

S&D DIRECTOR

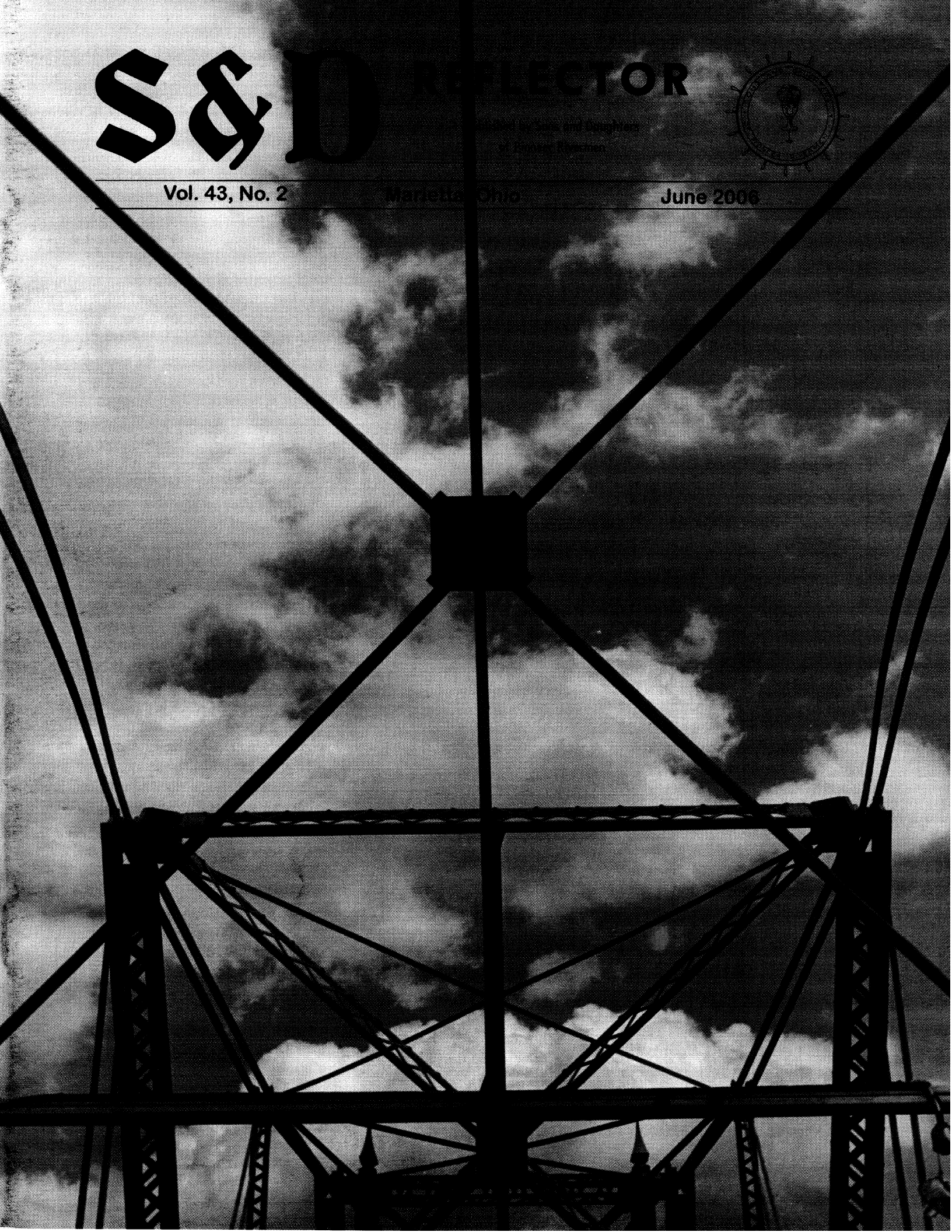
Journal of the Society and Engineers
of Eastern Pennsylvania



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Warren, Ohio

June 2006



- FRONT COVER -

The bracing of the Ambridge highway bridge, 16.8 miles below Pittsburgh, with a background of blue sky and fluffy summer clouds, makes for an interesting pattern. It caught the artistic eye of photographer Noble Beheler, and we use the print as a companion to Noble's obituary which appears in this issue.

- THE FREIGHT BOOK -

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- LETTERS -

Dear Friends: We want to take this opportunity to inform you of our father's death. Thomas A Butler died November 5, 2005 at age 96. His wife Ramona died in 2003. Both were fans of the DELTA QUEEN and made numerous trips. We hope there are steamboats in heaven.

The Reflector continued to be his connection to steamboats, past and present.

The Tom Butler Family
1336 W. Rogers Ave.
Appleton, WI 54914

= We thank daughter Sheila Brucks for the notice of Tom Butler's last landing. He was an avid fan of trains, steamboats and the circus, contributing exhibits to the Circus World Museum, Baraboo, WI. Ed.

Sirs: Thank you for the coverage of my models of the JOE COOK in the March issue. Pfaff & Smith had a sand-digger that worked just across the river from my grandmother's house and the JOE COOK serviced the digger once a week. To the kids, she was the most popular boat of the period, I think because she was so colorful and always had a marvelous plume of black, gritty, oily smoke rising from the stacks.

George McClintock
107 Van Sickle Court
Pt. Pleasant, WV 25550

Sirs: Recently I received an old hotel register as a gift. It was from The Marietta Hotel which once stood on the empty lot next to my house. It dated from 1889 to October, 1891 and, being only a from the Marietta landing, the hotel was popular with rivermen and makes for interesting reading:

Most frequent visitor was Isaac Newton Hook, Hooksburg, on the Muskingum River above Stockport. Then there was J. K. Booth, E. E. Pope, M. F. Noll, W. Honshell, E. P. Chancellor and Harry Maddy. Many listed their boat as the home address, viz. Capt. Ira B. Huntington, W. N. CHANCELLOR; Tony Meldahl, HUDSON; L. A. Myrick, LIZZIE CASSEL; O. E. Hissom COURIER; C. Barringer, HUDSON; C. C. Green, R. E. PHILLIPS and T. N. BARNSDALL. A. T. Armstrong listed H. K. BEDFORD which may have been her first trip for Capt. Gordon C. Greene as she landed at Marietta June 22, 1890.

My humble abode has seen some important people passing by!

Jeff Spear
106 S. Second St.
Marietta, OH 45750

= If you long for an historic address in the Northwest Territory's first city, Landlord Spear has an attractive, first floor apartment for rent. Ed.

Old-Time Beacon Lights
Cincinnati Commercial, (2-24-79)
"Waynesville, O., Feb. 23, 1879.

I presume there is but few of your readers, even among the river men, who know that at one time there was a lighthouse established at Natchez, Miss. I do not know in what year it was built but in 1840, when I first went upon the river, it was still standing upon the top of the bluff in the upper part of the city. It was a brick building, I suppose some 20 feet in height, built upon the plan of the seacoast lighthouses of that day and, as near as my memory serves me, it was still standing in 1845 or '46. I do not know whether it was ever put in practical use or not, as the absurdity of the project (it being for the use of the steamboat men to find the city at night) was so palpable to the public that the building was dubbed with the title of Mr. _____'s Folly, the member of Congress from that district at the time, and at whose instance it was built. The establishment of beacon lights upon the Western rivers is not near of so recent a date as most persons imagine. In 1833 my father, who at the time was pilot of the steamer SAMSON, bought a lamp of C. & L. Broadwell, who then kept a boat store at the corner of Sycamore and the Public Landing, and presented it to a Mr. Mills who at that time kept a wood-yard where Osceola now stands, in Plum Point Bend, with the understanding that he was to keep it lighted at night at his wood-yard - which he did for years - for the benefit of the pilots while making the crossing at that point, it being one of the most difficult crossings upon the Mississippi River.

Hoel"

In 1879, Capt. William R. Hoel was master of the Lighthouse Tender LILY (3471). Capt. Hoel died from a gunshot wound at his home in Waynesville, OH May 23, 1879.

Thanks to Jack White's eagle eye.

**FAMOUS PILOT.
Capt. J. Wesley Conner Dies
In New Albany.**

From *Louisville Courier-Journal*, July 28, 1906.

"Capt. J. Wesley Conner of New Albany, known personally or by reputation to almost every riverman that ever dipped water out of the Mississippi or its tributaries, died of senility at 8:30 o'clock last at night at his home in New Albany.

For nearly sixty years he was a steamboat pilot or captain on the great rivers and had the distinction of piloting the ROBT. E. LEE when she won the memorable race with the NATCHEZ from New Orleans to St. Louis. Thousands watched the boats pass in that race from the levees of the Mississippi and aged river men tell of it as one of the remarkable exhibitions of the days when river steamboats were floating palaces and when great fortunes depended on the arm and eye of the pilot.

Capt "Wes" Conner, as he was familiarly known, was from a pioneer New Albany family and went with the boats in his boyhood. He was born in New Albany eighty-one years ago and, except when away on his trips, lived there.

He always was engaged in steamboat business and until he was stricken with paralysis while on duty on a packet three or four years ago made that the chief business of his life.

Since the stroke he had lived quietly at his home, 422 Bank Street, New Albany, where every person in the city knew him. It is said that at one time or another he had repeated to almost every man, woman and child in the town the story of the race of the ROBT. E. LEE and the NATCHEZ. After he became too infirm to go about he occasionally related the story to audiences which, in fair weather, assembled on his doorstep.

He was with James Pell, a pilot on the great RICHMOND, one of the richest and largest steamers that ever made the trip between Louisville and New Orleans. He commanded at different times the LAUREL HILL, the LEGAL TENDER, the LIBERTY and other famous boats. Another of the famous pilots with whom he had been associated was Rezin Jamison, now dead, who lived in Harrison County, Indiana.

He is survived by four sons - Walter S. Conner, Harvey S. Conner, William G. Conner and James W. Conner, Jr."

Keith Norrington supplied the clipping upon the occasion of the death of Capt. Conner's granddaughter, Ann Reed Conner, 84, March 29, 2006.

* * *

67TH ANNUAL MEETING

**SONS & DAUGHTERS OF PIONEER RIVERMEN
SEPTEMBER 15 & 16, 2006
LAFAYETTE HOTEL - MARIETTA, OHIO
(800) 331-9336**

**FRIDAY EVENING
RECEPTION AND MIXER**

**SATURDAY MORNING
ANNUAL BUSINESS MEETING
GROUP LUNCHEON**

**SATURDAY EVENING
BANQUET WITH CAPT. DOC HAWLEY**

**CHECK AT THE HOTEL DESK FOR THE DETAILED
SCHEDULE AND LAST MINUTE CHANGES.**

NOMINATING COMMITTEE

**LEE WOODRUFF, CINCINNATI, CHAIR.
ROBERT NEIGHBORGALL, PROCTORVILLE, OH
BARBARA HAMEISTER, BLANCHESTER, OH**

The committee will recommend a slate of qualified candidates for three vacancies on the Board of Governors and the offices of President, Vice President, Secretary and Treasurer. If you are interested, or desire to nominate another for any of these positions, contact **Lee Woodruff, 1413 Meadowbright Lane, Cincinnati 45230.**

**BOARD OF GOVERNORS
SONS & DAUGHTERS OF PIONEER RIVERMEN**

The Board of Governors will meet at the Hotel Lafayette on Friday afternoon Sept. 15, 2006. Members having questions or concerns to come before the Board should contact Chairman Bill Judd, (513) 553-6604 or any Board member.

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

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

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

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

Ft. Walton Beach, FL 32547

REFLECTOR BACK ISSUES

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

REFLECTOR INDEXES.

Indices for five year increments of the quarterly, 1964 through 2003, are available from the Secretary.

Each Index volume is \$5, postpaid.

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

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S&D BOARD OF GOVERNORS

The spring meeting of the Board convened at the Hotel Lafayette, Marietta on the afternoon of May 6. Seven members of the elected Board were in attendance plus the ex-officio members, - President and Vice President.

Two representatives of National City Bank, Janet Ringley, customer relations and Doug Luksko, portfolio manager, made a short presentation on the performance of the economy in general and the J. Mack Gamble Fund investments in detail. The JMG Fund earnings less expenses (bank service fees) for the year 2005 were \$92,941. Ten percent being retained for capital growth, leaves \$83,647 available for grant awards during 2006, about double the funds available in 2005.

The three JMG Fund trustees had considered a number of grant applications and Kim McGrew reported the following awards approved:

1. Cincinnati Museum Center	\$ 4,500
2. Howard Steamboat Museum	2,584
3. Murphy Library - photo lab expenses	1,500
4. Mercantile Library - microfilming	892
5. Ohio River Museum - 60 chairs	1,232
6. Pt. Pleasant River Museum - security	6,300
7. Clermont Co. Parks, Lock 34	10,000
8. WVU Library - Ward Records Guide	3,530
9. S&D Museum Committee - cases	5,000
Total Grants	\$35,538

Grant applications are accepted from IRS recognized 501(c)3 organizations seeking assistance with projects relating to preserving river history. Requests are acted upon at JMG Fund trustee meetings in the spring and fall. An application and guide, or answers to questions, may be obtained by contacting: **Kim McGrew, JMG Fund, 503 Lawton Road, Marietta, OH 45750.**

The Ohio Historical Society (OHS) was represented by Andy Verhoff, Manager Campus Martius and Ohio River Museums and Cathy Wyatt, Development Officer, Columbus. Andy reviewed the survey of the W. P. SNYDER JR. (WPS) and the successful application for a Federal grant to rehabilitate the boat. The approved grant is for \$350,000 which must be matched locally. With funds already pledged for the SNYDER project, Ms. Wyatt advised that the fund drive will have a goal of \$60-100 thousand to be raised by the spring of 2007.

Responding to a question by Tom Dunn, Andy Verhoff responded that the restoration project has the objective of maintaining WPS as an in-water static display as she has been since 1955.

Verhoff then outlined the purpose of the kiosk which is now under construction between the TELL CITY pilothouse and the Marietta Bike Path. This is for the display of informational panels relating to the commercial use of the rivers and the towing industry in particular. Funding is from a state of Ohio grant for similar kiosks at this and other OHS sites.

Secretary Dick Prater reported that S&D has 827 paid-up individual members and 39 libraries or educational institutions receiving the *S&D Reflector*.

Treasurer R. Dale Flick provided his usual detailed financial report. The balance in the treasury as of the September 16, 2005 annual meeting was **\$10,703.58**. Subsequent income (dues, etc.) and expenses resulted in a balance as of April 30, 2006 of **\$14,066.61**.

President Jerry Sutphin outlined the need to revise the current S&D brochure to up-date the addresses and dues structure. The new brochures should be available in time for the Tall Stacks event in Cincinnati this fall.

Sutphin has asked V.P. John Fryant to enlist a committee to study the future of the *S&D Reflector*. Suggestions for consideration have been received from a number of members and additional contacts are planned. A report on the subject should be available for discussion at the September BOG meeting.

(NOTE: The present editor/publisher enjoys his job but Father Time cannot be ignored. Ye Ed.)

Under Old Business - There was discussion of the pros and cons of a dedicated S&D website. This subject has been explored several times in the last five or six years and the expense of design and maintenance - compared to the benefit - has weighed against the concept. Several suggested an S&D stand-alone website should be reviewed again.

New Business - David Smith reviewed plans for "National Maritime Days Celebration" at Huntington, WV on May 20,21,22. S&D will have a presence with an informational handout sheet on our organization and utilize the display unit designed by Rick Kesterman.

Fred Way moved that since the constitution provides for the recognition of significant effort on behalf of the goals of S&D, that retired Secretary Bee Rutter be named "honorary" for 50 years of service. Unanimously approved.

* * *

FAST BOATS TO SNAG BOATS
The River Career of
Edward M. Shield
 by
John H. White

ON PAGE 15 OF OUR LAST ISSUE (MARCH) WE PRINTED A TRIBUTE UPON THE DEATH OF E. M. SHIELD THAT WAS CARRIED IN THE *CINCINNATI COMMERCIAL* OF MARCH 26, 1879. WRITTEN IN THE STYLE OF THE 19TH CENTURY, IT GAVE AN ENTICING GLIMPSE OF AN INVENTOR AND ENGINEER WHO CONTRIBUTED MUCH TO THE TAMING OF THE WESTERN RIVERS.

WE ARE PLEASED THAT JACK WHITE NOW GIVES US A MORE COMPLETE PICTURE OF EDWARD M. SHIELD'S LIFE AND HIS WORK. HERE IS DETAIL COVERING HIS EARLY LIFE, HIS SHORT CAREER AS ENGINEER ON SEVERAL OF THE EARLY STEAMBOATS AND THEN BECOMING FOREMAN OF A MACHINE SHOP IN CINCINNATI WHILE STILL VERY YOUNG. THE GRAHAM & (GEORGE) SHIELD MACHINE SHOP BUILT THE ENGINES FOR THE "FASTEST PACKET" OF THE ANTI-BELLUM PERIOD AND ITS ACCOMPLISHMENTS ARE DISCUSSED AT LENGTH AS ARE THE SNAG BOATS FOR WHICH EDWARD SHIELD IS BEST KNOWN.

FIRST, SOME BACKGROUND

Edward Moore Shield was once a well-known river-man whose reputation and achievements have eroded into obscurity since his death in 1879. He designed and built many riverboat engines, including those of the ultra fast DUKE OF ORLEANS. He was involved in construction of rams for the Union army and then an advanced form of snag boat just after the war. But before relating more about Shield's career, let us briefly review the history of snags and vessels designed to remove these hazards to navigation.

North America's central river system includes several broad streams that have served the inland states since the beginning of civilization. Yet they are less than perfect for navigation because of sandbars, rapids, rocks, ice and low water. Many a boatman would list snags as an even greater problem. Snags are nothing more than trees that have fallen into the river. One might assume they would float along in a harmless fashion or be pushed aside by passing boats. Yet many a tree, as it becomes water

logged, sank to the bottom of the stream and became imbedded in soft bottom mud. Thus anchored, they become a spike that can impale a fast moving boat and punch a good size hole in the hull.

Wooden hulls were especially vulnerable. Snags would sometimes travel up through the hull and continue upwards through the cabin. Such was the case with BANNER STATE as she moved up the Mississippi in 1852. The snag not only shattered several staterooms but cut the texas in half before disappearing over the other side of the boat.¹ By some miracle, none of the passengers were injured.

In a similar fashion, the PARIS C. BROWN picked up a snag at Prairie Point that passed through the guard of the boiler deck and the hurricane roof. The hole was quite large but did no damage to the hull. A few hours later, she picked up another snag. It passed through the same hole but did not increase the damage.² Few other boats were so lucky. Many suffered serious hull damage and sank within minutes. The sinking of the SHEPHERDESS in early January 1844 is one such example.³ She was within a few miles of St. Louis when she hit a snag at 11:00 p.m. The boat sank quickly and broke apart in the process. As the wreck drifted downstream, it hit a second snag and then collided with the river bank. The cabin broke loose and drifted onto a sandbar. About forty persons perished in this collision.

During the early years of steamboating about 57% of river accidents were blamed on snags. The public and boat owners demanded action. Something must be done and done quickly to remedy this dangerous hazard to river travel. But who would do the work and how would it be done and who would pay for it? The riverboat interests were none too sure on how to answer the first two questions but they were definite in their response to the final question about payment. That part of the problem was surely someone else's responsibility. Most boat owners felt it was only reasonable to pass the cost of snag removal to the government which in effect presented the bill to the taxpayer. The U.S. Congress responded in a rather niggardly fashion in May, 1824 with an appropriation of \$75,000 to improve the inland river system.⁴ The dollar was worth a great deal more at this time but even so, \$75,000 could not do much to reform the inland rivers. A Kentucky contractor named John Bruce agreed to clear the rivers for just \$65,000. Bruce used small barges and four-man crews. The work was done manually, with ropes, levers, and hand saws. The progress was steady but very slow.

Early in 1827 Henry M. Shreve was appointed by the Secretary of War to devise a more efficient plan for snag removal. Shreve had grown up around the pioneer boat yards at Brownsville, PA and so learned about steamboat design during its first decades. His steamer WASHINGTON of 1816 is considered, rightly or wrongly, as the prototype of the western riverboat. Shreve believed the key to effective snag removal was mechanization - he set out to build a powerful steam-powered snag boat. It would have a twin hull and a massive iron-plated bow. Steam hoists and saws would pull in the unwanted tree trunks and slice them up as cord wood. The first snag boat built in New Albany, Indiana was ready for testing in August, 1829. It proved capable of handling snags sixty feet long by six feet in diameter and weighing seventy-five tons. Some big trees were cut up in just 45 minutes. Six snag boats were built between 1828 and 1838 at a cost of about \$25,000 each. Shreve patented the design on September 12, 1838.

The benefits of Shreve's work were well-proven. In 1832 not one boat was lost to a snag. Many pilots felt it was safe to run at night because the river was so free of these dangerous obstructions. The program's success appears to have sealed its doom. In 1840 Congress cut off its funds and during the following year Shreve was released from his job.⁵

Evidence exists that the work of the snag fleet did not end completely with the dismissal of Shreve. The historic record is seldom consistent or clear. An interview with a marine surveyor named William Pearce appeared in *Cincinnati Gazette* January 17, 1868. Pearce quoted from the logbook of HELIOPOLIS dating from the spring of 1842 when she pulled out and disposed of from twelve to sixteen snags a day. One was described as a giant sycamore tree nine feet in diameter. The ponderous lifting chains were made of iron 2-1/4 inches in diameter. They vibrated like a fiddle string under the strain of this heavy work. The HELIOPOLIS and its sister the ARCHIMEDES pulled out 2695 snags between 1842 and 1844.

Politics was in the background of the government's snag removal program. Democrats favored states' rights and little or no federal involvement in internal improvements. The Whigs held the opposite position and so a see-saw developed between funding and not funding snag removal and other river improvement projects. During most of the nineteenth century the federal government was a largely do-nothing

institution. A lack of income was one major reason. There was no income tax except during the Civil War emergency and so Washington subsisted on revenues derived from excise taxes, customs and import duties. The federal budget in 1870 was about \$307 million - a mere shadow of its current mega size that is counted in the trillions. President Van Buren, a hard money Democrat, cut off funds for snag and sandbar removal - the snag boat fleet was sold.

James K. Polk defeated a congressional plan to keep the snag boats operating in about 1845, with a pocket veto of federal appropriation for that purpose. Yet, members of the opposition party sometimes succeeded in getting funding for special programs through old fashioned horse trading with a hostile president. They would, for example, refuse to support a trade agreement central to the president's overall economic plan unless he would agree to fund their river projects. Another leading Democrat, Lewis Cass of Michigan, contended spending federal funds on rivers and harbors was unconstitutional.⁶ Curiously, a few men who made their living from river salvage were happy to see the work of Henry Shreve come to an end. Boat salvagers needed wrecks and chanted this odd little rhyme hoping for better times:

"Put away those little snag boats,
Boats I care not see;
Sinking big boats by the dozen
Is just the thing for me."⁷

The river interests soon found a champion in the Mexican War hero General Zachary Taylor. Old Rough and Ready promised to clean up the nation's waterways if he succeeded in the presidential election of 1848. Clubs were organized up and down the inland river system to make sure Taylor won that election. After his victory was won, Taylor received a rousing reception in Cincinnati. It was February 1849 during a bitter cold spell that Taylor stepped aboard the steamer TELEGRAPH NO. 2 (5323) bound for Pittsburgh; he was headed for his inauguration in Washington. The normally fleet TELEGRAPH NO. 2 became bogged down in the ice near Moundsville, Virginia (now WV). The President-elect jumped ship, walked over the ice and caught a stage coach headed for the District of Columbia. Taylor's election did not settle the debate over federal funding. However, by the 1860's the issue was settled and despite the usual political skirmishes, harbors and rivers became a fixed part of the national budget.

A manifestation of this policy would be the establishment of the Office of Western River Improvements in August, 1866.⁸ Colonel John N. Macomb was named as Superintendent, with offices in Cincinnati. The river was littered with wrecks that accumulated during the Civil War years. The snag and work boat fleet had been dissipated during these same years. Macomb hired an experienced local river man, Edward Shield, to design and build a new set of boats. Shield had been appointed at about this same time as Superintendent of Steamboat Inspection for the Seventh District. He was surely a veteran mechanic with an impressive reputation as an expert engine builder and came to the new position with some novel ideas for improving snag boat design.

EDWARD M. SHIELD

Before explaining Shield's improvement, we should offer a few basic facts about the inventor himself. He was born in Christeen Mills, Delaware July 13, 1814 and came to Cincinnati with his parents, Francis and Maria, in 1819.⁹ The elder Shield was a native of Chester, England and a machinist by trade. He found employment as foreman in William Green machine shop located on Second Street near Ludlow. A few years later, Francis established his own foundry and machine shop on lower Sycamore Street, very near the steamboat landing. Child labor was perfectly acceptable at the time and so young Edward was put to work. As a boy, he learned the basics of metal working and machine tools. While still in his teens he decided to leave the parental fold and seek a more adventurous life on the river as a steamboat engineer. He ran on the TROPIC between Mobile and Columbus, Georgia on the Chattahoochee River. The TROPIC, 123 tons, was built in Cincinnati in 1836. Starting in 1840, he worked on the JOHN MARSHALL, 202 tons, built in Cincinnati for the New Orleans to Nashville trade. He then returned to Cincinnati while still in his teens and was made foreman in the machine shop of Graham and Shield (later Yeatman and Shield) situated at Pearl and Kilgour Streets.

The "boy foreman" no doubt put-off some of the older hands in the shop but young Edward was not only competent, he had connections. His older brother, George, was a partner, superintendent, and was considered the "mechanical brains" of the firm. Riverboat engines were one of their specialties and in 1842 they undertook to build a powerful pair of engines for the steamer, DUKE OF ORLEANS.

THE DUKE OF ORLEANS

The completion of a new river steamer was hardly major news in a city that had produced hundreds of such vessels since 1814. The DUKE OF ORLEANS was a very large and grand steamer and her builders were especially proud of their handiwork - so proud that they placed an advertisement in the January 31, 1842 *Daily Times* which read:

[To the Editors of the several Cincinnati papers]

Gentlemen: - As mechanics and manufacturers of this city, we beg leave to call your attention to a specimen of our work on the steamboat "Duke of Orleans," now finishing for Messrs. Burns & Sedam, and we ask that you shall fearlessly compare the designs, model and workmanship of the same, with any of the kind witnessed by either of you, from the manufactures of the East, West, North, or South

YEATMAN & SHIELD,

Engine Builders.

LITHURBURY* & LOCKWOOD,

Ship Builders

KISLER & FRANK,

Ship Joiners.

F.A. MILLER, Painter.

The above is a bold and fearless challenge, and we have no doubt that from the reputation of the gentlemen who have signed their names to the above, in their particular departments, that a visit will be highly gratifying to all who visit the "Duke of Orleans." We are told that this boat is decidedly the very best in all respects of any ever built on the western waters.

*Lithurbury's name is misspelled in print again.

The normally skeptical editors were duly impressed upon inspecting the big three-decker as she sat resplendently at the public landing ready to leave for New Orleans on the evening of February 3, 1842.¹⁰ The length of the deck was 180 feet, the width over the guards was 49-1/2 feet and depth of the hold 7-1/2 feet. The hull had a sharp bow and a plumb stern. The main or gentlemen's cabin was 102 feet long; the ladies' cabin was 24 feet long. The article claimed this was the first use of a ladies' cabin but we are not sure that this is correct. The "first" of any innovation rarely goes unchallenged. The stairways were cherry and railings were made of birds-eye maple. The boat had 42 state rooms; each was fitted with two beds. The mattresses had springs and were stuffed with curled hair.

There were five boilers; two or three was more typical. They were 42 inches in diameter and 26 feet long. The smoke stacks were 53 feet high. The engines had cylinders 23-1/2 inches in diameter with a 10 foot stroke. They were said to be the second

largest riverboat engines made to that date. Her tonnage was given as 350 and she could carry 4000 barrels of flour.¹¹ The crew was listed as S.J. Burns, Captain; B. Brazier and W. Williams, Pilots; W. Bickwell, Engineer; and S.L. L'Hommedieu, Clerk.¹²

Being big, beautiful, and luxurious wins no long term notoriety on the river; a boat must also be fast. With five boilers and oversized engines, the DUKE OF ORLEANS was a prime candidate to make a dash for a place in the record books of history. The boat was just a little more than a year old when she left Cincinnati on April 27, 1843 at 5:00 p.m.¹³ She pulled into Louisville the next morning at 10:30; or 133 miles in 12-1/2 hours. From Louisville south she fairly sailed over water. She made all her regular mail and freight stops. The DUKE arrived at the Crescent City at half past 6:00 a.m. on May 2. A record of three days and 20 hours was established - a record that has never been broken. She had outrun every other boat on the river. But the news of this triumph had to wait until the DUKE returned up river because it would be a few more years before the telegraph would connect Cincinnati and New Orleans.

The instantaneous press that we know today was still experimental, and Professor Morse would not send his first message until May, 1844. Just 2 days after Morse clicked out his, "What hath God wrought?" telegram, the crew of the DUKE steamed out of New Orleans on May 20, 1844. It was Sunday morning at 11:10. The recent race between the CHAMPION and YORKTOWN started more talk about speed and who might set a new record on the inland waterways. The crew on this occasion was composed of Capt. C. R. Sedam, Master; Louis Krouskropp, Clerk; E. W. Cunningham, 2nd Clerk; Thomas L. Richardson, Mate; Thomas M. Rowe, 2nd Mate; Isaac West, Chief Engineer; Wesley Reynolds, Andrew Sweeney and Enoch Clements Assistant Engineers. The Chief Engineer laid in a good fuel supply for the start of the trip: 36 cords of pine, 35 cords of cottonwood and cypress, 200 bushels of coal and 35 barrels of rosin.¹⁴ Now rosin would pep the fire up smartly whenever the flames looked a little sluggish. If the rosin supply ran low, West would visit the cook and demand bacon and cooking grease.

The need to refuel hindered the record-setting effort. By the time of the ROBT. E. LEE vs. NATCHEZ race in 1870, fueling barges would be lashed to a boat's sides while underway. The wood would be transferred onto the deck of the steamer as

she moved along. This innovation was not yet in use in 1844 and so the DUKE stopped seven times for a total of 6 hours and 1 minute to wood up. There was an hour and 40 minute delay at the canal near Louisville. The regular business of stopping for passengers, mail and freight at the various landings en route was attended to. So it was a record run but not an artificial speed run such as that with the ROBT. E. LEE in 1870 where she carried no passengers or cargo and made no stops for that purpose. The progress of the DUKE OF ORLEANS record trip was outlined by the following entries in the logbook:

24 hours out arrived at the foot of Natchez Island (265 miles)

24 hours and 40 minutes Natchez to Rodney.

3 days and 19 hours and 40 minutes New Orleans to Cairo.

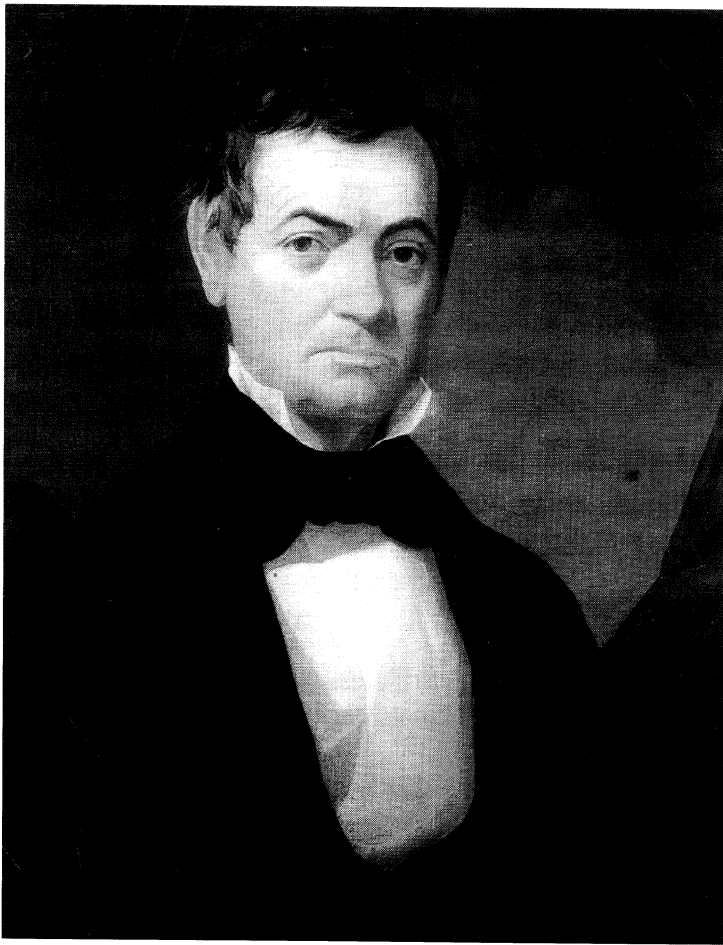
4 days and 6 hours and 15 minutes New Orleans to Shawneetown.

5 days and 4 hours and 30 minutes New Orleans to Corporation (Louisville?).

5 days and 18 hours New Orleans to Cincinnati. (1379.7 miles)

The DUKE OF ORLEANS steamed on proudly for just a few more years and like most packets of that era lasted just over five years. She burned at Hat Island April 30, 1847, between three and four in the morning, while moored near the shore.¹⁵ The fire spread rapidly and the boat burned to the water line. The passengers escaped in a flat boat. Captain Sedam went on to other boats.

Chief Engineer West retired sometime before 1881 but he remained interested in the river and related a few other stories to the *Times Star* reporter as recorded in end note 14. He claimed engineers were hired by the year and devoted full time to the care of their engines. Metallic packing was a notable improvement to old-fashioned wool packing used at the time of DUKE OF ORLEANS. He felt riverboat speed failed to improve because boats grew greatly in size while engines and boilers remained small. He was contemptuous of the recent (1881) run of the steamer R. R. SPRINGER from New Orleans to Cincinnati in 6 days and 2 hours. This pathetic effort showed no progress whatsoever compared to what had been done by the gallant old DUKE OF ORLEANS some 37 years earlier.

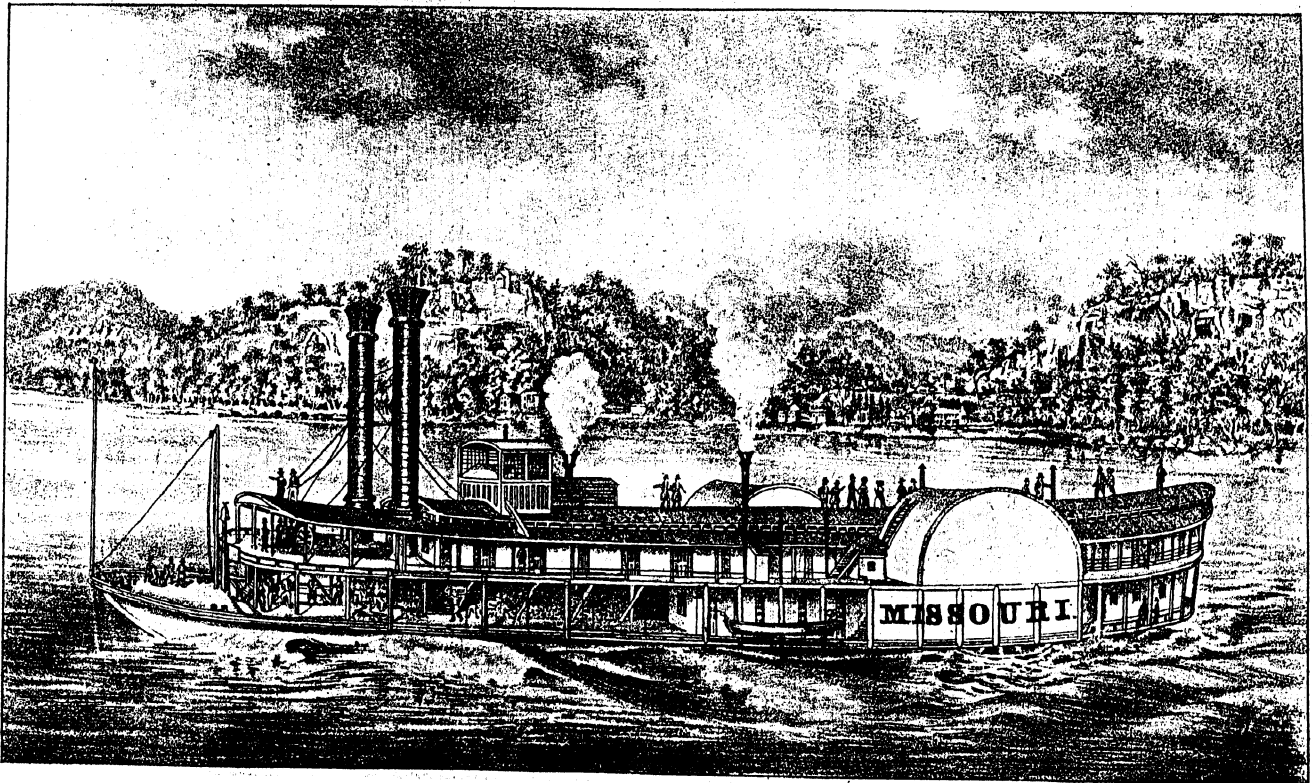


Duke of Orleans (1844)

FOR LOUISVILLE & CINCINNATI.—The fine steamer "DUKE OF ORLEANS," SEDAM, master, will leave for the above and all intermediate landings, on Saturday, 15th inst, at 4 o'clock, P. M. For freight or passage apply on board, or to
F. G. CREGIER,
 June 12 Agent.

This boat will remain sufficiently long at the landing, to give passengers full time to come from off the Hill.

LEFT: Captain Cornelius R. Sedam, master on the historic trip of the DUKE OF ORLEANS (1844), died, 62, April 18, 1862. He was son of the Revolutionary War general of the same name who founded Sedamsville (Cincinnati). Portrait, Cincinnati Museum Center.



We have no drawing of the DUKE OF ORLEANS but she was probably much like this MISSOURI, 425 tons, built at Pittsburgh in 1841. From *Family Magazine*, published Cincinnati, 1841.

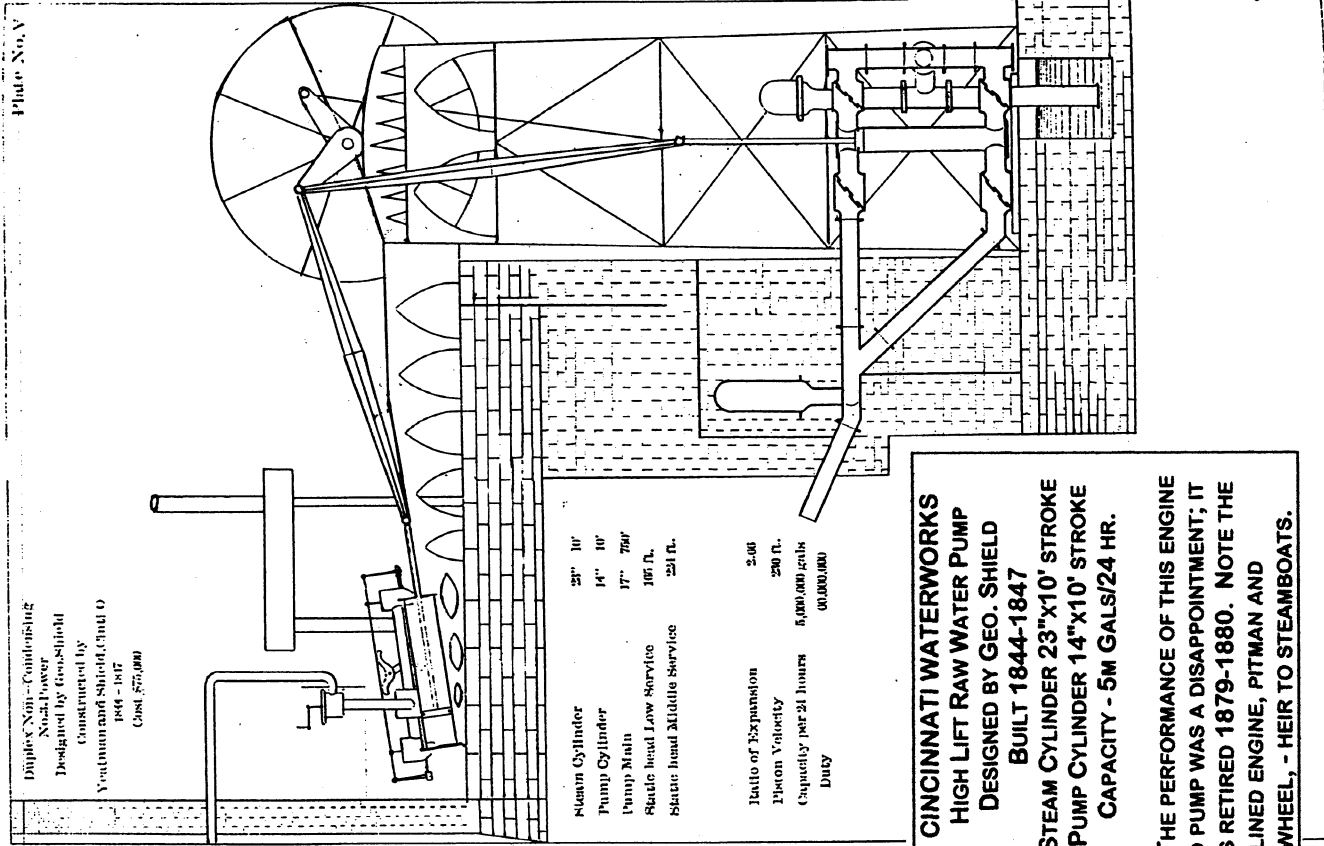


Plate No. V

Duplex Non-Condensing
 No. 2 Power
 Designed by Geo. Shield
 Constructed by
 Veitchman and Shield (Ltd.)
 1844-1847
 Cost \$75,000

Main Cylinder	23" 10'
Pump Cylinder	14" 10'
Pump Main	17" 70HP
Static head Low Service	165 Ft.
Static head Middle Service	231 Ft.

Ratio of Expansion	2.66
Piston Velocity	250 Ft.
Capacity per 24 hours	5,000,000 Gals
Duty	60,000,000

CINCINNATI WATERWORKS
HIGH LIFT RAW WATER PUMP
 DESIGNED BY GEO. SHIELD
 BUILT 1844-1847
 STEAM CYLINDER 23"x10' STROKE
 PUMP CYLINDER 14"x10' STROKE
 CAPACITY - 5M GALS/24 HR.

THE PERFORMANCE OF THIS ENGINE AND PUMP WAS A DISAPPOINTMENT; IT WAS RETIRED 1879-1880. NOTE THE INCLINED ENGINE, PITMAN AND FLYWHEEL, - HEIR TO STEAMBOATS.

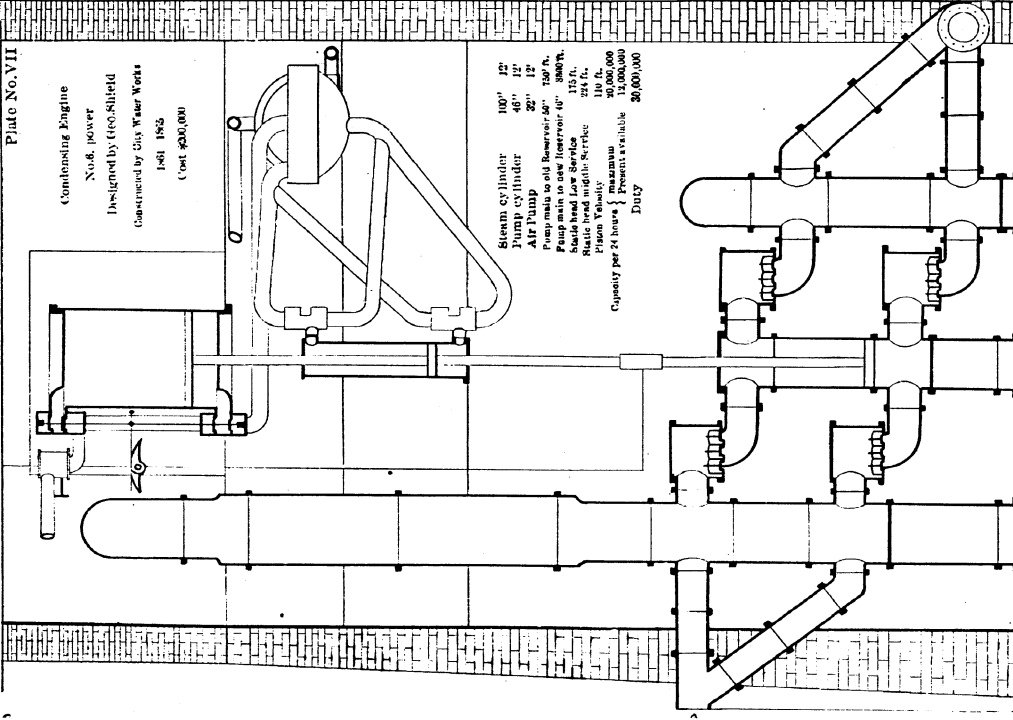


Plate No. VII

Condensing Engine
 No. 4 Power
 Designed by Geo. Shield
 Constructed by City Water Works
 1861-1865
 Cost \$20,000

Steam cylinder	100" 12'
Pump cylinder	46" 12'
Air Pump	26" 12'
Pump main to old basement	150' H.
Pump main to new basement	180' H.
Static head Low Service	115 Ft.
Static head Middle Service	144 Ft.
Capacity per 24 hours	10,000,000
Duty	15,000,000
	20,000,000

CINCINNATI WATERWORKS
HIGH LIFT RAW WATER PUMP
 DESIGNED BY GEO. SHIELD
 BUILT 1861-1865
 STEAM CYLINDER 100"x12' STROKE
 PUMP CYLINDER 46"x12' STROKE
 AIR PUMP 36"x12' STROKE
 CAPACITY 20M GALS/24 HR.

IN BOTH INSTALLATIONS THE PUMP TAKES RIVER WATER FROM AN INTAKE PIPE AT THE BOTTOM OF A DRY WELL. THE PUMP RAN UNTIL 1907; SEE FOUNDATION IN SAWYER PARK.

SHIELD BROTHERS GO SEPARATE WAYS

The notoriety of DUKE likely brought new work to Yeatman and Shield and they prospered for a time. The American economy was, however, never stable for long and periodic panics plunged once-successful businesses into bankruptcy. George Shield went on to find employment as mechanical chief of the Cincinnati Water Works. Edward had meanwhile opened his own machine shop, the Fulton Foundry, on Front Street. It was one of many mechanical establishments in the old Third Ward that was also commonly called the Flat Iron district. In 1861, Edward had had enough of metal chips and molten iron and retired. His disenchantment soon abated; the drums of war drew him back to his old occupation. Shield was not at all shy about using friends in high places to obtain military contracts. He visited his friend Solomon P. Chase, now Secretary of the Treasury, in Washington and returned to the Flat Iron district with enough work to keep most of his old comrades busy for months.

Shield himself got the job to rebuild several packet boats into rams according to the plan of Charles Ellet, Jr. In this way, war vessels could be made ready quickly to confront the rebel forces on the river. The LANCASTER, SWITZERLAND, MONARCH and QUEEN OF THE WEST were ready for duty by May, 1862 and performed well to take Memphis and rout the Confederate Navy.¹⁶ After the fall of Vicksburg in July, 1863, regular river traffic could resume; however, it would be years before normal trade with the American south recovered. This represented a serious loss to Cincinnati businessmen such as E. M. Shield. A government job now seemed more appealing than it had in times past.

And so we will now resume the story of Edward Shield and the snag-boats built shortly after the Civil War concluded. Jerry Sutphin compiled a fine history on the snag boat R.E. DERUSSY for *Reflector*, June 1995 issue; I will summarize this account and add some new information found since. The DERUSSY was one of three new snag boats built under the direction of Shield upon assuming his duties as an Assistant Superintendent in the Corps of Engineers' Office of Western River Improvement. Shield had plans to enlarge and improve the basic twin hull snag boat as devised by Henry Shreve some forty years earlier. He would enlarge the vessel's overall size but only somewhat. He had ideas for more engines and improved rigging to seize and haul



CINCINNATI DAILY TIMES, JANUARY 9, 1855

in the snags. His first effort was to rebuild the packet boat COMMODORE (1269), a nearly new 348-ton vessel built in Cincinnati in 1866. She would be a combination snag and wrecking boat. Work on the COMMODORE was finished in April, 1867, when she was renamed J. G. TOTTEN (T1250A). Joseph G. Totten was born in Washington, D.C. in 1788. He graduated from West Point Academy to become a lifelong army engineer. He was active in the War of 1812 and the Mexican War. After the war he was active in the lighthouse and harbor improvements work. He was given a desk job during the Civil War and died while still in office in 1864.

The TOTTEN apparently served as a mechanical prototype for Shield's three snag boats - with the exception, of course, for the hull. Two of the boats, the COL. S. H. LONG (T2214A) and the COL. J. J. ABERT (T0469), were built in Cincinnati. The third, the R. E. DERUSSY (T2088A), was built at New Albany, Indiana. These boats were launched in December of 1867. The pair constructed in Cincinnati were described by a New York newspaper correspondent as most peculiar-appearing vessels, looking like a pair of giant beetles who had crawled out of the river to stretch their legs. They sat high off the ground on stilts.¹⁷ The hulls were completed in just ninety days and had remained in place for about two months because the river had been too low for a successful launching. At 11:00 on December 18, 1867, the COL. J. J. ABERT would slide down the ways at the Marine Railway in Fulton.¹⁸ She had been constructed under the supervision of the yard's O.P. Tharp. Her machinery would be made and installed by C. T. Dumont of Cincinnati. The cabin would be made by Morton and Startzman of the same place. The COL. S. H. LONG was launched a few minutes after noon on the same day at the nearby Hambleton yard. Her machinery was to be made by

Vance and Armstrong at Madison, Indiana. Both launchings went smoothly and once in the water, the hulls were towed to the foot of Ludlow Street in the east end of Cincinnati. The ABERT was completed in March, 1868; we assume the LONG was ready at about the same time.

Both vessels were named for prominent army engineers of that time. John James Abert was born in Shepherdstown, Virginia (later West Virginia) in 1788; his father had emigrated here from France. Abert graduated from West Point exhibiting considerable strength in math as a student. He tried law briefly, but joined the Army during the War of 1812. Two years later he became a Major in the Topographical Engineers Corps. Much of his early career was spent surveying harbors and rivers in the eastern United States. He then was assigned to the western part of the country, where he also served as a Commissioner of Indian Affairs. He became a friend and supporter of artist John Audubon during his western tour of duty. Abert retired just as the Civil War started, and he died two years later.

Stephen Harriman Long, the namesake of the second boat, was born in New Hampshire in 1784 and graduated from Dartmouth College in 1809. He taught school for a few years before joining the U.S. Army in 1812. After the war, Long explored the American west for the federal government. His career was so varied and busy that it is difficult to summarize it in a few words, but he was involved in numerous railroad surveys as well as locomotive and bridge design. He retired from active service in 1863 and died in September of the following year.

The third boat, R. E. DeRUSSY, was also built in New Albany and launched in December 1867. Plans to tow the hull to Louisville for completion were abandoned because of low water and an agreement to do the work below the Falls of the Ohio at Portland Landing was developed.

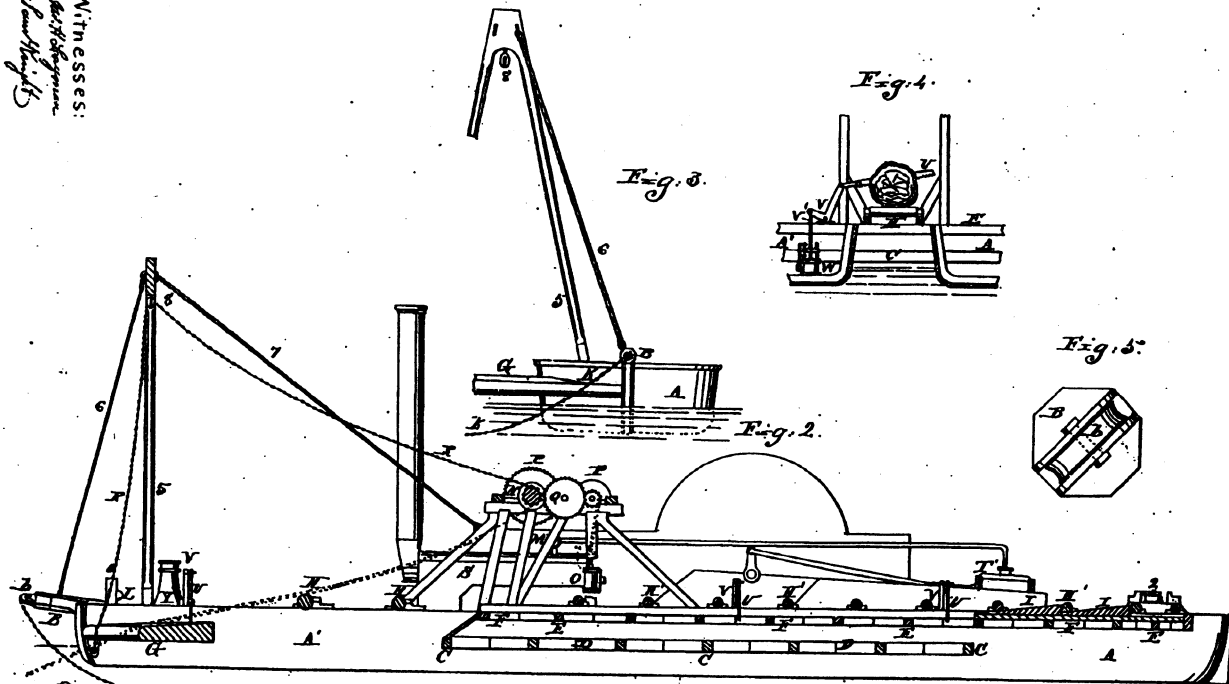
The third boat, R. E. DeRUSSY, was also built in New Albany and launched in December 1867. Plans to tow the hull to Louisville for completion were abandoned because of low water and an agreement to do the work below the Falls of the Ohio at Portland Landing was developed. E.M. Shield accompanied her on her first trip in April, 1868 to St. Louis. She performed extremely well and in 1869 she removed 928 snags that weighted about 10,000 tons. Sometime later, while working near Island 37, she pulled out a cottonwood tree 130 feet long and sixteen feet in circumference. It took three and one

half hours to get the tree onto the boat. In late August, 1870, the DERUSSY was at work near Cairo where she attacked a sycamore tree 95 feet long.¹ After 22 rammings, the monster snag gave way.

The DERUSSY outlasted her sisters by many years and was dismantled in 1892. She was named for Rene E. DeRussy, who was born in New York in 1790. He graduated from West Point in June 1812 and was active in our second war with Great Britain. He built forts for coastal and harbor defense after the war and was long time Superintendent of the West Point Academy. He was Commander of the Corps of Engineers from 1858 to 1861. He was then put in charge of fortification at San Francisco. He died while still on active duty in November, 1865, at the age of 75.

The three boats just discussed were built on the same plan which can best be understood by referring to the patent drawing reproduced nearby. The twin hull plan was a standard feature for snag boats since the 1820's. The size of the Shield boats was not greatly larger than the first generation of this specialized craft. However, the trio of vessels launched in 1867 were more complex and efficient than any of their predecessors. They were mechanized tree disposers that used machinery rather than men to do the work. They had ten auxiliary engines in addition to two main propulsion engines. They employed ten to fifteen men rather than the forty to fifty needed on the old Shreve boats. The auxiliary engines varied in cylinder size from 6 inch by 12 inch to 10 inch by 15 inch. The main engine had cylinders 22 inches by 72 inches. There were four boilers 42 inches in diameter with double flues. There was a doctor engine and a bilge pump on each hull. Each hull was 25 feet wide by 150 feet long by 7 feet deep and they were placed 12 feet apart. Total width over the hulls was 62 feet but over the paddle boxes it was 85 feet. This gave the boats a very square appearance. The wood hulls were heavily framed and bottom planks were four inches thick. One quarter inch iron plate was used as armor near the prows because the boat would batter or ram the snags to loosen them from the river bottom. The hoisting chains were made from two inch iron rods. Because of their complexity, these were unusually costly boats. The estimates in two newspaper accounts of the time vary between \$75,000 to \$125,000 each while an ordinary packet of the time cost about \$30,000.²⁰

Witnesses:
Charles W. Johnson
Samuel H. Smith



Inventor
E. M. Smith
By Charles W. Johnson
Samuel H. Smith

No. 295,609.

Patented Dec. 5, 1869.

Fig. 4.

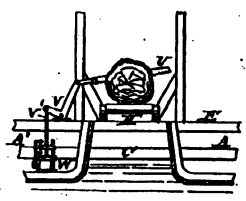


Fig. 3.

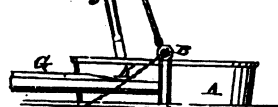


Fig. 2.

Fig. 5.

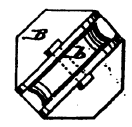
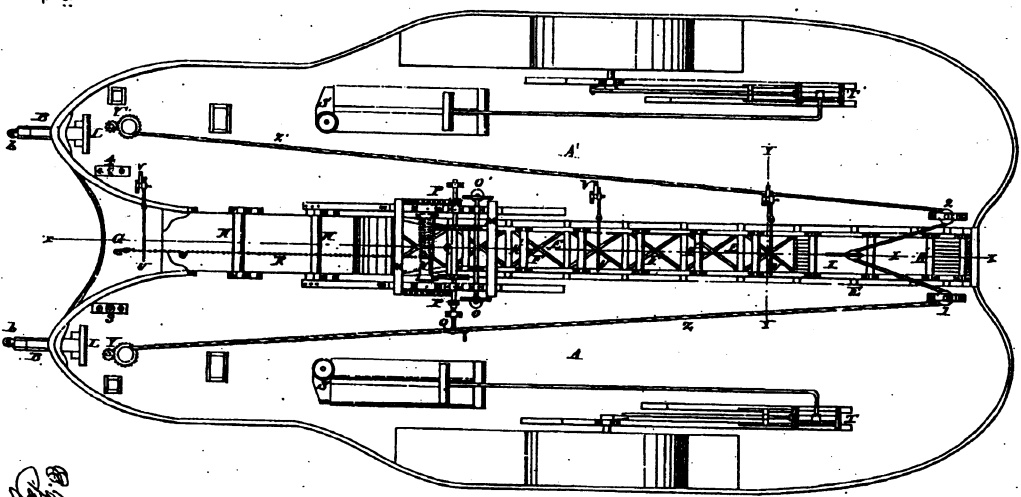


Fig. 1.



Witnesses:
Charles W. Johnson
Samuel H. Smith

INVENTOR
E. M. Smith
By Charles W. Johnson
Samuel H. Smith

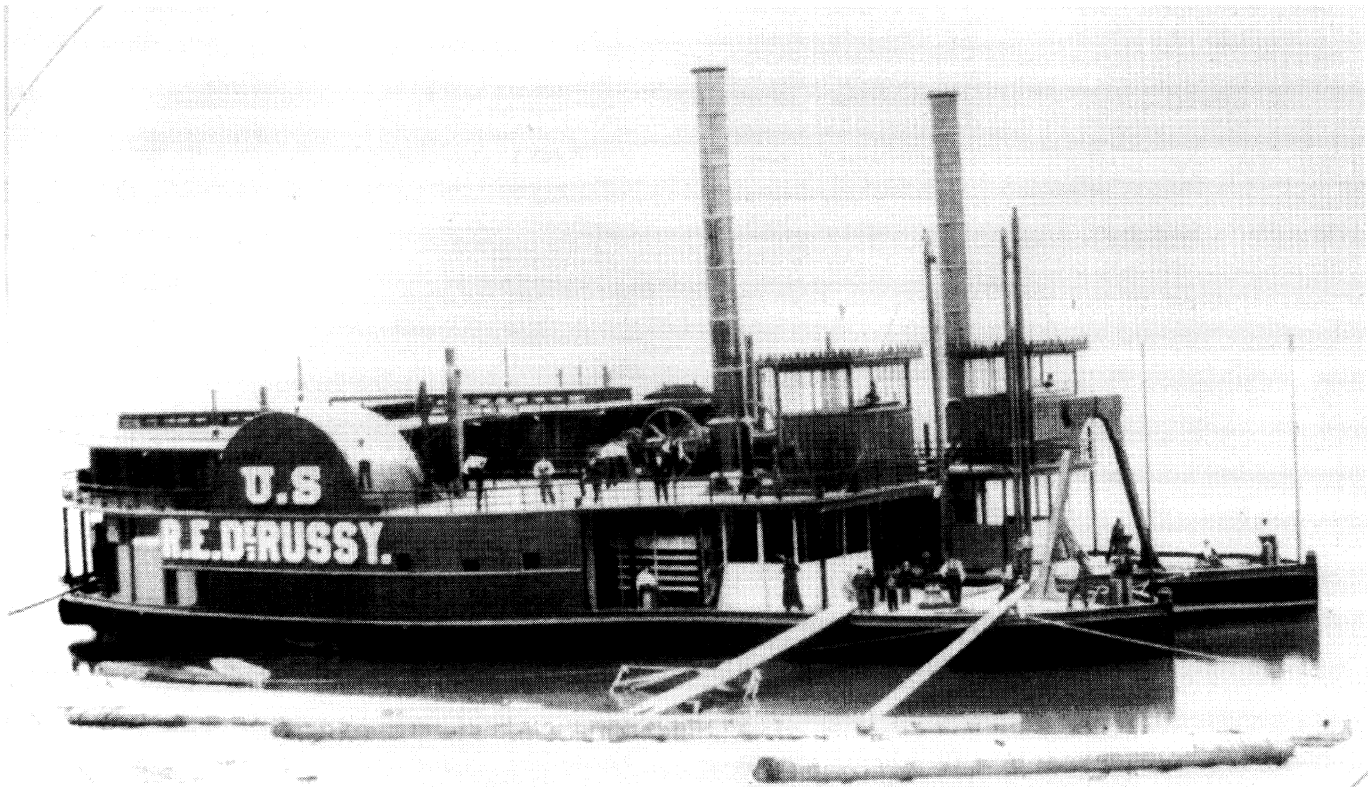
No. 295,609.

Patented Dec. 5, 1869.

Steam Boat

E. M. Smith

Shaw & Sons



The R. E. DeRUSSY at the Portland Landing, April 1868.

She left Portland, Kentucky on April 30 for St. Louis, Missouri with E. M. Shield, the designer and construction superintendent, on board to evaluate her performance. He reported to Col. John Macomb, "Her machinery worked well, and her speed much faster than was anticipated." Murphy Library Photo.

Office of Western River Improvements

Cincinnati, O., 13th December 1867

Brig & Bvt. Maj. Genl. A. A. Humphreys

Commanding Corps of Engineers

Washington, D. C.

General,

The Contracts with Denis Long for furnishing the boilers and machinery for the Snag boat General R. E. DeRussy is based upon the conditions, on the part of the Government, that the boat should be placed at Louisville landing. The boat is expected to be launched at New Albany tomorrow and it is impossible at the present stage of water to tow her up the Falls of the Ohio, and it will require a very high state to pass her down again over the falls, on her being completed.

Mr. Long is ready to commence setting up the machinery as soon as we can place the boat within his reach. The nearest landing to his works, that is available to us, is at Portland. Mr. Long offers to set up the machinery & on

board the boat at that point, for the sum of twelve hundred and fifty-seven dollars (\$1,257) additional, the same being for tolls, differences in hauling, labor etc. arising in part from the fact that hands can scarcely make three quarters of a day owing to the time lost in passing between his shop at Louisville and the boat at Portland.

I trust I may be authorized to pay Mr. Long the additional amount. The "DeRussy" will then no doubt be the first boat ready for active operations and the cost of her boilers and machinery, even with the above additions, will be less than that of either of the other boats.

I remain very Respectfully

your most obt. servant

J. W. Macomb, Col. of Engs.

Bvt. Colonel, U.S. Army.

National Archives Record Group No. 77, Records of the Chief of Engineers, M 619 - 1867, courtesy Dr. Leland Johnson.

Shield received a U.S. patent for his design on October 5, 1869. He claimed six improvements over existing designs, - from the use of auxiliary engines to the head booms used to catch and upend the snag itself. Yet, why did over twenty months go by since the launching date and the appearance of the patent? Can this be explained by the inefficiency of the Patent Office and government bureaucrats? Or was it the slowness of the inventor to apply for the document. Both are possible, but I suspect the delay was an argument between the inventor and patent examiners over the exact language of the patent claims. There was often a disagreement over what was claimed as new and novel, with the inventor wanting to claim more than the examiner would allow. In the end, the patent likely had rather little commercial value because so few new snag boats were built during a given period. The potential market was very limited at best.

Shield could take satisfaction in lives and property saved, for the removal of each snag could mean the avoidance of a marine disaster. Not long after the trio of snag boats entered service, Shield went away from the city and the river to a quiet country estate in Loveland, Ohio. He did not entirely retire from business affairs, however, and took a leading role in establishing the Mt. Adams and Eden Park Inclined Railway. But his health was beginning to fail; always a large man, he now weighed over two hundred pounds. He died at home of heart disease in his 65th year on the morning of March 25, 1879.²¹ He was survived not just by his friends and family but by hundreds of sturdy steam engines that puffed and wheezed for decades after their designer had departed this planet.

[Special thanks to M'Lissa and Rick Kesterman, Cincinnati, for their help in researching this article.]

ENDNOTES

1 Frederick Way, Jr., Way's Packet Directory 1848-1994, p. 38.

2 Cincinnati Commercial, October 21, 1879. Hereafter, COMM.

3 James T. Lloyd, Lloyd's Steamboat Directory, and Disasters on the Western Waters, 1856, pp. 137-140.

4 Nautical Research Journal, Vol. 26, No.1, 1980, pp. 38-42 included an article on snag boats and snag removal. Two more articles on the same subject appeared in numbers 2 and 4 of this same Volume.

5 Walter Havighurst, Voices on the River, 1964, p. 76.

6 Ibid, p. 98.

7 COMM., November 1, 1879.

8 Leland R. Johnson, The Falls City Engineers: A History of the Louisville District, Corps of Engineers..., 1978, p. 115.

9 Details on Shield's life are drawn from In Memoriam: Proceeding of the Memorial Association, Vol. 1, 1881 ; COMM., March 26, 1879 and April 20, 1879.

10 Both the Enquirer and Gazette for February 3, 1842 printed descriptions of the DUKE OF ORLEANS. The Enquirer's account was copied from the morning edition of the Republican. Enrollment papers dated September 19, 1843 give the hull size as 178 feet x 27 feet x 6 feet. Cornelius R. Sedam held 2/3 ownership, Briggs Swift held 1/3 ownership. Hereafter, GAZ.

11 Lytle's Merchant Steam Vessels of the United States, 1790-1868 gives the DUKE's tonnage as 307 and claims she was lost April 29, 1848. Such discrepancies seem to be common in the historic record and we can offer no way to reconcile them.

12 The clerk listed as S.L. L'Hommedieu may be a relative of S.S. L'Hommedieu (1802-1875), editor of the Cincinnati Gazette and later President of the C.H. & D. R.R.

13 GAZ, May 12, 1843.

14 Cincinnati Times Star, May 11, 1881 offers a recollection from Isaac West on the 1844 trip. The Waterways' Journal, August 6, 1904, p. 6, reproduced a portion of the boat's log book. GAZ, June 3, 1844, offered a few details of the trip.

15 COMM., May 6, 1847. Both Way and Lytle-Holdcomer List (LMS) contend the boat burned April 29, 1848 at St. Genevieve, MO., which is near Hat Island.

16 Many studies are available on the inland rivers during the Civil War. I found Jack D. Coombe's Thunder Along the Mississippi, 1996, useful on the subject of Ellet's rams.

17 GAZ, January 17, 1868 - the descriptions must have been written sometime earlier because the boats had been launched almost a month earlier.

18 GAZ, December 19, 1867.

19 COMM., August 23, 1870.

20 The GAZ, December 19, 1867 and January, 1868.

21 COMM., March 26, 1879.

THE NINE LIVES OF THE DELTA QUEEN

NEW OWNER - DELTA QUEEN STEAMBOAT CO.

First, some background, - as we can untangle it. The story seems to start and end on the West Coast.

On December 27, 2005 Ambassadors International, Inc. signed a deal to acquire American West Steamboat Co. This is the company operating the two plush sternwheel cruise boats in Columbia River service from Portland which expanded in 2003 to Alaska and the Inside Passage. The QUEEN OF THE WEST, 161 passengers, concentrates on the Columbia-Snake River service. The larger, 235 passenger, EMPRESS OF THE NORTH provides a somewhat different river itinerary and switches to the Alaska run from Seattle in the summer high season.

The Delta Queen Steamboat Co., based in New Orleans, has struggled with disruption of the tourist trade since hurricanes Katrina and Rita blew through in fall 2004. The company was acquired by Delaware North Companies in 2002 following the collapse of American Classic Voyages, or whatever that ambitious empire called itself. It seemed that the company had brighter prospects for the 2006 season after following a prudent program of customer nurturing and limiting cruise offerings to match berth capacity to the prospects for tourist recovery.

Then on April 6 it was announced that Delaware North had sold the DQ company to Ambassadors International, Inc. This company is in the cruise, marine, insurance and travel business in addition to the recent entrance into the western river and Puget Sound cruising. Joe Ueberroth, President and CEO of Ambassadors International observed that, "The combination of the Delta Queen Steamboat Co. with American West Steamboat Co. takes two significant regional businesses and creates a national, American cruise company. The operations will be combined under Ambassadors Cruise Group and be led by David Giersdorf." A startling headline for the venture on April 6 proclaimed, "DELTA QUEEN HEADS TO WEST COAST." But, there is as yet no evidence that the DQ will attempt a westerly transit of the Panama Canal any time soon. About as likely would be the arrival of a "heavy-lift" vessel outside of the Mississippi Jetties with the QUEEN OF THE WEST aboard but anything is possible!

Behind all this conglomeration is upwards of \$100M in debt guaranteed by the U.S. Maritime Administration, - and that means the taxpayer.

This deal was officially consummated on April 25 and soon got a little larger. Ambassadors Cruise Group announced that it had secured the first preferred mortgage, \$9 million, on the COLUMBIA QUEEN, the competition service in the Columbia River trade. The 6% loan is through the U.S. Department of Transportation so all is secure. Ambassadors doesn't have ownership rights to the COLUMBIA QUEEN but does hold the purse. (See *Reflector*, Sept., 2000, pg. 11 for C.Q. photos.)

We wish the new owners of the inland cruising empire all success.

Thanks to Bill Judd and Dale Flick for posting us.

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Remote
Boat
Demos

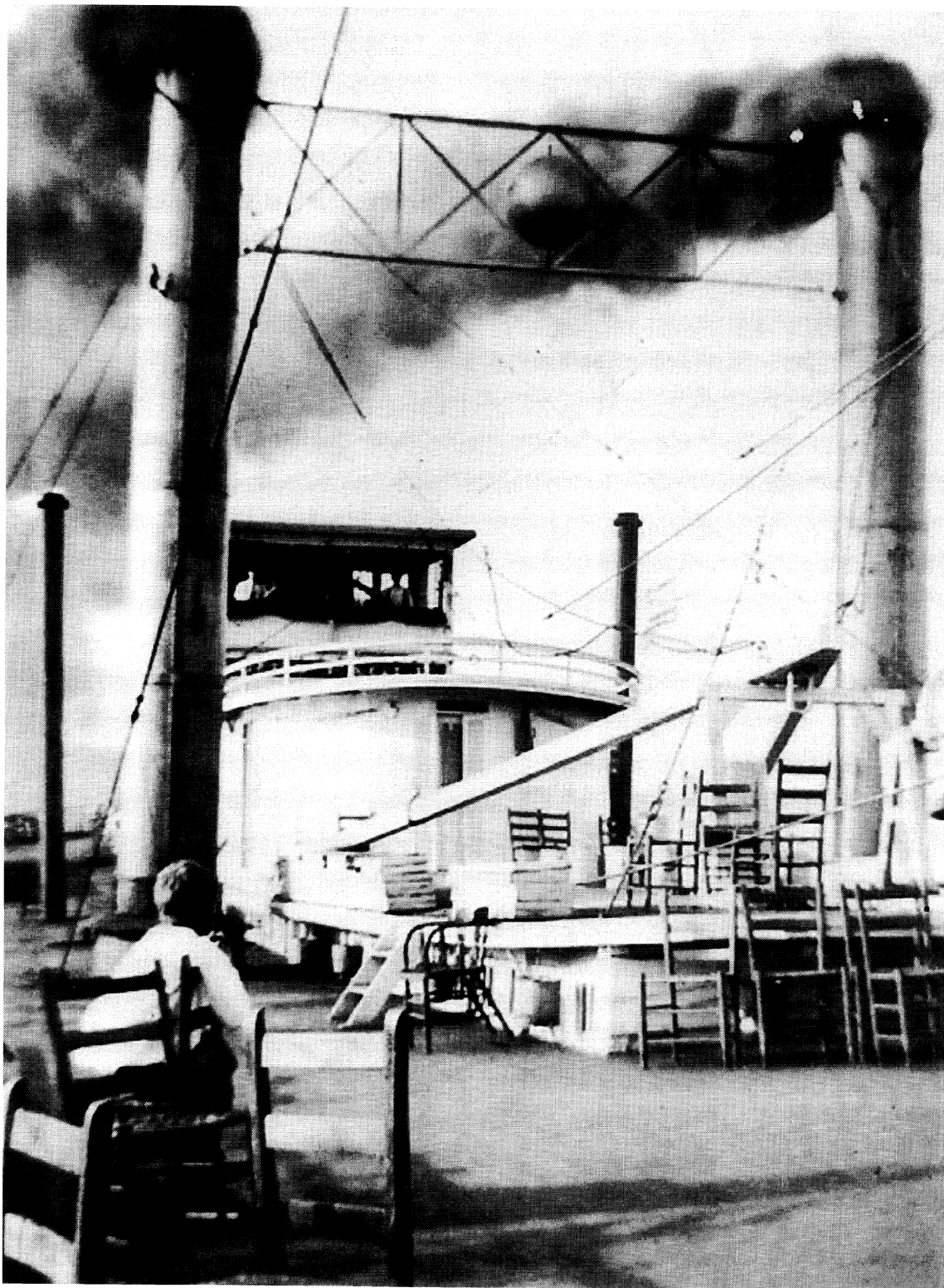




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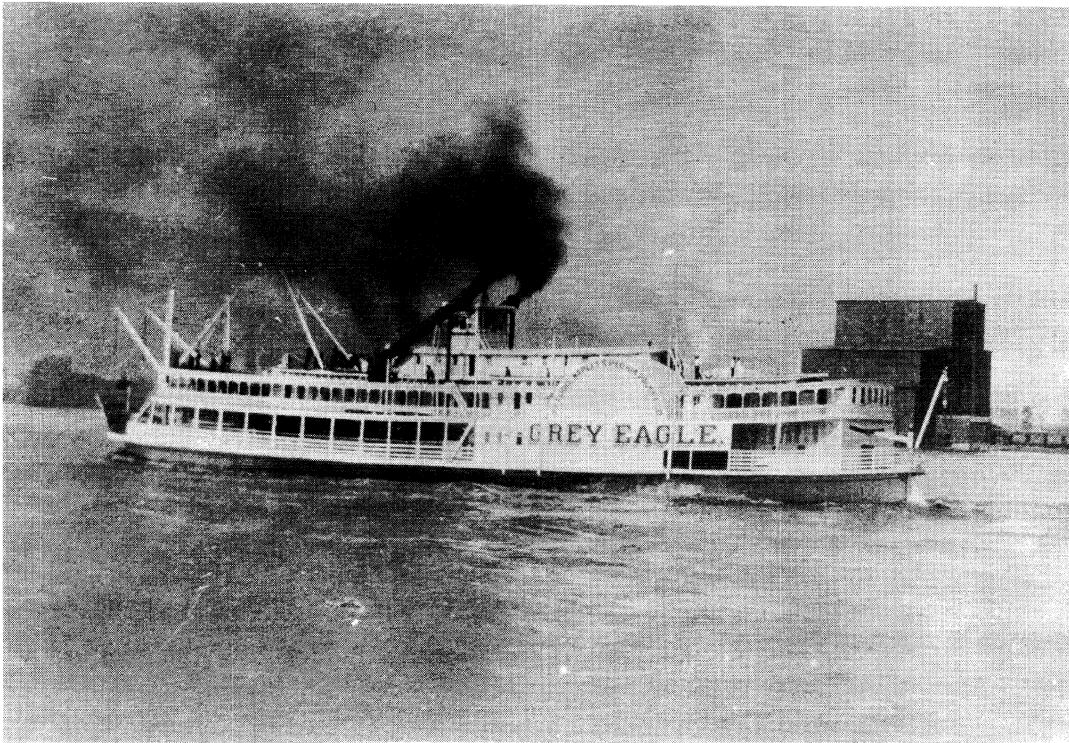
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PICKING CLUES IDENTIFIES A PICTURE!

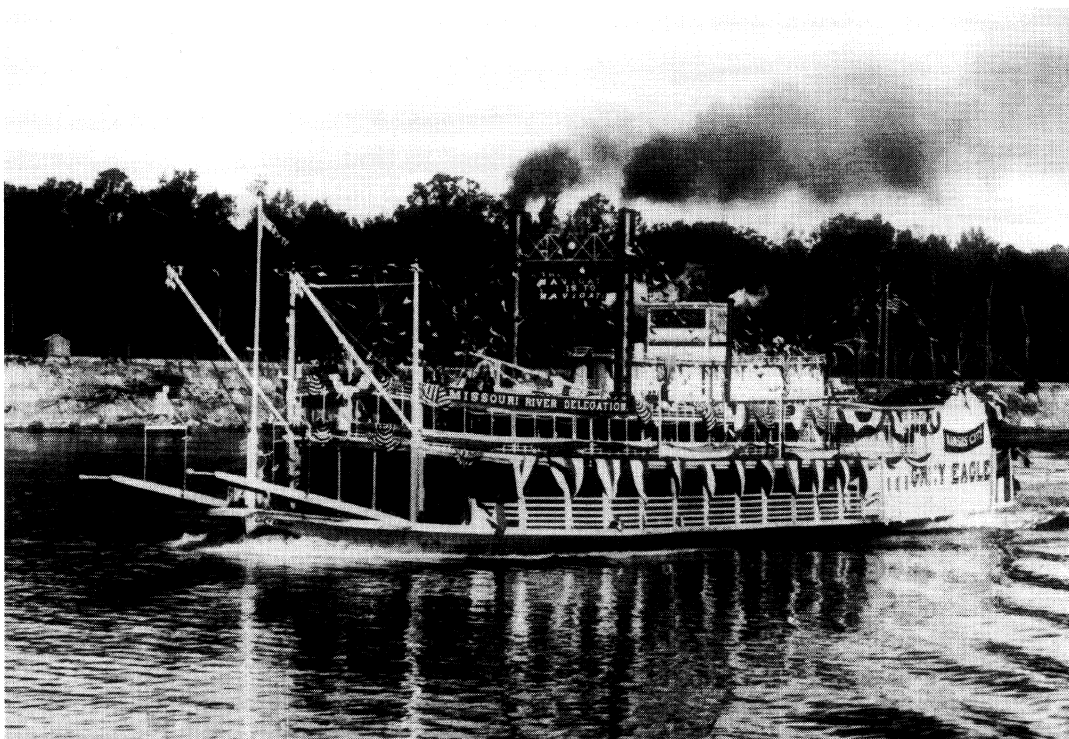
THIS PHOTO IS FROM THE COLLECTION OF BARBARA HAMEISTER AND CAUGHT THE EYE OF DALE FLICK, - BUT IDENTIFICATION IS NOT AS EASY AS READING THE PILOT-HOUSE NAMEBOARD. ENLISTING THE EXPERTISE OF SEVERAL MEMBERS OF THE M.O.R. CHAPTER THERE WAS CONSENSUS THAT IT IS THE GREY EAGLE (2463). UNUSUAL IS THE GIRDER-LIKE SPREADER BAR BETWEEN THE STACKS WHILE THE BALL SAYS SHE IS OWNED BY THE EAGLE PACKET CO. NOTE THE A-FRAME USED FOR STACK LOWERING WHICH RESTS ON THE SKYLIGHT ROOF.

THANKS TO D. FLICK FOR THE PRINT.



ABOVE: THE GREY EAGLE IN HER EARLY DAYS WITH TALL STACKS AND USING THE A-FRAME TO LOWER THEM. FROM THE 1890S ON THE MORE CONVENIENT CHRISTY PATENT ELEVATOR JACKSCREW DEVICE WAS COMMON.

BELOW: THE GREY EAGLE IN HER LATTER DAYS IN THE EXCURSION TRADE WITH SHORTER STACKS, A-FRAME AND THE GIRDER SPREADER BAR. HERE, SHE IS PARTICIPATING IN THE 1909 PARADE DOWN THE MISSISSIPPI ACCOMPANYING PRES. WM. HOWARD TAFT, CHARTERED BY KANSAS CITY COMMERCIAL CLUB.



HARBOR BOATS OF ST. LOUIS

by
Joseph E. Vollmar, Jr.

The history of St. Louis is inextricably linked to the mighty Mississippi river in both commerce and entertainment. While there were a myriad of steamboats that plied the inland waterways in the early days of St. Louis, "stay-at-home" boats - harbor boats - did not venture often or too far from the port of St. Louis. The most memorable of these were the harbor tugs SUSIE HAZARD (T2263) and the ERASTUS WELLS (1695).

The SUSIE HAZARD was built in St. Louis in 1881¹ by James Hazard and was supposedly named after one of the ladies of the Hazard family. The tug's design was advanced for the times in that a propeller, which is more efficient than a paddle wheel, was used for propulsion. This was common in harbor tugs on the east and west coast but the SUSIE HAZARD was among the first on the Upper Mississippi river with this design. Among the SUSIE HAZARD's other merits was the fact that her hull was built of wrought iron, a product that was noted for its longevity, which became an asset as the tug aged.

However, a tug with a propeller draws more water than the traditional, flat hulled, stern-wheel river towboats of the time. Because the SUSIE HAZARD drew 9 feet of water, when the river stage got too low she was frequently dipping her keel into the mud thus forced to become inactive.

From the time she was built in 1881 until approximately the early 1930's, the SUSIE HAZARD was used to switch barges from one dock to another. However, she sat idle a great deal of the time because of her 9 foot draft and frequent low water. In the late 1930's the SUSIE was used to tend the barges that laid the underwater cables from Union Electric's power plants on the east side of the Mississippi River to the St. Louis side. The SUSIE HAZARD, whose boiler was coal fired, was probably not in service in the 1940's because of the strict smoke abatement policy in effect in St. Louis.

The other harbor boat of historical significance was the ERASTUS WELLS (1895), later (in 1932) renamed the CITY OF ST. LOUIS (1132). On October 16, 1907 this new harbor boat, designed by John Frederick Deppe and christened the ERASTUS WELLS, was towed by the harbor boat MARK

TWAIN (3761) - former (earlier) CITY OF ST. LOUIS (1131) renamed 1903 - from the Grafton Boat Yards in Illinois, where it had been constructed, to the St. Louis riverfront. Steamboat men who witnessed the construction and the trial runs said that the boat was perfect in her equipment and specifications.

It was the last journey for the MARK TWAIN; after towing the new boat to St. Louis, she was dismantled. Her two engines and machinery were transferred to the ERASTUS WELLS by the St. Louis firm of Schoellhorn-Allbrecht Machine Co. Inc., a company that is still in business today. Stripped down to her hull, the boat became a city landing-vessel.

Commissioned by the City of St. Louis and built at the cost of more than \$65,000 dollars the ERASTUS WELLS, 186 feet long and 50 feet wide in the middle, was a steel hulled, side-wheeler with four boilers, capable of steaming at 12 miles an hour against the current. She was designed to perform river police duty, fight fires, and use her powerful pumps (which supplied high-pressure streams of river water at the rate of 6,000 gallons of water per minute) to keep the levee clean of silt deposits. In between these duties, the ERASTUS WELLS carried, as guests of the Mayor and City, visiting dignitaries on excursions on the Mississippi River. Hearsay has it that Charles Lindbergh and Presidents Harding and Coolidge were among those dignitaries.²

Who was Erastus Wells for whom this boat was named? He was the father of the St. Louis mayor at that time, Rolla Wells. Erastus Wells, who lived from 1822 to 1893, came to St. Louis from New York in 1843 with only \$140 to his name. With a population of 30,000 to 40,000 the city had no transportation system. In time, Wells formed a partnership with Calvin Case, a prosperous local businessman, and together they built the first horse drawn streetcar line west of the Mississippi. It operated from the ferry landing on North Market to the business district. Later, in 1859, Wells obtained a charter for the first street railway company that ran along Olive Street.

In 1848 Erastus Wells was first elected to the St. Louis City Council and served continually on that body from 1854 to 1869. During that time, he was one of the earliest advocates for improving sanitary conditions and the water supply in St. Louis. In 1869, Wells was elected to Congress from the First

¹ *Way's Steam Towboat Directory* incorrectly reports the year as 1891.

² The ERASTUS WELLS followed the design of an excursion boat, rather than that of a workboat, and thus is listed in *Way's Packet Directory*.

District and served for eight years. While in Congress he helped Captain James B. Eads secure legislation that funded the construction of jetties at the mouth of the Mississippi, thus improving navigation on that very important waterway. These and many other civic achievements during his lifetime clearly entitled him to the honor of having a new harbor boat named after him.

Following its maiden voyage in 1907 the ERASTUS WELLS spent many years as a hardworking harbor boat as well as a vessel for entertaining important dignitaries on river trips. However, during the early years of the Great Depression, the City was unable to fund the vessel's \$51,000 annual operating cost. In 1932 the ERASTUS WELLS was auctioned off to the highest bidder, Commodore Edwin C. Koenig, for \$ 6,100. Shortly after the purchase, Commodore Koenig renamed the vessel the CITY OF ST. LOUIS (1132), and she was remodeled to be an excursion boat. It was reported that Commodore Koenig hoped to race the CITY OF ST. LOUIS in an attempt to beat the ROBT. E. LEE's record travel time from New Orleans to St. Louis. However, the race was never undertaken.

After two unsuccessful years as an excursion boat, The CITY OF ST. LOUIS made its' final voyage on Labor Day, 1932, from St. Louis to Ste. Genevieve and return. It then took its' place on the St. Louis levee where it was moored, idle, for many years. In 1942 the CITY OF ST. LOUIS was sold to Mr. George Bolz of the Bolz Dredging Co. of St. Louis and was used as a landing boat for the company's marine equipment. In early 1943 the Allied Oil Company purchased the vessel. The superstructure, engines and boilers were removed and the hull was used as a landing barge for that company's operations in Cape Girardeau, Missouri. There is no record of the hull's final disposition.

It should be mentioned that the author has a personal interest in the history of the CITY OF ST. LOUIS. John F. Deppe, who designed, drafted the plans and supervised construction of the vessel (as the ERASTUS WELLS), was the grandfather of the author's wife. While in the Army Air Corp in mid-1943, the author's mother sent him a clipping describing the sale of the CITY OF ST. LOUIS by Bolz Dredging Co. to Allied Oil Company and the

possibility that the vessel might be dismantled. The author contacted George Bolz, who was a friend, and asked him to purchase the pilot's wheel and running lights on the author's behalf. It was agreed that the items would be transported to St. Louis and stored until the author's discharge from the Army Air Corp.

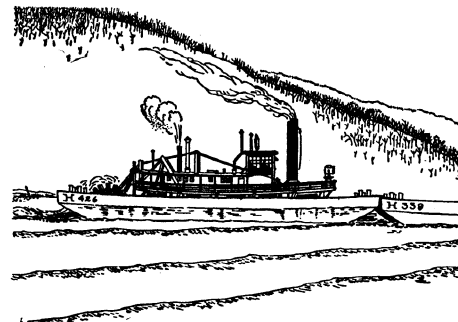
After many years in storage and after some refinishing, in 2001 the author and his wife donated the pilot wheel and running lights to the St. Louis Mercantile Library at the University of Missouri-St. Louis, where they are on permanent display. These are the only artifacts remaining of the CITY OF ST. LOUIS.

A final note. The pilot wheel from the SUSIE HAZARD also rests with the Mercantile Library at the University of Missouri-St. Louis. How did it get there? Ruth Ferris, a teacher at Community School, had an extensive knowledge and interest in riverboat lore and when the Streckfus brothers dismantled the SUSIE HAZARD in 1958, they gave the wheel to Ruth Ferris who later donated it to the Mercantile. Here, these two representative artifacts remain as a testament to St. Louis' illustrious riverfront history.

SELECTED READINGS

1. Cox, James, *Old and New St. Louis*, St. Louis, 1894, Central Publishing Co.
2. *Encyclopedia of the History of St. Louis*, Hyde W, Conard, HL eds. New York, Louisville, 1899, The Southern History Co. ,
3. *St. Louis Globe Democrat*, October 17, 1907, pg. 15.
4. *St. Louis Globe Democrat*, October 20, 1907, pg. 17.
5. *St. Louis Globe Democrat*, December 19 1907.
6. *The Waterways Journal*, Vol. 71, issue 26 (9/28/57).
7. *Way's Packet Directory, 1848-1983*, Frederick Way, Jr., Ohio University Press, Athens Ohio 1983.

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ON ORIGINS & "HISTORY"

by
Alfred R. Maass

How do you correct "history" when historians have it wrong, asks Alfred Maass? Once erroneous information has been published, - either intentionally to make a point or by sloppy research - it remains and is reinforced by repetition. With the internet spreading spurious history broadly this is a timely reminder that, "It ain't necessarily so!" The Editor.

The legend of Captain Henry M. Shreve's activities in New Orleans during the War of 1812 is dependent upon the departure of the steamboat ENTERPRISE from Pittsburgh, with Captain Shreve in command, on 1 December 1814 and her arrival in New Orleans fourteen days later. If these dates are not correct Shreve's participation in the Battle of New Orleans is in need of revision. (The Battle of New Orleans took place January 8, 1815; a peace treaty had been signed at Ghent, Belgium December 24, 1814.. Ed.)

When the G. R. Clark Press of Louisville reprinted Henry McMurtrie's Sketches of Louisville and its Environs (Louisville: Printed by S. Penn, jun., 1819) in 1969, Samuel W. Thomas, PhD and Eugene H. Cramer, MD, were assigned to research McMurtrie's life [1793-1865]. Their results, published in the Filson Club Historical Quarterly, Vol. 43 (1969):311-324, provided what information is available on McMurtrie's brief stay in Louisville (1816-1818) and information on the publication of the original (1819) edition. Thomas and Cramer stated, "No author could successfully publish in so short a period as McMurtrie without having data supplied by those who had been collecting it for years." [p. 315]. Thus, they identified the sources:

Jared Brooks' map of the Falls of the Ohio, prepared for Arthur Lee Campbell; Constantine S. Rafinesque on Natural Biology and History of Kentucky; naturalist William Galt's Botany and Ashel Clapp on the geological formations at the Falls.

My interest in McMurtrie's book was the list and description of forty plus steamboats, from the NEW ORLEANS (1811) to the UNITED STATES (1819), built in that period. Of specific interest was the statement describing the 6th steamboat, ENTERPRISE:

"On the 1st of December she took in a cargo of ordnance stores at Pittsburgh and sailed for New Orleans, commanded by Captain H. M. Shreve, and her arrival in New Orleans on the 14th day of the same month. . ."

The immediate question was whether this statement and/or the steamboat list was compiled by Dr. McMurtrie or had he also acquired it from someone else. A quick search showed that Oliver Farnsworth had published the same list and description in The Cincinnati Directory (Cincinnati: Morgan, Lodge & Co., 1819) pp. 55-64. Moreover, the Cincinnati newspaper Liberty Hall & Cincinnati Gazette, who printed the list for Farnsworth, had also published this list, 3 August 1819.

A further search of newspapers revealed that this list and description of steamboats, entitled "Western Commerce," appeared 2 April 1819 in the Pittsburgh, Gazette. Further, Louis C. Hunter, Steamboats on the Western Rivers (Cambridge: Harvard University Press, 1949) pp. 105n, 108n, referred to the list as published in a Louisville "paper" of unstated date.

It was not until the discovery of the publication of the Cincinnati Western Spy, 27 March 1819, which cited as its source the Louisville, Kentucky Herald & Mercantile Advertiser of 17 March 1819, that the origin of the steamboat list was identified. A search to obtain a copy of this steamboat list and description, to identify the author, was unsuccessful. Clarence S. Bingham, History and Biography of American Newspapers 1696-1820 (Worcester, MA: American Antiquarian Society, 1947) listed no copies of the 17 March 1819 issue. Bingham stated that the discontinuance of the Louisville Correspondence (28 June 1817) was succeeded by the Kentucky Herald in July 1817; published by Halsey Dening. In the absence of other information we must assume that Dening was the author, although it is conceivable that someone provided the list to him. Accepting the Western Spy 27 March 1819 issue as, in fact, a copy of the 17 March 1819 Kentucky Herald leaves us without any indication of source for any of the statements in the steamboat descriptions. Obviously, Mr. Dening considered these "facts. of general knowledge, needing no verification.

Inspection of the original New Orleans Wharf Register might be expected to verify the arrival of ENTERPRISE. The earliest record of the arrival of Capt. Shreve and "Le Pitite steamboat" at the New

Orleans wharf is 22 February 1815. Under the conditions of Martial Law prevailing in New Orleans from 16 December 1814 until March 1815, record of boats and vessels entering the port of New Orleans were not recorded from 16 December until 28 January, 1815.

Thus, Dening's, or someone's, statement that the ENTERPRISE departed Pittsburgh 1 December, 1814, carrying arms for General Jackson's army, and arrived in New Orleans on 14 December 1814, cannot be verified. This statement, however, has been republished by Atwater (1831); Hall (1837, 1838, 1848); Cist (1845-46); Treat (1848); Casseday (1852); Scharf (1883); Batchelor (1878); Gould (1889); Leahy (1931), Dorsey (1941), Petersen (1968), McCall (1984) and probably others.

Primary sources, however, verify a different story. The ENTERPRISE made her maiden voyage from Brownsville to Pittsburgh and to Louisville in the summer of 1814. The ENTERPRISE, with Captain Israel Gregg in command, was at Cincinnati planning to depart for her home port on 14 November.¹ Trading along the way, the ENTERPRISE reached Steubenville late in November or early December and made the passage from Steubenville to Pittsburgh, with a full cargo, in three days. Discharging her cargo in Pittsburgh she arrived in Brownsville. "last Sunday evening," 11 December 1814²

Captain Henry Shreve was placed in command by the boat's owners, The Monongahela & Ohio Steam Boats Co., of which Shreve held one share of the total twenty-two shares.³ Due to Captain Shreve's extensive knowledge of the Ohio and Mississippi rivers as a keel boat captain, he was chosen to command the perilous winter journey to New Orleans. Captain Shreve and the ENTERPRISE returned to Pittsburgh and the boat was loaded with ordnance stores for General Jackson's army. She departed from Fort-Fayette on 21 December⁴ crossed the falls of the Ohio on 28 December⁵ and reached New Orleans on 9 January 1815.⁶

ENDNOTES

1. Cincinnati, OH Liberty Hall 8 November 1814.
2. Brownsville, PA American Telegraph 14 December 1814.
3. Abner L. Duncan, "Supplemental Answer to the Petition of John Livingston et al. (v. Shreve)," filed 14 February 1816, District Court of the State of Louisiana; Calendar of the Mississippi Set, LeBoeuf Collection, New York Historical Society, New York, NY.

4. Major A. Edwards, "Report of Departure of Boats. Loaded with Munitions of War, from this place to Baton-Rouge and New Orleans, and the names of the Persons in charge of the Stores," Deputy Q.Master, Fort-Fayette, 11 February 1815; National Archives, DNA-RG 107.

5. Louisville, KY The Western Courier 4 January 1815 and Baltimore, MD Niles' Weekly Register VII (4 February 1815):361.

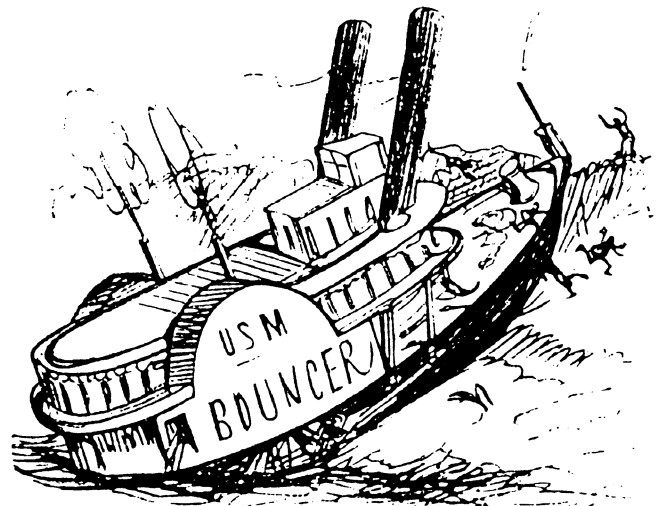
6. Brownsville, PA American Telegraph 29 March 1815.

For comparison only, - and not for argument's sake - a contemporary boat VESUVIUS, launched in Pittsburgh December 1814, left for New Orleans on April 22, 1815. She ran from Shipping Port, below the falls, to New Orleans in 158 hours or a little over 6.5 days while it took ENTERPRISE 12 days. We might wonder where or why Capt. Shreve stopped to pick daisies! (Memoir on Steamboats of the United States of America, Jean Baptiste Marestier, published Paris 1824, reprint SSHSA, 1957.) The Editor.

Jack Custer once wrote on the same subject so ably outlined by Alfred Maass:

"When writers embrace the muse of misinformation, 'historical' becomes 'hysterical' and facts are transmuted into dyslexic, dysfunctional debris." (*S&D Reflector*, Vol. 26, No. 3, Pg. 24.)

So dear readers, there might be words to live by.



Running on a Bank.

From HARPER'S MONTHLY, December 1858.

A LONG TRIP ON THE OELLA

Zanesville to New Orleans by Trading Boat - 1875-76 Part II

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 and she was fitted out as a trading boat, a floating general store. Such merchants stopped at settlements of consequence to sell farm products and manufactured goods they had brought down from Zanesville.

OELLA also towed produce boats owned by others from time to time. Produce boats were non-powered, covered flatboats built by or for the farmer owners. These vessels started south each fall, stocked with products to be sold retail or wholesale at presumably at a better price than could be obtained in the home territory. When sold-out after traveling south, produce boats were usually towed back north for use another year.

Part-I of the Dana Scott story ended at Evansville, Indiana on November 24, 1875 where the trading boat OELLA had arrived on November 22. The captain, Sextus Scott, bought a supply of oats, pork and bran to offer for sale at stops as the boat descended the Mississippi.

The boat also took on 1500 bushels of coal in the accompanying fuel flat, "which caused the barge to leak very badly."

This story first ran in the *Columbus Sunday Dispatch* from November 20, 1955 through March 4, 1956. Our thanks to Fred Rutter for copying the newspaper pages, - all fourteen installments - so that we could bring the account to readers.

#

DOWN MISSISSIPPI

The OELLA had traded at many landings from Zanesville down to Cincinnati, From The Queen City she ran straight through to Evansville, slopping only in bad weather.

NOVEMBER 25, Thanksgiving Day of the U.S.

"We can hear the bells tolling all over the city. It sounds very beautiful. I have visited the picture gallery three times while laying here. There was a choice collection of beautiful paintings there."

The OELLA left Evansville Thanksgiving afternoon, got down to Henderson, Kentucky by nightfall and next day put off some barrels of pork at Mt. Vernon, Indiana.

NOVEMBER 27 - Mt Vernon, Indiana.

"Saw a flock of wild geese and ducks, - but did not get any."

NOVEMBER 28 - Smithland, Kentucky

The depth of the church-going habit of the McConnelsville natives is revealed in this entry:

"We concluded to go down to Paducah to go to church. It is only 18 miles. It is raining hard this morning. Charley, Captain and I went to church . . . Charley and I went to church tonight."

NOVEMBER 29 - Paducah.

Departing Paducah, the OELLA steamed past Metropolis, Illinois which had a boat yard where the large packet MARY BELL was built the summer before. Name of this boat will appear again.

(The MARY BELL [3789] was 327 feet long, a notable boat of the time, and was lost at Vicksburg after running only nine trips. Ed.)

NOVEMBER 30 - Cairo.

OELLA reached the Mississippi River at Cairo and commenced loading immediately. "Most of the crew got letters but me," so wrote young Scott.

DECEMBER 1 - Cairo.

". . . We take in 1,500 bbls. of meal, 51 bbls. flour, 15 bbls, onions, 49 bbls, apples, 5 tons of hay and 11 hogs. There was a stag (boar) among them which weighed 574 pounds dressed. Mr. Harvey and I cut them up and salted them away on the boat. . ."

DECEMBER 2 - Cairo

Charley and Dana strolled through the "principal streets" of Cairo. "It is not much of a place although there is a very great commission business down here with the interior of Indiana," reports the Ohio farm boy.

"The produce flatboat owned by J. Monteith of Marietta, which had been towed from Marietta, was untied from the OELLA at Cairo. Monteith got the ED POPE to tow it."

On leaving Cairo the OELLA collided with a produce boat but there was no damage.

(The ED POPE [1704] was a small low-water packet built at New Matamoras, OH in 1874. When not needed on the Upper Ohio she towed produce boats south to New Orleans. Ed.)

DECEMBER 4 - On the Mississippi.

Scott reported in his diary, "Charley and Aunt are not well this morning."

(Mrs. Sextus Scott would be Dana's aunt. Ed.)

DECEMBER 5

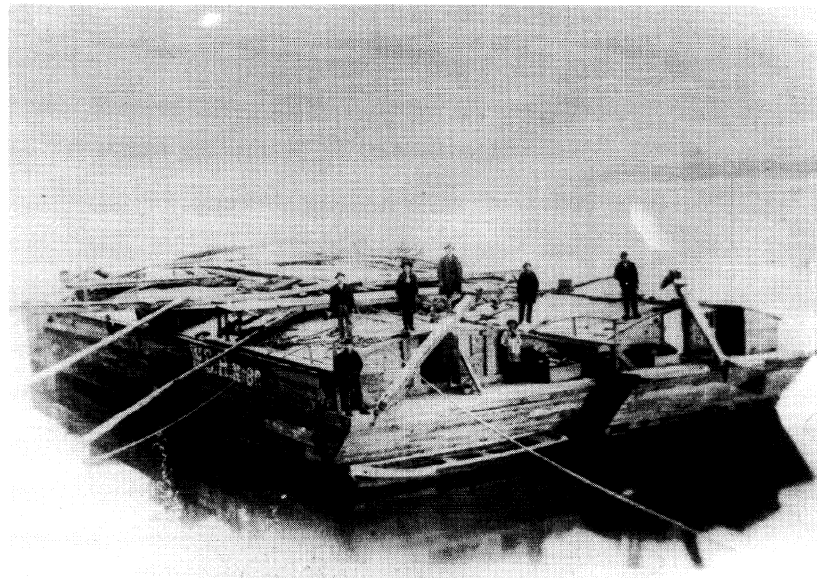
This was a milestone for Scott. It was Sunday and the OELLA was taking a customary day of rest about 40 miles north of Memphis, - possibly Wilson, Arkansas - and the boys, "went out in the field and got some cotton," Dana's first look at the crop.

DECEMBER 6 - Memphis.

"Most of the crew went down to the city in the yawl. Jake and I repaired the doctor (boiler feed pump). I received two letters from home."

The following day Scott got his chance to visit Memphis and with a crewmate, "took in all the principal places in the city." He also found some social life, becoming acquainted with two young ladies on the J. N. ROBERTS, a Miss Pickens of Racine, Ohio, and Miss Ella Roberts of Letart, Ohio.

The "Roberts ladies" and Scott's aunt went shopping in Memphis next day, December 9, while the OELLA crew sold five barrels of oil and "600 gallons of stoneware," the total capacity of a number of several sizes of jugs, and took on 25 cheeses.



Two typical trading boats someplace on the Lower Mississippi in the last half of the 19th Century. These would be like the several craft towed by the OELLA at various times. They are rough-built, similar in size and construction to "coal boats," but roofed over to protect the cargo. The sweeps served well enough when there was a good current and the wind was moderate but when the season got late small towboats like the COME-&-SEE-ME (see the first installment) would be in demand to get the boats to their destination. The sold-out trading boats from the lower river were towed back to home base in Ohio, Indiana or Kentucky by the small towboats.

These particular boats seem to be part of a larger enterprise. We have no clue as to what, "W.C.H. No. 80" might mean, - but a fleet of some kind, no doubt.

In the evening Charley and Scott visited the two young ladies on the ROBERTS again and, "had a pleasant time." (The J. N. ROBERTS [T1282], a small towboat built at Murraysville, WV, often towed produce boats south from the Upper Ohio. Ed.)

DECEMBER 10

The OELLA left Memphis and reached the St. Francis River in Arkansas where the selling of Ohio produce began in earnest.

(The St. Francis River empties into the Mississippi about 70 miles below Memphis, - ten miles upstream from Helena. Ed.)

DECEMBER 11 - St. Francis River.

"Captain Billy and I took our guns and went up the St. Francis in the yawl to canvas the plantations . . . did not get any game."

DECEMBER 12 - Sunday.

Though there was no church nearby the OELLA did not stir from her dock.

DECEMBER 13 - St. Francis River.

The OELLA steamed into the St. Francis, selling a few goods at plantations.

Billy and Scott went hunting, "among the lakes and cane brakes," but got only one squirrel. Trade was not brisk, - apparently similar boats had been up the river - but OELLA sold small orders and traded for some fish.

The OELLA turned up L'Anguille River, a tributary of the St. Francis, and went to Marianna, Arkansas where the crew went up town and looked at the sights.

"Got permission to sell; got the merchants to come down to the boat and went at it."

DECEMBER 14 - Marianna, Arkansas.

The crew unloaded \$384 worth of goods.

DECEMBER 18 - Helena, Arkansas

Scott wrote worriedly, "Charley is complaining of being sick. He has not been well for some time. He fainted as the crew sat down to dinner. A doctor came and said it was swamp fever."

Charley was the crewmate with whom Scott most frequently made his excursions to shore, to church and, "to see the sights." Charles Richardson was Dana's close friend from their hometown of McConnelville.

"That night Charley was so sick we stayed up with him. I was up from 2 until 6."

DECEMBER 19 - Sunday.

Dr. Abbay called on Charley again. The day's entry mentions attending Episcopal Church and hearing, "some very good music." The entry concluded, "We learned that Dr. Abbay died very suddenly today of apoplexy."

A new doctor was called but Charley made no improvement so the captain rented a storeroom ". . . until Charley gets well."

DECEMBER 21 - Helena, Arkansas.

"Charley is not any better. He is delirious most of the time, yet, he knows all of us when we to to him."

DECEMBER 23 - Helena, Arkansas.

"Charley is sinking fast." The doctor remained on the boat.

DECEMBER 24 -Helena, Arkansas.

Scott wrote sadly, "Today is a sad one for us.

Charley died this morning at 3 o'clock. It seems so strange, - one week ago he was alive and well and now he lies a corpse; we can hardly realize it."

Though Dana Scott does not identify Charley, Vernon Scott of Long Beach, California, Dana's youngest brother, said, "That was Charley Richardson. Years ago I heard the story (of his death) told sympathetically many times."

Editor's Note: Charley was the younger brother of Capt. "Billy" Richardson, the "Billy" crewmate Scott sometimes mentions. William Richardson was born March 17, 1847 and at age 29 in 1875 was a licensed pilot. He had been on the CARRIE BROOKS (0873) in 1874 before the OELLA trip. Billy Richardson was the father of Ben D. Richardson, the river enthusiast of Malta, Ohio who became the second president of S&D.

The Morgan County Herald of McConnelville reported the arrival of William Richardson with his brother's body on Tuesday evening, December 28.

"The deceased was 21 years old, was a man of most excellent character and business habits - one of these kind of men the community need so much." The cause of death is given as typhoid fever.

DECEMBER 25 - Christmas Day.

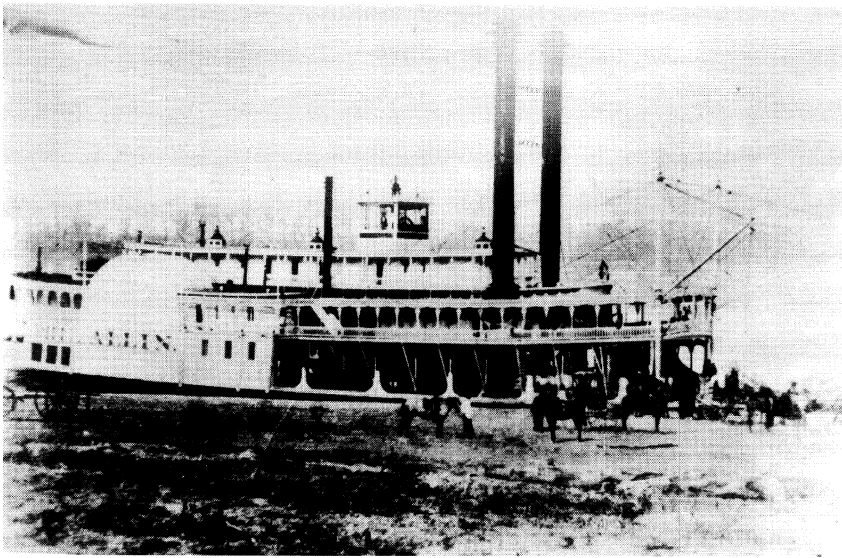
Charley had died so Christmas was filled with sorrow for the OELLA's master, Capt. Sextus Scott, and his crew. Young Dana Scott wrote: "Today is Merry Christmas although it is a sorrowful one for us. We have procured a beautiful metallic case and the undertaker came down this morning and sealed it. Billy starts with the corpse on the PHIL ALLIN (4476) this morning." Charley's body was being returned to McConnelville, Ohio for burial.

DECEMBER 27 - Monday.

The OELLA remained at Helena where Capt. Sextus Scott had rented a storeroom to display his Ohio potatoes, grindstones, pottery, coal and so forth. The crew put out several barrels of oil from Belpre and some hay.

DECEMBER 28 - Tuesday.

"Up came the MARY BELL (3789), the largest steamer on the western waters," which Scott had noted earlier as being built the previous summer at Metropolis, Illinois.



The OELLA lay at the landing in Helena, AR from the 18th until after the end of December, 1875. Bookkeeper Charley Richardson came down with a fever which the local medical community could not diagnose. Charley died on December 24, 1875 of what was determined to be typhoid fever. His brother, pilot Billy Richardson, left with the body for home aboard the PHIL ALLIN (4476) on Christmas morning. From Memphis, the Memphis & Louisville Railway took them to Louisville and on to Zanesville.

The PHIL ALLIN was built in 1871 and ran in the Memphis and Friars Point trade - 90 miles - up one day and down the next.

DECEMBER 29 -Wednesday.

The crew put out more hay and ". . a lot of other stuff." They witnessed a "red-hot race" between rival steamers, the ILLINOIS (2736) and the IDLEWILD (2726). Thirty barrels of oil were unloaded Thursday and a barrel of molasses taken on.

DECEMBER 31 - New Year's Eve.

Scott makes no comment about the passing of the old year. He wrote again with awe about the MARY BELL which came into Helena to load cotton. "She is a beautiful steamer and had a nice band which was playing beautiful music all the time she was here."

NEW YEAR's DAY, 1876 - Saturday.

"Capt. Scott went out to West Helena to collect some bills and the crew moved all the goods back onto the boat and settled up with the tax collectors."

The OELLA remained at Helena for Sunday, and some of the crew went to Sunday School but there was no church. Scott and two others went up to a fort and cemetery and found some cannon balls and a piece of a shell, Civil War relics.

JANUARY 3 - Monday, Helena.

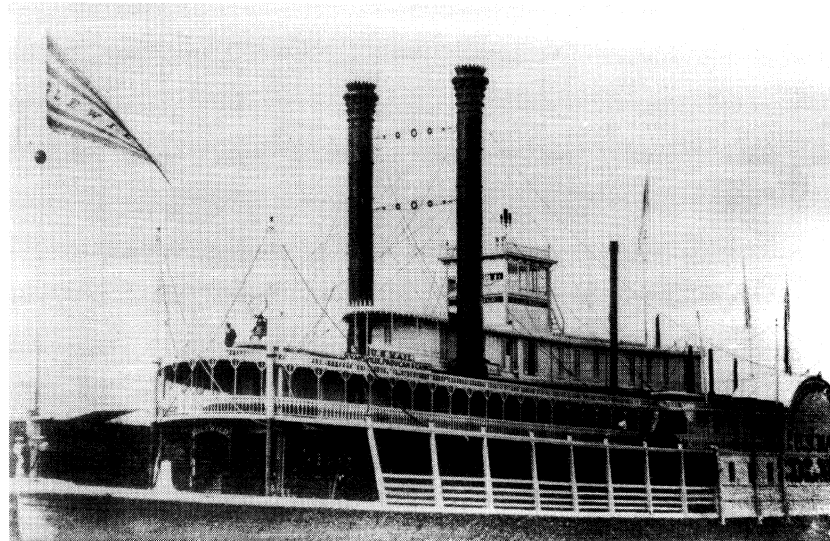
OELLA began moving south again having been at Helena since December 18. They laid up for the night at a plantation where they played a game of croquet and the next day had, ". . good trade and bought our first lot of cotton seed."

JANUARY 5 - Concordia, Mississippi.

"The thermometer stood at 90 in the sun!" Brisk trading continued and the next day two hogs were purchased. Scott went hunting and played croquet again.

The thermometer plunged to below freezing on January 7, still at Concordia. The crew made cider, probably from spoiled apples in the barrels carried from Ohio.

Deep in Mississippi by early January the OELLA entered upon a new trade. It had carried Ohio produce and products to the South and these were being sold to plantations and storekeepers along the rivers. Now, the master, Sextus Scott, began buying sacked cottonseed to carry to New Orleans and also loading on bales of cotton which were apparently carried to a buyer downriver. Capt. Scott bought and resold some of the cotton and got only handling charges for the rest of it.



Dana Scott and other members of the OELLA's crew on December 29 watched a "dustup" between the IDLEWILD (2726) and ILLINOIS (2736), rivals in the Memphis-Vicksburg trade. Both boats were side-wheel with similar size and power, a stirring sight no doubt. This photo was taken in 1871 when IDLEWILD was running in the Evansville-Paducah trade.

JANUARY 10 - Terrene, Mississippi.

"The first bale was rolled aboard. It weighed 494 pounds and cost 11 cents a pound."

An entry mentioned sale of coal by the box, - probably a bushel. This appeared January 11 when 80 boxes were sold at 40 cents per box. Scott adds that he shot a wild goose.

(Terrene, MS is listed on an 1897 chart as 394.2 miles below Cairo, somewhere in the vicinity of Rosedale. Ed.)

JANUARY 12 - Beulah, Mississippi.

The OELLA then came to Beulah, Mississippi, on what Scott refers to as the "old river" and again as a lake. "We are going to freight out about a hundred bales from different points along the lake, at about 50 cents I bale."

JANUARY 13.

The OELLA left her tow at Beulah and went "up the lake" (a cutoff meander of the Mississippi) to return with 47 bales of cotton while two crewmen remained with the barges and had a "good trade." "Crew all tired tonight," Scott noted.

After freighting 27 bales of cotton next day the OELLA came back to Beulah and, ". . . found the bank just covered with cotton seed for us. Some of it is in sacks, some in baskets and two piles on the ground."

Scott was sick and another man in bed so the rest of the crew struggled with the cottonseed all day. At the same time, they did more than \$200 worth of trade.

JANUARY 16

The crew couldn't go to church so Scott wrote I letter home. He wrote that some Negroes wanted to trade ". . . but we told them it was Sunday (a fact which they did not seem to know) and we were closed for the day." Trade and cotton hauling continued.

On Wednesday, Jan. 19, ". . . the river falling caught our boats up on the sand. The J. N. ROBERTS, from Letart, Ohio unhitched from her tow and pulled them off."

JANUARY 20 - Thursday.

Twenty boxes of coal were sold. On Friday at Bolivar, Mississippi they put out 50 boxes of coal, two barrels of oil and five barrels of potatoes and on Saturday at Utah, Miss., "Cheap jewelry sold well."

(Bolivar is in Bolivar Bend, about 416 miles below Cairo, according to the 1897 chart. Ed.)

JANUARY 23 - Sunday.

Here, for the first time on the trip, Scott's diary mentions Sunday as just another workday. Instead of tying up and going to church, the crew loaded cottonseed in, ". . . the most beautiful country we have seen in the South."

JANUARY 25 - Arkansas City, Arkansas.

On January 25 the OELLA was at Arkansas City (mile 436) and the following day at Port Anderson. Scott mentioned making landings at several plantations, sometimes making no sales of Ohio produce, - sometimes selling quite an amount.

On the night of January 26 the crew, "stood watch on account of drift." Next day at a landing Scott "saw a beautiful young lady. . ." so perhaps women were seen so infrequently at the country landings by the OELLA crew as to merit special mention. Or perhaps it was the rising sap of springtime?

JANUARY 28 - Greenville, Mississippi.

"Shan got up quite an excitement by falling into the hold. . . Captain Is trading potatoes, etc. for groceries to sell in our trade below . . ."

"Greenville is the most beautiful place we have seen since we left Memphis."

JANUARY 30 - Greenville.

"It was 28 degrees above zero this morning."

Scott visited the packet FRANK PARGOUD (2131). The PARGOUD was the first to make a round trip every week, from New Orleans to Memphis and also the first to make two round trips a week when running in the New Orleans-Vicksburg trade.

In the famous 1870 race be. between the NATCHEZ and the ROBT. E. LEE, the LEE took on coal from the PARGOUD In mid-stream and NATCHEZ supporters claimed the PARGOUD engines helped the LEE along. A worldwide controversy raged over the outcome of the race and many bets were cancelled.

JANUARY 31.

The OELLA left Greenville and stopped at two Arkansas landings to sell five barrels of potatoes and a barrel of oil at one place; a large bill of goods and 50 boxes of coal at another.

FEBRUARY 1.

High winds made the river dangerous; shook the coal barge and made it leak.

A grocery was now rigged up on the lower deck, "so as to keep the cabin clean." The "cabin" on the boiler deck was, of course, the sitting and dining room for the crew with staterooms opening from it.

FEBRUARY 2.

The produce barge went hard aground (Location of this incident not given.) The next day there was rain, sleet and a temperature of 22 but trade was good. Scott mentions that business went on until 10 at night on February 5.

FEBRUARY 6 - Sunday.

There was no church handy but the crew observed the custom of no business nonetheless.

FEBRUARY 7 - Monday.

The crew worked all day getting seven tons of cottonseed aboard. A store flatboat with photographer was tied nearby and two of the crew (Dana Scott and whom?) went that evening and had their pictures taken. This emporium was owned by a Capt. Cook.

Tuesday, the crew moved potatoes and oats to make room for the increasing amount of cottonseed and took in five more tons. Capt. Cook bought 10 barrels of potatoes and 100 boxes of coal while a general store in town bought 100 more boxes of coal.

Scott chuckled in his diary, "There were some ladies putting on a heap of agony having their picture taken on Cook's boat today."

(Editor's Note: Too bad Dana Scott didn't better identify some of the places where the OELLA spent extended visits. The community where the boat lay from February 6 until February 11, 1876 generated considerable business but is not named. It would have been between Greenville, mile 478 and Leota Landing, - perhaps Lakeport, Arkansas or Longwood, Mississippi. Ed.)

FEBRUARY 11 - Friday.

At Leota Landing, Mississippi - 511 miles below Cairo - Scott reported, "The man that owns this place came down and ordered us away. . ."

FEBRUARY 12 - Saturday,

At Wilson's Point, Louisiana, mile 531, Scott is succinctly aware of the march of progress to make

note that, "The new iron hull steamer CARONDELET passed down. . ." He also noted that a couple of crewmates caught some shrimp, the first such mention.

(Editor's Note: The CARONDELET [0861] was a stern-wheel freight boat built at Carondelet, Missouri in 1875. She lasted barely two years before being destroyed in a fire at St. Louis, 1877.)

FEBRUARY 14 - Monday.

The OELLA served as a wholesale supplier again on Valentine's Day when she put out 30 barrels of potatoes to a an unnamed local boat that traded around Wilson's Point.

FEBRUARY 15 - Tuesday.

The OELLA put off its cotton at Lake Providence, Louisiana, then a frequently mentioned river port, and experienced a good run on potatoes. "Jake and I took 300 jugs downtown in the yawl."

Zanesville stoneware, Muskingum River Valley potatoes and Belpre oil continued in demand at Tallula Landing, Mississippi, ten miles below Lake Providence. There, Scott saw, ". . . a pretty girl but she chews snuff and paints." (Makeup, we suppose.)

Dropping down from Tallula Landing to Vicksburg Scott saw lowlands flooded by the swelling Mississippi.

FEBRUARY 18 - Friday.

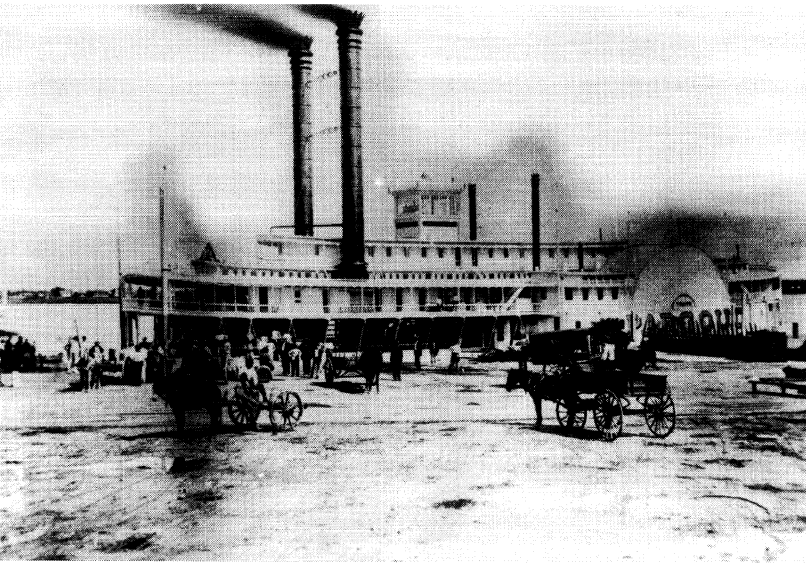
A heavy frost stimulated sale of 265 boxes of coal with 65 put off the next day; six barrels of pecans were purchased.

FEBRUARY 20 - Sunday.

The boys, ". . . took a sail, crossed the river and got some cane poles. We went out in the 'quarters' and saw the best dance we ever witnessed. It beat the imagination all to pieces." (Quarters would be the field hand's housing, probably one the slave quarters.)

FEBRUARY 21 - Monday.

Vicksburg came into view and the first item that Scott told about was the arrival of the packet NATCHEZ, the loser in the famous 1870 race with the ROB'T E. LEE.



The trip of the OELLA in 1875-76 had to be a boat watchers delight. While laying at Greenville, MS on January 30 Dana Scott visited this famous boat, FRANK PARGOUD (2131). She made the money that built the last J. M. WHITE, acknowledged by many as the epitome of luxury in the Gilded Age.

FRANK PARAGOUD, tall stacks and all, ran New Orleans-Vicksburg two round trips a week. The MISSISSIPPI QUEEN has been known to make the run in twice the time!

FEBRUARY 22 - Vicksburg.

After cleaning the boiler the next morning the crew got dressed up and went to town to see the Mardi Gras.

"Firemen had a beautiful procession in the daytime. Not many were masked until night. The night procession was excellent," the only comment made by the Ohio farm boy on the annual extravaganza.

At Vicksburg Capt. Sextus Scott bought a cottonseed boat, 60 tons of seed and a couple of bales of cotton. The next day it was young Scott's job to drop the new boat into the tow. Dana Scott had evidently been acting as steersman and was now capable of handling the OELLA in tight quarters.

More than 100 barrels of potatoes from the apparently inexhaustible supply on the OELLA's produce barge were sold but Scott reported, -

"... potatoes very low in New Orleans and most flatboatmen are losing money. . ."

Another item of interest to Scott was that a young man jumped into the river between the OELLA and shore but he was fished out.

TO BE CONTINUED

- S&D CHAPTERS - - MIDDLE OHIO RIVER CHAPTER -

The spring meeting of the MOR Chapter was held in the Queen City the weekend of April 7-9 with headquarters at the Holiday Inn Riverfront, Covington, KY. This has been the venue for a number of prior meetings of the Chapter when in the Cincinnati area and marked the 30th anniversary of the founding of the M.O.R. Chapter.

The Friday evening gathering for show-and-tell and just "steamboating" was well attended, an opportunity to catch up on the comings and goings of the regulars since the last gathering. A hot topic of conversation was the announcement on April 6 that Ambassadors International had reached an agreement with Delaware North Companies to acquire its interest in Delta Queen Steamboat Co. (More elsewhere in this issue.)

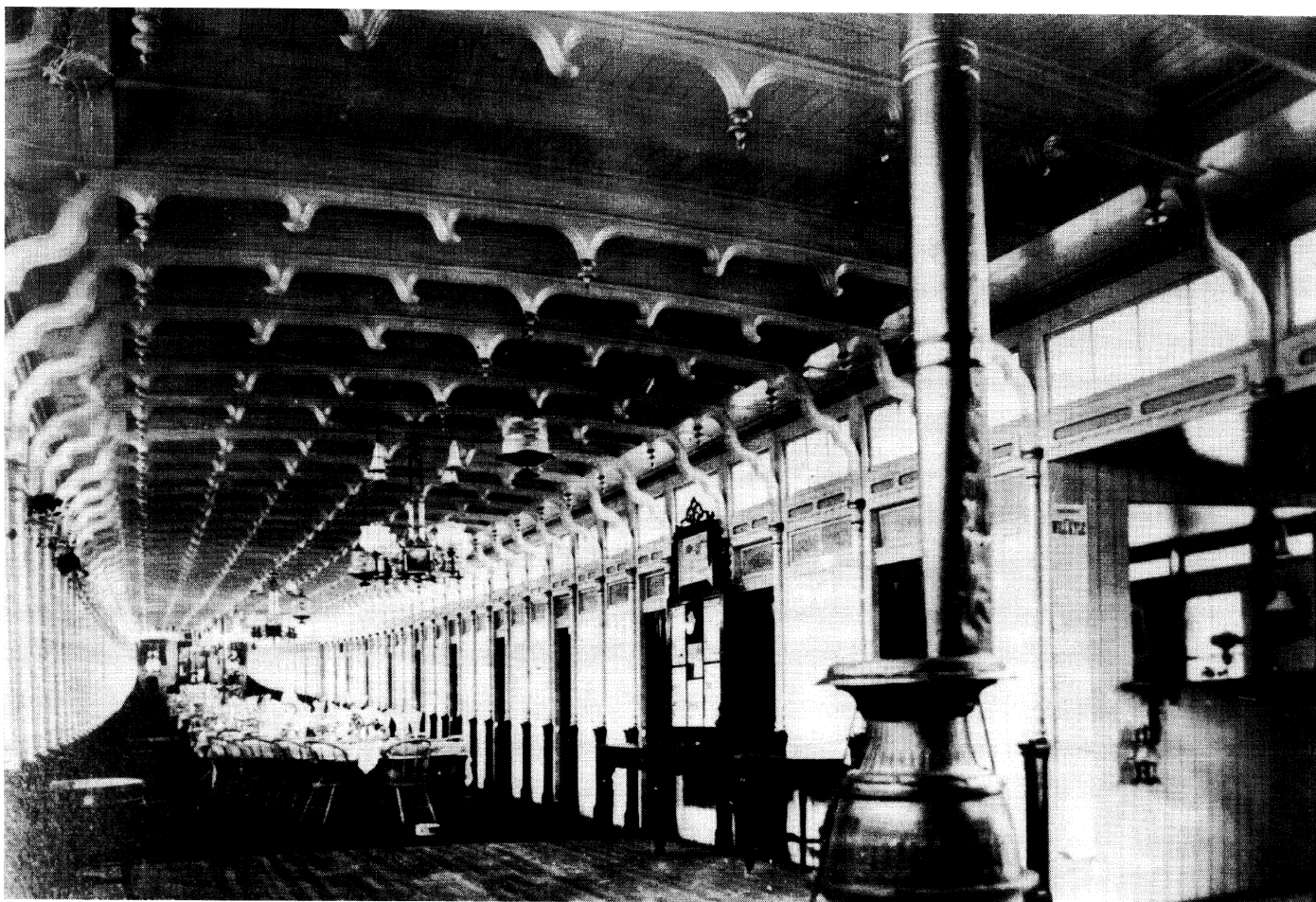
On Saturday afternoon the group gathered at the old Lock No. 34 property at Chilo, OH - about 35 miles up Rt. 52 from downtown Cincinnati. Here, the Clermont County Park District has developed an attractive public park and more recently converted the lock powerhouse into a museum of local and river historical exhibits. S&D, through its J. Mack Gamble Fund, has assisted with the museum enterprise.

The usual evening banquet and program was held at the Riverfront Holliday Inn on Saturday evening. The spring meeting is also the annual business meeting and election of officers for the chapter and this was held following the dinner.

Elections, - even in S&D - always have the potential for surprises and such turned out to be the case this year. A late nomination included Mike Jones of Cincinnati on the ballot for the position of president of the Chapter and he proved to be successful. Mike has been active with the MOR group for the past ten or twelve years.

Rick Kesterman has led the MOR since 1992 and under his stewardship the chapter has traveled widely to see places of interest to river buffs. If there is navigable stream within ten states that once supported steamboat traffic you can almost bet that MOR has been there. At press time, the position of chapter secretary is open.

Speaker for the evening was Dale Flick who presented the story of how the steamer JOHN KILGOUR brought the dread disease cholera to Cincinnati in 1873. After extensive research, Dale prepared a paper for presentation to the Cincinnati Literary Club and this served as a basis for his interesting MOR talk.



CABIN OF THE WILL KYLE - AT NIGHT A FAIRY PALACE

THIS IS THE CABIN BUILT BY ELIAS EALER AND FURNISHED WITH THE BEST IN FURNITURE, CARPETING, CHANDELIERS AND STOVES, - A CREDIT TO THE CINCINNATI BUILDERS. THERE WERE 33 STATEROOMS, EIGHT FEET SQUARE, WITH THE OFFICE IS SEEN TO THE RIGHT; THE BAR IS LIKELY OPPOSITE ON THE LEFT. A COMMON PIECE OF FURNITURE WAS THE ADVERTISING BOARD WITH CLOCK BETWEEN THE SECOND AND THIRD CABIN DOORWAYS

THE MAGNIFICANT STEAMER WILL KYLE

From *Cincinnati Commercial*, December 1, 1879.

"The new steamer WILL KYLE (5793) leaves for New Orleans next Thursday evening, on her first trip and is without doubt the best steamer of her class ever constructed for the Cincinnati and New Orleans or any other trade. While the lower decks are spacious with very wide guards and superior accommodations for the transportation of live stock, her boiler deck and cabin guards are unusually roomy, the cabin being one of the best furnished and outfitted on our waters. The furniture, carpeting, bedding and entire outfit is entirely new and of the most modern and costly patterns, presenting a strikingly beautiful appearance with its rich carpeting from Shillito & Co., furniture from Mitchell & Rammelsberg and DeCamp, chandeliers from

Mollenry and parlor stoves from Van Duzen. This new and beautiful passenger steamer must be thoroughly inspected to be fully appreciated.

While she trims on 2 feet of water in complete running order, she will carry over 1,400 tons. The hull, by the Cincinnati Marine Ways, is 260 feet 6 inches long, 45 feet 8 inches beam, 43 feet 8 inches floor and 6 feet 4 inches depth of hold with enough shear to present a graceful appearance on the water. The machinery consists of four new boilers by Robt. Jones & Co., 42 inches in diameter, 30 feet long, containing 3 flues each; two lever engines 22 inches in diameter with 7 foot stroke; Warden, McClelland & Co. placed the machinery on board. The shaft is 40 feet long and 12 inches in the journals. The water wheel is 24 feet in diameter with 34 feet length of bucket and 28 inches wide. A new feature on the WILL KYLE is a round or "goose" stern, without skegs, enabling the boat to leave the water without

the usual drag of the ordinary stern-wheel steamer and also answer the helm with greater ease. The boilers have been inspected and she is allowed 178 pounds of steam.

The painting, by Denton, is a first-class job, the pure gloss white and gilding in the cabin, with the bright chandeliers and rich carpeting and furniture giving the appearance of a fairy palace. The cabin contains 33 spacious rooms, 8 feet square, all furnished with spring mattresses, richly carpeted and containing closets, wardrobes and washstands. The silver, china and tableware are from Huntington & Tice and of the finest quality, each piece marked with the name of the steamer.

The blocks and rigging are by Harcourt and the sheet iron work by Thos. Kennan. The cabin was built by Elias Ealer and is one of his best efforts. She has a large texas, containing a cabin for colored passengers and the officers and crew rooms and, like the spacious pilot-house, is carpeted and neatly furnished for the comfort of the occupants. The WILL KYLE has accommodations for over 100 passengers.

She was built and is owned by Capt. Lew Kates, her commander, and Mr. Jas. Alexander, her clerk, and cost \$50,000. Designed expressly for the Cincinnati-New Orleans trade she is officered as follows: Gus Young, Freight Clerk; Jno. Jackman, Chief Engineer; Dan Barr, Mate; Cpts. Wes. Connor and Isaac Clough, Pilots; Henry Alvord, Steward and Mrs. Susan Tinsley, Stewardess. The office, bar, pantry, wash-rooms and barber-shop are unusually large and finely furnished. The bar is in charge of Mr. Mike Shields, well known in the trade, and well stocked with the choicest liquors and cigars.

On the larboard guard aft there is a neatly furnished retiring room and nursery for ladies - a desirable feature. The fine \$800 piano in the ladies' cabin is from Britting's and the large mirror from Mitchell & Rammelsberg's. In the panel of the forward cabin is a beautiful landscape representing a scene in Texas, on the border of Mexico, where the Verde empties into the Guadeloupe River, a romantic spot selected by the late Capt. Will Kyle where he contemplated locating a stock ranch previous to his decease. An elegant life-like portrait of the late Capt. Will Kyle ornaments the forward bulkhead of the main cabin.

CAPT. WILL KYLE

Capt. Will Kyle, when he died at San Antonio, Texas, October 4, 1879, was in the thirty-third year of his age. He was born in Burlington, Ohio. While a pupil at the Hughes High School, in the seventeenth year of his age, the rebellion broke out and Will Kyle left school and volunteered in Capt. H. H. Tatem's company in Col. Len. A. Harris' Seventh Ohio Infantry Regiment. On his return home he went to clerk on the steamer CRICKET NO. 2 (1374) with the late Capt. H. R. Hempstead and was afterward clerk of the steamers SHERMAN (5095), DOAN NO. 2 (1572) and FLEETWOOD (2054) over three years with Capt. C. M. Holloway. Owing to declining health he spent two summers in Minnesota, on the Red River of the North and along the line of the Northern Pacific Railroad and afterward visited Florida and Colorado. Returning to Cincinnati he took command of the steamer NIGHTINGALE (4207) and afterwards, with the aid of his brother Capt. John Kyle, built and commanded the steamer ASHLAND (0372) with Mr. James Alexander as a clerk and partner.

Retiring from the river Will Kyle visited Texas with the hope of regaining his health and, being pleased with the country, was making preparations to engage in stock raising when he was attacked by his fatal illness. The friends of the deceased were legion wherever he was known.

CAPT. LEW KATES

Capt. Lew Kates, commander of the steamer WILL KYLE, was born in New Jersey in 1825 and raised on a farm until he was eighteen years old when he entered the service of a widow, who kept a hotel, as hostler and errand boy. A year at that business encouraged him to accept a position as driver of a stage coach, which he abandoned for a sailor's life. Three years at sea was quite enough experience in that direction for the youthful adventurer and in 1848, after a long stage ride from Philadelphia, he arrived in Pittsburg with a capital of only fifty cents with which to commence life in the West.

Not being able to obtain work on shore and compelled to do something for a living he shipped as a rouser on the steamer CUMERLAND (1385) with Capt. Andy Miller. This was the beginning of the Captain's steamboat experience. From rouser he was promoted to fireman and this, says the Captain, "was the first place in which I proved a success; I had found a business I understood." From fireman he

was promoted to deckhand, then watchman and at last he became second mate. The remainder may be told in the Captain's own words, who in narrating his experience to the writer some months since, said:

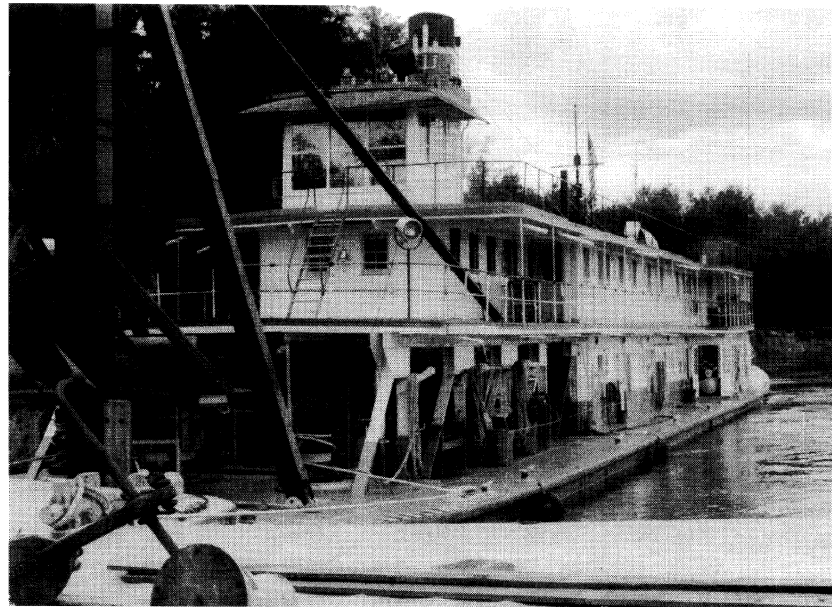
"When I reached the position of second mate I would not have swapped places with the President of the United States. The CUMBERLAND, however, was not big enough for me then and I shipped out as first mate with Capt. Copes on the RINGGOLD (4757). If I could only have talked away down out of my boots I might have made a good mate, but I could not, and had to accept the command of the steamer GENERAL BEM (2229) and have been commanding boats ever since."

The GENERAL BEM belonged to Major John D. Adams. It was in the year 1849 that Capt. Kates took command of her. His next boat was the SAM J. HALE (3006) and then followed the LADY JACKSON (3336), LADY PIKE (3341), GOLDEN EAGLE (2364), CLIFTON (1184), SILVER MOON (5121), DARLING (1452), NICK LONGWORTH (4204), ROBERT MITCHELL (4792), THOMAS SHERLOCK (5376) and the new WILL KYLE which he now commands and is an owner.

Capt. Kates also commanded the little SPANGLER one summer during low water, in the Cincinnati and Kentucky River trade. He says he had more genuine fun, less hard work and made more money on the SPANGLER in the same period than on any other steamer. Capt. Kates has proved to be one of the most efficient steamboat commanders on the river. Withal, he is a genial, whole-souled gentleman and popular the entire length of the Ohio and Mississippi Rivers. To use a familiar expression, he is a steamboatman built from the ground and has host of friends who hope he and Clerk Alexander may make a fortune with their new WILL KYLE."

Readers will sense that the reporter was favorably inclined toward the owners of the new WILL KYLE and gave her a "blow" in superlatives! Capt. Lew Kates was particularly viewed in a favorably light, - perhaps a shirt-tail relative of the reporter - and so seemingly one of God's noblemen. Writers of the "River News" in newspapers of the time were cultivated by the boatmen for obvious reasons.

Thanks to Jack White for another interesting page.



We run this photo because the history of snag-boats is featured in this issue. And, we awoke to the omission of the MONTGOMERY's story from the "Freight Book" in the September 2005 issue. Our humble apologies!

SNAGBOAT MONTGOMERY, VOL. 42, No. 3, Pg. 6,

Photo by Jerry Sutphin.

COMPLETE DIRECTORY OF ALL 21 DPC STEAM TOWBOATS

Although The Waterways Journal has twice published a list of the 21 DPC steam towboats, queries are still received as to the operating firms. For that reason the following list is reproduced:

Name	Lessee	Builder
ATTU	American Barge Line	Jeffersonville B. & M. Co.
BATAAN	Federal Barge Lines	Cargill, Inc.
BOU ARADA	Sohio Petroleum Co.	Cargill, Inc.
BUNA	Butcher Allied Industries	St. Louis S. and S. Co.
CASABLANCA	American Barge Line	St. Louis S. and S. Co.
CORAL SEA	Sohio Petroleum Co.	Cargill, Inc.
CORREGIDOR	American Barge Line	Jeffersonville B. & M. Co.
GONA	Wood River Oil Barge Co.	St. Louis S. and S. Co.
GUADALCANAL	Miss. Valley Barge Line	Jeffersonville B. & M. Co.
GUAM	Miss. Valley Barge Line	Marietta Mfg. Co.
JAVA SEA	American Barge Line	Jeffersonville B. & M. Co.
KISKA	Miss. Valley Barge Line	Marietta Mfg. Co.
KOKODA	Lake Tankers Corp.	St. Louis S. and S. Co.
LUNGA POINT	Butcher Allied Industries	Mt. Vernon Bridge Co.
MATEUR	Federal Barge Lines	St. Louis S. and S. Co.
MIDWAY ISLANDS	Ashland Oil & Ref. Co.	Mt. Vernon Bridge Co.
MILNE BAY	Miss. Valley Barge Line	Cargill, Inc.
TENARU RIVER	Federal Barge Lines	Dubuque Boat & Boiler Co.
TUNAGI	Union Barge Line	Jeffersonville B. & M. Co.
TUNALI	Butcher Allied Industries	St. Louis S. and S. Co.
WAKE ISLAND	Ashland Oil & Ref. Co.	Jeffersonville B. & M. Co.

THIS AND THAT

FIRE ON GENERAL FRANK M. COXE

There was talk at the recent Board of Governors meeting about the records and plans of the Ward Engineering Co., out of business since 1930. The company records now rest with the library of West Virginia University, Morgantown and the JMG Fund trustees have awarded a grant to reproduce copies of the recently completed, "Guide to Records of the Ward Engineering Co." The Ward company was an innovator and produced a variety of vessels from its plant up on the Kanawha River. A number of Ward towboats, - sternwheel and screw - are still around and some sea-going craft also. Dick Rutter, Alameda CA. recently sent a clipping from the *San Mateo County Times* about a Ward-built boat in the news.

At Burlingame, CA, near the San Francisco Airport, a fire occurred on February 4, 2006 on the GEN. F. M. COXE, built by Ward in 1921 for the U.S. Army as a personnel transport, 150x28x13. She has been a floating restaurant at several locations since the 1970s and restoration for a new operator was underway. A third alarm was called before the fire was extinguished with an estimated \$50-100,000 damage. Early plans were to continue with the restaurant project as structural damage as minimal. We hope to dine on the COXE on our next visit west!

CINCINNATI SUSPENSION BRIDGE TO CLOSE FOR REPAIRS

The famed Roebling Suspension bridge in downtown Cincinnati will close after the Tall Stacks festivities this fall, October 4-8. The bridge opened for business in 1866 and a general overhaul and painting is in order. The repairs are estimated at \$2.8M while painting will be on the order of \$6-8M.

The bridge is on the National Register of Historic Places, has been designated as a National Historic Engineering Landmark and in 1983 the State of Kentucky renamed it the "John A. Roebling Suspension Bridge" in honor of its builder. The bridge is a major link between central downtown and the neighboring cities in Kentucky so the closing should add another level of confusion to Cincinnati traffic. Thanks to R. D. Flick for the clippings.

STR. LONE STAR FUNDING GETS A BOOST

The state of Iowa has recognized the significance of the little towboat LONE STAR (T1627) and has awarded a \$250,000 Vision Grant to LeClaire, IA to put the steamer under cover. The grant is to be matched locally and the entire project is estimated at \$750,000. This will including raising the boat five feet, build a canopy over it and enclosing LONE STAR in glass. About \$150,000 is the estimated cost of a general restoration of the wooden hull boat itself.

We note that the newspaper account claims that the LONE STAR dates back to 1868 although the LMV shows it was built in 1922. Sounds like the family axe that has had a dozen new handles and three new heads, - but, that's how steamboats were resurrected and LONE STAR is well worth saving.

STR. PRESIDENT GOES TO ALTON

Much excitement among river buffs was raised early in April as the former Streckfus excursion steamer PRESIDENT (4578) was moved up the river from Memphis to a proposed new home at Alton, IL. We understand that she has been purchased by David Campbell and family with the idea of restoring the boat as an attraction in the Alton area.

The PRESIDENT has had more adventures than recounted in "The Perils of Pauline." She was built in 1924 as the packet CINCINNATI for the Louisville & Cincinnati Packet Co. then she was sold to Streckfus Steamers in 1933 and converted into a handsome and popular excursion boat.

She was the pride of St. Louis until the ADMIRAL came out in 1940, then moved to New Orleans. After more swapping around in the excursion trade, and emasculation of her steam plant in 1978, PRESIDENT fell into the evils of the casino boat excitement. In 1991 she was the President Riverboat Casino at Davenport, IA which lasted until she was replaced on April 1, 2001. Since then, the once proud PRESIDENT has been moved from pillar to post and suffered neglect at every stop.

We wish the new owners all success in their effort to save and restore their historic prize. The longevity of LONE STAR (previous item) should give them hope and inspiration but it will take a really BIG glass case!

Thanks to Bill Judd for clippings.

- OBITUARIES -

CAPT. ICLE W. CASEY

Capt. Icle "Ike" Casey, 90, of Lockport, Illinois died Saturday, January 14, 2006 at Silver Cross Hospital, Joliet, IL.

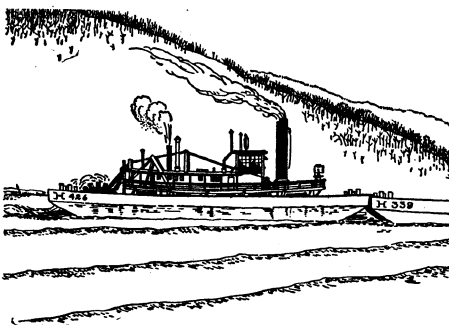
Ike Casey was born in Henderson, West Virginia on November 15, 1915 and has lived in Lockport since 1944. He was a licensed master and pilot and worked for 47 years on the Ohio, Mississippi and Illinois Rivers.

Since his retirement in 1978, Ike remained active with his hobbies of gardening, fishing and painting. He was active in the Joliet Shrine Club clown unit and was a founder of the local Hillbilly Clan 57. He was a frequent speaker at local service clubs and other groups where he shared his experiences on the river. He became interested in the Point Pleasant River Museum has been a generous benefactor. Occasionally, Ike would show up at meetings of the Ohio-Kanawha Chapter of S&D.

Ike is survived by his wife Veronica (Abugelis) Casey, his son Leon and daughter Arlene Wrona and a sister, Wilda Schultz. He was preceded in death by his parents Percy and Viola Casey and one brother, Dewayne Casey.

Interment was at Mt. Vernon Memorial Park, Lemont, IL. Memorial donations may be directed to Point Pleasant River Museum, P.O. Box 412, Point Pleasant, WV 25550 c/o Capt. Icle Casey Memorial Fund.

* * *



JUNE A. CAIN

June A. Cain, 86, of St. Albans, WV died Saturday, April 2, 2005 at the Pocatolico, WV. She was born in Buffalo, WV, a daughter of the late John O. and Ethel Hicks Donohoe.

June was a kindergarten teacher and had taught at Key West, FL and Salt Lake City, UT. Her father was a storekeeper at Buffalo until 1929. As a child June became acquainted with the crews of the packets operating on the Kanawha River trades where Buffalo was a regular landing.

She is survived by her son William G. Cain, Jr. of St Albans, grandson William Dennis Cain (Carol) of Marathon, FL, step-granddaughter Deborah Alvarez, Key West, FL and a sister Betty Parsons of Athens, OH.

In addition to her parents, she was predeceased by her husband William G. Cain, Sr, a step-granddaughter Lee Murphy, five sisters and two brothers.

Burial was at Rector Cemetery, Wirt County.

Our thanks to Bill Cain for sharing his mother's obituary.

* * *

JOHN TAYLOR SMITH

John T. Smith, 90, of Clarksville, IN died January 12, 2006. He was long a member of S&D, active with the M.O.R. Chapter and a Life Member of the Howard Steamboat Museum.

Known by his many friends as "J.T.," Mr. Smith was born October 27, 1915 and came from a river family. His uncle, Mitchell Smith, was master of the excursion steamer AMERICA when she raced the

CINCINNATI in the 1928 and his brother James was an engineer. J.T.'s brief stint on the river gave him the nickname TOWBOAT. He served in the Merchant Marine during WW-II.

J.T. was a faithful volunteer at the Howard Steamboat Museum. He was an electrician by trade and undertook to rewire the Howard Mansion after the fire in 1971. He served as a curator and was a member of the Board of Directors for a number of years. His cheerful presence at the museum will be very much missed.

Services were held January 14 in Jeffersonville with burial in Walnut Ridge Cemetery.

Thanks to Keith Norrington for sending the sketch of "J.T."

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NOBLE G. BEHELER
Photographer

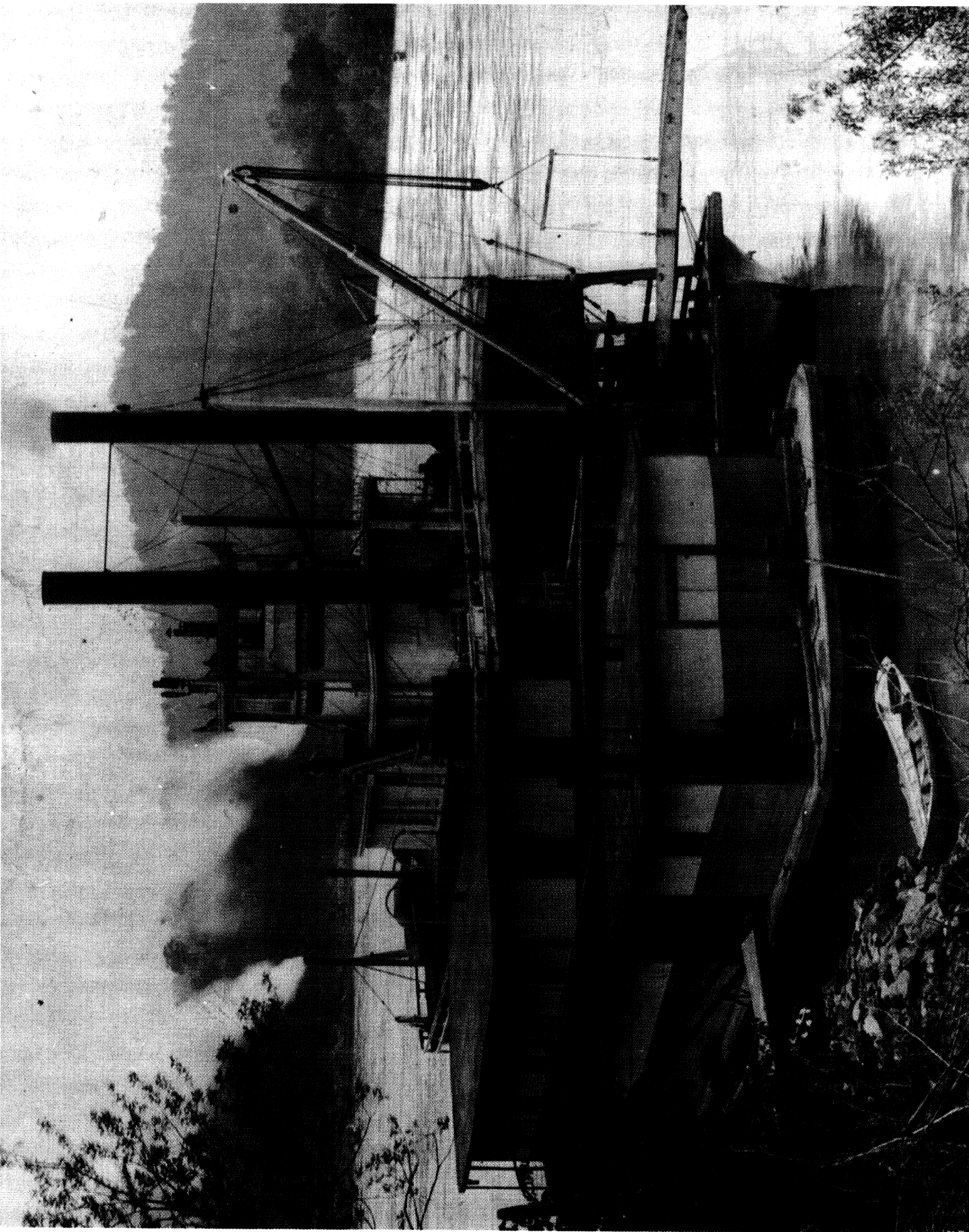
Noble Beheler, 99, died on September 5, 2005. He had made his home in Florida with his grandson Dale Zehnder since 2003.

Born February 17, 1906 in Fair Oaks, Pennsylvania, a son of the late Lester G. And Edna Bell Horton Beheler, he was a retired chief clerk and photographer in the engineering department of the American Bridge Co., Ambridge, Pennsylvania. He was preceded in death by his wife Ethel G. Zeigler Beheler and a daughter Lois Zehnder. He is survived by three grandsons, Gary, Donald and Dale Zehnder and families, all of St. Petersburg, FL.

During WW-II, Noble Beheler was the chief photographer of the Landing Ship Tank (LST) program at American Bridge. Many of his LST prints showing construction, launchings, crews and outfitting appeared on these pages as did his later prize-winning river photos.

Burial was in Sewickley Cemetery, Sewickley, Pennsylvania.

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The LORENA (3560) was a favorite on the Upper Ohio and Muskingum Rivers, named for a Civil War ballad popular in the armies on both sides. From her building in 1895 until the great flood of 1913 she operated in the Zanesville-Pittsburgh trade. This view is at St. Marys, WV about 1910 by local photographer Ed. Greene. The print is by S. D. Hoag.