row a boat by the time I was 7 or 8 years old; when the bottom land flooded; we'd pull the big logs out and send them on down in the swift river current. The river would freeze nearly every year before the dams were put in and we would skate on it

We used to sleigh ride down the hill in front of the old Clermontville store. Sometimes ice would get so slick the teamsters couldn't get up. Then they'd go to the store and buy salt and put on it. Finally the ice would melt and they'd go up with their teams. Then the boys would carry snow and repair our hill so we could coast.

There was a row of buildings across from the store on the Clermontville-Laurel Road at the bottom of Knox's hill, - a warehouse, blacksmith shop and a meat packing house. I remember barrels of salt stored along the fence below the store. This belonged to the meat packing house, who used it to preserve the meat. The old towboat CONVOY (T0500) delivered the salt from Pomeroy, Ohio.

I remember the old saw mill my father, Carter Barkley and Mr. Fridman owned. We lived in the house across from it on the Banks farm (later Paul and Marion Moreton Nobis' property). I discovered that there had been an old cemetery in that low bottom land when I plowed it I found some stone markers that were down in the ground.

I sat out in the front yard there and saw the first train pass over the new C. & O. Railroad that was built in 1887 across the river in Kentucky. Some of it was built with convict labor. The old side-wheel packet boat would transfer them from Maysville to California, Kentucky. They were all chained together; however, several men from Clermontville neighborhood worked on the railroad too. Sometimes, because of weather conditions, the teamsters could not use the wharf at the Boat Run Landing, so the men cut a road that ran beside Boat Run Creek and came out at the sandbar where the creek empties into the Ohio River. Then the boats would pick up their produce there. This sandbar was an ideal place for the shanty boats to tie up.

The old store was a fine place for checker players and country fiddlers, too. My father was a country fiddler. Mr. Franklin Fridman, who built the store, got into an argument with the man who was

PARKER ACADEMY NEXT PAGE

PARKER ACADEMY CONT'D -

raising his tobacco and this man murdered him. They put him in the New Richmond jail, - it was August 25, 1895. Two fellow and I had been to the city with farm produce in our wagon and just as we rounded the corner by the Presbyterian Church we saw this crowd of people taking the murderer out of the jail. They dragged him up the street about half of a square and we drove right behind them. We stopped opposite the hanging tree. Someone took a picture that later appeared in the newspaper and it showed us three in the wagon.

They then hanged the man and cut down the tree. Everyone took a piece of the wood for a souvenir, - I took one too. There used to be a tollgate in the upper end of New Richmond, just as you passed over the bridge. The tollgate house was next to the home of the man that murdered Mr. Fridman. There have been two lynchings in New Richmond; one in 1876 and one in 1895.

I hated to see the old Clermont Academy torn down in 1939. To me it seemed like a shrine and it should have been left for others to see.

Edith Beach Sipple.



PARKER ACADEMY

THE BEAUTY AND VITALITY OF PITTSBURGH

We omitted blatant boosterism from the story about iron boat building in Pittsburgh but the following paragraph of 1888 self-promotion superlatives from, Allegheny County's First Hundred Years deserves your notice:

"In the course of these pages has been frequently noted the dominating force of the city in its industrial character. Possessing the largest chimney factory in the world, a table ware factory of the greatest capacity in the world, the largest crucible steel plant, the most extensive Bessemer plant, the greatest coffee house in the world, the greatest flour house, producing over one-eighth of all the pig iron of the United States, nearly three-fourths of all the coke, two thirds of all the glassware, and two-thirds of all the crucible steel, Pittsburgh is truly a city to be proud of, and in this record of boat building it is beyond all question the greatest steel and iron boat building point in the United States. Her boat builders are shown as aiding in the building up by their skill the internal transportations of two great empires. Yet it seems but an ordinary industrial community to the average Pittsburgher instead of a city to be proud. So much a matter of every day routine are the products of their great factories and their working."



A YAWL AS A WINTER PROJECT

BY ALAN BATES

Last winter I built the staunch and fit yawl RESOLUTE. I used Jim Stephens's JOE DOBLER drawings from the Ohio River Museum Boat Building Workshop as a general guide, but the design is mine. The sides are a trifle higher and the bottom is a bit narrower. The natural shape of the boards determines the sheer, rocker, etc. The stempiece is white oak from a BELLE OF LOUISVILLE paddlewheel arm. The sides are white pine and the frames are of poplar. The rub rails and skeg are white oak. The boat is fifteen feet and eight inches long, four feet wide and twenty one inches deep.

It is easy to row, relatively fast, and tracks straight. I was assisted by my son, Larry, by Jim Reising and Captain Bill Ray. Jim and Bill assisted mainly by hauling and turning it over from time to time, but also drove about a jillion stainless steel screws. With Jim and me in it, the boats draws a trifle more than 3 inches. Rowlocks are of wood, - no sissy pin-locks, and: the oarsmen are obliged to feather the oars.

Materials cost just under a thousand dollars. I tell you this, in case someone decides to build one, to ward off a heart attack from cost shock.

In the picture, made at the Louisville Municipal Boat Harbor, Jim Reising is in the front seat and I am in the rear, - backing to check her speed when approaching a concrete retaining wall.

FIRST IRON BOAT BUILT AT PITTSBURGH VALLEY FORGE - 1839

From time-to-time during the last year or so we have been able to feature stories about early boatbuilders of Cincinnati. The several boat yards of that town were long noted for the quality of their products and within a few years in the early part of the 19th century Cincinnati was the foremost boat builder, particularly of packet boats. Through the end of the century the Cincinnati Marine Railway Co. was a notable builder of boats, barges and other floating equipment - the VIRGINIA in 1895 and her sister boat QUEEN CITY of 1897 coming to mind.

But to Pittsburgh goes the distinction of producing the first iron-hulled steamboat on the rivers. It is probably not surprising that this was so as iron production was one of the first industries for which the city was well known. The VALLEY FORGE, built in 1839, is credited as the first steamboat to built with an iron hull and the noted pilot William R. Hoel stood watch on her one trip in December, 1843.

(See Hoel biography, Vol. 33, No. 2, pg. 9)

The following article on the early history of the use of iron in boat building is taken from the history Allegheny County's First Hundred Years, published in 1888.

PITTSBURGH, - EARLY BUILDER OF IRON BOATS

Pittsburgh seems to be one of those locations predestined, if the expression may be allowed, for a ship-building centre. All the varieties of timber necessary is at her doors. The enterprise and skill of man has assembled all other materials for the complete construction of any vessel, from an armoured warship to a barge. Under the use of Iron and steel, which has so largely obtained in shipbuilding in the past two decades, Pittsburgh has shown her ability. In the past ten years many steel boats have been constructed at Pittsburgh for foreign countries, and the industry bids fair to increase. As naturally as Pittsburgh became an iron centre because of her iron and fuel, so did it become a boat and shipbuilding point because of the materials there and the navigation. The skill of man is wonderful, and the forces of Nature are all powerful, so when at any given point the forces of Nature and the skill of man combine great results are a consequence. Pittsburgh is a result of natural advantages and accumulated skill.

While the advent of the railroads increased the iron and steel developments at Pittsburgh, it to some extent diminished the building of steamboats. The skill and natural advantages are as great as ever. In the future developments that must be of the water highways of the country, the natural and skilled advantages of Pittsburgh will reassert their force and make her a great steamboat and ship construction point, not only of wood, but largely of iron and steel. Iron boats Pittsburgh has been building since 1839.

The first boat built of iron that navigated the western waters was the VALLEY FORGE built in 1839, by Wm. C. Robinson, Benjamin Minis and Reuben Miller, Jr., then proprietors of the Washington Iron Works, now carried on under the style of Robinson, Rea Manufacturing Co.

The hull of the "Valley Forge" measured on deck 180 feet. The breadth of beam was 29 feet, and depth of hold 5-1/2 feet. Across her deck and guards, at their widest point, the breadth was 49-1/2 feet. The frame of the boat was of angle iron, the bottom and deck beams T iron and the outside one-fourth of an inch Juniata boiler plate. The boiler or first deck was all plate iron. The floor and hull plates were of plain smooth surface, the sheets being closely jointed at the butts. The sides were clinker lap. The keel, which was five-eighths of an inch iron, was laid in the summer of 1838, and the vessel was launched in the summer of 1839 and left the same fall on her first trip to New Orleans. There was one iron bulkhead the entire length, divided into eight water tight sections. Her tonnage was about four hundred tons, and her cost \$60,000.

She ran from Pittsburgh to New Orleans, St. Louis and Nashville and ascended the Cumberland river as high as Rome, 15 miles below Carthage, Tennessee. She continued to run until 1845, although once sunk by running upon a snag, but was raised and repaired. In the spring of 1845, being unable to compete with boats built under improved plans with greater carrying capacity, she was dismantled, and the hull was cut apart and sold to iron manufacturers, and made into various descriptions of merchant iron. The last trip of the VALLEY FORGE was in July, 1845, from Pittsburgh to McKeesport on the Monongahela River, with a large picnic party.

There has been built at Pittsburgh, in all, some fifteen or eighteen iron boats, of which nine were war vessels. Two of these were constructed at the Fort Pitt Foundry works, famous for its manufacture of Columbiad cannon. These two were built in 1845. They were each 210 feet keel, 21 feet beam, 17 feet depth of hold, and constructed of iron, varying from one-half to three-sixteenths of an inch in thickness. One of these, the JEFFERSON, was constructed at Pittsburgh, taken apart and transported to Oswego, New York on Lake Ontario, and there put together again and launched. She was perfectly satisfactory in all respects, cost \$80,000, and is still in service. The other was called the GEORGE M. BIBB, after the then Secretary of the Navy. The BIBB was launched at Pittsburgh, and went down the Ohio and the Mississippi to the Gulf of Mexico. Her cost was \$250,000, and she is still in service. These two were two years in building.

The iron revenue cutter MICHIGAN, now in service on the lakes, was also built at Pittsburgh, being set up complete on the lot at the junction of First and Liberty avenues, now occupied by the First Ward Public School. She was then taken to pieces, transported to the lakes and there put together and launched. The iron for her construction was furnished I from the famous Sligo Mills, of Lyon, Shorb & Co., from their best Juniata blooms, and 350! tons of this celebrated brand of iron was used in the construction of the vessel. (The MICHIGAN was renamed WOLVERINE in 1905 and operated into the 1920s as a naval reserve training vessel. She was laid up at Erie, PA and scrapped sometime after WW-II; her iron prow is on display at Erie Harbor. Ed.)

In 1863 two other vessels were built on the ground adjoining the Sligo Mills, of iron furnished from these works. One, the MANAYUNK was a turret ship, armed with two fifteen inch guns. Her length was 224 feet, beam 43 feet 3 inches, depth of hold 12 feet, draught of water 12 feet and the inside diameter of her turret 21 feet. This vessel was

pronounced by good naval authority as a most admirable boat; in all respects safe to sail in around the world. The other, called the UMPQUA was a lighter draught, intended for river service, but also a turret vessel or monitor, as they were popularly called during the war. Her length was 225 feet, with 45 feet beam, 7 feet 10 inches hold, and drew 6 feet, 6 inches. The height of her turret was 9 feet, and its inside diameter 21 feet. She was armed with one eleven inch gun and one hundred and fifty pounder Parrot rifled gun. There was used in the construction of the MANAYUNK 1,2471 tons of iron, and in the UMPQUA 813 tons.

The plates for the turrets of these vessels were one inch plates, ten times repeated. The Iron of the skins or hulls was from three-fourths to one-half inch in thickness. Both these vessels went to sea by way of the Ohio and Mississippi rivers. Two other war vessels for the United States navy were also constructed at Pittsburgh about 1845. One was a small revenue cutter called the HUNTER and the other a second-class frigate called the ALLEGHENY, both of which went down the Ohio to the ocean and are still in service. In 1864-5 there was also built for the government, of iron, the MARIETTA and the SANDUSKY. In addition to these, several boats for peaceful uses of commerce have been constructed at Pittsburgh, of iron furnished by her iron mills.

* * *

JAMES REES & SONS, PIONEER IN STEEL

From Allegheny County's Hundred Years, 1888.

To James Rees & Sons, of Pittsburgh, belong the honor of constructing the first steel plate steamboat constructed in the United States; to Hussey, Howe & Co.; that of furnishing the steel plates and other steel entering into its construction, and to Pittsburgh mechanics the credit of the work. It is also worthy of note that a company in a foreign country gave the contract to a city of a strong protective tariff nation as in competition with experienced builders of free trade advocating people.

This vessel was the FRANCESCO MONTOYA, and built in 1878 for the Magdalena Steam Navigation Company, of South America.

The boat was 150 feet long, 30 feet beam, and 3 feet hold. The construction of the boat was with angle iron ribs, 18 inches apart, and angle iron deck beams and steel plated hull. She was constructed with nineteen water-tight compartments.

While the boat was constructing, the parties for whom it was being built were constantly protesting against the use of steel instead of iron, alleging that she would be liable to snap and break in two when landing hard or if striking a rock or bar. With an unflinching confidence in Pittsburgh steel and the work of the firm furnishing the plates, the builders guaranteed the result. Their faith in Pittsburgh work was fully sustained in several instances of the accidents feared. In the rapids of the Magdalena river during a freshet, while the boat was going down stream, the engine and rudder had no control of the movements of the vessel, and she was thrown upon some rocks while running at the rate of thirty miles an hour, as the captain and engineers reported to the owners. The shock broke nineteen of the iron ribs and bent some of the steel plates from six to eight inches, but there was not a hole punctured and but little leakage.

There was also built for the same company, in 1879, the VICTORIA, 157 feet long, 33-1/2 feet beam, 4-1/2 feet hold; also the ROBERTO CALISTO, 110 feet long, 22 feet beam,

3 feet hold; also, steamer COMUTA, 130 feet long, 30 feet beam, and 3 feet hold.

These boats were all erected here, then taken apart and shipped to their destination in pieces, a couple of skilled men being sent to superintend the construction of the boats on the Magdalena. river employing the native labor in the work. That a whole steel steamboat should be packed like so much tin plate and thus delivered to the purchasers is a matter of singular interest. Verily great is Pittsburgh and skillful her workmen!

In 1880 was built the steamer VENEZUELA, constructed entirely of steel, being the first in which steel was used in place of angle iron. Since then has been constructed the steamer COLUMBIA and steamer AMERICA of the same dimensions as the VENEZUELA. Also, in 1881, the steamer IRURA, 112 feet long, 22-foot beam, and 3-foot hold, to run on the San Juan river, Nicaragua.

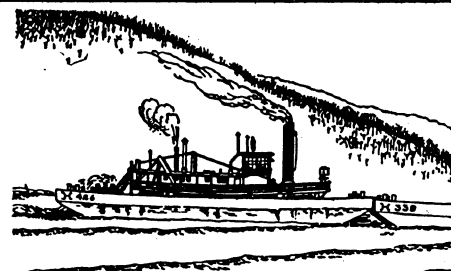
The fame of the "stern-wheelers" of Pittsburgh attracted attention also in Russia, and from the shops of Pittsburgh ship-yards went the drafts and specifications and the mechanics that inaugurated upon the Volga and the Dneiper and other rivers of Russia the building of those stern-wheel steamboats which now navigate those and other streams in that empire.

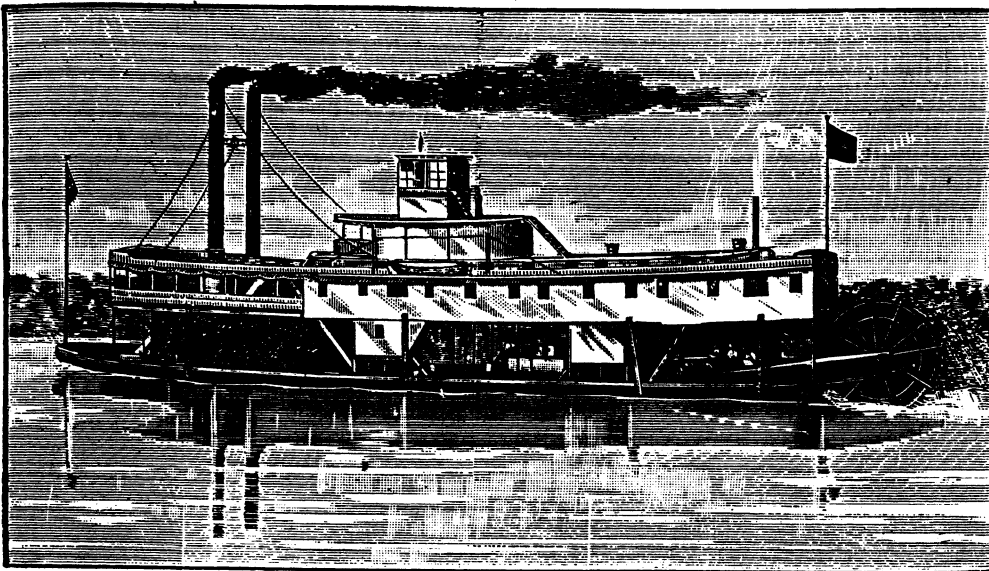
In closing this condensed sketch of Allegheny County's history in boat building, a few sentences are proper, to point out the admirable location there is at Pittsburgh - or in its vicinity - for a national naval construction arsenal. Where could there be so desirable a point as Pittsburgh? The iron, the steel, the woods are there; the foundries for the casting of guns; the mills for armor plates of any thickness or test; the hemp of Kentucky for tile cordage; copper and brass for all purposes as well, and a reserve of skillful mechanics in all departments of work at all times available. Built, armored and fitted out in every particular in security from attack the ships could descend in safety to the Gulf for such services as the hour required.

The construction of boats at Pittsburgh has, of course, not been in the immediate purlieus of the city, but at the various ship yards in the vicinage, although all the iron ships from 1839 to the present date have been constructed at the immediate wharves of the city.

The tonnage of the city of Pittsburgh at the present time is 1,359,972 tons, being the Custom House measurement of 3,200 steam, passenger, tow and other vessels of various kinds used in the boating business of the city.

There has been over 3,000 steamboats and ships constructed at Pittsburgh and vicinage within the dates given. The entire steamboat tonnage that has been built at Pittsburgh and vicinity, since 1811 until 1888, is about 1,000,000 tons; and the value of the vessels so constructed, as near as can be estimated, is about \$50,000,000.



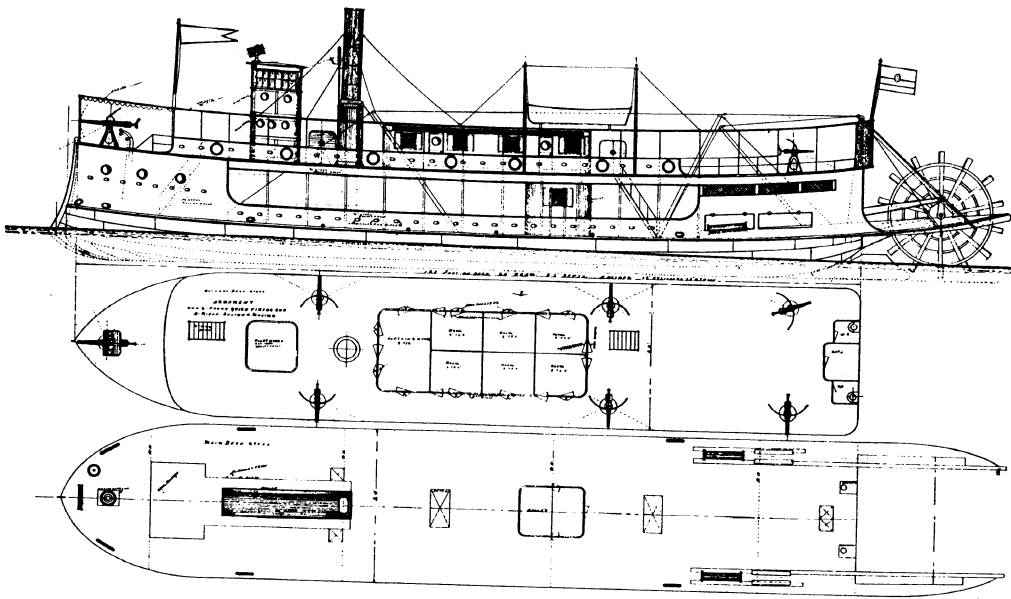
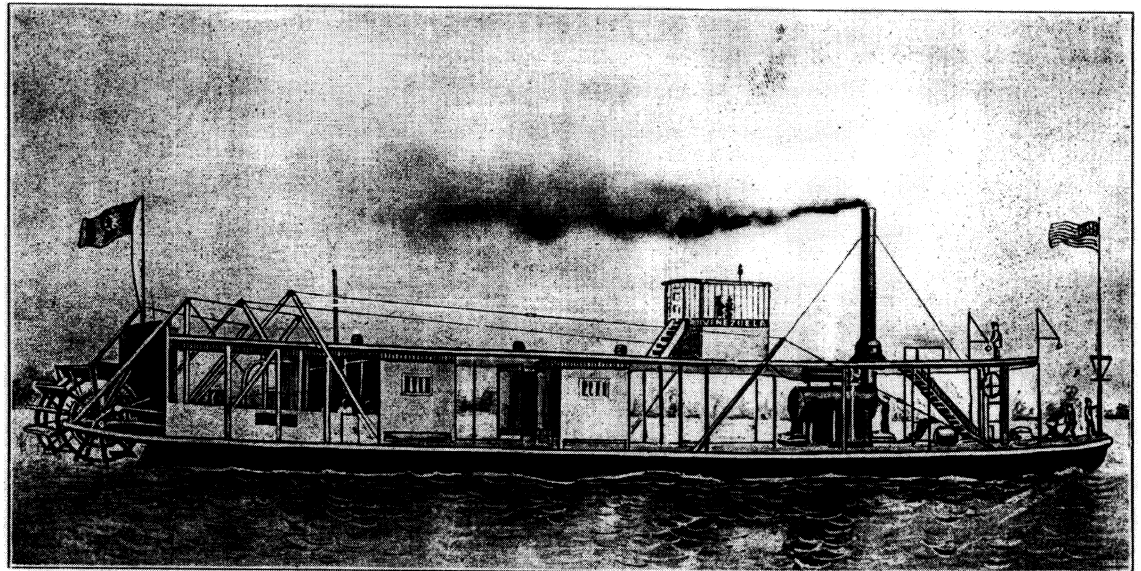


FRANCISCO MONTOYA

Designed and constructed in 1878 for service on Magdalena River, South America. This was the first steel hulled steamer constructed in U.S., 150x29.5x4 ft. Engines 15's-5 ft. stroke with Rees adjustable cut-off. Draught with 75 tons fuel, 26"; speed 15 m.p.h. in dead water. The design and plans for this type of river steamer were completed in 1875 but competition and existing doubt as to the advisability of steel hulls on rivers having a rocky bed, we failed to secure a contract earlier.

VENEZUELA

Constructed in 1880 for the Zulia River Navigation Co., Venezuela, 120x24x4 ft. Engines 8's-3 ft. stroke, one boiler (locomotive type), speed 8 m.p.h. on 120 p.s.i. steam pressure. This was the first steamer to successfully navigate that river, the first trip being under the personal supervision of a member of this firm. A light draught, economical freight boat, well adapted for navigating narrow, shallow rivers of any country



COLUMBIA

Light draught river gunboat constructed in 1912 for service in South America, 127x25x4.5 ft. Engines 10's-4'8" stroke with inside cam motion and Rees adjustable cut-off, one locomotive type boiler.

The hull plating all galvanized. This contract covered steam, steerage, electric lights and complete outfit except guns.

WHEN THE RIVER MUSEUM CAME TO MARIETTA, OHIO

As often told, the motivating ambition of the founders of Sons & Daughters of Pioneer Rivermen in 1939 was to establish a museum and tell the story of the rivers and steamboats, past and present, through models, artifacts, photographs and paintings. The story, "Some Old-Time Rivermen of New Richmond, Ohio" in the June issue illustrates how sons followed fathers into jobs on steamboats in the 19th and early 20th centuries. River villages became known for raising generations of pilots, engineers, stewards or mates.

Once S&D had been formally organized and held an election or two there were debates about the location of the desired museum. Most of the founding members were from the Upper Ohio - Louisville to Pittsburgh including the tributaries - and several towns saw a museum dedicated to the even then disappearing steamboat age as highly desirable. Cincinnati, Huntington and Wheeling had sizeable river-related industries and smaller places such as Gallipolis, Pt. Pleasant, Marietta or Wheeling had rich traditions of being "river towns." Louisville and Pittsburgh were too large to vie for a start-up attraction like a river museum when other industries were more important.

Elizabeth Litton, the founder of S&D who came up with the idea of river history preservation, was from Clarington, Ohio and viewed that bucolic place as the logical museum location. But in 1939 only ferries connected the two banks of the Ohio between Bellaire/Wheeling and Newport/St. Marys. Even the local advocate and first president of S&D, J. Mack Gamble, wouldn't describe Clarington as "thriving."

Miss Litton conceded that a more metropolitan area was needed to attract visitors to a museum. She joined forces with B. L. Barton of Bellaire, Ohio in promoting the historic Heatherington House in that Ohio city. Jacob Heatherington had been a steamboat owner and a coal baron of sorts and the old 1870 "House That Jack Built" had once been a show place and it had an interesting story. Jack was the mule that hauled the coal cart in the mine that made Jake Heatherington rich and Jack was honored with his likeness over the front door. Bellaire with its smoke begrimed buildings and several glass and enamelware plants was not really a scenic spot.

The 1940 membership meeting was held at New Martinsville, West Virginia on September 2. The offer of the Heatherington House was voted down,

Then, Mrs. B. F. "Edith" Reiter spoke on behalf of the Ohio Historical Society and offered space in the Campus Martius Memorial building at Marietta. The Historical Society building was modern, fire resistive and had utilities, insurance and custodians available. Remodeling the two offered basement rooms for museum purposes would cost some money but carpenter Robert "Bob" Thomas offered to do the work for his expenses. The Hoags, owners of the Hotel Lafayette, offered room and board.

The "First City in the Northwest Territory" was already something of a tourist destination. It had hosted the Northwest Territory Celebration in 1938 including a visit and speech by President Roosevelt.

The following letter from William Knox "Bill" Richardson was found in the files of the late C. W. Stoll by Keith Norrington and provides some background on the museum offer that was accepted at New Martinsville in 1940.

105 Harmar Street,
Marietta, Ohio.
July 2, 1940.

Dear Stolly:-

Here are some pictures for you. I have put information on the backs of some of them. Some of them I didn't know anything about.

Went for a steamboat ride, my annual, last Wednesday night with Fred Way on the SENATOR at Marietta. He told me most all of the committee of the Sons and Datters sic. favor the State Museum here at Marietta, with the exception of Miss Litton and Mack Gamble, and they want it at Clarington. Fred came right out and said he wouldn't put any of his stuff at Clarington. I have talked with Mrs. Reiter here at the Museum, also with the State Museum man from Columbus, who came down here. They will give us all the room we want, will furnish display tables and cases, and promise to, later on, build us another room for our display, if we want it. All at no expense to us. Almost too good to be true. We'd better take it.

Harry Knox and I recently compiled a complete list of Knox-built boats from 1828 until 1903, their size and for whom they were built. I made a typewritten list and sent it to the *Waterways Journal*. Maybe they will publish it some time.

You're welcome.

Best regards,

S/S Bill Richardson

* * *

A RIVER MUSEUM VISITOR ENTHUSES!

The following letter dated July 4, 1941 was penned by Irwin Urling to C. W. Stoll after his first visit to the River Museum in Marietta. The exhibits were located in two rooms in the Campus Martius building and had been opened to the public on March 16, 1941.

Irwin was then traveling about the country as an investigator for the Carnegie Hero Fund Commission and had just joined S&D at the time of his visit. "Mr. Richardson" was William Knox Richardson, the first chairman of the S&D Museum Committee. "Mrs. Reiter" was Edith Reiter, the director of Campus Martius, who had extended the invitation to S&D to establish the river museum in two unfinished rooms in the basement of the building.

Our thanks to Keith Norrington for bringing these letters to our attention. Ed.

July 4, 1941.

Dear C. W. and Marijane,

It was my tough luck to get to Marietta too late to see you all and too early to see the GORDON GREENE, but I had a good time there, nevertheless, spending almost the entire day in the River Museum.

Instead of going home for one day, I decided to go to Marietta, so bussed up there last night and put up at the Lafayette. Let me say here and now that the Lafayette makes better mint juleps than the Cobb in Paducah.

This morning I went to the museum and there met the genial Mr. Richardson. He was counting people and there were one or two times when I took the counter and relieved him.

I wish you would put in the "Journal" (*Waterways Journal*) that there were 1,500 (even) people who today went through the museum. At 5 o'clock there were 1,499 so they stretched a point and stayed open long enough to lure one more in. Most of them visited the river museum and the comments were very pleasing to me, - the newest member of the Association. Mrs. Reiter, the curator, stated that she estimates visitors to the museum have increased 25 per cent since the addition of the river exhibits. There were 1,500 today, 991 last July 4, and 706 in 1939.

Capt. Wright (Donald T.) recently sent a load of books up there and I put in three hours on a Rees catalogue in the collection and two hours on a souvenir catalogue of the old Pittsburgh and Cincinnati Packet Line from the early '90's, when the KEYSTONE STATE, HUDSON, IRON QUEEN, and SCOTIA were all in that trade, - with four departures weekly from each end of the line, not to mention the smaller boats.

Bill (Richardson) is hoping that the exhibits continue to come in and a little plug in the "Journal" might help. I have nothing to give right now, not even a moth-eaten, woebegone, bedraggled picture of anything. But I think I know where they are around Beaver valley and I shall certainly go chiseling for the cause when I get home. The models interest me most, then the pictures. Tickets, etc., leave me cold unless it is something like the packet line book or the Rees catalogue.

The Muscle Shoals trip (aboard GORDON C. GREENE) was all I thought it would be and Mother, too, had a very good time. She always does, - being one of those people who never gripes or even feels like it. I may have fallen several pegs in (purser) Bob McCann's eyes since I spent two solid days with a girl from Cleveland, the first time on the GORDON I ever did anything but steamboat myself to death. I used to hang around the pilot house till the pilot rang a bell then ran below to see it answered. This time I rested and had some fun with the other passengers.

I'm leaving here Sunday, July 6, for Hinton, W. Va., Hotel McCreery, and next Friday will reach the Sinton, Cincinnati, for about a week. (I've already tried the Netherland and the Gibson.) One of my ambitions is to visit that Beverly Hills hot-spot near Cincinnati; perhaps I shall be able to while working the Covington case I face.

Remember: 2307 Oliver Building, Pittsburgh and 730 State St., Baden, Pa., are two good addresses.

Fraternally (since this is afternoon),

S/S Irwin.

Irwin Urling traveled for the Carnegie Hero Fund until 1943 when he became News Editor of the *Waterways Journal*. Irwin was an avid river fan and had worked as editor for the Ambridge, Pennsylvania *Daily Citizen*. He returned to the Carnegie Fund in 1951 and died February 27, 1988.

AND NOW - THE REST OF THE STORY IN 2004

MUSEUMS CUT HOURS, RAISE PRICES ATTRACTIONS MAKE CHANGES TO SAVE MONEY, INCREASE REVENUE

The Marietta Times, June 24, 2004:

Statewide changes made by the Ohio Historical Society mean the Campus Martius and Ohio River museums in Marietta will be open fewer months of the year and on fewer days of the week.

The Campus Martius Museum, 601 Second St., will now open in March and close at the end of October rather than November.

The Ohio River Museum, 601 Front St., will close from Nov. 1 to May 28, 2005 and effective July 1, the museum will no longer be open on weekdays.

Admission fees will also increase by \$1 July 1.

"It's part of the Ohio Historical Society's restructuring," said Andy Verhoff, site manager for the two museums. "In an effort to keep all of its (60) sites open, some hours have to be restricted."

State budget cuts remain an issue for the historical society which pays for 70 percent of its operations with state funds, said Verhoff.

There is expected to be a 3.0 percent reduction in state funding in fiscal year 2005. The Ohio Historical Society budget for that year is \$21.9 million.

Funding cuts last year nearly meant the closing of the Ohio River Museum and 21 other Ohio Historical Society sites and led to the current restructuring.

Part of the plan includes eliminating 52 full and part-time positions at Society sites.

The seven employees at Marietta's two museums will remain, said Verhoff.

"The hours are being reduced for two positions, essentially taking them from full time to part time," he said. "But we haven't lost any staff."

The loss of weekday hours at the river museum will have an impact on Marietta's mid-week travelers, said Kelly Dyar, executive director of the Marietta-Washington County Convention and Visitors Bureau.

"There will be some disappointment on the part of visitors not able to experience the Ohio River Museum," Dyar said. "We do get quite a few visitors mid-week. This is not the best case scenario, but we're happy the historical society is trying to keep the sites open."

Doris Dunn, 70, of Marietta said she hopes the reduction in hours isn't a sign of more financial trouble to come.

"I think those museums are a valuable part of our town and our history," Dunn said. "I hope there aren't any more cutbacks."

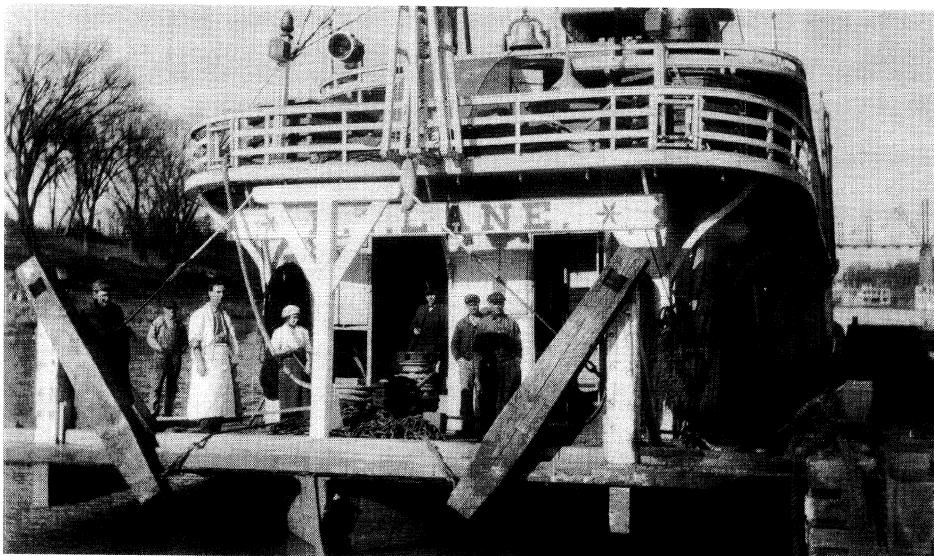
The museums will be closed at what has been determined to be their slowest times as far as visitors, said Verhoff.

"They're keeping us open at our peak hours and months," he said. "To keep all the sites open, we have to live within our means."

The museums will still be open in the off-season for school field trips, Verhoff said.

About 30,000 people visit the Campus Martius and Ohio River museums each year.

"We're really pleased that the historical society recognized the need to stay open on weekends and is committed to that. It could be much worse."

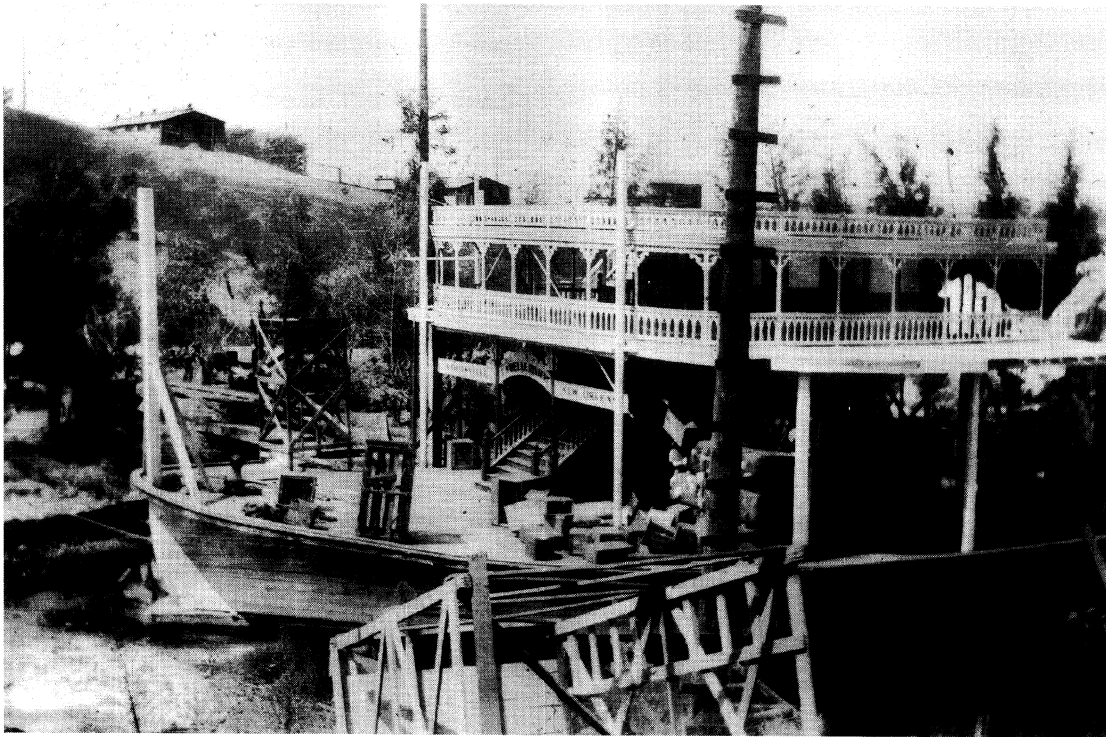


CREW OF THE D. T. LANE
SEPTEMBER, 1915

The D. T. LANE is tied up at the C.C.C.C. landing, Henderson, WV, in the Kanawha River opposite Pt. Pleasant. We guess that the two crewmen on the left are deckhands; Will, the cook, in his apron and his helper-wife Maybell are on the right. But, we wonder who the gentleman lounging in the stairway might be, - a dandy replete with a silk top hat?

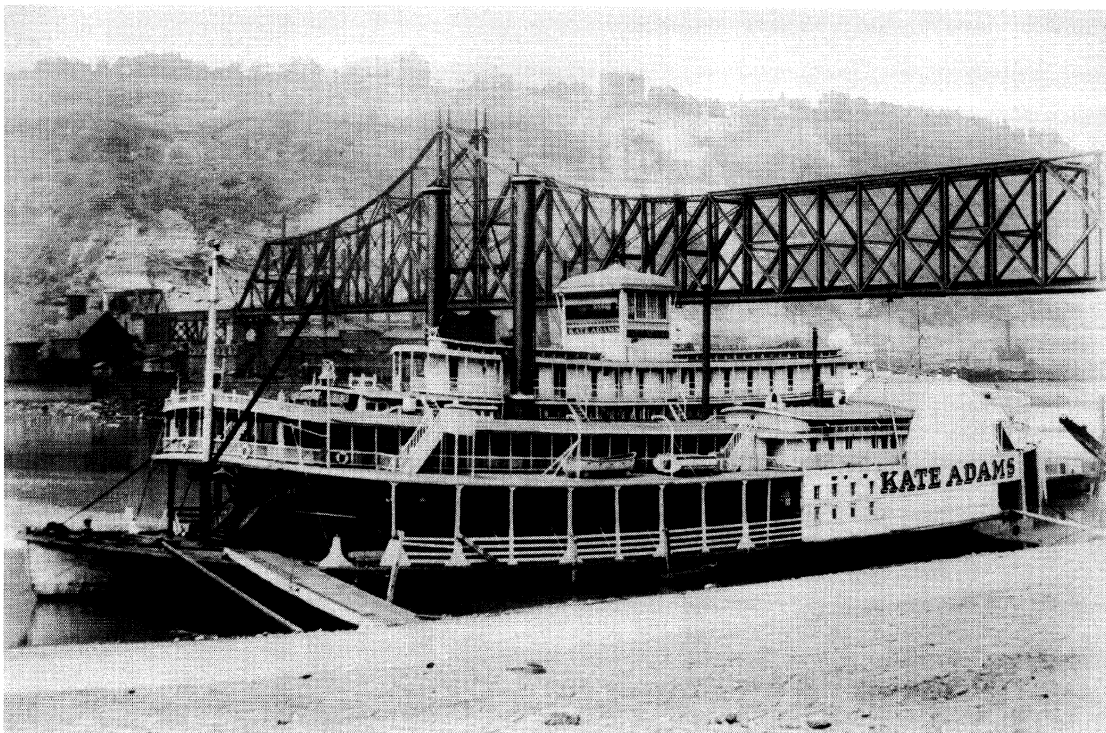
The gallow's frame on the bow appears to be newly installed but we know not the purpose. Just visible are two rope coils in tubs on the boiler deck with roller guides set in the railing. The Ohio River RR bridge shows in the background with a showboat just below.

Photo by Joseph E. Goold.



DAVE THOMSON, SUN VALLEY, CA comes up with some unique photos and here he has done it again. At first glance the above might be 1866 at the Shousetown (PA) Boatyard but the board over the staircase reads LA BELLE RIVIERE. This means Hollywood and the movie, "Uncle Tom's Cabin." Dave speculates this prop of the forecabin of an old-time packet was needed for a particular sequence when shooting the movie; the pole with steps attached in center foreground supports this..

BELOW, the KATE ADAMS (3217) lying at the Pittsburgh Monongahela Wharf, above the Wabash Bridge, when in the Pittsburgh-Cincinnati summer trade, 1925-26. Her impact on the regular Upper Ohio packets is described in Log of the Betsy Ann. In the fall of 1926 she was gussied up with gingerbread, wooden railings and new stack-tops to star in "Uncle Tom's Cabin." She was returned to her usual appearance but burned on January 8, 1927.



This and That

THE MAILMAN COMMETH, - BUT LATE

Once or twice, on very rare occasions, we receive complaints that a copy of the esteemed *S&D Reflector* has not been received even by the fifth of the month. Our explanation invariably is to cite the date the magazines were mailed by the printer - usually within the first week of the month due - and to urge patience.

Some have even pleaded for a prompt mailing of another copy as, "I'll die without my *Reflector!*" although to date we have seen no verified obits. The Editor lays the blame on the Postal Service and soothes the ruffled feathers with, "Call back if you don't have your copy by next Tuesday, two o'clock."

Delays do happen in the best of systems but we have just learned that the U.S. Mule sometimes fails us. On May 3 a valued member posted three or four fine photos of the NATCHEZ at New Orleans and they arrived on our Marietta doorstep June 14 - after we had forgotten all about them. The envelope was in pristine condition but had obviously been resting and gathering strength someplace.

Callers, we feel your pain but we ALL must accept the facts of life and even the postal service is fallible! It's in the system!

MIDWEST RIVERBOAT BUFFS AT DUBUQUE

The Midwest Riverboat Buffs held their summer meeting on June 5th at the Julien Inn in Dubuque. There were about 55 in attendance for the two-day program which was ably managed and organized by Judy Patsch, program chairperson. Friday evening was an informal gathering at the hotel and Saturday was spent touring the River Museum complex, the Riverwalk and Ice Harbor area, ending with an afternoon cruise on the SPIRIT OF DUBUQUE.

Saturday night's banquet at the hotel had as a program "Paddling Into the Past: Cruising the Upper Mississippi on the Steamer AVALON." David Tschiggfrie and his son Jonathan had assembled a 2 hour slide and video program with soundtracks of the AVALON's bell, whistle, calliope and taped interviews with Capt. Ernie Wagner and Doc Hawley. The program was well received and generated a lot of pleasant memories for all who remember the old girl from her tramping days on the Upper River in the 50s and early 60s.

JIM SWIFT MEMORIAL VIEWING SCOPE DEDICATED AT GRAFTON

On Saturday, June 26, a new viewing scope, paid for by the Golden Eagle River Museum, was dedicated in Grafton Illinois as part of the annual Towboat Festival. The scope stands near the junction of the Mississippi and Illinois Rivers and holds a plaque honoring the late president of our organization, James V. Swift.

Current president William Shive gave the dedication comments to the crowd of people at the ceremony, telling about the history of the Golden Eagle River Museum and Jim Swift's life and his constant efforts to promote the river and river history. Nineteen Golden Eagle members attended as well as Jack Simpson, publisher of Jim's book, and Jim's attorney and guests. Dick Robertson, a Golden Eagle member from Grafton who was instrumental in getting the view-scope

project to completion, was the first person to use the instrument and look out over the river's expanse. Following the dedication ceremony, the Golden Eagle group dined together and enjoyed the rest of the festival.

This year's festival was a great success, and the promoters were very pleased to have the new view-scope in place for the event. Listen closely and hear the Jim Swift chuckle each time there is a "clunk" as another quarter drops for the festival.

From *The Paddlewheel*, Golden Eagle River Museum.

BECKY THATCHER GETS MAJOR MAKEOVER BY NEW OWNERS

As previously reported on these pages, the Showboat Becky Thatcher - originally the U.S. Corps of Engineers inspection steamer MISSISSIPPI - fell onto hard financial times last fall. The operator of the restaurant decided not to renew his lease and without outside income to support the showboat-theatre the fall season was cancelled. Lights out, the Becky was quiet through the winter months as a quest for additional income to support the 2004 summer theatre season proved unfruitful.

The Becky's governing board, Ohio Showboat Drama, Inc., reluctantly made the decision to find a buyer for the vessel. There was much local sentiment to keep the boat in downtown Marietta on the Muskingum River where she had been since 1976 but no local investors spoke up. The Becky Thatcher came to Marietta from St. Louis in 1975 after purchase by a group of local businessmen for \$125,000 and has been a popular tourist attraction ever since.

On July 9 a deal was completed with Jeffrey and Pegi Levin, Delray Beach, FL to acquire the boat for \$60,000. The Levins are real estate developers and contractors and have restored a number of buildings, - but never an old boat. A third partner is Craig Hartline of Marietta who will be the coordinator of the restoration project.

As of July 20, repair and painting was underway with a projected reopening date of September 10, - in time for the Sternwheel Festival Weekend. Plans include three restaurants, short-term docking for 25 boats and an entertainment venue on the main deck. At press time, significant progress had been made in scraping and painting the boat's exterior. The Becky's landing since 1976 is at the site of Lock No. 1; Marietta city administration is considering the terms of a new lease for commercial operation of this historic attraction.

STOCKPORT MILL COUNTRY INN SOLD

A full-page photo of the Stockport Mill County Inn at Stockport, Ohio was on the front cover of our December, 2000 issue. Randy and Laura Smith of Belleville, OH purchased the old flour and feed mill in 1998 and then proceeded to convert it into an attractive inn and restaurant.

The inn seemingly never achieved the success its amenities and romantic location on the abutment of Dam 6 on the scenic Muskingum River deserved. The inability to obtain a liquor license seemed to be a major obstacle in attracting regular customers for the restaurant and the location - attractive as it might be - is off the beaten path of Rt. 60 between McConnelsville and Beverly, Ohio.

CONTINUED FOLLOWING PAGE -

STOCKPORT MILL COUNTRY INN CONT'D.

There have been rumors of a sale for the past two years. The mill was offered in 2002 for \$3.0 million and at \$1.4 million just before the auction sale by the mortgage holder. It was knocked down at a lively sale on July 17 to Dottie Singer, of Three Sisters Sunset Inn at McConnelsville, for \$650,000.

We wish the new owner well as quiet Stockport and its mill deserve to be better known by the tourists. It is an unspoiled example of a country village from the days when packets still traveled the Muskingum. The Marietta excursion boat VALLEY GEM has been running all-day trips to Stockport for the past several fall seasons, - the only way to really enjoy the impressive scenery of the "Hudson of the West."

MUSKINGUM RIVER PARKWAY LOCK REPAIRS

BY CONNIE CARTMELL

From *The Marietta Times*.

Cruising down the Muskingum River may still be warm and relaxing, but may not be quite as convenient as before the historic lock at Devols Dam (Lock No. 2) was closed for a \$2 million restoration project this summer.

The complex reconstruction project was supposed to happen last year, but was delayed. It will require a coffer dam to be built, completely draining the old lock (built originally in the 1840s), replacing rotting timbers and gates at each end, and re-outfitting the lock with the original mechanisms such as valves and the rack and pinion gate actuators.

The upper gates of the lock weigh in at 15,000 pounds, the lower at 17,000 pounds, according to Mark West, manager of the Muskingum River Parkway. The upper timbers are made of Douglas fir and lower of white oak. (Readers who were on the VALLEY GEM excursion during the 2002 annual meeting may remember the damage to the upper lock gate that had been caused by an irate beaver.)

"It will still be historic, even after construction," West said. "In fact, through all the years, periodically this is what they had to do anyway to maintain the locks."

The local project is one of the last of a total \$17 million restoration and reconstruction projects along the Muskingum River lock system over the last decade. Most recently, the lock at McConnelsville was completed and reopened to boat traffic in the summer of 2003.

Lots of boaters, especially those who have pleasure boats (house boats) and sternwheeler riverboats above Lock 2, will have to stay pretty much north of Marietta - in the pool above Lowell - according to Tom Hines, owner of The Boat Shop on Arends Ridge Road near Devola. "They're too big to truck down here." The group of a half dozen or more boats use the lock to attend the Ohio River Sternwheel Festival most every September. "It will mean their boating season will be a whole lot shorter," Hines said.

Only one other lock will be closed this summer season, that being No. 11 at Ellis, north of Zanesville. The Devola lock was dewatered and work was underway by the middle of July.

Calling the lock system an "engineering marvel," so said manager West in 2001 when the unique string of locks and dams received national attention and were named a National

Historic Civil Engineering Landmark. The system shares this honor along with the Golden Gate bridge, Empire State Building, and Hoover Dam - pretty prestigious company.

According to West, "It is of such historic significance. There is no other such hand-operated lock system in the U.S. still operable. Our system is the only one left." The parkway locks, eleven in all, run from eight miles north of Zanesville to the lock at Devols Dam above Marietta.

DEVOLS DAM LOCK EXCEPTED, MUSKINGUM RIVER PARKWAY LOCKS OPERATING HOURS ARE:

- ◆ Summer: 9:30 a.m. to 6 p.m. Fridays and Mondays (closed 2 to 2:30 p.m.);
- ◆ 9:30 a.m. to 8 p.m. Saturdays and Sundays (closed 2 to 2:30 p.m.).

COST

- ◆ Lock pass: \$5 per lock, per visit, \$20 weekend pass.
- ◆ Season tickets: \$15 boats 16 feet and under (no motor); \$35 boats over 16 to 26 ft.; \$50 over 26 ft.
- ◆ For more information about lock operations call
- ◆ 1-(740)-674-4794

Spectators may observe the construction at Devols Dam from a safe distance. Small children, as required now, must be accompanied by an adult. The lock and dam are located approximately one and a half miles via Devols Dam Road from Rt. 60.

ENOUGH OF ALL THAT NOSTALGIA STUFF! DOLLARS TRUMP ROMANCE

The editorial offices of *S&D Reflector* lack in electronic do-dads but some of our readers are into that internet stuff. Bill Judd sent the following cruisepage.com, June 6, 2004:

Delta Queen Presses on With Gaming Bill

A bill that would allow casino gaming on board the AMERICAN QUEEN fell short of the two-thirds vote needed in the Louisiana House of Representatives yesterday, but the Delta Queen Steamboat Company IS not accepting defeat.

The legislation sponsored by Rep. Ed Murray, a Democrat from New Orleans, would apply only to overnight cruises within Louisiana, and only when a vessel IS underway. The measure was designed specifically for the AMERICAN QUEEN.

Yesterday's vote was 51-43 (with eight lawmakers absent). But because the bill attained a majority, it can be put to the floor again next week, Delta Queen spokeswoman Karen Hales told *Seatrade Insider*. "It's not uncommon for gaming legislation to take more than one vote before passing," she said.

Louisiana law allows casino operations aboard foreign-flag cruise ships sailing out of New Orleans while they are underway on state waters. "We just want to level the playing field to allow our US-flagged vessel to remain competitive," Hales said. "We are confident that as we continue to spread awareness of this issue, we will be able to ensure the necessary support to get the required two-thirds before the end of this session."

REPORT ON GRAND EXCURSION - 2004 RERUN OF 1854 EVENT IS A HIT!

The editorial offices of the *S&D Reflector* were so overloaded this spring that we couldn't firm-up plans to get over to the Upper Mississippi River to participate in the GRAND EXCURSION. And, for whatever reason, there seemed to be little notice paid in the local press to the once-in-a-lifetime event but there was obviously lots of excitement on the Upper Mississippi.

The Grand Excursion 2004 took place between June 25 and July 5 between Rock Island, Illinois and Minneapolis-St. Paul, Minnesota with events planned by towns large and small along the way. The steamboats JULIA BELLE SWAIN, DELTA QUEEN and MISSISSIPPI QUEEN gave authenticity to the reenactment of the steamboat parade of 1854 as did the steam locomotive keeping pace hauling the passenger varnish day-by-day Along the route. The weather was fine to encourage enthusiastic crowds along the way and only the level of the unpredictable river was not ideal, - the MISSISSIPPI QUEEN was delayed by a bridge at Hannibal and was running late.

Bob Mullin, editor of *The Paddlewheel*, the newsletter of the Golden Eagle River Museum at St. Louis, had a good account of the Grand Excursion and the excitement. We reprint it herewith:

Grand Excursion 2004 Proves to Be A Grand Success

The re-enactment of the 1854 Grand Excursion on the Upper Mississippi, which began in the Quad Cities on June 25 and finished in St. Paul, Minnesota on July 5, appears to have been all that it was cranked up to be and more. Through an internet search of the newspapers of various cities along the river, we found there was mainly good weather, happy excursionists, and thousands of celebrating shore-bound onlookers. Some 1,200 people made the 400-mile journey with many others joining in for shorter trips along the way on boats not connected to the official excursion.

Seven boats formed the flotilla, though the MISSISSIPPI QUEEN ran behind the main body of boats because it was delayed by high water at Hannibal that would not allow the mammoth boat under a railroad bridge. The other boats were the DELTA QUEEN, JULIA BELLE SWAIN, SPIRIT OF PEORIA, ANSON NORTHROP, and HARRIET BISHOP. The travelers on the boats were celebrating the original Grand Excursion, which brought hundreds of dignitaries from the east coast by the first railroad to reach the Mississippi River at Rock Island, Illinois in 1854. From Rock Island, the easterners traveled on steamboats to St. Paul, Minnesota and back.

The 2004 version of the excursion found much larger cities along the route, along with bridges, diesel-powered towboats, and a series of locks and dams, none of which existed on the Mississippi in 1854. Yet, the scenery was just as spectacular and awe-inspiring as it was 150 years ago. The cliffs and bluffs and palisades along the upper Mississippi have not disappeared and most are much as they appeared then. With stops at many of the towns along the way, the excursionists were treated to a wealth of hospitality, including music, festivals, re-enactments and lots of waves and honking vehicles from shore.

Barb Ickes, of the *Quad-City Times*, traveled on the SPIRIT OF PEORIA from Bettendorf to Clinton, Iowa. She said the eight-hour trip seemed like one hour, with all of the scenery, friendly greetings from shore, and the camaraderie of the passengers. Bob Bruce, from San Francisco, said, "I came from California to do this. I'm going all the way to La Crosse doing four days on four different boats."

At Clinton the boats were greeted with cannon fire from the shore while Dixieland jazz played on board. Most of the city's population came to the levee as the boat passed. Prairie du Chien. They presented a program with the National Brass Band and speakers. Effigy mounds National Monument hosted the American Indian Heritage Celebration. Riverside Park in La Crosse was the scene of the town's annual Riverfest. At Trempealeau, the locals offered a re-enactment of former President Fillmore's oratory of 1854 while the boats lay in the lock. As the boats departed, the passengers saw Fillmore's daughter waving a white scarf from the top of Trempealeau Mountain, another accurate re-enactment.

Wabasha offered the small town atmosphere shown in the two "Grumpy Old Men" movies set there. By the time the boats reached St. Paul and its festivities, the MISSISSIPPI QUEEN had caught up to the other craft, and the Grand Excursion of 2004 came to a close.

Many towns along the way set up special exhibits or published materials in honor of the occasion. The Genoa, Wisconsin committee published a booklet and a map on the steamboat wrecks along that area of the river. The Preservation Alliance of La Crosse struck a medal in honor of the WAR EAGLE, the boat that led the original procession (it later burned in La Crosse sixteen years later).

In Winona an environmental education program was available for the public. The Minnesota History Center hosted an exhibit that showed a less than flattering view of the original Grand Excursion from the Indian point of view; - understandable, as it marked the beginning of much future settlement by Europeans and displacement of the Indian.

The Minneapolis Institute of Art hosted an exhibit on the art and culture of the Mississippi River in the 1850s, with materials borrowed from cities all the way to New Orleans (it runs through September).

There was not much to complain about, though there was a massive hatch of mayflies that covered large portions of the boats on the river for a while during the Iowa portion of the trip. A Quad-Cities reporter grumped about the lack of representation from the governmental leaders at the opening ceremonies. But, the weather was generally pleasant and spirits were high for The Grand Excursion of 2004.

Several new books related to the Grand Excursion have been published this year. Among them was Steven Keillor's *Grand Excursion: Antebellum America Discovers the Upper Mississippi*, which follows the excursion day by day and places it in the context of pre-civil War America and the events, anxieties, and general outlook of society of the day. Nancy and Robert Goodman, of Stillwater, Minnesota, wrote *Paddlewheelers of the Upper Mississippi 1823-1854*. It includes histories of 255 boats that plied the Upper Mississippi and opened up the area to settlement. It has a chapter specifically on the Grand Excursion, the event that signaled the "boom times" on the upper river.

While this writer could not get away to participate in the Grand Excursion, his heart was there. Having lived many years of my life in that part of the country and researched and written about its river history before moving to St. Louis, it was good to feel a part of the celebration, even from a distance. The event will most likely spark another "mini-boom" to the tourist industry north of Davenport, and has certainly brought out a renewed interest in the history of the area by its residents.

The Grand Excursion at Dubuque by David Tschiggfrie

JULIA BELLE SWAIN arrived here on June 22 from La Crosse for an overnight layover on her way to the Quad Cities. The River at that time was about 10 feet above normal pool and the gates to the Ice Harbor were closed with about 53 feet clearance under the Julien Dubuque Bridge. The biggest concerns for the Delta Queen Steamboat Co. boats were the railroad bridge at Hannibal, MO and the 1-280 bridge at the Quad Cities. The flood crest was in Davenport around that time, and the DELTA QUEEN (DQ) was still below St. Louis, valiantly trying to fight her way upstream on a still-rising river. The MISSISSIPPI QUEEN (MQ) gave up all hope of heading this way to be with the other boats and headed back downriver from St. Louis to wait out the flood. She would finally steam back upstream to catch up with the flotilla on Friday, July 2.

The event was kicked off here on Saturday evening, June 26, with the Captain's Ball at the new Grand River Convention Center. The main features of the program were the induction ceremonies into the National Rivers Hall of Fame for Jim Bridger, Zebulon Pike, the Ingram Family (of towboat fame) and Capt. Ernie Wagner. Capt. Doc Hawley, Karen "Toots" Malloy and husband Mike were picked up from the DQ at Hannibal Saturday afternoon by S&D member Judy Patsch, who chauffeured them to Dubuque via express delivery and deposited them at the convention center just five minutes after the evening's program began.

Doc Hawley made the presentation for Capt. Wagner's induction, and Toots Malloy accepted it on behalf of the Delta Queen Steamboat Co. The pilotwheel Hall of Fame plaque will be mounted in the Betty Blake Lounge aboard the DQ along with a painting of Capt. Ernie. In addition to the inductions into the Hall, Vernon Behrhorst received the first John Bickel Award for his tireless efforts on behalf of the Hall of Fame.

And Capt. Bill Bowell of the Jonathan Padelford Packet Co. of St. Paul made the formal presentation of his collection of 2,000-plus river books, paintings, and an endowment to the River Museum. The Capt. William Bowell River Library, located at the Museum, was officially opened to the public on Sunday morning, with about 50 guests present to view the new facility for the first time. At the Saturday night gala Captains Ball there were 330 guests present for the dinner program and dancing which followed.

The Waterways Journal reports that attendance at the Mississippi River Museum & Aquarium for the first twelve months is projected at 301,000 or eleven percent higher than originally estimated. The facility is owned by the Dubuque County Historical Society.

First of the boats to arrive at Dubuque from downriver were the CELEBRATION BELLE and SPIRIT OF PEORIA late Sunday night, June 27. The ANSON NORTHRUP

arrived early Monday afternoon followed late that afternoon by the JULIA BELLE SWAIN and DELTA QUEEN which got a loud round of applause from the appreciative crowd at the landing when her stage finally set down. Finally, the HARRIET BISHOP arrived that evening. The two big boats DQ and CELEBRATION BELLE were based at the River's Edge Plaza Landing while the smaller vessels landed against spud barges moored at the upper end of the landing adjacent to the Hotel and Convention Center. Newt Marine provided the landing facilities and water hookup and trash services for all the boats.

There were several afternoon and evening cruises offered by all the boats except the DQ and the Dubuque Ice Harbor area was a beehive of activity with landings and departures all day and into the night. The DQ departed for La Crosse at midnight Monday, Capt. Gabe Chengery, master and Capts. Gene Tronier and Ted Amelse, pilots. The other boats boarded their passengers early Tuesday morning for the day trip up to McGregor and Prairie du Chien, arriving late in the afternoon.

The DQ spent Tuesday at McGregor where the town welcomed the excursionists with a staged 19th century bank robbery by local thespians. Dirty Jim and his gang shot the bank president, took the loot and the sheriff later rendered frontier justice to the miscreants. All in good fun and McGregor's historical contribution to the Grand Excursion of 2004. John Bickel would have been proud of his hometown.

Our thanks to Pat Walsh, Bob Mullin and David Tschiggfrie for keeping the *Reflector* posted.

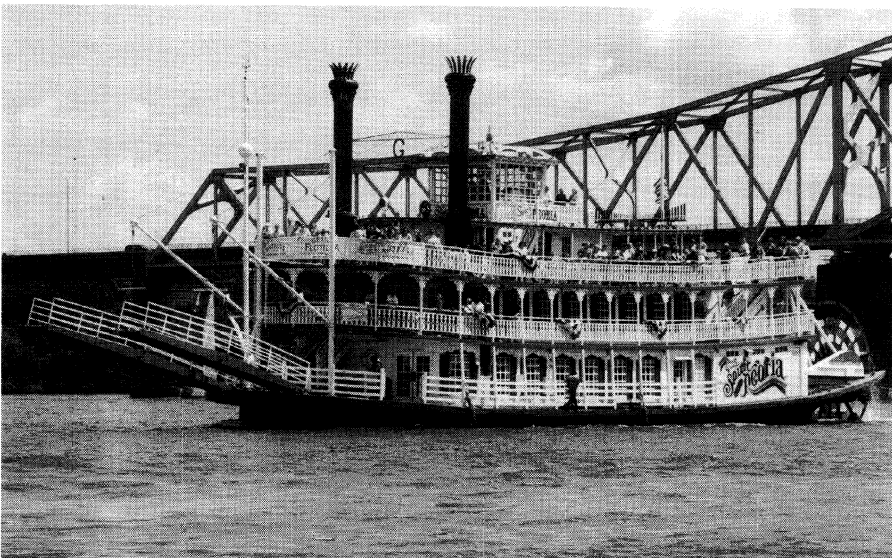
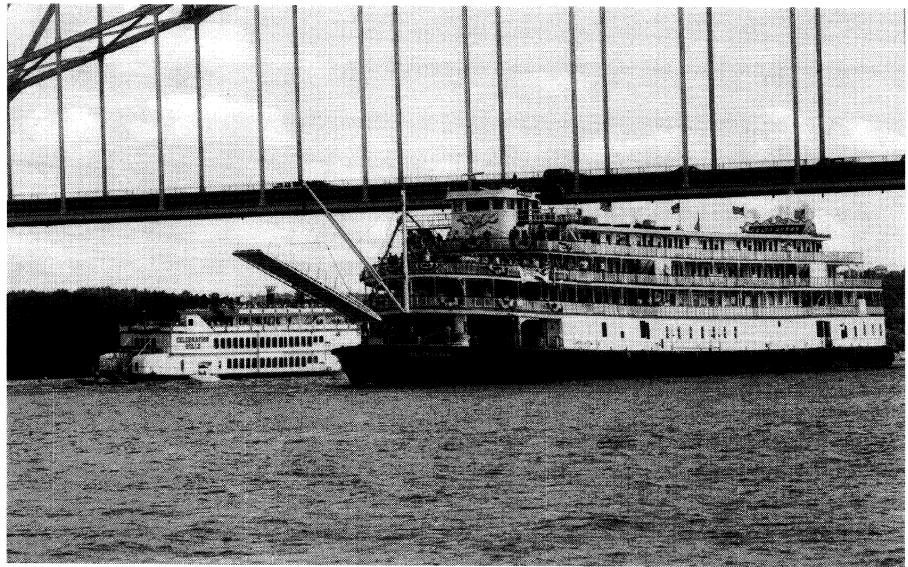


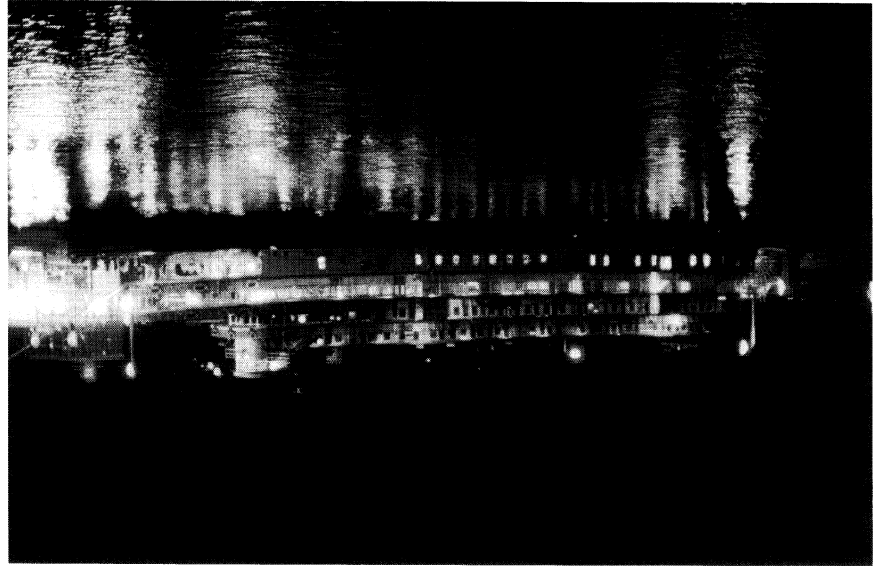
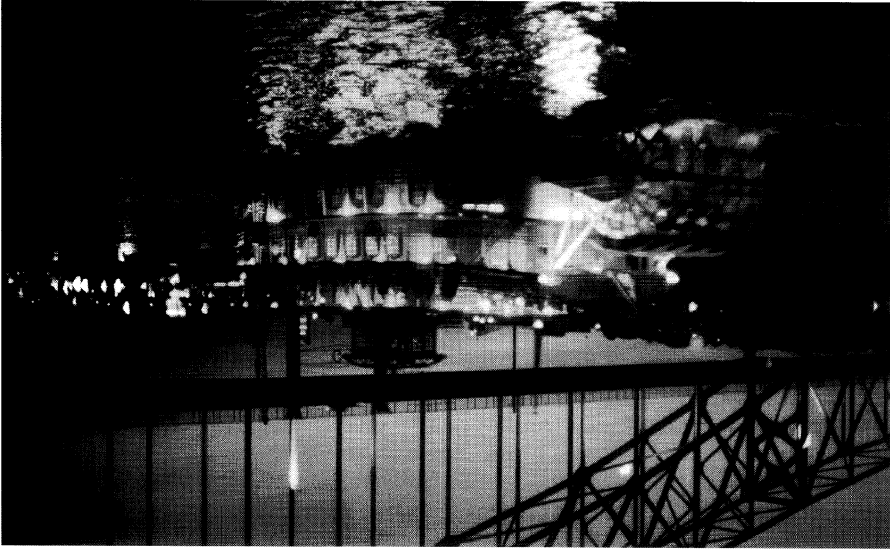
Karen "Toots" Malloy with Capt. Doc Hawley outside the John and Ruth Bickel Gallery of the National Rivers Hall of Fame.



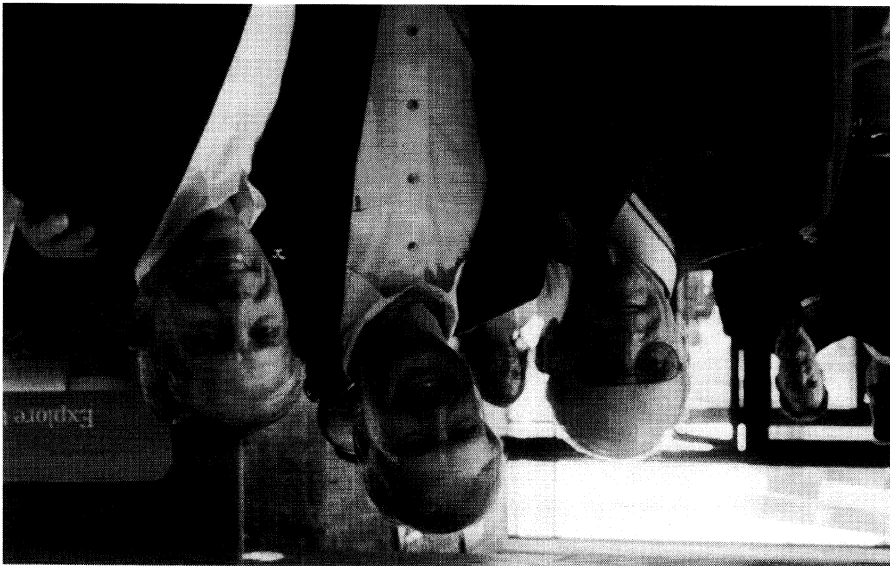
**WAITING FOR THE OPENING OF WILLIAM BOWELL RIVER LIBRARY ARE MR. AND MRS. BOB KEHL (WHO FIRST OPERATED CASINO BOATS AT DUBUQUE), CAPT. BILL BOWELL, CAPT. DOC HAWLEY AND GARY FROMMELT, OWNER/MASTER OF THE HISTORIC GASBOAT LOUISE AMONG OTHER PASSENGER VESSEL INTERESTS.
D. TSCHIGGFRIE PHOTO.**

**RIGHT - THE DQ PASSING UNDER THE JULIEN DUBUQUE AS SHE ARRIVES AT DUBUQUE LATE IN THE AFTERNOON OF JUNE 28. THE CELEBRATION BELLE PASSES DOWN IN THE BACKGROUND.
BELOW - THE SPIRIT OF PEORIA RETURNING TO THE RIVER'S EDGE PLAZA LANDING AFTER AN AFTERNOON HARBOR CRUISE ON MONDAY, JUNE 28.
D, TSCHIGGFRIE PHOTO.**





LEFT - DQ AT THE RIVER'S
EDGE PLAZA LANDING ABOUT AN
HOUR BEFORE HER MIDNIGHT
DEPARTURE FOR LA CROSSE.
BELOW - THE SPIRIT OF
PEORIA ABOUT TO PASS UNDER
THE JULIEN DUBUQUE BRIDGE AS
SHE RETURNS FROM A MOONLIGHT.
PHOTOS REPRODUCED IN BLACK
& WHITE FOR HISTORIC THEME.
D. TSCHIGGFRIE PHOTO



CAPT. BILL BOWELL, JOHN
"CORKY" BICKEL, CAPT. DOC
HAWLEY AT THE OPENING OF THE
WILLIAM BOWELL RIVER LIBRARY,
PART OF THE MISSISSIPPI RIVER
MUSEUM, ON SUNDAY MORNING,
JUNE 27.
D. TSCHIGGFRIE PHOTO.

A CLOSE CALL AT DAM 26

RUNNING THE GAP WITH TWENTY-TWO LOADS

by Joseph E. Goold

Capt. Joe Goold (1894-1975) was a story teller without peer when it came to describing river scenes and characters, particularly those he had witnessed. He was less successful when attempting fiction but we have no space for "fiction" in the *S&D Reflector*. Joe's river tales have appeared in a number of our past issues and he also wrote for *The Waterways Journal*. The story that follows has not been published in either publication heretofore, as far as we can tell.

Joe's mother, a sister of Capt. E. A. Burnside, died in 1909 and Joe and his younger sister moved to Pt. Pleasant to live with their uncle. In 1912, upon leaving high school, Joe Goold went to work as a steersman on towboats of the Campbell's Creek Coal Co., for which company Capt. Burnside was long the Manager of Transportation.

The following incident seems to have taken place in 1912 when Ohio River Dam 26, 78 miles below Pittsburgh, was still under construction. Completed late in 1912, the dam washed out about as soon as the pool was filled. The wicket section, - but not the lock chamber, - had to be rebuilt and Lock 26 was not officially opened for service until September 6, 1916.

Joe Goold's diagram of the situation (see) tends to indicate the cofferdams were part of the dam's original construction rather than the later rebuilding.

HOW SHALL WE RUN THE DAM?

The Commodore, as E. A. Burnside was commonly known up and down the Ohio and Kanawha Rivers, was seated at his desk in his office on the landing boat. He had called his captains together to discuss the strategy and tactics for the next day's operation of running a Campbell's Creek Coal Company tow through the narrow gap between the cofferdams at the site of Lock and Dam 26.

It was one of the new navigation structures with a movable wicket dam and a 110 foot by 600 foot lock which would bring a year-around, reliable nine-foot channel for the entire 981 mile length of the Ohio River. Eventually, a total of 54 locks and dams would be built and the entire project declared complete in the fall of 1929. Dam 26 was located about twelve miles down the Ohio from the mouth of the Kanawha River where the landing and office barge for the C.C.C.C. was located. Here, the coal barges from the mines up the Kanawha were held and made up into the tows destined for Cincinnati.

Seated at his desk in the landing boat office, The Commodore looked at the assembled experts over his glasses, gave a couple of short coughs and then launched into the hazards of the coming ordeal and the maneuvers necessary to cope with it. The captains listened attentively as did the three Junior Officers (cub pilots) allowed to be present and two mates who didn't seem to be taking any interest.

The senior captain nodded gravely as The Commodore proceeded while one of the others, from the look on his face, disagreed heartily. "Now," wound up the Chief, looking as if he dared anybody to disagree, "I've stated the situation so let's discuss it."

Captain Tom Wright, master of the ROBERT P. GILLHAM (T2182), gave a pull at his mustache and glanced at the others. "I agree, - you're right, Pardner," as he usually addressed E.A. Burnside, "but maybe we should not try to take a full tow through those cofferdams. And I think it is a good idea to lay the LANE across our head to give us a quick lift, if necessary. Though I don't imagine the "Robert" will need much help." He added softly.

"I don't like it!" barked Captain Albert Martin of the D.T. LANE (T0550). "Too risky for the "Dick" and anything might happen. Besides, I don't like being pushed sidewise down the river right at a cofferdam."

"Now Albert," soothed E.A. "It's not as bad as all that. Just an added precaution. You'll be all right."

Albert grunted. "I don't like being a precaution under those conditions. Look what happened yesterday." Captain Martin was referring to an accident by the Pittsburgh towboat BOAZ (T0277) at the cofferdam location.

The full story is an example of what could happen to one of those impressive fleets of loaded coal-boats so we include it here. It was told to me by James Emmett Gould, son of Frank Gould, who was long pilot and/or master of the BOAZ.

The BOAZ left Pittsburgh with 17 coal-boats, 10 barges and some flats. She first struck the cofferdam at Dam No.9, New Cumberland, West Virginia, which was just about in the same stage of construction as No. 26. Here she dropped six coal-boats and three barge. Licking her wounds, she came on to No. 26 where she hit the cofferdam on the Ohio side and dumped five more coal-boats and a barge!

Head bowed but undaunted, she steamed on until her starboard engine broke down and before they could disconnect it to use the other side she hit the bank and wrecked all but two of the remaining coal-boats.

A C.&O. freight was coming east and when the engineer saw the BOAZ pushing her tow right up the bank at him he blew his whistle frantically. We suppose that he wasn't sure just who had the right of way in such a case and did not have time to look at the rule book!

Game to the last, the BOAZ pushed on with two remaining and partly damaged boats, keeping them afloat with tarpaulins over the beads. This was all right while coming ahead but when she stopped and started backing-in at Coal Haven above Cincinnati the boats filled and sank. Nice try but no tow and the River Boss sent the BOAZ right back to Pittsburgh for another tow.

EDITOR'S NOTE: *We include Emmett Gould's story to (1) explain the presence of sunken coal-boats at the Dam 26 construction site and (2) in the hope that the date of Joe Goold's account could be established. The accident was most likely 1912 but it is not mentioned in the BOAZ's log for that year.*

Copies of the trip logs, 1906-1912, from the BOAZ were printed here starting June, 1979 thru Dec. 1980.

The Commodore adopted a sympathetic tone as he replied to Al Martin, "That was an awful spill the BOAZ made, wasn't it? Lost about a third of her tow, I heard. What a mess! Glad YOU will be on watch when we run that place in the morning."

As the Commodore said this, Captain Charley "Bucky" Morris grinned broadly. Bucky was semi-retired but was going down as pilot this trip. He did not want to steamboat regularly but was always on call and was said to be pretty well fixed financially, - actually owned one of those automobile machines which he seldom drove. He and Captain Tom Wright had stood watch-and-watch for many years under E.A. when he was captain of the JOHN DANA (T1399) and then the E.R. ANDREWS (T0659) during the last decade of the 19th century.

The two other captains present did not say much. They were Roscoe Strothers and Harry Burnside. Roscoe was an old packet-boat pilot and towboated only from necessity. He never really seemed at home in a towboat's pilothouse. They wouldn't have let him run the Dam 26 cofferdams in any case. Harry Burnside was really the chief engineer on the GILLIAM. He was the only man I knew in those days who held master's, pilot's and chief engineer's papers. He did not feel qualified to say much, I guess, for he had once lost a whole tow down around Pogue Shallows on the old ARK.

Captain Tom now addressed Harry Burnside, "We'll need plenty of steam down around there, Harry, you'll agree?"

Harry nodded with a poker face, "Yeah. We're allowed 210 pounds - you know - and I'll see you have it."

"Come on Harry," coaxed Bucky, "Can't you pull a little more vacuum or something?"

Albert Martin gave a wink, "Yeah, or something--" Everybody smiled.

The discussion continued. "As I said, Pardner," Captain Tom went on in his smooth way, "shouldn't we take a smaller tow?"

"No, Tommy," snapped E.A. "If these two steamboats can't take 22 as well as 14 or 18 then they ought to be scrapped."

"Yeah," growled Captain Al, "Only you can lose more barges that way." E.A. gave him a fishy stare.

"Who's talking about losing barges? I repeat, if these two boats can't take 22 thru that gap then they're no good. Especially with you lashed across the head."

This was like waving a red flag in front of a bull and Albert bellowed, "Dang it to hell! That's what Frank Gould on the BOAZ likely thought yesterday and look what happened to him!"

"But, he didn't have YOU across his head," soothed E.A., "And, he shouldn't have lain over so near the bear-trap coffer. The set of the current is off the other one."

"I don't think so, Cap," Albert answered stubbornly. "I think you'll get about the same set off both. Shove 'em right down the middle, I say."

E.A. sniffed and Captain Tom said suavely, "You'll see Albert, - Won't he Bucky?"

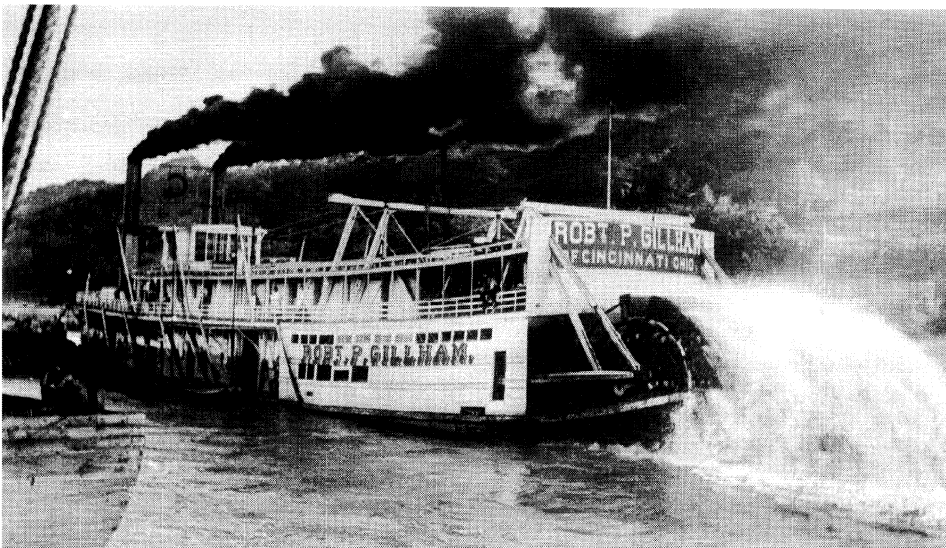
"Well," hedged Bucky, "I think Albert might be right; - and maybe you shouldn't favor either side. Like driving one of these danged automobiles --- stay in the middle of the road and you won't go thru any fences."

"Why, Charley," reproved Captain Tom, "You know the current tends to the West Virginia shore there. We'll lay well over above the coffer and when we get down to it we'll be set out and away from it. If it carries us too far we'll simply back the ROBERT and Albert will come ahead on the LANE and we'll keep the tow where we want it. And, we must keep in mind those wrecks of the BOAZ, too."

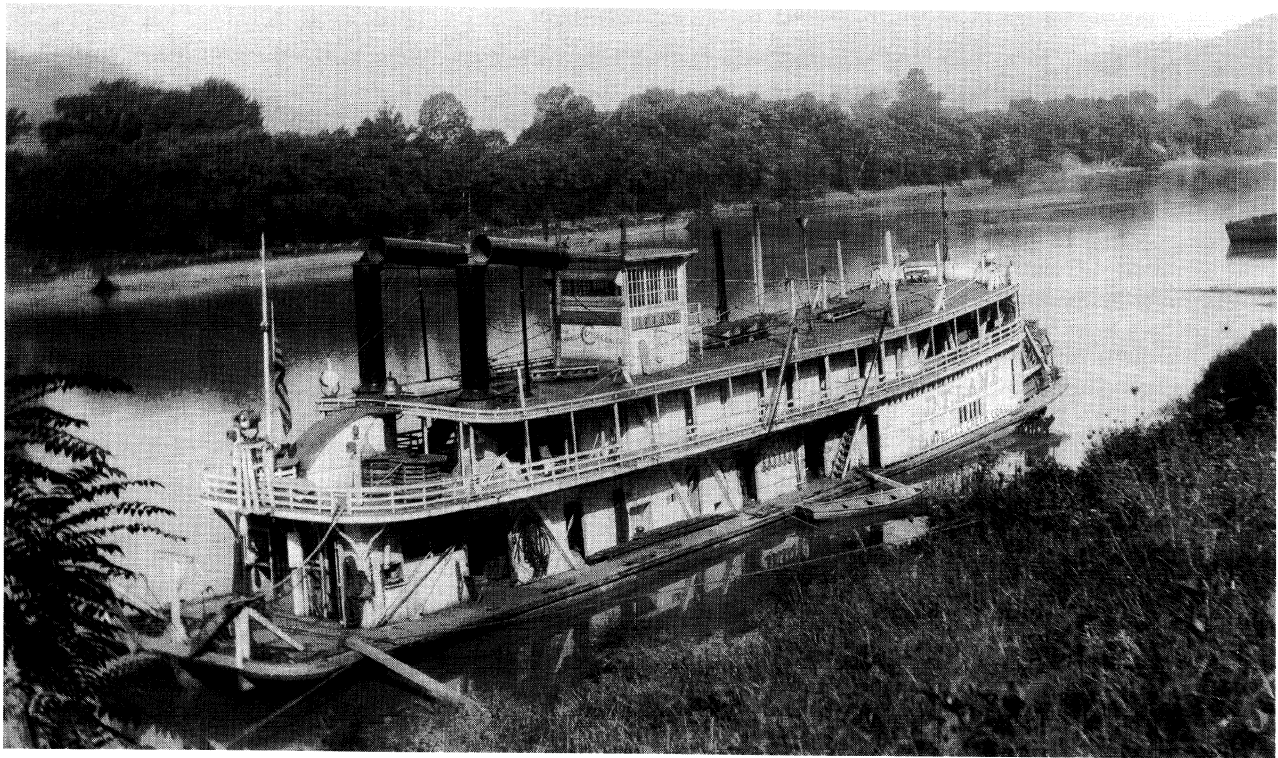
To me, a lowly cub-pilot, this was high adventure as I sat there in a corner with the two other Junior Officers, sons of Captain Tom and the Commodore. Maybe something would happen tomorrow. Maybe I would witness another river debacle.

Captain Al clambered to his feet and aimed a bulls-eye squirt at the spittoon. "And if the current don't set you off and you saddlebag the coffer, - what then? I don't like laying across the head of that tow and I go on record I'm against it."

"What record?" asked E.A. innocently.



The ROBERT P. GILLHAM was built at Parkersburg in 1901 with compound engines 14s, 24s - 7 ft. stroke. She was named for Col. R. P. Gillham of Cincinnati who started in the coal business at age 15. Renamed HENRY C. YEISER, JR. in 1925 when Campbell's Creek Coal Co. merged with Hatfield Coal. Capt. Tom Wright came out on the boat when new and was on her thereafter until accidentally shot on the wharf at Louisville in 1920.



Author Goold was learning the river as steersman on the D. T. LANE in 1912. She was built at Dana (now Port Amherst), WV in 1908 with engines 16s-5-1/2 ft. from the prior boat of the name. She was the bow-boat in our story and is shown here at the C.C.C.C landing in the Kanawha River at Pt. Pleasant in 1916. J. E. Goold photo.

Like his nickname, Albert waddled like a bear to the door, then turned. "Well, if it's all settled," he growled, "I'm goin' to get some sleep. Here goes the sacrificial goat."

There was silence for a moment or two and then E.A. remarked, as if to himself, "Never saw a goat make a jackass of himself before." With that the conference broke up.

I was excited. Hot dog! I did not want a disaster but just enough excitement to make it fun.

Sleep came slowly. I lay in my top bunk wide awake watching the GILLHAM across from us. Her main deck lights were gleaming but all was dark above except her stack signals. Our light plant on the LANE was throbbing away; vibrating and shaking everything aboard. The E. R ANDREWS and FLORENCE MARMET had horizontal auxiliary engines, coupled to their dynamos by long belts and these produced very little vibration. But the direct-connected power plants on most other boats would shake your teeth out, even though they were more efficient and took up less space. It was practically impossible to write when these light plants were operating. You felt sure that they would eventually shake the boat to pieces.

I watched the deck crew hooking up steam lines to siphons and tightening ratchets then I dropped off to sleep. Next thing I knew was being awakened by a jingling of bells and the usual noises of towboats getting under way. The GILLHAM was backing the tow out into the river and then the LANE cast loose and steamed slowly ahead to get out of the way. I leaped into my clothes like a quick-change artist.

It was no small trick getting out of the Kanawha River into the Ohio with a large tow. Quite a bit of maneuvering was usual to squeeze between fleets of barges, boats, bridge and ice piers, docks, etc. Slowly the tow gathered headway and slipped between that array. Four rows of barges, five abreast; two drivers behind them and the steamboat still farther back to make a fleet 130 feet by 850.

Out into the Ohio it slipped and, clearing the Point, the GILLHAM backed her stern up against the current and away went the whole mass downriver as the LANE rejoined and pushed alongside starboard driver. The lights of Pt. Pleasant twinkled astern. After a bite of breakfast Captain Al and I joined the others in the GILLHAM's pilothouse. The two fuel flats trailing in notch beside port driver were now pushed out halfway along the tow; to act as cushions, - E.A. said.

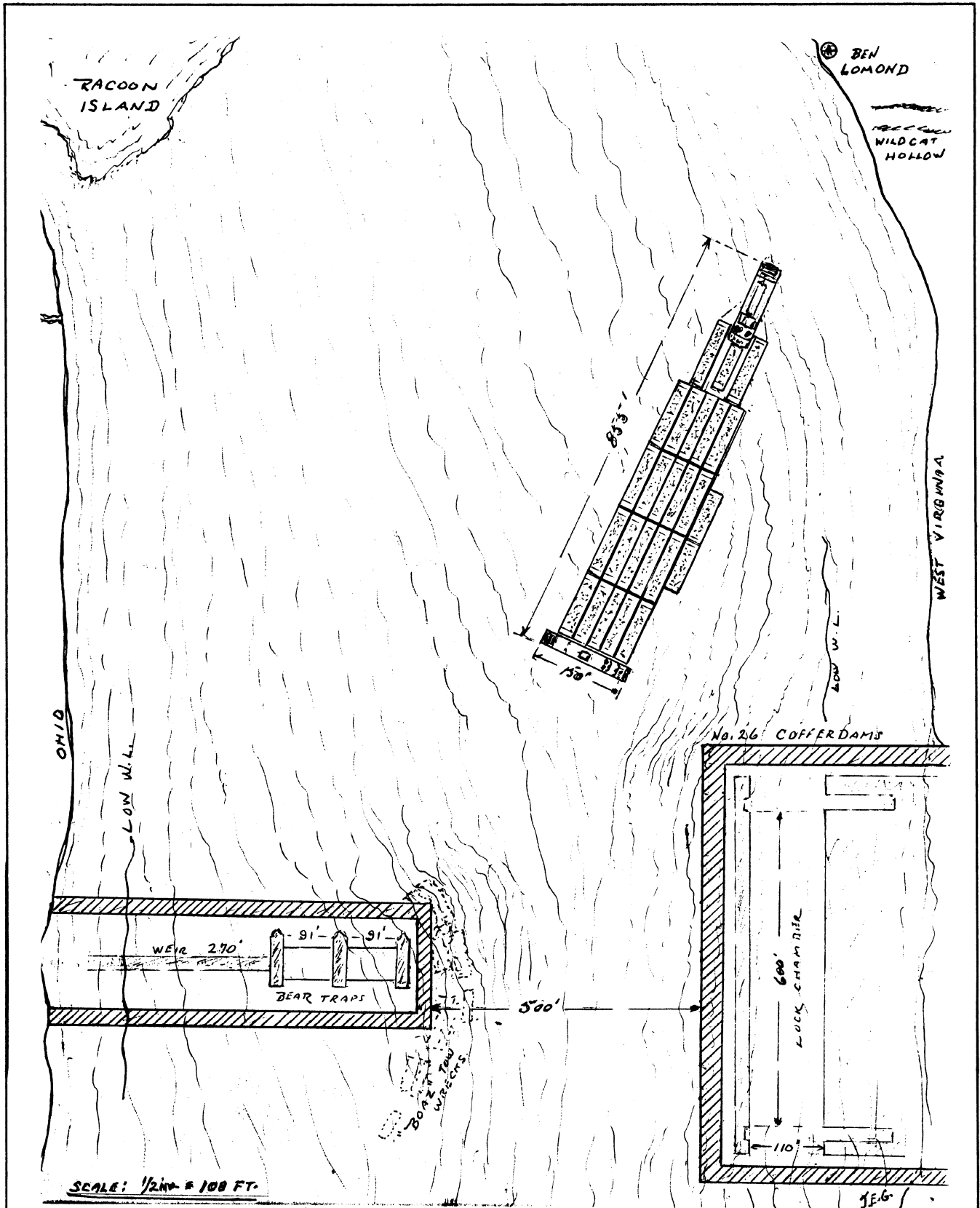
Gallipolis and Clipper Mills slid by. "Better get back to the LANE, Albert," said E.A., "and lash her across the head as we planned."

Albert started for the door grumbling, "All right Cap, but you know how I feel about it."

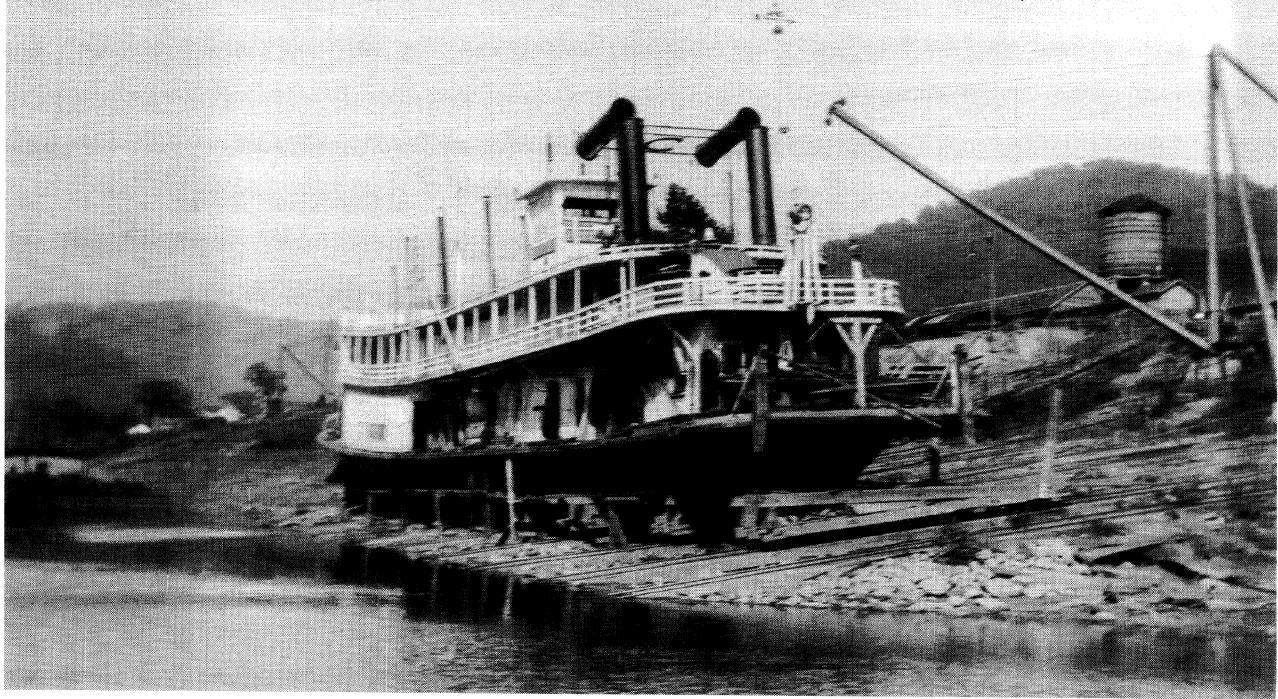
"Yes, yes, we know," answered E.A. testily. "You're on record and all that."

"And listen to me 'Cole," said Albert, wagging his finger at Charley King, "if I give three short toots, - you knock the steamboat loose quick or faster!"

"And don't forget, Albert," called Captain Tom as they went out, "one toot to come ahead, two toots to back and one toot to stop."



The situation at L&D No. 26 as the ROBERT P. GILLHAM approached from upstream. On left, barges lost from the BOAZ tow. Sketch by J. E. Gold.



The D. T. LANE is pulled out on the marine railway at the C.C.C.C. repair yard at Dana, WV (now Port Amherst), five miles above Charleston on the Kanawha River. The wooden hull has a model bow; towing knees are lightweight - wooden barges were towed - not pushed; gallows frame is unusual. J. E. Goold photo, July, 1915

The cofferdams were in plain sight now; the water just awash over them. The LANE was securely lashed in position and the stage was set. Now for the show. Mate George McGuffin had placed men with axes at strategic places on the tow, ready for anything. I had permission to stay on the GILLHAM and helped E.A.'s son Max set up a big plate camera, a la movie director D.W. Griffith, to snap the sequences. With all this something just had to happen.

The West Virginia cofferdam came steadily toward us on the port side, looking like a huge submarine just surfacing. The tow was at an angle to it and setting down, rapidly closing. Two columns of black smoke had been pouring up from the LANE'S stacks when, suddenly, a down draft caught them and sent down a cloud to the water's surface. It looked all the world as if Albert was figuring on knocking loose and making his getaway under a smoke screen.

Captain Tom was letting her float. E.A. had the fidgets and was clearing his throat occasionally. "Better start lifting her, Tommy. Better start lifting her!"

"Right you are, Pardner," he responded, spinning the big wheel hard down to starboard and ringing the backing bell. Half-head - then Full-head. Taking the strain on the stern lines the ROBERT backed bravely to lift the aft end of the tow against the current. Still, we settled down toward the cofferdam slantwise. We all held our breath; I did, anyway. We were lifting too slowly. Where was the heavy offsetting current the experts anticipated?

I thought to myself: "Surely if any tow ever got thru a bad place this one should. Five masters with pilot licenses, three steersmen, two first mates. There was well over a hundred years cumulative experience among them. Too many cooks, maybe?"

Captain Tom swore softly, "Come on, Dad-Bob-It; Come on!" Neither he nor E.A. used profanity, smoked, chewed, drank or gambled. Model rivermen. But when Captain Tom

said, "Dad-Bob-It" he could make it sound just like cusswords. If he said only, "Dad-Bob", that was mild swearing while, "Dad-Bob-It-All," was profanity and, "Shoot-Dad-Bob-My-Hide" was the vilest profanity of all, - actually obscene! But, he was one of my favorite people in spite of this. Albert Martin swore continually - and loved to do it before those two as he had no competition. Bear was blessed with all the vices.

A double gong sounded below in the engine-room. We would need all Harry's 210-plus and then some. "Can't Albert help?" E.A. queried nervously.

Bucky Morris was not averse to swearing when needed and replied, "Damn it all!" he shouted, "He can't come ahead or he'll push us right into the coffer; and if he backs he'd party kill our lift."

The GILLHAM was undulating up and down as her powerful compound engines rolled her wheel and backed the water under her and bubbled it out white and frothy from the port side. She was beginning to lift away from the on-rushing cofferdam. Captain Tom gave two wild blasts from the whistle and Albert, anticipating them, had the LANE backing hard.

Too late! The tow struck the cofferdam a glancing blow and there was a splintering, grinding crashing sound. My heart almost stopped. Here was the fun I wanted for sure.

"There go your cushions, Ed," cried Bucky, as the two flats were crushed and wiped off the tow. The two steamboats and the tow swept quickly between the cofferdams.

We all looked astern as we cleared the obstructions, at the two poor flats. They looked forlorn, like two wounded sheep deserted by flock and shepherd. Slowly they up-ended and sank; they, not Albert, were the sacrificial goats.

Everybody breathed normal again and I thought to myself, "This is really steamboating!"

WRITING AN EXHIBIT LABEL BECOMES COMPLICATED - WHEN THE EDITOR STRAYS TOO FAR AFIELD!

SETTING STEAM ENGINE VALVES THE MYSTERIOUS ENGINE INDICATOR

S&D recently transferred an Ashcroft Manufacturing Co. engine indicator to the Point Pleasant River Museum. The subject indicator had been recovered by Capt. Rossie Corbin, Frankfort, KY, in 1942 from the engine room of the wrecked towboat G. W. McBRIDE (T0870).

The McBRIDE had crumpled like an eggshell on a pier of the L&N Railroad Bridge at Cincinnati early on the morning of February 22 with a loss of sixteen lives. The indicator instrument in its sturdy wooden case had somehow survived the smashup and, from all evidence, had not been under water before Capt. Corbin retrieved it. A number of the crew - both lost and survivors - were from the tri-state area on the Upper Ohio and Pt. Pleasant seems a suitable resting place for the relic.

We have heard about "engine indicators" and "indicator cards" since early in our fascination of steamboats. But the use of this technique for analyzing a steam engine's condition and performance was always a mystery. The need to write a descriptive label for the indicator at the Pt. Pleasant River Museum caused us no end of study to try and understand the mysterious function of the beast.

In the early days of steamboating setting the cams to regulate the valves on an engine and judging its performance was done by measuring and adjusting cam rods and a laborious process of rolling the wheel, making reference marks and marking again. A detailed description of the method is found in, *Western River Steamboat Practice, A Library of Steam Engineering*, circa 1890, sent some years ago by Charles M. Dooley of Cincinnati. A sample of the instructions follows:

TO SET FULL-STROKE CAM (Rees Engine)

"This engine has but one full-stroke cam and no cut-off cam. The mechanism already described performs, in connection with one full-stroke cam, all the functions of a cut-off cam and two full-stroke cams. It is therefore necessary to set but one cam.

To begin with, place the engine on the forward dead center in the following

manner: Roll the wheel forward until the cross head comes to within a short distance of the end of the forward stroke, say one inch. Make a scribe mark on the cross head, continuing the mark onto the slide. While the engine is in this position, make a mark on the outer wheel circle by placing a straight edge on top of the main cylinder timber; then roll the wheel forward until the cross head completes the forward stroke and makes enough of the backward stroke to allow the mark on the cross head to come to the mark on the slide, etc. . ."

There is much more involved but you get the picture. "Engine Indicators" seem to have become common in steam engineering circles in the 1890-1900 period. The instrument from the McBRIDE is patented 1894 while other makers date between 1900 to 1912. The indicator could draw a picture for the engineer, - and its use was easier to understand than the convoluted instructions quoted above.

If we miss the mark in describing this jewel-like instrument and its performance the spirits of Ray Gill, Charlie Dietz, Skyjack Turner, Larry Ehringer and Charlie Harding - engineers all - will undoubtedly come knocking on some dark and stormy night. Here goes!

THE STEAM INDICATOR

Audels Gas Engine Manual, 1907-1908.

79. Indicators. In actual indicators, the pencil arm is attached to a system of levers which multiplies the motion of the piston, thus permitting the use of indicator cylinders whose pistons have a smaller range of motion. A rotatable drum carries a sheet of paper of appropriate size upon which the connected pencil may mark a representation of the internal pressure in the engine cylinder. This diagram will, of course, indicate the opening and closing of inlet and exhaust valves by graphical representation of the change in steam pressure inside the engine cylinder.

An internal spring within the drum rotates it in a direction opposite to that of the forward stroke of the engine piston, the spring being put into a state of tension - when the drum is rotated in the opposite direction - by means of a cord attached to the engine piston rod during the return stroke. The actuating cord is adjusted for

the length of piston stroke by pulleys (or bushings) so that the indicator is adaptable for engine piston strokes from inches to feet, a very compact and efficient mechanical arrangement useable in engines of varying sizes."

We have extracted various illustrations from the instruction booklets for Ashcroft, Crosby, Lippincott and Robertson-Thompson indicators. They all have the same basic system of operation, the rotating drum for the diagram being actuated mechanically by a length of high-tech cord attached to the piston rod (or another part with reciprocating motion) and an internal return spring. A pencil with suitable linkage to a spring-loaded piston traces the variations of cylinder internal pressure through the engine cycle.

The mysterious indicator and its cards is now revealed! These devices sold for about \$75-\$90 and were works of art in furniture-grade carrying cases.

Divers Search for Bodies of 16 Lost as Towboat Sinks in Ohio

The Marietta Times, February 23, 1942.

Cincinnati, Ohio, Feb. 23. Army divers went into the Ohio River today to recover the bodies of 16 persons who drowned when the towboat G. W. McBRIDE was crushed against a pier just before dawn Sunday.

The towboat may have been caught in the swift current. It turned sideways and splintered against the pier of the Louisville and Nashville Railroad bridge and the Kentucky state highway bridge, connecting Cincinnati and Newport, Ky. It sank almost instantly.

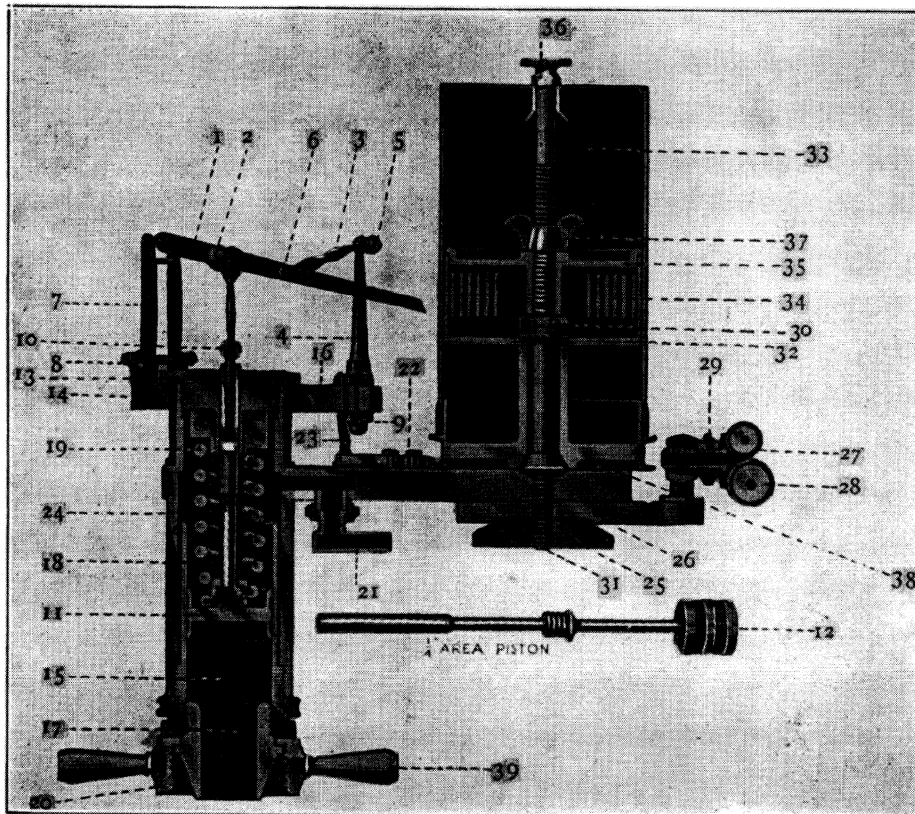
Five of the 21 aboard clung to the wreckage and were rescued. The victims included three women.

INVESTIGATION BEGINS

Investigation of the worst river-boat accident in the memory of river men here was started by the Ohio River Co. of Huntington, W.Va. which operated the boat, and government officials.

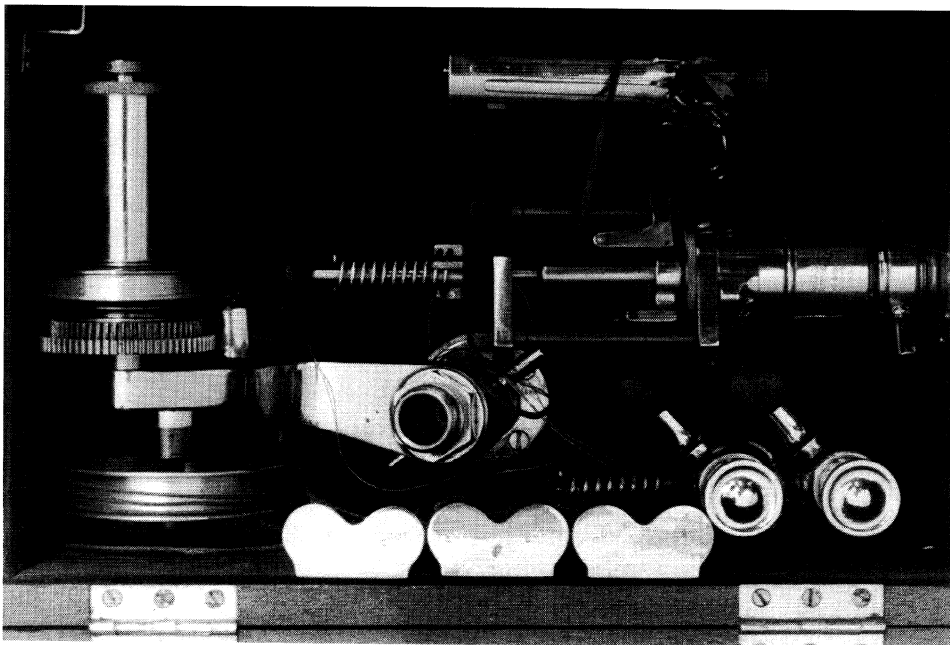
The McBRIDE had been towing four loaded coal barges. The river was swollen to the 29-foot stage and apparently the swift current sent the boat out of control. The McBRIDE was valued at \$100,000.

The towboat sank before Roy Edgington, the pilot, could give a full distress signal. Edgington died at his post.



Sectional view of the Improved Robertson-Thompson Indicator showing its different parts by numbers

- | | | |
|--------------------------------|----------------------------------|-------------------------|
| 1 Pencil Arm | 14 Movement Swivel | 27 Cord Pulley Frame |
| 2 Cup Head Screw | 15 $\frac{1}{2}$ " Area Cylinder | 28 " " Wheel |
| 3 Side Link | 16 Rubber Pencil Handle | 29 " " Lock Nut |
| 4 Movement Post | 17 $\frac{1}{4}$ " Area Cylinder | 30 Split Nut and Screw |
| 5 Top Post Screw | 18 Inner Jacketed Cylinder | 31 Drum Post |
| 6 Link Screw and Nut | 19 Pressure Spring | 32 Spring Case |
| 7 Back Link | 20 Cylinder Union | 33 Drum and Paper Clips |
| 8 Pivot Screw and Nut | 21 Cylinder Exhaust Elbow | 34 Drum Spring |
| 9 Post Nut | 22 Detent Pawl and Spring | 35 Spring Tension Plate |
| 10 Ball Joint | 23 Pencil Stop Post | 36 Top Nut |
| 11 $\frac{1}{2}$ " Area Piston | 24 Indicator Body | 37 Wing Nut |
| 12 $\frac{1}{4}$ " " " | 25 Bottom Nut | 38 Stop Screw |
| 13 Cylinder Cap | 26 Cord Pulley Stand | 39 Union Arms |



INDICATOR IN CASE

Far left, the gear set with pulley and cord to drive diagram drum.

Top center, diagram drum with pencil arm (gear set mounts to it)

Right center, the pressure cylinder and piston which activates the pencil arm; the spring for appropriate steam pressure is outside - above piston - or can be inside cylinder as shown above.

Three dumbbell-shaped objects lower edge hold piston springs for various steam pressure ranges.

Winged fittings permit mounting and set up by hand; no wrenches.

Manufacturer Crosby Steam Valve and Gage Co., Boston.

Steam Engine Diagram.

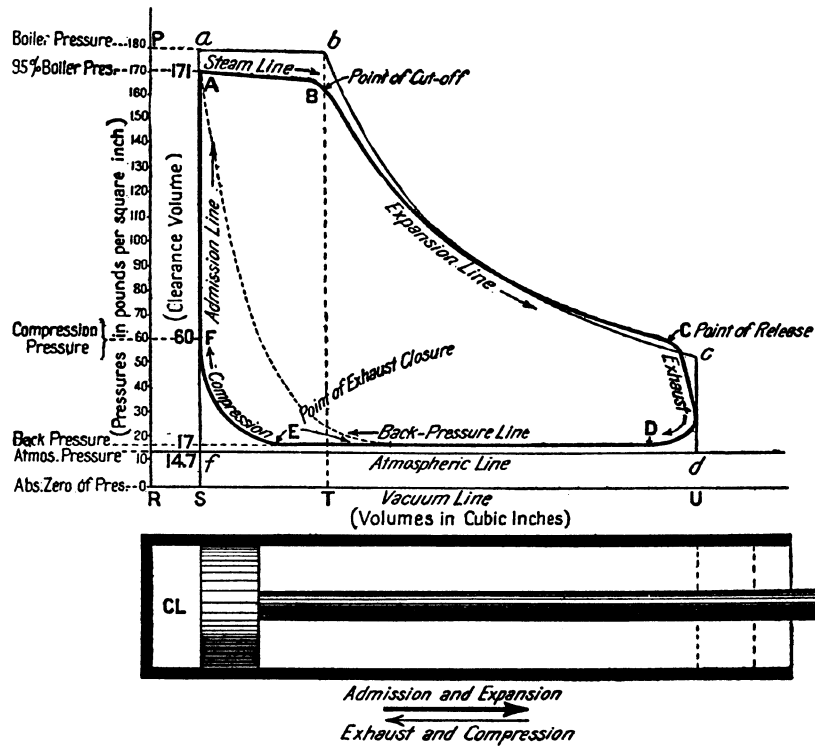
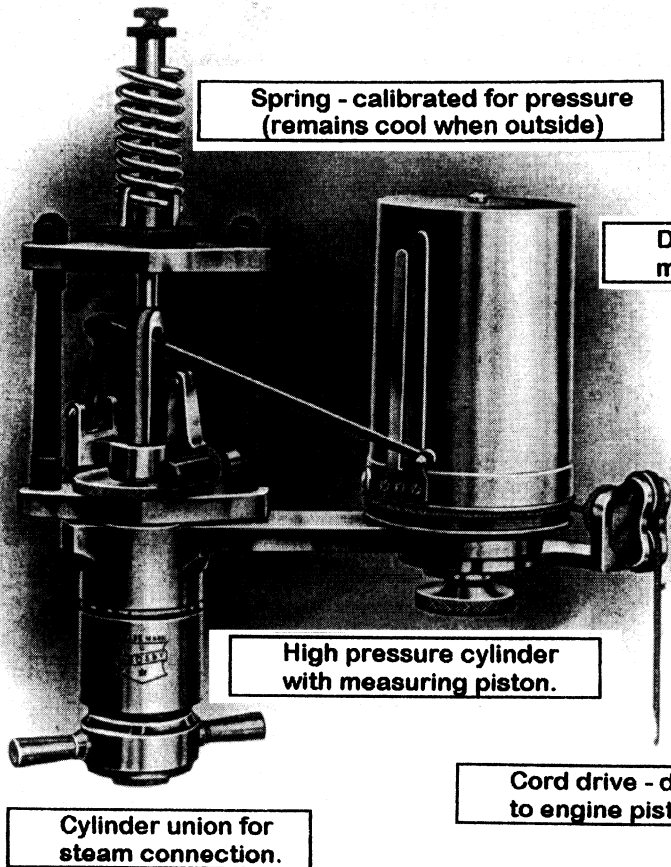


Fig. 20.—THEORETICAL DIAGRAM OF STEAM ENGINE
 (Paragraphs 80-88)



Spring - calibrated for pressure
 (remains cool when outside)

Diagram drum and
 marking point.

High pressure cylinder
 with measuring piston.

Cylinder union for
 steam connection.

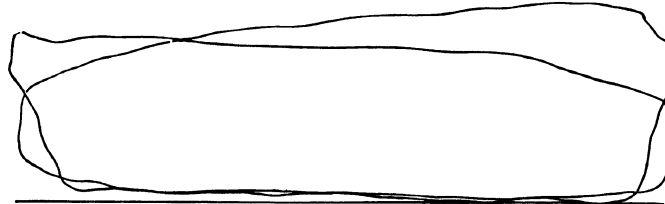
Cord drive - drum motion
 to engine piston.

CROSBY NEW INDICATOR, NO. 2 PATENTED

This instrument is a departure from the ordinary steam engine indicator. One difference is the location of the spring, which is of the same construction as used in the Crosby Standard Indicator. It has been removed from the inside of the cylinder near the piston to the outside where it will remain cool under all conditions.

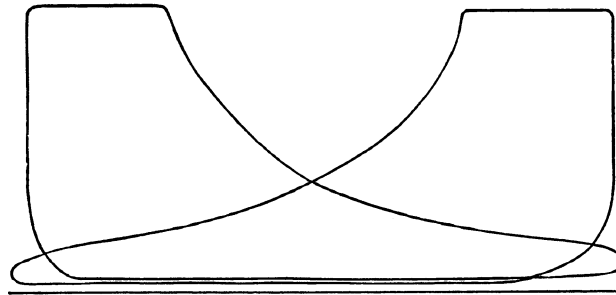
MANY STEAM USERS and owners of engines do not fully realize the importance of a steam-engine indicator. It is about the only way to determine whether the engine is working economically, developing full power for the amount of fuel consumed, and if not, just how to cause it to do so. We present two diagrams taken with the indicator, to more forcibly illustrate our remarks.

The engine from which card No. 1 was taken is very much out of adjustment, wasting power and steam, and not doing full duty.



No. 1

The diagram shows where the trouble may be found and it is an easy matter, by the use of the indicator, to adjust the valves to procure a card like No. 2, showing the engine is nicely adjusted, well balanced and doing its work properly.



No. 2

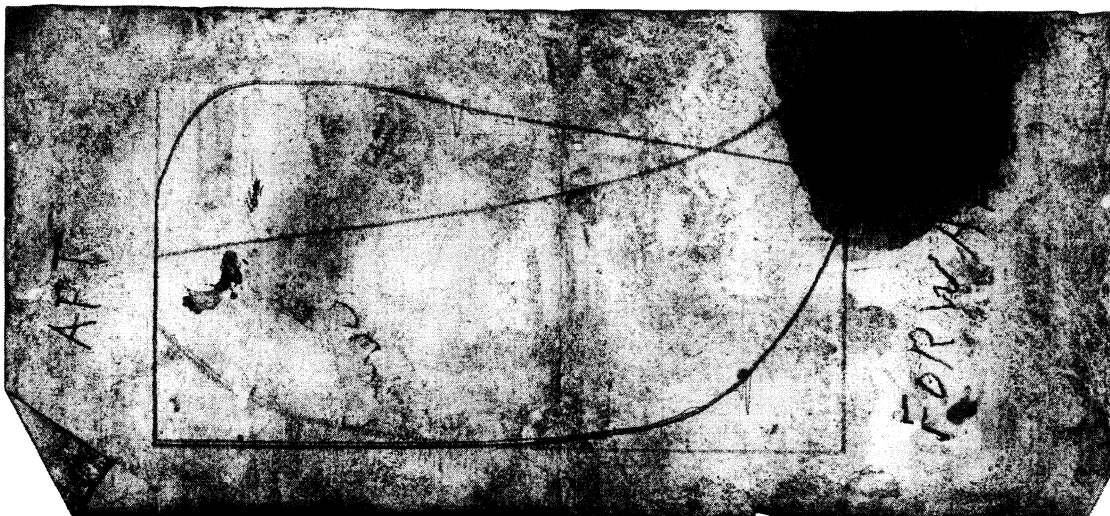
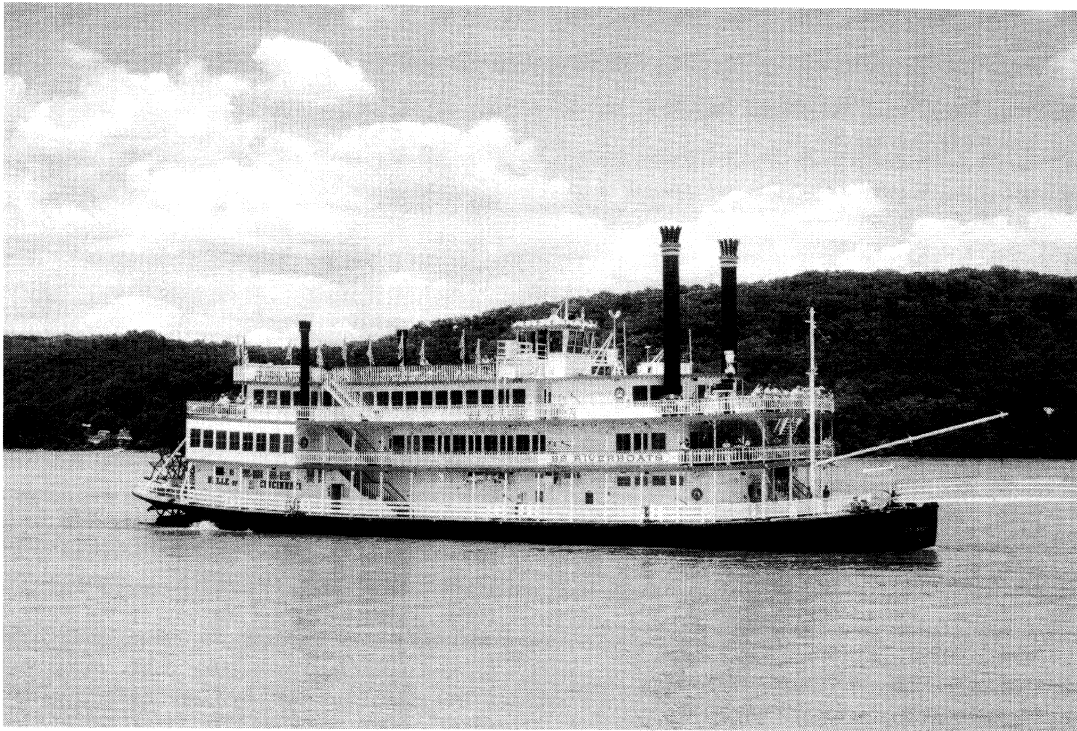


Diagram found in the G. W. McBRIDE Ashcroft indicator case.
Notation for "Aft" and "Forward" end of the cylinder. Good?



IT WAS 1991 WHEN THIS BEAUTY MADE THE SCENE AS THE EMERALD LADY.

LEGAL GAMBLING HIT THE CONSERVATIVE MIDWEST ON APRIL 1, 1991 AFTER SLOT MACHINES AND GAMES OF CHANCE WERE GIVEN VIRTUE IN IOWA. "RIVERBOAT GAMBLING" WAS REALLY AMERICANA. THREE VERY SIMILAR BOATS - EMERALD LADY, DIAMOND LADY AND PAR-A-DICE - WERE DESIGNED BY JOHN GILBERT AND ASSOCIATES TO MEET THE NEW GAMBLING LAW THAT STIPULATED THE BOATS MUST CRUISE WHEN CUSTOMERS WERE BEING FLEECE.

DIAMOND AND EMERALD WERE 201x49.5 FT., THREE DIESEL ENGINES, TOTAL 2,010 HP. AND PAR-A-DICE WAS 228x49.5 FT. WITH THE SAME POWER. THE RESTRICTIVE GAMING LAWS SOON WERE RELAXED AND BOATS LIKE THESE REPLACED BY HUGE FLOATING CASINOS WITHOUT MOTIVE POWER. THE THREE GILBERT BOATS WOULD SEEM IDEAL FOR CRUISING BUT ONLY THE EMERALD LADY HAS MADE THE TRANSITION, - NOW THE BELLE OF CINCINNATI OWNED BY BB RIVERBOATS, INC., COVINGTON, KY.

AUGUSTA, KY, 6/27/04. PHOTO BY W. R. SMITH.

MISSISSIPPI RIBBER RIBBON MAPS

BY BOB MULLEN

The Golden Eagle River Museum, St. Louis publishes a bi-monthly newsletter called THE PADDLEWHEEL. Often we find articles of general historical interest in The Paddlewheel which we bring to our readers and the following on ribbon maps is a prime example. (We let stand The Editor's typo in the title, - Mr. Mullen did not write in dialect. Ed.)

From "The Paddlewheel, No. 209, Jan.-Feb. 2003.

Imagine a map of the Mississippi River that shows all of the cities and towns along the river and all of the landings where a steamboat might stop. Make the map about three inches wide and in one continuous strip showing the entire river from the Gulf of Mexico to its source Lake Itaska, Minnesota. If you imagined correctly, you would come up with a map that is about eleven feet in length, like a long streamer or ribbon. Now, roll up the map to a couple of inches in diameter and put into a cylindrical container that can easily fit into your pocket

Such a map does exist. In 1866, Myron Coloney and Sidney B. Fairchild patented and published a map like this in St. Louis. The map, called a "ribbon map," was sold commercially in St. Louis and along the river for a number of years. The maps were housed in a wooden cylinder with a rounded wooden cap at each end. On the side, a slot was cut where the map could be pulled out for viewing. When done studying the map, a crank at one end of the cylinder was turned to wind the map back inside its case. A wooden strip was glued to the end of the map remaining outside the slot to give people a way to grasp it when pulling the map out of its case. The patent granted the inventors was, ". for the idea or design of maps upon strips of any material," as stated on the map itself.

These maps showed considerable detail, but could never be used by a steamboat pilot for serious navigation. The river was much too complicated with islands, tricky bends, wing dams, and other obstacles to fit on a map like this. The ribbon map must have been made for the tourist or other traveler on the river who had enough expendable money to pay for such a souvenir. While the boat's pilot had a detailed map to follow (often only in his memory), these ribbon maps served the traveler with a way to keep track of the boat's progress on a long trip. It even pointed out a few points of interest in 1866, - like the place General Johnson was killed near New Carthage, Louisiana four years earlier during the Civil War. A notice in the July 10, 1866 "Missouri Republican" stated, "To the traveler it will be an exciting guide and companion, and will furnish him with more information at a glance than he can secure from a constant questioning of the officers of the boat. .to say nothing of avoiding a short answer from, or an immensity of annoyance to, these monarchs of our Mississippi palaces."

Only a handful of ribbon maps exist today, scattered in museums across the country. The Smithsonian has one, as do several smaller museums and libraries. Locally, the Missouri Historical Society (MHS) owns three Mississippi River ribbon maps. One of them was owned by a pilot of the Wiggins Ferry and was signed by him on the back, James Vandervoort. MHS has two of the maps in wooden cylinders and another

that shows the same ribbon map printed in parallel sections on a single page from a book, Descriptive Gazetteer & Commercial Directory of the Mississippi River, by Richard Edwards. This map, also by Coloney and Fairchild, is nearly identical to the long ribbon version except for its format, though it shows fewer details. It is the easier of the two forms for us to look at today, as the long ribbon maps are now fragile and cannot handle frequent use any more.

Another similar map is currently on exhibit at MHS. This map is much larger, about eight inches wide, and has all of the detail a riverboat pilot would need. Housed in a larger wooden box with a glass window, the map winds from a roll on one side of the box to a roll on the opposite side, with the part of the river you need showing through the window. The map currently on view only shows an area some 30-40 miles north and south of St. Louis. However, a drawer under the scroll in the wooden box contains additional maps of other parts of the river. They can replace the map in use when traveling on a different part of the river. This larger style of the ribbon map is more recent than the smaller version in the wooden cylinder; it was drawn and used by Capt. Tom Posey of the Streckfus Line Steamers about 1915.

Coloney and Fairchild's ribbon map must have been popular. According to a September 18, 1866 advertisement in the "Missouri Republican," the first run of 10,000 had sold out and a second edition was expected shortly. Another notice in the "Missouri Republican" stated that an additional run had been ordered and would soon be available. In the 140 years since the ribbon map appeared, nearly every one of them has disappeared, but the few that remain are strong evidence of how the demand for souvenirs, as early as 1866, inspired two entrepreneurs to create a product to fill that need.

* * *

HISTORY OF THE GOLDEN EAGLE CLUB

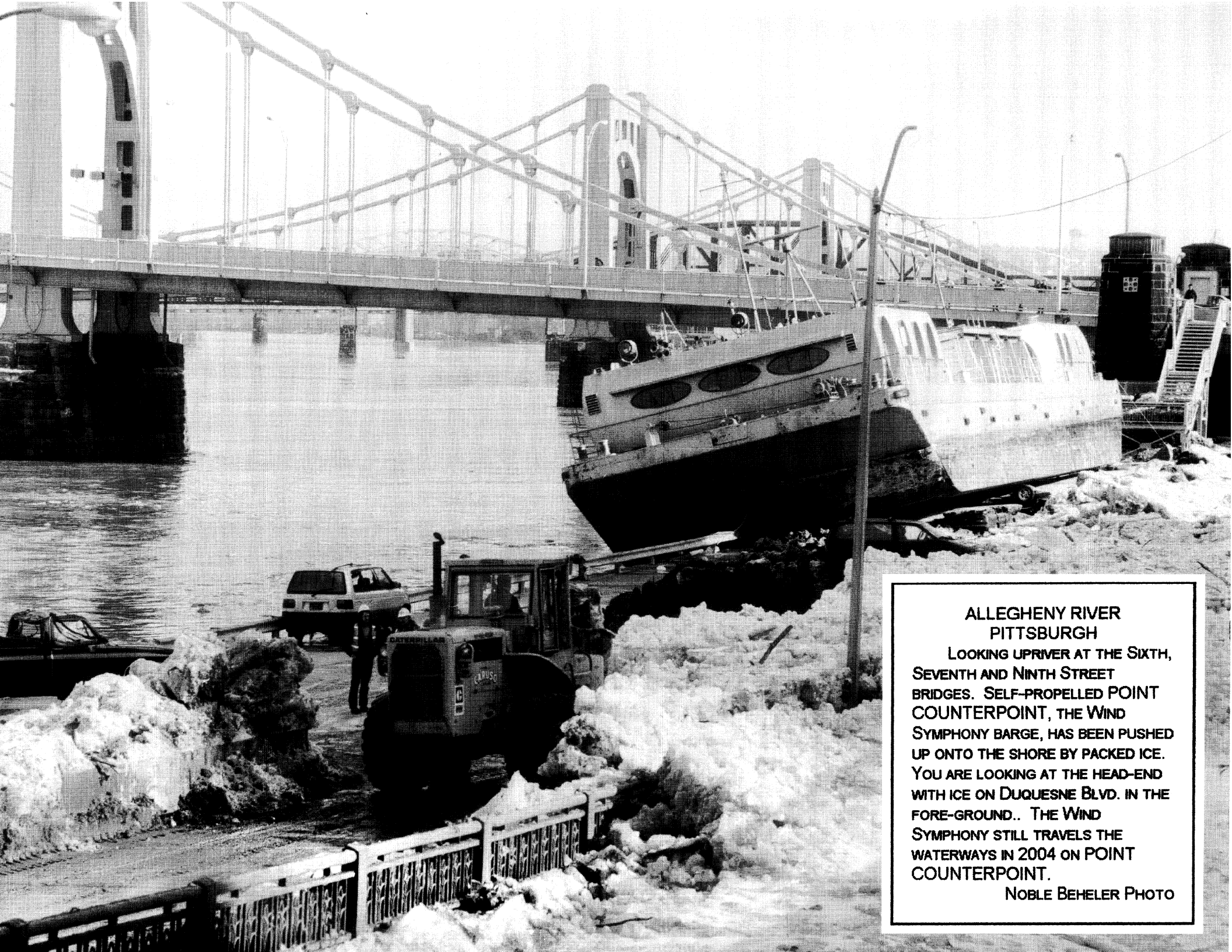
by President William J. Shive

The Golden Eagle Club was organized in 1942 to perpetuate the memory of the GOLDEN EAGLE packet steamer, - and you had to have ridden it to become a member. Jim Swift was one of the original members. Many years later, the membership requirement was changed to, ". have a river interest."

The steamer GOLDEN EAGLE (2366) was idle during World War II and brought to life in 1946 and ran a full season on the Ohio, Tennessee and Mississippi rivers, including to New Orleans, Louisiana. It was taken over in 1947 by St. Louis Shipbuilding and Steel Company, which did more refurbishing. On its first trip of that year, May 17, evidently a rudder hit a rock, and she took a shear to the bank at Tower Rock near Grand Tower, Illinois. All passengers got off safely, but only the pilothouse was saved. It is now in the possession of the Missouri Historical Society.

Through the years, the members collected GOLDEN EAGLE and other river memorabilia, including pilot wheels, boat models, photographs, original riverboat bells, anchors, steam whistles, tableware and other equipment.

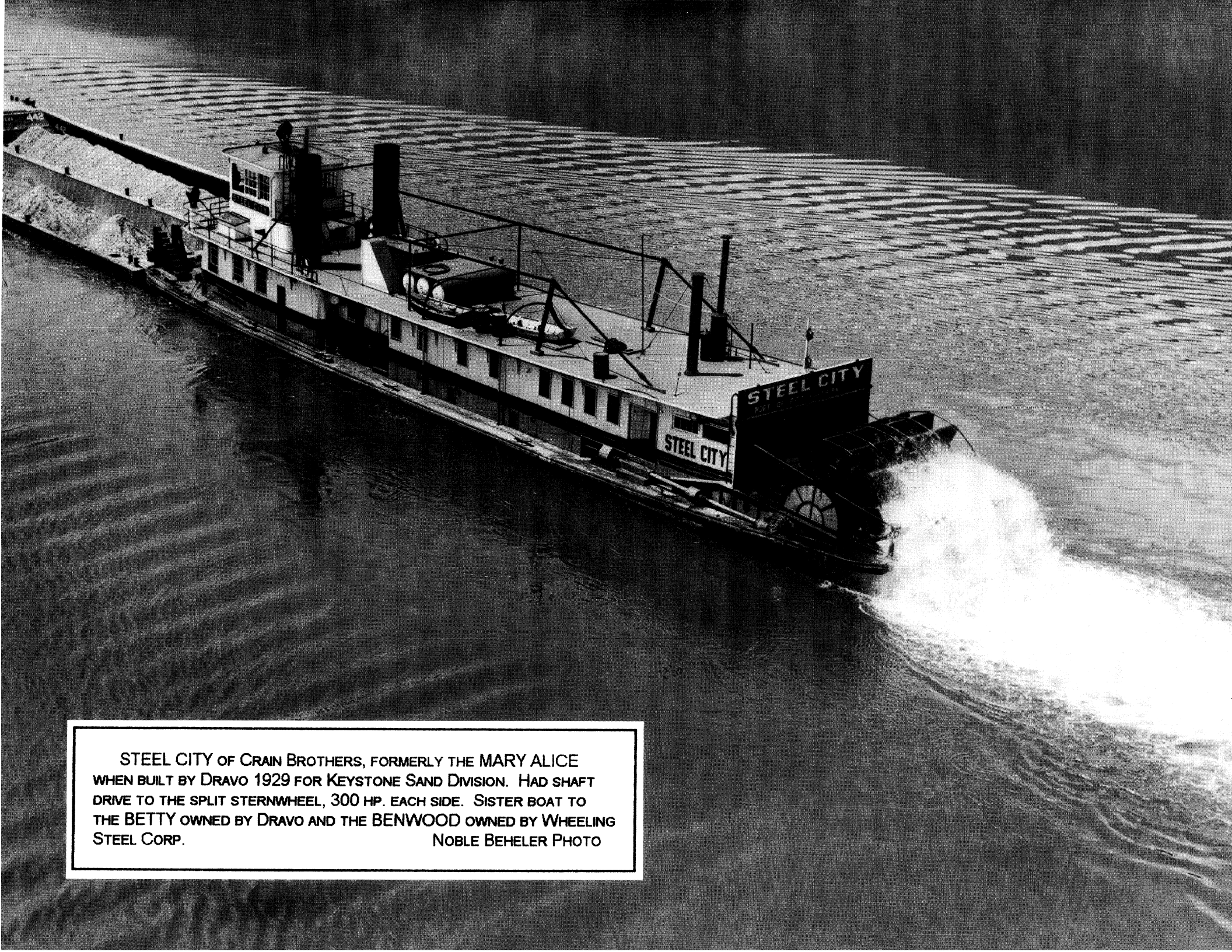
In 1974, Bee Tree Park officials wanted someone to occupy their vacant Nims Mansion. The Club offered and was accepted. At that time, the Club was incorporated as a not-for-profit corporation as the Golden Eagle River Museum, Inc. The Museum is open 1-5 p.m. Friday, Saturday and Sunday, May 1 through Labor Day, and 1-5 p. m. in September and October.



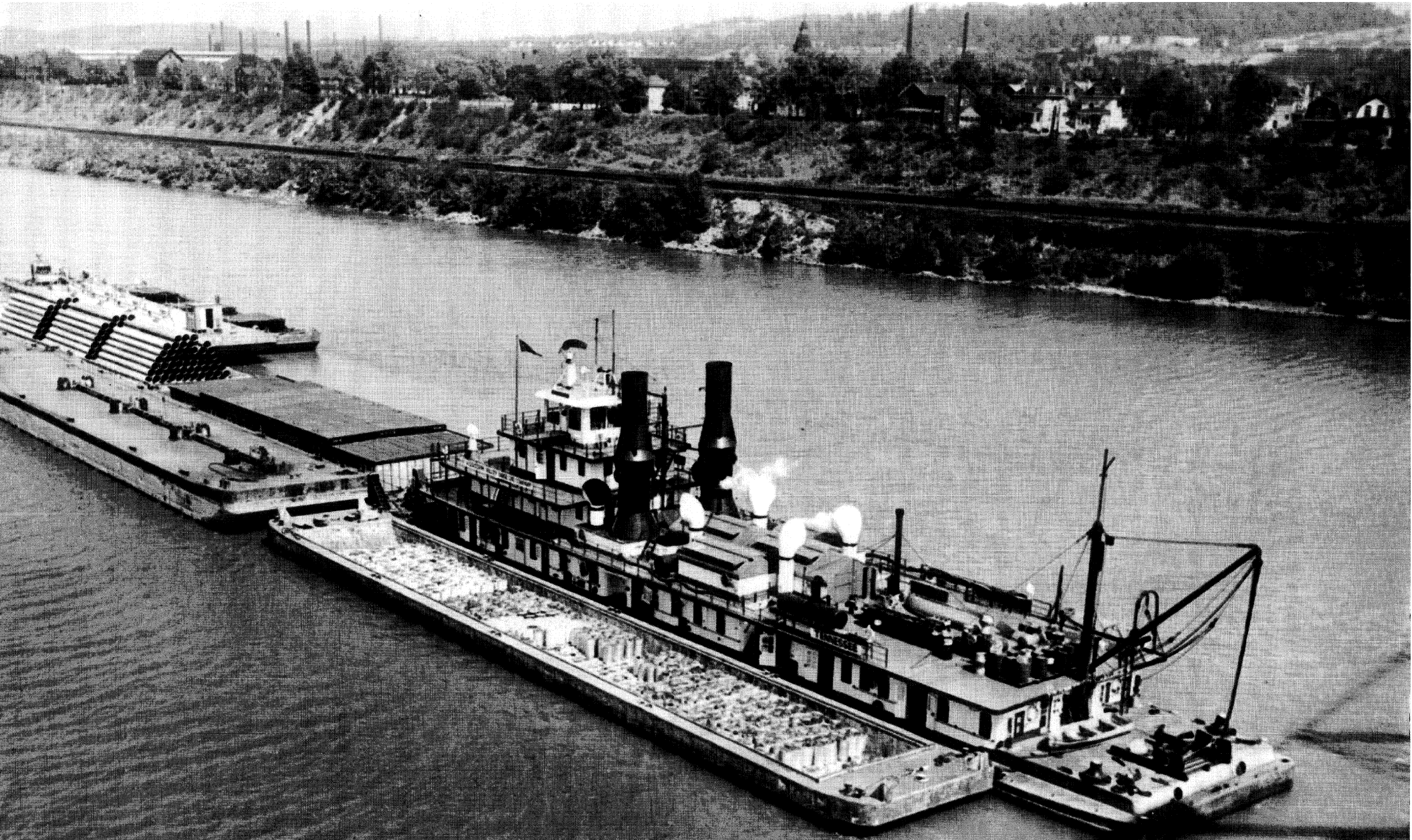
**ALLEGHENY RIVER
PITTSBURGH**

LOOKING UPRIVER AT THE SIXTH,
SEVENTH AND NINTH STREET
BRIDGES. SELF-PROPELLED POINT
COUNTERPOINT, THE WIND
SYMPHONY BARGE, HAS BEEN PUSHED
UP ONTO THE SHORE BY PACKED ICE.
YOU ARE LOOKING AT THE HEAD-END
WITH ICE ON DUQUESNE BLVD. IN THE
FORE-GROUND.. THE WIND
SYMPHONY STILL TRAVELS THE
WATERWAYS IN 2004 ON POINT
COUNTERPOINT.

NOBLE BEHLER PHOTO



STEEL CITY OF CRAIN BROTHERS, FORMERLY THE MARY ALICE
WHEN BUILT BY DRAVO 1929 FOR KEYSTONE SAND DIVISION. HAD SHAFT
DRIVE TO THE SPLIT STERNWHEEL, 300 HP. EACH SIDE. SISTER BOAT TO
THE BETTY OWNED BY DRAVO AND THE BENWOOD OWNED BY WHEELING
STEEL CORP.
NOBLE BEHELER PHOTO



TENNESSEE (T2401), 191x40.6x8 FT., BUILT BY DRAVO 1930 FOR THE MISSISSIPPI VALLEY BARGE LINE, SKINNER UNIFLOW, THREE CYLINDER STEAM ENGINES RATED 2,700 HP., TWIN PROP. SHE IS DOWN-BOUND AT THE AMBRIDGE, (PA) BRIDGE, MILE 17 OHIO RIVER. THE SPIRE OF THE CHURCH AT ECONOMY SHOWS ABOVE THE TREES, UPPER CENTER.

NOBLE BEHELER PHOTO

- **BOOK REVIEW** -**BEATTY'S NAVY**

This is an important river book that strikes readers in different ways. Capt. Alan Bates reviewed it in our December, 2003 issue and here we present a somewhat different reaction by Fred Rutter. Both reviewers make us want to read about the life and times of the sometimes swashbuckling John Beatty!

Barbara Huffman, resident of Lamb, Indiana, located across the Ohio River from Carrollton, Kentucky, has published a new book recounting the life of captain John L. Beatty, titled "Beatty's Navy."

John Beatty was a well-known figure along the Ohio River for some of his headline-grabbing salvage and recovery efforts, as well as for two steamboats that he converted into floating restaurants in Cincinnati. Elsie (Claire E.) Beatty, John's second wife, was equally well known in the Cincinnati area for her business and media savvy. What is less appreciated was Elsie's complete immersion in the various Beatty business concerns, often collectively referred to as "Beatty's Navy."

The overlapping nature of the salvage operations, time span of their legal battles, other business ventures and the restaurant problems make it difficult to have a smooth chronology of the Beatty affairs put down in a concise, reader friendly manner. Some prior knowledge of the Beatty family history certainly helps.

The book recounts the complexity of John and Elsie's business affairs, often in excruciating detail. The casual reader may get overwhelmed by the multitude of names, dates, disjointed timelines and the futility of the many legal and personal battles. With regard to their legal woes, it would appear that few of the court cases ended up being very beneficial, unless it was to the Beatty pride. The tale is illuminating of the nature of the river salvage business as well as a marital and business partnership that endeavored to make their enterprises, and John Beatty himself, seem bigger than life. With all they had going on, it is amazing they could keep it all straight, let alone make any money, but make money they apparently did. Unfortunately, the Beattys also lost a lot of money - and business - as a result of their frequently acrimonious relationships with those who were perceived to have sullied the Beatty myth.

The book quickly winds down with the death of Elsie, and ends abruptly with John succumbing to Alzheimer disease five years later in 1994. Following the minute detail of their lives, a more revealing epilogue as to what happened to the famous empire known as "Beatty's Navy" (other than the fact the salvage fleet lies at the bottom of the Ohio River below Maysville, Kentucky) would have been appreciated by this reader.

Together, John and Elsie Beatty cut a wide swath through the Ohio Valley. No one who met or dealt with them came away with a neutral opinion. It is fitting their story has finally been put to paper, warts and all.

Beatty's Navy: The Life & Times of Capt. John L & Claire E. Beatty by Barbara Huffman is paperbound, 439 pages, including extensive bibliography, index, and glossary and illustrated with 19 pages of photos.

Published by:

Spencil Hill Publishing Co.,
11 Ashland Cove Road,
Vevay, Indiana 47043

Priced \$26.95 plus \$5.00 for mailing.

Reviewed by Fred Rutter

TIMES PAST

FROM THE *MARIETTA TIMES*

December 17, 1929

The SENATOR CORDILL passed Marietta with the largest cargo of Christmas turkeys, chickens, ducks, geese, calves and pigs she ever carried to the Christmas market at Pittsburgh.

December 18, 1929

Eppie Pfaf's home-made fruit cake is being sent to Sewickley, Pa., this Christmas season as it has been the past ten years.

Norman F. Thom, of Beverly, showboat man and actor often termed "The John Drew of the River" has signed a contract with the Belmont Theater in New York for an eight-week engagement.

June 19, 1954

The famous Dan Heekin collection of steamboats whistles arrived in Marietta today and will be on display at the Ohio River Museum. The whistles date back to the early days of river traffic.

August 18, 1954

During July, Campus Martius Museum attracted 10,000 visitors from 36 states, Germany, Ukraine, Ontario and Brazil, according to Mrs. Edith Reiter, Curator.

KING & QUEEN OF THE RIVER

Fourth Edition

Demand for this history of the DELTA QUEEN and DELTA KING has led Stan Garvey to order a fourth printing of his popular book. The third printing - some three years ago - seemed like the DQ/DK story was complete and settled history but then the grandiose endeavor called American Classis Voyages went bankrupt. Another chapter of the DQ history followed.

Author Garvey has now brought the history up to 2004 and pleads for no more bankruptcies. Seventeen pages have been revised and a new page added to mention the demise of American Classic Voyages and to give an overview of the Delaware North, Inc. ownership of the Delta Queen Steamboat Co. The control of the company for twenty years by the partners Sam Zell and Bob Lurie and then various trusts is expanded on page 238.

King and Queen of the River, soft bound, 274 pages, lavishly illustrated, index and bibliography is available from:

River Heritage Press

P.O. Box 7441

Menlo Park, CA 94026

\$15.95 plus \$3.50 shipping for one book plus \$1 for each additional. Credit card orders, call 1-800-852-4890

- **PASSAGES** -

MARGA E. FINGER

Marga Finger, 101, of Shrewsbury, MO died April 27, 2004. She was born December 23, 1903 and with her husband Wilbur Finger was long active in the Golden Eagle Club and the Golden Eagle Museum in Bee Tree Park, St. Louis.

Marga was an enthusiastic steamboat fan and was a passenger on the GOLDEN EAGLE (2366) when the boat sank and was lost on Tower Island, Upper Mississippi River on May 17, 1947. The Golden Eagle Club was founded in 1942 and in 1982 Wilbur Finger was president and his wife Marga vice president. Marga also served on the Board of Directors and volunteered at the Golden Eagle Museum.

She and her late husband were long-time members of S&D.

Our thanks to Margaret Buel, Collinsville, IL for a copy of the obituary.

- S&D CHAPTERS -

OHIO & KANAWHA RIVERS

Meeting was cancelled for June because of Mason County Library activities and other impediments. There was some suspicion that Clerk Bupp had misplaced the treasury cigar box and, therefore, the treasurer's report would have been inexact.

Also, many members had attended the gala Grand Opening of the Pt. Pleasant River Museum on May 1 as reported in our June issue (see June, page 5). This was a "program" hard to top and a real achievement for the town and the Chapter.

The S&D annual meeting will have a Kanawha River flavor and the O.K. Chapter's fall meeting in November is on the schedule, - 2nd Sunday afternoon..

MIDDLE OHIO RIVER CHAPTER

The Holiday Inn above the Ohio River Bridge at Gallipolis, Ohio was the scene for the summer meeting of the Traveling MOR Chapter. The faithful gathered at the Inn the evening of July 16 for the usual informal get together. Your reporter, however, did not arrive until about noon on Saturday, July 17 so cannot provide a more detailed report of the evening's activities. Suffice to say that the Gallia County Sheriff's blotter reported no calls to the Holiday Inn.

After the laggards arrived, there were 50 members and guests registered for the meeting, one of the largest turnouts in memory. Many had come from considerable distance including Forrest and Lillian Smith from Colorado with mother Helen Prater in tow and the Florida branch of the Praters - Dick and Nancy - also there. Jim and Judy Schenk had a fair hike from Nashville too.

On Saturday morning there was exploration of several local attractions. Fort Randolph is an impressive replica 18th century stockade with blockhouses on the east side of Pt. Pleasant. The Madison Coal and Supply Co. had the museum boat W. P. SNYDER JR. out on its dry-dock at Henderson, across the Kanawha from Pt. Pleasant. The yard was closed to visitors but it was possible to get a view of the sternwheeler from the parking lot.

The boat's hull was being inspected in connection with a comprehensive survey undertaken by the Ohio Historical Society.

The inspection showed the hull to be in reasonably good shape for its age and after painting, the SNYDER was towed back to its landing in the Muskingum at Marietta. The centerpiece of the Ohio River Museum was again open to visitors the weekend of July 23-24.

The Pt. Pleasant River Museum was the focus of exploration on Saturday afternoon. The collection continues to expand and many remarked on the tasteful display arrangements, the excellent labeling of exhibits and the overall appeal of the building. The physical layout of the museum is now complete including the newly installed elevator. We understood that a new meeting room is to be built behind the office area.

Director Jack Fowler had some surprises in store for those who had visited the museum earlier. A number of large patterns from the Marietta Manufacturing Co., shops had been contributed by Eddie Bosworth. These included a large propeller hub and blade, patterns for boat and barge bits, capstan gears, etc.

Then Jack proceeded to sound the three-chime whistle from the U.S. MISSISSIPPI (3977), now the Becky Thatcher showboat/restaurant at Marietta. The deep tones of a landing salute easily stopped conversation throughout the building. The surprise was that the air discharge from a Shop-Vac was the source of the power and the result was astonishingly realistic. Heretofore, we had thought in terms of compressors, storage tanks and 125 psi. pressures being required for sounding boat whistles. Some tuning of the chimes was necessary, according to Mr. Fowler, but the resulting sound was outstanding!

The "Calliope King of the World," Myron Duffield of Middleport, Ohio is credited with originating this whistle-blow technique. As soon as we can raise the price of a new Shop-Vac we'll try and duplicate The King's methods. Several MOR members were seen heading for the nearest hardware store as soon as Jack's amazing whistle demonstration faded into echoes.

A fine buffet dinner was served at the motel at 6:30. Jack Fowler was the speaker and presented an illustrated discussion of how to build a river museum. The effort in Pt. Pleasant was truly from scratch, the first job being the removal of 75 years of pigeon guano from the attic of

the old store building. The museum was able to get some Federal and State grants to help with construction but these brought the problems of dealing with the government mandates. An example: The required electrical service was large enough to run a small town and had to be bypassed at additional expense rather than simply traded in for one of reasonable size. It is evident that Jack Fowler is persuasive and also an excellent scrounger.

It was a fast moving program that included the setbacks as well as the triumphs in building a River Museum. The next effort will be to build an endowment to provide continuing supplementary funding for museum operations. To this end, Life Memberships in the Pt. Pleasant River Museum are offered for contributions of \$100. A copy of Capt. Charlie Stone's hardbound book The History of the Marietta Manufacturing Co. as a reward. (River Museum Foundation, Inc., P.O. Box 411, Pt. Pleasant, WV 25550)

President Rick Kesterman admitted that the OK Chapter has moved ahead of the MOR with the river museum and offered congratulations. The MOR will journey down to Chattanooga on October 15,16,17 for its fall meeting. All S&Ders are welcome; contact Secretary M'Lissa Kesterman, 3118 Pershing Ct., Cincinnati, OH 45211 to receive the meeting mailing.

- BACK COVER -

On the morning of Friday, July 2, 2004 the W. P. SNYDER JR. was pulled from her comfortable berth in the Muskingum River at Marietta and towed down the Henderson, WV for a hull inspection. The sternwheeler LADY LOIS is at the head working the SNYDER out from the landing to pass under the Washington Street bridge. The prop towboat SHIRLEY, unseen to the left, assisted.

Under the tender care of Madison Coal & Supply Co. crews, the SNYDER made the trip to Henderson, WV and the dry-dock without incident. The hull was cleaned and examined, painted and the SNYDER was back at her landing on July 24. The hull inspection was part of a comprehensive survey of the historic towboat for the guidance of the Ohio Historical Society to assure her continued preservation.

