

# S & D

# REFLECTOR

Published by Sons and Daughters  
of Pioneer Rivermen



Vol. 54, No. 2

Marietta, Ohio

June 2017



To St. Paul on "The Old Reliable"  
Rebuilding the ISLAND MAID  
Steam Music on American Waterways

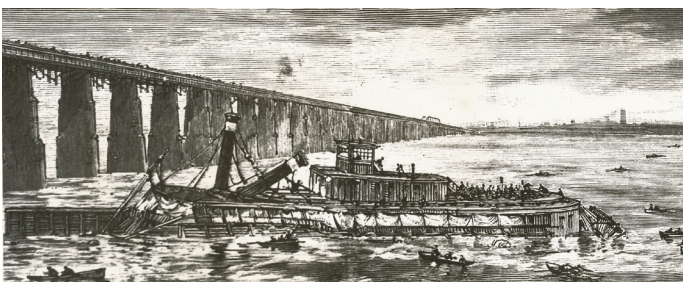
## Front Cover

The big sidewheel QUINCY is landed at Red Wing, MN in the shadow of Barn Bluff sometime between 1911 and 1918 in this view. The steamer was formerly owned by Diamond Jo Line, but at this point in her career was part of Streckfus Steamboat Line's packet fleet before their conversion into excursion boats. Roustabouts are busy unloading freight at the bow while passengers and spectators on shore supervise the proceedings. You can read more about the QUINCY in her earlier years beginning on page 8. *Photo courtesy of Murphy Library, University of Wisconsin - La Crosse.*



## Reflections from Our Readers

John White writes: "Enclosed is a drawing of the wreck of JAMES D. PARKER on the Falls of the Ohio which appeared in March 18, 1882 *Harper's Weekly*. This may be of interest to your readers in connection with Part 4 of the Capt. Pink Varble series in the December 2016 issue. James D. Parker was born in 1833 in Petersburg, KY, a little river town 24 miles south of Cincinnati. He became a store clerk in Aurora, IN and was associated with James W. Gaff, a distiller and steamboat owner there. Parker became a clerk on one of Gaff's steamers and in a few years was made a captain. In 1866 he was named secretary and treasurer of Nashville and Cincinnati Packet Company, which was owned by Gaff. This line later became the Memphis & Cincinnati Packet Company. After Gaff's death in 1879, Parker Wise & Company managed the boats for Gaff's heirs. They also operated a steamboat



supply company or chandlery. Parker went on to become a bank vice president and was on the board of several Cincinnati corporations. In about 1910 he retired to Los Angeles, CA, a wealthy man, and died there in 1926."

💡 Jack's clipping is shown at the bottom of the first column, and with it our thanks for sending it along. Artists at *Harper's Weekly* regularly provided illustrations for newsworthy stories, often including scenes picturing steamboats. The accuracy of these drawings was typically quite good, some produced from actual photographs of the events they depicted.

Jerry Sutphin writes: "A gift I got just before last Christmas from a very good friend might be of interest to S & D members. It is a butter dish that would have ice placed in the bottom and the butter would have been placed on the top piece. It is the engraving that made me very happy. See the attached photos. Don't you love that engraving?"

💡 The two photos which follow picture Jerry's butter dish from the packet KEYSTONE STATE (3288). Built for the P&C Line in 1890 at the Knox Yard in Harmar, OH, the sternwheeler ran out of Pittsburgh through 1909. After being tied up in litigation for an unpaid dockyard bill, she eventually ran in St. Louis-Peoria trade through 1913. The following year she was purchased by Capt. D. W. Wisherd and Sam Gregory who converted her into the excursion boat MAJESTIC (3711). Her career in that business was short lived, less than a week. See details on page 26 of our March 2016 issue. Thanks to Jerry for sharing his holiday treasure.





Capt. Bill Barr writes: "I attended the Inland Waterways Conference last week and handed out many REFLECTORS to people who said "I never knew such a publication existed, etc." I always asked if they liked history and that led into giving them a REFLECTOR and showing them where I had highlighted subscription information. Alan Bernstein organizes this event every year. I laid several REFLECTORS on their check-in desk and saw the stack dwindle down as people picked them up. I am sure that out of this and other distributions we should get some new subscribers."

‡ A tremendous "Thank You and Well Done" to our devoted Board member and chairman of the Gamble Fund Trustees. We all would do well to take note of Bill's sterling example of how to promote S&D and our magazine. Next time you travel, why not pack a few extra back issues of the REFLECTOR in that suitcase for ready distribution as the situation presents itself. Never know who you might run into!

Tom Way writes: "Our mail always arrives in the late afternoon and I thought you would be interested to hear that the REFLECTOR made it all the way to the left coast. Great Cover! I actually saw this picture somewhere on the internet earlier this year. I believe what you have used is a cropped and zoomed in view of what I saw, or a very similar view. It appears that the walkways (flying bridge) do not come directly out of the pilothouse of the DQ at this time, but are behind it. This detail I did not notice before. Do you know any detail of this change? Thank you in advance for the enjoyable evening of reading which I greatly anticipate."

## IN THIS ISSUE

### Columns

<i>Reflections from Our Readers</i>	2
<i>Getting Posted Up</i>	5
<i>Meet Our Contributors</i>	6
<i>Small Stacks</i>	28
<i>Final Crossings</i>	30

### Features

<i>To St. Paul on "The Old Reliable"</i>	8
<i>Rebuilding the ISLAND MAID</i>	19
<i>Steam Music on American Waterways</i>	24

### Articles/Pictures

<i>Announcement of Annual S&amp;D Meeting</i>	6
<i>Hannibal Locks Program Announced</i>	7
<i>Steamboat WASHINGTON Marker</i>	17
<i>Howard Museum "River Rambling" Set</i>	30
<i>New Book on ADMIRAL Released</i>	30

### 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"

1  
9  
3  
9

America's Steam & Diesel  
Riverboat Magazine

2  
0  
1  
7

# S&D REFLECTOR

Published by Sons and Daughters  
of Pioneer Rivermen

Vol. 54, No. 2  
ISSN 1087-9803

Marietta, Ohio June 2017  
Post Office Permit #73, Dubuque, IA

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

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

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

## REFLECTOR BACK ISSUES AND INDICES

Copies of the current or prior years are available at \$8 each, postpaid for 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.

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

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

## SUBSCRIPTIONS

FULL SUBSCRIPTION - \$35 each

FAMILY SUBSCRIPTIONS - (spouses and children under 18) \$1 for each additional name.

Please list full names of family subscribers and remit to:

Sharon Reynolds  
1002 Oakland Drive  
Paragould, AR 72450

You may also subscribe online at [www.riverhistory.org](http://www.riverhistory.org)

## SONS AND DAUGHTERS OF PIONEER RIVERMEN

PO Box 352  
Marietta, OH 45750

[www.riverhistory.org](http://www.riverhistory.org)

### OFFICERS

Jeffrey L. Spear, President • Vic Canfield, Vice President  
Sharon Reynolds, Secretary • R. Dale Flick, Treasurer

### BOARD OF GOVERNORS

Term Ending 2017	Term Ending 2018
Capt. Robert Reynolds	Capt. William Judd
Michael Jones	Thomas Dunn
Taylor Abbott	Fred Rutter

Term Ending 2019  
Lee Woodruff, Chairman  
Capt. William Barr  
John Fryant

### J. MACK GAMBLE FUND TRUSTEES

Capt. Bill Barr, Chairman • Jim Bupp • Capt. Kevin Mullen

### MUSEUM COMMITTEE CHAIRMAN

William Reynolds

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



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



## Getting Posted Up

### A Family Affair

Many moons ago, REFLECTOR editor Fred Way, recipient of a fairly regular stream of photos and pieces of information about Upper Mississippi steamboating from a faithful reader, encouraged that correspondent to continue sending those contributions to the magazine in spite of her misgivings. Capt. Way readily admitted that his was a partial and incomplete background concerning steamboating in that region, and he greatly appreciated the opportunity to expand the scope of the magazine and its narrative through these contributions. It is a situation that has repeated itself these past few years. Your current editor has been the recipient of requests from another generation of loyal readers to include more from the Upper Ohio, Allegheny and Mon Rivers in upcoming issues. In some ways, he finds himself like Capt. Fred, with a similar lack of background regarding steamboating on a different area of inland rivers. And the surest remedy to this deficiency, now, as then, lies in turning to you, our readers and members.

Aware of his own limitations when composing his inaugural issue, your new editor wrote in this first column: "This writer, along with each of our contributors and readers, are inheritors of a legacy that is entrusted to all of us. We each have our particular role in preserving, telling and inviting others to explore the richness of our river tradition. Truly, this is a family matter, and together we share in that responsibility and privilege of passing on our passion to those who follow. We are all Sons and Daughters."

And so, as has been oftentimes the case these past six years, a renewed call goes out to support your magazine by writing and sharing those stories that others in our S&D family have asked us to print. It is not uncommon to hear the response, "But I'm not a writer!" Be that as it may, one of the primary responsibilities of any editor is to do just that, to edit. Rest assured that your efforts will be treated with care and respect and worked into a finished piece that you will be proud to see in print.

## S&D REGIONAL CHAPTERS

Ohio - Kanawha Rivers Chapter  
*Jim Bupp, President*

Middle Ohio River Chapter  
*Michael Jones, President*

Mississippi River Chapter  
*Tom Dunn, President*

## ADJUNCT ORGANIZATIONS

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

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

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


*Weblinks available at [www.riverhistory.org](http://www.riverhistory.org)*

## CONTRIBUTIONS TO S&D AND J. MACK GAMBLE FUND

*S&D subscribers are permitted by Federal law to make financial contributions to S&D or to the Gamble Fund as 501(3)(c) organizations.*

*Thank you for giving consideration to this opportunity. If you desire to make a contribution, please send your check to:*

*J Mack Gamble Fund  
c/o PNC Institutional Investments  
attn. Kevin McManamon  
1900 East Ninth St. 13th Floor  
Cleveland, OH 44114*

But if it is not possible for you to share any stories or photos from these historic early rivers, please make the effort to actively recruit those you know who are able to submit those materials for publication. The S&D REFLECTOR is truly a Family Affair, and like any family, we each have a responsibility to be a contributing member of it. 



## Meet Our Contributors

**John Bowman** (*Steamer WASHINGTON Historic Marker, p. 17*) is a Wheeling native and historian, "West Virginia History Hero," steamboat model builder, and the author of eight historical books, five pertaining to the river and steamboats. He has also authored many Wheeling and West Virginia historical articles. John has built over fifty boat models, many of which are in West Virginia and Ohio museums and in private collections. His most recent publication, *A History of the Steamboat WASHINGTON: The first Successful Western Rivers Steamboat*, was reviewed in our March 2014 issue.

**Jonathan Tschiggfrie** (*Steam Music on American Waterways, p. 24*) is a student of the steam calliope on the inland rivers, having received two successive research grants from the University of St. Thomas to document the story of this quintessentially American instrument and its music. A native of Dubuque and former resident of St. Paul, he now resides in Colorado where, as luck would have it, he is just a stone's throw from Capt. Gabe Chengery, owner of the vintage Nichol instrument formerly on IDLEWILD and AVALON. In addition to research, Jonathan has also performed at the keyboards of many of these river instruments, as well as on the America steam calliope, another Nichol original, in the Milwaukee Circus Parade.

**WAY'S PACKET DIRECTORY 1848-1994**  
ISBN No. 0821411063

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

**WAY'S STEAM TOWBOAT DIRECTORY**  
ISBN No. 0921409697

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

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

### CONTACT

**CHICAGO DISTRIBUTION CENTER**  
11030 South Langley Avenue  
Chicago, IL 60628  
Phone toll-free: 1-800-621-2736  
Check, Money Order or Credit Card


## S&D Annual Meeting September 15-16, 2017

S&D's 78th annual meeting will be headquartered at the Lafayette Hotel in Marietta, with an afternoon lunch and tour scheduled across the river in Williamstown, WV at Henderson Hall.

Friday evening's 8:00 Meet and Greet at Ohio River Museum will provide members their first opportunity to see the recently completed interior restoration on W.P. SNYDER, JR. and to get posted up on the latest news with S&D family. Light refreshments will be served.

Come 9:30 Saturday morning, our annual business meeting will be called to order in the hotel's Sternwheel Room. Financial and membership reports, grants awarded by our J. Mack Gamble Fund, and updates from Ohio River Museum, Cincinnati and St. Louis libraries, S&D's regional chapters, Point Pleasant and Clarrington River Museums, and other items of interest are on the agenda. Nominations and balloting for officers and Board members to serve a three-year term will also take place. Nominees for these positions should be sent to Ruth Guenther or Barbara Hameister prior to September 8.

Following the annual business meeting, members will drive over to Williamstown for a box lunch and tour of Henderson Hall. Lunch/tour tickets are \$22 per person, and must be reserved and paid in advance *before September 10* by remitting payment to Jeff Spear at PO Box 352, Marietta, OH 45750. Please specify choice of sandwich: turkey & swiss; ham & cheddar; or Italian sub.

Friday evening's banquet and program begins at 6:30 in the hotel ballroom. Entree choices are prime rib (\$30), salmon (\$29), or lemon chicken (\$25). Call the Lafayette Hotel at **800-331-9396** or **740-373-5522** to make banquet and room reservations. Our guest speaker this year is Ed Shearer, naval architect and 2017 recipient of IMX Achievement Award, sharing his talk "From Sternwheels to Z-Drives: Evolution of the Towboat." Come join us for a great weekend! 



**US Army Corps  
of Engineers®**  
Pittsburgh District



Ohio Valley  
River Museum

## Hannibal Locks & Dam Visitors Center Re-Opening Ceremony

Saturday, July 1, 2017

Prelude with Patriotic Music:  
Washington Symphony Brass Quintet

**Ceremony at 10:00 a.m.**

The U.S. Army Corps of Engineers Pittsburgh District  
and the Ohio Valley River Museum together,

Cordially invite you to the  
Grand Re-opening Ceremony of the

**Hannibal Locks and Dam Visitors Center**  
40344 State Route 7, Hannibal, Ohio

Saturday, July 1, 2017


Prelude with patriotic music by the  
**Washington Symphony Brass Quintet**

**Official Ceremony will begin at 10:00 a.m.**


Reception with light refreshments to follow.

Please R.S.V.P. no later than June 23, 2017 by calling  
Taylor Abbott at 740-391-6304 or email at  
tgabbott2007@gmail.com.

Federal agency ceremony – Business casual suggested.  
No backpacks, large bags, or weapons permitted.



**US Army Corps  
of Engineers®**  
Pittsburgh District



Ohio Valley  
River Museum

This invitation and advance copy of the program for Hannibal Locks & Dam Visitors Center Re-Opening Ceremony just arrived from Taylor Abbott. We are pleased to pass this along to our readers and hope to share a full report of the festivities in our September issue.

### Background Information


In May of 2016, the Pittsburgh District U.S. Army Corps of Engineers signed a first-of-its-kind partnership with thirteen local entities in Monroe County, Ohio with the goal of bringing new life back into the beautiful grounds and facilities at Hannibal Locks and Dam.

As part of the agreement, the Corps partnered with the Ohio Valley River Museum to design an historical and interactive exhibit within the visitors center highlighting the historic presence the U.S. Army Corps of Engineers have maintained in Monroe County since the early 20<sup>th</sup> century when the first two dams (Lock 14 above Clarington and Lock 15 below Hannibal) were constructed.

Using a \$25,000 grant awarded to Hannibal Locks and Dam by the Corps, work crews from the lock, along with volunteers from the Ohio Valley River Museum and community, have worked tirelessly to renovate, clean, and restore the visitors center after being closed to the public for the better part of 16 years following the September 11, 2001 attacks.

Today, Hannibal Locks and Dam maintains a large and scenic amount of flat grounds under the command of the Pittsburgh District. Found on the grounds before you today are historic exhibits, picnic facilities, walking trails, baseball and soccer fields, and unobstructed views of the hills, river, and local scenery.

It is with great pride and joy that we welcome you back to this beautiful facility today and in the future. We appreciate your support, dedication, and spirit to help continue making Hannibal Locks and Dam a place of recreation, historical interest, and relaxation.



### Official Program

15 minute Prelude: Washington Symphony Brass Quintet

### Opening Ceremony

Posting of the Colors: American Legion Post 76  
"Essayons" Washington Symphony Brass Quintet

"Star Spangled Banner" Washington Symphony Brass Quintet

Invocation: Frederick McCabe, historian  
Ohio Valley River Museum

Welcome and  
Introduction of Guests: M. Scott Edgar,  
Hannibal L&D Lockmaster

Remarks: Colonel John P. Lloyd,  
Pittsburgh District Commander

Mick Schumacher,  
Monroe County Commissioner

Taylor Abbott, president  
Ohio Valley River Museum

Acknowledgments  
and Closing: M. Scott Edgar

Retiring of the Colors: American Legion Post 76  
"Stars and Stripes Forever" Washington Symphony Brass Quintet

Please join us for a ribbon-cutting ceremony  
and reception immediately following the program.

# To St. Paul on "The Old Reliable"

The phone rang one morning in the closing days of April just as your editor was puzzling over what he might use in these columns to complete the rest of the June issue. On the other end was Capt. Dan Shrake in Savanna, wanting to know if we could possibly meet at the offices of the Riverboat TWILIGHT in Scales Mound, IL that coming Friday. The two of us had gathered there often before as guests of Kevin and Carrie Stier to look through steamboat treasures entrusted to their care by the late Capt. Dennis Trone. This time, however, Dan mentioned that he had "picked up a few things that you might like to see." So on a chilly, rainy afternoon, with no hint of what might be in store, this editor set off on the hour long drive to see what Dan had turned up on eBay.

Well, Dan was over finishing up lunch at a local diner when your writer walked into the TWILIGHT office, but his eyes immediately fell upon an antique, yellowed envelope lying there on Carrie's desk, with an intriguing drawing of a Diamond Jo Line packet prominently displayed in the upper left corner. Now, not knowing whether Dan was in the midst of enjoying a long leisurely

lunch or not, it seemed a waste of good time not to investigate its contents. And so, convinced that this was the only responsible thing to do, the five pages were gently removed to reveal the contents of a letter that providentially supplied the solution to the editor's dilemma concerning this June issue.

We will let the writer of that missive tell you in his own words of his adventure on the Upper Mississippi during those summer days of 1900.

On Board Steamer Quincy  
June 17, 1900

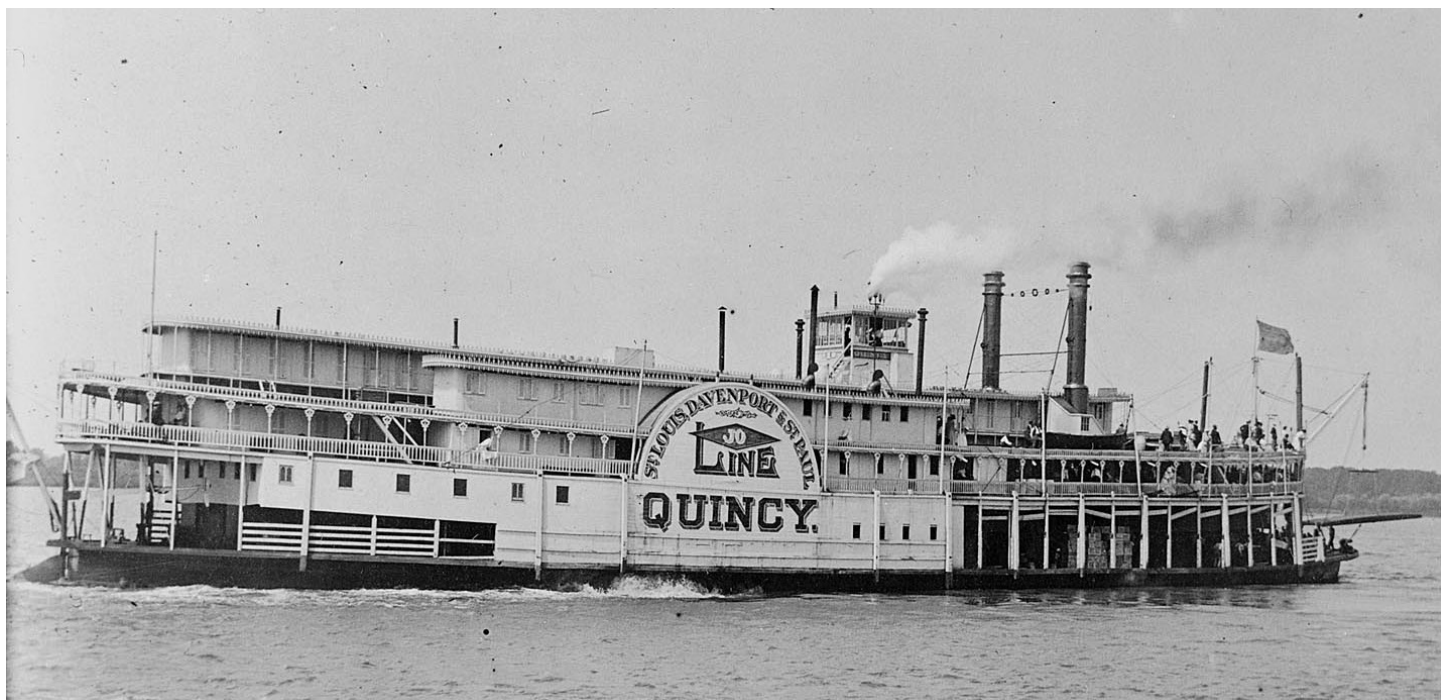
My dear Pearl,

It is getting quite dark and chilly outside so I will refrain from further sightseeing for today and turn my thoughts entirely to you. How I have wished many times today that you were with us, for I am sure you would have enjoyed it and certainly your presence would have added greatly to my happiness.

The part of the river we have traversed today is new to me and the scenery has been a great surprise







*Diamond Jo Line's magnificent packet QUINCY (4625). Built in Saint Louis 1884 as GEM CITY (2222) for Commodore Davidson's Line in the St. Louis-Keokuk trade, her hull measured 263 x 29.8 x 5.6. Steam from her two Scotch marine boilers powered engines 20's with 7-foot stroke and turned wheels 28 ft. diameter with 15-foot buckets. Purchased by Diamond Jo Line in 1891 who ran her in packet service between St. Louis and St. Paul. She was rebuilt in 1896 at the company's Eagle Point boatyard in Dubuque and renamed QUINCY with a hull 264.7 x 42 x 6.8, measuring 806 gross tons. QUINCY proved such a popular boat that extra rooms were added forward and aft of the wheelhouses on her roof. Her master in those early years was Capt. John F. Killeen. Photo courtesy of Murphy Library, University of Wisconsin - La Crosse.*

for it is much finer than any I have before seen on this river, particularly that part of it since leaving Davenport. From where the Rock River empties into the Mississippi, the shores are stony and the banks higher. The rapids extend from Rock Island to Le Claire and this much of the route is traversed very slowly.

Mrs. Chase, Thad's sister, is very nice but has neuralgia and cannot be out on deck much of the time, so we do not see much of her excepting at meal times. Lack of sleep has detracted somewhat from the pleasure of all of us. When we arrived at Burlington, we found that the boat was much behind time and would not arrive until after midnight. We went to the Hotel Delano and turned in, but it was so hot it was impossible to sleep. We were turned out at a quarter to four and the boat was in when we reached the dock and it left very soon. Through some oversight, intentional we think, berths were not reserved for us and we did not get them until we reached Muscatine at noon.

Am writing at one end of the cabin and they

are holding services quite near so I am afraid this will seem to you quite disjointed at least until the preacher gets down off his high [horse]. Most of the 175 people on board seem to be in the audience and I am the only dissenting sinner who hasn't sense enough to keep out of sight. However, I was writing when the trouble commenced, so I think I am privileged to continue, although I am glad the audience is not facing me.

Will enclose a circular with map of this part of the river and have marked the time we are due at different points for the remainder of the trip and the time at towns already passed. The boat will leave Dubuque on time - we are making up lost time rapidly - and if we do not run aground I will go to St. Paul and get back to Chicago Wednesday a.m.

We have arrived at Clinton and I must close and get this into the mail.

Goodbye dear,  
Bert

THE ELEGANT PASSENGER STEAMERS  
**ST. PAUL AND QUINCY**  
 WILL RUN BETWEEN  
**ST. LOUIS and ST. PAUL.**

—THE LARGE—  
**PASSENGER PACKET,  
 DUBUQUE**

Electric-lighted throughout and equipped  
 with Electric Fans.

—WILL RUN BETWEEN—  
**ST. LOUIS, KEOKUK & DAVENPORT**

“THE OLD RELIABLE”  
 —BETWEEN—

**St. Louis and St. Paul**

... OFFERS TO THE ...

**TRAVELER, TOURIST AND PLEASURE-SEEKER  
 REST, RECREATION  
 .. AND ENJOYMENT.**

Light, Airy, Well-furnished Staterooms,  
 Tables Supplied with Every Delicacy,  
 Competent and Obliging Officers,

ARE THE FEATURES WHICH ESPECIALLY  
 COMMEND THIS AS

**THE FAVORITE LINE.**

BY THIS ROUTE YOU SECURE  
**COMFORT, PLEASURE & HEALTH.**

**JAY MORTON, JOHN KILLEEN,  
 PRESIDENT, SUPERINTENDENT,  
 932 MONADNOCK BLOCK, DUBUQUE,  
 CHICAGO, ILL. IOWA.**

**ISAAC P. LUSK, GENERAL PASSENGER AGENT,  
 ST. LOUIS, MO.**

THE TIME CONSUMED ON THE TRIP  
 FROM  
**ST. LOUIS TO ST. PAUL**  
*Ordinarily, is about four days. The return  
 trip is made in about three days.*

THE ENTIRE EXPENSE FOR THIS TRIP IS  
**About First-Class Hotel Rates.**  
 MAKING IT THE CHEAPEST AS WELL AS THE  
**MOST BEAUTIFUL TRIP** in the ENTIRE NORTHWEST.

For further information, Time Tables, etc., apply to any  
 of the following Agents:

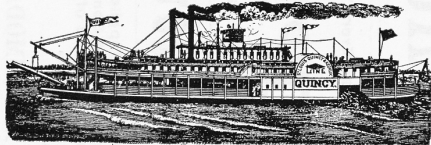
Harry Clark, Gen. Agent.....	St. Paul, Minn.
Chas. E. Day.....	Hastings, Minn.
N. A. Peterson.....	Red Wing, Minn.
Gillett & Eaton.....	Lake City, Minn.
Frank E. Piper.....	Wabasha, Minn.
P. Minck.....	Winona, Minn.
Tracy L. Burke.....	La Crosse, Wis.
Nielander & Co.....	Lansing, Iowa.
Geo. A. Cox.....	McGregor, Iowa.
C. L. Petersen.....	Dubuque, Iowa.
Koeneman & Steverding.....	Belleuve, Iowa.
Geo. Casparia.....	Savanna, Ill.
S. E. Day.....	Sabula, Iowa.
J. C. Snyder.....	Fulton, Ill.
Smith & Oakes.....	Clinton, Iowa.
Geo. Lamont.....	Rock Island, Ill.
Jas. Osborn.....	Davenport, Iowa.
Wm. G. Block Co.....	Muscatine, Iowa.
W. W. Kinneer.....	Burlington, Iowa.
J. H. Einspanjer.....	Fort Madison, Iowa.
Jno. McNamara.....	Keokuk, Iowa.
W. J. Clippert.....	Warsaw, Ill.
J. A. Zenge.....	Canton, Mo.
A. H. Pennoyer.....	Quincy, Ill.
C. A. Pennoyer.....	Hannibal, Mo.
H. W. Pitzer.....	Louisiana, Mo.
K. H. Norris.....	Clarksville, Mo.
Eagle Packet Co.....	Alton, Ill.
ISAAC P. LUSK, General Passenger Agent.....	St. Louis, Mo.
JAY MORTON.....	932 Monadnock Block, Chicago, Ill.

**Top left:** Diamond Jo Line advertisement during the last decades when the company operated four steamers: the sidewheel packets ST. PAUL and QUINCY in the St. Louis-St. Paul run and sternwheel DUBUQUE in St. Louis-Davenport trade. The fourth steamer of the Line was SIDNEY, which ran the entire Mississippi and was first of the boats to be operated as an excursion steamer when the company was sold to Streckfus Steamboat Line in 1911. After Joseph “Diamond Jo” Reynolds passed away in 1891, his wife Mary Morton Reynolds became president of the steamboat company, and on her passing in 1895, her brother Jay Morton assumed control of operations. Capt. John Killeen at Dubuque was Marine Superintendent of the line and also supervised construction at the Diamond Jo Boatyard at Eagle Point. Harry Clark was General Passenger Agent at St. Paul and Isaac Lusk at St. Louis.

**Bottom left:** Two company ads from 1898-99 Fort Madison, IA and Davenport, IA City Directories. The Line was dubbed “The Old Reliable” and by this time their profits were largely the result of passenger, rather than freight traffic. Dr. William “Steamboat Bill” Petersen’s company history in The Palimpsest cites a sampling from twenty-six reports of these boat’s ledgers amounting to \$385,008 in freight revenue versus \$659,799 in passenger receipts for the same period. All illustrations on this page from April 1970 issue of The Palimpsest story “The Diamond Jo Line” by William J. Petersen.

Listen to What We Say. —  
 You can travel by the Old Reliable  
**Diamond Jo Line Steamers**

Cheaper than you can board at any First-Class Resort.



PATRONS OF THE

**Great River Route**

Secure all the elegance and comforts of a First Class Hotel while seeing the ever changing and

**Magnificent Scenery of the Mississippi River.**

The Steamers of this line are provided with every known convenience for

**SAFETY, COMFORT AND SPEED,**

Are commanded by able and experienced officers, and their tables are supplied with every obtainable luxury.

For Rates and Information, apply to

ISAAC P. LUSK, General Passenger Agent,  
 ST. LOUIS, MO.  
 J. H. EINSPANJER, Agent, FORT MADISON, IOWA.

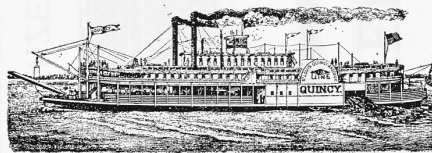
McCoy's Fort Madison City Directory — 1898-1899

**LISTEN**

To what we say. You can travel by the Old Reliable

**DIAMOND JO LINE  
 STEAMERS**

Cheaper than Board at a First Class Summer Resort



PATRONS OF THE

**GREAT RIVER ROUTE**

Secure all the Elegance and Comfort of a First-Class Hotel while seeing the ever changing and Magnificent Scenery of the Mississippi River.

THE STEAMERS of this line are provided with every known Convenience for Safety, Comfort and Speed; are commanded by Able and Experienced Officers, and their Tables are supplied with every Obtainable Luxury.

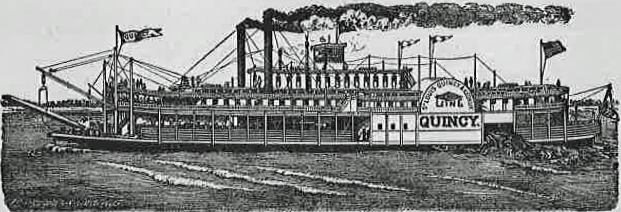
For Rates and Information apply to

**JAMES OSBORN, Davenport, Iowa**  
 or ISRAPG P. LUSK, Gen'l Pass. and Freight Agt., St. Louis, Mo.

Stone's Davenport City Directory — 1898-1899

**Top right:** Page two of the letter. All five pages were written on the boat's biege-colored stationery, 5¾ x 9¼ inside a 3½ x 6¼ envelope of the same color. The engraving of steamer QUINCY at the top of each sheet was printed in black. Of particular interest on the back side of each sheet is a print of the route served by Diamond Jo Line steamers and all rail connections to the ports serviced by the company. A copy of that map appears on page 12. It is especially noteworthy that an engraving and printed name of the steamer appears on the stationery letterhead, and we suppose that this was also true of the other boats of the Line. If so, this practice was similar to that adopted by many of the finer steamship lines of the period, and adds a definite "touch of class" to the amenities provided on board. This illustration and envelope on page 8 courtesy of Dan Shrake.

**Bottom:** Deck plan of accommodations on boiler deck of QUINCY as pictured in "The Diamond Jo Line" story in The Palimpsest. 58 staterooms are shown, along with 6 parlors or suites. These were added to the boat later in her career as her popularity grew with the traveling public. In the letter mailed from the QUINCY that Sunday, June 17, 1900, our correspondent "Bert" mentions there were 175 passengers on the trip. Whether all of these were cabin passengers, or if some were deck passengers only we are not told. The boat also had accommodations on her texas deck, and judging by the full length of that texas cabin, we presume some of those rooms were for passenger accommodation and not all crew rooms. The crew on this boat must have been sizable, and we surmise that the officers and many of those in the steward and housekeeping departments may have been housed up there.

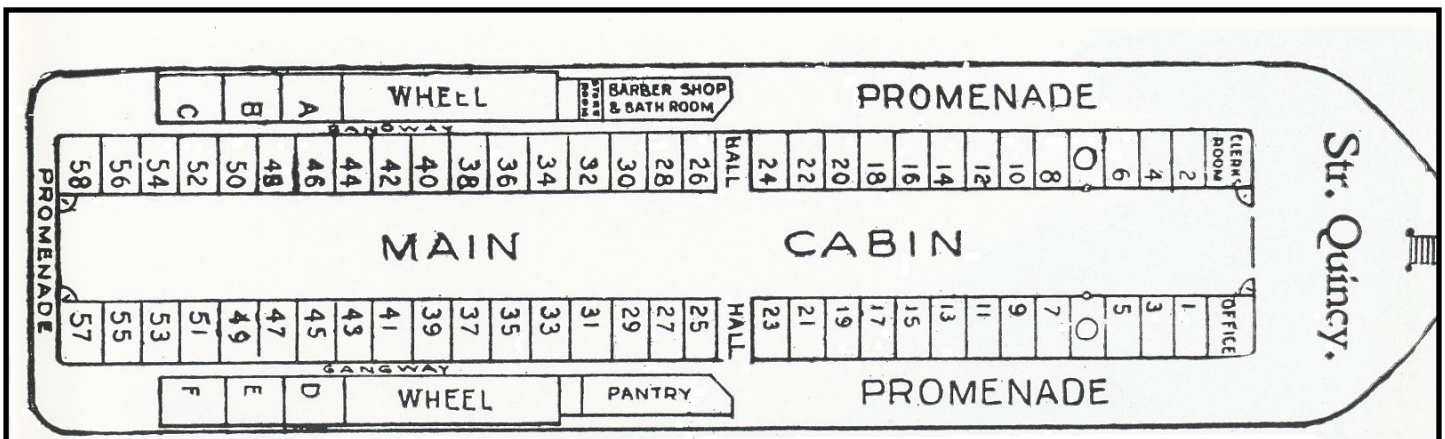


4-1900-4M.

On Board ✓ Steamer Quincy, ..... 190.....

*surprise for it is much finer than any I have before seen on this river, particularly that part of it since leaving Davenport. From where the Rock River empties into the Mississippi the shores are stony and the banks higher. The rapids extend from Rock Island to Big Blaine and this much of the route is traversed very slowly.*

*Mr. Lane - Thad's sister, is very nice. But has neuralgia and can not be out on deck much of the time, so we do not see much of her excepting at meal times. Lack of sleep has detracted somewhat from the pleasure of all of us. When we arrived at Burlington we found that the boat was*



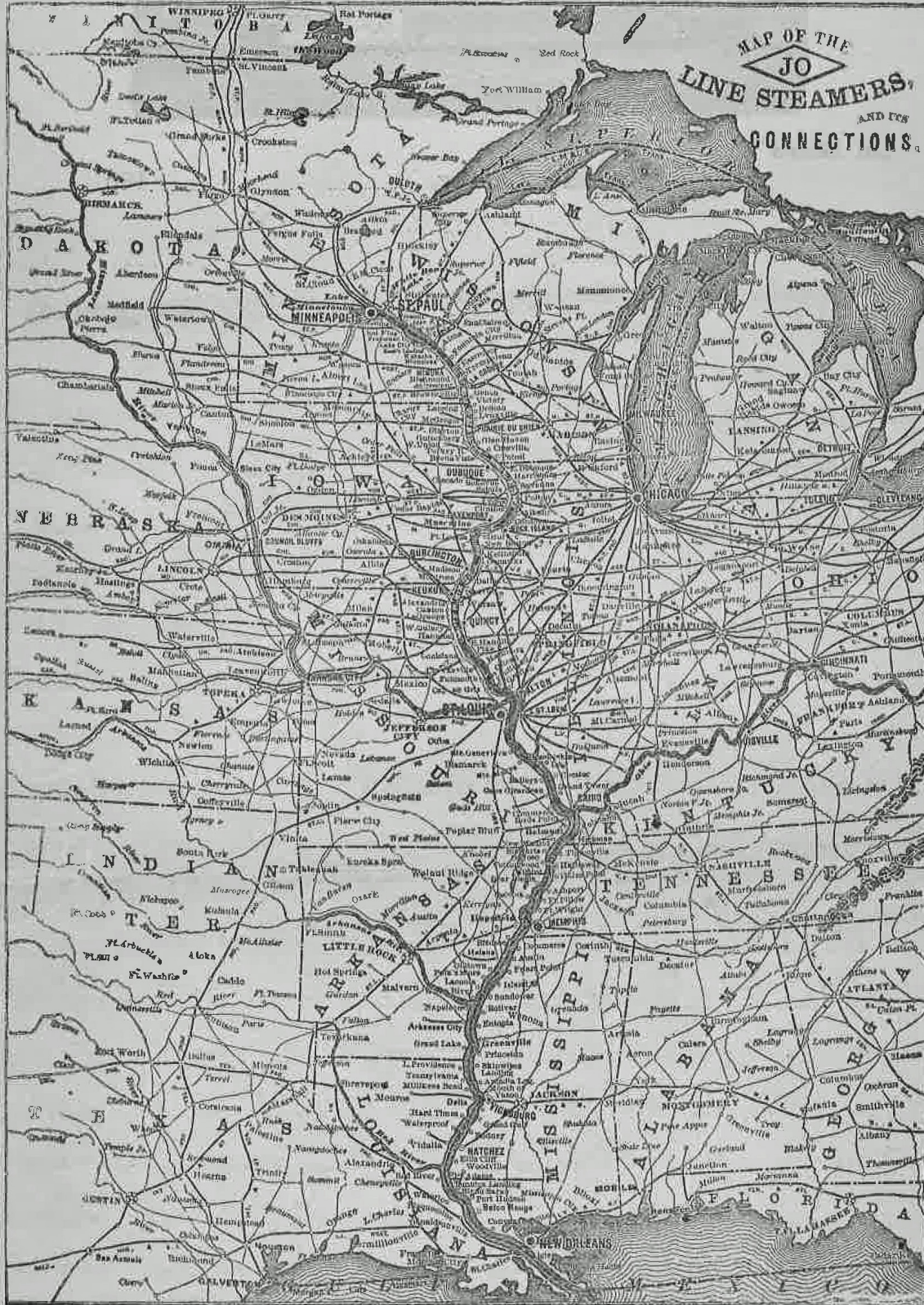
STEAMERS—DUBUQUE, SIDNEY, QUINCY, ST. PAUL.

JAY MORTON, President,  
ST. LOUIS.

JOHN KILLEEN Superintendent,  
DUBUQUE, IOWA.

GENERAL OFFICE, ST. LOUIS, MO.

ISAAC P. LUSK, General Freight and Passenger Agent, St. Louis, Mo.



**Left:** Map showing rail connections for the route served by Diamond Jo Line Steamers. This detailed drawing appeared on the back side of each sheet of stationery provided to passengers on the QUINCY. We are suspecting that our correspondent "Bert", having arrived in Burlington, IA to board the boat after leaving his home in Chicago, made that trip by rail. The accompanying drawing shows that a direct route from Chicago to Burlington would have been readily available to him via the CB&Q RR (Chicago, Burlington and Quincy). In these waning days of steamboat service, cooperation with railroads in getting passengers to points of embarkation on Diamond Jo steamers would have been in the best interest of both the rail and steamboat companies.

**Right:** Information and terms of passage on Diamond Jo Line steamers. As this brochure mentions "the new steamer" ST. PAUL, we may place its date somewhere after 1894 when she had been rebuilt at Dubuque. Brochure from April 1970 The Palimpsest.

THE OLD RELIABLE BETWEEN  
ST. LOUIS AND ST. PAUL.

**AS OUR RUNNING TIME** depends very much upon the stage of water, and is liable to change, our time tables are not published herein, but will be furnished, or our leaving time from any station given, on application to any Local or the General Passenger Agent.

The New Steamer St. Paul, is the largest and finest passenger steamer on the Mississippi River. Stateroom accommodations are provided for over three hundred passengers. This steamer is a marvel of marine architecture.

### MEALS AND BERTHS.

Holders of cabin transportation tickets can purchase through meal and berth tickets, or will be furnished meals at meal hours on board steamer at the following rates: Breakfast, 50 cents; dinner, 75 cents; supper, 50 cents. Berth in stateroom, \$1.00 per night for each person.

All meals and berths furnished to passengers after steamer has arrived at their destination or previous to advertised leaving time will be charged extra, at regular rates, except that when steamers arrive at terminal point during the night, passengers may remain in their berths until morning without extra charge, whenever steamer remains in port that length of time.

### RATES FOR CHILDREN.

When accompanied by an adult, children under three years of age will be carried free; between three and five years of age, one-quarter fare; between five and twelve years of age, one-half fare; over twelve years of age, full fare. This rule will be strictly enforced, and when tickets include meals and berths, not over two children of any one class will be allowed with an adult holding only one full fare ticket. Additional children will be charged next higher rate.

Children will be charged full fare if occupying seats at the first table, except when they can be given such seats without inconvenience to adult passengers.

Several details of Bert's trip may be deduced or at least reasonably hypothesized based on what he writes to his friend Pearl. We have already surmised that he traveled by rail from his home in Chicago to Burlington, IA, where he later boarded the QUINCY for the upstream trip to St. Paul. In 1900, Union Station in Burlington was located but two short blocks south of the Hotel Delano situated at 112-118 North Main Street, and was most likely one of the hotels nearest the train station or else a hostelry that may even have been recommended by the steamboat line for early arriving passengers (or late arriving steamboats.) It was also situated within 4 or 5 blocks of the landing. The contemporary company brochure above quotes a \$1.00/night charge for a

### BEAR THESE IN MIND.

Only by this route can the magnificent scenery of the Upper Mississippi River be seen to advantage.

You can travel with us for less money than you can board at a first-class hotel.

The pure air, the exhilarating atmosphere and the pleasant surroundings give the traveler an amazing appetite.

All first-class tickets include meals and berth, unless otherwise stated on the ticket.

All the dust and discomforts of railroad travel are avoided by traveling on our fine steamers.

A good orchestra is on each steamer.

When comparing rates by this line with all-rail rates, please add to the latter sleeping car charges and cost of meals, that the comparison may be just.

It is a good plan for parties in the interior to write our agent at the nearest river point, and have him advise them when a steamer will be due, to avoid even the possibility of delay on arrival at the river.

Stop-overs are not granted at points between embarkation and destination on either one-way or round-trip tickets. Persons desirous of stopping at intermediate points, should purchase tickets to such points only.

The regular landing whistle of our line is two long blasts of the steam whistle, followed by two short blasts in quick succession. One long blast followed by one short one is the hailing signal, and means that the steamer will not land at the point she is approaching unless signaled.

In case of disagreement with the clerk relative to tickets or amount of fare, or with any officer regarding privileges or charges, the passenger should accept the officer's ruling and refer the matter to the General Office for adjustment. The officers have no discretionary power, and are governed by rules which they cannot change.

berth in a stateroom, and \$1.75 for one day's meals. The trip from Burlington to St. Paul was 480 miles, and using the running time between Burlington and Muscatine as 7 hours, the boat was averaging just over 7½ mph. That would make the total running time to St. Paul about 64 hours, not including landings along the way. We could reasonably expect then that QUINCY would have arrived at her northern terminus sometime after midnight in the early morning hours of Wednesday, June 20, in time for making rail connections back to Chicago that same morning as per our correspondent's stated intentions. This schedule would have worked out at \$3.00 for his berth and \$5.25 for meals, totaling \$8.25 for the 3-day passage.

Whether or not our friend completed the trip all the way to St. Paul we do not know, but of those things he does record perhaps the most interesting is his commentary on the Sunday afternoon/evening service conducted by the preacher who was aboard. Readily coming to mind are several noted steamboat owners/captains who were staunch advocates of observing the Sabbath Day: Capts. Tom Ryman Sr. and Jr. of Nashville and Commodore William Davidson whose White Collar Line was the immediate predecessor of the Diamond Jo Line on the Upper Mississippi. They were joined by several other steamboat captains on various rivers as well. And Diamond Jo Reynolds himself was a devoted teetotaler, although that in itself does not necessarily imply a strict adherence to observance of the Sabbath. So we cannot be certain whether the reverend aboard the *QUINCY* was just a passenger who volunteered his services that Sunday, or whether this was common practice on all Diamond Jo boats of the time. Nevertheless, your editor could not help but think of what Mark Twain might have observed had he been on board, and our correspondent's observations are certainly cut from the same cloth.

We cannot bring this story to an end without sharing a few additional details about the steamer *QUINCY*. The big packet was perhaps most well known, or at least most often photographed in connection with her sinking near Mount Trempealeau between La Crosse and Winona on July 12, 1906. In fact, local steamboat owners turned the mishap into a financial windfall by organizing "Visit the Wreck" cruises to watch the salvage operations underway in the days that followed. Diamond Jo Line's Capt. John Killeen had been the boat's first Master and most likely superintended her rebuilding in 1896, which included the addition of six parlor rooms on each side of the wheelhouses. At the time of her sinking he was the company's Marine Superintendent whose job it was to raise and repair the sidewheeler. With great skill and great economy, he was successful and the boat was returned to the Eagle Point Yard where once again he supervised her rebuilding, including replacement of her Scotch marine boilers with four conventional Western Rivers boilers. However, within 5 years the boat and all three of her sisters would become the property of Capt. John Streckfus, and in 1919 she would be rebuilt into his elegant excursion boat

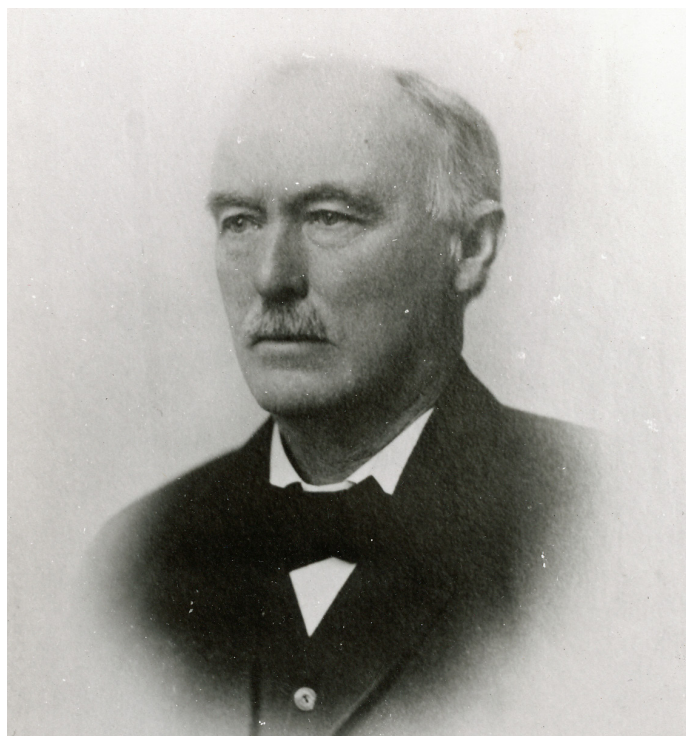


*QUINCY's main cabin set for dinner. At least ten table stewards are visible, with others in the distance. Murphy Library photo.*

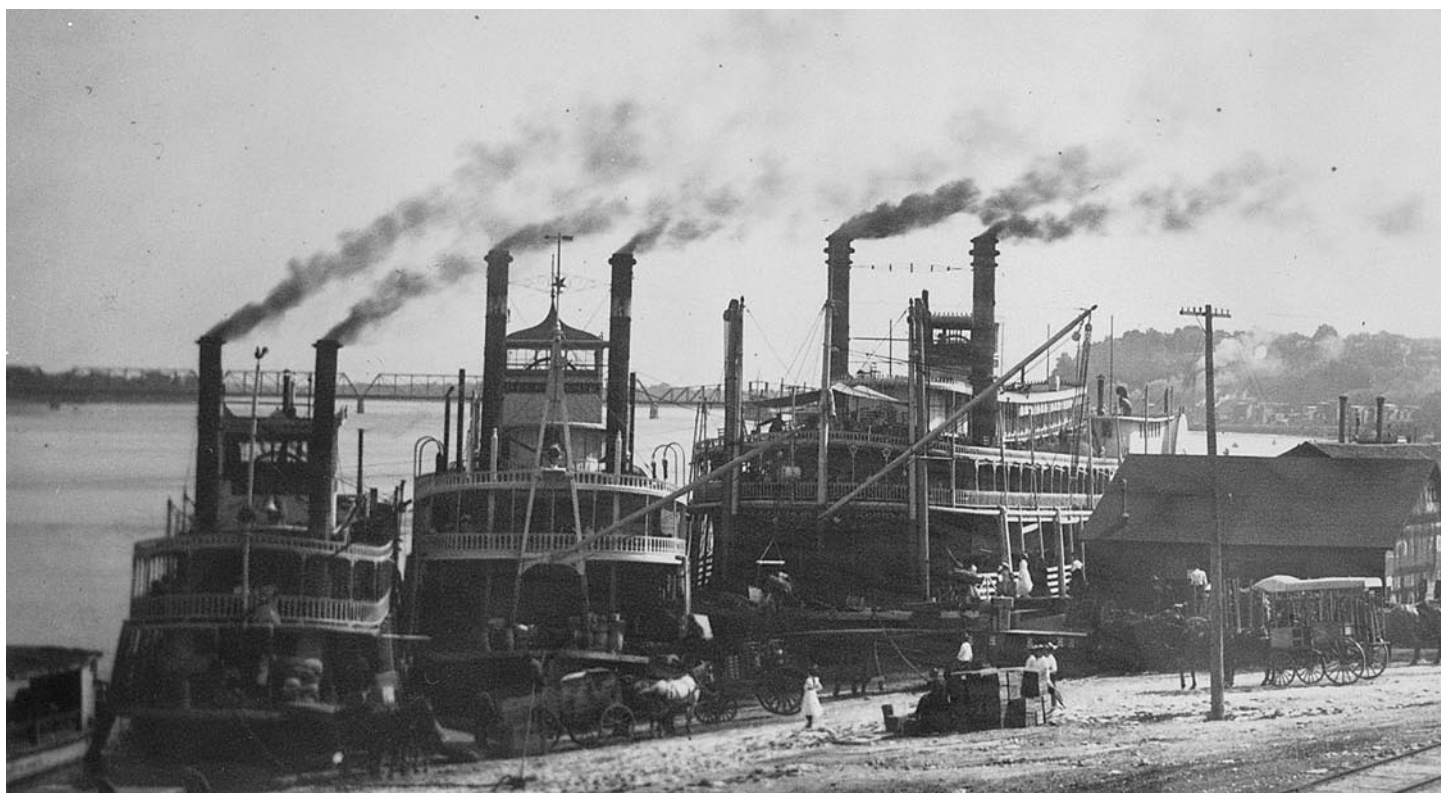
J. S. DELUXE, dubbed “the Garden Steamer” and designed to cater to the carriage trade in St. Louis. Capt. Killeen’s career prospered even before the demise of the Diamond Jo Line as he, with Jacob Schreiner and some other partners purchased the equipment and yards of the Iowa Iron Works in Dubuque’s Ice Harbor in 1904, to organize a new company: the Dubuque Boat and Boiler Works. 🕒



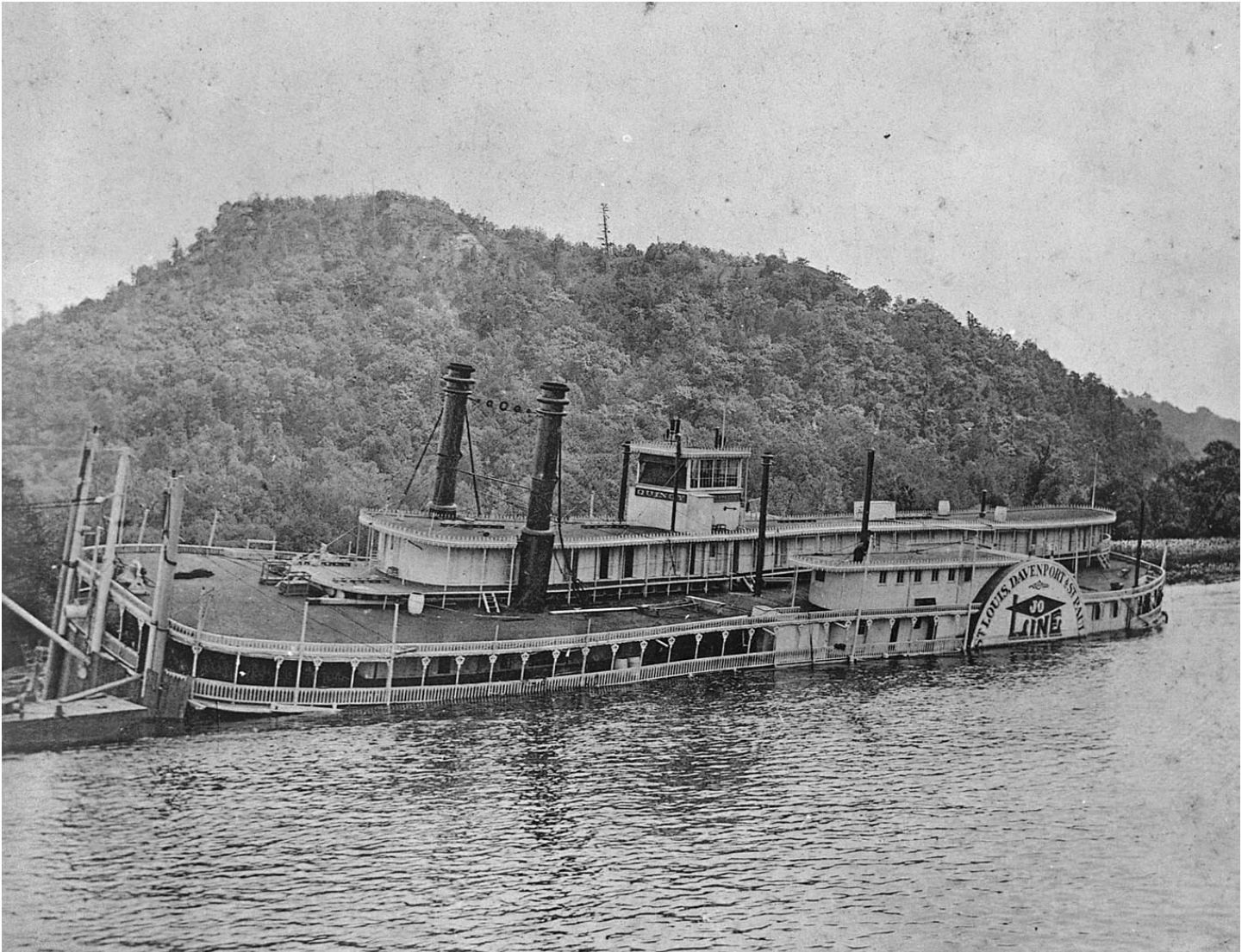
*Union Station at Burlington, IA, terminus of the CB&Q rail journey from Chicago which preceded the writer’s 3-day cruise on the QUINCY. Delano Hotel was two blocks up Main St.*



*Capt. John F. Killeen (1844-1938), QUINCY’s first master under Diamond Jo houseflag and later on Marine Superintendent for Diamond Jo Line. From editor’s collection.*



*L to R: ELOISE (1795), HELEN BLAIR (2568) and QUINCY at Burlington landing. ELOISE was built in 1889 at Harmar, OH as the towboat ELIZA H. Bought in 1900 by Capt. Tom Reel of Burlington, he ran her in the Keokuk-Burlington trade until she was purchased by Capt. Walter Blair in 1907 and renamed WENONA. HELEN BLAIR, also built at Harmar in 1896 as URANIA, was purchased by Capt. Blair in 1901 to run local trades out of Burlington. Her claim to fame is that she was the last steamboat to travel to Galena, IL on Fever River on April 27, 1913. The presence of these boats together at Burlington date the photo between 1901 and 1907, roughly the same period as the QUINCY’s trip documented in the letter. In the background is the CB&Q RR Bridge over which our correspondent would arrive in town to await the start of his trip upriver. Photo from Murphy Library, UW - LaCrosse.*



*Steamer QUINCY sunk at foot of Mount Trempealeau on July 12, 1906. Several small steamers from the area carried interested sightseers out to view the boat and the salvage operations that were underway. Photo from Murphy Library, UW - La Crosse.*



*Capt. Killeen's salvage and boatyard crew pumping out the hull of QUINCY after temporary patches were in place. Photo from Murphy Library, Univ. of Wisconsin - La Crosse*



*1896 view of QUINCY under renovation on Diamond Jo ways at Eagle Point, five years after her acquisition and rebuilding from Davidson Line's GEM CITY. Murphy Library photo.*



# Steamboat WASHINGTON's Historic Marker

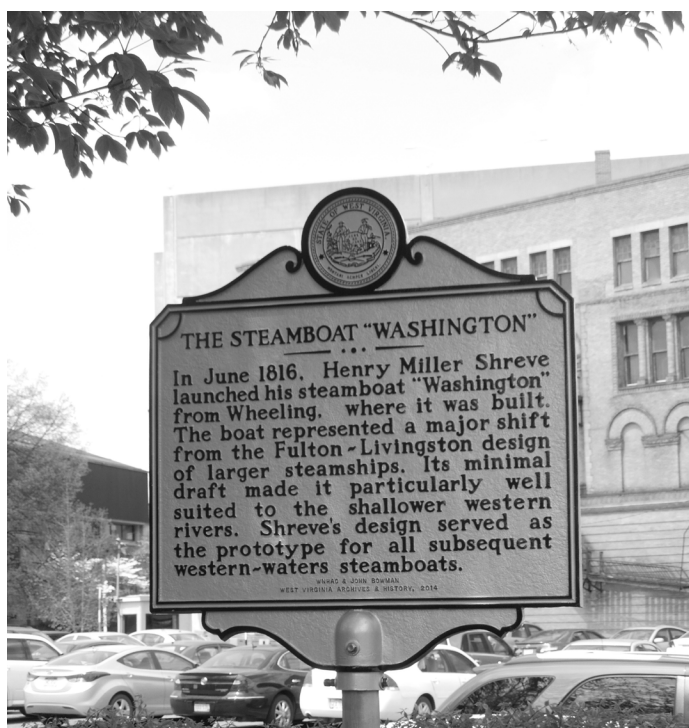
by John Bowman

In 1929, Garnett Laidlaw Eskew wrote of Wheeling in his critically acclaimed *The Pageant of the Packets, A Book of American Steamboating*: “We wonder if Wheeling knows she is the birthplace of the American steamboat. The chances are no, ten to one, and the chances are even greater that the rest of the Midlands does not know it.”

Most riverboat historians consider Wheeling the “Birthplace of the American Steamboat”, and a new West Virginia Historical Highway Marker recently installed at Sixteenth and Main Streets commemorates that fact. The marker is provided by John Bowman with support from the Wheeling National Heritage Area Corporation.

The West Virginia Historic Highway Marker reads:

“In June 1816, Henry Miller Shreve launched his steamboat WASHINGTON from Wheeling, where it was built. The boat represented a major shift from the Fulton-Livingston design of larger steamships. Its minimal draft made it particularly well suited to the shallower western rivers. Shreve’s design served as the prototype for all subsequent western-waters steamboats.”



Henry Miller Shreve built the steamboat WASHINGTON on the north bank of Wheeling Creek. This site is now the parking lot of the “WesBanco Arena”, west of Main Street along Wheeling Creek. Shreve chose this spot when he came to Wheeling, VA and laid the WASHINGTON’s keel September 10, 1815. Wood to build the hull and superstructure came from the timbers of Wheeling’s old Fort Randolph, U.S. Troop Garrison, which stood nearby.

The steamboat WASHINGTON was the first of its kind in many respects. She was the first steamboat with a flat-bottomed hull allowing her to skim over the water, not cut through it; the first boat with high-pressure steam engines; and the first double deck steamboat. In addition, she was the first to have a ‘hogging frame’ with ‘hog chains’, to control any limberness in boat handling and to allow for flexibility at bow and stern, an advantage when sailing in shallow water. She was also the first steamboat to suffer an explosion of her boilers. While WASHINGTON awaited its steam machinery to arrive from Brownsville, PA, Shreve achieved another first when he had his boat carpenters build a covered bridge, Wheeling’s first bridge across Wheeling Creek to the south bank. It would serve Wheeling until it was carried away by an ice gorge in the winter of 1832, to be supplanted by the first “stone bridge” over the creek. Wheeling’s present Main Street Bridge, begun in 1891, replaced that 1833 stone bridge.

WASHINGTON was launched and set sail for New Orleans June 3, 1816. On her sixth day out near Marietta, OH, the end of one of her engine’s cylinders was blown off. A column of scalding water was thrown into the crowd, inflicting injuries on nearly all of the boat’s crew and passengers. Seven were killed outright and seven more were wounded by inhaling the scalding steam. Several of the wounded died a short time afterwards. Soon repaired and newly provisioned, WASHINGTON got underway September 9th. She arrived at Louisville September 20th and reached New Orleans October 7, 1816. Shreve made two successful round trips

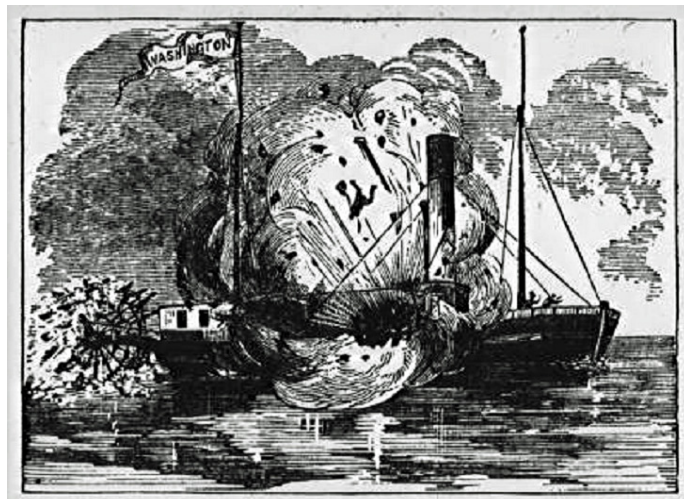
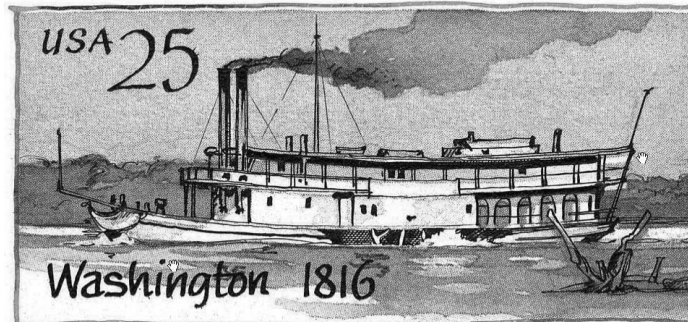
between Louisville and New Orleans and on her third, she made Louisville in 24 days. This voyage, historians claim, was the beginning of steam-powered inland river navigation and convinced the public that steamboats were the future.

Garnett Eskew writes, "When Shreve's steamboat took shape on the ways at Wheeling, VA, the whole of the surrounding river country came to ridicule her and her builder. For the craft which Shreve built, violated, in her make-up, all the accepted principles of shipbuilding. Shreve flung to the winds all precedent." Shreve's WASHINGTON had proved she could successfully bring a full cargo up-stream under her own power and she was the first to do so. She would be the prototype of all future Western River steamboats and Wheeling was known thereafter as the Birthplace of the American Steamboat. Ⓢ

*John has conducted detailed and extensive research into the story of Shreve's WASHINGTON and of Wheeling's place in the seminal history of the Western Rivers steamboat. Some earlier researchers, notably Louis Hunter in his 1949 classic volume Steamboats on the Western Rivers, tend to be a bit more reserved in the singular place awarded to this vessel. All of which calls our attention to the fact that history and its interpretation are ever-evolving as new information is uncovered and its accuracy verified. We owe a great debt to all writer/researchers who continue to do careful and credible work in the history of steamboating. - Editor*



*An early and rather inaccurate artist's conception of Shreve's WASHINGTON. Courtesy of Public Library of Cincinnati and Hamilton County.*



*Above left: Drawing of WASHINGTON explosion on June 9, 1816 at Marietta, OH on her first trip. Courtesy of Public Library of Cincinnati & Hamilton County.*



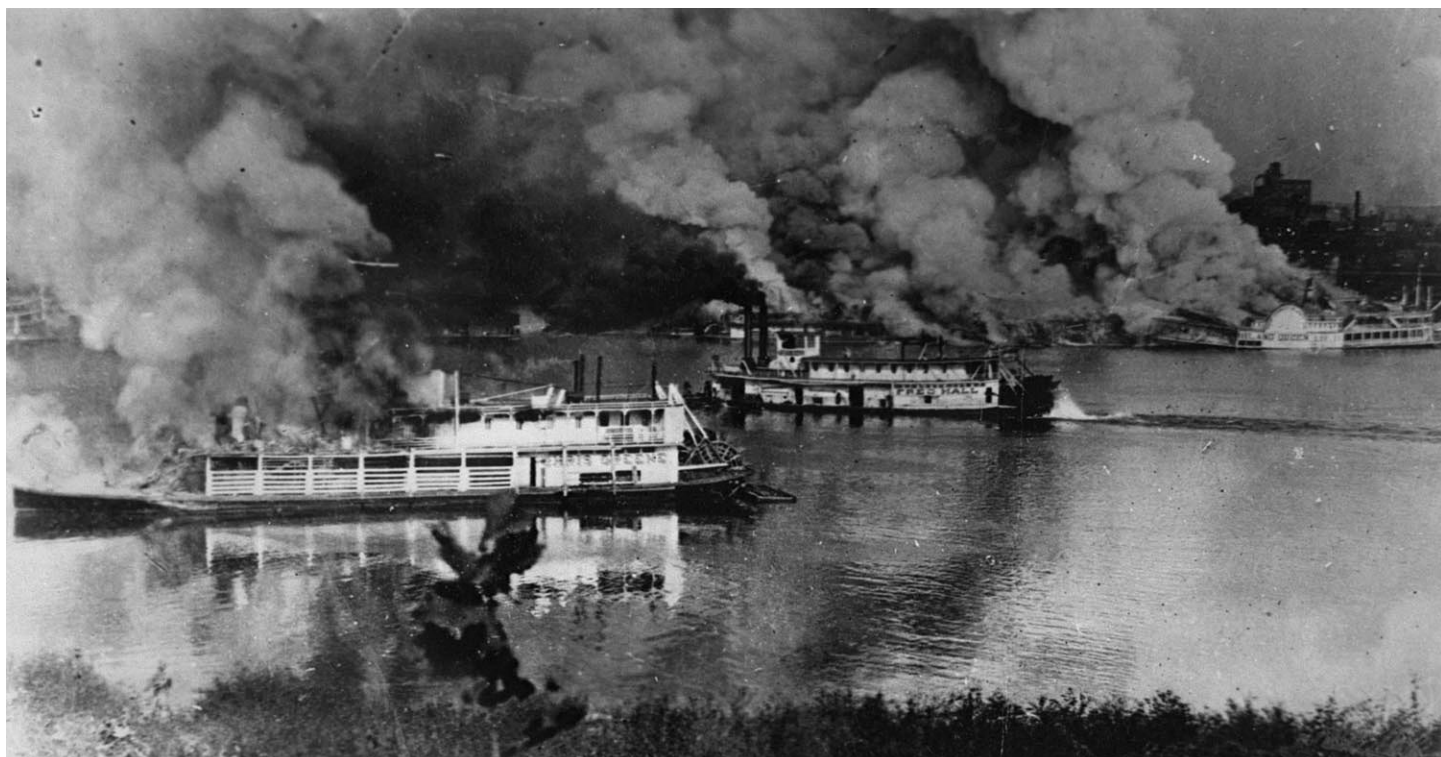
*Above right: Watercolor drawing of commemorative USPS postage stamp issued March 3, 1989. Contemporary sources confirm the boat was a sternwheeler, not a sidewheeler as pictured here. Left: Author and historian John Bowman with his model of WASHINGTON. This photo and photo on page 17 courtesy of John Bowman.*

# Rebuilding the ISLAND MAID

The management of Cincinnati's Coney Island Amusement Park, located about 8½ miles upstream from the city front, decided in 1895 to expand their operations into the steamboat business by building and operating their own excursion steamer. After a succession of more than a half dozen boats which had provided service to the park earlier, the ISLAND QUEEN (2799) was built in 1896 at the Cincinnati Marine Railway. Several other vessels would supplement the IQ's trade in the coming years as well, but on November 4, 1922, a waterfront fire destroyed Coney Island's flagship along with her running mate MORNING STAR, and two vessels of the Greene Line, TACOMA and CHRIS GREENE. This fire precipitated the building of a second and larger ISLAND QUEEN, which entered service in April 1925, while two replacement vessels ISLAND BELLE and ISLAND MAID took up the slack in the interim. Upon completion of the new boat, the ISLAND BELLE was retired and only the ISLAND MAID continued to run in tandem with the recently christened ISLAND QUEEN.

In mid-April of 1929, while still lying in winter layup before the start of the Coney Island season, ISLAND MAID caught fire and her upper decks were burned off. With the Park opening only weeks away, the company rushed the boat to Howard Shipyard down at Jeffersonville for rebuilding. She arrived at the shipyard on May 6, and in just over five weeks, the master boatbuilders and woodworkers at Howards had the boat back in service opposite the ISLAND QUEEN by June 12.

The Howard Museum Steamboat Photo Collection documents many of the fine steamboats and other craft built by this well-known firm. And in an amazing series of photographs, the lightning-fast rebuilding of ISLAND MAID has also been preserved. Beginning on the next pages, we share this pictorial history with you. Coincidentally, the IM was originally a product of this same shipyard when she came out new in 1909 as G. W. HILL. Perhaps some of the same boatwrights who constructed her were at work on her decks again. 🕒



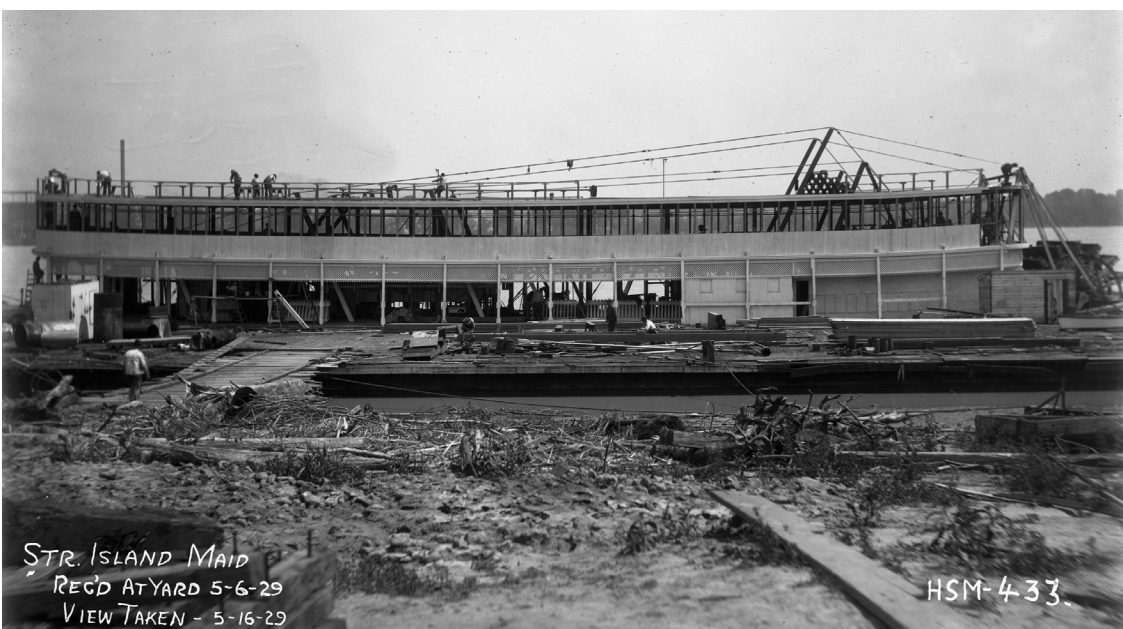
*Cincinnati riverfront fire on November 4, 1922 destroyed CHRIS GREENE (foreground), ISLAND QUEEN (right rear), MORNING STAR and TACOMA. In the aftermath, Coney Island Co. purchased G.W. HILL, renamed her ISLAND MAID, and placed her in service to the Park until a new ISLAND QUEEN was completed. At center the towboat FRED HALL passes by the burning fleet. Although the HALL was untouched by the fire, a strange twist of fate ten years later placed her on the marine ways at Madison, IN alongside the ISLAND MAID, when fire broke out, destroying them both. Photo from Murphy Library.*



**Top:** ISLAND MAID on the marine ways of Ayer & Lord Tie Company in Paducah. To her left is Ayer & Lord's towboat A.I. BAKER (T0014), formerly DAN O'SULLIVAN. There appears to be another boat on the ways inboard of IM. Might she be Wheeling Steel & Iron Co.'s TRANSPORTER (T2465) during her rebuilding here after she was blown across the river and upset in a storm near Joppa, IL in May 1927? Capt. Way also notes that A.I. BAKER may have been acquired and renamed by Ayer & Lord in 1927, which would jive with this view. If so, IM is pictured here sometime 1927-28 just before the fire that destroyed her upper works in April 1929.



**Middle:** Early work on the boiler (ballroom) deck has commenced ten days after her May 6 arrival at Howard Shipyard. Coney Island Company was eager to get the boat back in service with ISLAND QUEEN, since the Park opened for the season on Memorial Day weekend (last weekend in May).

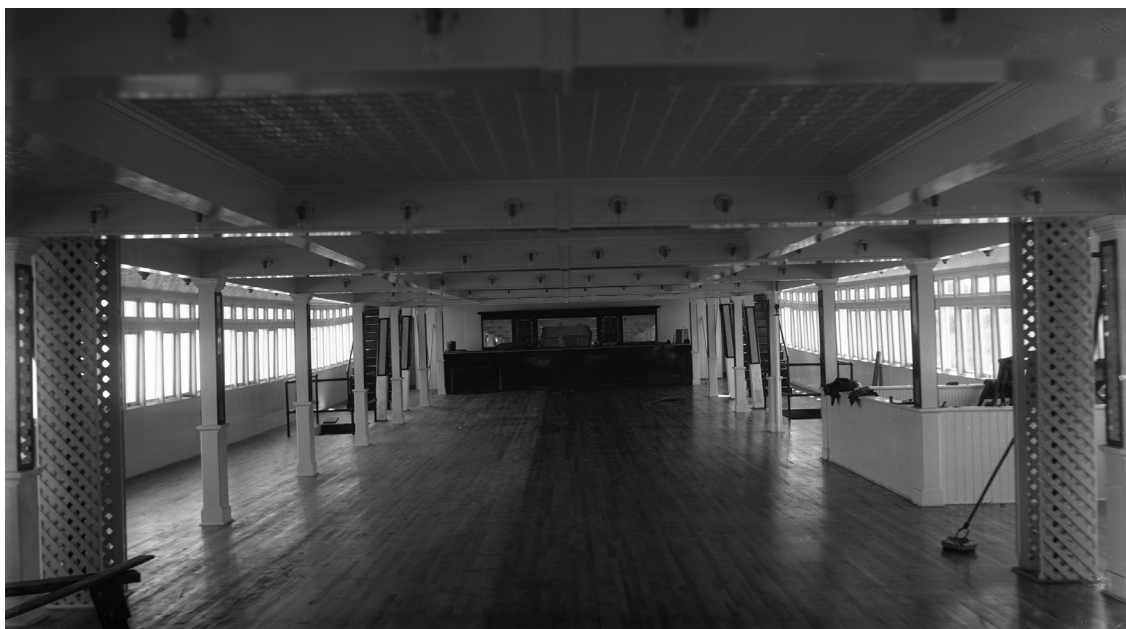
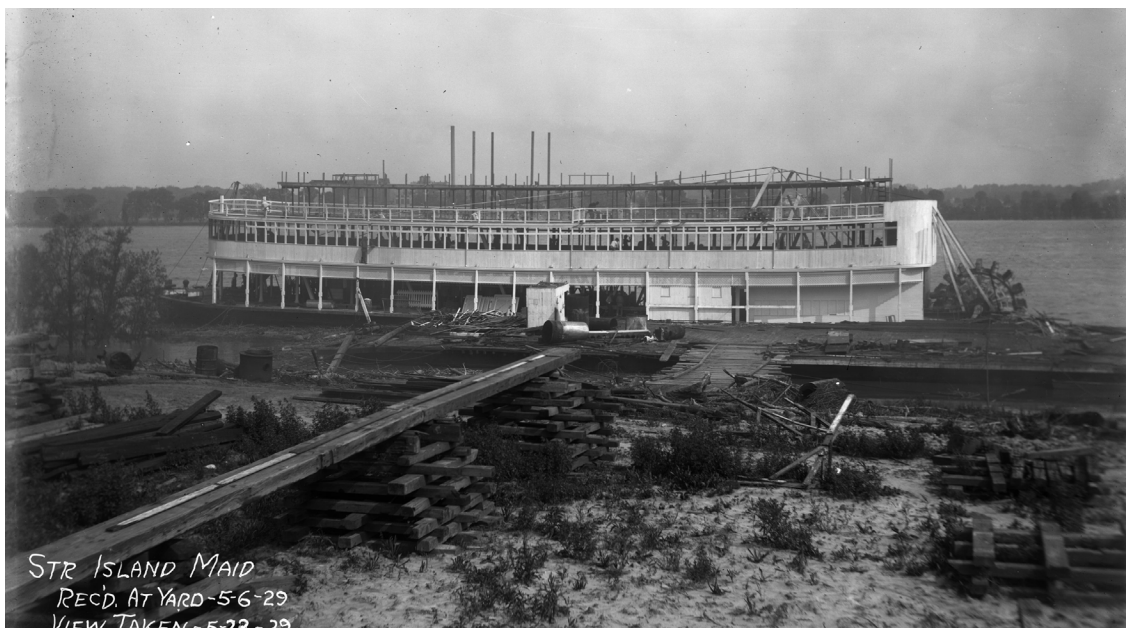


**Bottom:** This photo taken the same day shows the enclosing of the boiler deck with a solid bulkhead and windows, replacing the former "open air" look with its jigsaw wooden railings. This same treatment appeared on the ISLAND QUEEN, GORDON C. GREENE, PRESIDENT, and AVALON in their later years.

**Top:** One week after the previous views were snapped, a new texas roof is in place and window frames appear to be fitted on the boiler deck. The large stanchions or uprights near midship may be supports for the pilothouse or perhaps flagpoles. The hurricane roof railing is also in place by this time, and it appears that some of the wire mesh has already been installed.

**Middle:** This and the bottom photo were taken on the same day as the one above. The ballroom on the boiler deck looking forward shows the bandstand on the port side and the two smokestack jackets near the worker who is either sweeping the deck or applying some type of coating or finish. At the far center near the bow are stairs leading down to the main deck entrance and on up to the texas deck above.

**Bottom:** The boiler deck looking toward the stern. Between the far stanchions supporting the texas deck, you can notice two slanted hog chain braces passing through the open deckspace. Just forward of those braces are openings for stairs leading down to the main deck on each side, with another set leading up to the texas on the far side. A concession stand is positioned across the stern. Your assistance is needed to identify whether those are light fixtures or sprinkler heads spanning the overhead.





**Top:** As the end of May approaches, additional work has been completed on the texas deck, curved companionway covers or enclosures are in place at the stern, and the domed pilothouse has taken its place atop the texas roof. The bottom section of the starboard stack is in the process of being raised in this view, while the port stack lies on the roof alongside the pilothouse. The A-frame mast has been erected, along with a landing bridge at the bow above the hurricane roof.



**Middle:** In this view snapped a day or so later, both stacks have been raised, the boom has been shipped, wire mesh now completes the texas roof railing, and some sections of the wooden picket fence railing enclose the main deck guards. Workmen on the pilothouse roof are either completing the dome or perhaps working on roof trim or wiring.



**Bottom:** It is now into early June, and steam is being raised as evidenced by smoke from ISLAND MAID's starboard stack. If the boat still retained her three original boilers from when she was built at Howards twenty years earlier, they measured 42 inches in diameter by 24 feet long. Capt. Way gives no indication whether the steamer was reboilered during her rebuild. DUFFY (To639) was owned by Ohio River Sand & Gravel at Louisville, also built at Howards in 1921.

**Top:** Newly rebuilt ISLAND MAID departs Howard Shipyard for her wharfboat at Coney Island where she will rejoin ISLAND QUEEN. If newspaper accounts are correct, she was expected back in service by June 12, which would mean that Howard completed her entire restoration and rebuilding in an amazing 37 days! In this shot, her stage has not been shipped, as it was probably left on the wharfboat back in Cincinnati. After the boat burned in late 1932, her stage again went into storage, and was bought five years later for use on the IDLEWILD. The towboat ED J. HOWARD (To679) shown here was owned by the shipyard, who had acquired her as CHICKAMAUGA after she sank in 1926, and rebuilt her the following year to do chartered towing work.

**Middle and bottom:** At the end of her 1932 season, ISLAND MAID went to the Madison Marine Ways for inspection and repairs. While there, she burned on December 7, the flames also destroying the towboat FRED HALL. These photos are identified as being taken at Madison in 1932, however the presence of DUQUESNE (To644) and ISLAND MAID's appearance actually indicate that these are pictures of the April 1929 fire at Cincinnati instead. Murphy Library photos.




# Steam Music on American Waterways

by Jonathan Tschiggfrie

From the heyday of the packet steamer industry to today's tourist steamers, the steam calliope has been the "voice of the river". Even the owners of showboats recognized their utility early on, exemplified by an instrument being placed aboard the *Spaulding and Roger's Floating Circus Palace* towboat JAMES RAYMOND as early as 1857.

Just how many boats carried a steam calliope? This simple question belies the years of sleuthwork required to produce a nice, neat statistic, tracking a particular instrument's lineage from boat to boat and

relying on a combination of photographs, newspaper accounts, and hearsay. We can reasonably estimate that between 160 and 180 vessels have carried steam calliopes since the mid-1850s, and certainly the figure is no fewer than 150. Scattered sources claiming that the count numbers in the thousands can be dismissed out of hand. Presented herewith is the best accounting I can provide for the instruments known to exist aboard boats of any kind in the United States. Many details have been omitted; the author can provide sources upon request. 

VESSEL Name	Type	Way	INSTRUMENT		Installed	Disposition/notes
			Mfr	Previous		
ADMIRAL	exc	0071	Nichol	Capitol 0834	1950 or 1951	1960 overhaul; keyboard at UMSL library
ALICE DEAN	pkt	0156	—	Glendale 2344	1864	First inst. heard at Cincy "in several years"
ALICE VIVIAN	pkt	0162	—	—	ca. 1858	Tombigbee R.; one of first inst. at Mobile
AMADOR	—	—	—	—	ca. 1869	Sacramento R., calliopist died at keyboard
AMAZON	pkt	0222	—	—	by 1856	Supposedly the first inst. on Missouri R.
AMERICA	exc	0241	Nichol	—	1917-1930	Installed when boat was remodeled
America	show	—	—	—	1917-1933	Showboat operated on Ohio River
AMERICAN QUEEN	tour	0246A	Morecraft	—	1995	Operational; inst. came out with boat
ANTOINETTE	tow	T0145	—	—	1900-1912	Pushed Emerson's Grand Floating Palace
ARGAND	tow	0322	Nichol	—	by 1927	Pushed Water Queen, source of DQ inst?
Ark	show	—	—	—	by 1927	Boat sank 1927, inst. went to J. W. Menke
ARMENIA	—	—	—	—	by 1858	Hudson River Day Line sidewheeler
ATTABOY	tow	—	Nichol	—	after 1923	Pushed showboat Majestic from 1923
AVALON	exc	0403	Nichol	<i>Idlewild</i> 2728	—	Sold at 1962 auction to Ernest Wilde
B. C. LEVI	pkt	0411	—	—	1862-1863	Renamed 1863 to GENERAL CROOK 2235
B. M. RUNYAN	pkt	0421	—	—	by 1859	Possibly the first inst. on the Cumberland R.
BANJO	show	0440	—	James Raymond 2946	1855-1861	Self-propelled showboat, Upper Mississippi
BATESVILLE	pkt	0454	—	—	by 1876	Inst. played on White R. below Buffalo City
BELLE OF LOUISVILLE	exc	0524	Wilde	—	April 1966	Manifold and keyboard remain on boat
"	"	"	Morecraft	—	18-Apr-1988	Operational; Morecraft's first instrument
BELLE OF THE BENDS	pkt	0531	—	—	1898-1918	Removed before boat renamed LIBERTY
BEN HUR	exc	0568	—	—	1911	Began running excursions in 1904
BENTON MCMILLIN	pkt	0584	—	—	by 1885	Boat also outfitted with electric lights
BLACK REPUBLICAN	—	—	—	—	ca. 1866	Columbia R. steam schooner, built 1866
BONANZA	pkt	0665	—	New South 4189	1906	Sold to Capt. R. Taylor when boat dismantled
Bryant's New Showboat	show	—	Nichol	Clairmont T0429?	1918-1945	NEW LOTUS T1923 pushed, went to ORM
CANONICUS	—	—	—	—	1849-1894	Lytle List 4433, East Coast sidewheeler
CAPITOL	exc	0834	Nichol	—	by 1920	Removed by 1945, went to ADMIRAL 0071
CHAPERON	tow	T0375	Kratz?	Wenonah T2627?	1918-1929	Pushed French's New Sensation, Hollywood
CHAPERON	tow	T0376	—	—	1952-1954	Pushed showboat Goldenrod at St. Louis
CHARLES B. PEARCE	tow	0941	—	—	after 1903	Pushed French's New Sensation
CHAUTAUQUA BELLE	exc	—	Morecraft	—	—	Carried "44" inst. briefly in 2010/2011
CHIN-DU-WAN	—	—	—	—	by 1872	Sacramento River; details at riverhistory.org
CINCINNATI	pkt	1033	Nichol	—	by 1924	Removed 1925, added 1927/1928, removed 1929
CITY OF CAIRO	exc	1058	Kratz?	—	1923-1925	Formerly a snagboat and packet
CITY OF MEMPHIS	exc	1103	—	<i>Roosevelt</i> 4821	1932	Same inst. carried thru 4 vessel names (4th)
CITY OF PITTSBURG	pkt	1122	Kratz?	—	1899	Single photo shows inst. between stacks
CITY OF SOUTH HAVEN	—	—	—	—	1907	Chicago R. steamer; noise violation charge
CITY OF WINONA	pkt	1147	—	—	1900	Possibly different inst. before 1900, later W.W.
CLAIRMONT	tow	T0429	Nichol	Valley Belle T2507	1939-1939	Pushed Bryant's New Showboat
COLUMBIA	tow	T0476	—	—	1905-1908	E&H's New Modern Temple of Amusement
COLUMBIA	exc	1246	—	—	1905-1918	Another COLUMBIA also had inst. in 1904
Columbia	show	—	—	Dixie T0615	1917-1928	Inst. from showboat American's towboat
CONQUEST	tow	T0494	Kratz?	—	by 1905	Pushed showboat Sunny South
CONTROL	tow	T0497	Nichol?	—	1920-1921	Pushed Emerson's Showboat, replaced by W.W.
Cotton Blossom No. 1	show	—	Nichol	—	by 1930	Most likely of three Cotton Blossoms

Notes: Vessel names in lowercase are showboats unless followed by a Way number. Italics indicate a previous name of the same vessel. Where an instrument's exact date of installation is unknown, a range of years is provided. Showboat names of protracted magniloquence have been abbreviated.

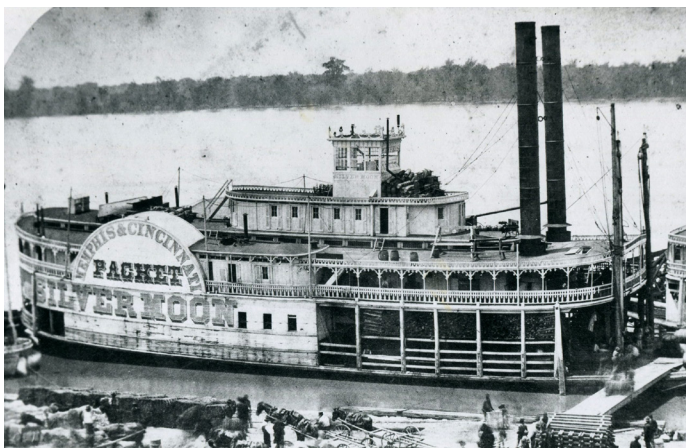




Homer Denney playing aboard CINCINNATI (1033). The calliope was added and removed multiple times. Photo courtesy of Murphy Library, University of Wisconsin - La Crosse.



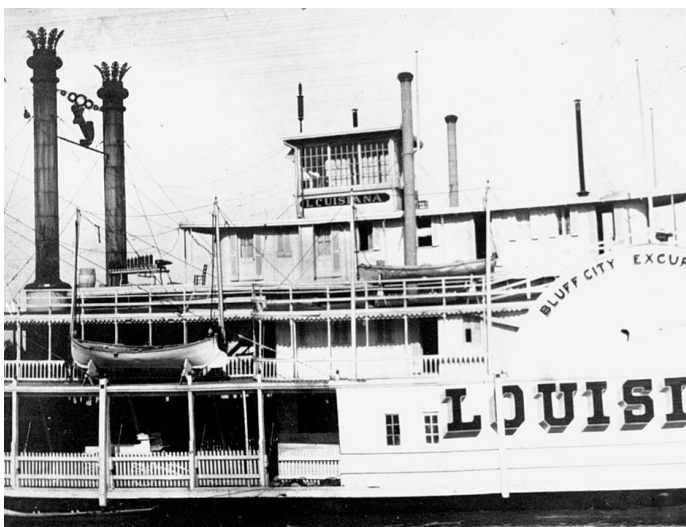
QUEEN CITY (4615) with calliope, ca. 1929. The instrument was gone by the end in 1940. Photo courtesy Murphy Library, University of Wisconsin - La Crosse.



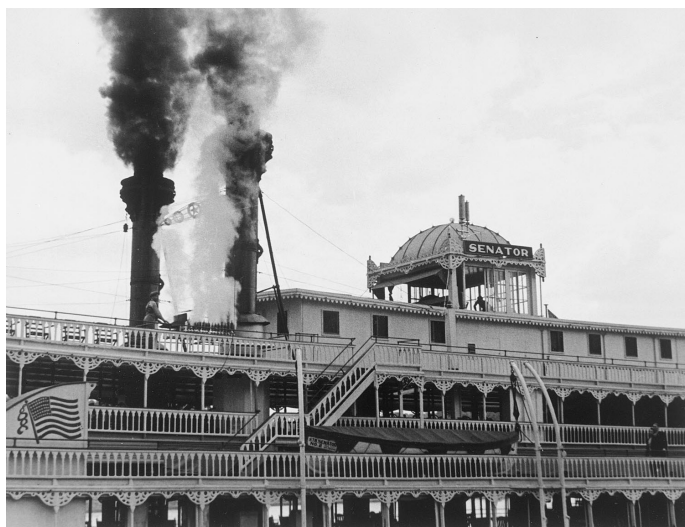
SILVER MOON (5121) with early calliope, this by March 1861. Contradictory sources claim this instrument went 1865 to DARLING (1452) or 1871 to NASHVILLE (4099). Photo courtesy Public Library of Cincinnati and Hamilton County.



The QUEEN CITY's instrument, via towboat I. LAMONT HUGHES (T1158), made it to R. J. HESLOP (T2092) for a single day in the July 2, 1934 Elizabeth, PA Centennial Parade. Courtesy Murphy Library, Univ. of Wisc. - La Crosse.



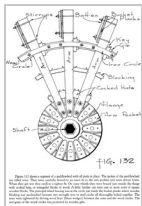
Bluff City Excursion Co.'s LOUISIANA (3595) with Kratz instrument, which would continue on after the boat was renamed PATTONA (4405). Courtesy Murphy Library.



Calliope of SAINT PAUL (4965), here shown aboard SENATOR (5079), reportedly cost \$10,000, likely adjusted for Streckfus inflation. Photo courtesy Murphy Library.

VESSEL Name			INSTRUMENT		Installed	Disposition/notes
	Type	Way	Mfr	Previous		
CREMONA	pkt	1360	—	—	1856-1857	Tombigbee R.; first inst. at Aberdeen, MS
CRESCENT	exc	1368	Nichol	<i>Joe Fowler 3031</i>	1919-1920	Instrument probably lost in 1920 fire
CRICKET	tow	T0525	Kratz	—	by 1905	First inst. heard on the Big Sandy River
CROWN HILL	tow	T0526	Nichol	—	by 1922	Pushed Goldenrod, carried inst. until 1927
DARLING	pkt	1452	—	James Watson 2954	1865	Delivered by ROBERT BURNS; thru 1868
DEFIANCE	—	—	—	—	ca. 1860	Sacramento River opposition steamer
DELTA QUEEN	tour	1504	Nichol	disputed	1959	See June 2011 REFLECTOR for full details
DENMARK	pkt	1506	—	—	by 1859	Inst. called "a sure destroyer of one's slumbers"
DIXIE	tow	T0615	—	—	after 1911	Showboat American; inst. went to Columbia
DORA CABLER	pkt	1596	—	Julia No. 2 3177	by 1878	Inst. said to "wake the natives"
E. M. RYLAND	pkt	1653	—	—	by 1861	May have been first inst. on White River
EAGLE	pkt	1665	—	—	by 1871	Not known to have made excursions
EAST ST. LOUIS	exc	1676	Nichol	—	1917-1919	Renamed 1923 to ISLAND BELLE
EASTLAND	—	—	—	—	1903-1915	MV20003; Lake Michigan str, capsized 1905
ECLIPSE	tow	T0674	—	Sophia M Gardner T2322?	by 1914	Pushed showboat Goldenrod 1914-1917
EDINBURGH	pkt	1712	—	—	1866	Inst. called "first-class and high-toned"
ELISHA BENNETT	pkt	1757	—	—	1867	Came out with boat, delivered by GLASGOW
ELIZA ANDERSON	—	—	—	—	1858-1898	Early Puget Sound sidewheeler
EMERSON	tow	T0732	—	—	1907-1908	Same inst. aboard ANTOINETTE?
ENOS TAYLOR	tow	T0746	—	—	by 1902	Pushed Eisenbarth's showboat 1902-1904
EXCELSIOR	pkt	1930	—	—	1849-1860	Claimed to carry first inst. on Western rivers
FAIRMONT	tow	T0790	—	—	ca. 1920	Pushed French's New Sensation (5th)
FAWN	tow	T0799	Kratz	—	by 1896	Pushed Kratz family's private barge <i>Pleasure</i>
FLORENCE	tow	T0814	Kratz	—	1907-1928	Pushed showboat <i>Princess</i>
FLYING EAGLE	exc	2087	Kratz?	—	1898-1903	Pushed excursion barge <i>Little Gate</i>
FRONTENAC	tow	T0855	Kratz/Van Splunter	—	1905-1914	Pushed excursion barge <i>Mississippi/Princess</i>
(Doc Bart's) Fun Boat	show	—	—	—	1927-1929	Drummer played inst. at inopportune hours
G. W. HILL	exc	2188	Nichol	—	1909-1913	Renamed 1923 to ISLAND MAID
GENERAL SEDGWICK	—	—	—	—	1865-1885	Arthur Kill exc. boat, renamed BAY QUEEN
GLEN COVE	—	—	—	Union	1856	Ran on Hudson River; inst. w/rev. cylinder
GLENDALE	pkt	2344	—	—	by 1860	Went 1864 to ALICE DEAN
GOLDEN RULE	pkt	2378	—	—	1878	Carried Copper & Bailey's Circus inst. in June
Goldenrod	show	—	Nichol	—	1909-1927	Went to Texas Railroad Museum, operational
GRACE DEVERS	tow	2408	Nichol	Argand 0322?	after 1925	Pushed Hitner's Cotton Blossom, <i>Water Queen</i>
GRAND REPUBLIC	exc	2426A	—	—	1896-1898	Probably added when running exc. at St. Louis
GREATER NEW ORLEANS	exc	2441	Nichol	<i>Island Belle 2793</i>	1927-1928	Replaced IDLEWILD at New Orleans
GREATER PITTSBURGH	exc	2442	Nichol	<i>Homer Smith 2658</i>	—	Boat burned in 1931, inst. probably lost
GREENLAND	pkt	2447	Kratz	—	1914	Instrument removed by 1917
GREY EAGLE	pkt	2458	—	—	1859-1861	Advertised in 1861 at Evansville
GUIDING STAR	pkt	2470	—	—	1883-1892	One of the first pax boats to Coney Island
HENRIETTA	exc	2580	—	—	ca. 1898	Did not carry inst. while towing exc barge
HIAWATHA	exc	2626	—	—	1903	May have carried inst. as W. J. YOUNG, Jr.
Hollywood	show	—	—	Columbia (showboat)	1928-1941	"One of the most powerful" inst.; several tows
HOMER SMITH	exc	2658	Nichol	—	1915	Inst. was not new when installed
HUNTRESS	pkt	2685	—	—	1862-1865	Possibly carried inst. while in U.S. service
I. LAMONT HUGHES	tow	T1158	Nichol	<i>Queen City 4615</i>	1934	Inst. for Century Tow; went to R. J. HESLOP
IDA MAE	tow	—	Nichol	<i>Grace Devers 2408?</i>	after 1932	Last boat to carry the <i>Water Queen</i> inst.
IDLEWILD	exc	2728	Nichol	—	1930-1932	Replaced AMERICA; B. renamed AVALON
ISLAND BELLE	exc	2793	Nichol	<i>East St. Louis 1676</i>	—	Renamed 1927 to GREATER NEW ORLEANS
ISLAND MAID	exc	2796	—	<i>G. W. Hill 2188</i>	by 1932	Not likely the source of IDLEWILD inst.
ISLAND QUEEN	exc	2799	Nichol	—	by 1898	First boat built solely to run excursions
ISLAND QUEEN	exc	2800	Nichol	—	1925	Lost in Sept 1947 fire, key on display at ORM
J. P. DAVIS	exc	2873	—	—	ca. 1920	Went to showboat <i>Water Lily</i> ca. 1924
J. S.	exc	2881	Nichol/Kratz	—	by 1902	See March 2011 REFLECTOR for full details
J. S. DELUXE	exc	2882	Nichol	—	1919	Inst. source unknown; went to PRESIDENT
JAMES RAYMOND	tow	2946	—	—	1857 or 1858	Went to self-propelled showboat BANJO
JAMES (F.) WATSON	pkt	2954	—	—	by 1864	Inst. carried before entering U.S. service
JOE FOWLER	pkt	3031	Nichol	<i>Sunny South (showboat)</i>	1914	Ran excursions 1914; renamed to CRESCENT
JOHN S. HOPKINS	exc	3110	—	—	ca. 1912	Probably installed when converted to exc (1912)
JULIA NO. 2	pkt	3177	—	—	ca. 1876	1st on Cumberland R., played by Bud Horn
JULIA BELLE SWAIN	exc	3179	—	—	1930	Ran excursions at Pittsburgh
JULIA BELLE SWAIN	exc	3180	Deppe	—	1970	Built 1966 from America wagon measurements
JULIA DEAN	pkt	3181	—	—	ca. 1857	Ran on either Upper Mississippi or Ohio
KATE HOWARD	pkt	3230	—	—	1857-1859	See Way's for a typical calliope story
L. P. EWALD	pkt	3309	—	<i>Dora Cabler 1596</i>	1882	Was to have new 4-octave inst. built in NYC
LIBERTY	tow	3454	—	—	1936	Pushed showboat <i>Goldenrod</i>
Lightner's Floating Palace	show	—	—	—	by 1904	Showboat operated 1900-1904, renamed <i>New Era</i>
LITTLE CLYDE	tow	T1600	—	—	1907	Pushed exc. barge <i>Fairplay</i> , possibly a showboat

VESSEL Name	INSTRUMENT		INSTRUMENT		Installed	Disposition/notes
	Type	Way	Mfr	Previous		
LOUISIANA	exc	3595	Kratz	—	ca. 1903	Renamed 1909 to PATTONA
LULA BELLE	—	—	—	—	—	Ray Choisser calliapist, might be LULA F.
LULA F.	tow	T1654	—	Susan 5239?	by 1901	Exc. barge & Modern Temple of Amusement
M. J. WICKES	pkt	3663	—	—	1870	Inst. purchased in Cincinnati by E. E. Bowers
MAGNOLIA	pkt	3698	Coffin	—	by 1860	Probably the "new Maysville packet" of 1859
MAJESTIC	exc	3711	Nichol	—	after 1913	Inst. still aboard when boat sank
MAJESTIC	exc	3712	Nichol?	—	1915-1922	Converted to excursion boat, renamed 1915
MARY STEWART	tow	T1761	Kratz?	—	by 1898	Pushed multiple showboats until 1917
MELNOTTE	pkt	3892	—	—	by 1860	\$900; "Delightful strains" by organist Shirman
MINNE-HA-HA	exc	—	Frisbie	"triplet" 1975-93, Graham/	Wilde 1993-2012, Morecraft 2012-present (operational)	
MISSISSIPPI QUEEN	tour	3978	Davis	—	1975	Inst. came out with boat; largest known
MOUNTAIN STATE	tow	T1874	Nichol	—	by 1908	Pushed E-H Floating Theatre 1908-1909
NASHVILLE	pkt	4099	—	Silver Moon 5121	1871	Came out with the instrument aboard
NATCHEZ	pkt	4107	—	—	1856	Installed to rival wind band of ECLIPSE 1688
NATCHEZ	exc	4113	Frisbie	—	1975	Frisbie "triplet", came out with boat
New Era Floating Theatre	show	—	—	<i>L.'s Floating Palace</i>	—	Showboat operated 1904-1917
(French's) New Sensation (2nd)	show	—	Kirkup	—	by 1890	Showboat ran 1887-1890; inst. cost \$470
(French's) New Sensation (5th)	show	—	Kratz	—	ca. 1901	J. W. Menke sold inst. to Mariners' Museum
NEW SOUTH	exc	4189	—	—	1902	"Callywhoop" added when rebuilt for NOLA
NICHOLAS LONGWORTH	pkt	4204	—	—	1870	Capt. E. Bowers looking for calliapist, 1870
OTTUMWA BELLE	tow	T1983	—	—	1895-1919	Pushed exc. barges Columbus and Emiline
PARGOUD	exc	4389	—	French's showboat?	1894	Packet, ran excursions out of St. Louis
PATTONA	exc	4405	Kratz	<i>Louisiana 3595</i>	—	Ran excursions at Memphis beginning 1909
Peerless	show	—	—	—	by 1927	Inst. delivered on SENATOR CORDILL 5080
PILGRIM	exc	4501	Kratz	—	1916-1924	Rebuilt into the HARRY G. DREES 2538
POTOMAC	pkt	1865	—	—	by 1866	Inst. disparaged by Portsmouth <i>Republican</i>
PRESIDENT	exc	4577	Nichol	J. S. DeLuxe 2882	1938	Instrument "dismantled" after layup in 2007
PRINCESS	exc	4594	Nichol	—	by 1924	Likely added after SUNSHINE 5235 renamed
PRINCESS	exc	4596	Kratz?	—	1905-1917	Previously FRANCIS J. TORRANCE 2118
Princess	show	—	Kratz	—	1907-1928	Inst. may have been on tow FLORENCE
QUEEN CITY	pkt	4615	Nichol	—	1926-1929	Thru 1933? went to I. LAMONT HUGHES
R. B. TANEY	pkt	—	—	—	ca. 1862	Ran on Alabama River ca. 1862
R. C. GUNTER	pkt	4631	—	—	1886-1907	Ran excursions at Kansas City 1902
R. J. HESLOP	tow	T2092	Nichol	I. Lamont Hughes T1158	Carried in 2-Jul-1934 celebration; went to America wagon	
ROBERT BURNS	pkt	4774	—	—	by 1866	Said to be "in good order and well manipulated"
ROBERT DODDS	tow	T2170	Nichol	—	by 1909?	Greater New York, New Grand Floating Palace
Robinson's Floating Palace	show	—	—	—	by 1888	Operated 1888-1900, carried inst. at least thru 1889
ROOSEVELT	exc	4821	—	<i>Rose Island 4842</i>	—	Same inst. carried thru 4 vessel names (3rd)
ROSE ISLAND	exc	4842	—	<i>Verne Swain 5553</i>	—	Same inst. carried thru 4 vessel names (2nd)
RUTH	tow	T2205	—	—	after 1895	Pushed New Sensation No. 2 in 1897
SAINT PAUL	exc	4965	Nichol	—	1918	Cost \$10,000; removed when 2nd texas added
SENATOR	exc	5079	Nichol	<i>Saint Paul 4965</i>	—	Instrument still on boat in June 1945
SIDNEY	exc	5103	Nichol	—	1911	Added when boat was converted to exc.
SILVER MOON	pkt	5121	—	—	by 1861	Carried thru 1869, went to NASHVILLE
SOPHIA M. GARDNER	tow	T2322	Nichol	Walter Needham T2607?	1912-1917	Pushed Emerson's 1st Cotton Blossom
ST. NICHOLAS	pkt	4960	—	—	1857	One of the first inst. heard in New Orleans
(New) Sunny South	show	—	—	—	1929-1934	Disputed; showboat operated 1929-1933/4
SUSAN	tow	5239	—	—	by 1901	Pushed E&H Modern Temple of Amusement
TELEPHONE	pkt	5326	—	—	1894-1906	Not known to have made excursions
TOM JASPER	pkt	5417	—	—	1867-1876	Did not carry inst. as CENTENNIAL 0913
TROUBADOUR	tow	T2468	Kratz	—	by 1891	Carried inst. pushing Price's Floating Opera
TWILIGHT	pkt	5471	—	—	by 1858	Possibly first inst. heard on Missouri R.
UNCLE SAM	exc	5500	—	—	1904-1910	No inst. as JACOB RICHTMAN 2913
UNION	—	—	Stoddard?	—	ca. 1856	Sidewheel tugboat; inst. went to GLEN COVE
VALLEY BELLE	tow	T2507	Nichol	—	1919-1939	Pushed Bryant's New Showboat, inst. to towboat
VALLEY QUEEN	exc	5537	—	—	1926-1934	Probably added when converted to exc.
VERNE SWAIN	exc	5553	—	—	1913-1927	Same inst. carried thru 4 vessel names (1st)
VERNIE MAC	tow	T2518	Nichol	—	by 1917	Carried inst. while pushing Wonderland
VIRGINIA	exc	5594	Kratz?	—	1914-1915	I. C. WOODWARD 2693 rebuilt as exc.
W. R. MARKLE	tow	T2589	Nichol?	—	by 1912	Pushed Markle's showboat (Goldenrod?)
W. W.	tow	5666	—	<i>City of Winona T0428</i>	1910-1912	No inst. while pushing Cotton Blossom
WALTER NEEDHAM	tow	T2607	Nichol	<i>Mountain State T1874</i>	1909-1910	Pushed showboat Cotton Blossom (1st)
WARREN BELLE	pkt	5698	—	—	1865	Green R.; inst. came out with boat
WASHINGTON	exc	5711	Nichol	<i>Sidney 5103</i>	—	Boat rebuilt in 1921, ran through 1937
Water Lily	show	—	—	J. P. Davis 2873	by 1924	Showboat ran 1922-1930, inst. aboard thru 1927
(Price's New) Water Queen	show	—	Nichol	—	1901-1936	Operated under multiple names over 35 years
WENONAH	tow	T2627	—	<i>Little Clyde T1600</i>	—	Pushed showboat Hollywood thru 1941
WILLIAM C.	tow	T2652	—	—	1929	Pushed either Hollywood or Goldenrod



# Small Stacks

## Mystery Model Discovered

by John Fryant

To quote the well-worn teaser from TV news broadcasts: “Breaking News!” We interrupt our series on steamboat color schemes to bring you this story about a mystery model.

The discovery was made at an antiques mall in the Cincinnati area by my friend Bruce Conway. Bruce is a fellow modeler specializing in buying, refurbishing and re-selling old or antique model kits – planes, boats, trains – the old wood, cardboard and plastic models we built as kids. He is also a collector and seller of old tools and can often be found at model swap meets and antique tool meets. So it was natural that this model would have caught his eye. He knows enough about steamboat history to recognize what it depicted.

This model represents one of inventor John Fitch’s steamboats which had a sixty-foot hull. The model measures 20” long with a  $3\frac{3}{4}$ ” beam. Overall length is 23”, which includes the paddle mechanism and rudder at the stern. Height is  $7\frac{1}{2}$ ” to the top of the stack. According to my scale calculator, that is close to  $\frac{1}{32}$ , or  $\frac{3}{8}$ in. = 1 ft.

It is made entirely of wood with the exception of the engine flywheels, sheet metal connecting rod and the railing stanchions around the bow. The flywheels and stanchions look as if they were cast of a soft metal such as pewter. They are too hard for lead and too soft for iron. The crankshaft is a bent wire rod and the whole mechanism can be rotated showing how the stern paddles work (photos 1 & 2).

The model’s engine is a two-cylinder affair with an overhead “walking beam” of sorts connected to two flywheels. One of the cylinders might depict a condenser pump. Crank pins on each flywheel activate wooden connecting rods, which cause the wood paddles at the stern to move in a dipping circling motion, propelling the boat forward. The model originally had three paddles with one

currently missing (photo 3). It also has a bowsprit which was erroneously added at some later time.

An engraving of one of Fitch’s early boats appears in author Thompson Wescott’s *Life of Fitch* published in 1857 (photo 4). The illustration shows a general appearance and mechanism very similar to that of Bruce Conway’s model. However, the patent drawing (photo 5) for Fitch’s 1788 steamboat EXPERIMENT shows a different mechanism, which gave movement to the stern paddles.

Now, the mystery of this model is how old is it and does it date back to Fitch’s time? There is nothing on the model to indicate who the builder was. When photographing it, the front cabin appeared to be a bit loose from the hull, so your writer gently pried it off to see if there were any secret messages inside. Nothing was found. The model has also been carefully examined by Jack White, former Transportation Curator at the Smithsonian’s Museum of American History. Neither Jack, Bruce or yours truly could reach a definite conclusion as to the model’s age or origin.

There is a John Fitch Steamboat Museum, part of the Craven Hall Historical Society in Warminster, PA. Featured on the museum’s web site is a video of an operating scale model of the EXPERIMENT displayed at the museum. While it is very similar to Bruce’s model, the power train that worked the paddles is like the one depicted in the patent drawing. Did Fitch use both arrangements during his two-year stint at operating the boat? The machinery set-up on Bruce’s model is much simpler than that used on the museum’s operating model.

Does this model represent Fitch’s EXPERIMENT operated on the Delaware River from the fall of 1788 to September 1790? Could he have changed and improved the engine set-up during that time period? It is interesting to speculate. The boat illustrated in the *Life of Fitch* book is not identified by name. Yet the two models discussed in this column are strikingly similar. Could Bruce Conway’s model be a “folk art” version made by a 19th or early 20th century craftsman based on the engraving in *Life of Fitch*? Or does it represent a first design attempt by Fitch and his partner Henry Voight to build a successful steamboat?

Whatever the case may be, a final note in Wikipedia on-line encyclopedia states that Fitch's boat had no name, but was simply called the Steam Boat. Suddenly, a song lyric comes to mind that sums up all of this mystery: "The answer, my friends, is blowing in the wind."

*Photo 1 (top right) Port side view of model showing deep hull, deck house, boiler and smokestack, and supporting framework for paddles at stern.*



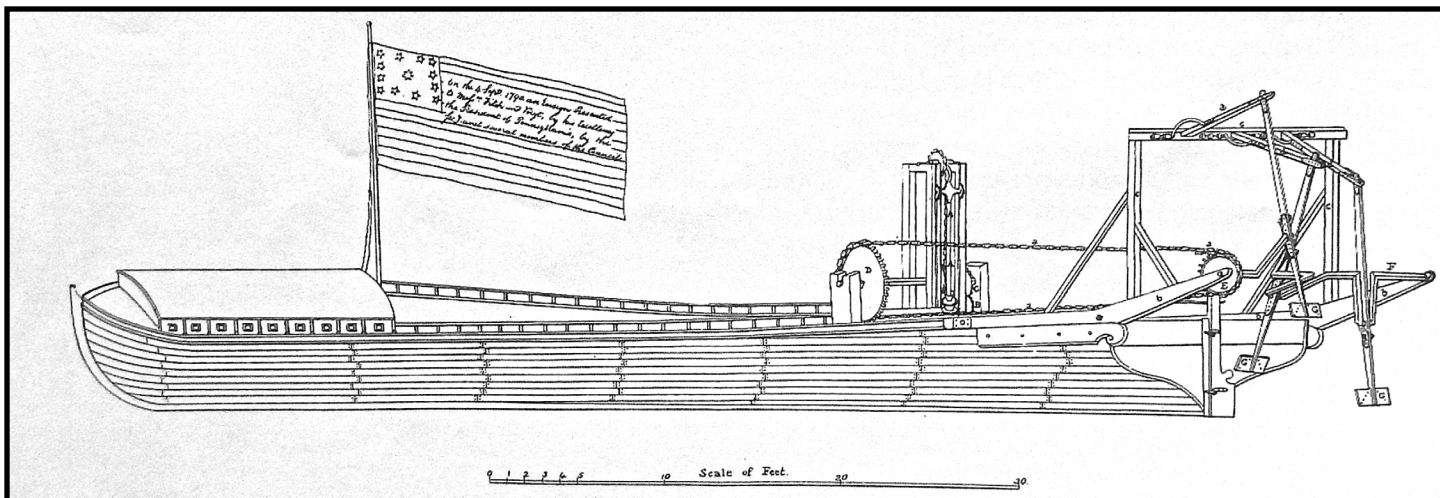
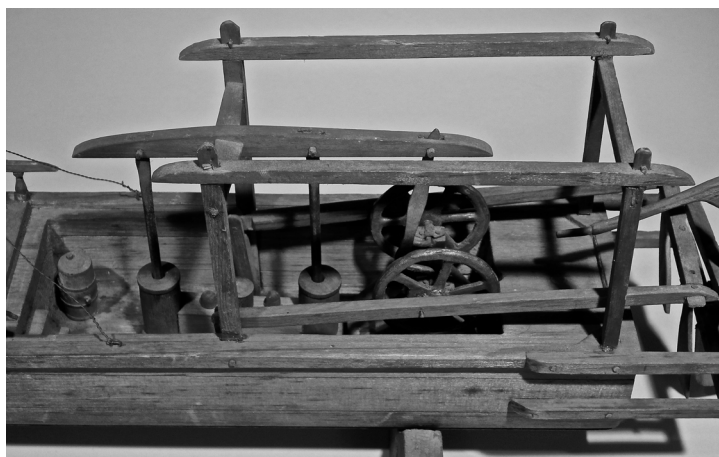
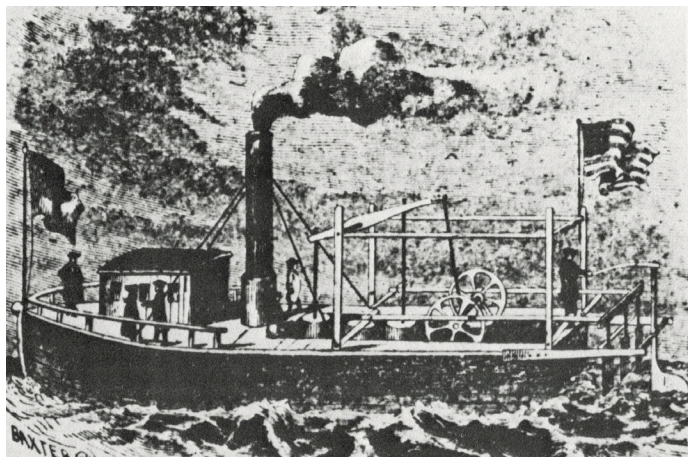
*Photo 2 (right center) Starboard three-quarter stern view shows two paddles (the original design had three) and the rudder.*



*Photo 3 (bottom right) View of interior showing two engine cylinders with a "walking beam" connected to two flywheels. A condenser pump might be suggested by the additional cylinder near center.*

*Photo 4 (below) Engraving of one of Fitch's early boats appearing in Life of Fitch, published in 1857. Note the striking similarity of the model to this drawing.*

*Photo 5 (bottom of page) Patent drawing of Fitch's 1788 steamboat EXPERIMENT shows a different design from that of model. All photos courtesy of John Fryant.*



## Howard Steamboat Museum's "River Rambling" Program Set for Sunday, October 15th

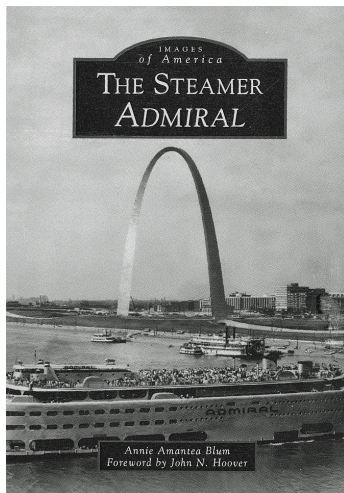
This year's fourteenth annual program in curator Keith Norrington's popular "River Rambling" Series is scheduled in the Museum's Carriage House on Sunday, October 15 at 3:00 p.m. Guest speaker is Jonathan Tschiggfrie, who will share his research on the steam calliope and music of the river. Readers of this REFLECTOR will be given a special sneak preview of Jonathan's presentation with his feature story on page 24 which details all the river steamers to carry one of the instruments.

The program series comes full circle this year, as Jonathan and his father, S&D's current editor, helped inaugurate the first River Ramblings in 2006. It is also expected that many of the guests attending the latest offering will have opportunity to follow up the program with a two-day tramp trip on the historic BELLE OF LOUISVILLE to Madison, IN and return on October 16 and 17. 📍



## New ADMIRAL Book Released

A post card recently arrived announcing the release of a new book by S&D's Annie Amantea Blum in Arcadia Publishing's Images of America series, titled *The Steamer ADMIRAL*. The book is available at [www.arcadiapublishing.com](http://www.arcadiapublishing.com) or from Dottie Campbell at 888-313-2665, ext. 204, and retails for \$21.99. The foreword is by John N. Hoover, Executive Director of the Mercantile Library. Annie has published her own reminiscences of the boat in an earlier volume, and presented at S&D with fellow St. Louisan Tom Dunn. 📍



## Final Crossings

### Gordon C. Greene II

Gordon Christopher Greene II died peacefully on March 14, 2017 at age 81. A brief memorial service was held at Evans Funeral Home in Milford, OH on Sunday, March 19.

Gordon was born in Cincinnati on August 2, 1935 to parents Capt. Tom Greene and Letha Greene, and grandson of Capts. Gordon C. and Mary Becker Greene, founders of Greene Line Steamers. His youth was spent traveling on the Ohio and Mississippi Rivers aboard the family-owned steamboats beginning with GORDON C. GREENE and DELTA QUEEN. As a boy in 1947 he rode the then new DELTA QUEEN from New Orleans to Cincinnati with his father following the boat's delivery from California via the Panama Canal.

A man of many accomplishments, Gordon was a McKibbin Award winner at the University of Cincinnati where he played football while attending law school. He ran 26 marathons and was also a skilled Alpine skier who enjoyed camping and hiking in the Colorado Rockies in addition to scuba diving. Gordon was a founding member of the Ensemble Theater in Cincinnati and an accomplished actor featured in the movies "Shawshank Redemption" and "Little Man Tate." He was also a friend of playwright Edward Albee.

Gordon practiced law in Cincinnati for close to 50 years and was elected to The American College of Trial Lawyers. Colleagues described him as "The coolest lawyer before any court or judge in Cincinnati, being always calm and collected...a man's man." That he was.

His greatest accomplishment was raising his two sons, Gordon Christopher Greene, a former Navy fighter pilot and Daniel Wilkins Greene, a former Navy SEAL. Gordon is survived by his wife Carolyn Greene, his son Chris Greene,



grandchildren Ella and John, son Dan Greene, daughter in law Cara and grandchildren Jake and Rachel. He is also survived by his brother Tom Greene II and sister Letha Jane Greene. Gordon was preceded in death by his sister Mary Greene-Stewart.

A 1935 family photo shows a very young Gordon seated in a high chair aboard the GORDON C. GREENE for a festive dinner with his mother Letha and her lady friends. His grandmother Capt. Mary B. Greene used to invoke her famous last night toast for years aboard the Greene family steamers:

“Tis the human touch in this world that counts,  
The touch of your hand and mine,  
That means much more to the fainting heart  
Than shelter, bread or wine.  
For shelter is gone when the night is o’er,  
And bread lasts merely a day.  
But the touch of the hand,  
And the sound of the voice  
Will live in our soul always.”

We salute Gordon with that last night toast and wish him a most pleasant landing on the distant shore. Have a great trip Gordon.

## Roscoe “Ike” Hastings

Capt. Roscoe A. “Ike” Hastings, 92, passed away peacefully with family present on April 14, 2017. He was born in the upstairs living area of his father’s general store in Martintown, WI on September 6, 1924.

Along with his brother, Ike enlisted in the U.S. Army’s 132nd Combat Engineers in 1942 and saw extensive action during World War II in Manus, Leyte, the Philippines and Japan. After the War he attended the University of Wisconsin where he majored in Art Education, enjoying a 30-year

teaching career in Wisconsin at country schools, city schools, and at all levels.

Ike was probably best known for his infatuation with the Mississippi River and boats. He spent his summers and free time doing commercial fishing and building boats. His two most well known boats were the 60-foot sternwheeler LILLY BELLE and the 100-foot PICKETT HASTINGS. LILLY BELLE was used both for family vacations and chartered excursions, as well as hosting National Audubon Society educational cruises. Ike was especially fond of River Regattas, River Festivals, and sternwheel races. It was estimated that he logged over 80,000 miles on the Mississippi, Ohio and Kanawha. The PICKETT HASTINGS entertained a film crew from The History Channel in 2014, and Ike was excited to see his excursions documented in episodes of “Mississippi Men” when they aired in 2015. He was also a charter member of the American Sternwheeler Association, and served on the Board of the National Rivers Hall of Fame in Dubuque.

Ike is survived by his wife Linda and stepdaughter Jennifer (Jason) Cox; sons Jim (Jan) Hastings and Jeff (Moirra) Hastings; brother Gerald; and five grandchildren and two great-grandchildren. He was preceded in death by his parents and an infant daughter. Funeral services were held at Leamon Funeral Home in Lena, IL on April 21, 2017 with burial in Rock Lily Cemetery in Winslow, IL.

***Our sincere thanks to Dale Flick for writing the obituary and tribute to Gordon Greene; and to Leamons Funeral Home in Lena, IL for the obituary notice for Ike Hastings.***

## Back Cover

This October 1927 view pictures (R-L) CINCINNATI, ISLAND QUEEN, and ISLAND MAID at Cincinnati Public Landing. The latter boat is the subject of a pictorial essay beginning on page 19. The first two steamers, as most of our readers know, have identical hulls, engines and builders. The IQ, of course, was intended to be a twin sister to CINCINNATI named LOUISVILLE. But she was sold to Coney Island Co. And within 6 years, CINCINNATI would debut as Streckfus Steamer’s new flagship PRESIDENT. *Photo from Ed Mueller collection.*

