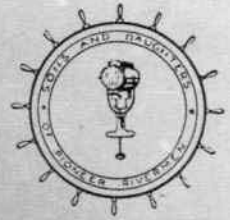


S&D

REFLECTOR

Published by Sons and Daughters
of Pioneer Rivermen



Vol. 23, No. 2

Marietta, Ohio

June, 1986



One of three winners: details on page 5, column 1.



THIS WAY TO THE FAIR GROUNDS BY STEAMERS EVERY 15 MINUTES FARE 5 CENTS. This banner was slung to trees in Muskingum Park, Marietta, at the Putnam Street bridge (left) and the pathway leads down to the steamer GREENWOOD. Capt. Jesse P. Hughes painted the sign and took this picture. On two successive days, Sept. 15 and 16, 1904 the GREENWOOD handled 2,215 passengers to and from the Washington

County Fair. Capt. Gordon C. Greene was master, and Capt. Aaron McLaughlin was the Muskingum River pilot. S. Durward Hoag photo-copied the original print in 1963 and presented copies to Mrs. Dorothy Powers of the Cincinnati Public Library, Walter McCoy of Sistersville, West Va., Dr. George J. Blazier of the Marietta College Library and to Ye Ed.

LAST CALL FOR BOOKS

In our December '85 issue three books were offered to S&D members at an attractive price. Our secretary Bee Rutter reports that most have found new owners, and suggests an early order if you are interested.

All three are first-hand accounts of early steamboat travel and life in the pre-twentieth century of the Mississippi Valley. The first is titled "Before Mark Twain," a collection of 37 accounts of scenes on the rivers

by a number of travelers prior to 1850.

The next, "Recollections of the Last Ten Years in the Valley of the Mississippi," is a reprint of the original volume published in 1826. Timothy Flint, the author, traveled from Pittsburgh to Alexandria, La.

"Journey Through a Part of the United States, Years 1844 to 1846" by Albert Koch describe his trip from Germy to St. Louis to Alabama by steamboat and canal.

S&D acquired these from the

University of Southern Illinois. All three are hardbound, well illustrated, and originally priced \$12.50 to \$15 each. They are available, while the supply lasts, from our Secretary at \$6.00 each, postage paid. There may be delay in shipping due to "moving day," noted on page 4.

WEDDING BELLS

Bill Dow and Patricia Weber Announced on page 15.

LATEST FROM CALIFORNIA

William L. (Bill) Talbot of Keokuk received the following letter, dated March 27:

Dear Mr. Talbot:

We are more than grateful for the elaborate article which appeared in the March 1986 edition of the S&D REFLECTOR, and we want you to know how much we appreciate your efforts in our behalf. The story is great and the layout excellent.

Whenever you or any members of your group are in the Sacramento area, you are more than welcome to visit aboard the DELTA KING.

Thank you once more and let's hope we will see one another again in the near future. Sincerely,

Walter M. Harvey,
RIVERBOAT DELTA KING,
1000 Front St.,
Sacramento, CA 95814

- OBITUARIES -

Mrs. Alma M. Ash, page 26
Capt. Charles A. Fehlig, 39
Edgar Marshall Jones, 22
C. Bradford Mitchell, 39
Wm. W. Patterson III, 54
Capt. Wm. S. Pollock, 49

WHISTLE ECHOES #1

The phonograph record "Whistle Echoes #1" recorded in 1965 at Long Reach, West Va. is available to S&D members at \$5.00 including postage. It runs 44 minutes, 33 1/3 speed. About 44 steamboat whistles blown with live steam, including the SPRAGUE. The Pittsburgh firm, Mode-Art Pictures Inc., which produced and marketed the record, sold us their remaining copies, each like new, with attractive full-color jacket depicting an oil painting of the BETSY ANN by river artist William E. Reed. No more will be pressed, so take advantage of this low price while they last. Check to Capt. Fred Way, Jr., address on page 4, for as many as you wish. WE will publish a notice when the supply is exhausted. NB: The companion recording, "Whistle Echoes #2" is no longer available.

You can help S&D by encouraging your friends to join. Help spread the word.



FEATURED in this issue is the autobiography of Capt. Fred Hornbrook, telling of his steamboating career. Existing photographs of him are few indeed, so we asked his daughter Louise whether a really good one existed. She promptly mailed us the one above and told us in a letter how her father had been persuaded to sit for a professional photographer. "It was taken in 1911 or 1912 in Evansville, Ind. when we moved there," she wrote. "The only reason Dad agreed to submitting to have this done was because he had been told that if his business was to be a success in Evansville, he must become a Rotarian--which he did. I still have his lapel button and I'll never forget the time he and Mother slaved over the presentation talk he had to give. Also I recall he was a man of few words, and I wish I had a copy of what he said on that occasion. --And so the picture was taken in Dad's 40th or 41st year."

Captain Hornbrook's daughter, Louise, and her husband, Thomas L. Bush, live at 3580 Shaw Avenue, Apt. 206, Cincinnati 45208.

S&D REFLECTOR

Published by Sons and Daughters
of Pioneer Rivermen



VOL. 23, NO. 2

MARIETTA, OHIO

JUNE, 1986

Published quarterly in March, June, September and December by the Sons and Daughters of Pioneer Rivermen. Prepared at Sewickley, Pa. and printed and mailed by the Richardson Printing Corp. at Marietta, O. Membership in S&D is not restricted to descendants of river pioneers. Your interest in river affairs makes you eligible. Membership in S&D entitles each \$10 member to one copy per issue. Applications to join should be accompanied with a check for \$10 (individual) plus \$1 additional for wife and each one of the immediate family under 18. Please list full names of children so each may receive a membership card. If you join alone send \$10; if you and wife join, send \$11; for each child, \$1 additional, etc. Remit to:

Mrs. J. W. Rutter,
126 Seneca Drive,
Marietta, Ohio 45750

Membership cards may be used for free access to the steamer W. P. SNYDER JR. at Marietta.

Correspondence is invited by the editor. Please do not send unsolicited photographs on a loan basis.

Additional copies of the current issue are available from Mrs. Rutter at \$2.50 each. Back issues are available for most issues within the past ten years at \$3 each; for older issues, please inquire of Mrs. Rutter.

The S&D REFLECTOR is entered in the post office at Marietta, O. as third class matter, Permit #73. Please send address changes to our secretary Mrs. Rutter at her above address.

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THEY ARE MOVING. Woody and Bee Rutter have bought a home in Marietta and plan to occupy it shortly. Their brick ranch-type is in the Shawnee Village section across the highway from Devola. The mailing address is 126 Seneca Drive, Marietta, O. 45750.

BIG EXCITEMENT. Our board chairman and secretary, Woody and Bee, having spent a couple of years investigating houses, most of them in Ohio, some 50 in all, have signed on the dotted line for a fairly new abode in Marietta. Sort of a home-coming at that. They started their married life in an apartment on Scammel Street just in time to be involved in the April 1948 flood at Marietta (47.1 feet) and had to evacuate their first new-born, Dick, in a rowboat. Woody was attending Marietta College, sweeping out the Y.M.C.A. to help pay the rent, and building glass cases for S&D's growing collection of steamboat models in the cellar workroom at Campus Martius. A frequent visitor at the Museum was J. A. Yonker of Columbus, O. whose interest in boats stemmed from firing the boilers of the towboat ELEANOR then towing coal down the Monongahela in his youth. Mr. Yonker offered Woody a job with the Ohio Inspection Bureau, headquartered in Columbus. Woody accepted, and the Rutters relocated to Canal Winchester, O. where Woody commenced his career of inspecting fire-fighting capabilities in every town and hamlet of the state, and eventually to promotions which landed the family in Birmingham, Mich. Now he's retired, and so back to Marietta. Maybe he can go full circle and get back to building model cases.

Come one, come all, to welcome back the Rutters and have the usual high old time at the annual S&D meeting slated for the week-end of September 13th!

THE FRONT PAGE

Three Winners Built
at Dravo in 1936.

STEAM STERNWHEEL TOW-BOATS continued to be produced and improved upon even while being overtaken by the modern diesel age. The Campbell Transportation Company, based at Pittsburgh, built the JOHN W. HUBBARD and the CHARLES T. CAMPBELL. The Ohio River Company, based at Huntington, West Va., sought the advice of Mr. Campbell for the design of the most efficient towboat to deliver coal from Huntington to Cincinnati. He recommended a duplicate of the two he was building, and superintended the construction of the OMAR for them. All three were built at the Dravo yard, Neville Island, Pa. All three were equipped with five Western-style boilers and powered with tandem compound condensing engines, 16's, 32's-8 ft. stroke. All three had practically the same hull dimensions, 171.5 x 34.6 x 6. The notable difference distinguishing the three were the whistles they carried. The CAMPBELL had a "Carnegie" three-tone brass job; the HUBBARD inherited the big deep whistle from the packet QUEEN CITY, and the OMAR wore a duplicate of the one on the towboat J. C. RAWN, handed down from the packet URANIA. Three remarkable choices, indeed.

Our front page photograph of the OMAR was taken by the late Capt. Grover Litten of Clarington, Ohio, a noteworthy Upper Ohio River stargazer who used a postcard size camera in the period 1914-1945, and was brother to Capt. Homer, Charles and Hazelwood Litten. Their sister Elizabeth Litten was instrumental in organizing S&D in 1939. Our thanks to Woody Rutter for the enlargement from Grover's original negative.

EAGLE UNVEILED

In a lively ceremony held at the residence of Virginia Bennett, Harbour House, Apt. 202, 22 Swain Court, Covington, Ky. on Saturday, April 12th last, there was a ceremony followed by a dinner party. Dorothy Frye has kindly supplied the details.

"We got to the party early, 3:30 p.m., so that Larry could have time to attach the newly renovated eagle to Virginia's balcony. It is a relic from the CHRIS GREENE with a wingspread of about 20 inches. He's made of metal and very heavy. Virginia draped him with a piece of cloth so we could have the unveiling at the proper time. She had two tables set up in her living-dining room with little candle lamps in the center. Ethel and Larry brought along a wakerobin (trillium) found in the woods and it was the centerpiece at one of the tables. T. J. Hall showed up and he had made Virginia a little vase out of wood and filled it with Lily of the Valley. This went on the other table. Next, Juanita and Jim Steub showed up with Capt. Harry Louden. We all got our drinks in hand and were gabbing away when the JO ANN MCGINNIS pulled up to the nearby shore under Virginia's balcony. Virginia unveiled the eagle and there was clapping and cheering, and the boat blew a salute. At dinner Virginia said the blessing, thanking God for the eagle. It was really nice. The menu was roast beef, peas and celery in cream sauce, carrots, potatoes, slaw, olives and rolls--delicious. We were still at the tables having coffee and cookies (Ethel made 'em) when the FRED WAY came down the river and dropped off a barge at Hatfield, directly across the river. This spurred

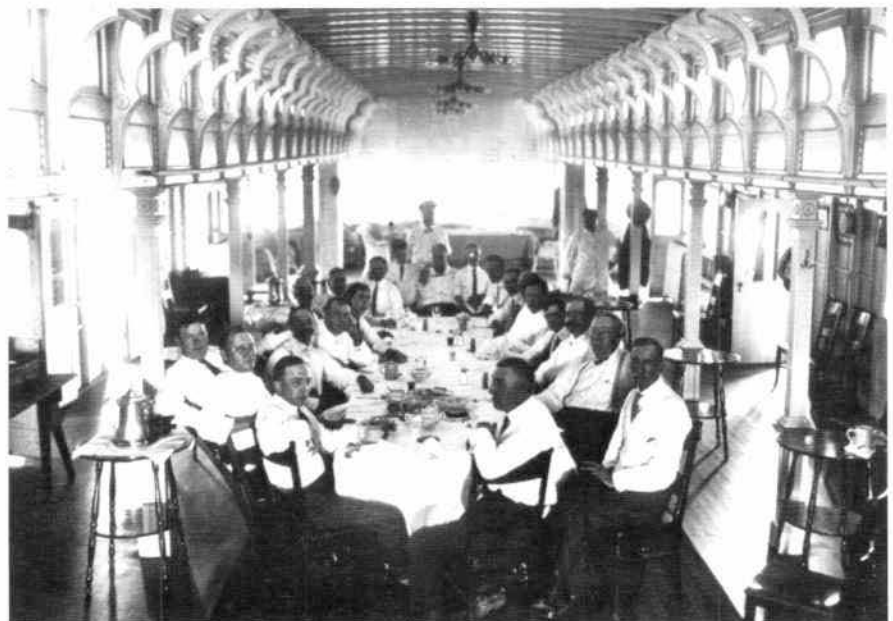
Virginia to telephone the real-life Fred Way, and we all wished he had been there. (Ed. note:-Wow! The phone was passed around and when we informed Harry Louden (now 80) of Tom Way's recent engagement, he said: "Why dern him; he didn't ask me about it first.")

"P.S. The March REFLECTOR was great--wonderful picture on the cover. The DELTA KING story and pictures--fantastic."

(See picture of Harry Louden, eagle, and Larry Walker on page 26.)

Mrs. Jane Morningstar, 621 east 13th St., Bowling Green, Ky. 42101, was honored at a breakfast held in the Dero Downing Center, that city, on April 25th last. The sponsor was the Bowling Green-Warren County Chamber of Commerce. Mrs. Morningstar was recognized and the laudation read: "Through your hard work and dedication to the "Betterment of Bowling Green," the quality of life for our community has truly been enriched. You have served as a driving force and a fine example in our community for many years."

Choctaw Books, 406 Manship St., Jackson, Miss. 39202 recently offered a 1955 edition of INLAND RIVER RECORD for \$45 prepaid. It was inscribed by F. Way, Jr. to Lucilia Hock.



Dinner party on the ERASTUS WELLS.
-Our thanks to Keith Norrington,

STACKS 210 FEET HIGH

The Los Angeles Times of Sunday, April 6 last, ran an architect's drawing and an account of the side-wheel COLORADO BELLE, now being built on the Colorado River in Laughlin, Nev. She's to have 200 staterooms, four restaurants and a casino of lavish proportions. Laughlin is handy to Las Vegas. The craft is described this way: The BELLE will be a genuine replica of a 19th century Mississippi paddle-wheeler, but nearly twice as long with fancy stacks 210 feet high.

The project is on a 22-acre site. Adjoining the "river boat" (the article uses quotes here) will be a 600-room, six-story hotel with a facade and decor reflecting the look of New Orleans. Estimated cost of the BELLE and hotel is \$70 million.

The general contractor for the project is Marnell Corran Associates Inc. and the architect is Veldon Simpson, both of Las Vegas. Interior design will be by Yates and Silverman Inc. of Los Angeles, with offices in Las Vegas. The owning firm is Circus Circus Enterprises (that's right, Circus Circus) which currently operates the Edgewater Hotel and Casino in Laughlin and kindred enterprises in Las Vegas.

The COLORADO BELLE, like the ADMIRAL at St. Louis, and the DELTA KING at Sacramento, is not going anywhere, strictly non-propelled. The drawing (too poor to reproduce here) shows a three-story Texas with the hurricane roof. The feather topped stacks surely spear skyward and well may be 210 feet high above the main deck level. No guy wires appear in the drawing. A pilothouse shows on top of the three-tier Texas. Yes, indeed, she has 'scape pipes. Rising at the bow from the stem is a cloud-piercing jackstaff.

Other early spring buddings closer to home:

Nelson Jones gave us a surprise visit one noon in mid-April. He had visited at Parkersburg, West Va. and saw there, with his own eyes, three sternwheel and two side-wheel passenger boats in various stages of construction. Biggest has about a 70-ft. long hull and will handle passengers for

pay.

Also we learn from Nashville sources that the Opryland folks are seriously contemplating the construction of an over-night tourist boat somewhat smaller than their GENERAL JACKSON.

Another one to watch is Capt. Dennis Trone of JULIA BELLE SWAIN fame. Smoke blowing from Peoria smells like a twin-prop excursion boat for the Missouri River, maybe 800 capacity.

Sirs: I'm enjoying the pictures in the current REFLECTOR of the DELTA KING. Happy Spring.

Roddy Hammett
1428 Polymnia,
New Orleans, La. 70130

Be sure to mark down the date, week-end of September 13, for the annual S&D wing-ding at Marietta.

Don't miss the September issue of S&D REFLECTOR; the untold chapter or so of the DQ's sixtieth anniversary.

Sirs: It is with a feeling of regret that I learned of the passing of Capt. Bill Pollock. He had a Dad who could have provided him with a college education to become a doctor, lawyer or even an Indian Chief--but no--he rode those packet boats, even with the handwriting on the wall. Many of the photographs he took have made him known to REFLECTOR readers, many of whom did not know him personally. His pictures were clear and sharp. The boat centered in its entirety. Among others of his I have a series he took of the SENATOR CORDILL below Ohio River Lock 10, awaiting to lock northbound. Every one is excellent, made before she was stretched out.

On occasions when I could tie alongside a Valley Line towboat I usually went over to see if Bill was up and around. He always wore his packet boat cap. In passing a boat he was on, we chatted on Channel 4.

Tom E. Kenny,
704 West Lucrene Drive,
Lafayette, Colorado 80026



THIS IS the AVALON which weaves in and out of Capt. Fred Hornbrook's autobiography of his river days. Capt. Hornbrook tells how this boat was doing "so wonderfully well" on the Tennessee River that she was lengthened 35 feet to carry more freight. Photographer Thornton Barrette took the above picture along the Upper Ohio before the hull was stretched out forward of the boilers.

MY UPS AND DOWNS
RUNNING STEAMBOATS

I started and stayed
with packets until there
were no more.

by Fred Hornbrook

Foreword

CAPT. FRED HORNHOOK died at Cincinnati on Sunday, April 9, 1967, aged 95. He was active on the Ohio River from 1891 until his retirement in 1937, a career of 46 years. He owned in, managed and commanded something like thirty packets. In his latter days he suggested he write down his recollections. He did so, and in 1950 his story appeared in The Waterways Journal. In the September 1968 issue of the S&D REFLECTOR we published a collection of excerpts from letters he had written to us, afterthoughts not included in The Waterways Journal. The late Capt. William S. Pollock urged us to consolidate these materials. One page of the text was missing, so we prevailed upon H. Chase Putnam, Jr. of Warren, Pa. to furnish us with a stat copy from bound volumes of the WJ, assembled by his father and now on file in the archives of the Warren County Historical Society.

We first knew Captain Hornbrook in 1916 and 1917 when he ran the TELL CITY, R. DUNBAR and RUTH in trades out of Pittsburgh, then in his mid-40s. I found him to be a gruff, plain-spoken individual of medium height, curly dark hair, gold rim glasses, and sort of stand-offish from crew and passengers. He was an avid reader and spent his off-watch hours cased in his forward texas room with good books. His licensed officers were paid weekly in cash, ate well at meals, and received minimum wages. The Ohio River's locks and dam system had not been completed in 1916-1917 and during summer low water the boats in his charge were repaired, painted, and kept in good order.

We rode the side-wheel VERNE SWAIN in 1918, then in the Pittsburgh and Wheeling trade. Cap'n Fred was manager and master, and then owned a majority interest in her. During my first several years of

managing the BETSY ANN between Pittsburgh and Cincinnati, Cap'n Hornbrook was commanding the GENERAL WOOD in the same trade. Relations between us became considerably strained, more's the pity of it. In later years he told me he had me pegged as smart aleck, a youngster bolstered by his father's money, offensively cocky and conceited. He seldom missed an opportunity to make life miserable for me. Much of this adversity sprang from formidable competition with the big KATE ADAMS, whose owners had elected to operate her Pittsburgh-Cincinnati during the summer passenger season, skimming off our profits. Bill Pollock (I stole Bill from Hornbrook in early 1926) was of the firm opinion that Cap'n Hornbrook would sell the WOOD to us rather than chance further losses. I deputized Bill to stop off at Marietta, where Hornbrook was living, and sound him out. Hornbrook said he would sell his interest, provided we also would buy the small interest held by the Wood's purser, Fred Hoyt. So Bill and I took a desperate chance. We agreed to buy the WOOD. It so happened that the KATE ADAMS, moored at Memphis, caught fire and burned "to the water line." a complete wreck. Bill and I, having been tipped off as to the KATE's fate, did some real sweating but managed to close the deal before Hornbrook got the news.

Bill and I felt pretty cocky and made preparations to enjoy the summer 1927 passenger season with no competition from the KATE ADAMS. We had also in our pockets a signed and witnessed agreement from Captain Hornbrook that he would refrain from running any boat between Pittsburgh and Cincinnati for ten years. This document was never tested. The KATE ADAMS burned on January 8, 1927 and soon thereafter Capt. Gordon C. Greene announced his intention to run the TOM GREENE between Pittsburgh and Cincinnati during the summer passenger season. Bill and I called on him, conferring in his front texas room aboard the TOM. Our plea was that the two of us were just getting started and such competition would be ruinous. Captain Greene heard us out, and then decided not to pursue his plans. We knew his word was as good as gold. Within a week he died, suddenly, and his

sons Chris and Tom honored their father's decision.

Bill Pollock and I were forced to withdraw the BETSY ANN and GENERAL WOOD from the P&C trade in the early summer of 1929 when John W. Hubbard, at the instigation of Capt. William E. Roe, organized the Ohio River Transportation Co. and entered the QUEEN CITY and SENATOR CORDILL in the P&C trade. We found part-time employment for our boats, but not enough to show profits. In the spring of 1932, the Great Depression in full blast, Capt. Fred Hornbrook did me a real service. He gave me employment on the small packet LIBERTY in the Pittsburgh-Charleston trade at \$5 a day. Part of the time I stood his pilot's watch (Cap'n Fred did not enjoy piloting) and also I solicited freight at Charleston for a week or so. On the LIBERTY we came to know one another and it was while hand-steering that steamboat I formed a great attachment for him which led me, later, to gather together this story about to be related. -F. Way, Jr.

IN APRIL 6, 1891, I was plowing in a field at Round Bottom, West Va., four miles below Moundsville. Our family owned and lived on a 190 acre farm along the Ohio River there. I received a letter to meet the packet C. W. BATCH-ELOR, then in the Pittsburgh and Cincinnati trade. You may be sure the horses were unhitched at once and my family notified that I was going to go.

This was a dramatic moment for me. I had written letters of application to the proper persons on the various boats along the Upper Ohio River applying for work. A 19-year-old boy with no river experience could hardly hope for much response. I was determined to quit the farm life and go steamboating. This letter was the answer to my dream. Looking back it is perhaps well a person could not know that 26 years later, to the day, April 6, 1917, I was to lose the steamboat TELL CITY, the twelfth packet in which I was to become owner. It is perhaps equally well I could not know as I unhitched the horses that this decision hitched to a falling star which however brilliant and compelling, was destined to strike earth and go

out like a match. Yet, today, despite hindsight judgments, it seems to me I would have missed a great deal in selecting any other course.

Next morning I boarded the packet LIBERTY, then in charge of Capt. John K. Booth, a grand old man up in his 70s. In Wheeling soon after noon I went in search of the C. W. BATCHELOR. I was told the boat had left the wharf and was loading nails at the La Belle landing. I did not know how to get there by street car and started down the river bank carrying my telescope [a small satchel]. Arriving at the boat, Tim Penwell, her clerk, told his partner George Hunter to get a calf halter and bring in the new third clerk, so you may know I was some clodhopper.

Before we start aboard the C. W. BATCHELOR, it may interest the reader to know a little more about the quality of the mud on the shoes of this would-be clerk. I was born one and a half miles up Fish Creek, a tributary which joins the Ohio River just above old Lock and Dam 14, above Clarrington, O. on the West Virginia side. There were nine children in our family of which I was next to the eldest, seven boys and two girls. My father owned a large steam mill for grinding flour. He was one of the old-time millers of the region. A settlement grew up around this mill locally called Hornbrooks. He ran a General Store, too, and I have capitalized General Store for it was an amazing place dealing in everything from mowing machines to pins and needles. Aside from a blacksmith shop and the house in which the miller lived, my father owned all. He handled the bulk of the grain and produce of the region.

When a person gets a fever to go steamboating, many persons wonder where the disease comes from. Father was a great hand for being good to his boys and maybe this accounts for my early interest. He often took the older boys to Wheeling on the local boats. In this way I came to know a good bit about the Wheeling-Parkersburg locals and could (and did) discuss with benefit of first-hand experience the DIURNAL, EXPRESS, COURIER, MALLIE RAGON, CHESAPEAKE, JAMES REES, TELEGRAM, M. S. THAN-HOUSER and more. Fish Creek was a handy place to play in,

and I had my share of homemade toy boats and navigated them in the clear pools this stream provided. We lived there until I was fourteen, so I was well bitten by the "river bug" before we removed to the farm.

The C. W. BATCHELOR was a sternwheel packet in the Pittsburgh & Cincinnati Packet Line, the smallest of the fleet. Her hull was 175 by 34 and originally she had been built in 1879 for the Pittsburgh-Wheeling trade. Capt. Nate Wintringer, her builder, was one of the old school, and was one of the engineers on the side-wheel SULTANA at the time she exploded above Memphis with a large life-loss of returning Civil War soldiers. Before that he had been engineer on the Wheeling Union Line side-wheeler THOS. SWANN and others. He died before I started on the river.

Capt. George O'Neal was captain when I was "calf-haltered" aboard. W. H. Clark and E. Dayton Randolph were the pilots. Tim Penwell and George Hunter were the clerks. Hod Knowles and Mike Beaver were in charge of the forecastle. Morris Hoffman was watchman. Henry Solida was steward, and in the cookhouse were J. Orville Noll and William Shields.

Captain O'Neal was an old crony of Wintringers and had seen first-hand experience in some of the Civil War river actions. The first six vessels to run the Vicksburg batteries were gunboats and the seventh was a sternwheeler, unprotected, the SILVER WAVE. George O'Neal piloted her through. General Grant afterwards complimented O'Neal for this valorous deed. The O'Neals and Wintringers were Steubenville persons.

Low water cut short my first river job. It must be remembered that in 1891 there was but one lock and dam on the Ohio River, the old Davis Island Dam not far below Pittsburgh. The steamboat had not yet been built which was to be the first through the second Ohio River lock and dam at Merrill, Pa. That was 13 years off in the future and concerned the steamer GREENWOOD, if my memory serves me well. Except for numerous wing dams in the main stream, and dikes closing water off from the back channels of various islands, the Ohio

River was pretty much as the Indians left it. The larger boats in summer months laid up for lack of water, and all the sand bars came out for air. Traffic of a sort was maintained by flimsy "low water" boats, but I could not participate in this exciting business for I was brought down with typhoid fever in August.

THAT FALL of 1891 with the water up again and my health returned, I went clerk on the COURIER with Capt. J. Mack Gamble and clerk John A. Hyer. I stayed there several years. When Captain Gamble built the SUNSHINE I went on her, but this did not last long as the boat was too big for the trade and soon withdrew. Then back again to the COURIER, and for a time was clerk on the BEN HUR to keep the place for my brother Phil, then back to the COURIER again.

These were the only boats I worked on until I went into business for myself.

From this scant preparation I launched out to eventually own in seventeen steamboats and be involved in the charter of perhaps a half-dozen others.

A person should pause somewhere in his "memoirs" to apologize for inflicting them on the casual reader. Let me take a moment here to say what happened to me from this point of the story forward will illustrate, in a fashion, what a single individual could do on the rivers in my time. I was not an isolated case. Many others did likewise; some more successfully. I have reason to believe that no single individual today could repeat the performance because of the changing economic structure of business. This story, then, will outline, to the best of my ability, exactly what a boy could do with little or no financial means, fresh off a farm, and determined to steamboat. So far we have taken him away from the farm and the plough; we have taken the hoe out of his hand, so to speak, and have put a clerk's pencil in it. What he does with that pencil, and how he uses the brain that guides it, will constitute my story henceforth.

Where the little steamboat JENNIE GEORGE came from is a mystery to me. But my brother Phil called me to come to Sistersville and take a hand in

her destiny. Phil then was running the wharfboat there. A local oil boom was on. Another small boat (although more pretentious than the JENNIE GEORGE) named the WM. DUFFEY was running Sistersville-Matamoras. What we proposed to do was to run in that same trade. Very shortly the local river world was provided with the somewhat novel spectacle of two steamers running in an eight-mile business.

Captain George was in charge of the JENNIE, which was named for his daughter. The boat was 90 feet long and but eight feet wide, had one smokestack, and was single deck. Captain George was an enormous person and would better have fitted the GREAT REPUBLIC. He was six feet six and very large-built otherwise and had to stoop to get in and out of the cabin. Our pilot was Bernard Louderback, uncle to Capt. Jesse P. Hughes. I went clerk, and in addition we had an engineer, one fireman, and one roustabout. Captain George was the cook as well as master, and he had a hard time with the culinary department. Often there were no provisions aboard.

Once he landed alongside another packet, went up to her pantry and borrowed a helping of coffee beans, an onion and a loaf of bread. he returned triumphantly and announced in a determined voice, "I will feed my men!" We ran only a few days and didn't make enough money to pay the coal bill which must have been next to nothing.

Mike Davis and I were friends and neighbors from boyhood. The Davis's lived on the riverbank on the West Virginia shore just below old Ohio River Dam 14. Mike and I went together and chartered the low water steamer NELLIE BARTLETT and we were determined to make a fortune in the low water season. Whoever built this boat must have been in a wreck once before. The NELLIE had hull timbers big enough for the JOSEPH B. WILLIAMS. She proved almost as deep draft as the COURIER. Two barrels of oil on her head would put the wheel out of water. This lasted about two weeks. Mike furnished the experience--which was his sole asset--and I furnished the cash. We both paid.

[Of interest here, the NELLIE

BARTLETT, primarily a towboat, was owned for several years by the Ohio River Bridge & Ferry Co., Marietta, O., of which Beman G. Dawes was managing owner. She was used during the construction of the Marietta-Williamstown bridge.]

Next season, on the same sort of a partnership basis, we chartered the IDA SMITH, a better suited low water boat, from Capt. Charles Small of Gallipolis, O. He was father to Mrs. O. O. McIntyre. Paranthetically, Mrs. McIntyre's husband, Odd Ott McIntyre, 1884-1938, became one of the pioneer successful journalists. His column "New York Day by Day" appeared in over 300 newspapers after 1913, making of him one of the most celebrated of Gallipolis citizens. He continues to be listed in Webster's Biographical Dictionary.

I think Mike Davis and I could have done all right if we would have confined ourselves to the Wheeling-Matamoras trade, but we came out double crew and ran her through to Parkersburg. Mike and Lee Anshutz were the pilots. John Gordon and his son were the engineers, my brother Phil and I were the clerks, and Mel Erwin was the mate. Mel Erwin, then a red-headed youngster from Matamoras, was later to distinguish himself by commanding the replica of the NEW ORLEANS, original Western steamboat, which was sent down from Pittsburgh to New Orleans in 1911, the centennial of Western boating. I think this experience on the IDA SMITH was his first river work.

We stuck the boat in Collins Rifle for three or four weeks, paying charter while she sat there with the weeds growing all around and mud-dauber wasps flying out and back. I paid for this experience.

Lee Anshutz, our pilot, was one of the real characters of his day. He was well educated and spent a year at Annapolis. He was small and frail, had red hair and a mustache. He spent a lifetime of extremes; he was either living high or was ready for the rag bag. He did a lot of towboat work, taking coal out from Pittsburgh to Cincinnati and next thing he got himself teamed up with Harry Davis, the theater man from Pittsburgh, and brought up the side-wheel COAHOMA from Memphis, having bought her from Capt. James

Lee. The COAHOMA was a big steamboat, measuring over 200 feet long, and had compound engines out of an ancient craft called the QUICKSTEP which dated almost back to the Civil War. Lee Anshutz ran excursions with the boat at Pittsburgh about the time I started on the river and things didn't pan out well. Harry Davis financed another venture then, and the two of them bought the packet ANDES. This venture terminated in one of the wildest of Pittsburgh excursion trips. They took aboard a mob of tough characters who almost succeeded in wrecking the cabin before she returned. I happened to be in Pittsburgh and walked on board in time to see Lee counting the money he took in. He had it spread over one of the diningroom tables and I had never seen so much cash in my born days.

Some of you showboat picture collectors may have a view of a Merry-Go-Round barge. That was one of Lee's ventures. He started out with a crew all in uniform, plenty of gold braid, and a brass band. It broke up before long. Then he got an excursion barge and gravitated to Sistersville with it. I can still see him standing on the upper deck as the passengers filed ashore calling "Good night, ladies, good night! We'll be looking for you again tomorrow night!" Capt. Lou Bradford of Augusta, Ky. was one of that crew, his first appearance on the Upper Ohio. Later he became a top-notch pilot. This scheme was not a financial success and I had on my hands some of the stranded crew for weeks.

On our last trip down with the IDA SMITH, I came to Lee Anshutz and asked him what I owed him. He said, "Ten cents; I want to get a shave when I get off at Moundsville." When we pulled out, Lee seated himself on a big rock on the shore and waved and waved until the boat was out of sight around the bend. The incident reminded me of something from Dickens. Mike Davis got as his pay a pair of trousers. I got the money from my father to pay all the remaining bills.

NEXT YEAR Capt. Walker Litten and I chartered the FAVORITE, a small boat from the Big Sandy River, for

the low water season. She was a bat-wing, and we made \$600 each, besides wages, which allowed us such a handsome profit that I found myself with all bills paid, a clean bill of health, and no money. Armed with this triumph I went to Sistersville and told Tim Penwell I wanted to buy the wharfboat there. He sold it to me with no down payment. Tim Penwell helped me out of hard spots more than once.

I at last was in a sound financial business. Sistersville was a boom town those days with oil wells chugging any direction a person looked. Wharfboats looked like good investments, so I became acquainted with Harry C. Donnally who had been clerk on the VALLEY BELLE, had quit there, and was on the WM. DUFFEY which was running between Marietta and Waverly. We teamed up and bought the wharfboat at Matamoras, a good moneymaker. I also acquired the wharfboat at St. Marys, West Va.

The next spring, 1900, Harry and I saw an advertisement in The Waterways Journal for a small boat for sale. She was from the headwaters of the Tennessee River and her name was TELEPHONE. She was built by J. M. Newman of Knoxville and her hull measured 93 by 15 feet. In May Sam Williamson and I went there, loaded her out with a cargo of Lydia Pinkham's Compound and brought her around to Gallipolis, O. She drew only eleven inches light. We ran her in low water trades that summer and did right well for a bunch of beginners, and cleared \$1,600. I sold out my share to Sam Williamson that fall and he afterwards sold out to Lewis Tanner. This little craft finally gravitated to trades up the Little Kanawha River and was lost at the mouth of Hughes River in the winter of 1902-1903.

The taste of success in the steamboat business attracted me to further and more ambitious deals. In another year I was to own my first real steamboat.

IN 1901 the packet AVALON was running in the Tennessee River and was doing so wonderfully well that she was returned to Pope's Docks at Parkersburg that summer and lengthened 35 feet so she could carry more freight. Harry C.

Donnally who was interested with me in the Matamoras wharfboat was around there, in the Tennessee River, as clerk on the AVALON. I had married in 1898 (Abigail and I took our wedding trip on the LORENA) and now Harry invited us and also Sam Williamson and his wife, to come around and make a trip to Chattanooga. So we all went to Cincinnati by rail, boarded the SUNSHINE to Paducah, and commenced our Tennessee trip from there.

Harry had seen the BESSIE SMITH which he figured would make us a good low water boat on the Upper Ohio. We stopped at Smithsonian and looked at her, decided she was just right for our purposes, so we paid \$4,500 for her. Harry resigned as clerk on the AVALON and we raised steam on the BESSIE SMITH.

Not having a whole lot of money we had to use our wits. The AVALON was doing such a tremendous business that she could neither care for it all nor keep her schedule. We took in tow a large barge with the BESSIE SMITH at Paducah and made a round trip to Chattanooga. Coming back out we counted up and there was enough money in the safe to take our new purchase to Marietta.

We had a good low water season with the SMITH that year and paid for her, and that fall sold her to Fred Kimpel and Henry Kraft for \$4,500--the purchase price.

Harry Donnally went back clerking on the AVALON. That boat turned out to be such a huge success in Tennessee River that she prompted the railroads to reduce their rates. This action was fatal to the trade on the river. She was withdrawn and went to the Cincinnati-Memphis run. I went down there and made a trip on her to Memphis to look things over, and shortly after that Harry Donnally and I bought stock in both the AVALON and the BEN HUR. Both of these boats were operated by the Cramer family of Clarington, O. at that time. The BEN HUR was running between Pittsburgh and Parkersburg. This was in 1902.

That summer I sold out of the Sistersville wharfboat to my brother-in-law William Bedilion, and went to Barnsville, O. for a while. That fall I bought the wharfboat at Portsmouth, O. for

\$6,000. Harry Donnally and Sam Williamson then were running the BEN HUR in the Cincinnati and Madison trade and weren't getting along too well. In the spring of 1903 we put her in the Cincinnati and Huntington trade and did no good either--but lost no money. At that time the Cramers had the AVALON running between Wheeling and Sisters Island. This might sound curious and I will enlarge a little.

The lower Sisters Island, not far above Wheeling, then had a pleasure park on it, sort of a Coney Island. The AVALON was the excursion boat which carried the people, making regular scheduled trips. She did very well there making four or five trips a day.

Times were lively. I traded a half interest in the wharfboat at Portsmouth to Charles Franz for a one half interest in the packet H. K. BEDFORD then running between Pittsburgh and Parkersburg. In the fall of 1906 I went to Wheeling and went clerk on the BEDFORD. My brother Ed took charge of the Portsmouth wharfboat.

NOW CAME the big consolidation. The BESSIE SMITH, which we had brought around from Tennessee River, was still operating, owned by Fred Kimpel and Henry Kraft. They had her in the Wheeling and Parkersburg trade. Next thing, Sam Williamson and Harry Donnally brought the BEN HUR back home and put her in the Pittsburgh and Parkersburg trade. We consolidated our gains. We now had a fleet running around Wheeling composed of the H. K. BEDFORD, BEN HUR and BESSIE SMITH. We sat down around a cracker barrel, had a meeting, and decided to make Fred Kimpel the general manager of our new line. The organization details were loosely knit. We needed no formal officers. We were operating in a day-and-time with no reports to make out. We had no president. We had no secretary. We each had our stockholder's interest. These were the persons concerned: Fred Kimpel, Harry C. Donnally, Gus Frantz, Sam Williamson and myself.

Henry Kraft and I went on the BESSIE SMITH. Harry Donnally and Sam Williamson were on the BEN HUR. Gus Frantz and

Ed Dunn were on the H. K. BEDFORD. Harry married in 1906, so we all settled down in houses on Wheeling Island with everything fine, all the boats making money.

Incidentally, the house Abigail and I lived in for a time on the island was owned by Ott Statler, brother to Ellsworth M. Statler of the hotel-chain fame. Ellsworth plainly got his start in Wheeling as anyone who lived there at the time will substantiate.

The AVALON, meanwhile, was bought by Capt. William E. Roe, Martin F. Noll and others and entered in the Pittsburgh-Charleston trade. They also bought the "day" she ran on from Capt. Gordon C. Greene, and agreed to pay \$7,000 for the rights. The trade did not prove so profitable as was anticipated and shortly the boat was changed over to run between Pittsburgh and Cincinnati. She was repaired at Marietta and given a new name, OHIO. But this deal was to get us into some entanglements. Capt. Roe, et al., still claimed the Charleston trade and considered it their purchased property. We had ideas of expansion in that same direction.

In 1909, Capt. J. Mack Gamble had the packet RUTH running in the Wheeling-Sistersville trade and that winter Fred Kimpel, Sam Williamson, Harry Donnally and I bought her and continued her in the trade for a year. At this time I was building a new wharfboat for Portsmouth. Harry Donnally took one-third interest in it and went there to run it.

Next year, 1910, we rebuilt the RUTH and made a much larger boat out of her. As originally built by the Bay Line in 1893 she was 136.5 by 24.5 by 4.5 feet. We made her 153 by 30 by 4.5 feet, and did the rebuilding at Point Pleasant. We sold the BEN HUR in 1909 to parties in St. Paul, Minn., who intended running excursions with her up there. At this time we put the H. K. BEDFORD in the Pittsburgh trade as a replacement.

The idea of the bigger RUTH was candidly for the Pittsburgh and Charleston trade. While the rebuilding was under way, I went to Cincinnati and asked Capt. Gordon C. Greene if I might charter the GREENDALE to run there and "hold the fort."

Captain Greene heard my

story and without as much as a scratch of a pen to paper, or a contract of any sort, I came away from Cincinnati with the GREENDALE. We put her out of Pittsburgh on the same schedule as the OHIO. The resultant conflict was heated. We landed at the Pittsburgh & Cincinnati Packet Line wharfboat at Pittsburgh, by which arrangement we were entitled to half the freight at the Crockard wharfboat at Wheeling. This was at the time when the VIRGINIA was out in the cornfield at Willow Grove, West Va., and we did an enormous business with the John Eichleay, Jr. Co., which was moving her back in the river. The GREENDALE carried a great portion of the timbers, rollers, etc. required on that job.

The crew of the GREENDALE at the time was comprised of Capt. Charles H. Ellsworth, master; Henry Brookhart and William I. Weldon, pilots; Mort Harper and I as clerks. Our old engineer, William King, carried all the steam he could get, which was a ticklish proposition with a "doctor" pump which was ailing and liable to stop at any time. We stayed aft on the boat when we could, and several times had to pull fires to ward off a major catastrophe. Our meals were frugal but in Pittsburgh we were often joined at dinner time by Capt. James A. Henderson, president of the P&C Line, his son Alex, and Theodore C. Poe, the Line's G.F. and P.A. We all sat down to a substantial menu of bean soup, boiled potatoes, fried eggs, coffee, bread and butter.

We were doing as well, if not better, than the OHIO. This led to trouble. Captain Roe went to Capt. Gordon C. Greene and threatened suit if the GREENDALE was not withdrawn. It was about this time that Captain Greene acquired the packet LEROY from these operators of the OHIO, and it may be this settlement had something to do with what followed. Captain Greene asked us to withdraw the GREENDALE from the Charleston trade. We did so, and from then on ran her between Wheeling and Parkersburg but at a considerable sacrifice to profits.

This ended, for the time being, our ideas of expansion into the Pittsburgh and Charleston trade. As events unfolded, I was not to run a

boat there until 1916.

It was obvious we were going to have to find another trade for the RUTH or else sell her. Consequently I took a trip to Evansville, Ind. and decided to make a try down in that territory. Sam Williamson and I took the RUTH down there in February 1911. Mart Harper went down with me as second clerk. Sam stayed about two months and then I bought him out. We made three trips a week between Evansville and Paducah. Capt. John L. Lowry was running the wooden hull packet bearing his name there. We had some lively competition which resulted in the JOHN L. LOWRY catching fire and burning.

Charles H. Ellsworth was with me as mate. He started in working for me while I was running the bat-wing FAVORITE. One day while passing Wegee Mine our dishwasher, turned carpenter, fell in the river while making repairs to a toilet located aft of one of the side-wheels. He was drowned. That evening we picked up a 14-year-old boy, near as big around as he was tall, at Grandview, O. We gave him the job as dishwasher and this is how Charlie Ellsworth came to us. Charlie had ambitions to become a pilot and our old Irish cook from Catlettsburg had a good bit of trouble keeping him in the cookhouse. More often Charlie was to be found on the head of the barge we continually had in tow. Then the cook would stand on the head of the FAVORITE and call, "Oh Honey! Honey come here!" This nickname stuck. He was "Honey" Ellsworth thenceforth.

When the wooden hull steamer JOHN L. LOWRY burned, the Parminters entered the sternwheel packet NASHVILLE in the trade to take her place. This was new competition for the RUTH. Taking what seemed a bold course I went to the Nashville owners of the competitor-boat and bargained with them. We came to terms. I was to pay them \$100 a week if they withdrew. I agreed to do this and continued the tribute for one year. This procedure, I might add, was resorted to more than once in the steamboat days.

Meanwhile Captain Lowry was building a new steel hull packet which also bore his name, JOHN L. LOWRY. I bought the LUCILLE NOWLAND in 1913 and

rebuilt her at Jeffersonville after she burned at the Evansville wharf, and this program cost \$16,000. The rebuilt boat bore but faint resemblance to the original LUCILLE NOWLAND which was built at Pittsburgh in 1898 as a cotton boat. I renamed her ABIGAIL to honor Mrs. Hornbrook. The packet now had a Texas and was a trim little steamboat. I carried corn with her in the fall of 1913 and again in 1914. In the summer of 1914 I took her to Nashville and there ran excursions all summer but did no good financially.

My return to the Upper Ohio was prompted by several factors. Captain Lowry was building his new boat for the Paducah-Evansville trade. I could see little other than opposition and a lessening profit for the RUTH. Also I had rather recklessly, perhaps, bid on the side-wheel excursion boat VIRGINIA which went up to U.S. Marshal sale at Evansville in August 1915, and got her for \$2,775. This boat was originally the I. C. WOODWARD from the Monongahela River and had been rebuilt at a cost of \$30,000, but still she was unsuitable for an excursion boat. I did not operate her. As things turned out she never turned a wheel while I owned her.

A GREAT MANY opportunities in this world appear unexpectedly. Witness the fact that I was visiting Harry Donnally at Portsmouth when the news came that the steamer KANAWHA had struck a pier at Lock 19, Ohio River, turned over and was wrecked. This was a date I'll not forget easily, January 5, 1916. At once I sent a telegram to Evansville with instructions to start the RUTH for Gallipolis. Harry Donnally and I took the next train to Pittsburgh and went to see Mr. John W. Hubbard. We bought the LORENA from him for \$2,500.

Capt. William E. Roe had the R. DUNBAR in the Pittsburgh and Charleston trade but she was the property of Mr. Hubbard. We felt we had a good opening here, so without delay we took the LORENA to Point Pleasant for some needed hull repairs. She had damaged her hull on Possum Riffle in June 1915, and had not operated since. We started the RUTH out in the Pittsburgh trade.

Then came the fateful Groundhog Day of 1916. The towboat SAM BROWN exploded her boilers at Huntington in the morning, the LORENA caught fire at the docks at Point Pleasant at noon, was set adrift, and burned across the Kanawha River at Henderson, West Va. The OHIO, laid up in the Little Kanawha River at Parkersburg, burned that night. I well knew that the RUTH could not handle the business in the Pittsburgh and Charleston trade. To replace the LORENA I arranged to start the ABIGAIL for Pittsburgh, but misfortune was again to intervene. Laid up enroute, at Cedar Farm, Ind., she burned to the hull on February 15, 1915.

Once more Harry Donnally and I went to see Mr. Hubbard and this time bought the R. DUNBAR from him. We "made do" running the R. DUNBAR in 1915 between Pittsburgh and Charleston, and making semi-weekly trips Pittsburgh-Parkersburg with the RUTH. Thereupon I went to Evansville and made a deal for the purchase of the packet TELL CITY, trading in the excursion steamer VIRGINIA in the deal.

In this way, and despite the losses in quick succession of the LORENA and ABIGAIL, Harry Donnally and I formed the Ohio & Kanawha River Transportation Company. Starting in April 1916, the TELL CITY left Pittsburgh on Tuesdays for the weekly round trip to Charleston; the R. DUNBAR leaving Fridays. The RUTH left Pittsburgh Mondays and Thursdays for Parkersburg. There was no through service from Pittsburgh to Cincinnati, but reshipping via the Greene Line was possible with connections at Gallipolis.

A great handicap at this period was scarcity of labor. Every male who could lift a shovel was employed in war work even though the U.S. was not yet officially involved. A boat such as the TELL CITY required a deck crew of at least ten or twelve roustabouts, sometimes sixteen. The supply of these blacks, usually plentiful, had evaporated almost over night. The crews from the captain to watchman pitched in and assisted in the handling of the freight and necessary deck duties, including the taking on of coal for the furnaces, all manual labor. The success of operating river packets was

predicated on cheap labor and modest fuel costs.

Despite mounting costs of operation, the TELL CITY was the best suited of all boats ever in the Pittsburgh-Charleston trade. She was built high between the main and boiler decks and well equipped for the handling of cases of eggs, coops of chickens, and the bringing of farm produce from river valley farms to Pittsburgh, the mainstay of her business. Moreover she had excellent cabin accommodations and in summer made a fine passenger carrier. We had a three piece orchestra on her in the summer of 1916. The stage of the river held up tolerably well, too, and we got in all of July and made two round trips with her in August, an almost unheard of bonanza before the river's locks and dams were completed. The RUTH ran to Parkersburg without interruption from low water into December.

That fall of 1916 we repaired the TELL CITY and R. DUNBAR at Point Pleasant. Both were pleasingly dressed in fresh coats of paint, sparkling and ready for 1917.

WE STARTED 1917 in full command of packet service on the Upper Ohio from Pittsburgh to Gallipolis and Charleston. The only other packet in the area was the LIBERTY, running local service downriver from Wheeling. The Greene Line held a similar monopoly, established in 1904, between Charleston, Pomeroy and Cincinnati. The old established Louisville & Cincinnati Packet Co., in charge of Commodore Fred A. Laidley, dictated the service between those two ports.

At Pittsburgh we did business over the decks of the huge old Pittsburgh & Cincinnati Packet Line wharfboat moored at the foot of Wood Street in the Monongahela River. This structure dated back to 1903-1904, two lengthy wooden pontoons decked over for the floor. Capt. James A. Henderson had built it, constructing the pontoons at Tidioute, Pa., 169 miles up the Allegheny River. This wharfboat sank soon after we got started. We then made financial arrangements and moved up to the foot of Smithfield Street, occupying the old "M&O" wharfboat which had served the

Monongahela River packets until they ceased business in 1912. Harry Donnally and I bought the existing Crockard & Booth wharfbat at Wheeling. Harry and his family moved to Wheeling and he took charge there. I entrusted the command of the TELL CITY to Capt. Charlie (Honey) Ellsworth, and one of his pilots was my boyhood friend Mike Davis. My time was divided in supervising the operations of our Line.

The river business in 1917 was in the throes of great changes, although we hardly realized the implications. The vast Pittsburgh "Combine" which since 1900 had shipped Monongahela River coal in barge lots down to New Orleans and point between, suddenly closed up shop, paying off the crews, and retiring their major towboats to what was called the "boneyard." Towboat pilots, specialized in the art (it was an art) of guiding these vast fleets of laden wooden barges and coalboats to the southern markets, were beached ashore like so much driftwood. Many of these high and mighty pilots could be engaged for nominal wages on our packets, and the same was true of engineers. Hence our wage structure remained on the plateau of low wages and nominal operating costs dating back to 1900. As example our round trip passenger fare, including meals and berth, for a week's round trip between Pittsburgh and Charleston was \$16, and I felt that any increase would discourage them from coming. Freight rates were in direct proportion to this low figure. Our first inkling of change came with, as I have previously mentioned, with the scarcity of deck labor and the rising cost of furnace coal. This latter problem was a real thorn to the Louisville & Cincinnati Packet Co. which was obliged to retire their big side-wheeler CITY OF LOUISVILLE.

Outwardly things looked much the same as I had known all along. Pittsburgh had its lengthy cobblestone wharf from Smithfield Street almost to the Point. I could stand on the roof of the TELL CITY and look shoreward to the old Monongahela House at the corner of Smithfield and Water, and at the great hardware firm, Somers, Fidler & Todd. We came in with the TELL CITY on

Monday mornings loaded with a cargo of crowing roosters, cackling hens and blatting sheep. As we unloaded this menagerie out to the cobblestones the air was filled with feathers, pigeons circling around to feast on chicken feed, our "rousters" toting slatted wooden chicken coops on their backs--a farmyard flavor and odor permeating all. Occasionally a pullet got away and a chase ensued to recapture it. The wooden egg cases contained 30 dozen each, and when a luckless rouster dropped one of these, the result was a sickly puddle of yellow of great interest to blue bottle flies. On rainy days such dust and spillings turned the wharf into a slippery slush. Farmers, produce dealers, market men, draymen, roustabouts and hucksters slid in the muck pinching hens to evaluate their weight and worth, weighing turkeys on Fairbanks scales, and loading wagons destined to the produce yards along upper Liberty Avenue. Our passengers had to pick their way over these well-greased cobbles, enroute to or returning from visits to the H. J. Heinz plant, shows at the Nixon, Alvin or Grand, and shopping sprees to Horne's and even over to Boggs & Buhl. Pittsburgh didn't lack for entertainment.

There had been some visible changes, yes. When I first came to know the city, Pittsburgh's area I have just described flourished with warehouses. One building on Water Street, across from the Baltimore & Ohio Railroad station, and in full view of the steamboat landing, contained 50 or 60 ladies. The interior was partitioned into small cubicles off the hallways--and hallways ran every direction. Prices were relatively cheap. The more elite frequented the establishment on Second Avenue between Smithfield and Wood. There was a second-rater on First Avenue in the immediate locality. Brothels seem to have been attracted to riverfront locations, certainly true in the 1890s. To my recollection Steubenville was the last hold-out. Painted ladies solicited from windows along the main street there, leading up from the wharf, until fairly modern times.

I never missed a trip on the TELL CITY until the time she sank. A curious circumstance,

but a true one, is that many serious boat accidents occur when an owner is not aboard. I do not mean to condemn the officers left in charge.

I was on board the R. DUNBAR. We got a hail at Wellsville, O. The Wheeling wharfbat wanted me at a phone. My immediate suspicion was that bad news was forthcoming. Harry Donnally imparted the sad story. The TELL CITY, in backing away from Little Hocking, O. had rubbed the beartrap pier at Dam No. 19. Advised that she was injured, and in sinking condition, pilot Mike Davis drove her ashore with such headway that the stacks toppled forward, killing a passenger. She virtually collapsed as she sank.

This tragedy happened on April 6, 1917, the same day that the U.S. declared war on Germany. I knew full well we could not hope to replace her with an equivalent packet. We were in real trouble. But we determined to continue with the R. DUNBAR and the RUTH.

In June 1917, in backing away from the landing at Grandview, O., Honey Ellsworth picked up a snag with the RUTH and she went to the bottom. We had her insured with Neare, Gibbs & Co. of Cincinnati, and they sent Capt. William C. Lepper to raise her. He did so, and we took her to Point Pleasant for major repairs to the hull. This meant that the DUNBAR carried the flag for us most of that summer and fall.

The reader may wonder why a person tries to run boats in view of such setbacks and discouragements. The answer in my case is that I was brought up with it, and the river was my sole vocation, sink or swim. As climax to our troubles, we lost the RUTH at old Lock and Dam 13, below Wheeling, when ice demolished her there during the severe winter of 1917-1918.

A new corporation, based at Wheeling, called the Liberty Transit Company, took over the R. DUNBAR in 1918 and renamed her GENERAL CROWDER. Harry Donnally and I were forced to abandon our great expectations. We dissolved the Ohio & Kanawha River Transportation Company following this brief period of success and failure.

For the benefit of those persons interested in steam whistles, the RUTH, the smallest of our fleet, wore the biggest

one of all. I got it while running her between Evansville and Paducah, and it originally was on the JOE FOWLER in that same run. It was rescued from the remains of the RUTH and, with some alterations, went to the towboat H. B. HULINGS which later burned at Pipe Creek, destroying it. For the TELL CITY we used much of the salvaged whistle from the LORENA, with an addition or so. It disappeared during the salvage operation. The R. DUNBAR's came from a short-trader named T. N. BARNSDALL, and remained on her as long as she ran. Capt. William E. Roe ordered a duplicate which did service on the KENTUCKY and ANDES, and later showed up on the towboat JOHN G. BRITTON.

[Ed. Note:- Captain Hornbrook's story, written in 1950, makes no mention of the TELL CITY's pilothouse. He knew it was salvaged from the wreck and utilized as a summerhouse there at Little Hocking by Clarence Bent and his wife Cora. When he died in 1967 he nor anybody else had any notion that this pilothouse, dating back to 1889, was to be moved in 1976 to Marietta, O. and rebuilt to become a focal exhibit at the Ohio River Museum there. The whistle now attached to the old pilothouse is not the one Captain Hornbrook describes in his memoirs. It was furnished during the restoration by Bert Fenn of Tell City, Ind. and represents the old-time whistle used in her Louisville-Evansville days, later lost on the SOUTHLAND.

IN THE SPRING of 1918 I went to Peoria, Ill. and bought the side-wheel excursion and packet boat VERNE SWAIN. The "dean" of the Swain family, Capt. David Swain, elected to ride with us to Pittsburgh, became ill en route and died in Pittsburgh's West Penn Hospital on July 3rd. While the Wheeling people were preparing to take over the packet business out of Pittsburgh, I entered the VERNE in the Pittsburgh-Wheeling trade and we did handsomely. I continued the R. DUNBAR in the Pittsburgh-Charleston trade meanwhile. The "Liberty Line." as the new corporation was called, entered the ex-cotton carrier S. L. ELAM in the Pittsburgh-Cincin-

nati trade. On the inaugural trip she collided with our Wheeling wharfboat and sank it. We sold the wreck to the Liberty Line, and in mid-September we sold them the old M&O wharfboat at Pittsburgh plus the R. DUNBAR.

I ran the VERNE SWAIN on excursions, staying away from the packet business, until the Liberty Line shot its wad in 1923. True, I had some stock in the LIBERTY, acquired when she first entered the Pittsburgh-Zanesville trade in 1919, but did not take part in the active management.

The objective of the Liberty Line, financed by Wheeling capital, was to revitalize Ohio River traffic in order to persuade funding from Congress to complete the lock and dam system. With a fleet of four packets they revived service from Pittsburgh to Wheeling, Charleston, Zanesville and Cincinnati. Coincident to this laudable enterprise came a national railroad strike with embargoes galore. Shippers flocked to the wharves and overwhelmed the Liberty Line with business. A group of my friends, fired up by this bonanza, went down south and came back with two excellent packets, the SENATOR CORDILL and the BETSY ANN. These "independents" built an all-steel wharfboat for use at Pittsburgh. They also contracted for a new all-steel wharfboat for use at Wheeling. There is where I got into the act, taking 3/10 interest in this Wheeling wharfboat. My partners were Grover Gill, Harry Donnally and J. Orville Noll. One of the largest of the new shippers was the Great Atlantic & Pacific Tea Company which, from its Pittsburgh warehouse, supplied its stores via our "independent" packets to all the principal towns down to and including Parkersburg. Stockholders in the CORDILL included the principal hucksters in the "chicken and egg" trade to Charleston, and Grover Gill stretched out his weekly trips from Pittsburgh to Portsmouth, now going to Cincinnati. When the railroads got back to something like normal the Liberty Line dried up and quit. The mission of their incorporators may be said to have been successful.

The flagship of the Liberty Line had been the GENERAL

WOOD (ex-S. L. ELAM), now laid up at Pittsburgh. Grover Gill, Harry Donnally, Walter B. Eichleay, Orville Noll, Fred Hoyt and I bought her from the Dollar Savings & Trust Company of Wheeling for \$14,000, of which we put up \$9,000 in cash and got the balance on terms. We incorporated as the Pittsburgh, Wheeling & Cincinnati Packet Co. I went captain, and Fred Hoyt and William S. Pollock were the clerks. We ran her Pittsburgh-Cincinnati and found good business from the start, leaving Pittsburgh every Thursday. The BETSY ANN also was in that trade, leaving Pittsburgh every Saturday loaded with A&P groceries.

In January 1927 I sold out my stock in the GENERAL WOOD to Fred Way, Jr. and William S. Pollock. Fred Hoyt sold out his interest at the same time. They continued to operate the boat for several seasons. Prompted by reasons best known to themselves they required me to sign a rather rigorous document when I retired my interest in the boat. It read: "Party of the first part (which was me) in executing this contract hereby agrees to retire from active participation in the operation, ownership or management of steamboats on the Ohio River in the packet trades unless agreeable to parties of the second part (which was them) this to hold for a period of ten (10) years dating from the date of this contract." I affixed my signature to this somewhat unusual sentence.

As matters turned out the isolation these gentlemen had willed upon me did no material harm to anyone concerned. They were themselves out of business about half-way through my required retirement. I whiled away the time on the excursion steamer JULIA BELLE SWAIN, in which I had no financial interest other than a modest sum advanced to help bring her out.

Also in these years of the Great Depression I spent some time managing the LIBERTY in the Pittsburgh-Charleston trade.

[Ed. note:- Many of us remember dates by associating them with shocking news. I was working for Captain Hornbrook and the LIBERTY, soliciting freight at Charleston, on March 1, 1932, the day the Lindbergh's infant son was kidnaped.]

IN NOVEMBER 1933 I assumed the management of the SENATOR CORDILL, now operating between Pittsburgh and Cincinnati. All of the Ohio River dams were now completed; a modern age was at hand. Twentieth century science had turned the Ohio River into a four-lane boulevard. It should have been apparent to me that a packet like the CORDILL was quite out of place in a scene so changed, but somehow in my bones I felt if I could pare down expenses, get the trade rolling, and have a reasonable amount of luck there yet might be a chance for survival.

This hope was exploded on the early morning of February 5, 1934. Our boat struck an improperly lowered wicket at Dam No. 14--almost in view of my boyhood home--and when she listed, struggled and sank, and when the lights went out and all was dark, I knew the end of the packets was close at hand.

I held to a guy wire on the roof of that big steamer and as her timbers cracked and protested, and as she settled in the pre-dawn of that cold winter morning, I knew the jig was up.

My thoughts at the moment were akin to what any professional man might think if someone were to suddenly confront him with the stark fact that his years of study were at once useless baggage. In all respects this was the most severe blow to me in my river days.

It is wonderful what the human animal will do. Take away from him his haunts and habits and he will go along his course accepting compromises. Harry Donnally, Orville Noll, Earl Webster and I went south later that spring and bought the steel-hull packet OUACHITA. We ran her in the Pittsburgh-Cincinnati trade that summer and did fairly well as long as the passengers lasted. When school bells rang in the fall we felt the pinch, and soon had to retire. Shortly after this we sold the boat to the Ohio River Transit Company of Louisville. I stayed on her for a year, running between Cincinnati and Louisville, and then went home.

In the summer of 1937 the excursion steamer SAINT PAUL, running trips out of Pittsburgh, needed a pilot to assist Capt. Tom Posey. I applied and was accepted, and in this manner ended my river career.

I re-reading this tale I notice several "shorts and overs." For a while I was interested in the small packet KLONDIKE. Harry Donnally ran her between Portsmouth and Rome, O. Wilsie Miller was the pilot (he also was my pilot when the CORDILL struck the wicket), and Matvie Miller was clerk. I never heard that she made a dollar, and we sold her to Elmer Varian in 1916.

Lee Anshutz, whom I left waving from a rock at Moundsville, was related by marriage. My father's maternal aunt married Joseph Woodwell of the Woodwell hardware store fame in Pittsburgh. Lee Anshutz's father married a Woodwell girl. One day I was steering for Lee on the COURIER and we were coming up in the bend at Newport, O. the boat hit a log and knocked a rudder off. The captain, Clem Green, (no relation to Capt. Gordon C. Greene) popped up on the roof immediately--but not before Lee Anshutz grabbed me and made me stoop out of sight. "Only one log in the river and you hit it!" snorted Captain Green. "Yes, sir!" answered Lee.

It would be easy to wax eloquent about that steamboat COURIER. But I will desist. She weaves like a thread through much of my lifetime. By a strange quirk I operated her on the last trips she ran--we chartered her to take the place of the RUTH. I do not doubt that I am the sole survivor of the crew which manned that boat when I clerked on her in the 1890s.

I do not subscribe that the events related herein form a "success" story of any dimension. Nor do I wish to pose as a riverman who helped set the stage for the modern river world. Rather, I worked with the tools at hand and early discovered that honest dealing in the strictest sense is the salvation for a person who wishes to own and operate his own boats. Friendships cultivated through following the Golden Rule return dividends.

I have laid up my last boat. I pose as no saint, nor was I the worst of sinners.

Here allow me to rest my case.

John R. Miller of 729 Hazelhurst, Keokuk, Iowa 52632 recently acquired eight steamboat passes, picked up at an antique

show in Cedar Rapids, Iowa. They were issued to W. B. Pearson, president of the Boston & Portsmouth Steamship Company in 1893. One John highly prizes is issued by the Wiggins Ferry Co., St. Louis, done in blue ink, and on the reverse side is an engraving of a locomotive delivering several cars of coal aboard a rail transfer ferry. Two are from the Ohio River Transit Company which operated the LEVI J. WORKUM at Cincinnati, signed by J. L. Workum, general manager. The one issued by the St. Louis, Naples & Peoria Packet Co. is signed by Henry Leyhe, president.

The wedding of William Paul Dow of the New Orleans Steamboat Company and Patricia Louise Weber was held on Saturday, May 17th last at the St. James Episcopal Church, Lake George, N.Y. A reception followed. The bride is daughter of Mr. and Mrs. Heinz Peter Weber.

A new highway bridge across the Ohio River connecting Moundsville, West Va. and Dilles Bottom, O. will open this summer or early fall. The day it opens Roswell Ruble intends to retire his ferry service which he has operated there since 1952. Roswell, resident of Powhatan Point, O., is 65 and around to the quitting point anyhow. Although he has modernized his equipment with steel flats, and over the years has upped the fare from 35¢ per car plus 10¢ additional for occupants to \$1 flat rate, car and occupants, the mounting cost of liability insurance doesn't help matters. So far he hasn't advertised his equipment for sale, but doesn't anticipate much trouble in finding a purchaser elsewhere, not bucking a bridge. -Our thanks to Jim Paisley for a story in the Wheeling News Register dated April 13 last.

Charles T. Jones, Charleston, West Va., ran on the Democrat ticket for the West Virginia State Senate in the recent election. Plastered on numerous billboards throughout the state was his terse message: CHARLIE JONES, STATE SENATE, DEMOCRAT. We will announce the outcome in the September issue.

16

THIS CERTIFICATE EXPIRES JUNE 14, 1931.

1931

UNITED STATES OF AMERICA
DEPARTMENT OF COMMERCE
STEAMBOAT INSPECTION SERVICE

CERTIFICATE OF INSPECTION
FOR STEAM OR MOTOR VESSEL

State of **KENTUCKY**
District of **LOUISVILLE** Passenger Vessel **BETSY ANN**

APPLICATION in writing having been made to the undersigned, Inspectors for this District, to inspect the above-named vessel propelled by **steam**, of **Pittsburgh**, in the State of **Pennsylvania**, whereof **Frederick Way Jr** is Master, said inspectors, having completed the inspection of the vessel on the **24th** day of **June, 1930**, DO CERTIFY that the said vessel was built at **Dubuque** in the State of **Iowa**, in the year **1899**; rebuilt in the year **1---**; that the Hull is constructed of **iron**; and, as shown by official records, is of **-296-** gross tons; that the said vessel has **-26-** Staterooms and **-50-** Berths, and is allowed to carry **-100-** passengers, viz: **-50-** First cabin, **---** Second cabin, and **-50-** Deck ~~or Storage~~ Passengers. Included in the entire crew hereinafter specified and designated there must be **-----** certificated lifeboat men.

This steamer is permitted to operate with **1** Licensed Master and Pilot, **1** Licensed Mate, **1** Licensed Chief Engineer, **1** Fireman, and **8** Deck Hands, when navigated not more than **thirteen (13)** hours out of the **twenty-four** in any one day. Watchmen required governed by the provisions of Section **4477**, R.S., U.S. In addition to regular pilot on watch, shall also have one of the crew on watch in or near the pilot house;

also is required to carry a full complement of licensed officers and crew, consisting of **---** Master, **-1-** Master and Pilot, **-1-** Pilot, **---** Chief Mate, **---** Second Mate, **---** Third Mate, **-1-** Inland Mate, **---** Chief Mate and Pilot, **---** Second Mate and Pilot, **---** Third Mate and Pilot, **---** Inland Mate and Pilot, **---** Quartermaster, **---** Able Seamen, **---** Seamen, **---** Apprentices, **-8-** Deck Hands, **-1-** Chief Engineer, **-1-** First Assistant Engineer, **---** Second Assistant Engineer, **---** Third Assistant Engineer, **---** Junior Engineer, **---** Water Tender, **---** Oiler, **-2-** Firemen, **---** Coal Passer, **---** Wiper, **-3-** Watchmen, and also **-36-** persons when needed in Steward's and other departments not connected with the navigation of the vessel; that the said vessel is provided with **cross-compound** Condensing Engine **s** of **16 1/4** and **32** inches diameter **s** of cylinder **s** and **-6-** feet stroke of piston, and **-2-** Boiler **s**, **-22-** feet in length and **-40-** inches in diameter, made of lawful **steel**, in the year **1914**, rebuilt in the year **1---**. The said vessel is permitted to navigate, for one year, the waters of the **----- MISSISSIPPI AND TRIBUTARY RIVERS -----**, between **-----**, and touching at intermediate ports, a distance of about **-----** miles and return.

WE FURTHER CERTIFY that the said vessel at the date hereof is, in all things, in conformity with the laws governing the Steamboat Inspection Service and the Rules and Regulations of the Board of Supervising Inspectors.

THE FOLLOWING PARTICULARS OF INSPECTION ARE ENUMERATED, NAMELY:

Anchors, No. 1 Cables, No. 3 Has signal lights Has Metal lifeboats..... No. 1 Wooden lifeboats..... No. --- Working boat..... No. 1 Collapsible lifeboats..... No. --- Every lifeboat has equipment in accordance with the rules Has Life rafts..... No. --- Life preservers for adults cork No. 82 Life preservers for children..... No. ---	Auxiliary life-saving appliances, No. and kind wood floats----- 72 Has line-carrying projectiles, and means of propelling them --- Fire extinguishers..... No. 3&3 Portable hand fire pumps..... No. --- Double-acting hand fire pumps..... No. --- Fire hose, total length of 350 feet. Fire buckets..... No. 24 Water barrels..... No. 2 Water tanks, No. --- Axes, No. 6 Date when shaft was last drawn..... ---	MAIN BOILERS. Boiler plate: Thickness of .375" Tensile strength of 65,000# Record in local inspectors' office at Point Pleasant, W. Va. Boiler shell s drilled Feb. 18 1929 Thickness of plate found .34 inch. Longitudinal seams double riveted. Holes drilled Maximum steam pressure allowed 210 lbs. Hydrostatic pressure applied 315 lbs. Main steam pipe, thickness of .29 inch. Steam fire pumps, double-acting, No. 1	DONKEY BOILERS. No. ONE When built, 1899 Diameter of 36" Thickness of plate .31" drilled 2/19/29 Tensile strength of plate 60,000# Record in local inspectors' office at Dubuque, Ia. Maximum steam pressure allowed to donkey boiler, 95 pounds. Hydrostatic pressure applied to donkey boiler, 143 pounds.
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State of **KENTUCKY** **Edward Maurer** Inspector of Hulls.
PORT OF LOUISVILLE **Isaac W. Betts** Inspector of Boilers.

Subscribed and **sworn** to before me this **27th** day of **June**, 1930, by **Edward Maurer**, Inspector of Hulls, and by **Isaac W. Betts** Inspector of Boilers.

Office of U. S. Local Inspectors, **Thomas J. Walker** (S.E.A.)
District of (Port) **Louisville, Ky.**, **June 27, 1930** **Isaac W. Betts** Collector of Customs.

WE HEREBY CERTIFY that the above certificate is a true copy of the original issued by this office to the vessel named herein.

Edward Maurer Inspector of Hulls. **Isaac W. Betts** Inspector of Boilers.

On vessels of over 25 gross tons, the original certificate must be framed under glass and posted in a conspicuous place in the vessel where it will be most likely to be observed by passengers and others. On vessels of not over 25 gross tons, the original certificate must be kept on board to be shown on demand. (Section 4423, Revised Statutes.)
Steam pleasure yachts are forbidden to carry merchandise or passengers for pay, unless upon change of character by the Inspectors of the Steamboat Inspection Service. 11-4198

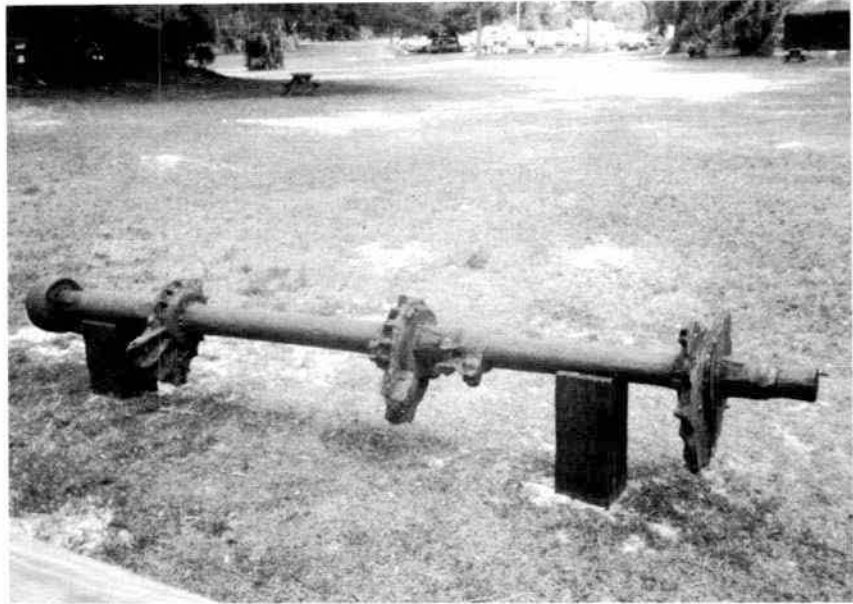
INSPECTION CERTIFICATE

(See opposite page.)

CAPT. DOC HAWLEY of the NATCHEZ has presented to us this office copy of the BETSY ANN's certificate of inspection for the period June 1930 through June 1931. This predates the arrival of the U.S. Coast Guard on the scene when vessel inspection was the province of the U.S. Department of Commerce, Steamboat Inspection Service. The inspection, conducted at Louisville, Ky. on June 24, 1930 by Capt. Edward Maurer, Inspector of Hulls, and Isaac W. Betts, Inspector of Boilers, was issued three days later. These Inspectors were veterans highly qualified. Ed Maurer for years was "high pilot" on the CITY OF LOUISVILLE, and Ike Betts had engineered such boats as the OLIVER BEIRNE (ex-JOHN W. CANNON). Life sketches and portraits of both appear in Ethel Leahy's "Who's Who On the Ohio River" published in 1931. In the summer of 1930 the BETSY ANN was in the tourist trade between Pittsburgh and Louisville, owned by Frederick Way (Sr.) and with son Fred Way, Jr. as manager and master.

Her two Western-style boilers, allowed 210#, were originally installed on the packet JOE FOWLER about 1914 at Parkersburg, W. Va., built by the boiler firm of Spence, Smith & Kootz of that city. The FOWLER had a battery of four of these boilers allowed 244# which made of her a pretty high-stepper. Later on two went to the BETSY and the other two to a towboat named SCOUT. In addition to these second-hand boilers the BETSY also carried the landing stage formerly on the FOWLER.

As noted on the Certificate the BETSY also carried a "donkey boiler" alongside her main boilers, an upright job dating back to 1899 when she was built at Dubuque. On the BETSY it was allowed 95# which wasn't much, but served well on boiler days for operating the water pump for washing out and refilling. This same old veteran boiler later went to the AVALON (now BELLE OF LOUISVILLE) and Doc Hawley reminds us that after its removal it went to a city dump in Louisville. In 1970 Doc drove Ye Ed to this dump for a final look at it, but we failed to



ONE OF THE SIDE-WHEEL SHAFTS from the old Ohio River packet FANNIE DUGAN is mounted in a Florida State Park at Blue Springs Landing along the St. Johns River. Adjacent is a photograph of the boat taken at Portsmouth, O. and a brief write-up headed "A Fossil From the Steamboat Age." Jim Wallen's son, Jim Jr., visited the park during Easter vacation and took the above picture. The FANNIE was built at Portsmouth, O. in 1872 and, following a decade of service on the Ohio, was sold to run on the St. Johns. Her roof bell later served on the side-wheel CITY OF JACKSONVILLE. Ye Ed saw it in 1922 while visiting aboard at Jacksonville. Her hull timbers at that date were plainly visible alongside a dock at Enterprise, Fla.

locate it.

At the time of this 1930 Inspection, wood life floats were required as auxiliary life saving appliances, and 72 are listed. The 3&3 fire extinguishers were three foam-type jobs which, when tilted, mixed sulphuric acid into a bicarb solution of water. The other three were Pyrenes designed to hand-pump on a blaze and suffocate the fire with highly toxic fumes. Also note the 24 fire buckets, racked on the roof and texas, with two barrels of water handy for refilling. The six axes were required for chopping into burning woodwork. Wooden passenger railroad cars also were required to be supplied with axes in overhead glass cases marked IN CASE OF EMERGENCY BREAK GLASS.

Sirs: Coming up the Mississippi on board the DELTA QUEEN: What a very special trip LeRoy and I are enjoying! We boarded yesterday at New Orleans in a

pouring rain. Our cabin is #113, and is so comfortable. LeRoy and I peered out the windows much too long last night watching the Mississippi slide by. Now we're about to have a fire drill, followed by a talk, and then a visit to Houmas House--all of this after a fabulous breakfast.

While waiting to board yesterday, Leroy and Jack Bodel were looking over the repairs going on on the MISSISSIPPI QUEEN. LeRoy was asking questions and when he mentioned your name it was as though he had tapped St. Peter at the Pearly Gates. They were escorted from top to bottom, not missing a thing. His name was Ronald Marcou. We'll have much to tell you soon.

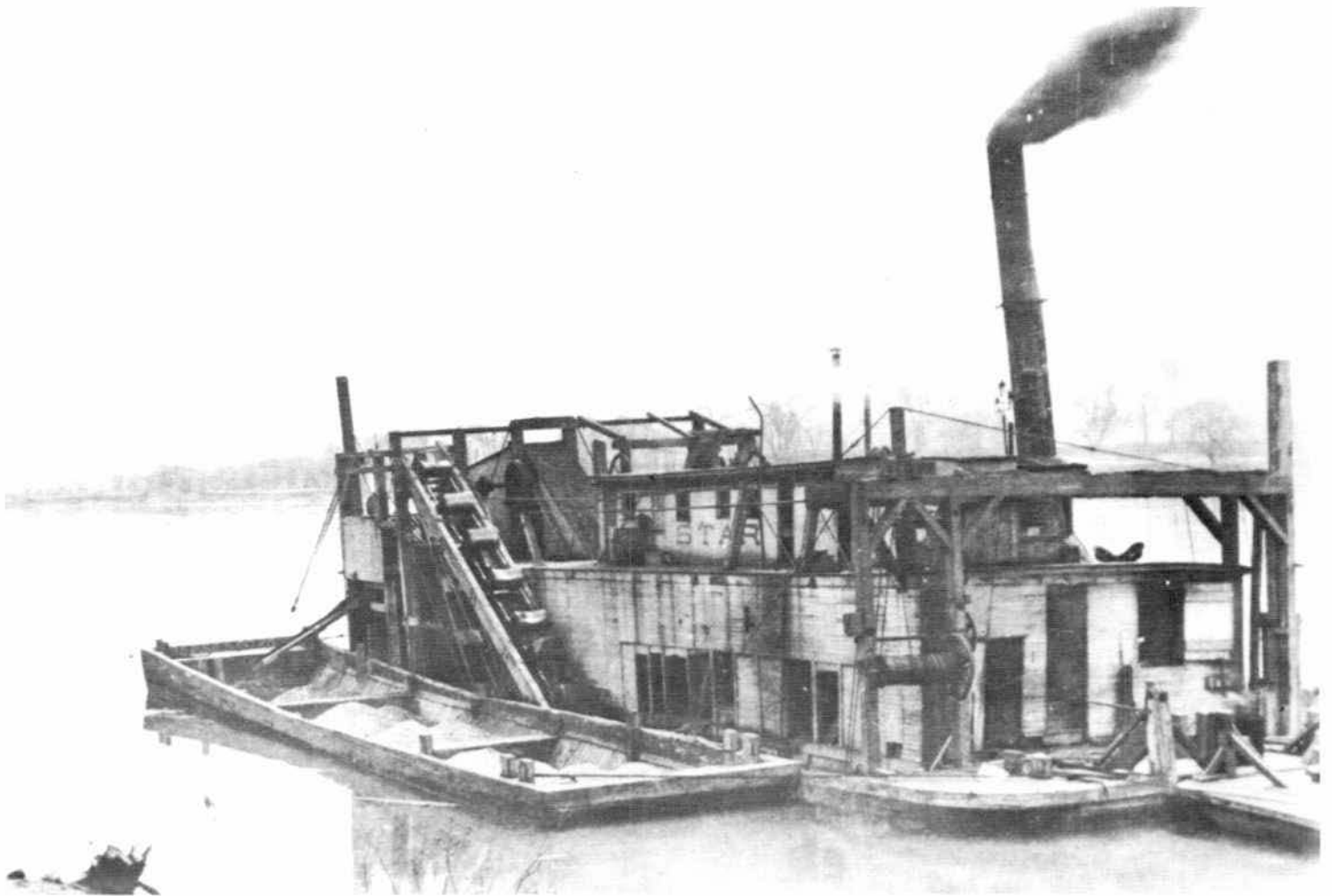
This is March 30th, Leroy's birthday.

Alie Thompson,
Fox Hill Farm,
Blackburn Road,
Sewickley, Pa. 15143



RALPH DuPAE writes: "I never thought I would find this puddle-jumper in the new Packet Directory (page 28, #0335), the ARIADNE--in fact almost didn't look because she is so small." The listing reads: ARIADNE: Prop yacht wh b. Buffalo, N.Y. 1868. 34.27 tons. Sank in the fall of 1878 above Cairo, was raised and put back in order. That's all we knew of the boat when the Packet Directory was compiled, and have

learned nothing more since. Ralph had this made from an original stereoptican slide kindly loaned from the collection of Mrs. Fred Green, Sylvania, Ohio. Pretty trim little yacht, eh! On board is a survey crew and Ralph suspects the picture was taken near Cairo. The photographer was J. P. Doremus of Paterson, N.J. who made at least two trips down the Mississippi in a floating picture gallery during the 1870s.



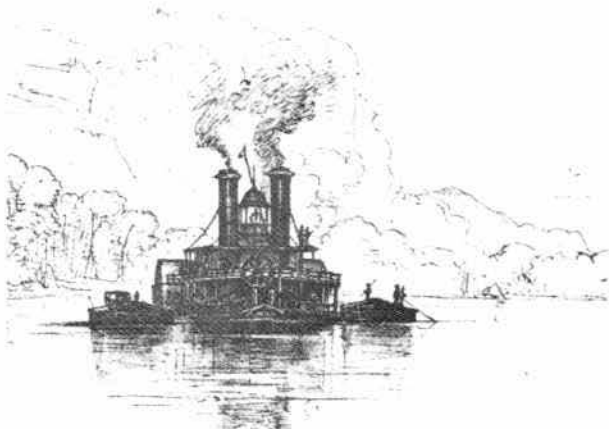
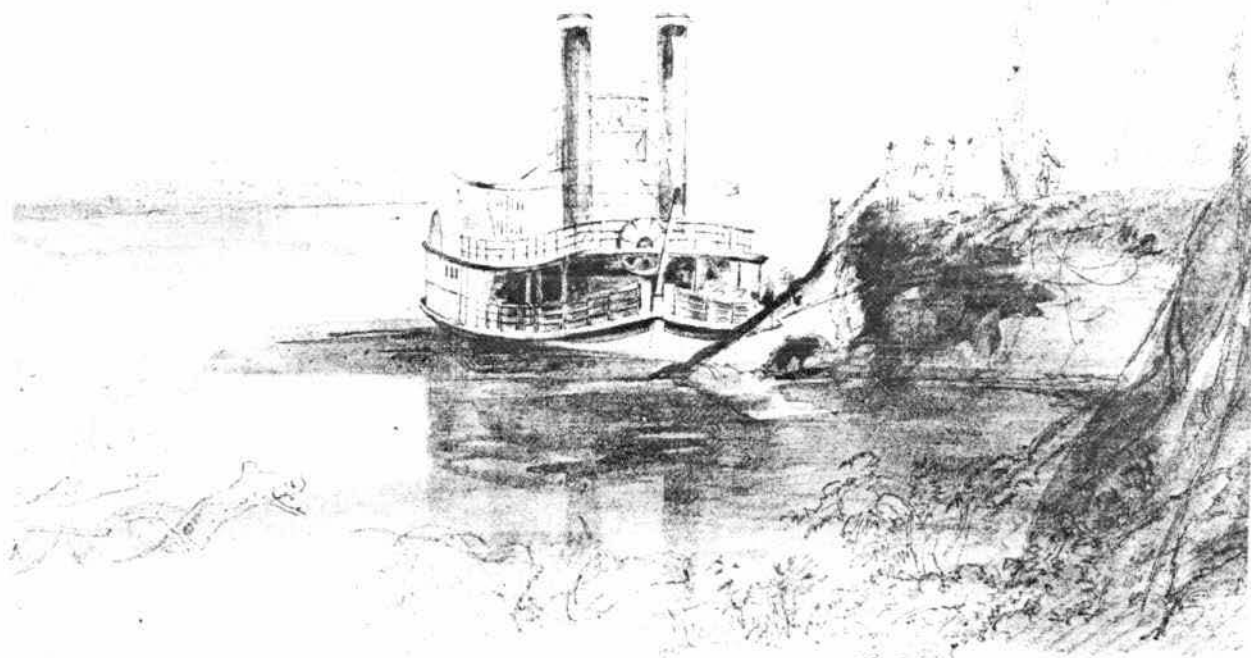
WE ARE INDEBTED to Bill and Marga Smith of Springfield, O. for this photograph of the STAR, not much to look at, but she dug sand and gravel from the Ohio River and furnished \$400 a month salary for the three principals who owned the Pittsburgh Sand & Supply Co. based at Baden, Pa. Ye Ed's father, Frederick Way, Sr. was one of these, and the other two were Joseph C. and Edwin N. McDonald, brothers, of Beaver, Pa. They formed the company in 1907 and made the mistake of building a suction steam dredge equipped with a large rotary pump. It choked on the first boulder and the pump expired forthwith. They went then to Dravosburg, Pa. and contracted for the hull and framing of the STAR, built by W. C. McCune. The Goodman Engine & Machine Co. furnished the digging apparatus, and steam was supplied from a horizontal tubular boiler from the Erie Boiler Works. A single steamboat engine was pitman-connected to a rather large flywheel, geared down to operate the single ladder chain of buckets which dumped the raw dredged material on to slanted iron bars from which the large rocks and boulders (and once a dead mule) plopped back in the river. The material then passed through a system of rotating heavy wire screens separating the sand into a metal chute leading into a "flat" (small barge, 18' by 90') moored alongside. On the other side two

similar chutes led to flats, one for fine gravel, and the other for coarse gravel. River water was force-pumped into these rotating screens. The end products were advertised as "triple washed," good clean sharp sand, and gravel glistening and polished (advertised as "glacial gravel," as indeed it was), rounded and multi-colored, sorted like semi-precious stones. The STAR made a terrible clatter, huffing, puffing, dumping rocks, sorting its product, and trembling from stem to stern. She was moored into position by fore and aft spuds, dropped or raised mechanically, but could not go anywhere on her own, requiring a towboat to navigate her, which also took away the loads and supplied empty flats as were needed. Rivermen called such a set-up a "dummy digger," not so belittling either for enormous dredges, non-propelled, ultimately dominated the trade. The STAR and her ilk on the second deck carried a cookhouse, pantry and diningroom, homemade bread, rolls and pies coming from the coal-fired cookstove to add zest to hearty meals. Usually STAR was operated single crew, 7 to 5, but in busy times she was doubled up for 24-hour service. The rotary screens, incidentally, were interchangeable. The Pennsylvania Railroad required extra-fine sand for its locomotives which were serviced from a gravity bin at the nearby Conway Yard, the STAR's most expensive product.

because of the necessary screen change involved. Most of the sand and gravel went to contractors and there was no peer for concrete--not then and not now. Standard pricing f.o.b. Baden loaded in freight cars was 90¢ a ton for sand and 45¢ a ton for gravel. Gravel was twice as plentiful as sand, all of it from virgin glacier-deposited beds some 30 feet deep forming the river's bed. Once dredged, there was no natural replenishment; even so the STAR operated within sight of the office building from about 1908 until sold about 1930, a two-mile range. Joe McDonald selected her name, vowing there was nothing so pretty as a star. Her boiler exploded once with no casualties except for a batch of bread being baked and fell flat, the cook in high dither, not realizing the boiler had sky-rocketed overboard. The fireman had turned on the injector and then leaped to safety in a nearby coil of Manila rope.

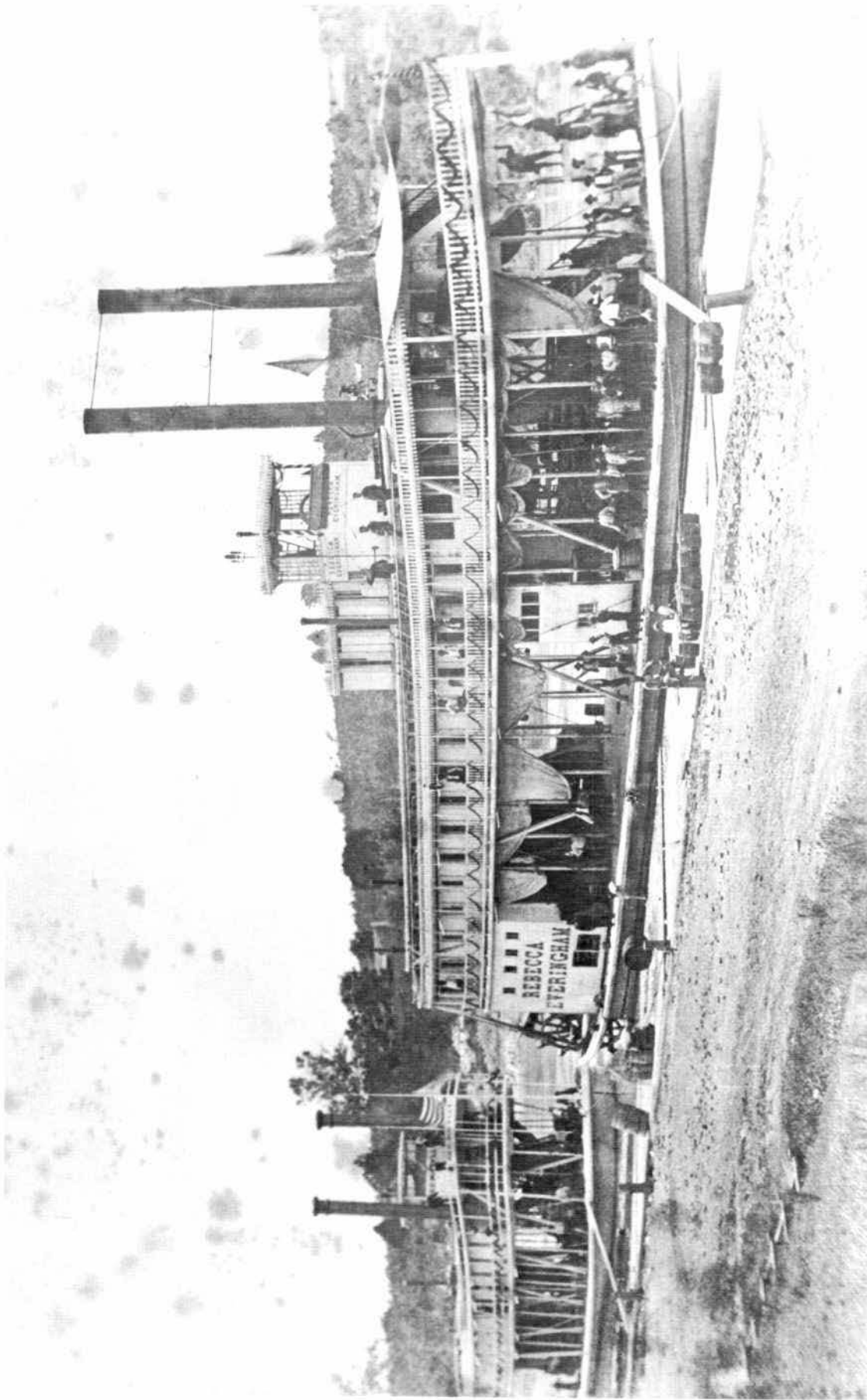
Bill and Marga Smith located the picture of the STAR while pursuing their quest for photos of boats built and repaired at the old

Smith Docks, Point Pleasant, West Va. The STAR was taken there from Baden, Pa., towed by Pittsburgh Sand's twin prop O. H. BUD, 245 miles, for hull work, date uncertain but likely in the 1920s. The BUD, not listed in LMV, was powered with twin upright Clay gasoline engines, about 30 hp. each, started with a crowbar to slots in the flywheels. Built at Dravosburg to plans drawn by Jos. C. McDonald with a semi-tunnel stern. She had reversible prop blades and a rudder behind each prop. Backing rudders had not been adopted when she arrived on the scene about 1908. Being a peculiar duck she attracted much attention, bulkheads painted gray and no name on her. Joe McDonald had no pilot's license but had steered a good bit on his father's coal-towing steam sternwheelers BERTHA and HORNET NO. 2. The BUD could not flank the STAR: it was steer or else. There were a couple of close shaves like in Sand Creek Bend and Sliding Hill but Joe made it. As I recall they contracted with a towboat to bring STAR and BUD back home, a great adventure for all concerned.



Str. OHIO near Smithland, March 1833.

KARL BODMER, Swiss painter and engraver (1809-1893) traveled along the Mississippi, Missouri and Ohio in 1832-1833. He was meticulous for detail. He sketched the OHIO near Smithland, Ky. and the YELLOW STONE (shown above.) The following letter addressed to us comes from Carl Hughes Jones, curator of the Museum of Missouri River History, P.O. Box 124, Brownville, Nebraska 68321: "I have a question for you. In both of these Bodmer sketches a pilotwheel is shown at the forward end of the boiler deck. What were these wheels used for?" Answer: IDN (I don't know). There is no doubt such wheels existed and had practical application--but what? Have any of our students come upon a contemporary explanation?



NOTICE: "Office Central Line Steamers, Columbus, Ga. August 15th, 1882, at 12 o'clock today our office will be closed and business suspended on steamers REBECCA EVERINGHAM and GEO. W. WYLLY in respect to the memory of Wm. W. Wadley, late president of the Central Railroad and Banking Company of Georgia.

[signed] George B. Whiteside, Sec'y and Treasurer, Samuel J. Whiteside, General Agent." The above picture comes to us courtesy of Herman C. Huhn III, Macon, Ga. and shows these two steamboats in mourning on that particular day at Columbus, Ga. More on the next page.



Wm. M. Wadley
-Photo courtesy Herman C.
Huhn III, Macon, Ga.

The story of these two Chattahoochee River steamboats comes to us from Edward A. Mueller, 4734 Empire Ave., Jacksonville, Fla. 32207. A letter from Ed, enclosing the photographs, reads as follows:

"Am enclosing a picture of the REBECCA EVERINGHAM in mourning; the GEO. W. WYLLY is behind her. Also am enclosing a portrait of Wm. M. Wadley, the man for whom the vessel is in mourning. He was a self-made man and took over the Central of Georgia Railroad after the Civil War and made it a success. The vessel is named after his wife, her maiden name. They later bought a 22-room mansion at Macon (since destroyed by fire) that was a real showplace."

The REBECCA EVERINGHAM was built at Columbus, Ga. in 1880. Her wood hull measured 192 x 28 x 5'3". She had one boiler and her engines were 10's- 4½ ft. stroke. She was owned by the Central Line of Steamers, Columbus, Ga. She burned with a cotton cargo and passengers aboard near Fitzgerald Landing, April 3, 1884. Twelve lives were lost, five of whom were passengers. The cause of the blaze was from particles of incandescent carbon from the electric headlight dropped on a cotton bale, igniting it.

The GEO. W. WYLLY also was

built at Columbus, Ga. on the Chattahoochee River. During most of her career she had a single stack aft of the pilothouse topped with a spark arrester. The picture of her showing this feature was furnished by Ed Mueller. She hit a pier of the Fort Gaines bridge on the Chattahoochee resulting in her loss on April 11, 1883.

Steamboats on the Chattahoochee, Apalachicola and Flint rivers will be the subject of a new book to be published by the Historic Chattahoochee Commission this year. The book will be edited by Ed Mueller, well known Florida riverboat authority and S&D member. He has edited two books on Florida steamboats, "Steamboating on the St. Johns 1830-1885" and "Oklawaha River Steamboats." Ed is a native of Wisconsin but has worked and lived in Florida for some years. He has attended various S&D meetings, the latest in 1985. He is seeking photographs of boats, boat owners, landings and heretofore unpublished travel accounts on the above-named streams. Direct such material to the Historic Chattahoochee Commission, P.O. Box 33, Eufaula, AL 36027 or call 205-687-6631. Loaned items will be returned, and material appearing in the book will be properly credited.

Edgar Marshall Jones, senior chief engineer of the DELTA QUEEN, died in a New Orleans hospital after heart surgery on Saturday, January 25, 1986. He was 72.

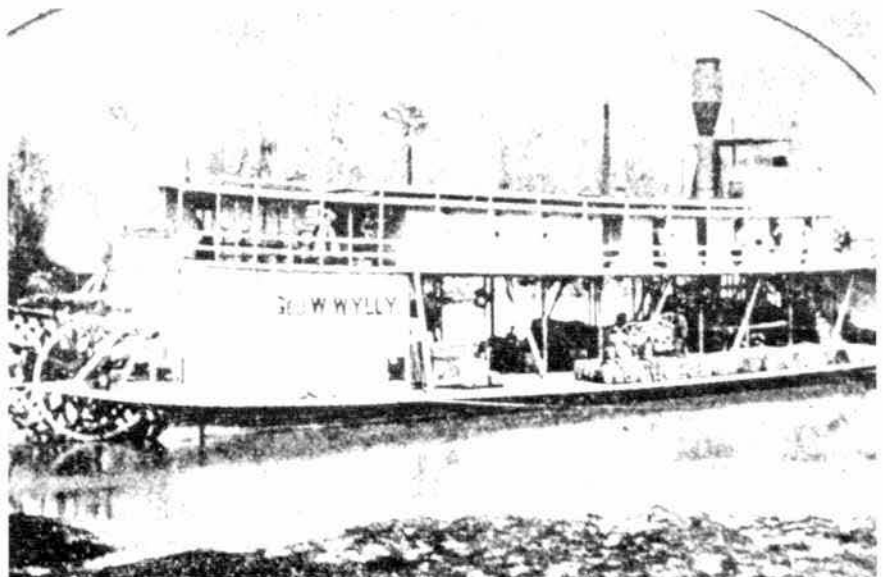
Chief Jones had been with the Delta Queen Steamboat Company for eight years and was highly regarded. A native of Baltimore, Md. he was son and grandson of ships' engineers. He had homes in Severna Park, Md. and Barefoot Bay, Fla.

Prior to joining the DELTA QUEEN he spent eight years with Motorships, Inc. and for several years before that had been a stationary engineer for the Old Housing Authority in Baltimore. Much of his career was spent aboard ships of the Bull Lines or as the company's port engineer in Baltimore.

Edgar Jones was twice married. His first wife, Elizabeth Scott Jones, died in 1982. He is survived by his wife, Mary Dent Jones, a son, three daughters, six grandchildren and a great-grandson.

Services were held in Severna Park, Md.

Suggestions for the improvement and welfare of S&D are brought to the attention of our Board of Governors. Write directly to the S&D president.



GEO. W. WYLLY

THE BIG MOVE
Sixty Homes Go
Barge-Riding.

IN THE MIDST of World War II the necessity arose to transfer 60 one-story houses from Point Pleasant, West Va. to Camp Breckinridge, Ky. The contract was awarded by the Federal Public Housing Authority to Neighborgall and Leach, Inc. of Huntington, West Va., a contracting firm still in business there, now doing business as the Neighborgall Construction Co. Jerry Sutphin, good friend of Rob Neighborgall, procured the accompanying pictures from Rob, showing how this unusual transfer was accomplished.

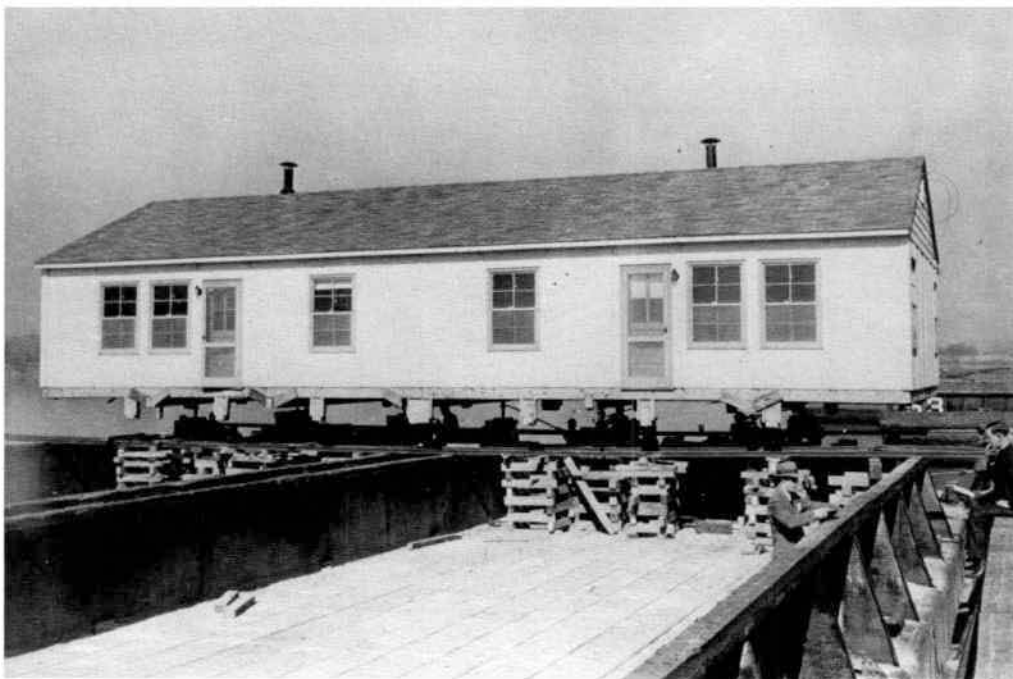
The houses were new ones built for a Federal powder plant up-river from Point Pleasant on the West Virginia side of the Ohio River. Decision had been made to curtail the powder production. Camp Breckinridge, near Uniontown, Ky., was being expanded. The contractor proposed to relocate the homes by loading them on steel barges and towing them the 577 miles. The towboat ARTHUR HIDER, a steam sternwheeler, was chartered, along with 12 barges. Thirty of the houses were taken down in the early spring of 1944, and the balance went on the second trip early in 1945.



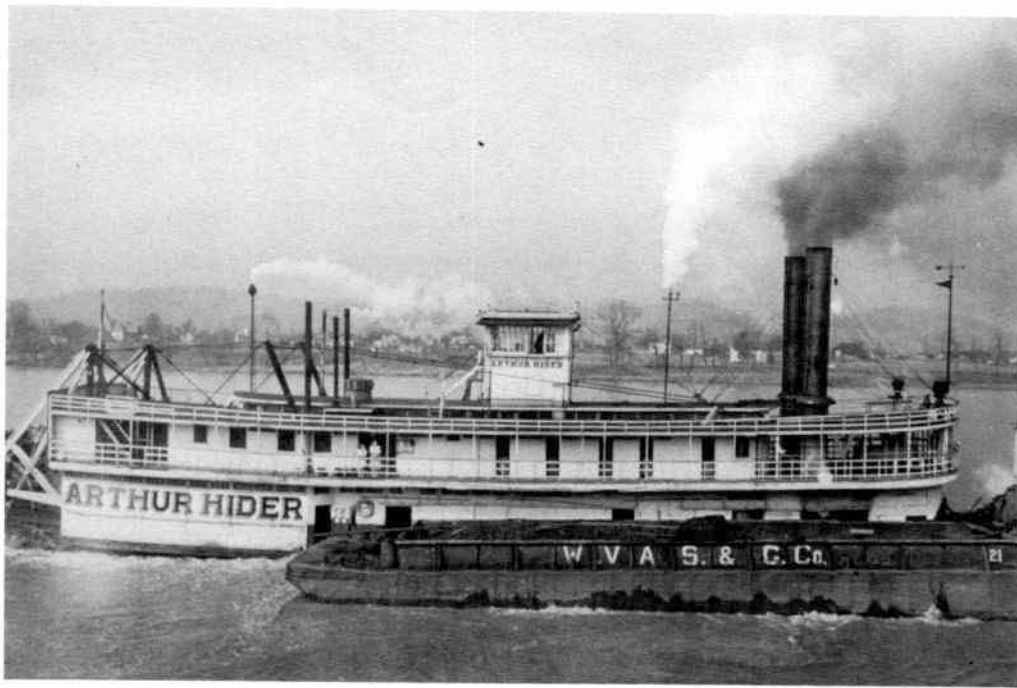
Bringing the houses to the river at Point Pleasant required the construction of a temporary railroad, graded on trestles. Each house was fully equipped with kitchen equipment and stove, bathroom fixtures and plumbing, and wired for electricity. Soldiers with rifles manned guard houses situated at frequent intervals around the perimeter of the powder works. The area was a no-no; steamboats seeking haven in a fog were not welcome.

The houses were two and four-family dwellings. The larger ones were cut in half for convenience in handling. Capt. Moten Stanley elected to arrange his tow stretched out two wide and six barges long, stretching 963 feet. Any pilot will agree that shoving empty barges downstream on "open river" is

exciting business. At every bend the tow develops a slide-Kelly skid aimed for the bend-shore where all the rocks are parked. Cap'n Mote's tow was virtually the same as handling empties--the houses were light-weight and, moreover, were wind-catchers. Cap'n Mote afterwards told a reporter



The houses were loaded on decked sand and gravel barges chartered from the West Virginia Sand and Gravel Co., Charleston, West Va.



Getting under way with her first tow of houses, the ARTHUR HIDER was quite a boat--had a steel hull. On her second "house" trip in 1945 with Capt. Henry Lindenburn as master-pilot, his crew was composed of Raymond Young, pilot; Lem Johnson, chief; Scott Bruce, 2nd engineer; Raymond Robbins, mate. Cap'n Lindenburn received \$50 a day for his services, a record for that time.

from the Cincinnati "Times-Star" that his lengthy tow turned around 23 times between Louisville and Uniontown. While making the approach to the Gallipolis Locks and Dam, with a good bit of water running, they caught a head line on the upper guide wall and then tried backing the steamboat to get the stern lined up. It didn't, and steamboat and barges and houses started drawing out to round to.

Fortunately an Ashland Oil towboat was locking up through the small lock at the moment, and cleared the upper gates in time to shove the HIDER and her barges back to safety. Ye Ed was on watch in the pilothouse of the Ashland boat, and remembers seeing Capt. D. W. Wisherd standing in the pilothouse window of the HIDER, bowing profound thanks for the assist. As we recall, Cap'n Wisherd was aboard the HIDER representing the insurance company involved, possibly Neare, Gibbs & Co., Cincinnati.

But they made it o.k., including running the Cincinnati bridges, navigating daylight only.

The late Bob Kennedy

reviewed this house-moving exploit in his "River Roundup" column in the Ashland (Ky.) Daily Independent later on. Let us quote him:

"The sternwheel towboat ARTHUR HIDER, a very nice looking boat with the pilothouse on the roof, has towed some unique tows during her lifetime which lasted almost 50 years.

"She was built at the Howard Yard at Jeffersonville, Ind. in 1898 and was 163 feet long by 30 feet wide and 6 feet deep. Her engines were 18 inches in diameter by 7 foot stroke, powered by steam from four boilers. She was built for the Corps of Engineers, Vicksburg District, and named for the principal assistant engineer of the Mississippi River Commission.

"During her lifetime she had a great array of famous pilots and masters among whom were Captains Robert J. Porterwood, Charles L. Wilkerson, George Anderson, Tom Wilcox and Aubrey D. Haynes.

"In 1935 the ARTHUR HIDER was put up for sale at public sale and was bought by a prominent Cincinnati steamboat man and business man, A. O.

Kirschner in September of that year. Mr. Kirschner used the boat in the contract towing trade for several years and perhaps the most unusual job of towing done by the big steamer was of taking two tows of barges from Point Pleasant, W. Va. to Uniontown, Ky. with 30 houses in each tow.

"The first traveled tow of thirty houses downstream passed here [Ashland] in March of 1944. Capt. Moten Stanley was in charge of her first tow. The second tow was taken down a year later in April of 1945 with Capt. Henry Lindenburn in charge.

"Mr. Kirshner died a short time after buying this boat and his son took over the active operation of the business. He sold the boat in 1947 to Capt. W. C. Beatty of Cincinnati who kept her in the landing of the Cincinnati Sheet Metal Works for several months until she was dismantled."

[Ed. note:- Capt. Tom Greene bought the two arc searchlights from the HIDER at this time for the DELTA QUEEN. Neither the DQ or DK used arc searchlights in Sacramento River service.]



Five double homes loaded and ready to be switched by the HIDER at Point Pleasant.

The tow assembled and ready to depart from Point Pleasant. The K&M railroad bridge is in the distance, upriver.



Getting ready to run the suspension bridge at Cincinnati. The TOM GREENE, GORDON C. GREENE and others are moored across the way at the left.

Bob Booth of Bethel Park, Pa. recently bought four framed steamboat pictures at an auction near Waynesburg, Pa. One of these was of the towboat FRED WILSON. Attached to the back of it was a typewritten note, as follows:

"I was on the Str. FRED WILSON relieving Capt. Dan Varble in dropping coalboats out of Lock 41 to West Louisville. All 5 boilers exploded after landing at fleet in front of Col. John Whelen's residence in West Louisville, May 26, 1904, 3:20 a.m.

"I was blown up with the roof of the pilothouse on my head, then down in the water on the shore side of the boat. The roof floated off and then I heard a man, said to be William Timmons, saying, 'Oh me, oh my, someone come.' I could not see him but said, 'Why don't you get a chunk like I got; someone will come to us directly.' He said 'I can't, I can't.' Then swimming in the direction of his voice I got to him and we both went down, then came up to the surface of the water when Henry Sikes with a man in a skiff pulled in around the wheel of the boat and to us, pulling us out of the river and taking us to the Quarterboat laying inside of fleet.

"There we witnessed an awful sight. All of which would make a lengthy story as I remember--but I never cared to reveal the FRED WILSON disaster."

C. R. Nadal

Below this statement and written in ink is the following note:

"When Timmons was pulled out of the water by Sikes and Nadal they saw that his arm had been blown off. That is why Timmons could not get a 'chunk' and why Nadal did not want to talk about the disaster." --W. E. Fals

Ed. note: Capt. Charles R. Nadal was a respected master-pilot who ran coal south from Louisville. His father Barney Nadal was a shipbuilder in Civil War times, and superintended the construction of such boats as the BART ABLE and MOLLIE ABLE. Apparently Charles Nadal got off unscathed from the explosion. Capt. Joe Price, master of the boat, was killed, as was a friend of his, William A. Holland, a guest aboard. Henry Sikes [sic, Sykes] was the mate, called "Ad" Sykes. The FRED WILSON was demolished.

Sirs: Thanks for running the photo of the C. Y. DUNCAN model (Dec. '85 issue, page 17.) I now have a complete set of plans should someone wish to build a duplicate. The three sheets show hull lines for either single or twin prop versions, the cabin and all fittings, and a suggested layout for installation of radio control equipment. All plans scaled $\frac{1}{2}$ " = 1 ft., same size as the model. Price 15 bucks per set.

John L. Fryant,
6508 Dorset Drive,
Alexandria, Va. 22310

CORRECTION

Ed Hill of the Murphy Library, La Crosse, Wis. checked into the loss of the packet BEN COURSI (Way #0555) in collision with the KEY CITY. The date given in Way is Aug. 24, 1857. The correct date, gleaned from contemporary newspapers, is Oct. 4, 1857. Ed Hill thought it rather strange that La Crosse papers made no mention of the boat's loss, and then learned from an index of a Dubuque paper that the proper month was in October. A search in the files of the La Crosse Independent Republican turned up the full account.

Mrs. Alma M. Ash died, 97, on Friday, January 24, 1986. She was an S&D member of long standing and is fondly remembered by those who met her at S&D meetings. Her husband was the late Capt. Leon Ash, master-pilot with the U.S. Engineers, Huntington District, and Union Barge Line. Alma Ash was a native of Fishersburg, Ind. She was a retired registered nurse at Anderson, Ind. She and her husband for years occupied the Ash homestead at Lamb, Ind. where she was a member of the Union Baptist Church.

There were no immediate survivors.

Services were held at Vevay, Ind. and burial was in the Vevay Cemetery.

--Our thanks to B. C. Menges, Lanesville, Ind. and to Roy Emery, Hanover, Ind. for particulars.

Nelson Brown and his wife Veramae, of Marietta, called at 121 River last February 20th. As a souvenir, Nelson presented us with a pamphlet of river articles he had culled from the Beverly (Ohio) "Dispatch," 1868-1965.



Capt. Harry Loudon (left) and Lawrence E. (Larry) Walker pose on the balcony at the home of Virginia Bennett, Covington, Ky. A metal eagle from the CHRIS GREENE, restored by Larry, is mounted on the railing and partly shows. See page 5 for details. -Photo by Dorothy Frye.

THE BEST OF HUNSTER

ON THE FOLLOWING pages of this series are photographs taken at Cincinnati c. 1897-1918 by commercial photographer Richard L. Hunster who peddled them at reasonable rates; 5¢ each for post cards and 25¢ each for 6½ by 8½ prints from his glass plates. Ed Ojeman, office manager with the Louisville & Cincinnati Packet Co.'s wharfboat at Cincinnati furnished me with Dick's address in 1915. Dick sent me a penciled list, and over the next several years I acquired most of them. He was marketing about 150 in all, many of them copied (poorly, I may add) from older prints. The gems were the ones he himself had taken. Dick Hunster was a black (a word which grates me) and when I first called on him at his Gilbert Avenue flat he was poor as a church mouse, but he didn't regret having squandered good cash--and time--on his steamboat picture avocation. I don't suppose those nickels and quarters kept him in groceries. His last employment that I know about was as a porter in the Palace Hotel there in Cincinnati, and many years later I learned he had died on January 24, 1928, aged 66. Nobody to this day knows what happened to his glass plates.

The pictures in this series were copied from original Hunster prints. Modern film makes possible a high fidelity of sharpness, shade and shadow. Richardson Printing, where these pages are produced, excel in offset photography. These "samples" were chosen to demonstrate Dick Hunster at his best. Apparently he did not start photographing steamboats and river people until well into his thirties, in the 1890s. He took very few towboat pictures, probably because opportunities to go aboard and sell prints wasn't an easy matter.

1 **HENRY M. STANLEY** Taken during brief Greene Line ownership (1904-1907) with white collars removed from her stacks. L. & N. bridge at the right, and Newport, Ky. in the background. A fixative stain rainbows across sky and smoke on the original glass plate. Dick Hunster took several pictures from this vantagepoint, about where the proposed Sawyer Point Park is presently in the planning stage.

2 **QUEEN CITY** Taken from the same location as the STANLEY above. This could have been taken on one of her early trips to the Upper Ohio in 1897 judging from the almost flawless paint job on the hull.

3 **SHERLEY** Both on this page were taken from the same vantagepoint as No.'s 1 and 2. The White Collar Line lost the SHERLEY in November 1897 near Quincy, Ky. so this classifies as one of Dick Hunster's early boat pictures.

4 **BONANZA** Judging from the background buildings at the left, this one was taken about the same time as the SHERLEY above. It would be interesting to know if Dick Hunster used a lens filter to get such good cloud effects.

5 **ISLAND QUEEN** This can easily date 1896, her first season, departing from the foot of Vine Street, Cincinnati. The attention of many passengers is drawn to the calliope being played on the texas roof between the stacks. This first QUEEN had compound non-condensing engines which 'scaped lustily, almost equal to a high pressure job. Dick did well to capture all such animation in his picture.

6 **GREENLAND** Taken sometime after 1904 when the Greens ran her Cincinnati-Pomeroy-Charleston. Again we are back to the Newport, Ky. background. This glass plate was cracked early-on. Takes some sharp looking but you can see it in the watery foreground.

7 **BOSTONA** No doubt about the date on this one: August 29, 1899. That was the day Commodore Laidley sent the BOSTONA, aged 20, from Cincinnati to the Howard Yard, Jeffersonville, Ind. for dismantling, and for the transfer of her engines to the new INDIANA. Dick Hunster told me that he wasn't tipped off about this last trip. Determined to get the event recorded on a glass plate he hustled, camera, tripod and all, aboard street cars across the Cincinnati suspension bridge and down about Ludlow, and got this shot. Somebody who knows about the church across the river could tell us the exact location.

8 **LIZZIE BAY** Laid up below the Mail Line wharfboat, Cincinnati, with the suspension bridge for background. After the LOUCINDA was built in 1910 for the Cincinnati-Madison trade, the LIZZIE BAY lay where you see her a good bit. In fact she sank right here in June 1909 and was raised. In 1912 she was taken to the Howard Yard where the machinery and part of the cabin went on a new hull to create the CORKER. Nice lighting here in a late afternoon sun.

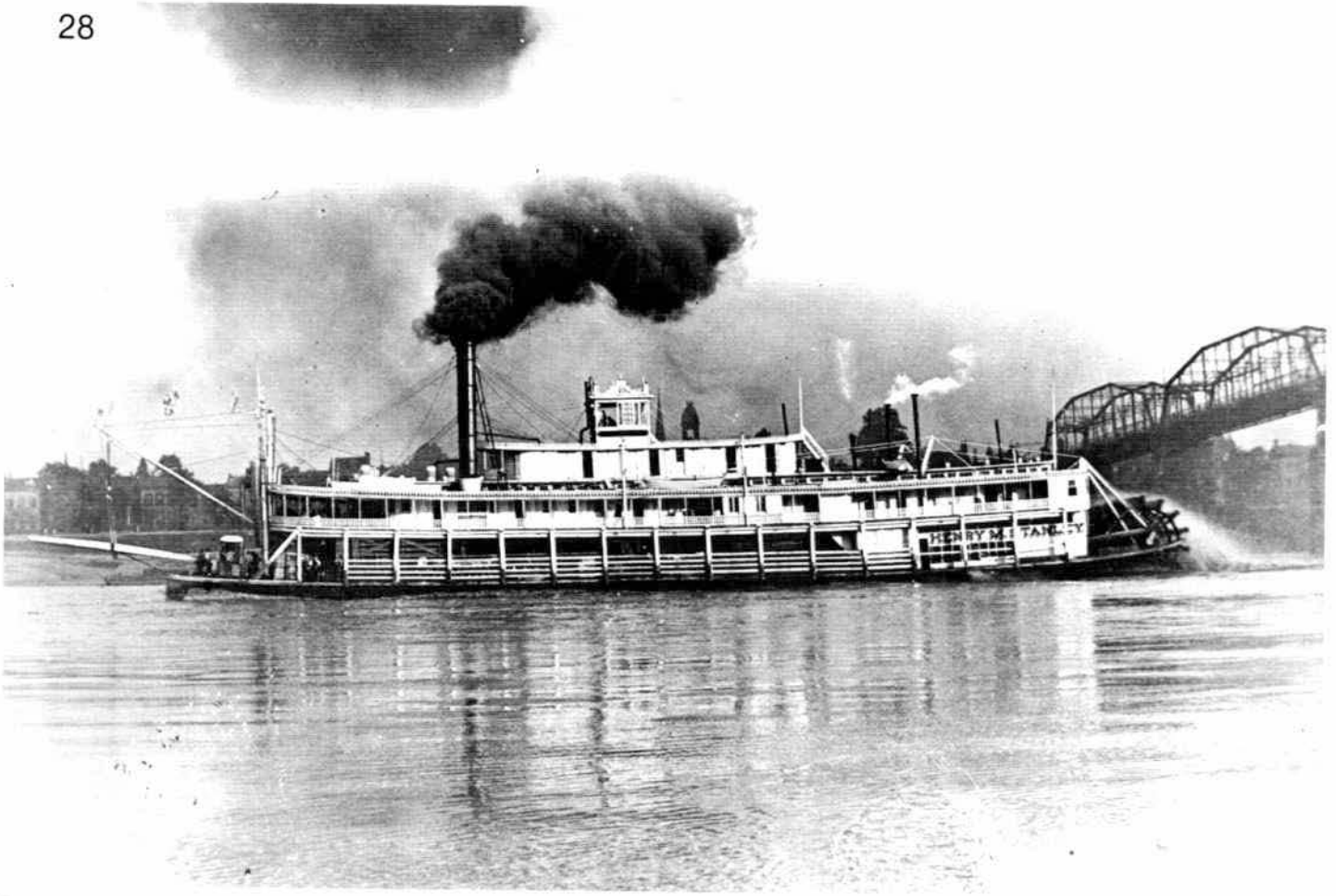
9 **END OF THE LAIDLEY REGIME** In early February 1918 the river fell at Cincinnati to expose the wrecks of the two sister side-wheelers, CITY OF LOUISVILLE (right) and CITY OF CINCINNATI (center) both destroyed in ice. The wrecked LOUCINDA lies ashore between the CITY OF CINCINNATI and the QUEEN CITY (left). Commodore Fred A. Laidley had built and operated both of these side-wheelers. He decided to call it quits and sold the Louisville & Cincinnati Packet Co. to "Commodore" John W. Hubbard, Pittsburgh. In this scene Capt. William E. Roe, Hubbard's river manager, had brought in the QUEEN CITY as a replacement. The U.S. Engineers were clearing out the wrecks and Dick Hunster likely came aboard one of their dredges in a skiff (foreground). His picture, other than the drama of the moment, shows how the outside wheel journals were supported on the CITY OF LOUISVILLE.

10 **WRECKING THE BONANZA** In May 1909 the White Collar Line tore down the BONANZA at the Cincinnati wharf. Dick took this unusual scene as the work of demolition progressed. The suspension bridge appears dimly in the background.

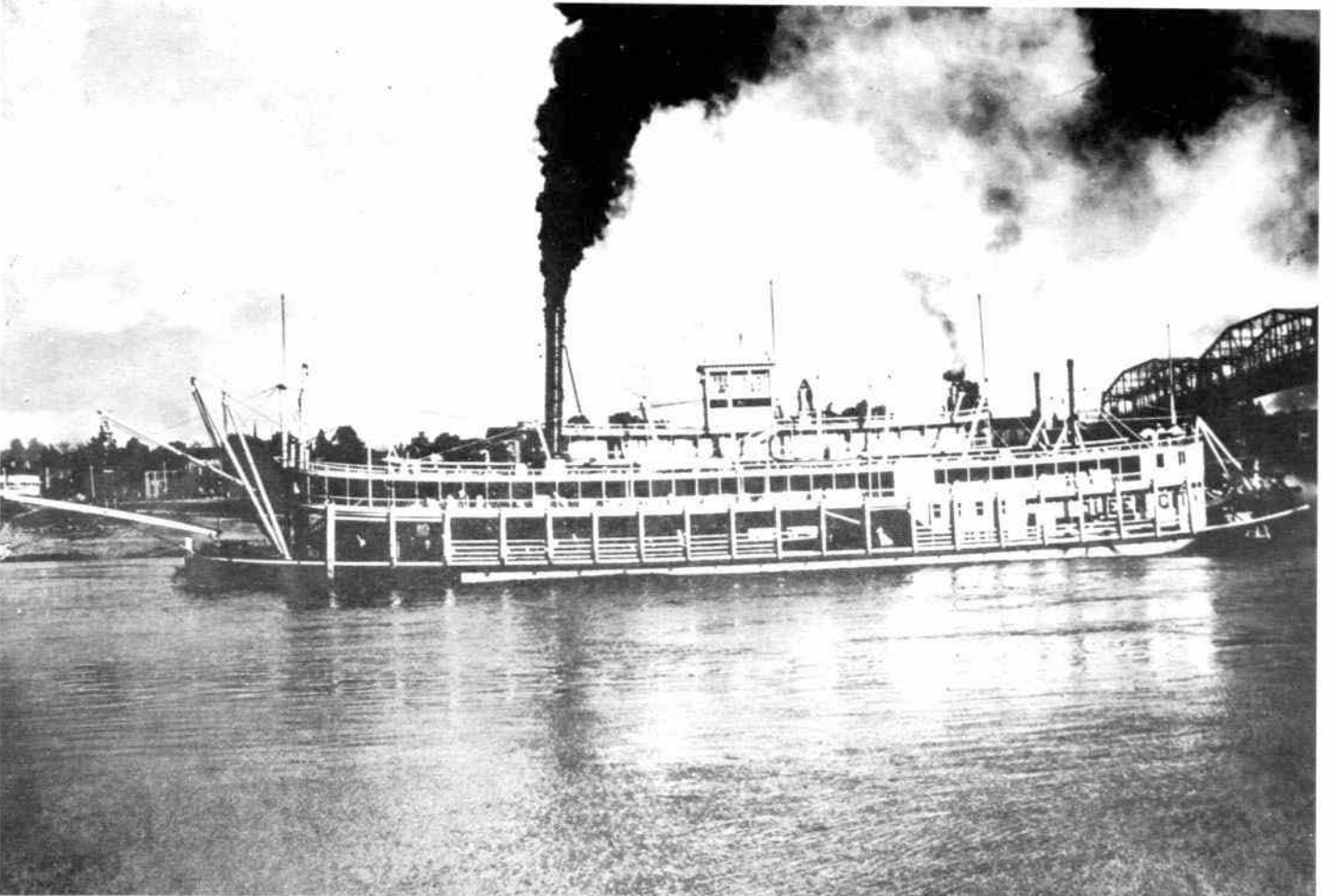
11 **OHIO** Ran in the Pittsburgh-Cincinnati trade 1909-1913, a real successful "poor man's boat." Three rivermen bought her at a U.S. Marshal sale in 1907 on a high bid of \$9,800. One of these, Capt. Martin F. Noll, later told this scribe that he met her at Marietta in a horse-drawn buggy every up trip to cart the week's profits to a local bank. Formidable competition starting in 1912 ended the fun.

12 **LOW WATER** The OHIO and LUCILLE NOWLAND laid at at Cincinnati in 1910 or 1911 during summer's drought. Capt. Martin F. Noll mentioned above also owned the NOWLAND.

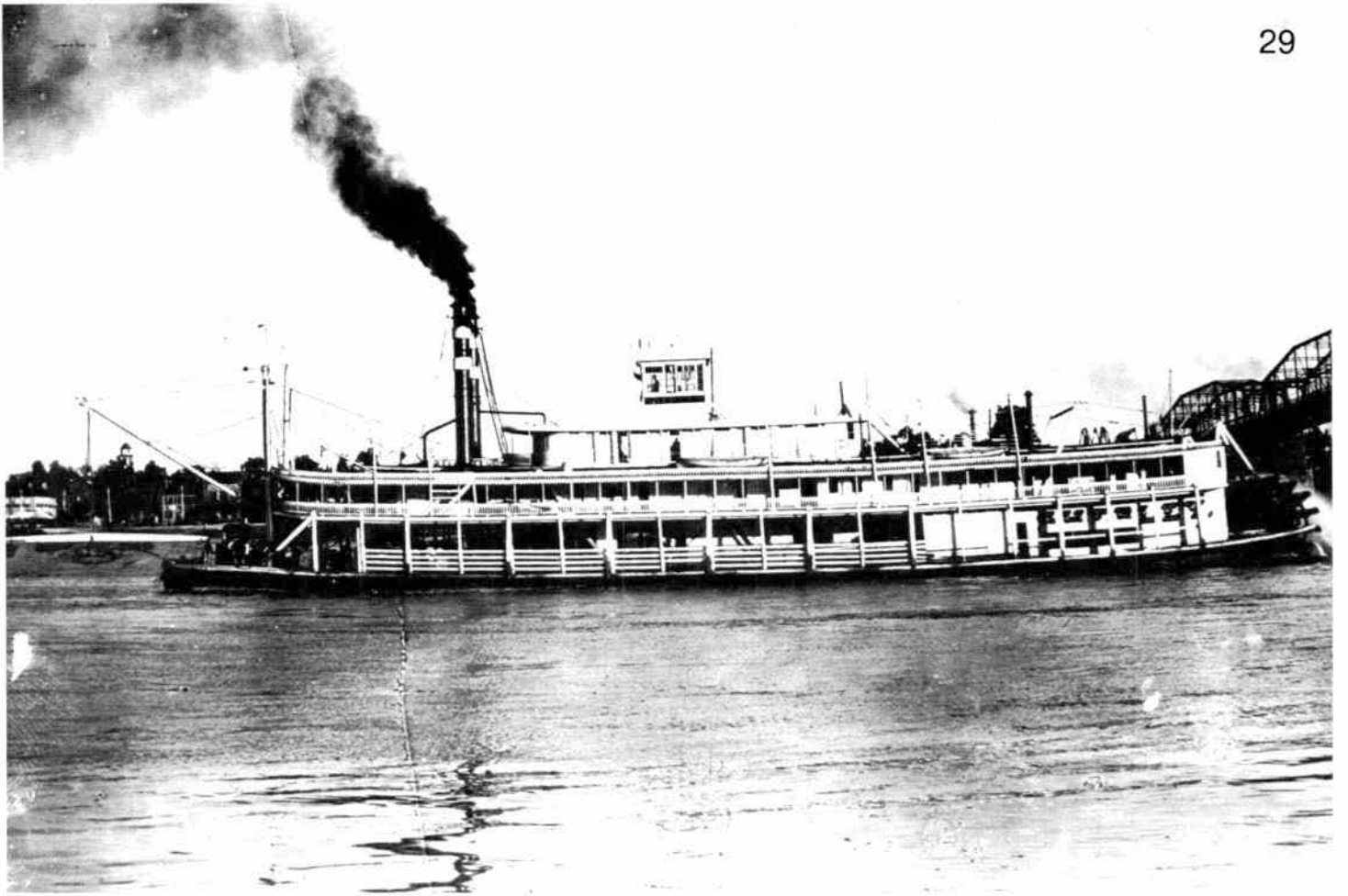
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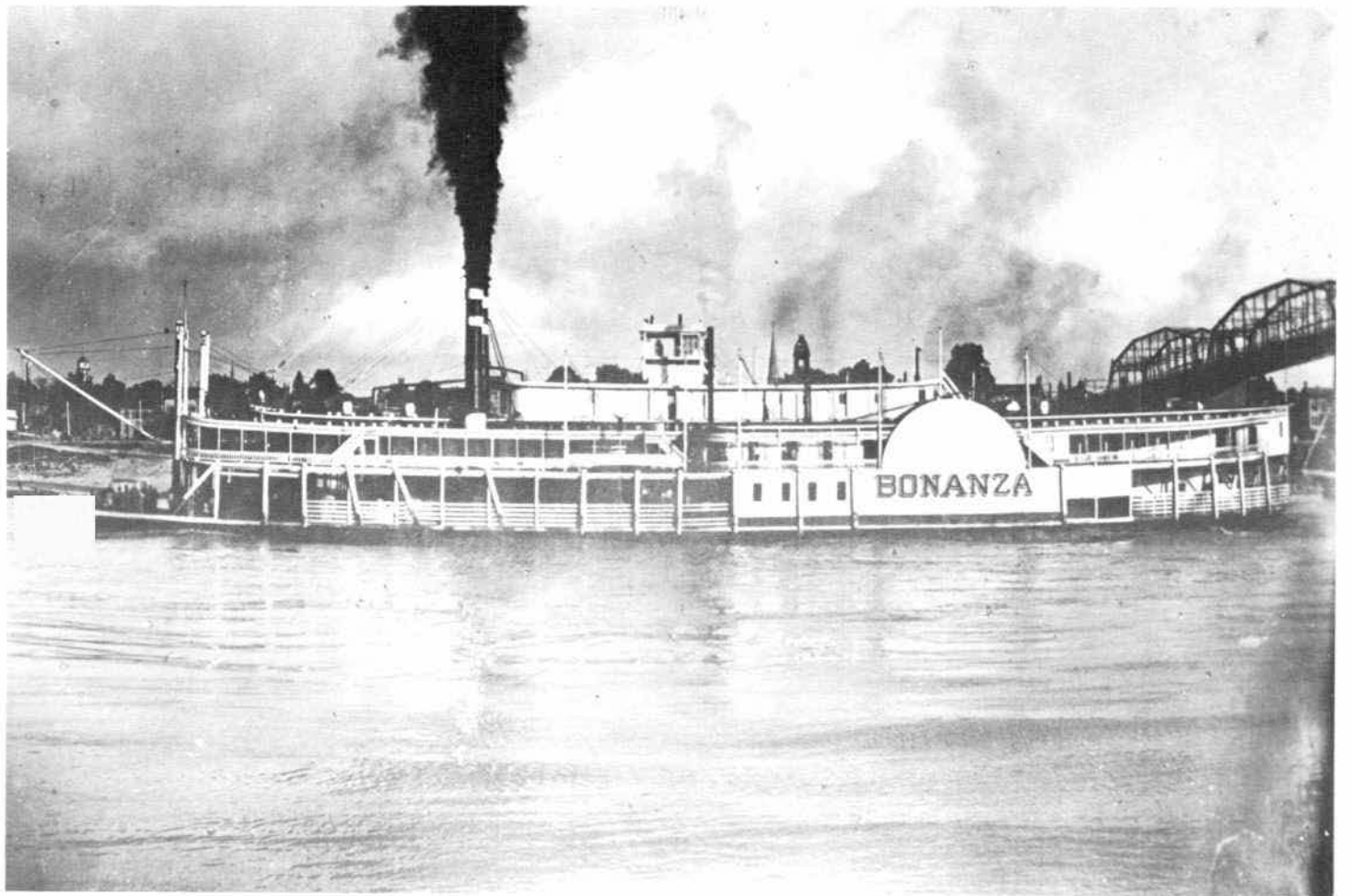
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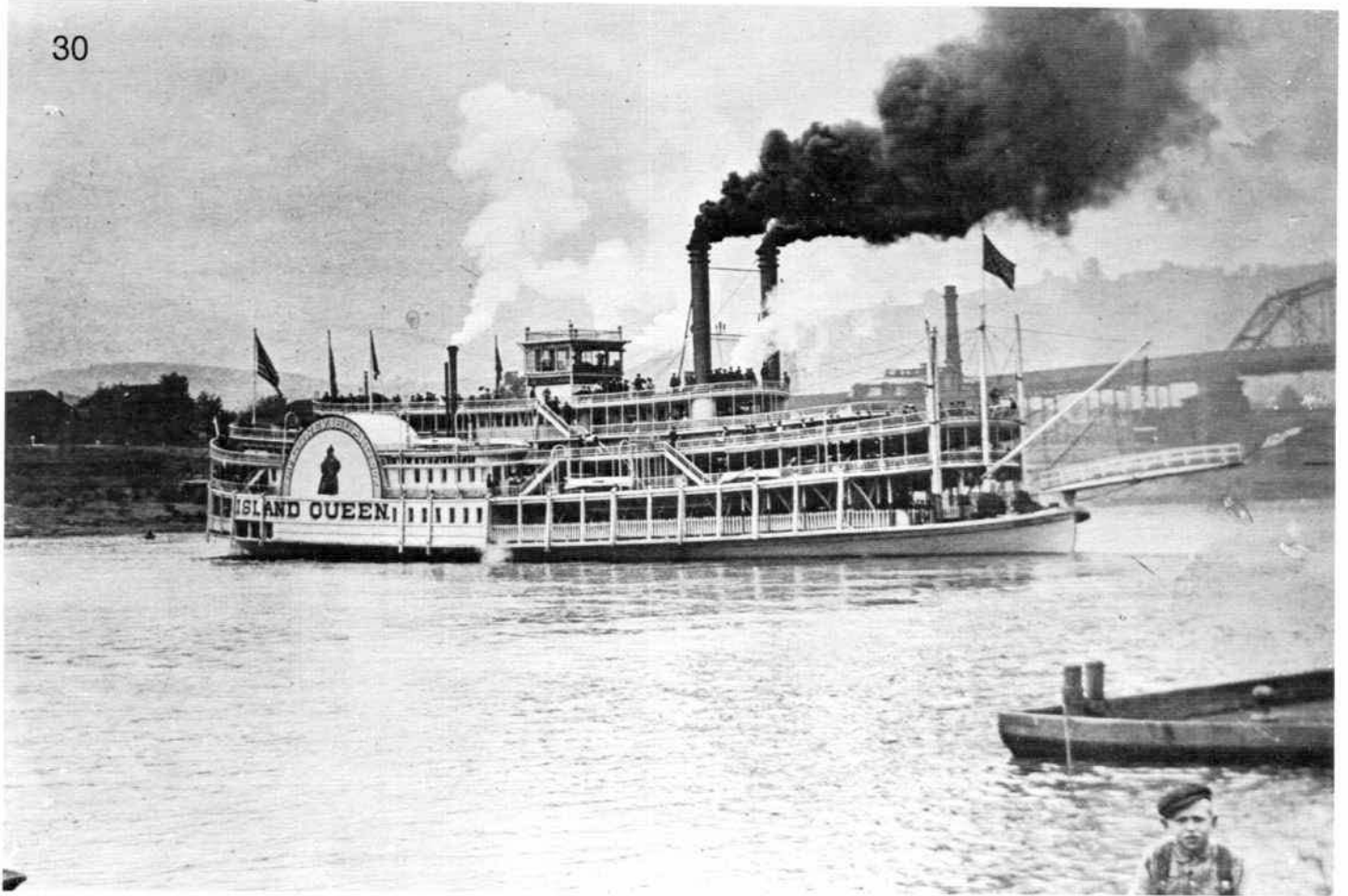
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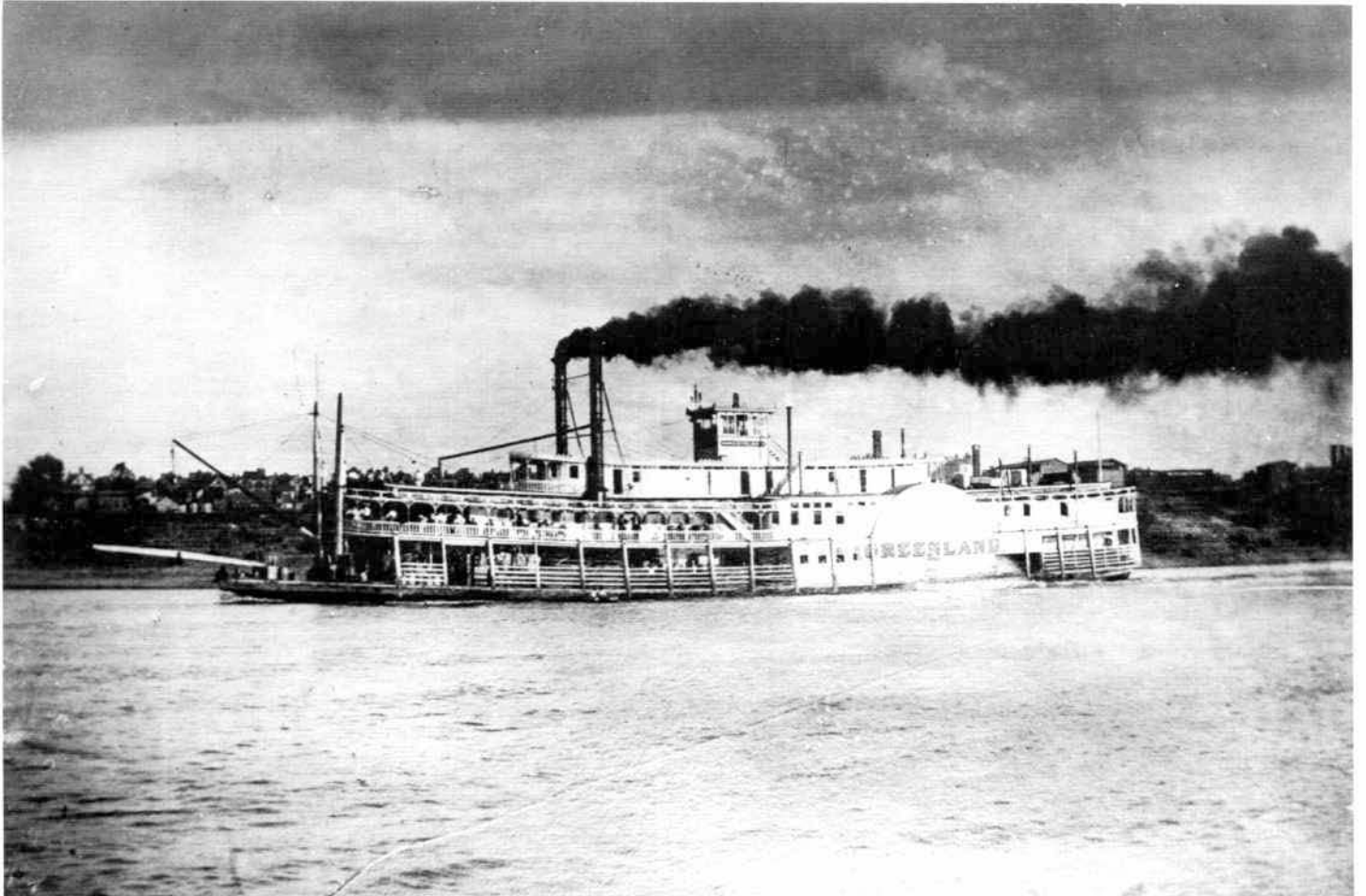
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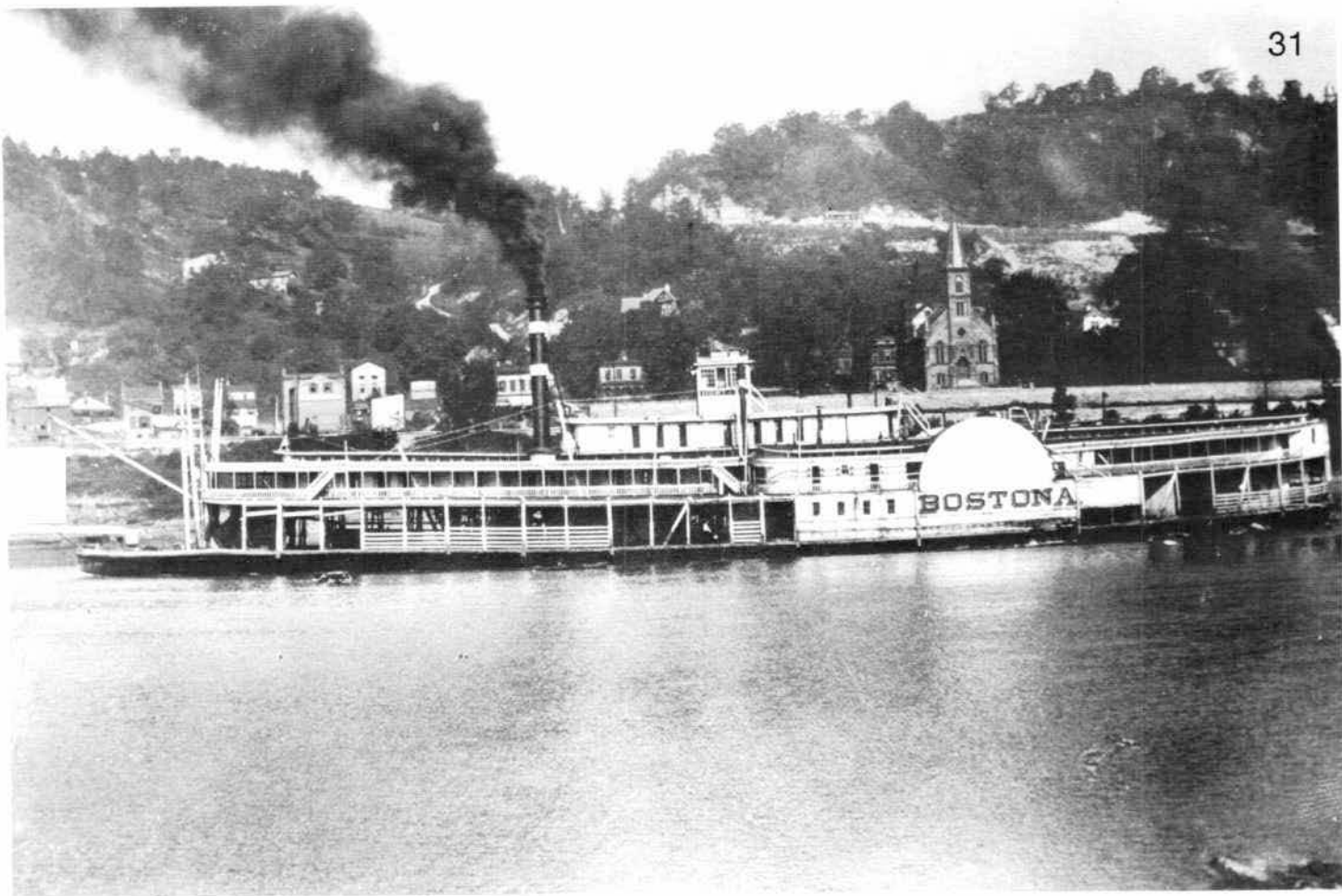
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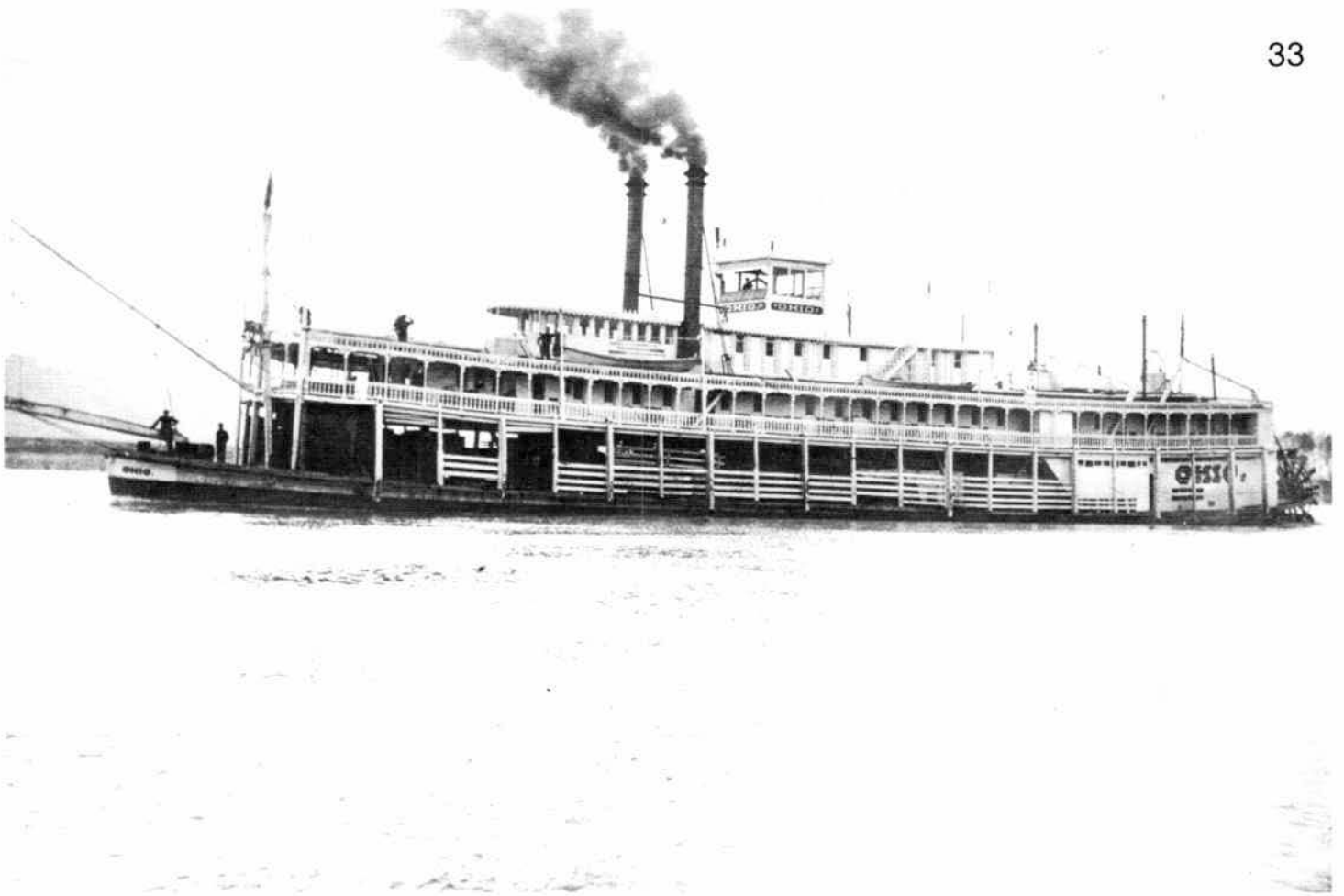


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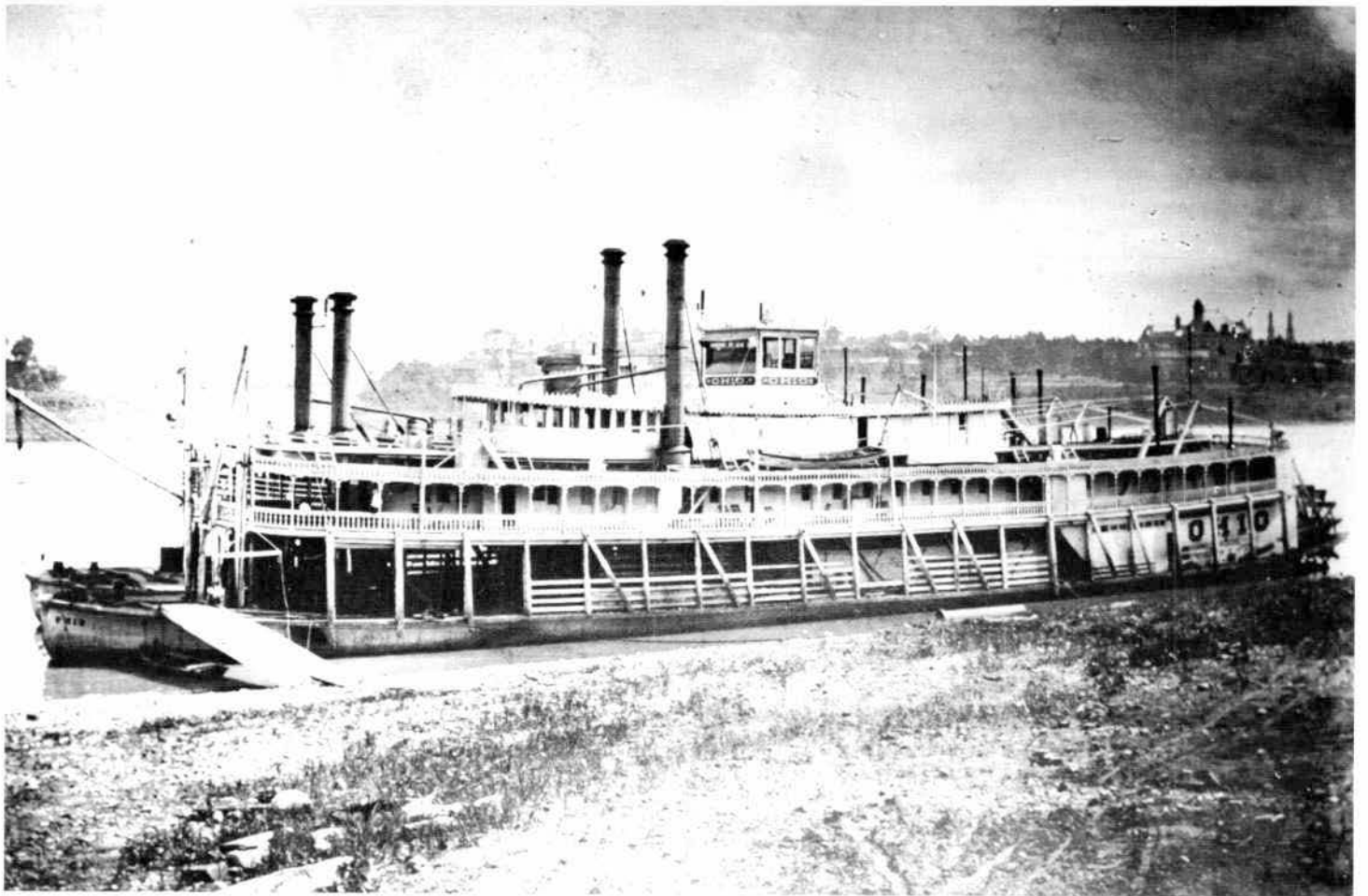


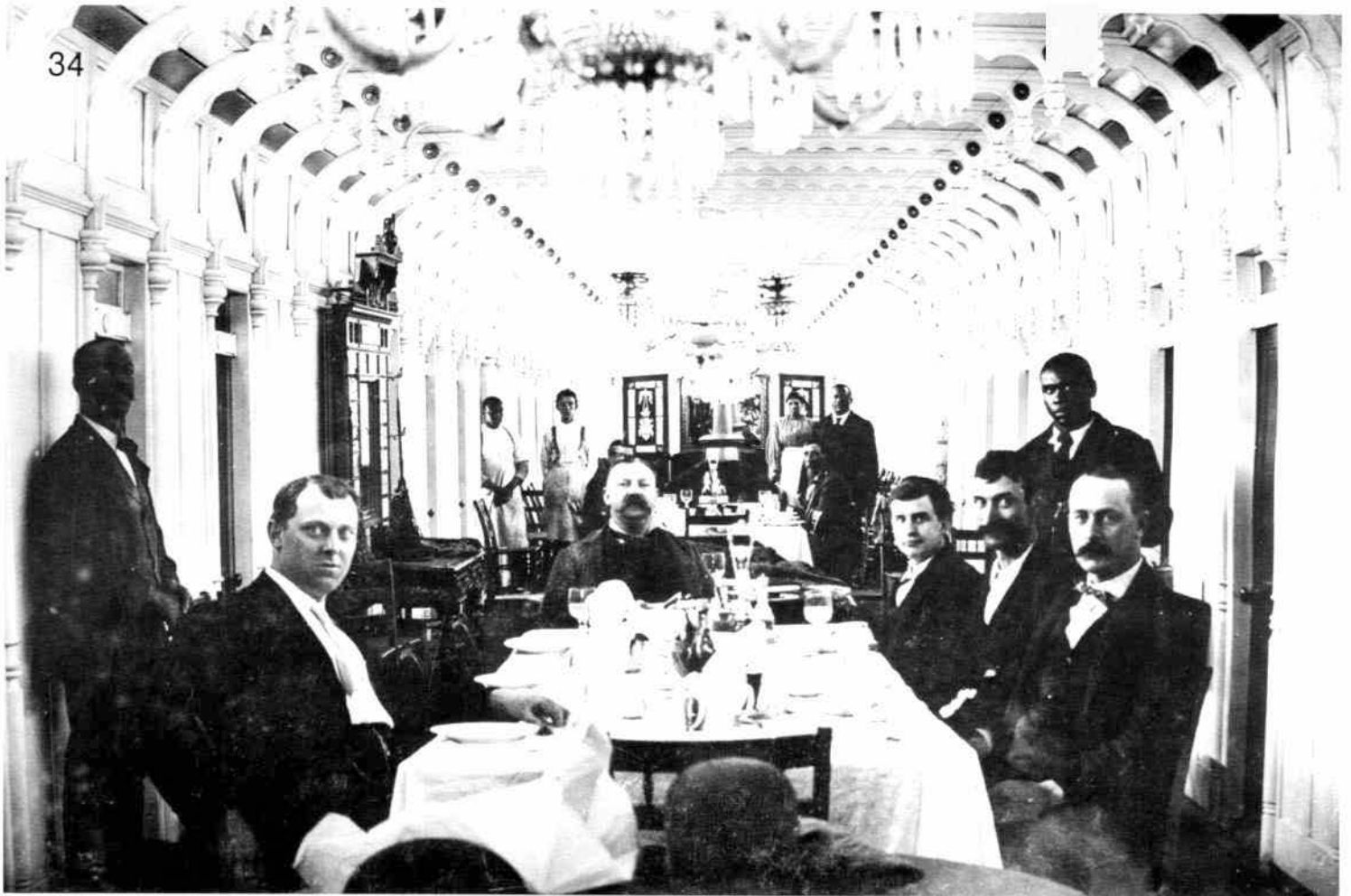
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11



12





Susan Jones
chambermaid

? O O O O

Bob Triplett
texas tender

Jim Holloway
second clerk O

O Bill Beare
striker engineer

O Bub Beare
chief engineer

? O

O Capt. Ike Argo
pilot

O Jewel Owen
steward

CREW at the dinner table of the HENRY M. STANLEY in the Cincinnati-Charleston trade, photo by Dick Hunster, probably in her White Collar Line days. Identifications by Jesse P. Hughes. In the third issue of S&D REFLECTOR, Sept. 1964, page 11, there appeared a letter from Mrs. Frank J. Keiser, daughter of Capt. Elias Lambert (Ike) Argo, which bears repeating here:

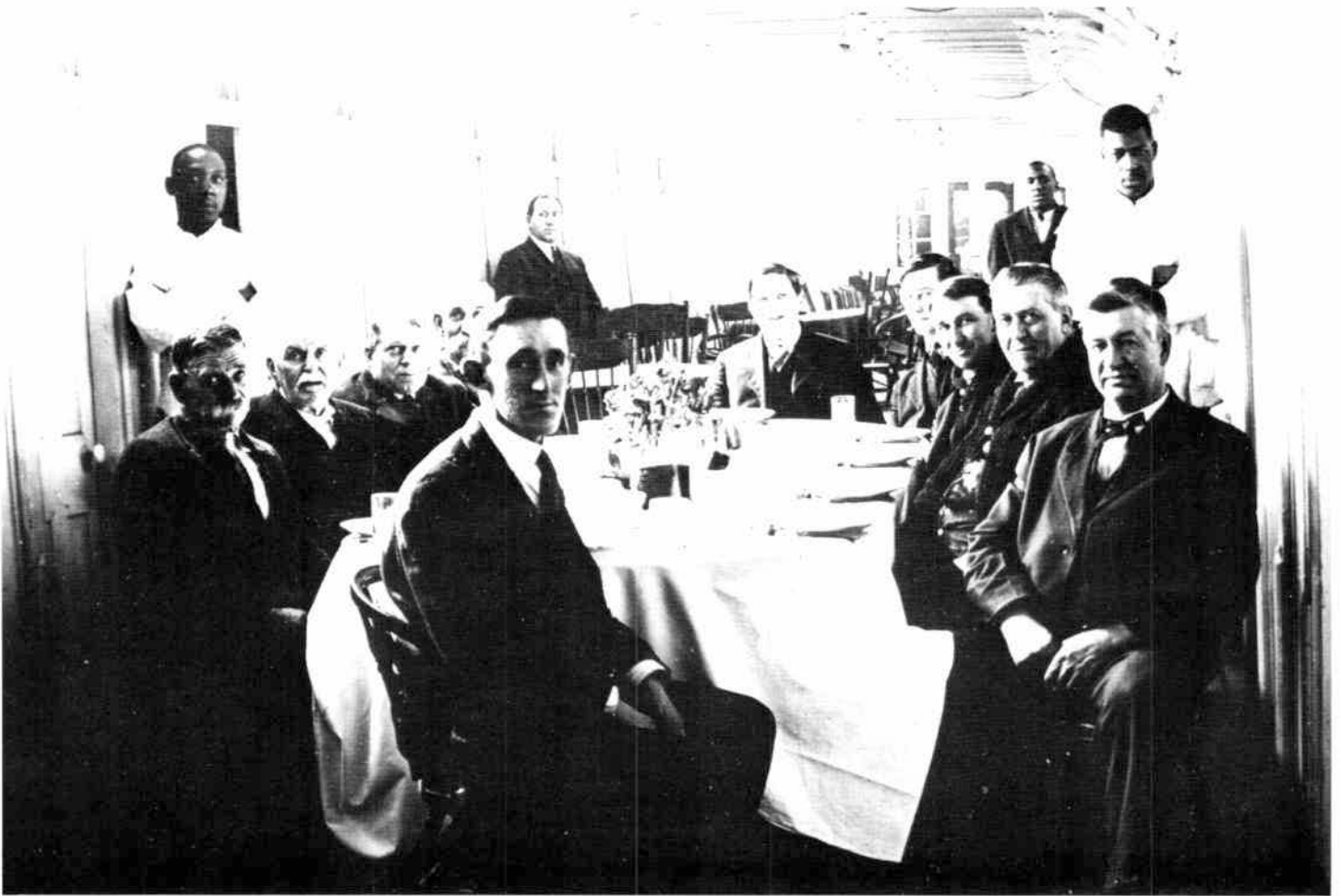
"My father, Elias Lambert Argo, was a pilot and captain. He received his first pilot's license on August 23, 1876, at Cincinnati, from the hands of Henry H. Devenney and Charles W. Fisher, the local U.S. Steamboat Inspectors, certifying his skill on the Ohio River between Cincinnati and Pomeroy.

"He served the White Collar Line through the Wash Honshell period, then during the Laidley ownership and finally with Capt. and Mrs. Gordon C. Greene. He fell on the deck while talking with Mrs. Greene. It was his last illness.

"I am quite interested in becoming a member of S&D and would appreciate knowing the organizations requirements."

Mrs. Frank J. Keiser,
4406 McPherson, #7 N,
St. Louis, Mo. 63108

On Sept. 19, 1964 Mrs. Keiser attended S&D at Marietta, and she appears in a group photo taken by S. Durward Hoag appearing on page 8 of the Dec. '64 issue.



Billy Zehler O
steward

Chris B. Greene
O

Ben Metzger O
carpenter

James Wirthlin O
wharfboat clerk

Dave Scatterday O
purser

Silas Woods O
engineer



O Harry Hughes
second clerk

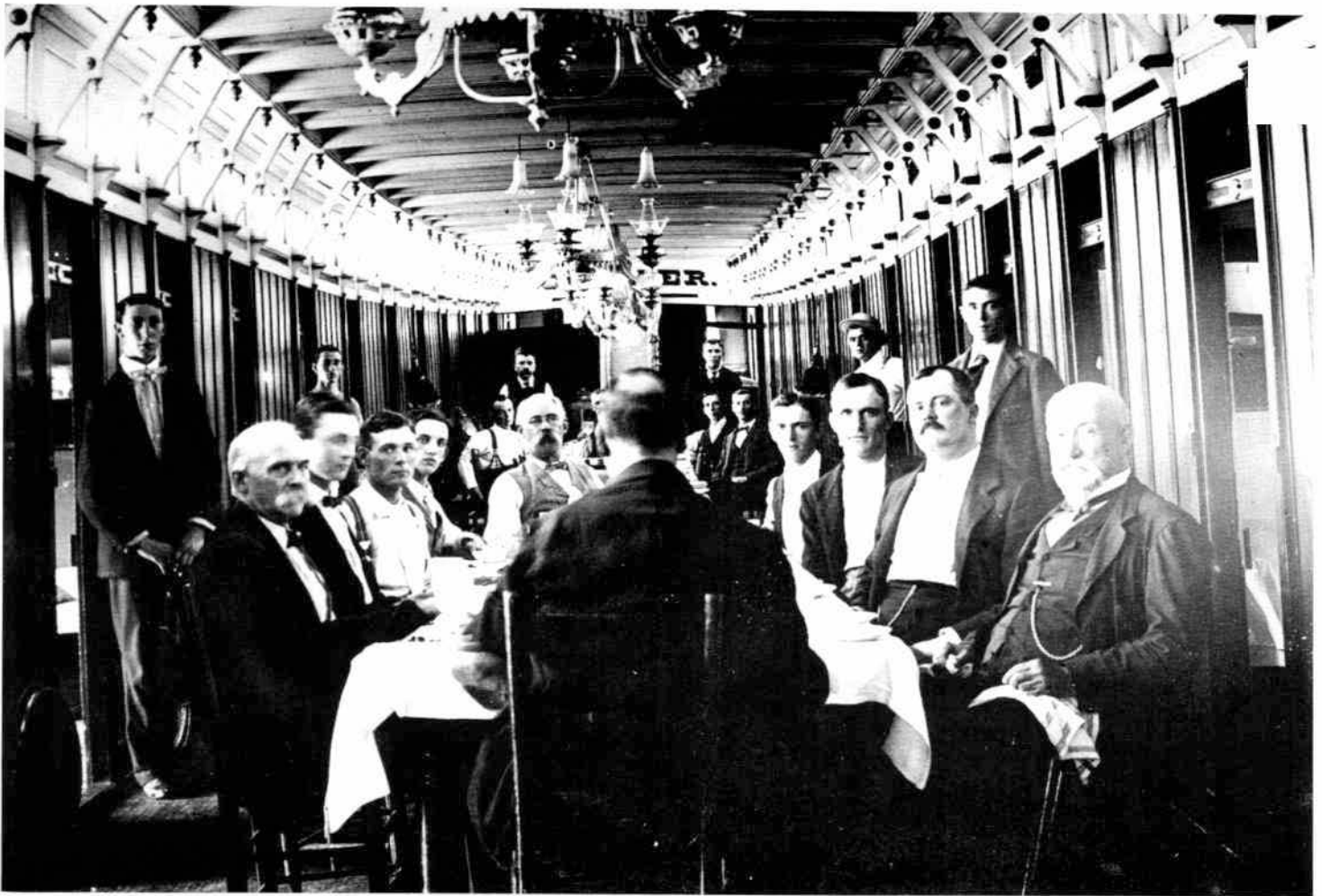
O Lawrence (Brush Creek) Young
pilot

O Alex Shaw
mate

O Capt. Gordon C. Greene

O Capt. Jesse P. Hughes
master-pilot

Dinner table aboard the TACOMA about 1917-1918. Chris Greene was attending Woodward High in Cincinnati. Capt. Gordon C. Greene, Chris's father, ran the show. Alex Shaw hailed from Proctorville, O. and "Brush Creek" lived at Wrightsville, O. Harry Hughes was a half-brother of Cap'n Jesse. Your scribe knew all of the above-mentioned, and also Jim Wirthlin (I think from Aberdeen, O.) headquartered in the Greene Line office on their Cincinnati wharfboat. This is one of the last (likely THE last) group picture taken by Dick Hunster.



○ James Gross
steward

COURIER'S CABIN

○ Kendall Morgan
purser

Photographer Richard Hunster on about a half dozen occasions set up his tripod and took pictures of crews at mealtime. This is aboard the sternwheel COURIER (Way #1355) running Cincinnati-Maysville while owned by the White Collar Line (c. 1897). The late Capt. Jesse P. Hughes made the identifications. He also added a few comments. The COURIER, he said, had mahogany-stained stateroom bulkheads from the time she came out new (1885) until purchased by the Greene Line (1904.) Also in these years she had no electric lights. The reason Capt. Bill Bowen, head of the table, has his back to the camera, is because he was too stubborn and contrary to turn around, said Jesse. Bill Flesher, the carpenter, was drowned in 1904 off the BONANZA. Lew Bradford of Augusta, Ky. became celebrated as an excellent towboat pilot. He was about 20 when this picture was made and probably was learning the river. He was noted for wearing a straw hat summer and winter, a white starched shirt, collar, tie, and diamond stick pin. Leslie Hill became master-pilot of the lighthouse tender GOLDENROD, and later the GREENBRIER. Jim Gross, the steward, was with the Greene Line many years.

○ Charlie Rule

? Kerns

○ Leslie Hill
pilot

○ ?

○ Bill Agnew
pilot

○ Sam Moore
pilot

○
Capt. Wm. Bowen
master

○ Bill Flesher
carpenter

○ Lew Bradford
pilot

○ Lee Andrews
engineer

STARES WITH BEWILDERMENT

Sirs: I have long enjoyed both the pictures and the text in the S&D REFLECTOR. Have just read the story of the sinking of the MISSISSIPPI QUEEN in the March issue. May I suggest that you award an annual trophy to the person you feel has made the greatest contribution to the beautification of the rivers. My nomination for the '85 award would be to Capt. Raymond Hopkins of the CRIMSON GLORY for his part in ridding the rivers, if only temporarily, of a monumental eye-sore. I stare with bewilderment at this "Holiday Inn" slogging up and down the Mississippi where I spend a fair amount of time in the Alton Pool.

Is there a contest going on among marine architects to see who can produce a floating shoebox? The designers of the MQ and NEW ORLEANS are way out in front.

Mine may be the minority view but I shout Three Rousing Cheers for Captain Hopkins.

Samuel W. Hardy, M.D.,
2821 Ballas Road,
St. Louis, Mo. 63131

=Dr. Hardy's practice is limited to internal medicine and hematology (study of the blood which is a sort of crimson glory). -Ed.

Sirs: The March S&D REFLECTOR is simply great, as usual, and I especially enjoyed the feature on the DELTA KING restoration. What a project! I'm glad she's finally making a come-back after so many "ups and downs." So sorry to learn that Wrecks has passed on.

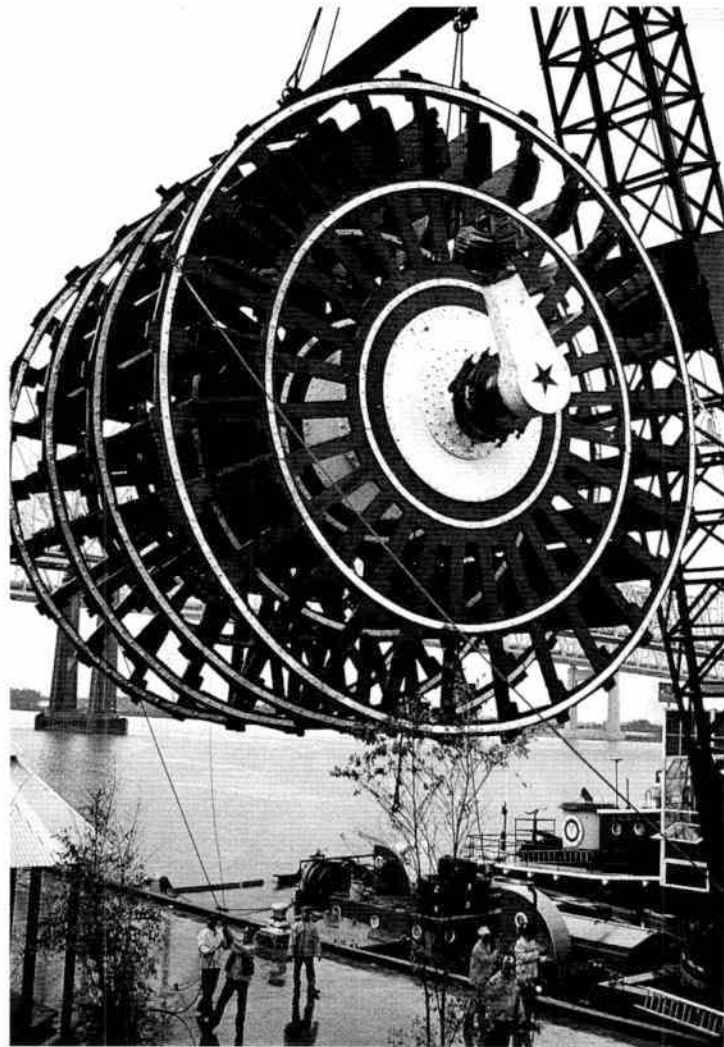
Keith Norrington,
496 Tyler Drive,
New Albany, Ind. 47150

=Wrecks, sixteen going on seventeen, died mercifully of apoplexy on Saturday, February 15, 1986. -Ed.

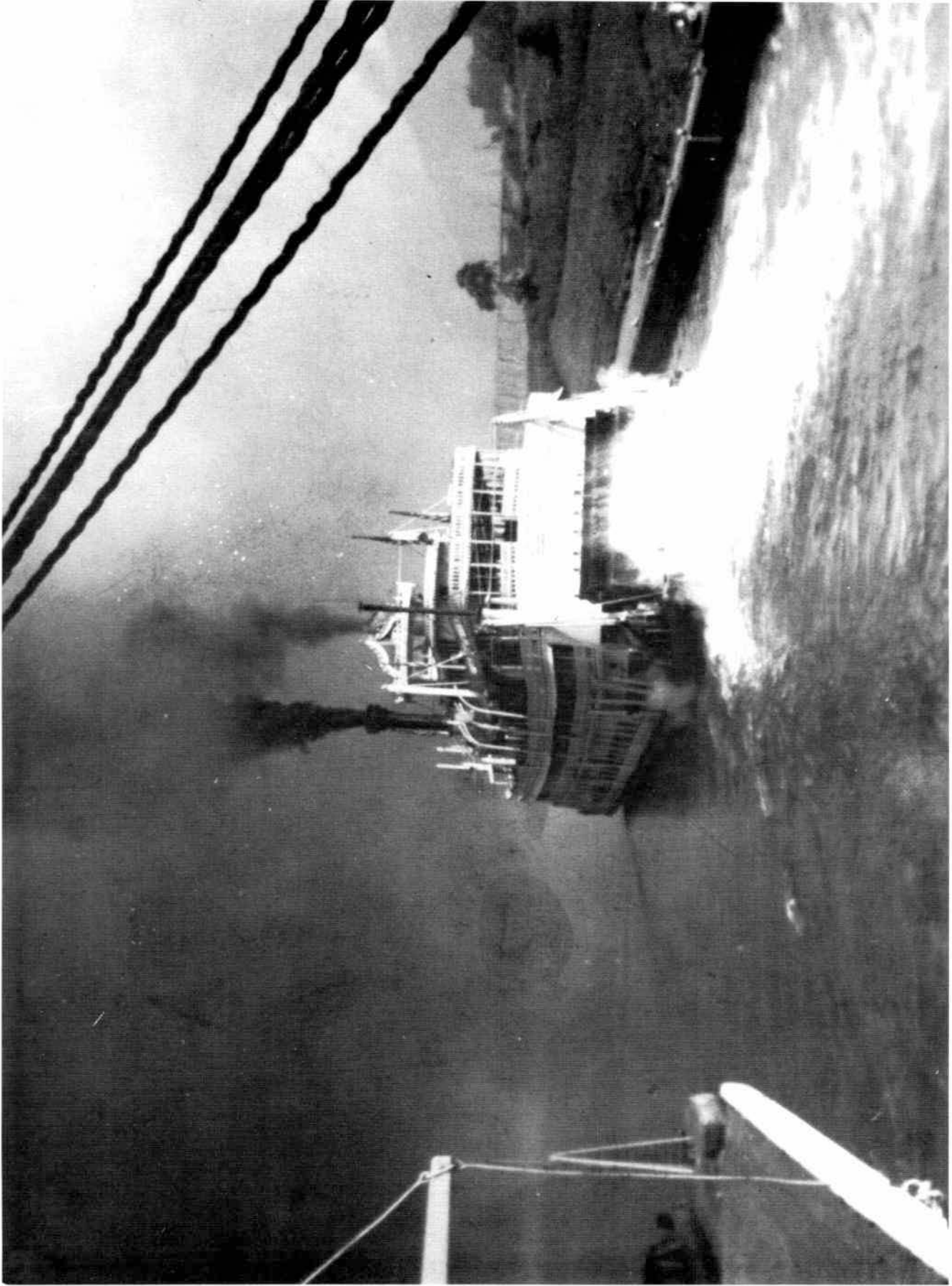
Sirs: I enjoy the S&D REFLECTOR and look forward to every issue. The cover of the March issue is great; very dramatic with the black border top and bottom.

I enjoyed Woody Rutter's account of the trip on the VIKING EXPLORER, and the Jesse P. Hughes diary by C. W. Stoll.

Jack A. Massey,
1437 Dyer Ave.,
Cincinnati, O. 45230



THE 44-TON paddlewheel of the DELTA QUEEN seems to magnify as it is lifted aloft at New Orleans during overhaul this past winter. It measures 29 feet diameter by 18 feet in width. The job of removing and replacing it was supervised by Bob Masserini who joined the Delta Queen Steamboat Company when headquarters were moved from Cincinnati to their new Robin Street wharf in N.O. The heavy shaft, cranks and flanges were Krupp-built in Germany and served on the DQ's "brother" DELTA KING until decommissioned at Antioch, Calif. some years back. The heavy forgings were shipped by rail to Cincinnati as "spares" for the DQ. Sure enough, the DQ broke her wheel shaft and it was replaced at Jeffboat by the DK's paddlewheel hardware. The broken shaft today is exhibited at the Howard Museum, Jeff. Following the lift by a steam operated floating crane brought in to the Robin Street wharf, shown above, the paddlewheel was carefully lowered on to a special cradle prepared in advance in front of the Robin Street terminal. We don't know what work was required, but usually the alignment of the shaft journals and brass bearings get attention. When the MISSISSIPPI QUEEN sank last December 12th, the DELTA QUEEN was minus her paddlewheel, but soon as DQ's repairs were completed she was brought out to run the MQ's scheduled early '86 trips. -This picture courtesy of the Port Record, a slick-stock monthly published by the Board of Commissioners of the Port of New Orleans, issue of January 1986. A copy came to us kindness of Patricia A. (Patti) Young, manager of public relations, Delta Queen Steamboat Company.



Leaving old Lock #10 above Steubenville, Ohio River, the Streckfus excursion steamer WASHINGTON gets a head start on the Greene Line's GORDON C. GREENE, her stage showing at the left. Picture taken either 1935 or 1936,

photographer not known. Downbound, the WASHINGTON was probably dead-heading to Steubenville. -From Keith Norrington's collection.

C. Bradford Mitchell, 78, of 7019 Shore Road, Brooklyn, N.Y., died following a prolonged illness, on Sunday, February 23, 1986. He will be recalled as co-author of "The Lytle List" published in 1952 and compiler of "The Lytle-Holdcamper List" of 1975. When the first-named volume went out of print, he was prevailed upon to produce the second-named, a vast update of the original. Both were published by The Steamship Historical Society of America, Inc. Both were officially titled "Merchant Steam Vessels of the United States: 1790-1868."

Brad Mitchell was born on June 4, 1907, spending his boyhood days in New Bedford, Mass. when the family moved to Fairhaven on the eastern side of New Bedford harbor. New Bedford in those days was a busy port, terminus for steamboat lines to New York and to Martha's Vineyard and Nantucket.

The son of a lawyer, Brad graduated from Wesleyan and earned a doctorate in philosophy at Harvard. While teaching English at the Univ. of Delaware he met Louise Price of the faculty. They were married in 1930.

He became associate editor of the quarterly "Steamboat Bill" when it was first published in 1940 and was the editor 1949-1955. His writings include books on the development of Kings Point Academy, the history of Todd Shipyards Corp. and others. In 1984 he was the recipient of the Nathaniel Bowditch Maritime Scholar Award, and last year he was honored with the Steamship Historical Society Achievement Award.

Brad Mitchell for a number of years was the senior member of the Steamship Historical Society of America, and a long-time member of S&D. His wife, Louise, survives him.

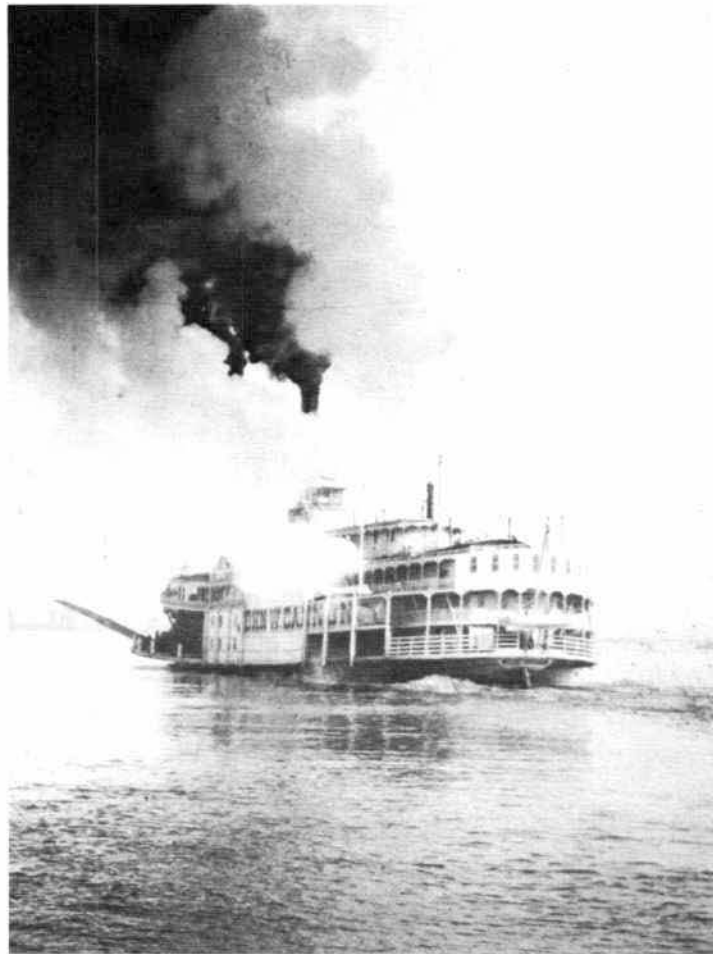
We are grateful to Donald C. Ringwald of SSHSA for assistance in preparing the above notice.

Capt. Charles A. Fehlig died at his home in Hot Springs, Ark. on Friday, February 14, 1986. He and Mrs. Fehlig were preparing to take a vacation trip and John M. and Mary Ellen Bickel had come to "keep house" for them when he passed on.

He made the trip on the side-wheel ALBATROSS in the latter 1930s when she was brought under her own steam from the Lower Miss to St. Louis by the Streckfus Line, and worked aboard during the conversion to become the excursion steamer ADMIRAL. The late Capt. Kelly King, many years with Streckfus, was his uncle. Captain Fehlig was master-pilot with the Mississippi Valley Barge Line for many years. When the DELTA QUEEN toured on the Arkansas to Little Rock in February 1972, Charlie got his license extended so's he could stand pilot watches up and back, and his partner was the late Capt. Gary Davis. Two years prior he stood watches on the DQ from St. Paul to St. Louis when President Jimmy Carter and Mrs. Carter were aboard.

We don't know his age at the time of his death, but Charlie once told us he was 14 when he came up on the ALBATROSS, and then was acting as cub pilot for the late Capt. Tom Posey. They ran the trip daylight only. Charlie's family goes back on the river to his grandfather, Capt. Frank King, long with the Streckfus fleet.

The Monongahela River Buffs Association now has permanent quarters and a museum on the second floor of the former Odd Fellows Hall (above Span & Taylor Pharmacy) one block from the bridge, Second and West Main Streets, Monongahela, Pa. 17557. If you wish to join in the monthly meetings as a member, remit \$5 to the Association using P.O. Box 330.



JOHN W. CANNON on the Lower Miss during her first season, 1878, as seen by photographer J. P. Doremus. Cold weather has caused steam from her 'scapes to hide some of the upper details. This is from the collection of Mrs. Fred Green, Sylvania, O., and our thanks also to the Murphy Library, La Crosse.

REPRINT AVAILABLE

The Log of the Betsy Ann

Dan Pinger has made available to us the remaining copies he produced in 1968 of The Log. It runs 72 pages, three columns of fine print to the page. The front cover is a superb full-color repro of an oil painting by the late muralist Dean Cornwell. Each of the 22 chapters is annotated by author Way. Page size is 6" by 9". The give-away price is \$1.50 postpaid, \$2 autographed. NB: Since first announcing this bargain in the March issue they

have been going like hot cakes and soon will be in short supply. Check to Fred Way, Jr., address on page 4.

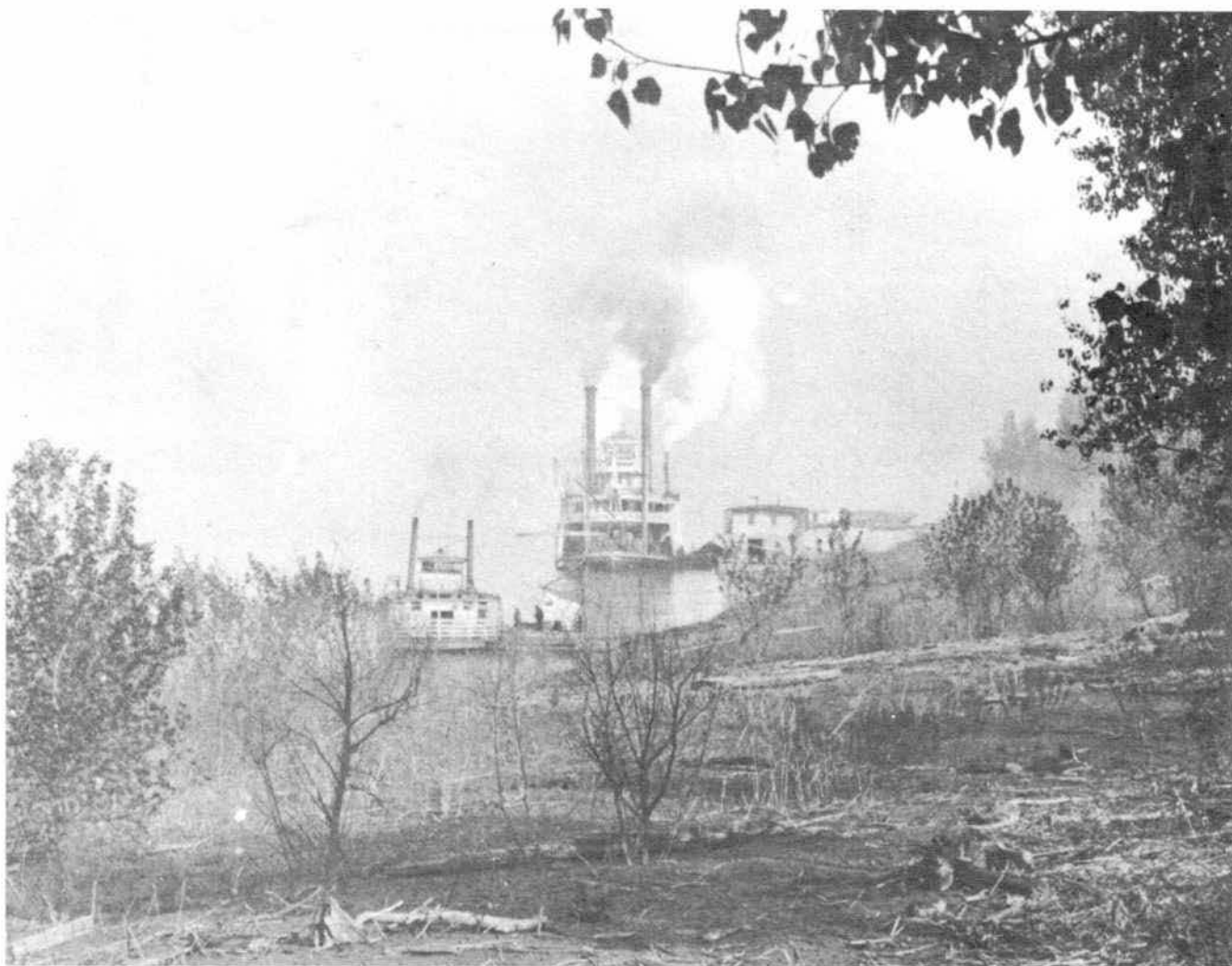
Sirs: My son, Dr. Michael W. Lodwick, is upholding the Lodwick family tradition which dates back to flatboats and early steamboats, working on the river. He is an admiralty/Maritime attorney. His firm represents some of the large tow and tug operators, and shippers worldwide.

I'm still hanging in there, but with half a heart, and the going is tough for this 65-year US Navy Seabee and gung-ho

Marine. My Mom turned 90 on last December 30.

Frank T. Lodwick, Jr.,
2240 Iowa Avenue,
Kenner, La. 70062

=Frank Lodwick enclosed with his letter a stat of a freight bill issued April 29, 1917 by the Ohio and Kanawha River Transportation Co., operating the packets TELL CITY, R. DUNBAR and RUTH--although, of course, the TELL CITY had wrecked on April 6th as related by Capt. Fred Hornbrook on another page of this issue. -Ed.



Taken at Cannelton, Ind. in the early 1900s, the ferry MAJOR is at the left, and behind her at the wharfboat is the packet TELL CITY. The picturesque setting was selected by photographer Jake Roland of Cannelton. The MAJOR was built across the Ohio River at

Hawesville, Ky. in 1891 and ran until the K&I replaced her in 1910. The TELL CITY plays a dramatic role in the autobiography of Capt. Fred Hornbrook, presented in this issue. Our thanks to Bert Fenn for this picture.

RIVER ARCHITECTURE

Walter C. Kidney Lauds
and Laments.

Knocking at our door one March morning was a young man, Dennis Bartel, editor of "In Pittsburgh," published weekly. Mr. Bartel joined the publication about six months ago, coming here from Los Angeles. "I am seeking two pictures; one of something called a 'packet,' and the other of something called a 'towboat,'" he stated. "Want to use these in an article we're running," he added.

He picked out the BETSY ANN and the ALICE BROWN.

Two weeks later he mailed back to us the two borrowed prints and enclosed a copy of his Vol. 2, No. 30. The river story, occupying page 10, is headed "Architecture." The first paragraph hits pretty close home. Quote:

"A few days ago a notice arrived reminding me to renew my membership in the Sons and Daughters of Pioneer Rivermen. I am not a descendant of a pioneer riverman as far as I know, but the sons and daughters seem not to mind, and the S&D REFLECTOR, their quarterly, is a treat for the photographs and narratives it draws from seemingly-inexhaustible archives. It is odd. Navigation on the Western Rivers--the Mississippi and all of the waters that end there--always sounds so thoroughly American, so glamorous, yet remarkably little serious publishing has been done about it. The REFLECTOR shows there is a huge amount to be said on the subject, and pictures enough to illustrate large and splendid volumes."

The author who starts his story so auspiciously is Walter C. Kidney, a well-regarded Pittsburgh writer and certainly no stranger to 121 River. But we did not know that Walter knows architecture.

He continues:

"The reasons why architectural historians and others have shunned the realm of naval architecture are probably these: First, habit. It simply never occurs to these professionals to look out over the waters of the past and present to see what is there. Many of the historians, in fact, tend to tread the well-worn paths even in the vast

realm of land architecture. Second: looking at boats probably seems rather childish. Third: the present milieu of those concerned with such things is a non-intellectual, non-'social,' non-academic one--no princely patrons, no established corps of critics, no artists, but rather mariners, engineers and businessmen; not a very classy bunch of people. Fourth; the design imperatives of naval architecture are unusually exacting, and the scope for arbitrary modifications of the essential vessel, though it exists, is correspondingly restricted; the beauty of a ship is largely the result of refining what you have to have, where it has to be. Learning the design imperatives requires a whole new body of knowledge and to understand the finished work, whose aesthetic quality is largely a spare, simple matter of balance, proportion, line and surface, perhaps seems like too much effort. Fifth; there is a whole jargon to learn. A ship's wall is a bulkhead, etc.

"And yet it is not necessary to be a rabid functionalist to enjoy the sight of a well-proportioned vessel with such an immediate pleasure that most land architecture in contrast

seems bumbling and arbitrary. In such a vessel, all the elements seem integrated and all contribute to the live quality one infers, the motion of the craft over the usually quiet waters of a river. Expressions differ, as vessels do; the huge scale and glamour of a liner at sea, smart with paint; the grace of the river packet; the dourness of a floating crane. Each, though, has a perceptible, intriguing, thrilling quality that comes, ultimately, from the sense of forces applied and withstood for whatever purpose it serves.

"Some day an architectural critic and a naval architect each understanding what motivates the other, should get together on a book that would go thoroughly into the whole matter of naval architecture. It is a genre no more standardized, no more formula-ridden, than, say, your ordinary Grecian temple, thriving on refinement of a few basic elements."

"These are the sentiments of Walter Kidney, and now we're rather glad the the BETSY ANN and ALICE BROWN illustrated his convictions, come what may. -Ed.



On page 26 you've probably discovered Capt. Harry Loudon's smiling countenance. Here he is again, on the left, posed with Jim Staub, the golden eagle, and Virginia Bennett. In the background is the Brent Spence bridge--a name our dim memory refuses--usually coming out Bent Spruce. See page 5 for details of the occasion.

-Photo by Dorothy Frye.

BOATING WITH
CAPT. VERNE STRECKFUS

Capt. Don Summers
Tells a Good Story.

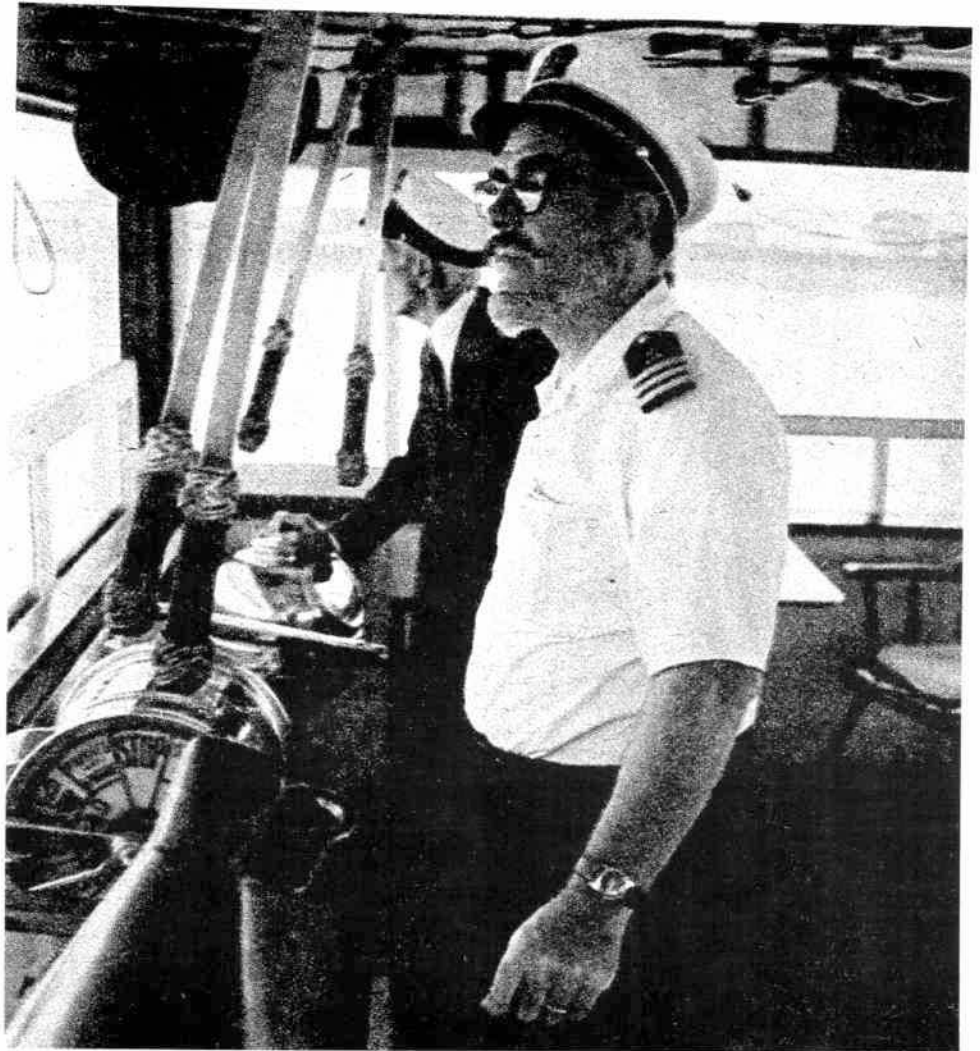
Sirs: After reading my December issue I decided to write a few lines to relate a little about my years with Capt. Verne Streckfus on the PRESIDENT. I'm very sorry that I didn't get started earlier so that I could have been in the March issue with my good friend Capt. Doc Hawley. I knew only two of the men pictured on the front page of the December issue, Captains Roy and Verne. My acquaintance with Cap'n Roy was rather brief, but I was with Cap'n Verne over eight years on the PRESIDENT.

I still wonder to myself how a landlubber born and raised to the age of 14 before I ever saw the Mississippi River could end up working under a "Dean of the Rivers."

Maybe I was lucky. The facts are these: I tried to enlist in the Navy at 17 but was turned down on account of my eyes. The following year I was drafted for Navy service during WW II. The first time I ever rode a boat was during boot camp in Farragut, Idaho. I ended up in the Philippines running all kinds of landing craft and a 36' harbor tug and fell completely under the spell of boats.

I went to college to study music and became a teacher in the subject, but had to quit because of medical expenses. Went into printing, played in a band on Bourbon Street in New Orleans, and so wandered back to boats. Got my license on the old MISSISSIPPI BELLE, ex-LAKE QUEEN, and went from her to Streckfus in St. Louis where I got to know Capt. Ernie Wagner, Doc Hawley and chief engineer Cal Benefiel on the DELTA QUEEN.

I worked on the ADMIRAL and had the good luck to break in the piloting game under Capt. Johnny Graham of Memphis. That man was one of the most helpful persons a greenhorn could have to break in under. He handled the big old ADMIRAL like it was his toy. Capt. William Carroll was master of the ADMIRAL, married to Betty Streckfus.



CAPT. DON SUMMERS on watch aboard the PRESIDENT in 1977, with Capt. Verne Streckfus on the starboard side of the pilothouse. This photo appeared on the cover of DIXIE Magazine, published by the Times-Picayune at New Orleans, October 16, 1977. The feature story was titled "The Captains Streckfus." Staff writer Larry Bartlett interviewed Capt. J. Curran Streckfus Jr. who then commanded the boat. The occasion was the celebration of the 75th year of Streckfus excursion boats at New Orleans. The first arrival was the sternwheel J.S. in 1903, commanded by Capt. John Sr. Streckfus boatmen are referred to by their first names to avoid confusion--Capt. John Sr., Capt. John Jr., Capt. Joe, Capt. Verne, Capt. Roy, Capt. Roy Jr., Capt. Bob, Capt. Bill, Capt. Curran Sr., Capt. Curran Jr., and so on.

Capt. William S. Streckfus, then in charge at St. Louis, sent me to Tampa on the TOM SAWYER. Then Capt. J. Curran Streckfus called me to come up to New Orleans to help him with the ADMIRAL which was replacing the PRESIDENT while the latter was being air-conditioned. I had met Cap'n Curran in St. Louis but now came my first meeting with

Cap'n Verne. Like Cap'n Hawley said in the March issue, I found Cap'n Verne very retiring, a polite and courteous man. He was very strict but easy to work for if you were doing your job correctly and well. He was also the finest boat handler I ever had the privilege to work with.

Now that last statement says a lot. I've worked with some fine

boat men, among them, Johnny Graham on the ADMIRAL; Joe Decareaux, Gentry Lowe and Curran Streckfus on the PRESIDENT; Oren Russell and Bill Foley on the DELTA QUEEN; plus some fine officers in the Navy. None could surpass Cap't Verne. All of these PhD's (Doctors of the Pilothouse) were more than willing to help anyone willing to work hard and with the hunger to learn. Again I must say I was mighty lucky.

I'll never forget my first watch as pilot on my new license. It was with Cap'n Verne as master. The wind was on shore about 25 to 30 mph as we cast off. Cap'n Verne backed her out on a headline so's to clear the Canal Street ferry landing. The DQ was right behind us at Poydras Street. It was obvious we wouldn't be able to stop, let go, and then come ahead without landing on the DQ in this wind.

"What do you think, Captain? Can we make it?" Cap'n Verne asked.

"I don't believe so, Cap'n Verne."

"You'll have to flip her around and then head down."

I had never seen that done even. But I knew what we had to do and off we went. She came around with those side-wheels and we took across toward Algiers Point shot out of a slingshot.

I ask you how many masters do you know who will solicit the opinion of a young pilot. Here was the long-time master of a boat doing just that. He knew I was a fledgling fresh with my license. Cap'n Verne was courteous and courtly.

We went down to the Industrial Canal and prepared to turn back up the river. We made the turn on the upper end at the Public Grain Elevator. I got as close as I dared to the dock and started around. As we got crossways in the river the wind was so strong that 20 folding metal chairs folded up and blew across the deck and right over the rail into the river. Quite a bit of the pilothouse roof came off and rain poured in. We barely got around and headed back for Canal Street.

As we headed down on the GNO Bridge, Cap'n Verne said, "Cap'n Don, call the kitchen and ask the cook and the girls to lower the windows on the second, third and fourth decks."

By now rain was blowing in

sheets. I thought the order bordered on the preposterous, and expected the cook to ask me if I had departed from my senses, but she replied, "We'll get them right down." Imagine opening the windows in a driving rain, thought I. But we came alongside at Canal Street, caught a head line, and were tied up in no time in that 30 mph wind without even a jar. Cap'n Verne had handled the PRESIDENT when she was an open boat, before the decks were glassed in. I've seen him order those windows open in full gales blowing dead on the dock, and then land her calm as a cucumber, safe as a kitten in your grandmother's lap.

Cap'n Verne often impressed upon me a credo.

"Don't put your boat where you think it shouldn't be, and this way you will stay out of a lot of trouble. If you put your boat where it really shouldn't be, and then have engine or steering problems, you are heading for real trouble. Sometimes you will have trouble anyway, but don't go where you know you shouldn't."

The PRESIDENT was repowered with Harbormaster units. Cap't Verne asked me to make two small cardboard circles to look like the indicators on the controls. He experimented with these, and he watched me like a hawk when I was turning or maneuvering the boat. One day he asked, "Cap'n Don, will it be all right for me to go out on the bridge with you and take her out?" Captain Decareaux was with us that day. I had been doing this for him all along, and now he asked if he could take HIS BOAT out. That old-world courtesy again.

"I'll try it myself, but you keep an eye on me."

He took her out and later landed her with no help from me. It took a little while because this was his first try. He did it this one time to prove he could do it, and that satisfied him. He then was over 80. Quite something for a man to handle the two throttles and the two ahead and astern levers after 50 years of the old method of calling commands back to the pilot from the bridge.

Cap'n Verne and I were alone in the pilothouse coming down the river one day. He was sort of day-dreaming, as he often did. Suddenly he said, "You're the only one, Cap'n Don."

I studied on this a moment but could come to no conclusions.

"You can't know what I'm thinking, can you?"

There was a silent pause.

"I was thinking that you are the only one who has been master of the PRESIDENT and the ADMIRAL who was not a Streckfus or a member of the family. Also I can't think of anyone who has taken these boats out, run the trip, and then landed her, either. That should show what we think of you."

To have these words come from Capt. Verne Streckfus was completely beyond belief. Quietly he had meted out to me a compliment greater, surely, than receiving the Congressional Medal of Honor.

Yes, I have been lucky to have worked with Cap'n Verne, and with all of those other PhDs I have mentioned (and others for reasons of brevity not mentioned). Most of all I am happy to be back in the pilothouse of my very favorite boat, the PRESIDENT.

Donald Summers,
833 Opelousas,
New Orleans, La. 70114

Michael (Mike) Giglio came to call at 121 River on March 26th last. He arrived in his 67-foot trailer rig he's been driving for the past five years, enroute to Chicago with a load of empty glass bottles. Mike makes his home in Akron, O., belongs to S&D, and carries with him in his cab the latest editions of the S&D REFLECTOR to read at truck stops. For the 10th birthday of the NATCHEZ, in April last year, he wrote some verses.

Happy Birthday, NATCHEZ

Nine,
You're ten years old today.
You're a very special lady,
And a champion all the way.

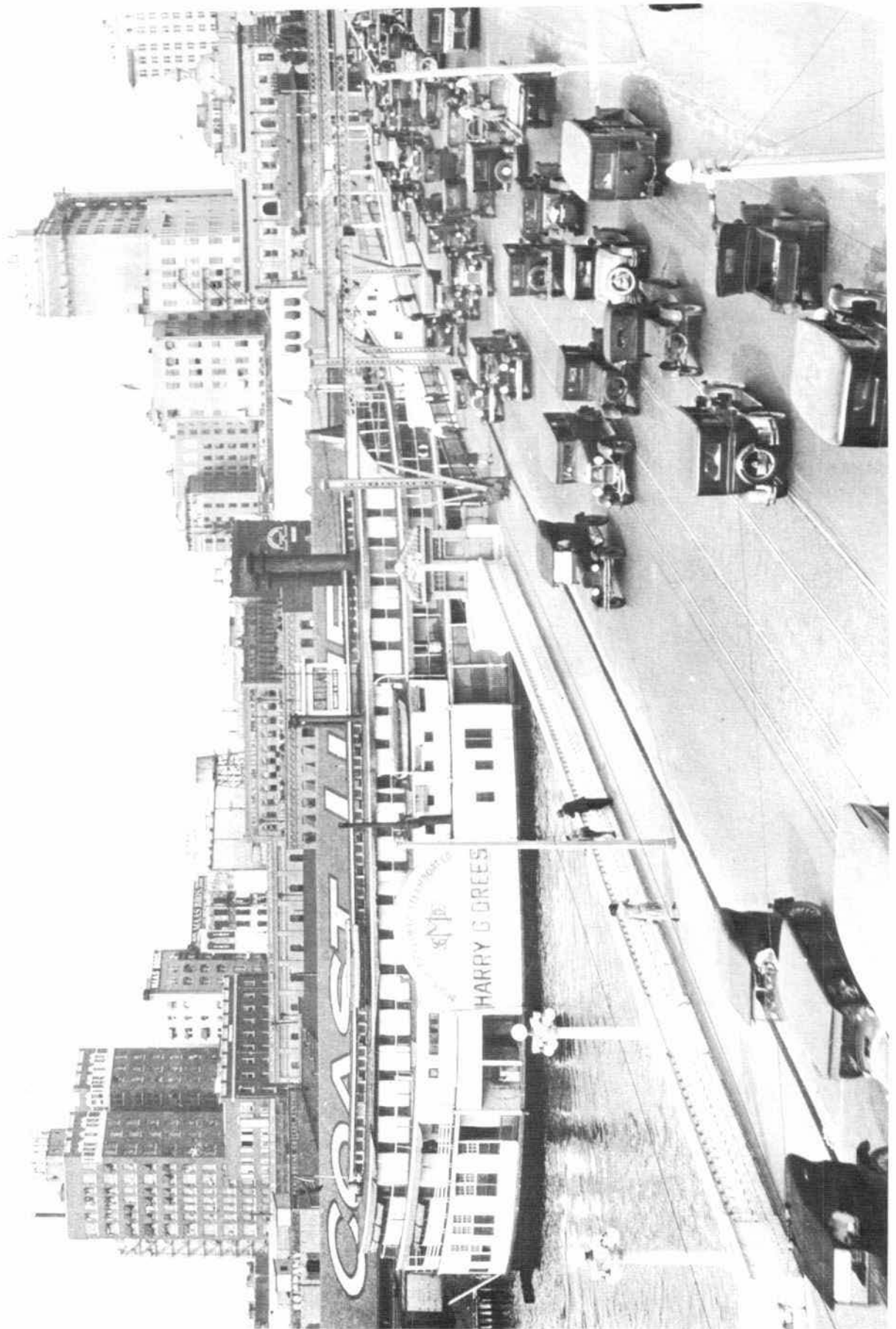
You've had eight fine predecessors,
Eight others had your name.
You're the darling of New Orleans,
You have earned your rightful fame.

Ten thousands now have trod your decks,
And heard your whistle blow,
Whenever I stop in New Orleans,
You can guess where I first go!

IN OUR JUNE '83 ISSUE a photo of the Louisville excursion side-wheeler PILGRIM appeared on page 41. This prompted a letter from C. W. Stoll in the Sept. '83 issue in which he recounted his expedition to Tampa, Florida in 1934, and finding the beached hull abandoned on a sand bar over a thousand miles from Louisville. Also C.W. told how the PILGRIM, renamed HARRY G. DREES, was rebuilt into a double-cabin tourist boat based at St. Louis and ran "to such alluring destinations as St. Paul and Florence, Ala." In 1926 she was sold to Tampa, Fla. and now we have two photographs, thanks to Ed Mueller, taken in 1926. The one to the right shows her moored at the Lafayette Street bridge in the Hillsborough River, Tampa.

Both Ed Mueller and C.W. recall that the DREES won no prizes for good looks from the time she was built at the Howard Yard, Jeffersonville, Ind. in 1916 as the PILGRIM until her demise at Tampa as the DREES. The viewer may differ with these opinions, both taken at Tampa fifty years ago with the wheelhouses still lettered MISSISSIPPI & OHIO STEAMBOAT CO. and still bearing the logo painted on them at St. Louis. Tampa was in festive mood the day the below view was taken, and a marine parade has attracted many spectators. Her career there as a floating hotel did not long continue. Ed Mueller remarks in a letter that downtown Tampa "has changed immensely since these pictures were taken."





See write-up on page 44.

PILOTS RECALLED

Helen Hughes Prater has sent along to us the following notes written on scraps of paper and on the back of an envelope by her father, Capt. Jesse P. Hughes. He wrote: "List of Mississippi pilots on the GORDON C. GREENE and DELTA QUEEN from 1938 till 1947. On DELTA QUEEN from 1948 to 1951 when I retired from Greene Line."

Cap'n Jesse amplified his lists to include trips he made later on aboard the DQ to Pittsburgh, Tennessee River, Evansville and one to St. Paul. He stood pilot watches on some of these, and indicates his last trip on the DQ was in August 1966, apparently from Cincinnati to Kentucky Lake and return. Jesse was 90 years old at the time, indicating that he wrote most, perhaps all, of this information at that age, or later. He died in his 97th year, May 12th 1973.

GORDON C. GREENE

- 1938 Mardi Gras
Harry Reardon
Trim Wadlington
- 1939 Mardi Gras
Trim Wadlington
Jimmy Ostrander
Harry Reardon
- 1939 Oct.
Jimmy Ostrander
Roy Clay
- 1940 May 12
Marvin Levert
William E. Gore
- 1941 Feb. 16 Mardi Gras
Ernest Gore
A. C. Tendle, Jr.
- 1942 March 7
Jimmy Ostrander
Harry Reardon
- 1942 May 10
Tom Posey
Murphy
Smith
- 1943 April 10
Tom Posey
Scott
- 1943 Sept. 11
Harry Reardon
Danny Lovovitch
- 1943 Oct. 16
Nat Haynes
Harry Reardon
- 1944 March 1
Harry Reardon
Tom Posey
- 1944 Sept. 30
Tom Posey
Harry Reardon
- 1944 Nov. 4
Tom Posey
Harry Reardon
- 1945 March 21
Tom Posey
Marvin Levert
- 1945 April 28
Tom Posey
Harry Reardon
- 1945 May 25
Tom Posey
Harry Reardon
- 1945 Sept. 22
Tom Posey
Harry Reardon
- 1945 Oct. 13
Tom Posey
Harry Reardon
- 1946 March 30
Harry Reardon
Tom Posey
- 1946 April 26
Harry Reardon
Tom Posey
- 1946 Oct. 5
Walter Horne
Harry Reardon
- 1946 Oct. 26
Walter Horne
- 1947 Feb. 8
Walter Horne
Harry Reardon
- 1947 March 22
Walter Horne
Harry Reardon
- 1947 April 12
Walter Horne
Harry Reardon
- 1947 May 3
Walter Horne
Harry Reardon
- 1947 Oct. 11
Walter Horne
Harry Reardon
- 1947 Nov. 1
Harry Reardon
John Crater
- 1947 St. Paul trip
Ralph Bishop
F. McCandless
D. I. Day (above St. L.)
Walter Hass (above St. L.)
McCandless and Hass to
Cairo.
- 1947 Sept. 25
Harris Underwood and
Boyce Barryman to Chat-
tanooga. Capt. Chandler
above Gunterville.

DELTA QUEEN

- 1948 March 13
Harry Reardon
Walter Horne
- 1948 April 3
Harry Reardon
L. A. Merrill
Harry Reardon
- 1948 April 24
L. A. Merrill
- 1948 June 30
Albert Kelly
Jesse P. Hughes
Bridges Montgomery (Tenn.)
Roy Smith (Tenn.)
Russell Colburn
- 1948 Sept. 13 (N.O.)
Colburn off at Cairo
- 1948 Oct. 2 (N.O.)
Frank Boardman
- 1948 Oct. 21 (N.O.)
Robert Zang
Harry Reardon
- 1949 Feb. 19
Walter Horne
Robert Zang
- 1949 March 12
Harry Reardon
Robert Zang
- 1949 April 2
Robert Zang
Julian Menard
- 1949 April 23
Robert Zang
Don Cosgrove
- 1949 May 14
Robert Zang
Don Cosgrove
Butler and J.P.H. (Ky. L.)
- 1949 Sept. 10
Gene Hampton
Robert Zang
- 1949 Oct. 1
Robert Zang
Gene Hampton
- 1949 Oct. 22
Robert Zang
Gene Hampton
- 1950 May 10
Robert Zang
Gene Hampton
- 1950 July 15 Ky. Lake
Albert Kelly
Butler
J.P.H.
J.P.H.
- 1950 Sept. 9
Robert Zang
Gene Hampton
- 1951 Jan. 26
Hampton, J.P.H., Fitz-
gerald and Kelly above

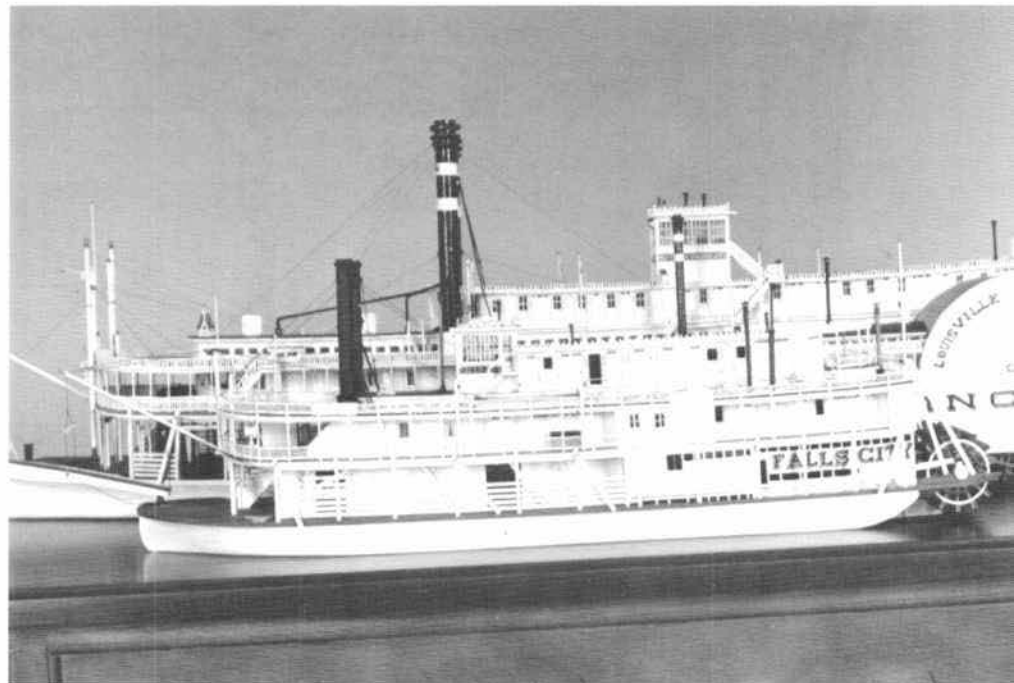
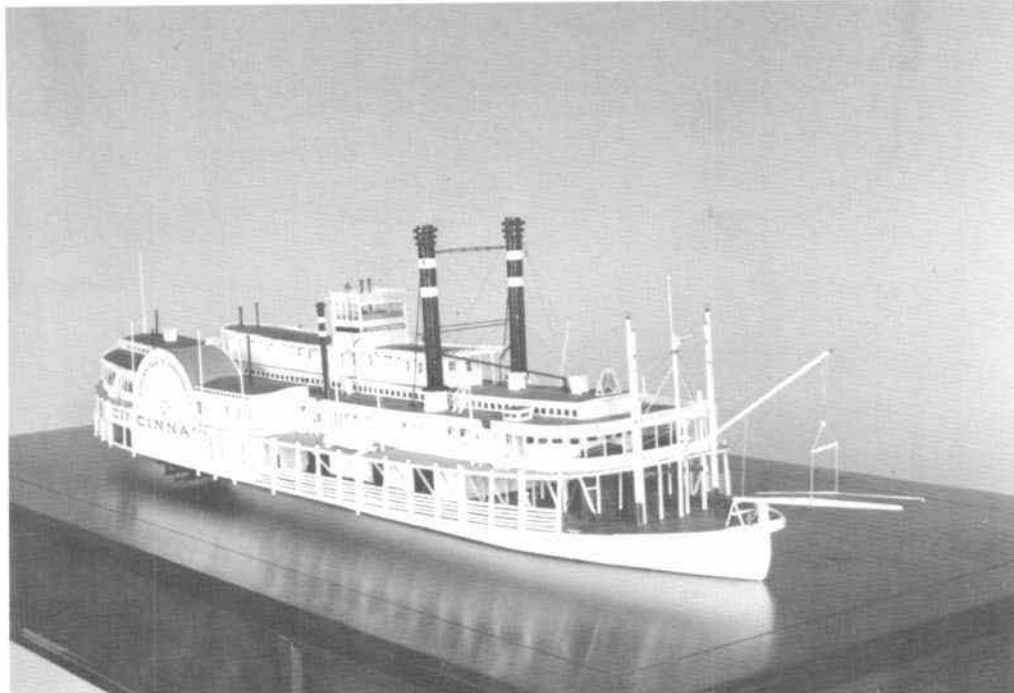
- Memphis. Hampton and J.P.H. both sick with flu.
- 1951 March 24 Fitzgerald (on at Louisville). Gene Hampton on at Paducah). Same up trip.
- 1951 May 6, Evansville trip. Kelly, Butler and J.P.H.
- 1951 May 12 J.P.H. did not go.
- 1951 June 2 Butler, J.P.H., Allen, Kelly to Tennessee River. This was the last trip I made. Retired from the Greene Line.

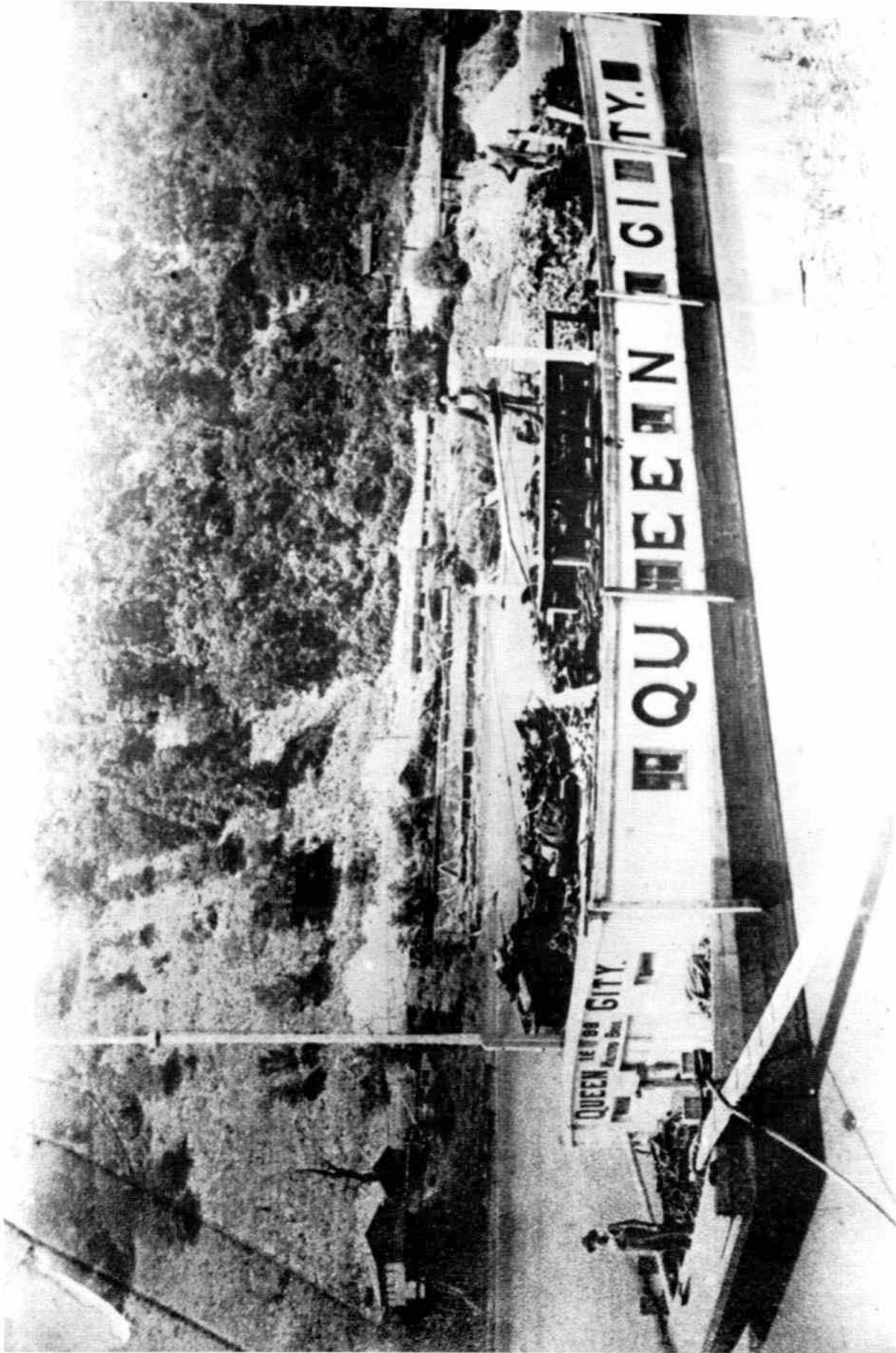
TRIPS ON DELTA QUEEN
SINCE RETIRING IN
JUNE, 1951

- 1954 Oct. 23 To N.O.
Walter Horne
- 1955 Feb. 13 To N.O.
Gene Hampton
Walter Zang
- 1955 To N.O.
Walter Zang
Gene Hampton
- 1956 Oct. 20 To N.O.
Harris Underwood
Gene Hampton
- 1957 Feb. 23 To N.O.
Harris Underwood
Gene Hampton
- 1957 Oct. 20 To N.O.
Harris Underwood
Gene Hampton
- 1958 May 10 To N.O.
Harris Underwood
Gene Hampton
Fitzgerald
- 1959 May 9 To N.O.
Tom Dunn (?)
Fitzgerald
- 1959 June 12 To Pgh.
Fred Way
Claude Brown
Albert Kelly
J.P.H.
- 1960 June 17 To Pgh.
Wm. Dugan
J.P.H.
Harris Underwood
Albert Kelly
- 1960 Nov. To N.O.
- 1961 June 13 To Pgh.
Wm. Dugan
J.P.H. LAST TIME
Albert Kelly

- 1961 Oct. 8 To N.O.
Tom Dunn
Harris Underwood
Albert Kelly
- 1965 June 12 To Pgh.
Wm. Dugan
Harry Hamilton
Albert Kelly
- 1966 March To N.O.
- 1966 June 11
Race at Louisville
- 1966 Aug. 14 Lake trip
Harry Hamilton
Albert Kelly

CITY OF CINCINNATI
(See pictures below)
Charles Cason, 70 Grant St.,
Ft. Thomas, Ky. 41075 recently
completed this 1:96 model 38½"
long (not including stage and
stern yawl) of the
Louisville-Cincinnati packet CITY
OF CINCINNATI. She was
regarded by rivermen as the
best all-around boat ever in the
trade. The lower picture shows
the model landed alongside Mr.
Cason's model of the FALLS CITY
which ran Louisville-Kentucky
River.





JERRY SUTPHIN supplies the above, about the best likeness of a junk boat we've seen. The lettering on the end bulkhead contains the date 1898, and says Walters Bros. The brothers, three of them, are identified as Al,

on the bow; Fleming (Bruz) at the center sweep, and Charlie, on the stern oar. The picture was taken between 1900 and 1918, whereabouts in question. Additional information will be appreciated.

Capt. William S. (Bill) Pollock died, following a lengthy illness, on the early morning of Thursday, March 13, 1986 at home, 140 Dravo Avenue, Beaver, Pa.

He was 82. Bill was born August 14, 1903 in Beaver, the son of William P. and Maud Sanford Pollock. His interest in the rivers dated back to his grade school days and shortly after graduation from Beaver High School in 1921 he found employment with the John Eichleay Jr. Co. which then was building the big towboat CHARLES F. RICHARDSON at Hays, Pa. He spent several years as clerk on the packet LIBERTY, and then on the GENERAL WOOD with Capt. Fred Hornbrook and purser Fred Hoyt.

Bill Pollock as a boy became a proficient photographer in all phases of the art. His boat pictures today form an important contribution to river history, most of them he took being "post card" size, (3½ by 5½ inches). Early in his career he acquired by purchase many negatives taken by earlier river photographers, including most of those taken by the famed Thornton Barrette who toured the Ohio River in a floating photo gallery. Thanks to Bill's generosity most of his extensive collection has been copied into the University of Wisconsin's project at La Crosse. His appreciation of the finer arts included organ concerts, and many a Sunday he would travel to Pittsburgh to "take in" recitals at Carnegie Hall. He played piano by ear, and one of his prize possessions was a baby grand won by his mother in a contest.

In 1926 Bill joined forces with Ye Ed and served as purser of the BETSY ANN. Two years later Pollock and Way formed the Pittsburgh and Cincinnati Packet Line, acquiring interest in the GENERAL WOOD. Bill managed the WOOD and Way the BETSY. During the lean Depression years these boats were sold, and Bill and Fred shared pilot watches on the excursion boats WASHINGTON and SAINT PAUL, the two of them known along the waterfronts as the "Gold Dust Twins."

During this period, to maintain gainful employment during fall and winter months, Bill signed on with Charles T. Campbell and thus commenced a career as pilot on towboats,

both steam and diesel, and in 35 years he had piloted 40 of them by the time he retired from the Mississippi Valley Barge Line.

Bill and Elizabeth (Bettie) Lyon, of Sewickley, Pa., were married in 1930, lived briefly in Sewickley, and then occupied the home in Beaver on Dravo Avenue which has been their residence since. Other than his wife Bettie, Bill is survived by a daughter, Mrs. Richard K. (Pennie) Johnson, Homestead, Fla., and two grandsons, Eric and Mark Johnson. Services were held on Monday, March 17th. Interment was in the Beaver Cemetery.

[Bill Pollock wrote a letter addressed to Bee and Woody dated January 29, 1986. Excerpts: "I am enclosing a check for 1986 S&D dues. I have been more or less under the weather since before Christmas, mostly abdominal and old age. As Mack Gamble used to say, aches and pains in places you never knew you had before retiring. Went to my old doctor for the first time in ages the other day, and all he talked about is making tests followed by you know what. The last REFLECTOR (December issue) was wonderful. In all the time Fred and I worked for Streckfus we never glimpsed any one of them. Capt. D. W. Wisherd was the go-between. Later while with the Valley Line I saw Capt. John Streckfus at a pep meeting in St. Louis, on one occasion only. I haven't been out of Beaver since early December."]

=Regarding Bill's comments about the December REFLECTOR he was right about not meeting any Streckfus while he and I were pilot partners on the WASHINGTON and SAINT PAUL. Bill's letter contains but little hint of the miseries he was suffering from advanced cancer. Barely able to swallow his meals he had been existing on sweetbreads, okra, and the like. His passing early on the morning of March 13th was self inflicted. His wife Bettie heard the shot but thought it was a backfire from a passing car or truck. She went to waken him about nine and discovered the sad truth. -Ed.

Sirs: I really enjoy the S&D REFLECTOR.

Henry J. Peters,
3693 Sandal Drive,
Cincinnati, O. 45248



Bernard P. McDonough

Bernard P. McDonough, whose death on October 12, 1985 was noticed in our March issue, left a gift of \$5.5 million to Marietta College. President Sherrill Cleland of the College said the gift will be used to create "The Bernard P. McDonough Center for Leadership and Business."

Mrs. Alma G. McDonough said she was pleased that the College will honor her late husband's life and accomplishments with a new building as well as an enhanced program of business and leadership education.

The gift is payable over five years. It is the largest private gift ever received by the College, President Cleland said.

[Ed. note:- J. Mack Gamble and Bernard McDonough were good friends. When Mack solicited advertising for the Annual Holiday Issue of The Waterways Journal he could depend on a good reception in Parkersburg, plus a liberal ad. It was because of Mack that Mr. McDonough presented S&D with the MONONGAHELA's pilotwheel.]

Sirs: The M.O.R. meeting the week-end of March 15, what with Andy Lodder's movies, and Anna and Harlan Hubbard at their exhibit, and the visit with Andy Anderson at the Inland Rivers Library (he retires in June) - has to be one of the best.

C. W. Stoll,
405 Mockingbird Valley
Road,
Louisville, Ky. 40207

=See page 55 for more details.
-Ed.

Sometimes, what seems to be an obvious fact, standing firm, gets a jolt. Such is the case with the former ferry CARY-BIRD built with a steel hull at Point Pleasant, W. Va. in 1925 for the Cairo-Birds Point service. Out of a blue sky C. W. Stoll recently received a letter from one Sally Bird Walton King, 2208 Putter Lane, St. Louis 63131. We quote:

"My grandfather was Samuel Benjamin Cary; my grandmother was Sallie Ingabo Bird. That should give you a clue to my interest and excitement. Samuel B. Cary was President of the Cairo City Ferry Co. The KATHERINE was named after my great grandmother."

Ergo: CARY-BIRD. Today the hull of the CARY-BIRD is a combination landing boat-gift shop-restaurant for the excursion boats BONNIE BELLE and LORETTA HOWARD at Jeffersonville, Ind., owned by Lloyd Poore.

Sirs: I got a kick out of that picture of me (Dec. '85, page 18) in one of my unbridled moments of abandon. I know you got a kick out of running it, which is O.K. I imagine some others were amused and enjoyed it. Life is too great to let anything bother me. At my age I am grateful for waking up every morning.

Eclair Monster

=Eclair Monster is Capt. Tom Kenny. Tom is a fancier of chocolate éclairs. Discovering them listed on the menu at the Lafayette he ordered one and pronounced it the real McCoy, a real surprise--usually they turn out to be poor imitations. I told Tom I harbor a similar yen for this dessert, so he treated me to one (which I certainly didn't need, full to the gills with a whopping dinner.) Next dinner we repeated the dose, every bit as tasty as the first go-round. Tom and I join in giving these éclairs at the Lafayette the best of Duncan Hines' recommendations. -Ed.

Sirs: I now have my membership in S&D, and have signed up my parents and children. We plan to make the meeting in September. I actually do have some river ancestors; my great-great and great grandfathers, both named Michael C. Garber, were active on the Ohio; they

lived at Madison, Ind.

Don Wallis,
321 North Winter St.,
Yellow Springs, O. 45387

=The elder M. C. Garber was a founder of the Madison "Courier" and his son M. C. Garber succeeded him, active until his death in 1930. M. C. Garber (2nd) lauded Ohio River improvement in frequent editorials and did much to forward the objectives of the Ohio Valley Improvement Association. Don Wallis is co-publisher of the "Yellow Springs News," a weekly with origin in 1880. Last summer he and children called on Harlan and Anna Hubbard. -Ed.

Sirs: Last fall I bought at auction at the Henry Ford Museum and Greenfield Village a set of sternwheel engines 5"-20" stroke. I plan to use these in my steam-powered houseboat.

According to the Museum curator these engines came from the ANAH C, operated by the Menge Brothers on the Caloosahatchee River, Florida. The manufacturer was Charles P. Willard, Chicago. Presented by Clay Johnson, Kissimmee, Fla. The curator also sent me a photograph of the ANAH C taken c. 1905. She appears to be about 58', probably an excursion boat. Do you or S&D members have any information on her? I'm writing to Ed Mueller in Jacksonville.

Bill Warren Mueller,
Route 1, Box 262,
Middlebourne, W. Va.
26149

P.S. I just bought 40 copies of "The Saga of the Delta Queen."

=Bill sends along with his letter a stat of the ANAH C. She's single deck, pilothouse on forward end of the cabin, with a single stack just behind it. Many people aboard, most of them, well dressed, on the forecabin. Hey Bill, your purchase of 40 copies of the "Log" is equally interesting; starting a book shop? -Ed.

Sirs: The picture on the cover of the March issue is great. The black border top and bottom is very dramatic. I enjoyed Woody Rutter's account of the trip on the VIKING EXPLORER and the Jesse Hughes

diary. Actually I enjoy every inch of it.

Jack A. Massey,
1437 Dyer Ave.,
Cincinnati, O. 45230

I am sorry I did not know of S&D until last year, having been interested in river lore most of my life. I now look forward to each issue of the S&D REFLECTOR.

Henry J. Peters,
3693 Sandal Drive,
Cincinnati, O. 45248

Sirs: I note with interest that the cover illustration on the reprint of "The Log of the Betsy Ann" was done by Dean Cornwell. He was commissioned by my late father-in-law, Emmons Woolwine, to do the murals that are in the Davidson County (Tenn.) Courthouse, and became a friend of the family during that endeavor. That must have occurred in the last half of the 30's after he produced the cover illustration.

Incidentally, I truly enjoy the S&D REFLECTOR and hope some day to participate in some S&D activities.

Ralph E. Van der Naillen,
president,
Cargo Carriers,
Box 9300,
Minneapolis, Minn. 55440

=The color cover from a Dean Cornwell oil painting originally appeared on the cover of TRUE MAGAZINE, Feb. 1953 issue. Dean presented his original oil to S&D that same month in 1953. It hangs in the Ohio River Museum, Marietta. -Ed.

Halley's Comet has come and gone with hardly a whimper. Those Americans who saw it were in southern climes aboard cruise liners, presumably. A few locals here in the 40th parallel N. saw a blob near the southern horizon, using binoculars. Or thought they did. Ye Ed spent a night in 1910 gazing into the pre-dawn sky hunkered down in an apple orchard at Mt. Nebo, looking into the East. My mother did gather a mess of morels when it was light enough to see--but no sign of Halley's. The VIRGINIA was in the cornfield at the time, and those aboard got a good gander at it.

DOUBLE WHAMMY

The Louisville (Ky.) Courier-Journal in its Feb. 7th issue lamented the closing of two local landmarks. "Metropolitan Louisville has been hit by a double whammy this week," said their editorial. "The liquidation of Belknap Inc., the hardware distribution company, an important component of the business community since 1840, is a severe disappointment and serious blow in the area's already stagnant economy."

"The community also learned that Jeffboat Inc. will put its boat-building operations into mothballs. As recently as 1981, Jeffboat had 2,000 employees. The Jeffersonville shipyard is another venerable institution which traces its history back to the 19th Century."

The Belknap hardware firm served the South. In the days of wharfboats and packets Belknap shipments of freight accounted for a large share of the tonnage to and from Paducah, points on the Cumberland and the Tennessee, and from Evansville to Louisville. The daily "Mail Line" steamers counted heavily on Belknap tonnage from the enormous complex on East Main, handy to the river. The name "Belknap" was well known above Cincinnati to Pomeroy, Charleston, Wheeling and Pittsburgh.

Belknap Inc. filed for protection from creditors on Dec. 4th last, listing assets of \$97 million and liabilities of \$112 million.

Robert W. (Bob) Greene, who heads Jeffboat as president, announced in a letter to workers and salaried employees that the shipyard will remain closed until conditions improve. From the present outlook this may mean for several years. Meanwhile drydock and marine repair service will be maintained.

The Dravo marine ways at Neville Island, Pa. has been acquired by Davison Sand and Gravel, operators on the Allegheny River. The big Dravo barge and boat building section ceased operations some while back and the property was sold for other purposes. The Todd yard in the New Orleans area permanently closed the first of the year. Other recent closings include yards at Paducah and Tell City.

YOUNGEST S&D MEMBER

Charles C. and Wendy Ann Vincent Stoll announce the arrival of a son, Charles Benjamin Stoll. The young man arrived December 19, 1985 in the Humana Hospital, Louisville, Ky. and weighed in at 8 pounds 14 ounces. His grandfather Capt. C. W. Stoll, tells us the newly arrived is #6 in the current line of Charles Stolls in the immediate family, descendants of C.W.'s grandfather Charles C. Stoll. Charles Benjamin Stoll has been enrolled as a member in good standing of S&D.

Sirs: A former steamboat captain, George Washington Thompson, lived with my father's family at the turn of the century, in north Georgia, where he died in 1909. It is said he owned in 10 steamboats (along with his brother, whose name is unknown to me) and worked the Ohio River. He probably was on the VINT SHINKLE about 1880. Is a picture of this boat available?

Roscoe C. Dobson Jr.,
116 South Keystone Drive,
Clearwater, Fla. 33515

=We have referred Mr. Dobson to Ralph DuPae for a picture of the VINT SHINKLE. Way's Packets mentions his service on four other packets. -Ed.

Sirs: The picture of Capt. John Streckfus, Sr. and his four sons on the front cover of the Dec. '85 issue was of personal interest to me. In the late spring of 1934 I was a passenger on the "de luxe" side-wheel excursion boat J.S. on a trip out of Parkersburg, West Va. with Capt. Verne W. Streckfus, master, and one of the pilots was Fred Way, Jr. I was so impressed by that boat that a few weeks later I became a member of the crew when I hired on at Dubuque, Iowa, as a bus boy on the cafeteria deck. I was a teen age kid in all the glory of my first job on a steamboat and I have been on and off the river and at sea ever since.

In the summer of 1934 the J.S. was to work the Upper Mississippi but had to turn back to St. Louis at Red Wing because of low water.

Many years ago I made a tape recording aboard the ADMIRAL while she was still steam, including interviews with the two engineers on watch, the calliope plying and the whistle blowing for her landing at St. Louis.

To the memory of Capt. Verne Streckfus a reverent and sincere whistle salute for the influence he had on my life. Yes, I knew him, and learned from him.

Wm. V. Torner,
1119 Kent Circle, #209,
Waterloo, Iowa 50701



The VOLUNTEER "daylighted" on the Ohio between Ironton and Proctorville 1887-1892, then was sold to Florida to become the CITY OF TAMPA. Photo by Thornton Barrette, thanks to Jerry Sutphin.

STORY OF CREMONA

The following letter was received by Keith Norrington who has directed it to our attention.

I am currently directing an archaeological project which resulted in the discovery of a New Albany, Ind. steamboat and am writing in the hope that you can provide me with some information on the history of her builder or general information on the local industry in the 1850s.

Our vessel was called the CREMONA. She was built at New Albany in 1852 by John Evans for the Mobile-Tombigbee trade. She arrived at Mobile on 10 Nov. 1852 and served there until the Civil War. In 1862 she was purchased by the Confederate Corps of Engineers, stripped to the water line, loaded with brick and building debris and sunk across the channel in upper Mobile Bay as an obstruction. The CREMONA was but one of over a dozen ships sunk in a line. Some of these were removed after the war but the CREMONA and at least two others remain in the Bay in an area where the U.S. Corps of Engineers intend to dredge a turning basin for coal transports. We discovered the line of harbor defenses in 1983 while under contract to the Corps to test the area for historic resources. Last September we returned to Mobile and conducted a 6-week excavation on the CREMONA and found the hull to be virtually intact below the waterline.

She is constructed in a manner which is neither typical or traditional as are later steamboats such as the BERTRAND.

Jack B. Irion,
Espey, Huston &
Associates, Inc.,
P.O. Box 519,
Austin, Texas 78767

=From the files of the New Albany Ledger, Thursday, Oct. 27, 1852:

"THE CREMONA This is the name of a new steamer which has just been completed for the Alabama trade. She has been built for Capt. Andrew H. Johnson, one of the best steamboatmen and most clever gentlemen on the Southern rivers.

"The hull of the CREMONA is 182 feet in length, 30 feet

beam, and 6½ feet hold. She has two cylinders of 8 feet stroke, and two boilers of 42 inches diameter.

"The hull was built by John Evans; cabin by Hart & Stoy; machinery by Lent, South & Shipman; the upholstery is furnished by Mr. Devinney; all of this city. The carpets, &c., are furnished by Hite & Small, Louisville.

"The CREMONA is a beautiful boat, and will vie with the many splendid steamers we have sent to the Alabama rivers."

The CREMONA gets brief treatment in Way's Packets, #1360. Keith Norrington observes that "cremona" is the name of a pipe organ stop, a reed, which yields the sound of a clarinet. Our Webster's dubs it as a city on the Po River in northern Italy. Famous violins made there are called Cremonas, including those by Antonio Stradivari (1644-1747). Jack Irion's letter to Keith is dated 28 December 1984. -Ed.

The Dubuque County Historical Society met at Dubuque on May 2-4 last, too late to include the details in this issue which was "put to bed" the last week in April. Highlighted was the selection of four candidates for their newly launched National Rivers Hall of Fame. The candidates voted upon were James Eads, John Fitch, Robert Fulton, James Howard and family, Louis Jolliet/Fr. Jacques Marquette, Sieur de Robert Cavalier La Salle, Nicholas Roosevelt, Henry Shreve and Mark Twain (Samuel Clemens). Joining in the conclave were the Steamship Historical Society of America, the American Sternwheelers Association and the Midwest Riverboat Buffs. S&D was cordially invited to participate but Bee and Woody were in the throes of moving (see page 4). Ye Ed was committed to activities in Louisville and Cincinnati, C. W. and Lucy Stoll were booked for other affairs, etc.



BURNADINA KING with a picnic and swimming party in the Parkersburg-Marietta area at the century's turn. She was built at Parkersburg in 1896, owned by J. R. King. In her early years she regularly towed a railroad transfer barge in the Little Kanawha River at Parkersburg. Being classed as a towboat she is not listed in Way's Packets. One sweet day some years ago Ye Ed had a phone call from an elderly lady. "Have you heard of a boat named BURNADINA KING?" she asked. Sure, sure, we had. Then she said, "I'm Burnadina King." She then was residing in the Ben Avon-Bellevue area near Pittsburgh. In April 1908 the boat was sold to Peter H. Johnston and John E. Woods of Evansville, equal shares, and burned there in July 1909. Thanks to Woody Rutter for the print, made from an old glass plate.



WHERE WAS THIS TAKEN? We'll venture a guess; Bridgeport, Ala. on the Tennessee River. Seems to us we've seen the railroad bridge in other views. The photographer, name unknown, knew his stuff. Ralph DuPae picked it up in the Donald T. Wright collection while visiting Tulane University, New Orleans. Many interesting ingredients here: drays and freight on shore at the left; fuel flat alongside; passengers posed on the planking and aboard; freight (including cotton bales) aboard; chambermaid aft at boiler deck rail; 'scapes being bled;

captain at the roof bell; antlers on the bell; smoke rolling lazily - what else do you need - perfect. Capt. R. C. Gunter, her first master, and other stockholders built her in 1886 at Chattanooga for the Chattanooga & Decatur Packet Company. She's remindful of the R. DUNBAR which plays a role in this issue as Capt. Fred Hornbrook reminisces about his packet days. A color post card made at St. Louis with the Eads Bridge in the background of the R. C. GUNTER once had wide circulation, perhaps second-best to this one.

First, Wrecks died Feb. 15; then the old cat C.W. died Apr. 9, and then on Apr. 17 the ancient kitchen stove wheezed its last. Profound thanks to Cathy Baloga for burial of the first two, and to Bob Smith, 201 Grant St., Sewickley, for transportation to Sears for a replacement, then unhooking the

oldie and connecting the new stove. -And thanks to Bob's wife Virginia for a hot dinner in the midst of the turmoil.

After crossing the last "t" and dotting the last "i" we're off to Marietta to deliver this

June issue to Bob Richardson, the printer. Jeff Spear and I then proceed to Louisville for the DQ-B/L race, riding the B/L as a judge. Thence then aboard the DQ to Cincinnati for her whoop-de-do "homecoming" there on May 2nd. Jeff and I will be squeezing news out of all of this for the September issue.

ROME BEAUTY APPLE

Origin Disputed and
Boat Building News

The origin of the Rome Beauty apple, recounted in our March '85 issue, page 55, reminded Fred Rutter of a mounted bronze tablet he had read some while back, some 50 miles from the Proctorville, O. location mentioned in the REFLECTOR story. So Fred went back and photographed it. The text appears under the picture on this page, interesting not alone for the apple claim but also for the building of a ship and "scores of flatboats" in the locality.

Fred's marker is on Ohio State Route 144 not far from where 144 intercepts OSR 329 at Stewart, O. in Rome Township, Athens County. OSR 144 parallels the Big Hocking River southward through Coolville and joins the Ohio River at Hockingport. Fred's Rome Beauty is dated 1824. The origin in our first story is "about 1832." Ohio historians will do well to get their acts together.

The construction of a 126-foot ship near Stewart, O. is an unlikely place, but maybe so, maybe so.

William W. Patterson III, president of the W. W. Patterson Company, manufacturer of barge rigging and ratchets in Pittsburgh, died of cardiac arrest in the Shadyside Hospital, Pittsburgh, on Friday, February 21, 1986. Pat was 69.

He was born in Sewickley, Pa., son of William and Elizabeth Patterson Jr. Pat received his primary schooling in Sewickley, and Grace Way was his teacher. He went on to Penn State U. and graduated with the Class of 1938. During WW2 he was with the U.S. Air Force. The Pattersons in 1858 started the manufacture of barge hardware, located on lower Water Street in Pittsburgh. Pat joined the firm and moved it to Pittsburgh's North Side. Memberships included the Propeller Club, National Marine Manufacturers Association, Water Resources Congress and board of directors of the Ohio Valley Improvement Association.

Pat is survived by his wife,



HISTORICAL MARKER NO. 5

Captain Caleb Barstow, Rhode Island shipbuilder, established a saw mill in 1807 and scores of flatboats were built here up to 100 feet long. The great three mast 126 ft. long ship ENTERPRISE was launched on flood waters in 1811 and arrived in New Orleans in 1812, financed by Daniel Stewart #1. See chapter 19, Saga of the Hocking, Bell Press, 1963.

Farnsworth Mill, 1818, later known as Cook and Crispin Mill, 5th mill operated by Edw. Stewart Byron, 1868-1945.

The Rome Beauty apple was originated here in 1824. Base of Mt. Tip, highest elevation in township. Monument and book by Charles H. Byron, 1979.

Helen McEldowney (Mac) Patterson, of Witherow Road, R.D. 3, Sewickley, Pa. 15143; three children, Susan Grubb of Lebanon, Pa., Cary Vaughan of South Ryegate, Vt., and Jeffrey Patterson of Fayetteville, Ark., and four grandchildren.

Services were held at the St. Stephens Episcopal Church in Sewickley on Feb. 25th.

The grateful editor of this magazine extends thanks for the continuing stream of material sent in by members.

Thanks to Charles E. (Chuck) Parrish, Louisville District historian, U.S. Engineers, for a copy of the special centennial edition of the "Falls City Engineer." It is a 10-page (about the same page size as The Waterways Journal) scrapbook of events 1886-1986, illustrated with old-timey pix and brilliantly edited.

On page 7 we learned:

W. H. McAlpine was the only civilian to serve as Louisville District Engineer, 1918-1919.

BEN ALI was the 1886 Derby winner.

The U.S. Mail Line was asking \$3 one way and \$5 the round trip, Louisville-Cincinnati, these rates including meals, berth and passage, this in 1886.

In 1886 the MAGGIE HARPER was running Louisville-Madison-Carrollton.

Fancy striped satin parasols, black and in colors, \$1.75. Kid gloves were going at 76¢ a pair in 1886.

John W. (Jack) Garden and his wife Dorothy of Pittsburgh boarded a Concorde jet in New York in late April and after spending some time in England were booked to return to the U.S. aboard the QUEEN ELIZABETH II.

M.O.R. ENJOYS BIG DAY

by Virginia Bennett

The Middle Ohio River Chapter of S&D convened on Saturday morning, March 15, for a visit to the new quarters of the Inland Rivers Library in Cincinnati at Eighth and Vine. In the afternoon they took in the Behringer-Crawford Museum over in Covington, Ky. to enjoy the river exhibits and the opening of the Harlan Hubbard Gallery (see March issue, page 42) where twenty of his oils and acrylic paintings will have a permanent home, open for viewing seven months a year.

About 75 M.O.R. members and friends boarded the MARK TWAIN at 6:30 at the BB Riverboats' Covington landing. Capt. Tony Seibert blew the departure signal for the three-hour cruise featuring a prime-rib dinner. Barb Hameister introduced the writer of this piece who had planned the day's program. Robert J. (Bob) Lodder showed river

movies taken by his father in the late 1920s, including footage of the CHRIS GREENE - BETSY ANN race of 1928. Bob's father, the late Andrew J. Lodder, later managed the affairs of the DELTA QUEEN for Greene Line Steamers while Letha Greene presided. Jim Haley told the group the story of how the CHRIS-BETSY contest, the first staged race since LEE-NATCHEZ days, came about.

Among those aboard were C. W. and Lucy Stoll, Ralph DuPae, Jack Custer, Sandie Miller, Capt. John Donaldson, and Capt. Jim Blum and his mother.

A short business meeting followed. All present officers were reelected for the forthcoming year.

SLIBE SHOW ENJOYED

Jerry Sutphin Takes OK Chapter For a Tour.

by Jim Wallen

The March 16th meeting of S&D's OK Chapter, held at Point Pleasant in the Mason County Library, featured a slide show of the Upper Mississippi, given by Jerry Sutphin.

Sunset and sunrise pictures were memorable--tints of gold, red and purple--as were the views of green hills, wooded islands, blue sky and water.

Jerry and Lenore rode the DELTA QUEEN in June '85, eight days and seven nights. Also aboard were Capt. C. W. Stoll and Lucy, who had brought along with them a whole family crew.

Scenes aboard the DQ included one of Capt. Norman Hillman on watch in the pilothouse. During shore leaves he had snapped scenes at Hannibal, Dubuque and elsewhere. His picturesque views failed to show a motorboat speeding by, piloted by a y.l. completely topless, and waving gaily. "The DQ careened a bit to port when that happened," Jerry related.

With Jerome Collins presiding, the meeting was opened with a moment of silence in memory of Letha Greene. Clerk Herschel Burford reported a balance of \$132.26 in the mailing fund. A nominating committee was appointed, consisting of Jack Burdette and Capts. Harold Wright and Clare Carpenter. Officers will be elected for the ensuing year at the June 1st meeting.

ON THE BACK COVER

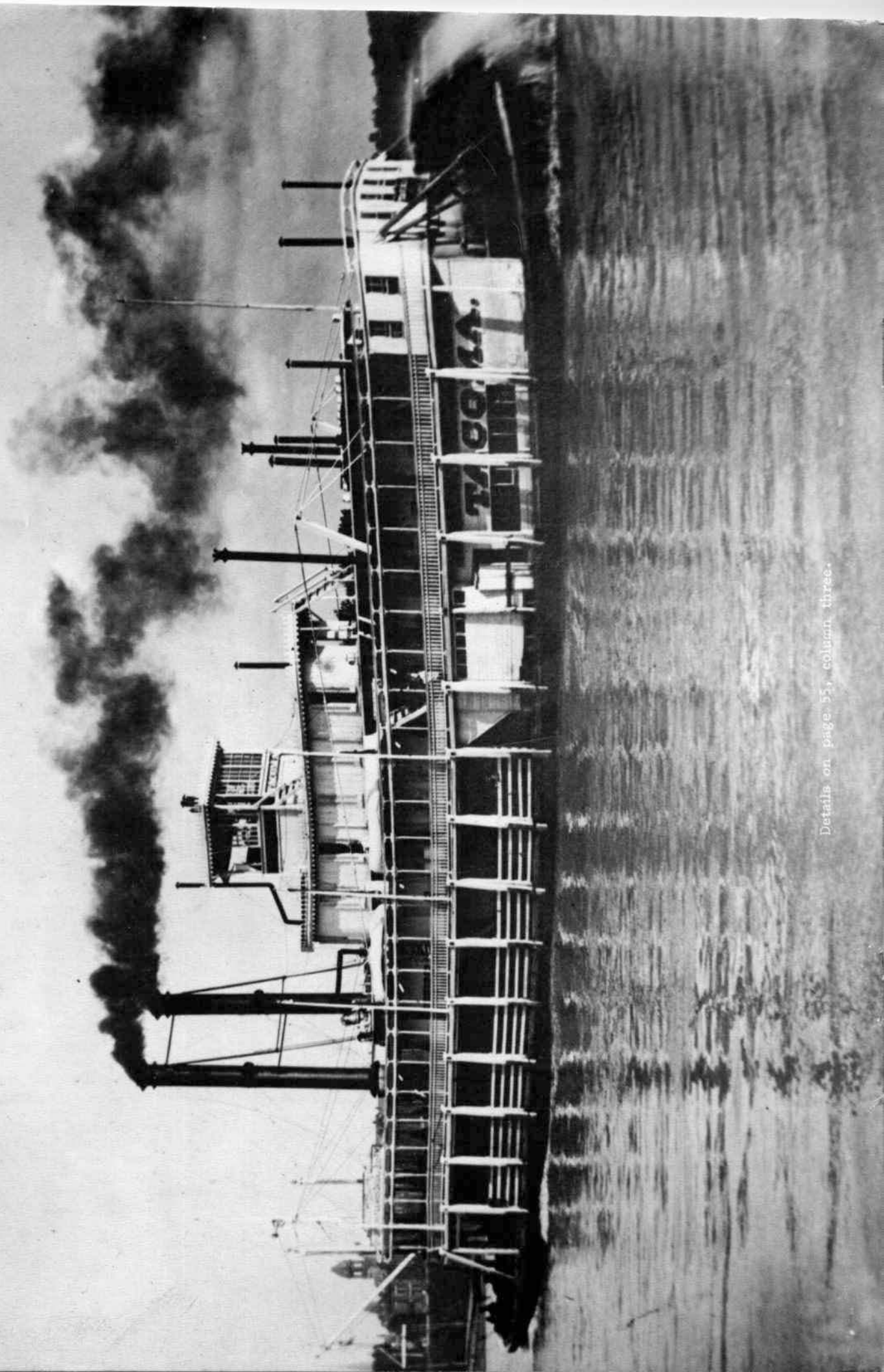
The numerous photographs in this issue taken by Cincinnati photographer Richard L. Hunster were prepared by J. W. Rutter from negs in the Way collection. Woody made them contact size, 5 x 7" all save this one of the TACOMA which he blew up into an 8 x 10" enlargement. It certainly is eligible for taking the blue ribbon of the show. Jesse P. Hughes looked at it long and hard one day and concluded that it predated the boat's Greene Line ownership which commenced in 1904. Jesse said something about the hogchains; that it predated a change made at the Cincinnati Marine Ways in 1897. Without much doubt Dick took the picture while she still was running Cincinnati-Chilo, a 35-mile each way up-and-down stint which occupied her for years and years.

Tom Way has unearthed two railroad related steamers which do not appear in Way's Packets. One of these, the J. C. McMULLIN, has been established as a rail transfer (with tracks) built in 1871 at Mound City, Ill. Her wood hull measured 185 x 44.2 x 6.4. She was rated 423.23 tons and operated on the Missouri River at Glasgow, Mo. Her home port in 1885 was given as St. Louis, Mo.

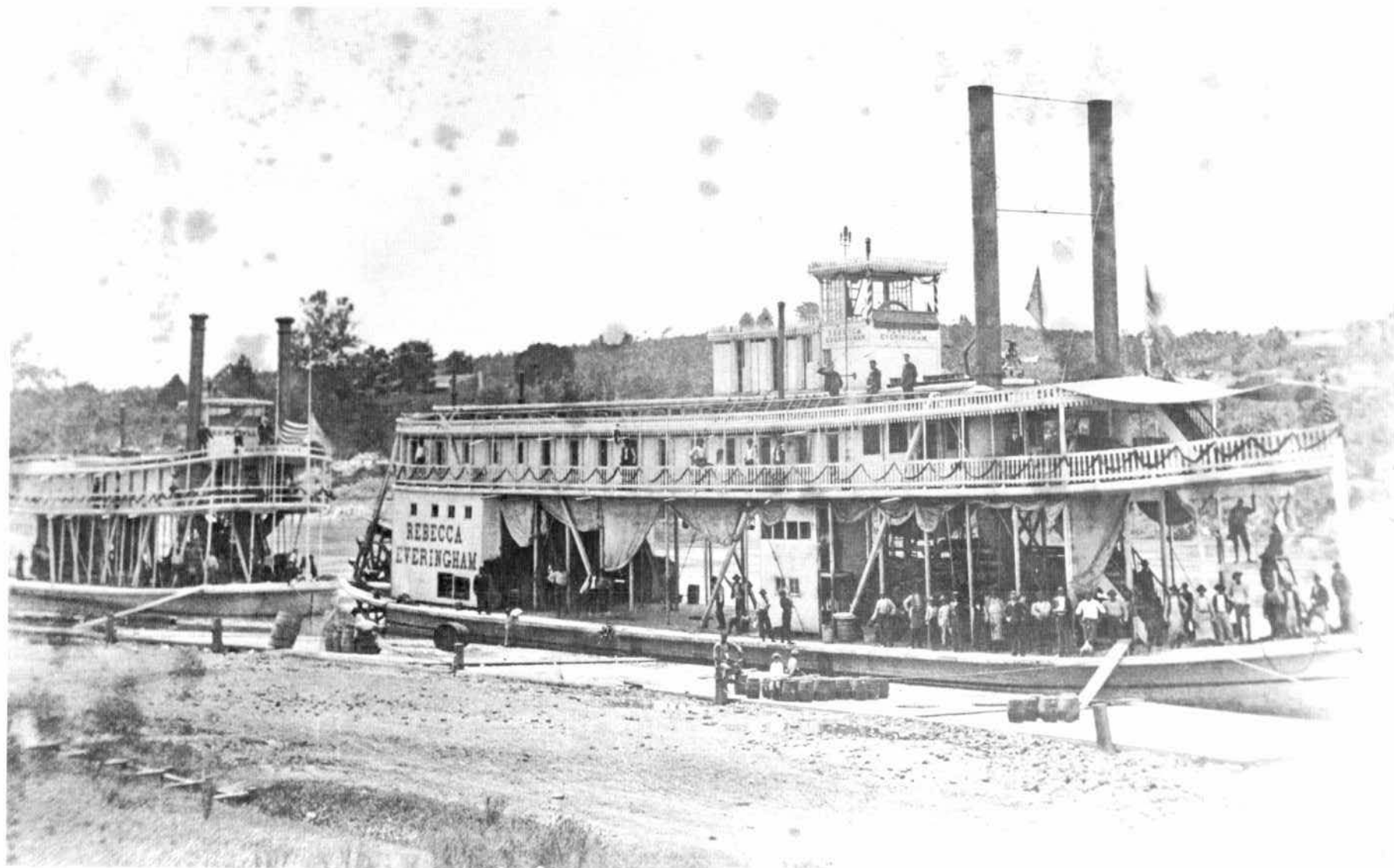
The other, named W. H. CHRISTY, was a ferry at Glasgow, Mo. prior to the building of the bridge there which was opened June 7, 1879. Whether she served as a vehicular and passenger ferry, or was a rail transfer, is still uncertain.

Our Missouri River researchers will do us a favor by adding further particulars.

When you attend S&D at Marietta on the week-end of Sept. 13 be sure to attend the Board of Governors meeting after breakfast Saturday morning. Don't be bashful about making yourself known to any or all of the Board members and the President if you are a newcomer. We want to know you, and help make you feel at home.



Details on page 55, column three.



NOTICE: "Office Central Line Steamers, Columbus, Ga. August 15th, 1882, at 12 o'clock today our office will be closed and business suspended on steamers REBECCA EVERINGHAM and GEO. W. WYLLY in respect to the memory of Wm. W. Wadley, late president of the Central Railroad and Banking Company of Georgia.

[signed] George B. Whiteside, Sec'y and Treasurer, Samuel J. Whiteside, General Agent." The above picture comes to us courtesy of Herman C. Huhn III, Macon, Ga. and shows these two steamboats in mourning on that particular day at Columbus, Ga. More on the next page.

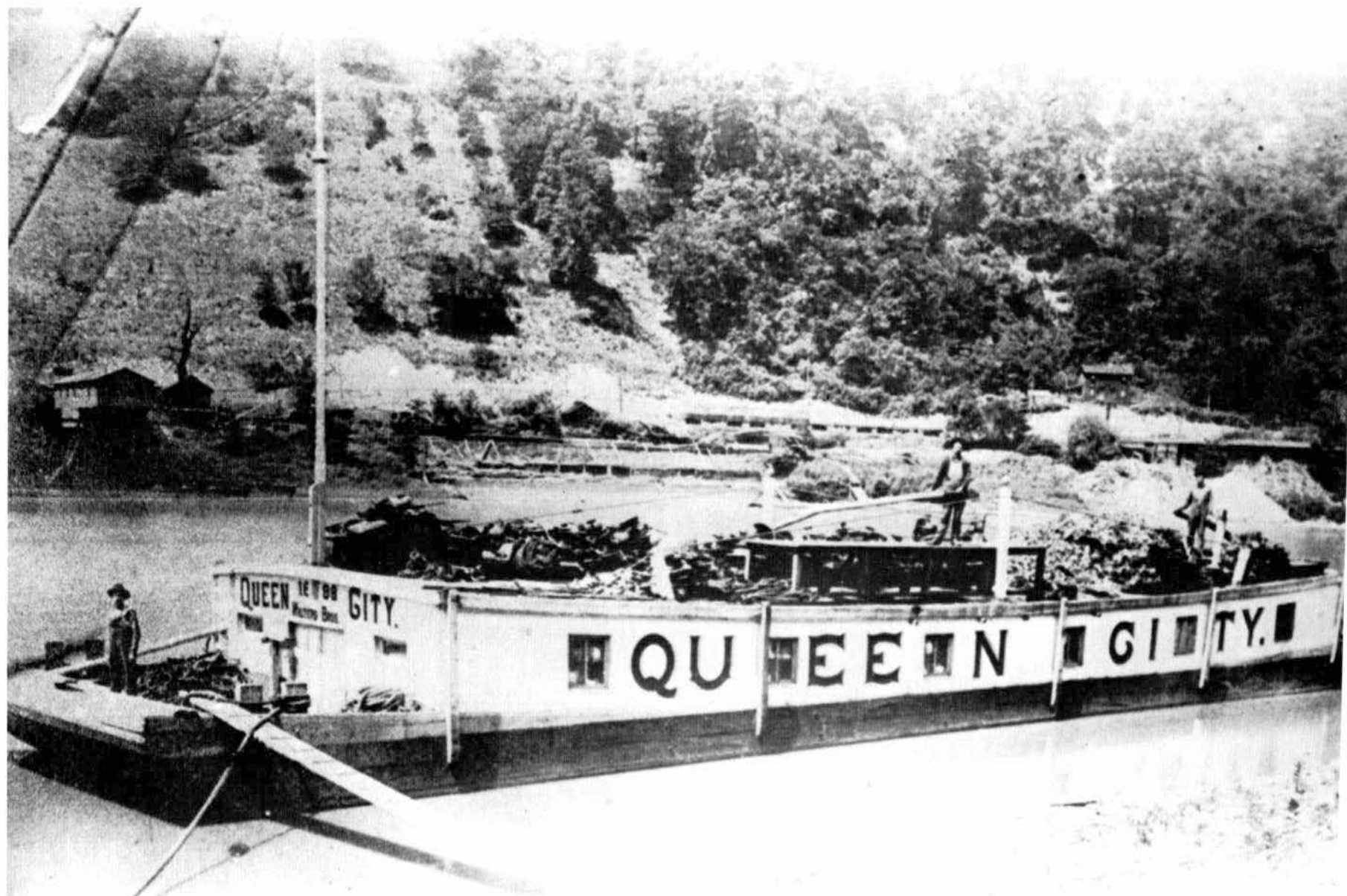


Leaving old Lock #10 above Steubenville, Ohio River, the Streckfus excursion steamer WASHINGTON gets a head start on the Greene Line's GORDON C. GREENE, her stage showing at the left. Picture taken either 1935 or 1936,

photographer not known. Downbound, the WASHINGTON was probably dead-heading to Steubenville. -From Keith Norrington's collection.

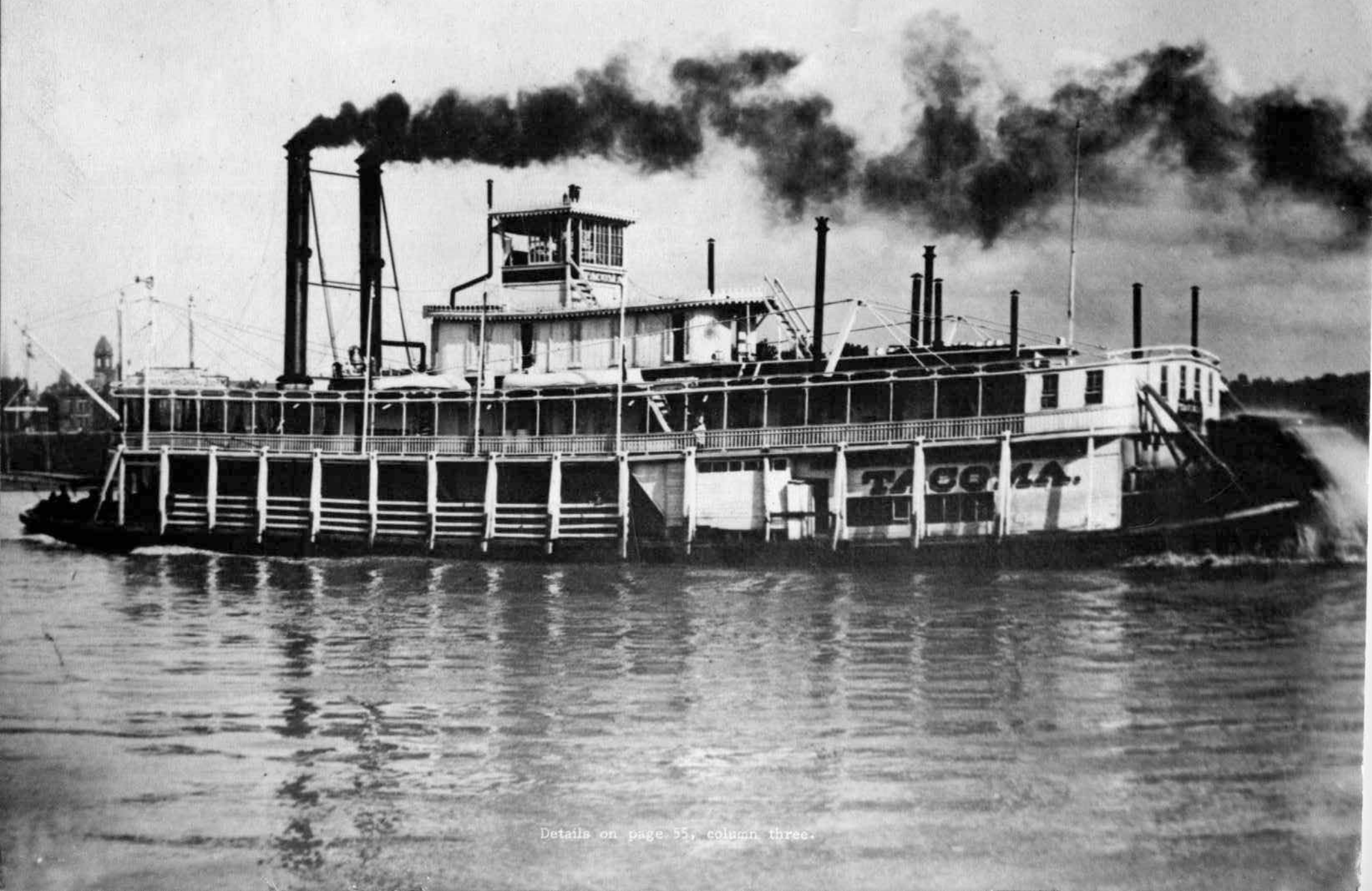


See write-up on page 44.



JERRY SUTPHIN supplies the above, about the best likeness of a junk boat we've seen. The lettering on the end bulkhead contains the date 1898, and says Walters Bros. The brothers, three of them, are identified as Al,

on the bow; Fleming (Bruz) at the center sweep, and Charlie, on the stern oar. The picture was taken between 1900 and 1918, whereabouts in question. Additional information will be appreciated.



Details on page 55, column three.