

S & D

REFLECTOR

Published by Sons and Daughters
of Pioneer Rivermen



Vol. 51, No. 1

Marietta, Ohio

March 2014



SNYDER in Amherst Madison Drydock
Josephine Wilson's Travel Journal
1831-40 Western Rivers Index (Part 2)

Front Cover

Coney Island steamer ISLAND MAID (2796) churns past Mount Adams in Cincinnati on her way upriver to the amusement park. Just visible at extreme right on crest of the hill is the tower of Holy Cross Monastery. The boat was originally built by Howard in 1909 as the packet G. W. HILL for the St. Louis-Calhoun County trade, and converted into an excursion boat by Capt. D. W. Wisherd and Sam Gregory three years later. She was sold to Coney Island Co. in 1923 to replace their first ISLAND QUEEN and MORNING STAR, lost in the Nov. 4, 1922 fire. Coney Island usually landed the ISLAND MAID outboard of their new ISLAND QUEEN at the wharfboat, effectively hiding her from view on shore. When young Ernie Wagner applied for his first river job in 1927, he thought he had been hired on the big sidewheeler. Much to his surprise, he was walked across her foredeck and onto the much smaller sternwheeler as coal passer and deckhand. Fortunately, Capt. Joe Heath soon recruited Cap for the bigger boat, and the rest is history. *Photo courtesy of Michael Jones.*

REFLECTOR indexes are available by writing our president Jeff Spear at P.O. Box 352, Marietta, OH 45750. Prices are in the right hand column of page 4. Our warmest good wishes go out to Jason for many more enjoyable days and nights reading the REFLECTOR.

Don Walsh writes: "Thank you very much for sending the December issue. I am still in awe of the high resolution quality of photos from that era. I certainly derive great pleasure colourizing those photos. As you know, in all the photos I do, the colours are very much up to my imagination. The fun part of doing them includes researching the subject for accurate colours. When doing so, I often get sidetracked, learning more and more about the subject at hand. I now impress my friends with all sorts of riverboat knowledge and I have S&D's publication on hand to back it up. Last night it was 15 below zero up here on the shores of Georgian Bay, so it makes for perfect nights to do nothing but hunker down at the PC and engage in some of that there colourizing stuff!"

🔦 Don is an unquestioned master "colourizer" of vintage steamboat images, and has received rave reviews from many of our readers. We pass along the names of S&D members John Fryant, Michael Blaser, Jerry Sutphin, Jack White, Keith Norrington, Jim Reising, et. al. for assistance in getting color schemes just right for future projects. By the way, we are very pleased to announce that Don has recently granted permission for use of his latest effort on an upcoming REFLECTOR cover. Stay tuned.

Marga Smith writes: "I sat at the same banquet table as you at S&D listening to the good Streckfus stories. My husband and I had the good fortune to have ridden both the ADMIRAL and PRESIDENT when they were steam and again when they were diesel. Enclosed are copies of two books that my husband wrote. In the Smith Dock history, Bill talks about his grandfather's partnership with John W. Hubbard who had the hulls for the LOUISVILLE and CINCINNATI built. On page 254 is a photo of Capt. Bobby Powell nosing the PRESIDENT into the Kanawha River upbound on her last trip to Pittsburgh. Thank you for your work as editor of the REFLECTOR. Each issue is a treasured gem."



Reflections from Our Readers

Jason Planck writes: "I received my magazines and membership card last Friday and by Saturday evening had read both issues from cover to cover. I've read the message board at steamboats.org for several years now and discovered S&D there. Don't know why I waited so long to join. I am interested in copies of all the indexes you have, printed and on CD. Can you give me a list of what is available and I will send a check for these with my renewal."

🔦 Welcome aboard, Jason! This issue is your first of the new membership year, and we hope all our faithful readers have joined up again by the February 15 deadline to avoid that extra \$2.50 postage for mailing out each back issue in this year's subscription. Paper and CD copies of

‡ Marga has our thanks for her most kind comments about the REFLECTOR and for graciously sending along copies of Bills' reminiscences, *River Town Kid: Reflections of Bill Smith* and the generously illustrated volume *The Smith Dry Docks: A Pictorial History*, detailing the story of the Point Pleasant Dry Dock Co., known on the river as the Smith Dry Docks. Both books continue to provide the editor with much enjoyment as they give a fascinating look at this highly-regarded business and insight into the life of "a river town kid." During these desolate, cold and snowy Iowa days and nights, this winter has been the perfect season for reading. Christmas 2013 brought a cornucopia of good books: the reprint of Alan Bates' *Naval Architect*; the classic *Towboat River* as a gift from son Jonathan; the mammoth Volume 2 of *The Autobiography of Mark Twain*; and two volumes from John Bowman, *A History of the Steamboat Washington* and *Steamboats on the Western Rivers in the Civil War*. We hope to share our reflections and comments about this wealth of good river reading in our upcoming issues.

Jim Lee writes: "Last year you requested submissions for the REFLECTOR for that year's publications. I had intended to submit some material, but was unable to do so at the time. However, I would now like to submit this biography of Capt. James Lee's early years on the river, transcribed from Capt. William Tippitt's manuscript *History of the Lee Line* which I was able to acquire from the Tennessee State Library. Also contained in this work is a listing of boats owned by James Lee, the Lee Line, and his sons and grandsons. I have also done some research using a recently acquired copy of the Lytle-Holdkamper List and have been able to create a more complete history of the various boats owned by my great great grandfather James Lee Sr. I will put this into a Word Document and forward it to you for your consideration. From going through Capt. Tippitt's manuscript, I need to distill his writing into a shorter document. Once I have done this, I would be happy to let you take a look at this work."

‡ Jim has sent a preliminary draft of James Lee's early years from his birth in 1808 up to

"Reflections from Our Readers" continues on page 44

IN THIS ISSUE

Columns

<i>Reflections from Our Readers</i>	2
<i>Getting Posted Up</i>	5
<i>Meet Our Contributors</i>	6
<i>Small Stacks</i>	40
<i>Final Crossings</i>	46

Features

<i>SNYDER in Amherst Madison Drydock</i>	8
<i>Josephine Wilson's Travel Journal</i>	12
<i>1831-40 Western Rivers Index (Part 2)</i>	18

Articles

<i>J. H. Menge & Company</i>	7
<i>Continuing Saga of NETTIE QUILL</i>	11
<i>Last Photo of J.S. in Howard Collection</i>	32
<i>Family Notes on Capt. David B. Herron</i>	34
<i>Grand Tower River Museum</i>	35
<i>GLADIATOR in Government Service</i>	36
<i>River Books and CD Reviews</i>	42

SAVE THE DATE

MARK YOUR CALENDARS

SEPTEMBER 12-13, 2014

S&D'S 75TH

ANNIVERSARY

ANNUAL MEETING

**WATCH FOR FULL DETAILS IN
OUR JUNE REFLECTOR.**

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



S&D REFLECTOR

Published by Sons and Daughters
of Pioneer Rivermen

Vol. 51, No. 1
ISSN 1087-9803

Marietta, Ohio March 2014
Post Office Permit #73, Marietta, OH

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

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

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

REFLECTOR BACK ISSUES AND INDICES

Copies of the current or prior years are available at \$8 each, postpaid for members, and \$10 for non-members.

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

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

THE US POSTAL SERVICE DOES NOT FORWARD MEDIA MAIL! ADDRESS CHANGES - SEASONAL OR PERMANENT - REQUIRE TIMELY NOTICE TO THE SECRETARY TO ENSURE THAT YOU RECEIVE THE S&D REFLECTOR!

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

DUES

FULL MEMBER - \$30 each

FAMILY (spouses and children under 18) - \$1 each
Please list full names of family members.

Remit to:

Sharon Reynolds
1002 Oakland Drive
Paragould, AR 72450

SONS AND DAUGHTERS OF PIONEER RIVERMEN

PO Box 352
Marietta, OH 45750

www.s-and-d.org

OFFICERS

Jeffrey L. Spear, President • Vic Canfield, Vice President
Richard R. Kesterman, Secretary • R. Dale Flick, Treasurer

BOARD OF GOVERNORS

Term Ending 2014	Term Ending 2015
Capt. Rob't. Reynolds	Capt. Wm. Judd
Michael Jones	Capt. Tom Dunn
Taylor Abbott	Fred Rutter

Term Ending 2016
Lee Woodruff, Chairman
Capt. William Barr
John Fryant

J. MACK GAMBLE FUND TRUSTEES

Capt. William Barr, Chairman • Frank Pollock • Jim Bupp

MUSEUM COMMITTEE CHAIRMAN

William Reynolds

The only requirement for membership
in S&D is an interest in river history!



The S&D REFLECTOR is the property of the Sons & Daughters of Pioneer Rivermen Corporation and is not to be reprinted or electronically reproduced without written permission of the Editor.



Getting Posted Up

Letters, We Get Letters
(and e-mails and calls)

E-mails, letters and phone calls to your editor over the past twelve months or so are largely responsible for the content of this March issue of the REFLECTOR. Our on-the-scene report and photographic documentation of the renovations to W. P. SNYDER, JR. came both via conversations with Vic Canfield and Jeff Spear via Ma Bell (or by Sprint or Verizon or whoever does that telephone thing these days) and by the U. S. Postal Service's delivery of Vic's photo CD package. Within two weeks, we were on the phone again discussing details of Virginia Bennett's memorial service, with Vic graciously providing us a copy of his eulogy so we could share it with you.

Several letters from Doc Hawley in his signature calligraphic script brought recollections of the J. H. Menge Co. and filled in some additional details of the magnificent St. Charles Hotel in New Orleans in the R. R. SPRINGER story. In fact, while sharing the news that we were working on this article, Doc off-handedly remarked that he just happened to have an original menu from the SPRINGER, and would we like to use it? Alas, we had the story already laid in on the computer template and couldn't shoe horn another thing into the issue, but we did accept his kind offer to bring it with him to Louisville this October during the BELLE's birthday bash so we could use it in a future story. And the feature piece about Josephine Wilson's travel diary aboard the SPRINGER began nearly a year ago when an e-mail arrived from Jerry Sutphin and was followed up last summer by his package chock full of photos and a transcription of a trip made 130 years ago.

Jack White continues to send his latest installments of research on the first four decades of Western Rivers steamboats, and provides near monthly updates on newly discovered data in his ongoing study of those early American steamers. All this in addition to providing many other period stories about steamboating from newspapers and periodicals of the mid to late nineteenth century. And then Jim Reising dropped a minor bombshell

S&D REGIONAL CHAPTERS

Ohio - Kanawha Rivers Chapter
Jim Bupp, President

Middle Ohio River Chapter
Frank X. Prudent, President

Mississippi River Chapter
Capt. Tom Dunn, President

ADJUNCT ORGANIZATIONS

Ohio River Museum, Marietta, OH
601 Front St • (740) 373-3750

Inland Rivers Library, Cincinnati, OH
800 Vine St • (513) 369-6957

Blennerhassett Museum, Parkersburg, WV
137 Juliana St • (304) 420-4800

Weblinks available at www.s-and-d.org

with his e-mail about discovering the probable last photograph of the steamer J.S. taken hours before she went up in flames. Members and potential new members contact your editor, not only for information and membership applications, but to share stories about their ancestors who lived and worked on the river or on steamboats, people like Jim Lee, Charles Arensdorf and Dean Thompson in this issue. And our mailbox is a source of constant surprise: a new calliope CD and three river books all arriving unexpectedly since Thanksgiving. Finally, you are able to enjoy our front and back covers because of Michael Jones' generous photo sharing last September at S&D's annual meeting.

In the closing minutes of Perry Como's old TV show in the 60s, they used to sing a little ditty: "Letters, we get letters, we get stacks and stacks of letters. Dear Perry, would you be so kind and fill our request ..." Your editor is in awe of a similar response from our members and readers who write, call and e-mail. S&D's future and that of the REFLECTOR is very bright as we approach this milestone of 75 years. Thanks for your letters! 📧



Meet Our Contributors

Gerald “Jerry” Sutphin (*Josephine Wilson’s Travel Journal*, p. 12) spent twenty years working for the Huntington District of the U. S. Army Corps of Engineers upon return from his U. S. Army service, and since then he has been owner and operator of a visual communications arts company for the past two decades in Huntington. Jerry specializes as a consultant in research, development and presentation of inland river projects such as museum exhibits, publications, and film/DVD productions.

Among his many credits, Jerry is co-author of *Sternwheelers on the Great Kanawha River* and was editorial assistant with Capt. Fred Way in reprinting the *James Rees & Sons Company Illustrated Catalog* of July 1913. In addition, he wrote and produced the DVD productions “Tested by Time to Become an American Legend: The Steamboat DELTA QUEEN” and “Two Hundred Years of Steamboating, 1811-2011”, issued in conjunction with Steamboating’s Bicentennial observance of the pioneering trip of the NEW ORLEANS from Pittsburgh to New Orleans.

WAY’S PACKET DIRECTORY 1848-1994

ISBN No. 0821411063

List price at \$79.95 plus \$5 shipping/handling

WAY’S STEAM TOWBOAT DIRECTORY

ISBN No. 0921409697

List price at \$79.95 plus \$5 shipping/handling

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

CONTACT

CHICAGO DISTRIBUTION CENTER

11030 South Langley Avenue

Chicago, IL 60628

Phone toll-free: 1-800-621-2736

Check, Money Order or Credit Card

From 2005-09 Jerry served as S&D President. In our March 2013 fiftieth anniversary issue, he recalled his introduction to Capt. Fred Way and to S&D back in 1964, and reading his first copy of the REFLECTOR. He remarked that from that day on “I was hooked!” Looking back on those formative years when his interest in steamboats and river history began to blossom, he recalled that “the profound impact on my life from these encounters with the S&D REFLECTOR and with Capt. Frederick Way, Jr. cannot be measured.”

Jerry graciously supplies the REFLECTOR with photos from his own steamboat photo collection, and generously shares material for feature stories and future articles.

John H. “Jack” White (*1831-40 Western Rivers Steamboats – Part 2*, p. 18) provides the G-N listings from steamboating’s third decade, the final installment for 1831-40 scheduled for our June 2014 issue. Although Jack has completed the entire pre-*Packet Directory* index of listings to 1848, he continues to turn up new research about the steamboats already listed in his index. In a recent phone call to your editor, he chuckled at the prospect of never being entirely finished with this project, one of the limitations that any historian learns to accept early on in his work. That impossibility notwithstanding, we commend and thank Jack for his tireless efforts.

Thinking about submitting to the REFLECTOR?

Please follow these guidelines:

Articles

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

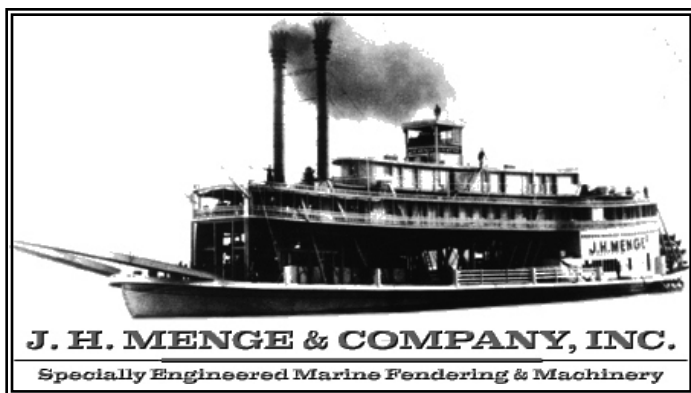
Features

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

Images

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

Send to the Editor as an e-mail attachment



Capt. Doc Hawley sends the clipping below from the *Historic New Orleans Collection Quarterly* with the note: "The enclosed article is about J. H. Menge and Company. On his last visit here, C. W. Stoll saw a Menge calendar over my desk in the NATCHEZ office and was astounded that they were still in business ... and that he did not know it! The article fails to make mention of the Str. J. H. MENGE. Later on I dined at Galatoire's with Bill Menge who told me that all they had from the boat was the water cooler which is in his son's house at Alexandria, VA."

The magazine article which accompanied the drawing says: "This is a circa-1900 trade card advertising J. H. Menge and Sons, agents representing purveyors of groceries, marine hardware, railway and mill supplies, tarred cordage, oakum, pitch, paints, oils, turpentine, and varnishes. One side of the card lists the various companies represented by Menge in New Orleans, while the other side illustrates its building at 201 Tchoupitoulas Street, at the corner of Common, which was built about 1898. The company operated out of this building until 1914, when it became the Menge Marine Hardware



and Supply Company and relocated. The building now houses luxury condominiums. The company was founded by Englishman John Henry Menge (1833-1905) who, after arriving in the United States, lived in the North before moving to New Orleans in 1863. Initially employed here as a wholesale grocer, he established a ships' chandlery (a purveyor of ships' supplies and equipment) in 1878, which was renamed J. H. Menge and Sons in 1895 when he brought his sons into the business. Now known as J. H. Menge and Company Inc., it still operates locally and represents marine-engineering product manufacturers."

John H. Menge began his river career as clerk on the brand new St. Louis packet JAMES WHITE (2955) in May 1864. Six months later the boat was snagged and lost at Island 10 on the Mississippi. By September 1868, Capt. Menge had acquired half interest in the packet MONSOON (4017), also serving as her master. She too was snagged and lost while downbound on Red River at Prudhomme Bend in December of that year. Ten years later, however, Menge had organized the company which is now in its fourth generation. Their website features the steamer J. H. MENGE in its logo.

The J. H. MENGE (2844) was a sternwheel cotton packet built by Howard in 1910 for the Mississippi Packet Co. Her hull measured 188' x 38' x 5.8', with a 50-foot width over the guards. She had Gillett & Eaton compound engines 13's, 26's with an 8-foot stroke. She originally ran New Orleans-Ouachita River and then New Orleans-Vicksburg. She was sold in 1916 and renamed M. A. BURKE.

Ship chandleries were common in deep water ports such as New Orleans, while the inland rivers were served by multitudes of boat stores such as the Leyhe brothers' Eagle Boat Store at St. Louis.



Public Library of Cincinnati & Hamilton County Photo

W. P. SNYDER, JR. Renovations Underway at Amherst Madison

Around noon on October 10, 2013 the W. P. SNYDER, JR. was taken in tow to her temporary winter quarters at Amherst Madison's drydock just upstream from the mouth of Kanawha River opposite Point Pleasant. S&D president Jeff Spear opined that this repair yard was located at the onetime landing site of the former Campbell's Creek Coal Co., which had been purchased by Madison Coal & Supply in the 1950s. Yard superintendent Joe Loomis is in charge of renovations to the 96-year old pool towboat, and supervised her drydocking. Fortunately, the SNYDER has been able to remain in drydock since her arrival, as the company's second drydock there has remained unoccupied while work on the boat moved forward.

Four S&D delegates made an inspection tour on Monday, November 18: Vic Canfield, Bill Reynolds, Taylor Abbott and Jeff Spear. Their report is that work is "very much on schedule." It is anticipated that she will return to her Muskingum River berth in April. As of November, the SNYDER's badly deteriorated fantail was finished being replaced. The boatyard crew encountered greater problems than expected in the forward coal bunkering area, with more extensive replacement of the steel being required. However, as the amount of deck replacement was less than anticipated, that unexpected work could be easily accommodated.



SNYDER sits high and dry in Amherst Madison drydock.

Most of the wheel, shaft and cranks have been painted, although the wooden buckets have been left in their natural state as they appeared when the boat arrived at Marietta in 1955. Use of color photos will aid the painting crew in returning the boat as near as possible to her original color scheme. And modern technology continues to be a source of amazement, as the paint being used can be safely applied in temperatures as low as 30° (or even lower, according to the yard workers.) It was expected that carpentry work will begin by the first of February.

As reported in our December issue, once steel replacement on the main and upper decks has been completed, refurbishing of wooden surfaces, glazing of pilothouse windows and transoms, painting the boat's superstructure, and renovating the electrical system onboard will commence.

Images of the boat in drydock last November appear on this page and those that follow. We thank Vic Canfield for providing this photo documentation of the work being done. 📷



Workman replacing some of the main deck plating.



At work in the wheel. Arms, circles, keys and blocking will all be painted, while buckets remain natural wood. Shaft is painted white, better to detect any cracks that might develop.



Boat's name as A-1 welded on bow appears above. Built in 1918 as W. H. CLINGERMAN, she was renamed J. L. PERRY in 1938, A-1 in 1945, and W. P. SNYDER several months later.



SNYDER's stern rake and underside of cylinder timbers supporting wheel and journals. Note her rudders and posts have been dropped out through rudder wells while work proceeds.



Side view of the 151.1 x 32.5 x 5.2-foot hull. That hull had been widened 4.1 feet during her years with Carnegie Steel. Major hull renovations were completed in spring and summer 2010.



Rebuilt fantail and refurbished stern transom show plainly in this view from deck of drydock. Boat's visitors will be able to walk on fantail again without fear of falling through the deck!



Good bow view of W. P. SNYDER's hull with its combination scow and model bow characteristics. This hybrid shape was strong, buoyant, and provided a sharp stem for easier steering.



SNYDER on drydock with tarp providing some protection for work crews during chilly November days. Shipyard crews at work during winter months labor in typically inhospitable conditions on the Ohio, Kanawha and Upper Mississippi Rivers.



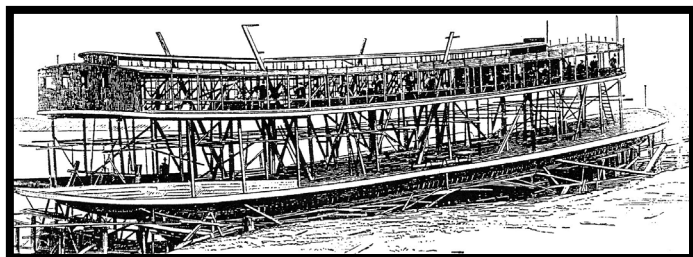
S&D inspection team of Taylor Abbott, Vic Canfield and Jeff Spear giving their approval to the work done by Amherst Madison.

Continuing Saga of the NETTIE QUILL

The cotton packet NETTIE QUILL graced the front cover of our December issue, and publication of that image prompted a photocopy of a story from the June 1888 issue of *Mechanics* magazine to appear in your editor's mailbox. Jack White kindly sent a full page copy from that issue, sadly commenting that although the entire story covered 4-5 pages, this was the only piece of it he had. But a better choice of the article's contents couldn't have been selected, for not only did this piece contain full and extensive dimensions and particulars about the NETTIE, but it even reproduced a drawing of the boat and amazingly, a line drawing of her on the ways at the boatyard in Freedom, PA based on the very photo which appeared on page 47 of our last issue. Jack went on to observe that although this story had been in his files for some time, it wasn't until NETTIE appeared in the December REFLECTOR that he was able to identify the subject of this magazine article. Here is the accompanying text of the *Mechanics* story.

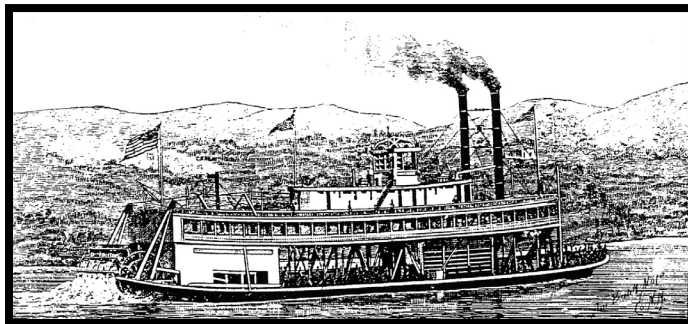
"Figure 265 [shown at bottom of this column] is from a photograph of the hull on the stocks. In connection with the figures, the following table of specifications indicates full dimensions:

- Length, 180 feet
- Beam from out to out of frame, 33 feet
- Depth at lowest place in wing, 4½ feet
- Floors 3 ½" x 6" centered on 14" forward to 2 ¾" x 6" centered on 16" aft
- Main keelson, 5" x 10" made of 4 pieces 2 ½ x 5"
- Bilge keelson, 3" x 7"
- Top clamp, 20" deep
- Side strakes, 2" x 8"
- Floor strakes, 2" x 6"
- Keelson bulkhead, 1¼" thick
- Deck beam, 3" x 6" centered on 24" x 28"
- Deck, 2" thick
- Stanchion in hold, 3" x 4", 2" x 4", and 3" x 3"
- Boiler beams iron with wood filling



- Outriggers for guard, 30' long
- Bottom plank, 3½-3" and 2 ½" thick fore & aft
- Knuckle, 5" thick
- Wale top strake 1 ½" thick, filling 2" and 2 ½"
- Knuckle full bolted-3 bolts-3/8" iron
- Bottom plank, 3/8" bolts
- Floor strakes bolt to every third timber
- Main keelson every other timber
- MACHINERY
- 2 engines 16 ½" diameter of cylinder x 6½ feet stroke
- Wheel 20 feet diameter; 15 buckets-22 feet long
- 1 Doctor
- Steam capstan with double engine
- 2 boilers 30 feet long, 47" diameter; each with 6 10" flues, with mud and steam drums, check and safety valves
- Hand deck pump, etc.

The preferable material in woods for hull construction are the white oaks of West Virginia, weighing from 60 to 65 pounds per cubic feet, with a tensile strength of some 12,000 pounds per square inch of section, and some 2,500 pounds to their elastic limit. The wood for joiner work and bulkheads, yellow poplar and white pine; the joiner work is very light and 'flimsy,' but when properly fastened makes a very satisfactory shelter. All the cross and fore and aft bulkheads are about ¼" thick connected by a muntion in order to stiffen them; the muntion is vertical and the bulkhead is assisted also by a strip 1 ½" x 1 ½" on which one end of bed slats rest. The decks are also very light; main cabin 1½" to 2" thick depending on the class of the boat; cabin floor, or boiler deck as it is called, 7/8" thick and the roof of the cabin or hurricane deck 5/8" thick; the latter decks are made of tongue and grooved lumber secret nailed." ①



Unnamed NETTIE QUILL as pictured in article.

Josephine Wilson's Travel Journal

by Gerald Sutphin

This diary was written by Josephine Edwards Wilson who was 13 years old at the time. The October 29, 1884 entry begins with "Dies Irae." A student of the classics, Josephine writes this to indicate the importance of this trip to her – it was a "Day of Wrath/Judgment Day/Day of Reckoning." The "party" described by Josephine in that entry is the Wilson family of six shown in the photo on page 13, plus a spinster aunt, "Aunt Kate" (Kate H. Wilson, b. 1832, d. 1944) and an African American domestic servant named Evie Harriss (b. ca. 1840).

Saturday, Oct. 25, 1884

Today the following came to tell us goodbye. Mary & Kate Allen; Mary, Ula, and Jose Clark; Bro. Steadham; Grandma; Aunt Kate & Aunt Maggie; Uncle George & Emmett Allen; Annie, Ellen & Albert Walker.

Sunday, Oct. 26, 1884

Aunt Clemmie; Col. Harris; Aunt Sallie, Uncle Walter, Fannie, Annie, Bryce, Lee, Bess. Walter, Dr. John Harris, Mr. Douglas Sargent, Mrs. S. Maggie Russel Sargent, Mr. Harvey Sargent.

Wednesday, Oct. 29, 1884 (Dies Irae)

Our party consisting of eight (papa, mama, Aunt Kate (big sister), Jimmie, Charlie, sister, myself and Evie) left home (Russellville, AL) on the 28th of Oct. 1884, for San Antonio, TX. Uncle Walter carried mother, Aunt Kate and myself to Tuscumbia in his carriage. We had a delightful ride that far. Got to Tuscumbia at one o'clock, ate dinner at the big spring and then went to the Parshall Hotel and waited until the four o'clock train came. We all got very tired waiting. Uncle Marshall and Mr. Price came over from Florence and stayed with us until time to leave. We left Tuscumbia at four o'clock that evening. Had a dreadfully rough and tiresome ride to Memphis. Got there at half past ten. Went to the Peabody Hotel. Papa didn't feel like being bothered with "women folks" this morning, and mama was very tired, so Aunt Kate, Sister and

myself went out alone. We roamed about until we found Menkens and then we went in and made some purchases. At two o'clock we left Memphis and got aboard the R. R. SPRINGER. At night it was so dark and the river so shallow that we didn't travel any after 7 o'clock. "Tied up" to a tree on the river bank. As we had a musician on board, we had some beautiful music after supper.

Thursday, Oct. 30, 1884

When I awoke this morning the sun was shining very brightly and the SPRINGER again on her way to New Orleans.

Friday, Oct. 31, 1884

Yesterday was a beautiful day. We all went up on top just before we got to Helena & stayed up there for two hours while they were taking on the freight from there (150 bales of cotton). Just after we went on top the steamer JAMES LEE passed us. There was a gentleman on top of the JL who tried to carry on a handkerchief flirtation with Aunt Kate. We all waved our handkerchiefs at him and then ever-so-many of those on the JAMES LEE waved their hats and handkerchiefs. Last night was a beautiful night. We all went up on top and stayed a while. We traveled all night. After supper we had some lovely music. There is a gentleman on board whom we call the "funny man" and he surely is the funniest man I ever saw - more mischievous than MacMurray. He is a master of music. Sings very well. He sang two pieces last night. One was "Shabby Genteel" and the other was "Popping the Question." He laughs all of the time and keeps everybody around him laughing all the time.

Saturday, Nov. 1, 1884

Yesterday was a very pleasant day. We saw some lovely scenery. Went up on top last night and saw a boat pass. We could see it for three miles up the river and it was lovely. Last night I played some, but the "funny man" would not play one bit. He just cut up and would not let me write my letter. The boat is "tied up" now.



According to Harriett Neal Key Clarke (daughter of Josephine E. Wilson who appears in this photo standing at center), this picture was taken shortly before the family's trip aboard the R. R. SPRINGER from their home in Russellville, AL to Memphis, TN (where they boarded the SPRINGER), to New Orleans, LA (where they boarded a train) to San Antonio, TX. Harriett said that her mother always referred to the family as dressed in their "traveling clothes." The reason for this trip was a doctor's recommendation that Josephine Allan Wilson recuperate from chronic tuberculosis by changing climates. He recommended "going west" which the Wilson family decided would be San Antonio, TX. Harriett Clarke assumes that this photo was taken near or at the Peabody Hotel in Memphis, TN. Those in photo seated L to R are Josephine Allen Wilson (b. January 16, 1846, d. between 1884-94), wife of James Edwards Wilson (b. October 11, 1839, d. March 21, 1921), and their oldest daughter Mary Willie Wilson (b. July 17, 1867, d. ?) Standing L to R are James Alexander Wilson (b. February 16, 1873, d. October 13, 1914), Josephine Edwards Wilson (b. December 24, 1870, d. November 20, 1948) and youngest son Charles R. Wilson (b. 1876, d. 1958).

Sunday, Nov. 2, 1884

Yesterday morning just before daylight one of the boat's wheels broke. It was caused by having on too much steam. It made a terrible jar and knocked one lady out of her bed. They tied the boat to a tree on the bank and stayed there until about two o'clock. Just after the wheel broke the steamer ED RICHARDSON passed going up the river. They sent word by her to Vicksburg to telegraph to Natchez for a tug to "come and help us." At two o'clock they decided to go with one wheel. The tug met us a little after dark. We landed at Hard Time yesterday evening and stayed there about an hour

and a half. We got to Natchez this morning about an hour before day[light], and are just leaving now (12 o'clock). We went up and looked at the city this morning. Went to market and into the Cathedral. We have left the tug that was kind enough to come to our aid last night, and are going on just one wheel. Last night we became very much alarmed and all slept in our dusters and part of our jewelry; all ready at a moment's warning if another accident should happen. A week ago I was at home. I am glad that I am not there now, although it is not very pleasant to be on this old broken boat. But I do not feel uneasy.



The Wilsons departed for Memphis from the passenger depot at Tuscumbia, AL served by the Memphis and Charleston RR. This line was completed in 1857 and was the first in the United States to link the Atlantic Ocean with the Mississippi River. In Alabama, the railroad followed the route of the Tuscumbia, Courtland and Deatur RR. Photo courtesy of Quad Cities Daily, Florence, AL.

Monday, Nov. 3, 1884

Yesterday evening we were all sitting out on deck and the “funny man” came out and told us to select some hymns, and that we were going to have a sermon. There is a German minister on board. He preached a splendid sermon. After supper we had some singing, but I had the headache so badly that I could not sing any. We have very peculiar ways of distinguishing the passengers. At least half of the passengers are traveling for their health. There is the “sick lady,” the “sick lady’s father,” the “sick lady’s mother,” the “sick man,” and his wife. The “Frenchman,” the “German,” the “Scotchman,” the “funny man,” the man with the double extra eyeglasses, the “artist,” the “man who sings,” the “widow,” the “French lady,” and several others. I should like very much to know how they distinguish us. There are several pilots on board. There is the “old one,” the “little one,” the “THE pilot” or the “handsome one.” There are two doctors: the “Texas doctor” and the “Florida doctor.” We are having such a nice, delightful time. The captain told papa that he ought to take us across the Gulf. I do hope that he will take us that way. Evie says that she is not going across the Gulf in a “skiff” – trying to say ship.

Tuesday, Nov. 4, 1884

Yesterday just before dinner we got to Baton Rouge. We went on shore. Went to the state capital

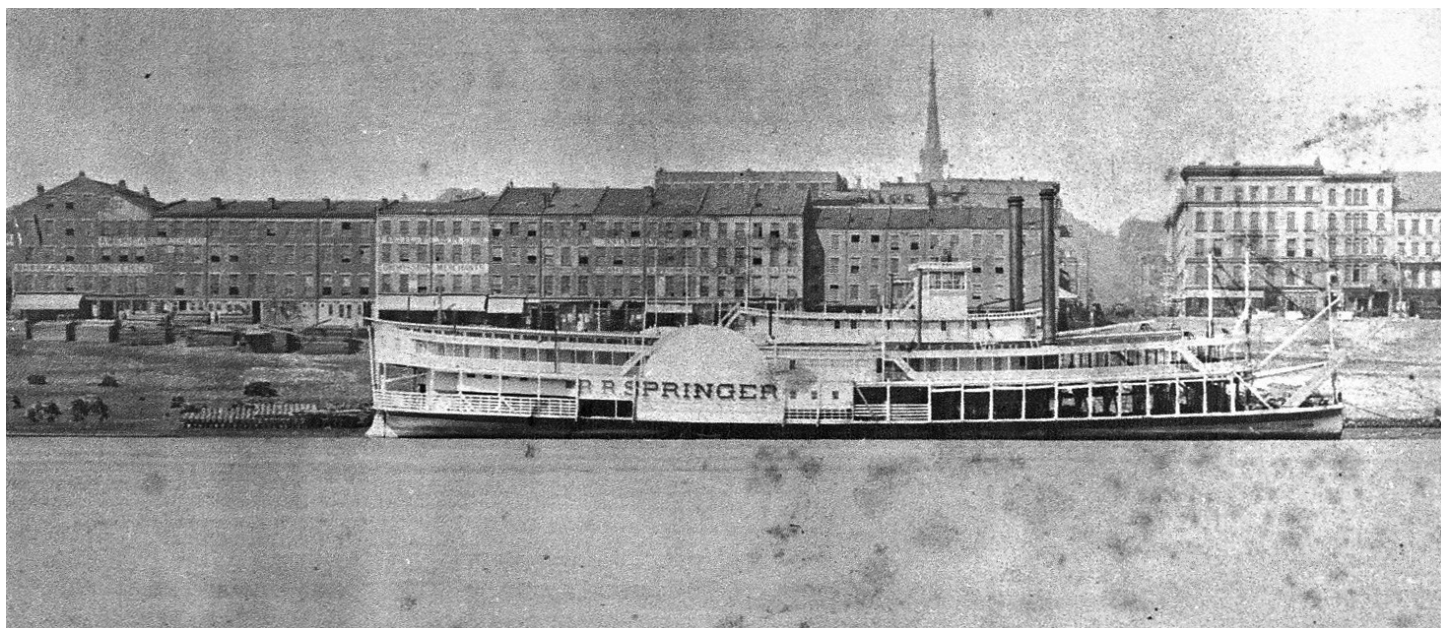
and went all over it. It is “just lovely.” Papa asked for Sam Bohs Jones, but he was not there. He came on after a little while and overtook us. He took us to his house and offered a toast. Wished us a “pleasant and profitable journey and a safe return.” Gave us some apples and offered to take us around and show us over the city. We then went to the penitentiary. Saw the cells and saw them at work, some making croquet needles, some sewing, and some making bread. He then took us to the printing office after which we came back to the boat. The river and the scenery along the banks was indescribably beautiful all the way that we came. Aunt Kate and myself sent Dr. Clarke Tommie a box of flowers.

Thursday, Nov. 6, 1884

We got to New Orleans Tuesday at eleven o’clock and went to the St. Charles Hotel.

Friday, Nov. 7, 1884

We got to New Orleans Tuesday at 11 o’clock and when we got off the boat we could not get a carriage and the car drivers were on strike so we had to walk from the river to the Hotel. We were all very tired when we got there. That evening Cousin Mary Henderson came up to see us. After she left we spent the rest of the evening looking out of the window. We saw nearly all of our passengers on the SPRINGER pass. Some of them recognized us and some did not. The “little sad man” saw us and came up in the parlor and talked and stayed some time. One night while we were on the boat he came up in the cabin and tried to get me to play cards with him, but to be sure I did not. After supper Cousin William came up to see us. Aunt came with him. Wednesday morning we went out over the city but did not see much. We went on Canal Street for a little way and then turned and went to see Gen. Lee’s monument. It is very tall and beautiful. [The 16½ foot tall bronze statue stands at center of Lee Circle-ed.] When we got back to the Hotel, Aunt Clemmie was there waiting to see us. After dinner, we packed our trunks and made our arrangements to leave. After we were ready, Aunt Kate and myself went with papa to get our lunch. Soon after we got back to the Hotel, Cousin William came up to tell us goodbye. We then had a rough ride to the depot, then crossed the river in a boat and took a sleeper for San Antonio. We ate supper immediately after the train started and then went to bed. The next

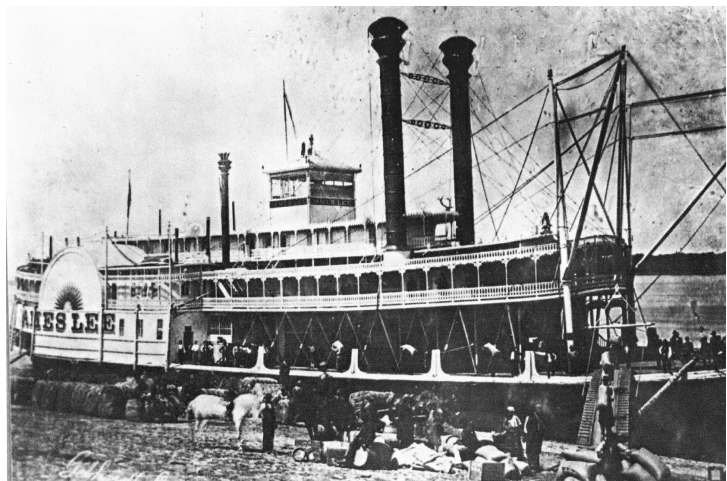


Cincinnati, Louisville and New Orleans Passenger Steamer

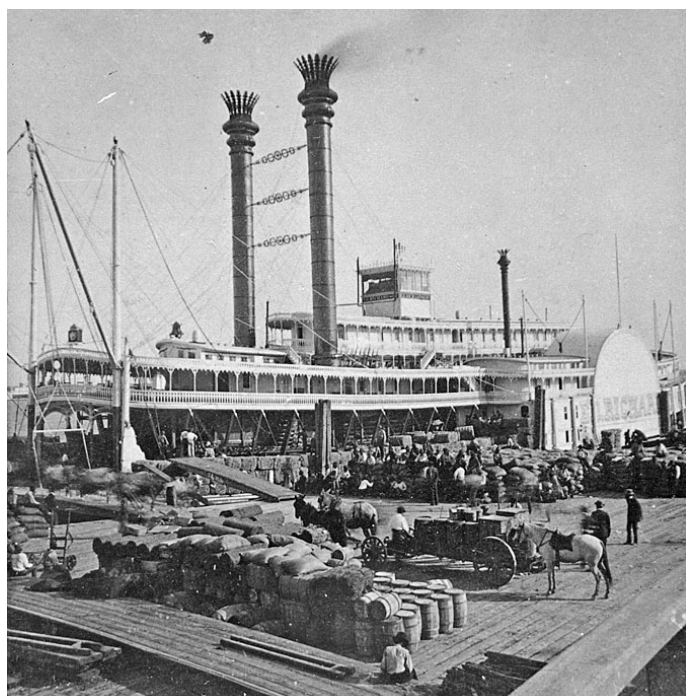
R. R. SPRINGER

Fastest Time for Thirty Years!

R. R. SPRINGER (4658) at Cincinnati, shown in this photo by Thornton Barette. Built 1879 at James Mack yard in Cincinnati. 294.5 x 41.5 x 8.3. Ran Cincinnati-New Orleans, Capt. Henry U. Hart, master. Named for Reuben Runyan Springer, a Cincinnati banker and one of the principals in building the Roebling Suspension Bridge and the Cincinnati Music Hall. She made a St. Louis-St. Paul round trip six months prior to the one recorded in Josephine's diary. The "fastest time for thirty years" mentioned above is probably her 6 day, 2 hour and 10 minute run New Orleans to Cincinnati in May 1881. Print from the collection of Jerry Sutphin.

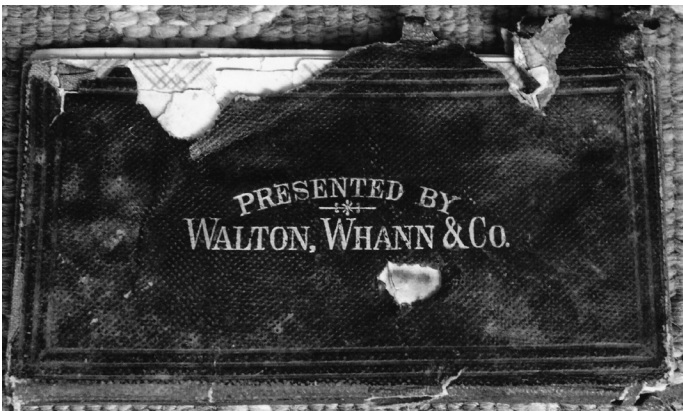


JAMES LEE (2933) passed R. R. SPRINGER while she was landed at Helena, AR to load 150 bales of cotton. A "handkerchief flirtation" took place between passengers on the two steamers, according to the diary of Josephine Wilson. The LEE and ED RICHARDSON, pictured on right, are the only other steamers mentioned by name in the diary. Somewhere between Helena and Vicksburg they met another boat, and at New Orleans, Josephine comments that they "crossed the river in a boat and took the sleeper for San Antonio." It is probable that the sleeper was part of the passenger equipment on the former Texas & New Orleans RR, which was acquired by the Southern Pacific in 1881. Photo from the steamboat collection of Jerry Sutphin.

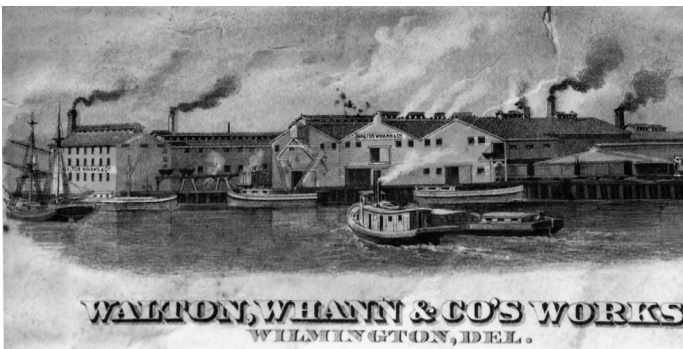


Cotton packet ED RICHARDSON (1706) carried word to Vicksburg of the fate of the crippled R. R. SPRINGER. A telegram was relayed from there to Natchez requesting towing assistance for the stranded vessel. However, the boat proceeded on down the river on one wheel until the tug reached them. Photo courtesy of Murphy Library - U W La Crosse.

morning when we awoke we were traveling over the prairie at the rate of 15 miles an hour. We passed over some lovely country yesterday. Stopped at Houston and Charlie and myself "landed" as we all persist in saying since we left the boat, and went over to an old Negro woman's house and got some flowers. We stopped at Rosenberg, TX for dinner, but had our dinner with us. Sister and myself went out and bought some crackers. We got here [San Antonio] last night after seven o'clock. Are stopping at the Menger Hotel. This morning we went out to see the city. We went into several dry goods stores and thing stores and saw nearly everything on Commerce Street. This evening we went up to see Mrs. Hargrove. She has a very sweet little home No. 810 Avenue C. Papa has almost decided to rent from her. She agreed to rent us her house and furniture for 55 dollars and wants him to board her and her son at \$30 a month. I think he will do it. I hope he will.

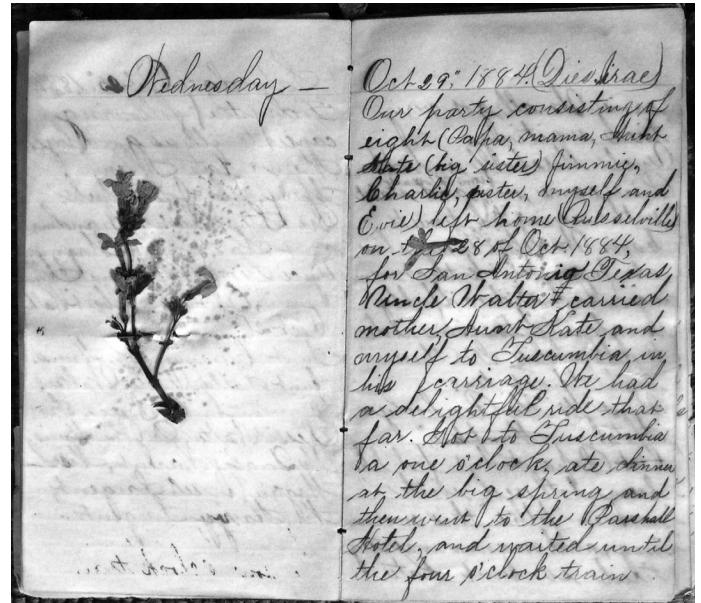


Outside cover of Josephine Wilson's travel journal. She probably received this from her father, who was a merchant in Russellville, AL. Amazon.com lists an 1875-76 Walton, Whann & Co. "Pocket Book, Diary, and Calendar for Planters and Farmers" containing 72 pages.



Walton, Whann & Co. were manufacturers of raw bone super phosphate fertilizer at their plant on the Christina River, 203 West Front Street in Wilmington, DE. Company ads praised the fertilizer's results for plantings of cotton, corn, wheat and tobacco. Both photos above courtesy of Jerry Sutphin.

Jerry Sutphin forwarded this story to the REFLECTOR after receiving a transcription and photos of the journal from David Snow. Turns out that David has a friend who is the grandson of Josephine Wilson, author of the diary. 🕒



Journal entry for first day of the trip, Wednesday, October 29, 1884. Photo courtesy of Jerry Sutphin.



Roofbell of R. R. SPRINGER was cast in 1879 at the Buckeye Bell Foundry by Van Duzen and Tift of Cincinnati. After the steamer was wrecked in 1885, it was acquired by Capt. Jacob D. Heglar who ran the GUIDING STAR. Capt. Heglar lived in Loveland, OH northeast of Cincinnati, and gave the bell to the Loveland Fire Department for use as a general alarm during emergencies. The bell served as the city's fire alarm until 1934. It now graces the top of a concrete vault at the Firefighter's Memorial in that city. Photo courtesy of Murphy Library, University of Wisconsin - La Crosse.

Travel Notes on Josephine Wilson's 1884 Journal: Russellville to San Antonio

While reading this first-hand account of an 1884 steamboat trip from Memphis to New Orleans in the words of a 13-year old, we were fascinated with the seemingly incidental remarks which bring this diary to life. Perhaps a few details will flesh out a bit more of her story for S&D readers 130 years later.

Russellville, AL, is today a city of 10,000 residents, about 15 miles south of the Florence/Sheffield/Tuscumbia region of Muscle Shoals on the Tennessee River. The town, incorporated in 1819, was named for Maj. William Russell, an early settler who helped in construction of Jackson's Military Road, the major route through the area. Apparently Josephine's father was a rather successful merchant, as evidenced by his choice of hotels during the trip.

The Wilson family stayed at the famous Peabody Hotel in Memphis, built in 1869 at the corner of Main and Monroe Streets. According to the hotel's website, the original hotel was "the social and business hub of Memphis" until it closed in 1923, replaced by the present-day hostelry built in 1925 on Union Avenue. An indication of the establishment's expert catering to the requirements of its guests is the family portrait which may very well have been taken by a resident photographer at the Peabody. The focal point of a downtown shopping trip enjoyed by three of the family members was the well-known Menken Brothers store, dry goods and general merchandise retailers. Four years later, a new five-story J. S. Menken Co. department store on Main and Gayoso Streets employed 300 salespersons and clerks.

Echoing their stay in Memphis, the family chose the "grandest hotel in New Orleans above Canal Street," the St. Charles Hotel on St. Charles Ave. between Common and Gravier Streets. This was the second of three hotels by that name, built in 1852. Charles Dickens, not known as a lover of things American, commented on the "excellent dinners at the magnificent St. Charles Hotel." As already noted, the family's city tour included a visit to the new Gen. Robert E. Lee monument in Lee Circle, just eight months after its dedication. Upon arrival in San Antonio, the Wilsons stayed at the prestigious Menger Hotel, erected in 1859 and centrally located adjacent to the historic Alamo.

Two of the sites mentioned in Josephine's journal during that 750-mile trip were visited the evening of Saturday, November 1 and the morning of Sunday, November 2. After the SPRINGER suffered a "broken

wheel" and had laid up most of the day until she could relay a request for assistance, Capt. Henry U. Hart decided to steam toward Natchez with one wheel. Later that evening when the "tug" arrived, the boat made a second emergency stop at Hard Times Landing, midway between Vicksburg and Natchez. This landing near Newellton, LA, is located on what is today called Yucatan Lake, an oxbow and former channel during the Civil War. It was here on April 29, 1863, that 30,000 troops under command of Gen. U. S. Grant embarked on transports and barges to spearhead the eventual siege of Vicksburg. When the SPRINGER finally arrived at Natchez early the next morning, the Wilsons went up the hill and toured town, including a visit to the Cathedral. Known today as St. Mary Basilica, the Cathedral was dedicated on Christmas Day 1843, but the building was not completed until the year before the Wilsons paid their visit. It remained the Cathedral of the Diocese until 1977.



**Five Star Hotels
Shown at top:
Peabody Hotel,
Memphis, TN
On right: St.
Charles Hotel,
New Orleans, LA
Shown below:
Menger Hotel,
San Antonio, TX**



1831-1840 Western Rivers Steamboats (Part 2)

by John H. White, Jr.

G. A. BAYARD

SW packet wh b. Pittsburgh, PA, 1836. 140 tons. Collided with DANIEL O'CONNELL at Cole Point on December 26, 1836.

GAINESVILLE

SW packet, wh b. Marietta, OH, 1839. 195 tons. In collision at Mobile, AL on March 31, 1843.

GALENIAN

SW packet, wh b. Pittsburgh, PA, 1834. 130 tons. Ran between St. Louis and Galena/Dubuque. During the winter she was on the Ohio River. Burned at Bayou Plaquemine, LA on March 6, 1839.

GALLANT

SW packet, wh b. Gallipolis, OH, 1839. 125 tons. Described by John Audubon as "the very filthiest of all filthy old rat-traps" after a trip aboard her from Louisville to St. Louis in March 1843. This story is retold in John F. McDermott's book *Before Mark Twain* (1969).

GALLATIN

SW packet, wh b. Wheeling, 1839. 148 tons.

GALLIPOLIS

SW packet, wh b. Gallipolis, OH, 1832. 100 tons.

GANGES

SW packet, wh b. Cincinnati, OH, 1836. 200 tons. Burned at Vickburg, MS on May 17, 1841.

GAZELLE

SW packet, wh b. Pittsburgh, PA, 1832. 130 tons. Crushed in ice at St. Louis on March 4, 1838.

GENERAL BRADY

SW packet, wh b. Pittsburgh, PA, 1839. 178 tons.

GENERAL BROWN

SW packet, wh b. Jeffersonville, IN, 1836. 190 tons.

GENERAL BROWN

SW packet, wh b. Louisville, KY, 1838. 195 tons.

GENERAL BRYAN

SW packet, wh b. Cincinnati, OH, 1839. 76 tons. Snagged on Sabine River, TX on February 16, 1842.

GENERAL GAINES

SW packet, wh b. Jeffersonville, IN, 1836. 190 tons.

GENERAL LEAVENWORTH

SW packet, wh b. Cincinnati, OH, 1839. 160 tons.

GENERAL MORGAN

SW packet, wh b. New Albany, IN, 1840. 165 tons. Worn out 1848.

GENERAL PICKENS

SW packet, wh b. Cincinnati, OH, 1837. 180 tons.

GENERAL PIKE

SW packet, wh b. Cincinnati, OH, 1835. 151 tons. Snagged 1840.

GENERAL PIKE

SW packet, wh b. Jeffersonville, IN and Cincinnati, OH, 1838. Hull measured 184' x 28' and was constructed at Jeffersonville. She was completed at Cincinnati with 28 staterooms, 8 in the ladies' cabin. Her maiden trip departed December 2, 1838.

GENERAL PIKE

SW packet, wh b. Cincinnati, OH, 1840. 234 tons. 172' x 26' x 5'6". She was owned by Jacob Strader and is often confused with the steamer PIKE of 1838-45 (see). Cost \$18,000. Snagged at Island 84 near Greenville with loss of three lives on February 26, 1843.

GENERAL PIKE NO. 4

SW packet, wh b. Cincinnati, OH, 1840. 234 tons. This vessel is most likely the same boat described in previous listing.

GENERAL PRATTE

SW packet, wh b. Pittsburgh, PA, 1840. 342 tons. She was one of the finer boats of her day, measuring 205' x 27'. The men's cabin had forty staterooms. The ladies' cabin was more elegantly furnished and had a well-tuned piano. On November 4, 1842, when about twelve miles above Memphis, a fire was discovered around 2 a.m. There were 450-500 immigrants traveling as deck passengers, including a large number of children. The boat was run to shore, but the flames quickly enveloped the steamer. Captain and crew worked heroically to get everyone ashore, and miraculously succeeded. Details in McDermott's book *Before Mark Twain*, (1969), pp. 170-177.

GENERAL SCOTT

SW packet, wh b. Wheeling, 1839. 179 tons. Collided with LAKE ST. CLAIR (see) in October 1848.

GENERAL SUMPTER

SW packet, wh b. Cincinnati, OH, 1835. 188 tons. Worn out 1843.

GENERAL W. H. HARRISON

SW packet, wh b. Cincinnati, OH, 1838. 158 tons. Worn out 1846.

GENERAL WAYNE

SW packet, wh b. Pittsburgh, PA, 1836. 232 tons.

GEO. WASHINGTON

SW packet, wh b. Pittsburgh, PA, 1836. 319 tons.

GEORGE COLLIER

SW packet, wh b. Pittsburgh, PA, 1835. 402 or 450 tons. Sank in Mississippi River 1839.

GEORGIA

SW packet, wh b. Williamsport, 1837. 135 tons.

GIPSEY

SW packet, wh b. Pittsburgh, PA, 1836. 79 tons. Also spelled GIPSY or GYPSY. First ran on Rock River in 1838 as far as Oregon City, IL. She was known as a low water boat, being the only steamer operating on the Upper Mississippi during the low water of 1839. Stranded at Keokuk, IA in April 1841.

GIRARD

SW packet, wh b. Pittsburgh, PA, 1836. 139 tons.

GLADIATOR

SW packet, wh b. Cincinnati, OH, 1834. 99 tons. Snagged at Liverpool, MS in January 1838.

GLADIATOR

SW packet, wh b. Louisville, KY, 1839. 112 tons.

GLASCOW

SW packet, wh b. Pittsburgh, PA, 1837. 249 tons.

GLAUCUS

SW packet, wh b. Pittsburgh, PA, 1839. 191 tons. The Cincinnati newspaper *Republican* of November 22, 1838, mentions a 4½-mile race between GIPSEY and GLAUCUS at Louisville lasting 26½ minutes. GLAUCUS won by nearly a length. This steamer was probably the first boat to land at present-day site of St. Paul in 1839. She was noted for the stentorian quality of her whistle. Snagged at Hannibal, MO in August 1842.

GLOSTER

SW packet, wh b. Wheeling, 1839. 128 tons.

GONDOLA

SW packet, wh b. Bridgeport, PA, 1831. 75 tons.

GONDOLA

SW packet, wh b. Smithland, KY, 1837. 84 tons.

GONDOLA

SW packet, wh b. Smithland, KY, 1840. 54 tons.

GONDOLIER

SW packet, wh b. Nashville, TN, 1831. 110 tons. Snagged 1834.

GOOD INTENT

SW packet, wh b. Pittsburgh, PA, 1835. 106 tons.

GOV. CLARK

SW packet, wh b. Louisville, KY, 1835. 149 tons.

GOV. DODGE

SW packet, wh b. Pittsburgh, PA, 1837. 218 tons. Off records in 1840.

GOV. ISRAEL PICKENS

SW packet, wh b. Cincinnati, OH, 1837. 218 tons. Worn out 1846.

GOV. ROMAN

SW packet, wh b. Cincinnati, OH, 1839. 256 tons.

GOV. SHELBY

SW packet, wh b. Jeffersonville, IN, 1837. 199 tons.

GOVERNOR MOREHEAD

SW packet, wh b. Cincinnati, OH, or Madison, IN, 1840. 99 tons. 122' x 20' x 4.2' Built by Howard Shipyard.

GRAND GULF

SW packet, wh b. Pittsburgh, PA, 1836. 80 tons.

GREAT WESTERN

SW packet, wh b. Louisville, KY, 1840. 599 tons.

GRECIAN

SW packet, wh b. Cincinnati, OH, 1839. 88 tons.

GRENADIER

SW packet, wh b. Bridgeport, PA, 1832. 150 tons.

GUIDE

SW packet, wh b. Pittsburgh, PA, 1834. 95 tons.

GULNARE

SW packet, wh b. Louisville, KY, 1840. 276 tons. Collided with WESTWOOD (see) at Helena, AR in September 1844.

GUYANDOT

SW packet, wh b. Cincinnati, OH, 1831. 91 tons. Possibly GUYANDOTTE. Snagged at New Richmond, OH in April 1833.

H. L. KINNEY

SW packet, wh b. Pittsburgh, PA, 1837. 136 tons.

H. L. WHITE

SW packet, wh b. Cincinnati, OH, 1839. 176 tons. Burned at St. Louis on May 20, 1850.

HAIL COLUMBIA

SW packet, wh b. Louisville, KY, 1835. 250 tons.

HALCYON

SW packet, wh b. Brownsville, PA, 1832. 121 tons. Snagged at St. Charles, MO on Missouri River on November 14, 1834.

HALCYON

SW packet, wh b. Cincinnati, OH, 1834. 78 tons.

HANNIBAL

SW packet, wh b. Louisville, KY, 1837. 134 tons.

HARKAWAY

SW packet, wh b. Pittsburgh, PA, 1836. 91 tons.

HAROLD

SW packet, wh b. Rising Sun, IN, 1838. 214 tons. Name is possibly HERALD.

HARP

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

HARRISBURG

SW packet, wh b. Elizabethtown, PA, 1839. 144 tons.

HARRY HILL

SW packet, wh b. Cumberland River, 1832. 161 tons.

HARRY TOMPKINS

SW packet, wh b. Louisville, KY, 1840. 81 tons. Name is possibly TOMKINS.

HATCHIE

SW packet, wh b. Pittsburgh, PA, 1831. 71 tons.

HAVANA

SW packet, wh b. Pittsburgh, PA, 1836. 148 tons.

HAVANA

SW packet, wh b. Wheeling, 1839. 159 tons.

HELEN MAR

SW packet, wh b. Cincinnati, OH, 1832. 89 tons. Exploded boilers at Peoria, IL on June 1, 1836.

HENRY CLAY

SW packet, wh b. Pittsburgh, PA, 1831. 425 tons. 175' x 29' x 8'10" as per Document No. 21 described in entry for CHILLICOTHE (see).

HERALD

SW packet, wh b. Pittsburgh, PA, 1831. 200 tons.

HERCULES

SW packet, wh b. Pittsburgh, PA, 1839. 161 tons. Burned at Tuscahoma, AL on January 3, 1842.

HERMITAGE

SW packet, wh b. Smithland, KY, 1838. 82 tons. In collision 1839.

HERO

SW packet, wh b. Bridgeport, PA, 1834. 88 tons. 116'3" x 16'11" x 4'9" as per Document 21.

HEROINE

SW packet, wh b. Bridgeport, PA, 1832. 96 tons. She was owned by Capt. Orin Smith, who also served as her master. She broke both her wheel shafts below the mouth of Fever River and was towed to Galena by the WISCONSIN (see). Stranded at Keokuk, IA on June 4, 1837.

HEROINE

SW packet, wh b. New Albany, IN, 1832. 160 tons. Snagged above Jonesborough, TX on Red River in May 1838. Her wreckage was discovered in 1949 and was examined and recorded in more recent years by archaeologists from Texas A&M University. An excellent article by Dr. Kevin J. Crisman appeared in the Fall 2012 issue of *Ohio Valley History*, which offers many details on early steamboat construction.

HINDS

SW packet, wh b. Cincinnati, OH, 1836. 130 tons. Sank at Natchez, MS on May 7, 1840.

HOLSTEIN

SW packet, wh b. Pittsburgh, PA, 1838. 105 tons. 117' x 19' x 5' as per Document No. 21.

HOLSTON

SW packet, wh b. Pittsburgh, PA, 1838. 100 tons.

HOME

SW packet, wh b. Portsmouth, OH, 1836. 80 tons. Exploded boilers at Cincinnati on January 18, 1838.

HOMER

SW packet, wh b. New Albany, IN, 1832. 500 tons. She was sketched by Swiss-born artist Karl Bodmer when he visited the United States 1832-34. He boarded the steamer at Mt. Vernon, IN on January 4, 1833 and arrived at New Orleans January 12. During the trip he drew a deck plan of the HOMER's boiler deck showing the cabin arrangements. See *Karl Bodmer's America* published for the Joslyn Art Museum in 1984. The boat

measured 170' x 30' x 9'6". She cost \$40,000. Snagged at Cape Girardeau, MO on March 18, 1841.

HOOSIER

SW packet, wh b. Rising Sun, IN, 1835. 78 tons.

HOOSIER

SW packet, wh b. Louisville, KY, 1839. 75 tons.

HOPE

SW packet, wh b. Kanawha River, 1835. 60 tons.

HOPE

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

HORNET

SW packet, wh b. Guyandotte, VA, 1831. 90 tons. She was enroute on the Ohio River heading for the Kanawha June 2, 1832 when a violent storm suddenly blew in from the southwest. The boat capsized and about twenty passengers and crew were drowned before HORNET righted herself. She was then towed to Concord, KY by GUYANDOTTE (see). Among the lost were the captain and pilot. Apparently this was the second mishap to befall the HORNET, as she was also involved in a collision with POLANDER (see) in May 1832.

HOUMA

SW packet, wh b. Wheeling, 1837. 200 tons. Snagged at Fulton, AR on September 28, 1842.

HOWARD

SW packet, wh b. Pittsburgh, PA, 1836. 122 tons. Snagged on Auxvasse River, MO in 1838.

HUDSON

SW packet, wh b. Marietta, OH, 1836. 145 tons.

HULBERT

SW packet, wh b. Pittsburgh, Pa, 1839. 150 tons.

HUNTER

SW packet, wh b. Louisville, KY, 1831. 103 tons. Renamed DON JUAN in 1833. Exploded boilers at Calvert, AL on September 15, 1835.

HUNTER

SW packet, wh b. Cincinnati, OH, 1832. 149 tons. Burned on Tombigbee River on April 12, 1836.

HUNTER

SW packet, wh b. Pittsburgh, PA, 1834. 110 tons.

HUNTER

SW packet, wh b. Pittsburgh, PA, 1840. 157 tons.

HUNTRESS

SW packet, wh b. Pittsburgh, PA, 1834. 97 tons.

HUNTSVILLE

SW packet, wh b. Pittsburgh, PA, 1835. 339 tons.

HYPERION

SW packet, wh b. Jeffersonville, IN, 1835. 100 tons. 107' x 18' x 8'. First boat built by Howard Shipyards.

IATAN

SW packet, wh b. Pittsburgh, PA, 1840. 172 tons. Lost at Cairo, IL, 1840.

IBERIAN

SW packet, wh b. Cincinnati, OH, 1834. 156 tons. Cost \$9000. Worn out 1838.

IBEX

SW packet, wh b. Cincinnati, OH, 1834. 90 tons.

ICELANDER

SW packet, wh b. New Albany, IN, 1839. 116 tons.

ILLINOIAN

SW packet, wh b. Illinois River, 1835. 75 tons.

ILLINOIAN

SW packet, wh b. St. Louis, MO, 1835. 37 tons. Snagged at Peoria, IL on September 19, 1836.

ILLINOIS

SW packet, wh b. Jeffersonville, IN, 1831. 110 tons. Exploded boilers November 5, 1833.

ILLINOIS

SW packet, wh b. Pittsburgh, PA, 1839. 85 tons. Sank at Montrose, IA in April 1842.

INDEPENDENCE

SW packet, wh b. Cincinnati, OH, 1836. 275 tons.

INDEPENDENCE

SW packet, wh b. Cincinnati, OH, 1836. 337 tons.

Possibly same boat as previous listing.

INDEPENDENCE

SW packet, wh b. Algiers, LA, 1839. 96 tons.

INDIAN

SW packet, wh b. Cincinnati, OH, 1833. 85 tons.

INDIAN

SW packet, wh b. Cincinnati, OH, 1834. 70 tons.

INDIAN QUEEN

SW packet, wh b. Pittsburgh, PA, 1839. 137 tons. Her first port was Pittsburgh. She was in the Galena-St. Louis trade in 1840. Off records in 1845.

INDIANA

SW packet, wh b. Cincinnati, OH, 1834. 70 tons.

INDIANA

SW packet, wh b. Rising Sun, IN, 1839. 137 tons.

INVINCIBLE

SW packet, wh b. Gallipolis, OH, 1836. 250 tons. 153' x 22'6" x 6'6" as per Document No. 21.

INVINCIBLE

SW packet, wh b. Cincinnati, OH, 1836. 230 tons. Snagged at English Turn, LA in March 1844.

IO

SW packet, wh b. Louisville, KY, 1839. 70 tons.

ION

SW packet, wh b. New Albany, IN, 1837. 99 tons. Snagged at Deer Creek, KY in February 1842.

ION

SW packet, wh b. Pittsburgh, PA, 1839. 126 tons.

IONE

SW packet, wh b. New Albany, IN, 1835. 200 tons.

IONE

SW packet, wh b. Pittsburgh, PA, 1839. 150 tons. Sank at Mt. Vernon, MO in 1846.

IONE

SW packet, wh b. Pittsburgh, PA, 1839. 170 tons. Built for Capt. George W. Atchison. She had a single engine

turning her sidewheels. IONE is listed at Davenport, IA and Paducah, KY in 1839. In her St. Louis-Galena trade she often towed three keelboats to carry additional freight. Possibly same boat as previous listing.

IOWA

SW packet, wh b. Elizabethtown, PA, 1834. 144 tons. Burned at Fairfield, AL in January 1837.

IRENE

SW packet and ferry, wh b. Pittsburgh, PA, 1837. 160 tons. Earlier packet built for Capt. George Atchison for upper Mississippi trade prior to his IONE (see). She ran Galena-Dubuque-St. Louis in 1838 and also as a ferry between Rock Island and Davenport. Off records in 1839.

IRIS

SW packet, wh b. Pittsburgh, PA, 1839. 96 tons. Snagged at Eddyville, KY in November 1842.

IRON

SW packet, wh b. Pittsburgh, PA, 1839. 125 tons.

IRWINTON

SW packet, wh b. Madison, IN, 1836. 121' x 21.5' x 4.5'. Built by Howard Shipyards for Apalachicola River in Florida.

ISABELLA

SW packet, wh b. Marietta, OH, 1837. 152 tons.

ISORA

SW packet, wh b. Smithland, KY, 1839. 113 tons. Snagged at Craig's Ferry, AL in April 1842.

ITASCA

SW packet, wh b. Marietta, OH, 1837. 80 tons.

ITASCA

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

ITASCA

SW packet, wh b. Pittsburgh, PA, 1838. 100 tons. Possibly same boat as previous listing.

IVANHOE

SW packet, wh b. Pittsburgh, PA, 1834. 197 tons. Snagged at Mobile, AL in August 1840.

IZAAK WALTON

SW packet(?), wh b. Pittsburgh, PA, 1840. 9 tons.

J. DUPRE

SW packet, wh b. Cincinnati, OH, 1838. 102 tons. Worn out 1854.

J. O.

SW packet, wh b. Louisville, KY, 1839. 49 tons.

JACK DOWNING

SW packet, wh b. Gallipolis, OH, 1833. 99 tons.

JAMES MONROE

SW packet, wh b. Cincinnati, OH, 1832. 171 tons.

JEFFERSON

SW packet, wh b. Nashville, TN, 1832. 106 tons.

JEFFERSON

SW packet, wh b. Wheeling, 1832. 148 tons.

JEFFERSON

SW packet, wh b. Louisville, KY, 1836. 351 tons.

JEFFERSON PACKET

SW packet, wh b. Wheeling, 1839. 50 tons.

JEWESS

SW packet, wh b. Pittsburgh, PA, 1839. 150 tons. Snagged at Canton, AL in October 1841.

JIM BROWN

SW packet, wh b. Smithland, KY, 1838. 233 tons.

JIM BROWN

SW packet, wh b. Smithland, KY, 1839. 150 tons.

JO DAVIESS

SW packet, wh b. Portage Prairie, IL, 1832. 26 tons. Portage Prairie is near Galena, IL. She measured 90'5" x 15'3" x 2', and was built by Capt. Daniel Smith Harris from the hull of the keelboat COLONEL BUMFORD. He used a steam engine discovered in a scrapheap on the Cincinnati levee by his brother Scribe. She is possibly the first steamboat built on the Upper Mississippi. Snagged at Alton, IL in August 1835.

JOAN OF ARC

SW packet, wh b. Ripley, OH, 1840. 343 tons.

Construction cost \$32,000.

JOHN ARMSTRONG

SW packet, wh b. Madison, IN, 1839. 143 tons. Built by Howard Shipyard. 136' x 22' x 5'. Home port was Louisville.

JOHN DUNCAN

SW packet, wh b. Pittsburgh, PA, 1839. 265 tons. Snagged at Tuscaloosa, AL in December 1844.

JOHN HANCOCK

SW packet, wh b. Bush Creek, OH, on Muskingum River, 1835. 95 tons. Snagged at Bellefontaine, MO in November 1836.

JOHN JAY

SW packet, wh b. Marietta, OH, 1836. 150 tons.

JOHN LINTON

SW packet, wh b. Cincinnati, OH, 1836. 307 tons. Snagged at New Orleans in April 1845.

JOHN MARSHALL

SW packet, wh b. Cincinnati, OH, 1840. 162 tons.

JOHN MILLS

SW packet, wh b. Marietta, OH, 1837. 223 tons.

JOHN NELSON

SW packet, wh b. Pittsburgh, PA, 1833. 156 tons.

JOHN RANDOLPH

SW packet, wh b. New Albany, IN, 1836. 450 tons.

JOHN SHAW

SW packet, wh b. Hamburg, IL, 1840. 187 tons.

JOHN STACKEN

SW packet, wh b. Smithland, KY, 1838. 65 tons.

JOHN STACKER

SW packet, wh b. Pittsburgh, PA, 1838. 72 tons.

JOSEPHINE

SW packet, wh b. Marietta, OH, 1834. 93 tons. Snagged at Grand Tower, IL in December 1844.

JOSIAH NICHOL

SW packet, wh b. Nashville, TN, 1840. 140 tons.

JOSIAH NICHOLL

SW packet, wh b. Smithland, KY, 1839. 114 tons. Name possibly NICHOL. Worn out 1846.

JULIA GRATIOT

SW packet, wh b. Pittsburgh, PA, 1837. 45 tons.

JULY 4TH

SW packet, wh b. New Albany, IN, 1831. 100 tons. Snagged above Wheeling in 1831.

JUNIATA

SW packet, wh b. Shousetown, PA, 1832. 110 tons. Snagged at Mobile, AL in October 1842.

JUNIUS

SW packet, wh b. Pittsburgh, PA, 1833. 129 tons. Burned at St. Louis, MO in December 1836.

KANAWHA

SW packet(?), wh b. ?, 1830s

KANSAS

SW packet, wh b. Pittsburgh, PA, 1836. 112 tons. Exploded boilers at Claiborne, AL on Alabama River in November 1841.

KENTUCKY

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

KEOKUK

SW packet, wh b. Jacksonville, PA, 1839. 90 tons.

KEYSTONE

SW packet, wh b. Pittsburgh, PA, 1839. 69 tons. Burned at Arkansas City, AR in June 1861.

KINGSTON

SW packet, wh b. Pittsburgh, PA, 1838. 200 tons.

KNICKERBOCKER

SW packet, wh b. Pittsburgh, PA, 1838. 169 tons. Her second clerk was James B. Eads, who later built the first bridge at St. Louis to cross the Mississippi in 1874. Today the Eads Bridge is the oldest bridge spanning the river. KNICKERBOCKER was snagged at Cairo, IL in December 1839.

KNOXVILLE

SW packet, wh b. Cincinnati, OH, 1831. 120 tons.

LA FAYETTE

SW packet, wh b. Cincinnati, OH, 1833. 84 tons.
Burned at Cairo, IL in August 1833.

LA SALLE

SW packet, wh b. St. Louis, MO, 1840. 150 tons.

LADY BOONE

SW packet, wh b. Wheeling, 1834. 40 tons.

LADY CASA

SW packet, wh b. Cincinnati, OH, 1835. 122 tons.

LADY JACKSON

SW packet, wh b. Nashville, TN, 1832. 120 tons.

LADY MADISON

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

LADY MARSHALL

SW packet, wh b. Cincinnati, OH, 1834. 120 tons.

LADY MORGAN

SW packet, wh b. Pittsburgh, PA, 1838. 56 tons. Cost \$8000.

LADY OF ARKANSAS

SW packet, wh b. Fishing Creek, 1840. 138 tons. Off records in 1841.

LADY OF LYONS

SW packet, wh b. Pittsburgh, PA, 1839. 285 tons.

LADY OF THE L[AKE]

SW packet, wh b. Pittsburgh, PA, 1839. 285 tons.

LADY SCOTT

SW packet, wh b. Maysville, KY, 1834. 70 tons.

LADY WASHINGTON

SW packet, wh b. Wheeling or Marietta, OH, 1832. 100 tons. Snagged at Natchez, MS in January 1836.

LALLA ROOKH

SW packet, wh b. New Albany, IN, 1838. 156 tons. Name possibly LALLA or LALLAH ROOKH or ROOKE. Worn out 1847.

LAMPLIGHTER

SW packet, wh b. Jeffersonville, IN, 1835. 180 tons.

Sank at East Pass, FL in February 1841.

LANCASTER

SW packet, wh b. Belle Vernon, PA, 1832. 135 tons. Worn out 1837.

LATAN

SW packet, wh b. Pittsburgh, PA, 1840. 172 tons.

LAURA

SW packet, wh b. Louisville, KY, 1835. 65 tons.

LAURA

SW packet, wh b. New Albany, IN, 1837. 30 tons.

LAWRENCE

SW packet, wh b. Big Sandy River, 1839. 79 tons. Off records in 1844.

LE FLORE

SW packet, wh b. Cincinnati, OH, 1834. 115 tons.

LE ROY

SW packet, wh b. Brownsville, PA, 1836. 83 tons. Exploded boilers at Iola, FL on Apalachicola River in October 1840.

LEANDER

SW packet, wh b. Greenfield, PA, 1840. 137 tons. Snagged at Ste. Genevieve, MO in January 1844.

LEBANON

SW packet, wh b. Brownsville, PA, 1839. 141 tons. Off records in 1844.

LEONIDAS

SW packet, wh b. Cincinnati, OH, 1833. 125 tons.

LEVANT

SW packet, wh b. Cincinnati, OH, 1835. 288 tons. Off records in 1841.

LEVI WELCH

SW packet, wh b. Gallipolis, OH, 1840. 83 tons. Off records in 1842.

LEWIS CASS

SW packet, wh b. Cincinnati, OH, 1835. 122 tons. Named in honor of Michigan Territory governor. Worn out 1842.

LEXINGTON

SW packet, wh b. Cincinnati, OH, 1836. 235 tons. Snagged at Napoleon, LA in 1842.

LIBERTY

SW packet, wh b. Brownsville, PA, 1837. 84 tons.

LILY

SW packet, wh b. Pittsburgh, PA, 1836. 82 tons.

LION

SW packet, wh b. New Orleans, LA, 1834. 228 tons.

LIONESSE

SW packet, wh b. New Albany, IN, 1832. 175 tons. She exploded her boilers around 5 a.m. on Sunday, May 19, 1833. One news account said that sixty casks of gun powder were part of her cargo. The hull sank quickly, but part of her cabin remained afloat and offered survivors a temporary life boat. The accident occurred on Red River and claimed about 14 lives. Karl Bodmer saw the boat while heading downriver to New Orleans earlier that year, and made a watercolor rendering of her.

LITTLE EAGLE

SW packet, wh b. St. Louis, MO, 1838 or 39.

LITTLE RED

SW packet, wh b. Pittsburgh, PA, 1837. 233 tons. Off records in 1842.

LITTLE ROCK

SW packet, wh b. Jeffersonville, IN, 1832. 100 tons. Worn out 1838.

LITTLE ROCK

SW packet, wh b. Cincinnati, OH, 1837. 156 tons. Stranded at Boeuf River, FL in April 1840.

LIVERPOOL

SW packet, wh b. Liverpool, OH, 1837. 51 tons. Off records in 1838.

LIVINGSTON

SW packet, wh b. Madison, IN, 1836. 175 tons. Built by Howard Shipyards. 150' x 18' x 6.5'. Home port New Orleans. Off records in 1840.

LOGAN

SW packet, wh b. Cincinnati, OH, 1834. 85 tons. In collision at Alex, LA.

LOGAN

SW packet, wh b. Cincinnati, OH, 1834. 70 tons. Possibly as same boat as previous listing.

LOGANSPORT

SW packet, wh b. Louisville, KY, 1837. 127 tons. Worn out 1841 or 1848.

LONDON

SW packet, wh b. Pittsburgh, PA, 1836. 125 tons. Off records in 1840.

LOUISIANA

SW packet, wh b. Chappapela Creek, LA, 1836. 32 tons.

LOUISIANA

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

LOUISVILLE

SW packet, wh b. Pittsburgh, PA, 1831. 327 tons. Snagged at Cape Girardeau, MO in October 1832.

LOUISVILLE

SW packet, wh b. Pittsburgh, PA, 1836. 300 tons. The November 17, 1838 Cincinnati *Republican* reported her arrival at Cincinnati on Sunday morning, November 11 from St. Louis. She carried 348 men, women and children; 1891 turkeys, geese, ducks and chickens; 137 horses; 30 head of cattle; 25 hogs and 22 mules. Off records in 1841.

LOUISVILLE

SW packet, wh b. New Albany, IN, 1839. 378 tons.

LOWELL

SW packet, wh b. Jeffersonville, IN, 1839. 160 tons. Sank below Ft. Gaines, FL in 1845.

LOYAL HANNA

Stw packet, wh b. Pittsburgh, PA, 1836. 75 tons. Ran Illinois River in 1840. Off records in 1842.

M. TARVER

SW packet, wh b. Tuscumbia, AL, 1839. 79 tons.

MADISON

SW packet, wh b. Pittsburgh, PA, 1835. 322 tons. Snagged at Way, MS in January 1838.

MAGNOLIA

SW packet, wh b. Cincinnati, OH, 1831. 98 tons.

MAID OF ARKANSAS

SW packet, wh b. Cincinnati, OH, 1840. 213 tons. Burned at Carrollton, LA in November 1842.

MAID OF KENTUCKY

SW packet, wh b. Cincinnati, OH, 1840. 167 tons.

MAID OF ORLEANS

SW packet, wh b. Louisville, KY, 1839. 300 tons. Snagged at Chester, IL in May 1841.

MAIL

SW packet, wh b. Cincinnati, OH, 1839. 148 tons. Off records in 1844.

MAINE

SW packet, wh b. Pittsburgh, PA, 1838. 145 tons.

MAJESTIC

SW packet, wh b. Pittsburgh, PA, 1834. 323 tons. Off records in 1840.

MALTA

SW packet, wh b. Cincinnati, OH, 1836. 100 tons. In collision in 1838.

MALTA

SW packet, wh b. Pittsburgh, PA, 1839. 114 tons. 140' x 22' x 5'. She carried two engines, each sidewheel operating independently. Her construction cost \$18,000. MALTA was owned by Capt. Joseph Throckmorton and Pierre Chouteau, Jr. and ran in Upper Mississippi fur trade. Snagged on Missouri River in August 1841.

MANCHESTER

SW packet, wh b. Cincinnati, OH, 1836. 105 tons. Worn out 1841.

MARIAN

SW packet, wh b. Allegheny River, 1838. 96 tons.

MARINER

SW packet, wh b. Wheeling, 1836. 97 tons. Snagged at

Pecan Point, LA in March 1841.

MARION

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

MARION

SW packet, wh b. Fredonia, IN, 1835. 140 tons. In collision at New Orleans, December 1835.

MARION

SW packet, wh b. Brownsville, PA, 1839. 79 tons.

MARKSMAN

SW packet, wh b. Bridgeport, PA, 1832. 34 tons.

MARMION

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

MARMORA

SW packet, wh b. New Albany, IN, 1836. 261 tons. Burned at Red River, LA in December 1837.

MARMORA

SW packet, wh b. New Albany, IN, 1837. 260 tons. Off records in 1838. Probably same as previous listing.

MARSHALL NEY

SW packet, wh b. ?, 1835. 250 tons.

MARYLAND

SW packet, wh b. Brownsville, PA, 1837. 130 tons.

MARYLAND

SW packet, wh b. Pittsburgh, PA, 1837. 121 tons.

MASSACHUSETTS

SW packet, wh b. Brownsville, PA, 1840. 159 tons.

MASSILLON

SW packet, wh b. Pittsburgh, PA, 1836. 96 tons. Off records in 1843.

MAZEPPA

SW packet, wh b. Louisville, KY, 1834. 90 tons.

MAZEPPA

SW packet, wh b. Cincinnati, OH, 1835. 150 tons.

McFARLAND

SW packet, wh b. Cincinnati, OH, 1839. 230 tons.

MECHANIC

SW packet, wh b. Rome, OH, 1840. 97 tons. Worn out 1846.

MEDIATOR

SW packet, wh b. Cincinnati, OH, 1836. 246 tons. She regularly towed the old hull of *SPLENDID* (see) as a super-sized barge with a capacity of over 1000 tons. See Charles Cist's *Cincinnati 1841*, pp. 252-255.

MEDITERRANEAN

SW packet, wh b. Pittsburgh, PA, 1832. 600 tons. A very large river steamer, but information on her measurements, like so much else in early steamboat history, varies from source to source. Most accounts seem to agree that she was 176' x 30' or 39' x 10' or 11'. Her main deck was about 200 feet long. The hull was launched at Elizabethtown, PA on September 18, 1832 and towed to Pittsburgh for completion. Her single cylinder engine produced 320 hp (or 250 hp) and was manufactured by Stackhouse and Thomson of Pittsburgh. Capt. William Shrodes was part owner. Shrodes was a veteran bargeman, but switched to steamboats in 1820. *MEDITERRANEAN* was listed in the 1838 *Congressional Steam Engine Report* as part of the Louisville fleet, but no record of her final disposition has been found to date.

MEDITERRANEAN

SW packet, wh b. Pittsburgh, PA, 1833. 483 tons.

MEDOC

SW packet, wh b. Gallipolis, OH, 1839. 112 tons.

MEDORA

SW packet, wh b. Louisville, KY, 1835. 150 tons. Snagged at McGrews, AL in November 1842.

MEDORA

SW packet, wh b. Louisville, KY, 1835. 210 tons. Possibly same boat as previous listing.

MELTON

SW packet, wh b. Pittsburgh, PA, 1838. 74 tons.

MEMPHIS

SW packet, wh b. Nashville, TN, 1831. 380 tons.

MERCHANT

SW packet, wh b. Wheeling, 1840. 115 tons.

MERCHANT

SW packet, wh b. Smithland, KY, 1840. 64 tons.

MERCHANT

SW packet, wh b. Fishing Creek, VA, 1840. 104 tons.

MERIDIAN

SW packet, wh b. New Albany, IN, 1835. 200 tons.

MERIDIAN

SW packet, wh b. New Albany, IN, 1835. 306 tons. Possibly same boat as previous listing.

MERMAID

SW packet, wh b. Pittsburgh, PA, 1840. 157 tons. Sank in May 1846.

MERRIMACK

SW packet, wh b. Pittsburgh, PA, 1837. 244 tons.

MESSENGER

SW packet, wh b. Ripley, OH, 1831 or 1832. 94 or 100 tons.

MESSENGER

SW packet, wh b. Pittsburgh, PA, 1840. 135 tons. Off records in 1844.

METAMORA

SW packet, wh b. Louisville, KY, 1832. 89 tons. Recorded at New Orleans.

METEOR

SW packet, wh b. Pittsburgh, PA, 1839. 500 tons. Off records in 1843.

MIAMI

SW packet, wh b. Murrysville, PA, 1839. 116 tons.

MICHIGAN

SW packet, wh b. Beaver, PA, 1831. 338 tons.

MILTON

SW packet, wh b. Pittsburgh, PA, 1838. 34 tons.

MINER

SW packet, wh b. Pittsburgh, PA, 1833. 70 tons.

MINERVA

SW packet, wh b. Pittsburgh, PA, 1834. 87 tons. Off

records in 1835.

MISS FULTON

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

MISS O. FALLEN

SW packet, wh b. Cincinnati, OH, 1836. 220 tons.

MISSISSIPPI

SW packet, wh b. New Albany, IN, 1835. 375 tons.

MISSISSIPPIAN

SW packet, wh b. New Albany, IN, 1836. 198 tons.

MISSOURI BELLE

SW packet, wh b. Elizabethtown, PA, 1834. 164 tons. Collided with BOONE'S LICK (see) at Kenner, LA in October 1834.

MISSOURI FULTON

SW packet, wh b. Cincinnati, OH, 1836. 120 tons. She was the first steamboat to arrive at Ft. Snelling in 1836, bringing the fort's new commander, Col. George Davenport on May 8. Capt. Orrin Smith was her master that year in the Galena-Dubuque-St. Peters trade. She was advertised for "The Fashionable Tour" to St. Peters River in 1837. Sank below St. Louis in September 1838.

MISSOURIAN

SW packet, wh b. Pittsburgh, PA, 1832. 215 tons.

MOBILE

SW packet, wh b. Pittsburgh, PA, 1831. 194 tons.

MOBILE

SW packet, wh b. Pittsburgh, PA, 1836. 250 tons.

MOBILE FARMER

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

MOGUL

SW packet, wh b. Pittsburgh, PA, 1834. 414 tons.

MOHAWK

SW packet, wh b. Pittsburgh, PA, 1832. 555 tons.

MONARCH

SW packet, wh b. Cincinnati, OH, 1836. 396 tons. Off records in 1840.

MONMOUTH

SW packet, wh b. Marietta, OH, 1836. 125 tons. Collided with TRENTON at Profit Island in October 1837.

MONONGAHELA

SW packet, wh b. Pittsburgh, PA, 1839. 240 tons.

MONROE

SW packet, wh b. Wheeling, 1835. 90 tons.

MONROE

SW packet, wh b. Cincinnati, OH, 1839. 212 tons.

MONSOON

SW packet, wh b. Cincinnati, OH, 1839. 171 tons. 152' x 21.3' x 5.6', home port of St. Louis. She offered an excursion from Louisville to St. Peters River and Falls of St. Anthony departing June 6, 1840. The engravings used in most early steamboat advertisements are for the most part stock line cuts that do not depict any particular vessel. This is especially true for newspaper ads. It is true that some broadsides used custom-made engravings. An exception to this general rule is the cut reproduced from *The Louisville Journal* of June 4, 1840. Capt. Charles G. Pearce (1802-1880) became president of the U.S. Mail Line in 1847 and retired in 1872 or 73. MONSOON was worn out in 1842.

MONTEZUMA

SW packet, wh b. Pittsburgh, PA, 1840. 170 tons.

MONTGOMERY

SW packet, wh b. Pittsburgh, PA, 1839. 162 tons. Off records in 1845.

MORAVIAN

SW packet, wh b. Pittsburgh, PA, 1836. 416 tons. Off records in 1842.

MOSELLE

SW packet, wh b. Cincinnati, OH, 1838. 199 tons. A brand new packet, MOSELLE exploded boilers on her second trip, April 25, 1838. The disaster was witnessed by dozens of people who watched her depart from Cincinnati that day. Her young captain intended only to offer a demonstration of the new boat's speed. Instead he destroyed the valuable steamer and killed 85 or more passengers and crew, including Capt. Isaac Perrin, her part owner. A detailed report of the

accident helped persuade the U.S. Congress to pass the first Steamboat Inspection Law. The steamer had a beam of 24 feet and drew 5 feet of water. A woodcut of the explosion appears on page 183 of the Fifth Edition of *The Ohio River Handbook and Picture Album* by Young & Klein.

MOTTO

SW packet, wh b. Cincinnati, OH, 1836. 82 tons.

MOUNT PLEASANT

SW packet, wh b. Wheeling, 1835. 94 tons.

MOUNTAINEER

SW packet, wh b. Bridgeport, PA, 1832. 188 tons.

MT. VERNON

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

MUSCOGEE

SW packet, wh b. Pittsburgh, PA, 1837. 200 tons. Off records in 1838.

NAOMI

SW packet, wh b. Pittsburgh, PA, 1839. 184 tons. Off records in 1840.

NAPLES

SW packet, wh b. Maysville, KY, 1837. 100 tons. Off records in 1839.

NAPOLEON

SW packet, wh b. Pittsburgh, PA, 1831. 160 tons. Snagged at Cairo, IL in March 1834.

NAPOLEON

SW packet, wh b. Brownsville or Pittsburgh, PA, 1840. 53 tons. Also possibly built at Geneva. Off records in 1841.

NASHVILLE

SW packet, wh b. Jeffersonville, IN, 1835. 130 tons. Worn out 1842 or 43.

NATIVE

SW packet, wh b. Bridgeport, PA, 1834. 52 tons. Exploded boilers at Dover, TN in November 1838.

NATIVE

SW packet, wh b. Bolivar, TN, 1835. 104 tons. Stranded

at Harpeth Shoals, TN on the Cumberland River in May 1837.

NAUTILUS

SW packet, wh b. Louisville, KY, 1839. 180 tons. Off records in 1843.

NAVARINA

SW packet, wh b. Gallipolis, OH, 1832. 147 tons.

NAVIGATOR

SW packet, wh b. Bridgeport, OH, 1834. 85 tons. Snagged on Mississippi River 1838.

NEOSHO

SW packet, wh b. Cincinnati, OH, 1834. 88 tons. Off records in 1837.

NEPTUNE

SW packet, wh b. Jeffersonville, IN, 1832. 140 tons. Burned at Mobile, AL in February 1842.

NEW ALBANY

SW packet, wh b. New Albany, IN, 1837. 148 tons. Off records in 1843.

NEW ARGO

SW packet, wh b. Madison, IN, 1839. 133 tons. Built by Howard Shipyards. 135' x 22' x 5'. Home port Cincinnati. Off records in 1844.

NEW BEAVER

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

NEW BRAZIL

SW packet, wh b. Cincinnati, OH, 1838. 194 tons. Worn out 1847.

NEW BRUNSWICK

SW packet, wh b. Pittsburgh, PA, 1832. 200 tons. Burned above Vicksburg, MS in October 1833.

NEW CASTLE

SW packet, wh b. Freedom, PA, 1836. 40 tons.

NEW COMPANION

SW packet, wh b. Brownsville, PA, 1834. 134 tons.

NEW EMIGRANT

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

NEW LISBON

SW packet, wh b. Pittsburgh, PA, 1836. 54 tons.

NEW ORLEANS

SW packet, wh b. Cincinnati, OH, 1840. 305 tons. Snagged at Commerce, MO in September 1843.

NEW YORK

SW packet, wh b. Cincinnati, OH, 1835. 134 tons.

NEW YORK

SW packet, wh b. Pittsburgh, PA, 1839. 135 tons.

NEWARK

SW packet, wh b. Pittsburgh, PA, 1836. 88 tons. Off records in 1839.

NIAGARA

SW packet, wh b. Brownsville, PA, 1836. 126 tons. In collision at Montgomery, AL in December 1841.

NICK. BIDDLE

SW packet, wh b. Pittsburgh, PA, 1836. 139 tons. Snagged at Lake Providence, LA in July 1837.

NIMROD

SW packet, wh b. Marietta, OH, 1832. 83 tons. Stranded at Quincy, KY in August 1834.

NONPAREIL

SW packet, wh b. Louisville, KY, 1839. 225 tons. Snagged at Cairo, IL in November 1842.

NORFOLK

SW packet, wh b. Elizabeth, PA, 1838. 219 tons. Snagged at Mobile, AL in July 1845.

NORMA

SW packet, wh b. Louisville, KY, 1839. 188 tons. Snagged in Mobile Bay in June 1846.

NORTH ALABAMA

SW packet, wh b. Cincinnati, OH, 1831. 365 tons. Stranded at Natchez, MS in October 1842.

NORTH AMERICA

SW packet, wh b. Cincinnati, OH, 1836. 445 tons. 155' x 28'6" x 10'. Built by Saunders Hartshorne (see pp. 26-27 of September 2001 issue for biographical information). Capt. Charles Ross was her master. Off

records in 1843.

NORTH ST. LOUIS

SW packet, wh b. St. Louis, MO, 1837. 88 tons. Off records in 1839.

NORTH STAR

SW packet, wh b. Cincinnati, OH, 1837. 157 tons. Exploded boilers at Tuscaloosa, AL in February 1842.

NYDIA

SW packet, wh b. Pittsburgh, PA, 1839. 70 tons.

NYMPH

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

*Revisions to 1831-1840 Listings for A-G
Steamboats in December 2013 Issue*

BEAVER

SW packet, wh b. Beaver, PA, 1833. 60 tons. She was a small Allegheny River steamer which exploded her boilers 30 miles south of Franklin, PA on June 10, 1838. Several crew members were injured, but there were no fatalities. The boat was towed to Pittsburgh by **NEW CASTLE**. Passengers reported that the crew had been drinking and all were fired. Ironically, **BEAVER** was advertised as a temperance boat. Recorded in July 3, 1838 Cincinnati *Republican*.

CONSTELLATION

SW packet, wh b. Pittsburgh, PA, 1836. 422 tons. Snagged and lost at Helena, AR in 1838. Insured for \$28,000.

DIANA

SW packet, wh b. Jeffersonville, IN, 1838. 280 tons. 170' x 23' x 7'2". She drew 4½ feet when empty and 6½ feet when loaded. Her construction costs amounted to \$30,000. Built by William French of Jeffersonville. Her engines were made by Glenn, McDougal & Co. of Louisville and Capt. Swage supervised the construction. Capt. C. M. Strader of Louisville, a mail contractor, made an offer to any boat that could travel between Louisville and New Orleans in six days. Capt. Carter of **DIANA** made this run in less than six days and was awarded 100 Gold Eagles. From Cincinnati *Republican* of July 6, 1838. 🕒

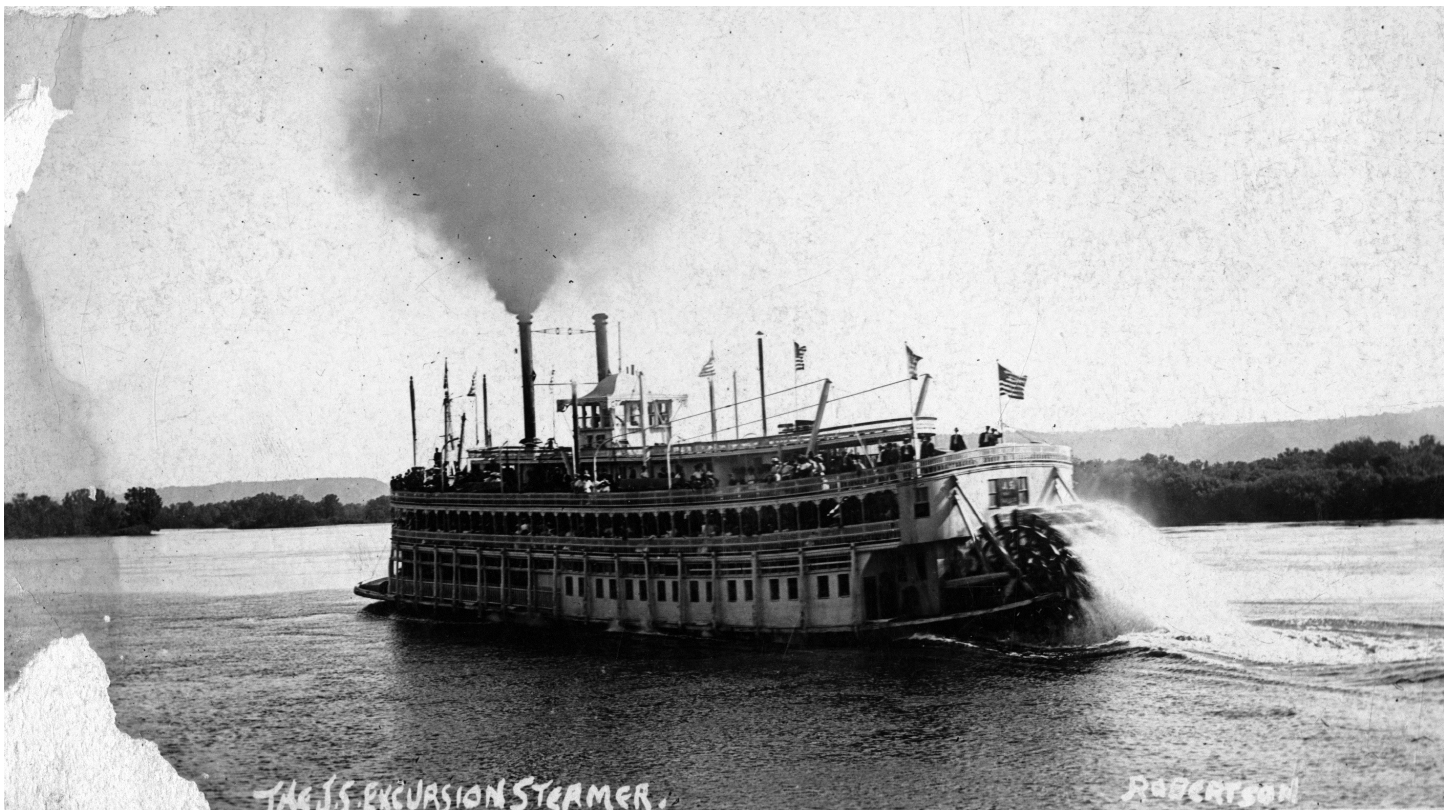
Last Photo of J. S. Before Fire Located in Howard Collection

In our December issue, we shared some vintage blueprints from Dubuque Boat and Boiler Co., one of which pictured a proposed design for a passenger steamer for Acme Packet Company of Rock Island. The occasion prompting the drawing of that plan was the loss by fire of the company's popular excursion boat J. S. in June 1910. That sternwheeler had been designed and built by the famed Howard Shipyard, and our March 2011 issue featured a story about the J. S. in an article titled "Deck Outline Lights and Steam Calliopes." Several of the photos in that issue came from the extensive Capt. Jim Howard steamboat photo collection long housed at Howard Steamboat Museum and now preserved at University of Louisville. Museum volunteer Jim Reising played a major role in the task of documenting, cataloging and digitizing those images, and the recent mention of the J.S. prompted Jim to send this e-mail.

"It's funny how things just seem to pop up. If you remember the Howard photos, in that collection are about 250 photos taken in and around Lansing, IA. They were mostly 3x5 glass plate negatives. Those photos were taken not by Capt. Jim, but by Capt. Harry C. Short, who was also a fine photographer.

Back in the 1960s Capt. Short's daughter contacted Mrs. Loretta Howard and offered her the collection for just the cost of shipping. Mrs. Howard took them, and they are now preserved as part of the Howard Collection at U of L's photo archive department. While I was scanning the collection, I contacted the Lansing Historical Society website and told them about the pictures. They replied that they really weren't interested, but referred me to Diane Krogh who lives in Phoenix. She was very interested and traveled to Louisville to see them. Lo and behold, she is the great granddaughter of Capt. Short. She could identify practically everyone in the photos. Included in his collection is a scanned print of the steamer J. S. that was not from a glass plate negative, and on the back of it is written: 'The last photo of this boat. Six hours after this picture was taken the boat burned.' Thought you would like to see it. Jim."

Well now, we certainly would, and we likewise wish to show it to our readers here with a little commentary. According to Mary Copper, a 13 year old from De Soto, WI who boarded the boat along with her two sisters that Saturday, June 25th, the river was low and the J. S. couldn't get into the bank



at De Soto to board local passengers. They had to walk out along an exposed wingdam above town to climb onto the stage. The J. S. had departed Lansing earlier that morning for an all day excursion up to La Crosse, a round trip of 70 miles. Upon arrival at La Crosse, Mary and her sisters took the streetcar into town and spent some of their hard-earned savings at a local dime store. When the departure whistle blew at 3 p.m., they scurried back aboard as the boat headed downstream toward Lansing. 19 miles below La Crosse, a landing was made at Genoa, WI to disembark some passengers. It was now about 6 p.m., and shortly after they backed away from Genoa, the first alarming news of a fire which had been deliberately set in the hold began to spread around the upper decks. Capt. Streckfus finally beached the steamer on Bad Axe Island five miles below Genoa where all but two passengers were safely evacuated.

Curiously, the morning of the trip Mary Cooper's mother had warned her daughters not to walk out onto the wingdam if the boat wasn't able to land at shore, and the teenager's first reaction when she heard news of the fire on board was that it was punishment for disobeying her mother.

The photographer is G. E. Robertson of Lansing, IA and his shot may likely have been snapped as the J. S. left town the morning of June 25 at the start of her all day excursion. If the note on its back is accurate in stating that "six hours later the boat burned," then the photo might also have been taken as she neared La Crosse. In either case, it is quite likely the J. S. would have been headed upstream in this view, which means the photo was made from the Iowa or Minnesota shore. We'll place our money on a spot just above Lansing where the channel takes a sharp turn to the east toward the Wisconsin shore.

As a follow up to the J. S. photo, Jim also sent an obituary notice from a Lansing newspaper for Capt. Harry Short, which had been posted online by his great granddaughter Dianne Krogh. We print it below in its entirety.

Lansing River Pilot 'Crosses the Bar'

"Less than two weeks after the death of his wife, Capt. Harry Short Sr. crossed his last 'wide

river,' passing away at Chicago Memorial Hospital November 23, 1940. He was enroute with a nurse to Iowa City for treatment, being ill when his wife died and unable to come to Lansing for her funeral.

"Capt. Harry C. Short was born on May 31, 1871 in Clinton, IA, the eldest son of six children of Capt. I. H. Short and Jane Baker Short. Being early-day river people, the family lived also at Lansing, Bellevue, La Crosse, St. Paul and other places. Harry attended elementary schools in Clinton and Lansing, graduating from the high school and commercial college in the former city. He also studied medicine for a time at Keokuk Medical College.

"For 53 years he saw active service on the Mississippi River, 48 in the capacity of captain and pilot. He served on such [raft]boats as MUSSER, BEN HERSHEY, and NORTH STAR, it being on this last one that he laid up his raft and rescued hundreds of stranded passengers from the islands following the first J. S. disaster. Other boats included KIT CARSON, IDEAL, LYDIA VAN SANT, FRONTENAC, GOLDEN EAGLE, WASHINGTON, SAINT PAUL, and CLYDE. For the past 15 years continuously and at intervals he served as master of the steamer KALITAN and houseboat MARKETANA. [These were the private boats of the Deere family from Moline - ed.]


"Deceased was a member of one of the oldest and largest families of river men associated with the Upper Mississippi; and at the time of his death was the eldest and the only pilot to be licensed from Minneapolis to New Orleans, including all tributary rivers. He held the most extensive license ever issued by the New Orleans District examiners.

"Capt. Short was an excellent photographer and was prominent as a conservationist and sportsman, at one time holding an Illinois District trap-shooting championship. He was a real hunter and fisherman, and in early life was a fine semi-pro baseball player and boxer. He was also a talented musician on piano and violin, and had appeared as a youth in concert performances in La Crosse and St. Paul.

"Always interested in Lansing civic affairs, he served the town well and faithfully as city assessor.

He helped make the original surveys for the Blackhawk Bridge [which crosses the main channel at Mile 663.4 UMR]; and was a local representative of the Mississippi Scenic Highway group, now trying to be revised as a federal parkway project. A busy and active man at all times, when not on the river he operated at one time a button cutting plant in partnership with his brother-in-law W. W. Dikeman; also being engaged in local logging operations. He was always an active member of the Mississippi River Pilots' Association.

"Capt. Short was united in marriage to Miss Nellie Dikeman on January 4, 1900; and she preceded him in death November 10, 1940. To them were born one son, Harry Jr., who survives with his wife Miriam Luke Short and a grandson. Also surviving are one sister and two brothers, several nieces and nephews; besides a wide circle of friends and acquaintances up and down the river.

"This paper joins with hosts of Lansing friends in extending sincerest sympathy to Capt. Short's son, his family and relatives twice bereaved within a fortnight. And thus has passed to rest the last of Lansing's river pilots - a great lot of men who helped make history on the Mississippi River in days long since gone by. Peace to his ashes." 



Rafter NORTH STAR (T1935) under command of Capt. Short came to the aid of survivors of J.S. fire June 25, 1910.



Deere family's private steamboat KALITAN (3202). Both photos from Murphy Library, Univ. of Wisconsin - La Crosse.

Family Notes on Capt. David B. Herron (1819-64)

The "Reflections from Our Readers" column in our last issue included excerpts from Charles Arensberg's letter which accompanied his new application for membership in S&D. Charles forwarded a copy of the family research on his great-great grandfather Capt. David B. Herron, which happened to include comments written by Capt. Fred Way in a letter to him dated February 13, 1987. Here is Charles' monograph.

David B. Herron was born in Kentucky, most likely in Covington, in 1819. He married Eliza Alexander of Monongahela, PA and had one son, Joseph Alexander Herron (b. 1847). David Herron became a steamboat captain and together with Mr. W. M. List, built the sternwheel RESERVE (4734) at Wheeling in 1863. [See June 2012 REFLECTOR article about the SIDNEY for more information concerning the List family of Wheeling.] The RESERVE was a packet of 240 tons which, according to Capt. Fred Way, "classes her as a modest size, perhaps 150-160 feet long." Usually the packet ran between Cincinnati and Pittsburgh with Capt. Herron as master and List as clerk. According to Capt. Way: "It was not unusual for Uncle Sam to tab a packet to move troops and supplies when urgency arose, and frequently the captain, clerk, and chief engineer found themselves in rather dangerous circumstances." Apparently it was as the result of such a commandeering that Herron found himself aboard the RESERVE in Pittsburgh about to embark on an assignment transporting troops and supplies to the South at Nashville. In 1864 he wrote this poignant letter to his father-in-law Joseph Alexander.

"Pittsburgh, Feb.6 1864

Dear Father,

It was my intention to have visited you this trip. But my business, together with my ill health, will prevent me from doing so. I am now leaving for Nashville and I will leave tomorrow or on Monday at noon. I was anxious to see you and answer your interrogations to Eliza. But I confess I do not, at this writing, know what to say. Property is so high at Cincinnati as to make it impossible for us to

purchase a house such as we want. I once wanted to build a house at Monongahela City. And at the time I had the money to pay for it. But it was opposed for reasons which I never knew, and which may exist now. Could I have had the pleasure as I had hoped I would, of seeing you, William, and James and talked the matter over, I might have come to some conclusion. But at present I am too unwell to decide upon anything.

“I am now going on a long and dangerous trip, and if anything should happen, I trust that my wife and boy will be cared for. They will not be dependent, but I shall expect William [W. M. List, his partner] to see they have their rights. I do not know what my life policy says about Nashville and it gives me some trouble. Be kind enough to draft me a line to Cincinnati care of Conner and Trice.

“I am like Charter. My constitution is poor and I am now living on the By Laws. It seems to me sometimes when the night is black as ink and I am shivering on the deck that I am down to the post script of life.

“But I have hope large and we are doing well with the Boat. I would like to see the children, but must forgo the pleasure. My love to all.

Yours truly,
D. B. Herron”

Herron’s descendents believe that Capt. Herron died on the trip south shortly after he wrote this letter, most likely of measles or typhoid. Charles Arensberg goes a bit further, believing he *may* have been admitted to the Marine Hospital in Louisville and died there or, if he died on board the RESERVE, that the body may have been deposited at the hospital for preparation for burial. He further believes that Herron is buried at the family plot in Monongahela, PA.

A portrait of David Herron currently resides over the mantelpiece in the living room at 1375 S. Fourth Street in Louisville, alongside his longtime friend, the renowned painter Godfrey Frankenstein. It is family history that Frankenstein’s image is a self-portrait, but it is also possible that the two men were painted by Godfrey’s brother John.

The Frankenstein brothers, who relied initially for their livelihood upon portrait commissions in Cincinnati, were also accomplished painters in the *Hudson Valley* genre.

A further note from Capt. Way states: “Prior to the War, Capt. D. B. Herron had command of the J. H. DONE, built in 1854 in Shousetown (now Glenwillard, PA).” Also, for the record, Capt. Way opines: “Conner and Trice were probably steamboat agents at Cincinnati.”

And one final note: Capt. David Herron’s father-in-law, Joseph Alexander, *did indeed* look graciously and generously after the well-being of his grandson Joseph Alexander Herron, by making him president of Alexander and Company, the family’s bank in Monongahela and the oldest independent bank west of the Alleghenies. It later became a part of the Union National Bank, National City Bank of Cleveland, and eventually PNC Bank. ⓘ



The Mississippi River Museum and Interpretive Center at Grand Tower, IL opened a new exhibit last November featuring the 1993 Mississippi Flood. The materials on loan from the U. S. Army Corps of Engineers are displayed in a new annex added to the original building that was built from locally quarried stone and served formerly as a doctor’s office and drug store at 606 Front Street. Museum guides are two retired master pilots, Capt. Jack Knupp who spent 44 years on the river, and Capt. Charles Burdick, a 40-year veteran in the towing industry. Highlights of the Grand Tower Museum include a pilot house with working radar, artifacts from the GOLDEN EAGLE, and historic photos from Grand Tower. A mural on the south side of the building depicts a towboat on the river, the sinking of the GOLDEN EAGLE, and Tower Rock. ⓘ

Records of Str. GLADIATOR in Government Service: 1862-63

Last fall S&D's annual meeting opened with the fine display of Civil War gunboats and memorabilia in Kraig Lawson and Jack Barnhart's "Inland River Navy" exhibit at Campus Martius. However, river activity during the Civil War not only employed armed Naval gunboats and tinclads, but hundreds of commercial steamers as well. As Capt. Fred Way observed in his letter to Charles Arensberg on page 34, "It was not unusual for Uncle Sam to tab a packet to move troops and supplies when urgency arose." This issue carries the story of Pittsburgh packet RESERVE which had been diverted in just that manner to carry troops and supplies to Nashville in the spring of 1864.

Yet another example from earlier in the conflict has also been brought to our attention in a recent letter from Dean Thompson. Dean wrote: "Mr. John Panhorst suggested that I submit the attached information to the REFLECTOR for consideration of publication. I located this material at a St. Louis Museum. It concerns the steamer GLADIATOR. She was a sidewheeler owned in part by Capt. John Simpson Klinefelter who also owned several other steamboats in his career. He had a 14/84 ownership in the boat" (a 1/6 interest for those who recall the process of reducing a fraction to lowest terms - ed).

Dean continues: "Capt. Klinefelter ran her in a St. Louis-New Orleans route for some time. According to information supplied by Mr. Panhorst, Capt. Klinefelter was master of the GLADIATOR

from July 20, 1858 to June 17, 1863. However, it does appear that he must have turned the boat over to Henry Trimble and Henry Dohrman for the period between December 21, 1862 and April 6, 1863. Enclosed are a crew list and also a complete listing of the stores and expenses of the GLADIATOR while in government employ."

A detailed history of the GLADIATOR, including several of the trips she made under government charter during the War, were described in a letter from John Panhorst on page 27 of the December 1977 REFLECTOR. John's interest in the boat comes from the fact that his second great grandfather was Capt. Klinefelter. He has also shared some details about two other boats operated by his ancestor, the PENNSYLVANIA and HIBERNIA NO. 2 as reported in our September 2011 issue.

Included with Dean Thompson's photocopies of the GLADIATOR's Portage List (transcribed on page 37) and her Stores and Expense Account (recorded on page 38) was the following clipping from the April 11, 1862 *Daily Missouri Republican* in St. Louis.

Movement Among Boats—Steamers Ordered Away—Government Transports in Demand

Yesterday witnessed a very considerable movement among the steamboats in this port, and all that could be made available were ordered into the service of the Government as transports. Several of them left for Island No. 10 last evening, light - others had good cargoes of forage.

The EMPRESS left port with a load of corn, hay and oats and she had her cabin full of surgeons and female nurses, bound for the scene of the late battle at Pittsburg, Tennessee River. The nurses were well supplied with bandages, lint and other things necessary to the fulfillment of their humane mission to the field of battle.

The steamer GLADIATOR had on board a large amount of forage, and takes down four or five thousand mattresses for the wounded. She is bound for Tennessee River. The Government will need all the river transportation that can be obtained for days to come for the purpose of removing sick and wounded prisoners from Pittsburg and Island 10.



Daily Missouri Republican printed advertisement for GLADIATOR in St. Louis-New Orleans trade during her early years. From Murphy Library, U. W. - La Crosse.

Portage List of the Steamer Gladiator in Government Service Dec. 21, 1862 - April 6, 1863

Name	Occupation	When shipped	When paid to	No. of days	Wages/month	Wages paid in full
Henry Trimble	Captain	Dec. 22, 1862	Jan. 15, 1863	25	\$200	\$166.67
Henry A. Dohrman	Captain	Jan. 16, 1863	Apr. 06, 1863	81	\$200	\$540.00
Henry A. Dohrman	Clerk	Dec. 22, 1862	Jan. 15, 1863	25	\$150	\$125.00
M. R. Kerr	Clerk	Dec. 22, 1862	Jan. 15, 1863	60	\$75	\$292.50, 46 days col sbr
P. Halpin	Clerk	Jan. 16, 1863	Mar. 01, 1863	44	\$150	\$220.00
Andy Dearth	Pilot	Dec. 22, 1862	Apr. 06, 1863	106	\$250	\$883.33
David Haney	Pilot	Dec. 22, 1862	Apr. 06, 1863	106	\$250	\$883.33
John W. Dickson	Mate	Dec. 22, 1862	Apr. 06, 1863	106	\$80	\$282.67
William Sucas	Watchman	Dec. 21, 1862	Apr. 07, 1863	107	\$45	\$160.50
Warren Myers	Carpenter	Dec. 21, 1862	Mar. 18, 1863	88	\$75	\$220.00
Nicholas Byrnes	1st Engineer	Dec. 21, 1862	Apr. 06, 1863	107	\$100	\$356.67
William Dehane	2nd Engineer	Dec. 22, 1862	Apr. 06, 1863	106	\$75	\$265.00
Mark Potter	3rd Engineer	Dec. 22, 1862	Apr. 06, 1863	106	\$30	\$106.00
George Hobbs	4th Engineer	Dec. 21, 1862	Apr. 06, 1863	107	\$30	\$107.00
A. B. Cowan	Steward	Dec. 22, 1862	Apr. 06, 1863	106	\$50	\$176.67
Henry Aeford	Apt.	Dec. 21, 1862	Apr. 06, 1863	107	\$30	\$107.00
Daniel Cann	Pantryman	Dec. 20, 1862	Apr. 06, 1863	108	\$25	\$90.00
Daniel Troutman	Cabin boy	Dec. 22, 1862	Jan. 14, 1863	24	\$20	\$16.00
James Cann	Cabin boy	Dec. 22, 1862	Feb. 10, 1863	49	\$20	\$32.67
Robert Bryan	Cabin boy	Dec. 22, 1862	Feb. 06, 1863	106	\$20	\$70.67
Jos. Glaize	Cabin boy	Dec. 22, 1862	Jan. 31, 1863	41	\$20	\$27.30
Thos. Carlisle	Cabin boy	Dec. 22, 1862	Apr. 06, 1863	105	\$20	\$70.00
Henry Droehle	Sand trimmer	Dec. 21, 1862	Mar. 01, 1863	71	\$25	\$59.17
John Flood	Cabin boy	Feb. 20, 1863	Apr. 06, 1863	46	\$20	\$30.67
Frank Forbes	Cook house	Dec. 21, 1862	Apr. 06, 1863	106	\$120	\$428.00
Emily Fountani	Chamber maid	Dec. 22, 1862	Jan. 17, 1863	27	\$25	\$22.50
Ellen Sooby	Asst. ch. maid	Dec. 22, 1862	Jan. 17, 1863	27	\$15	\$13.50
Ellen Sooby	Chamber maid	Jan. 18, 1863	Apr. 06, 1863	79	\$20	\$52.67
Phillip Jones	Cabin boy	Dec. 20, 1862	Dec. 25, 1862	5	\$20	\$3.33
Emanuel Stansts	Cabin boy	Apr. 01, 1863	Apr. 06, 1863	5	\$10	\$2.00
James Keough	Deck hand	Dec. 21, 1862	Apr. 06, 1863	107	\$45	\$160.50
Thomas Savage	Roustabout	Dec. 21, 1862	Apr. 06, 1863	107	\$40	\$142.67
John Cain	Roustabout	Dec. 21, 1862	Apr. 06, 1863	107	\$40	\$142.67
Ed Gafney	Roustabout	Dec. 21, 1862	Apr. 06, 1863	101	\$40	\$134.67, lost 6 days
Jos. Floyd	Roustabout	Dec. 21, 1862	Apr. 06, 1863	107	\$40	\$142.67
Thos. Dailey	Roustabout	Dec. 21, 1862	Apr. 06, 1863	104	\$40	\$138.67, lost 6 days
John Hogan	Roustabout	Dec. 21, 1862	Apr. 06, 1863	107	\$40	\$142.67
John Gallagher	Roustabout	Dec. 21, 1862	Apr. 06, 1863	107	\$40	\$142.67
John Burnes	Roustabout	Dec. 21, 1862	Apr. 06, 1863	107	\$40	\$142.67
Pat Noonan	Roustabout	Dec. 21, 1862	Apr. 06, 1863	107	\$40	\$142.67
Dan'l Sullivan	Roustabout	Dec. 21, 1862	Apr. 06, 1863	74	\$40	\$98.67, lost 33 days
Pat Burke	Roustabout	Dec. 22, 1862	Apr. 06, 1863	101	\$40	\$134.67, lost 5 days
Thos. Tracey	Roustabout	Mar. 02, 1863	Apr. 01, 1863	31	\$40	\$41.33, left at Memphis
Pat Casey	Roustabout	Mar. 02, 1863	Apr. 06, 1863	36	\$40	\$48.00
Adam Naylor	Roustabout	Feb. 19, 1863	Apr. 03, 1863	44	\$40	\$58.67
Henry Simmons	Roustabout	Dec. 21, 1862	Feb. 19, 1863	61	\$40	\$81.33
Thos. Kelley	Roustabout	Dec. 21, 1862	Apr. 06, 1863	107	\$40	\$142.67
Pat Bannon	Roustabout	Apr. 04, 1863	Apr. 06, 1863	3	\$40	\$4.00
Stephen Curley	Fireman	Dec. 22, 1862	Apr. 06, 1863	100	\$40	\$130.67, lost 8 days
John C. Curren	Fireman	Apr. 03, 1863	Apr. 07, 1863	5	\$40	\$6.63
Thos. Burke	Fireman	Dec. 21, 1862	Apr. 07, 1863	108	\$40	\$144.00
Owen Gallagher	Fireman	Dec. 21, 1862	Apr. 07, 1863	108	\$40	\$144.00
James Hayden	Roustabout	Dec. 21, 1862	Mar. 01, 1863	70	\$40	\$93.33, drowned at Memphis
Pat Welsh	Fireman	Dec. 21, 1862	Feb. 21, 1863	63	\$40	\$84.00, run off at Memphis
Mick Coyne	Fireman	Dec. 22, 1862	Apr. 02, 1863	102	\$40	\$136.00, paid at Memphis
Thos. Ryan	Deck hand	Dec. 21, 1862	Mar. 03, 1863	73	\$40	\$97.33, sick and sent home
Mick Gorman	Deck hand	Dec. 21, 1862	Feb. 21, 1863	63	\$40	\$84.00, woodfork March 6
Ed Flanigan	Deck sweeper	Jan. 05, 1863	Feb. 05, 1863	32	\$15	\$16.00, snake Providence
James Rostell	Roustabout	Dec. 21, 1862	Feb. 20, 1863	62	\$40	\$81.33
Thos. Costello	Roustabout	Feb. 28, 1863	Mar. 02, 1863	3	\$40	\$4.00
John Manley	Roustabout	Feb. 21, 1863	Feb. 27, 1863	7	\$40	\$9.33
Pat Bannon	Roustabout	Dec. 22, 1862	Apr. 03, 1863	103	\$40	\$137.25, paid at Memphis
						\$9,132.59 total wages paid

Stores & Expense Account
Steamer Gladiator
While in Govt. Employ - Dec. 21, 1862 to Apr. 6, 1863

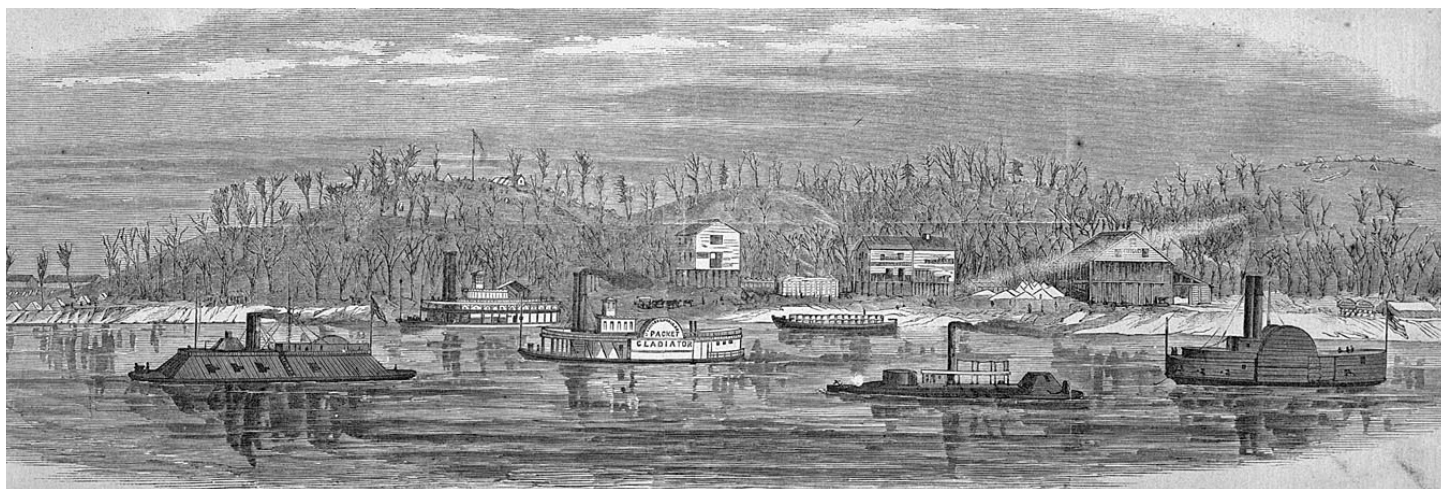
1862		Stores	Expenses
Dec. 21	paid Graham & Keating per his	271.50	
Dec. 21	paid Kris & Coon meat	51.20	
Dec. 21	paid C. Alex Hunn bread	20.91	
Dec. 21	paid A. P. Sionberger stores	81.40	
Dec. 22	paid W. S. Grant beef	41.92	
1863			
Jan. 10	paid Str. ELLA potatoes	30.60	
Jan. 21	paid H. R. Smith C.S. for stores	27.00	
Jan. 23	paid Jas. Whittman Str. SILVER MOON - stores	23.25	
Jan. 24	paid Capt. C. A. Morton C. S. - stores	39.92	
Jan. 27	paid Mrs. Bruce Isld #100 - stores	31.05	
Jan. 30	paid Str. WHITE CLOUD - stores	22.50	
Jan. 31	paid Str. SUCKER STATE - stores	11.20	
Jan. 31	paid Capt. I. E. Forsha C. S. - stores	9.70	
Feb. 3	paid Elliot & Co. Bill expenses fot & Co.		69.92
Feb. 3	paid Carr & Graham - stores	366.16	
Feb. 4	paid Capt. C. A. Morton C. S. - stores	58.90	
Feb. 6	paid R. Halpin Bill expenses to W. & Boek		20.50
Feb. 13	paid Capt. C. A. Morton C.S. - beef	32.50	
Feb. 13	paid Str. STEPHEN DECATUR for head line	36.40	
Feb. 20	paid Carr & Graham - stores	249.64	
Feb. 20	paid Carr & Graham - expenses		20.00
Feb. 20	paid C. Kriel & Co. - meats	79.84	
Feb. 21	Carr & Graham - stores	45.62	
Feb. 21	A. B. Cowan Stores used of his	311.20	
Feb. 21	Nichols & Co. - stores	254.75	
Feb. 28	W. A. Williams - coal boxes and lumber		34.24
Feb. 28	Elliot & Co. Eggs bill	22.25	
Mch. 02	Orgile & Bros. Hoop iron		2.75
Mch. 02	A. Hunn - bread and flour	55.75	
Mch. 02	Carr & Graham - stores	224.75	
Mch. 02	Carr & Graham - line		100.00
Mch. 03	I. Turley Iron for stirrups for wheels		24.00
Mch. 03	W. C. Bradferd Metallic pkg/packing		19.80
Mch. 03	Carr & Graham - stores	88.04	
Mch. 03	Kriel & Co. - meats	154.02	
Mch. 07	W. McFerry C.S. (Ics) - stores	37.45	
Mch. 09	W. McFerry C.S. (Ics) - stores	44.45	
Mch. 09	Str. BERRY STEWARD - stores	89.10	
Mch. 12	McFerry C.S. (Ics) - stores	76.99	
Mch. 15	A. B. Cowan - stores	9.00	
Mch. 20	P. Halpin - stores	154.56	
Mch. 21	J. Ketiner C. S. (City of M) - beef	40.00	
Mch. 22	W. M. Vogelson C.S. - stores	6.00	
Mch. 26	W. M. Vogelson C.S. - stores	8.00	
Mch. 27	W. M. Vogelson C.S. - stores	59.12	
Mch. 30	W. M. Vogelson C.S. - stores	42.08	
Mch. 30	W. A. Devenny - stores	8.00	
Mch. 31	Jos. Kitener C.S. - beef	29.25	
April 02	W. G. Mephan & Bros. - stores	68.00	
April 02	Carr & Graham - stores	52.15	
April 03	Alex Hunn - stores	16.00	
April 07	Kelly & O Lumber need in January	49.10	
April 08	McCord & Co. Repairing new siners	73.75	
April 08	Barton Able & Co. Dispatch to Memphis	2.90	
April 08	Cutter & Terrile Dispatch from Cairo - no bill	.80	
April 08	Str. JNO. D. PERRY - 150 boxes coal @ \$1.00, Dec. 21	150.00	
	Str. GLADIATOR for amt. stores on hand when seized & taken in Govt. employ	555.75	
April 07	States Savings Association discount on Genl. Allen's check to W.C. to general funds in part pay off crew per bio \$6000 @ 1 3/8 % off.		82.50

April 27	St. Louis Buildings & Savings Assn. discount on Genl. Allen's check to W. C. to enable boat to finish paying Bries & Co. \$10,000 @ 5/8% off		62.50
Totals		3879.66	599.16
<i>Total Expenses</i>			
	Wages paid	\$9132.59	
	Stores paid	3879.66	
	Expenses paid	599.16	
	Fuel paid (Str. J. D. PERRY)	\$13,611.41	

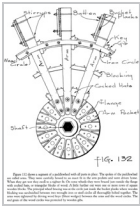
Several individuals in the Portage List for the GLADIATOR are listed in *Way's Packet Directory*. Henry A. Dohrman, clerk for the first 25 days of the boat's charter by the government and as her captain for the remaining 81 days in Army service, was clerk on the BENTON (0580) in March 1864 on her trips up the Missouri River from St. Louis to Fort Benton, MT. The following year he was part owner and clerk of the new packet DEER LODGE (1482) on her trips to Fort Benton, and also that year clerked on GEORGE McC. PORTER (2303) in the Pittsburgh-Wheeling run. After his work as pilot on GLADIATOR, Capt. David Haney served as captain on the Missouri River mountain steamer ONTARIO from 1865-66. In August 1867 he purchased the sternwheel LADY GRACE (3335) and ran her St. Louis-New Orleans until she was sold at a U.S. Marshal's sale the following spring. By May of that year he was pilot on LENI LEOTI (3413) on the Upper Missouri. During that trip he wrote a letter describing the slaughter of seven woodsmen at Ft. Peck, MT. Excerpts from that document appear in the *Packet Directory*. Haney also ran captain on the Missouri River packet

PENINAH (4440) during many of her twenty trips to the fort until she sank at Sioux City, IA in April 1875. Capt. Way lists no information for Henry Trimble, GLADIATOR's captain during the first 25 days of the charter. Three rivermen named Trimble are listed, however. They are John A. and William R., owners of the packet METROPOLIS (3914), from Beaver County, PA; and Capt. S. C. Trimble, who purchased BELMONT (0548) in 1859 and also lived in Beaver County at Hookstown, PA. Whether Henry Trimble was related to this family, we can only speculate. It would seem as though most of the officers were from the St. Louis area and worked on the Missouri River, however, and so this Ohio River connection may be a dead end.

GLADIATOR provided other valuable service in the War, taking part in Gen. Grant's Tennessee campaign and the capture of Fort Donelson. She also transported wounded soldiers to the new Army Hospital opened at Keokuk, IA in 1862. Two months after this transport duty concluded, Capt. Klinefelter sold the boat to Joseph H. Reevey of St. Louis. Samuel H. Boyce became her new captain. ⓘ



Sketch in Harper's Weekly by Adam Rohe showing GLADIATOR at General George H. Thomas' headquarters in Eastport, MS. Rohe enlisted in the U. S. Navy in 1864 at age twenty, and served on several boats in the Mississippi squadron on the Tennessee and Cumberland Rivers. Another of his sketches appeared in Harper's showing the accidental burning of the Mississippi squadron flagship BLACK HAWK near Cairo on April 22, 1865. Image courtesy of Murphy Library, University of Wisconsin - La Crosse.



Small Stacks

Steamer THOMAS A. EDISON

by John Fryant

The steamer THOMAS A. EDISON was built in 1904 at Apalachicola, FL and spent most of her days on the Caloosahatchee River hauling cargo and passengers from Punta Gorda to Ft. Myers. The majority of her cargos were crated oranges. She was a sternwheeler with engines 7 1/2" bore and 3' stroke furnished by the Marine Iron Works of Chicago. The hull was 80' by 20' with a light draft of only 16". Overall she was 96' 6" in length with a beam of 22' 9". She was owned by the Menge Bros. (pronounced *menj*) prominent Florida steamboat operators. Although the boat's famous namesake was a frequent Florida visitor, to my knowledge he had no connection with her or ever travelled aboard.

The EDISON's design was somewhat similar to a West Coast steamboat, having a pointed bow and single smokestack just aft of the pilothouse. (photo 1) As Florida inland river steamboats go, she was one of the more "luxurious" of the type. Her end came in a fire on January 30, 1914 at Ft. Myers while tied up at the Lee Co. packinghouse with a full cargo. The river was at a low stage and she was hard aground, so when the packinghouse caught fire and the blaze spread to the EDISON, she couldn't be moved from her moorings. Some years after the fatal fire, her engines were supposedly salvaged and taken to the new Greenfield Village Museum near Detroit, MI where they were installed on a replica steamboat.

With help and advice from S & D members Ed Mueller and Alan Bates, I researched and drew the EDISON plans in 1974. (photo 2) In the years since, prints of those plans have been sold worldwide and a number of EDISON models have been constructed. Two of them are featured in this column. Although half-a-world apart and differing greatly in size, they share a common power source: live steam.

A friend in the Cincinnati area, Arnold "Terry" Strobl, likes to build big models. His gigantic model

of the EDISON is scaled at 3/4" to the foot and measures 6' long with a 16" beam. (photo 3) The boiler is installed but the engines are not yet in place. A temporary electric motor drive system has been installed until Terry gets the steam engine set-up worked out. (photo 4) Although the model has been exhibited in several shows in the local area, it has not yet had its maiden voyage. Getting this giant in and out of the water will prove quite a challenge.

The other model is in Switzerland and is the work of Mr. Ulrich Rimensberger, who bought a set of the plans about two and a half years ago and constructed an EDISON model to 1/24th scale. (photo 5) This is not unusual, as several have been built to that scale, but this one is also live steam powered. Considering that the model's hull is 41" long with a beam of 10 1/2" and has a draft of only 1", this is quite an accomplishment. The following is from Ulrich's account of the build:

The total model weight was limited to 5 kg (11 lb.) with the steam plant contributing 2.5 kg. The hull is made of molded fiberglass, which involved making a positive hull form and then a female mold from which the final epoxy-fiberglass hull was produced. The "high tech" paddlewheel shaft was made of carbon fiber to save weight. The paddlewheel, consisting of 664 parts, weighs 88 grams. To save weight, the superstructure is built of 0.8 mm balsa. The total weight including the stack is 930 grams. As photo 6 shows, it lifts off in one piece for quick easy access to the propulsion system and RC equipment.

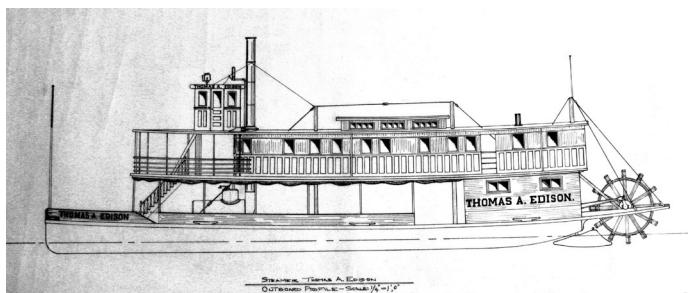
The steam plant is from Regner in Germany. They make a wide range of steam engines and boilers, some in kit form. The mechanism Ulrich used to turn the paddlewheel is shown in photo 7. It's a slightly different approach from the Scotch yoke arrangement often used by modelers. There are two identical sets of cranks and "pitmans," one inside the model and the other connected to the paddlewheel. The inside and outside sets are connected by a sliding "crosshead" on each side which gives the horizontal motion of steam cylinders driving the paddlewheel.

The model is not completely finished but has had its maiden voyage. (photo 8) Ulrich plans to

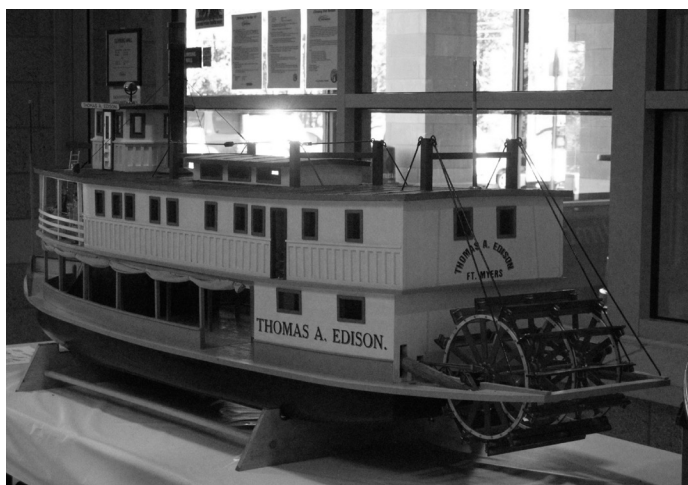
add more detail and some weathering to the finish. Considering the untold number of EDISON plans sold over the years, this little steamboat may one day become as well known as its famous namesake.



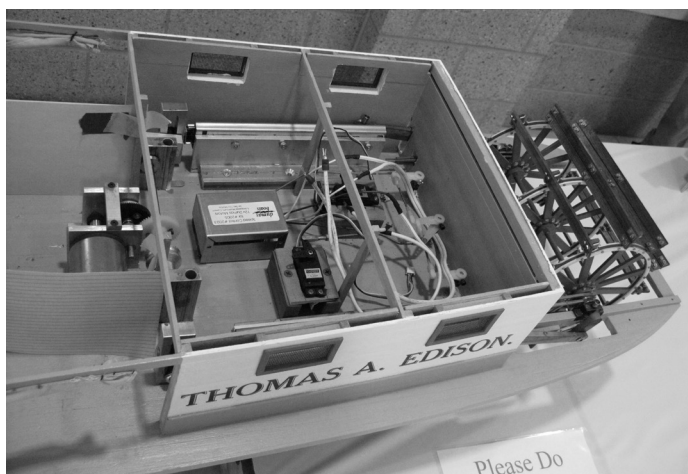
1. THOMAS A. EDISON landed at Alva, FL.



2. Port side elevation drawing of EDISON.



3. Terry Strobl's model occupies most of an 8-foot table.



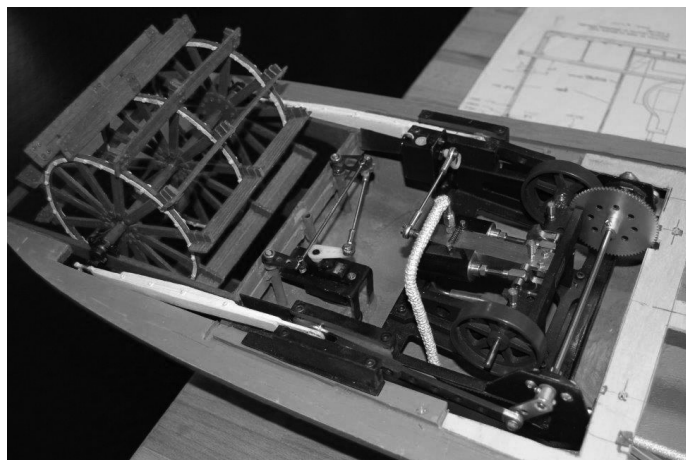
4. Temporary electric drive system of Terry's model.



5. Ulrich Rimensberger with his 1/24th scale model.



6. Ulrich's model with superstructure removed.



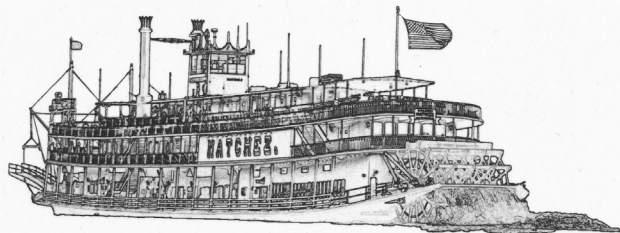
7. Steam engine and crank mechanism for driving sternwheel.



8. EDISON's maiden voyage in swimming pool.

New River Books and Music CDs

NAVAL ARCHITECT



Alan L. Bates

Naval Architect is the true story of Alan L. Bates' career as a naval architect, the ups and downs about learning things the hard way, about great success and the funniest moments of life. First published by Alan in 1992, *Naval Architect* has been out of print for many years. Now it's available again as a paperback book as well as in e-book format for Kindle e-book readers.

Alan directed the renovation of the steamer AVALON into the BELLE OF LOUISVILLE, designed the steamboat NATCHEZ, and was involved in the planning, building or renovation of many other riverboats.

The book is a personal account of the author's most prestigious projects including the BELLE OF LOUISVILLE renovation, NATCHEZ, CHAUTAUQUA BELLE and the Louisville Falls Fountain, as well as his very own experiences with the U.S. Coast Guard, with which he had a lifelong and deep love-hate relationship.

Alan tells his stories with the same witty and refreshing style as when telling stories in person on so many occasions, whether sitting on the lazy

bench in the pilothouse of the BELLE or on the sofa of his home in Louisville – his very own style of storytelling that everyone who knew him loved so much.

In November 2011, just weeks before he passed away on January 1, 2012, Alan wrote in an email: "It is my hope that my historical drawings and books will remain available to historians and river fans for at least a few more years." *Naval Architect* is the first in a series of books written by Alan to be republished to keep his heritage alive.

Naval Architect, at 66 pages in paper back, is available from Amazon.com as well as retail book stores. It retails for \$12.50 (\$10.83 on amazon.com) and for \$4.99 as an e-book.

Thank you to Franz Neumeier for supplying this book review and for facilitating the future republication of many of Alan's books.

A HISTORY OF THE STEAMBOAT

WASHINGTON



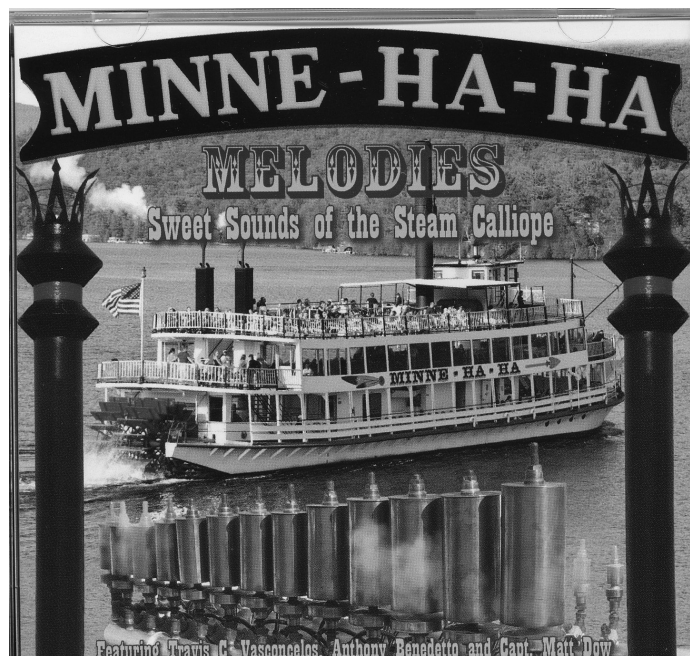
**THE FIRST SUCCESSFUL
WESTERN RIVERS STEAMBOAT**

John Bowman

S&D member John Bowman of Wheeling has written this well-researched 40 page documentary account of the "first commercially successful

steamboat” designed in the archetypical Western River style defined by Henry Shreve. The WASHINGTON, built in 1815-16 at Wheeling, was a flat-bottomed sternwheel boat, unlike the Fulton-Livingston steamboats, and she pioneered the placement of her two engines in the customary horizontal fashion typical of all the Western Rivers boats that followed. She also carried another Shreve design adopted on all future wood hulled steamboats – hog chains. John carefully and accurately places the WASHINGTON amidst the story of her contemporaries, Fulton’s NEW ORLEANS, VESUVIUS and AETNA, and Daniel French’s COMET, ENTERPRISE and DISPATCH. And in so doing, he explains the rightful place of this boat in the story of steam navigation on the inland rivers. At the end of his narration, he suggests a suitable marker for placement at Wheeling’s Heritage Port: “The Birthplace of the American Steamboat. Here on the North Bank of Wheeling Creek in 1816, Henry M. Shreve launched the steamboat WASHINGTON. The first successful steamboat on the inland waterways and the prototype of all future river steamboats.”

A History of the Steamboat WASHINGTON, 40 pages with illustrations, is available in paper for \$5.99 from the author John Bowman at Gbowman@comcast.net.



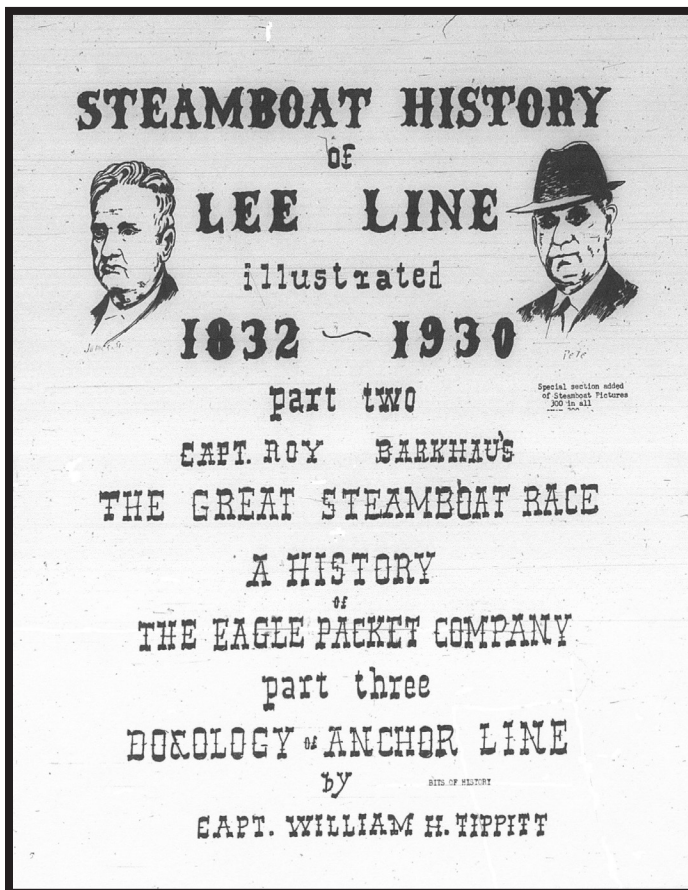
Once in a great while a new audio CD comes along with on-location recordings of one of the few steam calliopes left on the inland rivers and

lakes of the United States. The latest addition to this collection of uniquely American music comes from the Lake George Steamboat Company. Three years ago our March issue featured new S&D member Matthew Dow, son of Bill Dow who runs the company’s three boats, MOHICAN, LAC DU SAINT SACREMENT, and the steamer MINNE-HA-HA up on New York’s Lake George, along with the NATCHEZ of their New Orleans Steamboat Co. Matt attended Maine Maritime Academy and is now a New York State licensed master, much of his time spent aboard the MINNE. This past winter Matt spent the off season in New Orleans, returning to work on the NATCHEZ during her layup. Several summers ago Matt also picked up some additional excursion steamboat experience on the BELLE OF LOUISVILLE. In addition to honing his excursion boat skills, Matt also got the bug to become a professor of the calliope, influenced by such virtuosos as Travis Vasconcelos, Debbie Fagnano, Dave Morecraft, and the legendary Doc Hawley. The upshot is that Matt had a dream to install a fine, new calliope on the MINNE, and to secure the best that is available their company went to Dave Morecraft in Peru, IN. Dave provided a custom built, 32-note model based on the design and scaling of master calliope builder Thomas Nichol of Cincinnati back a century ago. The September 2012 REFLECTOR reported on the installation of the new instrument with all the details except an actual audio clip. That shortcoming has now been corrected with the release of “Minne-Ha-Ha Melodies.”

Three professors take turns at the keyboard: Travis Vasconcelos, calliope maestro on the BELLE OF LOUISVILLE, DELTA QUEEN, and AMERICAN QUEEN; Anthony Benedetto, calliope enthusiast and friend from New York; and Capt. Matt himself. Audio clips of the MINNE’s roof bell and departure and landing whistle accompany 14 selections and medleys of classic American tunes. The CD’s sound quality, a real challenge for most sound engineers to capture without distortion, is excellent, and the selection of music well chosen. All three musicians give outstanding performances. We were very impressed by this CD, and our hat is off to Matt and to Lake George Steamboat Co. CDs are available for \$15.99 plus tax and shipping, and may be ordered online at the company’s website or by calling (518) 668-5777, ext. 213. 📍

"Reflections from Our Readers" continued from page 3

1840, along with a photocopy of the cover of Capt. Tippitt's "Steamboat History of Lee Line 1832-1930." The manuscript lists 89 different steamboats owned by various members of the Lee family, with the observation that "the Lees frequently bought and sold the same boat in a year, and several small boats were owned and operated on the St. Francis River in Arkansas out of Helena." The handwritten cover, shown below, has line drawings of Capt. James Lee on left and Capt. Peters Lee on right. We are very pleased that Jim is writing this family history, and look forward to sharing his biographical article about steamboating's famous Lee family.



Cover photo courtesy of Jim Lee.

Jeff Spear writes: "The Boats that Never Got Built—Part 2 was really interesting. I've always wondered about what ifs also. The big "if" for me was the 1918 ice and the 1922 Cincinnati wharf fire. If those big wooden boats would have lasted ten or more years longer, would anyone have built the steel-hulled ones? I would think it would be doubtful. Another question: I always heard that Capt. J. Frank Ellison designed HENRY M. STANLEY, HUDSON,

VIRGINIA, and QUEEN CITY. But did Tom Dunbar do HUDSON 1886, STANLEY 1890, VIRGINIA 1895, and QUEEN CITY 1897?"

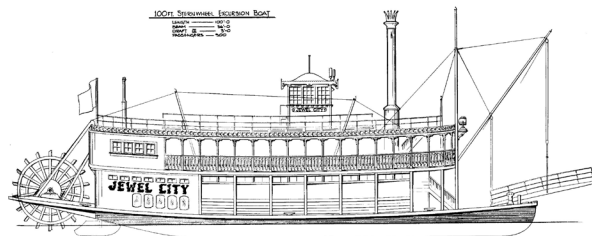
It appears that the answers to Jeff's question are yes, no, no, and no, after your editor did some more digging in "the Book" in an effort to follow up. Capt. Way states outright that Tom Dunbar designed the last CAPE GIRARDEAU and the CINCINNATI, as we reported in the story about NETTIE QUILL. What the good captain says about the hull of the last KATE ADAMS, along with NETTIE QUILL and second T. P. LEATHERS, is that they were all built under the direction of Dunbar as marine superintendent. He does not make any comment that they were his design. As to the HUDSON, she was built for Capt. J. Frank Ellison, and Capt. Fred does not make reference to Dunbar's name in that listing. However, in the entry for the 1885 LEATHERS, Capt. Way quotes from a letter to him by John M. Sweeney on Mar. 14, 1924. "In the early 1880s I began contracting for completed boats, hull, cabin and machinery. Before that time our contracts covered machinery only. Bill Spear was operating the Freedom Yard in 1884 but he was about all in, and the last job he did was the hull of the last ABNER O'NEAL, built for Capt. Nate Wintringer to my designs. After this job Spear quit and the Freedom Yard was idle. It was owned by Capt. Sam Brown who wanted me to take it over, but we had the Belle Vernon Yard on our hands. In 1885 I contracted for the T. P. LEATHERS ... I arranged with Capt. Sam Brown to let Tom Dunbar take the Freedom Yard (Tom had just returned from Russia) and we built the T. P. LEATHERS and NETTIE QUILL at Freedom. Dunbar also built the HUDSON for Tom Rees and I think she was the last boat built at Freedom." So to the best of our knowledge, Tom Dunbar was indeed marine superintendent for construction of each of the five steamers named in that article, and was directly responsible for the design of the CAPE and CINCINNATI at the very least. In any event, our apologies for any misinterpretation of the work of two fine steamboat designers, Tom Dunbar and J. Frank Ellison. Having these opportunities to dialogue with our readers is one of your editor's great delights.

John Fryant writes: “I really enjoyed the feature on the never built boats in the December REFLECTOR. It was amusing to see all of those old proposals published again. Jack White once commented to me that it is rather ironic to think that the “New DELTA QUEEN” design of 1966 would probably still be running if it had been built. Actually, the original design didn’t look that bad, considering some of the box-like creations that are currently in operation and under construction. With slightly shorter, slightly larger diameter stacks, the “New DELTA QUEEN” might have been a decent looking boat. Dennis Trone’s design was a handsome proposal and the hydraulic propulsion system had proved successful on his smaller boats. As you mentioned though, she would have needed more interior public spaces. I remember having many discussions with the late Greg Goldstein when the MISSISSIPPI QUEEN came out. We both agreed that the Greene Line/DQ Steamboat Co. should have built two smaller boats instead of one gigantic one. Now ACL is doing just that with supposedly four new vessels under construction. Another of my ideas at the time was to build a near exact replica of the “old” DELTA QUEEN using modern fireproof materials.

There is another marine architect who has produced many designs for modern sternwheelers – some built, some not. He is William G. Preston, owner of Marine Design, Inc. of Gulf Breeze, FL. Bill designed small and medium-sized sternwheelers and prop-driven boats that truly captured the look

and flavor of the old-timers. His home in Gulf Breeze was only forty miles from Ft. Walton Beach where my in-laws lived. I visited Bill a couple of times and have a lot of his published designs for modern sternwheel boats. The JEWEL CITY design for a 100-foot sternwheeler is an example. If he is still alive, he is no doubt retired by now.

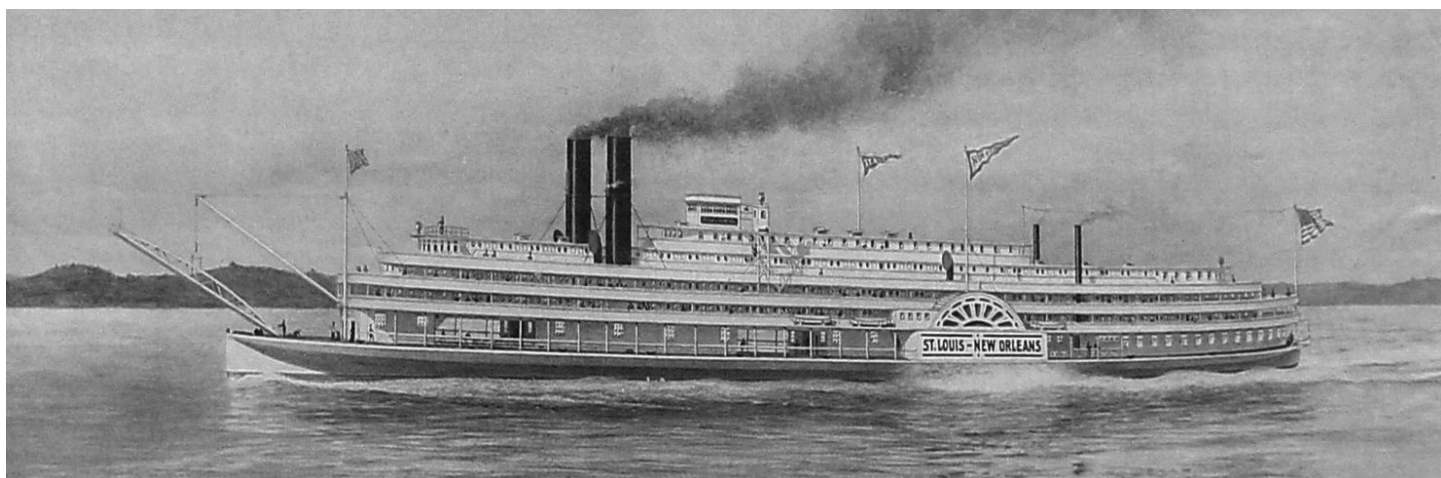
But to me the grand champion of all the never-built riverboats is still Ward Engineering’s WHITE SWAN, the huge sidewheeler that would have been larger than the AMERICAN QUEEN. The rendering of her which is published here shows not one bit of superfluous “gingerbread” trim, yet she had the true riverboat look. Too bad the designers of the AMERICAN QUEEN didn’t have that rendering and the few plan drawings that went with it. And of course there is the NATCHEZ. While not an overnight boat, she is living, steaming proof that a modern boat *can* be built with all the charm and grace of the traditional steamboat. This takes a designer/architect who has thorough knowledge of the subject matter – and money, of course!



William G. Preston • P.O. Box 549 • Gulf Breeze, FL 32561 • (904) 832-7820

MARINE POWER INC.

Boats that might have been . . . Courtesy of John Fryant



PROPOSED ST. LOUIS AND NEW ORLEANS PASSENGER STEAMER

LENGTH 450 FEET - SPEED 18 MILES - 670 PASSENGERS - 140 BATHS

THE CHARLES WARD ENGINEERING WORKS, CHARLESTON, WEST VIRGINIA

DESIGNERS



Final Crossings

Virginia Bennett

Virginia Bennett, Cincinnati's "Harbor Mother" to hundreds of river people who recognized her voice on the marine radio, passed away at age 89 on December 4, 2013 in Newport, KY. And just as Virginia wished, her ashes were sprinkled onto the Ohio River in company of a memorial wreath at Mile 471.5, location of Virginia Bennett Navigation Light, as family and friends bid farewell and paid tribute aboard the BELLE OF CINCINNATI. Longtime friend Victor Canfield, S&D vice president, delivered the eulogy for Virginia. We thank Vic for allowing us to share it with you.

"I am here to help you remember, celebrate and grieve the loss of our dear friend Virginia Bennett. It is my hope that by sharing these vignettes, I will convey some of her spirit and love of the river and those connected with it.

"Virginia was born on May 16, 1924 in Dayton, KY and was raised in Newport. She took pride in telling of her great grandfather Capt. Smith who worked on the Mississippi, Ohio and Tennessee Rivers for fifty years, and of his great grandfather, who was the brother of frontiersman Daniel Boone. Virginia's father was paymaster for Greene Line Steamers and worked on the wharfboat.

"When Ginny was 2½ years old, her love affair with the river began. Her parents took her on an overnight cruise, and she enjoyed it so much that she hid on the boat till they found her. Later, her father Elmer would take Ginny to work on Sundays, where she helped tear off freight bills.

"Her career on the river officially began when she took over her father's payclerk job upon his death in 1944. This began a career of 24 years with Greene Line, three of those years spent on the DELTA QUEEN as assistant purser. CHRIS GREENE was her all-time favorite boat, but she grew to love the DELTA QUEEN as well.



Helen Hughes Prater and Virginia Bennett relax and reminisce aboard DELTA QUEEN during 1998 Kanawha River trip. Photo from Keith Norrington collection.

"In 1955, midway through her Greene Line years, Virginia obtained a Hallicrafter radio from the widow of Capt. Harry Reardon, a river pilot. With her radio she was able to hear the boats broadcast crew changes and the daily log of tows to be picked up on the river. It was then that Virginia would contact families by phone to tell them of their husbands' shift changes. In the early 1960s Capt. Doc Hawley recalled how grateful he was that Virginia and her mother invited him to dinner on occasion while he was living on the DQ during cold and dreary winter layups at the wharf.

"Over the years, Virginia became very knowledgeable about navigational aspects of steamboats. She also became familiar with workings of the engine room through the kindness of engineer Ralph Horton, who also taught Virginia how to drive a car, much to her mother's consternation.

"From 1977-82, Virginia worked for Columbia Marine Services, a Cincinnati harbor service based in Ludlow, KY. This is when she gained an increased knowledge of the towing industry. And it was at this time that Virginia was given the nickname 'Harbor Mother.' In 1983 Virginia went to work for BB Riverboats until her retirement in 1991. In the early 1980s she made a move that added to

her visibility to the boats. She sold her Ft. Thomas home and moved to Harbor House Apartments overlooking the Ohio River in Covington. In 2000, a rare honor was bestowed on Virginia when the U.S. Coast Guard erected the Virginia Bennett Navigation Light at Mile 471.5 on the hillside just below her apartment.

“It was at her riverside apartment that Ginny acquired her hand-held marine radio. As a result, she would often communicate with river pilots. An image familiar to many of us was when Virginia stepped onto her porch to wave at the salute of a whistle or horn. She would give a hearty river wave to boats and passengers waving back. And in passing her apartment, many river calliopists would play her favorite song, “Ain’t She Sweet.”

“The first Tall Stacks was celebrated in 1988 as part of Cincinnati’s Bicentennial Celebration. Early on, Virginia was involved in the planning. She also volunteered at each Tall Stacks celebration over the years. However, her favorite role was volunteering on the historic towboat J. S. LEWIS on the Kentucky shore. In 2003, she received the honor of Tall Stacks Marshall of the Parade of Boats.

“It was nearly at this same time in her life that Seamen’s Church Institute in Paducah listed Virginia as a resource person for pilots who were training on Ohio River simulators. The pilots felt such a connection to Virginia that she was invited to Ashland Oil’s Family Day.

“In 2008 Virginia moved to the Baptist Convalescent Center in Newport. She was fortunate to have a river view, including part of the Cincinnati Public Landing. With her marine radio and scanner, she still kept in touch with boats. Occasionally, although wheel chair bound, she was invited to speak to the residents about the river.

“Virginia’s favorite trip on the river was from Cincinnati to Pittsburgh. During her last harbor trip on the BELLE OF CINCINNATI, she looked at me with that twinkle in her eye and said, ‘Maybe you can ask Capt. Alan to not turn the boat around, but head on up to Pittsburgh.’ Virginia’s headstone is next to her parents’ in Evergreen Cemetery. On its corners you will find a cross, anchor, ship’s wheel

and a rose. Our good friend is now at peace with all her relatives and with her large river family.”

Patricia “Pat” Traynor

Patricia Ann “Pat” Traynor, 79, passed away on January 6, 2014 in Grand Rapids, MI. Pat was born June 29, 1934 in Detroit. She graduated from Cheboygan High School in Cheboygan, MI and from Michigan State University in 1956. She remained an avid MSU fan her entire life. After college graduation, she was employed as a department manager at a department store in Cincinnati. In 1958, Pat married Darrell Traynor, who preceded her in death in 1981. After their marriage, they moved to Grand Rapids where they raised their family of three girls and two boys.

In 1987, Pat became a permanent resident of Marco Island, FL. Over the years, she was employed by Marco Island Marriott Hotel, Marco Island Appraisals, and the Marco Island *Eagle* newspaper. Later in life, Pat developed an avid interest in steamboating America’s rivers, taking over fifty cruises on the DQ, MQ and AQ. She was an enthusiastic member of S&D.

Pat is survived by her five children. Funeral services were held January 11 at O’Brien-Eggebeen-Gerst Chapel in Grand Rapids, with burial in Cascade Cemetery. The family requests that any donations in Pat’s memory be made to Howard Steamboat Museum.

Thank you to Barbara Hamesiter and to the Grand Rapids Press for supplying obituary information about Pat.

Back Cover

Standard Oil Co.’s SPRAGUE (T2327) being assisted in making up an oil tow or dropping off a barge on lower Mississippi, March 21, 1926. To extreme left of photo is a steam tug bearing all the earmarks of an ocean-going boat. Meanwhile SPRAGUE’s 38 x 40-foot wheel backs to help kill out her headway or flank a bend. Any further thoughts or observations from our readers about this photo is most welcomed. *Photo courtesy of Michael Jones.*



SPRAGUE
TUG BOAT COMPANY

SPRAGUE

S.O. I
Ewing