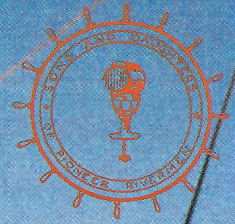


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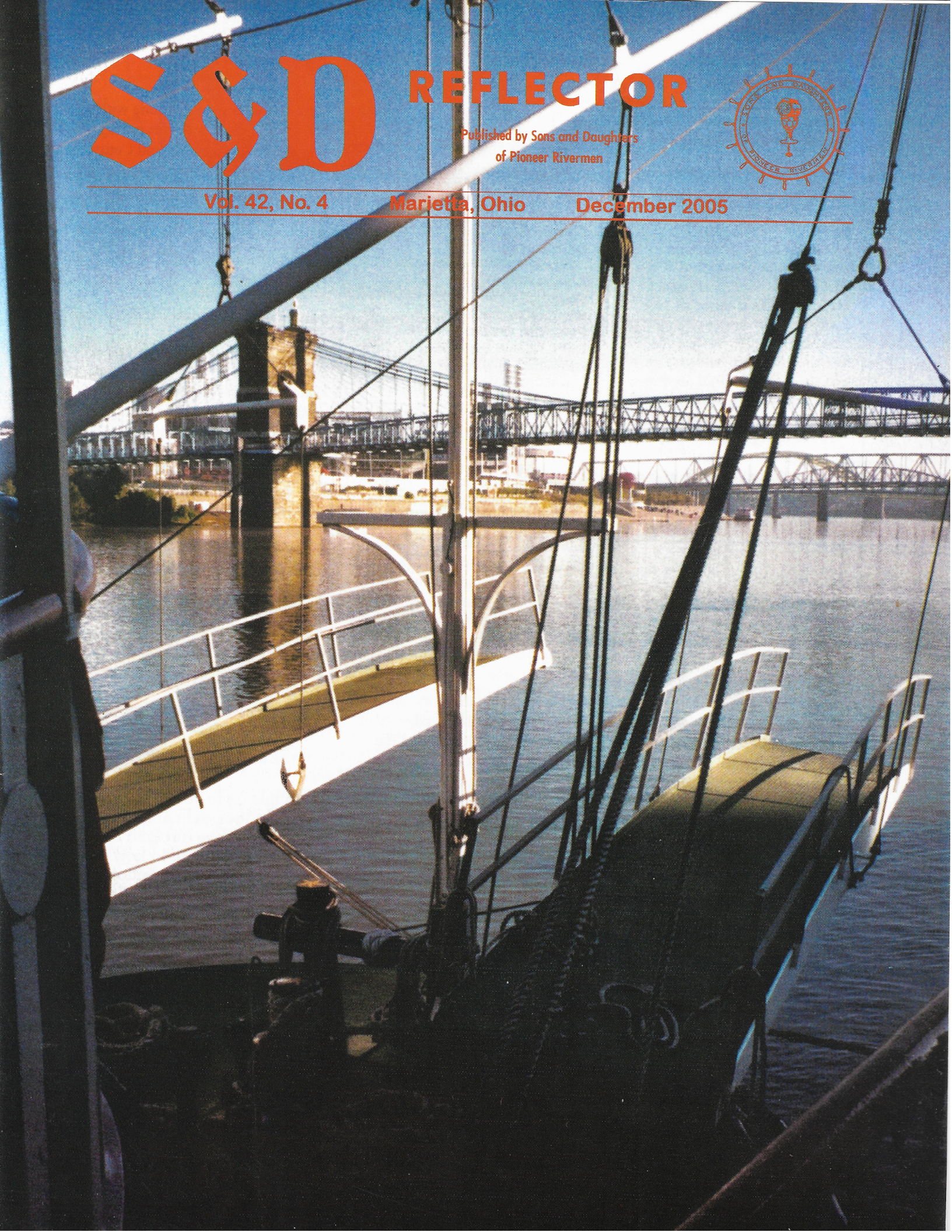
Published by Sons and Daughters
of Pioneer Rivermen



Vol. 42, No. 4

Marietta, Ohio

December 2005



- FRONT COVER -

A morning view of the bridges at Cincinnati, looking up the river from the Covington, KY landing.

It could have been a Sunday in 1900 through the rigging of the Pittsburgh-Cincinnati packet HUDSON. But, there are too many bridges: Suspension (1867), Central Bridge to Newport (1891) and the L&N RR Bridge (1897) and the last, that high arch in the far distance, gives the illusion away, - the I-471 bridge,

The dual stages cluttering the foreground are the NATCHEZ, a long way from her home in New Orleans. There was no business in the Crescent City after hurricane Katrina the end of August so NATCHEZ took a "tramping trip" up as far as the Queen City. So late in the season, we hope she paid the fuel bill.

Dale Flick photo.

- LETTERS -

Sirs: I have Ohio River water flowing in my veins and would like to become a member. Pedigree: My great, great grandfather, Nathaniel Powell (b. 1827) of Apple Grove, OH helped build boats at a yard at Ravenswood and signed on a local packet as a deckhand at age 18. He obtained a mate's certificate in 1849 and was on the CRESCENT (1365) when he died of a sudden tropical fever in 1856. He was buried in Natchez. My great grandfather, Tom Malone married Nate Powell's daughter Roxanne in Racine, OH in 1873. He also was a mate and worked on towboats of Brown's Iron Line until 1883.

John Malone
54 Chinquapin Lane
Waynesville, NC 28786

- THE FREIGHT BOOK -

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= With \$20, you qualify! Jack Malone has recently published an account of his Irish forebears, - both on the "Old Sod" and in the U.S. - titled Farewell Forever. He's now working on a sequel about grandfather Tom Malone to be called, Riverman. We were pleased to meet Jack at the S&D meeting. Ed.

Sirs: Regarding the story about the low-water trip in 1895, page 29 of September issue, Richmond Bar is still there. It starts out from our house and extends down to the upper end of New Richmond and almost in the center of the river.

About 1992, the channel along the Kentucky shore filled in and traffic stopped. My dad used to tell how the boats ran right along the Ohio shore so I took a skiff down to tell a pilot friend how he could get above the blocked spot. This channel was 400 feet inside the buoy line; if he hit anything it would be his job. We came tight up the Ohio shore and never hit a thing.

Bill Judd
1085 U.S. 52
New Richmond, OH 45157

Sirs: Despite spending time with a magnifying glass and atlas poring over the "Cottonmouths and Cotton" route, it seemed like the last *Reflector* went faster than usual. All good things end, but I regret its completion. I also have an empty feeling after Christmas ends.

Bill Smith
1240 Warbler Ridge
Springfield, OH 45503

= Take heart, Bill! The fourth and last chapter of "Cottonmouths and Cotton" appears in this issue. In retrospect, it should have been titled "Innocents Abroad." Ed.

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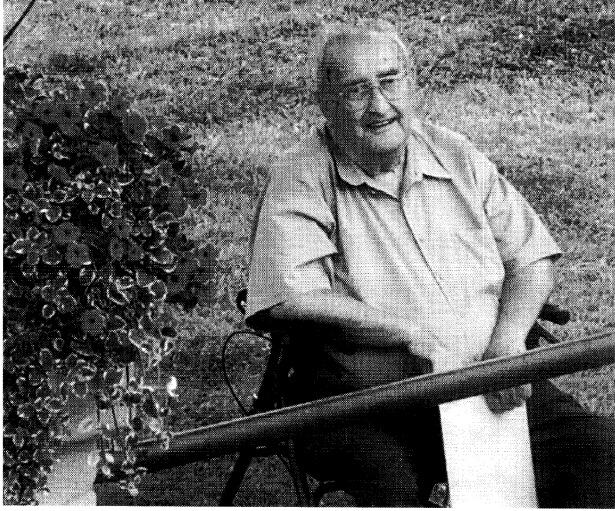
SEASONS GREETINGS

In this issue you will learn that the President and the Secretary have decided that this is a good time to bow out of our prestigious positions. We have enjoyed our jobs, the interesting members and your friendship but the calendar shows it is time to move on.

It has been our pleasure to work to carry out the ideas and intent of the founders and now we wish all success to the new officers and smooth sailing for S&D in the future.

Our best wishes to you and your families for the Holidays.

Woody & Bee



RALPH DUPAE, 2005, BY JERRY SUTPHIN

SERIOUS STEAMBOAT SLEUTH

Captain of Riverboat Photo Collection

by Brad Quarberg

From July/August issue of *Coulee Region Men*, La Crosse, Wisconsin.

This is a slick stock, bi-monthly publication covering the La Crosse area cultural and recreation activities. The story is a tribute to Ralph DuPae and his passion for seeking out steamboat photos for the University of Wisconsin, Murphy Library in La Crosse. The following are some excerpts:

In the early 1970s Ralph DuPae was overseeing the demolition of a building owned by Northern Engraving Co., his employer, when he found about 350 glass negatives of La Crosse area scenes. These were given to the University of Wisconsin, Area Research Center at Murphy Library where Ed Hill was the librarian. Mr. Hill asked Ralph to see if he could find scenes about the La Crosse fire department and local notable fires to add to the local history collection. Remembers Ed, "He took off and in less than a year came back with hundreds of photographs of city fires and firefighters."

Ed Hill had come to La Crosse in 1968 and was curious about the history of the area and the town's relationship with the Mississippi River. It seemed that there must have been a close connection between the city, the river and steamboating so Ed suggested that Ralph see what he could find in the way of river related photos for the collection.

Initially, Hill envisioned a collection of perhaps 5,000 photographs. At last count the collection had passed 50,000, making it the largest in the country.

"The collection is now one of the premiere river and steamboat history photo resources in the nation," says Hill who retired in 1998. "The knowledge DuPae acquired about steamboats has enhanced the understanding of the role the boats played in the (local) region and our nation."

Ralph says that his favorite part of collecting was meeting people. "You would meet people you would never otherwise have an opportunity to meet, - like movie stars and musicians - along with others familiar with the river."

Ralph found images throughout the country but mainly in states bordering the Mississippi River and its tributaries including most of the smaller streams where once the steamboat was the principal means of transportation. Ralph's employer, Northern Engraving Co., underwrote

most travel costs and the collection also received support from the Sons and Daughters of Pioneer Rivermen along with Murphy Library.

Ralph's sincere, enthusiastic and simple approach was the secret of his success. He would take the photos, single or a sizeable collection, and promise to return them along with an 8x10 copy of each. The owner would have the satisfaction that the photo was archived safely in the university's library. Ralph quickly built a reputation for reliability in safely returning the originals and the copies he had promised which often led to new sources of photos.

DuPae used his persuasive approach at the library, too. "My first day of work here, he came into my office to make sure the project would be continued," says Paul Beck, who replaced the retiring Hill. Beck says the biggest challenge was keeping up with DuPae's findings. Instead of printing photos, library staff simply kept the negatives made from the images. "He was bringing in so much for so long that we had a lot of unprinted negatives in folders that we're just being able to go through them now."

Librarian Linda Sondreal continues to sort through the negatives to have images printed, documented and cross referenced. She says inquiries about steamboats are frequent and worldwide.

"They're pretty much an American phenomenon," says Sondreal. "So, when people from throughout the world are looking for information about steamboats, we'll eventually hear from them. There's a steady stream of people inquiring about the collection."

#####

Area Research Center, is located in the Murphy Library, 1631 Pine St., La Crosse, WI 54601.

Phone (608) 785-8511.

"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 and he 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

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

Dues are \$20 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 the 2006 incoming Secretary:

Richard Prater, Secretary

602 Country Club Ave.

Ft. Walton Beach, FL 32547

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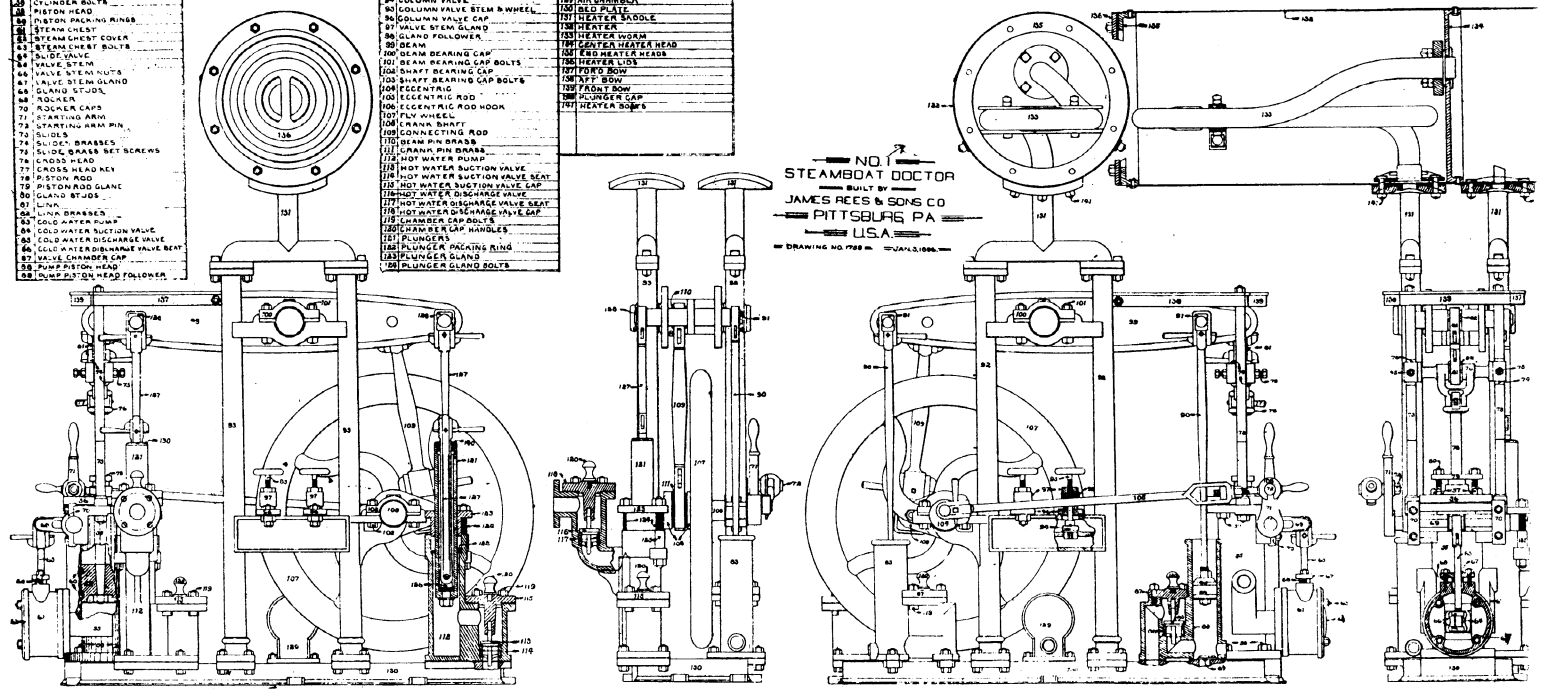
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- | DESCRIPTION | |
|-------------|---------------------------------|
| 63 | CYLINDER |
| 64 | CYLINDER HEAD |
| 65 | CYLINDER HEAD BOLTS |
| 66 | CYLINDER BOLTS |
| 67 | PISTON HEAD |
| 68 | PISTON PACKING RINGS |
| 69 | PISTON CHEST |
| 70 | PISTON CHEST COVER |
| 71 | PISTON CHEST BOLTS |
| 72 | PISTON PIN |
| 73 | VALVE STEM |
| 74 | VALVE STEM NUTS |
| 75 | VALVE STEM GLAND |
| 76 | GLAND STUDS |
| 77 | ROCKER |
| 78 | ROCKER CAPS |
| 79 | STARTING ARM |
| 80 | STARTING ARM PIN |
| 81 | SLIDERS |
| 82 | SLIDER BRASSES |
| 83 | SLIDER BRASS SET SCREWS |
| 84 | CROSS HEAD |
| 85 | CROSS HEAD KEY |
| 86 | PISTON ROD |
| 87 | PISTON ROD GLAND |
| 88 | GLAND STUDS |
| 89 | LINK |
| 90 | LINK BRASSES |
| 91 | COLD WATER PUMP |
| 92 | COLD WATER SUCTION VALVE |
| 93 | COLD WATER DISCHARGE VALVE |
| 94 | COLD WATER DISCHARGE VALVE SEAT |
| 95 | VALVE CHAMBER CAP |
| 96 | PUMP PISTON HEAD |
| 97 | PUMP PISTON HEAD FOLLOWER |

- | DESCRIPTION | |
|-------------|-------------------------------|
| 100 | COLD WATER PUMP |
| 101 | PUMP ROD BRASSES |
| 102 | COLD WATER COLUMN |
| 103 | HOT WATER COLUMN |
| 104 | COLUMN VALVE |
| 105 | COLD WATER VALVE STEM & WHEEL |
| 106 | COLUMN VALVE CAP |
| 107 | VALVE STEM GLAND |
| 108 | GLAND FOLLOWER |
| 109 | DIAM BEARING CAP |
| 110 | DIAM BEARING CAP BOLTS |
| 111 | DIAM BEARING CAP |
| 112 | SHAFT BEARING CAP |
| 113 | SHAFT BEARING CAP BOLTS |
| 114 | ECCENTRIC |
| 115 | ECCENTRIC ROD |
| 116 | ECCENTRIC ROD HOOD |
| 117 | FLY WHEEL |
| 118 | CRANK SHAF |
| 119 | CONNECTING ROD |
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| 131 | PLUNGER GLAND BOLTS |



JAMES REES AND SONS COMPANY, PITTSBURGH, PA., U. S. A.
 WESTERN RIVER DOCTOR WITH HEATER
 FOR SUPPLYING BOILERS

DRAWING NO. 1759, JAN. 3, 1896, JAS. REES & SONS 1900 CATALOG.

**The Western Doctor:
 Famed Boiler Feed Pump**
 BY W. W. McCULLOUGH

Taken from: *Waterways Magazine* - January, 1952

A HUNDRED years ago there was something wanting in the crude machinery of steamboats plying the Western Rivers of the United States. Water for the boilers was supplied in most cases by pumps attached to the main propulsion engine so the boilers were supplied with makeup water only when the main engine was operating.

During stoppages at river landing points it was impossible to pump water into the boilers until the boat could be got under way again. In some situations the machinery could continue to be operated ahead "dead slow" with the turning wheels holding the boat against the sand or mud bank. With the early single engine boats where the side wheels were driving through a stiff shaft, the wheels could be declutched so the main engine could run when a lengthy wait was anticipated.

This declutching and clutching was a cumbersome procedure, given the crude shaft couplings used. (See drawing of a single high pressure engine of 1830, *S&D Reflector*, 01, March, page 16)

It is reported, that sometimes, where the width of the river permitted, the boat would be run around slowly in a large circle for the purpose of supplying the boilers with water. This would not seem to be an economical practice for an length of time just to maintain water in the boilers. There was always the temptation to let the water level run dangerously low. Since the boats operated in fresh water, the boilers were fed directly from the river, usually through a heater. Because there was no necessity to conserve water, early fresh water steamboats did not condense their exhaust steam.

Boiler explosions were all too common, and many of them occurred just after the boats were getting under way. John Wallace, in the *Practical Engineer*, 1853, analyzed some of these fearful disasters. The first was the MOSELLE, a small three-boiler boat that exploded while putting out from Cincinnati in 1838 and killed about 150 persons. The explosion occurred

immediately after starting the engines. Wallace says tersely, "the BEN FRANKLIN had started just ahead, and we understand the (MOSELLE's) captain said he would beat her, etc. We were well acquainted with both her engineers."

Popular indignation at the loss of life from frequent explosions, economic pressure from the resulting material damage, and legal action brought the independent boiler feed pump or the "doctor". The name doctor was given to this pumping engine by steamboat engineers because they claimed that the new supply pump doctored and cured all the existing ills and evils of the steamboat by furnishing a steady supply of feed water to the boilers. While much fun was poked at the doctor, it turned out to be reliable and efficient, although heavy and clumsy. Compared with the duplex plunger pump, it was more economical. The valves were accessible and easily kept tight. Little wear and tear resulted, even with the mud and sand so often found in river water. Appearing first in the early 1840's, the doctor was coming into general use on steamboats of the larger classes by 1850.

One authority, Captain Davis Embree, states that the doctor was first introduced by Henry Shreve on snagboats. This statement seems to have the merit of logic because snagboats might operate for a long period in one location while removing and cutting up one large and troublesome tree or stump caught in a sand bar. Snagboats were essential to river navigation, all early steamboats having wooden hulls, vulnerable to puncture by tree stumps. (The first steel hull vessel built on the western rivers was the CHATTEHOOCHE built by James Rees & Sons in 1881; the earlier VALLEY FORGE, 1839, had an iron hull.)

Wallace, writing in 1853, says the first "doctor" he heard of was used on a small steamer called the ORLEANS (perhaps the 78 ton boat built in Pittsburgh in 1839), and some four years elapsed after this before they were deemed so important as to become general. Captain Thomas M. Rees says that the first steamboat to be equipped with a doctor was the 425 ton MISSOURI, 1841. About 500 steamboats were built in the Pittsburgh district alone during the 1840-1850 decade. Evidently, by 1850 most of them were equipped with independent boiler feed pumps. Intensive development of the doctor during this period brought it to its final reliable form.

At first, a chief deterrent to its use was the cost, \$600.00. Fuel savings soon paid for the installation, it was found; even without figuring the resulting safety of operation. Frequently, the doctor engine was used to

operate not only the boiler feed pump but bilge and fire pumps as well. Although the doctor hardly proved a cure-all for boiler troubles and certainly did not put an end to explosions, it did reduce the danger. By lightening the load on steamboat engineers, it led the way to more intelligent operation. Other mechanical troubles were gradually brought under control.

With the coming of larger boats, double engines of greater horsepower and multiple boilers, doctors came into general use and were soon indispensable. Steamboats could be stopped when and where the captain pleased, and as long as required now that the boiler feed pump was independent of the main engineer.

Energetic James Rees of Pittsburgh steamboat building fame, was the great authority on the doctor. He built the first independent boiler feed pump, a horizontal engine with flywheel called the "wheel-barrow pump" in 1843. Soon the limitations of the "wheel-barrow" led to a very logical development, the walking beam doctor, first made by Messrs. Stackhouse and Nelson, Pittsburgh engine builders. Little record was left by the Stackhouse and Nelson pumping engine and most of the beam doctors used on the western rivers were produced in the next half century by James Rees and his son, Thomas M. Rees, in their Pittsburgh boat and engine building plant. Thomas M. Rees says modestly that under all conditions of steam pressure, - even with sandy or muddy water - the doctor never failed, and is known in all parts of the world as one of the safest pumps that can be put on a river steamboat.

The doctor goes right back to James Watt, practical father of modern industrial power, whose original steam prime mover was a single cylinder walking-beam pumping engine. The interesting pictures of early Watt engines reproduced here show how the ingenious inventor built his engines without using a crank, patented first by a competitor.

The rapid development of the steamboat on the western rivers of the United States was forced by the demand for transportation in the expanding nation. Consider that Watt's steam engine dates back only to 1769 and that Robert Fulton, using a Watt engine, applied steam power to the CLERMONT, first U. S. steamboat in 1807. Just four years later the Pittsburgh built steamboat, NEW ORLEANS, first on the western rivers, was on her maiden trip to Mississippi River ports. This 116 foot side-wheeler, engineered by Fulton, cost the owners \$38,000.00, a sizeable amount of venture capital for the infant industry.

A generation later there were literally hundreds of steamboats on the inland waterways, a remarkable achievement for the marine architects, engineers, and

CONTINUED FROM PREVIOUS PAGE -

financiers, of a frontier country. With the expanding water transport industry came a demand for safety and economy. The doctor, a small but vital component of the western river steamboat, is a noteworthy example of pioneer engineering efforts in meeting these demands.

SOURCES

Appleton's *Mechanics Magazine and Engineers Journal*, 1851.

Practical Engineer, John Wallace, Kennedy & Bro., Pittsburg, 1853.

Journal of Franklin Institute LX1, 1856, p. 193.

International Marine Engineering XIV, pp. 344-348.

Transactions Society Naval Architects & Engineers XVII, p. 89.

International Library of Technology LX, p. 54.

Steamboats on the Western Rivers, Hunter, Harvard University Press, 1949.

James Rees and Sons Co., 1896 Catalog.

Our thanks to THOMAS A. McKEE, 104 Water Leaf Lane, Cary, NC 27511 for copying and expanding the article for the *Reflector*.

- OBITUARIES -

ELOISE "ELLIE" HENDRICKS

Eloise Hendricks, 93, died at The Pines in the Glenwood Retirement Community, Marietta on August 10, 2005.

Ellie was born in Marietta in 1911 and graduated from St. Marys Catholic High School. She married A. C. Hendricks in 1947; he died in 1964.

She is survived by a daughter Eleanor Russ of Cleveland and a son Arnold of Detroit, five grandchildren and six great grandchildren.

Many readers who attended the S&D annual meetings in the 1980s will remember Ellie as the local fashion plate at the Friday evening events and the banquet. Her white hair in high style and bright, tailored suits with dramatic hats were a trademark.

Ellie was one of the first guides for the Marietta Trolley Tours and wrote the dialogue for the historic landmarks. She was also a guide at the Campus Martius Museum for many years. Some will remember how Ellie could enliven her tours with outrageous "facts" or amusing anecdotes and observations about historic Marietta figures.

Burial was in Mound Cemetery.

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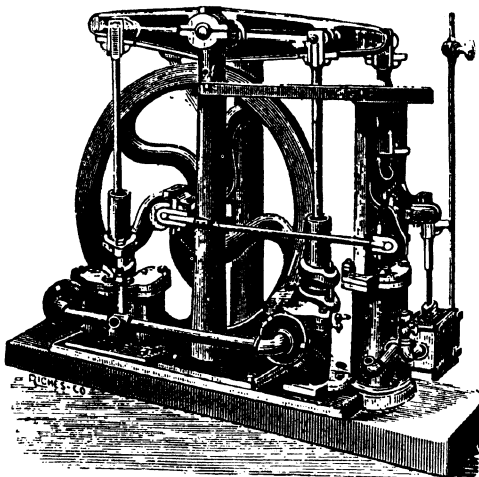
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FROM THE WATERWAYS JOURNAL, APRIL 19, 1919

W. P. SNYDER JR GETS FEDERAL GRANT

OCTOBER 19, 2005

The Ohio Historical Society announced that it had been awarded a grant by the National Park Service under the Saving America's Treasures program to effect needed repairs to the historic towboat W. P. SNYDER JR. The matching grant in the amount of \$350,000 becomes available when matched by local funds.

The hull of the boat has been of major concern for years. The last complete replating was carried out in 1970. The upper works including both steel and woodwork and the paddlewheel were repaired in a major renovation in 1988.

S&D ANNUAL MEETING September 16-17, 2005

Earlier than usual, the festivities connected with the annual meeting of the S&D corporation began on the Friday afternoon. The reason was the commemoration by the Ohio Historical Society of the arrival of the towboat W. P. SNYDER JR at Marietta fifty years ago. The 1955 program for the week-long delivery trip of the SNYDER from Brownsville, PA called for the arrival at precisely 2:30 p.m. and the anniversary program was scheduled accordingly.

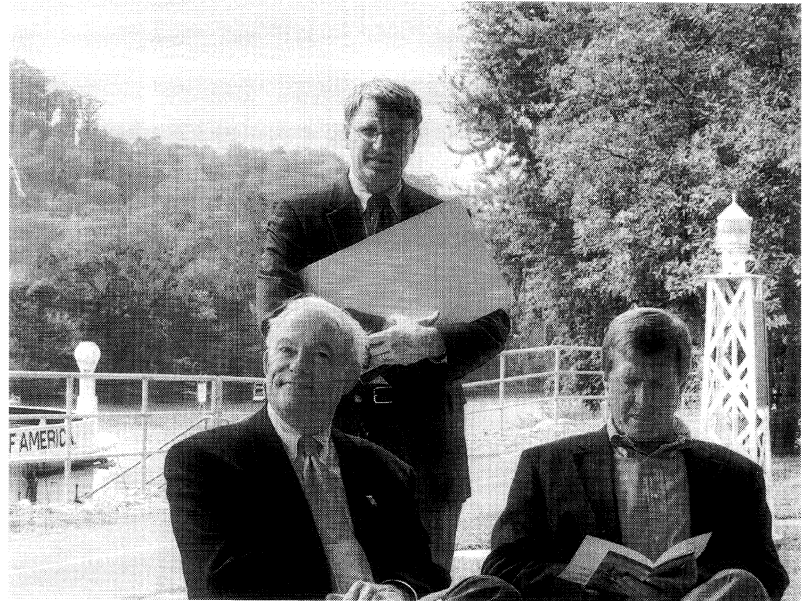
The weather had been overcast and threatening rain from the early morning but the sun appeared about noon. The scattered clouds passing overhead only occasionally portended a shower and the Historical Society's adherence to the historic arrival time was fortuitous, - the light sprinkles of rain held off until the program was completed.

Those attending the event at the Ohio River Museum were seated beneath the elevated center building overlooking the steamboat honoree herself. The river was in pool and the SNYDER, floating serenely on the calm water, was a handsome sight having recently undergone a repainting by the museum crew.

Up on the rise by the pilothouse of the old packet TELL CITY was a genuine calliope calling the multitude to the gathering. Owner Myron J. B. Duffield of Middleport, Ohio was at the keyboard. Professor Myroni, "Calliope King of the World" as Duffield bills himself, gave a concert worthy of Billy Bryant or Catherine Reynolds in showboat days.

Andy Verhoff, site manager for the Ohio River and Campus Martius Museums, acted as master of ceremonies. Greetings and congratulations were extended by Mayor Mike "Moon" Mullin of Marietta.

An assistant of U.S. Representative Strickland also extended appreciation for the preservation of the historic steamboat by O.H.S. and S&D for fifty years. A representative of U.S. Senator Mike DeWine presented a certificate of appreciation to O.H.S. recognizing its carefully stewardship of the W. P. SNYDER JR. Ohio Governor Bob Taft sent a commendation to the J. Mack Gamble Fund of S&D for its support of the new official historical marker installed near the bike path on the river bank near the boat's berth.



**Dr. William K. Laidlaw, Jr., Executive Director, O.H.S.
Andy Verhoff, Manager, Campus Martius Museum
Michael "Moon" Mullen, Mayor, City of Marietta
Photo, Jerry Sutphin.**

Dr. William Laidlaw, Executive Director of the Ohio Historical Society, was introduced and in a short talk assured the group that the Society recognizes the value of the SNYDER and the S&D exhibits in the museum. He thanked S&D's J. Mack Gamble Fund for its generous financial support of the boat since its arrival in Marietta. He also announced that O.H.S. was pleased to accept S&D's offer to remodel the audio-visual room of the River Museum to permit expanding and rearranging the displays.

O.H.S. presented an official commendation to the J. Mack Gamble Fund of S&D for assisting in preserving the history of the rivers by financing the historical marker to be unveiled that afternoon.

Andy Verhoff then asked Ye Editor to relate something about the five-day trip when Crucible Steel Corp. delivered the SNYDER to Marietta in 1955. Of the group in attendance, only Bee Rutter raised her hand as having ridden the SNYDER from Brownsville to Marietta on that unforgettable trip. We could think of no better way to tell the story of the SNYDER'S trip in a succinct fashion than to read the words of the Bob Schmertz song, "The Wake of the W. P. Snyder Jun-i-or."

Just as the speeches and responses ended there were a few scattered drops of rain, - but the program continued. M.C. Verhoff invited Kim McGrew, J. Mack Gamble Fund chair, and Bee Rutter, S&D

THE WAKE OF THE W. P. SNYDER JR.

COMPOSED AND SET TO MUSIC BY ROBERT "BOB" SCHMERTZ,
ARCHITECT, PROFESSOR AND BANJO PLAYER

The 12th day of September, in Pennsylvan-i-ay,
A sternwheel steamer started from Brownsville on her way,
Down the Monongahela -- her name she proudly bore,
Her name it was the WILLIAM PENN SNYDER, JUN-I-OR!
Tom Kenny was her pilot, Bill Hudson was her mate,
And down to Marietta she went to keep a date --
It was at last her final run, she was to end her day -
Delivered by her Captain, our Captain Fred'rick Way!

(CHORUS)

Our Striker Pilot Greenlee at steering took a hand
And Striker Fireman Silliman, he struck to beat the band.
And Kennedy, Chief Engineer, he sometimes got relief
From Engineer Gene Ehringer, the Honorary Chief.
In charge of Mate Bill Hudson, she towed a mourning barge
Which held a crowd of mourners who somehow were at large;
There were Murphy, Muns, McNally and Captains Hughes and Wright
And Valentine and Seabrook, - it was a mournful sight.

(CHORUS)

There were Bennett, Hoag and Dugan, Malone and Zepp and Zenn,
There were Huber, Cain and Putnam - all faithful river men.
There were Reed and Young and Cornwell to picture her demise
And several there were weeping -- was it cinders in their eyes?
Sometimes a sound of revelry would float upon the air,
It echoed from the baggage room, t'was more than baggage there!
And you could hear loud statements in no uncertain tones
Delivered by our Shipmate, reporter Johnny Jones.

(CHORUS)

Commander Hatfield verified that all was quite secure
And we were clear in conscience because our hearts were pure.
We all were safe as churches and floating with the Lord
In charge of a Sky Pilot - Father Fullman was aboard!
And so we steamed so sweetly along the O-H-I-O,
This proud old steam sternwheeler with her mourning barge in tow.
And the music of her whistle ran out from shore to shore,
Her name it was the WILLIAM PENN SNYDER JUN-I-OR!

Oh Captain, Oh My Captain!
Oh Sweet September Day!
There never was a Captain
Like Captain Fred'rick Way!

Aboard the W. P. Snyder Jr., September 12-16, 1955.



The story of the W. P. SNYDER JR. is told on the new marker, funded by S&D, located near the bike and walking trail. Admiring the addition are Bill Laidlaw, Kim McGrew and Bee Rutter. Photo, Jerry Sutphin.

Secretary, to do the ceremonial unveiling of the new historic marker located near the bike path overlooking the Muskingum River. The marker outlines the history of the SNYDER and its significance as marking the design changes from wooden to steel hulls at the turn of the 20th century. It is also a rare remaining example of the end of the steam era now replaced by diesel-propeller power.

The program was successfully concluded as a few - very few - raindrops fell. Professor Myroni launched a new repertoire of classical calliope pieces. A huge sheet cake with a photographic reproduction of the SNYDER in the center was uncovered and ice cream and punch was served. It was a fitting start to the S&D annual meeting!

FRIDAY EVENING HOSPITALITY

The tradition of a general mixer or social gathering on Friday evenings began, we believe, in 1980. C. W. and Lucy Stoll arranged a party, - open to all - in the then Riverview Room (now the hotel bar) to celebrate the 50th wedding anniversary of Homer and Grace Hawley, Charleston, West Virginia. Homer and Grace were the parents of Capt. Doc Hawley and his brother Ken, all then on hand for the celebration as were many early-arriving S&Ders in town. There was a huge sheet cake from Brownie's Bakery up on Front Street and R. Dale Flick assisted Catherine Remley at the punch bowl.

The Stoll-Hawley party was a wonderful vehicle for the S&D family from far and wide to visit before the annual meeting. Wrote Editor Way in the December, 1981 *S&D Reflector*, "So, on Friday evening, September 18, 1981 the party was repeated in the Lafayette's Riverview Room, this time S&D played the host. The guest of honor was Bob Barr, who several weeks prior at Charlestown, WV had triumphed in the stage presentation of a musical romance of his own making called, *Riverboat Man*." Bob, father of Bill Barr, was seriously ill but had risen from his sickbed to attend the S&D party and greet his many friends, - his grand finale.

The Riverview Room is long gone, changed to the Riverview Bar by one of the subsequent owners after the retirement of S. Durward Hoag. The Friday reception is now held in one of the ballroom suites and, as usual, the room this year was well filled shortly after the doors opened.



The magnificent red and gold calliope wagon of Professor Myroni, "Calliope King of the World," a.k.a. Myron J. B. Duffield, who entertained at the O.H.S. party for the SNYDER 50th anniversary. Photo, Jerry Sutphin.

ALWAYS EXHIBITS OF INTEREST

We missed the usual display of paintings by our artists Dr. Pete Streigel and Forrest Steinlage of Louisville. The model builders were well represented, however, with live steam models by Gordon Tucker of Tucker Marine, Cincinnati. A classic steam launch was modeled in large scale and another model was accompanied by a work barge.

John Fryant had produced a new model, this one named the CAPTAIN BRYCE which didn't seem to relate to any names we knew. John smiled proudly when informing admirers that it was named for his grandson.

There was a fine model of the W. P. SNYDER JR. on hand which had operated in the pool under the River Museum when the Queen City Paddlewheelers Club entertained us in 1996. Builder Harry Burdick, Cincinnati, lent it for the occasion of the SNYDER's 50th anniversary of arrival in Marietta; Dale Flick provided the transportation to and from the meeting.

Dale also brought an interesting collection of framed boat pictures donated by Lorena Brown of Cincinnati. These had been part of the collection of the late Harold Brown, all professionally framed and a diverse array of boats, old and newer (D.Q.), which attracted much attention. An attractive, large pen and ink wash drawing of the TOM GREENE and BETSY ANN racing away under a bridge caused discussion as to the artist but the work is not signed. It has been added to the S&D collection while the other pictures, as suggested by Lorena Brown, were claimed "first-come-first-served" by viewers before the evening was over.

The evening was complete with a showing of slides which Jerry Sutphin had made from original Jesse P. Hughes photos. These seemed to be mostly from the glass plate negatives which Capt. Hughes had made with his first 4x5 box camera, - dating about 1900 and some later. Jesse was a talented photographer as evidenced by the quality of the photographs he obtained with his bulky, crude equipment. Jerry's narration of the scenes and people from long ago made for an entertaining conclusion to the evening.

SATURDAY BUSINESS MEETING

The annual official business meeting of Sons & Daughters of Pioneer Rivermen was called to order by Chairman Rutter at 9:35 a.m. About 125 were on hand for the stroke of a symbolic gavel; the chairman was astounded to find the genuine article missing when he opened his briefcase, but anything can happen in the 66th year of such meetings.

The Chairman also reminded the audience that a year prior, - in 2004 - the first announcement was a call for the owner of a blue Jeep to move it pronto from the riverside parking lot, else the Ohio River would cover it up. S&D will forever mark its calendar by, "before or after the flood," - as will the hotel and the merchants of Marietta.

FIRST TIMERS RECOGNIZED

We are always interested in how many are attending their first annual meeting and this year there was a goodly number. First-Timers were asked to arise and accept a round of applause.

One of them, John Malone, Waynesville, North Carolina, expressed his delight in being with us. John has traced his roots back County Cavan, Ireland and recently published a book of the family history. John's great-great-grandparents came to the U.S. and spread out to familiar river towns such as Brownsville, PA, Wheeling, Antiquity, Ohio and Sewickley, PA. John's dad, an S&D member, was the "Malone" mentioned in "Wake of the W. P. Snyder Jr." found elsewhere in this *Reflector*.

COMMUNICATIONS

Dr. Antony Twort, Godalming, England wrote a note of greeting to the assemblage and extended the usual, "Greetings from the Queen to the colonials."

Antony hoped that the meeting in 2005 would last longer than the one last year and that, "all the fluids keep in their proper domain." Last year, Dr. Twort took up hitchhiking to escape from the high-water at Marietta. He later reported that the trip to Madison, Indiana was much faster, cheaper and more interesting than his usual mode of travel on the Greyhound bus.

REPORTS

TREASURER - R. Dale Flick gave his report in his usual brisk style:

Balance, September 16, 2004	\$ 9, 145.87
Income	\$17, 548.20
Expenses	\$15, 990.50
Balance, September 16, 2005	\$10, 703.57

SECRETARY - Bee Rutter reported that as of the Annual Meeting there were 1,105 members on the rolls (full members, - receiving *S&D Reflector*). This number is down a bit from last year but she reminded that the dues were raised (to \$20) and increases, of whatever size, have always resulted in drop offs.

BOARD OF GOVERNORS - Bill Judd, Chairman of the BOG, reminisced about a conversation he had with Fred Way in the early 1990s on the subject of active rivermen being active in S&D. The originators of the organization in 1939 had, understandably, been made up largely of those who worked on the river and close relatives. Bill inquired how many in the room held any type of a Merchant Mariners' license: seven hands went up. This is evidence of some interest in S&D as an historical association by active river people but obviously less than that of river buffs, local historians and some genealogists.

The BOG held its spring meeting April 30, 2005 at which time Michael Fisher, Vice President of the Institutional Asset Management Dept., City National Bank and Douglas Lukeso, Portfolio Manager outlined the recent performance of the investments.

Portfolio Characteristics, 3/31/05:

Equities	\$367,000	60.0%
Fixed Income	\$229,000	37.5%
Cash	\$ 15,000	2.5%
Total	\$611,000	

(See JMG Fund report for 2004 earnings.)

Bill mentioned several subjects that had been discussed at the BOG meeting including the completion of the inventory of the S&D artifacts which is needed for a new loan agreement with Ohio Historical Society (OHS). The inventory will total about 900 items with a valuation for insurance purposes of almost \$400,000. The inventory of displays at the Blennerhassett Museum, Parkersburg and items in storage will complete the project.

Through the J. Mack Gamble Fund, S&D proposed remodeling the audio-visual space in the River Museum so that it can be used for expanded exhibits. OHS has accepted this proposal and work will be undertaken after the end of October.

Chairman Judd spoke about the concern of the Board for the future of the W. P. SNYDER JR. and also the Inland Rivers Library at the Public Library of Cincinnati and Hamilton County. Both OHS and the library are experiencing financial problems because of curtailed state of Ohio funding.

J. MACK GAMBLE FUND - The chair next called upon Kim McGrew, JMG Fund Trustee, for a report on 2005 grants supporting river-related historical preservation. Dr. Frank Pollock and Bill Barr are the other trustees, the three jointly administering funds available from the earnings of JMG Fund principal.

Kim reminded the audience that S&D, through the JMG Fund, has over the years been very generous in sharing the earnings of the Fund with other non-profit organizations working to preserve river history. Assistance has been extended to promote river-related education programs as well as to develop museum exhibits and maintain artifacts including the W. P. SNYDER JR.

Earnings from JMG Fund capital during 2004 totaled \$49,656. Administration charges (National City Bank, Columbus) were \$3,395 leaving net earnings of \$46,261. Available for grants: \$41,635 (10% of net earnings is retained for capital growth).

The following grants have been made in 2005:

- Ohio River Sanitary Commission \$10,011.34 (computer eqp. for education center)
- Murphy Library, U. of Wisconsin 4,000.00 (Historic river/boat photo project.)
- Ohio River Museum - Edu. programs 200.00
- S&D River Museum remodel project. 5,500.00
- OHS for W. P. SNYDER anniversary. 350.00
- Marker Ohio River Museum; W.P.S. 1,700.00
- Buffalo Bill Museum, Le Claire, IA 10,000.00 (Restore and preserve Str. LONE STAR)

Total to Sept. 17, 2005 \$37,761.34

Grant applications have been received from several other parties interested in river-related projects. These will be considered by year-end.

OHIO RIVER MUSEUM - Andy Verhoff, Mgr., Campus Martius and Ohio River Museum, was called upon for a report from the Ohio Historical Society's perspective.

There had been some question about the new marker installed near the bike path close to the SNYDER as there was already an historical marker at the museum entrance on Front St. Andy explained that the older marker told how the towboat got to Marietta and its significance as a river artifact while the new marker gives a detailed history of the boat and its work. The location of the marker overlooking the boat itself informed bikers and walkers about the design and purpose a steam towboat and the life of those who crewed her.

Andy gave a short account of how the high water affected the museum in September, 2004 and again in January, 2005. Luckily, the rising water stopped just short of getting on the floor of the museum. (See back cover *S&D Reflector*, December, 2004.)

Mention was made of the then pending application for a grant from the National Park Service under the "Save America's Treasures" program. (See report on the grant elsewhere.)

Appreciation was expressed to S&D for the \$60,000 which has been earmarked by the J. Mack Gamble Fund for the planned restoration of the boat.

INLAND RIVERS LIBRARY - Sylvia Metzinger, Public Library of Cincinnati & Hamilton County, was called upon for highlights of the year at the Inland Rivers Library, Rare Books Dept.

The Cincinnati Library, as with other libraries throughout Ohio, has found itself with reduced funding by the state. This required some painful decisions to curtail expenses including the elimination of the management level of assistant managers in all departments. Unfortunately, M'Lissa Kesterman in the Rare Books Department was caught in this change.

The Inland Rivers Library continues to be recognized as a valuable resource by river researchers and genealogists with a steady stream of information requests. S&D has recently deposited the papers of Capt. Clare Carpenter, Belpre, OH, including his original manuscript for his memoir of life on the river in the 1930s and 1940s. Photocopies of his river diaries and the edited story, "Recollections of Towboating" as published in *S&D Reflector* have been deposited.

Also added is the Noble G. Beheler LST, WW-II photograph collection of American Bridge Co. The prints are originals by Mr. Beheler and labeled by him. Other LST information includes the list of vessels built by both the Ambridge and Dravo yards in the Pittsburgh area.

Capt. Bert Shearer's records of the LST ferry pilots and his rough logs of representative trips down the river to Memphis in 1943-45 are also available.

The Inland Rivers Library is the designated repository for S&D records. Three correspondence files covering the River Museum, 1946-2002, S&D Reflector correspondence, 1994-2003 and General Correspondence, 1991-2002 were added to the association's history.

Sylvia recited a number of well received programs, talks and exhibits, which the library had sponsored during the year. Several special exhibits relating to the river were also organized from materials in the library's collections and set up for extended periods in the library. (When the *Reflector* is advised - and the scheduled dates fit a quarterly publication - these events are listed in these pages. Ed.)

We were pleased to note that Alfred Kleine-Kreutzmann, past manager of Rare Books Dept., did us the honor of attending the 2005 meeting.

S&D CHAPTERS

MISSISSIPPI RIVER CHAPTER - Capt. Tom Dunn, President, was unable to attend the meeting on account of a busy weekend excursion schedule for the Gateway Arch Riverboats. He, however, dutifully sent the Chairman an extensive report of the multiple activities of the Chapter.

The Chair called upon chapter-member Bette Gorden to deliver Capt. Dunn's address. We remind readers that Bette Gorden is the Curator of the Herman T. Pott Inland Waterways Library at the St. Louis Mercantile Library. Through Bette's enterprise last fall, the library has acquired the remainder of the Capt. Tom Kenny river collection including his writings about life on the river, several odd relics, models, etc. Tom's photo collection had earlier been deposited with the Library before his death in 1991.

Tom Dunn, with Bette Gorden's voice, reported:

"Our chapter's membership is still about 50 members which is truly remarkable considering that the chapter hasn't really done anything this year. In fact, that may be our most attractive feature, - we just don't put many demands on the

MISSISSIPPI RIVER CHAPTER CONT'D. -

members. We are like politicians: We talk about all the great things we are going to do but don't really do too much.

One idea we had was a trip to Tower Rock, a Mississippi River landmark near Grand Tower, IL. It is also known as the, 'smallest National Park' while not being a park at all, - just a large rock sticking out of the water. The Indians, it is said, had to swim out to Tower Rock for important ceremonies but we found that none of our members were interested in doing a reenactment.

We have about \$5 in the treasury so the treasurer's report is very brief. With such a princely balance, there is little worry about any absconding or frivolous spending by the chapter.

On a serious note, we all saw the effects of a hurricane last year, - even there in Marietta. You can only imagine the hardships put upon our friends in New Orleans this year. The Big Easy may never be the same after the flooding caused by Katrina and it will be years before the city fully recovers but, in the long run, it may be even a better place.

Sorry I couldn't be with you but business demands suddenly arose, - like Hurricane Katrina."

MIDDLE OHIO RIVER CHAPTER - Rick Kesterman, president, reported for the MOR Chapter.

After the flood in Marietta last year, MOR moved to higher ground - on top of Lookout Mountain - and met in Chattanooga, Tennessee for its fall gathering. Headquarters was at the Holiday Inn, Chattanooga Choo-Choo, a former railroad station downtown. Events included an excursion trip on the SOUTHERN BELLE, a very attractive twin-screw 500 passenger boat designed by Alan Bates.

The spring 2005 meeting was held in Cincinnati with lunch on the Mike Fink Restaurant. Speaker for the evening was S&D Treasurer Dale Flick who related his candid recollections of a number of river events. It was a different type of presentation from usual banquet fare and which was very well received.

The summer meeting was held aboard Dennis Trone's TWILIGHT, an overnight trip from LeClaire to Dubuque and return. Judy Patsch entertained the gang at her house in Rock Island, IL on the evening

before departure. Rick enthused about the still new Dubuque riverfront development: the hotel, the new Dubuque Grand River Convention Center, aquarium and enlarged River Museum.

The fall meeting was scheduled for Frankfort, KY on October 21-22. The focus would be at the Kentucky History Center where an exhibit titled, "A River Runs Through It" was featured, - about the rivers of Kentucky and their history.

OHIO & KANAWHA RIVER CHAPTER - The senior S&D chapter was represented by the still youthful Capt. Charles Henry Stone.

Charlie took exception to reports that he and Jean had not been in Marietta for the 2004 meeting, - they were! They made it onto upper Pike Street from the interstate bridge but when they reached Greene Street the rising water blocked reaching the hotel. After an extensive tour of the hills, dales and alleys of the Norwood section of Marietta the Stones regained the I-77 bridge where the Buick just naturally headed for Point Pleasant and home.

The O-K Chapter misses its long-time captain, Bert Shearer, but is continuing to hold regular meetings. Charlie pointed out that when the first captain, Jerome Collins, died everybody looked around to find who might replace him. With no volunteers to take over the leadership, Bert had offered to serve for a year - until a new leader was found. But, observed Charlie, that can be a mistake; "When you volunteer, you've got it for life!" and so it was with the highly esteemed Bert.

At the fall meeting in November, Jerry Sutphin gave a fine presentation on the DELTA QUEEN.

The spring meeting was held at the Point Pleasant River Museum on April 16 in celebration of Bert Shearer's life and his interest in the museum project. There was an outstanding turnout as reported in the June issue of the *Reflector*.

Those attending the June meeting, at the Mason County Library, viewed a very interesting video on proposals for enlarging the Panama Canal to accommodate the newest super-tankers which will not fit in the existing 110 ft. by 1,000 ft. locks.

Capt. Stone recalled Bert Shearer's sharp sense of humor and told a story of going into a landing with Bert on the towboat O. F. SHEARER. It was in the days before mobile phones, cell phones or walkie-talky radios "and them blackberries" - all signals done by hand. Bert was discussing with the head deckhand how he would line up the tow and what was needed to get lines out, etc. to spot the barge.

OHIO & KANAWHA CHAPTER CONT'D -

As they got within sight distance of the landing, Bert stepped over to the whistle pedal and stood on it for one long, long, long blast. The astonished deckhand asked, "Well Cap, is that your landing whistle? Just one long whistle!" to which Bert replied, "They know what a landing whistle is supposed to be. - let them chop it up to suit!"

Tribute was paid to Jack Fowler, Director of the Point Pleasant River Museum, for his efforts in making the museum a reality. The museum collection and exhibits have continued to grow under Jack's promotion and Point Pleasant is now a regular featured stop for the Delta Queen Steamboat Co. boats and RIVER EXPLORER of RiverBarge, Inc.

Charlie also paid compliments to the two sisters, Ruth and Martha, assistant directors of the museum. Their sincere rapport with visitors from all backgrounds has won the museum many friends and it has quickly become a reason for travelers to pause in the town. The friendly down-home reception and frequently changed exhibits results in repeat visits while the support of the Shearer family has been instrumental in making the River Museum a success.

Finally, Capt. Stone reported the O-K Treasury balance, an eagerly anticipated part of the report, was: "\$82.50 and no stamps!" Promptly, the O-K Chapter's loyal benefactor (name?) stepped forward with a new book of stamps to plump up the treasury.

YAZOO RIVER CHAPTER - There was no official report. Vicksburg, Mississippi had been recently brushed by Hurricane Katrina with some damage reported to the headquarters, Vicksburg Battlefield Museum. President Lamar Roberts reported informally by telephone.

NOMINATING COMMITTEE REPORT

The chairman introduced the members of the Nominating Committee, namely: Lee Woodruff, Cincinnati, Chair; Jack Mettey, Rabbit Hash, KY and Charlie McMahan, New Matamoras, Ohio. Mr. McMahan was absent, still recovering in North Carolina from an automobile accident on June 27.

In addition to the officer positions to be voted upon three members of the Board of Governors were to be selected for three-year terms. The incumbent

President and Secretary, J. W. and Bee Rutter, had decided not to run for reelection. Dick Prater, BOG member, was a candidate for the Secretary position and Vice President John Fryant chose to run for the single Vice President seat left after the 2004 amendment to the constitution.

Members were reminded that anyone interested in participating in the affairs of S&D as an officer or BOG member was encouraged to run. It was not too late to step up for consideration as nominations from the floor are always called prior to the voting.

On behalf of the Nominating Committee, Lee Woodruff offered the following slate:

President, G. W. Sutphin

Vice President, John Fryant

Secretary, Dick Prater

Treasurer, R. Dale Flick.

For **Board of Governors**, a three-year term there were four candidates for three positions: Incumbent M'Lissa Kesterman, Cincinnati; Bob Reynolds, Memphis; Jack White, Oxford, OH; Mike Jones, Cincinnati. Jack White and Mike Jones were invited to introduce themselves to the group. Bob Reynolds had provided a short resume of his background and interest in river history which was read.

When called by the chair, there were no nominations from the floor for any of the positions, officers nor Board of Governors.

Printed ballots with spaces for write-in candidates were provided by the Nominating Committee and distributed to all members. Bob Lodder, Cincinnati and John Briley, formerly of Marietta but now of Topsham, Maine, were named tellers for the election.

The meeting was recessed at 11:35 to be reconvened following the evening banquet.

SATURDAY LUNCHEON

Somewhat over 100 members and guests partook of a light lunch in a section of the hotel ballroom. Unlike one year ago, there were no anxious glances toward the doorways or questions like, "How high is it on the wheels, now?" as people joined the tables.

The aborted program honoring the towboat FRED WAY was repeated in 2005 under about perfect weather conditions. The river stage was less than 16 ft., rather than 42.5 ft., on the gauge at the Point where the Ohio and Muskingum Rivers meet.

In preparation for a tour of the sixty year old towboat FRED WAY, President Nelson Jones of Madison Coal and Supply Co. gave a history of the boat since launched in 1945 followed by an illustrated discussion of the improvements made to her since the christening in 1984. The FRED WAY is one of a unique class of five river towboats built by the Dravo Corp. before and after WW-II which had crew quarters below the water line and portholes in the outer bulkheads even with the sides of the hull.

Built in 1945 for the Keystone Sand Division of the Dravo Corp., the boat was originally named BUCKEYE. Her hull size is 145.8x27.6x11.9 feet and she was first powered with twin Cooper Bessemer, 380 hp., diesel engines. She was re-powered in 1978, 1999 and again in 2002, now with twin Cummins, Kta38 M1, 1,100 hp., engines and five blade propellers with, more efficient new Kort nozzles.

The boat was called the COL. DAVENPORT when purchased by Madison Coal & Supply Co. in January, 1984 and renamed that September for Capt Frederick Way, Jr., the originator of the Inland River Record and then president of S&D. After sixty years of service, the FRED WAY is still a modern towboat, her distinctive lines notwithstanding.

Capt. Jones' talk was supplemented with illustrations of the original and new Kort nozzles which make the WAY such an efficient towboat. Nelson's enthusiasm for the boat and her improvements was unmistakable. It is estimated she will push about 18 billion ton miles in the coal trade during this year.

Some members of S&D hark back to the days when the U.S. Coast Guard required three years of work experience on river boats before sitting for a pilot's license over a particular stretch of the river. Competence in knowledge of the channel, navigation aids and existing hazards required drawing a map to reasonable scale showing distances, the navigation channel, aids and clearances under bridges and the like. These requirements, inherited from the U.S. Inspection Service, applied only to vessels propelled by steam, - internal combustion engine power had simplified operator rules until comparatively recent times. For a number of reasons including improved communications, today only an "operator license" for various tonnages of boats and services is required.

The multi-day exercise of drawing a map from Pittsburgh to Cincinnati in the "Inspectors' Office" is no longer mandatory; too bad in a way for some were works of art. Now, the Ohio River "Jones Book" is long gone and the large-size, bound copies of the Corps of Engineer charts may be on the way to extinction. Heavens to Betsy!

The latest in computer guided navigation systems is not installed on the FRED WAY but we got a peek of the future from Greg Dunkle, President of CEACT Information Systems. CEACT ("See And Act") is more than just an electronic version of a paper chart of the river channel. The vessel on which it is installed is identified by Global Positioning Satellite (GPS) with progress along the river shown in scale speed and trajectory, - including the tow's swing - on a river section projected on an electronic screen. The pilot can see-and-act to objects such as bridge piers, shore points, etc.; the swing-predicted course permits the pilot to more accurately steer compared to radar alone.

The days of a pilot riding a boat to "Post up," spending hours in the pilothouse (when not at the dinner table) exchanging shore-side trivia with the pilot on watch, will be no more. Who cares if Will Smith still owns that farm over there or someone has chopped down that Big Elm we used to "hold on?" Mark the disposed tree on the computer chart and the change will be there for all to see. It will be the end of the romantic mystique of the pilot who knew everything, - on the river or on the near shore.

It was a fascinating look at some amazing technology which is available now. And, if Ye Editor has not precisely interpreted Greg Dunkle's talk, we'll have him back next year.

From two o'clock on the FRED WAY and the rest of the fleet brought to the landing by Madison Coal was swarming with curious river buffs. The crew of the WAY were gracious hosts headed by James Jones, master with Tom Woods, pilot; Chuck Pierce, engineer; Chad Fox, mate; Todd Howell, mate; Mike Jarrett, steersman; Daniel Julien and Chris Oliver, deckhands.

Several visitors commented how much room there appeared to be in the engine-room compared to their recollections of how it looked at the 1984 christening ceremony. That was a testimony to progress, - smaller packages giving almost double the horsepower of twenty years ago.

A steam generator in charge of Capt. Tony Holbrook on the barge ANNA MARIE supplied voice for several steamboat whistles. Darlene Judd was acclaimed for just the right touch on the QUEEN CITY-JOHN W. HUBBARD whistle which shook nearby windows. Ann Zeiger tried her hand at the steam calliope but that low-brow instrument balked at several classical numbers she tried.

It was great entertainment and Madison Coal & Supply Co. and its employees have our sincere thanks for their unusual effort on behalf of S&D. We had an educational afternoon and the FRED WAY never looked better. Fred would be proud.

SATURDAY EVENING BANQUET

One hundred and thirteen sat down for the evening banquet in the Delta Queen Ballroom of the hotel. Vice President Jerry Sutphin called upon David Smith to give the blessing and the traditional annual banquet was underway. The room was attractively arranged and the service was prompt and friendly, as we have come to anticipate of the hotel.

Following the meal, an intermission was called so the tables could be cleared. Later, the recessed business meeting was called to order and John Briley reported the election results as follows:

Officers: Jerry Sutphin, president; John Fryant, vice president, Dick Prater, secretary, Dale Flick, treasurer.

Board of Governors, terms ending 2008:

M'Lissa Kesterman, John White, Bob Reynolds.

A PANORAMIC PORTRAIT OF A RIVER COMMUNITY

Rick and M'Lissa Kesterman and daughter Carolyn live at 3118 Pershing Court, Cincinnati, true natives of the Queen City. Rick and M'Lissa have been S&D members for more than 20 years and president and secretary respectively of the Middle Ohio River Chapter since 1992. They have favored us with several programs in the past but this one was delayed one year as the Ohio River put on its own show in 2004.

Later, from the lobby, talk, laughter and the piano concert of Helen Prater was heard far into the night. Thus concluded another enjoyable S&D meeting and an evening to remember.
Photo by Judy Patsch.

In the mid-19th century Cincinnati was the sixth largest city in the country and the largest inland port. Traffic on the river was at an all-time high with over 3,000 steamboat arrivals annually. Photography was less than ten years old in 1848 and the preferred process was the daguerreotype, the images captured on silver plated copper plates.

Two local daguerreotypists, Charles Fontayne and William S. Porter, went out on the Kentucky shore opposite Cincinnati one Sunday afternoon in September, 1848 and exposed eight plates covering the waterfront. Together, the plates made a panorama view of the city and the earliest known photographs of river steamboats, about sixty-five of them with some twenty identified.

The "Cincinnati Panorama" was widely shown and acclaimed when first made but little noted for many years as photography made rapid technical progress glass plate negatives and large prints replaced the small plates of the daguerreotype process. In 1913 the panorama was displayed in the Cincinnati library's main building. The eight plates were acquired by the library from William Porter's son in 1948. Afterwards, they were copied and researched by then Librarian Carl Vitz and others, appreciated for what they revealed of a mid-19th century American metropolis.

M'Lissa and Rick combined close-ups from the plates with many of the same scenes from the identical viewpoints today. None of the buildings showing in 1848 still exist and the waterfront has been changed and remodeled a number of times. With the guidance of the presenters, and reference to then-and-now, the historic importance of the daguerreotypes can be fully appreciated.

It was an interesting presentation and obviously required a lot of research and modern views so we could relate it to the Cincinnati of today. Our thanks to Rick and M'Lissa.



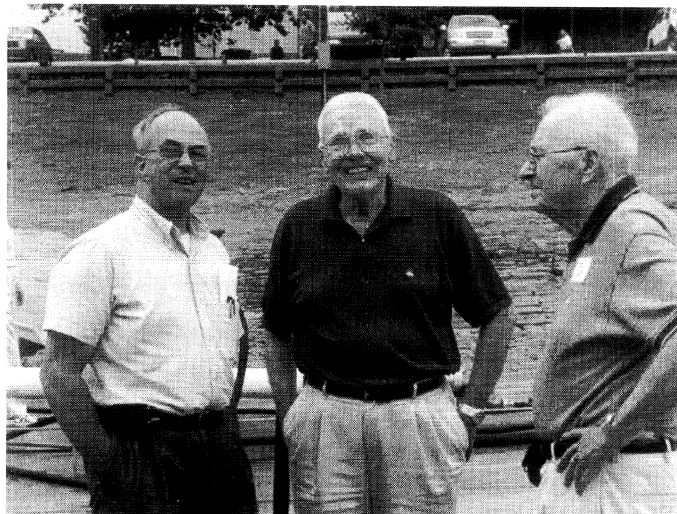


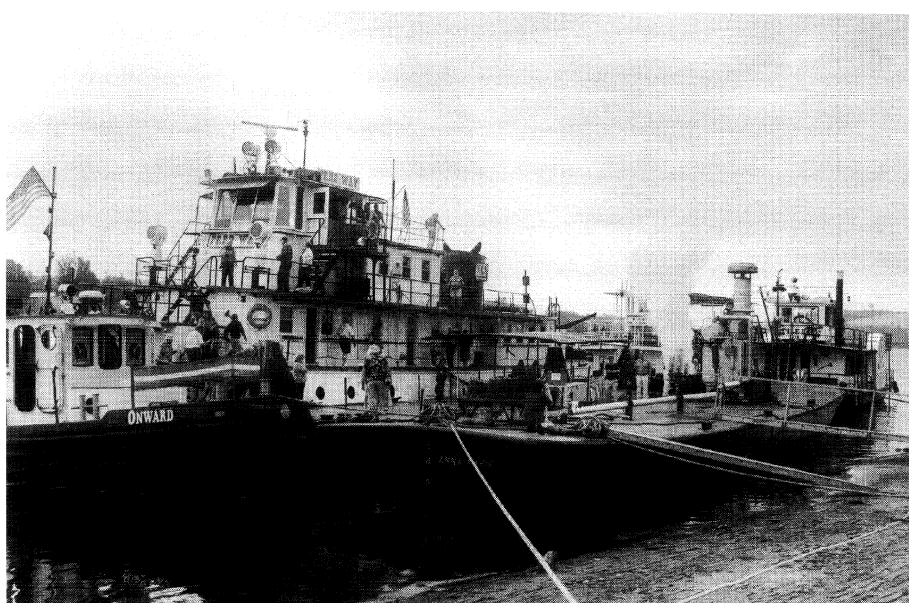
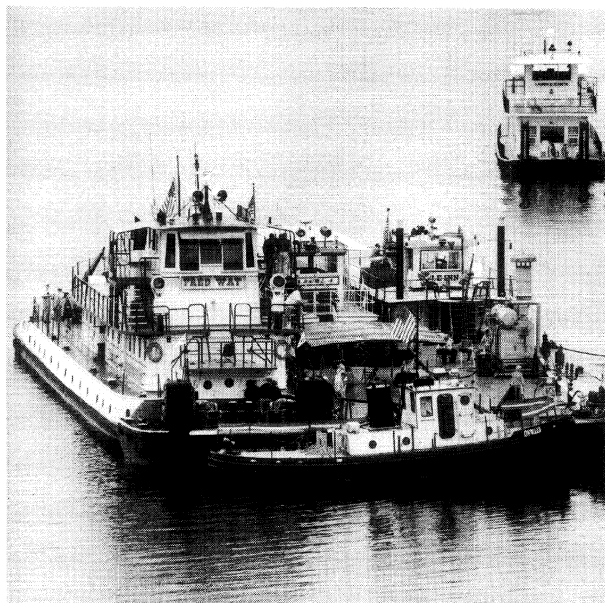
The FRED WAY is ready for inspection by the S&D group at the Marietta Public Landing. The whistle and steam generator barge ANNA MARIE serves as a landing float; the pleasure sternwheeler LAURA J. is tied astern.

Right, Captains Nelson Jones and David Smith seem to be conferring on matters of some importance, - second deck of FRED WAY behind.

Lower right, Bill Barr, Dr. Frank Pollock and Fred Way, III - Frank, JMG Fund; Bill and Fred, BOG.

Below left, the 45 ft. ex-Army tug ONWARD, a recent acquisition of Charlie Jones, was part of the fleet and served as a ferry to the River Museum.





The Madison Coal & Supply Co. fleet, - a floating museum, sho'nuf! ABOVE LEFT, taken from the Williamstown Bridge: FRED WAY on the outside; tug ONWARD across the head of a flat and whistle boat ANNA MARIE with the PILE INN tied just astern. The Bill and Steve Price sternwheel LAUREN ELIZABETH is in the background at the hotel landing. BELOW LEFT, the trade-mark portholes of this unique Dravo Corp. design are evident. BELOW RIGHT, the LAURA J., built 1929 as NEMACOLIN and houseboat PILE INN. Photos by Fred Rutter



ATTENDEES AT THE SIXTY-SIXTH ANNUAL MEETING
SONS & DAUGHTERS OF PIONEER RIVERMEN
LAFAYETTE HOTEL, MARIETTA, OHIO
SEPTEMBER 16-17, 2005

Babcock	Bruce & Marlene	Amanda, OH	Molnar	Janice	Jeffersonville, IN
Barnhouse	Hope Deshler	Newport, OH	Morris	Frank & Marlene	Cincinnati, OH
Barr	Bill & Debbie	S. Charleston, WV	Neale	C. R., III	Vienna, WV
Bates	Rita & Alan	Louisville, KY	Neighborgall	Bob & Barbara	Proctorville, OH
Bercaw	Bob	Rocky River, OH	Pollock	Frank	Winston Salem, NC
Booth	Whitey & May	Coraopolis, PA	Prater	Dick & Nancy	Ft. Walton Beach, FL
Briley	John & Margie	Topsham, ME	Prater	Helen	Ft. Walton Beach, FL
Bupp	Jim	Charleston, WV	Price	Capt. Bill & Mary	Negley, OH
Burks	Susan	Fayetteville, NY	Rutter	Bee & Woody	Marietta, OH
Carpenter	Walter	St. Marys, WV	Rutter	Richard W., "Dick"	Alameda, CA
Carpenter	Beany	St. Marys, WV	Rutter	F. Mitchell, "Fred"	Lithopolis, OH
Flick	R. Dale	Cincinnati, OH	Rutter	Robert W.	New Orleans, LA
Fryant	John & Sharon	Maineville, OH	Rutter	Alan	Oakland, CA
Gilbert-Simpson	Ben & Robin	Piney Point, MD	Schenk	Jim & Judy	Hendersonville, TN
Goen	Dan & Michele	Indianapolis, IN	Smith	David K.	Ashland, KY
Golovin	Phillip & Karoline	Powell, OH	Smith	Lil	Lakewood, CO
Greenwood	Sherley	Newport, OH	Spear	Jeffrey	Marietta, OH
Guenther	Butch & Ruth	Ross, OH	Stoll	Lucy	Louisville, KY
Hameister	Barbara	Blanchester, OH	Stone	Charles & Jean	Point Pleasant, WV
Hess	Allen & Elaine	Pittsford, NY	Sutphin	Jerry & Lenora	Huntington, WV
Hill	Dan & Katy	Columbus, OH	Swartz	Gerry	Louisville, KY
Hindman	Gayle & William F.	Cincinnati, OH	Torner	Pollie Elsie	Knoxville, TN
Huffman	Barbara	Vevay, IN	Torner	William V., "Bill"	Knoxville, TN
Isfort	Helena & Bob	Cincinnati, OH	Torner	Sherrie	Central City, CO
Jones	Michael & Rita	Cincinnati, OH	Verhoff	Andy & Rachel	Marietta, OH
Jones	Nelson	Charleston, WV	Way	Fred & Nell	Cleveland Hgts, OH
Judd	Bill & Darlene	New Richmond, OH	Way	Bob & Linda	Mentor, OH
Kelly	Trudy	Malin, OR	Weingard	Lou & Paula	Tionesta, PA
Kesterman	Carolyn & Bear	Cincinnati, OH	Welker	Rick & Bebe	Cincinnati, OH
Kesterman	Rick & M'Lissa	Cincinnati, OH	White	John H., Jr.	Oxford, OH
Kincaid	Mary Sue	Point Pleasant, WV	Whitecloud	Elena	New Orleans, LA
Kleine-Kreutzmann	Alfred	Cincinnati, OH	Willis	Stan & Mauri	Cincinnati, OH
Knight	Yvonne B.	Jeffersonville, IN	Wisby	Allen & Georgia	Pasadena, TX
Litton	R. Gregg	Millersport, OH	Woodruff	Lee & Dianne	Cincinnati, OH
Malone	John	Waynesville, NC	Wright	Norman & Melinda	Ft. Lauderdale, FL
Mettey	Jack & Bert	Rabbit Hash, KY	Wunderle	John & Mary Lou	Cuyahoga Falls, OH
Metzinger	Sylvia Verdin	Cincinnati, OH	Zeiger	Anne	Cincinnati, OH

CHAPTER IV

COTTONMOUTHS AND COTTON

by Frederick Way, Jr.

LOG: JULY 1.

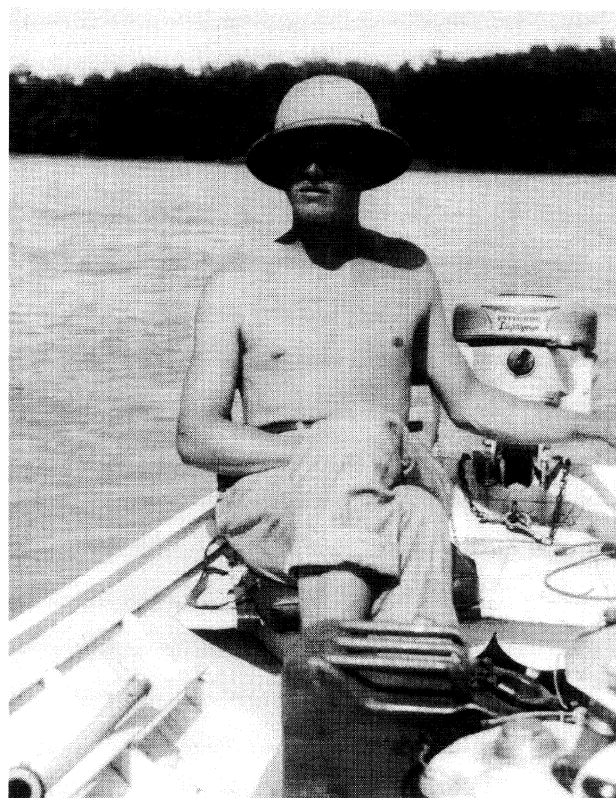
Lv. Jackson, Ala.	8:30a.m.
L&N R.R. Bridge	5:30p.m.
Ar. Mobile, Ala.	6:30p.m.

Another 80-mile sprint in prospect today and, luckily, we can look forward to making it with confidence. This is due in no small part to our unfaltering motor, a 10-hp. Evinrude which hasn't missed a lick since we left home with it. The persons we have talked to say this is our important hop - through swamp country - and not to get caught in it or our pooh-poohing about mosquitoes will be another story.

So, we went uptown for gasoline bright and early, or started to when along came Douglas McGowin, the local Texas Company Bulk Agent, and he loaded us in his delivery truck, filled our cans and gave us spot delivery back to the river. The way people do down here for strangers! We spend half our waking hours thanking somebody for something and they smile and say, "Hurry back!" Grant didn't need to take Richmond: if he had walked in looking like he needed it they would have wrapped it up and given it to him. And told him to hurry back.

Now here's a point I don't want our Ohio River pilot brethren to miss: when we got within 40 miles of Mobile we came to a branching of the river - half going off south-east and half going south-west. On the point between was a red button reflector and this, mark you well, was the first aid to navigation we had seen since we got in the Black Warrior above Cordova. There are no buoys, no lights, no daymarks, no anything. At night the locks are lighted with old-fashioned oil lanterns - you have to strike a match to find one at 10-foot range. Yet the total commerce on this waterway system is something impressive. I'll wager it is the cheapest nine-foot waterway Uncle Sam operates for the tonnage concerned. This red reflector is at the mouth of Tensas River, not far below where the Alabama River comes in.

I have noted (on the log) our time at the L. and N. Railroad Bridge, 14 miles above Mobile, for there we met a transition. Immediately as we swung under



COMFORT RULES! THE WELL-DRESSED 1946 YACHTSMAN AT THE HELM OF THE LADY GRACE, DOWNBOUND ON THE TOMBIGBEE RIVER. THE EVINRUDE LIGHTFOUR ENGINE NEVER MISSED A BEAT FROM SEWICKLEY TO MOBILE AND BEYOND.

the span (very, very low, and provided with a swing draw) we saw around a sharp point below a huge Liberty ship moored at shore. Excited at seeing this evidence of the sea, and so far inland, we were in for an hour of the most concentrated looking at ocean ships I ever expect to experience. Our estimate is that we passed 300 ships in a matter of 60 minutes, all moored on the west bank of Mobile River (as the Tombigbee is called after it is joined by the Alabama) and still tugs were bringing in others to store away. Gaunt, rusted, dinged, most of them: some in fair state; a few damaged in collisions; one already sunk.

NOTE: Chapter I of the S&D Reflector version contains Parts 1, 2 and 3 of the copy from The Waterways Journal original.

Chapter II of the S&D Reflector version contains Part 4 as scanned from the WWJ.

Chapter III of the S&D Reflector version contains Part 5 scanned from the WWJ.

Chapter IV of the S&D Reflector version contains Part 6 scanned from the WWJ. JWR.



THE JEANNE BARRETT (T1350) WAS A WELCOME SIGHT AMONG THE LIBERTY SHIPS AND TANKERS WHICH FILLED THE SLIPS AND CROWDED THE ANCHORAGE IN UPPER MOBILE HARBOR. JEANNE BARRETT WAS BUILT AT PADUCAH AS THE WHITE SPOT (T2637) IN 1915, 112.7x26x2.9, ENGINES 13'S-6 FT. STROKE FROM THE PACKET CITY OF PEORIA AND RENAMED BY THE BARRETT LINE ABOUT 1927. WATCHMAN HOWARD CLEVELAND WELCOMED THE OUT-OF-PLACE OHIO RIVER YAWL.

LADY GRACE II commenced to shrink and shrink as she approached the Mobile harbor with its great liners on all sides and tugs slapping waves about. Woody and I felt like two mighty little boys with our four inches of freeboard down there in an ocean port. Darkness was descending fast, too, and we didn't know where to turn or what to do. It was then I happened to see, by the merest chance of luck, a great yawning dock at which was moored a frail, handsome little river stern-wheeler. We took in without further invitation, and it was the JEANNE BARRETT. Nothing looked quite so good as when we climbed up on her guard, and met a big colored watchman.

I looked at him (Howard Cleveland was his name) and asked: "Did you ever see the Ohio River?" He cleared his throat, threw out his chest, and put his hands out, "See dem hands, boss? Dem hands held de shovel dat throwed the fust lump of coal in the

furnace of Capt'n Billy Roe's big side-wheel CINCINNATI when she was a new boat and gettin' ready for de Mardi Gras! Did Ah ever sees de Ohio River? Ah declare I have seed it. What's your pleasure, gent'mens?"

I told him I was the guy who used to run the BETSY ANN, and from then on the lid was off. We took the JEANNE BARRETT over. Next day someone told us there was a huge Greek freighter next to us loading molasses; I was so full of looking gratefully at the JEANNE BARRETT that I didn't notice. JEANNE was laid up, but in good shape, still owned by Capt. Slaughter and she hasn't worked since the first week in May. Up until then she had been towing oil to Birminghamport on a Gulf Oil Co. contract. We learned the JOHN JAMES was sunk in the harbor, the only other river stern-wheeler we hadn't accounted for.

LOG: JULY 2

Lv. Mobile

1:00p.m.

En route to New Orleans

Last night we learned where the mosquitoes are. Instead of staying down on the JEANNE BARRETT, like we should have done, we must go whole hog and go to a hotel, so we picked one with a lot of floors and a fancy front called, The Battle House. We walked our dirty selves in there with Rip's gun and demanded a room. Heels clicked, bell boys hopped, and for seven dollars we could have the bridal suite. Yes, suh! No, suh! - and all that stuff. For what particular battle the hotel was named I know not but it could not have been over very long, for the room we arrived in had lately been in a state of siege. There were shoe prints on the walls and one on the ceiling, and Woody slipped a cartridge in the gun as he opened the door to the bathroom and held up two of the biggest cockroaches I ever expect to see alive. We fought mosquitoes in there all night.

This morning at the Post Office we picked up a letter from Sherman Archbold of Standard Oil of Louisiana inviting us to continue up the Mississippi and ride from Baton Rouge to Memphis on the SPRAGUE. This, if we do it, will be a great climax to AN all already climatic trip.

Being babes in the woods as regards the Intracoastal Waterway over to New Orleans we decided to play safety-first and find out something about the route, and went in a taxi to call on T. O. Gaillard and W. C. Strain in the U. S. Engineers Office. These gentlemen were generous with their time, and supplied us with maps, but cast some doubt on the advisability of taking so small a boat as LADY GRACE II through Mississippi Sound.

(This copy is being checked on September 2, 2005 as the full disaster wrought by Hurricane Katrina is almost the only subject on radio and television. The 1946 Argonauts had no concept that the Intracoastal Canal in Mississippi Sound was between five and twelve miles wide with its dredged channel hugging the offshore barrier islands. The audacity of proposing to take the well-loaded LADY GRACE with her ten horsepower outboard out on such a body of water only reveals a lack of knowledge of the area. A wayward July zephyr Could sink LADY GRACE. The radio today speaks of the town of Waveland, Mississippi - near where the Intracoastal does become a canal - as being washed away. Just lucky, I guess! Ed.)

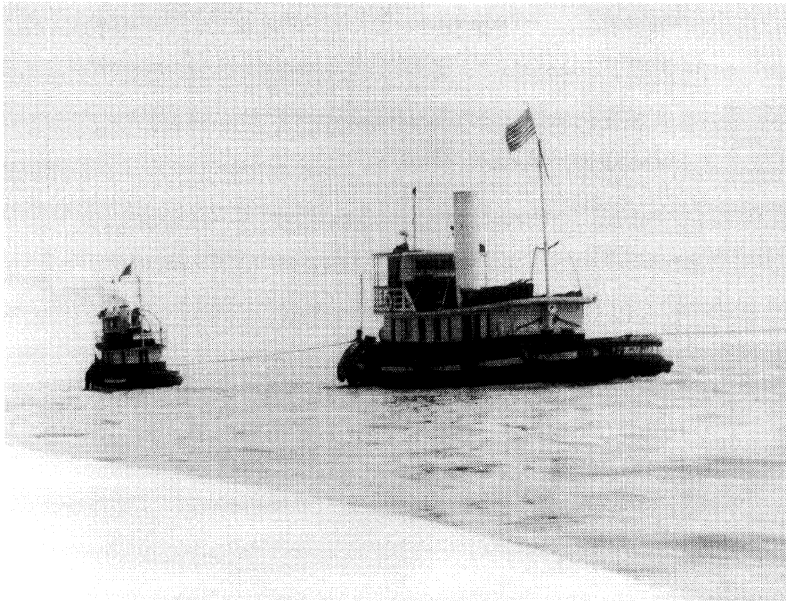
So, we hunted up Capt. E. J. Buck at the Federal Barge Line office and sought his opinion. He turned out to be a brother-in-law to Lieut. Comdr. Merton Hatfield of the U. S. Coast Guard in Pittsburgh and in substance, he said, "Yes, go ahead, catch a ride on a tug. If you upset out there just put your feet down and wade ashore." This spark of encouragement was just what we needed, wanted and we were thankful for his enthusiasm. As we talked Capt. Buck pointed riverward and said, "There go a couple of tugs now, bound for New Orleans. If you hurry along you might catch up with them."

Two hours later we had checked out of the hotel, had our duffle back in the boat and took off down Mobile Bay in pursuit of two tugs which were waddling along somewhere like a couple of ducks with five steel barges strung out behind them - all of this by hearsay - bound for New Orleans. Here's where the owl and the pussy-cat went to sea in a beautiful pea-green boat. We - went to sea I mean.

LADY GRACE II was in fine fettle, the four-cylinder motor sputtered along and we bounced and tossed. The waves broke and came in and spray flew. Every man-jack on passing ocean vessels rushed to their rails to watch us going to our suicide, but none spoke. We suspected as much, and still we kept going. I'm telling this because it is the record, not that I'm proud of it. I was scared to death.

The shores retreated and got misty and far-away, and ten-story buildings got so you could hardly see them on the Mobile skyline. Ahead was only sea and more sea and an occasional buoy, a guide we could follow with the help of our new Intracoastal charts. Finally, Woody turned around and asked, "Doc, where do you suppose those tugs got to?" I said I didn't know. "Well, wouldn't it be a good idea to know?" We now were five miles out toward the Gulf of Mexico and going strong.

About then, Woody, from the crow's nest (standing up while we were hoisted on. top of a comber-wave) called back: "Smoke on the horizon at twelve o'clock." I muttered something about thunderstorm on the horizon at three o'clock. A fresh breeze had sprung up and old Mobile Bay "got tough." The motor ran out of gas and we wallowed in the sea coaxing the spout of the gas can to remain over the filler hole while the pouring was done. A jerk on the starter rope and "pfutt-pfutt-pfutt" again toward the continent of South America. In 20 minutes, and fully an hour too late to I turn back, we could make out two little tugs away ahead - fly specks on an infinity of ocean.



AFTER A CHASE OF THREE HOURS, RUNNING AT HALF SPEED BECAUSE OF THE CHOP, WE CAUGHT UP WITH OUR TICKET TO NEW ORLEANS. THE SKYLINE OF MOBILE WAS LOW ON THE HORIZON AND CLOUDS TO THE WEST PORTENDED A SQUALL IN THE OFFING

Twelve miles out at sea we overhauled the tugs W. F. TREADWELL and the RED TAYLOR. We came alongside the W. F. TREADWELL, in the lead, and hailed the master, Capt. Mack Lipscomb, who looked somewhat bemused: "What are you doing out here in that little banana peel?"

"We came from Pittsburgh."

"You came to Mobile from Pittsburgh?"

"Yes sir, we - - -"

"You had wheels under that boat somewhere; you must have had wheels - - -"

"We portaged from Guntersville to Blackwater Creek on Mulberry Fork."

"And now you want to go to New Orleans?"

"Yes. sir."

The good skipper mixed this intelligence up in his head for a moment and then very calmly, asked, "Why?"

"That's our goal."

There was a pause for a long minute and then he relaxed and said, "Well. bless Bess. I thought I'd seen everything and then comes a skiff twelve miles out at sea with about as much freeboard as my collar button. Sure, you can go to New Orleans. Get back on the stern barge and hang on. We'll be there in a couple of days, - this is the slow freight to Arkansas. How the plague did you know we were out here?"

"Captain Buck told us."

"Captain Buck at the Federal Barge Line?"

"Yes, sir."

"Captain Buck told you that. So, that's it. Well, what's good enough for Captain Buck is good enough for me. Go on back on the barges now, before your boat gets hurt alongside this tug. Come back at supper time, hear? You've got everything you need? You're entirely welcome, I want you to know that."

More of the hospitality of the South! We learned that this tow was a family affair with Capt. Otto Lipscomb, Capt. Mack's son, in charge of the RED TAYLOR. We would have been in a predicament had Capt. Lipscomb, for whatever reason, said, "NO!"

In a moment or so we had LADY GRACE II lashed to the stern rake of Barge 60, a caboose to this lengthy single-file tow which was progressing something like two-and-a-half miles an hour out of Mobile Bay. And none too soon for the thunderstorm we had been flirting with now made up its mind to do business. Woody and I had bare time to make all lashings secure when a gale sprung up and waves rolled and broke spume clear across the tops of the barges. In sheer relief we "took it" and liked it, and our boat bobbed along like a cork.

The storm put the sea in such a state that we couldn't think of going back to the tugs for supper, so we set up camp on the back end of Barge 54 - next to the last one - and enjoyed ourselves very much like two castaways on a coral atoll. After sunset, the evening calmed, the stars came out and we set our cots up atop of the canvas-topped barge and went to asleep with water all around.

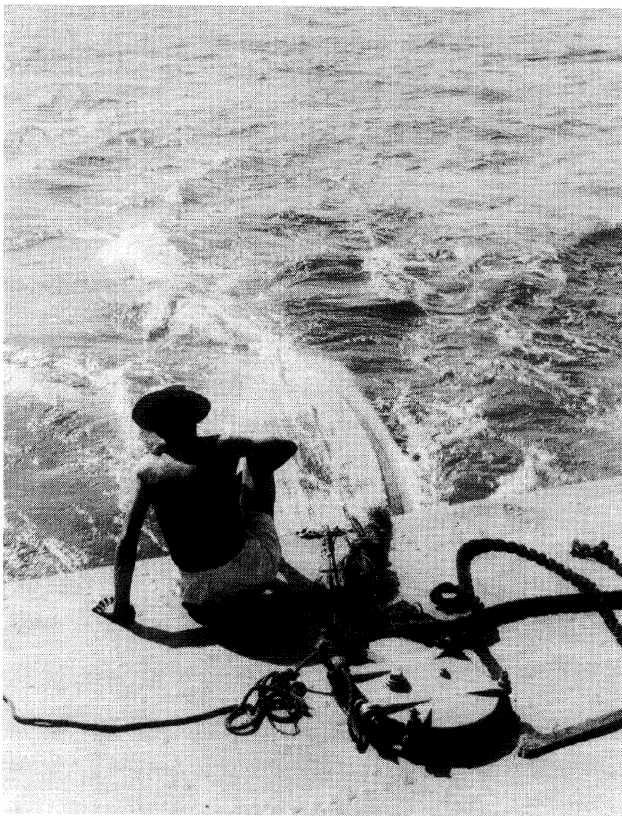




ABOVE, THE RESTFUL SCENE ON MISSISSIPPI SOUND ON THE EVENING OF JULY 2, 1946. THE RAIN SQUALL HAS PASSED AND FRED MAKES ONE LAST CHECK OF THE TOWING LINES AND STOWAGE OF THE CAMPING EQUIPMENT INCLUDING RIP BARNETT'S PRIZED RIFLE.

BELOW, THE SCENE THE MORNING OF JULY 3 AFTER THE LADY GRACE SHIPPED WATER OVER THE PORT GUNNEL AS THE WIND SHIFTED DURING THE HOURS OF DARKNESS. DISASTER!





Log: July 3.

En route to New Orleans across Mississippi Sound.

I got one eye opened at six, o'clock this morning to find Woody on the stern of the tow, Barge 60, yelling, "Hey, Doc! Hurry Up!" in unmistakable urgency. I hopped out of my sleeping bag, bare-footing it back to the stern just in time to witness the crisis. Our little motorboat was filled with water and doing a slow roll over on her side. Before we could lift a hand she gave a gasp and turned bottom-side up. Fortunately, the ropes held. The new \$260 motor was drowned: we watched it go under, slowly and certainly. But, for sure, it still was clamped to the stern of the boat - its aluminum parts flashed through the sea in the early morning sunlight.

The ocean was rough and the waves were lashing in from a new angle, off the port beam. A trail of expensive jetsam floated away: the oars, the tent poles, the gas cans, a half-can of kerosene - in no hurry, leisurely - knowing we could not in any way recover them. We worked two hours trying all the schemes we could think up to cause the boat to right so we might bail her but with no avail. Then Woody stripped.

"Where are you going, my pretty maid?" I asked him.

"I'm going back and tie a tope on that motor so we can haul it up on the barge," he said.

"Oh, no, you're not, - I haven't the strength to pull you back if anything happens. I'm going to do it!"

I stripped, and like two, bare Tweedle-Dees and Tweedle-Dums we stood and argued until we both were convinced of the folly of the idea, and decided to call, in the insurance adjustor, accept our fate and hope for the best. We put on some clothes and made some coffee. Somehow, after the first blow, we felt better. Our tragedy was not known to the tugboat crews; they were too very far out in the lead to know what was going on back where we were, and there was no sense in disturbing them about it for precious little they could do in so wild a sea. The ropes were stout, we wrapped them at the barge's edge so they wouldn't fray and we knew LADY GRACE II was going to have to ride it out upside down until we came into the haven of the canal, 35 miles from New Orleans.

That day, all day, at intervals we thought of some new thing which was lost in the wreck.

"Where's Rip's gun?"

A knowing look. "It was in the boat." Enough said.

"Where is the hatchet?" "Where is this other rubber boat?" "The fire extinguisher?" Thus we scattered things we had borrowed, bought and cared for. They were all scattered along from Ship Island to Cat Island, - between Biloxi and Gulfport - adding to the treasure of Davy Jones. Hourly we walked back to see if the ropes held, and they did. In the afternoon thunderstorms went all around but some Divine Providence guided them away from our troubles, - and we were thankful.

We saved ourselves from a slow fry in the mid-day sun on sizzling steel decks by sitting on a barge edge and dipping water over ourselves from a saucepan. In an inspiration yesterday I had brought along a dozen Coca Colas, for which I had paid the prohibitive price of 15 cents each, and we had a half-gallon of water and some groceries.

"How Rip loved that gun." We tortured ourselves with this thought. The gun might still be in the boat, it might, at that; hang onto the thought. At ten o'clock tonight, in the light of a crescent moon, we took a final look and LADY GRACE II was still there, riding upside down on the rope.

Aside from these troubles, the passage across Mississippi Sound is a beautiful journey. To the south, Gulf-ward, there is a procession of islands, vague bluish lines with palm trees, interspersed with views of the open sea. Land-ward, the towns and resorts were easy to distinguish, albeit three or four

miles away most of the time, and we played navigator and had much fun with the charts procured from the Mobile office of the U.S. Engineers. Maps are a joy, and while I think of it, we are indebted to Capt. Tim Parker of the towboat HELOISE. He lent us his maps of the Warrior-Tombigbee system, and we used them to good advantage; they fortunately were not damaged in the Wreck of the Hesperus and have been returned to him.



THE DOWNCAST CASTAWAYS, WITH AN UPSIDE-DOWN BOAT, CONTEMPLATE THEIR OPTIONS ABOARD A SLOW BARGE IN THE GULF OF MEXICO. IT WOULD BE TWO LONG, HOT DAYS UNDER THE MISSISSIPPI SUN BEFORE THEY SAW NEW ORLEANS.

GROCERIES WERE IN SHORT SUPPLY BUT HALF A GALLON OF WATER, A BOX OF PANCAKE MIX AND A CAN OF VIENNA SAUSAGE MADE UP INGREDIENTS FOR TWO MEALS, - OR WAS IT THREE? SOME POTATOES AND FRESH WATER FROM THE TUG W. F. TREADWELL PROVIDED A WELCOME CHANGE ON THE FOURTH OF JULY. THE LITTLE GASOLINE STOVE PERMITTED SOME INNOVATIVE VARIETY AND SAVED THE DAY!



Log: July 4.

Enter Canal	6:20a.m.
Lock	4:30p.m.
New Orleans. La	6:15p.m.

On this day of national celebration, I have not commenced so early since I was a kid with firecrackers. We were up before dawn, for our reckonings with the maps had scheduled us into the haven of the 34-mile canal leading to New Orleans and we knew the calm water meant a real chance for saving our boat. Woody and I tried hard to accomplish the task without succeeding. Finally, giving up, I walked out to the head of the tow and yelled the story to Capt. Mack Lipscomb on the RED TAYLOR. He understood in a jiffy what had happened. In a moment his tug gave a toot and the lead tug W. F. TREADWELL cut off her tow and came back. Capt. Otto Lipscomb and his crew, once on the barges with us, gave the needed heft and our boat. was saved.

(There is a variation here in Fred's story as originally printed in The Waterways Journal. The photo taken of the two tugs when we overtook them shows the TREADWELL as the lead boat and we recall some surprise when Capt. Otto Lipscomb turned out to be on her when she came back to salvage LADY GRACE. He answered our query with, "We trade back and forth," swapping boats evidently not unusual for the father-son team. Ed.)

MENU

BREAKFAST - PANCAKES & COFFEE

LUNCH - PANCAKES & COKE

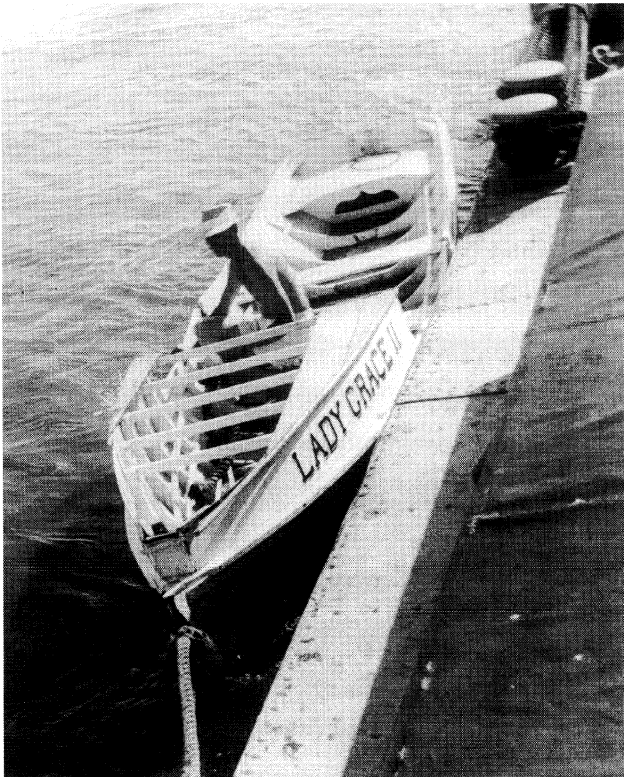
DINNER - BOILED POTATOES & WATER

BON APPETIT!

The motor, gleaming and trim, still was fastened to the stern. The waves had smashed the forward deck and carried the lumber away. Rip's gun was gone. Everything loose was washed out, clean as a whistle. But we had our boat and motor. I could not help telling Capt. Otto: "--But I feel so ashamed of myself." Capt. W. H. Chastain, pilot of the TREADWELL, said, "You ought to be glad we're going through this canal in daylight. If it hadn't been for adverse tide and wind all the way over we would have gone through here at night and the mosquitoes would have eaten you up alive. So, I'd say, everything's worked out pretty well for you boys."

"Wasn't that some rough trip," exclaimed Woody.

Capt. Otto replied, "Rough? That was a pleasure trip. Smoothest trip this summer. You ought to make the crossing when things are TOUGH! Sometimes swells break over those barges all the way."



LADY GRACE ALONGSIDE THE BARGE AFTER SALVAGE BY THE CREW OF THE W.F. TREADWELL. FORWARD DECK IS GONE AND FRED HAS SOME REBUILDING TO DO.

The following is added by the *Reflector* Editor to provide a feel for the day on the Intracoastal Canal:

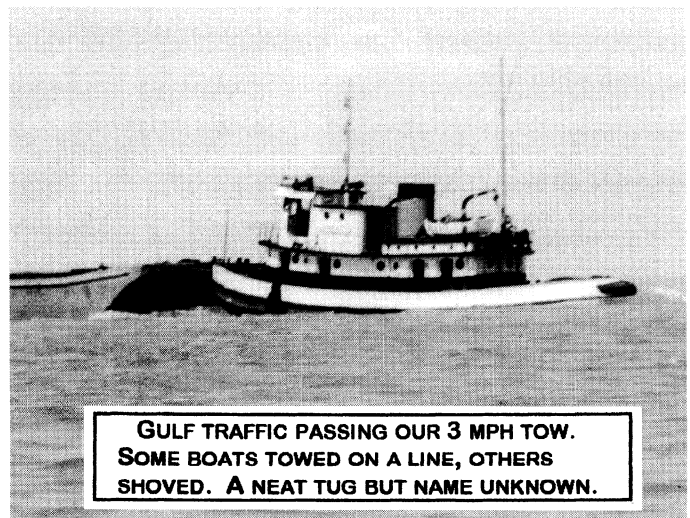
FROM FRED WAY'S NOTEBOOK

"The TREADWELL cut loose and came back. Her crew and the two of us got LG upside-right and rescued the motor. The waves had pulled the forward hatch deck off the boat but otherwise she was in fair shape. The motor was in good order. Lost were all the items we had left aboard: A gun (22 rifle) belonging to Rip Barnett, Gundersville - a fire extinguisher, also his; oars; one black gumboot; hatchet from Guntersville; my leather jacket; two gas cans (5 gallon, empty, one presented by C. W. Stoll); tent, poles and stakes; caulking cotton, starter rope; funnel and other trivia necessary to a motorboat.

Thunder storms started in about 10 am. and we had heavy rains twice. I baled the boat four times in as many hours. The CORDOVA overtook us about Ten Mile Point (from Harvey Lock) and we saw the tug BOAZ which is a rather splendid specimen of a tugboat with masts, etc. & painted mostly red. Spent most of the day working with the rescued boat and motor.

Woody took the Evinrude apart & put it together again & we cranked it to no use - she was dead of spark. About 4:30 pm. we arrived at the lock & cut L.G. loose just below & moored her to a piling which forms the lower guide wall.

Got a room at the Hotel New Orleans (three dollars each) & then with a taxi brought all equipment up to be sent home. I paid the baggage man \$10 for his work by mistake - thought I gave him \$1. Ate a good supper & spent the evening Walking Bourbon & Royal Streets. To bed about 11 p.m."



GULF TRAFFIC PASSING OUR 3 MPH TOW. SOME BOATS TOWED ON A LINE, OTHERS SHOVED. A NEAT TUG BUT NAME UNKNOWN.



THE INTRACOASTAL WATERWAY TRAVERSED SWAMPS FOR SOME 30 MILES BETWEEN THE EAST ENTRANCE AT MISSISSIPPI SOUND TO THE INNER HARBOR LOCK AT NEW ORLEANS. HERE, THE CORDOVA (T0510), TWIN-PROP, 800 HP. STEAMER OF THE WARRIOR DIVISION, FEDERAL BARGE LINES PASSES BY WITH EASE ABOUT TEN MILES FROM NEW ORLEANS

Once through the Inner Harbor Locks, we moored LADY GRACE II to some piling nearby, paddling her into her New Orleans berth by aid of a broken plank. "New Orleans," said Woody, "we are here!"

Using a talkative taxi driver as an assistant, and his taxi as a truck, we removed all the belongings from the boat to the Hotel New Orleans where we arrived at 7 p. m. looking like castaways and with no reservations. I told the desk clerk, "We aren't half as tough as we look." He smiled and listened to our story, "And you want a room?" he said. "In this city where 20-dollar bills, on the sidewalk are more plentiful than hotel rooms." We allowed that was the core of the matter.

"And you shall have the best we've got," and he sent us up to the 14th floor and into a paradise of clean beds and bath.

Log. July 5.

In New Orleans all day making arrangements.

Lv. on the Southern for Cincinnati 9:20p.m.

This morning we awakened to find a storm going on, and for once we didn't have to jerk off our clothes and don slickers. We sat up in our beds and watched it. What we didn't know, and learned an hour later, was that if we had been watching out the other side of the hotel we would have seen a twister

swoop over the city and demolish a great deal of property, - it passed immediately to our north. We were looking south.

Woody, refreshed, wasn't in half as much of a dither about seeing this fabulous city as he was about getting hep to the schedule of the SPRAGUE up at Baton Rouge. We resolved to climb aboard and ride to Memphis and got C. F. Reynaud on the phone. Sure enough, she was due to leave tomorrow afternoon. There was a monkey wrench in the plans, though, for we had surprised them, and there were guests coming from New York. Maybe we would like to get on at Vicksburg?

We took inventory' of our pocketbooks, looked at ourselves in a mirror and saw how primitive we had become what with weeks of doing our own washing and without benefit of electric iron. Two pretty rugged individuals to be hob-nobbing on the world's biggest sternwheel towboat with New York corporate guests. Reluctantly, we wired Mr. Reynaud we couldn't come. This decision, without a doubt, I will regret to my dying day.

LADY GRACE II was bobbing around down at the Intracoastal Canal (Inner Harbor) Lock. This must be tended to. I had a mind to sell her so we went calling on a steamship broker, L. M. McLeod and he welcomed us in his office at the Canal Building. We spent a most wonderful morning.

using his valuable time, and listening to many hair-raising exploits of former crossings to Mobile by various tugs.

Mr. McLeod particularly asked about Frank W. Leahy, an old buddy of his, and meanwhile did business on two telephones. He reminded us of a four-armed John F. Klein, the famous steamboat broker. Thanks to this visit, I had time to reconsider and when we walked away after a farewell cup of coffee all around I told Woody I was going to the Pennsylvania Railroad Freight Office and ship the boat to Sewickley by rail.

Now this is sort of funny. We walked in the P.R.R. office and stated our wants.

"What sort of a boat is this?" asked a clerk, obviously confused.

"A yawl," I said. "An Ohio River yawl."

A large man with dark hair, at a desk, - an executive - spoke up. "Built at Racine, Ohio?" he asked.

"Why, yes," I said.

"Weaver or Bell?"

"Why, a Bell. Say, how do you know so much about Ohio River yawls?"

"It so happens," quoth the District Freight and Passenger Agent for the P.R.R. at New Orleans, "that I, for one year, was cabin boy on the steamboat VEGA on the Muskingum River."

"Live in Marietta?"

"No, at a place I don't suppose you ever heard of - Philo, Ohio."

"No!"

"Yes!"

"Burned oil lamps there, when you were a boy?"

"Yes!"

"Big power plant there, now."

"Yes!"

By this time, our new-found friend was getting up to shake hands, George F. Berkemer. "I've swum the Muskingum with Howard Chandler Christy!" he boomed. The office, needless to state, was in an uproar which put the early morning tornado to shame. We steamboated and yawled and ran the VEGA up and down - and remembered the LORENA and Capt. Will Richardson ("Fine man, fine man"), and hauled out the VALLEY GEM, and the MERRILL and all the rest of them.

Danged if this isn't a little world.

That afternoon we had LADY GRACE II hauled out of the canal, - a back-breaking job over the top of the levee - and placed on a big truck that could have

held a small house. It all went under the general heading of, "pick up" at no extra charge, and she was on her way to the freight station.

Woody got the motor crated up, and shipped, and our obliging hotel tended to forwarding the duffle. The Southern Railway provided two sleeper reservations and at 9:20 p. m. we left the Crescent City without having seen a "spot" in it, and having come to know it holds some very human and likeable persons.

There isn't much to add to this. now, save to say that I peeked from my berth early next morning to see we were stopped at Tuscaloosa, Ala. And later we were in Chattanooga, then at Burnside, Ky. and finally Cincinnati - all of these being points of former adventure belonging to our travels in small boats. Sort of like winding up the film, putting it back on the reel after the show is done. Two sleeper tickets on the P.R.R. to Pittsburgh and next thing we knew we were home.

Our trip to the land of cottonmouths and cotton was done. The only cottonmouth we saw was in the chamber of Lock 2, Tombigbee River. It had a catfish in its mouth and was swimming around, wagging its tail and looking very pleased with itself. Least of all could it have bitten either of us.

Frederick Way, Jr., 1946.



END OF THE LINE FOR LADY GRACE II WAS JUST ABOVE THIS BASCULE DRAWBRIDGE, BELOW THE INNER HARBOR LOCK. THE GOAL, NEW ORLEANS, HAD BEEN ACHIEVED BUT NOT BY THE ROUTE NOR IN THE SHAPE THAT THE CREW COULD HAVE POSSIBLY PICTURED WHEN LEAVING SEWICKLEY, PA. AN EXPERIENCE TO REMEMBER BUT NEVER DUPLICATED!

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WIRE ROPE	CAULKING COTTON	NAILS	ROCKETS
MANILA ROPE	WASTE	WASHERS	WATER LIGHTS
LANYARDS	MARINE GLUE AND	MANILA ROPE-BLOCKS	LIFE RINGS
HAMBROLINE	CEMENT	WIRE ROPE-BLOCKS	LIFE PRESERVERS
RATLINE	WIPING RAGS	SHEAVES	LYLE GUNS
MARLINE	FILES	PAINTS	DAY AND
HOUSELINE	VALVES	OILS	NIGHT SIGNALS
SEIZING WIRE	PIPE AND FITTINGS	VARNISHES	INTERNATIONAL CODE
RIGGER TOOLS	GALVANIZED AND	TREE NAILS AND	SIGNALS
CAULKING TOOLS	BLACK BARS	WEDGES	FLAGS
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SHIP ADZE AND OARS	PACKINGS	DECK PLUGS	CHARTS
OAKUM	TOOLS	LAMPS AND LANTERNS	ALMANACS

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MANUFACTURERS' AGENTS AND JOBBERS

CANAL AND SOUTH PETERS MENGE BLOCK COMMON & FULTON STS., NEW ORLEANS, LA

FROM *THE WATERWAYS JOURNAL*, APRIL 19, 1919

THE ABOVE AD IS FROM *THE WATERWAYS JOURNAL*, APRIL 19, 1919.

AS YOU CAN SEE, THE MENGE MARINE HARDWARE & SUPPLY CO. CARRIED A WIDE VARIETY OF SUPPLIES. MOST IF NOT ALL OF THE ITEMS WILL BE FAMILIAR TO THOSE WHO HANG AROUND BOATS, PARTICULARLY THE WOODEN VARIETY, BUT A FEW ITEMS HAVE STUMPED YE ED. WE INQUIRED OF THOSE MORE KNOWLEDGEABLE AND DICK RUTTER FILLED IN THE FOLLOWING BLANKS:

"MARLINE" - TWO STRANDED, LEFT-HAND ROPE SEIZING AND SENNIT. "SENNIT" IS BRAIDED ROPE YARNS KNOWN AS FLAT, FRENCH, ROUND OR SQUARE.

"HOUSELINE" - THREE STRANDED, LEFT-HAND ROPE USED FOR FINE SEIZING (BIND ROPE).

"HAMBROLINE" - ALSO CALLED HAMBER-LINE; THREE STRANDED, LEFT-HAND ROPE, TIGHTLY LAID, USED FOR SEIZING.

"LYLE GUN" - A GUN USED TO THROW A LIGHT LINE BETWEEN SHIPS OR TO A SHIP AS IN LIFE SAVING.

THE ABOVE WERE CULLED FROM, *KNIGHT'S MODERN SEAMANSHIP*, 10TH EDITION, 1941. WE STILL WONDER ABOUT "CLINCH RINGS" WHICH HAVE SOMETHING TO DO WITH SPIKES AND NAILS, APPARENTLY. AND, WAS THE "MENGE" OF THE COMPANY A KIN TO J. H. MENGE FOR WHOM THE PACKET BOAT BUILT IN 1909 OR 1910 WAS NAMED (2844)? COMMENTS INVITED.

WHO WAS NEZIAH BLISS, THE EARLY STEAMBOATER?

Writes our friend Alfred R. Maass, R.R. #2, Box 50, New Milford, PA 18834:

"I enjoyed the article by Drake and Mansfield (June issue, page 5) and was especially taken by your reproduction of the Bill of Lading (1819) from the GENERAL PIKE listing Nezhiah Bliss as captain. It brings to mind one of my unanswered question of early steamboat building." Mr. Maass proceeds to furnish an interesting biography of Capt. Bliss which ties into the continuing story of the early development of the Western Rivers steamboat and the prominent part Cincinnati builders played.

Nezhiah Bliss was born in Hebron, CT in May, 1790, thus was 28 years old when he commanded the GENERAL PIKE in the Louisville-Maysville, Kentucky trade in 1819. His only river experience before becoming involved with the GENERAL PIKE was as operator of a horse-powered ferry operating between Cincinnati and Covington in 1818.

Bliss did, however, have some knowledge of the early technology of steam engines as he had become acquainted with Daniel French, an early steamboat inventor. In 1810 Bliss was living with the French family in New York and remained with them through moves to Philadelphia, Brownsville, PA (1812) and Cincinnati where he is said to have arrived in 1816.

In 1817, Bliss became acquainted with the eldest son of General William Henry Harrison, John Cleves Symmes Harrison, born in Cincinnati October, 1798 and named for his wealthy maternal grandfather. It was said that Symmes Harrison in 1817 formed a company to build a steamboat to be named GENERAL PIKE in honor of his (future) father-in-law. Symmes married Clarissa Pike, General Pike's daughter, in September, 1819 and Alfred Maass wonders, "But at the age of 19 did he have the financial resources to initiate such an action?" Nezhiah Bliss probably contributed to the building of the PIKE for in those days captains were frequently expected to assist in their boat's construction.

In any event, the PIKE was built and principally owned - to the extent of \$14,000 - by John H. Piatt & Co., the first private bank in Cincinnati. John Piatt and his brother-in-law, Philip Grandin, established the John H. Piatt & Co. Bank in 1816. Jacob Strader, Piatt's nephew, clerked in the bank and in 1819 was installed as mud clerk on the GENERAL PIKE.

The hull of the GENERAL PIKE was built by William Brooks at his yard at the mouth of Big Bone Creek, some 45 miles below Cincinnati. The hull was launched August 2, 1817 and then towed up to the Brooks facility at Columbia, upriver from Cincinnati. She was launched when completed on September 22, 1818 and described as being a recessed sternwheel boat with two chimneys, square stern and billet head. (Frederick Way, Jr. letter at Inland Rivers Library, Cincinnati).

According to Dr. M. Brooks, *Year Book Society of Indiana Pioneers, 1953(?)*, pp.19-33 the PIKE was remembered by Captain John Armstrong who began his career on her as a deckhand in 1819 as having had four single flue boilers with a fifth boiler without a flue in the center of the cluster. These were located in the bow, ahead of the freight room, and the weight of the boilers with water was intended to balance the weight of the engine and paddlewheel in the stern. The engines were constructed by Mr. Greene, an engineer of Cincinnati from plans and specifications furnished mostly by Mr. Bliss who also helped Mr. Greene in establishing a foundry to cast them.

The VESTA (b. 1816) had initiated the Maysville (Limestone) trade in 1818 and the PIKE, with Capt Bliss as master, began her maiden voyage in the trade on March 3, 1819. Limestone was then the gateway to the Bluegrass region of Kentucky with goods coming down the river from Pittsburgh and Western Pennsylvania. It was also the Ohio crossing point for Zane's Trace which connected with the National Road at Zanesville. Captain Bliss was highly praised by passengers on a voyage from Louisville to Cincinnati, "always attentive and obliging" according to the *Liberty Hall & Cincinnati Gazette*, March 16, 1819.

About 1820, Nezhiah Bliss sold his interests in Cincinnati and went east to become involved with steamboats operating on the Hudson River. In 1831 he teamed up with Eliphalet Nott, President of Union College, Schenectady, NY to supervise the Novelty Iron Works located on the East River above Manhattan. He also became captain of the sidewheel NOVELTY, built 1829, operating on the Hudson and famous for using Nott's multi-tubular boiler which utilized anthracite coal as a fuel.

Later, Captain Bliss made a fortune selling Brooklyn real estate which is why his biography appears in Vol. II of Henry R. Stiles' three volume work, *History of the City of Brooklyn* (1869), pp. 410n-417n.

* * *

A SERIOUS U.S. COAST GUARD PROPOSAL

by Alan L. Bates

The following is courtesy of *The Waterways Journal*, Old Boat Column, July 4, 2005:

"NAVIC[1983] 481.10-1 (a) Mariners on United States Inland Waters are requested to submit comments on a proposal to ensure that mariners will be able to hear the sound signals of other vessels at appropriate distances and will be able to judge the approximate size of the other vessel by the tones of its whistle."

This idea died when it was pointed out that a towing vessel and its tow are considered to be one vessel. It followed that every time a barge was added to or removed from a tow a different whistle would be required. It conjured up this picture (which just won't fade away):

A pilot on the mv. WOTAN and deckhand Jim are in the pilothouse.

Pilot "Somebody just blew a fog signal down in the bend. Jim. Hand me the tuning fork."

Jim "Just a minute, Cap. You may not need it. "

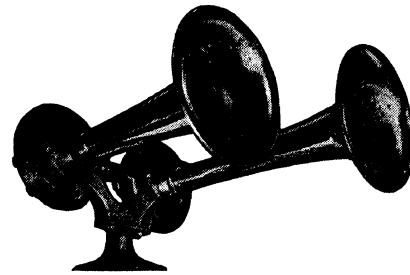
Pilot "Why not?"

Jim "Well, Cap, in order to graduate from Julliard I had to develop absolute pitch. Wait 'till he blows again."

(Soon, the Signal is Repeated)

Jim "Say, that's a nice chord; A-minor in the first inversion. That's probably the CLIFFSIDE. She's a hundred and twenty eight feet long, and that's well within the range for a chord like that. If she was less than a hundred and twenty five, she'd be in the second inversion. If she was more than a hundred and thirty three and a third feet long it would be a C-sharp major with the root just above the first C above middle C."

Pilot "No foolin'! They's lots of boats between a hundred and twenty five feet and a hundred and thirty three and a third feet long. What makes you think it's the CLIFFSIDE?"



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Jim "Dammit! Listen to her, Cap! The fifth is just a hair sharp. They were never able to tune it just right. Kahlenberg sent a factory man down to her and even he couldn't do anything with it. The Coast Guard's been on the company's back for four months about it. They tied her up for six weeks until the appeal was heard."

Pilot "No kidding?" (He yanks the whistle rope. A gorgeous, organ-like chord spreads over the valley augmented by echoes from a nearby cliff.)

Voice from radio:

"WF-6870, the CLIFFSIDE to the WOTAN. Come in, Cap."

Pilot "WF-2191, the WOTAN back. How'd you know it was me?"

Voice "Say, I'd know them horns anywhere. Where're you at, Cap?"

Pilot "I'm droppin' down Mulberry Reach, just above the bend. Which side do you want?"

Voice "It don't make no difference. Take the two-whistle side. I'll get to hear that D-flat augmented seventh chord twice."

Pilot "Here, Jim, - you take her!"

Somehow, we cannot shake the mental picture of a worried pilot flanking 25 loads down around Bringier Point while wearing a sousaphone.



A summer day at Pt. Pleasant, WV, 1900 and 1912, and the Pittsburgh-Charleston packet KANAWHA (3203) is drifting up to the wharfboat. The K&M RR bridge is in the hazy background.

Passengers are crowded on the boiler deck watching but there's no breeze to bother the pilot. KANAWHA was the weekly boat in the trade until her tragic sinking in 1916.

HEROINE(?) WRECK, 1838 - EXPLORATION PROGRESS REPORT

We thank Ralph M. Mitchell, Tom, Oklahoma for sending a copy of the September 30, 2005 issue of the *McCurtain Daily Gazette* which carries a rather detailed account of exploration to date of a very old steamboat wreck. It was found in the Red River near Valliant, OK - on the Texas/Oklahoma border - and after four years there are still has a number of unanswered questions.

The boat is likely the HEROINE, 160 tons, built at New Albany, IN in 1832 but the history of this boat itself is cloudy. She is not found in the Lytle List nor in Way's Packet Directory, 1848-1994; there is a tantalizing mention of her by James Hall of Cincinnati in his publication, "Statistics of the West," 1837.

The HEROINE in the Red River was lost by snagging in the spring of 1838 and thus is one of the oldest identified steamboat wrecks to date. The boat was loaded with supplies for nearby Ft. Towson and her cargo manifest gives strong evidence as to the wreck's identity.

Reporter Bob West of the *McCurtain Daily Gazette* has been following the story.

PIECES STILL BEING SOUGHT TO HISTORICAL PUZZLE

"The contract for a year's provisions to supply a garrison of U.S. soldiers at Fort Towson called for the shipment to arrive at the Fort Towson public landing in April, 1838. It never got there. Several records and contemporary accounts document the wreck in early May (May 7, 1838) but for some reason the boat's name is not listed."

"According to later reminiscences by the steamboat's captain W. W. Wittenbury sic., the boat hit a snag and sank just upstream from Jonesborough, Texas. The newspaper stories say residents of Jonesborough (many of whom had moved across the river a decade earlier upon the Army's order when the Choctaw Indians were moved from Mississippi) were witnesses to the sinking."

(Believe the master's name was William W. Withenbury of Cincinnati, owner in a number of boats in the Red River trade before Civil War. See index, Way's Packet Directory, 1848-1994. Ed.)

"The tilted deck and stern remains of a wooden vessel were first reported in the Red River six years ago by Bill Carter of Millerton. Soon afterwards, the Red River Shipwreck Project was begun by the Oklahoma Historical Society and it has fascinated steamboat historians and nautical archaeologists ever since."

"It is the oldest archaeologically explored boat on Western U.S. Rivers (rivers draining into the Mississippi). Kevin Crisman, lead nautical archaeologist on the project since the first major surveys done four years ago, is fascinated by the boat's architecture.

'It has a neat design, is light yet strong,' says the Texas A&M professor of anthropology who is currently heading up a field school at the Red River site with John Davis of the Oklahoma Historical Society at Ft. Towson.

It is the third full summer of working field schools for Dr. Crisman, - excavating and preserving artifacts and measuring the boat in order to create a working model that shows off the architecture and how it operated mechanically. The machinery is especially of interest since it was a transition vessel with a single cylinder engine driving the side-wheels by means of a stiff shaft." (See discussion of Doctor Pumps elsewhere in this issue.)

Although nothing has been found by the archaeologists that conclusively identifies the wreck as the HEROINE there is plenty of evidence that fits the listed cargo of the boat. Barrels of flour and pork found recently fit closely with a detailed inventory from Ft. Towson.

"Altogether, the contract to ship the Army provisions to the fort came to \$11,536. The owners of the boat that contracted to haul the provisions were Christopher Nisewanger and William Sullivan, business men of Columbus, Ohio. They bought the boat from a Louisville businessman who had the HEROINE built at New Albany in 1832. The HEROINE was rated at 146 tons (James Hall, above, quotes 160 tons), was 140 feet long, 27 feet wide and 44 feet on the main deck. The divers dug out sand to near the end of the bow this summer."

It would be desirable to build a coffer dam around the hull to complete excavation in the dry to facilitate recovery and preservation of artifacts but funding has not yet been obtained.

A wreck - and well preserved - from 1838 makes for a tantalizing look at early steamboating. We hope to report further progress on the recovery of the cargo and items of the machinery. Stand by!



**THE MOODS OF AN
S&D MEETING
by Bob Lodder**

**L. A QUIET VIEW OF OHIO
RIVER AT EARLY MORNING
IN FRONT OF THE HOTEL.**

**R. HELEN PRATER WAS
JUST ITCHING TO GET THE
STEAM ON THAT CALLIOPE
AND HERE IS SERANADING
THE GROUP WITH, "TAKE
ME OUT TO THE BALL
GAME" - OR PERHAPS IT
WAS, "BEAUTIFUL OHIO?"
DAUGHTER LIL' WITH THE
CAMERA WHILE COUSIN
HOPE BARNHOUSE FROM
REA'S RUN IS ENJOYING
THE PERFORMANCE. THOSE
QUICK FINGERS STILL HAVE
THE STEAM-PIANO TOUCH!**

**DALE FLICK ANTICIPATES
A LONG LANDING WHISTLE
AND WE HOPE HE GOT IT!**

