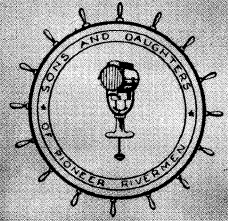


S&D REFLECTOR

Published By Sons and Daughters
of Pioneer Rivermen



Vol. 43 No. 3

Marietta, Ohio

September 2006



- FRONT COVER -

Richard "Dick" Leman was a steamboat photographer par excellent - with an artistic touch. The GOLDEN EAGLE stacks with a dappled sky behind was on one of Dick's Christmas cards, probably 1940. We used another view of the boat taken at the same time for the cover of the September, 1997 issue.

The boiler deck enclosure indicates that this is a trip early in the season, April or May to the Tennessee River, - Sheffield or Chattanooga. Sign me up!

- THE FREIGHT BOOK -

Pilot Wylie, the poem	5
OELLA to N.O., 1875-76	7
Hog Chains Explained	14
PRINCESS Disaster, 1859	16
Str. PITTSBURG, 1879	20
HEROINE, 1832, Salvage	23
S&D Chapters	26
Str. PORTLAND Activities	27
R. R. Springer, bio and boat	29
GOLDEN EAGLE Survivors	32
Book Review	35

- LETTERS -

Sirs: Thanks for running the story of St. Louis harbor boats by Joe Vollmar, Jr.. (June issue, page 20.) Believe the CITY OF ST. LOUIS ran through 1935, per the WWJ.

In addition to the pilot wheel and running lights, other pieces saved are: the roof bell - on the David Mesker estate along the Missouri River; nine cabin arches in private collections scattered from Ohio to Texas.

Keith Norrington
629 Roseview Terrace
New Albany, IN 47150

Sirs: The June issue was enjoyable, as usual. The photos of the big side wheel boats seen by Dana Scott in 1876 added interest to his diary entries but another photo puzzles me. The view of the cabin of the WILL KYLE on page 31 shows some strange devices - cylinders - suspended from the ceiling. Are they fly catchers?

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

= You have stumped us; facetiously we said "bug zappers" but on closer inspection of the original print we are still bamboozled. A guess, the objects could be gas lamps with globes - but the enthusiastic reporter would have mentioned them.

Consider, - the photo is some time after 1879, these could be added Edison globe lamps. The first KATE ADAMS had, "electric lights throughout" when built in 1882, a first. WILL KYLE sank Nov. 13, 1883. Comments welcomed. Ed

Sirs: I would like to express my appreciation to all the river boat people who have helped me with my research over the years. Without the cheerful responses from you and the many librarians, researchers, model builders, historians and devoted staff in many places, my work would not be going as well as it is. Thanks!

Jerry Green
Geography Dept.
Miami University
Oxford, OH 45056

= Jerry Green is an Assistant Professor of Geography at the University. He gave us the story of Elijah Murray, Boat Builder, in the March issue. The *Reflector* could not exist without contributors. Ed.

Sirs: Thank you for your comments on my article, On Origins & History which ran in the June issue.

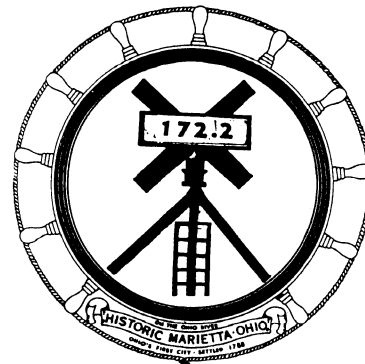
Responding to your comparison of the running times of the two contemporary boats - ENTERPRISE and VESUVIUS - I would argue that (Shreve) and the ENTERPRISE did quite well and are not shamed by the comparison.

Alfred R. Maass
Pennswood Village, Apt. G-213
1382 Newtown-Langhorne Rd.
Newtown, PA

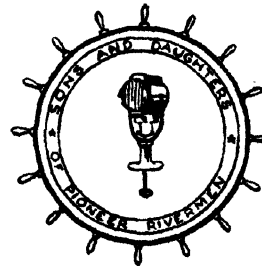
= Dr. Maas rightly points out that, the early boats did not run at night, thus ENTERPRISE in December had shorter hours of day-light per day than did VESUVIUS which made her trip in late April so fewer days over the same course, The Falls to New Orleans. Good point! Ed.

Sirs: Received the June *Reflector* on the 9th of June - good time to Springfield - and, as usual, am not disappointed with the content. Was surprised, however, with the news of the DQ sale (page 17). Have also wondered about the PRESIDENT so pleased to see the item on page 34; hope for a successful reincarnation.

Bill Smith
1240 Warbler Ridge
Springfield, OH 45503



S&D ANNUAL MEETING
Founded 1939 - 67th Year



**LAFAYETTE HOTEL,
MARIETTA, OHIO**
September 15 & 16, 2006

**PICK UP FINAL PROGRAM
LAFAYETTE FRONT DESK.**

**FRIDAY EVENING
DINNER ON YOUR OWN**

8:00 P.M.

Reception and Mixer in the hotel ballroom - sign register, visit friends old and new, view members' exhibits. Other entertainment, maybe.

SATURDAY MORNING

9:30 A.M.

Annual Business Meeting in Hotel Ballroom

**SATURDAY AFTERNOON
PICNIC LUNCH AT RIVER MUSEUM**

Program to Follow

**SATURDAY EVENING
ANNUAL BANQUET AT HOTEL**

Capt. Doc Hawley, Speaker

For the final program details be sure and pick up a bulletin sheet at the Lafayette Hotel front desk.

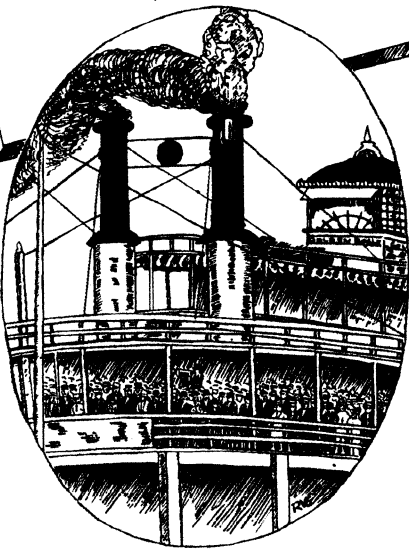
**S
&
D

A
N
N
U
A
L


M
E
E
T
I
N
G**

1940

VACATIONS
ON
AMERICA'S INLAND RIVERS



THE MISSISSIPPI
THE ILLINOIS
THE OHIO
THE TENNESSEE



EAGLE PACKET COMPANY
ST. LOUIS, MO.
GARfield 2264

1939 **S&D SIXTY-SEVENTH YEAR** 2006
 "Lighting up the past, present and future of the Mississippi River System"

S&D REFLECTOR

Marietta, Ohio



Vol. 43, No. 3

September 2006

ISSN 1087-9803

Post Office Permit #73, Marietta, OH

The name of the publication, "*S&D Reflector*," comes from the newspaper *Fleetwood Resflector* published in 1869 aboard the Cincinnati-Pomeroy-Parkersburg packet FLEETWOOD. Newspapers were printed for the diversion of passengers on a number of the larger 19th century packets.

The S&D quarterly was originated by Frederick Way, Jr. in 1964 and he was editor, typist and publisher until 1992.

Correspondence is invited and serious papers on river related history are welcomed. Please check with the Editor, however, before sending material on a "loan" basis.

J. W. Rutter, Editor

126 Seneca Dr.

Marietta, OH 45750

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

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

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

Dues are \$20 for a full membership; family members - spouses and children under 18 - \$1 each. Please list the full names of family members for membership cards.

Richard Prater, Secretary

602 Country Club Ave.

Ft. Walton Beach, FL 32547

REFLECTOR BACK ISSUES

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

REFLECTOR INDEXES.

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

Each Index volume is \$5, postpaid.

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

**SONS & DAUGHTERS OF PIONEER
 RIVERMEN**

BEE RUTTER - HONORARY SECRETARY

J. W. "WOODY" RUTTER - HONORARY PRES.

OFFICERS

G. W. Sutphin, President

John Fryant, Vice President

Richard H. Prater, Secretary (850) 864-5590

R. Dale Flick, Treasurer

BOARD OF GOVERNORS

Term Ending 2006

William Judd, Chairman

Tom Dunn

Frederick Way, III

Term Ending 2007

William Barr

Lee Woodruff

David Smith

Term Ending 2008

MLissa Kesterman

Robert Reynolds

John H. White

TRUSTEES J. MACK GAMBLE FUND

Frank Pollock (2006)

Kim McGrew (2007), Chairman

Darlene Judd (2008)

RIVER MUSEUM COMMITTEE

Jeffrey Spear, Chairman

Phone (740) 374-4176

MEMBERSHIP COMMITTEE

Allen Hess, Chairman

Phone (716) 381-9796

REGIONAL CHAPTERS

Ohio-Kanawha River Chapter

James Bupp, Pres.

Middle Ohio River Chapter

Mike Jones, Pres.

Mississippi River Chapter

Capt. J. Thomas Dunn, Pres.

Yazoo River Chapter

Lamar Roberts, Pres.

ADJUNCT ORGANIZATIONS

Inland Rivers Library, Cincinnati

Rare Books - (513) 369-6957

Ohio River Museum, Marietta

Andy Verhoff - (740) 373-3750

Blennerhassett Museum, Parkersburg

Ray Swick - (304) 420-4800

The *S&D Reflector* quarterly 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.

PILOT WYLIE

From *New York Times*, February 4, 1875

AN INCIDENT OF LIFE ON THE "OLD MISSISSIPP."

TOLD BY DAN. DE QUILLE.

FROM THE VIRGINIA, NEVADA *ENTERPRISE*.

As you all know, it was in 1859 that I made my famous "triumphal" start from the good old City of St. Louis, Mo. on the steamer BULLY ARABIA for New Orleans, and now I propose to briefly inform you why I never planted foot anywhere within five hundred miles of New Orleans.

The story is of still another case of coolness in the midst of wreck and disaster and principally relates to "Pilot Wylie."

The BULLY ARABIA, Capt. Sam Bowen, (well known in St. Louis and all up and down the river) left St. Louis with "all below" full of hay bales.

We got off about the middle of the afternoon all right and went bowling along down the river at a dashing rate. As long as we had daylight we did well - daylight and the pilot who was then at the wheel.

Some time along in the night Pilot Wylie was called up to take the watch. He came up as full of Bourbon as the lower deck was full of hay, but kept his mouth shut and looked wise.

Capt. Sam Bowen was, as we all know who have ever traveled much on the Lower Mississippi, was one of the mildest and most even-tempered men in the world. He was very polite and gentlemanly in his intercourse with all of his officers and men. It appeared to be positively painful for him to swear but sometimes in the discharge of his duties, it became necessary for him to do that violence to his feeling.

Capt. Bowen did not discover that there was anything wrong with Pilot Wylie when that gentleman came up to take the wheel.

We went booming along down the river at a great rate, carrying a full head of steam and with Wylie at the wheel, turning it back and forth in the most sedate and exemplary manner.

Presently, we sashed into the left bank of the river, against some trees, and tore out the barber shop.

Up rushed Capt. Bowen, crying: "Mr. Wylie, how is this? You have been into the bank and have raked out the barber-shop."

"Yes," said Wylie, "I heard a sort of a rip as I bore off from shore."

On we went again for eight or ten miles when we slapped into the right-hand shore and tore out the pantry.

Capt. Bowen ran up to the pilot-house in hot haste. "Well, Mr. Wylie," said he, "you are playing the deuce tonight!"

"Yes," said Pilot Wylie, "did you ever hear such a rattling of dishes in all your life?"

Without deigning a reply Capt. Bowen turned and went below, while Wylie went on with is "screwing her up," as a Yankee passenger termed the business of steering the vessel.

Away we went, bowling and screeching down the river with the black smoke streaming back from the chimneys.

Wylie was industriously engaged in "screwin' her up." and ringing the engineers bells - "tap, tap, tap!" now this way, now that: - only stopping occasionally to slip a small flask out of his pocket and take a "nip."

Presently the engineer sang out from below through the speaking-tube: "Mr. Wylie, no man in the world could make out these bells!"

"The bells are all right! Mind the bells!" sentimentiously answered back Pilot Wylie.

A few minutes after, as we went zigzagging down the river, we "picked up" a snag that ripped nearly the whole bottom out of the boat.

There we stuck, rapidly settling in about eight feet of water.

Captain Bowen bounded up to the pilot-house and said, "Well, Mr. Wylie, you've made a killing of it this time!"

"Yes," said Wylie, "I think so. Do you see them bales o'hay a'floating out of her!"

"She's down in eight feet of water, Mr. Wylie," said the Captain.

"About that I should think, Sir," said Wylie.

After making this last remark, Pilot Wylie "lit out over the front" and, going down into the texas, got out his old fiddle, when he sat down and went to playing the, "Arkansas Traveler." His business was finished and he was indulging in his favorite recreation.

A nice mess we were in! However, about an hour after the snagging of the boat, we heard some distance down the river a fearful howl from a steam whistle. "The GLAUCUS! The GLAUCUS!" cried several of the passengers in a breath. "No other boat has such a whistle. It is the GLAUCUS coming up."

This was not the old GLAUCUS, as she was burned at St. Louis in 1852 or 1853, but was a new GLAUCUS, built by the same owners and provided

with a second edition of the same unearthly whistle which rendered the old GLAUCUS famous all along the Mississippi.

Well, we made signals of distress and the GLAUCUS came alongside, when we passengers were soon transferred to her decks.

"Mr. Clemens," said Captain Bowen addressing the pilot of the GLAUCUS - Samuel L. Clemens, now better known as Mark Twain - "Mr. Clemens, I can hardly understand how you could recommend Mr. Wylie to me as being a good pilot!"

"I recommended Wylie sober, not Wylie drunk," dryly answered Mr. Clemens.

"Well, you see what he has done with the BULLY ARABIA. He has killed her, Sir!"

"I see," said Mr. Clemens, "but he does not appear to be utterly broken-hearted, as I hear him playing the same old tune that he used to play when I was a cub under him."

The GLAUCUS safely landed us at St. Louis and I never again attempted the trip to New Orleans, nor ever again met Pilot Wylie, who, for aught I know to the contrary, may still be seated in the texas of the wrecked BULLY ARABIA sawing away at the "Arkansas Traveler."

Thanks to Jack White and his insatiable reading!

* * *

MUSEUMS PLANNED IN VICKSBURG TRANSPORTATION AND RIVER MUSEUMS

AT

LEVEE STREET RR DEPOT SITE

Keith Norrington, New Albany, IN favors the *Reflector* with welcome late-breaking developments in Vicksburg, MS.

From *The Vicksburg Post*, July 25, 2006:

The former Levee Street Depot of the Yazoo & Mississippi Valley RR and adjacent property was purchased by the city some time ago for \$620,000. The 1907 three-story, brick structure facing the river front is now slated for repair and renovation to become a multi-faceted transportation museum - rail, road, and river. The building has about 12,000 square feet of exhibit space on the first and second floors with a reference library planned for the third.

Repair and renovation of the building is estimated at \$2.5 million and a non-profit corporation, headed by Lamar Roberts, has been formed to undertake the conversion to a museum. Application has been made

for two grants which may meet initial financial requirements. Matching funds will be sought for at least one of the grants but this will await the estimate of exact museum costs. Mr. Roberts will be recognized by readers as the originator of the non-profit Gray & Blue Museum Naval Museum, now the Vicksburg Battlefield Museum.

MEANWHILE! The U.S. Army Corps of Engineers received \$5 million in a \$51 million appropriation last year for a Lower Mississippi River Museum and Interpretive Site. This will be followed by \$7 million in the 2006-07 appropriation. It is anticipated that construction of a new museum building at River Front on Jackson Street, between Washington and Levee, will begin in 2008.

A major exhibit will be the MV. MISSISSIPPI which the City of Vicksburg has owned for the past eleven years. The boat was built in 1961, 217.6x49 for the Memphis District, Corps of Engineers and has accommodations for 34 guests and 38 crew. Ownership has been transferred back to the Corps by the city. The MISSISSIPPI will be open for tours at the new museum to be built near the refurbished Levee Street Depot. It is planned to move the boat from Vicksburg Harbor to the museum location this fall.

Good news, indeed! An historic building converted to a modern use and the MISSISSIPPI saved as a unique example of a diesel towboat.

* * *

W. P. SNYDER JR. RESTORATION CAMPAIGN

Enclosed with this mailing of *S&D Reflector* you will find a brochure outlining the effort to raise matching funds for work to preserve the SNYDER, the prize attraction at the Ohio River Museum.

From "Save America's Treasures" (SAT), the Ohio Historical Society received a \$350,000 grant which requires matching by other funds. From the J. Mack Gamble Fund of S&D, the Ohio Historical Foundation and State of Ohio sources there now remains \$41,000 to be raised to qualify for the SAT grant in full. Please take time to read the brochure.

The W. P. SNYDER JR. is owned by the State of Ohio and was acquired through the efforts of the Sons & Daughters of Pioneer Rivermen. She is a unique, historic example and deserves our support.

J. W. Rutter, Editor.



MCCONNELSVILLE, MORGAN COUNTY, OHIO - CIRCA 1895

THIS IS ABOUT AS MCCONNELSVILLE LOOKED IN 1875-76, THE TIME OF THE OELLA'S TRIP SOUTH. MOST OF THE CREW CALLED MCCONNELSVILLE HOME AND THIS VIEW IF SEEN TODAY WOULD STILL BE RECOGNIZABLE TO DANA SCOTT. LOOKING SE, THE RIVER BENDS SOUTH AGAINST THE FAR HILL; THE COUNTY COURTHOUSE CLOCK TOWER (UPPER CENTER) MARKS THE TOWN SQUARE, THE NEWER OPERA HOUSE TOWER IS TO THE RIGHT. COAL SMOKE HAZE HANGS NEAR THE RIVER.

PHOTOS FROM *MUSKINGUM VALLEY SCENERY*, MARIETTA COLLEGE LIBRARY.

A LONG TRIP ON THE OELLA

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

by Dana Scott

Dana Scott was a twenty-two year old youth who had grown up near McConnellsville, Ohio on the Muskingum River when the small packet OELLA set out in the fall of 1875 for New Orleans. He had been on the river for five or six years, beginning at age sixteen, and the prospect

of a trip so far from home caused Dana to buy a diary and record the journey. Dana's uncle, Sextus Scott, was the master and part owner of the OELLA.

We left Part 2 of the Dana Scott story at Vicksburg, just after the 1876 Mardi Gras evening parades. Scott reports that business in potatoes had been brisk with more than 100 barrels sold, however, reports were that the supply was ample in New Orleans and prices low. Notwithstanding, Sextus Scott, the optimistic trader, bought a flat loaded with 60 tons of cottonseed for sale down river.

Our thanks to Fred Rutter for copying all fourteen installments from microfilm of the *Columbus Dispatch* in the Columbus, Ohio Library.

A VISIT TO JEFF DAVIS' PLANTATION

BY READ KINGSBURY, *COLUMBUS DISPATCH*

After leaving Vicksburg on February 25, 1876, the OELLA came to Delta, Louisiana where the crew found Dan Rice and his show. Capt. Sextus Scott, "Sold him a nice bill of supplies."

There the OELLA was passed by the ROBT. E. LEE (4777), which had won the coveted pair of deer antlers in 1870 by beating the NATCHEZ from New Orleans to St. Louis.

On Sunday, February 27, the OELLA tied up in front of a Col. James' plantation. Scott wrote, "The dwelling house and gin are all destroyed; burned down in time of the war . . ."

Next day, young Scott visited the, "J. Davis plantation," almost certainly Brierfield House, home of Jefferson Davis, the president of the late Confederacy. "I got some pine cones off a tree which stands in the J. Davis park . . ." wrote Scott.

FEBRUARY 29, 1876 - "Loaded seed all day at a nearby cotton gin. There were eight or ten wagons here at a time."

MARCH 3 - The OELLA arrived at Natchez which Scott judged, ". the most beautifully situated city in the South." There were sold the beef hides from Ohio, the cotton from upriver, several lots of Ohio potatoes and mid-western oats, and the rest of the side meat.

Scott went to see the Methodist Church but reported, "The Catholic, Episcopal and Jewish are the most attended . . ." At the U.S. Cemetery he detailed, ". there are 3087 interred there, - 310 known and 2777 unknown."

MARCH 6 - The OELLA left Natchez but high wind forced her to lay up soon. And, the captain bought five bushels of sweet potatoes and four or five pair of deer horns.

MARCH 7 - The OELLA reached Bayou Sara, Louisiana where the boat, ". was coaled down heavy" and the coal barge, which had been towed alongside, left behind. The final lap to New Orleans began at 3 a.m. the following morning with Baton Rouge passed at 9 a.m.

"After we left Bayou Sara, the river on both sides is one continual row of sugar plantations, rice fields, orange groves and the grandest houses I ever saw," Scott wrote in his nearest approach to breathlessness.

MARCH 9 - The journey ended at Carrollton, Louisiana, opposite Nine Mile Point in the west end of New Orleans.

"While Captain and Asa went down to the city on the street cars, the rest of the crew commenced on the potatoes," Scott wrote. The captain brought back lots of mail for all.

Scott got his turn to go to the city that night and the first thing that hit his eye was that, "The cars are drawn by dummy engines which do not use any fire or water."

MARCH 10 - New Orleans. All the oats were unloaded and the barge sold. Seventy-five barrels of potatoes sorted and the cottonseed, loaded and brought down from upriver, was sacked for sale.

"This city is far ahead of anything that I had imagined it to be. . .," is maybe the most enthusiastic statement in Scott's diary.

MARCH 12 - Sunday. Scott visited a sailing vessel and climbed into the rigging. The Ohio farm boy had come a long way from home and showed his exuberance for all the new sights of the big city.

He went to church in New Orleans. That night lightning hit the MAJESTIC and Scott got some burning cotton off her. He picked oranges also on that eventful Sunday.

(Editor's Note: The MAJESTIC may not have been a steamboat; she is not found in the Lytle List nor in Way's Packet Directory. Possibly she was a boat too small to require inspection or a deep sea sailing vessel.)

MARCH 13 - Potatoes, butter and beans sold well as did Zanesville stoneware. Scott notes the sighting of four of, "Morgan's Side Wheel Ocean Steamers."

Also In New Orleans was the J. N. ROBERTS (T1282), a Letart, Ohio steamer which the OELLA had met In Memphis and several times since when coming down the Mississippi. Here Scott renewed acquaintance with two young ladies on that boat, one of whom was the Captain's daughter.

MARCH 15 - The OELLA crew began unloading stoneware, put out 70 barrels of potatoes, 20 barrels of meal, 24 barrels of beans, and bought a "nice lot of rice." The following day the rest of the stoneware was unloaded and another 50 barrels of potatoes. Molasses and sugar was purchased, the sugar to be shipped on another steamer to Parkersburg, where the OELLA would pick it up for peddling on the Ohio and Muskingum Rivers.

Also bought were 32 dozen sea shells and from the seller Dana Scott received a gift of a pair of cameo shells.

MARCH 17 - New Orleans. Scott records visits to Lake Ponchartrain, the French Market, Jackson Square, and purchases of more shells and 37 bunches of bananas.

MARCH 18 - Saturday. At 1 p. m. the OELLA left New Orleans for Zanesville. "All day long we were passing fine plantations, one after another, as regular as could be."

MARCH 19 - Rain kept the crew from going to church and even forced the majestic ROB'T. E. LEE to lay up near the OELLA. The following day the OELLA got its guard smashed in but kept going.

MARCH 21 - Bayou Sara, Louisiana, where the coal barge had been left on the down-trip, the crew carried coal onto the OELLA from daylight to 11 a.m. The barge was then sold, ". . . to a lady who is going to sink it to protect the bank from caving," Scott records. He then adds, "There are a lot of soldiers here to keep peace sic. . ."

Editor's Note: The post Civil War occupation of the former Confederacy did not end until the following year, 1877, when Federal troops were withdrawn.

MARCH 22, Wednesday - Scott recorded, "I steered from about 8 miles below Natchez to 8 miles above. Landed. to get some magnolias."

"We are passing some of our customers that we traded with going down, and they all seem to know us and salute us with a hail."

MARCH 23 - At Vicksburg on March 23 the crew got mail but Scott received none.

Here they saw the wreck of the MARY BELL (3789). She had burned on February 27, 1876 while loading cotton at the Merchant's Compress Co., a total loss after only nine trips in the Memphis-New Orleans trade.

On December 28, 1875, at Helena, Ark., Scott had mentioned the 327 foot MARY BELL passing up the river and called it the, "largest steamboat on the western waters." On December 31 the MARY BELL had docked at Helena where Scott was impressed with the nice band which played beautiful music while the cotton was loaded aboard. For her brief career she had been the sight that was worth running to the river bank to see.

MARCH 24, Friday - Two cords of wood were loaded aboard at Vicksburg and the OELLA continued up the river, making 80 miles that day. On March 25, Greenville was passed and the OELLA tied up at Arkansas City that night to wait over Sunday.

MARCH 27, Monday - At Terrene, Mississippi the steamer was loaded with 150 boxes of Pittsburg coal and sold three butts of tobacco and two bunches of bananas.

Editor's Note: Although "bushels" was the common unit of measure for coal at the time it was also sold by the "box" perhaps as a convenience when sold in small quantities to private households, - stove coal and the like. A "box" contained two bushels of coal. a term now difficult to find even in dictionaries.

The OELLA was moving fast and proof is found in the March 29, entry, w h e n a steamer passed her. Writes Scott, ". . . being the second boat that has passed us while under way since we left New Orleans."

At Helena, Ark., where shipmate Charley Richardson had died on December 24, 1875, the crew found mail waiting, but, "It was all old, though."

MARCH 30 - Memphis.

The crew found more mail and took on another 100 boxes of coal for fuel.

The first mechanical trouble of the trip is reported: "Starboard wristpin is loose. Tightened up some but had to stop 20 miles above (Memphis) and shrink it in."

Next day the OELLA passed the ED. POPE (1704), the bill-poster boat for Cook's Circus. (The "advance boat," advertising circus show dates. Ed.)

APRIL 3 - Cairo.

After running without pause for several days, the OELLA arrived at Cairo and Scott notes: "172-1/2 hours running time out of New Orleans."

There, 250 bushels of "Pgh. coal" (Pgh. = Pittsburg) were taken on. The next day Evansville was hailed, 30-1/2 hours out of Cairo, where, ". . . they took on 300 bushels of Green River coal at 7-cents a bushel and repaired the steam chest . . ."

APRIL 5. Now a race began. Scott wrote, ". . . JAMES D. PARKER (2920) just ahead of us. We overtook the PARKER between Lewisport and Troy (Indiana). Had quite a race with her between Troy and Cannelton. Opposite Concordia, got four cords of wood. PARKER came in sight just as we backed out . . ."

The race continued the next day: "The PARKER passed as we were cleaning out the boiler last night. The coal is very poor; steam goes down to 80 pounds. Arrived at locks (at Louisville) 34 hours from Evansville. Locked (up) with the PARKER. Took on Pittsburg nut coal. Saw the hull of the new R. E. LEE at Jeffersonville . . ." (This would be the second ROB'T. E. LEE (4778), under construction at the Howard Yard. Ed.)

APRIL 7, 1876 - Cincinnati.

The OELLA's time Louisville-Cincinnati was 23 hours which seems overly long although the *Dispatch* writer, Read Kingsbury, finds no explanation in the Scott diary.

The crew took on 125 boxes of starch, cleaned the boiler and coaled the boat, at 9-cents a bushel.

APRIL 8.

Scott wrote, "This has been. beautiful week. We could not have had a better one to run in. Got to Ironton (Ohio) at dark. Got to Ashland (Kentucky) at 8 o'clock. "

APRIL 9 - Ashland.

"It Seems almost like home since we have got back in our old trade," so the 22--year old Scott wrote at Ashland on Sunday, April 9. The crew attended the new Methodist Church and saw, ". . lots faces that were familiar . ." (This would indicate that the OELLA, under command of Dana's uncle Sextus Scott, had made a number of trips down the river towing the trading boats that went south from the Upper Ohio. Ed.)

The diary indicates that the OELLA, after coaling at Ashland, made stops at a number of landings as she progressed up the Ohio River toward home.

APRIL 11 - Tuesday, Gallipolis.

The OELLA was at Gallipolis at 11 o'clock and at Point Pleasant at noon. She stopped at Pomeroy at 3 p.m., where Scott bought a pair of shoes, and at Syracuse by nightfall where she tied up for the night.

At Syracuse some molasses and rice were sold and at Long Bottom, Ohio two barrels of New Orleans molasses and two barrels of rice were put off (for merchant orders) and a hogshead of sugar was sold.

APRIL 13 - Parkersburg.

The sugar, purchased in New Orleans and shipped north by boat, was on hand when the OELLA arrived on April 13. After loading the sugar, she continued up the river and tied up at Harmar (now the West Side of Marietta) at 8 p.m.

Scott's first move was to go to "Bill's" to renew his acquaintance with Carrie Strecker, the young lady he had met there the previous November 1, on the trip down. He laconically reported, ". . had a good time!"

APRIL 14.

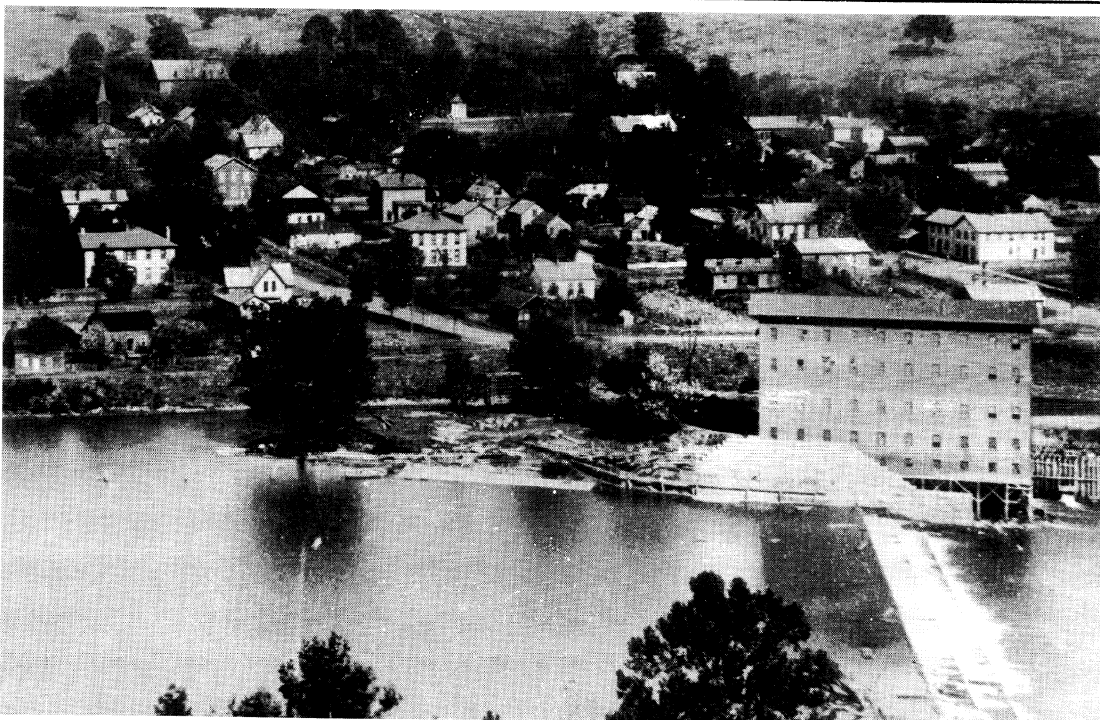
The OELLA headed up the Muskingum and traded at several towns and farm landings along the way. At 5 p.m. she paused at Dana Scott's home, five miles below McConnelsville, and his trip to the southland was over.

"All well at home," he reported.

APRIL 15 - At home.

"I divided my presents out among their owners. They all seemed to be well pleased with them. We had a splendid time playing croquet, singing and eating oranges and bananas. So ends our southern trip of six month's duration. We have enjoyed it immensely."

* * *

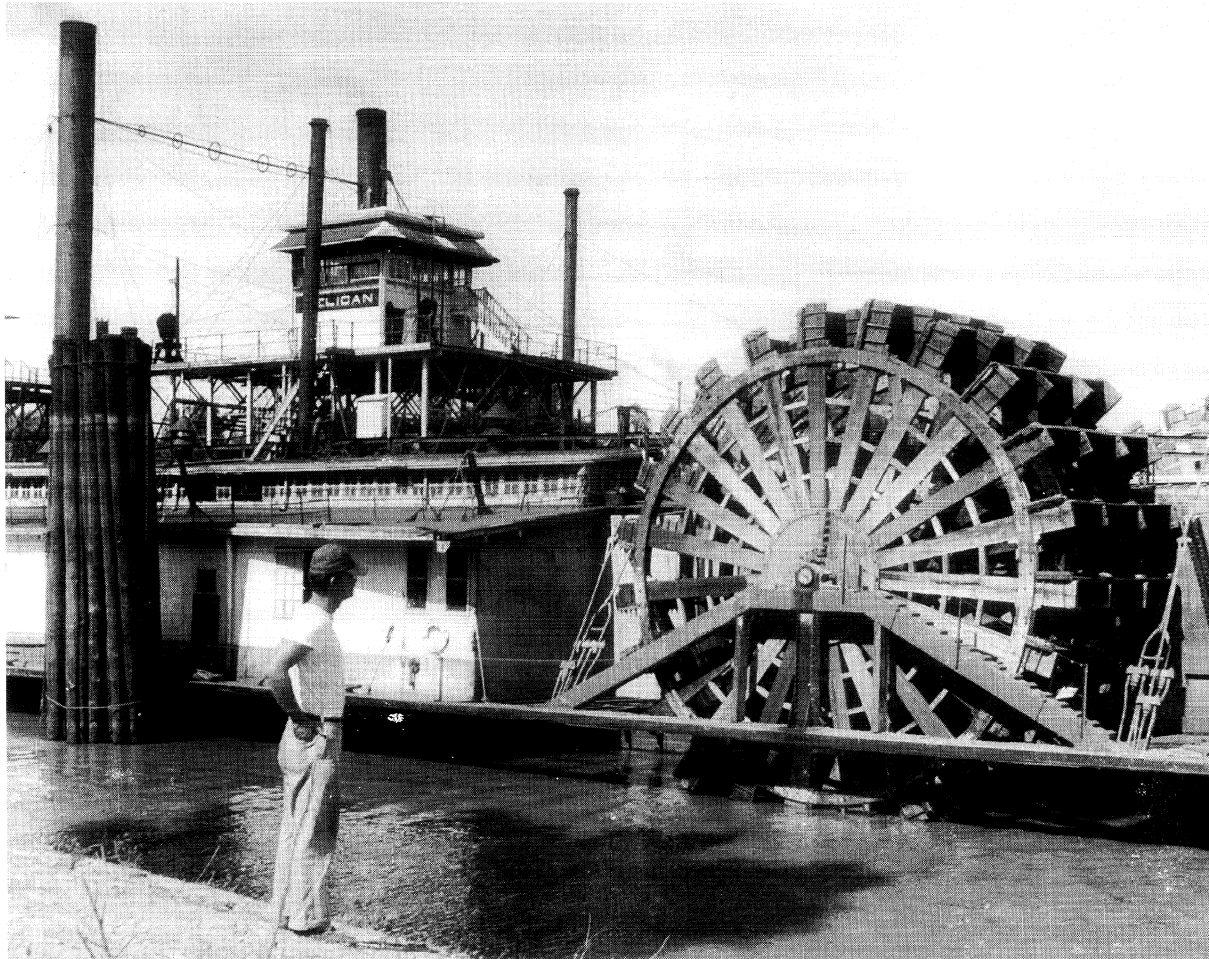


THE OELLA RETURNED TO MCCONNELLSVILLE APRIL 14, 1876 TO THIS SCENE. THE ELK EYE FLOUR MILL, WITH THE CANAL BEHIND, WAS THERE UNTIL THE 1913 FLOOD.

Morgan County Herald, 4-21-76:

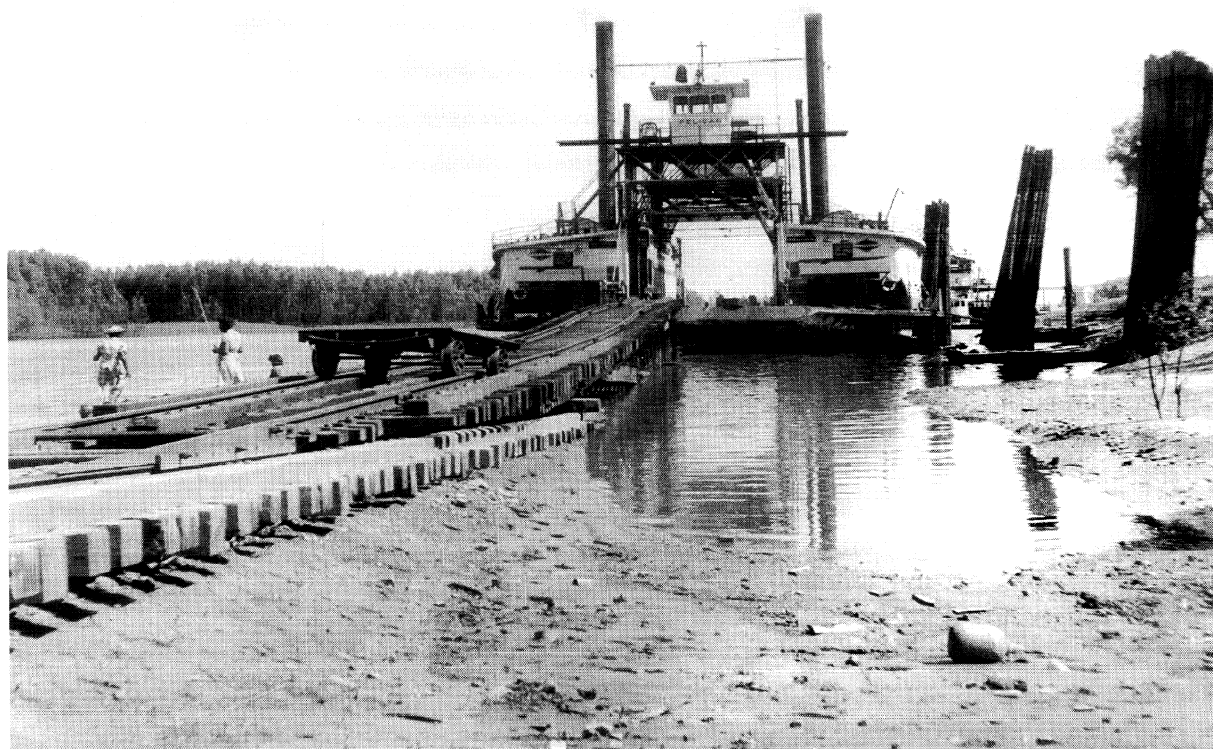
"The OELLA, Capt. Scott commanding, returned from its long Southern trading trip Friday last, deeply laden with sugar, southern fruits, etc. It passed on to Zanesville Monday and returned Thursday to lie over for a month for repairs."

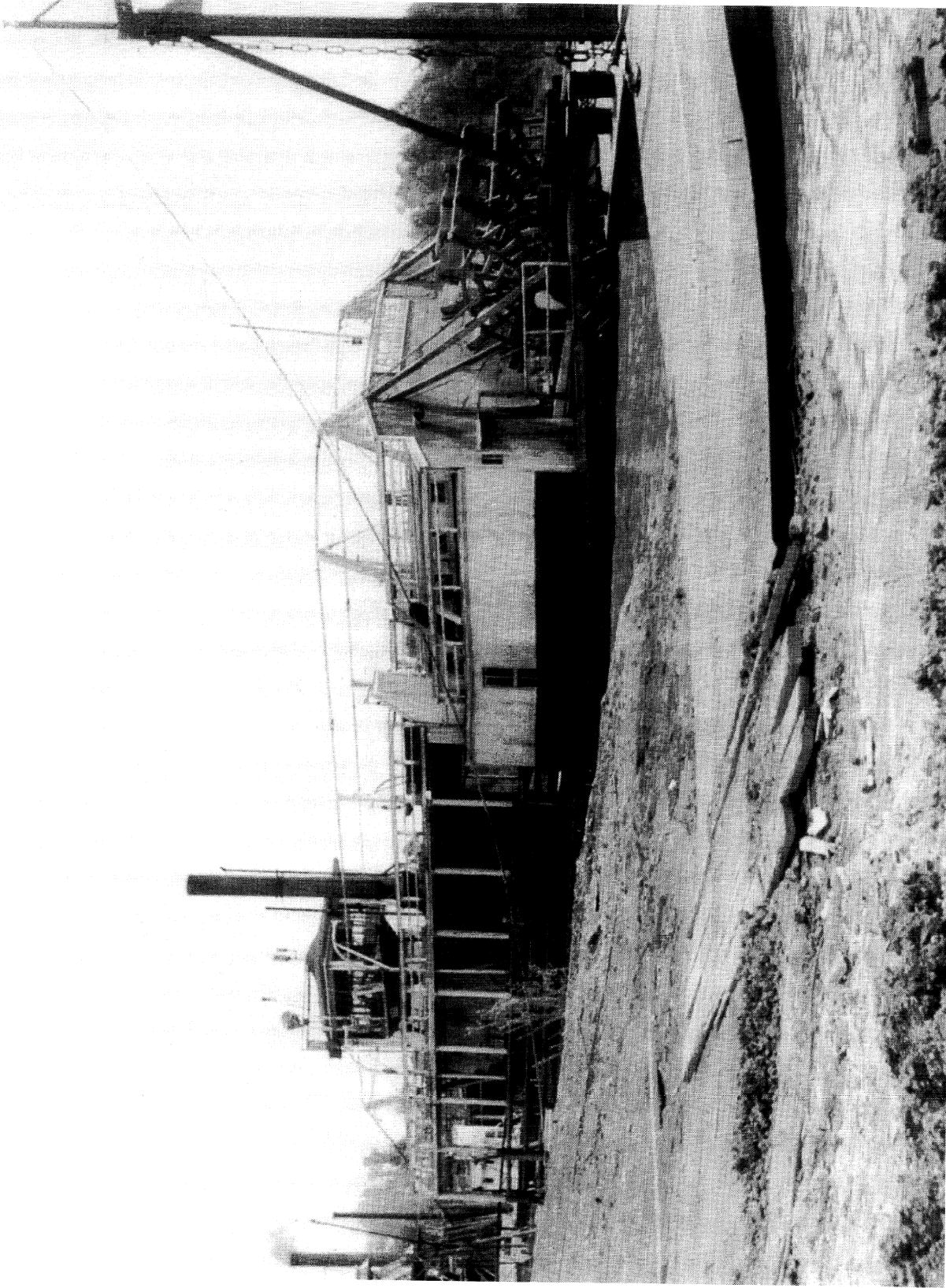
Photo M. C. Library.



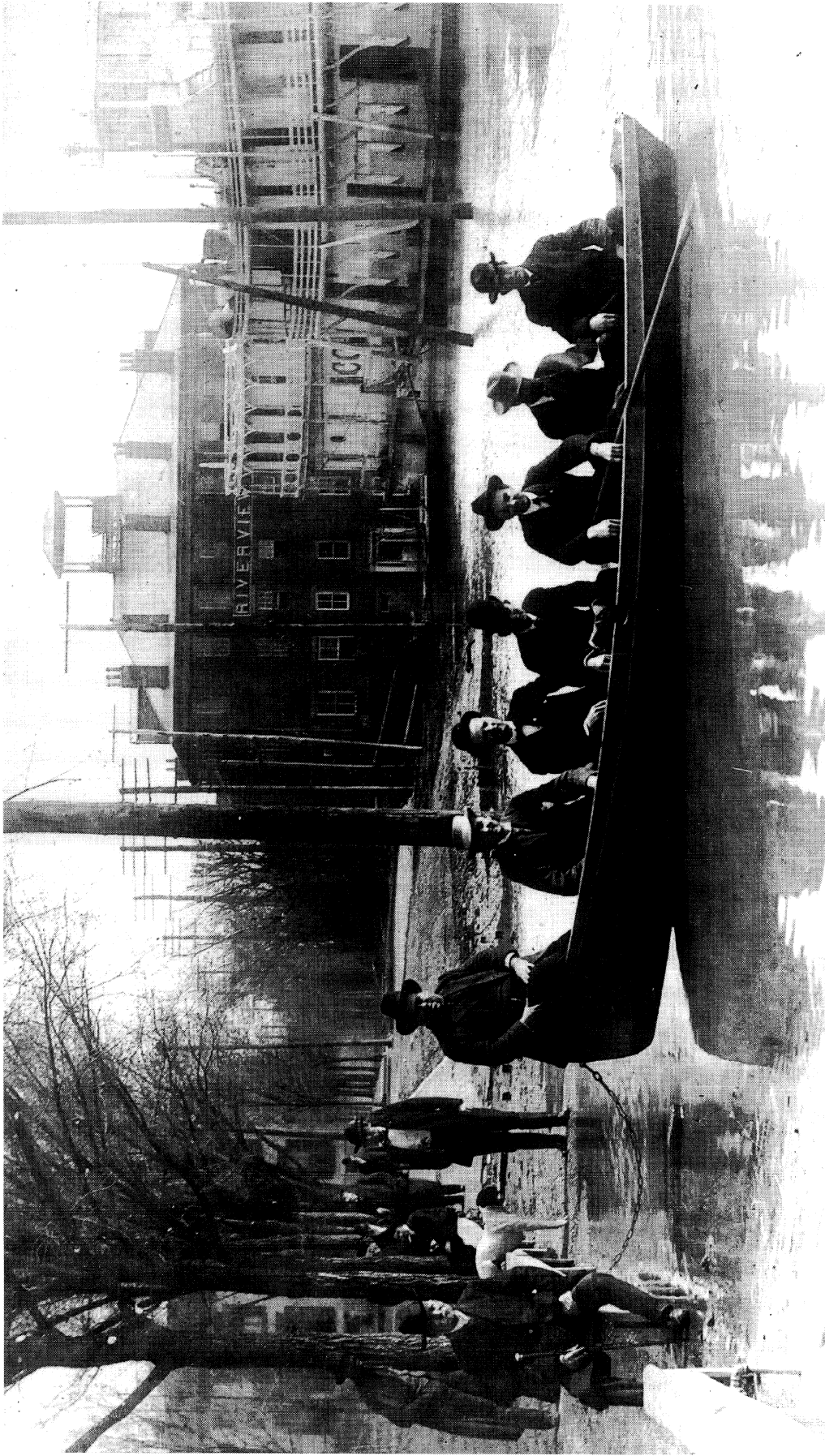
The transfer ferry PELICAN (4437), at the Helena, AR landing sometime during the summer of 1957. PELICAN, 300x53x7.3, built 1902, Dubuque, IA was a ferried at Vicksburg for the Queen & Crescent RR until a bridge was built. She then moved to Helena, owned by Illinois Central RR.

She has steam up but later in the year there was a plan to convert her to diesel. This "improvement" didn't take place; she was stripped down to a car float, pushed by a towboat. Photos by Hillis Johnson, a reporter for the Jackson, MI newspaper, who was en route to New Orleans by canoe.





The Helena, AR landing had lots of steamboats to admire in 1957! Plain-Jane passenger and car ferry A. C. JAYNES (0007) is tied just above her landing float. The JAYNES, built in 1925 by Midwest Boat and Barge Co., 125x30x4.3, had engines 12's, 48's-4 ft. stroke, capacity 24 autos. She operated at Cape Girardeau, MO and then Greenville, MS until displaced by bridges. Lost by fire in 1960. Photo by Hillis Johnson



A QUIET SUNDAY MORNING IN GALLIPOLIS

MARCH 17, 1907 (PERHAPS)

We have Dave Thomson, Sun Valley, California to thank for this photo looking up First Ave., in Gallipolis, Ohio. The Ohio River is well out of its banks and lapping into the park, springtime, - if the lack of overcoats on the dandies in the yawl is any indication. There were two periods of "high water" during 1907, January and March, and the later one was the higher. Anyone know the boaters?

The Cooley & Hagen showboat WONDERLAND is nosed up to the Riverview Hotel and her towboat (with stacks removed) is alongside. The hotel stood at the upper end of the landing at State St. and dated from 1865, built by John Dufour, Jr. The name was changed from the Dufour House to Riverview about 1880. It closed as a hotel about 1930 and demolished in 1962. Info by Doug Wetherholt.

HOG CHAINS

by
ALAN L. BATES

From "As They Say On the River" by Capt. Jack Ross:

HOG CHAINS - Fore and aft stays running above the deckhouse of a sternwheeler to stiffen the hull and prevent excessive bending or buckling.

The following exposition on the subject of "hog chains" appeared in the Old Boat Column of *The Waterways Journal*, March 13, 2006. Our sincere thanks to author and the publisher.

Among the things that frustrate steamboat model builders, artists and historians the hog chain system ranks high. The external parts are conspicuous, standing at odd angles and spanning strange distances, but at least they can be seen. The parts inside the boat are not so easily found nor understood.

But first things first. When a hull humps up in the middle and sags at the ends it is said to be hogged, like the spine of a boar. It is not a good condition. The flimsy hulls of the old-time steamboats were especially prone to hump and sag in that way. Back yonder, in the 1840s, river boatyards solved the problem by building longitudinal trusses to press down the mid-body by lifting the ends of those flexible hulls. Perhaps some early builder used chains over wooden posts to do the job, - in any event the wrought-iron rods used later adopted the name "chain" and it stuck.

While they held the boat together and solved the hogging dilemma the posts and chains were not totally a blessing. When two chains crossed at the mid-height of a stateroom door, the passenger stuck in that room understandably tended to complain. Some fussy ones demanded the chain removal, - instant! The sloping timbers that passed through staterooms were equally despised and pursers and clerks had to mollify the persons who complained. We still recall banging our head on a low chain on the SARAH EDENBORN (T2270) in 1941.

Chains picked up the loads under the heavy boilers and engines. They supported the cylinder timbers, fantail and paddlewheel that overhung the stem. They even picked up the bases of the braces. A lot of fancy carpentry and iron work was involved, especially down in the hull. A brace placed a concentrated load on the floors (the bottom beams) and if a brace rested on only one beam, that beam

was certain to fail. In order to distribute the load heavy timbers called footlines extended over a number of floors to reduce the load on anyone beam.

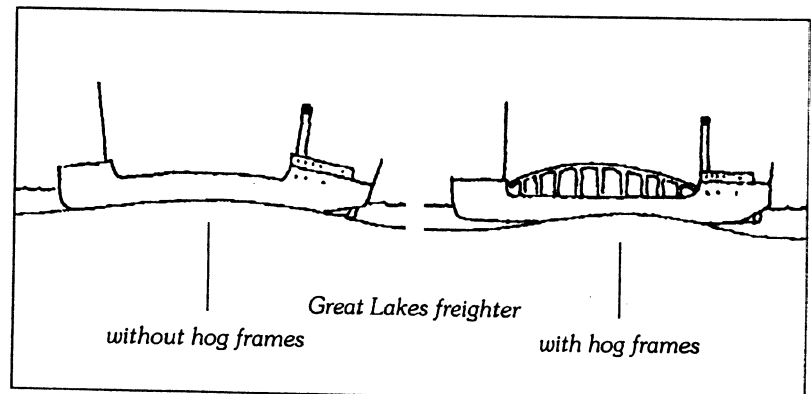
Our sketch shows a typical arrangement. The floors rest on the hull bottom. The footline was notched over each floor to prevent it from shifting forward or aft. The brace was fitted into a notch on the upper side.

The lower end of the chain had a forged and welded eye to receive a heavy bolt that passed through the hog chain strap. The strap was a wrought-iron yoke that passed under and around the footline and was fitted into a notch in the lower side.

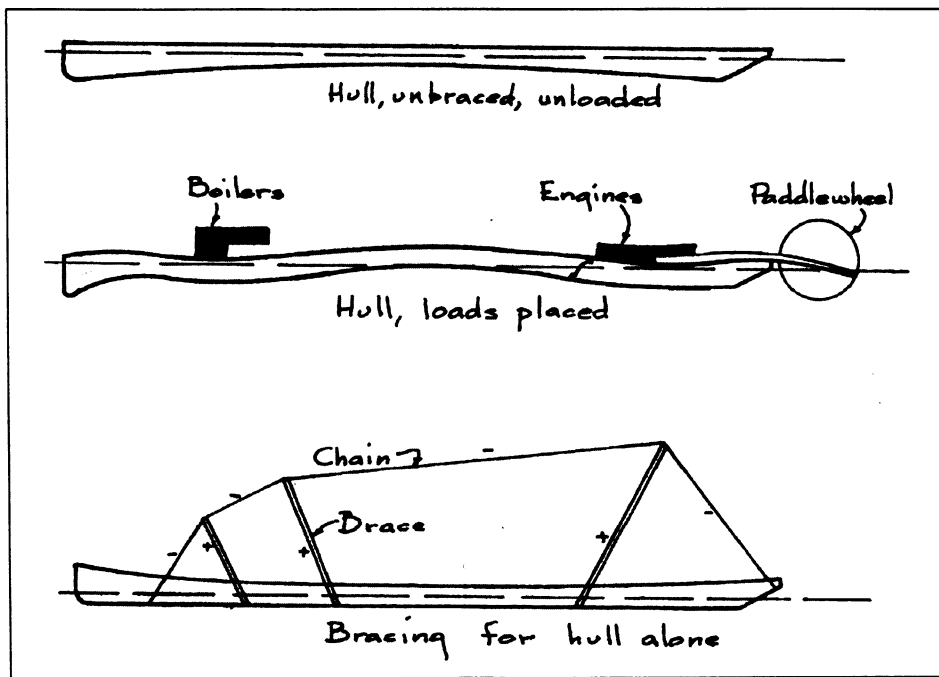
Probably the fanciest bit of ironwork the blacksmith had to make was at the vertical Sampson post over the transom of the hull. One hog chain reached under the engine cylinder, two reached to the cylinder timber just forward and just aft of the paddlewheel shaft, and one or more reached to the next braces forward. Cast iron caps were made for junctions such as this, with holes drilled for bolts and collars that fit around the brace to prevent the cap from sliding off the post.

These trusses were adjustable. The hog chains were divided between braces and posts, and were coupled together with heavy turnbuckles. If and when the hull commenced to wear and hog the chains could be drawn tight again to stiffen the structure.

Rivermen, being dedicated experimenters, sometimes loosened the hog chains in the belief that a limber hull was faster, a practice that was tried on the ROBT E. LEE during the Great Steamboat Race of 1870.

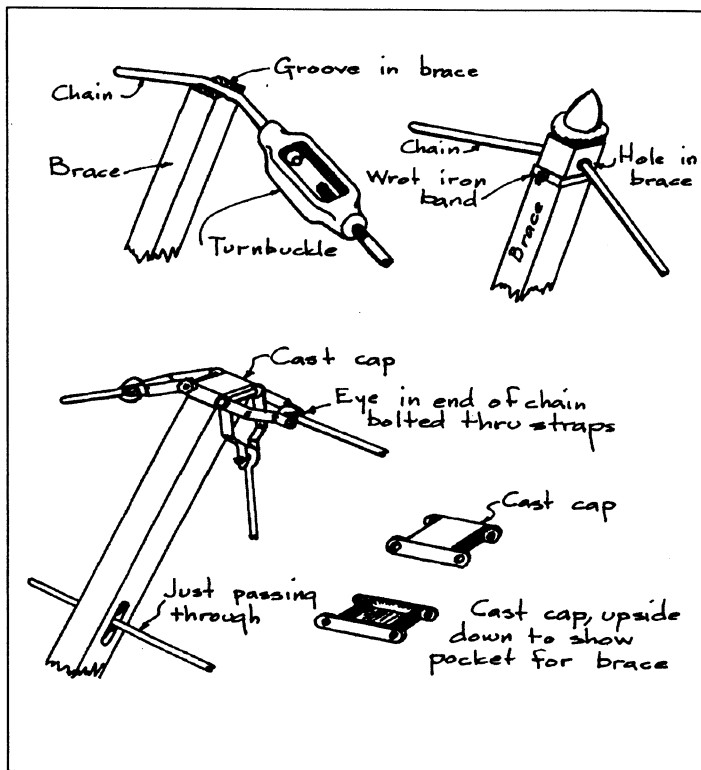
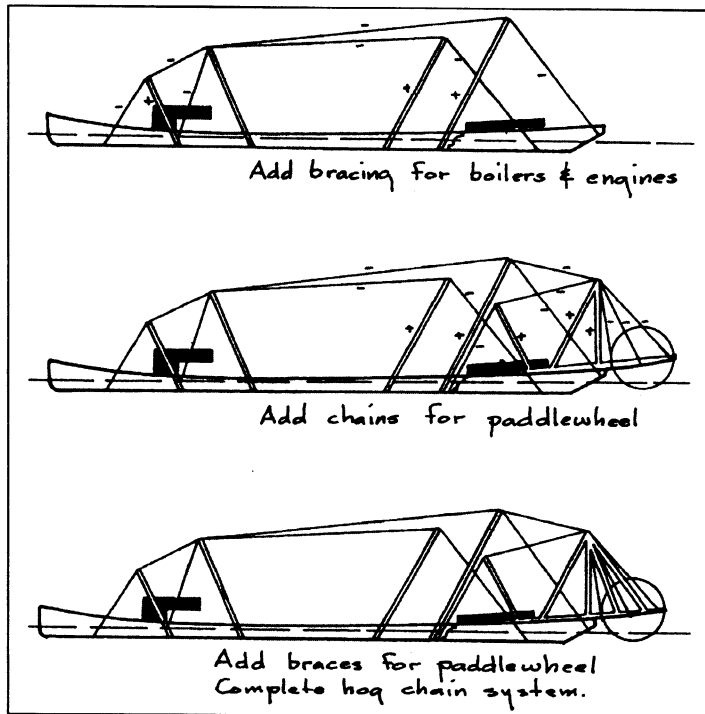


HOG FRAMES STIFFENED DEEPER HULLS
WOODEN "FRAMES" SERVED A SIMILAR PURPOSE AS CHAINS WHEN THE HULL WAS DEEP AND THE LOAD WAS SPREAD THROUGH MUCH OF THE BOAT'S LENGTH. SUCH HEAVY FRAMES WERE ALSO ADOPTED ON COASTAL VESSELS TRAVELING ROUGH WATERS. IRON OR STEEL HULLS WITH INTERNAL TRUSSES WERE STIFF LIKE A BOX.



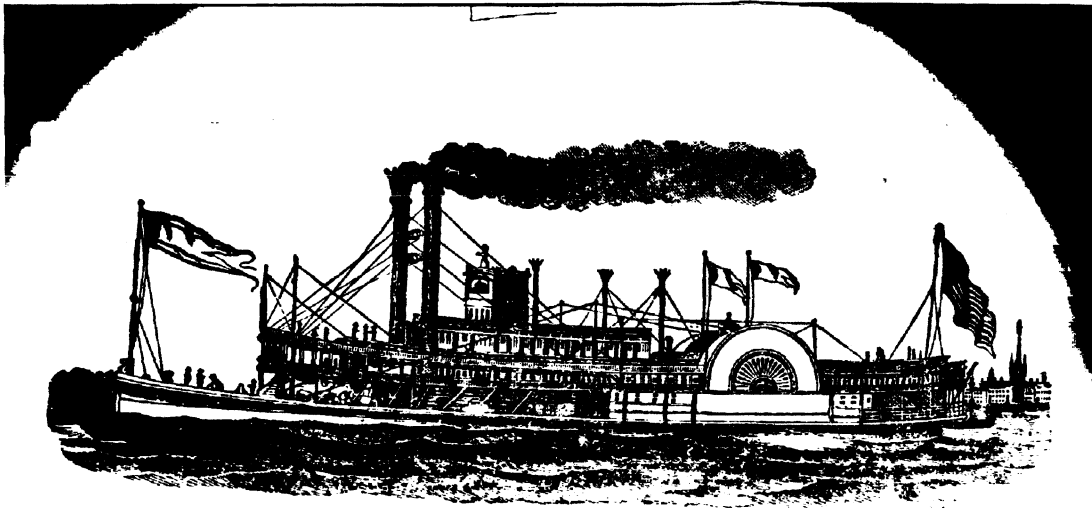
—Sketches by Alan L. Bates

These two sketches show what a sternwheeler's hull looks like unloaded and loaded.



These sketches show the system. A plus means a member in compression. A minus means one in tension. Braces resisted compression and chains strained against tension.

Some connections used for hog chains.



"A PERFECT LIKENESS OF THE PRINCESS," SO WROTE JIM SWIFT IN *THE WATERWAYS JOURNAL* WHEN DESCRIBING THIS WOODCUT IN HIS OLD BOAT COLUMN. PHOTOGRAPHS OF STEAMBOATS WERE A RARITY IN THE 1850S AND NONE HAS SURFACED OF THE PRINCESS. THE CUT WITH NAME DELETED FROM THE WHEELHOUSE (OR ANOTHER SUBSTITUTED) BECAME POPULAR ON FREIGHT BILLS, ADVERTISING OR OTHER PRINTED ITEMS. *THE NEW YORK TIMES* ONCE USED THE CUT FOR A STORY ABOUT CAPT. BILLY BRYANT AND HIS SHOWBOAT TROUPE.

BAD DAY IN BATON ROUGE:

Death of the Steamer PRINCESS by Max L. Loges, PhD

Louis Hunter in his classic work *Steamboats on the Western Rivers* claims that the steamboat was in many respects the most notable achievement of America's industrial infancy being the chief technological means by which the wilderness was conquered and the frontier was advanced (p.61). The steamboat certainly allowed navigators to make use of the West's extensive system of navigable rivers to transport untold tons of freight and large numbers of passengers to various landings spread across a vast geographic expanse. The benefits the steamboat provided, however, were not without serious costs. For example, Hunter argues that, "Part of the price to be paid for the great benefits of steam navigation "...was a succession of disasters in kind and scale unprecedented in the peacetime experience of this region" (p.271). In the period 1811-1851 over 995 accidents took place on the western rivers (Hunter p.272).

One of the worst forms of accidents was an explosion occurring in a boat's boilers; over 209 of these explosions took place in the period 1811-1851 almost always with a severe loss of life to passengers and crew. During a ten-month span in 1858-59, over

175 lives were lost in just three steamboat explosions (Hunter p.542). One of these explosions occurred on one of the most heralded steamboats on the Mississippi at the time: the PRINCESS.

In 1855 Thomas P. Leathers and Truman Holmes took delivery of the PRINCESS (Way #4590) from her Cincinnati builders. She was the most elegant example of a steamboat of her day. Her length was 270 feet; her beam 34 feet; and her hold was 8 feet deep. She was powered by two engines that had cylinders 35 inches in diameter with a 9 feet stroke. The boat got its name from a large wooden statue of an Indian princess, which was mounted on top of the pilot house (Tippitt). She was also decorated with a multi-colored pelican seal, like that of the state of Louisiana, painted on each wheelhouse. Her appearance was, in fact, so striking that years after her destruction many steamboat companies used an engraving of the PRINCESS as an ornamentation on their official documents.

The PRINCESS was known as an incredibly fast boat and in 1856 established a longstanding record time for the 300 miles between Natchez, Mississippi and New Orleans, Louisiana; she traveled the distance in 17 hours and 30 minutes. As a way of advertising her great speed, her owners erected a huge pair of deer horns on the wharfboat at Natchez and challenged all other boats on the river by placing a sign under them declaring, "Beat It, and take the horns" (Tippitt).

The PRINCESS' regular route was between New Orleans and Vicksburg. This trade was one of the most lucrative along the river. Vicksburg was a major collection point for cotton which was not only grown in the region of the city, but was also transported down the Yazoo River, which joined the Mississippi just above Vicksburg. The population of Vicksburg consisted of many wealthy and refined people who were known for their hospitality. They frequently exchanged visits with members of their class from New Orleans, especially during the carnival season ("Burning" *New Orleans Daily Picayune* March 1, 1859).

It was during the carnival season of 1859 that the great tragedy occurred on the PRINCESS. On the Sunday morning of February 27, 1859 around 10:00 A.M., the PRINCESS, loaded down with a cargo of 1,746 bales of cotton and 200 plows, pulled up to the wharfboat at Baton Rouge (*Memphis Daily Appeal* March 6, 1859). Although the PRINCESS was already crowded with passengers, she took on 25-30 more including several members of the state legislature among whom were Representatives Huard and Bannister. Friends later informed the press that neither of these gentlemen had pressing business in New Orleans. Bannister only wanted to deposit a bank note in his account, a transaction that certainly did not require his presence. Huard had already been notified by his office that there was no pressing business in New Orleans and had advised him to stay in the capital.

John M. Bell one of the leading citizens of the Crescent City and a much beloved philanthropist had been up nearly all night waiting for the LAUREL HILL (3385). Tired of waiting and eager to get home, Bell exchanged his ticket for another on the PRINCESS. Each of these men would soon regret his decision ("Explosion" *New Orleans Daily Picayune* March 4, 1859).

The PRINCESS backed away from the wharfboat and continued its journey south. About eight miles downriver, newspapers reported that four of the boat's large, powerful boilers exploded simultaneously. The second engineer, Andy Sweeney, who had shortly before began his watch, was the first to be killed; he was cut in two. Seconds later the pilot on duty, George H. Case found himself suddenly flying through the air without the remotest idea of what was the matter (*New Orleans Daily Picayune* March 1, 1859).

The force of the explosion must have been terrific for the entire length of the boat was instantly one vast wreck, and one side of the cabin along with its roof and floor were torn and scattered. The luckless Representatives Huard and Bannister were standing just above the area where the boilers exploded. Reporters speculated that the two legislators may have fallen into the burning inferno below and were consumed in the flames ("Explosion" *New Orleans Daily Picayune* March 4, 1859). But, over a month later, Huard's body washed up on shore in a condition that allowed it to be fully identified (*New Orleans Daily Picayune* April 5, 1859). According to a passenger from Texas named Williams, he and John Bell were blown into the river. Williams was badly scalded about the hands and had other unspecified injuries but managed to find safety on a cotton bale and held on with his teeth to a rope attached to the bale. For a while Bell talked to him, as Bell struggled to reach safety, but apparently his injuries were so serious that he succumbed to the waves ("Further Particulars" *New Orleans Daily Picayune* March 4, 1859).

Perhaps the worst death of all was suffered by a Captain Jackson (master?). According to the *Baton Rouge Free Trader*:

Captain Jackson was sitting in a chair on the hurricane deck, leaning back against the skylight, when the explosion took place, and was blown up. Coming down with the timber of the shattered wreck, he was caught among them by the neck and shoulders, where he remained, struggling, till the flames gathered around and about him, burnt the timbers that sustained him, and he fell into the raging fire below (quoted in "Further Particulars" *New Orleans Daily Picayune* March 4, 1859).

There were many other accounts of perilous experiences but with happier endings. Cyrus March of Natchez, Mississippi recounted his experience:

When the accident occurred, I was in my stateroom, #4, lying on my face, partly in a doze. The first I realized was I was going up with the fragments of my stateroom, and when I fell, was covered in rubbish and blinded by the steam. In a few moments, however, I extricated myself, and when the steam blew away, found myself on the guard of the boat. Fearing the boat had broken in two, I ran up on the hurricane deck, and saw that the chimneys were blown over and

the cabin had mostly fallen in. The boat took fire in five or ten minutes after the explosion, and soon was all in flames. The passengers now jumped into the water and by the aid of those already ashore, and those who could swim, all were got ashore ("Further Particulars" *New Orleans Daily Picayune* March 4, 1859).

There were also many acts of bravery and heroism. Fortunately, the force of the explosion gave the boat a turn towards the bank. A daring slave from Mr. Conrad's plantation jumped into the river and swam nearly fifty yards to the boat. A line was thrown to him which was brought to the bank and made fast. Meanwhile, the other slaves ashore assisted passengers escaping from the wreck. On board the PRINCESS, a Negro boy saved a number of ladies by pulling them out of their perilous circumstances with a forked stick.

The venerable, old Mrs. Conner of Natchez was saved by her servants. They screamed in excitement as they reached the shore that they ". . . had saved ole missus anyhow!" Frank Cheatham, of New Orleans, although terribly scalded, picked up a child that was near him and carried it to shore (*New Orleans Daily Picayune* March 2, 1859).

Two young ladies, a Miss Bingham and Shields held hands and jumped from the burning wreck into the river below. They were soon taken from the water uninjured ("Further Particulars" *New Orleans Daily Picayune* March 4, 1859). Another state representative on board, a Mr. Reeves, was buried beneath falling debris and would likely have perished in the flames had not his wife and daughter come to his aid. Mrs. Reeves, although not conscious of her wounds at the time had serious contusions to her feet and legs ("Explosion" *New Orleans Daily Picayune* March 4, 1859).

On this busy section of the river, other boats soon spotted the burning wreck. These included the KATE DALE (3221), R. W. McRae (4665), PEERLESS 4426), TIGRESS (5393), EMPRESS (1857), VIXEN (5604), WM. M. MORRISON (5822), and MAGNOLIA (3699) who lent their aid and sympathy in carrying off the wounded and searching for the missing (*Memphis Daily Appeal* March 6, 1859).

Early reports seemed to indicate that the disaster was much worse than it turned out to be. Some papers reported that as many as 400 passengers were onboard and that 200 were either killed or listed as missing (*Memphis Daily Appeal* March 4, 1859).

Later reports set the number of total passengers at 180. "The Proceedings of the Board of Supervising Inspectors" for 1859 set the number of lives lost at 70, which included both crew and passengers (p.54).

As days passed, news trickled in that drove home the sheer force of the explosion. On March 19, the *New Orleans Daily Picayune* ran a story about a woman that had been found in the river, believed to have been a passenger on the PRINCESS. Both of the arms and head had been blown off the body and one of the legs was broken below the knee. Also, several days later, the body of R. J. Richards was found 10 miles below Baton Rouge. The body was so badly mangled that it could only be identified by a paper found in a pocket (*New Orleans Daily Picayune* March 24, 1859).

As with all accidents of this type, the authorities searched for a cause of the great tragedy. We do know that the PRINCESS' owners had tried to keep her in top operating condition. The summer before the tragedy the boat had been renovated, painted and redecorated at a cost of \$30,000. These improvements extended to her boilers, which had been repaired and proved by hydrostatic test to a pressure of 170 pounds per square inch (Proceedings Board of Supervising Inspectors, p. 54).

The circumstances of the explosion were also somewhat consistent with what was normally found in steamboat explosions. In most cases the boiler exploded not when the boat was operating at full speed but rather just as it was getting under way after a landing. Hunter notes, "Fully two-thirds of the major disasters on the western rivers down to 1852 took place as the boat left the bank or, in a few instances, while still at the landing" (p.295). A major reason why explosions took place in this way was that steam was often held in the boilers and the fires kept up to assure a quick getaway. The PRINCESS' explosion took place shortly after she left Baton Rouge. It is not difficult to imagine that the crew of a boat like the PRINCESS, with a reputation for speed to maintain, pulling away from a major landing bound for the big celebration, would desire to show off her speed before the crowd. A *Harpers Weekly* report declared that there was a fog that morning and the PRINCESS was behind schedule. The engineer said furthermore that, ". . . he would reach New Orleans certain on time or blow up!" (*Harpers Weekly*, p.166).

The formal investigation of the accident exposed a number of startling facts. Testimony revealed that

sometime after the refitting and inspection, the boat's boilers had received serious damage rendering repairs necessary. These repairs may well have been completed, but no report of the work had been made to the proper authorities as was required by federal law. The boat's machinery was also recovered and examined. Inspectors determined that only one of the boilers (rather than the reported four) had actually burst. In addition, the inspection revealed that a large amount of sediment had been allowed to accumulate in the boilers. We must remember that the water that provided the steam was taken directly from the Mississippi, a river well known for its dirty water. To prevent build up of this sediment, it was common practice to flush a boat's boilers frequently. This sediment in the PRINCESS had caused the boilers to be damaged by burning. In many of the seams of the boilers that had not burst there was evidence that much straining had occurred around the rivets. For example, many of these rivet holes had been cracked to the edge of the sheet. This situation was particularly the case in seams that were directly above the fire, the exact place where the boiler that had burst first gave way. Based upon these findings, the government revoked the license of the engineer for not properly maintaining the boat's boilers (*Proceedings*, pp. 54-55).

Like most accidents of this type in nineteenth century America, the repercussions were few. Insurance payments were collected, claims paid off and new, grander (if not faster) steamboats replaced the PRINCESS. Meanwhile, another tragedy along the river's course was inch by inch developing, and would occur on the ST. NICHOLAS (4960) on April 24, 1859, just 56 days after the PRINCESS' disaster. Her tragedy, however, is another story.

Bibliography

Bureau of Marine Inspection and Navigation. *Proceedings of the Board of Supervising Inspectors of Steam Vessels, 1852-99*. Washington DC.: Gideon and Company, 1859.

"The Burning of the Princess" *New Orleans Daily Picayune* March 1, 1859: n.p. "Burning of the Steamer Princess" *The Memphis Daily Appeal*, March 6, 1859: n.p.

"The Catastrophe on the Princess" *New Orleans Daily Picayune*, March 2, 1859: n.p. "The City" *New Orleans Daily Picayune*, April 5, 1859: n.p.

"The City" *New Orleans Daily Picayune*, March 19, 1859: n.p. "The City" *New Orleans Daily Picayune*, March 24, 1859: n.p.

"Explosion of the Princess" *Harpers Weekly*, March 12, 1859: pp. 165-166.

"Explosion of the Princess" *New Orleans Daily Picayune*, March 4, 1859: n.p. "Explosion of the Steamer Princess" *The Memphis Daily Appeal*, March 4, 1859: n.p. "Further from the Princess" *New Orleans Daily Picayune*, March 1, 1859: n.p.

"Further Particulars of the Explosion" *New Orleans Daily Picayune*, March 4, 1859: n.p.

Hunter, Louis C., *Steamboats on the Western Rivers: An Economic and Technological History*. New York: Octagon Books, 1969.

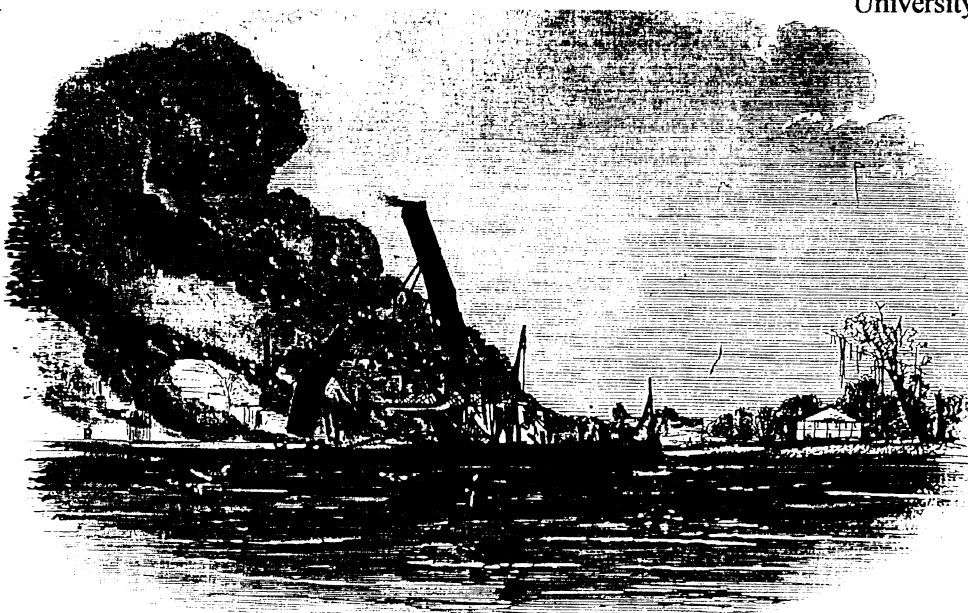
Tippitt, William H., "Steamboat Stories" unpublished manuscript, Mississippi Department of Archives and History, Jackson, Mississippi.

Way, Frederick, Jr., *Way's Packet Directory, 1848-1994*. Athens, OH: Ohio University Press, Revised edition, 1994.

Dr. Max L. Loges is a member of the Department of English and Modern Languages at Lamar University, P.O. Box 10023, Beaumont, TX 77710.

STEAMER "PRINCESS" AT CONRAD'S POINT

THIS ILLUSTRATION IS FROM *HARPER'S WEEKLY*, MARCH 12, 1859 WITH A GOOD DEAL OF LICENSE ON THE PART OF THE ARTIST. THE STORY IS FURTHER ENHANCED BY, "FOUR HUNDRED PASSENGERS WERE ON BOARD AT THE TIME, TWO HUNDRED OF WHOM ARE LOST AND MISSING. . ." WE WONDER HOW SKEPTICAL THE READERS MIGHT HAVE BEEN OF SUCH REPORTS, A COMMON STYLE IN 1859 AND LATER.



THE NEW STEAMER PITTSBURG (REGISTERED AS PITTSBURGH)

The following write-up of the PITTSBURGH (4525) was found by reader John "Jack" White in the *Cincinnati Commercial*, of May 6, 1879.

As was the case with a number of boats, the registered name in the List of Merchant Vessels may not be identical with the name on the signboards and bulkheads of the actual boat. In this case, however, the spelling is the preference of the reporter to drop the "H." From about Civil War times until around 1910 the official spelling of the Western Pennsylvania city seems to have been in question, and both with and without the "H" was seen, - just personal choice. The dates are obscure just when the municipal council may have acted regarding the spelling, - one way or the other. Ye Ed.

###

The *Cincinnati Commercial* report is verbatim.

The New Steamer Pittsburg

Made a successful trial trip yesterday afternoon ascending the river to a point above the mouth of the Little Miami, and returning, landed at the foot of Main Street, where she is receiving her cabin outfit, and will depart for Pittsburg direct today at 12M. on her first trip.

Her boilers make plenty of steam, while the draft is good. She will make good time and prove one of the fastest sternwheel steamers afloat. With an average of 110 pounds of steam, she ran from the Newport Bridge to the mouth of the Little Miami, a good 7 miles, in 45 minutes. Among those on board we observed Admiral David Gibson, Capt. Wash Honshell, Capt. J. N. Williamson, Capt. John Thornburg, C. T. Dumont, Esq., and Capt. Geo. Madison, all of whom were more than pleased with her performance. Her engines work very strong.

On her arrival at Pittsburg she will load for St. Louis and after the completion of the round trip will enter the Cincinnati and Pittsburg trade.

The hull of the steamer PITTSBURG was built by the Marine Ways, of Cincinnati, Capt. O. Perry Tharp, Supt., under the personal supervision of Capt. J. N. Williamson. The hull is 252 feet long, 39 feet beam, 38 feet floor, with 6 feet depth of hold. Capt. B. Frank Pierce's measurement is 562, while she will carry over 1,000 tons.

She has a full length and elegantly furnished cabin, containing 51 staterooms in the main cabin together with 19 additional rooms in the Texas, with accommodations for over 150 passengers.

The machinery, by C. T. Dumont, Esq., comprises three new steel boilers (tensile strength, 70,000 pounds, and allowed a working pressure of 154 pounds) are 47 inches in diameter, 28 feet long, containing 6 flues each, and two lever engines 21 inches in diameter with seven feet stroke; a donkey, doctor, 5 fire engines, one steam fire pump and four syphon pumps.

She is owned by the "Cincinnati and Pittsburg Packet Co." of which Admiral David Gibson is President, and commanded by Jas. N. Williamson. She is classed A-No. 2, and valued at \$36,000.

The PITTSBURG, after this trip, will be officered as follows: Capt. John Thornburg (late of the W. P. THOMPSON), commander; Frank Shunk, clerk; Buck Nye and Dora Moore, engineers; Joseph and James Witten, pilots; David Little, mate; Garrett Seliman, steward, and Mrs. Charity Richardson, stewardess.

With water in her boilers, fuel on board, and in complete running and business order, the PITTSBURG trims on only *twenty-four inches draft of water* - a miracle for a steamer that will carry over a thousand tons. Her waterwheel shaft is 31 feet long and 10-1/2 inches in the journals, with 28 feet length of bucket and 21 feet diameter of wheel. The PITTSBURG is also supplied with all modern improvements, including Hammer's automatic cylinder drain valve for removing the condensation from the cylinders without loss of steam.

The cabin is beautifully grained in rosewood, walnut and "bull's-eye-maple" (sic) and the entire painting is by the Western Roofing and Painting Co., of which Jas. Howard is manager. She has Dumont's nigger (sic) boiler, the most economical in fuel, and best steam generator in use on the river or on shore, the invention of C. T. Dumont, Esq., and the same he has used with great success in his extensive boiler and steam engine works these many years. The blocks and rigging are by Harcourt; chains and blacksmith work by Henry Wendt; furniture by DeCamp; tin stove and bright ware by Van Duzen, and carpeting and upholstery by Shilito.

The new PITTSBURG leaves the foot of Main Street for Pittsburg to-day at 12 M., not 5 P.M., on her first trip and we wish projectors, owners,

builders, officers and all hands bon voyage, as a warm reception awaits her along shore, she being the queen of all the steamers of her class ever constructed for the Upper Ohio trade.

Dumont raised steam in fourteen working days after the boat was launched and dropped won to Dumont's wharf. This is the quickest time on record and speaks well for his business qualifications and superior facilities for building steam machinery.

###

The Capt. Frank Pierce mentioned above as measuring the new boat was (probably) the U.S. Hull Inspector. The official, registered tonnage was (is) determined by formula and often varies greatly from the actual carrying capacity of the vessel.

The PITTSBURGH was a good looking packet, about the same hull size as the DELTA QUEEN of today, and she had a long life. She was running in the Pittsburgh-St. Louis trade by 1882 and was badly damaged by the tornado that blew St. Louis in May, 1896. When rebuilt by the Diamond Jo Line, she was renamed DUBUQUE and operated on the Upper Mississippi. She was sold to Streckfus Steamers in 1911 and rebuilt into the excursion boat CAPITOL in 1920, operating until WW-II.

THIS AND THAT

A BELLE OF LOUISVILLE UP-DATE

The Courier-Journal, Louisville, July 20, 2006:

The Waterfront Development, Corp., which overseas and operates the BELLE OF LOUISVILLE for the Louisville Metro government, has signed a contract with Elliot Bay Design Group of Seattle, WA to evaluate the 1914 steamboat and set up a plan for need capital improvements and upkeep. Will Nickum of the Elliott firm is the contract manager.

The new Metro (Louisville-Jefferson County) budget includes \$500,000 to install air-conditioning and fire sprinklers on the BELLE during the next winter lay-up. This should increase ridership during the steamy summer months and the sprinklers will please the U.S. Coast Guard.

Mr. Nickum foresees the need for a stability test on the boat (not conducted since 1968) to ascertain any problems with the addition of the weight of the air-

conditioning and sprinkler systems. A master plan will be prepared to anticipate long range improvements needed and formalize a plan for preventive maintenance.

Clipping courtesy Keith Norrington.

OREGON MARITIME MUSEUM

Encouraging Developments in Portland

Don Chalmers of the Maritime Museum keeps us posted from time-to-time on doings on the Columbia River and the museum's sternwheel PORTLAND. Several items in recent issues of the newsletter "Scuttlebutt" are worth including in this issue.

The PORTLAND, built 1947, the last sternwheel towboat (or tug if you prefer) has been undergoing improvements to meet current Coast Guard rules for certification. With a renewed license she can resume her periodic live appearances on the Willamette and Columbia Rivers.

We understand that the museum space occupied for the past several years became unavailable by action of the owner. The museum is temporarily housed on the PORTLAND while a search for a new, riverside location has been ongoing. Prospects that a proposed redevelopment of the Centennial Mill property on the Willamette River will take place gives hope. Meanwhile, the PORTLAND at the foot of Pine Street in downtown Portland is attracting welcome attention from the public.

Writes Dick Montgomery, President: "Portland City Council directed the Portland Development Commission to Save the Centennial Mill until a solution for its future can be found. The Oregon Maritime Museum made a strong case that part of the hoped for public/private restoration should provide room for both a shore-side museum and a public wharf where the steamer PORTLAND might be moored with other historic vessels."

An appeal in the newsletter for volunteer docents reads: "The Oregon Maritime Museum is a victim of its own success. The public is catching on to Portland's maritime history and liking it.

Now that we are open five days a week, regular visitations are up 60 percent. On special steam-up occasions we've done even better. On Maritime Day in May (2005), we had more than 500 visitors."

Good news, indeed! We look forward for later reports and hope to see the PORTLAND under steam on special occasions again.

SEE THIS & THAT ON NEXT PAGE -

CONTINUED FROM PRIOR PAGE -

MARITIME BOOK DISPERSION

Book Collector, and *S&D Reflector* contributor Ed Mueller has announced a clean-out of his bookcases with the issue of a ten-page flyer. The list contains a tempting assortment of soft cover, hard bound, pocket books, and videos, - all related to marine life. Prices appear to be less than seen for the same publications in used book stores.

Also listed at discount prices are many of the more recent books authored or edited by Mr. Mueller such as: Steamships of the Two Henrys, Perilous Journeys, Upper Mississippi River Rafting Steamboats, Queen of Sea Routes, The Savannah Line, First Coast Steamboat Days, and Steamboats on the Muskingum.

For a copy of the Maritime Books sale list, write:

Edward A. Mueller

4734 Empire Ave.

Jacksonville, FL 32207

(The above is a Public Service Announcement.)

* * *

ANOTHER CHANGE IN MANAGEMENT

The DQ, MQ, and AQ Raise a New House Flag
From *Daily Shipping News*, June 27, 2006.

"Ambassadors International, Inc. has announced that its wholly-owned subsidiary, Ambassadors Cruise Group, LLC. has combined its American river and coastal cruising companies -- American West Steamboat Co. and Delta Queen Steamboat Co. -- into one brand, - **MAJESTIC AMERICA LINE**.

Majestic America Line will be comprised of a fleet of six U.S.-Flagged, American-crewed cruise ships plying the coastal and inland waterways of America."

President and CEO of Ambassadors International, Inc. is Joe Ueberroth while David Giersdorf is president and COO of Ambassadors Cruise Group, LLC. The company has its headquarters in Newport Beach, CA while the marine operation is in Seattle, WA.

Customer services for Delta Queen Steamboat Co. at the Robin Street Wharf, New Orleans will now be found at the Seattle location.

Clipping courtesy Don Chalmers.

* * *

INLAND RIVERS LIBRARY ANNIVERSARY**50 Years of Service to River Community**

At S&D in 1955 - the boilers on the W. P. SNYDER JR. still cooling from its trip from Brownsville, PA - President Fred Way broached moving the S&D library collection to the Cincinnati Public Library to form the Inland Rivers Library. Cincinnati Librarian Carl Vitz and his successor Ernest Miller saw the value of acquiring the collection to be merged with the Library's sizeable collection to make an important Western Rivers research source. S&D members recognized that its very large and diverse assortment of materials could not be properly organized by a museum.

The Inland Rivers Library has grown in importance and facilities since S&D agreed to the transfer at that 1955 meeting. Let it be said that there was a five-year trial period so all could be assured that the Cincinnati Library was the proper location and the relationship has proven advantageous to all.

The Rare Books Department at the Main Library is showcasing the 50th Anniversary with an exhibit prepared by Diane Mallstrom, Reference Librarian. It runs until Mid-October so don't miss the show, - before or during Tall Stacks this fall.

* * *

BIG ACTION ON WHEELING ISLAND

With or without the connection with Delta Queen Steamboat Co. and the cruise boats, Delaware North rakes in the loot from Wheeling Island Gaming, Inc., enhancing the coffers of the state of West Virginia.

Earnings for the quarter ending April 2, 2006 were \$6.7M compared to a paltry \$1.7M for the same period last year. (There was high water on the Ohio in September 2004 and early 2005, remember?) Wheeling Island Gaming owns what was once a fairgrounds, horse track and then a dog track and is part of Delaware North Companies, Inc.

* * *

MEANWHILE, IN NEW ORLEANS

The Times-Picayune, May 11, 2006 reports:

Two companies that are part of Hospitality Enterprises, Inc, one of New Orleans' largest locally owned tourism companies, have filed for Chapter 11 bankruptcy reorganization.

New Orleans Paddlewheels, Inc, which operates the CREOLE QUEEN and the CAJUN QUEEN, day-cruise boats, filed for voluntary reorganization in U.S. Bankruptcy Court. A sister company, New Orleans Tours, Inc (buses) also has filed for Chapter 11. The slow return of tourists to the city continues to strain the hospitality industry.

* * *

A RACE AGAINST TIME! Saving the 1838 Remains of Steamer HEROINE

On page 35 of the December, 2005 issue we reported the efforts to recover material from the reasonably well preserved remains of an 1830s steamboat. Of particular interest is the early single cylinder, stiff shaft side wheel machinery of which significant parts have been found. There was some question about the precise identity of the old hulk but it is now reliably determined to be the HEROINE, listed in Lytle, 96 tons, built in 1832 at Bridgeport, PA, opposite Brownsville on the Monongahela River.

The following report on the HEROINE recovery is from the *Dallas Morning News* with contributions by Dr. Kevin Crisman, Institute of Nautical Archaeology at Texas A&M University. Our thanks to S&D contributor John Stobart for keeping us posted.

###

By Arnold Hamilton

The mystery was buried for 148 years in a southern Oklahoma cow pasture.

It took an act of God and a half-decade of painstaking excavation and old-fashioned sleuthing to unravel it.

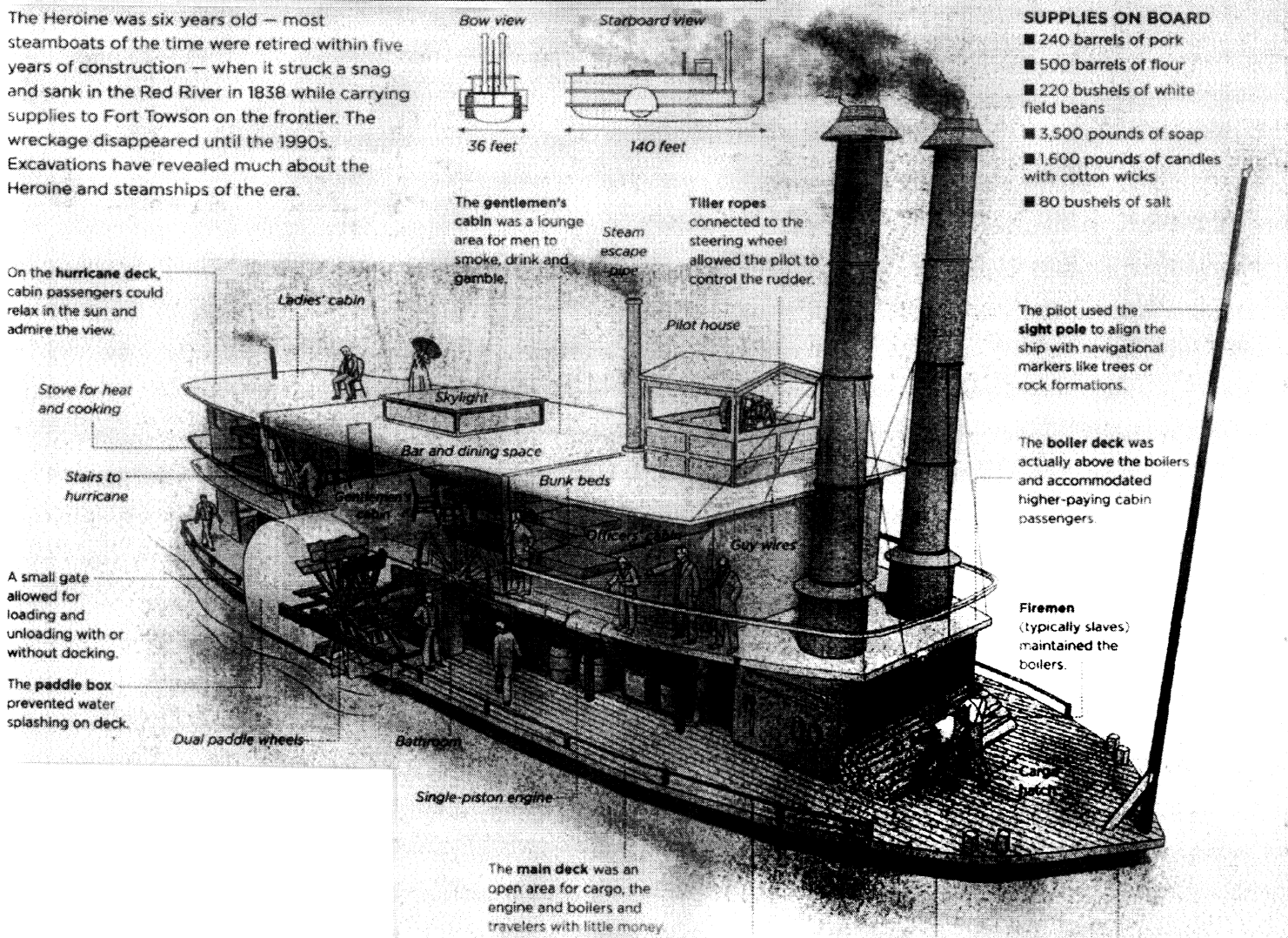
Now, Oklahoma historians and Texas A&M researchers are in a race against time to preserve what they view as a treasure of America's westward expansion and Texas independence: the oldest steamboat ever recovered in this country.

Archaeologists are set to return this summer to a remote Red River site about 100 miles northeast of Dallas for what could be the final quest to salvage as much as possible of the 140-foot-long HEROINE before funding is exhausted and some artifacts are lost forever to time and weather.

"I think we have a short window of opportunity to save parts of it," said Bob Blackburn, executive director of the Oklahoma Historical Society.

ANATOMY OF A STEAMBOAT - 1832

The Heroine was six years old — most steamboats of the time were retired within five years of construction — when it struck a snag and sank in the Red River in 1838 while carrying supplies to Fort Towson on the frontier. The wreckage disappeared until the 1990s. Excavations have revealed much about the Heroine and steamships of the era.



We have critical decisions to make this summer."

The discovery, experts say, not only affords historians and researchers their finest glimpse to date of 19th-century river travel, - a key to settling the American West - but also important new details of Lone Star history. As Texas A&M professor Kevin Crisman discovered, the HEROINE carried freedom fighters and supplies to frontier Texas, bolstering the fledgling republic in the weeks after Santa Anna's defeat.

"It's like panning for gold, " said Dr. Crisman of A&M's Institute of Nautical Archaeology, describing the river excavation and detective work that helped unravel the riverboat's history. "You search , through a lot of material to get a few nuggets."

The HEROINE struck a submerged log in 1838 and sank in the Red River between what would later become the states of Texas and Oklahoma. It was carrying a year's supplies to Fort Towson, the frontier garrison that first guarded the U.S.-Mexico border and later served as a processing center as tribes were relocated from the Southeast to Indian Territory.

Five years later, a flood rerouted the river channel, leaving the boat buried and forgotten in a sandy cow pasture. It wasn't until a second flood - this one in 1990 - that the river's route changed again, its currents eventually exposing portions of the wreckage that were first spotted by a nearby landowner.

Remnants of the 1832 steamboat already are on display in the new Oklahoma History Center, near the state Capitol in Oklahoma City. Other pieces, including the oak rudder, are being preserved and strengthened at Texas A&M's laboratories.

More artifacts and a scale model of the HEROINE will be housed in a new, 2,000-square-foot visitors center and museum to be constructed near the Red River at the Fort Towson Historic Site, a project of Oklahoma's 2007 centennial celebration.

"It's more than just Oklahoma history," said Dr. Blackburn, "It's regional and national history, too."

For five summers, nautical archaeologists have worked to recover portions of the steamboat and artifacts, ranging from a seven-foot section of the main deck to barrels of pickled pork and flour. Atop the priority list for recovery this summer are a flywheel, two (drive) axles and the port-side paddlewheel.

John Davis, who manages the HEROINE project for the Oklahoma Historical Society, said two 10 by 20-foot docks and a pump-barge were custom-built to

help with the excavation and mapping. At the same time, researchers scoured newspapers and government records, eventually piecing together enough clues to tell the HEROINE's saga, including its role in the Texas revolution.

Among the finds: a New Orleans newspaper article noting that the HEROINE was carrying 94 troops headed to Texas, just weeks after San Jacinto (battle). A Louisville newspaper advertisement heralded a separate trip to Natchitoches, La. and Texas, most likely to provide supplies to the new republic. The HEROINE worked the Mississippi and Ohio rivers between New Orleans and Louisville, Ky. and later from Vicksburg to various ports on the Red River. At six years, she was old for her profession. Usually riverboats were sunk or retired by that age.

So far, more than \$600,000 has been spent on the project, including excavation, mapping and conservation. Of that total, Texas A&M and its Institute of Nautical Archaeology have contributed about \$100,000 in equipment and direct and indirect funds.

But it's also a gamble to walk away from the site after this year: Although the riverbed has so far done a pretty good job of preserving some material that is buried, time and weather could quickly destroy what's left of this riverboat.

"We have lost some elements to the river," said Dr. Blackburn. "We just don't know what the water might do."

Another concern: Scavengers could stumble onto the site, wreaking havoc on decaying artifacts or sneaking away with historically significant pieces.

The Red River excavations and other research have combined to help provide a fuller picture of what Dr. Crisman calls, "the glory days of steamboating."

In an era when a skilled worker might earn \$1 a day, the Ohio businessmen who contracted with the federal government in November 1837 to provide the year's supplies to Fort Towson the next year stood to clear as much as \$5,000 to \$6,000 profit from a single successful trip.

Instead, the steamboat sank just a few miles downriver from the Fort and pay dirt.

Several years later, Dr. Crisman said, the owners of the HEROINE petitioned Congress for partial payment, arguing a portion of the cargo - including some soap, candles, pork and flour - was salvaged.

Alas, Dr. Crisman said, "We don't know if they ever got it. "

ADDENDA

MORE ON SALVAGE OF HEROINE

A Later Bulletin on the Project

Ralph M. Mitchell, Tom, OK is a near observer of the effort to salvage the 1838 wreck and favors us with a report dated July 4. This supplements "A Race Against Time!" elsewhere in this issue. Ye Ed.

From, *The McCurtain Daily Gazette*, July 4, 2006:
By Bob West, Fort Towson, OK.

Co-directors Kevin Crisman (Texas A&M) and John Davis (Oklahoma Historical Society) and about a dozen students wrapped up a four-week archaeological field school on the Red River, 12 miles southeast of here, last week.

The oldest archaeological investigation of a steamboat wreck on western rivers was begun in 2001 by the Oklahoma Historical Society and the PAST Foundation on the Red River, just west of the McCurtain-Choctaw County line. After five laborious (but exciting) summers mapping the 140-foot steamboat, the Texas A&M-OHS team winds up in September.

Part of one paddlewheel sticks out of the water; the other still lies buried in the river. The flywheel, part of which is also buried, is 12 feet in diameter. A valve used for feed-water for the boiler weighing several hundred pounds was found in the final week of June. It took five people to bring the valve onto a barge.

Other heavy pieces which will require more than human muscle to move include an iron flange, and an axle (shaft) weighing 3,000 pounds each. Hubs and short axles weigh 2,200 to 2,500 pounds each.

Research shows the boat sank in early May of 1838 and was buried by an 1843 flood. The tilted and nearly submersed boat was spotted by Bill Carter of Valliant, OK in 1999.

Late Thursday, the group loaded up its most recent finds in a U-Haul trailer at the Fort Towson Historic Site. John Davis, on the OHS Staff, delivered the artifacts to the conservation lab at the Institute of Nautical Archaeology at Texas A&M. The restoration process takes several years but eventually many of the artifacts will be displayed at a museum, now in design stage, to be built at the fort.

Heavy machinery from the boiler of the boat will help answer questions about the steam-powered, 140-foot-long sidewheeler. OHS discounted that option early in the investigation.

Other items found have included a large hand cart (dolly), grinding stone, barrels of pork and flour and various personal items such as clothing and boots.

A tree that was wedged in the boat and may have caused it to sink was recovered. It is now at the INA's lab at College Station. If the log turns out to be the "smoking gun" that the archaeologists believe it is, it could solve the mystery of why the boat sank to the murky depths of the Red River.

Anecdotal accounts by an old steamboat captain published about 1870 describe a boat hitting a snag and sinking as citizens of Jones borough watched. Researchers believe Capt. W. W. Wittenbury, who called the boat the NEW YORK, may have gotten his boat sinking crossed up, and that his account in a Cincinnati newspaper was actually describing the HEROINE since there's been no corroboration of the NEW YORK sinking at this site on the river.

The HEROINE's brief history.

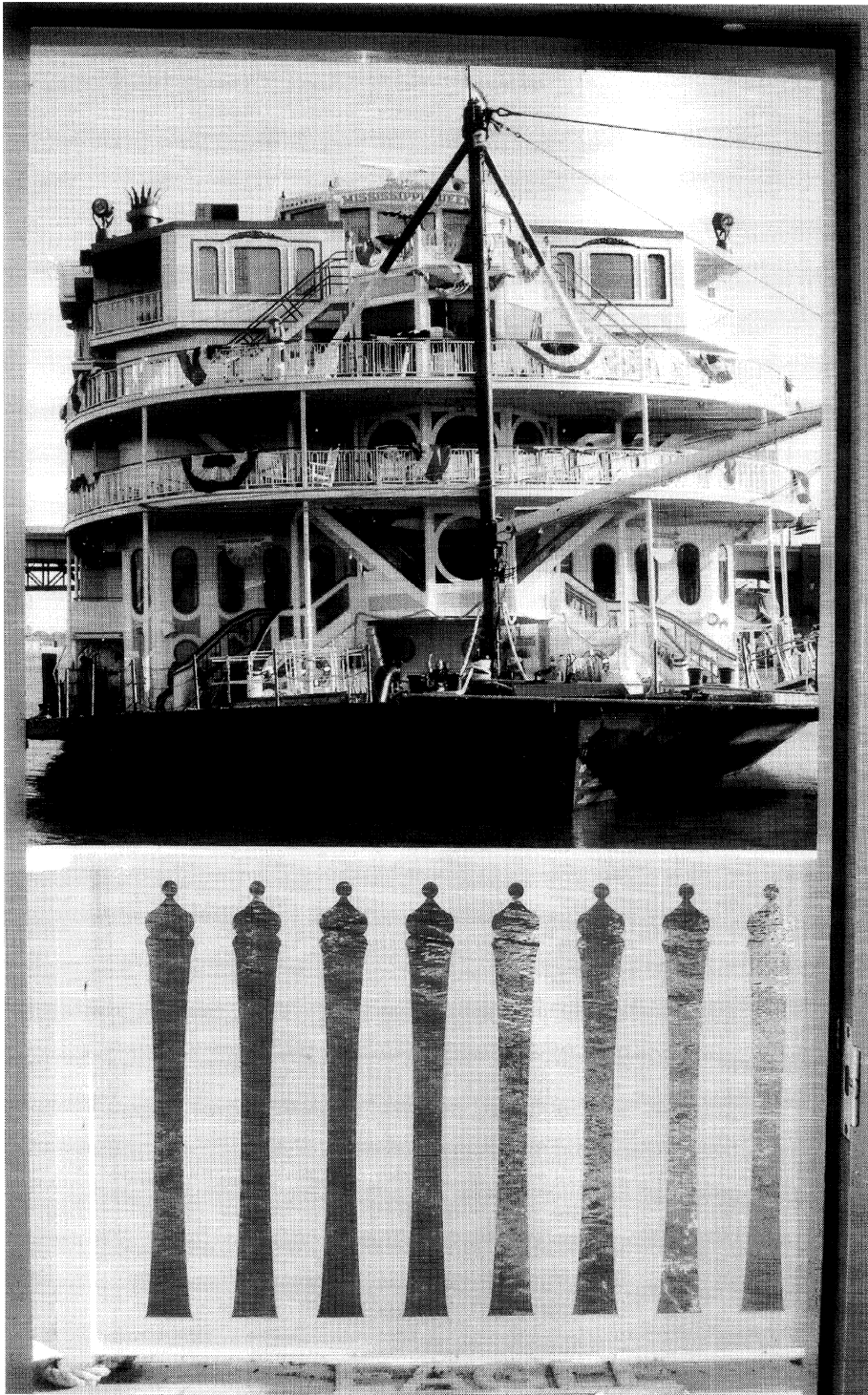
The known history of the double-decker is that two Ohio businessmen had it built at New Albany, IN, in 1832. It sailed from Vicksburg, MS and was one of the first large boats to come through the recently cleared Great Raft. This obstruction of logs and debris which jammed the ancient river for 150 miles for several centuries was cleared by Capt. Henry Shreve from 1832 to 1838.

The steamboat for several years carried goods and passengers on western rivers. It had been chartered by the Army in 1837 to deliver a year's worth of supplies to Fort Towson. Soldiers were assigned to the frontier garrison to protect recently arrived Choctaws from marauding bands. The fort was a distribution point for migrating Indians after the "Trail of Tears" from Mississippi, and a nearby town of Doaksville had become the commercial center for the southern part of the new Choctaw Nation West which would later become southeast Oklahoma.

The public landing south of Fort Towson, between Doaksville Creek and the mouth of the Kiamichi River, was the head of navigation, stopping place for steamboats plying the Red River.

* * *

We wish all success to the HEROINE team and look forward to further bulletins.



UP CLOSE AND PERSONAL!

This photo was snapped by Capt. Tom Dunn last summer at the St. Louis wharf. Tom was having his afternoon siesta in the office on the Gateway Arch Riverboats floating dock when he was aroused by clanking shackles and loud voices close aboard. Upon opening the back door he was greeted with this startling apparition - the **MISSISSIPPI QUEEN!**

Reports Tom, "Needless to say, at 3 p.m. and at 7 p.m. we were serenaded by the calliope and fire drills."

- S&D CHAPTERS -

- OHIO & KANAWHA -

The faithful assembled at the Mason County Library on June 11 for the quarterly meeting.

Jim Bupp was Chairman for the day and took care of important business first, - the Cigar Box. There was \$33.09 on hand.

Jack Fowler, Director of the Pt. Pleasant River Museum, was called upon for comments and gave a resume of the busy schedule at the museum:

The museum has a full-page in the new Mason County Visitors Guide.

A JMG Fund grant for a security system had been received.

The ORSANCO aquarium was at the Museum for three days in May and drew some 3,500 visitors. The Ohio River fish collection this year included a gar, courtesy of Marshall University.

Jack Fowler then introduced several videos including Silver Bridge destruction from the History Channel; the Silver Bridge dedication in 1928 - Hiram Carpenter on hand; the 1943 Flood in Point Pleasant, etc.

The next O-K Chapter meeting will be on October 1 at the Museum.

* * *

- MIDDLE OHIO RIVER -

The chapter met at the Galt House, Louisville the weekend of July 21-22.

There was a luncheon cruise on Saturday aboard the rejuvenated **BELLE OF LOUISVILLE**. Returning to the Galt House in mid-afternoon a general membership meeting was scheduled to discuss ideas for activities during the rest of 2006 and 2007, 2998. Evening dinner was in the Galt House, followed by Alan Bates presenting the subject of excursion boats and their history.

Mike Jones, 5442 Cloverleaf Lane, Cincinnati, OH 45239 is the president of MOR this year and may be contacted for details on trip plans and membership information.

* * *

UPDATE ON THE STR. PORTLAND

BY DON CHALMERS

Just at press time, our West Coast correspondent with the Oregon Maritime Museum, Portland, Don Chalmers, sent the *Reflector* a comprehensive report on the status of the Museum's Str. PORTLAND. It fits right in with the general item about plans for the relocation of the Museum itself as reported in the **THIS & THAT** section of this issue. Ed.

###

The activity at Oregon Maritime Museum's Steamer "Portland" has been near frantic pace for the past year or so. More progress has not been made since the original effort to reclaim the vessel from most certain scrapping. Since the 1983 movie making of "Maverick" there has been a trip to Bonneville Dam in 1998 for the 60th anniversary of that electricity producing facility and opening of the navigation locks. (S&D Ref., 98s3 and 98s34)

Year 2000 saw the trip to historic Cascade Locks for "Sternwheeler Weekend," forty miles up the Columbia River from Portland. Shorter "crew only" trips have been made in the intervening years.

A major project during these years was the replacement of all wooden parts of the 25'x26' sternwheel. This was accomplished in part with a grant from the J. Mack Gamble Fund.

The goal to obtain Coast Guard licensing to carry passengers is the impetus for the current activity with dry-docking at Sundial Marine being the first major event in 2005, this for Coast Guard inspection and bottom painting. The current diesel generator, located in "Portland's" fire-room, is not within specs and must be replaced and relocated top-side. Our "at sea" Coast Guard test voyage included man overboard drills, fire drills and anchoring which for the most part were very successful with the anchoring procedure in most need of modification.

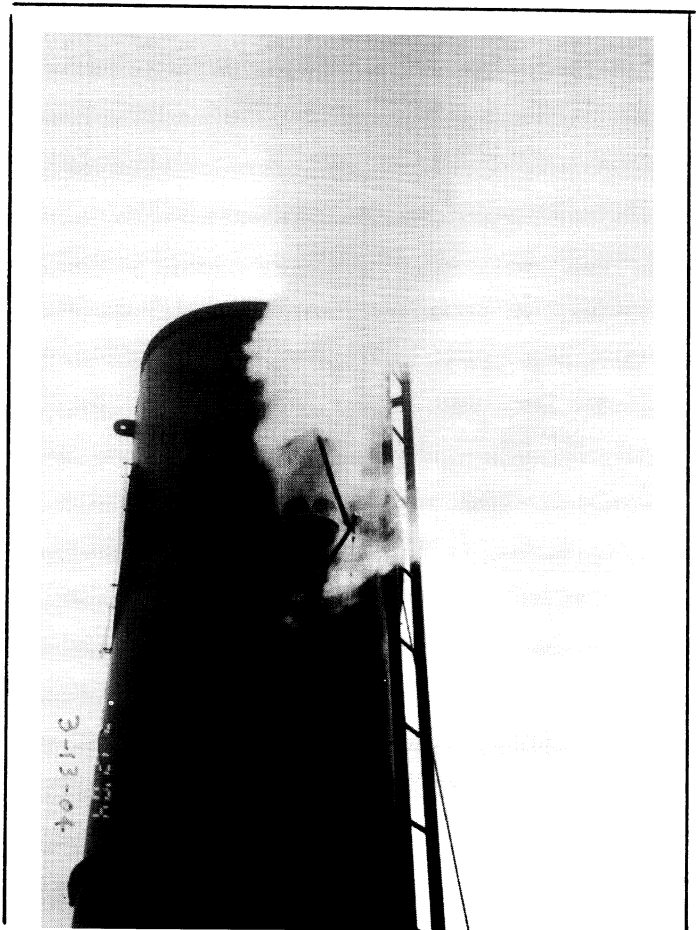
With the ongoing support of long-standing volunteers and the influx of "new blood" we see a bright future for Oregon Maritime Museum's (OMM's) largest artifact.

We were pleased to have a very successful Rose Festival weekend in early June with 2500 visitors boarding Str. PORTLAND on Saturday, June 10th. Moored alongside PORTLAND was the CG vessel BLUEBELL as was the PT 658, one of the few operational PTs remaining and now stationed at Portland Naval Reserve facility.

This August brings a "crew only" trip to St. Helens, Oregon a long time stopping point for steamboats in the "good old days." The return trip includes a stop at Vancouver, WA for the annual "Splash Day" Nearby Fort Vancouver was a stopping point for the first Northwest steamboat, the Hudson's Bay Company's BEAVER in 1835.

Thanks to Don for the interesting recapitulation of the active life of the Str. PORTLAND. Obviously, the dedication of the volunteer crew is the major factor in (1) saving this gem from the scrap-yard and (2) keeping her in good order. Of course, she's young at 59 years compared to W. P. SNYDER JR. at 88 but routine maintenance has to be a constant.

Ye Editor.

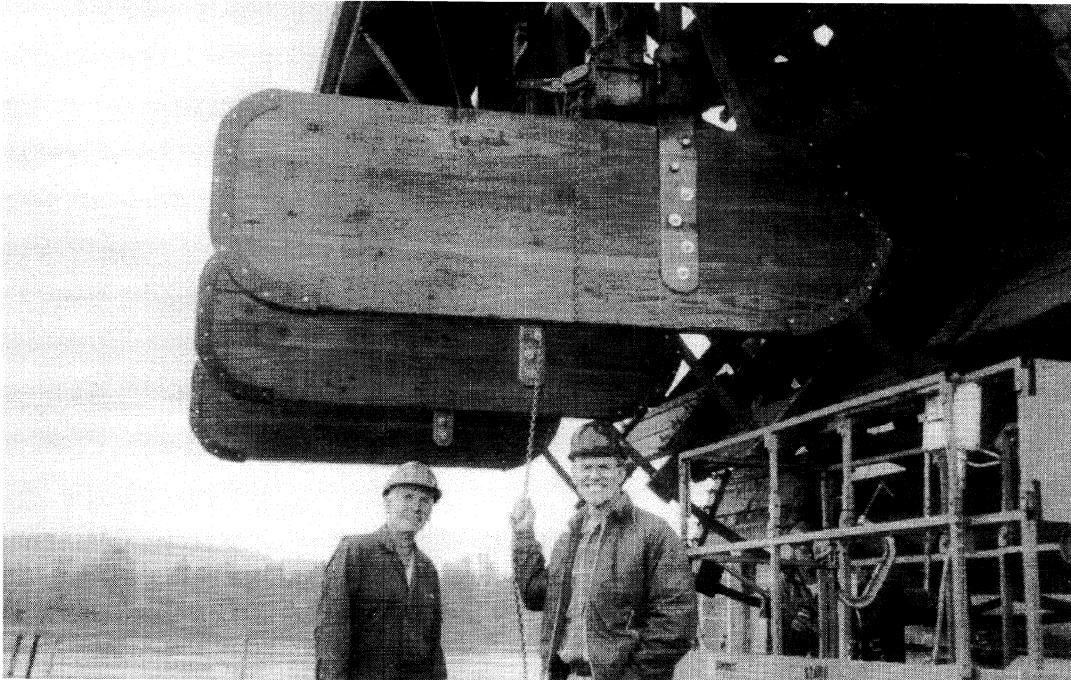


Taken aboard the PORTLAND March 13, 2004 upon the occasion of the U.S. Coast Guard OKing the refurbished boiler. They blew a whistle or two in celebration of the "buy off!" Photo Don Chalmers.



May 3, 2005. PORTLAND on the Sundial Marine drydock for bottom painting and Coast Guard inspection. One has to admire that model bow and sheer. There was style in 1947!

Below, Capt. Chuck Patching and OMM Coast Guard Project Leader Ron Youngman inspect three new monkey rudders fabricated by PORTLAND crew volunteers in one week.





The R. R. SPRINGER (4658) looking neat as a pin and probably very shortly after going into service in 1879. Her paint is unsullied except for a scum line showing on the hull at the stern. She was built at the Mack Yard in Cincinnati, 294.5x41.5x8.3 ft., her lines laid down by the highly respected draftsman Edmund Tharp.

Mr. Tharp notes that an attempt to launch the SPRINGER on Oct. 9, 1879 failed; the river was low and she stuck on a sandbar. On Oct. 22, 1879 he writes, "We built at the Ways this summer the NATCHEZ, BOSTONA and Capt. Kates new boat WILL KYLE. Capt. Hart's new boat REUBEN SPRINGER, was launched."

THE STORY OF R. R. SPRINGER and THE STEAMER WHICH BORE HIS NAME

by Jim Wallen

Jim Wallen wrote a weekly column titled, "Reviewing the River" for the Huntington, West Virginia, *Herald-Advertiser* for many years. Each featured a river personality or local steamboat and they attracted a host of faithful readers. Jim had an ability for clear writing. He studied journalism at Marshall College and Ohio State, was a newspaper reporter when fresh out of college and then wrote and edited the *Ashland Oil Log*, house organ for that company and later *INCO News* for the Huntington Alloys Co.

Recently a yellowed and badly torn copy of one of Jim's stories - date uncertain - came to light in a desk drawer and we bring it to you as a boat biography worth saving. It is also the story of the prominent Cincinnati merchant and philanthropist for whom the boat was named. The R. R. SPRINGER (4658) is hardly remembered today, had a short (five year) career but she was "some pumpkins" around the Cincinnati landing in the early 1880s. Ed.

Of the thousands of persons from Huntington and other upper Ohio Valley communities who attend the annual May Festival and other events in Cincinnati's famed Music Hall probably only a few realize that Cincinnati is largely indebted to one man for much of its high cultural and civic standing.

That man was R. R. Springer who, anxious to get in on the prosperous and interesting river activity of the early nineteenth century, began his business career as a young man, when he obtained a berth as clerk on the packet GEORGE MADISON, possibly in the year 1824. By the time he had passed his 40th birthday, Mr. Springer was ready to retire and devote his time, his talents, and his great fortune, to the advancement of things cultural, religious, civic, and charitable. To the everlasting advantage of Cincinnati, he did this just as well as he had been accustomed to doing every other job he undertook.

Born and raised at Frankfort, KY., Reuben Runyan Springer was still a young fellow when he decided that the river business was the thing that interested him most, and in this, he had probably been influenced by seeing some of the many steamers that came and went on the Kentucky River at Frankfort. But apparently he wanted to start out on larger boats than these for the GEORGE MADISON was a good-sized steamer running in the Louisville-New Orleans trade. His next berth, and this change marked the big turning point in his life, was on the steamer GEORGE WASHINGTON in 1825 and he had apparently found steamboat work much to his liking, for he proved to be such a good clerk that he was promoted to the main office of the owning company, Taylor, Kilgour & Company, a large wholesale firm which had offices and warehouse at Front Street near Sycamore, facing Cincinnati's main river landing.

Taylor, Kilgour & Co. owned many steamboats and did a great wholesale business in groceries and merchandise throughout the lower Ohio Valley and the South. As the former steamboat clerk advanced in the firm he began to find himself governing the operation of many fine steamers, and at the same time he was becoming wealthy beyond any possibility under present-day tax laws. So his rapidly growing fortune, combined with the fact that his health was not of the best caused him to drop some of his duties which were of a more exacting nature though he continued as president and influential member of a number of Cincinnati's leading business firms.

He was head of the Lafayette bank and other institutions in 1875 when he made the first proposal for the construction of a large hall suitable for the presentation of fine music and other events. It was an era of great men in Cincinnati, but R. R. Springer was most outstanding. He had plenty of able help on the part of men who were distinguished far beyond

the boundaries of their own city, but the proposal was originated by Springer and owed much of its advancement to him. He eventually contributed a total of \$200,000 toward this project and also headed a group to found the College of Music of Cincinnati to which he gave a slightly larger sum. His donations to the Cincinnati art museum came to \$50,000

By this time he was becoming known as Cincinnati's greatest philanthropist instead of its leading business man or transporter of river freight, and his reputation as a wise donor and a helpful friend of good causes was continuing to grow. He helped many young artists and musicians, bought a number of European art works, and was a faithful and active member of the old St. Peter's Cathedral near which the Springer home was located. He was strong religious believer and gave liberally to religious and charitable works of many different faiths. His other gifts to charity were innumerable and unlisted.

Despite all his public activities and remaining business connections, Mr. Springer enjoyed time spent with family and friends. The Springers had no children.

Reuben Springer and his associates must surely have been present when the Cincinnati Music Hall was dedicated in 1878, and Mr. Springer lived to see it fulfill all that had been hoped for it.

The year after the Music Hall was opened, one of the handsomest sidewheel steamers ever built by Cincinnati people was launched from Mack's Boatyard, completed, and given the name of the city's great benefactor. The R. R. SPRINGER, 294.5 feet long, 41.5 feet wide and 8.4 feet deep, was splendidly outfitted and was successful from the first in the New Orleans trade. A young artist named McGregor, whom Springer had probably encouraged, placed large oil paintings, one representing "Summer" and one "Winter" in the boat's main cabin, and there was a large oil painting of Mr. Springer in the forward cabin. Another oil painting in the office depicted "Henry VIII and his Court." A grand piano which graced the cabin was a gift from Mr. Springer.

Patronized by many of the leading families of both Cincinnati and New Orleans, the SPRINGER was a fast boat, and on one regular business trip, leaving New Orleans at 5:30 P.M., April 30, 1881, made the run to Cincinnati in six days, two hours, and 10 minutes including time spent at landings. This trip was widely acclaimed throughout the Ohio and

R. R. SPRINGER STORY CONT'D -

Mississippi valleys, evoked - - - (missing line) - - - -
The steamer had another claim to fame, too; it carried one of the first electric arc searchlights seen on the river.

The boat was still operating successfully when on December 11, 1884, Mr. Springer died at the age of 83 years. The following day was one of general mourning in Cincinnati. All steamers at the river landings dropped their flags to half staff, the Music Hall, the city hall, and many other buildings were draped in black, and the fire bells tolled for an hour, from 12:30 to 1:30 P.M.

Less than six months later, just a daybreak on May 30, 1885, the steamer R. R. SPRINGER was going downstream, running full head, when it rammed straight into the bank at the upper end of Waterproof Cutoff, 30 miles above Natchez, Mississippi and was completely wrecked.

Reuben Springer's love for music, art and for the city in which he lived, is strongly evidenced in Cincinnati today but there are only two remaining mementos of his connection to steamboating. One of these is her roof bell, weighing 480 pounds, and mounted in the tower of the Loveland, Ohio fire station. The other is an inventory of the equipment aboard the steamer GEORGE WASHINGTON in 1825, signed, "R. R. Springer, Clerk, which is now in the Inland Rivers Library, Public Library of Cincinnati and Hamilton County.

THE SPRAGUE'S FIRST TRIP

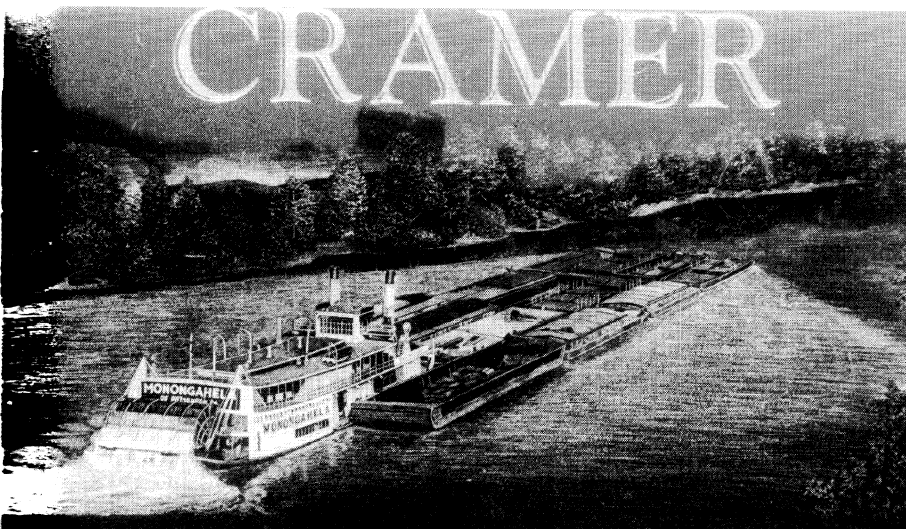
The history of the mighty SPRAGUE, largest steam, sternwheel towboat of all time, was under discussion in the pages of *The Waterways Journal* in the spring of 1948. In the April 10, 1948 issue of the *Journal* Ernest P. Anshutz, 82, of Glendale, California wrote in response to someone wondering why the SPRAGUE was built. Ed.

"On the delivery trip of the SPRAGUE from Dubuque to Cairo in 1902 a landing was attempted at Grand Tower, Ill., when someone made a mistake in the bells. The SPRAGUE then cut into a showboat and the damage cost \$5,000. Because the SPRAGUE did not have hogchains she buckled somewhat before reaching Cairo and they had to take her to a ship dock in New Orleans at a cost of \$300 a day. Later, on the way to Pittsburgh to be exhibited, she laid two weeks at Proctor, W. Va. and there they found a score in the big cylinder. There was no shop in Pittsburgh that could handle it and by the time something was rigged up to do the job the cost was \$5,000.

The reason given for building such a big boat was that she could tow the empty coal boats back up the river and save selling them in New Orleans at a sacrifice. On one trip the SPRAGUE left New Orleans with 30 coal boats besides regular barges and the fuel flats."

See SPRAGUE (t2327), Way's Steam Towboat Directory, for the full history of, BIG MOMMA.

Thanks to Allen K. Wisby for the clipping.



RIVERMAN'S JOURNEY TOWARD THE SUNSET

Should you be near Williamstown, WV you may want to visit Riverview Cemetery on the Waverly Road and look up this tombstone. Capt. Thomas Cramer was a pilot with Ohio Barge Line for 28 years and the big MONONGAHELA was his favorite boat. He sometimes speculated about, sailing off into the sunset so after his death in 2005 his widow, Martha, looked for a suitable marker.

This is the result: - the MONONGAHELA headed west from the bend below St. Mary's, WV with a mixed tow. The detail achieved is remarkable and the shading gives the feeling of late afternoon on the placid river, a scene to please a pilot. Capt. Tom's obituary appeared in the September, 2005 issue.

THE SINKING OF THE GOLDEN EAGLE **Last St. Louis Packet** **May 18, 1947**

Text and photos used by permission of The Golden Eagle River Museum, St. Louis MO

On May 18, 1947, at 2:30 a.m. the GOLDEN EAGLE tore a hole in her hull at Grand Tower Island on the Mississippi River. A heavy jolt awakened nearly everyone aboard from a sound sleep. A jolly crowd of 45 guests, including Capt. Buck Leyhe and many seasoned steamboat fans, had just started on a seven-day trip to Nashville, TN. It had been a day of travel for many, a gala dinner on board and an evening of fun and entertainment for all.

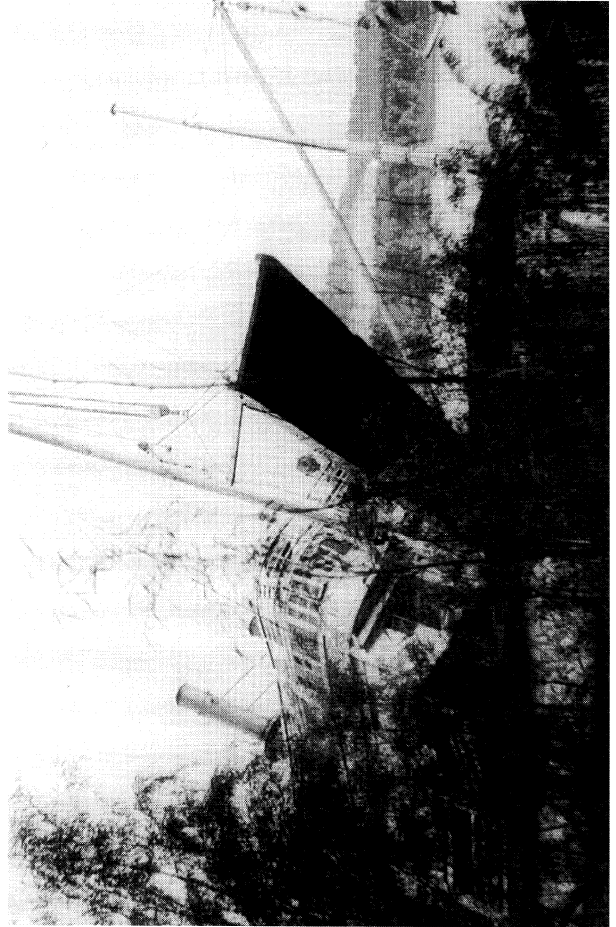
About 15 minutes after the crash, all passengers were asked to dress and get ready to leave the boat. The alarm bell rang -- the crew extended all possible help in the most cheerful and unselfish manner. Within a half hour all were safe on the sparsely wooded little island opposite the Missouri bluffs, about 80 miles downstream from St. Louis. The fully illuminated GOLDEN EAGLE gave us light to find each other as well as our luggage and a log to sit upon.

The passenger list was read and, when Miss Helen Peters did not answer, Lester Fischer of Milwaukee returned to the boat, broke down the door to her stateroom and awakened the "sound sleeper."

It was a balmy night on the banks of the Mississippi. Some of us were restless, some of us were calm; but all of us, there is no doubt, felt just a little "put out." There was "Goldie," what was happening to her? Would she be safe and afloat again for us to continue our trip and let us laugh about a muddy nightmare? Sudden darkness befell the boat when all the lights went out at once and sighing, "Ohs!" were heard from many lips as our hopes faded.



GOLDEN EAGLE (2366) aground on Grand Tower Island, shortly after settling, "- - with a noise like thunder." Taken by Marga Sache, later Mrs. William Finger, about 6:00 a.m.





ABOVE: Mrs. Harrington, Mrs. Elsie Fischer (Milwaukee), Mrs. Crawford, crew member Li'l Abner, Miss Pfeiffer on the far right.

BELOW: Miss Pfeiffer, center; the other two ? ? ? ? ?



A few little oil lamps and a camp fire, and yes a starlit sky, comforted the stranded for almost an hour. Dawn came and with it new hope. The boat still wasn't listing too badly. But suddenly steam rolled from both stacks - water had reached the boilers.

Purser Bill Hess made his first and last official trip on the GOLDEN EAGLE - it was plain to him - for a few moments later the whole structure of the boat twisted and cracked with a noise like thunder as bulkheads, windows, tables and dishes tumbled and broke with a pounding noise.

Sad cries were heard, and there were tears. Poor Captain Buck! "She's gone," he said. "I would rather have thrown a thousand dollars into the river than witness this disastrous end."

* * *



Ex-Purser Cookson is worried; Dr. & Mrs. Ottow, Beloit, WI.



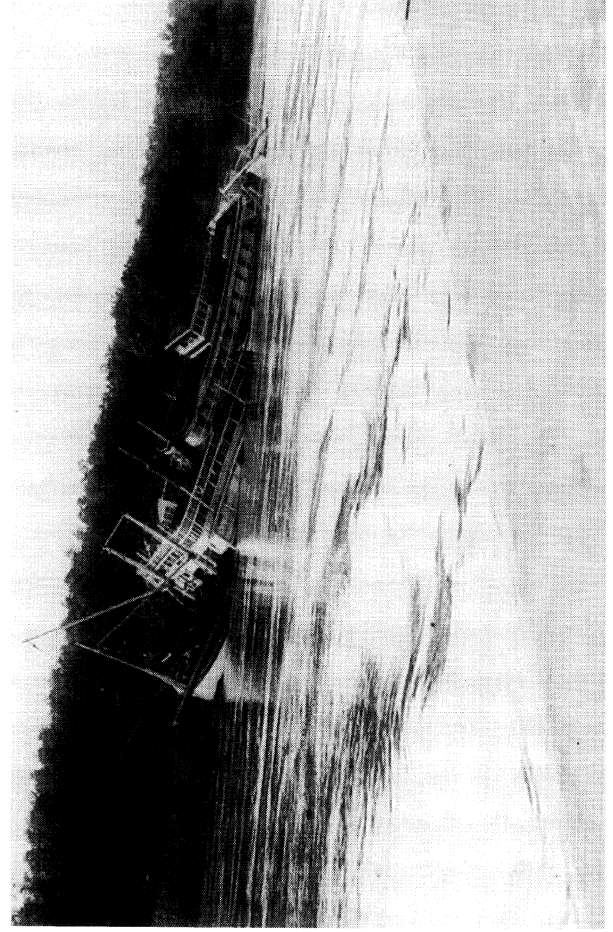
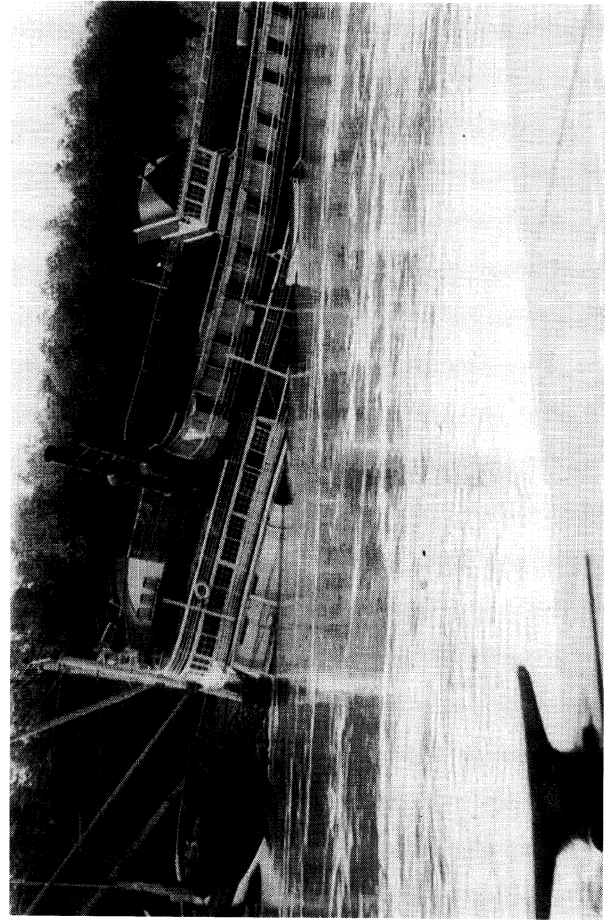
ABOVE: Miss Helen Peters, who slept through it all and became the last passenger to leave the boat.



ABOVE: Capt Buck explains the events of the night to Herman Pott, the boat's owner. D. T. Wright, editor of *The Waterways Journal*, on the right.

RIGHT: Art (?), who donated his Duke of Paducah rig to the Golden Eagle Club for its museum.

BELOW: A last look at GOLDEN EAGLE from the gasoline barge used to rescue passengers, 6:30 a.m.



- BOOK REVIEW -

**The Life and Times of
the Steamboat
RED CLOUD**

**How Merchants, Mounties and
the Missouri Transformed the
West**

by Annalies Corbin

This is a new reference book published by Texas A&M University Press. It is soft-bound, approximately 150 pages, well organized with a Foreword, Preface and Introduction plus a table of contents and list of illustrations with two appendices, Footnotes for all eight chapters, Bibliography and index.

Readers must pay attention: every sentence has details too important to miss in this history of the opening of the West along the Missouri River to Ft. Benton and beyond. The story begins with the sights and sounds of the Mississippi River meeting the Missouri as experienced by Father Jacques Marquette and Louis Joliet in their birch-bark canoe in June, 1673. Bullboats, mackinaws and keelboats were to follow during the fur trading frontier days.

Moving on to steamboat times, 1860 through 1890, trade on the Missouri began in the spring following the ice breakup until low water in the fall. Packet steamers brought stoves, furniture, clothing, buggies, barrels of whiskey and flour, chickens, "hair footed" Clydesdale horses, fresh oranges, grapes, apples and corn. People used to dried and canned foods, referred to fresh apples and corn as "skin apples" and "stick corn." Immigrants, mail and long-absent family members rounded out the list of what the packets delivered to the various landings along the river.

Oxen trains ("bull trains") and mule trains moved the offloaded freight to surrounding towns.

Boats returned down the river in fur trading days with bales of skins from coyotes, wolves, badgers, buffalos, muskrats, skunks, beaver, kit foxes, deer, antelope, sheep, elk, mountain sheep, black and grizzly bears, and beef hides in addition to other freight and passengers. One wonders how any wild animals are left after reading the impressive statistics documented here.

Competition for the best route from the east to the west was an evolutionary process during the early fur trade in the 1820s through the hard rock gold mining in the 1860s.

The focus of this story is on the steamer RED CLOUD (4698) and the I. G. Baker & Company of Ft. Benton, Montana, beginning and ending with the sinking of that boat. The records presented in this book illustrate how trade, transportation and population patterns shaped the past and present. Competition and cooperation among businessmen kept prices low for the customer and built successful companies that kept changing with the times and prospered.

The history of the Royal Canadian Mounted Police is another facet of this interesting story, complete with black and white photos, prints and maps in all the right places.

This review barely scratches the surface of this well written book, priced at \$19.95.

**The Life and Times of the
Steamboat RED CLOUD or How
Merchants, Mounties and the
Missouri Transformed the West.**
available from:

Texas A&M University Press
4354 TAMU
College Station, TX 77843
(800) 826-8911

Reviewed by Bee Rutter.

* * *

- BACK COVER -

In 1940 the GOLDEN EAGLE initiated tourist trips from St. Louis to Chattanooga, TN, through the new high-lift locks of the TVA. The price was steep, - ten days, \$65 R/T. Her arrival in Chattanooga on May 15 was a big local occasion as the crowd on the landing will testify. Jim Swift reported the high school band played and many city dignitaries were out to greet the boat. The TVA sent a photographer in a small boat to document the event while the man from the *Chattanooga Times* got this view from the bluff.

Photo by Roy D. Tuley.



