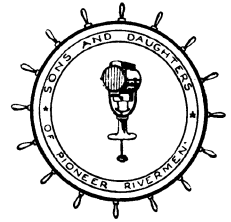


# S&D

# REFLECTOR

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Vol. 43, No. 1

Marietta, Ohio

March 2006



**- FRONT COVER -**

The NATCHEZ at her landing in New Orleans on a springtime afternoon awaits some more customers before starting the harbor cruise. The sun on April 23, 2004 is highlighting her port side and the light breeze has all flags showing to advantage. NATCHEZ seems photogenic from most any angle.

This scene will be altered dramatically in just over four months when hurricane Katrina blows into town on August 29.

Photo by Dick Rutter.

**- LETTERS -**

Sirs: After reading Chapter IV of "Cottonmouths and Cotton" I have a question: When the voyagers decided to sail out into the Gulf of Mexico from Mobile were they becoming a little mental?

John King  
1510 Boulevard Dr.  
Belpre, OH 45174

= As Capt. Doggie Cross would answer when asked a difficult question, "Could be, could be!" See Pgh.-New Orleans - 1946 Addenda in this issue. Ed.

\* \* \*

Sirs: I rate Chapter IV "Cottonmouths and Cotton" as among the very top reading since I became an S&D member in 1980.

Pat Welsh  
Box 3671  
Davenport, IA 52808

= We have had as great a response to Fred Way's story as any we have run in the Reflector. Your comments - judgmental or otherwise are always welcome. Ed

\* \* \*

**- THE FREIGHT BOOK -**

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Sirs: I respond to the description of the unsigned drawing of the TOM GREENE-BETSY ANN race reported on page 11 of the last issue of the Reflector. Enclosed is a photo of a signed and numbered print which may be a clue to the artist. The name is "Lynffilen" and the scene seems as described.

Leslie J. Hanlon  
7360 Sandy Lane  
Mechanicsville, VA 23111

= Yes, the scene is generally the same as in the drawing donated by Lorena Brown but not identical in technique nor angle. Probably, both artists used a well known newspaper photo of the race as their inspiration. We may submit this to the Shroud of Turin Committee for analysis. Ed.

\* \* \*

Sirs: What a finale! It is fortunate that the two "Cottons" were not cast down into the briney deep and the story never told. Do you think that Weaver yawl with less flare to the sides might have ridden the waves better?

Bill Smith  
1240 Warbler Ridge  
Springfield, OH 45503

= Hard to tell. The headline on the LADY GRACE II was just too short to allow her to swing properly into the shifting wind. Splash and spray eventually did her in. Ed.

\* \* \*

Sirs: I should like to correct a minor error in the June issue. On page 20, the story about the packet JOE PETERS says she was built in Brownsville at the McFall yard. In fact, the hull was built in Belle Vernon.

Dr. J. K. Folmar  
847 Wood St.  
California, PA 15419

= Right you are! Ye Ed incorrectly copied the info from Way's Packet Directory which says, Belle Vernon. The yard was then (1883) super-intended by Wm. M. McFall. JOE PETERS was completed by Rees at Pittsburgh using the cabin and other parts from the KATIE HOOPER. Our thanks to Dr. Folmar. Ed.

\* \* \*

Sirs: My sister and I were pleased to see the photo of the KANAWHA on page 34 of the last issue. The boat was built here in Ironton in 1896 and our grandfather, J. Harold Wolfe, was the owner of 1/15 part. Great uncle Bert Wolfe was the purser and died when the boat was lost in 1916.

John Wolfe  
425 Center Street  
Ironton, OH 45638

= Mrs. J. Harold Wolfe, an early S&D member, lived for years near the Gallipolis Fire House on Second Ave. A delightful lady with a fund of entertaining stories about her husband's involvement with the packets. Ed.

\* \* \*

**B.O.G. SPRING MEETING**  
**Members having concerns to be brought before the Board of Governors should direct their requests by April 15, 2006 to:**  
**Bill Judd, Chair,**  
**1099 U.S. Route 52,**  
**New Richmond, OH 45157**

## CLINCH RINGS AND SUCH

On page 31 of the December, 2005 issue we ran an ad from *The Waterways Journal*, April 19, 1919. The advertiser was Menge Marine Hardware & Supply Co., New Orleans and a number of the items listed were mysterious, to say the least. One of these was "clinch rings," used in wooden hull construction, we guessed, but for what purpose?

We have a response from Wallace Venable, 393 Helmick Rd., Morgantown, WV 26501. Mr. Venable has our thanks for going the extra mile to clear up this mystery. Read on:

The **Clinch Rings** listed in the 1919 Menge Marine Hardware advertisement reprinted in the December issue would certainly be found in the fasteners section of their store, but they are more of an alternate to nails, spikes, or bolts, rather than used in conjunction with them. They are a form of heavy washer, also called **clench rings** or **clinch washers**. In boat building they are normally found in keels, but they may also be seen in other heavy timber construction.

The description which follows is taken from Howard Chapelle's *Boatbuilding: A Complete Handbook of Wooden Boat Construction*. Chapelle was, among other things, curator of the Smithsonian's boat plans and models collection. Note that in the drawing accompanying this description a light claw hammer being used to shape the head of the drift bolt after it has been driven almost home. Even in a smallish boat, a sledge would be employed to drive the 'drift' through the pre-drilled timbers.

### Fastenings, Drift Bolts

"The fastening most commonly used in the keel is the drift bolt. This is made of galvanized wrought iron or steel rod. It is cut to the required length with a hacksaw or bolt-cutter. The point is then tapered on an anvil (or block of steel), cold, by blows with a light hammer. It is not necessary to make a long taper, usually less than 1/2 inch being sufficient. This gives a rounded, blunt point.

The boring for drifts must be done with care. The hole should be a little less in diameter than the rod. If the 'drift' is less than 14 inches long, the hole should be bored about 1/8 or 1/16 inch less in diameter than the rod, depending on the hardness of the wood; if the hole is long, its diameter should be about 1/32 inch less than the rod. In very hard wood, or where

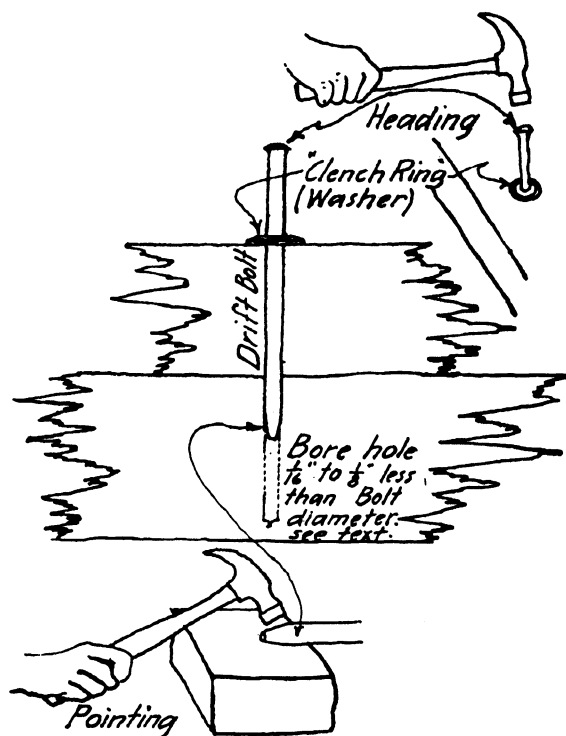
there is danger of splitting, it is best to bore the hole 1/32 inch, or even 1/64 inch, less in diameter than the rod.

When the hole has been bored, a clencl ring is set over it and the rod driven. Clincl rings should be of wrought iron, galvanized. The cast-iron clencl rings are useless since they break when the bolt is driven home. Test the clencl rings by pounding them with a sledge hammer. Inspect a clencl ring and you will see that it has a top and bottom. The latter is flat, like a washer; the top is crowned and countersunk for the drift-bolt head. Be sure to set the ring right side up.

Drive the drift with a heavy hammer, using a few heavy blows in preference to many light ones. If the first bolt drives very hard, the next can be lubricated with soft soap. If the hole for the drift is not of sufficient diameter or not the length of the bolt, a split timber will result. When the drift is nearly home, shape a head with a light hammer, by tapping the edges of the top of the rod. The impact of the sledge used in driving will usually upset the top of the rod to such an extent that it will only require shaping. If the head mushrooms, or breaks up, either the bolt is driving too hard or the hammer used to drive it is too light.

When the head has been shaped, the bolt is driven home with its head in the countersink of the clencl ring. In order to get a neat, strong job, the clencl ring must be the proper size for the rod used."

\*\*\*



1939 **S&D SIXTY-SEVENTH YEAR** 2006  
 "Lighting up the past, present and future of the Mississippi River System"

**S&D REFLECTOR**

Marietta, Ohio

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

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

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

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

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 IS YOUR INTEREST IN RIVER HISTORY!**

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

Dues are \$20 for a full membership; family members - spouses and children under 18 - \$1 each. Please list the full names of family members for membership cards.

**Richard Prater, Secretary**  
 602 Country Club Ave.  
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## HOWARD MUSEUM REMEMBERS

1916 - C. W. STOLL - 2001

On Sunday afternoon, October 23, 2005 the members and friends of the Howard Museum, Jeffersonville, Indiana, gathered to remember C. W. Stoll. Charles Stoll, who died December 10, 2001, had been an enthusiastic supporter of the Howard Museum. His river library and collection of artifacts have been bequeathed to the Museum. The program was to dedicate the C. W. Stoll Memorial Bookcase, remember his life and enjoy an exhibit of his river memorabilia.

Yvonne Knight, Museum Administrator welcomed the gathering and turned to Capt. Bill Ray of the BELLE OF LOUISVILLE for the invocation. Keith Norrington, a close friend of C.W., delivered a paper about Capt. Stoll titled, "A Renaissance Riverman Remembered" which highlighted his varied interests, in addition to the river, that made up his personality and an interesting companion. Keith also touched upon several incidents in his friend's long connection with river people and affairs.

Charles W. Stoll was born July 28, 1916, grandson of founder of the Stoll Oil & Refining Co., C. C. Stoll. It was natural that C. W. worked in the business as soon as he was big enough to stuff envelopes. Later, he spent school vacations working in the refinery filling cans of lube oil and packing grease. But, all the time there was a growing fascination with the nearby Ohio River and the boats.

Still in high school in the early 1930s, C. W. took summer trips on the packet boats that still hung on in the Louisville-Evansville, Louisville-Cincinnati, Cincinnati-Pittsburgh and Pittsburgh-Charleston trades. He rode most of the passenger boats running at that time - but always regretted that he missed riding the QUEEN CITY in 1933. As a result of these trips and through voluminous correspondence, he met most of the river notables of the time and became close friends with many of them, particularly the Greene family. Upon graduation from high school, C.W. attended Carleton College in Northfield, Minnesota.

The Greene Line bought the CAPE GIRARDEAU from the Eagle Packet Co. in 1935 and renamed her GORDON C. GREENE. C. W. served as third clerk during her first season in the Pittsburgh and Cincinnati tourist trade. Keith remembered that C.W.'s impression of this summer as a steamboat



Keith Norrington with Lucy Stoll in front of the CAPT. C. W. STOLL MEMORIAL BOOKCASE at the Howard Steamboat Museum, Oct. 23, 2005.

clerk as, ". . . writing up bills and dancing with the single ladies in the evening." He also had the opportunity to steer for pilot Jesse P. Hughes when he could escape from the Purser's office.

C.W. graduated from Carleton College in 1938 and went to work at the Stoll Oil & Refining Co. It was a family tradition but the attraction of the river, its boats and people was strong throughout his life.

When WW-II came to the U.S. in 1941, C.W. found a way to serve and use his hit-and-miss boating experience. In 1942 he joined the U.S. Coast Guard and became a member of the ship delivery crews moving LSTs and other war craft from the builder's yards down the Ohio and Mississippi. He was part of the crew on LST No. 1 from the Dravo Yard at Pittsburgh to Memphis but mostly did his steering on vessels built at Ironton, Ohio. This experience was the key to obtaining his First Class Pilot's license from Ironton to Memphis.

C.W. promoted the purchase of the excursion steamer AVALON by Jefferson County (KY) in 1962 and was a dedicated supporter when she became the BELLE OF LOUISVILLE. After retiring from the oil business in 1971, C.W. often was in charge of the BELLE on her trips up to Madison, Indiana or filled in as pilot when needed. He served on the Board overseeing the boat's operations and finances for many years.

There was music and refreshments and pleasant memories of C.W. and his legacy. The BELLE OF LOUISVILLE, on an afternoon trip, blew a salute in front of the Howard Mansion House.

\*\*\*

**FROM STEUBENVILLE TO PADUCAH:  
THE STEAMBOAT LEGACY OF  
ELIJAH MURRAY**

by  
**Jerry Green**

Jerry Green, Geography Department, Miami University, Oxford, Ohio continues his research on the early boatyards on the Upper Ohio and the notable builders who learned their trades there. He has contributed several worthwhile articles on wooden boat-building in the vicinity of Steubenville, Ohio, his hometown, Wellsville and Wheeling. Now, Jerry takes an in-depth look at the life of Elijah Murray, one of the Upper Ohio's early boat builders.

Prof. Green has provided a manuscript with copious footnotes for the detailed researcher. We have adapted the style for the *Reflector* with notes where needed in the text rather than referring to listed notes at the end of the article. Jerry's story is very complete and readable without other changes.

We are appreciative of this opportunity to present the biography of Elijah Murray to you. Our thanks to Jerry Green. Ye Ed.

###

**FROM STEUBENVILLE TO PADUCAH:  
THE LEGACY OF ELIJAH MURRAY**

The opening of the Ohio Country in the late 1700's placed the Ohio River directly in the forefront as a corridor of commercial, industrial and transportation activities. The advancing flow of settlers gave rise to needs for household goods, trade items and transportation. The valley and its adjacent landscapes in turn provided many of the resources necessary to meet those needs. This mix of needs and resources provided a variety of entrepreneurial opportunities.

One of these opportunities was that exemplified by the mercantile thrust into the Trans-Appalachian west. In her work on Dudley Woodbridge and his son Dudley, Jr., Kim Gruenwald provides an extensive elaboration on the entry of Yankee entrepreneurs into the evolving mercantile landscape of southeast Ohio from the 1790s until the 1850s. The Woodbridges both initiated and participated in the development of mercantile ventures to meet the needs of a growing population in an agricultural economy. (Kim Gruenwald, *River of Enterprise*, Indiana University Press, 2002)

At the same time as mercantile establishments were prospering, there were industrial entrepreneurs who also aimed at meeting local needs. One of these industrial activities was boat building. Gruenwald set the merchants' world into a framework of "connections: East/West, North/South, town to town." The world of the boat builder was also one of connections, - builder to finisher, machinery makers to builder and builder to purchaser. In this setting, therefore, side by side with the changing economic landscape portrayed by Gruenwald were the integrated models evinced by boat builders.

In fact, the boat builders provided two forms of industrial evolution. Some arose at a given location and their fortunes rose and fell within that single area. Others established their enterprises at a place, prospered and moved on to reestablished and repeat the process, following a pattern that was progressive in both time and place. It is this latter pattern of repetitive establishment of boatyards as carried out by Elijah Murray along the Ohio River that is the focus of this paper. Murray's collaborative business arrangements, multiple sites and overall success place him in the center of an active industrial process.

The following representative dates of early boat construction depict the development of riverboat construction in various cities along the Upper Ohio:

Pittsburgh, 1811; Wellsville, 1817; Steubenville, 1820; Wheeling, 1818; Marietta, 1822; Cincinnati, 1818; Louisville, 1817.

The number of steamboats on the Western Rivers grew from 17 in 1817 to 75 by 1823 and 187 by 1830. It is evident that in the years immediately following its introduction, steamboat construction became a part of the river-city economy.

Among the cities noted above, Steubenville, with an 1820 population of 2,479 was second in size to Cincinnati in Ohio. By 1830, with a population of 2,937 Steubenville ranked fourth in size in the valley flowing Cincinnati, Pittsburgh and Louisville; it was one of ninety urban places in the U.S. in 1830.

With the advance of the 19th Century, Steubenville and its hinterland supported a growing range of manufacturing enterprises. Historians have indicated that during the early 1800s, Steubenville had an established manufacturing base that included a copperas works (a chemical that fixes dye in or on

a substance) (1800), a grist/sawmill (1802), a nail factory (1811), a flour mill (1812), a paper mill (1813), a woolen mill (1815), a foundry (1815) and several breweries and distilleries.

Clearly, the city was no longer a part of the sparsely populated frontier remarked on by Francois Michaux in the late 1700s. It was instead an emerging manufacturing center along what was becoming a thriving industrial corridor.

## BOATBUILDING

The man who initiated steamboat construction in Steubenville and who pursued his career along the Ohio River corridor was Elijah Murray. Born in 1795 in Virginia (now West Virginia), his family moved to Steubenville around 1810. His father was a successful carpenter, building the wood structured portions of a local woolen mill, the second Jefferson County (Ohio) courthouse and the first three-story house in Steubenville. The then seventeen year old Elijah was part of a family enterprise associated with woodworking, building and carpentry, all skills that would be important to him later on.

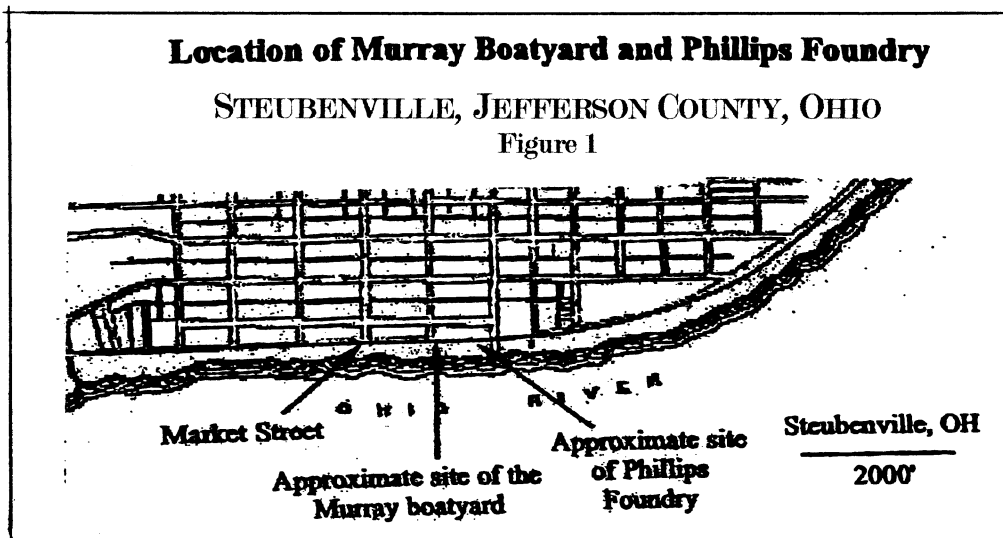
In the spring of 1815 the woolen manufacturing building noted above was completed and, ". . . the steam engine was brought from Pittsburgh under the supervision of Mr. Latrobe and placed into position." Mr. Latrobe was Benjamin Latrobe, an architect and engineer associated with the Mississippi Steamboat Navigation Company of Fulton-Livingston-Roosevelt who was then operating boats on the Ohio. The combination of Elijah's father's work on the building and the presence of Mr. Latrobe and his steam engine increased Elijah's exposure to the growing industrial scene.

Young Murray's interest in steamboats may have been further enhanced by the arrival of Henry Shreve's ENTERPRISE which stopped at Steubenville in June of 1815. Caldwell's history noted that the arrival of the ENTERPRISE at Steubenville was attended by large numbers. Sufficient interest was awakened to encourage the editor of the *Western Herald* to write a series of articles concerning the advantages of steamboat navigation. (J. S. Caldwell, History of Belmont and Jefferson County, Ohio, Wheeling, 1880)

After installing the steam engine in the woolen mill, Latrobe returned to Pittsburgh and continued developing his steam engines. Pittsburgh was also a center of work to determine the proper gear ratios of the machinery being run by steam, appropriate casting methods for the manufacturing of iron parts and power needs for vessels. For anyone interested in steam technology and its application to riverboats, this would have been an exciting time and Elijah Murray, at Steubenville, was near the center of these activities.

In the midst of these exciting times for development on the Upper Ohio, Gruenwald notes that the "Panic of 1819" hit the western cities hard. Against the background of bleak economic conditions, Elijah Murray established his boatyard in 1819 in Steubenville, between Washington and North Streets (Figure One). According the Gruenwald, it was just such an introduction and widespread use of the steamboat which helped the west recover from the economic collapse.

Murray's first steamboat building effort was the BEZALEEL WELLS (also known as the HERO), built in 1820 and named after the founder of Steubenville. As an early venture, the WELLS had



problems. Her stacks were originally brick and came crashing down during a collision with the riverbank. She also suffered breakdowns on a trip to Pittsburgh necessitating several false starts and conflict between the captain and the crew. (The first trip of the BEZALEEL WELLS to Pittsburgh is told by a participant in an article titled, "First Steubenville Steam Boat" in Olden Times, Vol. II, Pittsburgh, 1848 Ed.)

However, steamboat building continued apace. Doyle's Twentieth Century History of Steubenville & Jefferson County (Richmond-Arnold Co., 1910) reported that, "Steamboat building now (1819) became a leading industry in which Jefferson County, especially Steubenville, took an active part." The reputation of the yard, and also of Murray, was apparently extending along the Ohio River. In 1819 a Louisville publication, Sketches of Louisville (Louisville, S. Pen, 1819) reported a boat being built in Steubenville.

The boatyard prospered and in 1829 Murray ran notices in the local paper, the *Western Herald and Steubenville Gazette*, advertising his yard. He would, according to the notice, provide, "Steamboats, keel, flat and all other kinds of boats build at short notice and on reasonable terms at the boatyard of the builders."

From the outset, Murray developed a series of ties with associates from different cities. These associations continued as business affiliates for many years. The ties reached upriver to include work by Robert W. Skillinger of Wellsville, Ohio. Robert Skillinger had opened his boatyard in 1815 to build flatboats. The ROBERT THOMPSON (1821) had her hull constructed at Skillinger's yard and was then finished at Murray's in Steubenville, twenty miles downstream. In fact, the THOMPSON represented the combined efforts of at least three riverboat enterprises: her hull was built by Skillinger, finishing work by Murray and machinery provided by the foundry of Arthur M. Phillips, also of Steubenville. Such a combination of talents was typical of the times. (Doyle, Twentieth Century History of Steubenville and Jefferson County, Ohio.)

In Caldwell's history, A. M. Phillips was cited as also supplying machinery for the CONGRESS, STEUBENVILLE and AURORA, all of which were also built by Murray. Throughout the early years of his boat building activities Murray worked in conjunction with others whose abilities complemented his. This was a practice that he continued during his business years. During the period of his operations in Steubenville (1819 - 1838) Murray built at least twelve boats. (Figure Two)

### Vessels Attributed to the Murray Boatyard at Steubenville

Vessel Name	Year Built	Tons	Source of Information
Congress	Nd	Na	Doyle
Van Buren	Nd	Na	Bond
Bezaleel Wells	1820	126	Lytle, Bond
Robert Thompson	1821	Na	Lytle, Bond
Steubenville	1823	148	Lytle, Doyle
Aurora	1825	150	Leahy, Doyle, Bond
Lady Byron	1830	90	Lytle, Bond
US Mail	1831	Na	<u>Centennial Souvenir</u>
Chippewa	1832	150	Lytle, Bond
Andrew Jackson	1833	98	Lytle, Bond
Wacousta	1834	98	Lytle, Bond
Steubenville	1836	45	Lytle

Figure 2

The Centennial Yearbook of Steubenville also notes that in 1831 George Dohrman and Matthew Roberts had Murray built the U.S. MAIL to carry mail on the Steubenville-Wheeling run. (The U.S. MAIL is not listed in the Lytle List so presumably was not documented; probably a small, single purpose boat. Ed.)

These Murray built vessels were sold throughout the Ohio Valley. The BEZALEEL WELLS (HERO in the Lytle List) was sent to Louisville after her initial breaking-in period. The WAUCOSTA, STEUBENVILLE, CHIPPAWA and LADY BYRON went to Pittsburgh. The ANDREW JACKSON was sent to Cincinnati and a second STEUBENVILLE went to New Orleans.

There are another nine vessels that are likely the products of the Murray yard. No specific reference links them to him but they were produced in Steubenville during Murray's time of business operation and there is no mention of another boatyard in Steubenville at that time. The ROBERT THOMPSON is footnoted in the Lytle List as also known as the DONALLY and MERCURY. (James Hall, Statistics of the west at the Close of the Year 1836, Cincinnati, J. A. James & Co., 1836.) (Figure Three)

The vessels built by Murray during his time at Steubenville were of moderate tonnage. According to Doyle, "The accepted style of these early steamboats was sixty to ninety feet keel, fourteen to sixteen feet beam, three to four feet open hold in which boilers were placed, side-wheel with a single engine and cabin on the first floor." Most of these were indeed modest. Of the boats likely built by

Murray, the smallest was the MERCURY (ROBERT THOMPSON) at fifteen tons while the largest was the BONAPARTE at one hundred and eighty-five tons.

The growing availability of steamboats increased access along the Ohio Valley, an access noted by Gruenwald as diminishing the roll of some cities such as Steubenville and Marietta. This suggests that more favorably situated places such as Wheeling at the crossing of the National Road over the Ohio River might be more attractive for developing economic activity.

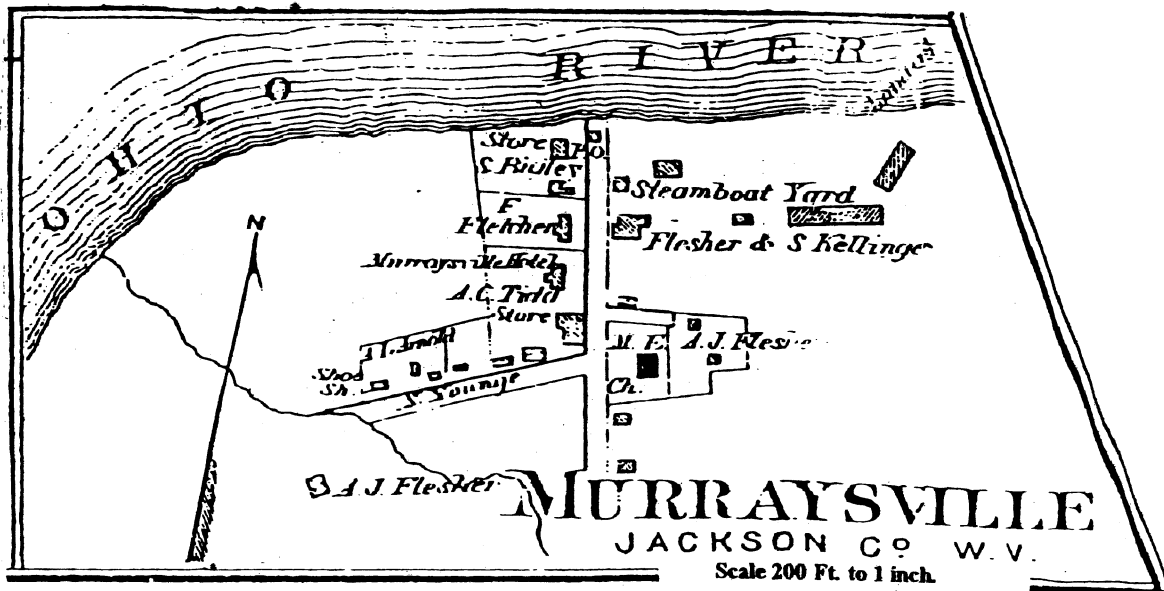
This greater attraction may have been a part of Murray's thinking. In 1838 or 1839 he left Steubenville to pursue interests in Wheeling, Virginia, twenty-two miles down the river. At making the move, however, he was moving into an arena he had already cultivated. Beginning in 1833, while still operating in Steubenville, Murray and steamboat machinery builder Arthur Phillips combined their talents in a boat-building venture in Wheeling. This linking of talents was consistent with the business arrangements that Murray had maintained in Steubenville.

J. H. Newton, in his History of the Pan-Handle notes that Phillips had been, "...induced by Messrs. McClure, Shriver, List and others to remove to Wheeling where he established a works in the north part of the city during the summer of 1832. Nor was he alone for Elijah Murray and one Thompson, another skilled carpenter, also from Steubenville, further established a boat yard in Wheeling. An advertisement in an earlier issue of the *Steubenville Weekly Gazette* for October 2, 1830 announcing that

<b>Vessels Likely Built at the Murray Boatyard in Steubenville</b>			
<b>Vessel Name</b>	<b>Year Built</b>	<b>Tons</b>	<b>Source of Information</b>
Mercury	1819	15	Hall
Superior	1822	74	Lytle
Niagara	1829	121	Lytle
Tally-Ho	1830	142	Lytle
Post Boy	1833	43	Lytle
Southron	1834	133	Lytle
Anna Calhoun	1835	133	Lytle
Reporter	1836	134	Lytle
Bonaparte	1837	185	Lytle

**Figure 3**





Murraysville Boatyard Location, 1877; Owned by Flesher & Killinger  
From "Illustrated Atlas of the Upper Ohio River"

Figure 4

Elijah Murray and Thomas Thompson had, "... entered into Partnership to build steamboats, etc." (J. H. Newton, *History of the Pan-Handle*, Wheeling, J. A. Caldwell, 1879.)

The enterprise of Murray and Phillips at Wheeling was not the first boatyard there. The first steamboat built in Wheeling was the WASHINGTON built by Henry M. Shreve in 1816 on the bank of Wheeling Creek at a site where flatboats and barges had been constructed. Shreve had moved to Wheeling (from Brownsville, Pennsylvania) to gain support for his vessel design. After some success with the WASHINGTON, he moved to New Albany, Indiana and later gained even more fame for his development of a vessel for the removal of snags from the river.

Murray's time in Wheeling thus put him square into a setting of considerable important steamboat activity. (Wheeling was often the head of navigation during the low-water summer months and was a good location for trans-shipment of freight east or west over the National Road or to Pittsburgh. Ed.)

Additionally, both Murray and Shreve were developing the practice of moving along the river corridor to pursue new enterprise. The first "Murray-built" vessel at Wheeling was the A. M. PHILLIPS, 175 tons, constructed in 1837 and named for his partner. (Lytle, *Merchant Vessels of the United States, 1807-1868*.)

In 1838, while still engaged in his Wheeling enterprise, Murray established a boatyard downriver

about one hundred and ten miles on a site that would become Murraysville, Virginia (Figure Four). (See "A Brief History of Murraysville and Its Boatyard" by Daniel Bonar, Vol.39, No.3, S&D Reflector. Ed.)

This yard initially began as a boatyard and sawmill with Murray in partnership with William Henry Hicks. According to Bonar, Murray managed the yard "... until about 1840..." In 1840, he sold his interests to R. W. Skillinger and John Roberts. For that three-year period (1837-1840) the ties between the Murraysville and Wheeling yards were functional. In an inventory of business in Murraysville, Bonar doesn't indicate any foundry or machine shop facility. Rather, at the conclusion of the article he noted, "Machinery, including boilers would be installed at Wheeling, Marietta, Pt. Pleasant or Gallipolis or elsewhere as arranged by the owner."

By 1843 Murray had divested himself of both his Wheeling and Murraysville operations. It seems likely that there were five vessels which were the products of Murray's time of operation at Wheeling and Murraysville (Figure Five). The five were all constructed within the time that Murray was associated with steamboat construction at both places. When Murray moved on, in 1843, R. W. Skillinger remained permanently at Murraysville.

Following his time at Murraysville, Murray appears to have moved downriver. His name reappears as a brief reference in the *St. Louis*

Directory for 1844 in which there is a listing for "Elijah Murray, ship carpenter, WS of Broadway N of Chambers." This date provides an interesting coincidence in Murray's activities. According to Louis C. Hunter, Steamboats on the Western Waters, few boats had been built in St. Louis before 1840 but in the next twenty years, (1840-1860) the number built here made St. Louis the fourth-ranking construction center on the Western Rivers. Murray's presence in St. Louis during part of that time is not accompanied by any association with a specific boat-yard but once again he is very much in the midst of important boat-building activity.

Moreover, in October 1843 he was awarded a contract to build a marine ways at Paducah, Kentucky. Marine ways were rails positioned perpendicular to the river on which riverboats could be positioned for construction or repairs. Business problems arose with that contract and the plan was dropped until May of 1853 when it was revived and E. Murray & Company was granted the second contract. The second contract was fulfilled and the ways were completed in March of 1854. The ways were in eight sections, capable of holding boats 350 feet in length.

Historian Fred Neuman, writing of Paducah and its harbor, noted it as being, ". . . brought into prominence as a boat-building and repair center . . ." Murray, by then fifty-nine years old, remained in Paducah following the completion of the Marine Ways and died there on July 11, 1855 at the age of sixty. (Fred G. Neuman, The Story of Paducah, Paducah, Kentucky, Young Printing Co., 1927)

Elijah Murray's death in 1855 brought his role in the industrial development of the Ohio River Valley to an end. However, the legacy he left - up and down the Ohio - continued for many years.

At Steubenville, the boatyard begun by Murray in 1819 passed through several owners and production continued until 1887 when the last Steubenville build boat, the NATIONAL, was completed. All

told, riverboat production at Steubenville, initiated by Murray, totaled thirty vessels over a span of sixty-eight years.

Records for Wheeling production are more complex to sort out but the History of the Panhandle notes that Murray and Phillips yard founded there was sold to Phillip's sons in 1843. The firm then passed to Anthony Dunlevy (a builder of hulls) in 1845. Then it became the property of H. W. Phillips in 1852. Boat production at the yard apparently ceased in 1880. The site was converted to a railroad yard in 1890.

The boatyard begun at Murraysville in 1838 by Murray passed through a series of owners, ending with that of A. J. Flesher and Murray's earlier business associate, R. W. Skillinger. The boatyard there closed in 1890 and during it lifespan a total of forty-five hulls were produced.

The Paducah enterprise was the most enduring. The marine ways were completed in 1854 and continued in operation until 1984 at which time they were closed. An article in S&D Reflector (Vol. 21, No. 1, page 3) reported the closing of the ways, at that time owned by Pott Industries, St. Louis. A news item reported, "A marine railway was built at the start, using a patent held by Elijah Murray of St. Louis for hauling boats up the hill for hull repairs and for launching purposes." The facility had been first built by the city of Paducah in 1843 - before the city was incorporated - at the foot of Owen Island and leased to private owners in 1854.

In retrospect, Murray played an important role in the Ohio Valley boat-building trade. He directly founded four boatyards. He also established a network of business ties, both with other entrepreneurs and between various boatyards, in which he was financially involved. Finally, his established enterprises, taken collectively, were in operation for one hundred and sixty-five years and produced a wide variety of boats and other craft to meet the needs of the developing regional economy.

\* \* \*

<b>Boats Attributed to Murray at Wheeling &amp; Murraysville</b>			
<b>A.M. PHILLIPS</b>	<b>1836</b>	<b>Wheeling</b>	<b>Whlg. Intelligencer</b>
<b>AMAZON</b>	<b>1839</b>	<b>Murraysville</b>	<b>Daniel Bonar, S&amp;D</b>
<b>MIAMI</b>	<b>1839</b>	<b>Murraysville</b>	<b>Daniel Bonar, S&amp;D</b>
<b>GEN. SCOTT</b>	<b>1839</b>	<b>Murraysville</b>	<b>Daniel Bonar, S&amp;D</b>
<b>SCIOTO VALLEY</b>	<b>1840</b>	<b>Murraysville</b>	<b>Daniel Bonar, S&amp;D</b>

**Figure 5**



## 1854 - PADUCAH MARINE WAYS - 1984

This is the best view we could find of the Paducah Marine Ways built by Elijah Murray in 1853-54 and lasting until 1984. We cannot attest that the cradles supporting the GOLDEN EAGLE (2366) are related to the patent which Elijah Murray was reputed hold on some aspect of marine railways. An attempt to find a reference to Mr. Murray in the files of the U.S. Patent Office has so far been fruitless.

The photo was taken in July, 1941. GOLDEN EAGLE sank at Chester, IL on June 14, 1941 after hitting an obstruction while landing. The view on the right was taken June 29, 1941, the river above normal stage. She was raised a few weeks later as the river level fell and after the repairs continued her tourist trips to the Tennessee River. GOLDEN EAGLE was rebuilt at Paducah in 1946 and ran successfully that year. Came to grief at Grand Tower Towhead May 18, 1947 on her first trip of the season.



## This and That

In 1967 Lou Seshier, 76, of Charleroi, Pennsylvania up on the Mon River, wrote the following "Steamboat Tour" to editor Fred Way. It was originally printed in the March 1970 *Reflector* but Lou's tour bears repeating.

### An Old-time Riverman's Dream

by

Louis I. Seshier

There is still one thing I would like to do, and I think many old steamboat men would like to do the same.

I would like to step on the head of an old wood hull boat and smell the hot, dank odors from the forward hatches. Drift on back to the fire box and pick up the mingled scents of wet ashes, burning brichen' tar, partly burned coal and drying asbestos. Pass through the deck room and enjoy the smell of new line; go into the engine-room and pick up the scent of the hot cylinder oil, cup grease and deck paint. Walk on the boards to the back steps, dodge the port tiller and, at the steps, get the food aroma and follow it to the kitchen for that tin cup of coffee before supper. Then, answer the "hash hammer" and go to bed for the aft watch.

Ah, those of us who have done these things many times still have pleasant dreams!

\* \* \*

### Capt. Larry G. Geisler Recognized

Larry Geisler, 38786 St. Rt. 7, Duffy, OH 43946 received a well deserved tribute by columnist Jake Forbes in the *Wheeling Intelligencer* last fall. Writes Forbes:

"His home is on the Ohio River in Duffy, Ohio. His office views the Ohio River as does his back porch, the swing, the steps and yard. The Ohio River is his life. His towboat, the Mv. DEVANE, is moored at his dock not far from the house, - 69 year old Captain Larry Geisler is a riverman."

Larry still lives in the house where he grew up. His father, Harry Geisler, ran the New Martinsville, WV ferry service until it was replaced by the highway bridge in the 1960s. He became acquainted at an early age with Professor J. Mack Gamble who lived a few miles up the river and joined S&D.

Larry graduated from Hannibal High School in 1954 and went to work for Jack Yates at Marine Construction on Wheeling Island building towboat hulls, barges and houseboats. In 1957 he went into the towboat business starting with the RAY L., single prop, 60 hp., built by Yates in 1953.

Larry is quoted as saying he still makes about 300 trips a year across the river by boat to do business in New Martinsville. He finds the boat more convenient and faster than driving around by way of the highway bridge. Larry doesn't want to retire and still loves his job, - on the river. Keep going, Larry!

\* \* \*

### Monongahela River Improvements Progress

Readers will recall that we have reported in the past on the unique engineering approach (in the wet construction) employed by the US Army Corps of Engineers in replacing the Braddock Dam on the Monongahela. Conrad Weiser of the Pittsburgh District Office described the details of building the dam on land and floating it to the site at our 2002 meeting.

The Braddock Dam, replacing old Dam 2, was dedicated on May 27, 2004. Now, work is underway to use identical techniques to replace Dam 4 and also the outside lock at Charleroi, river mile 41.5.

Preliminary work began in October 2003 to replace the present river chamber with a new, bigger one. Work began in May 2005 on construction of the new lock's river wall. No mention yet of work on the dam itself.

It is a little early to schedule Conrad Weiser to return to S&D with an up-date. The Charleroi Locks & Dam are scheduled for completion in 2019. Stand by, please.

\* \* \*

### Golden Eagle Museum Lives on in Cape Girardeau

Readers remote from St. Louis may not know of the river museum that was maintained by the Golden Eagle Club from 1974 until 2004 in Bee Tree Park, South St. Louis County. The Golden Eagle River Museum closed its doors in October 2004 but the group was determined to keep the interesting collection together.

## This and That Continued

The majority of the items were presented to the Southeast Missouri Regional Museum in Cape Girardeau. A special exhibit of the Golden Eagle materials was held for two months last summer, arranged by Stanley Grand, Director, as: "Riverboat Legacy: A Gift from the Golden Eagle River Museum."

A new regional museum building is now under construction in downtown Cape Girardeau near the Mississippi River bridge. It will be opened sometime in 2007 with the Golden Eagle artifacts on display.

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### The Becky Thatcher Saga, Future A Question Mark

The Becky Thatcher Showboat, and more recently a restaurant only, has been a fixture in Marietta since 1976. She was brought from St. Louis by a group of interested locals who wanted to promote the bi-centennial that year. She struggled along under several managements and ownerships during those almost 30 years - under shine and dark clouds - and is again in a state of flux.

New investors bought Becky from the non-profit Ohio Showboat Drama, Inc. and spent considerable funds in a total refurbishment, inside and out. The showboat theater was removed which lightened the boat considerably and the restaurant was tastefully redecorated. Reopened last spring, the dining room was pronounced a big improvement over previous operators and business was brisk. The cocktail lounge had some entertainment at times and proved popular with the college crowd, we are informed. If anything seemed to be lacking it was organized advertising.

There was local consternation when the Becky Thatcher was advertised for sale on E-Bay shortly after the first of the year. The restaurant closed on January 7 and beautiful Becky rests at her landing on the Muskingum River, a cold boat. We understand that even with the \$550,000 asking price there have been curious nibbling but no sale, - yet.

We hope Becky Thatcher finds another white knight to save her from a dastardly villain who might steal her away.

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## The TWILIGHT Has New Owners

Time marches on! Capt. Dennis Trone has decided to retire from direct involvement with the affairs of his popular cruise boat TWILIGHT operating from LeClaire, IA. The *Quad-City Times* announced the sale of the boat to Kevin and Carrie Steir on January 27.

Capt. Trone has been involved in the boat business for 50 years and it is time to slow down a bit. He designed, built operated three excursion boats, maybe more: TALISMAN, 1961, at New Salem State Park, Illinois; JULIA BELLE SWAIN, 1971; TWILIGHT, 1987. The last two ran in the LeClaire - Galena service with overnight stays at the Chestnut Mountain Resort. The TWILIGHT extended her trips to Dubuque in 2005 after the National Mississippi River Museum & Aquarium opened.

New owners Kevin and Carrie Steir are very familiar with running the LeClaire-Dubuque cruise business. Carrie has been with the company for twenty years while Kevin worked as a deckhand for Trone in the summers. He then qualified for his U.S. Coast Guard operators license and brought TWILIGHT from the shipyard when new. He is the marine director for Diamond Jo Casino in Dubuque.

The boat will continue to operate as **River Cruises, P.O. Box 406, Galena, IL 61036.**

Thanks to Dale Flick and Pat Welsh for clippings on the ownership change. Best wishes to Dennis Trone and all success to Kevin and Carrie Stiers.

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## A Sure Sign of Spring

On Groundhog Day - just after Punxsutawney Phil saw his shadow up in Pennsylvania - the latest "Paddlewheeler" came from Delta Queen Steamboat Co. Expecting a fire sale to open the season, we eagerly opened the brochure in search of the excitement but it was mild. However, the blurb for the new SIX RIVERS trip - Birmingham, AL to Memphis - did stop us cold. It reads:

"Once traveled by frontiersman Davy Crockett, the **Black Warrior** flows through . . ." Sound familiar? That's new DQ territory in the deep South, sho'nuf!

But, for broad appeal, the trip should be touted as:

**"Retrace the epic journey of LADY GRACE II through the land of Cottonmouths and Cotton . . ."**

DQSBC personnel have proven to be skillful and patient in cooling passenger passions but we're talking promotion here! (1-800-877-4837 for details)

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## Death of E. M. Shield, Esq.

### ENGINE & SNAG-BOAT BUILDER

John "Jack" White, Oxford, Ohio has been poking around in old newspapers again and, to our delight, has furnished the 1879 obituary of pioneer engineer and foundry-man E. M. Shield. He was mentioned in the June, 1995 *Reflector* as the designer of twin-hulled snagboats. (See "R. E. DeRUSSY", June, 1995, page 11.)

Jack notes that the Shield brothers, Edward and George, built a pumping engine with a 100" piston for the Cincinnati Waterworks about 1865. A 100" cylinder could discharge an impressive volume of Ohio River water to the city - of the order of 293 gallons per foot of stroke! A visit to the old Greek Temple pumping station on the Ohio in the east end of Louisville will give an appreciation for the size and complexity of those huge pumping engines.

###

The obituary is from a Cincinnati newspaper dated March 26, 1879, likely the *Cincinnati Commercial*:

"The subject of this short sketch, Edward Moore Shield, was born at Christeen, Delaware, July 13, 1814. He came to Cincinnati when a small child with his father, Francis Shield. The latter named gentleman established himself in the machine and foundry business at a point on Sycamore Street between Front and Columbia, about the site of the S. N. Pike distillery, and was one of the pioneer foundry-men of the west.

Edward Shield and his brother, George Shield, served an apprenticeship at the machine business and both became, on reaching their majority, prominent mechanics and skilled engineers. The Waterworks machinery built by George Shield and the snag-boat, steamboat and other machinery constructed by Edward M. Shield, attest to their proficiency as mechanics.

The snag-boats that have done such excellent service on our Southern and Western waters were invented and constructed under the superintendence of the deceased. At an early day, Mr. Shield became identified with the iron business of the West and, when but a mere boy in years, acted as foreman for Yeatman, Wilson & Shield - a firm at that time doing an extensive business in the South and West. After the failure of Yeatman & Shield, the deceased

mechanic embarked in the business on his own hook, on Front Street, between Ludlow and Lawrence Streets, and for a number of years sustained the reputation of being one of the best and most skilled builders of machinery of the West. Shortly after the breaking out of the late war, Mr. Shield was appointed Supervising Inspector of Steamboats, a position he filled with credit to the Government and honor to himself.

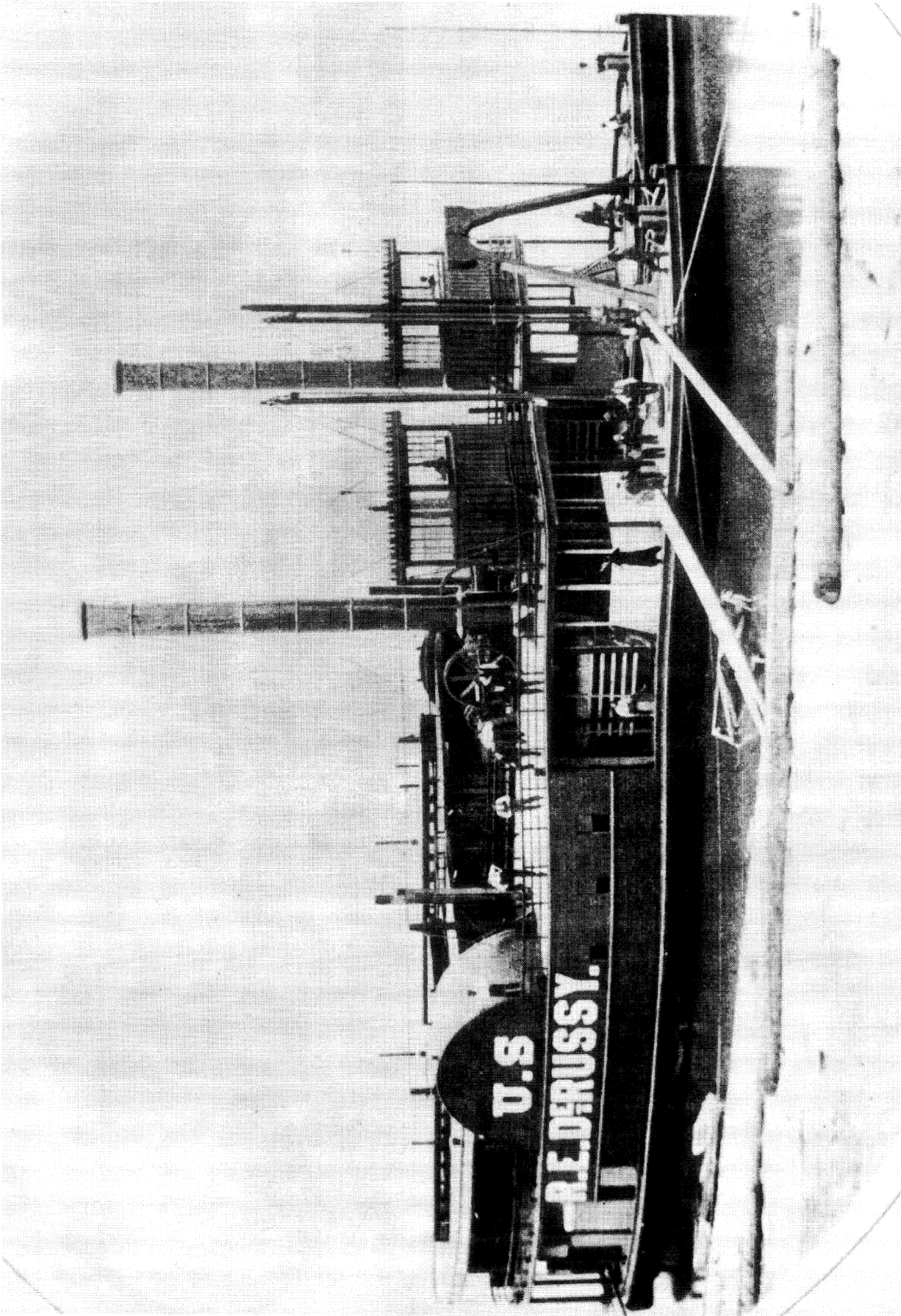
During the war the deceased mechanic made several trips to Washington, insisted and obtained work for old "Flat Iron." The mortar carriages fitted out in the early part of the war under the superintendence of Mr. Shield was one of the quickest jobs of work of the kind performed during the late struggle and gained old Flat Iron considerable credit at home and abroad. Flat Iron was the Alma Mater of our deceased friend, and woe be to the individual who had the audacity to say aught against the iron workers in the presence of the deceased mechanic. The work of Mr. Shield is scattered all over the country. The city may well be proud of the deceased brothers. The engine at John Baille's bakery, the beam engine at W. Glenn & Sons. Grocery, and the machines that supply the power for our presses were built by the deceased.

He presented a splendid collection of books to the Public School Library that bears the name of the "Shield Collection." For many years identified with the Mechanics

Institute, he served several terms as Vice President.

For about ten years the deceased has resided on a pretty place at Loveland, named after his birthplace "Christeen." Here, engaged with his books, friends and supervising of his grounds, he spent his time; but would every week make pilgrimages to the city, where he was always cordially welcomed by his old-time friends and associates. Of splendid physique, weighing over two hundred pounds, he looked like he might enjoy health for years to come. A slight cold at first ended with congestion, followed by a derangement of the heart and death.

A self-made man of more than ordinary talents, well-read and quite adept with the pen, he delighted in assisting humble persons in life and recounting reminiscences of by-gone days. In early days he belonged to the fire company brigade. He was also one of the Thespian Club that played in 1824. A man of fixed ideas and principles, he despised anything that was false; passionately attached to his friends, it



The E. M. Shield snag-boat U.S. R. E. DeRUSSY (T2088A) was interesting and innovative but hardly a vessel of beauty. She was built at New Albany, IN in 1867, twin wood-hulls, 150x25x12 feet apart for an overall beam of 62 ft., a sister-ship to the S.H. LONG and J. J. ABERT.

This shows her in her early years; later, the heavy A-frame was replaced and the pilothouse on the port side removed (see photo in December, 1992 issue, page 16). The DeRUSSY was laid up at St. Louis, October 2, 1882. Her final disposition is uncertain. G.W. Sutphin photo.

grieved his very soul when they proved false. A man of the strictest integrity, he leaves his family the rich heritage of an honest name.

A devoted father and kind husband, he died surrounded by his loved ones. Today, on account of his sudden demise, hosts of friends in Cincinnati, New York, Philadelphia, New Orleans and Loveland carry hearts stricken with grief and laden with sorrow."

\* \* \*

### EDWARD M. SHIELD AND SNAGBOATS

The following is from The Falls City Engineers, A History of the Louisville District, Corps of Engineers, United States Army. On page 115 begins the section, *Office of Western River Improvements, 1866-1870* :

"The Office of Western River Improvements was reestablished with offices at Cincinnati, on August 22, 1866. Colonel John N. Macomb, Corps of Engineers, was appointed Superintendent of the Office with Major Charles W. Howell as his deputy. Colonel Macomb was doubtless the first officer of the Corps to construct facilities for the air force - he had constructed balloon-launching structures for the Balloon Corps of the Army of the Potomac during the Civil War.

The snag-boats used on prewar projects were gone, and, while Major Howell examined the postwar river channel conditions, Colonel Macomb employed E. M. Shield, an experienced mechanical engineer, and initiated the construction of new floating plant. The steamboat COMMODORE was purchased and renamed the GEN. J. G. TOTTEN. It was rebuilt at Cincinnati as a wrecking steamer, complete with submarine armor, diving bells, derricks and electrically-fired underwater torpedoes.

The TOTTEN was dispatched down the rivers to blow the wrecks, which had accumulated during a decade of neglect and four years of war, out of the channels. After study of previous snag-boats, E. M. Shield made a number of modifications in design, the principal alteration being the installation of six pairs of steam engines instead of one pair as in earlier vessels. One pair propelled the boats; another set operated the snag-saws; and a third set operated the capstans and chain hoists. This further mechanized snag-boat operations, reduced the size of crews and effected substantial economies.

Three new snag-boats were placed under contract in 1867: the J. J. ABERT and the S. H. LONG were launched at Cincinnati on December 18, 1867 and two days later the R. E. DeRUSSY slid down the ways at New Albany. Macomb and Shield reverted to the double-hull, twin-boat design of Shreve, rather than the single-hull design of Long and Russell, because the boats were destined for service on the Lower Mississippi and the lower courses of tributary streams. Henry Clay Long, son of Colonel Long, inspected their design and reported favorably. The DeRUSSY, as an example, had two hulls, each 150 feet long by 25 feet abeam, and the hulls were spaced 12 feet apart, giving the boat an overall width of 62 feet. In 1869 the Cincinnati office added the snag-boat S. THAYER to the fleet and purchased the dredge OCTAVIA."

It goes without saying that E. M. Shield was an original thinker and evidently an innovative mechanic. Our thanks to Jack White for the history.

\* \* \*

### - S&D CHAPTERS -

#### - OHIO & KANAWHA CHAPTER-

There was a different location - and program - for the fall meeting on November 6 at Pt. Pleasant, WV. Thirty members of the O-K Chapter were on hand in the River Museum on Main Street to attend the Point Pleasant River Museum Foundation's annual meeting. Sixty-nine foundation members heard reports by the officers and by Jack Fowler, president.

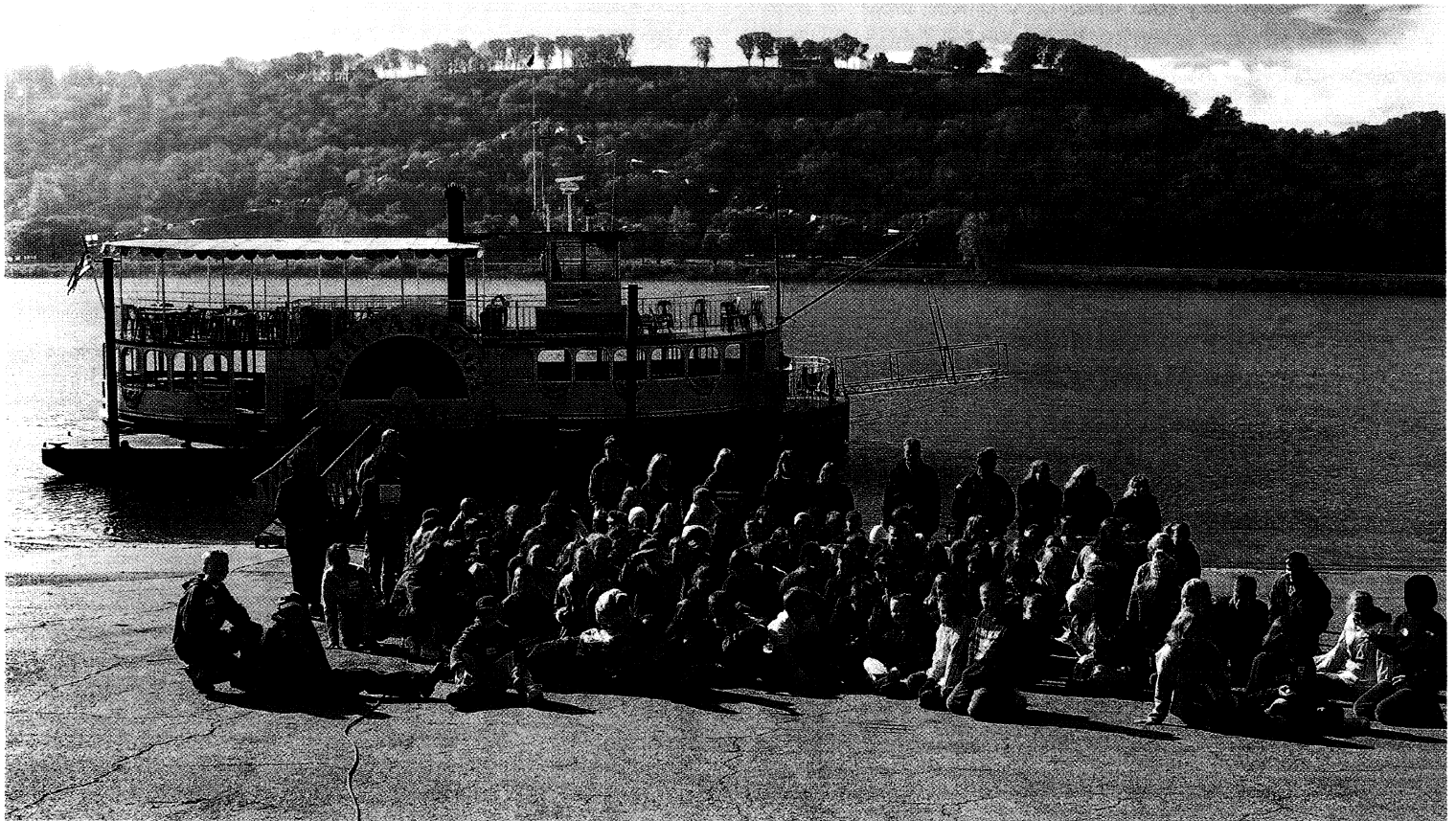
The museum building, only a shell when the project began about five years ago, is now largely complete including two floors of exhibits, an elevator and the well equipped Bert Shearer Library.

For 2006, Jack Fowler ticked off programs planned for the year:

- February-March: Marietta Manufacturing Co. plant and artifact exhibit; a look at this Pt. Pleasant boat-building business since 1915.
- April 6, 7, 8, 9: River Art Show and sale.
- May 11, 12, 13: Orsanco Aquarium will again be set up for a look at what lives in local rivers. Popular! - 2,300 attended last year.
- June 3-4, and following three weekends: Showboat presentation of, "Ten Nights in a Barroom" at the 475 seat theater on Main St.
- September: CHATTANOOGA STAR running public excursions and school trips. (See the STAR on centerfold.)

River Museum PH 1-304-674-0144.

\* \* \*



## THE CHATTANOOGA STAR

The above photo comes to the *Reflector* from William "Bill" Warrick, 17 Indian Camp Trace, Ogden Dunes, IN 46368. The four sixth grade classes of the Trimble County Middle School in Bedford, KY are about to embark from the Madison, IN wharf on the sidewheel CHATTANOOGA STAR for their own Voyage of Discovery.

The teacher, Suzanne Ward, arranged the trip as the river unit in the Social Studies curriculum. Mrs. Ward knows the river and steamboats as the daughter of Bill and Wilma Warrick and was a child-star in Bill's film, "Iron Crowns & Paddle Wheels." Three fourths of the students had never had the opportunity to venture on the Ohio River although it marks the northern and western borders of Trimble County.

The morning on the CHATTANOOGA STAR was sponsored by the Hanover College River Institute. One hundred and thirty-seven participated. After the river tour they also visited the Lanier House and the Railroad Station museum in Madison.

Bill and Marga Smith, Springfield, OH drove to Portsmouth, Ohio on October 15, 2005 to see the CHATTANOOGA STAR. The Smiths supplied the photos laid out on the opposite page which show the little sidewheeler to good advantage.

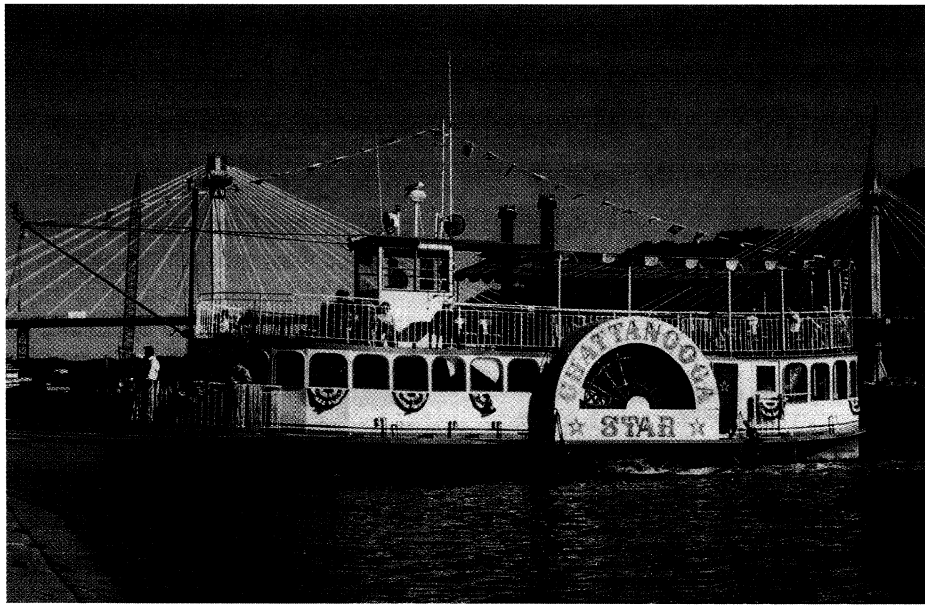
The STAR was built in 1982 at Chattanooga, TN of Capts. Mike and Pete Hosemann and their father. She is 65 ft. by 24 ft., licensed for 145 passengers. The main deck is enclosed and climate controlled. Power is by two, four cylinder Lehman diesels rated 85 hp. The engines drive individual hydraulic pumps with motors on each wheel. Valving permits running both wheels on one engine if required.

The boat is owned and operated by RiverTrek, 720 Teri Leigh Cove, Homboldt, TN 38343. RiverTrek, a 501(c)3 corporation, aims to provide an educational experience for students so they may understand the importance of the waterways and their place in history. Public excursions and private charters are offered at some ports-of-call.

Thanks to Bill Smith for information on the STAR.

\* \* \*







## JOHN STUT NEAL

### ENGINEER, PILOT, OWNER AND BUILDER

The name, "Stut Neal" pops up frequently in any reading of the movers and shakers in the packetboat trades of the 19th century. A quick check of the index for Way's Packet Directory, 1848-1994 discloses a list of six boats in which Stut Neal was involved in some capacity - from lowly clerk to owner of one of the most notable of floating palaces. Neal is mentioned in Gould's History of River Navigation in connection with introducing the first steam whistle to sound over the Western Waters, this on the REVENUE (4741) in 1844.

In 1877 the well known Capt. Hercules Carrel of Cincinnati had a conversation with Capt. Neal and it was recorded (it appears) by Capt. Robert W. Wise, Superintendent of the Cincinnati & Memphis Packet Co. More the good fortune was a local newspaper of the time found it interesting enough to publish.

We are obliged to Jack White, Oxford, Ohio who ran across the story and furnished it to the *Reflector*.

### CAPTAIN J. STUT NEAL

*Cincinnati Commercial, December 24, 1877:*

Capt. Neal, who is now engaged in superintending the building of the new State Lunatic Asylum at Indianapolis, while in the city last week, met his old-time friend, the veteran Captain Hercules Carrel. While in Captain Wises' office on 'Change,' Captain Carrel remarked, "Stut, when did you commence on the river?" to which he replied:

"In 1840 I was engineer of the IRIS. Captain Hugh Campbell, deceased, was the mate; Captain Dave Hays, clerk; Captain George D. Moore, steward, and Captain Andy Bunting, cook. In 1841 I was part owner and engineer of the ARCADE. Afterwards, built and was part owner of the REVENUE; sold her to a sea captain and shipped engineer on the SOUTH AMERICA with Captain Alex Norton, deceased."

After that, Capt. Neal and Capt. Fulton built and owned the ANDREW FULTON, which steamer he clerked 'till she sunk at Platin Rock, near St. Louis. He next built the HUNGARIAN (2683) which he commanded in the Cincinnati and New Orleans trade until he sold her to Capt. Dan Collier of Cincinnati, the latter placing her machinery on the A. O. TYLER (0024), converted into a gunboat during the war.

Capt. Stut Neal and his brother Capt Reuben E. Neal, afterwards, bought the FALCON (1971) and changed her name to QUEEN CITY (4611), plying between Cincinnati and New Orleans. *Note: FALCON built in 1851; named QUEEN CITY in 1854. Ed.*

Later, he built the GRACE DARLING (2407) at Madison, Indiana, running her as a packet between New Orleans and Montgomery, Alabama. At that time, J.S. and R.E. Neal operated the largest engine shop and foundry in Indiana - at Madison - when he built the CITY OF MADISON (1097). She was lost at Vicksburg by the explosion of ordnance stores with which she was loaded, having at the time 400 barrels of powder on board. They made the machinery for several of the largest and best steamers plying the Western and Southern waters, among which was the famous DAVID WHITE, EDWARD WALSH, JOHN G. CLINE, EMPRESS and many others.

During the War they (J.S. & R.E. Neal) owned the HAZEL DELL, SALLIE LIST, SAM YOUNG and UNIVERSE, all of which were in the Government employ most of the time and transported more soldiers than most of the steamers in the service.

In 1865 Capt. Neal built and owned the famous INDIANA (2753), at Madison, which made a barrel of money, and was finally sunk in the Lower Mississippi while owned and in charge of Capt. Rusk of Covington, Kentucky.

In 1867 he built the famous low-pressure RICHMOND (4753), at Madison, at a cost of \$240,000 using the fast and renowned JACOB STRADER (2915) engines. The RICHMOND plied principally between Louisville and New Orleans, making the round trip every two weeks. She was 345 feet long, 51 feet beam, 9-1/2 feet hold and had six boilers, containing each five 16-inch flues, 63 inches in diameter and 30 feet long. The cylinders were 60 inches in diameter with 10 foot stroke. She had a capacity of 2,000 tons and an elegant full-length cabin with accommodations for 200 passengers. She was finally sold and dismantled at St. Louis, the hull being converted into a huge ice barge.

Capt. J. S. Neal has been engineer, captain and clerk and, being a practical machinist, has had an extensive experience in boat-building and in the construction of all kinds of machinery. Like his old friend, the late David White, - "Old Enterprise" - Capt. Neal has made and lost handsome fortunes. In

## J. STUT NEAL CONT'D. -

1844 he went to Fort Towsen, up Red River, with the REVENUE, removing three miles of a raft to reach there, introducing the first steam whistle which startled the Indians and natives along shore.

He was born in Pittsburg (sic) in 1820, commenced his river career in 1840, after learning the trade of machinist and engineer at Pittsburg and Wellsburg (Ohio) and boated from Pittsburg to Lafayette, on the Wabash, and up the Yazoo and to Vermilion Bay (Louisiana) in his early life, following the river over thirty-five years.

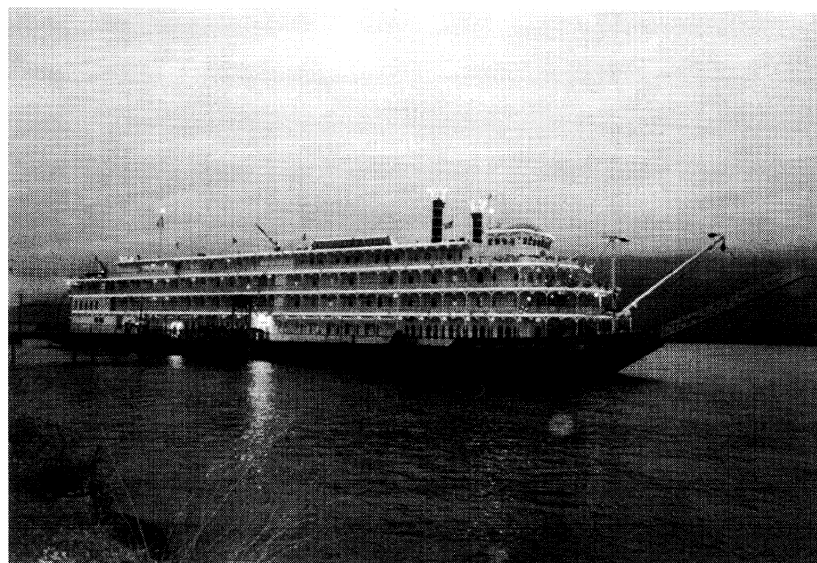
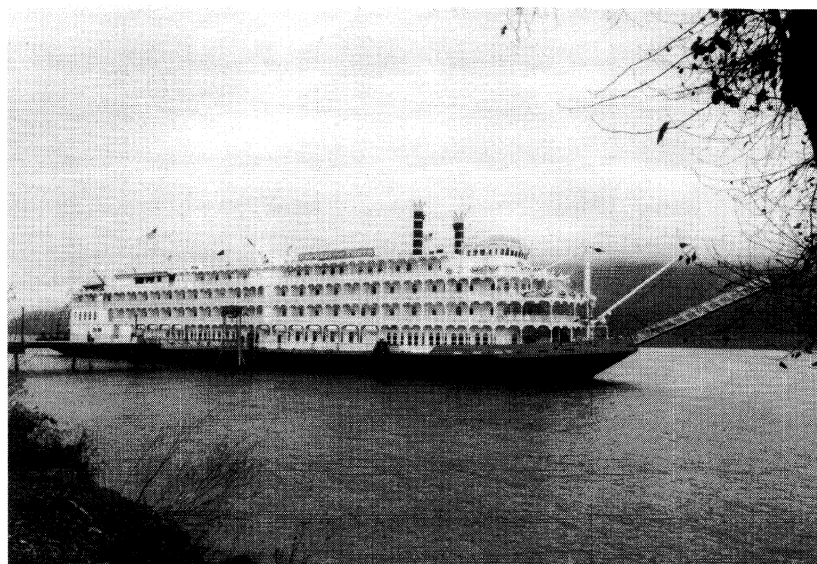
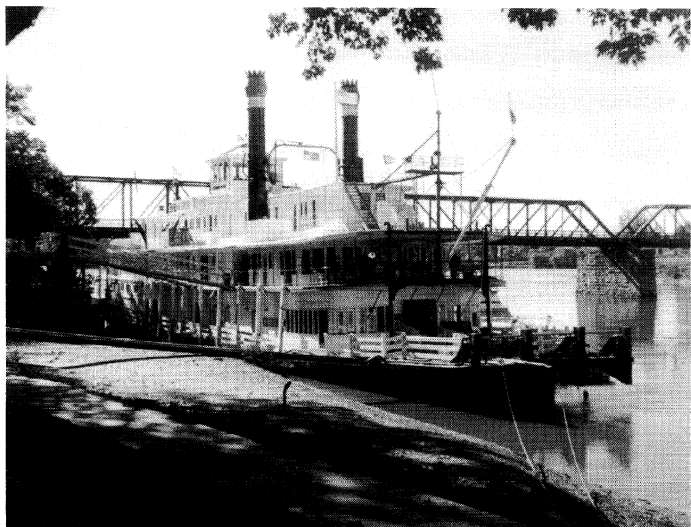
Capt. Wm. Campbell, now commander of the famous ROBT. E. LEE (4778), was a cabin-boy with Capt. Neal on the REVENUE and Capt. J. Alex. Frazier in the same capacity with Capt. Neal on the ARCADE. Capt. Horace E. Bixby, now commanding the famous CITY OF ALTON (1046), and Ed Suggs learned piloting with Capt. Neal on the HUNGARIAN (2683) and other steamers.

Capt. Charley Miller, of the NEW MARY HOUSTON (4173), was a clerk with Capt. Neal on the INDIANA and other of Captain Neal's steamers.

Capt. W. W. Collins, who was clerk with Capt. Neal on the CITY OF MADISON and other steamers, is now engaged in business in Vincennes, Indiana. When the CITY OF MADISON was blown up at Vicksburg by the powder explosion, Captain Collins, seated in a chair on the guards, was carried up 50 feet into the air, landed on the boat and, strange to relate, escaped serious injury.

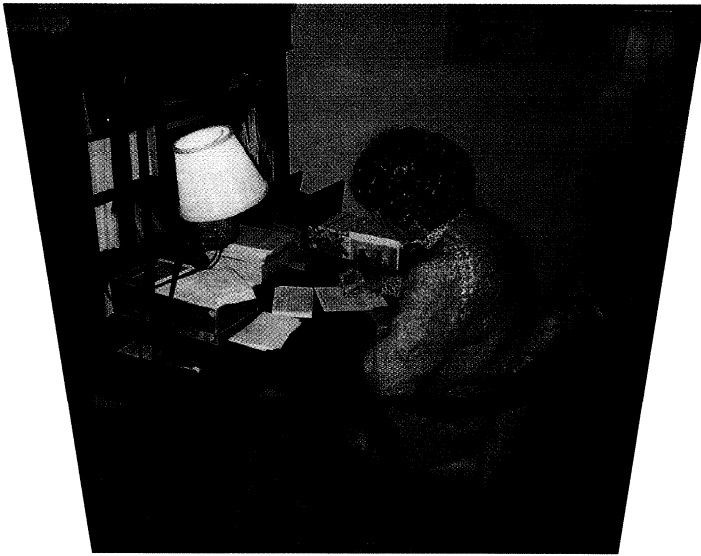
Captain J. Stut Neal has been a resident of Indianapolis for several years where his brother Captain R. E. Neal also resides. May they live long and prosper.

\*\*\*



ABOVE - WHEN BOOKING CRUISES IN THE NORTHWEST ONE SHOULD INQUIRE ABOUT THE WEATHER GUARANTEE. THE MAGNIFICANT EMPRESS OF THE NORTH, 360x58 FEET, 235 PASSENGERS, IS DOCKED AT STEVENSON, WA. AT 1PM A PERFECT AFTERNOON; 4PM. RAIN AND FOG. PHOTOS BY BILL HANABLE.

LEFT - THE RESTAURANT BOAT BECKY THATCHER, FORMER U.S. MISSISSIPPI, IS AGAIN AVAILABLE AT MARIETTA. NEW OWNERS FROM FLORIDA BOUGHT HER EARLY IN 2005, CLEARED OUT THE MAIN DECK THEATER AND COMPLETELY REFURBISHED THE BOILER DECK AND TEXAS DINING ROOMS. THE EXTERIOR RECEIVED NEEDED RESTORATION AND A BANG-UP PAINT JOB. BUT, THE LIGHTS WERE TURNED OFF AFTER THE FIRST OF THE YEAR AND BECKY IS AGAIN FOR SALE. TAKERS?



THE KEYSTONE SHAPE OF THE PHOTO TO THE LEFT IS INTENTIONAL FOR BEE RUTTER WAS THE CONTACT AND SECRETARY OF S&D FOR FULLY FIFTY YEARS. SHE TOOK OVER THE KEY POSITION IN THE FALL OF 1955 FROM MISS LUCILIA HOCK OF CINCINNATI; THE MEMBERSHIP WAS ABOUT 300. BEE'S SYSTEM WAS HANDS-WRIT, A MODERN BALLPOINT PEN TO ADDRESS ENVELOPES, MEMBERSHIP CARDS AND POST THE STATUS ON 4X6 CARDS, - DEVISED BY BILL REED, JR.

IN 1964 THE *S&D REFLECTOR* CAME ON THE SCENE. BEE ADDRESSED EACH IN HER FINE SCRIPT, LICKED THE STAMPS (NO ENVELOPES) AND SENT THEM OFF AT THE CANAL WINCHESTER POST OFFICE; THE POSTMASTER DELAYED SHIPPING TO READ THE RIVER NEWS. THE *REFLECTOR* PROVED POPULAR AND BY 1977 MEMBERSHIP HAD INCREASED TO 1,100 FULL AND 300 FAMILY MEMBERS.

THE PHOTO WAS SNAPPED IN NOVEMBER 2004 AS SECRETARY BEE ADDRESSED DUES NOTICES FOR THE LAST TIME, STILL WITH A PEN, OFTEN WITH A NOTE.

(RIGHT) THE LONE STAR (T1627) RESTS ON THE BANK AT THE BUFFALO BILL MUSEUM, LECLAIRE, IA

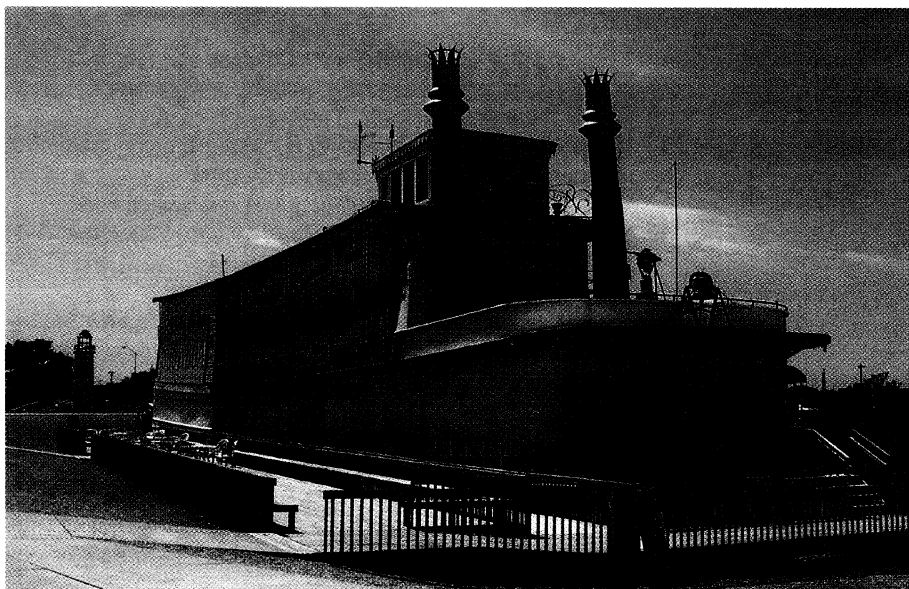
SHE HAS BEEN THERE SINCE SHE MADE HER LAST TRIP ON AUGUST 28, 1967 TO CLOSE OUT THE ERA OF STEAM TOWBOATS. SHE WAS THEN OWNED BY BUILDERS SAND & GRAVEL CO. OF DAVENPORT, IA. WOOD HULL, BUILT IN 1922 AT ROCK ISLAND, LONE STAR IS THE LONE EXAMPLE OF A SMALL WORKBOAT THAT WAS ONCE SEEN AROUND CONSTRUCTION JOBS ALL AROUND THE RIVERS. SHE IS BEING RESTORED WITH HELP FROM THE J. MACK GAMBLE FUND OF S&D.

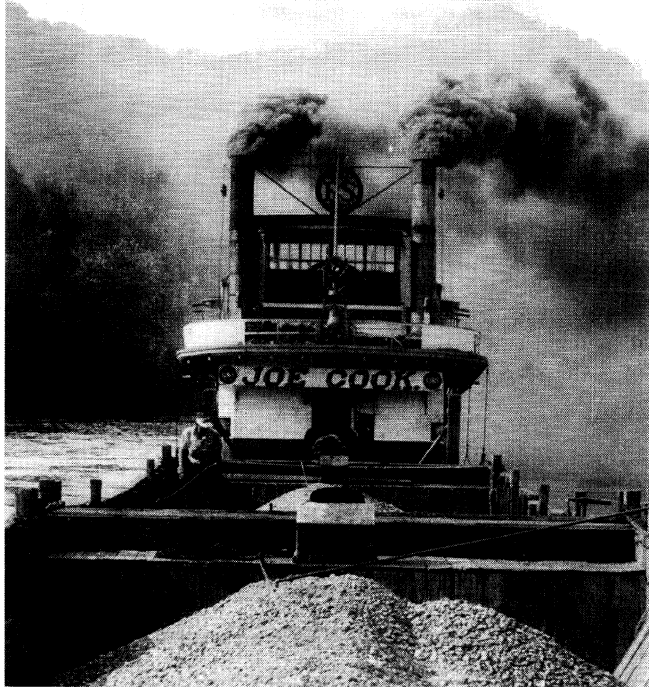
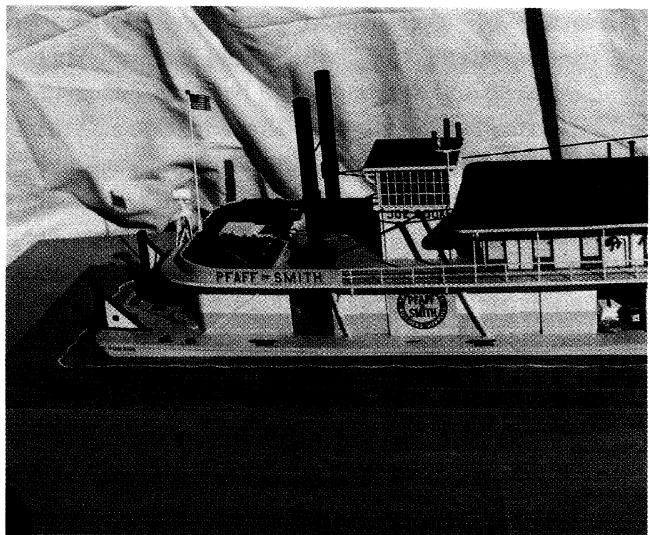
G. W. SUTPHIN PHOTO, 8/05



(LEFT) THE "CITY OF CLINTON SHOWBOAT" IS PERCHED ON A STEEP BANK ABOVE THE MISSISSIPPI AT CLINTON, IA. SHE STILL BEARS A RESEMBLANCE TO THE OMAR (T1958) WHEN SHE TOWED COAL FOR THE OHIO RIVER CO., HUNTINGTON, WV. SHE WAS BUILT IN 1936 AND OPERATED UNTIL 1961. IN 1962 THE OMAR WAS ACQUIRED BY THE STATE OF WEST VIRGINIA AND CONVERTED INTO THE RHODODENDREN, A MUSEUM BOAT THAT TRAVELED THE RIVERS WITH DISPLAYS CELEBRATING THE 100TH ANNIVERSARY OF STATEHOOD. SHE WAS SOLD TO CLINTON, IA IN 1963 AND STILL SERVES AS A THEATER.

G. W. SUTPHIN PHOTO, 8/05

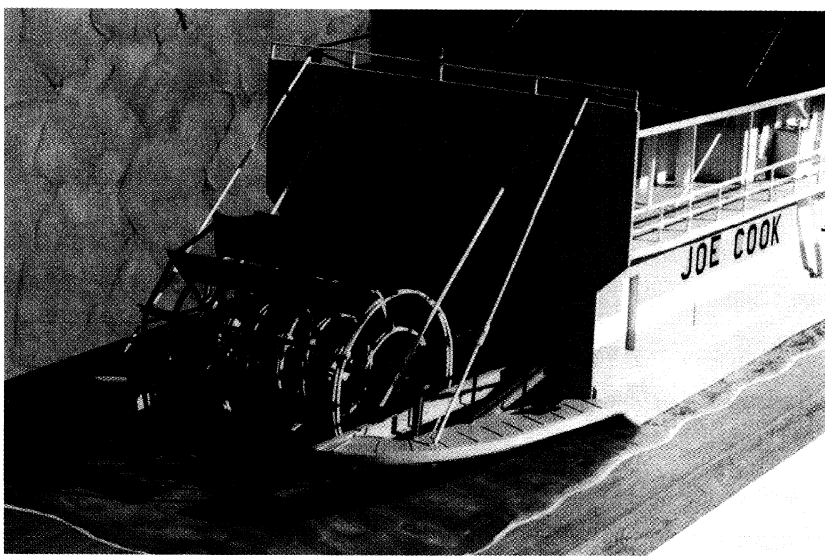
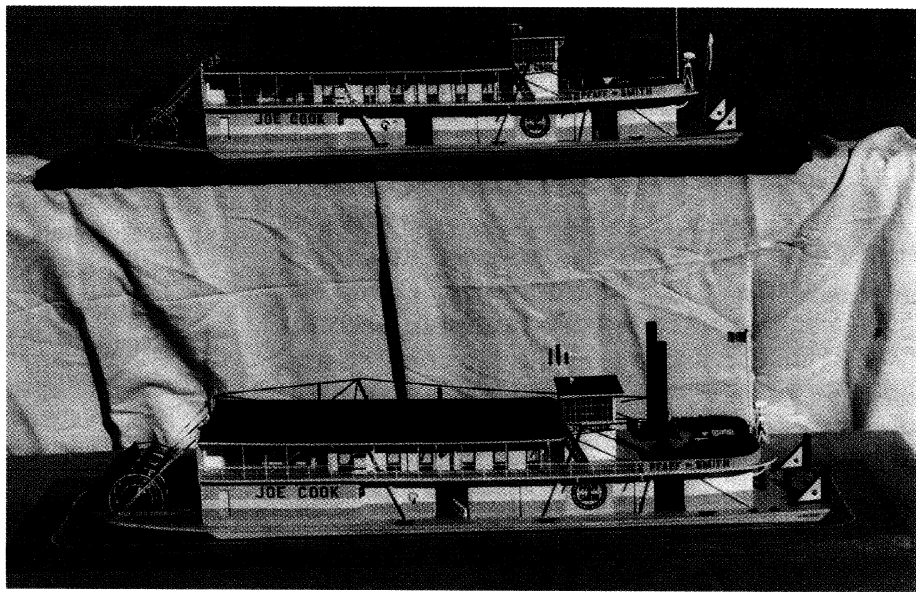




**JOE COOK TWINS**

THE REAL JOE COOK (UPPER RIGHT) IS MAKING PLENTY OF SMOKE, AS WAS USUAL. THE VIEWS OF THE DUPLICATE MODELS OF HER ARE, EVEN WITHOUT THE SMOKE, SURELY LIFELIKE.

THE MINIATURE TWINS ARE BY GEORGE McCINTOCK, BUILT FOR TOM AND LAKIN COOK. THE ORIGINAL TOWBOAT, NAMED FOR TOM'S FATHER, WAS A FAVORITE ON THE KANAWHA RIVER, HAULED SAND & GRAVEL FOR THE PFAFF & SMITH BUILDERS SUPPLY CO. AND OPERATED UNTIL 1952.



GEORGE McClintock IS THE MODEL MAKER OF BOTH BOATS AND PLANES. HE CONTACTED TOM COOK FOR PHOTOS OF THE JOE COOK (T1384) AND THEN SCALED (1/48) PLANS FOR THE MODELS. TOM SUPPLIED PHOTOS AND OTHER INFORMATION BUT ASKED THAT TWO MODELS BE BUILT, - ONE FOR THE PT. PLEASANT RIVER MUSEUM COLLECTION.

THE VIEW ON THE LEFT SHOWS THE FINE WHEEL DETAIL. THE STERN BULKHEAD IS BRIGHT YELLOW AS IS THE BACKGROUND FOR THE NAME ON THE ENGINEROOM.

JOE COOK EXPLODED A BOILER AT RAVENSWOOD, WV ON APRIL 1, 1947. REPAIRED, SHE WORKED FIVE MORE YEARS, HER WHISTLE AND SMOKE STILL REMEMBERED BY MANY RESIDENTS ALONG THE KANAWHA VALLEY.



## A LONG TRIP ON THE OELLA

### Zanesville to New Orleans by Trading Boat - 1875-76

#### Part I

by Dana Scott

Dana Scott was a twenty-two year old youth who grew up in McConnelsville, Ohio on the Muskingum River when the small packet OELLA set out in the fall of 1875 for New Orleans. He had been on the river for five or six years, beginning at age sixteen, and the prospect of a trip so far from home caused Dana to buy a diary and record the journey. Dana's uncle, Sextus Scott, was the master and part owner of the OELLA.

In 1955 the Dana Scott diary was made available to Read Kingsbury, a writer for the *Columbus Dispatch*. Assisted by Dana's son Raymond of Bloomingburg, Ohio, Mr. Kingsbury crafted a very readable account of the OELLA's trip and the adventures and impressions of the diarist. The story ran for fourteen installments in the Sunday editions of the paper, from November 20, 1955 through March 4, 1956, and it is presented here with very minor editing.

Our thanks to Fred Rutter for copying the microfilm pages from the *Columbus Dispatch*, - all fourteen installments.

# # #

### A PILOT'S WRITINGS

BY READ KINGSBURY

Far from any important stream of water, in the village of Bloomingburg in Northern Fayette County, Ohio, a lead pilot's wheel is imbedded in a concrete step before a stucco house.

In such an unlikely drydock, a steamboat captain's descendants recall the lore of the Ohio, Mississippi and Muskingum Rivers.

Captain Dana Scott built the house and poured lead into the eight-spoked wheel. He was a Zanesville merchant and a steamboat designer, a part

owner of the Muskingum and Ohio River Transportation Co., which ran packets between Zanesville and Pittsburgh and between Zanesville and McConnelsville. He was later a marine surveyor for the insurance brokerage firm Neare, Gibbs and Lent of Cincinnati.

Among Capt. Scott's descendants (1955) are his son, Raymond, 71, for 30 years the Bloomingburg mail carrier and now bookkeeper in Bob Jefferson's insurance office there, and a daughter, Mrs. Alma Carman, who lives in the old Scott home in Bloomingburg. Another son, Ira, died at his farm north of Bloomingburg in October (1955).

Capt. Scott was born on a riverside farm five miles south of McConnelsville in Morgan County on November 5, 1853. He was named Sextus Dana Scott after an uncle who was the master and part owner of the OELLA.

She was a trading boat when Dana Scott joined the crew and in the winter of 1875-76, the OELLA traded its way to New Orleans and back. It was a big education for the 22-year old farm boy who, by that time, took his turn at the wheel.

The cotton, the sugarcane, the beautiful plantations of the South, the huge steamboats of the lower river, the death of a shipmate the day before Christmas, - all made a deep impression on the youth. This is revealed in his diary, written in a neat angular hand, now a document treasured by the Scott family.

The diary also is a treasure to steamboat historians for little has been written about river trading boats or river peddling in general, - produce boats, dish boats, glass boats, junk boats or whiskey boats, etc.

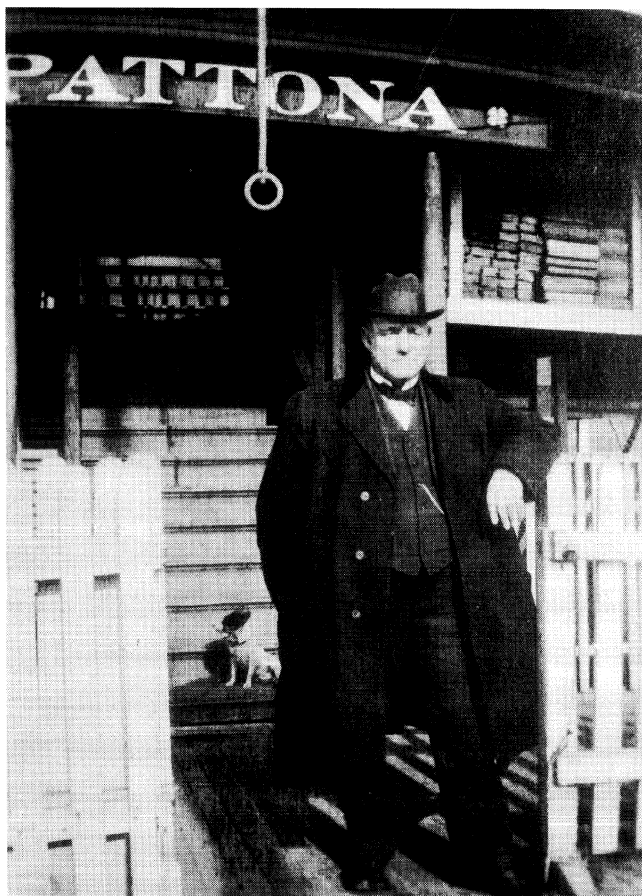
A copy of the diary has been loaned to *The Dispatch* by Raymond Scott and from it a condensed account has been written. (The Dana Scott diary is today in the library of the Ohio Historical Society, Columbus. Ed.)

### ABOUT DANA SCOTT

Capt. Dana Scott was bald, five feet eight inches tall, weighed 225 pounds and had the genial nature necessary for a purser on the boats of which he was part owner.

He went on the river at age 16 (1869) but under what circumstances or which boat is not known; likely it was the MINK (3942), Capt. William Davis. The MINK was the daily McConnelsville-Zanesville packet from 1865 until 1877. (See Steamboats on the Muskingum, J. Mack Gamble. Ed.)





**CAPT. DANA SCOTT WAS ABOUT 57 YEARS WHEN THIS PHOTO WAS TAKEN AT MEMPHIS. HE WAS THEN A SURVEYOR FOR THE INSURANCE FIRM OF NEARE, GIBBS & LENT, CINCINNATI AND IN TOWN TO INSPECT THE LOCAL EXCURSION BOAT PATTONA (4405)**

Following the trip on the OELLA, Dana Scott went into the shoe business at Stockport, Ohio and from there went to Zanesville where he was a steamboat agent.

In 1887 he joined Capt. George Wallace of McConnelsville in the purchase of the GEN. H. F. DEVOL (2247), Capt. Scott commanding, which operated as a tramp freight boat until sold in 1890. Subsequently, Dana Scott had an ownership interest in the Muskingum and Ohio River Transportation Co. and supervised the construction of the HIAWATHA, ANNIE LAURIE, HIGHLAND MARY, HAZEL RICE, LORENA and ZANETTA.

The Muskingum and Ohio River Transportation Co. built the big sidewheel CITY OF PITTSBURG (1122) in 1899 and Dana Scott was the boat's purser. She settled down to running in the Cincinnati-Memphis trade until disaster struck on April 19, 1902 at Turner's Landing, Kentucky on the lower Ohio.

The CITY OF PITTSBURG caught fire while up-bound at 4:00 A.M. and burned to the water's edge. Capt. Scott pulled on his pants without hooking his suspenders before he jumped into the river. His pants dropped down around his ankles which considerably slowed his progress toward shore. There was a loss of 66 persons according to the recollection of Raymond Scott although other accounts give the number as 60.

In 1903, following the loss of the CITY OF PITTSBURG, Dana Scott became a marine surveyor for the firm of Neare, Gibbs & Lent in Cincinnati. In 1913-14 he built his home in Bloomingburg, Ohio and continued to work for the insurance firm until his death in 1919.

### ABOUT THE OELLA

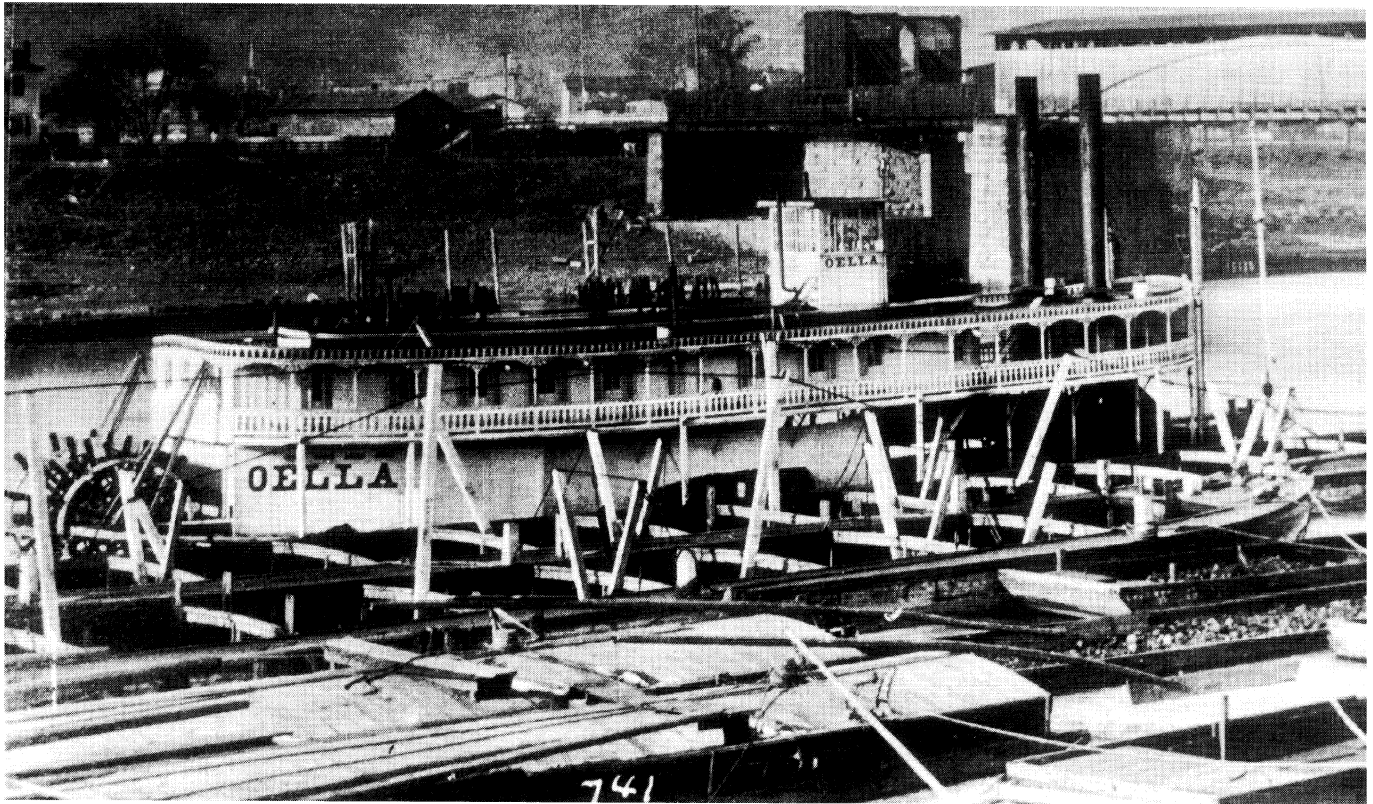
The OELLA (4270), 110x20x3, had been built by the Knox Boatyard in Marietta in 1871 for George M. Berry. She first operated in the Marietta-New Matamoras daily trade and later ran as a trading or store boat on the Ohio and Muskingum. She was owned in 1875 by Dana's uncle Sextus Scott, W. W. Richardson and George Scott and had been bought by these partners specifically to make a trading trip carrying produce, farm products and manufactured goods from Ohio to New Orleans. Sextus Scott, it would seem, had earlier made at least one such trading trip to the South aboard the COME AND SEE ME (1257). (See page 136, Steamboats on the Muskingum, J. Mack Gamble. Ed.)

To accommodate the extended operation of a floating general store, the OELLA was remodeled by removing most of the staterooms. The main cabin was converted into a store room with shelving, counters, bins and the like. (See short article by the late Jerry Devol, S&D Reflector, September 1970, page 32. Ed.)

### THE DIARY COMMENCES

**OCTOBER 25, 1875 - Monday, McConnelsville.**

We commenced our Southern trip by going to Zanesville to dispose of our stock of goods left over from our summer trade. Left McConnelsville at 4:10 A.M. We left our "cook" which was easily accounted for, he being just married and of course overslept himself. We arrived at Zanesville at 9 A.M., commenced invoicing and unloading. Got about half done today."



**THE OELLA (4270) TIED UP TO A MIXED FLEET - TWO OPEN MODEL BARGES, COALBOATS, FUEL FLATS AND TWO COVERED PRODUCE BOATS - AT THE MOUTH OF THE MUSKINGUM RIVER. SHE WAS BUILT AT THE KNOX BOATYARD IN 1871, 100x20x3, AND DISMANTLED AT MARIETTA IN 1880. THE COVERED BRIDGE BUILT BY THE MARIETTA & CINCINNATI RR (B&O) IN 1878; THE STONE STRUCTURE ON THE WEST END SUPPORTS THE PIVOT FOR THE SWING SPAN. LOCK NO. 1 ON THE MUSKINGUM WAS ON THE HARMAR SIDE OF THE RIVER UNTIL 1891.**

The next day the OELLA went over to Putnam (the south side of Zanesville) where the hands loaded "ware," Zanesville's famous stoneware jugs, crocks and such which were in demand throughout the mid-west. After supper they loaded a "bill of sash and doors" and the next day worked all morning loading more stoneware. They arrived at McConnelsville at dark, October 27.

**OCTOBER 28 - McConnelsville.**

Loaded a few potatoes at Home; went down to Hooksburg and commenced sorting late Rose potatoes. Andy (a brother) came down and brought me my collar button which I left as we came past."

**OCTOBER 29 - Hooksburg.**

Left as soon as we loaded about 60 bbls. potatoes; went down to Jos Henerys. Took on 80 bbls. potatoes. Went down to R. Henerys, put off a bill of sash doors &c for S. Patterson . . ."

They loaded more potatoes before tying up. In the night the sternline came loose and let the boat blow around. Next day more potatoes were loaded at Center Bend and at Beverly and by 9 P.M. they were at Lowell, where they found J. Monteith, a Marietta flatboatman, with a boat load of produce.

**OCTOBER 31 - Sunday.**

The OELLA remained tied up and Dana and a boat-mate named Charley went to church. On the entire trip the OELLA never moved on Sunday and, whenever possible, some of the crew went to church.

**NOVEMBER 1 - Lowell.**

"Left Lowell and got down to Bear Creek and stuck. We were too close to shore. Were there about an hour."

Arrived at Harmar, on the west bank of the mouth of the Muskingum, now part of Marietta, about noon but the Ohio was, ". . . too low to lock. Captain is looking for a boat to lighten up with."



THIS PHOTO APPEARED ON THE COVER OF VOL. 1, NO. 1 OF *THE REFLECTOR*, - THE PROPELLER TOWBOAT **COME & SEE ME** (1257) HAS TWO STORE BOATS IN TOW. SHE MADE TRADING TRIPS TO NEW ORLEANS FROM ZANESVILLE 1867-78 WITH SEXTUS SCOTT, THE **OELLA'S** MASTER, ABOARD FOR ONE TRIP. THE BOAT WAS BUILT AT PENINSULA, SUMMIT COUNTY, OHIO, JUST 14 FEET WIDE FOR LOCKS ON THE OHIO AND ERIE CANAL. IN 1868 SHE IS NOTED IN CINCINNATI AS BRINGING 10,000 ITEMS OF STONEWARE. THE STEERING SWEEP ON ONE STORE BOAT WOULD BE USED WHEN FLOATING DOWNSTREAM WITHOUT A TOWBOAT.

Dana Scott went to Harmar to "Billy's" that evening. Next day he wrote, "Had a very pleasant time last eve. We met a young lady there by the name of Carrie Strecker."

After another day of sorting potatoes, practically a constant occupation, Scott and a crewmate returned to Billy's, ". . . expecting to meet some Harmar belles there, but it was too rainy."

On **November 4** the **OELLA** was inspected and next day it went back up the Muskingum to Coal Run; took on more potatoes, ". . . a lot of squashes," beans and oats at Lowell and returned to Harmar.

#### **NOVEMBER 6 - Harmar.**

Unloaded the steamboat again this morning and the store boat (one of their barges also. J. Monteith came this morning and hired us to tow him to Cairo. Tom Leeper came to go to work. He is one of our pilots. We got unloaded and locked out into the Ohio

about 4 o'clock. Got to Belpre at dark. We did not get the grindstones tonight."

Belpre sandstone was the source of many of the country's grindstones until the artificial process became cheaper. It was one of the items in good demand downriver.

#### **NOVEMBER 7 - Sunday.**

"Charley and I went up to Sunday school this morning. Had a very pleasant time. Stayed to church. There was a funeral of a little boy; it was largely attended. Were at a missionary concert in the evening. . . . I went up to Belpre after milk . . . Went to Mr. Brownings and was very politely informed that, 'we do not sell milk on Sunday.'"

Such was a river town Sunday in 1875. On November 8 the crew arose at 4 A.M. to clean the boiler, loaded oil at the refinery at Belpre and started down stream about noon, passing "a great many tons of coal."

At 9 P.M. the boat was at Ravenswood, some 35 miles downstream, ". . . having stopped at all our landings with the yawl. Have had very successful collections so far."

More potatoes came aboard at Ravenswood; potatoes and cabbage at Letart. The yawl stopped at landings on the way down and by dark they were at Syracuse, where they coaled up.

(In the foregoing, "collections" are probably freight due-bills from previous trips by the boat. "Charley" is Charles Richardson, Captain William W. Richardson's only brother. Ed.)

By the time the OELLA reached Syracuse on the Ohio River, she and her barges were pretty well heaped with potatoes, jugs, apples, coal, barrels of oil and grindstones.

#### **NOVEMBER 10 - Pomeroy Bend.**

Young Dana Scott had a little "brush" while at the wheel of the OELLA on November 10 and reported in his diary.

"I was steering while we were going up to Clifton. The New Castle ferryboat rounded out across our head and collided with us but did not do any damage. Did not load any salt or nails." (Clifton, WV is opposite Middleport, OH, Ohio River mile 252 while New Castle, WV is a short distance downriver. Ed.)

The OELLA reached Pt. Pleasant that night, took on more potatoes next day at Swan Creek and barrels at Athalia (OH).

#### **November 12 - Ashland, Kentucky.**

The OELLA and its coal flat were loaded at Ashland (KY) and for the first time ran all night, ". . . passing several pretty towns, especially Maysville and Ripley."

At New Richmond it rained all night and the crew had to pump out the barges but next day three crewmen, including Scott, went to church.

#### **November 15 - New Richmond.**

This was a long and exciting day, for they arrived at Cincinnati. "Got up at 2 o'clock, cleaned boiler and left at 4 o'clock. Got down to the city about daylight, passed down below the suspension bridge and tied the tow up on the Kentucky side. Took the OELLA up to the wharf. Spent the forenoon in buying gas pipe and packing, etc. for the boat. Captain did not buy anything - prices did not suit."

The OELLA drove straight for Jeffersonville, Indiana, across the river from Louisville, and was tied up at 5 o'clock, November 16.

"Charley and I went downtown to get the papers."

#### **NOVEMBER 17 - Louisville.**

"Got the coal box filled and the grindstones changed over to our boat by 8 o'clock. Charley and I took the street cars and went up in the city. While we were there we saw the city hall burning. We each got a piece of railing . . ."

The OELLA left Louisville at dark but about noon next day the wind forced Capt. Scott, Dana's uncle, to tie up below Stephensport (KY). Young Dana went out hunting but found only apples and reported, "This farm is three miles wide and seven long."

On November 19 fog forced the boat to stop at Rockport, Indiana, "a beautiful place of about three thousand inhabitants." Fog continued next day so the boiler was cleaned.

#### **NOVEMBER 21 - Sunday.**

Here Dana succeeded in buying a can of milk. "Captain Charley and I went to church, in the yawl. Found a beautiful church and heard an excellent sermon. Crew engaged in writing letters."

#### **NOVEMBER 22 - Evansville, Indiana.**

The OELLA bought provisions "for below" and the crew got its mail from a storekeeper.

#### **NOVEMBER 23 - Evansville.**

"Captain and Monteith out buying oats, meat, etc. There is (sic) a great many boats here all the time, average from ten to twenty every day. . ."

Next day the crew loaded oats, pork and bran and 1500 bushels of coal "which caused the barge to leak very badly. Had to stand watch all night. . ." Dana visited Grace Church, "the most beautiful church I ever saw."

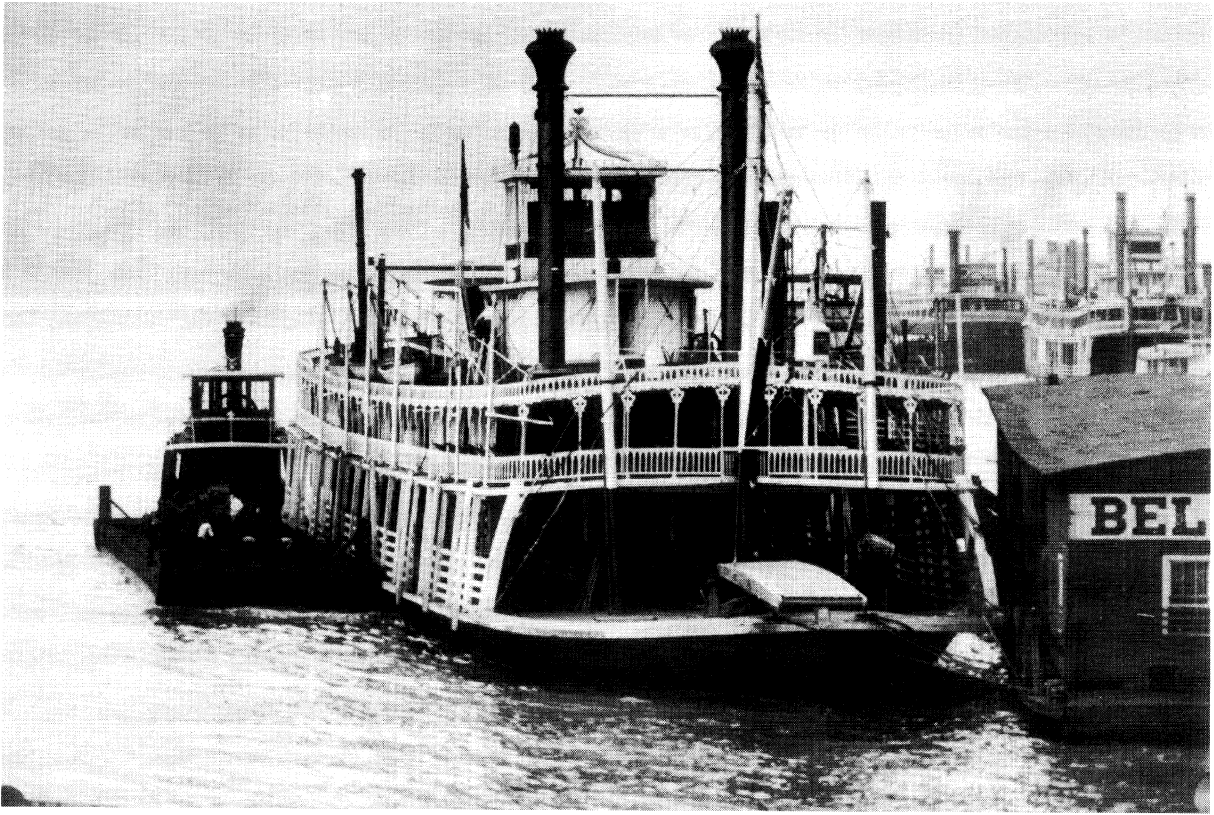
TO BE CONTINUED

### **CORRECTION**

ON THE BACK COVER OF THE SEPTEMBER 2005 ISSUE WE HAVE A MAGNIFICANT PHOTOGRAPH OF THE INCOMPARABLE CITY OF LOUISVILLE. WE REPEATED THE MISINFORMATION THAT THE PHOTO WAS THE WORK OF HUBERT M. FLORA, A VERY FINE PHOTOGRAPHER OF MADISON, IN.

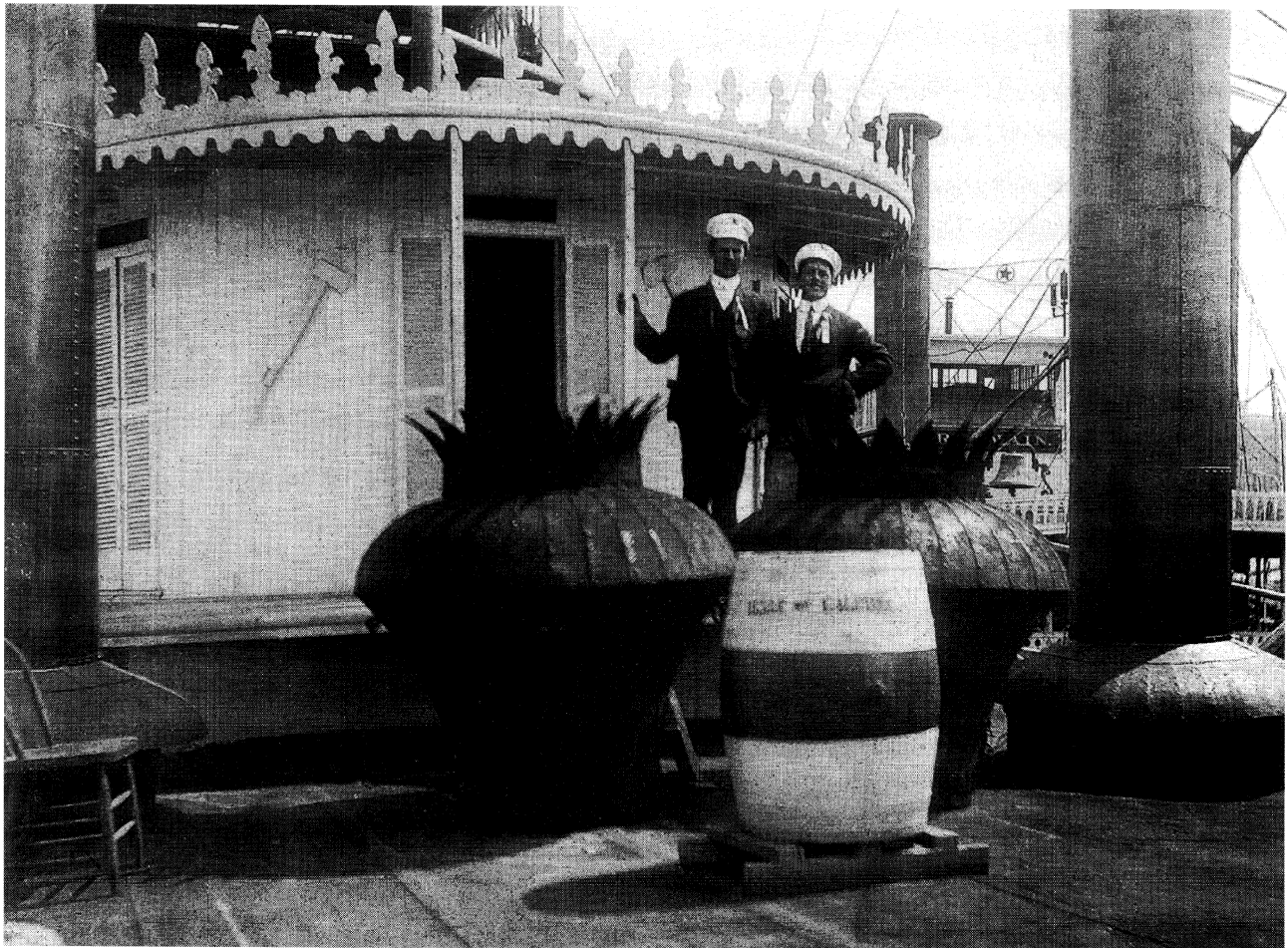
A SIMILAR PRINT WAS USED ON PAGE FOUR OF VOL. 7, No. 4 (1970) BY EDITOR FRED WAY. HE CREDITS SCHELKE OF VEVA, IN AS THE PHOTOGRAPHER, AN 8X10 GLASS NEGATIVE ACQUIRED BY W. HURLEY ASHBY WHO GAVE IT TO CAPT. ROY BARKHAU. ED.





**THE BELLE OF CALHOUN (0516), PROBABLY WHEN NEW IN 1895, IS IN THE FOREGROUND OF THIS SCENE AT THE ST. LOUIS WHARF. SHE HAS FANCY STACK TOPS AND DECORATIVE PILOTHOUSE ROOF. SHE WAS DAMAGED IN THE 1896 TORNADO AND REPAIRED; RENAMED JULIA BETWEEN 1899 AND 1905. THE SINGLE STACK FERRY SAM'L B. WIGGINS (5017) IS VISIBLE ON THE RIGHT.**

**DAVE THOMSON, SUN VALLEY, CA SENDS THE LATER PHOTO OF THE BELLE OF CALHOUN'S PRIZED STACK TOPS - STILL ON DISPLAY IN FRONT OF TEXAS, TWO DUDES LOOKING ON. NOTE THE WELL WORN TRIM AROUND THE TEXAS ROOF, PROBABLY ADDED IN THE 1896 REBUILDING. ALONGSIDE IS MARK TWAIN (3761), REPLACED IN 1907 SO THIS MUST BE 1905 OR 1906. SOME STACKS!**





## COTTONMOUTHS & COTTON

### ADDENDA

#### SOME THOUGHTS AFTER SIXTY YEARS

by Ye Editor

Was it really sixty years ago when that month-long adventure told by Fred Way took place? You bet!

When I see the names of all of those characters Fred and Woody ran into - and were befriended by - the thought that comes to mind is that few of those good people are still around. The folks we encountered were part of the adventure and many became friends treasured for years thereafter.

The rivers have changed beyond recognition, too. High dams on the Ohio have covered all those gravel bars where we camped and the chance of casually finding an arrowhead is mighty slim. The Tenn-Tom Waterway improvement has done the same for the sand banks - acres in extent - inside every bend on the Black Warrior. Does the high pile of sand that was 21 Mile Bar where we camped still exist, - probably not.

It was a wonderful thing that *The Waterways Journal* published Fred's lengthy story in 1946 and saved those dreamy, happy days in the LADY GRACE II. "Cottonmouths and Cotton" could not be duplicated or even closely paralleled today.

After the passage of almost sixty years, there are a few details (very few) which were glossed over in Cottonmouths and Cotton that readers might find amusing.

#### A MOTOR AND A BOAT TOO

On April 25, 1946 I ordered a 5.4 horsepower Evinrude outboard motor from Elliott Sporting Goods on Maple Street in Marietta. This was a first step toward a vague plan to spend the summer on one or more camping trips on the river, a release from the drag of school books. The store's proprietor, Bill Elliott, was another returning G.I. who entered college in the fall of 1945 but he had quickly decided books were not challenging enough and quit to open a business.

In Elliott's store that morning was a local gentleman who overheard the haggling over the new outboard. This customer commented that he had an 18 foot rowboat that would go nicely with such a motor. My ears perked up.

"What kind of a rowboat is it, johnboat or skiff?" I asked.

"Just a regular skiff. Bought it in 1942. Never been in the water. Still under the porch."

There had been 48 foot floods in 1943 and 1945 but evidently not serious enough to require use of the boat in question. The friendly skiff owner, Vernon V. Apple, walked me several blocks up Maple Street to have a look under his porch.

There, upside down, was a typical Ohio River yawl with graceful shear and a wider than the usual flare to the sides, a curvaceous beauty by yawl standards. It had been built by Bell Brothers at Racine, Ohio and all appearances confirmed it had never been used, just insurance against a repeat of the 55 foot monster flood of 1937.

At the time, and for some years before, such yawls were priced at \$4 a foot from several builders along the Ohio. There was a ready market for such handy, sturdy work boats on the towboats and around the fleet landings and the Racine builders, Boone Weaver and the Bells, were well known for their workmanship.

The sleeping beauty under that front porch on Maple Street would fill our bill! "Would you consider selling it, Mr. Apple?"

"Don't believe I would. Wouldn't take less than \$100 for that boat."

It so happened that there was a \$100 bill in my wallet in anticipation of a down payment on the motor but no deposit had been required. Without closer examination of the Bell Brothers masterpiece I said, "O-K, I'll take it!"

"My god! It looks like I've sold my boat," and Mr. Apple looked a little shocked. Bless Vernon Apple!

Fred Way and son Fred III appeared the next weekend to size up the impetuously purchased boat, still stored under the Apple front porch. Fred was familiar with the straight lines of the no-nonsense sturdy work yawls built by Weaver or Price in Pittsburgh but the shapely lines of the Bell design were new to him. Too seductive to resist it was agreed that Fred would own the boat and I hold the motor.

#### HOW TO SLIP AROUND WAITING BUYERS

Unexpectedly, we had the boat if not (yet) a motor. And, that brings up an anecdote which reveals a secret for the success the then owner-publisher of *The Waterways Journal*, Donald T. Wright.

In an effort to encourage delivery of the new Evinrude a letter was directed to the Advertising Manager of the company. This outlined a plan for a

trip down the Ohio and Mississippi to New Orleans but the motor on order at Elliott Sporting Goods was essential. If it could be expedited, the supplicant would be pleased to write a full report of the marathon trip which might be useful in advertising.

Within a week, a surprised Bill Elliott called and said he had a 10 h.p. (rather than a 5 h.p.) motor with my name on it, - and he didn't know why. Advertising Manager for Evinrude, Mr. H. Biersach, wrote me that he had moved my order up some ninety days because, "We can certainly use some favorable river publicity and if your writing and pictures are sufficiently interesting (we) should be able to interest one of the outdoor publications in the story."

In the fall of 1946, again at Marietta College, my amateur effort to tell the story of the Sewickley-New Orleans trip was duly submitted to H. Biersach as promised. Later, it was accepted for publication Motor Boating magazine. The story appeared in two installments in the January and February 1947 issues under the title, "Running the Rivers." In 1952, the story was reprinted in Motor Boating's "Where to Cruise - A Guide to Fun on the Water."

Fred was astounded when later I reported that Motor Boating had paid \$90 for my screed. "What! They paid you that! Donald Wright hardly said thanks."

#### **A CLOSE CALL ON THE GORDON GREENE**

The circumstance of our riding the GORDON C. GREENE from Louisville is told early-on in Chapter II. There was a full passenger list and the available cabin proffered by Tom Greene was over the boilers on the starboard side, one or two doors down from the office. The officers ate out on the guard when the weather was suitable, occupying two or three tables set up by the railing outside of our room. We joined the to be preferred crew seating with Ma Greene, Jesse and Telia Hughes, Bob McCann, Doc Carr, etc.

Now, in 1946 there were still shortages and rationing of many products including sipping whiskey. When visiting C. W. Stoll in Louisville we learned that even in Kentucky name-brand booze was hard to come by. But C.W. said, "We all drink corn whiskey down here. It's good! Believe me! Just add a tablespoon of honey in each bottle and shake well. The honey smooths it out!"

Over our protests, C.W. fixed up a bottle of the stuff and placed it in Fred's suitcase. Although a sample had not impressed us we graciously accepted

the gift.

The trip progressed down the Ohio under the summer sun while the cabin floor was warmed by the boilers below. The shutters on the outside doorway leading to the guard permitted some ventilation while a small electric fan gave a modicum of air circulation. There was no such thing as air conditioning on a packet boat like the GORDON built in 1923 nor expected by passengers in 1946.

About mid-morning one day Fred returned to our room and found the spread on his lower bunk almost completely blackened by a huge ink spot. Then noted his black cowhide suitcase in the middle of the bed and this was the source of the stain but how the ink?

Investigating the suitcase revealed that the bottle of corn liquor had popped its cork - probably expanded by the heat - and the potent liquid had gurgled out to soak down through the bottom. Like paint thinner, corn whiskey cleaned out the black dye from the leather and was on its way through the mattress. The bedding was a mess but as bad or worse was the pungent smell on the warm air of white lightning smoothed with honey.

Fred engaged the chambermaid to assist with the clean up while he discretely disposed of the ruined socks, underwear, a shirt or two and the near empty bottle of corn squeezings. The chambermaid earned a healthy tip to find clean bed linens and spread. Soap and water left the suitcase still noisome so it was shoved out of sight far under the bed. In due course, all looked normal but the aromatic smell of the potent cough medicine was all too noticeable. We hoped the heat would dry things out and dissipate the fumes by supper time, - and Ma Greene wouldn't discover the bedding in the trash in the meantime.

For three or four days thereafter Ma Greene would wrinkle her nose whenever we sat down for a meal and wonder, "What on earth is that smell? Do you smell that? Where's it coming from, Bob?" In view of Ma's abhorrence of the Demon Rum, it was a bit uncomfortable for us until the odor abated.

#### **RUNNING ON EMPTY**

There was another sticky wicket when the cruise was concluded at New Orleans. The crew was a little short on money and even shorter without the planned ride up to Memphis as guests of Standard Oil.

Fred was prompted to sell LADY GRACE rather than ship it back to Sewickley. Shipping costs were a question when we visited the Pennsylvania Railroad Freight Office to make inquiry and met George Berkemer from Philo, Ohio. Fred hadn't gotten as far as costs to ship the boat when Mr. Berkemer asked, "Do you want to pre-pay or ship by sight bill of lading?"

Without blinking an eye - as if he had planned it all along - Fred responded, "Oh, a sight bill of lading will be fine." He later confessed that a due bill hadn't occurred to him. Lucky again.

Back at the hotel room, the boat taken care of, we gauged our wallets. It was evident that we would be riding coach all the way Pittsburgh. The prospect of sitting up for two nights in a hot, sooty day coach was not particularly inviting. I placed a call to the First National Bank in Sewickley and Homer Fisher, the friendly Assistant Cashier, answered. The conversation went something like this:

"Hello, Homer. This is Woody. We're down here in New Orleans now and a little short of cash. I wonder if you could wire me \$200?"

"You sound like Woody but how do I know it's you," was Homer's predictable reply.

"Your brother's name is Elmer and I graduated from Sewickley High School in 1941," surely sufficient identification.

"So did 105 other people in 1941. What else?" Homer was being a stickler on this call but then I usually asked for only \$100 at a time.

"Well, in 1940 you and Dorothy were living on the third floor of the Hinkley Apartments at 656 Maple Lane. Stew Hinkley, Bob McMaster and I painted the fire escape and Dorothy served us iced tea."

"O-K Woody, I'll wire the money by Western Union. Stop by when you get home and sign a withdrawal slip. Good luck!"

That was the convenience of 1946 small-town banking. Two tickets for a sleeper section - upper and lower berths - in an air conditioned Pullman to Pittsburgh came to \$72, meals in the diner extra.

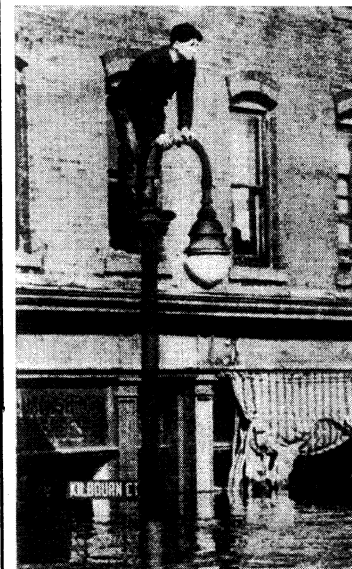
Looking back, the trip of the LADY GRACE II was an adventure without undue dangers or even great inconveniences, - until we arrived at Mobile. Finding that the Intracoastal Canal (Waterway) was really open water for upwards 100 miles we should have taken a night to think through the problem.

To pursue two tugs and five barges down Mobile Bay on a suggestion and hope was not prudent. Considered judgment says we were very lucky!

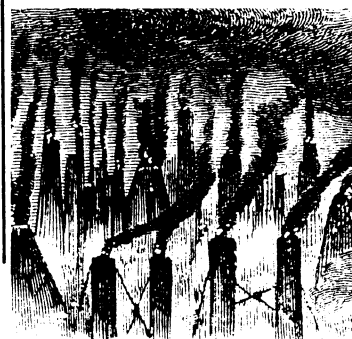
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INTERNATIONAL  
Coast Guardsmen Row Inland  
for a Second-Story Rescue



INTERNATIONAL



CLEAR DAY IN PITTSBURGH.

## PITTSBURGH'S BIG FLOOD

From NEWS-WEEK, 1936:

"Where the Monongahela and Allegheny Rivers meet, there lies the Golden Triangle - the billion dollar business district. To most office workers, those dirty-watered streams were just names.

Last week the two rivers got revenge for the snub. Sneaking up, foot by foot, they poured into the Triangle. Theatres turned into swimming pools with 20-foot diving depths. In the Roosevelt Hotel lobby a 7-foot tide rose, isolating 575 guests on the upper floors. Steel mills, coal mines and power stations shut down. Gas and steam lines were wrecked.

Soon National Guardsmen's flares cast their light on weirdly tall buildings. Flood victims herded into schools, public libraries and police stations.

By midnight of the second day, the rivers began to creep back. Half the city lights blinked on again and power streaked one more to hospitals, dairies and bakeries. But Pittsburgh could look forward to months of back-breaking civic and industrial repair work. The rivers had done their work well."

Flood stage in Pittsburgh was 25 ft. and in 1936 the water reached 46 ft. before slowly falling. The previous record high water was 40.9 ft. in 1763; the notable 1884 Ohio River flood was 36.3 ft. at Pittsburgh. The 1936 flood was an alarm that later resulted in building dams on all major streams tributary to the Ohio including the Kinzua Dam completed in 1966 on the Allegheny River.

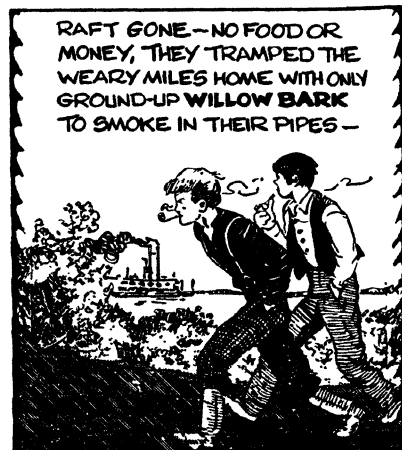
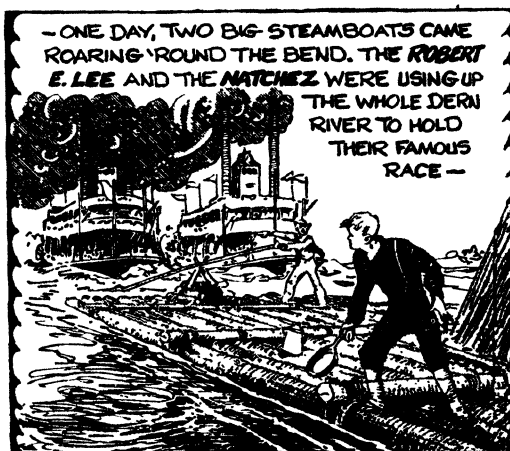
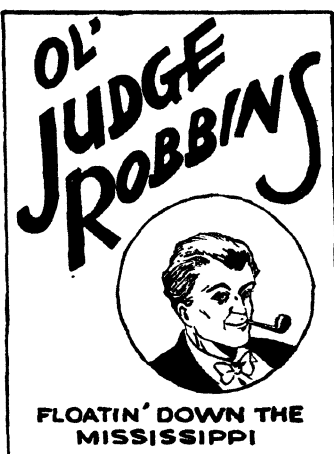
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NEWS-WEEK  
THE ILLUSTRATED NEWS - MAGAZINE

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WHEN LOOKING UP THE REPORT ON THE ST. PATRICK DAY FLOOD IN PITTSBURGH IN 1936 WE RAN ACROSS THIS AD IN *NEWS-WEEK*. SUCH BLATENT PROMOTION OF THE FILTHY WEED COULD NOT BE ACCEPTED IN 2006 BUT R. J. REYNOLDS TOBACCO CO. THOUGHT IT HAD APPEAL TO THE YOUNG FELLOWS 70 YEARS AGO AND MAYBE IT DID. THE ARTIST IS NOT LISTED - MAYBE HAD A PHOTO OF THE BETSY ANN-TOM GREENE RACE TO WORK WITH?

## - BOOK REVIEW -

### **OL' MAN RIVER Memoirs of a Riverboat Captain**

At last! The recollections of Capt. William D. Bowell is an impressive production, - an 8x10 inch hardback on slick stock that will attract the attention of any visitor to your drawing room. It is attractive throughout, a well written good story.

Each chapter begins with a synopsis which sets the time frame. Then Capt. Bill tells the story in his own candid, humorous style. He kept diaries and has a good memory for names and places and events. His taped interviews were transcribed and edited for the book by Biloine "Billie" Young who herself a regional writer of note.

Bill's early childhood began during the depression years with hard times for his family. He started young as an entrepreneur selling magazines, shining shoes, even selling popcorn at fairs and other events in St. Paul, Minnesota.

Bill tells of days in a C.C.C. camp, a depression era program to give unemployed youth an income with constructive public works. Then he was in the Minnesota National Guard. In WW-II, Bill enlisted as a paratrooper and saw action in Europe beginning with the Normandy invasion, all experiences which affected the rest of his life in positive ways.

After the war he went to college on the G.I. Bill, married and started his family. His working career reflected his variety of interests and talents, - professional photography, working in the automobile business, publishing trade journals and a national catalogue for discount merchandizing and promotions for large corporations - to name a few

of his endeavors. Bill has a talent for inventions to fill a need but, sadly, he didn't patent them; they are still in use and money-makers today.

By 1969 Capt. Bowel had accumulated enough capital to try his real love of working on the Mississippi River operating excursion boats from a base on Harriet Island in St. Paul. First, he needed a boat and next he needed a pilot's license. The rest of the story of fulfilling this dream is as lively and adventuresome as the entertaining first half of the book.

Bill Bowell tells his stories with humor and his editor has preserved that tone. It is a great read.

Those who know Capt. Bill can testify to the authenticity of the style and others will be equally entertained by this lively account. We are pleased that this lively account has come to fruition.

**Ol' Man River: Memoirs of a Riverboat Captain**, Capt. Wm. D. Bowell, Sr, large 8x10 format, hard cover, 224 pages, more than 100 color and B&W illustrations; cartoons by Jerry Fearing. Five appendices.

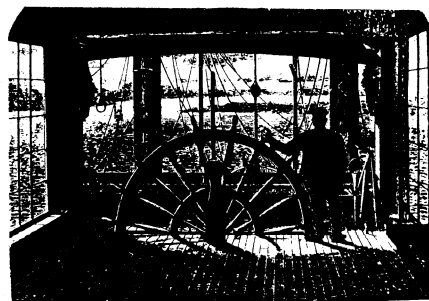
Available at \$32.00 plus \$4 S&H from:

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P.O. Box 100, Afton, MN 55001  
(800) 436-8443.**

Credit cards accepted for phone orders or at: [www.aftonpress.com](http://www.aftonpress.com)

Reviewed by Bee Rutter.

\* \* \*



## **FIRST COAST STEAMBOAT DAYS**

**by Edward A. Mueller**

This is another impressive book by the wide ranging marine historian Ed. Mueller. Author Mueller is known for his well researched, extensively illustrated books on steamboats operating in the Florida trades including two on the St. Johns River and one on the Ocklawaha River. He is also responsible for Upper Mississippi River Rafting Steamboats published by Ohio University Press and the recent reprint of J. Mack Gamble's Steamboats on the Muskingum and a several others under sponsorship of the Steamship Historical Society of America.

Steamboat service to Florida from Savannah began with the arrival at Jacksonville of the low-pressure GEORGE WASHINGTON in 1831. Passenger service was popular with both the tourists and locals until the railroads became widespread along the east coast of Florida in the 1890s. Scheduled boat services were about over early in the 1920s.

Not being familiar with Florida geography and its growth as a winter retreat, the reviewer had difficulty determining exactly when the last landing whistle blew. Excursion boats evidently could be found until the advent of WW-II.

Of interest to readers of *S&D Reflector* is the connection with steamboats from the Mississippi River system that gravitated to Florida. Among these were the CHESAPEAKE, FANNIE DUGAN, CHATTAHOOCHEE and BELLE OF THE COAST, all made it to Jacksonville under their own steam. Some of the photos of these boats were new to us and we noted, too, several illustrations by our John Fryant.



Even for readers not acquainted with the history of Florida, this is an entertaining book. We didn't find a definition of the term "First Coast" but apparently it is the east coast of the state of Florida, - near Georgia.

This book is hard cover, 8.5 x 11 inch format, 242 pages on slick stock divided into sixteen chapters. There is a section of chapter notes, a bibliography, photo credits and an extensive index. This is a readable history of transportation to and around "The First Coast" and also a reference for the steamboats serving the Jacksonville area until the turn of the 20th century.

**First Coast Steamboat Days**, published 2005 by the **Jacksonville Historical Society, Jacksonville, Florida**. For readers, discount priced at \$30.00 plus \$3 shipping. Order from the author:

**Edward A. Mueller**  
4734 Empire Ave.  
Jacksonville, FL 32207  
\* \* \*

**AMERICA'S GREAT RIVER  
ROAD  
VOLUME IV**

by Pat Middleton

This fourth in the series of guides for the Mississippi River's "Great River Road" appeared last summer and follows the layout of the first three volumes. Vol. 1 covers from St. Paul to Dubuque; Vol. 2, Galena, Illinois to St. Louis; Vol. 3, St. Louis to Memphis.

The latest volume takes in the traveler/explorer through the states of Arkansas, Mississippi and Louisiana. This is the area of the South usually termed The Delta and begins a short distance south of Memphis. The Great River Road designation applies to the state and federal highways on both sides of the Mississippi, marked with the

distinctive green and white signs carrying a pilotwheel logo. Called The Great River Road Parkway as it traverses through ten states bordering the river, it extends from Lake Itasca - origin of the river - to Venice, Louisiana, river mile 10.8.

Author Middleton's writing style is clear and straight forward and her inquisitive approach at times leads to interesting places somewhat off of the "Great River Road." After reviewing this volume we are sure the tourist would miss much of the flavor of The Delta if he simply followed the Green and White highway signs.

The guide makes frequent suggestions for side trips to places of interest. These include restaurants with local color and menus and bed-and-breakfast places to stop in rural areas without many hotels. We noted one recommendation for a B&B where no break-fast was served but there was a bar on the premises, - Bed & Beer!

Some readers may be familiar with the W.P.A. Writers Program in 1930s that produced guides for a number of states. As a high school student, my introduction to the Ohio Guide touched off a life-long interest in canals, railroads and the history of the Buckeye State. The maps and narratives of out-of-the-way places where notable and not so notable events took place produced an itchy foot that hasn't gone away.

The Great River Road, Volume IV is the result of field work by author Middleton with her husband providing the chauffeuring and documentation of places with photography. There are area maps covering the Road section-by-section plus detailed maps of cities to clearly identify locations of interest to travelers. The approach reminds this reeader of that Ohio

Guide book which has been enjoyed for so many years. High praise!

**America's Great River Road, Volume IV** by Pat Middleton; softbound, 5.5x8.5 inches, 221 pages, with an appendix, book list and index. Well illustrated with both photographs, drawings and maps. This guide covers the states of Arkansas, Mississippi and Louisiana edging the Mississippi River and for a few miles inland.

Available from the publisher at \$19.95 per copy plus \$3.95 mailing.

**Great River Publishing**  
**Heritage Press**  
W987 Cedar Valley Rd.  
Stoddard, WI 54658

Phone (608) 457-2734

\* \* \*

**- THE BACK COVER -**

**BELLE OF LOUISVILLE**

In the interest of equal coverage, the NATCHEZ appearing on our cover in the December issue, we bring you The BELLE! The race between NATCHEZ and BELLE OF LOUISVILLE was held at Louisville on November 2, 2005. This is the scene from the NATCHEZ, at least at one point in the contest. The dueling duo are heading up under the Big Four railroad bridge at dusk with the lights and cranes of the Jeffboat shipyard showing in the distance.

With the lights outlining the boiler deck, roof and texas, the BELLE presents a scene as she set out on another "moonlight" in the days when she tramped the rivers as the AVALON.

Cathy Lake photo.



NEW ORLEANS  
LOUISIANA