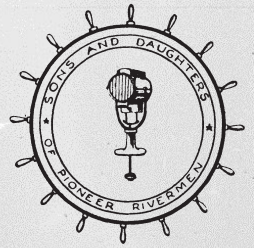


S & D

REFLECTOR

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of Pioneer Rivermen



Vol. 52, No. 3

Marietta, Ohio

September 2015



Lee Line Steamers - Part Three
U.S. Steamboat Inspection Service: 1909-10
An IDLEWILD/AVALON Postscript

Front Cover

The brand new packet G. W. HILL has just backed away from the bank at Howard Shipyard in Jeffersonville on either her trial run or the start of her delivery trip to St. Louis where she will operate in the St. Louis-Calhoun County trade. It is 1909 and the HILL, named for her owner Granderson Winfrey Hill, was the fourth steamboat launched by Howards that year. She measured 190 x 36 x 5 and carried engines 16's-7 ft. stroke with steam supplied by three boilers. She was built for \$28,850. Within three years the HILL would be converted into an excursion boat by Capt. D. Walter Wisherd and Sam Gregory for tramping the Ohio and Mississippi. In 1923 she was purchased by Cincinnati's Coney Island Co. and renamed ISLAND MAID, and appears in that service on the cover of the March 2014 REFLECTOR. We feature her on our cover once again as one of the nineteen steamers that received their first inspection in 1909. This tidbit, along with hundreds of other pieces of info, are all part of the Annual Report of the Steamboat Inspection Service for 1909. See page 14 for this detailed and fascinating look at Western Rivers steamboating over a century ago. *Photo courtesy of Howard Steamboat Museum*

Stepleton, who has professional curatorial skills and is cataloging the letters, diaries, and papers for future donation to a qualified archive."

¶ James's transcription of the letter appears below along with some additional comments about the individuals and places mentioned. We regret that Mr. Keckeler did not record for us the name of the steamer upon which he was traveling, but suspect that it may have been a local short-run packet operating in the Madison-Cincinnati or Louisville-Cincinnati trade. For those with ample spare time on their hands, an exhaustive and conscientious search of *Way's Packet Directory* might turn up a list of potential candidates for this unnamed steamer.

"Cincinnati Aug 30th 1858

[to Loring Stow]

How do you do my old fellow? Well, I presume. According to promise, I will proceed to give you a history of a lone, lone man on his homeward journey, including the manifold disappointments and tribulations that same old coon underwent. After bidding you goodbye, I watched your delicate and sylph-like form winding up the hill, gradually growing less and less, until at last it entirely faded from my gaze, when I exclaimed "Thou art gone from my gaze, &tc." (Will refer you to Mary for the balance of the song, as that is all I know of it).

Having nothing to do, I immediately commenced hunting up (you see, I still have the fever on me) something wherewith to pass away the lonely moments that would be instructive, interesting, and amusing. I watched a fellow pumping out a boat, until he got tired, and ceased. Well, there wasn't anything particularly interesting in that, so next I watched the gambols of a mouse, in the vain effort of finding something to help the time glide along. I presume I must have measured the length of the wharf boat at least 30 times, in walking aft and then forward again, hoping that I would get a sight of the anxiously looked-for Boat, until my patience began to ooze out at every pore of my body, and my legs commenced to feel weak about my knees. But patience is a great virtue, and I nursed mine as tenderly as a babe.

After finding nothing attractive, I stretched my weary bones along on a bench, and pillowed my head on my carpet sack, but found that would not pay and soon got up. Well, after stewing and worrying, fretting and moaning, the tub of concern made a landing at 6 o'clock, and with feelings of joy - I could have yelled

continued on page 35



Reflections from Our Readers

James V. Stepleton writes: "I thought that you might be interested in this transcription of an 1858 letter describing travel on the Ohio during low water in late August 1858. I am not sure where the passenger, Mr. T.T. Keckeler, boarded the upstream steamer for his home in Cincinnati, but it may have been at Florence, IN, or a landing a little further up the river in Switzerland County, IN.

This letter addressed to Loring Stow is from over a thousand Stow family letters plus diaries and other materials that span roughly the period of 1820 to 1920. The transcription is by my sister, Ellen

76th ANNUAL S&D MEETING

You are cordially invited to attend S&D's 76th Annual Meeting on Friday and Saturday, September 18-19, 2015 with headquarters at the Lafayette Hotel in Marietta, OH. Friday evening's Meet and Greet Session begins at 8:00 p.m. at Ohio River Museum, where you may also visit W. P. SNYDER, JR. Light refreshments will be served.

Saturday's Annual Business Meeting begins promptly at 9:00 a.m. in the Lafayette's Ballroom. Updates on various organizations within S&D and of its affiliated groups, new business, and election of officers and new Board of Governors members are on the agenda.

A narrated luncheon cruise on the VALLEY GEM departs from under the Washington St. Bridge at noon. Tickets are \$29 and must be purchased by 10 a.m. Saturday from Treasurer Dale Flick.

Saturday's Banquet is served in the Ballroom at 6:00 p.m. with choice of entree: prime rib (\$27), salmon (\$28) or lemon chicken (\$22). Meal includes roll, salad, potato, vegetable, dessert, and coffee or tea. Make dinner reservations in advance at 800-331-9336 or 740-373-5522. Our great speakers will be Annie Blum and Tom Dunn, both associated with Streckfus Steamers, who will share their knowledge of the Streckfus Line, as well as experiences in the excursion business, with special memories of the ADMIRAL

Mark your calendar now and join us for a boatload of good times!

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Thinking about submitting to the REFLECTOR?

Please follow these guidelines:

Articles

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

Features

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

Images

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

Send to the Editor as an e-mail attachment

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

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America's Steam & Diesel
Riverboat Magazine

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S&D REFLECTOR

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of Pioneer Rivermen

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

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

David Tschiggfrie, Editor
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Dubuque, IA 52001
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REFLECTOR BACK ISSUES AND INDICES

Copies of the current or prior years are available at \$8 each, postpaid for subscribers, and \$10 for all others.

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

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

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Getting Posted Up

The S&D Banquet

As we look forward to our yearly gathering in Marietta this month, we are especially fortunate to have the double treat of Mercantile Library's Award-winning authors Annie Blum and Tom Dunn sharing with us their combined years of experience and story-telling skill in their "Streckfus Extravaganza" program at Saturday night's banquet. Several generations of the river's iconic excursion boat family operated a fleet of vessels in that trade for nearly eight decades, and our speakers will provide us with a fascinating look at the story of this family enterprise, and especially of the last great flagship of that fleet, the ADMIRAL at St. Louis. Add to this the unique opportunity to have the speakers sign copies of their recent books on the ADMIRAL as well, and it all makes for an evening not to be missed!

Your September issue brings the latest chapter in the story of another of the river's famous families, the legendary Lee Line of Memphis. Then, a 105 year-old copy of a fiscal year review by the Steamboat Inspection Service provides some fascinating details as we look back on what transpired on the Western Rivers that year. Meanwhile, your editor has also surfaced some new tidbits in the century-old story of the BELLE OF LOUISVILLE, filling in a few blank spots and broadening our picture of the earlier years of the veteran steamboat. Throw in a letter from a steamboat traveler making the trip between Vevay, IN and Cincinnati during low water in the summer of 1858, and a personal reminiscence of the DELTA QUEEN's "last trip" forty-five years ago, and there you've got a rich banquet, or a tasty smörgåsbord from which to choose, something to suit your palate and satisfy your tastes.

We close these comments with a great sense of satisfaction and appreciation for all the varied "samplings" of river history we are able to share with you in print, online, and face-to-face at our Annual Meeting and Banquet. We likewise encourage you to share and invite others to enjoy this satisfying menu that is the hallmark of S&D. 

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Meet Our Contributors

James R. Lee Sr. (*Lee Line Steamers - Part Three*, p. 8) relates the next chapter in his family's history at the helm of Memphis' legendary Lee Line Steamers. Jim's latest installment reveals some of the high excitement and emotion fired by the intense competition in the packet business and for bragging rights as the fastest steamer in the Helena-Memphis trade. The final years of the Lee Line story will appear in our December issue.

Capt. Don Sanders (*The Last Whistle*, p. 6) shares another reminiscence from his early years in passenger steamboating. Readers who enjoyed his retrospective look at decking on the AVALON when it appeared in our September and December issues, will once again be captivated by Don's poignant word picture as the DELTA QUEEN backs out from Cincinnati in October 1970 on what was thought to be her "last trip."

The Last Whistle

by Capt. Don Sanders

Today, October 6, 1995, is the first anniversary of operations for the casino boat GRAND VICTORIA on the Fox River in Elgin, IL; about thirty-five miles northwest of Chicago, where the famous Elgin watches were made. The watch factory is now long lost in the past, but the casino boat seems to be as important in this age as the watch factory was in earlier days. The GRAND VICTORIA is a 400-foot leviathan, fashioned in the mold of an old-time sidewheel Mississippi River steamboat. Floating on a meager stream normally better suited to tiny fishing boats and jet skis, a fifteen-hundred foot channel dredged into the Fox allows the GRAND VICTORIA to make regularly scheduled trips.

The weather is cold and blustery, so we are dockside and not sailing as the gaming laws allow us to do when the winds are raising whitecaps on the water. In the dark pilothouse, under the glare of my

desk light, I am thinking about where I was twenty-five years ago on the DELTA QUEEN, which was, in those days, the last overnight steamboat operating on the inland rivers. Now the DELTA QUEEN has two sister ships that never could have been imagined: the MISSISSIPPI QUEEN and the AMERICAN QUEEN, which is even bigger than the GRAND VICTORIA.

An October night like tonight, in 1970, must have been around the time of the DELTA QUEEN's "last trip" from Cincinnati to St. Paul and then down the Mississippi River to New Orleans. The QUEEN was operating on a waiver from the so-called Safety-at-Sea Law or SOLAS, and if an extension was not forthcoming, that steamboat with the marvelous wooden superstructure was doomed to be tied up forever when she reached the Crescent City. The DELTA QUEEN left Cincinnati in a cold rain. Only a few people stood on the cobblestones of the Public Landing to see her off, likely for the last time. It was surprising to see so few well-wishers considering that Cincinnati was the home port of the QUEEN, and the odds were the steamboat would never again return to its hometown as an overnight boat.

We backed out and into the current of the Ohio River, and as soon as my deck was in order and the landing stage tied down, I ran up to the pilothouse where Capt. Ernest E. Wagner, Master of the DELTA QUEEN, and Capt. Harry Loudon, Pilot, were on watch. Gabriel Chengery, presently the DELTA QUEEN's Master, but then the boat's Purser, was standing around watching. Capt. Marion Frommel, a Cincinnati businessman who held a Master/Pilot license and had been a close friend of Capt. Tom Greene, the man who bought the DELTA QUEEN and brought her around from California in 1947, was there, too. Capt. Frommel was usually aboard whenever the boat left town. Capt. Loudon had just gotten the QUEEN turned around and headed downstream when I bounded up the steps, through the gate at the top, and into the pilothouse at the precise moment when Wagner, a great bear of a man, reached past the pilot and grabbed hold of the whistle handle with those great paws of his, and slowly pulled down against the pressure of the steam valve. The four stripes on his coat sleeve showed golden in the dim glow of the

lights of the city above the landing.

A low moan arose behind us from the gilded steam whistle atop the smokestack bonnet. The sound deepened and grew louder as those strong hands of the Captain pulled until the full force of the steam within the boilers, four decks below, surged through the whistle valve, around the cup, and across the three chambers of the great bullet-shaped, brass whistle.

After blowing a long blast, as smooth as a belt of aged Kentucky bourbon, Wagner paused until the echo of that eruption came back across the water like a lost ghost returning home. Then Wagner blew one short whistle, paused; then another, and the echoes that returned to the DELTA QUEEN were mournful wails of farewell for the last of all the steamboats that had been coming and going there for over one hundred seventy-five years. The last pull aroused all the sleeping spirits along the ancient steamboat landing as specters of lost steamboats, forgotten captains and pilots, engineers, and roustabouts were immediately assembled there ... in the midst of all that, came the sobs of crying and moist eyes.

Looking around the tiny room perched high above the Ohio River, as whispers of the last steamboat whistle blown there swirled around the hot, sizzling chimney outside, I slowly realized that

it was us, inside the pilothouse, who were crying and making those soft, sobbing sounds. Gabriel was crying aloud. His cheeks ran wet with the tears that streamed forth unashamed.


Capt. Wagner, however, was revealing no outward emotions although he may have been more deeply concerned for the fate of

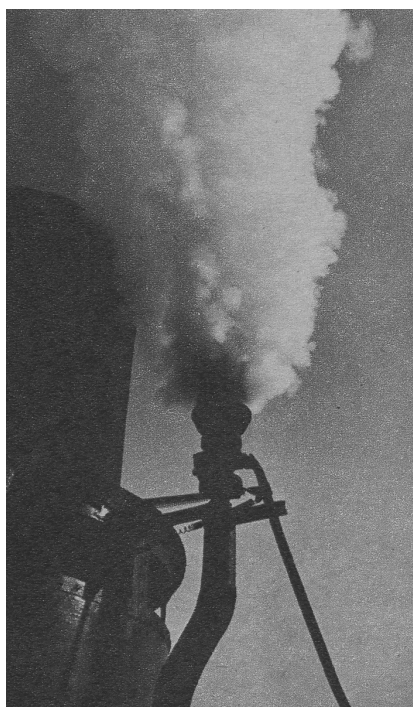
the DELTA QUEEN and leaving the Cincinnati landing for the last time than were all the rest of us combined. Wagner had often been, in years before, at this same landing, acting as the Mate on the steamers ISLAND QUEEN and ISLAND MAID. He had been there, too, as Captain of the excursion steamboat AVALON, which he tied up at the lower end of the long-gone Greene Line wharf boat for the final time when the AVALON quit running as the last tramp excursion boat in the early 1960's. Capt. Ernest Wagner was more a part of the DELTA QUEEN than anyone else except Capt. Tom Greene. The boat was fortunate to have many good captains, but Ernie and Tom were the absolute best, and they remain for all times the ones most closely identified with the DELTA QUEEN.

As Capt. Wagner blew the final farewell salute to the home of the DELTA QUEEN on that cold, wet October night in 1970, he was really all alone in the pilothouse. Alone with his boat, the DELTA QUEEN's steam whistle had never been blown like it had that night; never before, or since. Ernest Wagner and his steamboat were one together as they had always been. His farewell salute sealed a bond between the two, tied like a lover's knot, while the rest of us were merely spectators watching.

Cap held onto the whistle handle until the last echo bounced across the river and back, again and again, until it became a faint whisper before joining the phantom echoes of all the steamboat whistles ever blown among those ancient cobblestones.

As I turned and peered into the Captain's face, I saw a look of deep concentration and intense meditation. Though I was staring at him, he saw only his own visions, and without voicing a word to anyone, turned and went outside onto the starboard wing bridge and stood at the far rail.

Capt. Wagner, clad in his black uniform jacket with the gold-braided sleeves, raised his arms high over his head and waved a two-handed "river salute" to the loyal friends of the DELTA QUEEN gathered in the rain. Their shouts of farewell came across the dark Ohio River from the Cincinnati shore as Cap waved and waved until the steamboat passed downstream and away from the Public Landing "for the last time." 



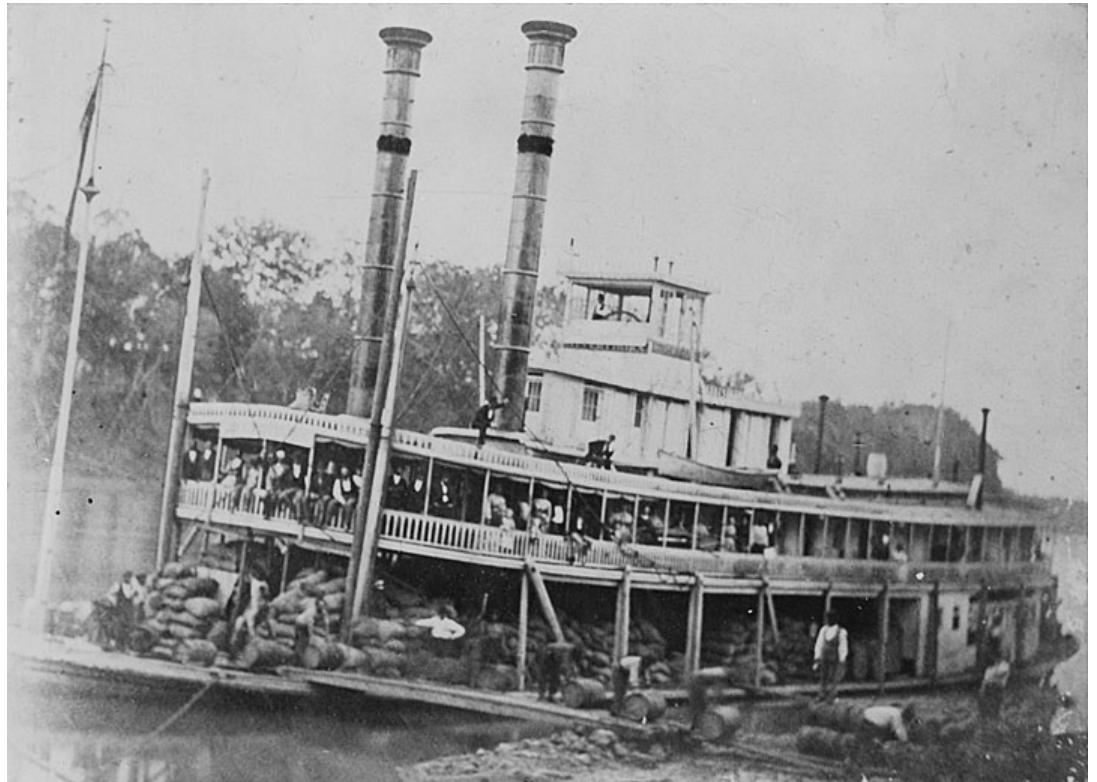
Lee Line Steamers (Part Three)

by James R. Lee Sr.

Part Three of the Lee Line History begins by noting that Capt. Tippitt's history of the company in the Tennessee State Library's archived microfilm is missing pages detailing information from 1879 until July 1, 1880. However, the month of July found Lee Line continuing to handle all business for the Anchor Line between Helena and Memphis. Of interest as well is Capt. Tippitt's mention of competition from the railroads. "From the Aug. 11, 1880 *Memphis Appeal*: The railroads have reduced rates from New Orleans to St. Louis to four dollars. The Anchor Line and Ohio River Line charge \$20 for the trip which includes meals and berth. All the southern boat lines are affected by the drastic cut in rail fares." Capt. Tippitt did note that 1879-1880 had been a good year for steamboats with rates holding fairly steady. He recorded Lee Line's JAMES LEE bringing in 11,843 bales of cotton that year in addition to COAHOMA's total of 10,181 bales. The September 28th paper reported the appearance of SILVERTHORN under Capt. George Malone entering the Memphis-Commerce, MS trade. *Way's Packet Directory* makes no mention of the SILVERTHORN being owned by Lee Line,

however she is listed on a company poster showing my great uncle Robert E. Lee standing on a wharf holding the reins to a fleet of steamboats. Capt. Tippitt quoted the Oct. 17th *Memphis Appeal*: "The RENE MCCREADY has entered the St. Francis trade; the MARK TWAIN, Capt. W.P. Hall, has entered the Hale's Point trade; and the Lees immediately placed the SILVERTHORN, Capt. P.S. Brynes, in trade against her." During this time, Capt. Tippitt also refers to the steamboat W.J. POITEVENT being sent out by Lee Line to assist the JAMES LEE. Although *Way's Packet Directory* does not list this boat, Capt. Tippitt reported from the Nov. 29, 1880 newspaper that "the W.J. POITEVENT struck a snag on Hatchee River and sunk in 6 feet, two miles below Bolivar, TN. She was built for Pearle River several years ago and entered her present trade when the river rose." From this account, the POITEVENT would have been part of the mosquito fleet since the Hatchee River is a very small tributary of the Mississippi. 1880 concluded with a rate war reported in early December: "Capt. Owen Finnegan is again in charge of the JOHN T. MOORE. She has had a

SILVERTHORN (5125) was built at Jeffersonville in 1872 for the Evansville-Nashville trade, with Capt. Josh V. Throop, master and George Throop, clerk. She was named for Col. J. N. Silverthorn, river editor of the *Evansville Journal*. In 1877 she was owned by Evansville, Cairo & Memphis Steam Packet Co. under command of Capt. George S. Throop. And by January 1880 she was running competition with MARK TWAIN in the Memphis-Hales Point trade by the Lee family according to the October 17 *Memphis Appeal*. Photo courtesy of Murphy Library, University of Wisconsin - La Crosse.



very unprofitable season and is expanding her run to Riverton. The fight between the Lees and the MOORE has been costly for both. The JOHN T. MOORE will leave on Wednesday and Saturday for Riverton, thus invading Major Adams territory, and rates have been reduced to discourage the MOORE." Two weeks later the paper noted that "the JOHN T. MOORE has been withdrawn from the Helena and Riverton trade and gone to New Orleans. She will run from there to Red River."

January 1881 found the Mississippi River heavy with ice. Boats left Memphis as conditions allowed and the *Memphis Appeal* on Jan. 26, 1881 said: "E.E. Evans, pilot of KATIE HOOPER, related that she was 37 days frozen in and that the river was frozen in to the bottom. In fact they had to melt ice for water and ate wild game from along the river when they made the boat their home every night, coming aboard for food and water. The crew existed on a plentiful supply of game, taking only what was needed during that time: 2 bears and 7 deer, along with numerous rabbits, squirrels and turkey. On Feb. 3, the *Memphis Avalanche* announced that Capt. James Lee Jr. sold the SILVERTHORN to Capt. W.J. Turner for \$8000. She took the place of the T.T. HILLMAN which had sunk at Cairo.

Later that summer on July 28, a fire broke out at the Memphis wharf and was reported as follows. "At seven o'clock yesterday evening smoke issued from the deck room of the IDLEWILD, lying at the foot of Court Street. The fire was abaft the wheelhouse and quickly spread to the studding leading to her cabin. Several officers on the boat cut through the floor in the ladies cabin, but before they could do anything the fire burst through the cabin and drove them ashore. In less than five minutes the whole boat was aflame, attributed to the fact that she had just been painted from top to bottom. The OSCEOLA BELLE, lying just above IDLEWILD, caught fire at the stern. Some person cut her loose and she drifted into the stream and turned broadside to the IDLEWILD. The tugs ORIOLE and FRANK JONES were lying just above the landing, their crews at supper. The ORIOLE caught the BELLE, but it was too late. The JAMES LEE, lying just below the IDLEWILD, had a narrow escape. Her mate Tom Claggett, seeing the danger, cut the LEE loose and sparred her out into the current, where

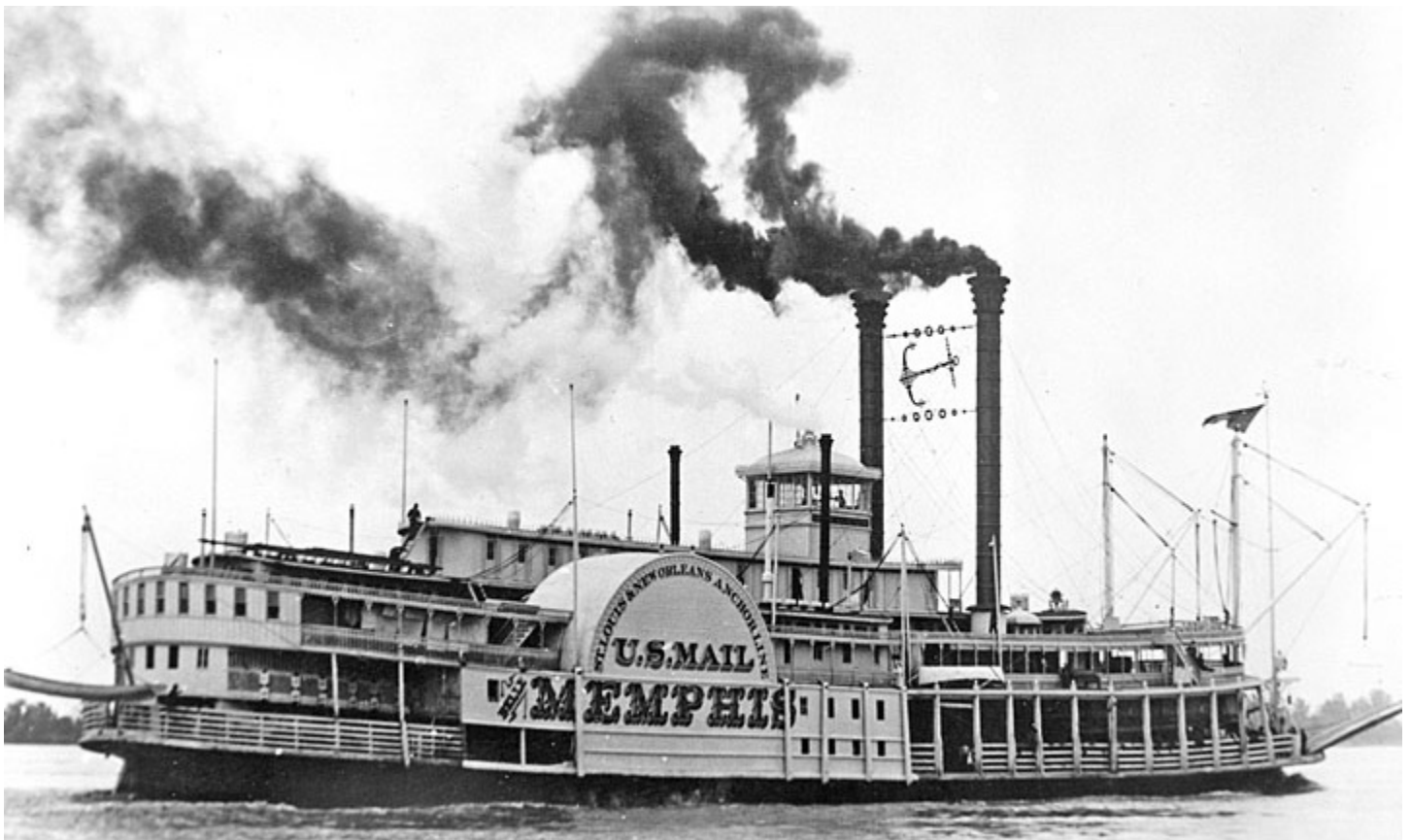
tugs went to her aid. The KATIE HOOPER was landed under the JAMES LEE. Capt. Napoleon McNeeley on the tug ORIOLE caught the burning wreck [of the OSCEOLA BELLE] and landed her at Jackson Street, where she sank almost out of sight. The IDLEWILD, despite the efforts of the tug and transfer boat GENERAL PIERSON, burned out and sunk." Capt. Tippitt noted in his narrative that Capt. Napoleon McNeeley had the finest collection of steamboat pictures ever assembled in Memphis. He then went on to give the history of these two boats. OSCEOLA BELLE was built by Barmore at Jeffersonville in 1875 for Capt. James C. Andrews for the Memphis and Osceola trade. She changed hands in the fall of 1880 when purchased by the Lees for \$18,000. The IDLEWILD was built in Jeffersonville in 1875 for H.T. Dexter & C.J. Crammer for the Evansville and Cairo trade. In December 1875 she was chartered by Capt. James Lee for the run to Chicot in opposition to the ILLINOIS. On May 20, 1876 she returned to the Ohio to replace the PAT CLEBURNE which had exploded boilers the day before. Continuing in the Cairo and Evansville trade until February 1881, she was then purchased for \$60,000 by Major John D. Adams to take the place of the sunken OUACHITA BELLE in Arkansas City trade. The fire started in the lamp locker on the IDLEWILD when the watchman, a new comer, was careless in lighting his lanterns and dropped a lighted match into some waste on the floor. An interesting note in this episode mentioned by Capt. Tippitt was that "Capt. James Lee Sr., who had just returned from Hot Springs, AR, was aboard the JAMES LEE. During the fire, brawny mate Tom Claggett caught him up, chair and all, and brought him ashore. Capt. Jim is having considerable trouble with his legs and can hardly get about." Brawny Tom Claggett must have been quite the specimen of a man to have single-handedly sparred the JAMES LEE into the current to escape a burning steamer and then to have picked up Capt. Jim, who by this time reportedly weighed three hundred pounds, and carried him in a chair to shore.

The generational shift to the grandchildren of Capt. Jim began Aug. 8, 1881 when Robert E. Lee, son of Capt. James Lee Jr., returned from an extended trip to the East and began his apprenticeship under his Grandfather Capt. James Lee Sr. on the JAMES

LEE. Capt. Tippitt provided another interesting insight into Capt. Jim's bountiful dinner tables as reported in the Aug. 23, 1881 *Memphis Appeal*. "Capt. Stacker Lee is getting the COAHOMA in shape for the fall business. He did not return to JAMES LEE as expected by his friends, as it seems he and his father cannot agree on 'Table-Setting' on the JAMES LEE. She sets the finest table of any boat out of Memphis. Every farmer and planter between here and Friar's Point save their choice products for Capt. Jim, as he never refuses what they bring him in the way of edibles." Business continued to be good. A newspaper item on September 1 announced that "the annual report shows that the Lee Line with four packets handled or brought into Memphis 31,415 bales of cotton." Stories later that month reported the RENE MCCREADY was now owned by the Lee Line and under the command of Capt. E.P. Crider. However, not all the news was good, as evidenced by this story on November 12. "The JAMES LEE had quite a trip down. She broke a wheel a few hours after leaving here on a drifter and it was repaired. But not long afterward she picked up another log and had to rebuild the same wheel.

At Commerce, MS a violent wind storm unseated her derrick when her stage became unmanageable." Also of interest is the steamboat MIKE DAVIS (*Ways' Packet Directory* has only a brief history on this boat, but no mention of her operating in the Memphis area.) However, she was mentioned in Capt. Tippitt's time line dated November 15: "The MIKE DAVIS has laid up, and the Lees will put RENE MCCREADY in St. Francis River trade." Perhaps Lee Line chartered the MIKE DAVIS. The author would appreciate hearing from any readers who might have information about the DAVIS and her possible service for Lee line. Meanwhile, in local political news, the Jan. 7, 1882 paper reported, "In the election held here yesterday, Capt. James Lee Jr. polled 5280 votes. That was 1000 more than five other contenders received for the position of Board of Public Works. Capt. James Lee Jr. received the support of all the river fraternity from top to bottom."

Steamboat racing always got the competitive juices flowing, not just between boats but in newspapers as well. An episode of printed smack



BELLE MEMPHIS (0508) was built for the Anchor Line by Howards in 1880 for \$63,450. With a hull 267 x 42 x 7.5, her five boilers powered engines 26's with 8-foot stroke, turning wheels 35½ ft. diameter with 14½ ft. buckets. She ran St. Louis-Memphis with Capt. Ike McKee master. Snagged below Chester, IL in Sept. 1897. Photo from Murphy Library, Univ. of Wisc. - La Crosse.

talk was recorded in the *Memphis Appeal* of Feb. 21 1882. "The JAMES LEE had a recent 'brush' with the BELLE MEMPHIS on the run from Helena to Memphis. The *Louisville Courier* and the great Will S. Hays have the following to say, with which we disagree: 'No contest, whenever the JIM tackles a race horse and finds that she can't run 'post'. It is not altogether fair if those on the JIM try to catch hold of the BELLE MEMPHIS's tail and hold on until she gets a favorable break (streak of slack water), then unwinds and 'lets-go'. Capt. Ike McKee [of BELLE MEMPHIS] is always ready for a fair contest in the run from the wharfboat in Helena to the foot of Beale Street in Memphis.' " Two days later the Memphis paper again quoted the *Louisville Courier*: "[There are] reports from Memphis blowing about the JIM LEE passing the BELLE MEMPHIS. The *Daily Appeal* says: 'JIM LEE is a fast boat. [But] we would bet a blind billy-goat against a second-hand set of female false teeth that JIM LEE never passes the BELLE MEMPHIS standing "square-out" in the river, and the BELLE can beat her any way, any day.' And so too says the *Courier*."

Capt. Jim and Capt. Stack must have come to a mutual understanding as to how the dinner table would be set, because a March 4th story said "Capt. James Lee Sr. went aboard the JAMES LEE after he has been ashore for several weeks. The rattle of the JIM's machinery is music to his old ears and he is going to stay right on her where he can hear it all the time. Capt. Stack Lee commands the JIM LEE, which he is readying, so 'tis said, for some fast running. It is time again. The river is at a fine boating stage for making fast time." Tensions mounted further between the BELLE MEMPHIS and the JAMES LEE when the *Memphis Avalanche* reported "W.W. Ashby, pilot of BELLE MEMPHIS, is under trial for alleged violation of Rule 8, which requires steamboats to adhere closely to their course and to avoid 'crowding' other boats. The JAMES LEE was a victim of this unpardonable sin." Further excitement occurred on March 25 when "the pilot house of the JAMES LEE caught fire today and was burnt off. The fire department and crew of the boat, encouraged by Capt. Jim Lee Sr., saved the boat. He refused to permit her being cut loose and towed into the stream. The fire was caused by some metal work being done on the pilot house. Damage will be about \$2500, and a new pilot house has already been

ordered from Howard's in Jeffersonville. During the height of excitement, the mate forcibly carried Capt. Jim ashore despite his 'bellowing' of protest." By May 4th, the hotly contested matter of racing was temporarily laid to rest with a stern reminder by government officials. "The case of racing between BELLE MEMPHIS and JAMES LEE which has been pending before the Local Steamboat Inspectors has been concluded. The Decision: Pilot W.W. Ashley of BELLE MEMPHIS and pilot H.H. Sutton of JIM LEE have been reprimanded and warned that a repetition will result in forfeiture of their license."

However, a mere 23 days later the *Memphis Avalanche* published this account of the latest competition for "taking the horns" in establishing record time between Helena and Memphis. "The 'boys' of the BELLE MEMPHIS were all broken up yesterday when they heard the CITY OF PROVIDENCE had beaten their time from Helena. The BELLE made the run last year in 5 hours 56 minutes, which beat the PROVIDENCE time by 5 minutes. THE PROVIDENCE on this run beat the BELLE's time by 11 1/2 minutes and here yesterday took the 'horns'." Then two days later on May 28: "Friday evening the JAMES LEE left for the south, looking like a funeral procession. They could not explain the mysterious ways of the CITY OF PROVIDENCE. The JAMES LEE left Helena at 10:01 a.m. yesterday, Saturday - passed Ashley Point at 12:09, just 2 hours 8 minutes from Helena - at Star Landing at 1:31 p.m., 3 hours 30 minutes out - and arrived at Memphis 3:34 p.m., the time from Helena to Memphis being 5 hours 33 minutes. The Best On Record. The 'Little Democrat' cannon always pressed into service when anything truly great is about to happen, drew a large crowd out on the bluff yesterday afternoon to witness the arrival of the JAMES LEE. After some time the rattler's smoke was observed behind Fort Pickering, and the LEE soon came out of President Island Chute, swung around the point, and stood out boldly on the river. She came up the Arkansas side to avoid the rapid current along the Tennessee shore. When she passed off of Beale Street she headed for the landing, and then the crowd began to grow in interest. She made a beautiful curve on drawing near the bank and headed upstream, presenting a fine appearance as she passed up near the wharf under full speed.

Her stage planks hung horizontally over the bows. On one of them a little forward of the bow, sat a roustabout with a broom metaphorically sweeping a pathway for the raging steamboat. Behind him was another rouser diligently turning a grindstone to take the edge off the river so to speak. The tugs in the harbor saluted the LEE right cordially, but not a note of welcome came from the three Anchor Line steamers in port. The MAUDE looked on in sad surprise, and the green eyelids on the pilot house of the CITY OF CAIRO and the W.P. HALLIDAY showed that these stately 'dames' felt hurt. The JIM LEE's time is ahead of any record ever made on the river between Helena and Memphis. In the celebrated race of the LEE - NATCHEZ in 1870, the R.E. LEE's time was 6 hours 43 minutes. The JIM LEE's pilots were Wes Owens and H.H. Sutton and engineers were Ed Lanhan and Tom Bailey. Capt. James Lee Sr. sat in his accustomed place on the boiler deck humming a variation of the 'May Queen' running in this wise:

"You must wake and call me early, call me early, Stacker dear.

For tomorrow'll be the happiest day of all the glad new year.

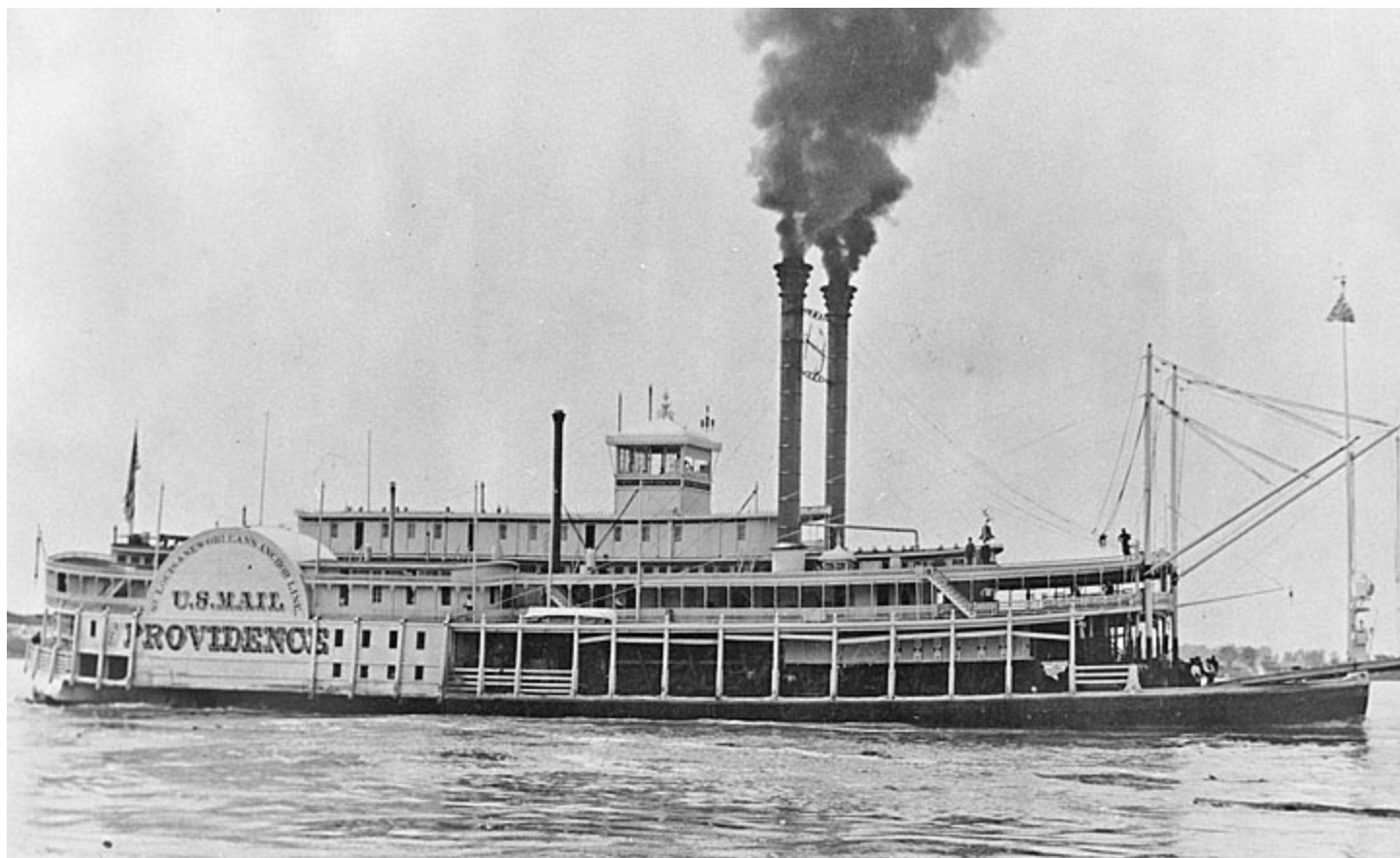
There's many a fast man on the stream, but none so fast as me.

Their boats go humping up and down, but they can't out-hump the Lee."

Official Time

5/29/1876: GRAND TOWER	6 hr. 12½ min.
4/28/1881: CITY OF PROVIDENCE	6 hr. 1 min.
5/19/1881: BELLE MEMPHIS	5 hr. 56 min.
5/25/1882: CITY OF PROVIDENCE	5 hr. 49½ min.
5/27/1882: JAMES LEE	5 hr. 33 min.

Following the JAMES LEE's record time, newspapers recorded the discussions concerning the proper way to transfer and accept the 'horns'. Said the *Avalanche*: "As stated yesterday, Capt. George Lennox stated that the horns so proudly worn by



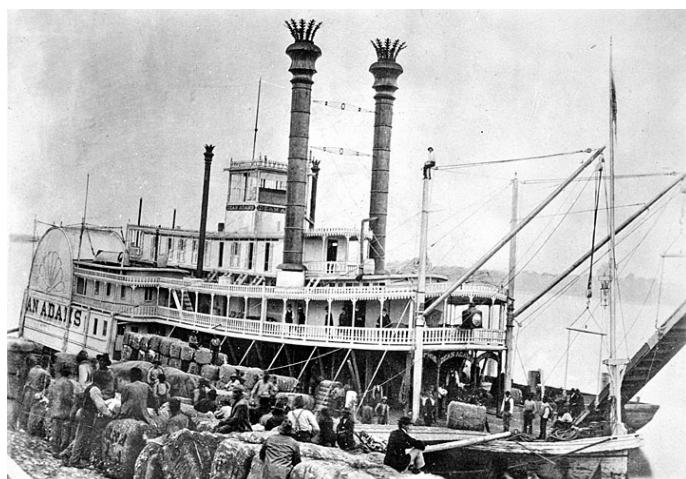
CITY OF PROVIDENCE (1126) was another Howard-built packet for the Anchor Line in 1880. Measuring 273.7 x 44.5 x 7.8, she carried engines 26's with 9-foot stroke, turning wheels 34 ft. diameter with 15 ft. buckets and powered by five boilers. She sported a price tag of \$71,850, and in May 1882 took possession of the horns for the Helena-Memphis run for all of two days until bettered by JAMES LEE. When Anchor Line ceased operations, she was sold around 1898 to Columbia Excursion Co. of St. Louis who converted her into an excursion boat there. Lost in ice on January 20, 1910. Her whistle was later used on Streckfus's WASHINGTON and SAINT PAUL (SENATOR). Photo courtesy of Murphy Library, University of Wisconsin - La Crosse.

the CITY OF PROVIDENCE will be given to the JAMES LEE if she makes application for them. All Anchor Line boats have made affidavits and filed them at the Anchor Line offices here in Memphis. Capt. Jos. Monks of Peoria, IL, before notary Hundon Cary of Memphis on June 2, 1882 made such. 'In as much as there seems to be some doubts as to the time the Steamer JAMES LEE made from Helena to Memphis, I will state, in justice to the boat, that I was a passenger on the LEE from Helena to Memphis, was unacquainted with the owners, that I timed her and compared her at stated distances with the watches on board and we agreed invariably, and that the schedule published in the daily papers at Memphis being 5 hrs. 33 minutes is correct.' The affidavit was accompanied by a note as follows: 'Herewith find enclosed the affidavit of Capt. James Monks of Peoria, Ill., who was a passenger of the LEE at the time of the run in 5 hrs. 33 minutes. Mr. A.Y. Stephens, agent of the Nashville and Chattanooga Railroad was also a passenger, and timed her like-wise. I could also furnish you with the affidavits of the two clerks, the two engineers and the barkeeper, but as they are attached to the boat and might be considered as interested parties, I will not do so, unless required. The owners, although on board, did not time her, preferring to leave that to other and more disinterested parties.' As to "them horns," the LEE never has contended for them, ever regarding them as worthy objects for generous emulation among the officers of the finest and best regulated steamboat line (Anchor Line) in the world. It affords us pleasure to know that this much contested prize is now held by the peer of them all, the beautiful CITY OF PROVIDENCE, and we have no desire to deprive her of her laurels by accepting them, not withstanding the differences in time. It is true and quite natural, that we have a pride and a just pride, in the performance of our bob-tail, web footed quarter horse JIM LEE, yet we regard the contest for the prize in the Anchor Line family, and we must say, 'Excuse us, thank you, Lennox, we never take a horn!' " The *Cairo Bulletin* of June 10 concluded this exchange between newspapers with, "George Lennox of the CITY OF PROVIDENCE has a fine pair of horns for the JIM LEE when she proves up her record as the PROVIDENCE did a few days ago. All the officers of the LEE have to do is file a record with the Anchor Line Agent in Memphis and said horns will be forthcoming."

These horns did end up on JAMES LEE as shown in a later picture, and were graciously handed to KATE ADAMS when she in turn won them.

My great aunts Rosa and Sallie Lee were involved in the christening of the KATE ADAMS at Sewickley on August 17, 1882, according to this report in the *Pittsburg Chronical*. "The new KATE ADAMS was launched last evening at Sewickley. She was christened by Misses Rosa Lee and Sallie Lee of Memphis, daughters of the well-known owner of the Str. JAMES LEE." Rosa, who would have been 23 and her sister Sallie 21, were the oldest children of James and Rowena Lee. Of interest as well, Capt. Tippitt reported the offices of the Adams Line and the Lee Line were both moved to No. 4 Madison Avenue in Memphis. Capt. Tippitt also attested to the friendship that existed between the Adams and Lee families.

Several other steamers turn up being owned by the Lee Line, according to a September 29 account in the newspaper *Ledger*. "The Lees have purchased the neat little steamer DICK JONES. She is being repaired with a cabin built on her and refurnished for the fall trade. They plan to use her as a feeder running out of Helena down to Counsel and Walnut Bend." Later, after being refurbished, James Lee chartered the DICK JONES to be used as a ferry in the Helena area. The new KATE ADAMS arrived in Memphis on December 18, and shortly after the DEAN ADAMS was sold to James Lee Jr. for \$15,500 to run opposite the JAMES LEE. ⓘ



DEAN ADAMS (1478) 190 x 29 x 6, was built at Sewickley in 1880 for Maj. John D. Adams for Arkansas City-Vicksburg trade. Ran Memphis-Arkansas City after IDLEWILD burned. Sold to Lee Line in 1882. Photo from Murphy Library.

Annual Report of the Supervising Inspector-General Steamboat-Inspection Service for Fiscal Year Ended June 30, 1910

A recent phone call from your editor's son Jonathan brought news that he had located an online copy of the Annual Report for 1909-10 by the U. S. Steamboat-Inspection Service, and he asked if it might be of interest or use to the REFLECTOR. Well, yes it would be, on both counts, was our immediate reply. The pages of this magazine have excelled in telling the fascinating stories of people, events, and boats on the Western Rivers for over a half century now, sharing details with our readers that bring this history to life. But rarely, if ever, has there been an opportunity to look at an entire "year in review" during the era when steamboats plied their trade on the rivers of this country's heartland. Of course, the report is a statistical summary of the workings of the local Inspection Offices in the various Districts, but in its own way this "cold, hard data" paints a living picture of activity on the inland rivers of America. And so we are pleased to share with you this snapshot taken over 105 years ago.

On July 7, 1838, Congress passed the nation's first law directing federal inspectors hired by federal district court judges to "provide better security of the lives of passengers on board vessels propelled in whole or in part by steam." This was followed by the Steamboat Act of May 30, 1852 in which inspectors under the Dept. of the Treasury were given added responsibilities for testing boilers and safety valves and for licensing pilots and engineers. In 1871, a new Act created the Steamboat Inspection Service with the appointment of an Inspector General and prescribing additional duties in licensing masters and mates, authorizing regular periodic inspections of vessels, and drafting a *Rules of the Road* for rivers. The Inspection Service was transferred to the new Dept. of Commerce and Labor in 1903. Its functions were delegated to the Coast Guard during World War II, by which time the Service had become part of the Bureau of Marine Inspection and Navigation.

This Report, published by the Government Printing Office in 1910, provides data and commentary for the fiscal year July 1, 1909-June 30, 1910. It comprises 388 pages with summaries from each of the 46 local inspection offices in the 10 Districts. Five of those Districts comprised the 10 offices governing the Western Rivers, and fully 51 pages document activities in those river cities. The Report begins by listing the personnel of the Steamboat Inspection Service: 186 officers (including the Supervising Inspector-General in Washington), 72 clerks, 1 messenger, and 1 janitor. We presume the one janitor was for the Washington headquarters, and was not shared among the ten Districts. In typical bureaucratic fashion, a detailing of the paperwork of the Service for the fiscal year included: issuing 1,305 excursion permits; 51 permits to use oil as fuel on steamers; 240 semi-monthly reports of vessels visited by local inspectors; 2,402 weekly reports by local inspectors; 1,682 reports of casualties and violations of federal law; 1,063 tests of materials at mills of boiler makers; and 194 reports of life preservers examined at the factory.

Expenditures to operate the Service for the fiscal year amounted to \$430,787.34 in salaries for inspectors and clerks in the local offices; \$10,393.34 for salaries in the Washington headquarters; and \$86,938.34 for travel expenses, office supplies and office rental; for a total of \$528,119.02.

Following the Report's introductory paragraphs, five tables summarizing Certificates of Inspection issued to various vessels, Merchant Marine Officers licensed, and Causes of Loss of Life were appended. Parts of these tables are reproduced on the pages which follow, with relevant data excerpted only from the Western Rivers offices. As a follow-up to those charts, the Report provides a summary of three recommendations by the Inspector-General.

Certificates of Inspection Issued to Vessels during Fiscal Year 1909

<i>Supervising District</i>	<i>Local District</i>	<i>Steam</i>		<i>Motor</i>		<i>Barges</i>		<i>Total</i>	
		<i>No.</i>	<i>Gr. Tons</i>	<i>No.</i>	<i>Gr. Tons</i>	<i>No.</i>	<i>Gr. Tons</i>	<i>No.</i>	<i>Gr. Tons</i>
Fourth	St. Louis, MO	78	14,840	12	285			90	15,125
Fifth	Dubuque, IA	69	7,547	8	298	2	342	79	8,187
Sixth	Louisville, KY	52	8,338	7	249			59	8,587
	Evansville, IN	51	8,418	3	106	1	355	55	8,879
	Nashville, TN	78	8,869					78	8,869
	Memphis, TN	64	9,429	1	27	1	220	66	9,676
Seventh	Cincinnati, OH	48	11,444	1	25			49	11,469
	Pt. Pleasant, WV	75	10,961					75	10,961
	Pittsburg, PA	117	22,370			1	115	118	22,485
Tenth	New Orleans, LA	240	44,089	37	1,190	8	7,189	285	52,468
Total All Western Rivers Districts		872	146,305	69	2,180	13	8,221	954	156,706

Vessels Inspected by Geographical Division

<i>Geographic District</i>	<i>Steam</i>		<i>Motor</i>		<i>Pass. Sail & Barges</i>		<i>Seagoing Barges</i>		<i>Total</i>	
	<i>No.</i>	<i>Gr. Tons</i>	<i>No.</i>	<i>Gr. Tons</i>	<i>No.</i>	<i>Gr. Tons</i>	<i>No.</i>	<i>Gr. Tons</i>	<i>No.</i>	<i>Gr. Tons</i>
Pacific Coast	930	600,677 tons	73	5529 tons	5	4218 tons	11	13,935 tons	1019	624,359 tons
Atlantic Coast	3222	1,502,114 tons	111	4943 tons	18	7715 tons	439	397,959 tons	3790	1,912,731 tons
Western Rivers	641	102,533 tons	41	1554 tons	5	1032 tons			687	105,119 tons
Northern Lakes	1823	2,606,890 tons	23	1357 tons	1	148 tons			1847	2,608,395 tons
Gulf Coast	408	67,022 tons	85	3143 tons	9	8027 tons	30	16,038 tons	622	94,230 tons
All Districts	7024	4,879,236 tons	333	16,526 tons	38	21,140 tons	480	427,932 tons	7965	5,344,834 tons

Officers Licensed by Geographical Division

<i>Geographic District</i>	<i>Steam</i>	<i>Motor</i>	<i>Sail & Barges</i>	<i>Total</i>
Pacific Coast	1471	914	160	2545
Atlantic Coast	3353	2625	242	6220
Western Rivers	715	480	1	1196
Northern Lakes	1354	545	8	1907
Gulf Coast	656	621	11	1288
All Districts	7549	5185	422	13,156

Officers Licensed by Grade

<i>Local District</i>	<i>Master Steam Vessel</i>	<i>Mate River Steamer</i>	<i>First Class Pilot</i>	<i>Second Class Pilot</i>	<i>Chief Engr.</i>	<i>Asst. Engr.</i>	<i>Special Engr.</i>	<i>Joint Pilot & Engr.</i>	<i>Operator Motor Vessel</i>	<i>Engr. Motor Vessel</i>	<i>Total All Grades</i>
St. Louis, MO	19	30	39		19	23	4		81	8	223
Dubuque, IA	12	9	5	10	14	19	2	5	76	11	163
Louisville, KY	7	9	9	2	7	10	3		28	4	79
Evansville, IN	13	10	5	4	8	8			49	7	104
Memphis, TN	23	14	12	5	11	17			74	2	158
Nashville, TN	14	15	10	8	8	14	4		48		121
Cincinnati, OH	15	16	10		9	14			14	3	81
Pittsburg, PA	19	28	4	4	20	19	9	1	38		142
Pt. Pleasant, WV	16	12	15	23	7	12	1		35	2	123
New Orleans, LA	65	19	37	64	47	63	6	1	81	43	426
Total	203	162	146	120	150	199	29	7	524	80	1620

Causes of Loss of Life by District

<i>Local District</i>	<i>Fire</i>	<i>Collision</i>	<i>Explosion or Accidental Escape of Steam</i>	<i>Breaking of Steam Pipes Mud Drums etc.</i>	<i>Snags, Wrecks, Sinkings</i>	<i>Accidental Drowning</i>	<i>Misc.</i>	<i>Total</i>
Fourth	0	0	0	0	12*	2	0	14
Fifth	2**	0	0	0	0	7	4	13
Sixth	0	3	3	0	0	8	1	15
Seventh	0	1	0	0	0	14	0	15
Tenth	0	0	0	5	7	17	3	32

* These twelve fatalities were the result of the sinking of the CITY OF SALTILLO on May 11, 1910 south of St. Louis.

** These two fatalities were the result of the burning of the J. S. on June 25, 1910 at Bad Axe Island near Victory, WI. The Report lists the incidents which were the major causes of loss of life in each District. Curiously, the loss of the J.S. is not mentioned specifically in this volume, perhaps because its occurrence and subsequent investigation took place too close to the date the Report went to press. The earlier loss of CITY OF SALTILLO is included however: "On May 11, 1910, the steamer CITY OF SALTILLO of St. Louis, MO, left St. Louis about 7 o'clock p.m. for points on the Mississippi, Ohio and Tennessee Rivers. When near Glen Park, MO, about 23 miles below St. Louis, she struck the rocks on the Missouri shore and sunk, resulting in the loss of the steamer and 12 lives."

Several recommendations from the Supervising Inspector-General were included in the Report following the statistical breakdown shown in the previous charts. There are three in particular that may be of interest to our readers. They are excerpted here.

“Inspection of Motor Vessels. The time has come when every motor vessel, regardless of size and of the purpose for which used, should be inspected or examined by this Service. It is not proposed that there be made an inspection of so detailed a character as that at present required of steamers... , but that there be a sufficient inspection or examination to ascertain whether they are equipped with the proper lights and life-saving apparatus and the fuel tanks and engine are properly installed. At present the law requires that a motor boat carrying passengers for hire shall be in charge of a licensed operator. In my opinion the law should go a step further and require that every motor boat, whether used for pleasure, transportation of passengers or freight, or towing, be in charge of a licensed operator.

“Counting of Passengers. For many years the responsibility for the counting of passengers on excursion steamers has been divided by reason of the small number of inspectors in this Service, and most of the counting of passengers has been done by customs officers. Every season, however, the old question arises as to who shall count passengers, and the same answer is given by this office that the inspectors of this Service will count them as far as they are able, and that the balance of the counting must be done by the customs officers. Thus, it can be plainly seen that in this divided responsibility it is possible for many steamers upon which passengers ought to be counted to escape observation. It is believed, therefore, that the counting of passengers should be brought entirely under this Service, and that there should be appointed a sufficient number of additional inspectors, employed during the season of navigation, to count passengers, particularly on excursion steamers.

“Hull Inspection. For some time it has been required that the manufacturers of boilers submit to the local inspectors blueprints showing in detail the proposed construction of the boiler or boilers which they are about to build ... This Service is of the

opinion that the time has now come when blueprints of hull construction should also be submitted, not with a view of imposing unnecessary burdens upon shipbuilders and the owners of steam vessels, but in order that the inspectors may know whether the hulls of the vessels proposed to be built are to be constructed in accordance with safe practice. At present the inspectors of hulls ascertain exactly whether the necessary life-saving and fire-fighting equipment is aboard the boat, whether the fire hose is in a good condition, whether the necessary life preservers are on board and in good condition, and other matters relating to the hull inspection of a vessel, but having ascertained all of this they are often still in ignorance as to the details of the original construction of the hull. If inspectors were furnished with detailed information regarding the original construction of a hull, they would then be accurately informed as to just how much the vessel had deteriorated since her construction.”

The remaining 370 pages of the Report contain appendices detailing inspections of vessels, casualties, and investigations carried out by the Service between July 1, 1909 and June 30, 1910. One interesting bit of trivia information recorded is that 4,526 marine boiler plates were inspected in the previous year at steel mills, and 329 were rejected. In a similar vein 156,837 new life preservers were inspected at the factory and 1,063 were rejected. Although the intent here was to guarantee safety and insure the quality of the equipment and materials, your editor recalls hearing horror stories of the rare over-zealous (dare we say malicious) local inspector "testing" life preservers by placing them on the deck under his foot, and yanking on them with all his strength until the straps or stitching parted, thereby ruining a perfectly good piece of safety equipment.

This Annual Report was signed by the Inspector General, George Uhler. Five years later, the Steamboat Inspection Service would be faced with the tragic investigation into the loss of the S.S. EASTLAND with 844 passengers and crew in the Chicago River, and in 1918 would investigate the loss of the excursion steamer COLUMBIA on the Illinois River at Pekin which claimed 89 lives. George Uhler would also serve as a marine advisor at the U. S. Senate's investigation into the loss of the R.M.S. TITANIC in 1912.

List of Vessels Inspected in Western Rivers Districts

<i>Local District</i>	<i>Inland Passenger Steamers</i>	<i>Ferry Steamers</i>	<i>Inland Freight Steamers</i>	<i>Inland Towing Steamers</i>	<i>Inland Steam Pleasure Yacht</i>	<i>Misc. Steamers</i>	<i>Vessels Propelled by Gasoline Motor</i>
Fourth St. Louis, MO	31	20	4	31	1	0	13
Fifth Dubuque, IA	23	6	0	25	8	3	8
Sixth Louisville, KY	17	6	0	31	0	0	6
Evansville, IN	14	3	0	37	0	0	3
Nashville, TN	24	4	1	42	0	4	0
Memphis, TN	26	5	0	34	2	2	0
Seventh Cincinnati, OH	18	12	0	24	2	1	0
Pittsburg, PA	13	5	0	82	3	11	0
Pt. Pleasant, WV	25	11	0	35	0	0	1
Tenth New Orleans, LA	70	18	21	119	7	0	33

The final chart displayed above provides numbers of vessels for each type inspected in Districts of the Western Rivers. The subsequent 76 pages in the Report list the name of each vessel that was inspected, its gross tonnage, where and when its hull and boilers were built, and the date and location of its current and previous inspection. This compilation provides us with an accurate accounting of the vessels actually running between July 1909 and June 1910, giving as complete a picture of vessels engaged in river traffic during those twelve months as it is possible to determine over a century later.

With that somewhat impressive feat now within reach, you will find this listing of names of vessels recorded for each District on our website. True diehards who are not easily overwhelmed by

data overload may also access the complete online records in their entirety if they wish to ascertain the other data recorded in those pages for each vessel. The original 388-page Inspector General's Report may likewise be found using a link available on our www.riverhistory.org website.

A detailed compilation of information giving a review of river accidents and like incidents for 1909 appears in an Appendix to the Report titled "Casualties, Violations of Law, and Investigations by Supervising and Local Districts." We will share the instances of steamers which were damaged, lost or involved in accidents during that year, but have chosen to delete the reports of specific instances of accidental drownings, proceedings against licensed officers, and charges made alleging violation of federal maritime law.

St. Louis District

March 5 - While Str. GLENMONT of Kansas City, MO was undergoing repairs on marine ways at Harlem, MO, a sudden rise in the river caused partial destruction of the ways, launching the vessel into the river where she immediately sunk and became a total loss. No loss of life; estimate of value of steamer \$19,000.

March 6 - Str. UNCLE TOM of St. Louis, MO while lying at the bank in St. Louis, sunk from cause unknown. No lives lost and no one injured. Vessel total loss, estimated at \$2500.

May 21 - Str. HARRY LYNDIS of St. Joseph, MO, in making crossing at White Cloud, KS, struck hidden stump, knocking hole in hull, and sunk as soon as she reached the bank. Total loss estimated at \$600. No lives lost and no persons injured.

June 12 - About 6:30 p.m., while Str. CITY OF PROVIDENCE of St. Louis, MO was lying at wharf boat, foot of Olive Street in St. Louis, fire was discovered in cook house on starboard side, caused by grease on stove igniting. Alarm was sounded, and officers and crew responded and quickly subdued the flames. Damage about \$50. No passengers were on boat at time of fire. No one injured.

July 12 - Passenger Str. ALTON of St. Louis, MO while en route from St. Louis to Kampsville, IL, was caught in a terrific windstorm near Alton and was blown ashore, landing on Missouri side at West Alton against the Chicago and Alton Railroad Bridge, causing damage to the extent of \$1000. No lives lost and no persons injured.

August 6 - Str. DAILY of Cairo, IL, while underway sprang a leak and sunk two miles below Commerce, MO. Vessel was a total loss. Estimated damage \$500. No lives lost and no persons injured.

August 31 - Str. CANTONIA of Burlington, IA sprang a leak on starboard side of bow and sunk at Canton, MO. No lives lost and no persons injured. Estimated damage \$500.

October 31 - Fire was discovered on the ferry steamer JOS. L. STEPHENS of Kansas City, MO while moored to the bank at Quincy, IL at 5 a.m., and pilot house and upper deck partially destroyed, and other portions of steamer, including steam and supply pipes, damaged. Estimated damage \$3000. No lives lost and no persons injured. Origin of fire unknown.

December 28 - Report received at this office that on Dec. 17, 1909, Str. CITY OF WARSAW

of Cairo, IL was broken loose from ferry landing at Cape Girardeau, MO by floe ice, with no one on board, and lodged on rocks one mile below Rays Landing, MO. Probably total loss. No estimate of damage was given.

Dubuque District

January 11 - Str. B. HERSHEY, while in winter quarters in harbor at Davenport, IA, sunk from some unknown cause. Vessel was subsequently raised. Amount of damage about \$2000.

April 6 - Ferry steamer ROCK ISLAND, operating between Rock Island, IL and Davenport, IA broke the wrist pin on the starboard helm crank and the piston blew out of the cylinder head on flying back. No other damage was done and no one injured. Damage estimated at \$75.

April 14 - While Str. B. HERSHEY was descending the Mississippi River near Bellevue, IA with a raft in tow, the wrist pin on starboard engine let go, breaking the crosshead. No one injured and no damage to tow. Estimated damage to machinery \$100. Steamer was brought to Dubuque, IA and repaired.

June 15 - While Str. ST. PAUL was landing at La Crosse, WI and pulling stage around, a hook on mast broke, letting mast, rigging and stage fall into the river; causing John Motts, a deck hand, to fall into the river and be drowned; also causing Charlie Norris, another deck hand, to fall and be injured. Norris was placed in the U. S. Marine Hospital at La Crosse.

July 26 - While Str. ROBERT DODDS had in tow a showboat by the name of EMERSON near Montrose, IA, she was caught in the wind and driven on a reef of rocks, breaking several floor timbers and plank in bottom. Hold filled with about 15 inches of water, but break was battened down and bulkheaded off, and boat proceeded to St. Louis, local inspectors at that point issuing permit for her to proceed to Mound City, IL or Paducah, KY for permanent repairs. Damage estimated at \$300.

August 27 - While Str. ST. PAUL was making a landing at Fountain City, WI, steamer collided with a barge which was tied at the bank, knocking a hole in hull of steamer about 2 feet above the water line. Damage estimated at \$100.

October 25 - While the Str. LIZZIE GARDNER was being laid up for the winter in the ice harbor at

Continued on page 24 column 1

New Vessels Inspected in 1909

Twenty-five vessels are listed in the Annual Report as new and receiving their first inspection that year. The Louisville office inspected the Howard-built packet G.W. HILL (2188) on September 28 at Jeffersonville, and she is featured on our front cover around that time. Also getting their first inspections by the Louisville office were ED MYER, ELISHA WOODS, JAMES L. HALE and NORTHERN, some of them pictured here.



Shown when new at Howards is ED MYER (1703). She measured 124.8 x 22 x 3 with two boilers 38 in. diameter by 18 ft. She was built for Carthage Packet Co. on the Cumberland, West Williams and Ed Myer owners, for \$9835. Sold to the Ryman Line at Nashville in 1910. Lost in ice at Helena, AR January 23, 1918. Photo courtesy of Howard Steamboat Museum collection.

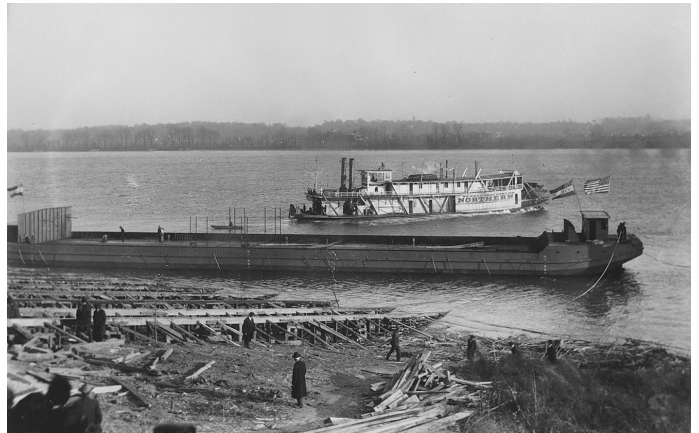


JAMES L. HALE (T1329) was built by Howards for an owner in Mobile. She measured 75 x 16 x 3, and was operating on Red River in 1912 when purchased by Baker Towboat Line of Demopolis, AL. Sometime prior to 1945 she was converted from steam to Diesel, as pictured here. Photo from Murphy Library, University of Wisconsin - La Crosse.

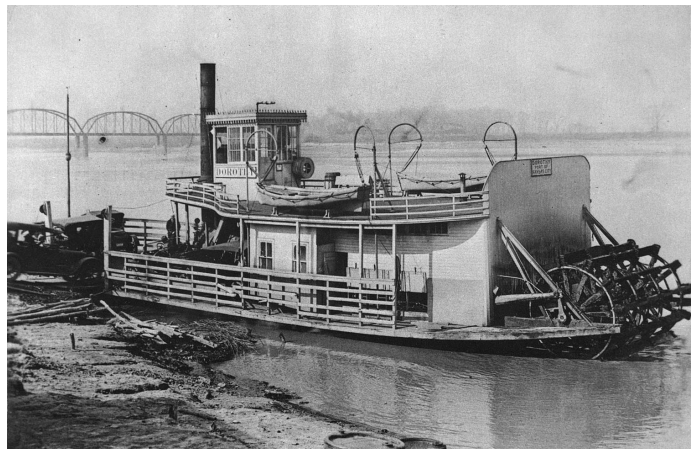
Another new vessel inspected at Frankfort, KY by the Louisville inspectors was the steam towboat ELISHA WOODS. A small boat of 12 gross tons, her boilers were built in 1898. She is not the same ELISHA WOODS (T0704) built from the VEGA.



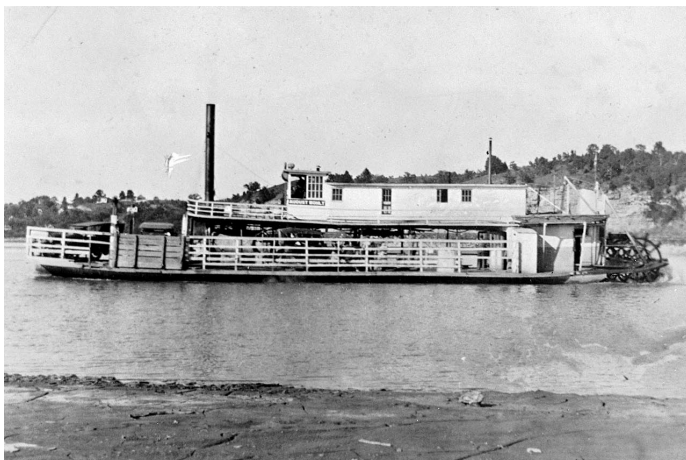
NORTHERN (T1936) is launched at Howards in late 1908 for Capt. E. T. Slider of Louisville. Her hull measured 125 x 26 x 4. She was inspected there on April 17, 1909. NORTHERN towed sand and gravel in the area for all of her career, and is shown below again at Howards following the launch of an unidentified hull. Both photos from Howard Steamboat Museum collection.



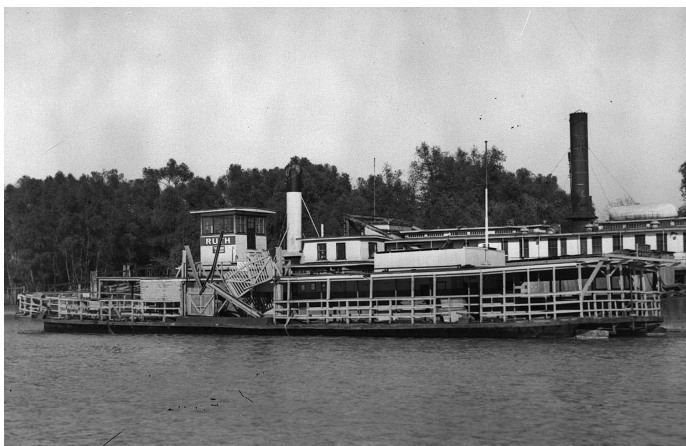
Three new boats were inspected by the St. Louis office, one passenger vessel and two ferries.



The steam ferry DOROTHY, 57 gross tons, was built at Boonville, MO (about 80 miles downriver from Kansas City) and inspected there in August 1909. She is not listed in either of Capt. Way's directories, but is shown in this Murphy Library photo doing ferry work at Kansas City. The photo at the top left of page 21 pictures AUGUST WOHLT (0387), built and inspected at Hermann, MO. 91.1 x 18.1 x 3.3 Capt. August Wohlt, in partnership with Capt. William Heckmann, formed the Hermann Ferry and Packet Co. in 1881.



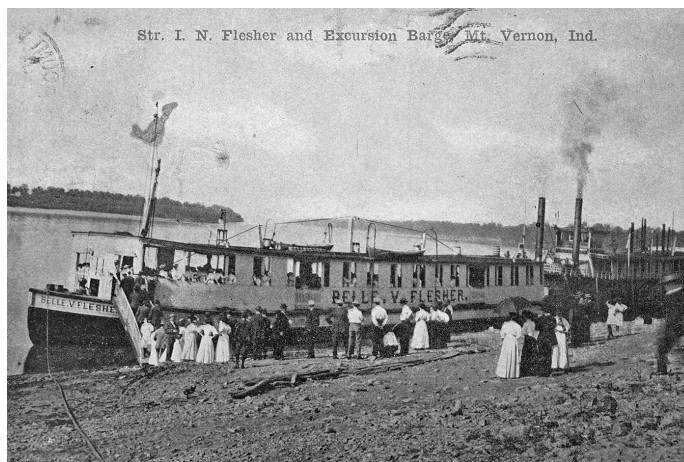
AUGUST WOHLT, probably at Hermann, MO. Although listed in the Report as a steam passenger vessel, she undoubtedly was in ferry service as evidenced by this photo from Murphy Library, University of Wisconsin - La Crosse.



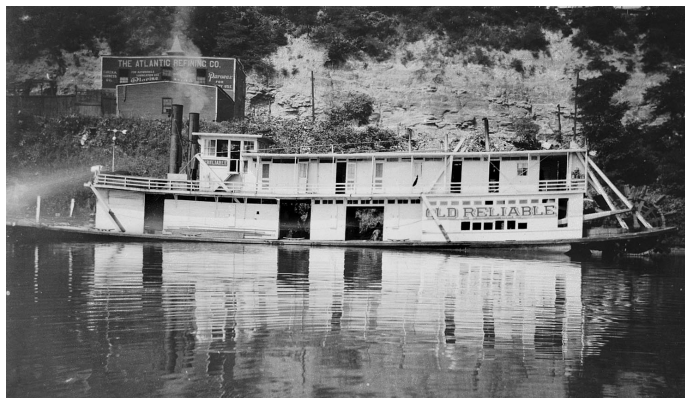
RUTH (4882) was a centerwheel ferry built at Dubuque, IA by Dubuque Boat & Boiler Co. with a 100 x 35.2 x 5 catamaran twin hull. She was inspected at St. Louis on Nov. 5, 1909 en route to the lower Mississippi for delivery to the Burnside & Donaldsonville Packet Co. She was later sold to Capt. W. A. Bisso of New Orleans who ran her in the ferry service at Napoleon Avenue. Murphy Library photo.

Only one new vessel was inspected by the Dubuque Inspection Office, the very small steam passenger vessel MAUD M (estimated at 3 grt), built at Minneiska, MN and inspected there. The boat is not listed in *Way's Directory*, nor are there any known photos of her. Most likely she was a private boat built as a pleasure craft, although she is not listed under the category of "Inland steam pleasure yachts" in the Dubuque report.

The Inspection Office at Evansville completed reports for two new vessels, one a towboat and the other an excursion barge towed by a steamboat. The barge is not listed in *Way's*, but a photo and some information about her is available.

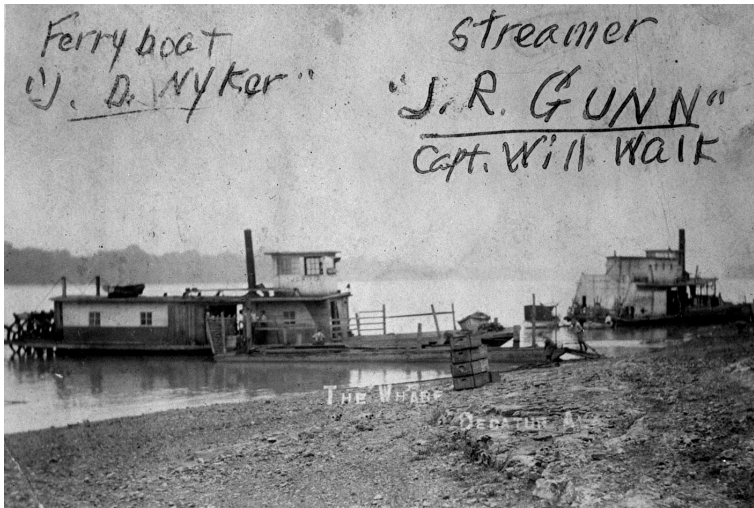


At the center of this post card view is the excursion barge **BELLE V. FLESHER**, built at Levanna, OH (about Mile 420 on Ohio River opposite Dover, KY) in 1906. Back then Levanna was home to Boyd & Co.'s sawmill and lumber yard, who undoubtedly supplied the material and labor. She was a fair-sized barge, 355 gross tons, and was inspected at Mount Vernon, IN on June 23, 1909. Her towboat **I. N. FLESHER (T1161)** was also owned by the Flesher family, all of whom lived in Mount Vernon. Capt. Way notes that the Fleshers towed corn out of Wabash River with her until she burned in January 1913. We would add that for at least some of that time she also towed an excursion barge. Murphy Library photo.



OLD RELIABLE (T1954) was built at Spottsville, KY in 1900 for towing coal there on Green River. Around 1909 she was temporarily renamed **W. T. HARDISON** when moving railroad ties out of Cumberland River, but by September 1 she had her original name back and was inspected at Evansville. She later towed gasoline Pittsburgh-Sistersville in Atlantic Refining Co.'s pioneer operations there after 1917. The boat measured 100 x 21 x 4 at 69 gross tons. Burned at Woods Run, Pittsburgh in July 1934. Photo courtesy of Murphy Library.

Nashville's inspection office recorded only one new vessel inspection for 1909. That was for the steam ferry **J. D. WYKER (2827)** built at Decatur, AL and inspected there in May. She measured 69.6 x 17.7 x 2.9 and 22 gross tons. Her owner was Harry P. Pitman and she operated there at Albany.



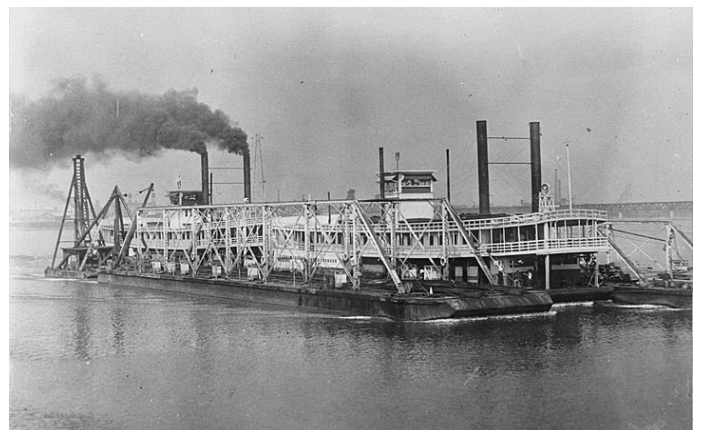
This interesting view of the ferry J. D. WYKER and packet/towboat J. R. GUNN at the wharf in Decatur, AL on the Tennessee River, raises some questions, as do many photos that appear in these pages. Although we know the WYKER was built and inspected in 1909 and her boilers date from 1906, Capt. Way has no info on how long she ran there. It appears that the GUNN is either laid up or awaiting a new wheel to be built. There also appears to be some type of launch and a skiff off her stern. Way's Towboat Directory lists a J. R. GUNN NO. 2 (T1288) running from 1904 to maybe 1908, and makes reference to this photo in postulating the existence of an earlier J. R. GUNN. To add to the confusion, there was a second ferry J. D. WYKER running beginning in 1920. So . . . might this photo show the first ferry sometime between 1909 and 1920 with the GUNN laid up and awaiting her fate? Another mystery surrounds the notation on the photo making reference to Capt. Will Walk. The owner of the second WYKER was a J. S. Walker in Decatur. Just a coincidence or misspelling or nothing of significance? As always, we turn to our loyal readers for their suggestions. Thanks to Murphy Library and to the ubiquitous Ralph DuPae for surfacing this puzzling picture.

Moving to the Lower Mississippi at Memphis, two vessels appear for the first time in their inspection records. One is the LULA B., a steam towboat built in 1908 at Jacksonport, AR on White River at its confluence with Black River. Her boilers date to 1893, and she was a very small boat of 10 gross tons. She was inspected for the first time in January 1909 at Newport, AR on the White River. She is not listed in *Way's Directory* nor is there any photograph of her in the Cincinnati or La Crosse steamboat collections. The other boat is R. E. WATKINS (4639), listed as an inland passenger steamer. Capt. Way suggests she may have been a job boat of some sort. Built at Marianna, AR on St. Francis River above Helena, where she was inspected in November 1909, her hull was 55.4 x 17 x 2.8. She sank at Cape Girardeau, MO on June 5, 1914. No photo is available for the WATKINS either.

The Cincinnati Office of the Steamboat Inspection Service lists only one new steamer inspected in 1909, and she was the well-known towboat SARAH EDENBORN.



Built at Ambridge, PA and completed at Cincinnati where she was inspected in March 1909, SARAH EDENBORN (T2270) had engines 18½ by 8-foot stroke from H.F. FRISBIE on a 146.2 x 33.4 x 7 foot hull. She was owned by Louisiana Railway and Navigation Company for towing transfer barges at Angola, LA. In 1942 she was renamed RENOWN when she towed for Sohio Petroleum Co. between Memphis and Mount Vernon, IN. In February 1945 she was sold to Island Creek Fuel & Transportation Co. at Huntington in the coal towing trade. Retired in 1949, she was later purchased by the city of Louisville as a ticket office and quarterboat for the newly acquired BELLE OF LOUISVILLE. Capt. Alan Bates tells of his memorable first decking job on the river in helping bring the WM. and SARAH EDENBORN with a railway barge fleet up the Mississippi to Louisville in 1941.



WILLIAM EDENBORN (left) and SARAH EDENBORN with fleet en route to Harrod's Creek for rebuilding. Both photos from Murphy Library collection, UW - La Crosse.

Up at the headwaters of the Ohio in Pittsburg (spelled without an "h" on the end in 1909), two new vessels appear on the list. The steam towboat AID,

a very small boat of approximately 4 gross tons was inspected after being built at Pittsburg. Her original boiler(s) were built in 1896 and rebuilt three years later. There was a second small steam towboat named AID of about the same size also reinspected that year, having been built in Jeffersonville in 1889. The second towboat getting her initial inspection in this district was the MARION.



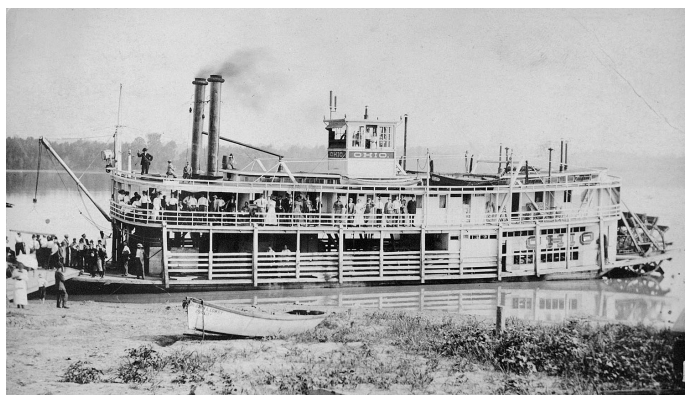
MARION (T1723) built at Point Marion, PA on Upper Monongahela River for the McClain Sand Co. 73 x 15 x 2.5. She had her initial inspection there. MARION exploded a boiler below Morgantown, WV in November 1923, killing two persons. Photo courtesy of Murphy Library.

The remaining inspection office on the Ohio was at Point Pleasant, WV. Five new boats were registered there by officials of the Service.



GREENDALE (2445) was built for Greene Line at Pt. Pleasant, 139 x 26.3 x 3 with engines from T. D. DALE measuring 9's with 3½-ft. stroke She was their low water boat. Sold in February 1921 to Capt. John Davis of Fullerton, KY who rebuilt her into J. P. DAVIS. Murphy Library photo.

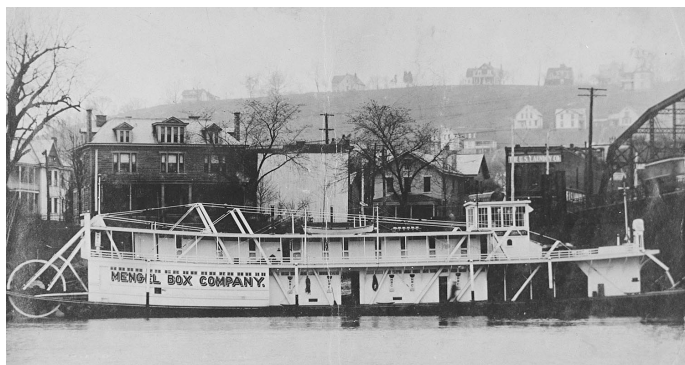
A second new boat was the steam towboat DUFFY (To638). There were two boats by this name, this the first one which was built at Marietta and owned by the Duffy coal and sand firm at Louisville. She was 118.1 x 24.8 x 4. She received her initial inspection at Marietta on February 16, 1909. There are no available photos of the first DUFFY.



OHIO (4275), 118.8 x 24.4 x 4, was inspected and built at Marietta for Capt. Fred McCandless, Oliver Keibler, and L. C. Hibbs. She replaced ROYAL in Paducah-Golconda trade. Sold twice more for work in Madison-Louisville run and then at Vicksburg. Dismantled 1924 and machinery went into a new OHIO. Photo courtesy of Murphy Library, UW-La Crosse.



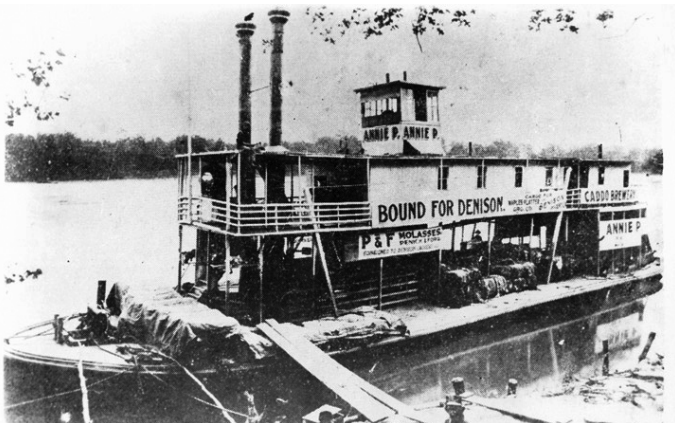
Ferry ANN BAILEY (0270) operated across the Ohio to Kanauga, OH. Built at Pt. Pleasant, 70.3 x 22.4 x 3.4. Named for the heroine of the Battle of Pt. Pleasant. Operated until the ill-fated "Silver Bridge" opened in May 1928. Murphy photo.



MENGEL BOX COMPANY (T1794), the fifth new vessel inspected in this district, was built at the Hammitt yard in Marietta and inspected there, about the last boat they built according to Capt. Way. Owned of course by the Mengel Box Co., she measured 147.2 x 29.8 x 4.6. She was lost at Plum Point, TN in a storm February 28, 1918. The company rebuilt VOLCANO in 1930 as MENGEL. Murphy Library photo.

The last Western Rivers inspection district was at New Orleans, and three new boats are on their register for that year. The small steam

towboat WHIZ, listed at 9 gross tons and built at Berwick, LA on Atchafalaya River, was inspected at Jeanerette, LA on December 15, 1909. There is no listing for the boat in *Way's Directory* nor could we locate a photo for her. ELLA (To717), a 74 x 17.3 x 3.5 steam towboat built at Plaquemine, LA and inspected there was still documented in 1918 at Morgan City. No known photo exists for ELLA. The last newly inspected vessel in the New Orleans District is the passenger steamer LUCILE.



LUCILE (3614) was built as ANNIE P in 1904 at Campti, LA on Red River. She measured 98.4 x 22.9 x 3.1. Her claim to fame was that she was the only steamboat in the 20th century to navigate to Denison, TX on Red River. She was rebuilt by the Pugh Line in 1909 at Vicksburg, inspected and renamed LUCILE, running in Yazoo River there. Sank in 1912, raised and rebuilt as the towboat EUTAW. Photo from Public Library of Cincinnati and Hamilton County.

Steamboat Inspection Service listing of Vessels Lost, Damaged or in Accidents - continued from page 19

Davenport, IA, she caught fire in some unknown manner and was totally destroyed. Loss estimated at \$8000.

Louisville District

January 30 - The boom of Str. LENA MAY broke at Drennon Landing, Kentucky River, at 5:30 p.m., resulting in fracturing the rib of John Stucker and bruising the head and ankle of George Lee, deck hands.

January 31 - The shaft of Str. LENA MAY, when at Elkhorns Landing, Kentucky River, broke, causing both cylinder heads to be knocked out. No one injured. Damage estimated at \$100.

February 7 - The gib and key in crosshead on Str. BELLEVUE broke when near Mauckport, IN

on the Ohio River, resulting in knocking out both cylinder heads of port engine. Damage estimated at \$100. No one injured.

February 13 - Str. PETERS LEE, while running over Ohio River Falls, Louisville, KY, became unmanageable on account of cross currents and was grounded on the Indiana shore for about 24 hours. No damage was done.

June 17 - One of the tubes in the boiler on Str. GAZETTE, when about 10 miles above Ford, KY on Kentucky River, burst and threw fire out of the furnace, setting the steamer on fire. The bursting of the tube disabled the pump, and the crew were unable to extinguish the fire with buckets. No one was injured. Steamer was a total loss, estimated at \$2000.

December 6 - Str. PARK CITY on her regular trip down the Kentucky River, when near Sunny Side Landing, struck a hidden obstacle at 3:30 a.m., tearing a large hole in bottom of the hull on starboard side and sunk in about 20 feet of water in about 2 minutes. Steamer is a total loss, which is estimated at \$7000. Loss to cargo estimated at about \$1000. No lives were lost and no one injured.

December 28 - The Str. FULTON, while breaking ice and clearing way for Str. TRANSIT and tow, was caught in a heavy flow of ice in such a manner that it was impossible to prevent collision with the wheel of the Str. TRANSIT. Damage estimated at \$150.

Evansville District

January 4 - Str. SAMUEL, Thomas K. Bowles, master and pilot in charge, en route up Green River at about 11:30 p.m., when near Rochester, KY collided with a log raft which was moored at the bank, drowning Fred Westerfield, Robert Beck, Elgin Madon, and John Keeling, raftsmen in charge of the raft. On January 5 the cause of the accident was investigated and the evidence adduced showed the accident due to negligence on the part of the navigators of the raft, and the officers of the steamer were exonerated.

March 25 - Str. SPOTTSVILLE, while lying at the bank at Evansville, sunk through negligence and inattention to duty of officers. No lives were lost. Damage to property estimated at \$50.

April 7 - Strs. BEAVER and GEO. GARDNER, while lying alongside each other at the bank at Cairo, IL were totally destroyed by fire, the origin of which

is unknown. No lives were lost. Value of property \$50,000.

July 24 - Str. BURNADINA KING was totally destroyed by fire while lying at the bank at Evansville. Origin of fire unknown. Loss, \$3000. No one injured.

Nashville District

February 9 - Str. T.H. DAVIS caught fire in the cookhouse when at Joppa, IL, destroying contents and burning a hole in roof. The crew were called to quarters and by their splendid work the fire was quickly extinguished. Damage to property \$800. No loss of life.

April 20 - Collision occurred between passenger steamers H.W. BUTTORFF and J.B. RICHARDSON on the Ohio River near Paducah, KY, slightly damaging the former steamer. No lives were lost. Case was investigated at Nashville, TN, April 30, and from the evidence on file, the pilots on watch on both steamers were found to have been at fault in violating Rule VIII of the pilot rules.

September 3 - The passenger Str. GRACEY CHILDERS, while lying at the bank and out of commission at Paducah, KY, caught fire and was totally destroyed. Origin of fire unknown. Loss, \$10,000. No loss of life.

September 5 - The passenger Str. BOBDUDLEY struck a hidden obstruction near Betseytown, TN on the Cumberland River, knocking a hole in bottom of the hull. Temporary repairs were made and the steamer proceeded to destination. Estimated damage to property, \$500. No loss of life.

November 2 - While the Str. CITY OF SAVANNAH was backing out from the wharf at Paducah, KY, her wheel collided with the gasoline launch STAGG NO. 2, throwing the 2 occupants into the river and sinking the boat. One of the men was picked up by the Str. CITY OF SAVANNAH and the other by the Str. GEORGE COWING. Estimated loss, \$400. Investigation held at Paducah on December 28, and the licensed officers of the steamer were exonerated from all blame. It developed that the gasoline boat was being navigated without a whistle or bell, and the owners were reported to the United States surveyor of customs at Paducah.

Memphis District

January 5 - Str. CHICAGO, en route up the Arkansas River, when near Waddells Landing, AR

struck a snag and sunk. Total loss. Value, \$2500. No lives were lost.

January 9 - Str. H.W. BUTTORFF, en route down the Mississippi River, when near Plum Point, TN struck a hidden obstruction, breaking floor timbers and bottom plank, causing damage to steamer of \$500. No lives lost.

February 5 - Str. PACIFIC NO. 2, en route up the Mississippi River, when near Nonconnah, TN broke her shaft, causing damage of \$2000.

April 29 - Str. GEORGIA LEE, en route down the Mississippi River, when in the harbor of Helena, AR struck a hidden obstruction, slightly damaging her hull.

July 10 - Str. LULA B., when near West Point, AR on Red River, was totally destroyed by fire, the origin of which is unknown. Value, \$1600. No lives were lost.

September 20 - Str. H.C. BROCKMAN, while moored to the bank at Arkansas City, AR, was sunk by a severe storm. Steamer was raised. Damage, \$2500. No lives were lost. [*This is undoubtedly the same storm/hurricane that is reported on this date causing multiple losses by the New Orleans office - Ed.*]

Cincinnati District

January 15 - Str. A.R. BUDD, while ascending Ohio River with 8 empty barges in tow, opposite Markland, IN broke her shaft. No person was injured. Estimated cost of repairs, \$1500.

February 9 - Str. DOUGLAS HALL, while ascending Ohio River opposite Catlettsburg, KY blew out both cylinder heads of one engine. No person was injured. Estimated damage, \$300.

February 22 - Str. DOUGLAS HALL, while ascending Ohio River with loaded barges, got into dense fog near Chilo, OH, and in attempting to land, the boat's wheel hit the bank and damaged the machinery, breaking the journal caps, cam yokes, and brackets, and also sinking 1 barge of coal. No personal injury. Damage and loss were not reported.

March 20 - Str. MONIE BAUER, while backing out from landing at Cincinnati, OH broke her shaft and cracked cylinder head. No one was injured. Estimated damage, \$300.

March 31 - Str. ENQUIRER, while ascending Ohio River near Laughry Island, broke wrist pin, causing the forward head of port cylinder to be shoved out and breaking crosshead. No one injured. Estimated damage, \$100.

April 11 - While Str. FLORENCE MARMET was ascending Ohio River at Augusta, KY, she broke wrist pin on starboard side, knocking out cylinder head and losing pitman and crosshead in river. No personal injury. Damage was not reported.

June 17 - While Str. LIZZIE BAY was being towed from one wharf to another she was shoved against a loaded coal fleet moored at the bank, caving in steamer's side. No person was hurt. Damage to steamer, \$500.

July 3 - While Str. G.W. THOMAS was ascending Ohio River about 2:30 a.m. with an empty tow three-quarters of a mile below the mouth of Little Sandy River, she collided with a raft of ties and a small boat floating downstream. The night was dark and hazy. No lights were displayed on raft or boat. It was later ascertained that both men were asleep, and when awakened by watchman on head of tow they both jumped overboard. The steamer was stopped and backed, and a yawl lowered and line thrown, thereby saving one of the men, J. M. Scott, but Clarence Davis was lost and his body not recovered.

July 22 - Str. R.J. ARMSTRONG, while ascending Ohio River about 6 a.m. at Lawrenceburg, IN broke her crank, throwing the pitman into the river. No person injured. Damage was not reported.

August 8 - While Str. ISLAND QUEEN was ascending Ohio River opposite Bellevue, KY, 2 persons in a small skiff ventured too near. The skiff was struck by the wheel, capsized, and the occupants thrown out. Steamer was stopped and both persons were rescued.

September 12 - Str. D.T. LANE, while ascending Ohio River at Walkers Landing, OH, broke the shaft in starboard journal and knocked out both cylinder heads. Damage was not reported. No personal injury.

October 18 - While Str. SALLIE MARMET was ascending Ohio River near Sciotoville, OH, she was blown upon a rock bar and sunk. Steamer was raised and proceeded to docks for repairs. No lives were lost and no persons injured.

December 8 - Str. BOB BALLARD, while backing out from landing at Ironton, OH, hit an obstruction and sunk in 8 feet of water. Steamer will be raised. No person was lost or injured.

Pittsburg District

January 15 - Str. DAVE WOOD, ascending Ohio River with a tow, knocked a hole in her hull

while crossing the wickets at Lock No. 4 and sunk in about 12 feet of water. No person was injured. Steamer was raised and laid up. Damage unknown.

April 13 - Passenger Str. VIRGINIA, while backing out from the landing at Wellsville, OH on the Ohio River about 7 p.m., struck a hidden obstruction, mashing in her hull. Steamer was immediately put ashore, but gradually filled with water and sunk about 3 a.m. the following morning. No personal injury or damage to cargo. Estimated damage to steamer, \$500.

June 8 - While the towing Str. CLIFTON was laid up for the night at Pittsburg, PA on the Allegheny River with a watchman on duty, she took fire in the engine room from unknown cause and was totally destroyed. The crew escaped safely. Estimated loss of steamer \$10,000.

July 9 - Str. CADET, descending with a loaded tow, and Str. VULCAN, ascending with an empty tow, collided at Naomi Mines, Monongahela River below Fayette City, PA about 3:45 a.m., damaging the bow of the former steamer to the extent of \$100. No person was injured.

July 14 - Excursion Str. ISLAND QUEEN, ascending Monongahela River about 10 p.m. with no passengers on board, collided with a bridge pier at Port Perry, PA, tearing off a portion of the starboard guard. The night was dark and stormy. No person was injured. Estimated damage, \$100.

September 8 - Str. CLARA CAVETT sprang a leak amidships and sunk at Creighton, PA on Allegheny River while on a sectional dry dock for the purpose of tightening her chains. No person was injured. Steamer was raised and repaired. Estimated damage, \$300.

November 4 - The dredge Str. GEORGE BRAWDY, laid up at Pittsburg on the Allegheny River, was totally destroyed by fire about 10 a.m., supposedly caused from the spark of a pump boat or passing locomotive. No loss of life and no injury to person. Estimated loss of steamer, \$6,500.

December 3 - Str. DIAMOND, descending Ohio River with an empty tow about 9 p.m., collided with the dredge Str. CHARLOTTE, anchored in the channel of the river at Clifton, PA without the required signal lights. No person was injured. Estimated damage to Str. DIAMOND and tow, \$500. Estimated damage to Str. CHARLOTTE, \$300. An investigation as to the cause of the collision resulted in the filing of charges on December 30 against John

Paxon, master and pilot of Str. CHARLOTTE for negligence, the trial to be held January 5, 1910.

December 8 – Str. JOHN F. KLEIN, descending with a loaded tow, and Str. VESTA, ascending with an empty tow, collided in Driftwood Bend, PA, Monongahela River about 8 a.m., slightly damaging the tow of the latter steamer. The weather was fair. No person injured. Estimated damage, \$50.

Point Pleasant District

January 9 – Str. G.W. THOMAS, while descending Ohio River at Old Town Bar, WV, grounded 9 barges, broke cylinder timber, and sustained other damage to the extent of \$500. No lives were lost.

January 15 – Str. W.C. JUTTE, while descending Ohio River at Letart Falls, OH, came into collision with Str. TOM REES on account of Str. TOM REES not giving enough passageway. Str. W.C. JUTTE was struck about amidships, raking the sides of the bulkhead, splintering the hog-chain braces, and disabling one engine. No one injured. Estimated amount of damage, \$500. No damage was done to Str. TOM REES.

January 21 – Received report that on December 30, 1908, Str. J.T. HATFIELD, while navigating Ohio River at Swan Creek, 23 miles below Pt. Pleasant, WV, blew cylinder head out and broke crosshead. Damage sustained, \$150.

March 8 – Str. EMMA MARIE, while lying at Henderson, WV, caught fire from an unknown cause, burning to the water's edge, and hull and machinery sinking in Great Kanawha River. No lives were lost. Amount of damage done, \$4,500.

March 8 – Str. J.M. BOSWELL, while lying at Henderson, WV, caught fire from an unknown cause, burning to the water's edge, and hull and machinery sunk in Great Kanawha River. No lives were lost. Amount of damage done, \$14,000.

March 8 – While Str. GREYHOUND was lying at the wharf at Proctorville, OH, fire was discovered in the cabin on boiler deck, but was quickly extinguished with a fire extinguisher before any damage was done. The fire is supposed to have been caused by rats. No one was hurt.

March 13 – Towing Str. WINIFREDE, ascending Great Kanawha River at Charleston, WV with 2 empty barges, came in collision with towing Str. SCOUT, descending backwards with transfer barge, breaking away about one-third of woodwork

of wheel of Str. SCOUT and slightly bending shaft. No damage done to Str. WINIFREDE.

May 31 – While Str. RUTH was landing at the wharf boat at Moundsville, WV, the ferry yacht HARRY M. crossed the river at her stern while backing up and ran into the wheel of the Str. RUTH, causing the yacht HARRY M. to sink. No lives were lost and no one was hurt.

June 14 – Towing Str. VOLCANO, ascending Ohio River with empty barges near Glenwood, WV, came in collision with towing Str. CHARLEY JUTTE, ascending with empty barges, damaging wheel of Str. VOLCANO. Estimated damage to Str. VOLCANO, \$150; to CHARLEY JUTTE, \$100.

July 4 – Str. QUEEN CITY struck an unseen obstruction at Lock No. 13, Ohio River, supposed to be a wicket, shattering one bottom plank a distance of 6 or 8 feet, which was battened down, and steamer proceeded on her way. Later the broken place was thoroughly repaired. No lives were lost. Damage sustained, about \$100.

July 12 – Str. GREENLAND, while navigating Great Kanawha River at Newcumber Shoals, struck a hidden obstruction and broke 27 floor timbers. Steamer was repaired at a cost of \$21.32. No loss of life.

July 17 – Str. GREENWOOD struck some hidden obstruction at foot of Guyan Ripple, Ohio River, and broke 2 floor timbers and cracked 5 other timbers. Damage, \$2. No loss of life.

July 25 – Str. TACOMA, while descending Ohio River at Guyan Ripple, struck a hidden log, causing a slight leakage, which was repaired. Damage was principally loss of time on trip. No loss of life.

November 27 – Str. DOUGLAS HALL, while navigating Great Kanawha River near Davis Creek at 8:30 p.m., struck an obstruction and sunk. No lives were lost and no one was hurt.

December 2 – Str. CARRIE V., while navigating Ohio River at Straight Ripple about 12 to 14 miles below Gallipolis, OH, struck an obstruction and sunk. Nobody was hurt. Estimated damage, \$500.

New Orleans District

January 13 – Str. J.A. TOWNS, while proceeding on her way down Yazoo River near Yazoo City, MS, hit a hidden obstruction and knocked a hole in her starboard side, causing her to sink in 16 or 17 feet of water, and drown cabin boy Mack Kincaid and roustabout Mike Mason. Steamer was valued at

\$7,500; insured for \$5,000. Vessel was a total loss.

January 19 – Str. T.L. MORSE, while tied up at Berwick shipyard, was totally destroyed by fire. Origin of fire unknown. Vessel was valued at \$5,000. No lives were lost.

January 22 – Str. ANTON WILBERT, while tied up at landing opposite Franklin, LA, took fire from a lantern which exploded in the hands of a watchman and was burned to the water's edge. Value of vessel about \$6,000; insured for \$3,000. No loss of life.

April 17 – The United States River Commission's Str. MISSISSIPPI, while landing at head of Canal Street, New Orleans, struck the Str. J.S. and tore out the starboard bulkhead alongside the cylinder timbers. Damage was estimated at between \$200 and \$300. No lives were lost.

April 25 – The towing Str. EAGLE, while proceeding up the Mississippi River at 4:30 a.m. at a point 41 miles below New Orleans, without warning took a heavy list and capsized. From the testimony adduced on investigation, it appears that vessel was pushing one barge: that the master, when tug began to list, signaled to the engineer to stop and to back the engines, but before this could be done the vessel capsized. It is presumed, in the absence of testimony, that the chains on the port side connecting the tug to the barge parted, throwing all of the strain on the starboard side, causing the tug to list and, being caught in the current at the same time, to turn over and drown the following: George George, master; Charles Goodbub, assistant engineer; Richard LeBlanc, mate; Charles Martin, fireman; Alex. Moore and Gaiennie Coleman, deckhands; unknown deck hand, and Florence Morgan, chambermaid. Vessel was valued at \$20,000; insurance, \$15,000.

May 3 – While Str. KING BEE was lying at landing at Black River Station, opposite Jonesville, LA at 11 p.m., she took fire and burned the cabin off. Cause of fire unknown. Amount of damage was not given. No lives were lost.

[22 of the next 23 reports of loss or damage and one report in the Memphis District are all attributed to high winds from a hurricane which struck the Gulf on September 20, capsizing or swamping vessels all the way upriver as far as Vicksburg – Ed.]

September 20 – At 5:20 p.m. the Str. HETTIE, ferryboat between New Orleans and Algiers, while en route from Algiers to New Orleans, parted her starboard wheel rope, caused by high winds and heavy seas. Vessel was landed at wharf on New

Orleans side without damage; but the wind was so strong that the vessel could not get out from the wharf and was damaged by the seas beating her against the wharf, to the extent of about \$800. Loss was covered by insurance. No lives were lost.

September 20 – Between the hours of 8 and 9 p.m., while tied to the wharf at Bayou Sara, LA, the Str. CONQUEST was blown from the landing up the Mississippi River, where she swamped and sunk. Vessel, valued at \$7,000, was a total loss. No lives were lost.

September 20 – At 10 p.m. the Str. WHITE ROSE, while tied up about 2 miles above Baton Rouge, LA, was sunk by a violent wind storm. Estimated damage, \$450. No lives were lost.

September 20 – The Str. WADE, while tied to the bank at Water Valley, LA and near the head of Atchafalaya River, sunk on the night of this date during a violent storm. Amount of loss was not ascertained. No loss of life.

September 20 – While tied to the landing at Donaldsonville, LA, the ferry Str. WASHINGTON was sunk by a violent hurricane. Estimated value of vessel, \$3,000, a total loss. No loss of life.

September 20 – While the ferry Str. ASCENSION was tied to the wharf at the head of Napoleon Avenue, New Orleans, she was sunk by the high wind and heavy seas. Vessel was valued at \$9,000 and fully insured. No loss of life.

September 20 – The Str. CARRIE B., while working as a pump boat in the W.G. Coyle Landing, Algiers, LA, and being dropped down by hand where she could work to better advantage, was caught by a heavy wind and the lines to which she was made fast parted. Vessel was blown down the river to Esplanade Street, New Orleans, where she turned over and sunk. Damage, about \$1,000. Amount of insurance, if any, not given. No loss of life.

September 20 – The Str. MILLIE W, during a violent storm, broke loose from her moorings and sunk in the Mississippi River near Mount Pleasant Landing, LA. Boat was raised. Damage was slight. No lives were lost.

September 20 – The Str. LOLA S, during a heavy windstorm, sunk at Water Valley, LA. Damage, slight. No lives were lost.

September 20 – During a violent windstorm, the Str. JOE sunk in the Mississippi River at Hanson City, LA. Amount of loss was \$4,000; insurance, \$2,000. No loss of life.

September 20 - While tied up at Bayou des Allemands, LA, the Str. V.L. WATSON was caught in a violent hurricane and sunk. Damage was slight. No insurance. No loss of life.

September 20 - The m/v F. & J., while anchored at Grand Isle, LA, was swamped and had her house washed off. Estimated damage, \$1,000. No insurance. No lives were lost.

September 20 - Str. HANDY, while tied up at Baton Rouge, LA, was totally wrecked by a violent hurricane and afterwards sunk. Loss, \$8,000; insurance, \$2,500. No lives were lost.

September 20 - While tied up at Vicksburg, MS, the Str. BELLE OF THE BENDS was sunk by high winds and collided with some submerged floating object. Amount of loss, slight. No lives were lost.

September 20 - Str. BUCK ELK, while lying at Vicksburg, MS, was struck by some unseen floating object and sunk. Vessel, valued at \$2,000, was a total loss. Insurance, \$1,500. No lives were lost.

September 20 - Str. X RAY, while tied to her wharf at Berwick, LA, sunk during a hurricane. Damage estimated at \$300. No insurance. No lives were lost.

September 20 - During a violent storm and while tied up at Mosswood Landing, AR, the Str. EDNA was sunk. Loss, \$2,000. No insurance. No loss of life.

September 20 - Str. S.S. PRENTISS was caught in a hurricane and sunk at mouth of St. Catherine Creek, MS. Loss slight. Insured. No loss of life.

September 20 - While under way at Poplar Grove, LA near Columbia, LA, the Str. TROY struck a snag and sunk in 4 feet of water. Damage, about \$100. Fully insured. No loss of life.

September 20 - The Str. HELOISE, while tied up at Thibodeaux, LA, no one on board, was blown loose from her moorings and sunk. Amount of loss, slight. No loss of life.

September 20 - While lying at Donaldsonville, LA, the Str. HARVESTER was blown loose from her moorings during a storm, out into the Mississippi River where she sunk in 98 feet of water. Steam was on donkey boiler only. No one was on board except the captain, chief engineer, and the cook, Mary Ash. Mary Ash was drowned. Vessel, valued at \$50,000, a total loss. Insurance, \$23,500.

September 21 - The Str. SAM A. CONNER, while tied up and temporarily out of commission, sunk at Vicksburg, MS during a hurricane. Loss, about \$250. No insurance. No lives lost.

September 21 - During a hurricane, the Str. FAWN sunk at Vicksburg, MS while tied up and temporarily out of commission. Loss slight. No insurance. No loss of life.

October 6 - The Str. GROVER CLEVELAND, while tied up at Gulf Refining Company's wharf, Gretna, LA, took fire alongside of the starboard boilers and was damaged in hold and in cabin to the extent of \$2,500, covered by insurance.

November 1 - While the Str. JULIA LUCKENBACH was being assisted to her berth, Picayune Pier, by the Str. SAMSON, the Str. R.W. WILMOT, in going to the assistance of the SAMSON, got caught in the eddy and could not check her headway and struck JULIA LUCKENBACH head on, breaking 2 plates, bending 1 frame and 1 angle iron. Case was investigated on November 5. There being no carelessness or negligence shown, the case was dismissed.

Nearly all of these Steamboat Inspection offices were staffed by former steamboat pilots, masters, engineers, and other career river people who had made their livelihood on these boats. They brought with them a practical, first-hand knowledge, and their judgements and advice was respected by rivermen. Although there are a few exceptions today, in these later years most COTPs and Officers in Charge of Marine Inspection are now career Coast Guardsmen, who unfortunately lack "brown water" experience and credibility. The Inspector who had spent most of his life out on the river was typical of all the earlier Western Rivers local inspectors on the Ohio, Mississippi and Cumberland.

A common case in point occurred on the Upper Mississippi in the local Dubuque office. Prior to the turn of the 20th century, the Inspector of Boilers was Charles F. Yeager, former steamboat engineer, while his counterpart, Inspector of Hulls was George B. Knapp. Capt. Knapp, son of Capt. Oscar Knapp who made his river career as pilot and master on the St. Croix River, also was licensed on the river, and had a packet named for him. Capt. Frank McCaffrey, son of veteran owner-pilot Capt. John McCaffrey, served on raftboats, government steamers, and the Mayo Brothers' private steamboats prior to becoming Inspector. And he was succeeded by Capt. John Schmoker, a master and pilot for 25 years. 🕒

An IDLEWILD/AVALON Postscript

While putting together the history of the BELLE OF LOUISVILLE's years as IDLEWILD and AVALON for our September 2014 issue, we knew there were some gaps in that story, as is usually the case when trying to draft a biography that spans nearly a half century. However, after some subsequent inquiries and through the unexpected gifts of two friends, we are now able to offer this addenda, fully aware that this will not be the "last word" on the subject. In fact, not only are we certain of this, but we hope that this is so, as one of the great delights in telling this story comes with unexpected "treasures" that surface along the way.

Your editor has long bemoaned the fact that there seem to be few, if any, photographs available to researchers showing the IDLEWILD on the Missouri River during her first several years there. Imagine the surprise and delight when Keith Norrington's brief email arrived: "I just acquired the attached image of the IDLEWILD at Kansas City in the 1930s. This is a photo from a newspaper morgue. Inasmuch as photos of the old gal on the Missouri are rather scarce, I thought you'd like a copy of it." It was like Christmas in July! Upon closer examination of the image and after a long-distance consultation with Doc Hawley, we agreed that this photo was taken in either 1932 or 33, our first look at those Missouri River tramping years.

A second major piece of her story was fleshed



IDLEWILD at Kansas City, MO in 1932 or 33. Courtesy of Keith Norrington.

out when photocopies of a handful of articles appearing in *The Waterways Journal* of April and May 1948 were provided to this editor unawares by Judy Patsch. During a recent TWILIGHT cruise, Judy had brought along copies of some early AVALON logbooks, and tucked inside the back cover of that folder were WJ stories about the sale of the AVALON, providing details absent in last year's BELLE Centennial issue. The transition period between J. Herod Gorsage and Ernst Meyer's ownership of the boat was rather sketchy in the REFLECTOR story. In the April 17 WJ, Gorsage is still named as the boat's owner, having just received official permission from the ICC to operate on six rivers that year. He is reported to have purchased the boat on April 17, 1947 from previous owner New St. Louis and Calhoun Packet Corp. for \$40,000, and that she was operated in 1947 under temporary authority. The article also announced the birth of Wilson Herod Gorsage, with the comment that "his parents plan that his first summer will be spent on the steamer." But just one week later an article said that "it is reported that Ernst A. Meyer ... has bought the steamer AVALON from Herod Gorsage and will operate her out of Cincinnati." By May 1, the report was confirmed. "A Cincinnati group, formed to purchase and operate the 1,450-passenger steamer was setting up offices Tuesday [April 27] in the Reakirt Building. Capt. James Butler, who piloted the ISLAND QUEEN, will be captain of the AVALON. He is in Peoria to supervise the

overhauling of the steamer, which is due to reach Cincinnati next week and make her first local cruise the end of May."

More information about this period in the boat's operation was provided by another email communication. This resulted from an inquiry directed to the Secretary of State of the state of Delaware, asking whether they had records for Steamer Avalon, Inc. Their response included copies of the company's articles of incorporation, which provided some dates that had been missing in the earlier REFLECTOR

narrative. Steamer Avalon, Inc. was incorporated in the State of Delaware on May 3, 1948, with its principal office in Cincinnati. A license to operate as a business in the State of Ohio was granted the company on July 24, 1948. The application made by Meyer stated the approximate date the corporation began transacting business in Ohio was May 31.

The corporation had 14 stockholders. Thirteen of them held Class A shares of stock valued at \$100/share. They were: Ernestine Baxter of Ft. Lauderdale, FL (200 shares); Henry B. Bolce of Cincinnati (10 shares); Louis Goldenkopff of Coral Gables, FL (75 shares); Harry J. Hater of Cincinnati (3 shares); John H. Hater of Cincinnati (3 shares); Robert E. Hater of Cincinnati (4 shares); William A. Hillenbrand of Batesville, IN (50 shares); David A. Hogg of Cincinnati (10 shares); Carl Holub of Cincinnati (10 shares); Paul Holub of Cincinnati (10 shares); Blanche M. Lollie of Cincinnati (5 shares); Leona Roessler of Cincinnati (50 shares); and Harry Schroeder of Cincinnati (5 shares). Ernst

A. Meyer held 510 shares of Class B stock valued at \$2/share. Some information is known about several of these individuals. Ernestine R. Baxter was born in 1918, and was the wife of William Baxter. After her investment in the AVALON, she was owner of Stardust Beauty Co. and B&B Beauty Supplies & Service in Ft. Lauderdale. Henry Bolce (1885-1957) was owner of L. H. Bolce & Co. paint store in Cincinnati. Harry John Hater (1890-1961), and sons John H. and Robert E. (1922-1979) owned the Collier Shoe Co. of Cincinnati. William Hillenbrand (1905-1986) and his two brothers founded Hill-Rom in 1929, supplier of wooden furniture for hospitals, and also Batesville Casket Co.

On August 9, 1961, the corporation removed Ernst Meyer as its legal agent and replaced him with Harry J. Anderson, newly appointed as president of Steamer Avalon, Inc. And on September 16, 1963, the corporation was cancelled by the Ohio Department of Taxation for failure to file the corporate franchise tax return.

C 184 697
STATE OF OHIO
APPROVED FOR FILING
APPLICATION FOR LICENSE
Under Ohio Foreign Corporation Act

TO THE SECRETARY OF STATE, COLUMBUS, OHIO.

STEAMER AVALON, Inc. a foreign corporation, desiring to transact business in Ohio, pursuant to the provisions of Sections 8625-1 et seq., General Code of Ohio, does hereby certify as follows:

FIRST. Its corporate name is STEAMER AVALON, Inc.

SECOND. It is a corporation organized under the laws of Delaware

THIRD. The complete address of its principal office outside the state of Ohio is 100 W. 10th St., Wilmington, Delaware

FOURTH. The name of the county and city, village or township in which its principal office within this state is to be located is Hamilton County, City of Cincinnati

FIFTH. It hereby constitutes and appoints Ernst A. Meyer a resident of the county wherein such principal Ohio office is to be located, as its agent upon whom service of process may be had in the State of Ohio. The complete residence address of such person is 4811 Glenway Ave., Cincinnati, Ohio His complete business address is 708 Reakirt Bldg. Cincinnati, Ohio

SIXTH. It hereby consents irrevocably to the service of process on such person and his successors as long as the authority of such agents shall continue as provided by the Ohio Foreign Corporation Act, and to service of process on the Secretary of State of Ohio in the event such person or persons cannot be found or in any of the other events whereby such service is authorized by the Ohio Foreign Corporation Act.

SEVENTH. The purpose of the corporation is (short summary) To own, lease, manage and operate vessels for transportation of passengers and freight, to carry on a general amusement and catering business.

EIGHTH. This application is made, is not made, (strike out words not applicable) to enable the corporation to prosecute or defend an action or suit the cause of which arose prior to this application.

NINTH. The approximate date upon which the corporation began transacting business in Ohio is May 31, 1948

TENTH. This application is made to secure a temporary, permanent (strike out word not applicable) license.

ELEVENTH. THERE IS HEREWITH SUBMITTED A COPY OF THE APPLICANT'S ARTICLES OF INCORPORATION, INCLUDING ALL AMENDMENTS THERE-TO, CERTIFIED BY THE PROPER OFFICIAL OF THE STATE UNDER THE LAWS OF WHICH THE APPLICANT IS ORGANIZED.

IN WITNESS WHEREOF, said Steamer Avalon, Inc. has caused this application to be executed by an executive officer duly authorized in the premises, this 21st day of July, 1948.

STEAMER AVALON, INC.
By [Signature]
(Title) President

STATE OF Ohio
COUNTY OF Hamilton

Ernst A. Meyer, being duly sworn, says that he is President of the applicant and that the statements foregoing are true and correct according to his best knowledge and belief.

Sworn to before me and subscribed in my presence this 21st day of July, 1948.

[Signature]
SHERLEY A. BAYLESS
Notary Public, State of Ohio
My Commission Expires Aug. 27, 1958

Application for license as an Ohio business. Editor's collection.

C 184 706

State of Delaware

Office of Secretary of State

William J. Storey, Secretary of State of the State of Delaware

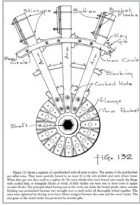
do hereby certify that the above and foregoing is a true and correct copy of Certificate of Incorporation of the "STEAMER AVALON, INC.", as received and filed in this office the third day of May, A.D. 1948, at 10 o'clock A.M.

In Testimony Whereof, I have hereunto set my hand and official seal, at Dover, this third day of May in the year four thousand and forty-eight.

[Seal]

[Signature]

Steamer Avalon, Inc. Certificate of Incorporation May 3, 1948



Small Stacks

DQ Model Mirrors Actual Renovation Efforts

by John Fryant

Since the DELTA QUEEN has been much in the news lately with her new ownership and hopeful restoration to active service, it may be appropriate to tell how a model of her has been through a similar experience. Your author was recently hired to clean, repair and restore a collection of steamboat models owned by the Cincinnati Museum Center, one of which was a model of the DQ.

It was built to a scale of $1/96^{\text{th}}$ or $1/8'' = 1'$. The Museum staff was unsure of its age or of its builder, although it could have been the work of the late Charles Cason, of Ft. Thomas KY, who built a number of steamboat models to that scale. Compared with photos on an old Greene Line travel brochure, the model represented the boat as she looked in the late 1960s or early 70s. There were no white rings on the sternwheel, the old stack lowering device was mounted on the roof and the stage derrick and boom were painted reddish-brown.

The model as received was in shabby condition, mounted on a heavy wood base surrounded by a "river" of bright green Astro-turf – not the best way to display any type of boat model! The boat itself was built almost entirely of balsa wood and was very delicate to handle. The forward derrick and boom were broken and many other details were broken off and lying loose. All of the railings and rigging were in very fragile condition and in need of replacement.

First the model was separated from the base, which was easier said than done. It had been secured with two large wood screws, but there were no screw heads visible on the bottom of the base. The builder had evidently built the hull, then screwed it to the Astro-turf covered base from above and then built the superstructure over it. Once the "green river" was ripped and scraped from the base, there was enough room to insert a hacksaw blade between model and base and laboriously saw through the two screws.

With the model free, one of two mysteries was solved. Between the model and the base was a tattered business card from former Cincinnati councilman Jim Cissell. On the back of this was a 1975 Cincinnati Bengals football schedule, which might help date the model.


The other mystery came to light when it was possible to peek inside the model's engine room, where I discovered an electric motor and gear reduction unit hooked up to drive the paddlewheel. There was also evidence of wiring and lights inside the superstructure. The model was light enough to have been floatable, but had it originally been an operating model? As it was evidently screwed to its base from the beginning, it might have been animated and lighted, but probably never operated on water. If any of our readers know the history of this model, both this author and the Museum Center would like to know about it. Work completed on the model included refinishing the base in walnut veneer with black edging; repainting all decks, hull, and touch-up on the white paint; new railings, rigging, flags, updated radar scanner, and rebuild of stage, boom, derrick and stern flagstaff.

Capt. Fred Way Jr. frequently used the old expression, "Coming events cast their shadows before." About three weeks after restoration work began on the model, an announcement came that the full size DQ had been sold and would be taken south to begin refurbishment, leading hopefully to her return to cruising the rivers. The model has since been completed and returned to the Museum Center. Will it prove to be the shadow cast before? Only time will tell.



The DQ model as it originally appeared prior to renovation. Notice the broken and loose parts lying near the bow.

Two Sternwheelers Which Met Their End in 1910

Our back cover depicts two of the steamers which were lost in 1910 as reported in the Steamboat Inspectors Annual Report. Both vessels were built by the craftsmen at Howard Shipyard in Jeffersonville, and are pictured new in these photos taken by Capt. Jim Howard, and provided courtesy of the Howard Steamboat Museum. 



The model came with "passengers", all of which were bathed and returned to their places on deck. Several more were added, including one dressed like the late E.J. Quinby at the calliope.



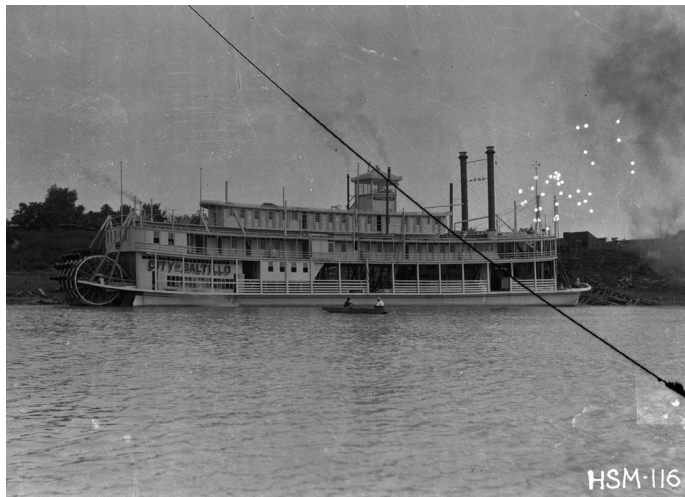
All new railings were made from laser-cut art paper backed by aluminum micro-screen and topped with tiny, plastic channel cap rails. The railings are only 3/8-inch high.



Completed model mounted on pedestals on its original base.



Steamer J. S., built in 1901 for Capt. John Streckfus of the Acme Packet Co. of Rock Island, IL measured 175 x 36.8 x 5. She cost \$13,450. After a short run in the packet trade, the Streckfuses began tramping the inland rivers with her as a popular excursion boat. See the March 1965 and March 2014 issues for the story of her tragic loss by fire.



CITY OF SALTILLO awaiting delivery to St. Louis & Tennessee River Packet Company in 1905. Her hull measured 200 x 37 x 6.6, and she was part of their fleet named for cities on the Tennessee River: CITY OF CLIFTON, CITY OF FLORENCE, CITY OF SAVANNAH, and CITY OF SHEFFIELD, all Howard-built packets. The story of her sinking is told in the March 1987 REFLECTOR.



Final Crossings

William Penn Snyder III

W. P. Snyder III died on February 9, 2015 at his home in Sewickley Heights, PA. He was 96. Mr. Snyder was the grandson of William Penn Snyder Sr., founder of Shenango Furnace and Shenango Steamship Companies. A Pittsburgh native, Mr. Snyder was educated at Shady Side Academy and went on to Choate, a prep school in Wallingford, CT where he learned to sail and love boats. He was in the class one year behind that of John F. Kennedy. Mr. Snyder went on to study business administration at the University of Pittsburgh, and in 1939 he married Jean Evans Rose of Sewickley.

During World War II he was part of the U.S. Navy's ordnance branch, stationed in Washington, D.C. After the War he served as vice president of Shenango Furnace Co. and Shenango Penn-Mold Co. From 1948 through 1994, Mr. Snyder played an active role in the Conference on Community Development, helping to rid Pittsburgh of its smoky skies, transform the Point into a riverfront park and consolidate the region's various public transportation lines under the Port Authority. In 1960 he became first president of the American Wind Symphony, which gave outdoor concerts on a floating barge.

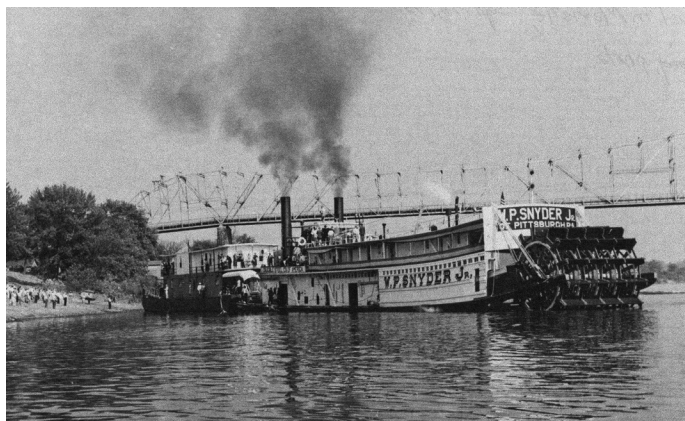
Mr. Snyder was an avid photographer and eager traveler, celebrating his 95th birthday with a trip to China. After his wife of 67 years died in 2006, he married Verna Burchard Corey. Besides Ms. Corey, he is survived by a son James Brandon Snyder, along with five grandchildren and 10 great grandchildren. Another son, William P. Snyder IV, and a daughter, Marie Elise Snyder Lynn, both preceded him in death.

Our thanks to Woody Rutter for providing the obituary notice from the Pittsburgh Post-Gazette. Woody commented that although Mr. Snyder was not involved in the presentation of W.P. SNYDER, JR.

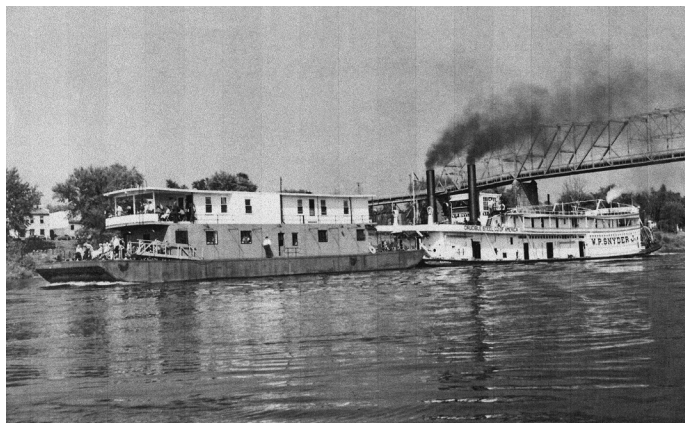
to the state of Ohio in 1955, over the years he and his younger brother Whitney Snyder contributed important financial support for the maintenance of the boat on several occasions. He also gave Ohio River Museum an outstanding display model of the SNYDER by artist Robert D. Latta. In recent years, Mr. Snyder played a big part in supporting the new Great Lakes Museum which opened last summer in the Toledo, OH harbor. Woody also kindly sent along the accompanying photos.



L-R: W.P. Snyder IV, W.P. Snyder III, W.P. Snyder Jr., and Capt. Fred Way at dedication ceremony for W.P. SNYDER, JR. in Marietta in September 1955.



Above and below: SNYDER and barge arriving at Marietta city front on September 16, 1955. S. Durward Hoag photos.



with delight – I bundled up my bag and baggage and quickly deposited it and myself safely on board, but found no one I knew. The cause of the boat being so late was her being aground at Madison for 2 hours and better. We started and made ground at Warsaw. Not on the bank of the river but out near the middle, where we were aground, and fast at that.

I was greatly amused at a lady on board, whose face is beyond my ability to describe, and whose temperament was of the nervous or restless order, as she would not remain in any one place more than a minute or so, and had a habit of asking herself questions and then answering them.

Directly after supper, I repaired to the front part of the boat for the purpose of enjoying the pleasures of a cigar, and was shortly afterwards joined by the aforesaid lady. She exclaimed, "Oh! There is Warsaw. Well, we are going along quite sharp!" which didn't exactly coincide with my views as we were crawling along over the sandbars snail-fashion. She explained to me that the Boat was aground at Madison, and the reason of it was that there were so many Sinners on board. (You see that was previous to my getting on board – she couldn't include me.)

All went along well until we came to Gunpowder Bar, where we stuck and worked for a long time before we got over. In fact, I began to exhibit feelings of impatience at being compelled to be continually digging sand in the bottom of the river. After ploughing through the bar, I retired to my couch in hopes of being able to sleep. But it was the case that the constant ringing of the engine bells and the hollering of the mate made that an impossibility. So after tossing about from side to side and trying all ways and means to accomplish the desirable object, I was at last compelled to get up – and found the hour to be one o'clock. On repairing to the front of the Boat, I found it fast and tight aground, directly opposite Rising Sun.

The first object that met my view was a bundle of Foreign and Domestic Dry Goods encircling the angelic form of my lady passenger, who was awaiting the Boat's arrival at Rising Sun, where she intended to get off. She soon espied me, and commenced as follows:

"Well, I reckon we are fast and intend to stay so!"

"We are fast, that is certain, but will get off by and by," I replied.

"Well, I don't care if we stick here all night and the next day, for they have no business to come over here on the side of the river. The Captain is a confounded old fool, and this Boat is like a drunken fellow coming out of Cincinnati on a spree, bobbing around and around and dodging out and in on these sandbars. Well, the Captain is a plagued, mean fellow, for he would not put me off in the middle of the river as I wanted him to do and not

keep me here, shivering all the flesh off my bones."

"But Madam, you certainly don't want to get off in the middle of the river!"

"I tell you, I don't care where he puts me, so I get off this hateful boat, for I am sure if I set here much longer I will have a spell of Cholic and oh dear! oh dear!"

I could not stand it any longer, but had to run and have my laugh out. After working some 4 hours, the Boat got over to Rising Sun and the lady evaporated from my sight, and no doubt to her great relief. I hope she didn't have the Cholic, but have not heard. After being aground at Lawrenceburgh and Medoc Bar, I arrived home at one o'clock Sunday, being satisfied with poling up the Ohio in a tub of a Boat. Write me soon.

Yours, &tc.

T.T. Keckeler

Loring Stow, to whom this letter is addressed, was one of three sons and one daughter of Uzziel and Katherine Stow, who farmed five hundred or more acres near what is today East Enterprise, IN. Loring died in 1860 from typhus-related illnesses. He would have been in his late teens when this letter was written. The Keckelers were related to the Stows by marriage through Katherine Stow's family. We checked Loring's diary for 1858, and in it for August 28 he recounts accompanying Mr. Keckeler, who was departing after a visit with the Stow family, to Vevay. They arrived in town at noon and had "dinner" at "the hotel." Loring stayed with Mr. Keckeler until 3:00 p.m. and then departed for home.

Back Cover

Our front cover depicts G.W. HILL, one of the new steamboats documented in Fiscal Year 1909-10 (July 1, 1909 - June 30, 1910). That year also saw several vessels removed from documentation because of their loss. Two of those steamers whose destruction also involved loss of life were CITY OF SALTILLO and J. S., both named in the footnote to the chart on page 16. The upper view shows the burned out remains of the Streckfus excursion boat J. S. (2881) on Bad Axe Island in the Upper Mississippi following a fire on June 25, 1910. The lower view pictures a salvage crew recovering items from CITY OF SALTILLO (1134) wrecked on a rock shore near Glen Park, MO below St. Louis on May 11, 1910. Both photos from Murphy Library, UW-La Crosse.

