

# S & D

# REFLECTOR

Published by Sons and Daughters  
of Pioneer Rivermen

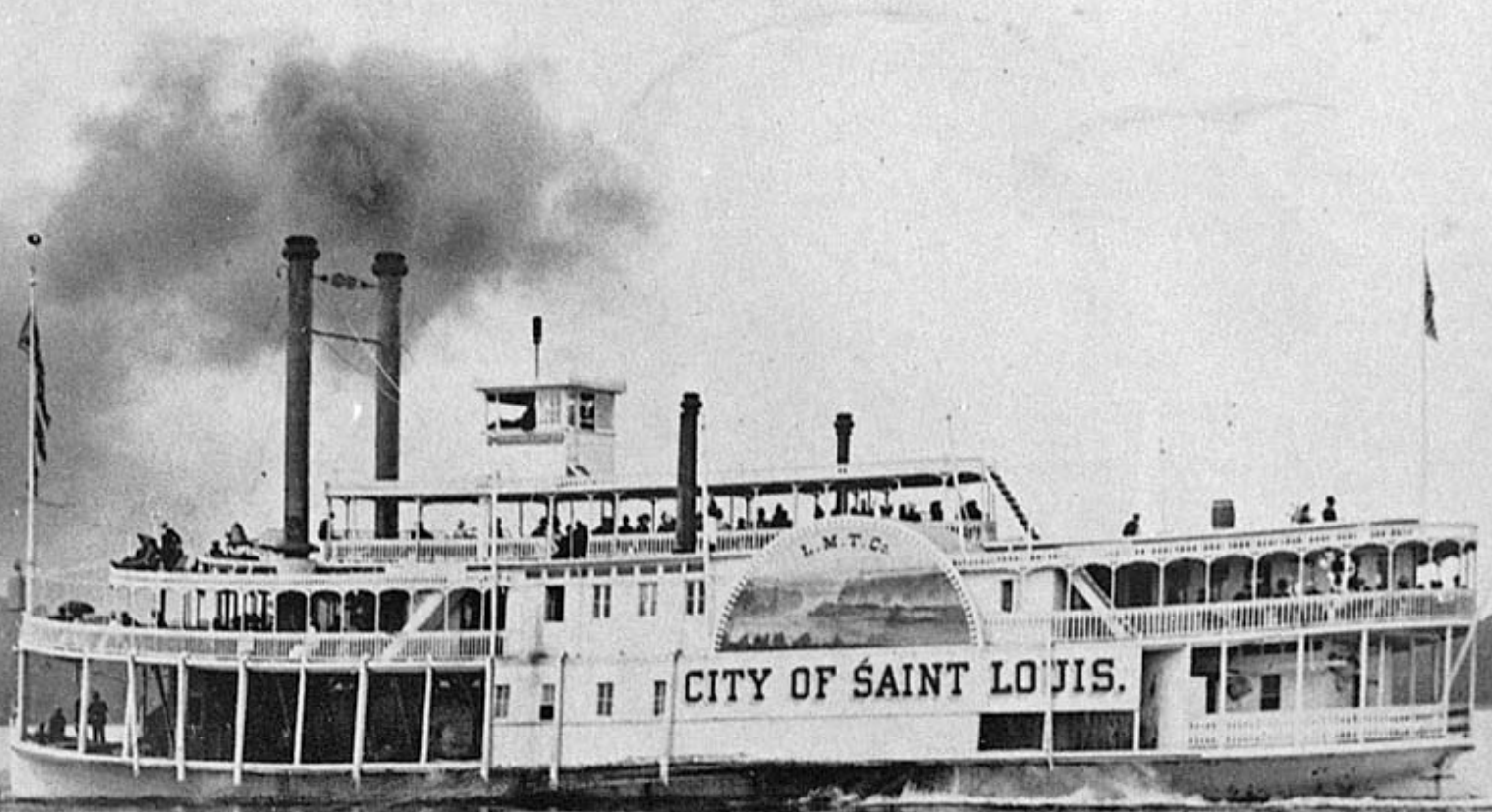


Vol. 54, No. 3

Marietta, Ohio

September 2017

## Saga of the Steamer JOHN RAINE Excursion Queens of Lake Minnetonka RELIANCE: Snapshot of Four Towboats



## Front Cover

The sidewheel CITY OF SAINT LOUIS, one of four steamers to bear that name, appears on Lake Minnetonka in this photo sometime after 1881. Lake Minnetonka, the ninth largest lake in Minnesota, covers 22.7 square miles and is located 15 miles west southwest of Minneapolis. Between 1855 and 1926, the Lake was home to 149 steamboats, some of which were renamed over the years. The two largest of these excursion steamers each had direct connections to the Ohio and Upper Mississippi. The fascinating story of these two Queens of the Lake begins on page 16. *Photo courtesy of Murphy Library, University of Wisconsin - La Crosse.*

Jo Line advertising in our last issue did the trick this time. Among the typical requests your editor receives are those to help identify ancestors who have a river history. Oftentimes a story will trigger that correspondence when a boat or family member's name appears in print. We also thank Tom for a copy of an article in *The News* of November 1929 featuring a Cincinnati-Louisville canoe trip by an electrical engineer in the Street Railway's Substation Dept., accompanied by his wife and two children.

Ken Buel writes: "A couple of memories were ignited by the article in the current REFLECTOR relative to the letter about a trip on the steamer QUINCY. It was the mentions of Burlington, IA and the Quad Cities area which took me back to my younger years and my earliest steamboat connections.

My first job after graduation from University of Illinois in 1957 was with KBUR Radio in Burlington. I was working as night announcer that fall with duties including answering the phone. One evening I heard an excited female voice telling me 'the queen is comin' round the bend!' As I recall, my response was along the line of 'who is the queen and what am I supposed to do about it?' I was advised she meant the DELTA QUEEN and for years she had been calling the station from her home along the high bluff at the south edge of Burlington so it could be announced that the boat would be passing by. About six years later, while doing news work at WQUA Radio in Moline, IL, I remember boarding the DQ when she was tied up in Rock Island, and recording an interview with Capt. Ernest Wagner. Little did I know that in the decades to come my wife and I would be passengers on the DELTA QUEEN on four memorable trips.

Those cruises plus others on the MISSISSIPPI QUEEN, AMERICAN QUEEN and RIVER EXPLORER, and our several decades of membership in S&D, MOR and Midwest Riverboat Buffs, plus involvement with the former Golden Eagle River Museum in St. Louis County are all due to the luck of a table assignment on our first overnight river cruise. Margaret and I were on the MISSISSIPPI QUEEN from St. Louis to St. Paul in fall 1983. Our dining room assignment was at a table with two senior-citizen couples and a young man about



## Reflections from Our Readers

Keith Norrington writes: "Found this negative of the AVALON taken in 1958 in a box of 'steamboat stuff.' Thought you might have use for it in your AVALON archives. S&D REFLECTOR looks terrific."

🔦 Keith kindly sent a 4x5 B&W negative of the veteran tramp landed at Rock Island with the Centennial Bridge in the background. Unbeknownst to Curator Keith, this view was snapped only days before your editor made his very first excursion on the boat at Dubuque, and helps fill a photographic gap in his collection from that landmark year.

Tom McNamara writes: "Another fine job with the June issue. Great rear cover photo and of course ISLAND MAID-Coney Island boats. I finally figured the McNamara clan had a marine branch (twig?) somewhere and sure enough, there it was: Diamond Jo Line agent at Keokuk, IA, one Jno. McNamara. He's my seventh cousin twice removed."

🔦 The REFLECTOR is always pleased when an article helps identify a river connection for one of our readers. A feature containing Diamond

half our ages by the name of Frank Prudent. I didn't realize how well we were all getting along until another passenger asked if we were a three-generation family traveling together.

We gradually learned that Frank was an unending source of answers to all the river and boat questions our group had. He then led us into the steamboating community in which he was already well known and opened the doors which have led to dozens of our river friendships which continue to this day. I realize this is nothing of any significance, but I thought you might find it of interest to see how one article can prompt such reflections. Best wishes."

‡ The story Ken relates is indeed of great significance and interest to us, as it mirrors the way that many present-day S&Ders were ushered into the river community. We likewise are glad to hear that the REFLECTOR elicits such reflections from our readers, and that those wonderful memories can be shared in this magazine. Our thanks to Ken for taking the time to write.

Pat Welsh writes: "This is old news by now. I tried to get a picture of the damage but couldn't find the boat. Midwest Riverboat Buffs held their meeting on the boat May 16, 2009. Best regards."

‡ Pat refers to a newspaper clipping about the March 6 tornado in Muscatine, IA that caused their local excursion boat THE PEARL BUTTON to break loose her moorings, blowing her across the river and sustaining serious damage to her frame. After a USCG inspection, owner Tom Meeker decided repair costs were prohibitive and elected to scrap the vessel. The three deck, 115 passenger boat was built in 1985. She was named ADIAMO while operating in Stillwater, MN. Meeker bought her in October 2008 and brought her to Muscatine where she ran public and charter trips for the past eight years. Our gratitude to Pat for the update.

Dr. J. K. Folmar writes: "John Bowman's piece in the June REFLECTOR on Henry M. Shreve's WASHINGTON, which was built in Wheeling,

*Reflections from Our Readers continued on page 31.*

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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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Marietta, Ohio September 2017  
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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  
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.

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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.

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## Getting Posted Up

### A Tribute to Woody

Your editor invited several S&D members to share their reflections about Woody Rutter as we honor our friend in this column. Among many fine tributes, that of longtime Board member and chairman Bill Judd seemed to capture something of the amazing person that Woody was. Bill wrote, "If I had to do a short version of Woody's life it would read 'adventurer, fighter-bomber pilot, husband, father, astute businessman, expert in his chosen field of work, one of the great experts in river history and the leader of S&D.' What a legacy that is. Enough said. But then – no, probably not.

"I first met Woody at my first S&D meeting in 1959. Little did either of us know how our paths in S&D would cross and then would converge. Two decades earlier, Capt. Way developed a close relationship with Woody long before he became Way's son-in-law. In 1938 Woody, 16 yrs. old, and Way set up a huge river exhibit in the old Music Hall at Pittsburgh. This was the sowing of the seed for a true river museum in both men, later to bear fruit in the Ohio River Museum.

"When I said Woody was an adventurer, I was referring to all those trips he made with Capt. Way in an 18' Weaver yawl on rivers no longer used by steamboats. By this time the River Museum was underway at Campus Martius and Woody was deeply involved. He built most of the big display cases and those are still in use at the new Museum today. Most people do not know Woody had a pilot's license and had his own plane. Bee also had her license. Woody took some splendid photos from the air of the Silver Bridge collapse at Pt. Pleasant.

"Capt. Way appointed Woody to the S&D Board of Governors in 1955, where he served as Chairman from 1972 to 1995 and then became S&D President, serving through 2005. Not bad: 40 years on the Board and 10 as President. He also served as J. Mack Gamble Fund trustee. Woody was one of three persons representing S&D in the quest for the new Ohio River Museum. When the buildings were

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*Jim Bupp, President*

Middle Ohio River Chapter  
*Michael Jones, President*

Mississippi River Chapter  
*Tom Dunn, President*

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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

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*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*

done, he and Capt. Way set up all the exhibits. His support of the Museum was never ending, thousands of hours given to the cause. When I served on the Board, Woody ran the Board. It was his way or the highway. He and I had very spirited discussions, yet in 1995 as he left the Board to become President, he advised them to select me as Chairman. He became my mentor. And each year I admired the man more. He was a good teacher and a good friend." 



## Meet Our Contributors

**Sharon Cunningham** (*Saga of the Steamer JOHN RAINE*, p. 8) most recently appeared in the pages of the REFLECTOR in June 2015 with her story about the 150th anniversary of the SULTANA disaster. Sharon resides in Samburg, TN on historic Reelfoot Lake. Her first contact with a steamboat was a 1958 Hickman to Cairo Moonlite on the steamer AVALON. She became a real fan of inland rivers steamboating in 1988 when attending Cincinnati's Tall Stacks with several members of the National Muzzle Loading Rifle Association. She was at that time Publications Director and Editor of the association's magazine *Muzzle Blasts*.

For fifteen years prior to moving to Indiana, Sharon had been editor of Pioneer Press, Dixie Gun Works' book/magazine publishing company in Union City, TN. She returned to Dixie to direct the company's Public Relations/Marketing division before returning to Pioneer Press as editor. Born in Michigan, Sharon confesses to being a dyed-in-the-wool Tennessean. She grew up there on the banks of Reelfoot Lake and after 45 years, retired and returned to the old homeplace to freelance edit/research/write on steamboats and the Old West or anything else that strikes her as interesting.

**WAY'S PACKET DIRECTORY 1848-1994**

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**WAY'S STEAM TOWBOAT DIRECTORY**

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## 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.

Our annual business meeting will be called to order at 9:30 Saturday morning in the hotel's Sternwheel Room. Financial and membership reports, grants awarded by J. Mack Gamble Fund, and updates from Ohio River Museum, Cincinnati and St. Louis libraries, S&D's regional chapters, and Point Pleasant and Clarrington River Museums, are on the agenda. Nominations and balloting for officers and Board members for a three-year term will also take place. Nominees for these positions should be sent to Ruth Guenther or Barbara Hameister no later than 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." You can read more about Ed in the story on page 7. Come join us for a great weekend!

## Ed Shearer Guest Speaker at S&D Gathering

S&D is very pleased to announce that Mr. Ed Shearer, principal naval architect with The Shearer Group, Inc. is our speaker for this year's meeting. Ed was recipient of the IMX (Inland Marine Expo) Achievement Award on May 22nd this year at ceremonies in St. Louis. The annual award was established by *The Waterways Journal* to recognize individuals who spent their career making significant contributions to the towing industry.

Although Ed has more than fifty years of marine architecture under his belt, the river has been a part of his life and that of his family for much longer. More than a century ago, his grandfather started towing logs on Kentucky River above Lock and Dam No. 10 with a 12-horsepower sternwheel towboat named BELLE. In 1932, his grandfather's company got a job towing for Ohio River Company out of Kanawha River to Cincinnati and then with DuPont towing coal on the Kanawha. Ed's father, Capt. Bert Shearer, obtained his license in 1939 to operate the steam towboat O. F. SHEARER (T1940), named in honor of Ed's grandfather Oliver Franklin Shearer. With U.S. involvement in World War II, Ed's father joined the Coast Guard in 1942 to pilot LSTs downriver from Pittsburgh to New Orleans.

Ed was born in October 1944 in Lexington, KY near his parents' farm near Winchester. A year later, his father's business bought a steam sternwheeler and barges from Raymond City Coal, along with



their coal towing contract. The family soon moved to Cincinnati. The family business continued to grow as it acquired towboats from American Commercial Barge Line and also built their own 1400-hp towboat

m/v ONWARD, which was sold to Ohio River Company shortly after. Over the next several years, as the Shearer family business built and sold several other towboats, he got a good firsthand look at how the boats were built.

Spending most of his childhood summers on boats with his father, Ed was allowed to do a little steering and some decking. He recalled that "once, for a period of about three days, I was paid to be the striker engineer on SAM CRAIG (T2243). She was among the last hand-fired steamboats on the inland waterways, and it was quite an experience to stand in that hot engine room and handle her in and out of locks and landings." In 1958, when the company contracted with Peabody Coal on Green River, "this gave me a second chance to watch engineering in action in a shipyard." A year later Ed applied to study naval architecture at University of Michigan and was accepted. During the summer recess, he continued working in the towing industry, taking a position as go-fer at Hillman Barge & Construction in the engineering department, where he made blueprints and corrections to drawings.

Upon graduation from Michigan, he landed a job at Newport News Shipbuilding in 1967. A year later he met his future wife Gayle, and shortly thereafter accepted a new position with Nashville Bridge Company where he learned more about towboat and barge design. In 1973, O. F. Shearer & Sons was sold to American Electric Power's AEP Fuel Supply division. Less than a year later, Ed became head of engineering for Hillman Barge, where he oversaw the design of five new towboats for ExxonMobile, as well as tank barges, hopper barges and drydocks.

In 1979 Shearer moved to New Orleans for work as vice president of engineering and marketing for Bergeron Industries. The company grew quickly from two small shipyards to three large ones. But "as time and tide will tell, the company went bankrupt in 1982," he observed, right in the middle of the economic downturn in the marine industry. Then, a few years later as Ed was out looking for a job once again, "a lightbulb went off, and I formed Shearer & Associates, Inc." For the next 25-plus years, Ed worked with inland operators to design new equipment, convert existing equipment and

*Continued on page 15*

# Saga of the Steamer JOHN RAINÉ

By Sharon Cunningham

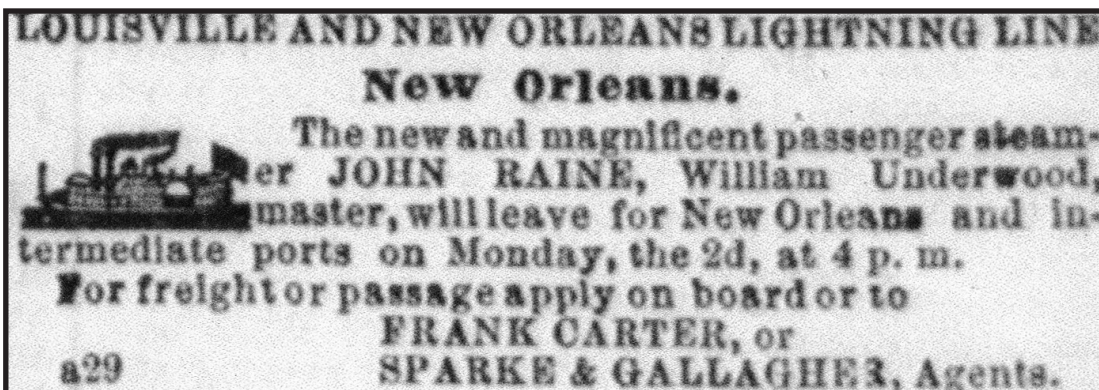
A little-known steamboat, the JOHN RAINÉ, is the linchpin in a confused and confusing story of the 1867 demise of the Mississippi River steamer DAVID WHITE. In 1858, the RAINÉ was built at the Jacob Dowerman and Thomas Humphreys Boatyard in New Albany, IN for Capt. William C. Underwood at a cost of \$50,000. Unfortunately, no photograph of the sidewheel JOHN RAINÉ has so far been located. Measuring 541 tons on a hull 256 x 36.5 x 6, she came out in the Wheeling-Louisville trade under the command of Capt. Underwood. She later joined the Lightning Line steamboat pool with Capt. Underwood as owner/master. This company, owned by Madison, Indianapolis & Peru Railroad had headquarters in both Louisville, KY with Sparke & Gallagher and Frank Carter as agents, and in New Orleans with agent Thomas Keefe.

The Lightning Line ran several boats Louisville-New Orleans, including JOHN RAINÉ, which would soon serve in a sub-department of the Union's "Brown-water Navy," the Mississippi Marine Brigade (MMB). The company ceased operation in late 1862 when, in November and December, the United States Quartermaster Department purchased the RAINÉ and several other of its steamers for supply and transport. This group of riverboats was the 1862-63 Army/Navy anti-Confederate guerilla task force operating along the Mississippi and its tributaries from the junction of the Ohio at Cairo, IL, south to New Orleans. Using various resources, a time line for the operation of JOHN RAINÉ can be pieced together.

May 1859 – An ad promoting the “Louisville & New Orleans Lightning Line – New Orleans: The new and magnificent passenger steamer JOHN RAINÉ, William Underwood, master, will leave for New Orleans and intermediate ports on Monday the 2d at 4 p.m. For freight or passage apply on board or to Frank Carter or Sparke & Gallagher, Agents.”

April 1862 – *The Dictionary of Transports & Combatant Vessels, Union Army 1861-1868* stated that its listing for the steamer JOHN RAINÉ, purchased on Western Rivers, was taken from House of Representatives Document 337. Authors Gibson and Gibson also state that the steamer was part of the “Expedition to Pittsburg Landing – Shiloh, April 1862.” However, as usual with the mystery of this steamboat, a contradictory statement by the U.S. Parks Service ranger at Shiloh National Battlefield reports that “there is no record of the steamer JOHN RAINÉ being present at Pittsburg Landing or the Marine Brigade being at Shiloh. The Marine Brigade took part in the siege of Vicksburg where there is a document for them.” The Battle of Shiloh [Church] at Pittsburg Landing, TN took place April 6-7, 1862.

November 1862 – *Way's Packet Directory* records that JOHN RAINÉ was purchased from Capt. William C. Underwood, original owner, ca. November 1862 and altered for military use on the Mississippi River. However, the Lytle Holdcamper List mentions the RAINÉ being sold to the U.S. Quartermaster Department in 1861. This date is probably a typographical error, since the Mississippi



*Left: May 1859 newspaper ad for the new steamer JOHN RAINÉ appearing in the Louisville Daily Courier, Louisville - New Orleans run. Top left, next page: 1860 departures from New Orleans for Louisville and way points. Both images courtesy of Sharon Cunningham.*





**FOR LOUISVILLE--THE FINE**  
 Regular Passenger Packet **John Raine**,  
 Wm. Underwood, master, will leave for the above  
 and all intermediate landings as follows :

Leaves New Orleans SATURDAY, March 31, at 5 P. M.

Leaves New Orleans TUESDAY, April 17, at 5 P. M.

Leaves New Orleans THURSDAY, May 3, at 5 P. M.

Leaves New Orleans SATURDAY May 19, at 5 P. M.

Leaves New Orleans MONDAY, June 4, at 5 P. M.

Leaves New Orleans WEDNESDAY, June 20, at 5 P. M.

Leaves New Orleans THURSDAY, July 5, at 5 P. M.

Leaves New Orleans FRIDAY, July 20, at 5 P. M.

Passengers and shippers can rely on this steamer leaving  
 as above.

No stateroom considered engaged until paid for.

N. B. A plan of the cabin can be seen and staterooms secured  
 for any of the above trips by applying to the Agent.

THOS K EFFE,

No 25 Gravier street.

m14 tf

Marine Brigade purchases did not commence until the winter of 1862.

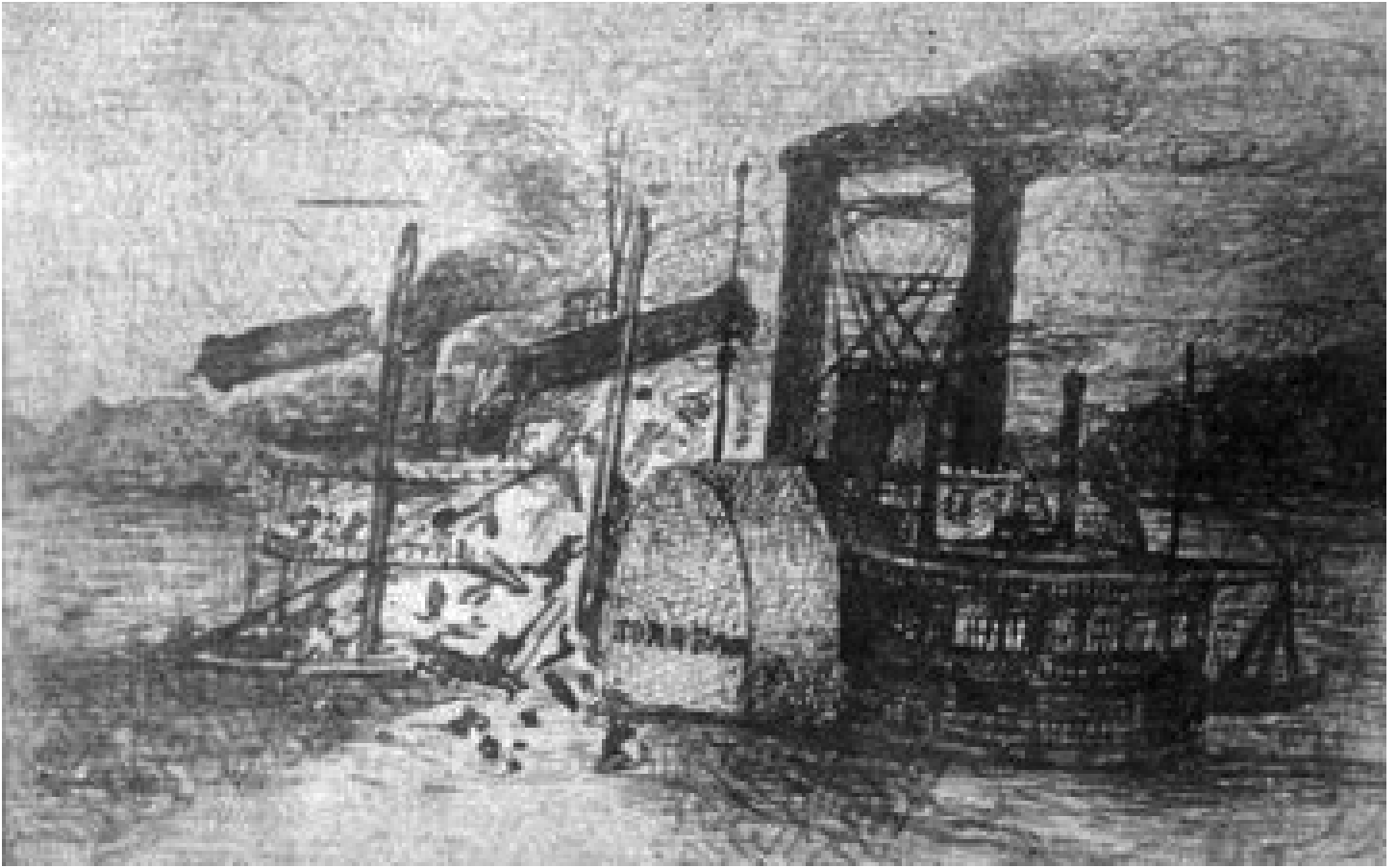
June 1863 - On June 25-30, 1863, a detachment of the Brigade on the RAINE formed a part of an expedition to Greenville, MS under the command of Lt. Col. Samuel J. Nasmith of the 25th Wisconsin Infantry.

August 1864 - The Department of War in Washington, D.C. ordered the disbanding of the Mississippi Marine Brigade. Several of the converted steamboats, including the RAINE, were kept for use as Union Army transports along the Mississippi River system until the end of the Civil War.

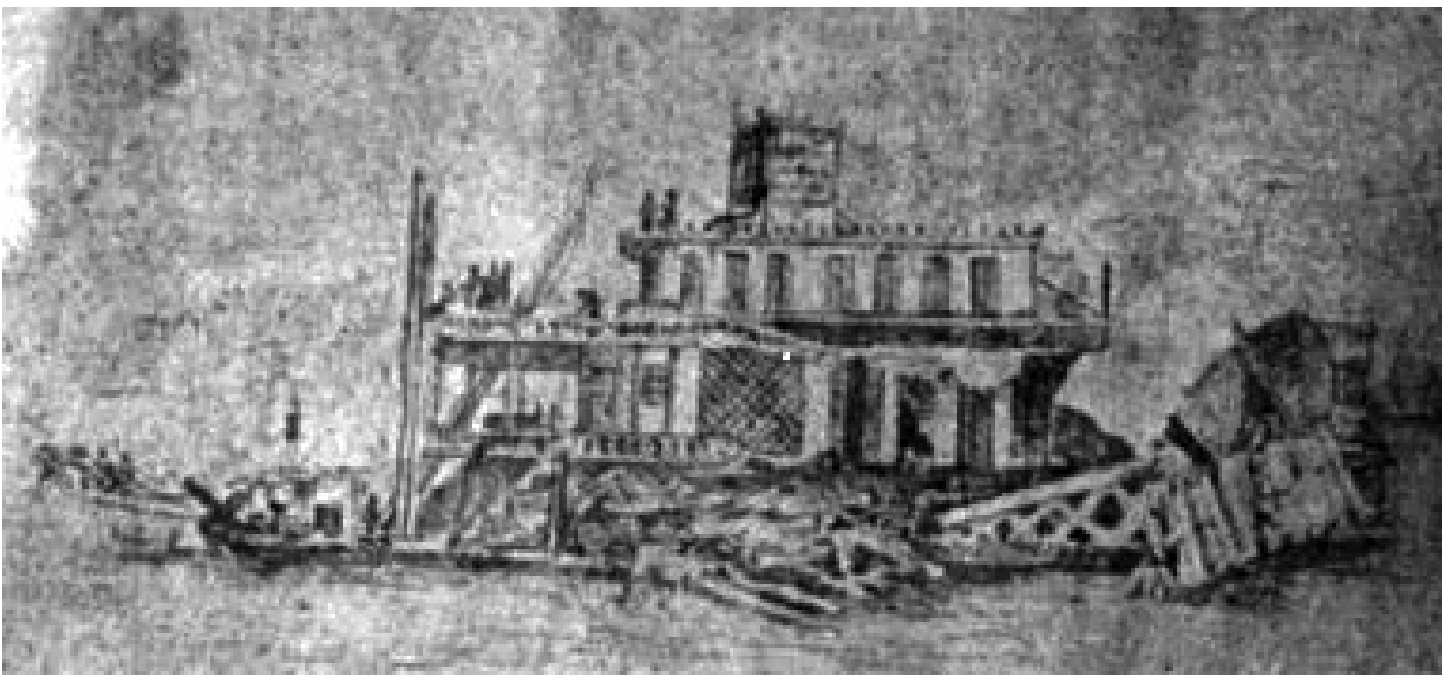
January 1865 - On January 9, JOHN RAINE collided with the steamer JOHN H. DICKEY between Vicksburg and New Orleans. The DICKEY was carrying the 161st New York Volunteer Infantry and a portion of the 20th Iowa Volunteers from their camp at the mouth of Arkansas's White River, down the Mississippi to New Orleans. A newspaper report of the incident commented: "Here, a group were singing patriotic songs, there,

some were reading; others were engaged in pleasant intercourse, when suddenly, about 7 o'clock, there came a stunning blow, as if every timber in the boat was being crushed to atoms, followed by clouds of steam rushing in the cabin." JOHN RAINE hit the JOHN H. DICKEY on the "larboard (port) side near the bow and tore away the DICKEY's lower boiler and hurricane decks. The DICKEY's wheelhouse was crushed and the wheel left hanging by shreds to the vessel's side. In their fright, many of the men leaped into the water to swim ashore, but three were drowned in the attempt, and twenty-three others were injured by the collision, two of whom died a few days afterward. JOHN RAINE rescued the remainder of the 161st New York, transported the men to a camp about twelve miles above New Orleans where it joined other units as the XIII Corps rendezvoused in preparation for a general advance against Mobile, AL, participated in the siege of that city, and in the storming of Fort Blakely on April 9, 1865."

The January 23, 1865 Elmira, NY *Daily Advertiser* gave this report of the collision datelined at Vicksburg on the 10th. "One of the most painful accidents in river navigation happened yesterday



*Contemporary drawing of collision between MMB's JOHN RAINE (foreground) and troop transport JOHN H. DICKEY on January 9, 1865. The back of the drawing states that "the Mississippi River steamboat wrecked with 161st Reg. on board. Many lost." This sketch was drawn by Lt. George Slater of the 161st New York Volunteer Infantry's Company C. Drawing from New York State Military Museum in Saratoga Springs, NY, courtesy of Sharon Cunningham. Identification of the artist was made by correspondent "ZACK" for the Emira, NY Daily Advertiser of January 24, 1865.*



*Drawing of the aftermath of the collision. DICKEY is in shambles. Three men of the 161st NY Volunteer Infantry drowned after jumping overboard from the heavily damaged steamer. Drawing by Lt. George Slater. Original drawing from New York State Military Museum, courtesy of Sharon Cunningham.*

afternoon twenty-five miles below here. The transport JOHN H. DICKEY, from the mouth of White River, heavily laden with troops, horses, mules, and stores of various kinds, was proceeding on her way to New Orleans, when she met with the steamer JOHN RAINE, bound up to this port. The steamers were both in a great bend of the river at the time of meeting, and could be seen for a long distance before nearing each other. Besides, it was before six o'clock p.m. and daylight – so there can be no excuse for the criminal negligence of the pilots of both boats, who allowed them to collide with each other, where the slightest attention to their duty would have made such a conjunction impossible. It is not known yet who the guilty parties are in causing this accident, but an examination will soon be had which will probably elicit that information. At present the pilots of both boats accuse each other of the gross negligence which resulted in the accident.

“The JOHN RAINE had no cargo of any kind, but she being a much newer and stronger boat than the DICKEY, the latter steamer, although heavily freighted and bound downstream, suffered the more destructive shock. The DICKEY was struck on the larboard guard, near the wheel house, and everything was cut away on that side to the bare hull. The chimneys were thrown overboard by the jar, and it was at once necessary to put out the fires in the furnaces to save the wreck from burning by the flying sparks. The engineer of the DICKEY did almost heroic service in their successful but dangerous efforts to suppress these fires, which threatened serious consequences if not instantly put out. The effects of the collision were scarcely visible on the guards and upper works of the JOHN RAINE.”

The following day's edition quoted a letter from two of the New York Volunteers who were on board the DICKEY as they made their way south after being picked up by the RAINE. “The 161st N.Y.V. embarked at White River about noon on Monday [Jan. 9] for the purpose of reporting at New Orleans. We took passage on board JOHN H. DICKEY, which boat also had on board the 20th Reg. Iowa Infantry. We were compelled to remain at Vicksburg several hours to coal up, and did not leave there until late in the afternoon. We had got

fairly underway and had made about ten or fifteen miles, everyone on board being in the best of spirits, the boys contented, when suddenly crash! crash! went one side of the DICKEY, knocking everything concave. The utmost excitement and consternation prevailed on deck and in the cabin. Some imagined the boiler had bursted, others (novices) that the guerillas were shelling us, while many were too much frightened to form any opinion about the matter. In the cabin the stampede was tremendous. Fright overcame every other consideration and each one's sole aim seemed to be to look out for Number One. Many of our boys were quartered on the hurricane deck. Guns, knapsacks, straps, cartridge boxes, etc. were swept overboard in the twinkling of an eye, and many a poor fellow lost all he had except what was on his back. Men jumped overboard, and those that were not drowned swam to the shore. The cause of the accident was a collision, the JOHN RAINE running into us, striking our boat amidships.

“You will see in *Harper's Illustrated Newspaper* a sketch of the collision, made by Lt. Slater of Company A. A total of twenty-three men were wounded and three drowned of the 161st N.Y.V. Many others were slightly hurt by being run over and trampled upon, but their injuries are not sufficiently serious for public mention. The officers of the entire regiment behaved with the utmost coolness and self-possession, calming the fears of their men and directing and overseeing their safe transit from the ruined boat to the JOHN RAINE. Too much praise cannot be awarded Lt. Col. William B. Kinsey for his bravery and promptness on this occasion. He was assiduous in taking measures for the recovery of the missing men. He immediately set pickets, and all the men that could be found were brought on board the boat. The boat on which we now are remained at the scene of the disaster until the next afternoon before she proceeded on her way back.”

According to these reports from the *Elmira Daily Advertiser*, the drawings of the wreck were made by Lt. George Slater. Official military records state “at 23 years old, Slater enlisted as a Private on December 28, 1863 at Corning, NY. On the same date, he was mustered into Co. C of the New York 161st. As of March 1, 1864, Slater was a Sergeant in the unit, and on March 3 was promoted to 2nd Lieutenant and by January 1, 1865, was a 1st Lieutenant. He



Lt. George Slater, illustrator of the sketches on page 10. Photo courtesy of Sharon Cunningham.

was mustered out of Union service at Tallahassee, FL on November 12, 1865.”

February 1865 – JOHN RAINE was one of the Quartermaster vessels to be taken under fire on the Mississippi River, having been attacked by a partisan force near Bayou Sara, LA on February 28, 1865.

June 1865 – The RAINE was located at St. Louis as of June 30 in a listing of U.S. Quartermaster sales of surplus war materiel, and her condition was rated as “ordinary.”

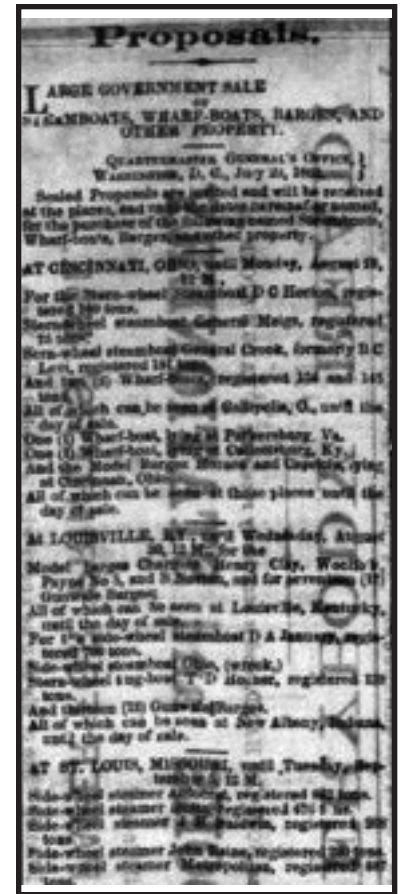
August 1865 – A newspaper item published August 13-26, 1865 in the *Nashville Daily Union* lists the RAINE for sale by the Quartermaster Department to the highest bidder: “Large Government Sale of Steamboats, Wharf-boats, Barges and other property. Quartermaster General’s Office, Washington, D.C., July 29, 1865.”

Upon reaching this point, accurate identification of the JOHN RAINE/DAVID WHITE becomes blurred, because it appears that one historian was given incorrect information and subsequent writers copied and published that same information regarding these two steamboats. *Way’s Packet Directory* states that the RAINE (3104) “was lost by fire January 17, 1867 near Greenville, MS. Fifty-nine lives were lost.” While the directory does not provide specific footnotes for the sources of Capt. Way’s entries, according to his son-in-law Woody Rutter, a river historian in his own right, Capt. Way took “a lot of his information from the Lytle-Holdcamper List.” The Lytle List does not offer much detail, but it does record that the RAINE was “. . . built at New Albany, IN, 1858. First home port, Louisville, KY. Lost 1867.” A footnote states, “Sold U.S.Q.M.D., 1861 [as opposed to others who list November 1862]; possibly re-documented.” That last statement is most significant for the remainder

of this story.

Yes, JOHN RAINE was indeed re-documented... as the DAVID WHITE, for in a newspaper item from February 20, 1867’s *Memphis Daily Appeal* we read that Capt. John Watts Vawter of Madison, IN and others purchased the RAINE from the Quartermaster Dept. on August 17, 1865 at Vicksburg. Vawter immediately changed the name of this steamboat to DAVID WHITE, and therein lies the crux of a mystery extant since 1865. Since both Vawter and entrepreneur David White were early citizens of Madison, IN, it is probable they knew one another as well as their mutual interests in steamboats. White was a prominent Madison businessman and steamboat builder/owner, therefore Vawter’s renaming his newly acquired packet DAVID WHITE makes a certain sense.

Vawter was once involved in building plank roads in both Indiana (the famous Michigan Road from Madison on the Ohio River, approximately 963 miles to Michigan City, IN) as well as in Baton Rouge, LA. This information is found in an 1889 biographical sketch of his brother Milton S. Vawter, who apparently worked for him in both steamboating and in building plank roads. White’s obituary published in the *Madison Daily Appeal* states that “David White was active in all enterprises for the benefit of trade and prosperity of this city. He was liberal in subscriptions to plank roads.”



This blurry notice from the *Nashville Daily Union* lists the sidewheel steamer JOHN RAINE (second from bottom) among vessels for which bids would be solicited at St. Louis. Sharon Cunningham photo.

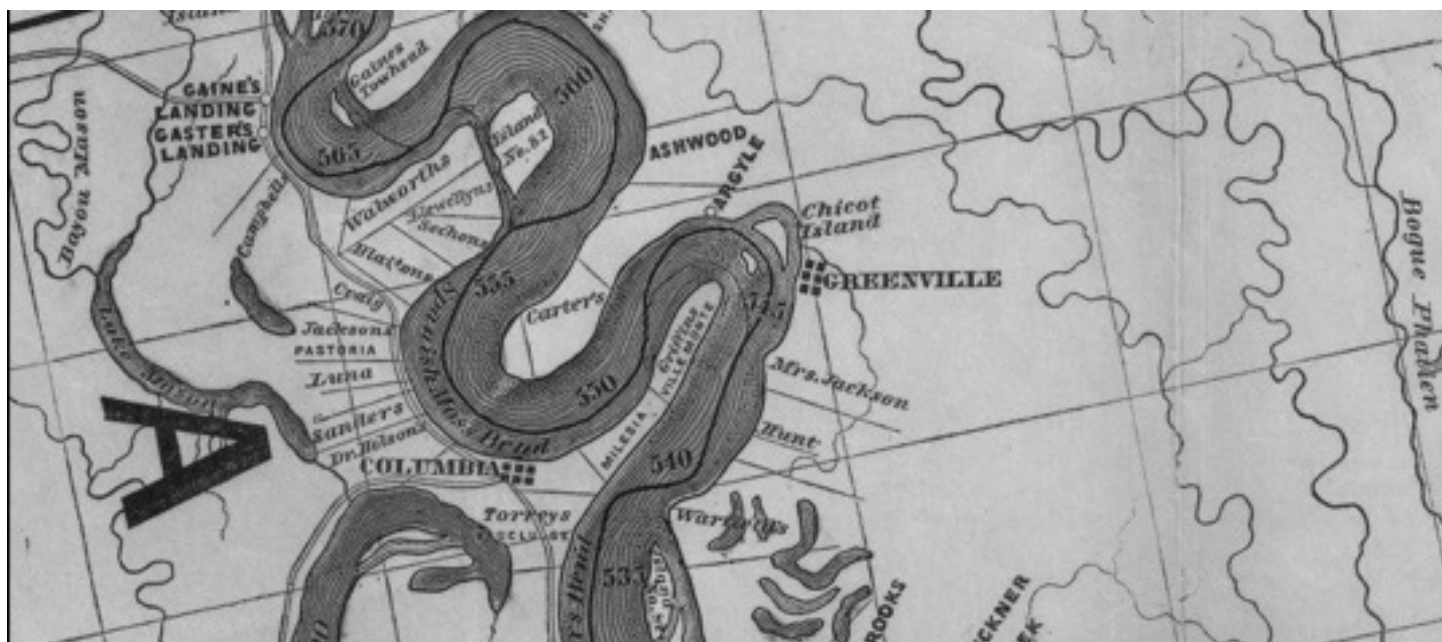
More on J. W. Vawter's steamboat ownership appears in a 1905 book titled *The Vawter Family in America*: "In 1847 he bought the JOHN DRENNEN, which ran Madison and Cincinnati as a packet." Although built too early to appear in *Way's Packet Directory*, it is listed in John H. White, Jr.'s "1841-1847 Western Rivers Steamboat Index (Part 1)" in the December 2014 S&D REFLECTOR. This valuable steamboat index runs in the REFLECTOR June 2013-March 2015. Lytle-Holdcamper describes her as a 131-ton sidewheel packet, built 1846 at her home port of Louisville. A note indicates she was either abandoned, dismantled, exempt from documentation, or removed for unknown cause. The Vawter Family book also mentions that "during the Civil War he purchased an interest in the CLARA DUNNING, which ran between Louisville and Cincinnati." Capt. Way lists the DUNNING (1156) as a sternwheel packet, wood hull, built in Madison in 1864 for the Louisville-Madison trade. Her hull measured 155 x 28 x 4.5, with engines 15's-5 feet. Her captain was H. Thompson. She was sold by the U.S. War Department in 1874. The Lytle List reports the same, but neither listing reveals the ultimate story of CLARA DUNNING.

However, a further statement in the Vawter book which is most relevant to our story reports that J. W. Vawter "became owner of the steamer DAVID WHITE running between Louisville, St. Louis and New Orleans, and for a time was her

captain. He had sold a one-fourth interest in the DAVID WHITE before the boat exploded on the lower Mississippi, but still suffered a heavy loss." The previously mentioned *Memphis Daily Appeal* column also states that when the RAINE was sold to Capt. Vawter, her name was changed to DAVID WHITE. And the Paducah *Daily News* obituary of Capt. William Underwood, original owner of JOHN RAINE, states as well that JOHN RAINE and DAVID WHITE are the same boat.

I believe the one-fourth interest in the newly named DAVID WHITE was sold by Vawter to three others, who included Henry B. Shaw and John Davis, both of Nashville, and both killed in the explosion on January 17, 1867. The third partner, Dr. Thomas J. Shaw of Clarksville, TN and a cousin of Henry B. Shaw, was also a passenger on the WHITE, but survived the explosion. From a Vawter family newsletter comes this final confirmation that the RAINE and the renamed DAVID WHITE were the same steamboat: "There is in my possession a large cup, saucer and plate, all of which have pictures of the DAVID WHITE, a steamer, and painted on them the words 'J. W. Vawter, Master.'"

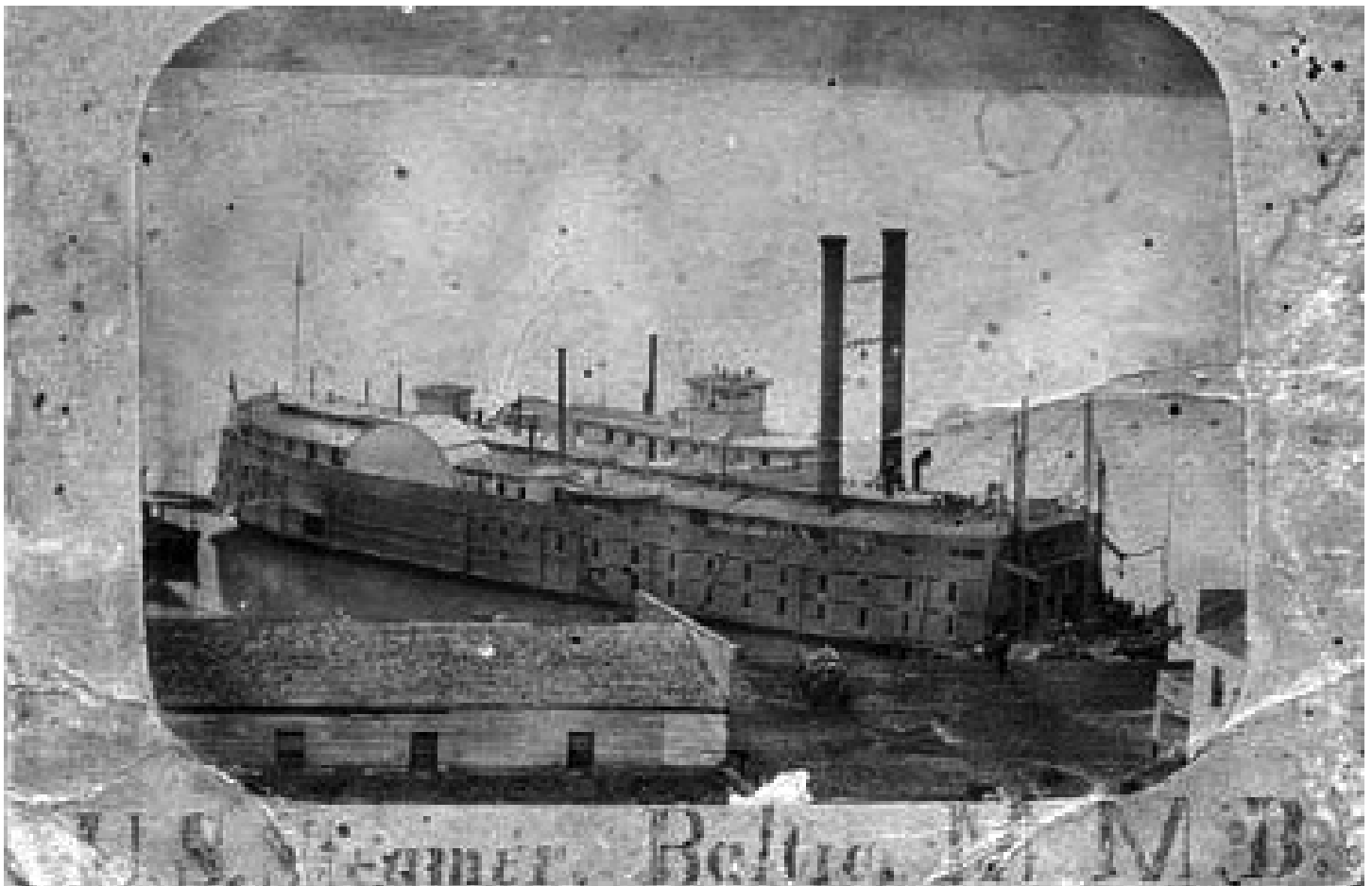
So, if the original 1858 New Albany-built JOHN RAINE was renamed DAVID WHITE in 1865, we can now agree that the RAINE and the original 1853 Madison-built DAVID WHITE are



*Map of Mississippi River showing Greenville, MS where the renamed DAVID WHITE exploded boilers on January 17, 1867 at Point Chicot. Map by Jacob Talley Bailey, courtesy of Sharon Cunningham.*

two entirely different steamboats. Several years' research on the original DAVID WHITE and her builder/owner Madisonian David White is ongoing. Unfortunately, I have been unable to find photographs of either Capts. David White or John Watts Vawter. This is mind-boggling, since both men played important roles in the business growth of Madison. There seem to be no photos of the steamboats JOHN RAINE or DAVID WHITE either. Searches have been made in every steamboat photo collection known to me with no positive results. At present the best photographic evidence we have is a view of JOHN RAINE's sister steamer BALTIC, revamped as a Union troop carrier in the Mississippi Marine Brigade. This image may provide us our best guess as to how the RAINE might have looked during the Civil War.

This history could not have been completed without the help of Pam Newhouse of Madison, IN, who spent a day accompanying me around her city to visit pertinent historical sites. My thanks also to Research Librarian Janice Barnes at the Madison/Jefferson County Public Library, who dug into local histories of both David White and J. W. Vawter, before and after my visit to Madison; and to Joyce Jenkins at the Jefferson County Historical Society in Madison, whose help located material on David White not found in other places. Ladies, it's been a long project, exasperating at times, but mostly fun. Thank you for your interest in two of Madison's early sons and for your help in rooting out their histories. More of your research will appear in a subsequent article about Madison entrepreneur David White, his steamboats and his career. 🕒



*Mississippi Marine Brigade steamer BALTIC (0437) at Vicksburg. Photo courtesy of Society of American Archivists, Chicago, IL*

Readers of this article who would like a complete bibliography and list of citations for all sources used or quoted in the text may contact the editor, who will be pleased to forward a pdf of Sharon's original annotated manuscript with her kind permission. Contact information is on page 4. - Editor

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**Ed Shearer, S&D Speaker continued from page 7**

renovate old equipment. In 2010, he met Greg Beers, and together with two other partners The Shearer Group was born. It was created to provide naval architecture, marine engineering, marine surveying and professional engineering services to clients in the inland and offshore marine industries.

Today the company's line of work includes designs for towboats and all manner of barges. Powered-vessel designs include conventional screw wheel towboats, azimuth drive (Z-drive) towboats,

self-propelled barges and dredges. While Ed remains in contact with his colleagues at The Shearer Group, he said most of his commitment now is to mission work with his church and managing scholarships at University of Michigan, his alma mater, and at East Carolina University where his wife attended.

With a wealth of practical experience in every facet of inland towing design and development over more than a half century, Ed is especially qualified to share with us an amazing perspective in his S&D talk "From Paddlewheels to Z-Drives: The Evolution of the Towboat." ⓘ



*This photo from the Howard Steamboat Museum photo collection is dated February 3, 1930, and pictures the Coney Island steamers ISLAND QUEEN in the center with her cohort ISLAND MAID landed behind. Construction at Howard Shipyard is in progress in the foreground. The sternwheel towboat TITAN (T2443) would be completed for Jones and Laughlin Steel Company that year, along with HELEN H., an oil engine sternwheeler for Louisville. Two sand barges, a ferry for Warsaw, KY, three gas-powered motor boats for the Vicksburg Corps of Engineers, and the Rock Island, IL wharfboat all came from these yards that year as well. As reported in our pictorial essay in the June issue, ISLAND MAID had spent several weeks at the yard the previous May undergoing major rebuilding after a fire ravaged her upper decks early in 1929. The occasion for this visit is unknown. Any ideas?*

# The Excursion Queens of Lake Minnetonka

Fifteen miles west southwest of Minneapolis lies the ninth largest lake in Minnesota, arguably the most beautiful in the entire state and situated in an affluent area of the Twin Cities. Lake Minnetonka today is home to the single screw steamer MINNEHAHA, one of the original “Streetcar Boats” salvaged in 1980 from the lake bottom after the fleet had been scuttled in 1926. Painstakingly restored, she operates a summer season on a regular circuit of the lake, and is the proud heir to a service of lake steamers dating back to 1855. By a strange twist of fate, the two largest and most notable steamers in the excursion service there both have direct connections to the Ohio and Upper Mississippi Rivers. But that’s getting ahead of our story. We will let the author of the 85-page illustrated souvenir booklet *Lake Minnetonka: An Outline of Its Natural Beauty and Manifold Attractions - 1905*, published by S. E. Ellis, excursion agent for Lake Minnetonka Transportation Co., tell this fascinating tale in the words of his article “Historical Sketch of Picturesque Lake Minnetonka.”

None of the early explorers ever saw Lake Minnetonka. Their courses lay up the Mississippi and the Minnesota Rivers, one east, the other west of that beautiful body of water. The Sioux Indians who, during a half century of fierce conflict with the Chippewa, made here their last stand before abandoning the forests to their enemies. In these “big woods” they fought, crimsoning the brooks and bays with their own and their enemies’ blood, and here for a time they made a successful stand.

“Little Six,” or Shakopee, with his band, who had welcomed the troops that came to build Fort Snelling in 1819, established themselves where the village of Wayzata is now located, and their tepees dotted the shore of the lake until 1862, when the band, taking part in the fearful massacre of the white settlers, abandoned the place and never visited their old haunts again. Shakopee, the younger, and Grey Iron, another Sioux chief, were hanged at Fort Snelling for participation in the massacre.

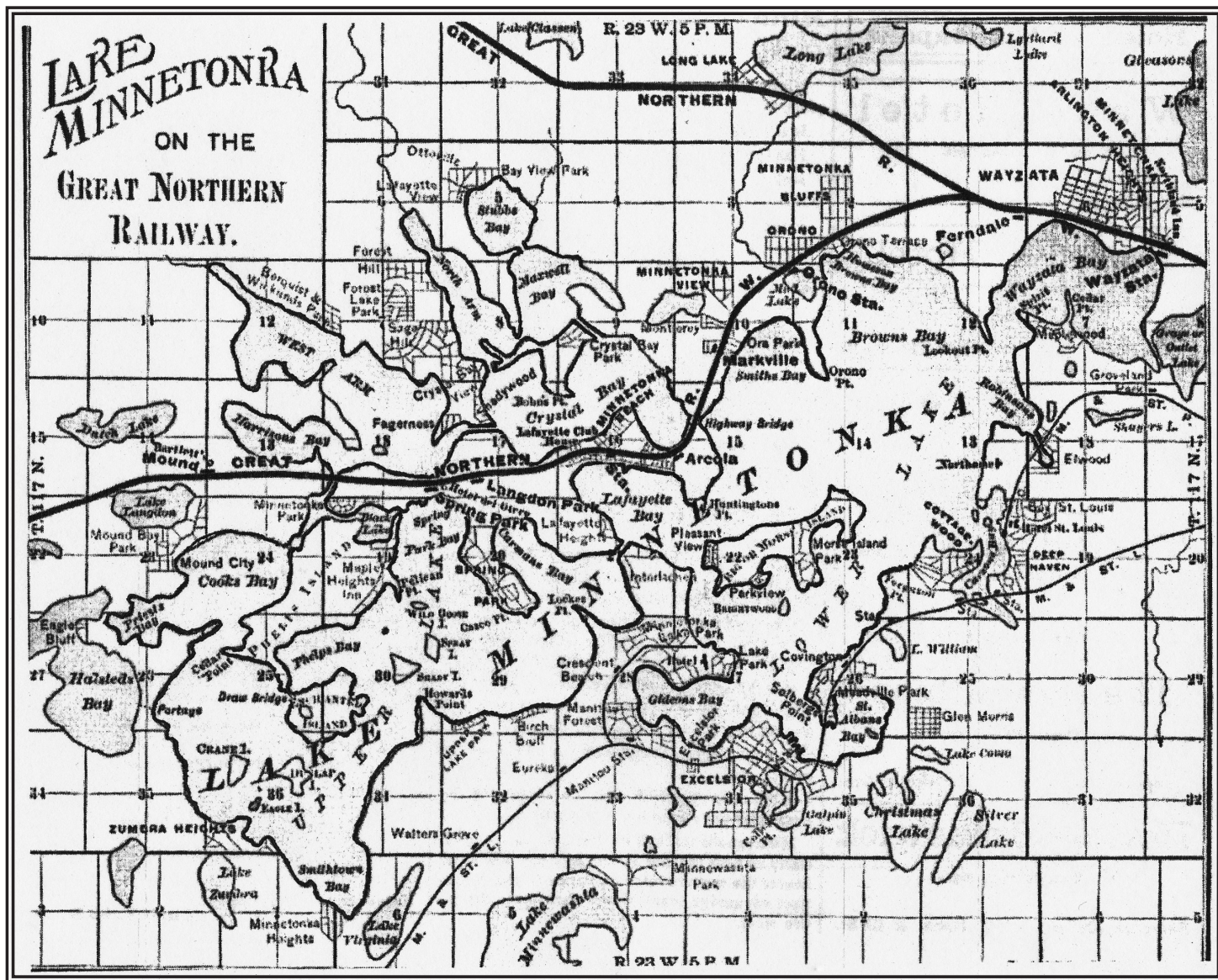
The first white people who visited Lake Minnetonka were Joseph R. Brown, then a drummer boy in the Fifth Infantry, Joseph Snelling, a son of the commandant of the post, and another lad whose name is not known. They came in 1822 by following the course of the stream which, having its head at the lake in Grey’s Bay, meanders for about thirty miles toward the Mississippi, creating in its course the charming cascade of Minnehaha Falls, until it eventually unites with the “Father of Waters” near Fort Snelling.

Franklin Steele and Martin McLeod, one a post trader and the other a visitor at Fort Snelling, left the post in the summer of 1846 on horseback, with the intention of reaching and going around Lake Minnetonka. They, too, followed the course of the stream, and in due time arrived at the lake, where they camped. Resuming their journey the next day, they struck off northeast to Little Six’s camp, but finding no one there – the Indians were absent on a buffalo hunt – they rode around that end of the lake and went west as far as the North Arm. Here they stopped and, coming to the conclusion that the lake was much larger than they had anticipated, turned about and rode back to the fort.

The next explorer, Eli Pettijohn, also came from Fort Snelling in 1850. Acting upon the advice given by some Indians who were familiar with the locality, he took a course which led him further south than the others had gone and reached the hills near the present site of Excelsior.

In April 1851, a party of four men, among them Simon Stevens and Calvin A. Tuttle, left the two villages of St. Anthony and Albion, later Minneapolis, at the “Falls of St. Anthony,” on an “exploring expedition.” Their objective was Lake Minnetonka. They reached it at Grey’s Bay, and finding the ice strong enough to bear them, crossed to Big Island. The next day they returned to “the falls.” Soon afterwards, Stevens, Tuttle and Shaver made a claim at the point known as Minnetonka





Map of Lake Minnetonka from the 1905 souvenir booklet. The Great Northern RR serviced Wayzata on the NE shore of the lake.

Mills and built there the first sawmill in Hennepin County erected by civilians.

Governor Alexander Ramsey, at the head of a larger party, came to the lake the next year and it is claimed that he gave it its present title "Minnetonka," signifying in the Sioux tongue, "Big Water." It is much more probable that the Sioux, who had bestowed appropriate titles on numerous other bodies of water in this locality, had named it long before the first white man reached its shores. The extremely favorable reports brought back by the Ramsey party, of the entrancing beauty of the lake, the fertility of the soil, and the wealth of timber which fringed its shores, resulted in an influx of settlers during the next decade, who located at several points, the first comers taking claims at Wayzata and Excelsior.

Churches and schoolhouses were built, and general stores opened at different places. Birch bark canoes and primitive sailboats were the first means of transportation from shore to shore, but these soon proved inadequate to supply the traffic which had resulted from the growth of the "Excelsior Colony" at Excelsior, and at the villages of St. Albans and Wayzata.

In 1855, Rev. Charles Galpin, a Congregational clergyman, solved the problem by building a small sternwheel steamer, GOVERNOR RAMSEY, the first steamboat to ply the waters of the lake. She was constantly employed in passenger and freight traffic from that time until 1862 when she sank. Her machinery was removed and installed on a freight boat called RAMBLER. The completion of the St. Paul & Pacific - now the Great Northern Railway



*This drawing from the 1905 souvenir booklet pictures the BELLE OF MINNETONKA departing the boat landing on the lake front adjacent the Hotel Lafayette. The BELLE was the largest steamer to operate on the lake, and the Hotel Lafayette the largest hostelry catering to vacationers and to residents from the Twin Cities who flocked here. The hotel burned in 1897 and the boat was dismantled in 1892.*

– to Wayzata in 1867 made it possible for tourists to reach the lake by rail, and naturally resulted in making its charms as a fishing resort generally known. The first propeller boat on the lake was brought from Detroit, MI by Chas. Gardner, a theatrical manager, and named for his daughter SUE GARDNER. This craft was about thirty-five feet long and while still in fair condition in 1874, was removed to Lake City for use on Lake Pepin. The KATIE MAY, built by Charles May of Excelsior in 1870, was of a more ambitious type than either of its predecessors, but unlike them was extremely unfortunate. While on a trial trip from Excelsior to Wayzata, its boiler exploded, killing two men, one of whom was a son-in-law of Capt. May, and the craft went to the bottom. It was raised, rebuilt, rechristened SAUCY KATE, and proved to be one of the staunchest craft on the lake, and during its subsequent career safely carried thousands of passengers.

In the winter of 1875, the steamer MARY was built by Capt. Frank W. Halstead near his home, "The Hermitage," in the upper lake, and in 1876 made its appearance as a passenger boat. Unfortunately it carried the same type boiler as that which had proved so disastrous to KATIE MAY, and like her was blown up, the accident occurring at the Hotel St. Louis dock on July 1, 1880. Two men were killed

at that time, one being the engineer of the craft and the other a waiter at the hotel. She was rebuilt by Major Halstead, a brother of the original owner. The steamer MAY QUEEN, which was built by Capt. Rockwell in 1873, was in service until June 29, 1879. On that day, while docked at Rockwell's Island in the upper lake, its boiler, of the same make as those on KATIE MAY and MARY, "let go," killing the engineer and wounding its owner. Fortunately no other boilers of that type were left on the lake and no other explosions have occurred since that time.

About this time the era of the big steamboats began. In 1878 Capt. May launched HATTIE MAY, a sternwheeler, 100 feet long and 18 feet beam, which in conjunction with SAUCY KATE, covered all the lake points and met all of the trains.

In 1880 Capt. May added CITY OF MINNEAPOLIS to his fleet. Several small craft were built by other parties about this time, but the most ambitious project in boat-building was undertaken in 1880-81 by the Hon. William D. Washburn, soon after the completion of the Minneapolis & St. Louis Railroad to the lake. He had the hull of a sidewheel steamer, 160 feet long and 48 feet beam, built of WV white oak at the David S. Barmore boatyard in Jeffersonville, IN, transported to Lake Minnetonka and set up there by a crew from

the boatyard. On this hull was built CITY OF SAINT LOUIS, one of the first two steamers in the Upper Mississippi region to be equipped with electric lights. Fulton Iron Works of St. Louis built her engines, 16's-5 and also supplied the two steel boilers. Her wheelhouses pictured Fort Snelling and the Eads Bridge at St. Louis. She was built at a total cost of \$55,000, with an original carrying capacity of 800 passengers. She made her trial trip on July 9, 1881, was equipped with a band of music of 21 pieces, and had a fine restaurant aboard. Her running expenses were \$110 per day. During that season, which lasted from July 9 to September 27, the total receipts from the sale of tickets and meals were \$40,000, leaving a very comfortable profit for the owner.

In 1882, James J. Hill and P.S. Davidson of St. Paul, noted railroad and steamboat tycoons, built at Arlington flats in Wayzata, where the Great Northern station now stands, a steamer which was of the type of the CITY OF SAINT LOUIS. They named this largest of all sidewheelers ever to ply the lake, BELLE OF MINNETONKA. The hull was constructed there at lakeside, but the machinery came from the well-known Mississippi River steamer PHIL SHERIDAN, owned by the Davidson's White Collar Line. The SHERIDAN had been wrecked when the marine ways on which she sat collapsed in 1876, and the boat was finally dismantled at La Crosse, WI in the autumn of 1881. Those engines had 22 inch cylinders with a 7-foot stroke. [From the beginning, the SHERIDAN was known as a lightning packet, and she set many speed records on the Upper Mississippi. - editor] The BELLE was 288 feet long, had a beam of 60 feet, cost \$40,000 and could carry 2,500 passengers. She was in service until 1887.

In 1883, Charles A. Zimmerman of St. Paul, who owned some small steamers, and J. J. Hill, general manager of the St. Paul, Minneapolis & Manitoba Railroad, pooled their steamer interests and the



Lake Minnetonka Navigation Company was born. This company leased the CITY OF SAINT LOUIS from W. D. Washburn and operated it for some time with their other craft. The conflicting interests of the two companies operating steamers on the lake were finally merged in the Minnetonka Navigation Company, of which C. A. Zimmerman was manager and J. R. Johnson superintendent. A year later in 1889, Commodore Johnson purchased the interests of the Navigation company, rebuilt the HATTIE MAY, rechristened her TONKA, and put in commission CITY OF SAINT LOUIS, TONKA, SAUCY KATE, and ALERT.

The increase that year in the number of private launches and small steamers, all of which diverted trade from the large boats, reduced their income and hence Commodore Johnson thought it advisable at the end of the season to withdraw BELLE OF MINNETONKA, CITY OF SAINT LOUIS, and some other steamers from service. Over the period 1892-99, he dismantled BELLE OF MINNETONKA, CITY OF SAINT LOUIS, LOTUS, DAGMAR and ALERT.

Since that time some handsome steamers have taken the places of the old ones. In 1898, the Commodore built MAYFLOWER, which is 72 feet long, 11 feet beam, and will comfortably carry



*CITY OF SAINT LOUIS's hull was built in Jeffersonville, IN by the Barmore boatyard. Knocked down and shipped to the Lake, her upper works were completed on the 160 x 48 hull when she was launched in June 1881. Originally designed to carry 800 passengers, in 1882 another deck was added to raise her capacity to 1,500 to compete with the new BELLE OF MINNETONKA. By 1890 her scheduled runs were discontinued, and she was dismantled in 1898. Photo: Excelsior-Lake Minnetonka Historical Society.*

150 passengers. The SAUCY KATE, after gallant service lasting nearly thirty years, was burned at Solberg's Point in 1899. The next winter TONKA met a similar fate, but these misfortunes did not discourage their owner, and when the season opened he had another handsome boat, PURITAN, ready for the summer business. She was built in St. Alban's Bay, is 85 feet long, 16 feet beam, and carries 300 passengers. The next addition to his fleet was PLYMOUTH, launched in 1903. She can carry 200 passengers, and is 85 feet long, 14 feet beam. Among the larger boats which are now in service on the lake are PURITAN, PLYMOUTH, MAYFLOWER and ACTE. The number of private launches on the lake, most of them operated by gasoline, is 400.

The first hotel at the lake, Excelsior House, was built by George Galpin at Excelsior in 1854. The original building afterwards became the kitchen of the reconstructed hotel. It burned during the 70s. In 1879 and 1880, several hotels were built on the lake shore, including the St. Louis, reached by the Chicago, Milwaukee & St. Paul Railroad, on St. Louis Bay; the Lake Park, now the new Tonka Bay; the Hotel Harrow on Rockwell's Island; and the Arlington House at Wayzata.

The completion of the St. Paul, Minneapolis & Manitoba Railroad to Minnetonka Beach resulted in that company's construction of the largest hotel at the lake, the Hotel Lafayette. It was originally about 600 feet long and five stories high, but was added to several times until it reached a length of 900 feet. During the fall of 1897 it caught fire and was totally destroyed. The Lafayette Club House now occupies its site. Lake Minnetonka is today known throughout the length and breadth of the country as the most charming summer resort in the West.

To those who have only a day to spend on Minnetonka, a tour on one of the steamers will give an excellent opportunity to view some of its charming scenery. It is a comfortable and delightful trip, and may be compared favorably to that among the Thousand Islands, which it resembles. The excursion steamer PURITAN usually leaves Excelsior every morning during the summer at about 8 o'clock, running to Wayzata to meet the Great Northern train, on the arrival of which it runs to Hotel St. Louis, where it meets the Chicago, Milwaukee & St. Paul train; thence to Excelsior and Tonka Bay, where passengers of Minneapolis



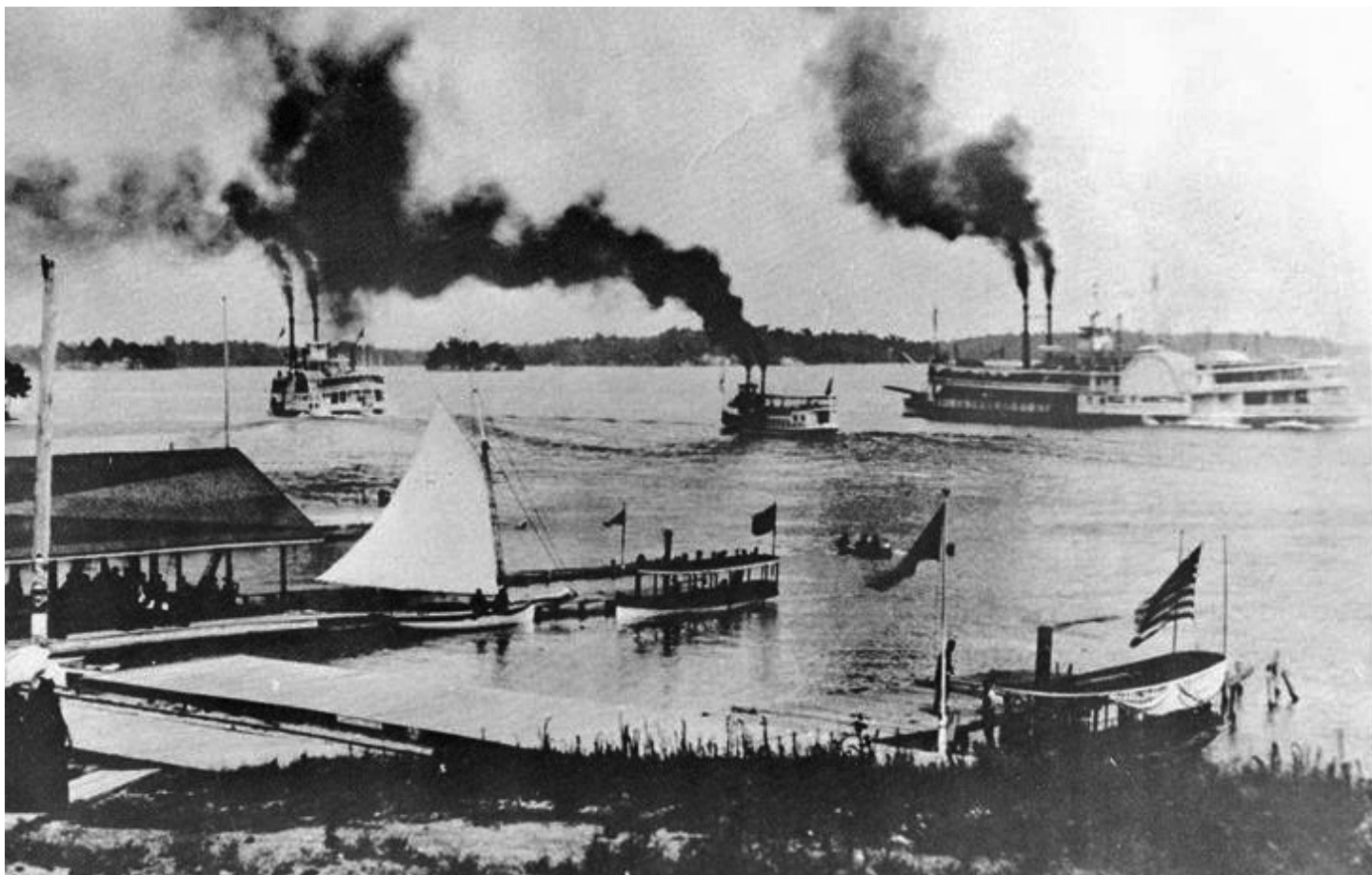
*Capt. Peyton S. Davidson supervised building of BELLE OF MINNETONKA on a hull 288 x 60. Her engines, from the famous PHIL SHERIDAN were 22's - 7. Photo taken at Wayzata with Arlington Hotel in background. Launched on July 4, 1882. On July 5th, the wind caught her and drove her into pilings, knocking a hole just above the waterline. Her passenger capacity was later upped to 2500, but she proved too large to be operated economically on the Lake. Photo: Excelsior-Lake Minnetonka Historical Society.*

& St. Louis trains are taken aboard; thence to Minnetonka Beach. From here it proceeds through the "Narrows" into Upper Lake, passing Casco Point, Spray Island, Howard Point, Shady Island and Harrow House, Enchanted, Wawatassu, Eagle and Crane Islands. The PURITAN touches Cook's Bay and Mound City, located at the extreme upper end of the lake, returning via Zimmerman Pass, Wild Goose Island, Pelican Point, Phelps Island, Woolnoughs, Maple Heights, and on to Spring Park where Hotel Del Otero is situated. The return trip is usually by the same route and to the same landings. The tour occupies about three hours and the distance covered is about 35 miles.

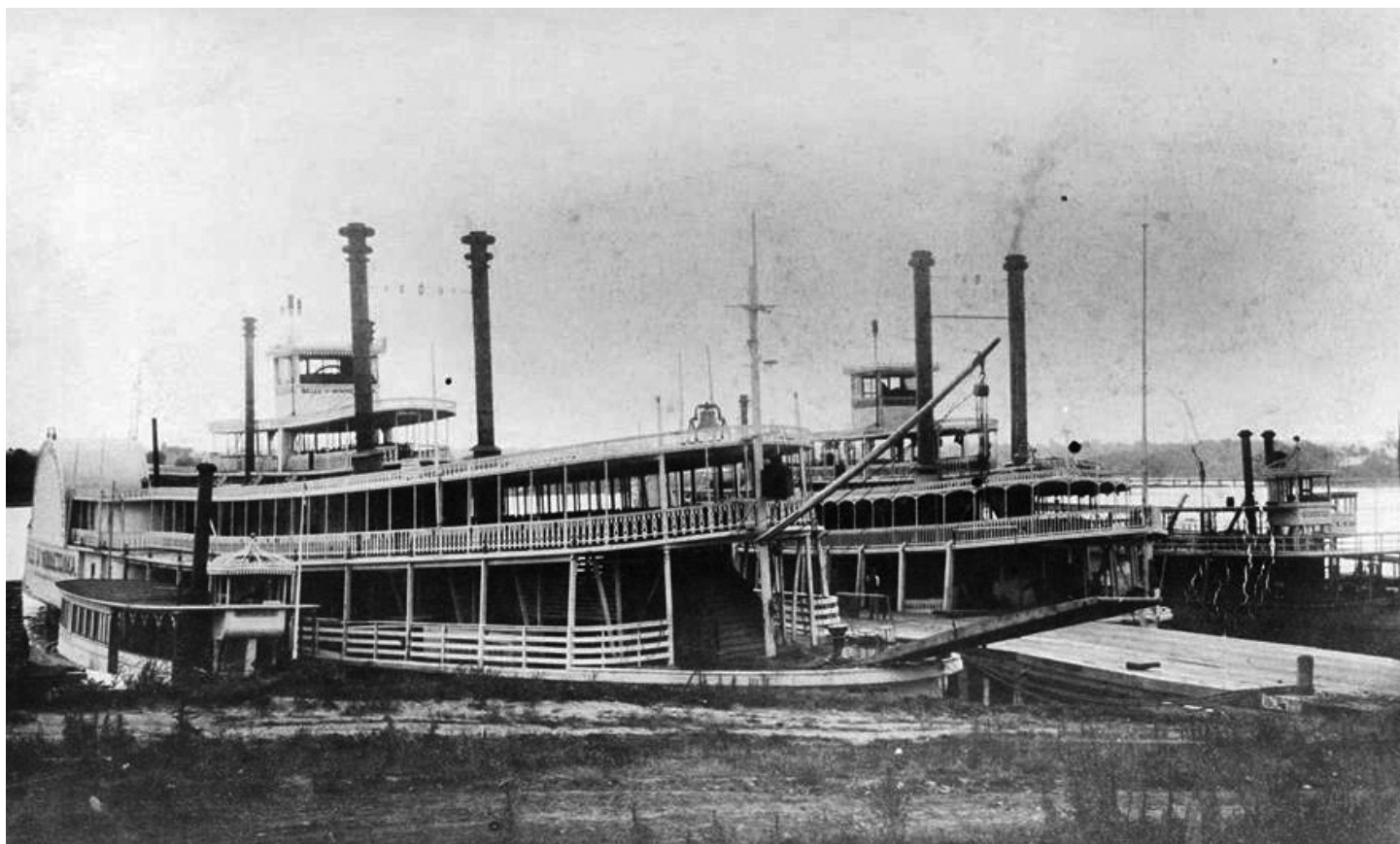
In 1905, the same year that this souvenir booklet appeared, Twin City Rapid Transit Co. expanded its street railway service from the Twin Cities out to Lake Minnetonka. However, instead of extending its rail line around the lake, they built a fleet of six "Streetcar Boats," two deck propeller-driven steamers measuring 70' by 14'10", using the same livery as their streetcars and equipped with cane-backed seats identical to those on the streetcar line. The next year, TCRTC Co opened a huge amusement park on Big Island in the middle of the lake, also

serviced by its boats. Unfortunately, within six years and the advent of private automobiles, Big Island operations, and the remaining ferry and excursion boats were discontinued. Only the Street Car boats remained in service. But by 1926, even these boats were forced to end service, after which they were systematically scuttled and sunk in the deep water of the lake. One of these boats, the MINNEHAHA, was located by commercial divers in 1970 and raised ten years later. By 1990, the painstaking restoration of MINNEHAHA began, and in 1996 a steamboat was once again operating on the lake. For more information, read *The Big Water: Lake Minnetonka and Its Place in Minnesota History* by Frederick L. Johnson and *Picturing Lake Minnetonka: A Postcard History* by James W. Ogland. 📍



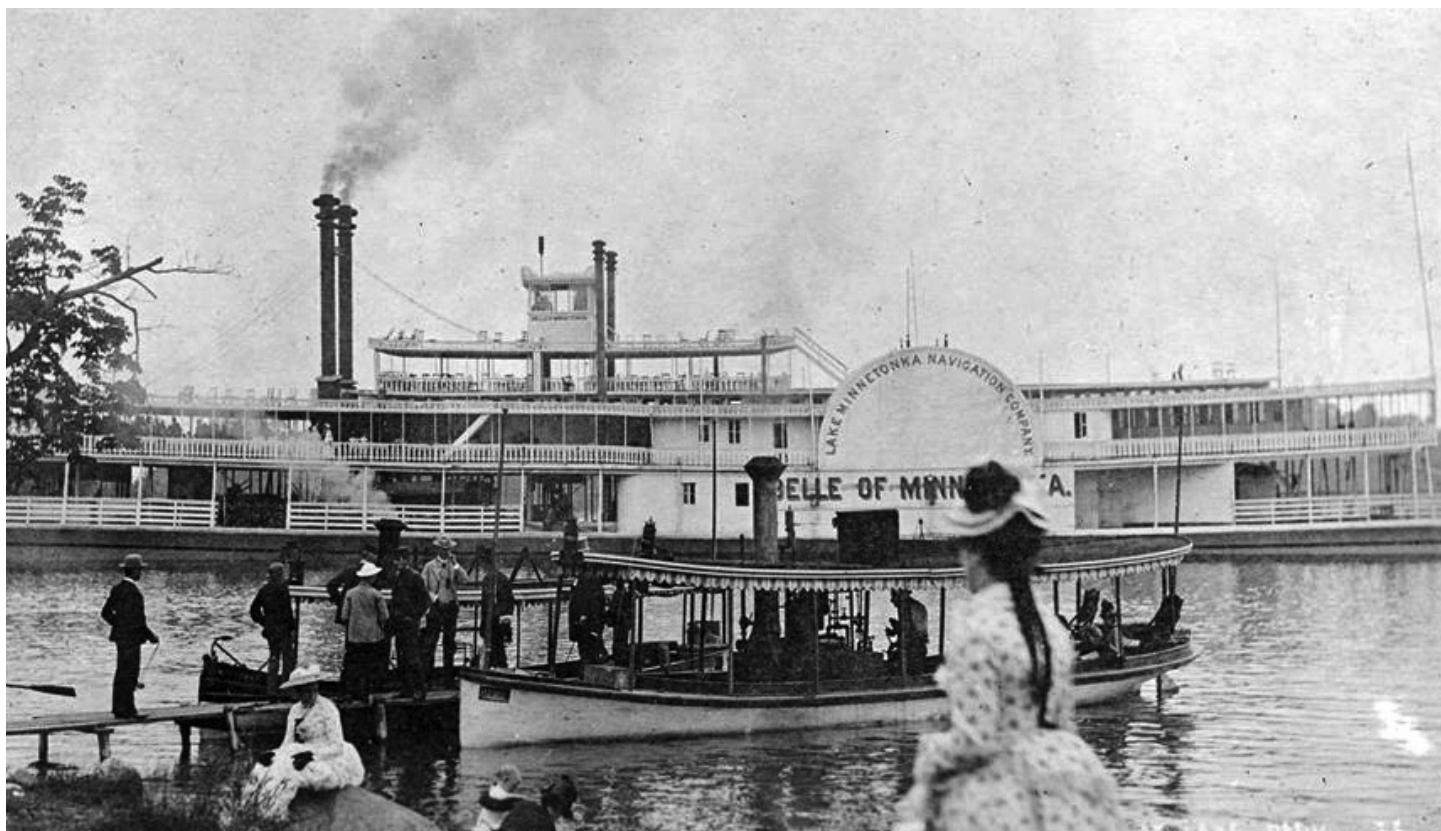


**Above:** View from foot of Water Street in Excelsior, MN ca. 1885. The large steamer on right is BELLE OF MINNETONKA, with several steam launches and a sailboat in foreground. **Below:** MINNEAPOLIS, BELLE OF MINNETONKA, CITY OF SAINT LOUIS, and HATTIE MAY landed at Excelsior in 1887. Both photos: Excelsior-Lake Minnetonka Historical Society.





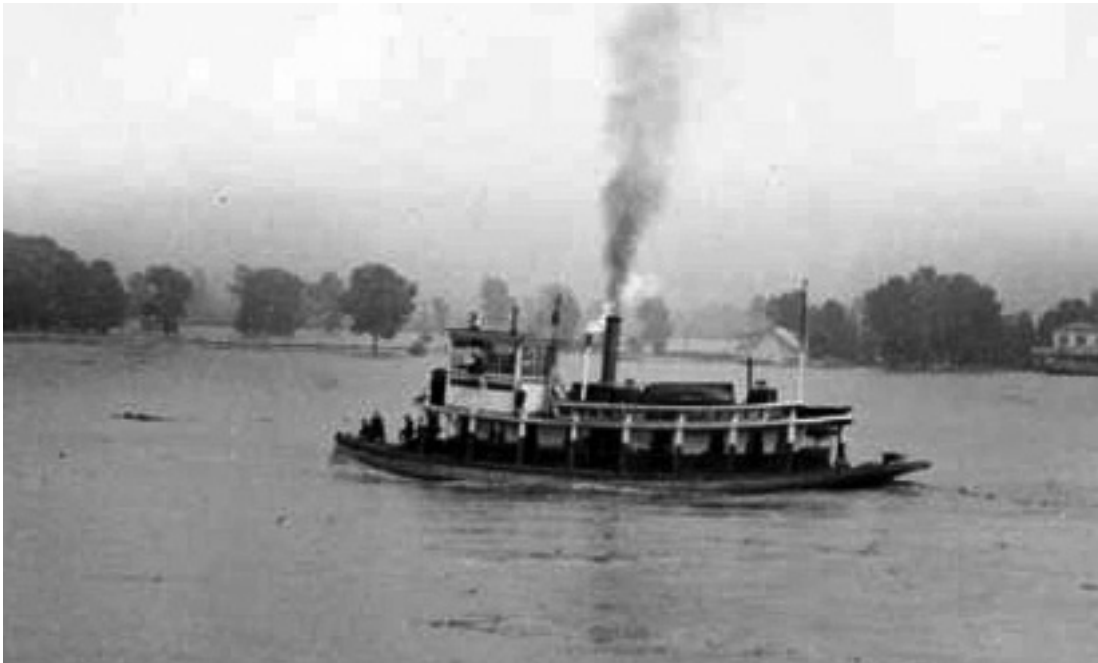
**Above:** CITY OF SAINT LOUIS at pier in Excelsior ca. 1885. The extension of her second deck above the curvature of the bow is reminiscent of the Riverboat TWILIGHT on Upper Mississippi. **Below:** BELLE OF MINNETONKA and steam launches HEBE and REINDEER at Lake Park Hotel piers in Tonka Bay, 1882. Both photos: Excelsior-Lake Minnetonka Historical Society.



# RELIANCE: Snapshot of Four Towboats

While looking through some photo and slide collections several weeks ago that Woody Rutter had kindly passed on to your editor over the last six years, one particular slide snapped by Pittsburgh photographer and steamboat artist William Reed caught his eye. It pictures the towboat RELIANCE sparring out from shore long

after sinking on the Allegheny on March 14, 1947, seventy years ago. That photo triggered recollection of the term Old Reliable, a name used to describe the Diamond Jo Line in a story from our June issue. The thought occurred that RELIANCE is a well-chosen name for a hard-working, dependable towboat. And with that, we delved into *Way's Steam*



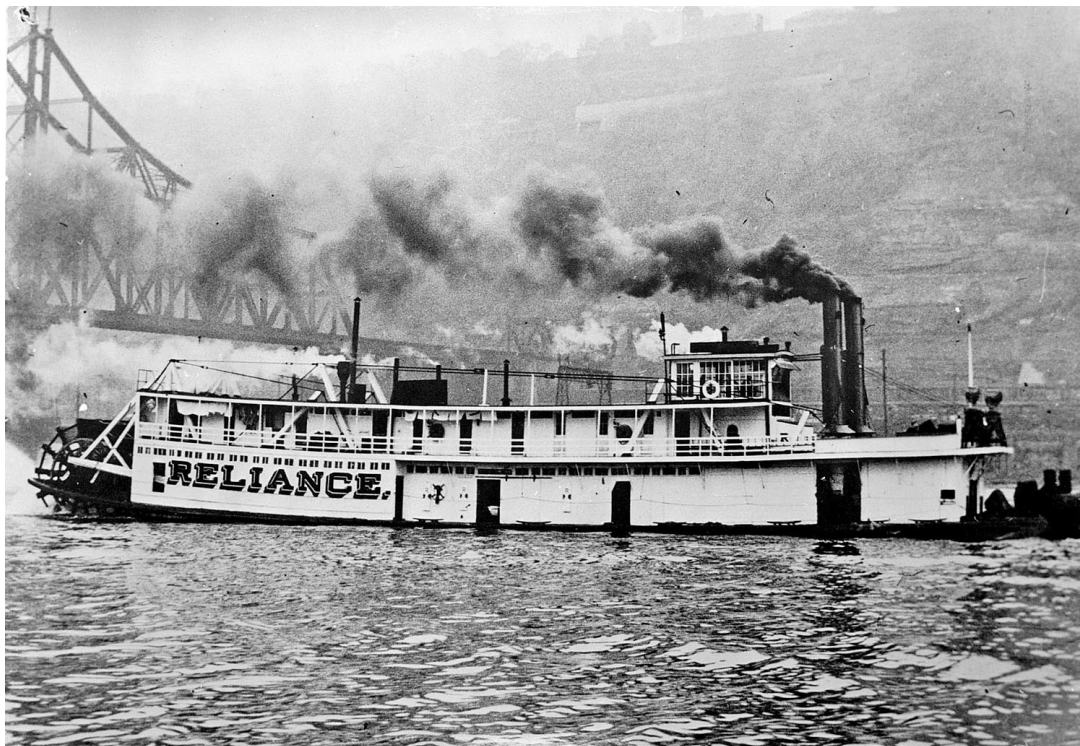
**Above:** Iron hull, steam prop tug RELIANCE, 96 x 20.2 x 10.9. Built 1890 by Iowa Iron Works in Dubuque, IA. Photo from Public Library of Cincinnati and Hamilton County. **Below:** RELIANCE, wood hull 110.3 x 26.5 x 4.7, built 1918 in Rumsey, KY. Murphy Library, Univ. of Wisc. - La Crosse.



*Towboat Directory* and the *Inland River Record* in search of just how many boats carried that particular name. There are five. Appearing on these pages are snapshots of four of those boats and a peek into their history. The first RELIANCE (T2133) was actually a steam tug built 1890 by Iowa Iron Works at Dubuque. The Combine owned her 1905 and used her at St. Louis until sold to Bisso in New Orleans and used there 1906-17. She ended her days working for Magnolia Petroleum Co. in Beaumont, TX at least through 1929. The first towboat RELIANCE (T2134) was a 1918 wood hull vessel, built by Evansville's Williams family for Capt. Walter G. Houghland who towed out of Green River with her. She burned in 1924, and was rebuilt as McGRATH, NEAL, and finally J.C. WERNER, JR. A third towboat RELIANCE (T2135) acquired



that name in 1924 after originally appearing as ACTIVE when brand new in 1916, and then as HECLA from 1918-24. She towed for Union Barge Line, exclusively under contract to Standard Oil of New Jersey on the Upper Ohio, Kanawha, Mon and Allegheny Rivers. In fall 1925 she sank in the mouth of Little Kanawha River at Parkersburg, shown in photo at bottom left. RELIANCE had the distinction of initiating towing to the headwaters of the Mon at Fairmont, WV in March 1927. The boat was sold to Charles Zubik in 1946, where she sank in the Allegheny the next year. The first Diesel towboat named RELIANCE was Dravo built in 1947 for Union Barge Line. Sold in 1963 to Wisconsin Towing of Cassville, WI she was transferred in 1968 to Wisconsin Barge Line, later merged into Artco. A fifth RELIANCE was the 1979 twin screw hawser tug operating at Houston, TX. ⓘ



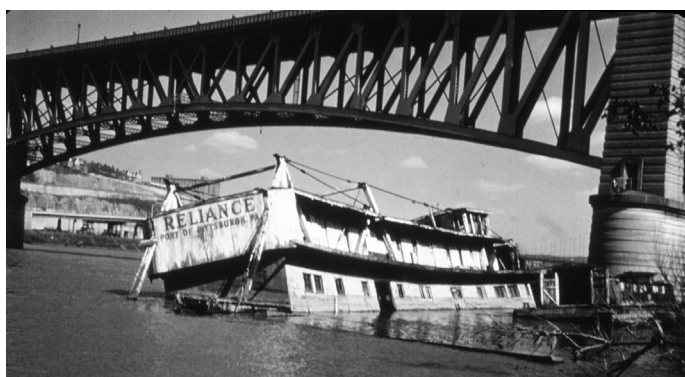
Wood hull RELIANCE, built 1916 at Elizabeth, PA as ACTIVE. 146.2 x 33.4 x 4.7. Engines 14's-7'. Wheel 19' diameter by 16' long with 36" dip. Renamed in 1924. Photo from Murphy Library.



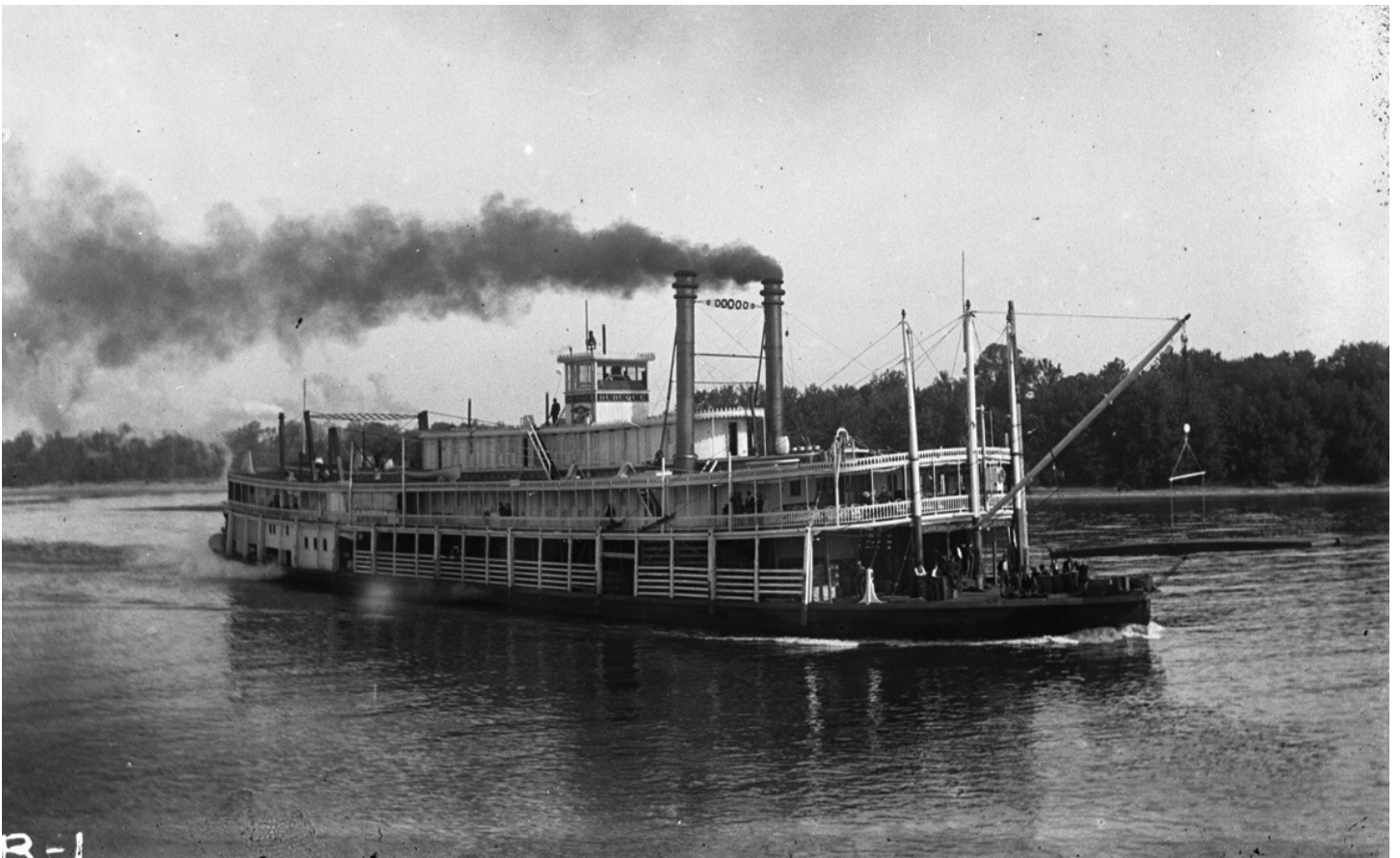
m/v RELIANCE built 1947 by Dravo Corp., Neville Island, PA. 167 x 36.5, twin screw. GM 16-567 AD diesels, repowered in 1966, 2000 hp. Photo from Murphy Library, UW - La Crosse.



RELIANCE sunk in fall 1925 at mouth of Little Kanawha River, Parkersburg, WV. Photo courtesy of Murphy Library.



William E. Reed photo of RELIANCE below Liberty Street Bridge on Mon River, Pittsburgh. March 25, 1961.



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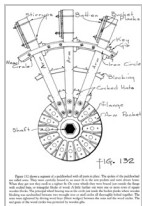
**Top left:** In our previous issue, we featured the Diamond Jo Line packet *QUINCY* in connection with a letter written by one of her passengers in June 1900. While looking through some Howard Steamboat Museum photos by Capt. Ed Howard, we happened upon these two views of the line's Upper Mississippi boats, along with several others taken in the region. This shot is pre-1911 (i.e. pre-Streckfus), as evidenced by the lettering on her wheel houses. Of striking interest is the large log raft which the upbound *QUINCY* is meeting. Although typical of the traffic on this river in the heyday of the logging industry, the end would come in 1915 with the last raft heading south in tow of *OTTUMWA BELLE*. **Bottom left:** This portrait of the *DUBUQUE* (1616) was likely taken somewhere between St. Louis and Davenport. Built in Cincinnati in 1879 as *PITTSBURGH*, her upper works were demolished in the 1896 tornado at St. Louis. Taken to the Diamond Jo Boatyard at Dubuque, she was rebuilt later that year and reappeared carrying that city's name. So, how is it that these views appear in Capt. Howard's collection? Did he visit the Upper Miss? Jim Reising answered this question for us several years ago by explaining that the family of a Lansing, IA photographer contacted the Museum asking if they were interested in preserving these glass plates of people, places and steamboats. Yes! And here they are.

## RED RIVER: Steam-powered Chain Drive?

Jerry Sutphin answered our recent plea for articles and photos by forwarding two images of *RED RIVER*. In addition to the back cover photo, he also sent the one shown below. She is listed as Way No. 4700, built by Howards in 1899. There are several other views of her at Murphy Library, including one of her sunk in February 1907 on Cumberland River. The curious thing is that she is a steamer, as evidenced by the steam siphon exhaust in her hull forward of the engineroom and the steam line running up to the stack and then to her whistle mounted between them on the stack spreader bar. How or if that chain drive mechanism appearing on the back cover was powered by steam, this editor

has no clue. Could it have powered an engine with a flywheel geared down to drive the paddlewheel chain? She is also listed in Fishbaugh's book about Howard Shipyard as a freight vessel, as opposed to a packet or towboat. Two other boats built earlier by Howards for the Red River Packet Co. were the packet *ELECTRA* (1750) and the towboat *W.T. SCOVELL* (5664), both traditional steam sternwheelers with pitmans turning the wheel. *RED RIVER* was the last of the trio to be built, and perhaps there was some reason that dictated *RED RIVER*'s chain drive arrangement based on their previous experience with the earlier boats. Any thoughts from our readers? 🕒





## Small Stacks

### Riverboat Color Schemes and Paint Colors — Part 3

by John Fryant

Returning to our discussion of color schemes, what about old-time steamboat smoke stacks? What were they painted with – or were they painted at all? Brad Smith provided a logical answer on Facebook: In the 1880s locomotive smoke boxes (the front part of the boilers) were coated with a mixture of lampblack and oil, which baked onto the hot surfaces. Later, graphite and oil was used, which had a gray appearance. Capt. Steve Nicoulin sent a photo of a large can of the black paint currently used on the NATCHEZ's stacks in New Orleans. The label was a bit hard to read, but it appeared that nothing was mentioned in particular about being heat resistant. Of course modern boilers are much more efficient than the old ones and no doubt much less heat is exhausted through the stacks than in the “good ole days.” In addition, modern paint technology has given us coatings that are far more heat resistant.

Some old steamboats had red-painted stacks. There are several vintage steamboat paintings that show this. What type paint was used? Although we don't have a definite answer for this, perhaps it was a mixture of red lead and oil.

And how about paddlewheels, or waterwheels, as they were often referred to in the 19th century? This author doubts that early wheels were painted at all. Those parts that were iron – shafts, cranks and flanges – eventually were painted white (white lead perhaps?) as that made it easier to see breaks or cracks that often occurred. Wooden wheel arms eventually were painted too, but the bucket planks were usually left natural wood. According to information recently provided to your author, it appears that the sternwheel on Capt. Fred Way's famed packet BETSY ANN didn't have painted bucket planks. More information on the rest of BETSY's paint colors will appear in a future column.

Problems encountered while researching features and colors of river craft continue into more recent times. In the process of completing a large model of the diesel sternwheel towboat DUNCAN BRUCE, built by Ward Engineering Works of Charleston, WV in 1927, my model depicts her as newly built. While many photos of the boat exist, unfortunately none of them are in color. This model maker once asked the late Capt. Harry White, who had worked for Wards, what color they used for the decks and roofs on their towboats. He replied with a one-word answer: “Red.” But an overhead black and white photo of the BRUCE when new (photo 1 below) revealed the upper decks and roofs in a light color (gray?) Since there is no way this could have been red, my model was given gray upper roofs and decks.

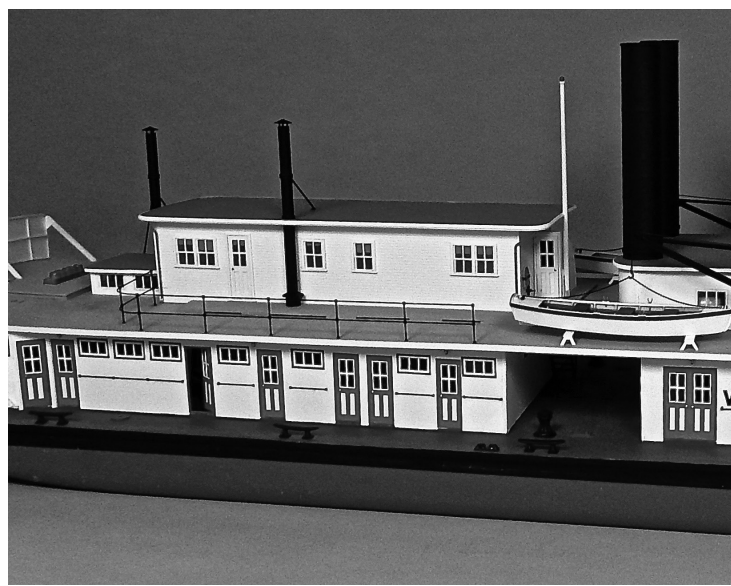
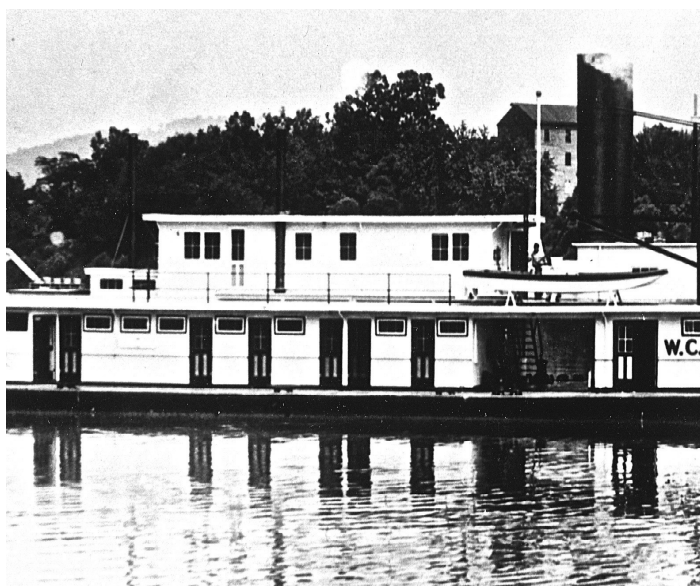


*Overhead photo of DUNCAN BRUCE, newly built at Charleston, WV. Although not a high quality print, the upper decks and roofs appear light gray. Note also the stern wheels. Wards painted the wheels on their diesel boats with white arms and (probably) red hubs, circles and buckets. This was opposite to those that were steam powered. Photo from Ward Collection at West Virginia University.*

Another possible mistake in painting the model was detected with the main deck bulkhead doors. The photos would indicate paneled doors painted in dark and light shades. A reasonable guess would be red and white. However, doors on the upper deck cabin were entirely white. In examining the photos in great detail, it became apparent that those supposedly fancy painted main deck doors probably had screen doors installed on them (photos 2 and 3 below). Remember, there was no air conditioning on workboats in 1927. Screens were probably installed so that in crew areas the cabin doors could be opened for ventilation.

All of this is to say that perhaps the DUNCAN BRUCE model may have some mistakes in the color scheme. But then, nothing in this world is perfect!

Postscript to the June Small Stacks column: After writing last issue's column about the Fitch steamboat model that was recently discovered, this author sent a copy of the June REFLECTOR to the Fitch Steamboat Museum in Warminster, PA, in hopes they might shed some light on the matter. Their response essentially stated that they were inconclusive about the model owned by Bruce Conway. So the mystery continues.



*Comparison photos of the doors on the starboard side of the DUNCAN BRUCE with those on the model (right). BRUCE photo courtesy of Ward Collection at West Virginia University. Model photo courtesy of John Fryant.*

## Mound City Boat Yard Circa 1915



*Sharon Cunningham sends us this photo of Mound City Boat Yard at Mile 973.9 on Ohio River, taken around 1915 according to Sharon. The identity of the vessel in the foreground is unknown, but she appears to be some type of launch or large passenger boat. A dredge or derrick barge shows up on far left, while yet another yacht or cruiser appears to the rear of the grounded vessel. Mound City yard was one of the locations Streckfus Steamers used for repairs and rebuilding of their excursion fleet. A second major boatyard lay just 39 miles upstream at the Ayer and Lord Tie Company yard in Paducah, pictured on page 20 of our June issue.*



## Final Crossings



*Good times at S&D Banquet and Program in September 2015 with Bee Rutter, Jeff Spear, Woody Rutter, and Fred Rutter.*

### Joseph Woodason Rutter

Joseph “Woody” Rutter passed away in Devola, OH, on July 8, 2017 at the age of 94. He is survived by his wife of 70 years, Betty Byrne “Bee” Way Rutter, son Fred Rutter (Tammy) of Lithopolis, OH; daughter-in-law Anne Rutter of Alameda, CA; as well as numerous nieces, nephews, and two grandsons, Robert Way Rutter (Elana) of New Orleans, LA and Alan Rutter (Emma) of Rochester, MN; and several great-grandchildren.

Woody was born on March 14, 1923 in Sewickley, PA and graduated from Sewickley HS in 1941 after which he worked in the Pittsburgh FBI office as a clerk. In 1942 he joined the US Army Air Corps and flew an A-20 attack bomber in the South Pacific during WWII with the 312th Bomb Group, 389th Bomb Squadron in New Guinea and the Philippines from 1944 to 1945. Following the War, he married Betty Way, of Sewickley, PA, moved to Marietta, OH and graduated from Marietta College in 1948. He obtained a field inspector position with the Ohio Inspection Bureau (OIB) in Columbus and the family moved to Canal Winchester in 1949. Called up for active duty in 1951, he served in US Air Force intelligence for two years during the Korean War.

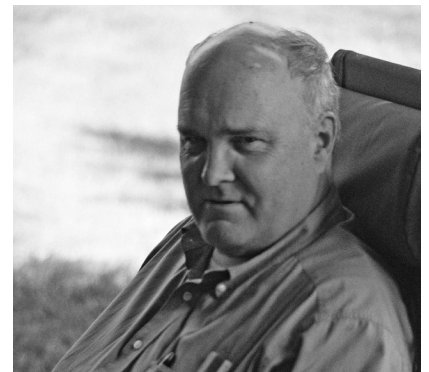
Returning to OIB following his tour of duty, Woody and Bee raised their sons, travelled, and were active in the Sons & Daughters of Pioneer Rivermen. Woody was promoted by the now Insurance Services Office (ISO) and relocated to Birmingham, MI in 1973. Upon retirement, Woody and Bee returned to Marietta, OH and pursued their pleasures of traveling, history, and writing. He authored the book, *Wreaking Havoc – A Year in an A-20*, about his war experiences. He co-authored with his father-in-law, Capt. Fred Way, Jr., the seminal river history reference book *Way’s Towboat Directory*. At his father-in-law’s passing, he became S&D President and assumed editorship of the S&D REFLECTOR, remaining at the helm of that magazine for fourteen years. Woody and Bee had also been very involved with the Ohio River Museum, and in later years became active in various Marietta area philanthropic projects.

Son Fred remembers that his Dad was interested in just about anything, enjoyed continuous learning, and could tell great stories. Curiosity resulted in a peculiar habit of rarely returning from some place the same way he went, thus a meal at a restaurant would often turn into quite an adventure. What a great way to live!

It was Woody’s wish that his body be donated to the Ohio University College of Osteopathic Medicine. A memorial service will be scheduled by the family at a later date. Final interment will be in Lithopolis, OH.

### Richard W. Rutter

Richard “Dick” Rutter, 69, passed away on the morning of July 24, 2017 in Alameda, CA. Dick was born in Marietta, OH on March 31, 1948 to Joseph “Woody” and Betty “Bee” Rutter. He grew up in Canal Winchester, OH and attended Miami University of Ohio on a Navy ROTC scholarship, graduating with a



degree in applied industrial technology in 1970. Dick served in the Navy as a flight navigator, air-to-air refueling and electronics warfare technician in A-3 Skywarrior jets on the aircraft carrier USS CONSTELLATION in Viet Nam, and later in the Mediterranean on the carriers USS JOHN F KENNEDY and USS INDEPENDENCE. He started and concluded his Naval service at the Alameda Naval Air Station located on the east end of San Francisco Bay, near Oakland.

Dick married Pat Skarry in Alameda in 1974 prior to ending his Navy career with a rank of Lieutenant. He attended Laney College in Oakland, CA to become an architect, and worked for several engineering firms. Some of his signature work included the design of structural lighting for the Golden Gate Bridge and architect of record for the St. Francis Hotel for almost thirty years. During this time Dick and Pat had two sons, Robert and Alan.

Dick later married Anne Rule, and together they operated A Rule Designs in Alameda, CA. He was active in the west coast branch of the Steamship Historical Society of America for decades, hosted tours of the Preservation Society of Alameda, and worked on A-3 Skywarrior restoration projects at the Alameda Naval Air Station as well as at the Oakland Aviation Museum. If that was not enough to keep him busy, he also restored old Triumph and Norton motorcycles, was an accomplished painter and sketch artist, and compiler of transportation history in California. He was invited to present various programs around the Bay Area, as well as at S&D.

Dick is survived by wife Anne, sons Robert Way (Elana) Rutter of New Orleans, LA; Alan (Emma) Rutter of Rochester, MN; grandchild Pat Skarry; mother Bee Rutter of Marietta, OH; and brother Fred Rutter of Lithopolis, OH. A memorial gathering was held August 26, 2017 at the Alameda Elks Lodge.

## Robert J. White, Sr.

Robert White, 88, passed away on July 8, 2017 in Cincinnati after residing in a nursing home for



the past three years. A native of Cincinnati, he earned a B.S. in design from University of Cincinnati, and was a senior design engineer for many years. Although a lifelong aircraft enthusiast, Robert collaborated with his brother John

in writing the definitive history of Coney Island's last excursion boat, *The Island Queen: Cincinnati's Excursion Steamer*. Robert was a member of S&D for many years, and attended a dozen annual meetings in Marietta. He is survived by his wife Jean, six children and his brother John White, Sr.

***Our deep appreciation and sympathy is extended to Fred Rutter who graciously consented to provide these obituary notices and memorials for his father and brother. Our thanks likewise goes out to John White for writing this obituary notice in memory of his brother Robert.***

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### ***Reflections from Our Readers continued from page 3***

VA in 1816, cites a 1929 source that Wheeling is the birthplace of the American steamboat. The boat, he notes, was the first to have a minimal draft and use hogging chains. A cursory reading of Louis C. Hunter's *Steamboats on the Western Rivers: An Economic and Technological History* clearly explains "no contemporary evidence has been discovered which shows that the WASHINGTON ... had either a flat bottom or shallow draft, or that when loaded or light ... sat on the water rather than in it." His tables indicate that hull proportions "proceeded gradually over a period of nearly half a century." The hog-chains were also developed later as the length to depth of steamboat hulls increased."

## **Back Cover**

Jerry Sutphin provided this somewhat disfigured photo of the RED RIVER along with another which appears elsewhere in this issue. The sixty-four dollar question is if there was a steam-powered chain drive mechanism which turned her wheel. You are invited to weigh in on the discussion initiated on page 27.

