

S & D

REFLECTOR

Fifty 50 Years

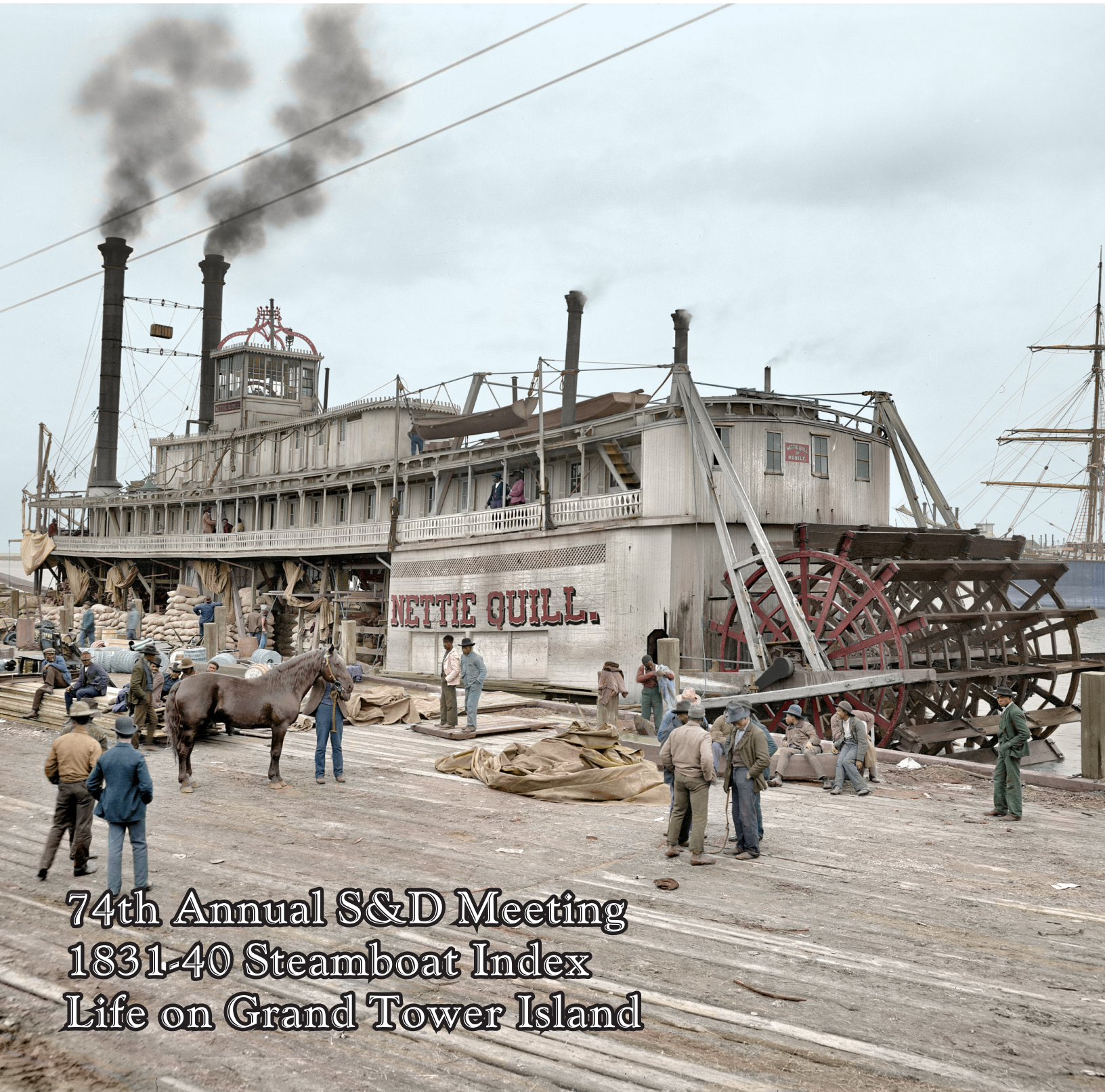
Published by Sons and Daughters
of Pioneer Rivermen



Vol. 50, No. 4

Marietta, Ohio

December 2013



74th Annual S&D Meeting
1831-40 Steamboat Index
Life on Grand Tower Island

Front Cover

Cotton packet *NETTIE QUILL* (4148) is landed at New Orleans in this stunning colorized version of what was most likely a Detroit Publishing Co. photo from the 1900's first decade. S&D readers once again owe a big thank you to Don Walsh of Meaford, Ontario for his painstaking work. Our first look at Don's artistry was *BELLE OF THE BENDS'* full color debut on back cover of the September 2011 issue. *NETTIE* plied the cotton trade on Alabama, Tombigbee and Warrior Rivers from 1886-1915. See page 47 for more of her story.

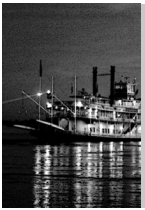
Photo courtesy of Don Walsh.

and Woody's later *Steam Towboat Directory*. Fred's books spanned the era in which he lived and that of his mentors, and perhaps a bit more. But Part One of John's work goes back to the genesis and when complete will pretty much close the loop. I wish I'd had it when researching early steamboats. When complete, the series will have an honored place with my other two volumes.

🔔 Tom has given voice to the intention and earnest desire of both Jack White and your editor since this project first appeared in the June issue. The last installment won't show up in print until March 2015, but we hope it will be worth the wait. Collecting all these varied parts into one volume is only a glimmer in the eye and mind of author White, yet we look forward to the possibility of actually pulling this off once the entire index has been completed.

Lexie Palmore writes: "I believe it is 'Coopah.' Mississippians never say 'r'. Love the pictures of the *ISLAND QUEEN*. Now I know why people in Cincinnati had *deja vu* when they saw the *PRESIDENT* arrive at Tall Stacks some years back. If you had not told us which boat that was, I would have said it's the *PRESIDENT*. Funny how photos will pop up after years have passed and surprise us all. Our current boat tour in the Rocky Mountains goes to an old run-down resort that was popular in the late 1800s. After just a few months, I have a long list of questions about the place and am starting to try to unearth more photos. At present, research yields the same old pictures. There has to be more. By the way, there was a little steamboat that used to ferry people around the lakes. It looks like the *GRACEFUL GHOST*, and supposedly resides on the lake bottom. Already snowed here 4 times. Not sticking, though. 'Sticking' means it will be around until April.

🔔 Lexie has our thanks for correcting a bumbling Midwestern attempt at transcribing Capt. Rip Ware's ID of Pool 19 above the Keokuk dam (Lake Cooper). We seem to recall Capt. Doc Hawley's comment that the look on faces of long-time Cincinnatians upon seeing the *PREZ* for the first time was akin to that of seeing a ghost! Especially on the part of those who had no prior knowledge that two identical packetboat



Reflections from Our Readers

Chuck Pietscher writes: "Thanks for the great coverage of the Keokuk Power 100 Celebration. The committee is working to establish a permanent place for their exhibits and contemplating an annual festival. The steamer *GEORGE M. VERITY* had 1100 visitors during that weekend. Since then we have painted the outside of the boat, and after replacing her roof last year, she has remained dry. To answer your question about September's cover: the consensus is that Keokuk did not have a suitable paved public landing and since river traffic was not that plentiful, excursions were allowed to load in the lock. Keep up the fine work."

🔔 Congratulations to all the Keokuk crew for putting on a great celebration honoring the centennial of the Lock and Dam and Hydroelectric Plant. We are certain that the late Bill Talbot was smiling down on all the festivities that weekend.

Tom Schiffer writes: "What may well be the most enduring segment of the September *REFLECTOR* is John White's 1821-30 Western Rivers Steamboat Index. While it may appear as appealing as reading the dictionary, it is of the same genre as the books we all revere: *Way's Packet Boat Directory* and his

S&D Renewal Notice for 2014

As 2013 comes to a close, it is time to once again renew your S&D membership. You will find your renewal form included as an insert in this issue. Please complete the renewal today and remit by no later than **February 15, 2014** by mailing your payment to our secretary at the address below.

Mrs. Sharon Reynolds
1002 Oakland Drive
Paragould, AR 72450

Because of increasing postage costs, memberships renewed after that date will require an additional \$2.50 for each back issue mailed with that year's subscription.

Thank you for your cooperation.

hulls were completed at Midland, PA. Our hope is that Lexie's search for early history and photos of Colorado steamboating will succeed, and that she will have some stories to share with our readers. Dubuque got its first dusting of snow on Veteran's Day, but nothing to compare with those high Rocky Mountain elevations.

Charles Arensberg writes: "Capt. David Herron is my great-great grandfather. I enclose this monograph as it quotes some info provided by Capt. Fred Way, founder of Sons and Daughters of Pioneer Rivermen, and may be of interest."

Charles' note was forwarded to us by secretary Sharon Reynolds after she signed him up as one of our new members. We will reprint his family sketch of Capt. Herron, complete with its notes from Capt. Fred, in our upcoming issue.

Reflections continue on page 51.

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Thinking about submitting to the REFLECTOR?

Please follow these guidelines:

Articles

- » 500 words or less
- » .rtf or .doc format (no PDFs)

Features

- » 750 words or more
- » .rtf or .doc format (no PDFs)

Images

- » at least 300 dpi
- » .jpg, .tif, .png, or .bmp format
- » minimal compression

Send to the Editor as an e-mail attachment

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



S&D REFLECTOR

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of Pioneer Rivermen

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Marietta, Ohio December 2013
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The name of this publication comes from the *Fleetwood Reflector* published in 1869 aboard the packet FLEETWOOD. This quarterly was originated by Capt. Frederick Way, Jr. in 1964.

Correspondence is invited and serious papers on river related history from our readers are always welcomed. Please check with the Editor before sending any material on a "loan" basis.

David Tschiggfrie, Editor
2723 Shetland Court
Dubuque, IA 52001
reflector@comcast.net

REFLECTOR BACK ISSUES AND INDICES

Copies of the current or prior years are available at \$8.00 each, postpaid for members, and \$10.00 for non-members.

Indices for five year increments of the quarterly, 1964 through 2003, are available for \$5 per volume. The 2004-08 index is available in CD format only for \$11 postpaid.

Orders should be sent to PO Box 352, Marietta, OH, 45750 for these items.

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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 towboat W. P. SNYDER, JR. at Marietta, and voting rights at the Annual Meeting. Family members enjoy all privileges except the REFLECTOR.

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in S&D is an interest in river history!



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Getting Posted Up

Our Hopes for the Reader

On May 24, 1950, Capt. Fred Way finished writing his introduction to the newly expanded 1950 edition of *Way's Directory of Western Rivers Packets*. His comments provided keen insight into a lifetime spent collecting not only stories and photos of river steamboats, great and small, but also of the living history of those who operated and rode them. Most of all Capt. Way reflected with gratitude on the adventures and enrichment that this passion brought into his life as a result.

In re-reading those words, we were struck with a sense that this same passion and delight characterizes the pages of the magazine he created in 1964, the magazine you now hold in your hands, fifty years later. And so we think it fitting to share his observations with you as we conclude this anniversary volume.

“We have had fun. We have made many friends. We got the itch to go see the wharves and landings where these old packets poked their noses. We went to many of these places and found it may be done economically in a rowboat with an outboard motor and a tent. [We immediately recalled Capt. Fred and Woody's Sewickley-New Orleans adventure recorded in the 2005 issues of the REFLECTOR.] We can walk cold-turkey into St. Paul, Dubuque, Fort Benton, Chattanooga, Nashville, Zanesville, and into other towns dotting the Western Waters and hang up our hats.

“Our hope for the reader whose interest has carried him this deep into these pages is a similar wish. History in a book, an old steamboat on a photograph, a map on a wall -- all stupid and dull in themselves, repelling instead of attracting -- until a person discovers the fault is his own polarity. Steamboat pictures absorbed and learned indoors on cold winter days and evenings may well become calls to adventure when the grass gets green; adventures in travel, photography, new skills, friends. These are the goals as we have found them. The reader may find rewards in these and other paths, for the

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farther one pursues the course, the more infinite the variety.”

Capt. Way's hopes and wishes for the readers of his Steamboat Directories and his REFLECTOR remain unchanged today for other generations of S&Ders who carry on the tradition he began, members who share that same passion and interest. It's really what we are about as Sons and Daughters. May those hopes continue to be realized as we look forward to celebrating 75 years as an S&D family and look back on 50 years' publication of our stories.



Meet Our Contributors

John White (*1831-40 Western Rivers Steamboats*, p. 28) brings us the latest installment of his research into the origins of Western Rivers steamboats: the A-F listings for the third decade from 1831-40.

Marion Clark (*Life on Grand Tower Island*, p. 40) is of the fourth generation of the Poe river family from Cape Girardeau, MO and Grand Tower, IL. Marion shares her memories of growing up in Grand Tower and on the island of that same name, beginning with the fateful night when the GOLDEN EAGLE ran aground.

Izzat You, Homer?

This was the tongue-in-cheek caption beneath the photo of deckhand "Moak" Hussell on page 14 of Eric Grubb's J. S. LEWIS story in the September issue. We also identified a picture of the ISLAND QUEEN calliope player shown on page 43 of that same issue as Homer Denney. We should likewise have asked, "Izzat you, Homer?" Well, actually no, it wasn't! John Fryant, Keith Norrington, Frank Prudent, Dale Flick, et. al. kindly pointed out your editor's error. Unfortunately, no positive ID has yet been made for "Homer." *Mea culpa.*

WAY'S PACKET DIRECTORY 1848-1994

ISBN No. 0821411063

List price at \$39.95 plus \$5 shipping/handling

WAY'S STEAM TOWBOAT DIRECTORY

ISBN No. 0921409697

List price at \$39.95 plus \$5 shipping/handling

*Note: any additional copies ordered ship for \$1 each

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A Letter from Lee Woodruff

Dear S & D members,

As we conclude 2013, S&D has had another successful year and I am looking forward to celebrating our 75th anniversary next year.

The Board of Governors met twice in 2013. Our spring meeting in Frankfort, KY was in conjunction with the MOR chapter meeting. This fall the Board met in Marietta prior to the annual meeting. At these gatherings the board continued to review and discuss business issues such as our membership and finances and received updates on the status of projects supported by J. Mack Gamble Fund and on new activities and displays at Ohio River Museum.

A really incredible item is the amount of money the J. Mack Gamble Fund has provided to projects since its beginning in 1976: in excess of \$1,000,000. This is good confirmation that the organization is meeting its objective to "perpetuate the memory of Pioneer Rivermen and preserve river history."

In September S&D held its 74th annual meeting at the Lafayette Hotel in Marietta. It was another great weekend with a Friday night get-together at Campus Martius Museum and a fascinating Civil War display, a boat ride on Saturday afternoon, and an enjoyable Saturday evening banquet with guest speaker Gary Frommelt.

We maintained a fairly good membership level during the past year and our financial condition is still okay. In addition, our REFLECTOR editor continues to produce a first class publication.

As you know, the cost of providing activities and publications for most organizations continues to rise, and we will continue to monitor this carefully. Again, I encourage each of you to be active sales people for S&D and promote our organization.

As mentioned earlier, next year is S&D's 75th anniversary and I am sure some special activities are being planned for the 2014 meeting. If you are not already aware, the W.P.SNYDER, JR. has been moved to dry dock for refurbishing. If all things go as scheduled, next year's Friday night get-together is being planned on the newly re-furbished SNYDER.

Watch for the date in your REFLECTOR and please PLAN TO ATTEND to celebrate our 75th year. I look forward to seeing you there.

Have a wonderful Holiday Season!

Lee Woodruff, Board of Governors Chair

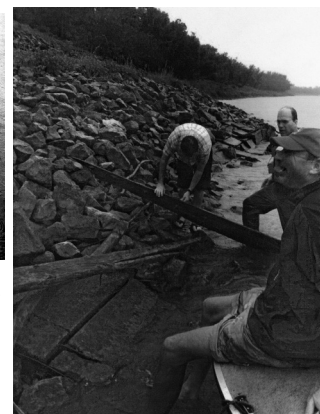
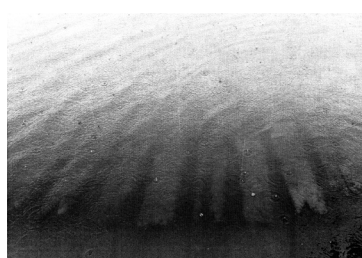
Walking on the J. M. WHITE

Retired Cmdr. Jimmy Duckworth, USCG, and some Pointe Coupee, LA friends visited the wreck of the J.M. WHITE on August 19, 2012. They launched two small boats at St. Francisville and headed upriver to where they believed the remains were located. Just up the bank from where they found the boat is the dayboard for Mile 269.5 AHP, about a mile below the St. Maurice Towhead (see chart below right, marked with arrow). The WHITE was landed at Blue Store Landing in Pointe Coupee Parish on December 13, 1886 enroute to New Orleans. Her cargo included 3600 bales of cotton, 8000 sacks of seed, and gunpowder from Vicksburg stored below in her hold. Sometime after 10:00 that night, fire broke out in the cotton amidship, and she burned to the water's edge, sinking at the landing. Due to the loss of all the boat's records in the fire, the exact number of passengers aboard is not known, but early estimates put the number of lost at 50-60.

Capt. Clarke Hawley believes the WHITE was probably landed bow upstream, port side against the right descending bank. He and fellow New Orleans historian Ray Samuel walked on what was left of the main deck in July 1988 during record low water. At that time, pilots and mates on the DELTA QUEEN told Doc about seeing several wrecks further upstream, and that precipitated their visit to the well-documented site of the WHITE's final resting place. During this 1988 expedition, the Carrollton gage in New Orleans was just under a foot. When Cmdr. Duckworth and his companions visited last year, the gage was at 2 feet, and what they saw of the steamer's main deck was about a foot underwater nearest the bank. He waded around what he thought was the flare of her port bow.

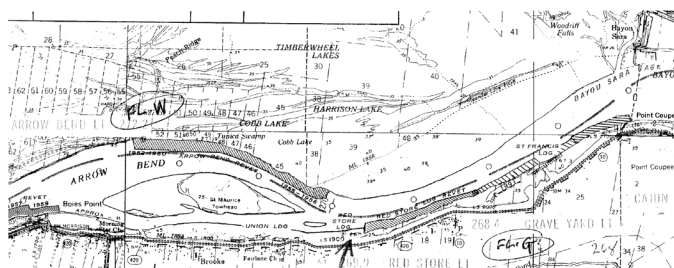
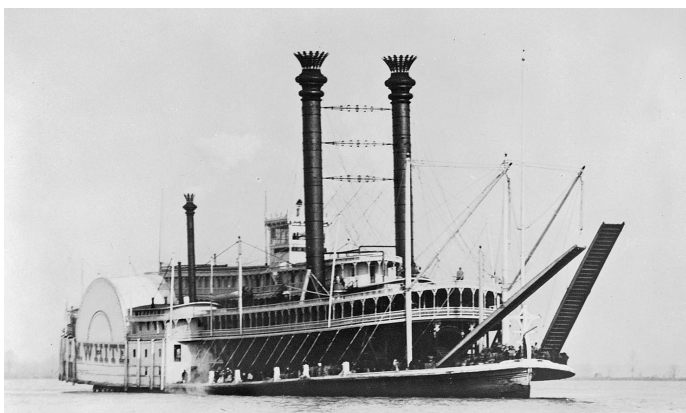
As he waded into the river, he followed the flare upstream until he could no longer feel any timber. At that point, he was just abreast of the Mile 269.5 dayboard. The deck had a 45° list outboard toward the main channel, the same cant that Doc observed in 1988. No part of the remains of the WHITE, however, showed above the surface. Two deck planks, probably oak, were approximately 1" x 8" and fastened with 6-inch iron spike nails. They were very loose and were pulled free. The charring from the terrible fire was plainly evident on the two boards. One word of caution to any future visitors to this site. Cmdr. Duckworth had never seen so many water moccasins in all his life.

According to Capt. T. Joe Deccareaux, pilot on SPRAGUE, JACK RATHBONE, SLACK BARRETT and PRESIDENT, Blue Store Light (and Landing) was later changed to Red Store after a paint job during World War I. For further details on the J. M. WHITE and her history, see March 1974 REFLECTOR, pages 25-39. For a contemporary newspaper account of the burning of J. M. WHITE datelined December 14, 1886 at Baton Rouge, see our S&D website at www.s-and-d.org Special thanks to Capt. Hawley for sending the information and photos from this latest expedition to the wreck. 📷



Above: main deck planks just below river's surface. Right: Charred plank being retrieved at site. Photos courtesy of Cmdr.

Duckworth. J.M. WHITE photo courtesy Murphy Library.



S&D's 74th Annual Meeting

From Civil War tinclads and gunboats, to one of the last Ohio River shantyboats, to a legendary excursion boat turned casino, the 2013 annual meeting of Sons and Daughters of Pioneer Rivermen brought together river fans from across the country on a beautiful fall weekend to hear tales and view exhibits from a wide variety of boats which each played their part in the story of our inland rivers.

Many familiar faces began to appear in the lobby of the Lafayette Hotel Thursday evening, September 10, and throughout the day on Friday, as the S&D faithful gathered to exchange greetings and catch up on the latest before the meeting's 8:00 p.m. opening at Campus Martius Museum. Nancy Hollister, chairperson of Friends of the Museum, S&D president Jeff Spear, Ohio River Museum chairman Bill Reynolds, and exhibitors Kraig Lawson and Jack Barnhart were all on hand to welcome the group to the initial showing of "Inland River Navy" at Campus Martius. Kraig and Jack began gathering their collection while serving as Civil War re-enactors, and have enjoyed interacting with visitors to their exhibit since it went on tour in 1995. They have shared their passion for the naval history of the War with viewers at Henry Ford Museum's Greenfield Village, at Fort Donnellson, TN, and at showings for Belmont University in Nashville and for the Ohio Historical Society.

Among the detailed scale models on display were the U.S.S. SIGNAL #8 (5104), tinclad gunboat, 190 tons with hull 150 x 30; the U.S.S. TYLER (5481), 575-ton gunboat measuring 180 x 45; and the well-known ironclad gunboat U.S.S. CAIRO (0793), 512 tons, 175 x 52. CAIRO was one of seven gunboats designed by Samuel M. Pook and built by famed river engineer James B. Eads at Mound City, IL in 1861 – built and delivered during a two month "crash" program. CAIRO's claim to fame occurred December 12, 1862 on the Yazoo River fourteen miles upstream from Vicksburg, where she was sunk by Confederate forces as the first victim of an electrically-detonated torpedo. 97 years later, the wreck was located, and in the summer of 1965 her remains were raised and towed on a barge to Ingalls

Shipyard in Pascagoula, MS where meticulous restoration efforts began. Finally, in June 1977 the boat was partially reconstructed on a permanent concrete foundation and along with her recovered artifacts, placed on display at Vicksburg National Military Park. S&D were the invited guests for this initial showing at Marietta commemorating the Civil War's Sesquicentennial years, and the two hours passed quickly as each exhibit was closely scrutinized and appreciative comments exchanged with fellow members and with the two exhibitors.

A special word of thanks go to LeAnn Hendershot, Christina Graham, Glenna Hoff and Jane Young, smiling faces and gracious hosts at the hospitality table provided by Friends of the Museum. These ladies offered a warm welcome to S&D with their generous contribution of time and talent in setting up, staffing, and cleaning up the evening reception area. Nearby, two other familiar faces had also set up shop to sell tickets for Saturday's noon cruise on the VALLEY GEM: our always cheerful secretary, Sharon Reynolds, and our efficient and capable treasurer, Dale Flick. At this point a particular word of appreciation needs to be expressed to the dean of S&D's press photographers, Barb Hameister. Your editor had only two days earlier disembarked from a Holland-America cruise, and was feeling smug that he had the presence of mind to pack a fully-charged spare camera battery and extra memory card specifically for documenting upcoming S&D events and personalities. He even had the foresight to pack a separate suitcase of clothing and S&D items just for the Marietta meeting. What he did not remember to do, however, is transfer the spare battery or the battery charger from the suitcase used aboard ship to the S&D suitcase. Four pictures into the evening's festivities, the camera's low battery light turned red and the view finder turned black. An impassioned plea to Barb to rescue our readers from a REFLECTOR article devoid of any images resulted in the fine photo display which accompanies this story. Thank you again, Barbara!

Saturday morning dawned bright and crisp as the 74th Annual Business Meeting got underway

at 9:30 in the Lafayette Ballroom, chaired by Lee Woodruff. Five members attending their first S&D meeting were welcomed by a warm round of applause. Capt. Dick Karnath and his new bride Debbie traveled all the way from Winona, MN. Dick, known as "Butch" to his longtime river friends, is the son of Capt. Walter and Doris Karnath. Dick has piloted both the MISSISSIPPI QUEEN and AMERICAN QUEEN on the Upper Mississippi, while his father was perennial partner with Capt. Charlie Fehlig on the DQ's Cincinnati-St. Paul round trips dating back to the 1960s, as well as serving earlier as master of Central Barge Line's ALEXANDER MACKENZIE. Dick's brother Jim and wife Helen from Columbus, OH were also present to represent the Karnath family. Traveling from Arnold, MD near Annapolis, were Mike and Ellie Brown. Mike has served in the U.S. Coast Guard's marine inspection office, and Ellie is the daughter of Capt. Bill and Betty Carroll of St. Louis. Ellie's father was master of the ADMIRAL for many years, and her mother was Elizabeth (Betty) Streckfus, one of Capt. Joseph Streckfus' daughters, who earned her pilot license on the steam tug SUZIE HAZARD. Rounding out the crew of first-timers was Leo Moore from Belleville, WV.

President Jeff Spear gave his report on the next stage in W. P. SNYDER JR.'s restoration. At the previous day's Board of Governors meeting, George Kane and Fred Smith from Ohio Historical Society had discussed the funding provided by the state's Transportation Enhancement Program in the amount of \$956,000. Those funds were designated for completing Phase 2 restoration efforts above the waterline. Three bids were received for painting the boat's upper works, completing work on the steel and wooden deck surfaces, glazing pilothouse windows and transoms, and renovating the electrical system onboard. Work was expected to begin around October 10 [a bulletin arrived as these words were written that the boat left Marietta in tow around noon on Thursday, October 10] with completion slated for next April. Jeff happily announced that the contract for most of this work has been let to Amherst Madison at Charleston, WV. Pending additional funding, Phase 3 of the restoration will include interpretation of crew quarters with appropriate signage and installation of furnishings. The endowment raised for long-term preservation

of the boat currently totals about \$19,000.

Nearly 2500 people attended Ohio River Museum's Inland Waterways Festival on August 3-4. Glenna Hoff, education and program director, announced that this year's successful event welcomed a record count of visitors who enjoyed the host of re-enactors and storytellers, and the various exhibits including a fresh-water aquarium and model lock and dam. 950 individuals toured the AEP towboat that weekend, and John Fryant's radio-controlled steamboat models made their usual hit with the crowd. Attendance figures for ORM in 2012 stood at 4,994 guests. Museum chair Bill Reynolds gave his report for the past year which featured the museum's exhibit on Capt. Cumberland W. Posey of Belpre, OH. Born into a family of freed slaves, Posey started working on the river as deckhand on the ferryboat MAGNOLIA at Parkersburg, WV. He went on to become a successful Pittsburgh businessman, operating or owning 41 steamboats, the Diamond Coal Company, a bank, and one of the first black baseball teams. Cataloguing the extensive Capt. Charles Ritts collection and the Capt. Miller photograph collection continues, while the Museum's photo exhibit of the 1884 Flood was loaned to the Point Pleasant River Museum. Of course, the newest addition to the campus was to be dedicated later that afternoon after a year's work of restoration and construction: the Schoonover shanty boat.

Jean Yost was up next to speak about the newly planned Ohio River Museum Interpretive Trail and building addition. Construction plans include a new bridge linking exhibits in building three with a Welcome Center addition of 2400 sq. ft. being annexed to exhibit building one. The anticipated expenses for Phase 1 building expansion amount to \$453,750, while Phase 2 signage, fixtures and exhibit expenses total \$266,500. A major fund raising effort is expected to commence before Thanksgiving. Jean also shared with Friday afternoon's Board of Governors meeting that no request for funding from the J. Mack Gamble Fund would be submitted in the coming year.

As S&D continues to reach out to newer members through social media and those who are computer-savvy, Board member Taylor Abbott

gave a current update on S&D's Facebook page which has 200 likes and reaches about 1500 people a week. Taylor also reported that future indexes for the REFLECTOR will no longer need to be printed. Since the magazine is now available as a pdf file, issues published since those included in the latest index (those beginning in 2009) can be searched electronically on a CD.

Chairman Lee Woodruff announced that nearly 1,000 of our new color S&D rack cards have been placed at a host of museums, libraries, and other river venues, and that a very limited number of remaining copies were available for any interested members. Thanks were expressed to our webmaster Jonathan Tschiggfrie for his excellent design work on the card.

Presentation of the secretary and treasurer's reports followed. Sharon Reynolds gave the latest membership statistics for the organization. As of the meeting date, we had 504 active memberships and 219 associate memberships for a total of 723. Treasurer Dale Flick distributed his report showing a balance on hand of \$15,021.00 as of September 13, 2013. This compares to a balance of \$17,482.41 a year ago. The current year saw an income of \$19,028.75 with expenses of \$21,490.16. Dale explained that some of the increase in expenses could be attributed to the one-time printing of the S&D rack card and the rise in printing costs and especially in mailing expenses for the REFLECTOR. S&D continues to receive a 30% royalty payment from Ohio University Press on all sales of paper copies of *Way's Packet* and *Towboat Directories*.

The J. Mack Gamble Fund report was given by chairman Bill Barr. Bill stated that the present market value of the Fund was \$470,887 as of September 13. This compares to \$434,455 a year ago. Funding available for grants this year amounted to \$23,864, which included a \$2034 carryover of unspent funds from last year. Of that total, \$1950 was allocated to compile the 2004-08 REFLECTOR index (now available on CD); a \$5000 grant was awarded to the Pott Library at St. Louis for indexing *The Waterways Journal*; a \$313 grant was awarded for purchasing computer software to catalog the S&D collections; and \$15,000 was awarded Friends of the Museum for a grant total of \$22,263. This leaves an

unspent balance of \$1601.73 to carry forward in 2014.

Yvonne Knight, representing Howard Steamboat Museum at Jeffersonville, reported that ACL continues to provide financial support for the Museum. The month of October will find a photo exhibit of Louisville scenes on display in the newly renovated Laundry House on the Museum campus. And of course, next year the Museum will host some very special programs and events in conjunction with the BELLE OF LOUISVILLE's Centennial celebration.

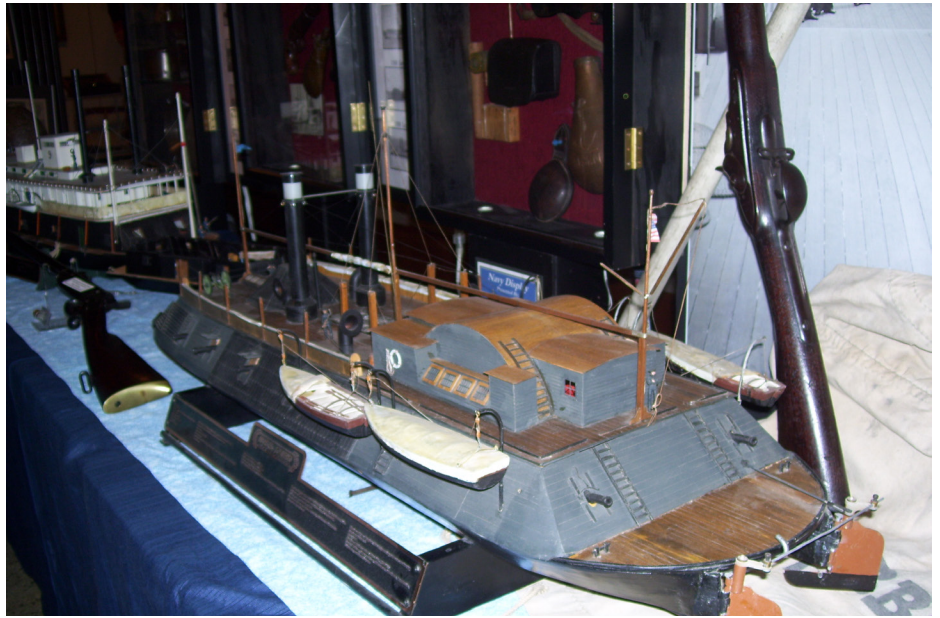
Barbara Rusch provided information from the new Clarington River Museum which opened in 2009 with Taylor Abbott as president. The site has hosted many school visits these past years, and local groups have used the Museum regularly for their meetings. Support from both the community and from S&D has been greatly appreciated. During June, a fundraising dinner titled "Dine Like You're on the DELTA QUEEN" was held, using recipes from the recently published DELTA QUEEN cookbook. Several handwritten journals from 1876-1916 were recently acquired by the Museum. These are the records of local farmer William Roush who regularly shipped his produce to Wheeling and Parkersburg on a packet, and the museum has obtained almost the complete set of his journals. Barbara concluded her report with an invitation to hold either the 2014 spring Board meeting or next year's annual S&D meeting at Clarington.

The Inland Rivers Library report from Cincinnati was delivered by Patricia Van Skaik. An exhibit highlighting obstacles to navigation on the inland rivers, "Navigating the River" by Joseph Stern, is currently showing in the Cincinnati Room from September 6 - November 17. An electronic counterpart to this exhibit is also available online at the Library's website. Additions to their collections included 86 photos from S&D's Woody Rutter which had appeared in the pages of the REFLECTOR, none of which were duplicates to the 20,000 images already on file at the Library! Two river books and a recently discovered group of sixty pre-1922 flood photos have also been added to the collection. The Inland Rivers Library continues to maintain a visible public profile as evidenced by the nearly 1,000 viewers over a six-week period for its 2012 exhibit

Exhibit creators Jack Barnhart (left) and Kraig Lawson welcomed S&Ders to the opening of Campus Martius' three-day showing of their Civil War display "The Army Navy Expedition of the Mississippi." Of special interest to our members were the displays of the "Inland River Navy." Kraig built the detailed scale models of Civil War boats included in the exhibit. Jack has been collecting Civil War artifacts for more than 25 years, and the focus of his collection is to spotlight the personal side of the war. He tries to accomplish this through the use of small personal items which provide a window into the lives of the young soldiers and sailors of the time.



Kraig's 1/4-inch to the foot scale model of the ironclad gunboat CAIRO. A recessed centerwheel vessel 175 x 50 x 7, she carried 13 guns. Six of them were mounted 32-pounder smoothbores, three were 8-inch Dahlgren smoothbore shell guns, and the remaining four were rifled 42-pounders. CAIRO was one of seven identical gunboats, the first to be lost in the War. While ascending Yazoo River on December 12, 1862, she was sunk by two Confederate mines or torpedoes, planted in the channel and joined by a triggering wire. When she snagged this wire, the mines were drawn against her hull and detonated. All crew got ashore safely as the gunboat sank up to her stacks. The wreck lay abandoned until relocated in 1961.



S&D Treasurer Dale Flick and Secretary Sharon Reynolds sell tickets for Saturday noon's luncheon cruise on the VALLEY GEM. A goodly group of 76 members, including Judy Reynolds and Carolyn Corbis, pictured here, took advantage of a beautiful fall afternoon to cruise the Ohio and Muskingum. Among the faces recognizable in the background are Sharon's hubby and Board member Capt. Bob Reynolds. Susan Burks and Lois Follstaedt glance over at the ticket-toting team as they remind buyers to keep the second ticket stub for a special door prize drawing aboard the boat. Lucky winners would be drawn to receive a copy of Way's Packet Directory and also the Towboat Directory. Your editor doesn't recall who the lucky winners were, other than it wasn't him.





Bee Rutter and Ohio River Museum chairman Bill Reynolds share a smile and some thoughts at the first night opening of the Civil War exhibit at Campus Martius. Bill and a large crew of volunteers from Friends of the Museum and from S&D, were joined by local and regional individuals and groups to complete their long year's work in restoring and readying the Schoonover shantyboat for its debut the following afternoon. Other S&D attendees lurking in the background include Mickey Frye on far left and Pat Carr in center. As reported on page 8, all photos appearing on these pages are the camera work of Barb Hameister, with only a few exceptions as noted.



Here we see an S&D stalwart, our longtime former Board chairman and advisor Capt. Bill Judd, in serious conversation with Capt. Joy Manthey of New Orleans. As reported in our December 2010 issue's feature story on the Streckfus family, Joy is the granddaughter of Anna Streckfus Manthey, and is part of the family's fourth generation to work on the river. Joy recalled that her first duty as popcorn concessionaire on the PRESIDENT in New Orleans was supplemented by having to open or close windows on the stern whenever the boat was negotiating a turn on a windy day.



This distinguished and smiling group of ladies gathered at Campus Martius are (left to right), Sue Baird of Cleves, OH; Carol Roth of Cincinnati; Gayle Hindman of Cincinnati; Yvonne Knight of Jeffersonville; and Rita Jones of Cincinnati. Your editor readily admits recruiting the expert assistance of Barbara Hameister (who took most of these wonderful shots) and of Jo Ann Schoen in matching names with these beautiful faces. The photo captioning session took place while the three of us assembled around the editor's laptop at a table in the Gentleman's Lounge aboard the AMERICAN QUEEN during her Dubuque shore stop this October.

“Steamboats through an Early Lens,” and by 84,000+ viewers on their Fox19 Facebook Timeline. In addition, The Federation of Genealogical Societies’ 2013 conference at PLCHC hosted 180 attendees for the lecture “Did Your Ancestors Follow the River?” Patricia also was pleased to report that S&D’s new rack cards are on display and available to their visitors.

Completing the updates from river libraries and museums, Sean Visintainer of St. Louis’ Herman T. Pott Library briefed our membership on their photo and artifacts exhibit “Rollin’ on the River.” Meanwhile, their staff and volunteers continue to work on the massive task of cataloguing and indexing both the Jimmy Swift and John Hartford collections. Sean also announced the welcome news that the Streckfus-Carroll photo collection is nearly all digitized and will soon be available online. As a counterpart to that famous collection, he also reported that Annie Blum’s recently-published book on the ADMIRAL and Streckfus Steamers is now available for purchase at the Pott Library.

Following these summaries, our attention focused next on local S&D chapters. Latest news of the Ohio-Kanawha Chapter was detailed by chapter president Jim Bupp. The O-K group meet twice this year, with a showing of the video “History of the Kanawha River” as a special highlight. The chapter is particularly proud of its financial stability in these perilous economic times, eliciting the observation “We’re rich!” after reporting that their chapter’s treasury shows a balance of \$85. The newly published book on the Silver Bridge disaster has sold over 1,000 copies to date. During the LST 325’s recent visit to Charleston, 15,000 visitors toured the ship in three weeks. And the Point Pleasant River Museum continues to offer tours of their facility during the AMERICAN QUEEN’s stops. One of the most recent acquisitions of the Museum is a Weaver skiff, courtesy of the Schoonover family.

The Middle Ohio River Chapter report presented by Barb Hameister began with their spring meeting in Frankfort, KY featuring Capt. Bill Judd’s excellent powerpoint presentation on the Kentucky River. Incidentally, Capt. Bill remains one of S&D’s future authors-in-waiting, mercilessly pursued and recruited by your editor for his great knowledge

and ability to tell a good story. MOR’s fall meeting in Paducah included a panel discussion about life on the river, with a special opportunity to try out the pilothouse simulators at Seamen’s Church Institute. Bill Barr encouraged S&D members to pay a visit to Paducah, not only to visit the museum and view the fine murals on the river walls of the city, but to spend time at the Institute to learn first hand how modern-day river people are trained. A related request from the Institute is their search for potential interviewees for their oral history project. They would appreciate receiving the names of river people who could be included in this project. A similar request was received by S&D three years ago from Dubuque’s National Mississippi River Museum and Aquarium for their Rivers Hall of Fame oral history collection.

REFLECTOR editor David Tschiggfrie made brief comments thanking all those who shared their special memories in the March issue of the magazine’s 50th anniversary year. He reminded all assembled that next year’s September issue would be dedicated to telling the story of the IDLEWILD/AVALON/BELLE OF LOUISVILLE as she celebrates her centennial year, and encouraged attendance at those events in Louisville the week of October 15-19, 2014. By prior arrangement with the boat’s management, copies of this special REFLECTOR issue will also be available for purchase on the BELLE and at the gift shop/ticket office on the ANDREW BROADDUS.

The last order of business was the report of the nominations committee and this year’s election of officers and Board members. Chairperson Barb Hameister presented the following slate of candidates: Jeff Spear, president; Vic Canfield, vice president; Sharon Reynolds, secretary; and R. Dale Flick, treasurer. Candidates for a three year term on the Board of Governors were: Lee Woodruff, chairman; Bill Barr; and John Fryant. There being no additional nominations from the floor, these individuals were elected by acclamation.

Lee, as newly elected Board chairman and presider, and sensing a look of urgency on the faces of those in the room who wished to depart for the Muskingum River landing as the hour for boarding the VALLEY GEM neared, entertained a motion for adjournment. And just that quickly, the 74th

annual meeting of S&D drew to an expeditious conclusion as nearly the entire assembly headed for the foot of Front Street to begin the afternoon and evening festivities.

The seventy-six S&D passengers seated in VALLEY GEM's main deck dining area to enjoy a noon luncheon cruise were favored with near perfect September weather, a delicious and ample buffet, informative narration about Buckley Island by local historian Louise Zimmer, and ubiquitous snatches of conversations here and there as individuals met in twos and threes and in small groups to get posted up. In all the commotion of Friday night's premiere at Campus Martius and the morning business meeting at the Lafayette, your editor wondered whether our main speaker for the evening program had arrived, not having seen Gary Frommelt or Connie amongst the crowd of faces so far. During a quick trip back to the buffet dessert table to liberate one of those amazing chocolate brownies, however, all anxiety was laid to rest – as we found our featured speaker in lively conversation with Bob Reynolds.

On the way up the hill at the end of the excursion, it was your editor's turn to be engaged in lively conversation with Dan Goen of Martinsville, IN. Dan had long been enchanted by the Wabash River, and was fascinated with the story of steamboating on those waters. He mentioned that as many as 12 steamboats a day made landings at Lafayette during "good water" in spring and fall. Meanwhile, Dan had put together plans to build a wooden replica of a sidewheeler for use on the Wabash River, to be named LADY GRACE in honor of Capt. Fred Way's mini-packet. Then at last year's S&D meeting, Jim Karnath alerted him to the upcoming sale of the old steam engines from the JULIUS C. WILKIE at Winona, MN, along with her pitmans, wheel and cranks. They were even in operating condition, having been set up to run on compressed air during the the boat's days at Levee Park. And so Dan put in what he said was "a reasonable bid," hoping to secure them for his boat. Unfortunately, Ken Eder of Carthage, NC beat him out, and the engines will instead go on display with others in his collection.

Not in the least discouraged, Dan is proceeding with plans to organize a not-for-profit company

to promote history of steamboats on the Wabash, to be named the White and Wabash River Steam Navigation Co. He hopes to build a wharfboat at Montezuma, IN and fill it with items of freight to illustrate how it was transported back in the heyday of steamboating. Target date for completing this project is the Fall of 2014. Montezuma, where US 36 crosses the Wabash River between Terre Haute and Lafayette, also has a canal history. The Wabash and Erie Canal ran right through the town, and there was a turning basin here for the canal boats.

By now the S&D contingent was joined by other interested spectators who had gathered up on the grounds of the Museum for the dedication ceremony for the newly acquired Ohio River shantyboat. Bill Reynolds expressed the deep thanks of S&D and ORM to all those associated with this latest addition. First of all to the Schoonover family for their generous donation of the boat. And also to a score of local and regional people, groups and businesses: Dave's Landscaping, Schilling Truss Co., B&B Petroleum, Duke Energy, Greenleaf Landscaping, Pioneer Masonry, Smith Concrete, DesignCrete, Dietz Frutrell & Walters Insurance, Grange Insurance, Muskingum Valley Chamber of Commerce, the Sisters of St. Joseph, George Houser Jr., Friends of the Museums volunteers, and Warren High School Advanced Art Studio class. All these folks were a vivid reminder that a project like this takes many hands and many contributions. Jeff Spear offered a final and heartfelt word of appreciation to Bill Reynolds, who guided this effort through from beginning to end. After a few appropriate words of dedication by our own Dale Flick, the Schoonover family was invited to be the first official visitors through the doors. Visitors were encouraged to look into every nook and cranny, where a few surprises had been planted. We won't spoil those surprises for those who have not yet had opportunity to go aboard and explore for themselves, but the result is well worth a visit. We will share one small example. Our eye was drawn immediately to the kitchen table where an old linen flour sack sporting a color image of the steamer CAPITOL, was propped up! Now where do you suppose that came from?

Several groups headed back into the Ohio River Museum to take a leisurely afternoon tour. And

Represented here are the cities of Arnold, MD; New Orleans, LA; St. Louis, MO; and Paragould, AR. Ellie Brown, Joy Manthey, Tom Dunn, and Bob Reynolds share a smile with the camera and with each other on Friday evening. We hope we aren't letting any cats out of the bag in saying that we've heard via sternline telegraph that Tom is busy working on a new volume detailing the day-to-day operation of the ADMIRAL and the behind-the-scenes stories of her evolution over the years from excursion steamboat to entertainment venue to casino. Word also has it that Capt. Doc Hawley has been invited to pen the introduction to said book. We'll let Tom make any official announcement when the launch date is set.

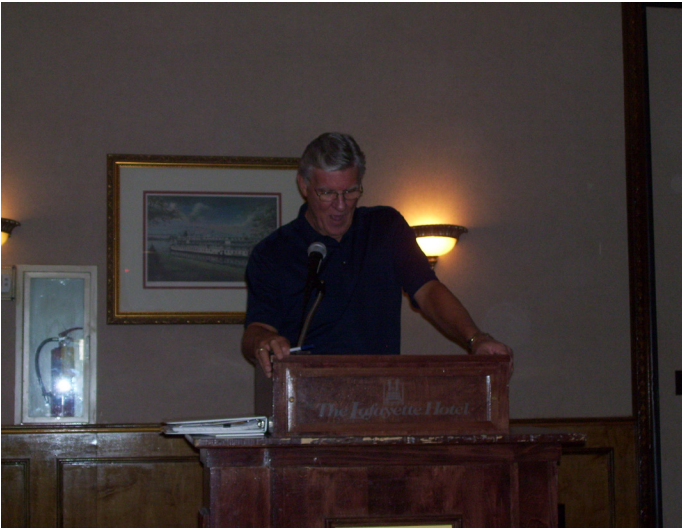


Two perennial attendees from Cincinnati listen to opening remarks at Campus Martius. Mickey and Linda Frye are longtime S&D members who met in the 60s aboard the DELTA QUEEN. Mickey was steersman and Miss Linda Booty was in the housekeeping department. Soon wedding bells rang, and for some time the couple lived in Cincinnati where Mickey was employed as dispatcher for Southern harbor. After a stint in the Orlando, FL area they returned to the Queen City. Mickey was quite proficient in the art of "steamboat artifact rescue", and has provided displays at S&D meetings and at river museums. Bottom two photos are from the editor's camera.



Board member Bob Reynolds poses with descendants of the famed Streckfus Steamboat Family. Capt. Joy Manthey, already introduced in a previous caption, is joined here by Ellie Brown and husband Mike. As mentioned in the accompanying article, Ellie is the daughter of Capt. Bill Carroll and Betty Streckfus Carroll, and worked her first river job on the ADMIRAL. Ellie and Mike were attending their initial S&D meeting, and were mightily impressed with all that took place over the weekend. A special lagniappe was presented to these folks after the close of Saturday's events with video of Streckfus excursion steamers from the 30s and 40s, and a previously unknown blueprint for a proposed steamer for Acme Packet Co. See pp. 26-27 for more.





Board chairman Lee Woodruff steers the membership through a boatload of reports and updates on the condition of S&D and affiliated groups in 2013. Lee kept close tabs on the clock to keep business moving along in an informative yet timely fashion.



Gary Frommelt, guest speaker for the evening banquet, is given a pointer by Bob Reynolds. Gary hails from Guttenberg, IA, and after stints in New Orleans and St. Louis, now travels extensively in his work for Entertainment Cruises, Inc.



Part of the S&D group enjoying a bright September afternoon on upper deck of VALLEY GEM. A beautiful day, good food, a boat ride, and lots of river talk. What more could one want?



W. P. SNYDER, JR. on the Saturday afternoon of S&D weekend. As this is written, she is undergoing renovation of her upper decks at Amherst Madison in Charleston, WV.



Taylor Abbott and canine friend (now, what was her name?) are greeted by a fellow passenger as Lois Follstaedt looks on during the narrated cruise around Buckley Island on the Ohio.



Members of the Schoonover family at the dedication and grand opening ceremonies for the vintage shantyboat donated by them as the newest exhibit on Ohio River Museum grounds.

a few headed to the gift shop near the entrance to scout out this year's latest table of treasures set out by Woody Rutter. This bibliophile, along with Jim Blum and Joy Manthey, made a bee-line for the sale table. Now, a copy of Edwin and Louise Roskam's classic *Towboat River* has eluded this collector for years. And unbelievably, there one sat in plain view and within easy reach! While snatching the volume from the table and casually tucking it underarm and out of sight, Joy leaned over and apologetically whispered that she had already picked it up for her own library but a moment before, and had merely set it aside for a second while she checked out other nearby items. Alas, the search continues. Still, the shopping trip was not without success, as a missing volume of *Inland River Record* also lay among the sale items. Returning to the Lafayette lobby, former DQ crewmates and longtime friends Mickey and Linda Frye beckoned the editor over to their table, where they were sorting through a packet of photos taken by Mickey's mother Dorothea years ago. They had carefully selected individual pictures to distribute to friends that weekend, and had especially chosen two to present to this AVALON devotee: a view taken from the excursion steamer's bow during a Cincinnati landing in 1960, along with a group shot of Doc Hawley, Mike Fitzgerald, and other BELLE crewmen posed with old pilothouse nameboards from the AVALON and BELLE. An unexpected surprise, and a much appreciated one. All in all, a very fine afternoon.

Saturday evening's banquet got underway at 6:30 after members had opportunity to spiff themselves up, gather and greet one another, and form table coteries in the Lafayette ballroom. Our featured after-dinner speaker was Gary Frommelt, licensed Chief Engineer and currently Vice President of Marine Operations for Entertainment Cruises. Gary is a native of Guttenberg, IA, site of Upper Mississippi Lock and Dam 10, and the present-day home for his veteran sternwheeler LOUISE, of which more later. Gary's gravitation toward the river and his career on riverboats traces its origins to his grandfather who ran a button factory in town. Clamming, which was big business in the regions around Prairie du Chien, McGregor, Lansing, and Muscatine a few generations ago, offered a prosperous livelihood in the manufacture of genuine pearl buttons, stamped from the clam shells farmed

from the river bottom. Within a few decades, however, the advent of plastic buttons brought the demise of this way of life. As a boy, Gary recalled watching tows lock through just a stone's throw down the bank from the main drag through town, while we also seem to recall that he may later have been partner in a commercial fishing enterprise. On one occasion Gary presented your editor, who at the time was pursuing his alternate career as a junior high teacher, with some delicious and odiferous smoked carp. Soon after, the brown paper-wrapped delicacy appeared at school for noon lunch. When the fish was brought out of the fridge, unwrapped and spread out on the table in the teacher's lounge, the room was immediately vacated, except for yours truly and the carp. Unfortunately, in a school building it was not possible to bring along the customary beverage for washing down that meal.

After some decking work on Upper River towboats, Gary eventually landed a job aboard the DELTA QUEEN. It was there that he had the good fortune to work under the tutelage and example of Pete Feilhauer, to whom he ascribed much of the credit for many of the skills he later used in his career on boats. Gary went on to work for the Dow's New Orleans Steamboat Co., and while in the Crescent City, came to develop a deep respect and admiration for the steamer PRESIDENT, which he had first seen in her final harbor tour days under Streckfus Steamers ownership. Her operation eventually passed to New Orleans Steamboat Co. in 1981 and Gary became her Chief. Prior to that time, the steamer had been converted to diesel propulsion with two large Murray and Tregurtha units housed in her former wheelhouses. After a period of time, the Dows sold her to John Connolly's Gateway Riverboats, and she ran out of St. Louis for a while, her original home port. When the PRESIDENT was converted into one of Iowa's riverboat casinos in the early 90s at the Quad Cities, Gary returned closer to home. Eventually he assumed duties as head of marine operations for Entertainment Cruises based in Chicago. He no longer works with any paddlewheel-powered boats, but rather with large, sleekly-styled yachtlike vessels, and on waters other than the Mississippi and Ohio Rivers. Still, he readily confesses his love for the traditional Western Rivers boats, and treasures the memories and experiences of those days.



Part of the assembly on hand for opening ceremonies at the shantyboat. Among the faces we can ID are Ellie Brown, Dorothy and Dan Goen, Dale Flick, Bob and Sharon Reynolds, Jeff Spear, and Jean Yost.



Newest addition to ORM grounds ready to welcome her first guests after a long odyssey and months of work by scores of dedicated volunteers and contributors.



Formal portrait of a most dignified S&D crew following the evening's program. Left to right in back row: Fred Rutter, Bill Barr, Michael Jones, Lee Woodruff, Tom Dunn, John Fryant, Gary Frommelt, and Bob Reynolds. Front row: Sharon Reynolds, Vic Canfield, and Dale Flick. Conspicuous by his absence is our president Jeffrey Spear.

Back in his DQ years, Gary had opportunity to acquire a wood hull, diesel-powered sternwheel towboat built in 1923 as the J. A. CRESAP. After going through two name changes and four owners, she lay somewhat forlorn astride an island opposite Winona, MN, now bearing the name LOUISE. That began a decades-long adventure in restoration, hope and frustration. Gary completely replanked her hull and rebuilt her upper works, gave her a fine new paint job, worked on restoring her 80 hp. Cat diesel engine, paddlewheel bearings and rudders, and LOUISE was about to experience a renaissance. However, brutal ice from an Upper Mississippi winter at her Guttenberg marina wreaked havoc on that new hull, and the latest round of restoration efforts have been put on hold as Gary attends to the necessities of making a living. However, the dream and vision remains, and one day Gary and Connie look forward to hosting river friends on a cruise aboard the fully-restored LOUISE.

Listening to the fascinating story of Gary's river career brought smiles, laughter, a tear or two, some thoughtful looks, and most of all, a tremendous sense of gratitude for his easy and entertaining manner of sharing a lifetime devoted to the boats and people that have played such a big part in his life. Jeff Spear commented, "Gary did an amazing job. I couldn't believe he spoke for a little over an hour, it went so fast!" Following the meeting's official adjournment by vice president Vic Canfield, a small group lingered in the ballroom for some post-talk conversation. Part of this group was a crew composed of Capt. Jim Blum, Tom Dunn, Gary and Connie Frommelt, Capt. Joy Manthey, Ellie and Mike Brown, and your editor. Five of these individuals had a direct connection with either the Streckfus family or with their boat operations, and they had been alerted that there would be "something of an added surprise" awaiting them after the evening program was over. Part of this surprise took the form of an old boatyard blueprint that had a previously unknown and historic connection with that famed river family, and this informal gathering provided a unique first opportunity to share it with them. Having accomplished that, the REFLECTOR is now very pleased and honored to be able to also share that "discovery" with the whole S&D family. And so we invite you to check out pages 26-27 for the rest of this story. A Michael Blaser video was

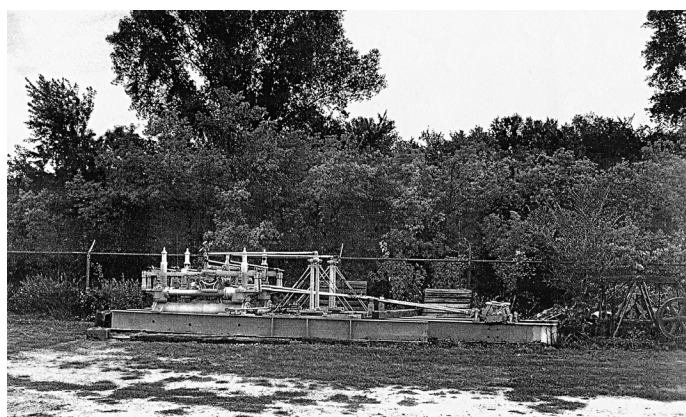
also shared with the group, featuring vintage color film footage of the CAPITOL, J.S. DeLUXE, and PRESIDENT making landings at the Quad Cities.

Below is the guest register for our 2013 Annual Meeting. As always, we apologize for any misspellings or errors in transcription, and cannot claim that this represents a complete listing of all who were present that weekend. Our treasurer Dale Flick made his customary valiant effort to invite all present to sign in. Next year is S&D's 75th anniversary year. We suspect that our officers and our Board are planning a few surprises for us on such a momentous occasion. You will want to join us for what will certainly be an annual meeting to remember. See you next September! 📅

Registration List for 2013 Annual Meeting

Taylor Abbott	Clarington, OH
Kirstin Anderson	Ashland, KY
Sue Baird	Cleves, OH
Jack & Janene Barnhart	Eaton, OH
Bill Barr	S. Charleston, WV
Ellen Best	
Lois & Roy Bickel	Seneca, PA
Jim Blum	St. Louis, MO
Debbie & John Bradfield	Sardis, OH
Ellie & Mike Brown	Annapolis, MD
Jim Bupp	Charleston, WV
Susan Burks	Shelbyville, KY
Victor Canfield	Covington, KY
Walter Carpenter	St. Marys, WV
Pat Carr	Macon, GA
Vernon & Iris Clifton	Bidwell, OH
Carolyn Corbis	Reno, PA
Tom Dunn	St. Louis, MO
Bill Dunn	Lady Lake, FL
Dale Flick	Cincinnati, OH
Lois Follstaedt	Seneca, PA
Gary & Connie Frommelt	St. Louis, MO
John & Sharon Fryant	Maineville, OH
Mickey & Linda Frye	Cincinnati, OH
Dan & Dorothy Goen	Martinsville, IN
Christina Graham	Marietta, OH
Bob, Sheila & Robby Grubbs	Hamilton, OH
Barbara Hameister	Blanchester, OH
LeAnn Hendershot	Marietta, OH
Allen & Elaine Hess	Bethlehem, PA
William & Gayle Hindman	Cincinnati, OH

Glenna Hoff	Marietta, OH
Helena & Bob Isfort	Cincinnati, OH
Michael & Rita Jones	Cincinnati, OH
Judith & James Jones	Marietta, OH
William & Darlene Judd	New Richmond, OH
Dick & Deb Karnath	Winona, MN
Helen & Jim Karnath	Columbus, OH
Yvonne Knight	Jeffersonville, IN
Kray & Diane Lavon	Cincinnati, OH
Joy Manthey	New Orleans, LA
Charles Montague	Ashland, KY
D. Leo Moore	Belleville, WV
Judy Reynolds	Reno, PA
Bob & Sharon Reynolds	Paragould, AR
Bea Ritts	Reidsville, NC
Barb Ritts	Braddock, PA
Carol Roth	Cincinnati, OH
Barbara Rush	Clarington, OH
Bee & Woody Rutter	Marietta, OH
Fred & Tammy Rutter	Lithopolis, OH
Ed Shearer	Houston, TX
Marga Smith	Springfield, OH
Jeffrey Spear	Marietta, OH
Gerry Swarts	Louisville, KY
David Tschiggfrie	Dubuque, IA
Patricia Van Skaik	Cincinnati, OH
Sean Visintainer	St. Louis, MO
Jay & Laurie Way	Bowerston, OH
Lee Woodruff	Cincinnati, OH
Jean Yost	Cutler, OH
Louise Zimmer	Marietta, OH



Engines from steamer JULIUS C. WILKIE, salvaged after the boat was demolished in 2009 at Winona, MN. Originally from H. A. BARNARD, built in Moline, IL in 1898, and later renamed JAMES P. PEARSON. Capt. Way doesn't list engine size, but Winona County Historical Society says they developed 200 hp at 184 psi. These are the engines that Dan Goen hoped to acquire for his steamboat project on the Wabash River. Photo courtesy of Dan Goen.

Boats That Were Never Built (Part Two)

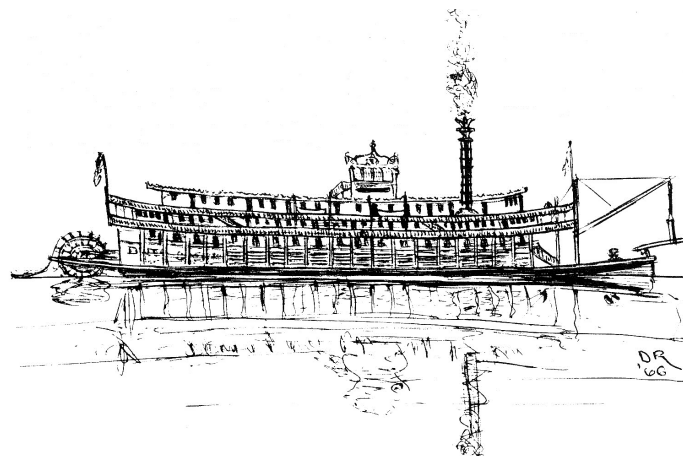
Five years ago, our Spring and Fall issues carried stories in John Fryant's Small Stacks column about two Western Rivers steamboats that were designed but never built: Fred Way's OHIO VALLEY and Ward Engineering's WHITE SWAN. These tales inevitably trigger thoughts of what might have been, and similar musings surfaced again this past spring when your editor spent the better part of two days at the offices of the Riverboat TWILIGHT in Scales Mound, IL. Capt. Kevin and Carrie Stier had extended an invitation to sort through a large number of original blueprints collected by Capt. Dennis Trone, last president of Dubuque Boat & Boiler Co., in hopes of identifying the significance of some of the drawings produced by that famed boatyard. Dennis' widow Libby Trone had generously turned the plans over to the Stiers so that these historic documents could be preserved. So like kids turned loose in a candy store, the group rolled up their sleeves and began unrolling the blueprints. And within minutes, they were looking at some surprising revelations that none of them could have anticipated. One of those sets of drawings had an almost forgotten connection to some devastating news that unfolded nearly a half century earlier.

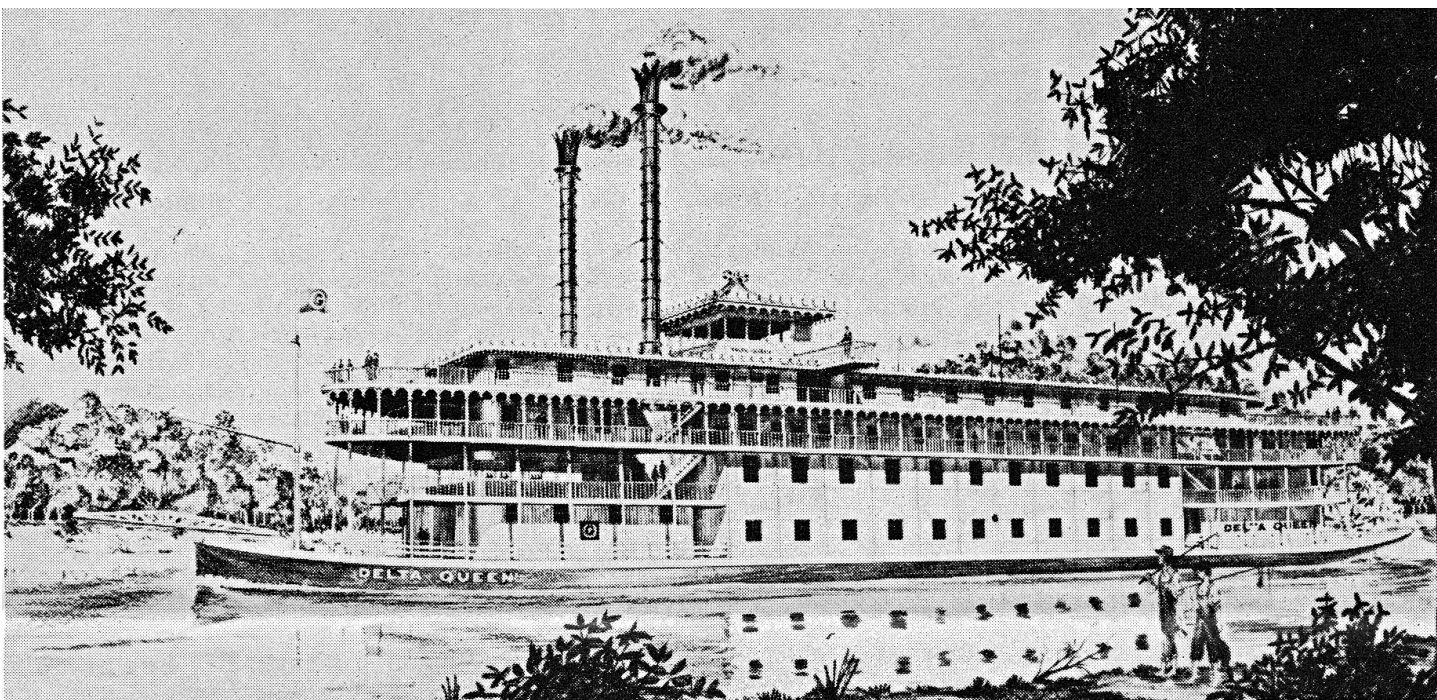
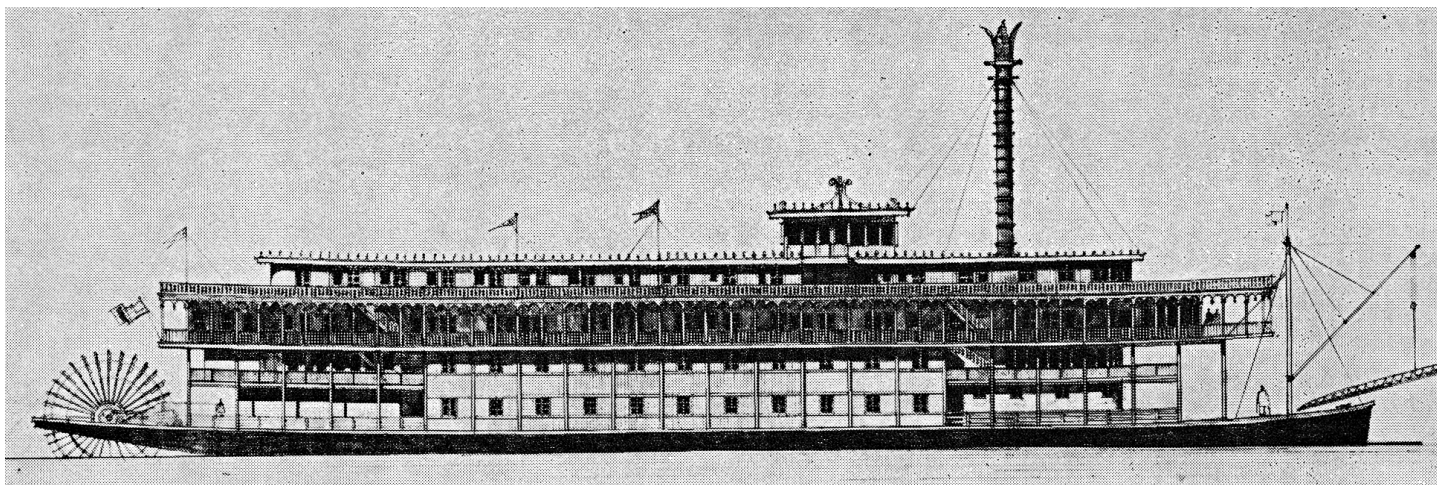
In the fall of 1966, Greene Line Steamers was just getting over the initial shock that they might be forced out of business by the newly revised Safety at Sea Law which would prohibit the DELTA QUEEN from carrying overnight passengers. At that year's S&D meeting, Greene Line officials Capt. Doc Hawley, Richard Simonton and Bill Muster unveiled plans for a "new" DELTA QUEEN. Using the existing steel hull, the initial concept being considered was to strip the boat down to the main deck and build new upper works that would meet the ocean-going fire safety requirements of SOLAS. Greene Line had contracted with the New Orleans firm of Friede and Goldman to draw up a proposal, and an elevation, deck plans, and sketch of the new boat were shared at that meeting. The news was reported in the December 1966 REFLECTOR, and editor Way invited readers to submit their own designs or revisions based on those preliminary drawings. And so they did. Shown at right is Dick Rutter's sketch transforming the architect's

renderings into a more faithful representation of a Western Rivers-style steamboat. In the March 1967 issue John Fryant weighed in with his take on the published plans, reproduced here on the bottom of the opposite page. And an unnamed artist produced the sketch at the top of page 22, showing the boat without sternwheel but sporting instead twin sinusoidal vertical axis blades housed in wheel boxes on her sides, resulting in "Hudson River styling with Mississippi decor," to quote Ye Ed's words. Today's readers may find the use of Z-drive units fitted on the AQ as supplementary power to her sternwheel as an eerie echo of that decades-old concept for propelling the new tourist boat.

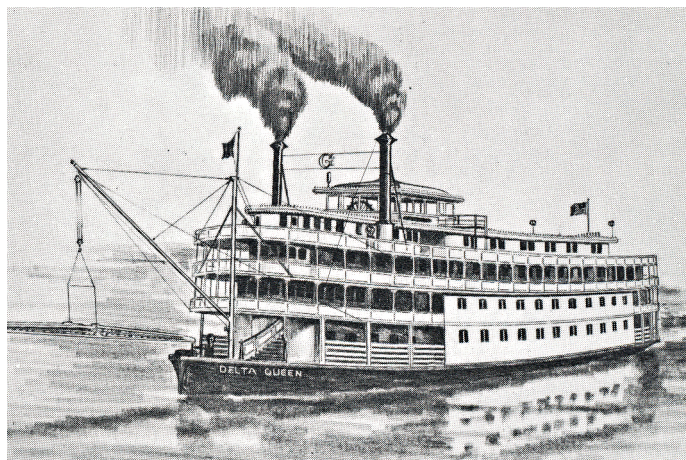
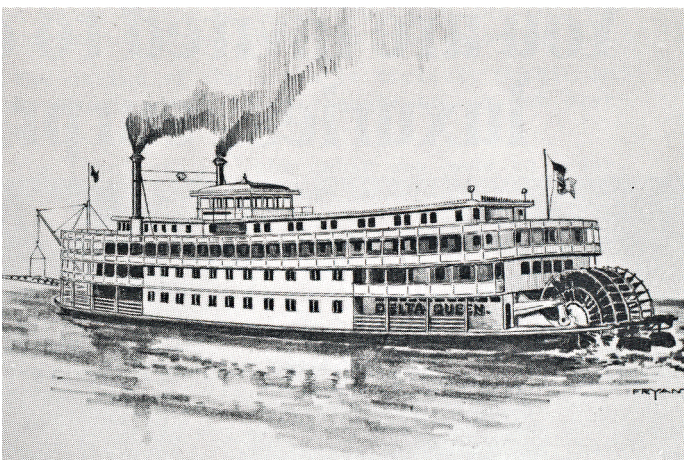
As the story unfolded over the next few years, Greene Line eventually scrapped plans to rebuild the DQ in favor of petitioning Congress to grant her an extension under the law, while a new tourist steamboat was built to run in concert with the DQ. This new boat, of course, would be the MISSISSIPPI QUEEN, designed by James Gardner and built at Jeffboat. But in the interim, excitement about the possibility that a new passenger steamer would be built continued to generate interest and suggestions from the river community. One of those S&Ders who contributed their two cents' worth was a youngster from Dubuque. Although his March 1969 drawings never appeared in the REFLECTOR at the time, they were resurrected from your editor's files and make their first public appearance on page 22.

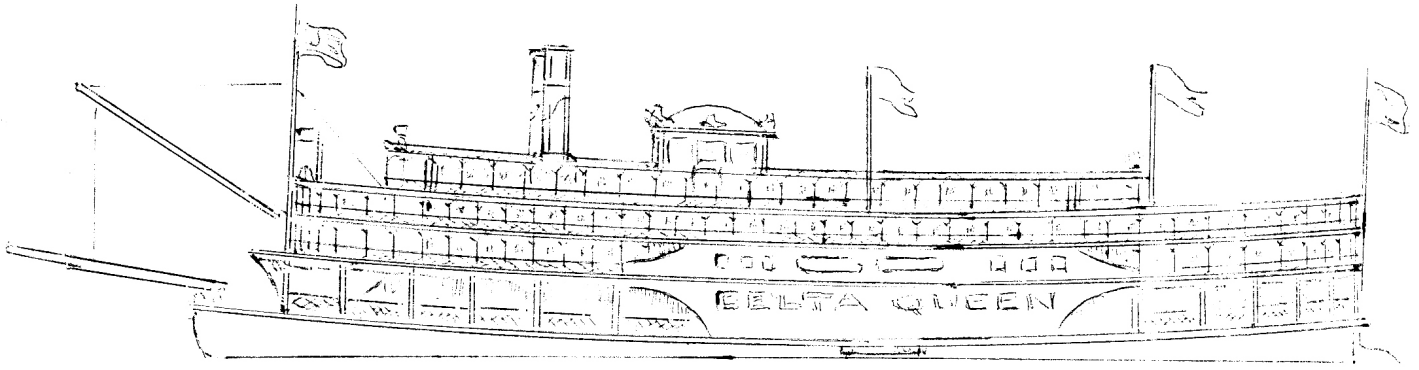
But back to Scales Mound and the treasure trove of drawings from DBBCo. Among the more recent plans "discovered" that day were a set drafted by



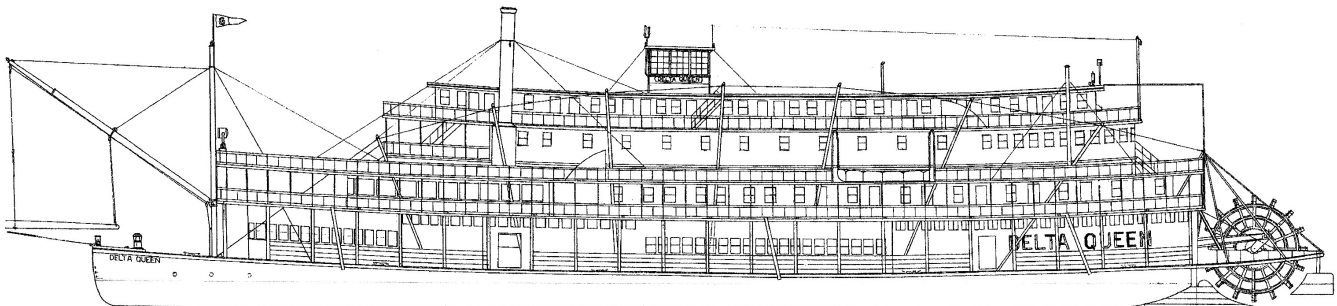
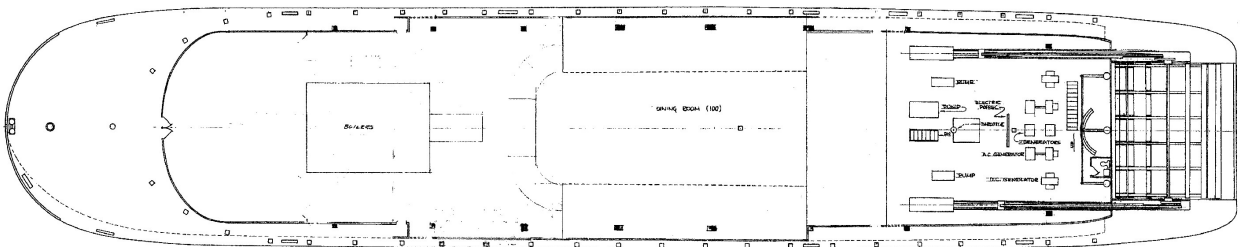
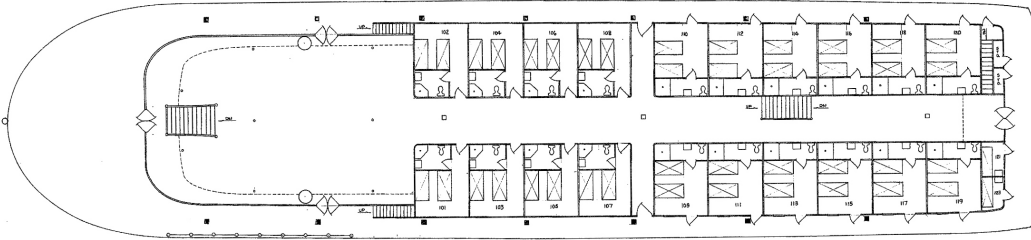
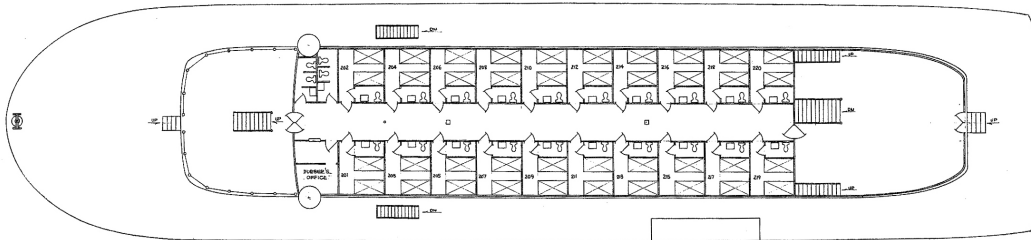


Above are the two original concept drawings for the “New DELTA QUEEN” that were presented to S&D members by Greene Line officials at their Annual Meeting in 1966. According to the front page story in the September 17th edition of The Marietta Daily Times, the redesigned DQ would accommodate 225 passengers, and would “be transformed into a Mississippi riverman’s boat with the addition of twin stacks, a pilothouse in the middle of the roof, and a romantic, lacy exterior.” With the DQ facing a November 1, 1968 deadline, plans were to have a new boat in operation by March 1969. Dick Simonton announced that the project would be open to public bids in March 1967, with a shipyard chosen by late spring. Below are John Fryant’s adaptations of the design.

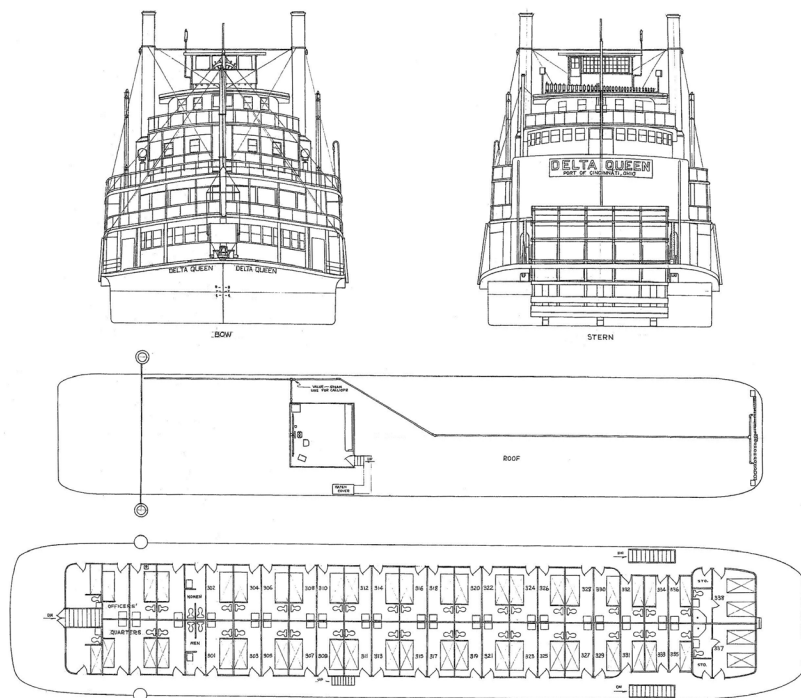




Above is the sketch for a new DQ propelled by "sinusoidal vertical axis blades." Below and on next page are your editor's amateurish ideas for the new steamer. Alan Bates would have had a field day with a host of anachronisms in the design: she employs hogchains, DC generators, and non-condensing engines as evidenced by the scape pipes. And yes, she does resemble GORDON C. GREENE.



PROPOSED TOWEST STEAMER FOR GREENE LINE STEAMERS, INC. LENGTH ON DECK - 249' 8" BEAM - 54' 6" 26 1/2 with 65'0" STROKE DRAFT - 6' 6"



Capt. Trone himself, and dated March 2, 1966. They show a three deck passenger sternwheeler with 66 passenger cabins, accommodating somewhere between 132 and 198 guests, depending on the berthing arrangements in each cabin. She is a typical Western Rivers boat, complete with the gingerbread trim reminiscent of that employed on Capt. Trone's later creations of JULIA BELLE SWAIN and TWILIGHT. She is of medium size, 206 feet long overall, with a hull 180 x 35 x 4.5. What is of special note, apart from the fact that she is an

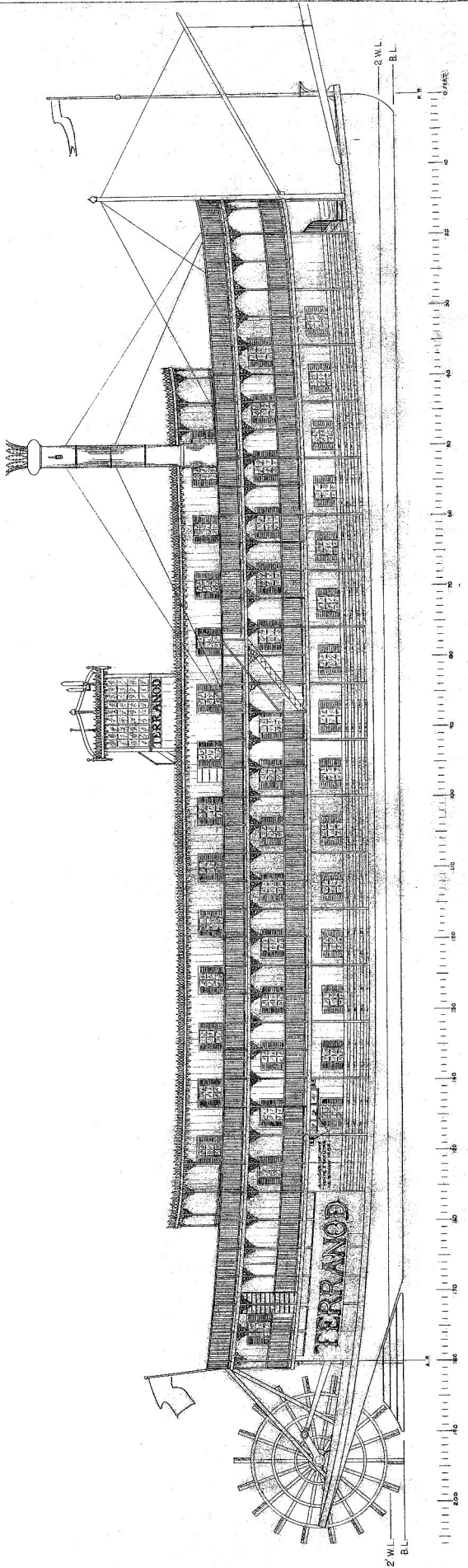
elegantly designed boat, is her means of propulsion. Her 24-foot diameter wheel, 24 feet wide, is powered by Capt. Trone's own hydraulic ram system, accurately replicating the traditional reciprocating steam engine with pitman, crosshead, slides and cranks. He had successfully pioneered this design on the TALISMAN, built at Dubuque in 1961, and later employed on JONATHAN PADEFORD, LADY D, COPY CAT, and BORDER STAR.

Interestingly, this new tourist boat bears the name TERRANOD. Puzzling over this somewhat unusual choice for a name, it was eventually noted that these letters represent an anagrammatic form of D. RA TRONE (Dennis Ray Trone), or D. A(nd) R. TRONE (Dennis and Robert Trone). It is not too much of a stretch to

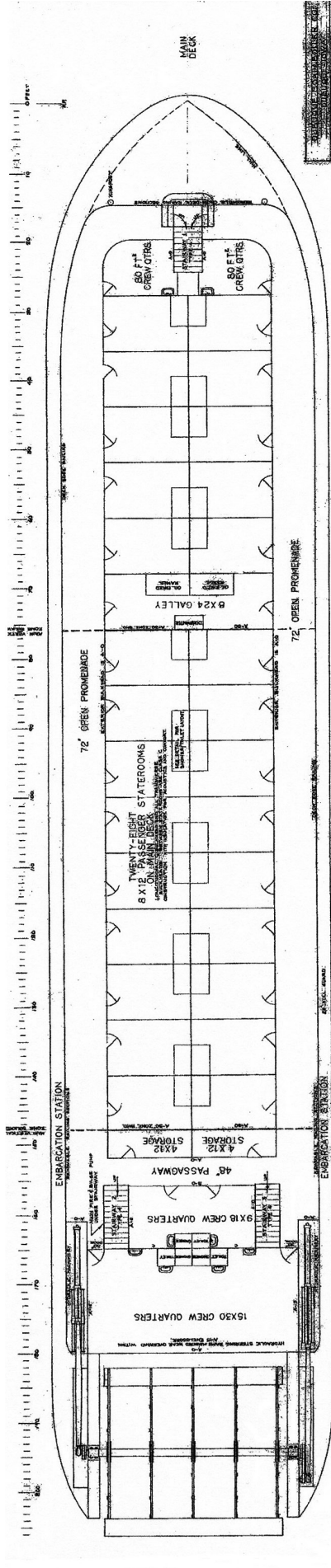
suggest that Dennis would have made this kind of cryptic choice in naming his new boat.

Whatever the actual case may be, this design was completed in the spring of 1966, right in the midst of all the drawing and planning underway for a new Greene Line passenger boat. Meanwhile, the river community, and presumably Capt. Trone, was watching these developments unfold with growing interest and expectation. On September 15, 1967 the DELTA QUEEN was landed at Muscatine, IA for a shore stop on her annual 20-day fall cruise to St. Paul. Relief Master that trip was Capt. Hawley, taking a much-needed sabbatical from his office duties as Greene Line VP and General Manager. That afternoon your editor snapped this candid shot outside the boat's Purser's Office, as Doc, sheaf of blueprints in hand, confers with a representative of Dubuque Boat and Boiler Co. What we suggest is that those drawings are of the very same vessel designed a year earlier. Whether they were labeled TERRANOD or DELTA QUEEN we can only guess, but Doc remembers the occasion and confirms that he talked with an official from Dubuque that day. Four years later, Capt. Trone himself, as president of DBBCo, spoke with Greene Line president Bill Muster as a potential bidder for constructing the new steamboat. If you'll turn the page, you too can have your first look at those plans.

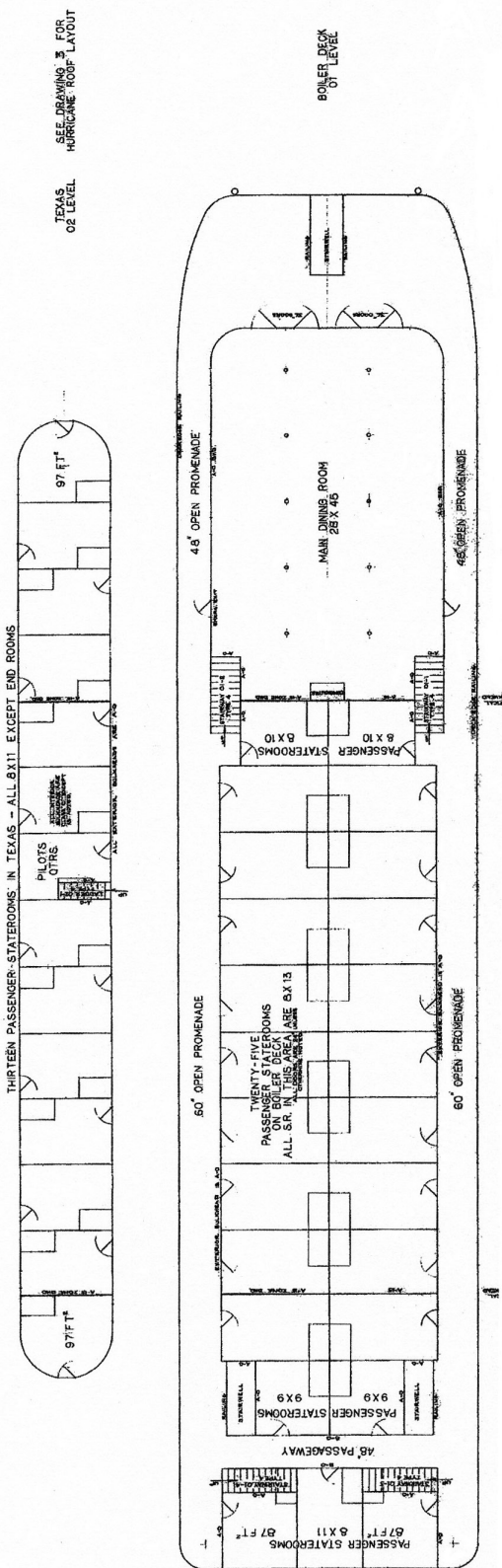




DESIGNED BY	W. L. BAKER
ENGINEER	W. L. BAKER
ARCHITECT	W. L. BAKER
CONTRACTOR	W. L. BAKER
SHIPYARD	W. L. BAKER
DATE	1911
NO.	100
BY	W. L. BAKER
CHECKED	W. L. BAKER



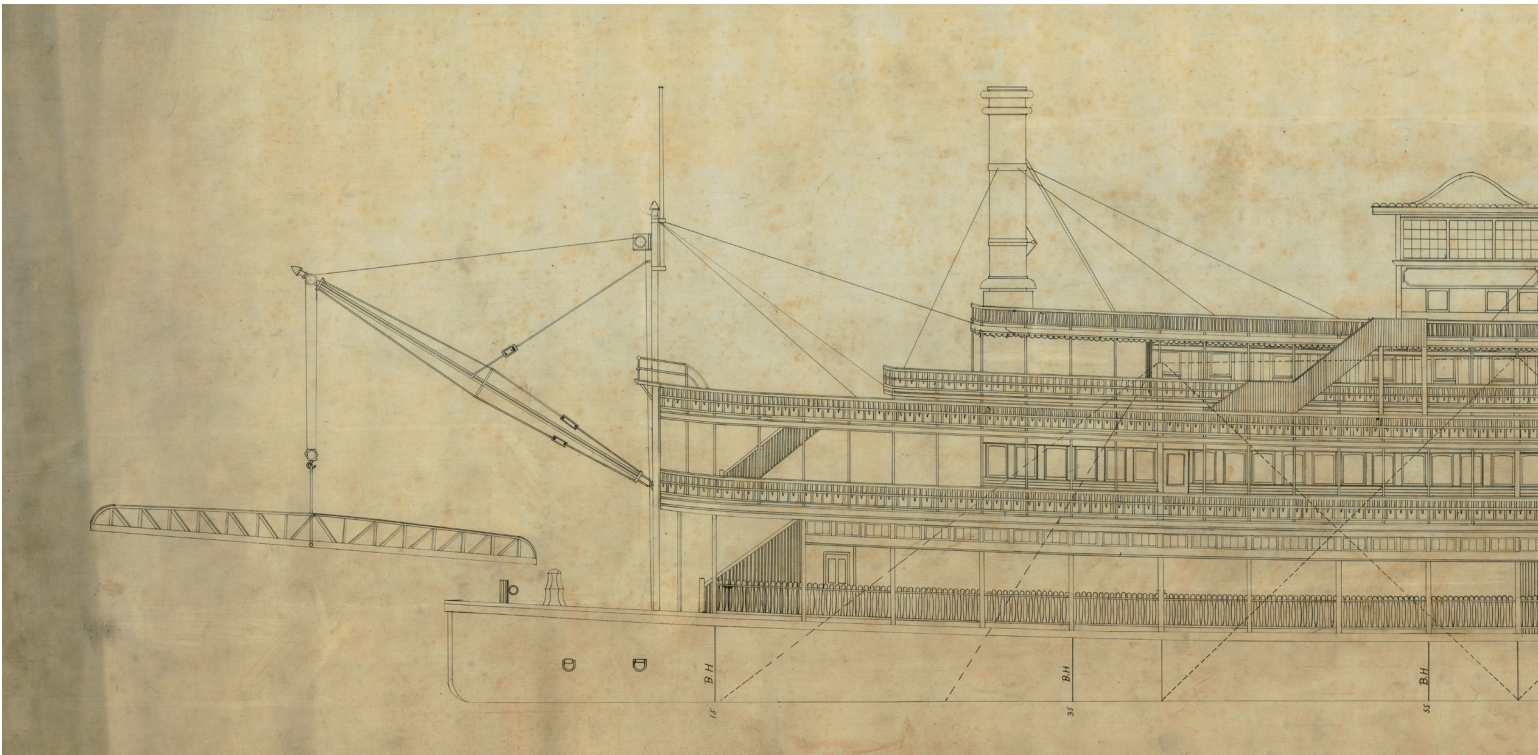
DESIGNED BY	W. L. BAKER
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BY	W. L. BAKER
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The starboard elevation shown on extreme left displays the classic "Mississippi style" typical of boats designed by Dennis. His use of lightweight cast aluminum gingerbread and fancy boiler and texas deck railings was a trademark of his later excursion boats built for clients and for his own Sangamon Packet Company. Admittedly, his design is spartan in its lack of passenger lounges and similar amenities, and probably would not have appealed to the traveling public who were accustomed to such features on the DELTA QUEEN and her later sisters. We also detect an apparent lack of adequate accommodation for crew required on an overnight tourist boat, although there must certainly have been other sheets of plans showing the arrangements in her hold, drawings to which we are not privy.

Two features of this design, however, made us speculate on the wisdom evident in these plans. First, the fact that the boat eschewed traditional steam power in favor of a novel and recently developed hydraulic system would have made a significant impact in the operating costs of the boat, most likely on the insurance costs for the vessel, and certainly on the licensing requirements of her crew. Yet, the hallmark features of Western Rivers steam sternwheel propulsion were wisely maintained in the new system. The mechanical features were preserved, but with the wasteful thermal inefficiency eliminated. Yes, the real "purist" will decry the loss of the signature sounds and smells of steam. But considering the spiraling costs of operating the DQ and of the steamboat that was eventually built to run alongside her, this may have been a wiser choice in the long run. For many, it probably comes down to a matter of personal taste and preference for authenticity, but the actual bottom line is that operating a boat is first and foremost a business and economics will have the final say.

The other characteristic of the design is its size. A 200-foot boat drawing 3 or 4 feet might have access to landings and itineraries not available to a much larger vessel, and it is probably accurate to suspect that several of these boats could have been built for what the DQ's sister eventually cost. Most likely this design could also have been modified to include more passenger amenities and public areas. All of this is speculation, of course, but that's part of the mystique of guessing "what might have been."

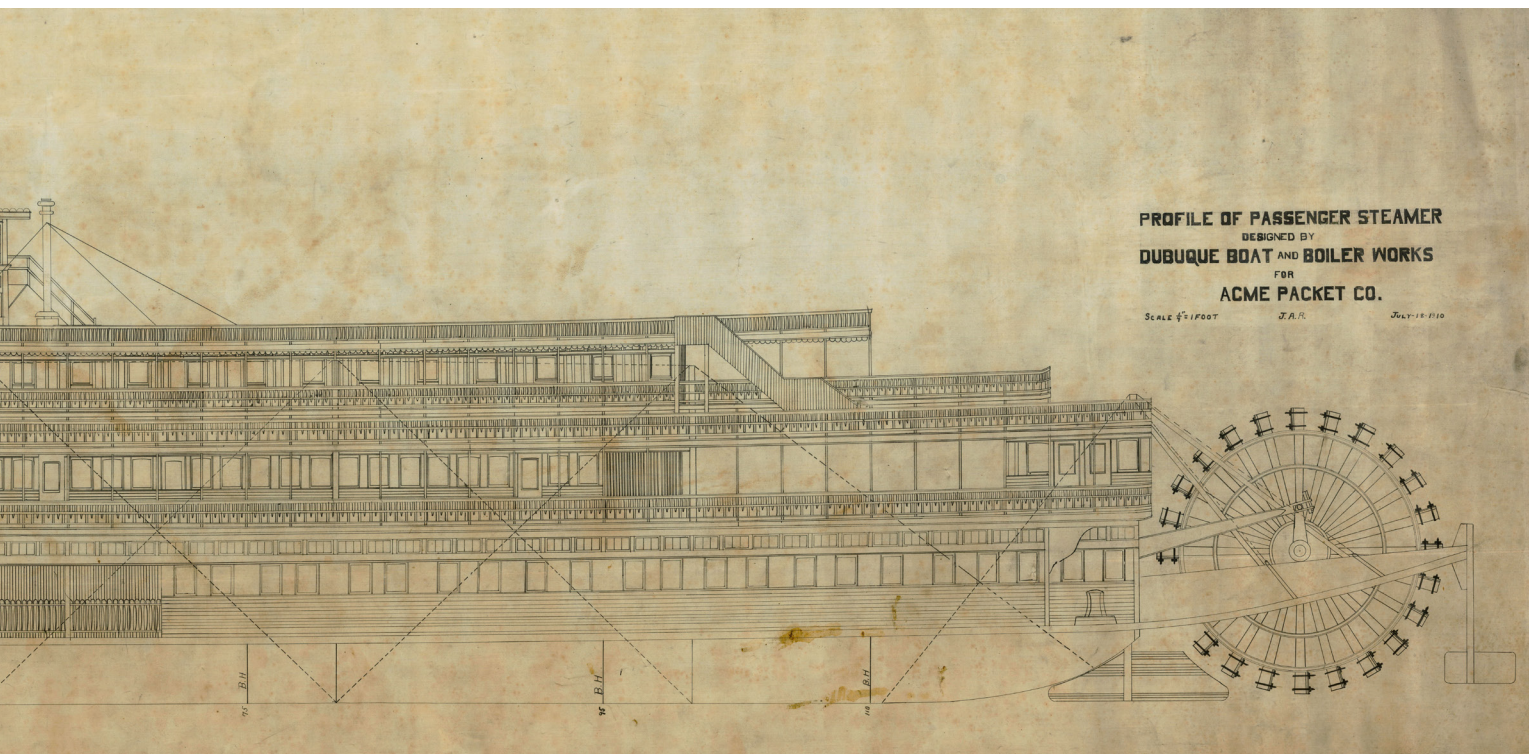


As unexpected and exciting as the discovery of Capt. Trone's 1966 tourist boat plans were, none of the group was prepared for what was about to happen. Turning to a very large, yellowed, and somewhat fragile roll of plans drawn on linen, the drawing (which measured 22½" wide by 7'-3½" long) was carefully unrolled to reveal a large packet or excursion sternwheeler. There was no name lettered on the bow or engineroom bulkhead to identify this boat. It was only when the title block in the upper right hand corner gradually appeared that the mystery began to unravel. Unbelievably, there were the words "Profile of Passenger Steamer Designed by Dubuque Boat and Boiler Works for Acme Packet Co." For the uninitiated, Acme Packet Co. is the immediate predecessor to Streckfus Steamboat Line. This was a proposed steamer for the river's most well-known excursion boat company. But what came next was the real shocker: the drawing, by a draftsman with initials J. A. R., was dated July 19, 1910.

Now the Acme Packet Co.'s popular excursion boat, the 1901 Howard-built sternwheel J. S., had burned to the waterline on the evening of June 26, 1910 at Bad Axe Bend (see March 1965 REFLECTOR or reprint in June 2010 issue.) And here was a drawing for an iron-hulled replacement steamer for the wooden-hulled J.S., completed a mere 23 days after her fiery demise.

There is an apocryphal story about Commodore Streckfus, Dubuque Boat and Boiler Company, and the Diamond Jo Steamboat Line. Annie Blum references this oft-told river legend on pages 101-02 in her book *The Steamer ADMIRAL and Streckfus Steamers*. It goes like this. After the J. S. burned, the Commodore (Capt. John Streckfus) took the train to Dubuque to pay a visit at the offices of Dubuque Boat and Boiler Company about building him a new iron-hulled excursion boat. Getting off the train at the depot near the Ice Harbor, he noticed the entire Diamond Jo Line fleet of steamboats laid up right across the harbor from the boatyard. Heading over to the Diamond Jo office instead, he soon discovered that he could acquire all four wooden-hull packets, their landing rights, all their warehouses at the riverports served by the Line, and the boatyard at Eagle Point for less than what it would cost him to have a new boat constructed. After closing the deal, the Commodore boarded the train again and headed back to Rock Island, never having put in an appearance at the Boat and Boiler Company.

This is one of those stories rivermen like to tell, filled with irony and a surprising turn of events. But did it actually happen? No where during the cataloguing of the Capt. Bill Carroll-Betty Streckfus papers at Pott Library, was any written correspondence between the Commodore and Dubuque Boat and Boiler ever found. Neither



does any correspondence exist, as far as your editor knows, in the written archives of the boatyard housed at Capt. Bill Bowell Library here. But there *was* a boat designed for Streckfus, and here she is!

She was big: the size of the DELTA QUEEN. Her hull was 250' long and 7'-6" deep, 287 feet overall. She had a huge 32-foot diameter sternwheel, and from waterline to top of her pilothouse was 54'-6", and a whopping 64 feet to the top of her stacks, which were hinged. The first J.S., by

comparison, had a hull 175 x 33 x 5.5 and is shown above at Howard shipyard just before her delivery trip to Rock Island. The similarities between the two boats is striking. Here is another example of a boat that would never be built, and yet, the "what if's" connected with this story are intriguing indeed. Perhaps there would never have been a CAPITOL, WASHINGTON, J. S. DELUXE or SAINT PAUL. Would the PRESIDENT and ADMIRAL have been built? Fascinating topics for speculation. *J. S. photo courtesy of Howard Steamboat Museum.* 🌀

1831-1840 Western Rivers Steamboats

by John H. White, Jr.

A. FUSILIER

SW packet, wh b. Cincinnati, OH, 1839. 157 tons. Worn out 1843.

A. M. PHILLIPS

SW packet, wh b. Wheeling, 1836. 207 tons. Cost \$24,000. Sank at Doolen Slough, MO on September 11, 1841.

ABEONA

SW packet, wh b. Pittsburgh, PA, 1831. 151 tons. Snagged May 27, 1836.

ADELPH

SW packet, wh b. Washington, LA, 1832. 27 tons. Worn out 1834.

ADRIATIC

SW packet, wh b. Cincinnati, OH, 1835. 432 tons.

ADVENTURE

Stw packet, wh b. Manchester, OH or Pittsburgh, 1835. 50 tons. Picked up survivors from the DUBUQUE (see) and gave tow to the disabled steamer in August 1837. Off records in 1838.

AGNES

SW packet, wh b. Madison, IN, 1839. 150 tons.

AGNES NO. 2

SW packet, wh b. Pittsburgh, PA, 1840. 80 tons. Grounded on Rock Island Rapids September 1840, resulting in \$8000 damage. Off records in 1841.

AID

SW packet, wh b. Pittsburgh, PA, 1834 or 1836. 83 tons. Off records in 1837.

AJAX

SW packet, wh b. Cincinnati, OH, 1836. 120 tons. Snagged at Jeanerette, LA on March 3, 1841.

ALABAMA

SW packet, wh b. Brownsville, PA, 1838. 127 tons.

ALABAMIAN

SW packet, wh b. Cincinnati, OH, 1836. 175 tons. Off records in 1841.

ALBANY

SW packet, wh b. Pittsburgh, PA, 1837. 158 tons. Involved in collision, 1839.

ALBERT GALLATIN

SW packet, wh b. Pittsburgh, PA, 1839. 95 tons. Exploded boilers in Trinity Bay, TX on December 21, 1841.

ALBION

SW packet, wh b. Brownsville, PA, 1833. 40 tons.

ALERT

SW packet, wh b. Pittsburgh, PA, 1835. 105 tons. Off records in 1839.

ALEX. GORDON

SW packet, wh b. Cincinnati, OH, 1839. 150 tons.

ALEX. PORTER

SW packet, wh b. Louisville, KY, 1838. 156 tons. Snagged at Bayou Plaquemine, LA on March 9, 1841.

ALEXANDER GORDON

SW packet, wh b. Cincinnati, 1837. 65 tons. Worn out 1842.

ALGONQUIN

SW packet, wh b. Pittsburgh, PA, 1835. 222 tons.

ALICE MARIE

SW packet, wh b. Cincinnati, OH, 1835. 95 tons. Name possibly ALICE MARIA.

ALLEGHENY

SW packet, wh b. Pittsburgh, PA, 1839. 24 tons.

ALLIGATOR

SW packet, wh b. Pittsburgh, PA, 1837. 99 or 100 tons.

ALPHA

SW packet, wh b. Rising Sun, IN, 1835. 58 tons.

ALTON

SW packet, wh b. Pittsburgh, PA, 1836. 309 or 350 tons.

AMAZON

SW packet, wh b. Wheeling, 1839. 231 tons. Snagged February 1843.

AMBASSADOR

SW packet, wh b. Cincinnati, OH, 1836. 440 tons. 215 x 35. Engines, 25's-8 ft. with steam pressure 90 psi, turning 22 ft. diameter wheels. The boat drew 7 feet when loaded. 44 staterooms slept 100 cabin passengers with room for 150 deck passengers and a crew of 48. Upstream speed was 12 mph and 20 mph down. She cost \$60,000 to build. Data from Von Gerstner's *The Inner Communications*, 1842-43.

AMBOY

SW packet, wh b. Wheeling, 1837. 120 tons.

AMBOY

SW packet, wh b. Sistersville, VA, 1837. 150 tons.

AMERICAN

SW packet, wh b. St. Louis, MO, 1834. 55 tons. Snagged on Illinois River on July 20, 1836.

AMERICAN

SW packet, wh b. Jeffersonville, IN, 1835. 118 tons.

AMERICAN

SW packet, wh b. Cincinnati, OH, 1835. 128 tons. Snagged in 1838.

AMERICAN

SW packet, wh b. Jeffersonville, IN, 1837. 165 tons. Built for the U. S. Engineers' Quartermaster Corps.

AMITE

SW packet, wh b. Pittsburgh, PA, 1836. 35 tons. Snagged at New Orleans on February 24, 1838.

AMITY

SW packet, wh b. Brownsville, PA, 1835. 25 tons.

ANDREW JACKSON NO. 2

SW packet, wh b. Steubenville, OH, 1833. 120 tons. Snagged at Mobile, AL in May 1838.

ANGORA

SW packet, wh b. Gallipolis, OH, 1837. 202 or 210 tons.

ANNA CALHOUN

SW packet, wh b. Wheeling, 1835. 138 tons. Worn out 1845

ANTELOPE

SW packet, wh b. Pittsburgh, PA, 1831. 90 tons. Sank in ice at Piatts Point, 1831.

ANTELOPE

SW packet, wh b. Jeffersonville, IN, 1837. 200 tons.

ANTELOPE

SW packet, wh b. Pittsburgh, PA, 1838. 132 tons. Renamed TRAPPER in February 1841.

ARAB

SW packet, wh b. Cincinnati, OH, 1831. 150 tons.

ARABIAN

SW packet, wh b. Pittsburgh, PA, 1834. 97 tons. Worn out 1843.

ARABIAN

SW packet, wh b. Pittsburgh, PA, 1835. 101 tons. Worn out 1843; possibly same boat as previous entry.

ARGO

SW packet, wh b. Jeffersonville, IN, 1833. 80 tons. Cost \$3850. Rebuilt in 1839 at Madison, IN. Stranded at Frankfort, KY on December 17, 1841.

ARGO NO. 2

SW packet, wh b. Madison, IN, 1839. 133 tons.

ARGUS

SW packet, wh b. Pittsburgh, PA, 1831. 100 tons. Worn out 1838.

ARGUS

SW packet, wh b. Wheeling, 1831. 118 or 121 tons. Worn out 1838.

ARIEL

SW packet, wh b. Pittsburgh, PA, 1837. 95 tons. 125 x 17½ x 4½. Built for the American Fur Co. In 1838 she ran St. Louis-Prairie du Chien-St. Peters, carrying stores for fur traders and settlers northbound, and returning with furs southbound. She was the second steamer to ply Lake St. Croix on the lower St. Croix River. Off records in 1840.

ARKANSAW

SW packet, wh b. Cincinnati, OH, 1832. 115 tons.

ARKANSAW

SW packet, wh b. Cincinnati, OH, 1836. 186 tons.

ARROW

SW packet, wh b. Louisville, KY, 1839. 185 tons. Cost \$14,000. Snagged on Ohio River in 1846.

ARTISAN

SW packet, wh b. Wheeling, 1839. 144 tons. Snagged at Van Buren, AR on October 10, 1841.

ARTIST or ARTISTE

SW packet, wh b. Brownsville, PA, 1834. 106 or 108 tons.

Lost in ice at Wheeling 1836.

ASHLEY

SW packet, wh b. Cincinnati, OH, 1838. 140 tons.

ASIA

SW packet, wh b. Pittsburgh, PA, 1836. 261 tons.

ASSINABOIN

SW packet, wh b. Cincinnati, OH, 1832. 150 tons. She was built for the American Fur Company who had contracted with Burton Hazen of Cincinnati in October 1832 to build a steamer for service on the Missouri River. Construction was to be completed by spring 1833, and she was to be about the same size as YELLOWSTONE, 120 x 20 x 6. She was delivered to St. Louis on March 13, 1833. Burned at Heart River, ND on June 1, 1835.

ASTORIA

SW packet, wh b. Cincinnati, OH, 1837. 148 tons. Snagged at Blue River, MO in 1840.

ATALANTA

SW packet, wh b. Cincinnati, OH, 1836. 180 tons.

ATALANTA NO. 2

SW packet, wh b. Cincinnati, OH, 1836. 200 tons. Her name was possibly ARTIZAN.

ATHENIAN

SW packet, wh b. Paducah, KY, 1838. 143 tons. Burned at Grand Prairie, LA on July 15, 1841.

ATHENIAN

SW packet, wh b. Cincinnati, OH, 1838. 110 tons.

AUGUSTA

SW packet, wh b. Cincinnati, OH, 1835. 290 or 312 tons.

AUGUSTA

SW packet, wh b. Pittsburgh, PA, 1840. 132 tons. Ran on Alabama River.

AVALANCHE

SW packet, wh b. Pittsburgh 1837. 144 tons. Worn out 1843.

B. J. GILLMAN

SW packet, wh b. Cincinnati, OH, 1836. 85 tons. Lost in collision, 1838.

BALTIC

SW packet, wh b. Pittsburgh, PA, 1831. 407 tons. Collided with MAID OF KENTUCKY (see) at Ft. Adams, MS on April 1, 1842.

BALTIC NO. 2

SW packet, wh b. Marietta, OH, 1840. 206 tons. Cost \$16,000.

BALTIMORE

SW packet, wh b. Pittsburgh, PA, 1836. 112 tons. Snagged in December 1836.

BALTIMORE

SW packet, wh b. Marietta, OH, 1836. 111 tons.

BANESVILLE

SW packet, wh b. Pittsburgh, PA, 1836. 120 tons. Snagged in 1837.

BARRATARIA

SW packet, wh b. Cincinnati, OH, 1832. 100 tons. Name is possibly BARATORIA.

BATON ROUGE

SW packet, wh b. New Albany, IN, 1836. 244 tons.

BAYOU SARA

SW packet, wh b. Cincinnati, OH, 1833. 275 tons. Burned at Algiers, LA on April 2, 1840.

BEAVER

SW packet, wh b. Pittsburgh, PA, 1832. 32 tons. Out of service July 1833.

BEAVER

SW packet, wh b. Beaver, PA, 1833. 60 tons.

BEAVER

SW packet, wh b. Winsport, PA, 1837. 51 tons.

BEDFORD

SW packet, wh b. Cincinnati, OH, 1838. 106 tons. Snagged at Wood River, IL on April 27, 1840.

BEE

SW packet, wh b. Pittsburgh, PA, 1836. 105 tons. Snagged on Arkansas River on April 18, 1839.

BELLE

SW packet, wh b. Pittsburgh, PA, 1837. 201 tons. Burned at Liberty, IL in November 1839.

BELLE MISSOURI

SW packet, wh b. Elizabethtown, PA, 1834. 104 tons.

BELLE OF MISSISSIPPI

SW packet, wh b. New Albany, IN, 1837. 160 tons. Burned 1839.

BELLE OF MISSISSIPPI

SW packet, wh b. Smithland, KY, 1840. 305 tons.

BELLE OF MISSOURI

SW packet, wh b. Pittsburgh, PA, 1837. 160 tons.

BEN I. GILMAN

SW packet, wh b. Cincinnati, OH, 1836. 85 tons. Exploded boilers at Metropolis, IL on June 17, 1837.

BEN RUSH

SW packet, wh b. Pittsburgh, PA, 1840. 54 tons.

BEN SHERROD

SW packet, wh b. New Albany, IN, 1835. 393 tons. Burned at Black Hawk, LA on May 8, 1837.

BENJAMIN RUSH

SW packet, wh b. McKeesport, PA, 1840. 54 tons.

BIG BLACK

SW packet, wh b. Pittsburgh, PA, 1835. 81 tons.

BLACK HAWK NO. 1

SW packet, wh b. Portland, KY, 1832. 150 tons.

BLACK HAWK NO. 2

SW packet, wh b. New Albany, IN, 1832. 160 tons. Renamed HEROINE (see). Snagged 1838.

BLACK HAWK NO. 3

SW packet, wh b. Cincinnati, OH, 1832. 150 tons. Snagged in 1838.

BLACK LOCUST

Centerwheel ferry, wh b. Jeffersonville, IN, 1834 by Howard. 110 x 25 x 4.5 Home port of Louisville.

BOGUE HOUMA

SW packet, wh b. Wheeling, 1839. 114 tons.

BOGUEHOMA

SW packet, wh b. Pittsburgh, PA, 1836. 105 tons. Lost in collision 1837. Name was possibly BOGUE HOMER.

BOLIVAR

SW packet, wh b. Grave Creek or Jeffersonville, IN, 1831. 46 tons. Snagged 1834.

BOLIVAR

SW packet, wh b. near Nashville, TN, 1832. 115 tons.

BONAPARTE

SW packet, wh b. Steubenville, OH, 1837. 204 tons. Cost

\$24,000. Worn out 1842.

BONITA

SW packet, wh b. Cincinnati, OH, 1832. 140 tons. Name possibly BONITIA. Snagged 1835.

BONNETS O' BLUE

SW packet, wh b. Cumberland River, 1832. 186 tons. Sank between Savannah and Mobile in July 1833.

BOONE or BOON

SW packet, wh b. New Albany, IN, 1834. 110 tons.

BOONE'S LICK

SW packet, wh b. Pittsburgh, PA, 1833. 295 tons. Name possibly BOONS LICK.

BOONSVILLE

SW packet, wh b. Pittsburgh, PA, 1836. 114 tons. Snagged at Kansas City in November 1837.

BOSTON

SW packet, wh b. Pittsburgh, PA, 1831. 157 tons.

BOSTON NO. 2

SW packet, wh b. Shousetown, PA, 1839. 148 tons. Cost \$20,000. Snagged at Cape Girardeau, MO on November 28, 1842.

BRAVO

SW packet, wh b. Wheeling, 1832. 85 tons.

BRAZIL

SW packet, wh b. Cincinnati, OH, 1838. 194 tons. 160 x 23. She was owned by Capt. Orrin Smith, who ran her to Fort Snelling and St. Peters on the St. Croix River. BRAZIL struck a rock on the Upper Rapids near Rock Island, IL in the spring of 1841 and sank at a loss of \$18,000. She was rebuilt in 1851 as CLARION.

BREAKWATER

SW packet, wh b. Pittsburgh, PA, 1840. 150 tons. Burned on February 18, 1841.

BRIAN BOROIHME

SW packet, wh b. Louisville, KY, 1836. 187 tons.

BRIDGEWATER

SW packet, wh b. Maysville, KY or Letart, VA, 1837. 160 or 170 tons.

BRIGHTON

SW packet, wh b. Louisville, KY, 1836. 86 tons. Off records in 1836.

BRIGHTON

SW packet, wh b. Pittsburgh, PA, 1836. 94 tons.

BRILLIANT

SW packet, wh b. Cincinnati, OH, 1837. 274 tons. Cost \$30,000. Snagged in 1841.

BRISTOL

SW packet, wh b. ?, 1837. 149 tons. Ran Tombigbee River. Worn out 1849.

BROWNSVILLE

SW packet, wh b. Brownsville, PA, 1838. 65 tons.

BUCKEYE

SW packet, wh b. Cincinnati, OH, 1837. 200 tons.

BUCKEYE

SW packet, wh b. Cincinnati, OH, 1838. 170 tons. Collided with DE SOTO at Atchafalaya, LA on March 1, 1844.

BUFFALO

SW packet, wh b. Shousetown, PA, 1837. 115 tons.

BUNKER HILL

SW packet, wh b. New Albany, IN, 1834. 301 tons.

BURLINGTON

Stw packet, wh b. Pittsburgh, PA, (or possibly at Freedom or Monaca, PA), 1837. 200 tons. 150 x 23½ x 6. This sternwheeler had a double rudder stern. She was owned by Capt. Joseph Throckmorton, Pierre Chouteau, Jr. and Hempstead & Beebe of St. Louis. Capt. Throckmorton brought her upriver on her first trip. In 1838 she was advertised for the Black, Chippewa, St. Croix and St. Peters Rivers. Off records in 1839.

CADDO

SW packet, wh b. Shousetown, PA, 1839. 194 tons.

CALEDONIA

SW packet, wh b. Ripley, OH, 1833. 122 tons. Ran Dubuque-Prairie du Chien in 1837. Off records in 1838.

CAMANCHE

SW packet, wh b. Pittsburgh, PA, 1834. 170 tons.

CAMDEN

SW packet, wh b. Pittsburgh, PA, 1835. 108 tons.

CAMDEN

SW packet, wh b. Pittsburgh, PA, 1836. 125 tons.

CANEBROKE

SW packet, wh b. Cincinnati, OH, 1840. 162 tons. Stranded at Warsaw, AL in December 1844.

CANTON

SW packet, wh b. Shousetown or Pittsburgh, PA, 1834. 102 or 104 tons.

CANTON

SW packet, wh b. Pittsburgh, PA, 1839. 96 tons.

CAROL or CARROLL

SW packet, wh b. Portsmouth, OH, 1832. 105 tons. See lisating for CARROLL below.

CAROLINE

SW packet, wh b. New Albany, IN, 1832. 180 tons.

CARROLL

SW packet, wh b. Portsmouth, OH, 1833. 98 tons. Possibly same boat as CAROL.

CARROLTON

SW packet, wh b. Pittsburgh, PA, 1831. 186 tons. Sank at Natchez Island, 1837.

CASKET

SW packet, wh b. Ripley, OH, 1836. 98 tons.

CASKET

SW packet, wh b. Shousetown, PA, 1836. 90 tons.

CASKET

SW packet, wh b. Manchester, OH, 1838. 90 tons.

CASPIAN

SW packet, wh b. Cincinnati, OH, 1832. 200 tons. Sank at Mobile, AL in May 1840.

CATAWBA

SW packet, wh b. Cincinnati, OH, 1836. 120 tons. Name possibly CAHAWBA.

CAVALIER

SW packet, wh b. Cincinnati, OH, 1832. 120 tons.

CAVALIER

SW packet, wh b. Ripley, OH, 1832. 98 tons. Snagged at Evansville, IN in August 1838 with the loss of two lives.

CAYUGA

SW packet, wh b. Pittsburgh, PA, 1832. 100 tons.

CAYUGA

SW packet, wh b. Pittsburgh, PA, 1833. 87 tons.

CERES

SW packet, wh b. Brownsville, PA, 1833. 58 tons.

CEYLON

SW packet, wh b. Pittsburgh, PA, 1837. 257 tons.

CHAMOIS

SW packet, wh b. Pittsburgh, PA, 1836. 122 tons.

CHAMPION

SW packet, wh b. Bridgeport, 1833. 105 tons.

CHAMPION

SW packet, wh b. Brownsville, PA, 1835. 241 tons.

CHAMPLAIN

SW packet, wh b. Augusta, KY, 1832. 100 tons.

CHANCELLOR

SW packet, wh b. Shousetown, PA, 1832. 440 tons.

CHARITON

SW packet, wh b. Pittsburgh, PA, 1835. 112 tons.

CHARLES L. BASS

SW packet, wh b. Pittsburgh, PA, 1836. 103 tons. Snagged at Mobile, AL in November 1842.

CHARLESTON

SW packet, wh b. Cincinnati, OH, 1831. 80 tons.

CHARLESTON

SW packet, wh b. Ironton, OH, 1834. 79 tons.

CHARLESTON

SW packet, wh b. Big Bone, KY, 1835. 84 tons.

CHATTAHOOCHEE

SW packet, wh b. Cincinnati, OH, 1832. 90 tons.

CHEROKEE

SW packet, wh b. Cincinnati, OH, 1839. 113 tons.

CHESAPEAK

SW packet, wh b. Marietta, OH, 1831. 154 tons.

CHESTER

SW packet, wh b. Pittsburgh, PA, 1832. 214 tons.

CHEYENNE

SW packet, wh b. Pittsburgh, PA, 1835. 100 tons.

CHIAN

SW packet, wh b. Elizabethtown, PA, 1834. 100 tons.

CHICKASAW

SW packet, wh b. Pittsburgh, PA, 1832. 100 tons.

CHICKASAW

SW packet, wh b. Cincinnati, OH, 1834. 152 tons. Converted into a barge February 1842.

CHIEF JUSTICE MARSHALL

SW packet, wh b. Pittsburgh or Wheeling, 1832. 179 tons.

CHIEF MAGISTRATE

SW packet, wh b. Pomeroy, OH, 1839. 149 tons.

CHIEFTAN

SW packet, wh b. Cincinnati, OH, 1840. 322 tons. Cost \$40,000. Snagged at Choctaw Bend on Mississippi River, November 1844.

CHILLICOTHE

SW packet, wh b. Pittsburgh, PA, 1837. 250 tons. 160 x 25 x 6.5. This steamer is documented with some specific data in the 1838 *Congressional Report on Steam Engines*, 25th Congress, 3rd Session, House Doc. 21. Similar information is given in this report on many other steamboats dating between 1835 and 1838.

CHIPPEWA

SW packet, wh b. Steubenville, OH or Wheeling, 1832. 140 tons. 120 x 18 x 4½. She was built for Capt. Ebenezer Clark of Wheeling. CHIPPEWA had three single flue boilers and a single cylinder engine made in Steubenville by A. Martin Phillips. A figurehead of an Indian chief was mounted on her bow like those on sea-going vessels. She began her first trip from Wheeling to Louisville on June 2, 1832. Snagged at Cape Girardeau, MO in March 1841.

CHIPPEWA

Stw packet, wh b. Pittsburgh, PA, 1840. 107 tons. Owned by American Fur Company on Upper Mississippi River. Off records in 1843.

CHOCCHUMA

SW packet, wh b. Smithland, KY, 1837. 120 tons.

CHOCCUMA

SW packet, wh b. Cincinnati, OH, 1836. 130 tons.

CHOCTAW

SW packet, wh b. Pittsburgh or Wheeling, 1831. 136 tons.

CHOCTAW

SW packet, wh b. Pittsburgh, PA, 1833. 120 tons.

CINCINNATIAN

SW packet, wh b. Cincinnati, OH, 1831. 236 tons.

CINDERELLA

SW packet, wh b. Cincinnati, OH, 1837. 125 tons. Snagged in March 1841.

CITIZEN

SW packet, wh b. New Richmond, OH, 1833. 100 tons.

CLAIBORNE

SW packet, wh b. Pittsburgh, PA, 1833 or 34. 327 tons.

CLEAVELAND

SW packet, wh b. Freedom, PA, 1840. 76 tons. This is the old style spelling of Cleveland.

CLINTON

SW packet, wh b. Jeffersonville, IN, 1835. 120 tons.

CLINTON

SW packet, wh b. Cincinnati, OH, 1836. 102 tons. Worn out 1840.

CLIPPER

SW packet, wh b. New Albany, IN, 1840. 299 tons.

CLOUTERSVILLE

SW packet, wh b. Bush Creek, 1835. 170 tons.

CLOUTERSVILLE

SW packet, wh b. Cincinnati, OH, 1836. 160 tons. Worn out 1842.

CLYDE

SW packet, wh b. Cincinnati, OH, 1835. 190 tons.

COLONEL WOODS

SW packet, wh b. Brownsville, PA, 1839. 134 tons. Sold to foreign buyer ca. 1842.

COLORADO

SW packet, wh b. Wheeling, 1839. 170 tons. Worn out 1844.

COLUMBIA

SW packet, wh b. Cincinnati, OH, 1835. 16 tons. Possibly a misprint of following entry.

COLUMBIA

SW packet, wh b. Cincinnati, OH, 1835. 160 tons.

COLUMBIA

SW packet?, wh b. New York, 1837. 250 tons.

COLUMBIAN

SW packet, wh b. Pittsburgh, PA, 1836. 137 tons.

COLUMBUS

SW packet, wh b. Elizabethtown, PA, 1831. 59 tons.

COLUMBUS

SW packet, wh b. Pittsburgh, PA, 1832. 127 tons.

COLUMBUS

SW packet, wh b. Portsmouth, OH, 1835. 355 tons.

COLUMBUS

SW packet, wh b. Cincinnati, OH, 1836. 200 tons.

COMET

SW packet, wh b. Pittsburgh, PA, 1835. 128 tons.

COMMERCE

SW packet, wh b. Pittsburgh, PA, 1834. 168 tons. Worn out 1842.

COMMERCE

SW packet, wh b. Cincinnati, OH, 1836. 202 tons.

COMMERCE

SW packet, wh b. New Albany, IN, 1836. 125 tons. Exploded boilers at Apalachicola River, FL in March 1839.

COMMERCE OF ATTAKADAS

SW packet, wh b. New Albany, IN, 1836. 125 tons.

COMMODORE

SW packet, wh b. Cincinnati, OH, 1837. 204 tons.

COMMODORE BARNEY

SW packet, wh b. Cincinnati, OH, 1838. 52 tons.

COMPANION

SW packet, wh b. Ripley, OH, 1831. 89 or 100 tons.

COMPROMISE

SW packet, wh b. Louisville, KY, 1832. 132 tons. Snagged 1837.

COMPROMISE

SW packet, wh b. Louisville, KY, 1833. 132 tons. Snagged at Little Rock, AR in April 1837. Most likely same boat as previous entry.

COMPTE

SW packet, wh b. Jeffersonville, IN, 1838. 260 tons.

CONCORD

SW packet, wh b. Wheeling, 1835. 60 tons.

CONDOR

SW packet, wh b. Pittsburgh or Salisbury, OH, 1836. 114 tons.

CONQUEROR

SW packet, wh b. Ripley, OH, 1837. 220 tons.

CONSORT

SW packet, wh b. Brownsville, PA, 1832. 130 tons.

CONSTELLATION

SW packet, wh b. Pittsburgh, PA, 1836. 422 tons.

CONTRACTOR

SW packet, wh b. St. Louis, MO, 1835. 69 tons.

CONVEYANCE

SW packet, wh b. Cincinnati, OH, 1831. 90 tons.

COQUETTE

SW packet, wh b. Elizabethtown, PA, 1835. 90 tons.

COREO

SW packet, wh b. Cincinnati, OH, 1836. 155 tons.

COREO or CORREO

Sw packet, wh b. New Albany, IN, 1836. 70 tons.

CORINTHIAN

SW packet, wh b. Pittsburgh, PA, 1837. 300 tons.

CORRGO

SW packet, wh b. New Albany, IN, 1836. 66 tons. Sold to foreign buyer 1839.

CORSAIR

SW packet, wh b. ?

CORSICAN

SW packet, wh b. Pittsburgh, PA, 1839. 244 tons.

CORVETTE

SW packet, wh b. Cincinnati, OH, 1838. 195 tons.

COTTON PLANT

SW packet, wh b. Cincinnati, OH, 1831. 260 tons.

COURIER

SW packet, wh b. Pittsburgh, PA, 1831. 160 tons. Worn out 1839.

COURTLAND

SW packet, wh b. Cincinnati, OH, 1832. 200 tons.

CREOLE

SW packet, wh b. Clarksville, TN, 1831. 171 tons.

CREOLE

SW packet, wh b. Pittsburgh, PA, 1839. 192 tons.

CROCKETT or CROCKETT

SW packet, wh b. Cincinnati, OH, 1836.

CRUSADER

SW packet, wh b. Gallipolis, OH, 1836. 130 tons. Exploded boilers near Mobile, AL in June 1837.

CUBA

SW packet, wh b. Cincinnati, OH, 1834. 84 tons.

CUBA

SW packet, wh b. Cincinnati, OH, 1837. 124 tons.

CUMANCHE

SW packet, wh b. Pittsburgh, PA, 1834. 130 tons.

CUMANCHE

SW packet, wh b. Pittsburgh, PA, 1835. 169 tons.

CUMBERLAND

SW packet, wh b. Pittsburgh, PA, 1832. 120 tons.

CUMBERLAND

SW packet, wh b. Wheeling, 1835. 149 tons.

CYGNET

SW packet, wh b. Jeffersonville, IN or Cincinnati, OH, 1834. 67 or 77 tons.

CZAR

SW packet, wh b. Pittsburgh, PA, 1838. 184 tons.

DAISY

SW packet, wh b. Pittsburgh, PA, 1838. 68 tons.

DANIEL O'CONNELL

SW packet, wh b. New Albany, IN, 1833. 200 tons. Cost \$12,000. Snagged at Pruceton, MS on March 11, 1838.

DANIEL WEBSTER

SW packet, wh b. Jeffersonville, IN, 1835. 345 tons. Snagged at New Orleans on May 6, 1850.

DANUBE

SW packet, wh b. Parkersburg, VA, 1838. 298 tons.

DANUBE

SW packet, wh b. Cincinnati, OH, 1838. 350 tons.

DART

SW packet, wh b. Pittsburgh, PA, 1836. 113 tons. Snagged at St. Louis on May 6, 1836.

DAVID CROCKETT

SW packet, wh b. Cincinnati, OH, 1836. 99 tons.

DAVID CROCKETT

SW packet, wh b. Green Spring, PA, 1838. 20 tons.

DAVY CROCKETT

SW packet, wh b. Pittsburgh, PA, 1836. 21 tons.

DAYTON

SW packet, wh b. Pittsburgh, PA, 1835. 111 tons. 125'4" x 17'9" x 5'2" Although she operated mostly on the Ohio River, DAYTON made an excursion from Louisville to the Falls of St. Anthony in 1840. Exploded boilers at Aransas Pass, TX on September 12, 1845, with loss of ten lives.

DE KALB

SW packet, wh b. East Liverpool, OH, 181836. 125 tons.

DELAWARE

SW packet, wh b. Pittsburgh, PA, 1836. 106 tons.

DELPHINE

SW packet, wh b. Cincinnati, OH, 1832. 137 tons. Burned at Louisville in June 1833.

DELTA

SW packet, wh b. Cincinnati, 1834. 94 tons. Worn out 1836.

DELTA

SW packet, wh b. Covington, KY, 1834. 80 tons. Possibly same boat as previous listing?

DENMARK

SW packet, wh b. Wheeling or Archville, VA, 1834. 54 or 75 tons.

DES MOINES

Stw packet, wh b. Pittsburgh, PA, 1838. 93 tons. Also known as DEMOINE. Rebuilt as barge in 1844.

DESPATCH

SW packet, wh b. Pittsburgh, PA, 1832. 338 tons.

DESPATCH

SW packet, wh b. Wheeling, 1835. 105 tons. Stranded at Mobile, AL in December 1842.

DETROIT

SW packet, wh b. Freedom, PA, 1835. 136 tons.

DIANA

SW packet, wh b. Jeffersonville, IN, 1834. 120 tons. Snagged on Missouri River 1836.

DIANA

SW packet, wh b. Louisville, KY, 1834. 103 tons.

DIANA

SW packet, wh b. Louisville, KY, 1839. 280 tons. 170' x 23' x 7'2" She drew 4½ feet when empty and 6½ feet when loaded. Her construction costs amounted to \$30,000. DIANA was famous as "the fleetest skimmer of the Western waters." She made a record run in June 1838 from New Orleans to Louisville in just 5 days, 23 hours and 15 minutes. Her revenue for a round trip between those cities, a distance of 2900 miles, was a little under \$8000. She made twelve round trips a year. Off the records in 1842.

DOLPHIN

SW packet, wh b. Cincinnati, OH, 1832. 137 tons. Capt. Joseph F. Lodwick was her master. Burned in 1833.

DOLPHIN

SW packet, wh b. Cincinnati, OH, 1836. 50 tons.

DOLPHIN

SW packet, wh b. Pittsburgh, PA, 1837. 156 tons.

DON JUAN

SW packet, wh b. Louisville, KY, 1831. 100 tons.

DOVE

SW packet, wh b. Pittsburgh, PA, 1832. 97 tons.

DOVE

SW packet, wh b. LeTart Falls or Cincinnati, OH, 1840. 34 tons. Snagged at Elmo, AR in May 1843.

DOVER

SW packet, wh b. Cumberland River, 1833. 200 tons. Snagged at Mobile, AL in April 1840.

DOVER

SW packet, wh b. Pittsburgh, PA, 1835. 79 tons.

DUBUQUE

SW packet, wh b. Pittsburgh, PA, 1835. 74 tons. The boat was first noted on the Upper Mississippi and Fever River at Galena, IL in April 1836. In August 1837, while northbound above St. Louis near Muscatine, IA, her port boiler exploded, claiming the lives of 21 persons. The new steamer ADVENTURE (see) boarded survivors from DUBUQUE, then towed the disabled steamer to shore. The boat was subsequently reported to have been snagged and

sunk in twelve feet of water just a month later on September 17, 1837, somewhere above Hannibal, MO.

DUPRE

SW packet, wh b. Cincinnati, OH, 1838. 102 tons.

DUQUESNE

SW packet, wh b. Pittsburgh, PA, 1839. 140 tons. Worn out in 1850.

EAGLE

SW packet, wh b. Pittsburgh, PA, 1831. 29 tons. Sank at Portsmouth, OH on June 6, 1837.

EAGLE

SW packet, wh b. St. Louis, MO, 1838. 25 tons.

EAGLE

SW packet, wh b. Louisville, KY, 1839. 51 tons.

EASY

SW packet, wh b. Louisville, KY, 1837. 100 tons.

ECHO

SW packet, wh b. Salisbury, OH, 1836. 158 tons. Snagged at Natchitoches, LA on January 28, 1842.

ECLIPSE

SW packet, wh b. Marietta, OH, 1832. 60 tons.

EDWARD SHIPPEN

SW packet, wh b. Jeffersonville, IN, 1838. 284 tons.

EFFORT

SW packet, wh b. New Albany, IN, 1836. 80 tons. Snagged at Franklin, LA on September 3, 1838.

EFFORT

SW packet, wh b. Pittsburgh, PA, 1839. 54 tons.

ELBA

SW packet, wh b. Pittsburgh, PA, 1839. 161 tons.

ELIZABETH

SW packet, wh b. Pittsburgh, PA, 1839. 52 tons. Exploded boilers on Mississippi River on April 5, 1845.

ELK

SW packet, wh b. Maysville, KY, 1836. 120 tons.

ELK

SW packet, wh b. Branch Creek, 1836. 100 tons.

ELK

SW packet, wh b. Cincinnati, OH, 1837. 99 tons.

ELLEN

SW packet, wh b. Jeffersonville, IN, 1834. 90 tons.

ELLEN

SW packet, wh b. Cincinnati, OH, 1840. 33 tons. ELLEN was originally a keel boat.

ELLEN DOUGLASS

SW packet, wh b. New Albany, IN, 1833. 266 tons.

ELLEN KIRKHAM

SW packet, wh b. New Albany, IN, 1837. 560 tons.

ELOISA

SW packet, wh b. Pittsburgh, PA, 1834. 154 tons. Burned at Columbus, GA on December 31, 1834.

EMBASSY

SW packet, wh b. Brownsville, PA, 1837. 144 tons.

EMBLEM

SW packet, wh b. Cincinnati, OH, 1836. 120 tons. Sank at Mobile, AL on April 8, 1839.

EMERALD

SW packet, wh b. Pittsburgh, PA, 1836. 123 tons. Snagged on Mississippi River 1837.

EMIGRANT

SW packet, wh b. Cincinnati, OH, 1832. 90 tons.

EMILIE

SW packet, wh b. Pittsburgh, PA, 1840. 220 tons. She was one of the first sidewheelers with independent engines operating each wheel. Based at St. Louis, she was owned by Pierre Chouteau, Jr. & Company. She also ran on the St. Peters (Minnesota) and Missouri Rivers. Snagged at Emilie Bend on Missouri River in 1843.

EMPEROR

SW packet, wh b. Pittsburgh, PA, 1837. 600 tons.

EMPIRE

SW packet, wh b. Bridgeport, 1838. 130 tons.

EMPRESS

SW packet, wh b. Jeffersonville, IN, 1837. 220 tons. Burned at New Orleans on October 29, 1840.

ENTERPRISE

SW packet, wh b. Shousetown, PA, 1831. 111 tons. Snagged at Grafton, IL on March 19, 1833.

ENTERPRISE

SW packet, wh b. Allegheny, PA, 1833. 26 tons.

ENVOY

SW packet, wh b. Cincinnati, OH, 1831. 95 tons. Ascended Wisconsin River to Fort Winnebago (Portage, WI) in 1837. Off records after 1837.

ERIN

SW packet, wh b. Covington, KY, 1833. 100 tons.

EUPHRATES

SW packet, wh b. Pittsburgh, PA, 1839. 161 tons.

EUTAW

SW packet, wh b. Cincinnati, OH, 1836. 120 tons.

EUTAW

SW packet, wh b. Wellsburg, VA, 1836. 70 tons.

EUTAW

SW packet, wh b. Brownsville, PA, 1836. 51 tons.

EXACT

SW packet, wh b. Brownsville, PA, 1839. 61 tons.

EXCEL

SW packet, wh b. Brownsville, PA, 1839. 40 tons.

EXCHANGE

SW packet, wh b. Cookstown or Brownsville, PA, 1835. 68 tons. Worn out 1843.

EXCHANGE

SW packet, wh b. Brownsville, PA, 1840. 80 tons.

EXPERIMENT

SW packet, wh b. Brownsville, PA, 1831. 82 tons.

EXPRESS

SW packet, wh b. Cincinnati, OH, 1831. 105 tons.

EXPRESS

SW packet, wh b. Brandenburg, KY, 1837. 60 tons. Exploded boilers at Blakely, AL on July 25, 1840.

EXPRESS

SW packet, wh b. Brownsville, PA, 1838. 192 tons.

FACTOR

SW packet, wh b. New Albany, IN, 1838. 173 tons. Worn out 1849.

FAIR PLAY

SW packet, wh b. Cincinnati, OH, 1839. 132 tons. Snagged at New Richmond, OH on November 16, 1842.

FAIRY QUEEN

SW packet, wh b. Brush Creek, 1832. 66 tons.

FALCON

SW packet, wh b. Cincinnati, OH, 1832. 91 tons. Collided with SENATOR (see) at Henderson, KY in 1833.

FALLSTON

SW packet, wh b. Fallston, PA, 1837. 48 tons.

FALSTON

SW packet, wh b. New Albany, IN, 1838. 175 tons.

FAME

SW packet, wh b. Pittsburgh, PA, 1832. 132 tons. Snagged at Louisiana, MO on October 27, 1836.

FANCY

SW packet, wh b. Frederickstown, 1832. 20 tons. Burned at St. Francisville, LA on March 23, 1837.

FANCY

SW packet, wh b. Cincinnati, OH, 1836. 250 tons.

FANNY

SW packet, wh b. Cincinnati, OH, 1836. 250 tons.

FAR WEST

SW packet, wh b. Cincinnati, OH, 1835. 180 tons.

FAR WEST

SW packet, wh b. Franklin or New Franklin, MO, 1835. 150 tons. 136 x 20 x 6. Spent most of her time on Lower Mississippi. Off records in 1841.

FARMER

SW packet, wh b. Pittsburgh, PA, 1832. 230 tons.

FARMER

SW packet, wh b. Cincinnati, OH, 1832. 277 tons. Exploded boilers in 1839.

FARMER

SW packet, wh b. Smithland, KY, 1839. 180 tons.

FAVORITE

SW packet, wh b. Nashville, TN, 1831. 155 tons. Robbed, burned and sank at Island 46, Lower Mississippi on November 22, 1831.

FAVORITE

SW packet, wh b. Belle Vernon, PA, 1837. 170 tons.

FAVORITE

SW packet, wh b. Elizabethtown, PA, 1837. 158 tons. Worn out 1842.

FAYETTE

SW packet, wh b. Brownsville, PA, 1837. 112 tons. Chartered April 1839 at Davenport, IA to transport provisions and stores to the Army post at Fort Snelling and machinery for the lumber mill at Marine Mills on the St. Croix. Passengers included the mill owners, a millwright, blacksmith and cook. Sank between St. Louis and Alton, IL in 1843.

FAYETTE

SW packet, wh b. Wheeling, 1837. 120 tons.

FELICIANA

SW packet, wh b. Wheeling, 1840. 227 tons.

FLORA

SW packet, wh b. Pittsburgh, PA, 1835. 118 tons. Worn out 1844.

FLORA

SW packet, wh b. Smithland, KY, 1839. 124 tons.

FLORENCE

SW packet, wh b. Cincinnati, OH, 1837. 75 tons.

FLORENCE

SW packet, wh b. Pittsburgh, PA, 1837. 86 tons.

FLORIDA

SW packet, wh b. Pittsburgh, PA, 1836. 109 tons.

FLORIDIAN

SW packet, wh b. Cincinnati, OH, 1836. 99 tons.

FLYING DUTCHMAN

SW packet, wh b. Cincinnati, OH, 1840. 169 tons. Cost \$25,000. Snagged at Dubuque, IA in 1840.

FORMOSA

SW packet, wh b. Pittsburgh, PA, 1839. 222 tons.

FORREST

SW packet, wh b. Pittsburgh, PA, 1839. 68 tons.

FORT ADAMS

SW packet, wh b. Cincinnati, OH, 1835. 180 tons.

FORT PITT

SW packet, wh b. Pittsburgh, PA, 1840. 158 tons. Snagged

at Cape Girardeau, MO on September 28, 1842.

FOX

SW packet, wh b. Ripley, OH, 1834. 100 tons. Snagged at Mobile, AL in August 1840.

FOX

SW packet, wh b. Wheeling, 1836. 100 tons.

FRANCES

SW packet, wh b. Freedom, PA, 1837. 150 tons.

FRANCES

SW packet, wh b. Pittsburgh, PA, 1837. 112 tons.

FRANKFORT

SW packet, wh b. Pittsburgh, PA, 1839. 40 tons.

FRANKLIN

SW packet, wh b. Bridgeport or Brownsville, PA, 1838. 34 tons.

FREE TRADER

SW packet, wh b. Pittsburgh, PA, 1832. 109 tons.

FREEDOM

SW packet, wh b. Wheeling, 1831. 135 tons.

FREEDOM

SW packet, wh b. Point Pleasant, 1840. 38 tons. Cost \$3000.

FREMONT

SW packet, wh b. Pittsburgh, PA, 1836. 112 tons.

FRIEND

SW packet, wh b. Cincinnati, OH, 1831. 118 tons. Also known as WANSLEY or WONSLEY.

FRIENDSHIP

SW packet, wh b. Cincinnati, OH, 1833. 101 tons.

FRIENDSHIP

SW packet, wh b. Wheeling, 1833. 70 tons.

FRONTIER

SW packet, wh b. Cincinnati, OH, 1836. 68 tons. Capt. Daniel Smith Harris set his first speed record on the FRONTIER in summer 1836, making the trip between St. Louis and Galena, IL in 3 days, 6 hours. She was the first steamboat on the Rock River, reaching Dixon's Ferry (present-day Rockford, IL) in 1836. Off the records in 1841.

FUSILEER

SW packet, wh b. Cincinnati, OH, 1838. 150 tons. 

Life on Grand Tower Island

An Interview with Marion Clark

During the weekend meeting of Midwest Riverboat Buffs in Dubuque this past June, your editor's wife Debbie took a phone call at home while he was riding on an evening dinner cruise with the group. The words of Debbie's hastily scribbled note bore an incredible message: "Call Marion Clark about the sinking of the GOLDEN EAGLE. Her family owned the island where the boat sank and she wants to know if you're interested in hearing her story." Now, how often does one get a call like that? Nineteen days later, two Dubuque visitors were greeted and graciously welcomed into Marion's home in Taylorville, IL. In relating the account of her years on Grand Tower Island and her family's long and illustrious steamboat heritage, Marion painted vivid images of life along the river, amazing in their detail. Prior to our visit, Debbie had passed along Marion's comment to the effect that she might be "flirting with Alzheimers." To the contrary, we found her memories precise, clear, and extremely engaging, generously sprinkled with a sense of humor that revealed her zest for living and genuine enjoyment of the times and people that were part of her life. So we take great delight in sharing with you Marion's own words of Life on Grand Tower Island. We begin with the events of the night of May 16-17, 1947.

The GOLDEN EAGLE hit the head of the island around 10:30 or 11:00 at night, as I remember. They got all the people off, and the men passengers insisted, "Ladies first, ladies first." They were very polite about it. Almost all the passengers were senior citizens. People from the city of Grand Tower came down in their boats to help passengers get off the island and to shore. The captain called St. Louis to get a bus to transport the passengers wherever they decided to take them. Next day, early in the morning, several men from Grand Tower took their boats and went down and raided the GOLDEN EAGLE. They took all the liquor and very carefully carried it back to town. Grand Tower stayed drunk for two or three days after that. We thought it was so funny – those people who drank it never had fine liquor or wines like champagne before, and they were having a ball. I assume the captain and crew were not on the boat at that time, but I will say that the captain remained with the

boat until it was emptied of people. It's been a year since I was in Grand Tower, but on the lawns you can still see wooden chairs that were taken off the GOLDEN EAGLE – deck chairs and all sorts of yard chairs. Some people even have more valuable things like dishes. They stripped the boat!

My husband's family (the Clark family) owned the island at that time. My grandfather moved to the island in 1914-15 and he farmed for Mr. Clark of Mexico, MO. Clark raised show horses and he traded a show horse in Mexico, MO with the man who owned the island in exchange for it. It didn't pay off much for him, but it sure did for his heirs, his children and my children. My grandfather built a school on the island, and my mother taught in that school.

My brother Edgar Allen Poe was a riverboat captain. My father Elbert Livingstone Poe and his brother Charles Russell Poe, Jr. were riverboat captains. My grandfather Charles Ferdinand Poe was also a captain on the river and his father Livingstone Poe operated a ferryboat at Cape Girardeau, MO sometime around 1870. My dad was a pilot for Marquette Cement Co. at Cape Girardeau on the WILLIAM DICKINSON. I would go to see my dad and one time the cook on the boat gave me a huge orange, about the size of a softball. I can still remember running all over the boat with that orange!

Grandpa Poe and Dad both worked on steamboats. Grandpa had one explode and burn. Edgar Allen was piloting a diesel towboat when our mother died. They radioed to tell him the news and the office told him to go to port. Edgar Allen said that "I'm not going to port till you can get somebody to take over this boat. My mother just died, and we're gonna keep going." Charles (Sonny) Russell tells the story about the time Edgar Allen was piloting a towboat which had just left New Orleans. There was a hurricane coming, and the office ordered all their boats back to New Orleans. But Edgar Allen kept heading right on upstream. He said, "I'm going

Wamp and Lil' Wamp Poe Two Generations of Rivermen



JAMES MOREN (T1334) built 1896 at Elizabeth, PA. 186 x 34 x 5.5. Capt. Elbert "Wamp" Poe received his first license while working on this boat after her coal towing days for the Combine. Capt. Poe went on the river in 1910, and received his 12-14 issue of license on June 29, 1982. Photo courtesy of Murphy Library, University of Wisconsin - La Crosse.



Capt. A. E. "Sandy" Tanos Renews Capt. Poe's License

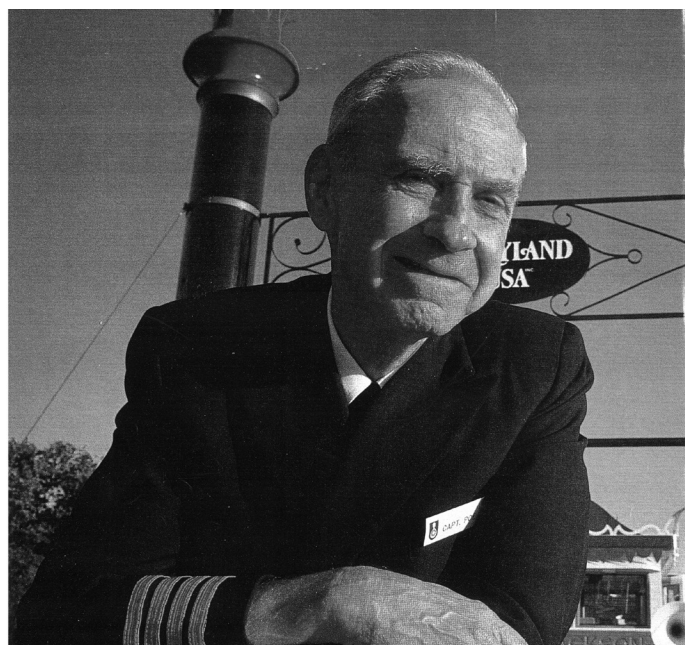
Captain A. E. "Sandy" Tanos presents Capt. Elbert L. Poe with his latest license renewal at the USCG St. Louis office. Courtesy of *The Waterways Journal*.



Marquette Cement Co. towboat **WILLIAM DICKINSON** on the ways. Capt. Elbert Poe was pilot on this boat, and while his young daughter Marion was visiting, she received a special treat from the boat's cook. Photo from Public Library of Cincinnati and Hamilton County.



Capt. Charles R. Poe (left), brother of Elbert, on roof of unidentified steamboat. Photo courtesy of Marion Clark.



Capt. Edgar Allen Poe. Lil' Wamp began his river career as a cabin boy. A respected pilot and marine superintendent in the towing industry, he was perhaps best known as master and pilot on Opryland's **GENERAL JACKSON**. Photo courtesy of Marion Clark.

home. I don't care what they do." He took the boat on up the river, and Sonny said they didn't have any problem at all.

On mom's side of the family, my uncle Ralph Wilson, we called him Chub, was on a steamboat and he drowned, they claim, after he had been ordered not to go out on the guards of the boat. It was sleeting and freezing rain. He went out there anyway and slipped and fell and drowned. I was 8 or 9 at the time. Nowadays, people would sue. Back then, they just accepted it. He drowned because he didn't obey orders. And that was that.

Uncle Kirgen Wilson had a ferryboat that ran from Wittenberg to a road over on the Illinois shore. When he died, my uncle Harold Wilson and my brother Rainey bought the boat and ran it. It was mostly a tourist thing. In Grand Tower at Oven Rock, there is a beautiful park for camping trailers, right across the river from Tower Rock. Shortly after they bought the ferry operation, my brother and uncle both died. I don't know what happened to the boat after that.

When dad (Elbert) was little, he ran off all the time and went down to the river. My grandmother would say, "Where have you been?" Now he couldn't say 'swamp', so he'd say "Down in the 'wamp." He had seven sisters and one brother and all the time after that, when my Grandma Poe wanted the girls to get him, they'd say, "Oh, we gotta go get 'Wamp out of the 'wamps." And the name stuck. And then of course when Edgar Allen came along, he was Lil' Wamp. There's probably pilots on the river today who know Lil' Wamp and Wamp Poe. I'm surprised their licenses didn't say 'Wamp'.

My brother worked on towboats for Ingram Barge Line and Crouse Corporation, and was eventually marine superintendent for Nilo Barge Line in St. Louis. Then the GENERAL JACKSON came along and in checking around, they found out that there weren't too many who had license to handle a boat that size and Edgar Allen was one of them, so he went to work for Opryland and he loved it. He thought he had everything set up and then cancer came along. Edgar Allen and his dad were the only father and son team on the river at

one time who had both steam and diesel license to operate boats. My dad continued to work as trip pilot before he died.

So our family goes back four generations on the river. My great grandfather was Livingstone Poe, who ran a ferry at the Cape. Charles Russell Poe was my grandfather, and he drowned in 1933. I have an uncle Hooker named Charles Ferdinand Poe, Jr. My grandfather had two sons, Charles Jr. and Elbert. Uncle Hooker worked on the river and he worked for some barge company building barges. Dad, of course, went on the river when he was a boy. And finally there's my brother, Edgar Allen.

An interesting coincidence is that there was another well-known steamboating family named Poe over on the Ohio River, who had their origins in Georgetown, PA. The members of that Poe family operated at least eight steamboats all the way up the Missouri River and as far up the Mississippi as St. Paul. And Capt. Thomas Poe of the Ohio River Poes, eventually left his home in Georgetown to live with his daughter in St. Louis where he passed away in 1881. Their family history is detailed in the December 1965 REFLECTOR story "The Steamboating Poe Family." After sharing some of her family's long connection with the river, we asked Marion to tell us about her memories growing up in Grand Tower.

The thing that stands out the most is the safety of it. You could turn your kids loose to run all over town, tell them to be home by 8:00 tonight, and they were safe in Grand Tower. I guess I can go ahead now and tell this tale on myself. There was a group of us who stole some chickens, took them up to Devil's Backbone, wrung their necks, cleaned them, washed them in the Mississippi River, cooked them over a campfire, and ate them. And we all lived to grow up. None of us died from eating a chicken that was washed in the Mississippi River at Devil's Backbone in Grand Tower. We moved from Grand Tower to Cape Girardeau when dad went to work for Marquette Cement Co. and every spring a showboat would come to Cape and they had a calliope which they played. You got an afternoon off from school to go on the showboat. It was fifty cents, if I remember correctly - and that might be too high. We would go on the boat and they would have a stage show which no one paid attention to because we were all busy running around the decks. And if

you look at pictures of those old boats you'll see that the decks, the walkways, had protection across them so the kids running up and down wouldn't fall in the river. They're on every deck, and you could run up against them and hit them, but if they didn't have them half the kids would've got drowned. And the calliope – we loved the calliope! The one on the GENERAL JACKSON sounds good, but it doesn't sound like the old showboat calliope. Probably not steam, probably electric.

Photos from Murphy Library's steamboat collection showing the GOLDEN EAGLE aground on Grand Tower Island elicited some interesting observations as Marion recalled that day and the years her family spent on the island.

That's the island! There's the gangplank where the men wanted the women to go first, and the captain stayed with the boat. First the GOLDEN EAGLE hit the island, and then the next day, Grand Tower hit the boat like I told you about.

This one's at the head of the island. We didn't clear it all the way up to the river's edge to prevent erosion. It would be about a mile from our house to where the boat sank. They came and got Cy (Marion's husband) in the middle of the night because even though the island was in Missouri, it was attached to the state of Illinois. Our kids went to school in Illinois, and we had to pay tuition because we lived in Missouri. One time my youngest daughter was very sick and Cy went to town. We had a doctor friend there and he told Cy, "I can't go over there." "Why not?" "It's in Missouri, and I'm only licensed in Illinois." So finally Cy talked him into going, and he took him down and across the chute, and we had a team of horses that we hitched to a wagon and took him to where our house was. We ran into stupid things like that. Our car and our trucks for hauling logs had Missouri licenses on them because we lived in Missouri. To vote, we had to drive up to Chester, IL, cross the bridge at Chester, and then come all the way back down to Wittenberg, MO. There was a lot of inconveniences. We had to go get our groceries, maybe a week's supply at a time, and take them to the island, buy them in Grand Tower. For my daughter Margaretha, living on the island meant that she wasn't able to ride the bus to school, and as a result she wasn't able to participate in any

of the various afterschool activities with her friends and classmates.

I remember, whatever year it was that they built the levee, that they were going to build it straight down the Illinois bank to down in the Cairo area. And they were going to take a lot of really good farm land. Then one of Cy's sisters hit on the idea of us donating the right-of-way and the dirt to the government in return for the use of an 18-foot gravel road on the top of it. The government thought that was a good idea. They were saving all that money where they were going to have to buy that dirt for the levee, and all the farmers were happy because the farms were all saved. The levee goes right through the island. Before the levee was built, we made rafts and the logs would be floated down to Cape Girardeau. We put the logs on the riverbank and the guy from Cape would send his crew and boats to tow them down. Later, my husband and his two sisters sold the island. They passed away and his two sisters had never married, so my two daughters are the only children to carry on the family name.

Looking at another photo of the GOLDEN EAGLE the morning after she grounded on the island, Marion's attention was drawn to the johnboats pushed up on shore.

Do you see the boats tied up? They belonged to – oh, I almost said the names (of the local fishermen who stripped the boat). You see, boats couldn't go up and down the river there and it [the wreck] had to be gotten out and gotten out fast. Our island is here, and then there was a little bitty towhead. It's still there and it doesn't belong to anybody, maybe one or two acres, and for some reason, it stays there. And that's what I think caused him [to ground the boat], when he went around that towhead, and the current, I think he didn't realize what it would do. Now, this looks like somebody that works on the boat, and that looks like somebody who's trying to get on the boat, and this guy's saying "Hey, wait for me!" If you'll notice, there aren't very many deck chairs sitting around. Well, they're all sitting in yards in Grand Tower, and if I'm not mistaken, they're all green. Cy, my husband, might be in some of these pictures, because he tried to take care of it [the wreck] until they came and got it out. And food – they carried food off of it too. Food that people in Grand Tower had never eaten before, because you

know how good they fed people on those boats. Like those oranges – I can still see myself running down the deck yelling, “An orange! I got my orange!” Isn’t it funny how one certain thing sticks in your memory?

After recounting those memories of the GOLDEN EAGLE, we asked Marion if there were any other stories from her own time on the island or on the river that really stood out.

Living on the island when we wanted to go to town, we hitched up a team of horses and drove them to the chute which was on the Illinois side and then we went up the riverbank to our pickup truck that was there. Then we got into the truck and went into town. We were almost a mile below town where we could safely go across the chute. And I don’t know how many outboard motors are at the bottom of that chute, but there’s quite a few. One time Cy was rowing across and when he put the oars down, a water moccasin got on the oar, and you should’ve seen that thing coming up that oar! Finally he got it off before it got in the boat.

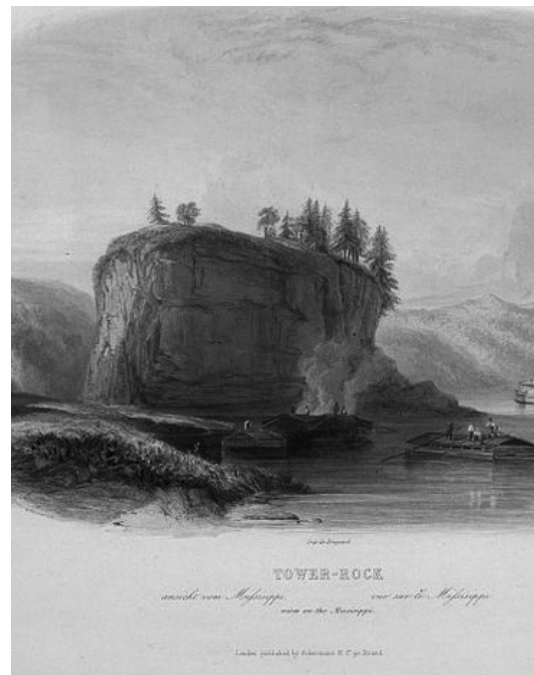
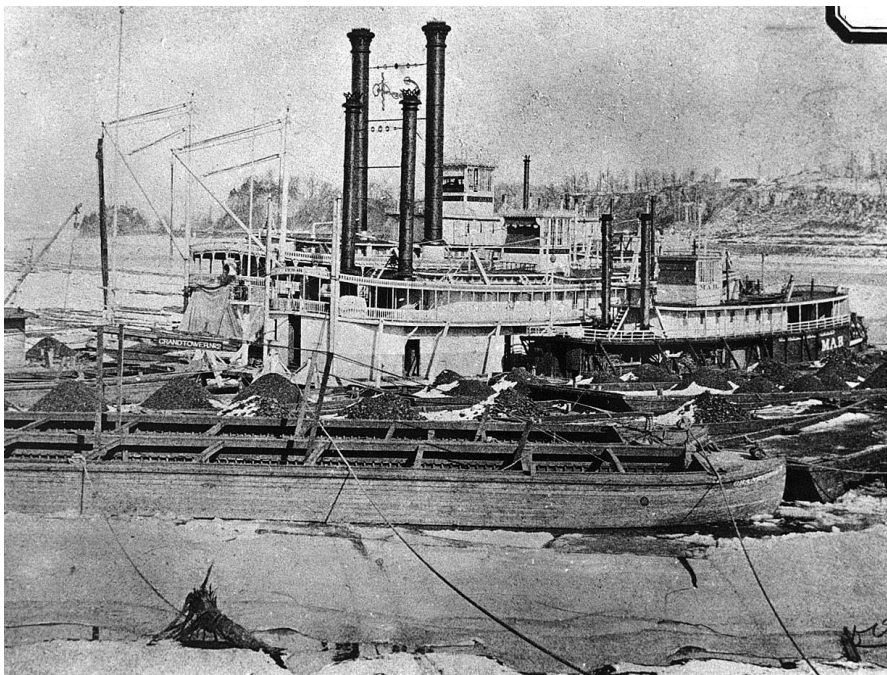
We didn’t have electricity on the island. After we built a new house, we still didn’t have electricity, so we went to St. Louis and bought an Army surplus generator. We had to take the pickup up there to get it and bring it back. So we had built a three bedroom house and we ran the generator for electricity. When my daughter Jenness was little, we had a television like everyone else. And she went to that television one day and put her arms around it, and said, “Daddy, I sure do wuv that genawator!” But the most difficult thing we had to do living on the island was heat. We had to burn logs. Cy bought a wood-burning stove from some company up in Maine. It was about this big around or bigger, and not quite as tall as you are, and we had to put logs down inside it. You could put logs in it in the morning and the house would still be warm at night. Our pipes never froze, and it heated three bedrooms, living room, dining room, kitchen and bath. We built a tank up on the rafters in the attic, and early in the morning we would pump up enough water to fill that tank, and we had water to drink and to take a bath and to flush toilets. Our water never froze. Eventually we moved off the island and moved to Grand Tower.

Finally, we asked Marion if she had it to do all over again, would she want to relive those years at Grand Tower.

Yeah! It was a fun thing. It was a fun thing to get on that boat and get oranges. It was a fun thing to get on that showboat when it came. Those were happy times. And even though there was a depression going on, it never affected the people that worked on the river like it did others. They all had steady jobs and good jobs and you didn’t know there was a depression. I had to learn about it in school, because we never knew it. Every month we got a paycheck. The boats ran up and down the river all during the depression and you were just lucky. My Dad, my Uncle Hooker, and my Grandfather Poe worked on the river and they didn’t want for much of anything. The other husbands in the family made livings, but they weren’t as good a living as the men on the boats were making. And that’s just the way it was. And it was always “Daddy’s boat.” I don’t know who owned them, but they were always Daddy’s boat.

Capt. Elbert L. “Wamp” Poe, Marion’s father, was born in 1894 and went on the river in 1910. A double-ender, he earned his original pilot license on the towboat JAMES MOREN. In 1982, he received issue 12-14 of his license. Capt. Poe passed away in 1984 at the age of ninety. Jim Swift wrote a feature story on the Poe family in the July 31, 1982 issue of The Waterways Journal. Capt. Edgar Allen “Lil’ Wamp” Poe, Marion’s brother, was born in 1931 and grew up in Grand Tower, IL. Like his father, he started early on the river at the age of 13 as a cabin boy, and worked full time on the river after high school. Although he is best known as pilot on the GENERAL JACKSON at Nashville, Lil’ Wamp was an excellent towboat man and a leader in the towing industry. Another fine article by Jim Swift about the family appeared in the Jan. 10, 1994 WJ upon the passing of Capt. Lil’ Wamp Poe.

Grand Tower, an 80-foot tall limestone formation topped by oak and cedar, rises out of the river at Mile 80 below St. Louis. An interesting write-up on Grand Tower Rock appears in the December 1988 REFLECTOR. During that summer extreme low water allowed visitors to walk out to the Rock across a bar on the Missouri side below Wittenberg. This is the same low water that allowed exploration of the sunken remains of the palatial



Above Left: This photo was taken at Grand Tower, IL in 1883 or 84. In foreground is the barge GRAND TOWER NO. 2. Her name appears on the bow and on a sign suspended from the hogchains to the left. Behind her is the wood hull towboat MAB (T182) of 83.36 tons, also built at Grand Tower, maybe in 1876. She was inspected at St. Louis on May 14, 1881, again in 1882, and was documented there in 1886. Behind her is the towboat MINNETONKA (T1828), built at Jeffersonville 1883 with hull 176.5 x 29 x 5.3 for the Mississippi River Commission, quite a fancy towboat. She was lost in ice near Memphis in 1918. In back of her is the big 1871 Howard-built packet CITY OF HELENA (1078), 268 x 42 x 7.5, built for the Anchor Line, and succumbed to fire at the Memphis wharf on February 18, 1885. Photo from Murphy Library, Univ. of Wisconsin - La Crosse. **Above Right:** This aquatint by Swiss artist Karl Bodmer is one of the earliest published pictures of Tower Rock, making its initial appearance in Maximilian, Prince of Wied's Travels in the Interior of North America during the Years 1832-34. **Below Left:** Channel view of GOLDEN EAGLE wreck. Photo from Murphy Library. **Bottom Left:** Island view of the end of the cotton packet-style sternwheeler. Photo from Public Library of Cincinnati & Hamilton County. **Right:** Map of Grand Tower Island showing the location of GOLDEN EAGLE wreck (1) and of the Clark's home (2).





Aerial view and island view on May 17, 1947. Both photos courtesy of Murphy Library, Univ. of Wisconsin - La Crosse.



Mrs. Marion Clark shares her memories of Grand Tower Island. For more details on the loss of GOLDEN EAGLE, see pages 32-34 in the September 2006 REFLECTOR. Editor's photo.

steamer J. M. WHITE down near Bayou Sara, LA (see page 7 this issue.) Jolliet and Marquette made mention of Tower Rock when they journeyed down the Mississippi in 1673. The landmark bore the name Le Cap de Croix or The Rock of the Cross, after three French missionaries erected a large wooden cross on its top in 1678. Another

nearby landmark, Devil's Backbone, is a rock ridge about a half mile long which begins at the northern edge of Grand Tower's city limits. At the northern edge of the Backbone, there is a steep gap and then the Devil's Bake Oven, a larger rock which rises to almost 100 feet on the riverbank. Keelboat and raftboat pilots struggled to get past rapids here in low water. The Backbone served as a well-known landmark for steamboat pilots. The town of Grand Tower, first called Jenkin's Landing and later Evan's Landing, was incorporated in 1872 as a busy riverport for shipping and receiving goods on the Upper Mississippi. Up until 1870, two iron furnaces operated on the west side of Devil's Backbone using iron ore brought from Missouri and fired by coal from nearby Murphysboro. A lime kiln was also located at Grand Tower, along with a box factory and a boatyard. A number of barges and one steam towboat, the MAB (T1682), were constructed here. An amusement park opened on Walker's Hill, just east of town. However, a cholera epidemic ravaged the town and declining river traffic after the turn of the century saw Grand Tower shrink from more than 4,000 residents to today's population of about 600.

The GOLDEN EAGLE (2366), last steamboat owned by the famed Eagle Packet Co. of St. Louis, was built by Howards at Jeffersonville in 1904 as the cotton packet WM. GARIG for the Baton Rouge and Bayou Sara Packet Co. In 1918, the Leyhes purchased and rebuilt her, renamed her, and placed her in the St. Louis-Peoria trade. After selling their new steel hull packet CAPE GIRARDEAU to Cincinnati's Greene Line in 1935, they remodeled the GOLDEN EAGLE as a tourist steamer, and ran her successfully through the end of 1943, when her boilers were condemned. Laid up for two years because the demands of a World War prevented her from receiving replacement boilers, her ownership passed from the Leyhe family in 1946, and she returned to tourist service that year. In 1947, she changed hands again, and on her first trip of the 1947 season, sank at Grand Tower Island in the early morning hours of May 17. Capt. Way noted, "When the GOLDEN EAGLE sank on Grand Tower Towhead, the cotton-style packet was gone, and all of the lineal descendents thereof." And by a strange twist of fate, on the very day that the GOLDEN EAGLE ran aground and sank on the muddy shore of the island, ending her career, the newly acquired steamer DELTA QUEEN arrived on the Mississippi River 1,000 miles downstream under tow of the ocean tug OSAGE. Within a year, she would begin service as the river's newest tourist steamboat. 🕒

New Life for JULIA BELLE SWAIN

With the strains of a steam calliope bouncing off the hills at La Crosse's riverfront, the JULIA BELLE SWAIN returned once more to her former location for an "open house" for invited guests and initial efforts at fundraising to return her to excursion service. However, the steam piano music came from the AVALON's "Here Comes the Showboat" CD, as the boat was not yet permitted to run under her own steam. She had been towed from her 5-year layup berth in Black River to Riverside Park on September 14, spruced up, and hosted what backers and new owners plan to be the first of several opportunities for local and regional benefactors to look her over and pledge their financial support.

Former officers and crew members Carl Henry, Eric Dykman, Ed Glimme, and Ed Kueper were all on hand to welcome guests. Earlier in the week, husband-and-wife crew members Lee and Kathy Havlik had also paid a visit. Radio station WIZM, 1410 AM, was on hand, as was WKBT channel 8, taping a segment for local television.

The boat was recently purchased from former owners Bob and Laurie Kalhagen by a newly formed nonprofit, the Julia Belle Swain Foundation, chaired



JULIA BELLE SWAIN on September 18 after returning to LaCrosse riverfront for first fundraising event. Editor's photo.

by John Desmond. Carl Miller and John Hanson spearheaded the efforts to secure the boat. The LaCrosse Mayor and city Parks Board have been very supportive of the project, providing the vessel docking space on the riverfront.

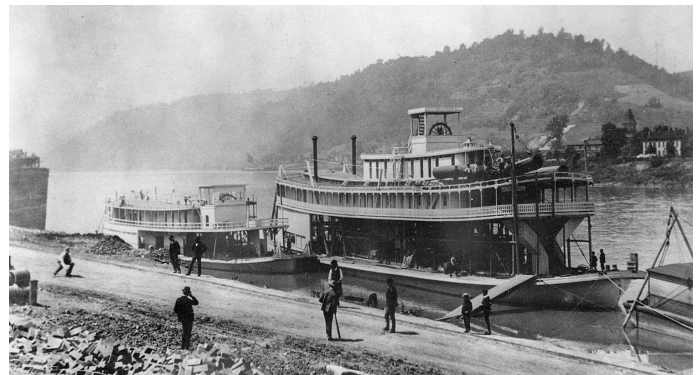
Estimates of the cost to restore the steamboat to operating condition is about \$1 million. We have heard that the new owners have brought some "heavy hitters" on board from the community, and have secured the assistance of individuals skilled in fundraising projects of this kind. They are confident that the future of the boat looks bright. For more info go on line at www.facebook.com/juliabelleswain

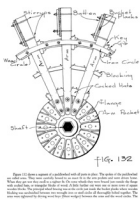
More on Steamer NETTIE QUILL from Front Cover

Shown below is NETTIE QUILL (4148) under construction at Freedom, PA in 1886. Her wood hull measured 178.4 x 33.4 x 5.6. NETTIE was the design of famed marine architect Tom Dunbar, who also created CAPE GIRARDEAU, CINCINNATI, KATE ADAMS, T. P. LEATHERS (second) and HUDSON. Some consider HUDSON the most elegantly designed Western Rivers sternwheeler ever built. She purportedly was the inspiration for the new excursion steamer NATCHEZ in New Orleans. At any rate, A. J. Sweeney & Son of Wheeling supplied the engines for NETTIE QUILL.



She was built for Capt. John Quill of Mobile and delivered there when completed. Engaged in the cotton trade, the boat ran the Alabama, Tombigbee and Warrior Rivers. Between 1907-15 she was partnered with JOHN QUILL (3099) in this trade. Quill and Moore also operated CARRIER (0889), MARY (3783) and MARY SWAN (3840). The boat returned to New Orleans in 1915, was renamed MONROE, and placed in the New Orleans-Ouachita River run. She was lost in a hurricane at New Orleans on September 29, 1915. Photos courtesy of Murphy Library, University of Wisconsin - LaCrosse.





Small Stacks

ANGELINA and JANE KELLY

by John Fryant

This time the Small Stacks column is a bit short on words and long on photos. Featured here are two models, both of rather unknown boats, one by Tom Fort and the other by Gary Harmon.

Tom's model represents the sternwheeler ANGELINA, used on the Angelina River in East Texas, circa 1848. The model is 1/32 scale made primarily of balsa wood with some basswood used in the pilothouse windows and doors. The chimneys are aluminum tube and the boilers are styrene plastic. Styrene was also used to make the nuts, plates and rings on the paddlewheel and various parts of the engines.

The model was built in 2008–09 on commission for Dr. Ab Abernathy at Stephen F. Austin University in Nacogdoches, TX and is on display in the city's Visitor and Convention Center. It is part of Dr. Abernathy's exhibit about early river commerce.

Gary Harmon, of Edwardsville, IL built the JANE KELLY model. This 1/24th scale model represents a 70 foot sternwheeler built by the Marine Ironworks of Chicago. She was one of about a dozen steamboats of less than 150 feet that were designed and built by this firm between 1870 and 1920. Drawings of some of these boats appear in *Marine Iron Works of Chicago Steamboat Catalogue Reprint No. 9*, published in 1986 by Clinton M. Miller and The Steam Engine Research Project in Ashford, Middlesex, UK.

As you can see by the photos, the model is of a single deck freight carrier, loaded with detail. It is about 35 in. long and electric powered with 2-channel radio control. It has a cast resin hull showing the planking detail with many laser cut wood parts.

Gary is in the process of producing the model as a kit. His latest email indicates that the kit may be

ready by late spring 2014. There is no information available on pricing as yet.

Both of these models illustrate the detail that can be shown in a larger scale model of a smaller boat. The builders are to be congratulated for their fine efforts. This column will share more information on Gary Harmon's kit as it becomes available.



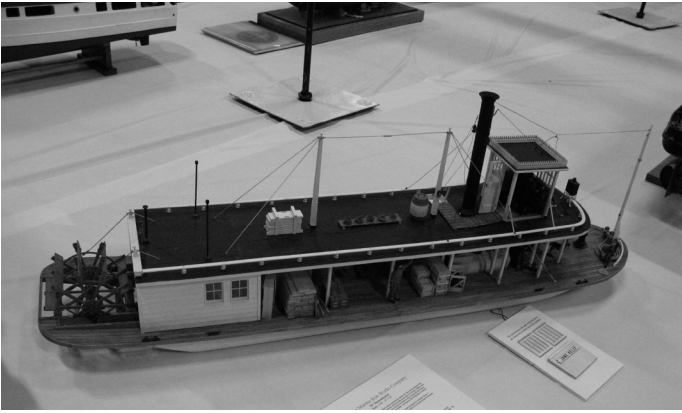
Gary Harmon poses with his model at the 2013 Toledo Weak Signals RC Expo where it took second place in Working Vessel category. JANE KELLY photos courtesy of John Fryant.



View of Gary's model to show underside detail of upper deck.



Pilothouse side removed to show interior detail.



Starboard side view of model.



Starboard engine cylinder can be seen through open vents.



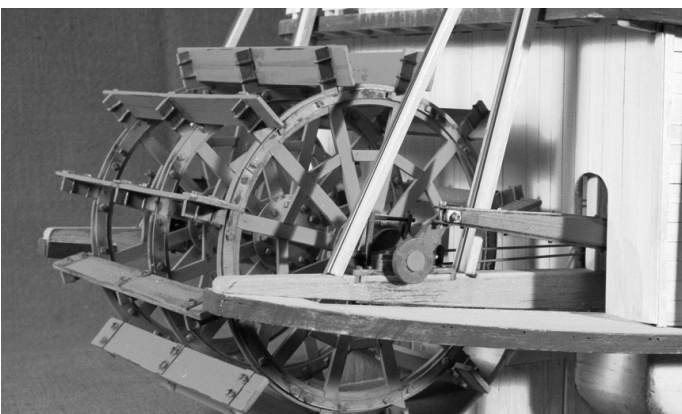
Close-up of detailed boiler. Note the seated fireman figure.



Rear of boilers and main deck area just aft.



Starboard side view of ANGELINA model.



Close-up of sternwheel showing the bolt detail.



Front quarter view. ANGELINA photos courtesy of Tom Fort.

Vane Wheel Steamboat: Inland River “Freak”

In our last issue, John Fryant’s Small Stacks column described the relatively unknown vane wheel propulsion. Vane wheels trace their origin to the inland rivers of the U.S. and predate the 1925 experiments by Denny Bros. of Dumbarton, Scotland by over a half century. Although vane wheels were proposed in 1931 for DUNCAN BRUCE’s refitting, the first steamboats actually fitted with them were J. G. CHAPMAN (T1248) built in 1872 by Iowa Iron Works in Dubuque, and W. D. SMITH (T2559), also built that year in Keithsburg, IL. for towing on the Iowa River.


Writing for the Burlington (IA) *Saturday Evening Post* in 1911-12, Capt. E. H. Thomas described the debut of this unusual style of propeller on the river. “During [the early 1870s] a wheel craze struck the Upper Mississippi. There were some 500 or 600 models in the steamboat inspectors office in St. Louis. Many of the inventors put money into small steamboats for the sole purpose of advertising and introducing their patent wheels, but none of them proved a success. It was and is now conceded that the screw or propeller wheel will develop more power with the same machinery than any other. But the trouble is that such wheels must be entirely submerged to get the power out of them. This makes them too deep to be used on shoal rivers.

“Capt. John B. Dowler, an Illinois River pilot, undertook to work out the problem of using a propeller wheel without submerging it. His wheel had two heavy cast iron hubs on the shaft, with holes and set screws to receive the arms. The latter were made of 1½-inch malleable iron and 5 feet in length. The buckets were of steel, 16” wide and 8 feet long. These were placed at an angle on the shaft so they would reach ahead and get a pull on the water. Each boat was equipped with two of these wheels, 12 feet in diameter, and they were operated by two upright high speed engines. The first boat to use them was W.D. SMITH, which operated to St. Louis for two seasons. Some of the lumber companies contracted the fever, and J. G. CHAPMAN and other raft steamers were equipped with them. When light, the SMITH drew but 20 inches of water, and the wheels were set 4 inches above her bottom, the steel buckets being just covered with the water.

“I found that the Dowler wheel was a success as a shoal water propeller, but our troubles were all in the engine room. The wheels went around at lightning speed, and the buckets had such a strong pull in the water that an end motion was created on both shafts, which we could not control. The engines were forced out of line and went to pieces. The Dowler wheel was used for some time by a number of boats, but was finally discarded. The foundry bills were too heavy.”

The February 24, 1872 *Scientific American* reported that work had begun on the CHAPMAN. “Chapman & Thorp of St. Louis, lumber dealers, have contracted in Dubuque, IA for a boat of the following dimensions: hull 145 feet, beam 26 feet, depth 4½ feet. The entire boat is to be of iron, including deck and guards. The hull will be divided into 8 watertight compartments. There will be tanks in it, by which it will be practicable to sink the boat to the draft required in 5 minutes, or in about the same time to raise her to her original draft. The contract requires that she shall draw but 18 inches when completed. Mr. [William] Hopkins, a practical builder from the Clyde, Scotland, will superintend the construction.

“The power is to be equal to 20 x 30 inch cylinders, to propel Dowler & Birdseye’s shoal water propeller which is the invention of Capt. John Dowler. That this wheel and style of boat are excellent for towing rafts is evident from the fact that Chapman & Thorp gave a thorough trial of it last year in the HUMBURG, a poorly constructed craft, yet she performed the tasks that were set before her in an unusually satisfactory manner. The one under contract is to be able to tow upstream 2,500 tons’ weight at a speed of 4½ to 5 miles per hour. She will have a full texas with business office, and rooms for crew employed by the company. She is to be completed by May first of this year.”

This glowing report notwithstanding, the CHAPMAN was soon rebuilt as a conventional sternwheeler. And her final epitaph was penned by Capt. Walter Blair: “I only recall one real freak. On her side bulkheads we read: Eau Claire Lumber Company’s Iron Raft Boat J. G. CHAPMAN.” 

AQ Finishes Upper Mississippi Season



AMERICAN QUEEN northbound below UMR Lock 3 at 7:00 on October 18, and after entering Lock 2 at Hastings, MN about 10:40. This was AQ's final appearance at St. Paul for her 2013 season. Photos courtesy of Jonathan Tschiggfrie.



Only known photo of a vane wheel boat on the river is of REMORA (T2138), former W.D. SMITH, shown above in a bow view on St. Croix River. Photo from Murphy Library.

Reflections from Our Readers continued from page 3

Jim Reising writes: "I could find no evidence in Louisville papers about the ISLAND QUEEN coming to the Derby, but the Cincinnati papers advertised trips. It seems like starting way back in the early 1900s the [first] ISLAND QUEEN made weekend trips to Louisville during May since Coney Island didn't open for the season until Memorial Day. According to the Cincy papers, the boat would go down on Saturday and return Sunday. Apparently the passengers were responsible for making their own arrangements for the night in Louisville or they took the train back to Cincy. From all this I have to assume that the picture of the boat here on Derby Day is probably accurate. As you know, the distance between Louisville and Cincy is 133 miles, but most boats in the trade made the trip in 12 hours or less. The boats would leave each port at 5 p.m. and be in town before the start of work the next morning. Even the TOM and CHRIS GREENE did that daily when they were in the trade.

🔔 Jimmy's reply is in regard to an inquiry he tracked down for the REFLECTOR about the picture of the second IQ landed at the Louisville riverfront on Derby Day 1938. The photo appears on page 36 of our June 2013 issue. Thanks, Jim!

Back Cover

Autumn splendor on the Upper Mississippi. Jonathan Tschiggfrie sends this golden-hued shot of AQ bathed in the late afternoon sun on October 18 at Red Wing's Levee Park. Snapped from a fishing platform below Red Wing Daybeacon (UMR 791.2) The background is dominated by Barn Bluff, resplendent in autumn foliage; the Hiawatha Highway Bridge carrying US 63, and Archer Daniels Midland's grain elevators for storing flax, canola and sunflower seeds before they are crushed and processed. The riverside park and landing was renovated in time for the Grand Excursion of 2004, and it contains a memorial to those lost when the Steamer SEA WING was overturned in Lake Pepin on July 13, 1890. See adjacent column for additional AQ views snapped later that day.

Photo courtesy of Jonathan Tschiggfrie.

