

S&D

REFLECTOR

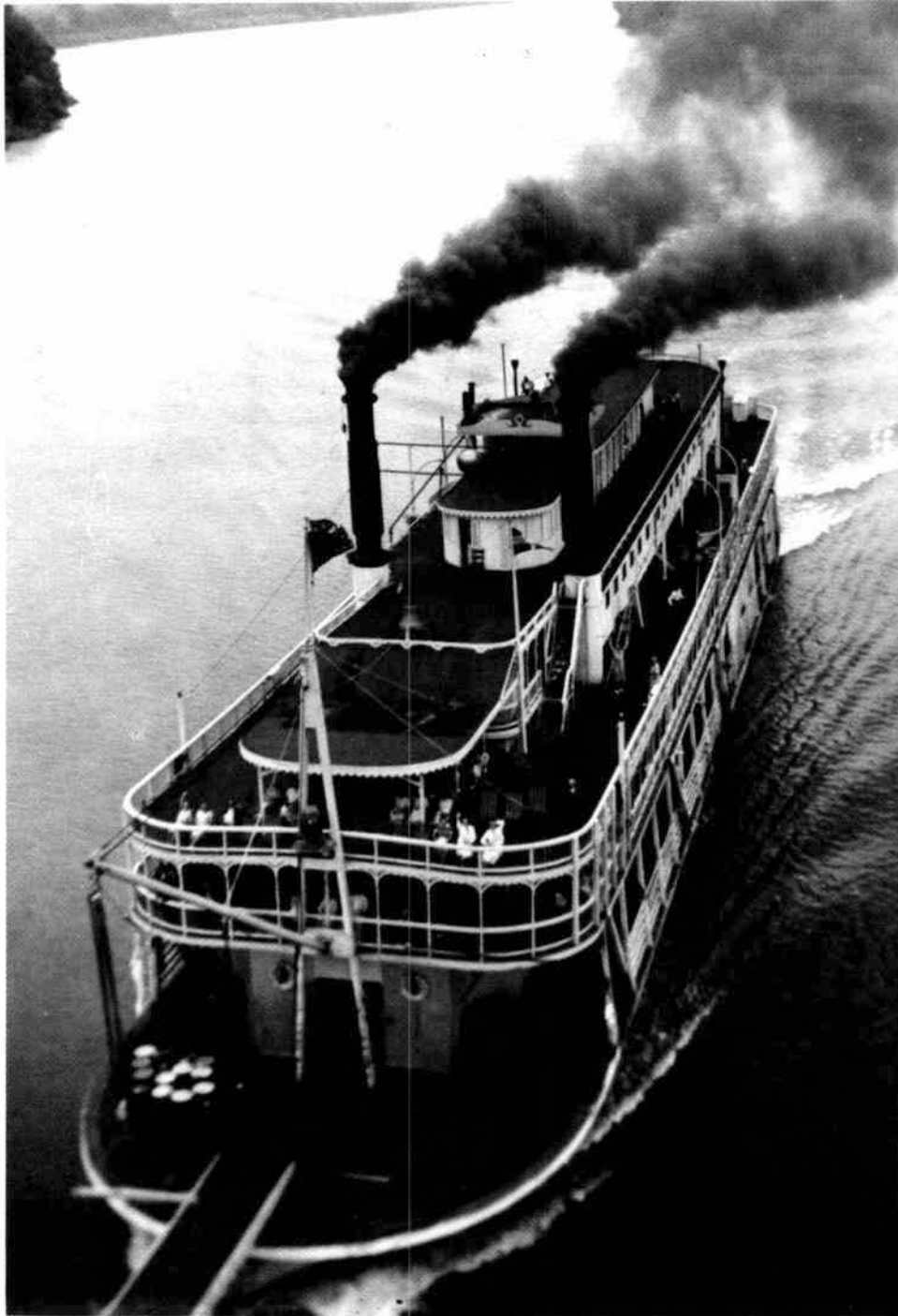
Published by Sons and Daughters
of Pioneer Rivermen



Vol. 24, No. 2

Marietta, Ohio

June, 1987



GORDON C. GREENE
Downbound on the Ohio River at St. Marys, W. Va.
Taken in July 1936 from the bridge (since
demolished) by J. Mack Gamble.
Print by J. W. Rutter



While Jeff Spear and Roddy Hammett were "on tour" last January in the New Orleans area they visited New Iberia, La. to see Shadows On the Teche, pictured above by Jeff. "We saw a few nice houses on the way, one of them, named Orange Grove, on Bayou Black," writes Jeff. "I have seen pictures of Shadows On the Teche but was not prepared for this beautiful home and its gardens. David Weeks built it in 1831, then a wealthy sugar cane planter. He never lived in the house, died in Connecticut and is buried there. Weeks Hall, his great-grandson, willed the place to the National Trust in 1938. It borders Bayou Teche, a narrow stream not much wider than the Muskingum River's canals."



THERE IS STILL traffic on Bayou Teche. While Jeff Spear and Roddy Hammett were visiting Shadows On the Teche a towboat with a one-barge tow put in its appearance and also the "cute sternwheeler" TECHE QUEEN, with a diesel-driven divided sternwheel, pictured here. It offers daily excursions. "The route from New Iberia back to the Mississippi is lined "with great old plantation homes--Bocage and Albania among them. Franklin, La. has attractive old homes, and we saw a marker there for the gunboat DIANA, burned to prevent capture during the Civil War (Way #1540), the boilers still visible during low water periods."

The former U.S. Army steamship GENERAL FRANK M. COXE, built at the Ward Engineering Works, Charleston, West Va. in 1921 (Way #2242) went to the bottom during a heavy gale early Friday morning, Jan. 16, 1987.

She was moored at 430 Airport Boulevard in San Francisco's Bay area at Burlingame.

The COXE and a similar "river steamer" named GENERAL JOHN McE. HYDE, were built by Ward for Army's Quartermaster Corps. Both had interesting careers, recounted by Robert W. (Bob) Parkinson in our June '83 issue, page 5, including a handsome photo of the COXE.

At the time of her January sinking, the old vessel was known as PATTAYA PRINCESS, a floating restaurant famed for Tai food. The craft is named after Pattaya, a beach resort in Thailand. Her owner since 1977 is Robert Sherman of Pacifica, Calif. who bought her, he says, "in a moment of madness." She bears but little resemblance of the 1921 debut, having been altered into a pseudo-side-wheeler.

Mr. Sherman, interviewed following the accident, said he planned to raise her. She lay in 12 feet.

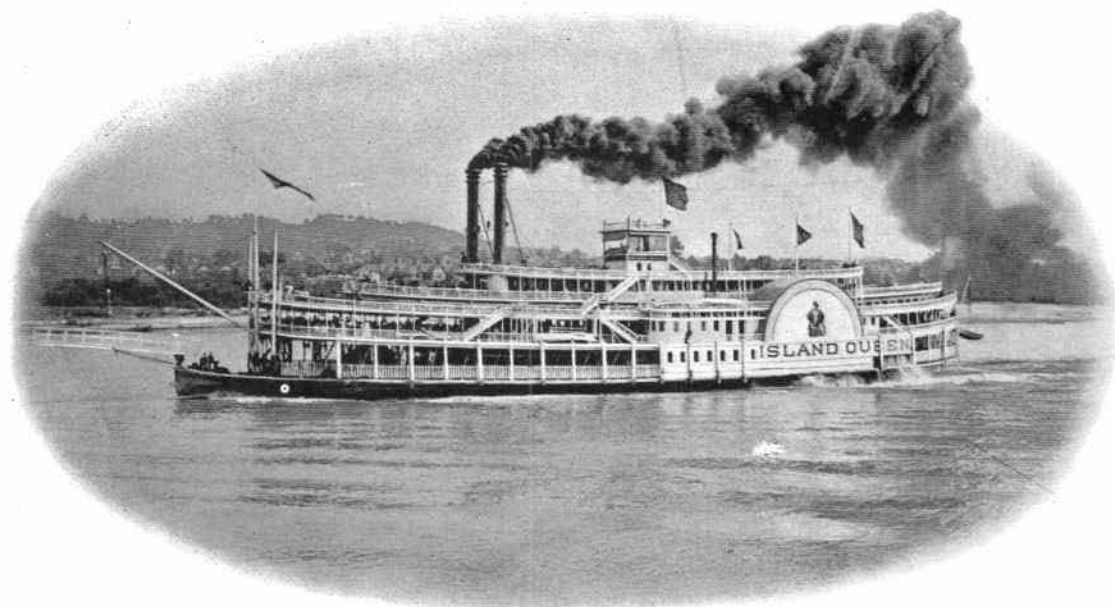
Our thanks to Bob Parkinson for clippings.

Marine artist John Stobart, who wintered in Seal Beach, Calif. staged a special West Coast exhibition of prints in the Royal Salon of the QUEEN MARY berthed at Long Beach, Calif. on Sunday, 29th of March last. He has completed a new painting of the Pittsburgh (Pa.) harbor as seen in steamboat days, with a handsome side-wheeler about to pass under the old Point Bridge, upbound.

- OBITUARIES -

Charles E. Arnold, page 40
 Jack S. Burrell, 34
 Harlan Bush, 45
 Capt. Vernon K. Byrnside, 38
 Jack Hird, 38
 Mrs. Emma Rutter, 9
 Donald E. Vornholt, 40

Please do not burden our waking hours by writing for biographical information about your grandfather who rowed a skiff out in a river fog and got lost.



BACK IN 1915, before our typewriter days, we scribbled a letter to the Coney Island Company in Cincinnati requesting a picture of their excursion side-wheeler ISLAND QUEEN. The prompt response brought to us the above, a 5" by 8" sepia-toned print. In the 72 years which have elapsed since that surprise we've saved it in a photo album and now share it with our S&D friends. Many noteworthy photographs were taken of this 1896-built steamer 280 feet long which plied up-and-down and down-and-up in the 9½ mile course between Cincinnati and Coney Island (which really was not an island) but we've never run across this particular one in any other collection. Thanks again to the unknown person in Coney's wharfboat office who gladdened a 14-year-old boy. -Ed.

INLAND RIVERS LIBRARY

1983-1985 report issued.

This 20-page booklet is sprightly written by Yeatman (Andy) Anderson, the lately retired curator. He finds the library very much alive and thriving "with inquiries from all over the United States and even from such exotic places as Singapore and the United Arab Emirates."

The library is engaged in a project to acquire two sets of negatives of its extensive collection of river photographs. Most popular of these pictures is the daguerreotype panoramic view of the Cincinnati waterfront taken in 1848. The original eight plates in the original frame were displayed in 1985 at an exhibit staged by the Cincinnati Art Museum.

"The major publishing event was the appearance of Way's

Packet Directory, 1848-1983," says Andy. (Incidentally, active preparation of a companion volume, a directory of steam river towboats, is now under full headway, the text being prepared for print by J. W. Rutter.)

Some thirty-odd years ago, observes Andy, "most students of the inland rivers devoted their attention to the period of steamboating after 1848. The emphasis was on the Ohio and the lower Mississippi Rivers. But over the past ten years, there has been a growing interest in the earlier period of steamboating from 1811 to 1848 and often on the tributary rivers such as the Missouri."

Bert Fenn presented to the collection a copy of "Vessel-Named Markings on United States Inland and Ocean Waterways, 1810-1890," by James

W. Milgram. From this source Andy learned that the side-wheel EMBASSY, clearly depicted in the 1848 Cincinnati daguerreotype panorama, was the first river steamboat known to have carried the mail. "In the picture her flagstaff points directly to the building where Stephen Collins Foster worked when he lived in Cincinnati," says Andy.

A copy of the "Indiana Gazetteer," 1826, points out that the steamer FLORENCE reached Terre Haute on the Wabash in 1823 and William E. Wilson in his book, "The Wabash," 1940, says that in the 1860s it was not unusual for as many as twenty boats to be tied up at New Harmony, Ind.

Andy's Report will be mailed to all S&D members. It is loaded with meat and wit. Ye Ed read it straight through soon as the mailman arrived with it.

S&D REFLECTOR

Published by Sons and Daughters
of Pioneer Rivermen



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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.

Capt. Frederick Way, Jr., editor,
121 River Ave.,
Sewickley, Pa. 15143

The S&D REFLECTOR is entered in the post office at Marietta, O. as third class matter, Permit No. 73. Please send address changes to our secretary Mrs. Rutter at the above address.

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THE ANNUAL gathering of our S&D clan is set for the week-end of Saturday, September 19th, headquartered at the Hotel Lafayette, Marietta, Ohio. For the benefit of the newcomers, this is an official meeting. S&D's Board of Governors convenes Saturday morning at 9:30 sharp. Ample seating is provided and all members are urged to attend and participate. The annual election of officers takes place during the course of the annual evening banquet that day. Otherwise S&D is not so much of a "meeting," more aptly an enjoyable river house-party at which informality prevails, bringing together a most interesting group of husbands, wives, children, uncles, aunts, grandmothers and grandfathers from the four corners of the earth. The common denominator is an abiding interest in anything that floats in fresh water, and the avowed purpose is to honor river persons no longer with us, and to refresh memories and details of boats they built and manned.

The party opens Friday evening following the dinner-hour with a get-together reception. Be sure to register and wear the name tag which will be provided. Following the Board meeting Saturday morning comes a noon luncheon followed by short introductions and remarks. A program of events can be picked up at the hotel's office desk. Reservations for the noon meal and evening banquet are required. The Friday evening party is complimentary, and a cocktail hour preceding the Saturday evening banquet comes with the good wishes of the Middle Ohio River Chapter of S&D.

As these lines are written in April the details of the entertainment Saturday night, highlighting the whole affair, are pending. Not procrastination. Ol' man Experience has taught us a few tricks, among them not to chance ruining the pudding by jerking it out of the oven too hastily.

We've often figured that S&D could run from start to finish with no program at all; just give our people the freedom to talk, visit, laugh, cry and giggle Friday through Monday without formal interruptions. But that's no way to run a railroad.

TRAVEL BY WATER



Through
the Heart of
California

**SAN FRANCISCO
SACRAMENTO
STOCKTON**

CALIFORNIA TRANSPORTATION COMPANY

DELTA QUEEN AND DELTA KING
RESEMBLED TWO PREDECESSORS

RICHARD E. BROWN, 6404 Casper Way, Bakersfield, Calif. 93309 has our thanks for a repro of the 1915 folder issued by the California Transportation Co. then operating the much-alike wooden hull stern-wheelers CAPITAL CITY and FORT SUTTER, built respectively in 1910 and 1912. Both were 220 x 42.6 x 9.3, built at San Francisco. The folder describes the sister boats as follows: "The steamers FORT SUTTER and CAPITAL CITY plying between San Francisco

and Sacramento, leave these ports daily, except Sunday, at 6:30 p.m. An excellent dining service is maintained at very reasonable prices. Dinner is served between the hours of 6:30 and 8 p.m. and a light luncheon is served after 10 p.m. All staterooms are furnished with hot and cold running water and several bedroom suites have private baths. The barber shop and baths are located off the lobby and a first-class barber is always in attendance. The service of an experienced stewardess adds to the comfort of the lady passengers.

Space is provided aboard these steamers for accommodation of a large number of automobiles.

Both steamers are 1,140 tons gross, are constructed with water-tight compartments and an auxiliary fire sprinkler system.

The social hall or ladies' parlor on the saloon deck is sixty-eight feet in length and

TIME TABLE

SAN FRANCISCO AND SACRAMENTO PALATIAL STEAMERS "FORT SUTTER" "CAPITAL CITY"

Daily, Except Sunday

Passengers and Through Freight (only)

6:30 p. m. leave.....	SAN FRANCISCO.....	arrive 6:00 a. m.
	Jackson Street Pier.	
11:30 p. m. leave.....	Rio Vista.....	leave 11:15 p. m.
12:10 a. m. leave.....	Isleton.....	leave 10:40 p. m.
1:00 a. m. leave.....	Ryde.....	leave 10:00 p. m.
1:20 a. m. leave.....	Walnut Grove.....	leave 9:40 p. m.
1:40 a. m. leave.....	Grand Island Wharf.....	leave 9:20 p. m.
1:45 a. m. leave.....	Vorden.....	leave 9:15 p. m.
2:20 a. m. leave.....	Courtland.....	leave 8:50 p. m.
3:15 a. m. leave.....	Clarksburg.....	leave 8:10 p. m.
6:00 a. m. arrive.....	SACRAMENTO.....	leave 6:30 p. m.
	Foot of M Street.	

These Steamers connect at Sacramento with

NORTHERN ELECTRIC RAILWAY

FOR
WOODLAND, MARYSVILLE, MERIDIAN, COLUSA,
OROVILLE, CHICO and way stations.

THROUGH TICKETS SOLD

SAN FRANCISCO AND SACRAMENTO

and way landings

PASSENGERS AND FREIGHT

Str. "PRIDE of the RIVER," Str. "ISLETON"

3:00 p. m. leave.....	SAN FRANCISCO.....	arrive 1:00 a. m.
	Jackson Street Pier	
8:00 a. m. arrive.....	SACRAMENTO.....	leave 12:00 noon
	Foot of M Street	

SAN FRANCISCO AND STOCKTON

Benicia, Martinez, Pittsburg, Antioch and way landings

PASSENGERS AND FREIGHT (DAILY)

6:00 p. m. leave.....	SAN FRANCISCO.....	arrive 6:00 a. m.
	Washington Street Pier	
6:00 a. m. (arrive.....	STOCKTON.....	leave (10:00 a. m.
6:00 a. m. (arrive.....		6:00 p. m.

SAN JOAQUIN, MOKELUMNE, OLD AND MIDDLE RIVER LANDINGS

Steamers leave San Francisco, Jackson Street Pier, 12:00 Noon.

OAKLAND SERVICE (Freight Only)

Steamer leaves OAKLAND, Webster Street Wharf, at 12:00 Noon, daily (Sunday excepted) for all stations above mentioned

FARES (Transportation Only)

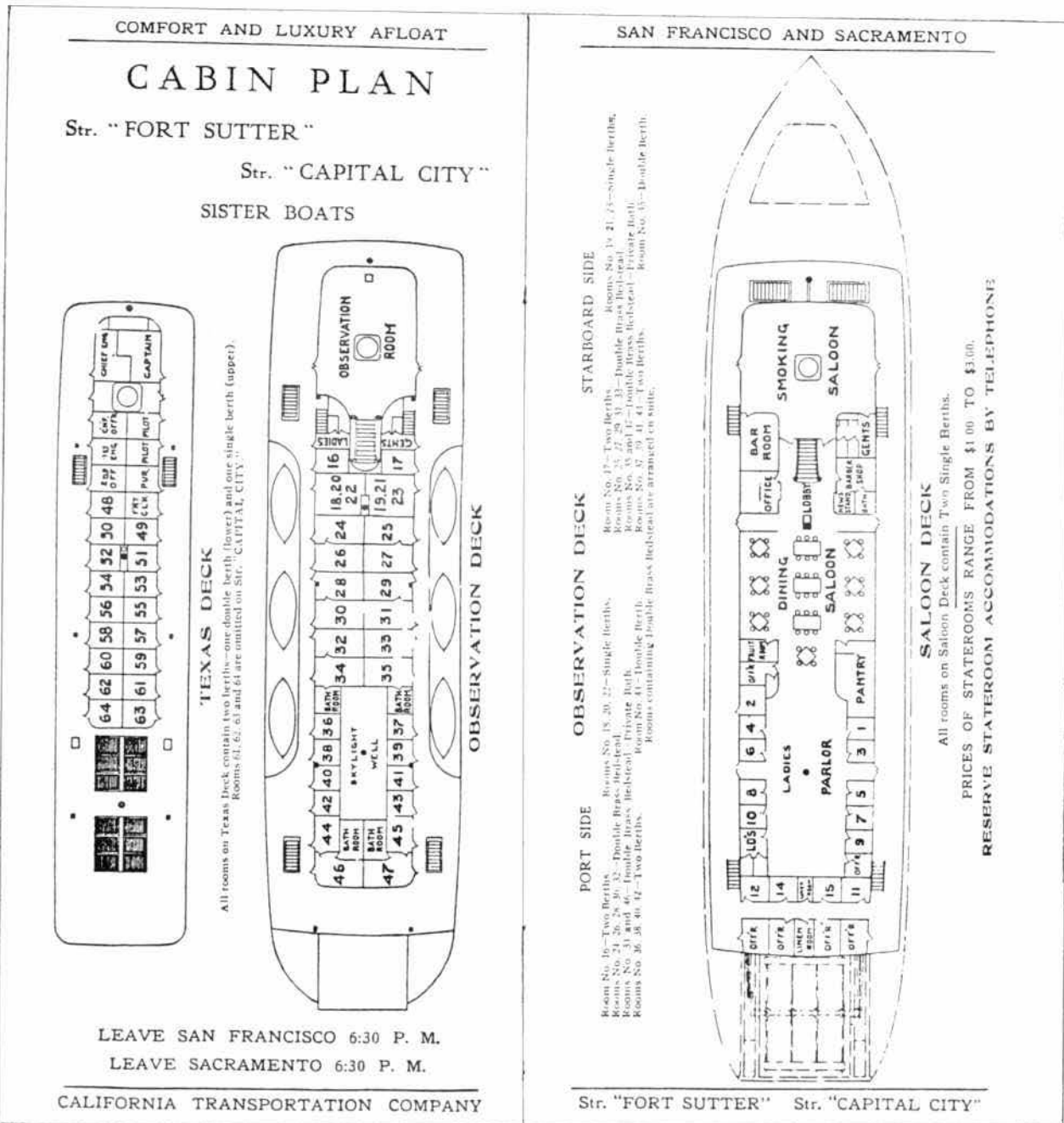
Between SAN FRANCISCO and STOCKTON.....	\$1.90.....
SACRAMENTO.....	1.50.....
WOODLAND.....	2.00.....
MARYSVILLE.....	2.80.....
MERIDIAN.....	3.30.....
COLUSA.....	3.55.....
OROVILLE.....	3.60.....
CHICO.....	4.15.....

STEAMER ACCOMMODATIONS

MEALS.....	50c.
SINGLE BERTH.....	50c.
STATEROOMS range in price from \$1.00 to \$3.00.	
Each stateroom accom- modates at least two persons.	

MAIN OFFICE, SAN FRANCISCO:
Jackson Street Pier. Telephone Douglas 766
SACRAMENTO OFFICE:
Foot of M Street. Telephone Main 4620
STOCKTON OFFICE:
North Side of Channel. Telephone Main 33
OAKLAND OFFICE:
Foot of Webster Street. Telephone Oakland 8328

CALIFORNIA TRANSPORTATION COMPANY



lighted by a magnificent art-glass dome. The furnishings of this spacious room are luxurious and artistic.

The dining room is also located on the saloon deck off the main lobby. It is finished in white cedar and mahogany and is surrounded by large plate glass windows.

From the main lobby a handsome mahogany staircase leads to the observation room on the deck above, forward. This room is furnished with easy chairs and writing desks, and large plate glass windows afford a panoramic view of the surrounding country.

When the DELTA QUEEN came to the Mississippi River in 1947 her deck plans almost matched those of the FORT SUTTER and CAPITAL CITY. The dining saloon on the saloon deck was served from a pantry, a dumb-waiter connecting to the kitchen in the hold. The ladies' parlor was overheaded with an art glass electrically-lighted dome (the

earlier boats had skylights instead, arriving at the texas deck as the drawing shows. The "grand staircase" was quite similar, steps and railing flared—doubtlessly with brass risers. Greatest visible difference probably is the elaborate hog-chaining high aloft on the wooden predecessors.

Rich Brown says both FORT SUTTER and CAPITAL CITY saw service in World War II but not after. CAPITAL CITY was planned to become SHOWBOAT SAN FRANCISCO in 1947, plans went awry, and she sank in a storm in 1952. The FORT SUTTER was to have become a country club house above Sacramento in 1947 but did not. In 1949 she became a restaurant near Rio Vista where renting out the staterooms was disallowed, so she went to San Francisco to get involved in politics. She was burned by vandals in 1959, and some said, "good riddance of an eyesore."

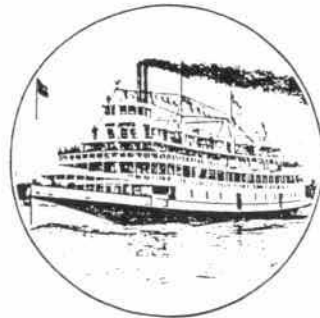
CALIFORNIA TRANSPORTATION COMPANY

STEAMER AND RAIL SUPERIOR SERVICE

BETWEEN

San
Francisco
AND
Sacramento
Valley
Points

STEAMERS OF



California Transportation Company

CONNECT AT

SACRAMENTO

WITH

Northern Electric Railway

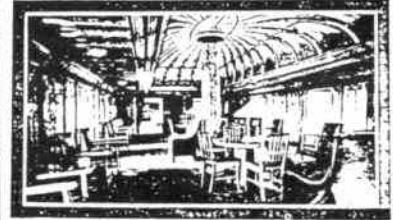
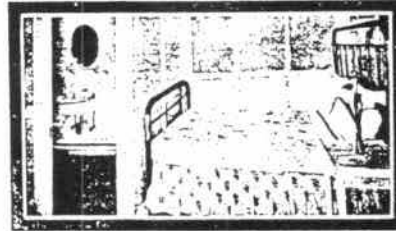
AND

Sacramento & Woodland Railroad

For Woodland, Marysville, Meridian, Colusa,
Oroville, Chico and way stations.

Through tickets sold at San Francisco and baggage checked
to all Stations on line of Railroad.

Steamer makes direct connection with trains at Sacramento



Sirs: Now that I've moved back to Louisville from eight years in New Orleans, Neil Whitehead shares with me magazines of the maritime world that he has collected from various recipients in the Louisville area. I am a marine surveyor, having gotten my training and certification while working in the New Orleans area. Since returning to Louisville last summer I have started a marine surveying company, serving commercial and pleasure vessel owners and underwriters.

I recently surveyed my first "sternwheeler," the FOX RIVER QUEEN built in 1987 in Prospect, Ky. Although hers is a "lazy" sternwheel on a prop-driven boat, at least I am closer to the real thing. Soon I would like to sign my name to the survey of a real sternwheeler.

The FOX RIVER QUEEN is destined for the excursion trade on the Fox River near Chicago, Ill. She was designed by Alan L. Bates.

Greg Weeter,
P.O. Box 344,
Harrods Creek, Ky. 40027

=Hitch a ride with Alan or Neil to S&D week-end of Sept. 19th for your cum laude in real sternwheelers. -Ed.

BETSY ANN SHOWED PROFIT

Study of her accounting
in Natchez-Bayou Sara
trade days revealed.

Howard B. Peabody, Box 425, Blue Hill, Maine 04614 has our thanks for an erudite study by two university accountants of the BETSY ANN's trip statements when owned by R. F. Learned. The results appear in the February 1987 edition of the quarterly "Journal of Mississippi History." The authors are Dale L. Fleisher, professor of accounting at University of Mississippi, and Jalal Soroosh is associate professor of accounting at Loyola College in Maryland. They credit much assistance from two archivists of the University of Mississippi in locating many of the documents used in their study. The boat's name is BETSEY ANN from start to finish, all tidy and legal, for she was documented BETSEY when new in 1899 but, due to some oversight or mix-up, came away from the builders at Dubuque without the final E in BETSEY and ran her entire career without it. U.S. Customs at Pittsburgh detected the error about 1929-1930 when y.t. was

required to apply for a formal "change of name" to BETSEY ANN. Annual Lists of Merchant Vessels then listed her as BETSEY ANN with a footnote advising that she was renamed, originally BETSEY ANN. Which aint so Magee, although her trip statements, consulted by our team of professors, used BETSEY ANN. There may be other such cases in the annual LMVs but, if so, none has come to our attention.

Let's skip around a bit in this article we're speaking of:

"Tucked away in many dusty volumes of original accounting and other records in the lumber archive collection of the University of Mississippi are about three hundred revenue and expense statements of the steamer BETSEY ANN (we'll use her real name henceforth) for the period 1900-1903. All references to accounting records or other documents in this paper are based on materials found in these archives.

"The majority of documents in the lumber collection are from R. F. Learned Sawmill at Natchez. Prior to the Civil War, the predecessor of this company (the Andrew Brown Company) was cited as being the largest

company in the Old Southwest. Following the death of the original owner (Andrew Brown) in 1871, the assets were divided, to some extent, among a variety of heirs. However R. F. Learned (a son-in-law of the original owner) received the bulk of the company's sawmill and timber operations. Learned proceeded to develop his own conglomerate empire including railroads, textile mills, gold mines, and, in 1899, the paddlewheel steamboat BETSY ANN."

Elsewhere in the story is this item: "The boat was operated by a company known as the Natchez and Bayou Sara Packet Company and was owned by one of the wealthiest men in the South (R. F. Learned). The company was actually nothing more than a commission agent that owned wharves at Natchez and Bayou Sara. The BETSY ANN made three round trips a week between the two towns, each trip taking two days....Her freight bills for August 1899 list V. G. Entrikin as the boat's clerk. A person by the name of C. Pfaffenbach has his name listed first as the master."

"Learned's sawmill began using the freight services of the BETSY ANN in August 1899 (the first paid invoice was dated August 17, 1899). Learned's accountants were faithful to the business entity principle and kept separate records for each of his businesses. The sawmill had to pay for using the services of the BETSY ANN just as would any other company, despite the fact that both enterprises were solely owned by R. F. Learned.

"In 1902, for which more reliable information is available, a separate statement was kept for each trip. Revenues of each trip were recorded on a statement of three loose-leaf pages. The first page of each statement shows eight sources of revenue and expenses. The revenue part of each statement shows eight sources of revenues: cabin passengers, down and up; deck passengers, down and up; freight, down and up, rent bar; and sale of coal.

"The expenditure part of each statement was divided into expenditures and expenses. Expenditures consisted of the following items: stores, fuel, office, mate's crew, cabin crew, engineer's crew, and deck crew. The expenses part of the

statement consisted of mate, engineer, office, pantry, general expense, agency, rebates and bills returned, and extra labor. These expenditures and expenses were accounted for, paid for, and recorded in the statements weekly by the boat's clerk. The clerk apparently maintained a sizeable cash fund (over \$5,000) on the boat. Periodically the clerk would remit an amount (in round figures) to the agent (Natchez and Bayou Sara Packet Co.) that was approximately equal to profits since the preceding remittance.

"In 1902, there were 156 trips. Except for one trip, which took four days, all of the trips took only two days each. There was one day off at the end of each week. The salaries of the officers and the other crew members, as well as other bills, were paid at the end of the last trip of each week. Thus, the third voyage of each week invariably showed a lower income than trips earlier in the week because wages for all three trips were charged against the third voyage. This indicates that the trip reports were more for internal control purposes than for income measurement purposes. Employees were paid for seven days a week, even though they worked only six days a week. By following this course of action, i.e., by treating accounts weekly, and paying employees for seven days a week, the cost of layovers, the time during which the ship was in port, was allocated to the voyage expenses for that week.

"The second page of the statement gives a more detailed description of the expenses and expenditures for that week. For example, materials bought, from which company they were bought, and the detailed prices of each item are listed in the second page of the statement. The total of each expense or expenditure recorded in the second page was then transferred to the first page of the statement, and each individual item of these expenses and expenditures was recorded in the journals and the general ledger of the company.

"The third page of the statement for each trip was a summary of cash receipts and cash disbursements by the clerk of the ship for that particular voyage. At the end of each

trip, cash on hand was counted and listed according to dollar bills, silver dollars, quarters, etc. Then, the total of cash on hand and checks, if any, was matched against the balance of cash receipts and cash disbursements, described above. In the 1902 statements, the balance of cash receipts and cash disbursements matched the actual cash on hand most of the time, except for a few instances in which actual cash on hand was less than the cash balance in the books. The difference was simply marked "Shortage" on the voyage reports. There is no indication of how those shortages of cash were treated in the company's books. The shortage was apparently "found" (or otherwise covered up) before the statement for the next week was prepared.

"This statement prepared for each trip made by the BETSY ANN is still in use today by modern steamship companies. Philip Cheng, in his book,

'Steamship Accounting,' illustrates a similar statement which is called 'voyage performance summary.' Cheng's modern version is little different from that of the BETSY ANN, except for the addition of a column for budgeted figures. Cheng considers the statement as being for management information purposes, and not for income reporting to outsiders. Of course, being solely owned by R. F. Learned, the BETSY ANN would have had little need for financial reporting to outsiders.

As it was a common practice by most of the companies during the 1800s and early 1900s, the BETSY ANN's statements of operation did not include a reservation for depreciating expenses. In fact, the accounts did not even reflect the existence of the boat itself. The reason for this omission was surely the lack of an incentive (such as an income tax deduction) to consider depreciation expense as a factor of operation.

"In 1902, the period of time under analysis, the BETSY ANN was a fairly new steamship. Since the management of the company did not actually pay any money for depreciation, it saw no reason to consider the depreciation expenses. Interestingly, the company did

deduct depreciation on the boat in later years after the passage of the income tax law. For example, depreciation of \$2,000 a year was deducted on the tax returns prepared for 1917 and 1918. At that time, the boat's cost basis was limited as \$55,000, which may have been based on an appraised value for income tax purposes. (Subsequently, the boat sold for \$25,000 in 1925, although, by that date, steamboats had become as passe as stage-coaches)."

The two authors of this study pursue details of bookkeeping of interest to certified public accountants, and reveal that R. F. Learned "withdrew \$26,673 from the steamboat agent on December 31, 1902.

"This represented the income shown on the voyage statements minus expenses paid by the agent. Learned had withdrawn \$19,574.68 the preceding year, and was to withdraw \$16,456.18 the following year.

"How adequate was this rate of return? That is difficult to determine because nowhere could the purchase price of the BETSY ANN be found.... Assuming that the cost was about \$58,000, the rate of return before depreciation in 1902 was 43.4 percent.

This compares quite favorably with the 30 percent average return on investment (before depreciation) cited in one study of steamboat profitability.... the BETSY ANN was an extremely profitable investment for R. F. Learned."

The complete text of this study is well worth the reading and we make bold to add to it a few comments. As to the cost price of the BETSY ANN when delivered from the builders at Dubuque, the confidential ledger kept by surveyors for Neare, Gibbs & Co., Cincinnati insurance agents, set the price at \$40,000. Capt. Dana Scott of this firm first inspected the boat on December 15, 1905 and recommended to his superiors that she be valued at \$32,000 for insurance. Scott continued making inspections through January 18, 1917 by which date the boat's value had declined to \$25,000. Upon his first inspection he noted that the BETSY ANN "ought to be chained to be insurable." This was not attended to until after she was sold to the Upper Ohio in the 1920s. Hogchairs were

FIGURE I
Steamboat *Betsey Ann*
Income Statement
For Year Ended 12/31/1902

Revenues:			
Cabin Passenger down	\$ 9,162		
Cabin Passenger up	9,088		
Deck Passenger down	8,700		
Deck Passenger up	7,957		
Freight down	33,067		
Freight up	24,344		
Rent Bar	810		
Coal Sold	203		\$93,331
Cost of Operations:			
Expenditures:			
Store	\$ 10,138		
Fuel	11,555		
Crew Officers	7,330		
Mate's Crew	1,286		
Cabin's Crew	2,415		
Engineering Crew	3,210		
Deck Crew	16,845	\$ 52,779	
Expenses:			
Engineer	\$ 1,220		
Mate	3		
Office	545		
Pantry	982		
General Expenses	2,511		
Agency	4,123		
Rebate	883		
Extra Labor	3,435	\$13,702	
Total Cost			\$66,481
Income per Voyage Statements (<i>Betsey Ann</i> Ledger Accounts) 26,850			
Less: Expenses Paid by Agent (<i>Betsey Ann</i> Ledger Accounts) 176			
Less: Expenses Paid by Sawmill (Sawmill Ledger Account) 1,508			
Net Income <u>\$25,166</u>			

placed in her by orders of the U.S. Steamboat Inspection Service.

The sale price of the boat in 1925 is presented as \$25,000, a bit misleading. Late that fall F. Way Sr. and Jr. purchased the controlling stock of the Independent Packet Co., incorporated owner of the boat, from D. Grover Gill of Gallipolis, O. for \$20,000 plus \$5,000 to satisfy a personal loan Gill had advanced to the owning company.

In 1921 Gill, et al. had bought the BETSY from the Learned family at Natchez. I knew the price paid and still may have it buried somewhere out of sight and mind, little expecting that in 1987 it would be pertinent to the present investigation. If I come upon it, the facts will appear in a future issue of the S&D REFLECTOR. Getting back a moment to the Neare, Gibbs & Co. records 1905-1917, in that period the BETSY was drydocked only once, in 1916, when R. F. Learned spent \$10,000 on an overhaul. She never sank in her entire career of 40 years. The authors are right in that packet-boating on the lower Mississippi had suffered a sharp

decline by 1925. Upper Ohio River operators dipped into the Southland to pick up at bargain prices the ST. JAMES, S. L. ELAM, OMAHA, M. A. BURKE, SENATOR CORDILL, and even the fabled steel-hull KATE ADAMS had deserted Memphis for the Pittsburgh-Cincinnati packet trade.

Sympathies are extended to Woody Rutter and his brother Jim upon the death of their mother, Emma Rutter, who died Tuesday, February 24, 1987 in Wenham, Mass. "Mom" Rutter was 102, and had she lived another three months would have hit 103. She was born in Wolverhampton, Staffordshire, England, one of ten children. In 1909 she came to Sewickley, Pa. where she married Joseph A. Rutter in 1912. She was still making hooked rugs until well past her 100th birthday. Survivors, other than her two sons, comprise four grandsons and two great grandsons. Burial was in the Wenham Cemetery.

TELL CITY'S LOSS

Recalled by Capt. Clare Carpenter at O-K Meet.

by Jim Wallen

Within a matter of minutes on April 17, 1917, the 190-foot packet TELL CITY became a complete wreck at Dam 19, Little Hocking, O. on the Ohio River, and just how this happened was interestingly described in both words and pictures by Capt. Clare Carpenter of Belpre, O., before the March 8th meeting of the Ohio-Kanawha Branch of S&D in the Mason County Public Library at Point Pleasant, West Va.

The TELL CITY had landed at Little Hocking, O. and in leaving had backed down through the open beartrap (the wickets were lowered), its wooden hull coming in contact with the bear trap pier. Coming full-ahead toward the rocky shore on the Ohio side, the TELL CITY struck with such force that the skylight collapsed, dropping the texas down into the main cabin and causing the stacks to topple forward, fatally injuring a passenger. One other life was lost. The steamer quickly sank against the shore, a complete wreck.

This and other disasterous happenings, in rapid succession, were shown clearly by Captain Carpenter in his presentation.

One important part of the TELL CITY was salvaged. Her pilothouse was hauled up the bank to become a summer house in the yard of Mr. and Mrs. Clarence Bent. And from there, that pilothouse eventually came to grace the grounds of the Ohio River Museum in nearby Marietta, O.

Captain Carpenter, retired master and pilot from the Union Barge Line also had another good story to tell. While a crew member of the Pittsburgh towboat ISTHMIAN in his earlier days on the river, the ISTHMIAN went aground on Wolfe Island Bar, 30 miles below Cairo on the Mississippi. She stayed there for a week until a government dredge removed about 250,000 yards of sand to refloat her.

Members of the O-K Branch acknowledged with appreciation the invitation to join members of the Middle Ohio River Chapter of S&D when they come to Huntington, West Va. on Friday and Saturday, July 24-25 to see the

Ohio River Odyssey display at the Huntington Galleries. Many of the O-K Branch members will be present to join those from farther down the Ohio when they have their Saturday evening meeting at the Galleries. The visitors are also planning a trip on the excursion sternwheeler P. A. DENNY which will be leaving from narby Ironton, O.

There were 50 present for the meeting, it was reported by clerk Suellan Gunnoe.

The next O-K meeting will be on Sunday, June 7th at the Mason County Public Library, Point Pleasant, West Va.

Mabel Carpenter has kindly supplied a few more details about the ISTHMIAN grounding, supplied by her husband Capt. Clare. This happened on Dec. 27, 1935. The ISTHMIAN was upbound with one empty and a fuel flat, the Mississippi full of ice. Crew at the time: Capt. Walter F. (Yukon Pete) Price, master; Vernon K. Byrnside and Harry Nichols, pilots; Floyd Weese, mate; Clare Carpenter, watchman; Van Petty, chief and Anson Crabb, assistant engineer. Nichols was on watch. The PATRICIA BARRETT towed her to Paducah for rudder repairs.



SEEMS LIKE every time we shuffle old steamboat pictures this one crops up. We look at it a little longer than most. Although not first-rate quality, and we failed to mark on the back who took it, these three boats were causing a lot of head-scratching in the summer of 1914, moored there at Louisville, Ky. The HOMER SMITH (left) was brand new from the Howard Ship Yard, doing a lot of fledgling wing-flaps as a combination tourist and excursion boat, her future quite insecure. The JOE FOWLER (center) had recently made a financially disasterous trip from Pittsburgh to St. Paul, cut short on the round trip there at Louisville by low water. Capt. Billy Lepper persuaded the owner to let him run excursions there at Louisville, for a lack of any better idea, so here she is doing it. At the right is the TARASCON, hobbling back-and-forth losing money in the Evansville trade, her owners flirting with the poor-house inasmuch as they had L&C's LOUCINDA roosting on a sand bar where she stayed all that summer, the taxi meter clicking every day with charter expenses accumulating. Steamboat owners in 1914 for the most part were a sorry lot, clutching at straws, remindful of today's too frequent towboat and barge line wonderments.

CAPT. THOMAS B. GOOD

One of the greatest rivermen the Mississippi has ever known.

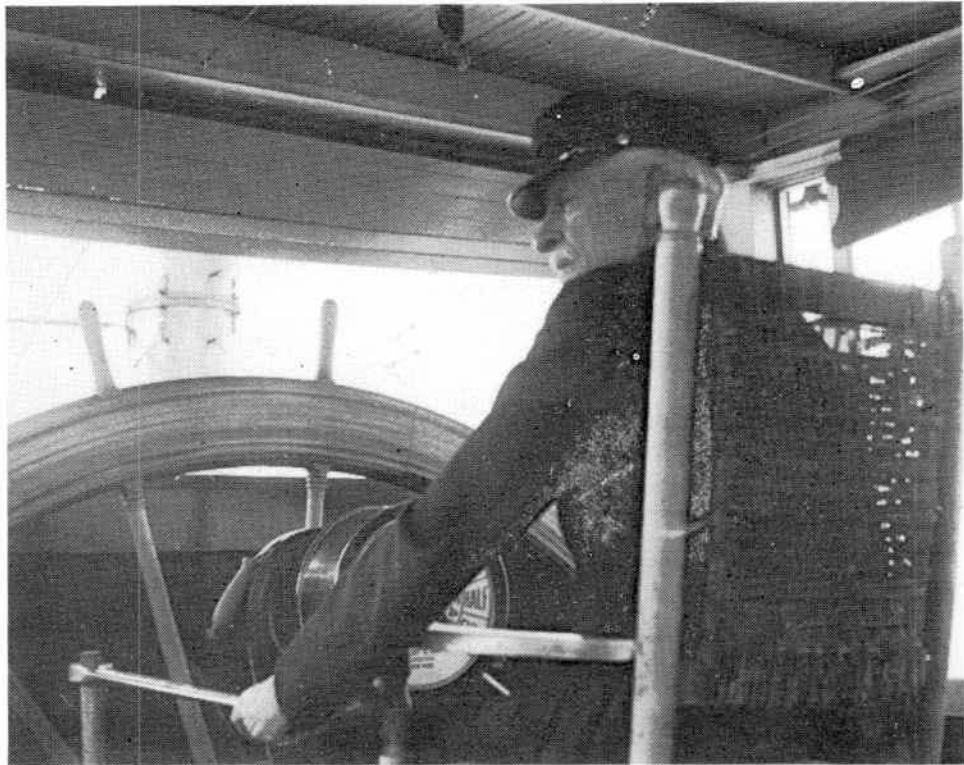
Ever heard of him?

Chances are you haven't.

Captain Good sprang to sudden fame on the national level in the April 1929 issue of the American Magazine. A free-lance feature writer named Lewis R. Freeman, fulfilling an ambition, had descended the Yellowstone, Missouri and Mississippi in a small boat, solo, and one night got caught out by a thunderstorm in a tentless camp forty miles from nowhere roughly half way from Cairo to New Orleans. Soaked to the skin he threw his soggy duffle in the boat and cast off. In the early dawn he got shut out in a pea-soup fog. In such situation Freeman was drifting aimlessly when plucked from the fog by the crew of the U.S. Lighthouse tender OLEANDER, Capt. Thomas B. Good, master-pilot.

The magazine article, well illustrated, which later showed up in the American Magazine, was titled "Capt. Tom Good, one of the greatest rivermen the Mississippi has ever known." Pretty heady handle for a tale going into some 2-million U.S. households. The American Magazine was originally founded as "Frank Leslie's Popular Monthly," was renamed by new owners in 1906, won success with emphasis on the homely affairs of average people, and finally shut down in 1956. Captain Good retired following 50 years of river service on May 18, 1929, less than a month after having been rocketed into the rarefied stratosphere of fame. No riverman had been exposed to such altitudes since Mark Twain.

Now, for the first time since the Freeman article appeared in print, a matter of 68 years, Ye Ed has read the article. It came to us from Keith Norrington in the mail. Although Captain Good lived to be 76, dying in Los Angeles on August 20, 1937, I never had the honor of knowing him personally. I had forgotten about the Freeman tribute in the American, and to the best of my recollection had never read it, probably because in 1919 I was peoccupied in graduating from Sewickley High School and then



CAPT. THOMAS B. GOOD standing watch aboard the CAPE GIRARDEAU in 1929, taken shortly after his retirement from his career of U.S. lighthouse tending. Ruth Ferris was the photographer. We are indebted to Keith Norrington for the print.

cavorting up Green River on the BOWLING GREEN, all new river territory for me. I read his extensive obituary in the September 4, 1937 issue of The Waterways Journal, aware by then, although vaguely, that Captain Good was controversial.

Here is the crux of what writer Lewis R. Freeman said in the American Magazine:-

AND SO I came to the United States lighthouse tender OLEANDER and Captain Tom Good.

He was ringing up the engines for half speed ahead as I mounted to the pilothouse--a tall, slender, wiry, iron-gray man whose only unrhythmic movement was a whip-snapping quick re-squaring of his muscular shoulders every time they relaxed an inch from their wonted poise of military alertness.

"Great jaunt you've had down the Yellowstone," he said as he dropped a fog-smearred window. "Must have taken smart work to keep from swamping that little duck-boat in the rapids where

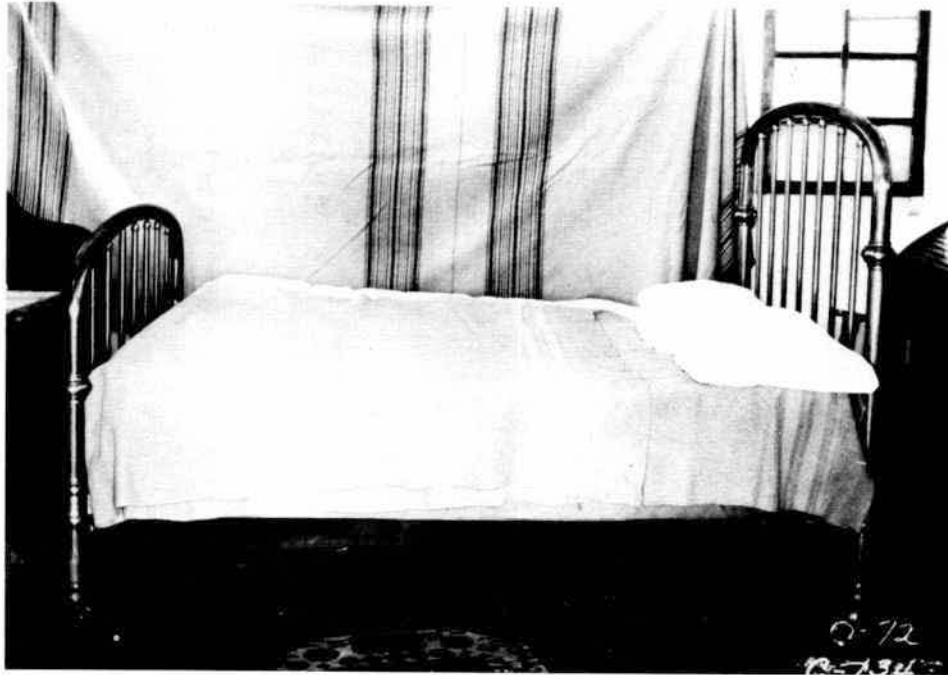
the Yellowstone tumbles off the back of the Rockies. I knew you weren't a green hand at the oars the way you kept from being caught broadside by that 'sawyer' a few minutes ago."

Not the flicker of a smile twitched the corners of the grave mouth at my gulp of astonishment, but as he went on I sensed again the inward grin.

"Yes, I saw you before you saw me. That was partly because I was looking for you and partly because I've been squinting through fog for close to fifty years. Been looking for you for two days. Our superintendent in St. Louis suggested I pick you up for a day or two and let you see how we keep the lights a-burning on the ol' Mississipp'."

A steward sheperded me along to the largest stateroom I had ever encountered on a steamer. A gargantuan metal bed and chairs matched the room, but a something less than boy's size bathtub was in ridiculous contrast. I bathed in sections.

Later, while at the breakfast table, the Chief Engineer



THE FAMOUS BED procured in Cairo, Ill. for the comfort of U.S. president William Howard Taft when he rode the OLEANDER. Photo from the collection of Capt. Thomas E. Kenny, print by William E. Reed.

explained how the spacious quarters had originally been provided to accommodate President William Howard Taft on his historic voyage from St. Louis to Memphis in 1909.

Make everything as large as possible," had been, in effect, the orders wired from Washington when it had been decided that the OLEANDER was the most suitable of the available craft for the presidential cruise. The job had to be rushed through in Cairo, Illinois, which was not a rushful town. Knocking the partitions out of two or three cabins had solved the stateroom problem, and finding in a second-hand store the bed and chairs of a defunct side-show fat lady, solved that of the furniture. The only hitch was over a bathtub. If the giantess had possessed anything of the kind, it had been disposed of elsewhere. None of even an average size was available in Cairo, and the one ordered by wire from St. Louis failed to arrive in time. The Lilliputian fount from which I had just emerged was the best that could be provided at the last moment.

There are several versions of what happened to President Taft on the occasion of his first dip, but all were agreed that he made the serious mistake of

trying to bathe the whole of his considerable bulk at once. He actually succeeded in getting into the tub--but it took Archie Butt, a secret service man, and two or three state governors to overcome the suck of the vacuum beneath and drag him out.

NOSING and sounding for shifting channels, moving light stations, replenishing stores, commending this keeper for his zeal, scolding that one for his neglect, Captain Good had worked the OLEANDER down a score of winding Mississippi miles by the end of the afternoon. 'Tween lights, across the spinning spokes of the big double steering wheel, we swapped yarns about the queer-ness and cussedness of rivers we had known. I am an explorer of rivers, my passion is to follow them from their sources to the sea. In all parts of the world I have studied rivers, matched with them in my efforts to trace a brook through mountain passes, then to valleys, and finally, the brook having become a river, to ride it out to the ocean.

"Funny ol' bag of tricks, the Mississipp'," said Captain Tom, as his eyes swept back and forth across the turbulent yellow flood rolling miles wide between the Missouri and Kentucky shores.

"You've probably heard of how it cut off a bend and left Vicksburg two miles on a shallow slack-water chute; but did you know there is a long stretch, not far above Memphis, in which you now actually run for miles downstream where the river used to flow in the opposite direction? A breaking through at two points on a double oxbow loop turned the trick, but you have to have it laid down on the chart to understand just how it happened. The flood that did the juggling came in 1876, so the place was given the name (which it still bears) of Centennial Bend. They used to tell a yarn about how a boat that was going down the river at the time the break came met itself going up!

Only when his own experiences were concerned did Captain Tom display reticence. A half century of Mississippi River history was on tap at my elbow just so long as it was confined to the doings of others; when I pressed for the record of Tom Good, the magic stream dwindled, trickled and ceased to flow. Others (including Horace Bixby and Cal 'Quaker Oats' Blazier, had had their adventures--the snaggings, the blow-ups, the races, the rescues--as for himself he had just jiggered

away at the wheel and done the best he could to keep the lights burning. This from the man who no less an authority than the president of the Mississippi River Commission had assured me knew "The Father of Waters" as no pilot before him had ever known it.

The brief account I am setting down at this point is how Tom Good came to the Mississippi and became of the Mississippi, was not extracted at a single session, nor yet during a single day or week. Rather it is a composite of odds and ends he let slip during the course of some score of shared watches, pieced out with bits from two of his sons and several of his earlier and later shipmates.

THE STOCK was Dutch on the Good side--Pennsylvania vintage. Tom, preceded by six or eight brothers and sisters, was born in Covington, Kentucky, in 1861. His father kept a ship chandlery shop on the Cincinnati waterfront. His father, a man of energy and initiative, became captain of a packet running from Ohio River

points to New Orleans in the 1850s. During the Civil War he was employed by the Federal Government in the construction and operation of non-protected river craft. In 1860 he was called to St. Louis to organize and manage the Mississippi Valley Transportation Company, in which he subsequently became a partner.

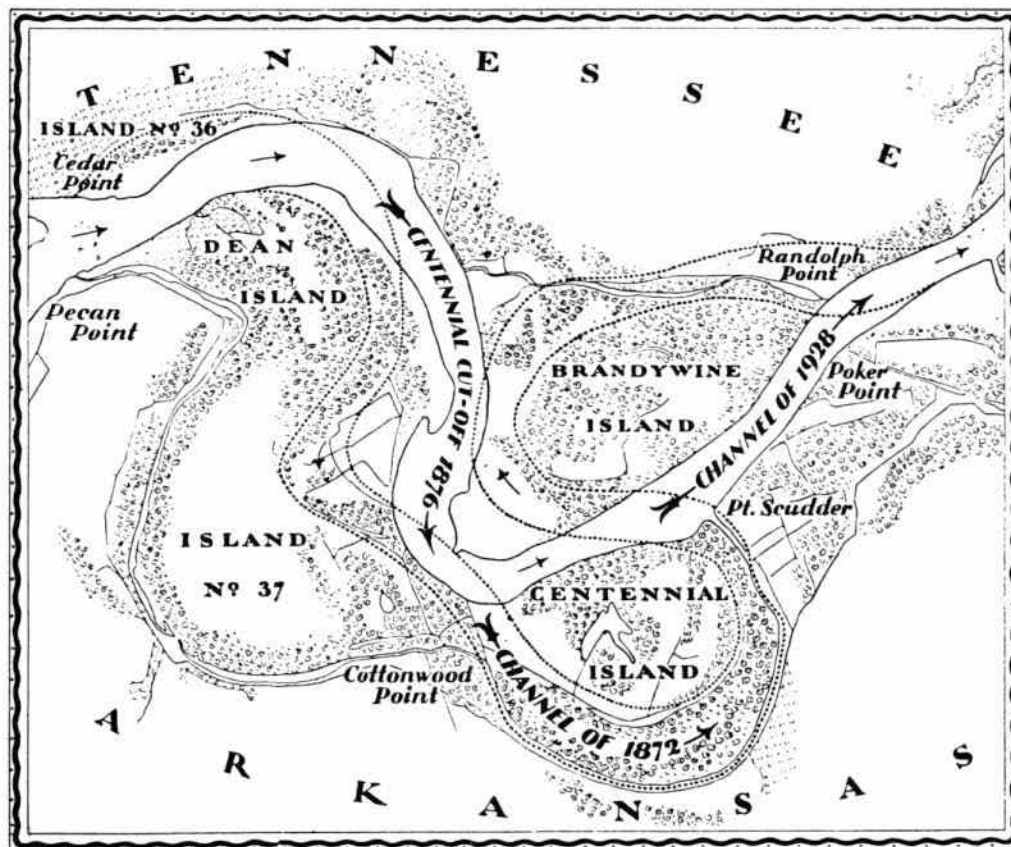
Tom's brothers and sisters were proper young folk, eager to get on in the world and so fell in with their father's plan to send all his children through school and college. Only Tom and another brother had low tastes, preferring the levee to the schoolroom, the river roustabout to the master. When the brother was drowned swimming in the Mississippi, Tom remained as the only family problem. The threat of a hiding every time he was caught setting foot on the levee proved an irritant, not a deterrent.

The first big event in Tom's life came at the age of ten. St. Louis had seethed for days with talk of the great race between the NACHEZ and the ROBT E. LEE. Now they were

being groomed in New Orleans. Now they were off; now passing Memphis; now Cairo; now they were on the home stretch. The LEE was leading and, barring snags, or a boiler explosion, would reach St. Louis first. Licking or no licking, young Tom was not going to miss that event. When his father, who was on the committee of distinguished citizens named to receive and do honor to the winner, refused to take him to the welcoming stand at Eads Bridge, the young river boy set off on his own.

Tom Good and a group of neighborhood boys walked two and a half miles below town that morning of July 4th, 1870. "There was a saw-mill down there at that time," he related, "and a big log raft from Minnesota offered a fine vantage point. We kids led the way out and after us followed the hundreds that crowded down later.

"The first sign we saw of the LEE was a big cloud of smoke--boiling and swirling up black as bitumem, for she was firing with pitch. She rounded



Centennial Bend, where the river, to the left of Point Scudder, now flows in the direction opposite to its former course. This famous "cut-off" is the place where old-timers tell you a ship going downstream when the break came met itself coming up. The present channel is shown in white; the channel before 1876 in dark gray

into the straight from Carondelet, six miles down. The LEE roared past us faster than I've ever seen any river boat speed to this day. A big wall of water she pushed ahead drove our log-raft grandstand high back up the sloping shore, and in another moment sucked and dragged that raft back afloat. I don't remember whether I got a hiding or not when I bragged at supper of having seen the LEE before my Dad did."

On the OLEANDER we had put in to replenish oil at Yucatan Light, forty miles below Vicksburg, and not far from Palmyra Island, so long the plantation home of Jefferson Davis. Backing off into the channel, Captain Good remarked casually that we would just about be passing over the hull of the ROB'T E. LEE (successor of the famed racer). It had burned to the water line there some time in the eighties, not very long after he and his young wife had taken their honeymoon voyage aboard.

Tom Good did his "cubbing" in pilothouses of his Dad's barge line towboats, starting in 1879. When applying for his pilot's license the Examiner remarked to him, "You're not quite ready, but I'll grant it to you if you solemnly swear to remember three words, Stop In Time."

"Those three words turned out to be the Golden Text of my river career," related Captain Good. "I've never had a wreck when I was in command," with a propitiating rap on a wooden wheel-spoke. "They talk of 'Tom Good's luck' and I won't say I've had more than my share of that. But more than everything else combined, it was just having kept that 'Stop In Time' floating before my inner eyes all the while and never being too cocky to act on it." He reached over and rang the engines to half speed. "That little mental danger signal, for instance, is the main reason I'm going to nose in and tie up at Paddy Hen Light in the middle of the afternoon instead of blundering along in this thick fog. Ten to one we could make it up to Hopefield and push on into Memphis, snug at the wharf. But there is just the odd chance that some darn fool will be smearing his way up through the fog, and we would get in each other's way. And so just to be on the safe side

... Joe, I'll bring her in so you can run a headline to the root of the fallen hickory, and get a stern line to the trunk of that sawed-off fir."

"Don't you mean the hollow pecan stump, sir, the one just above the light station?"

"Fir, I said!" the skipper roared back through his megaphone.

Then, in a lower tone to me, "Pecan stump half caved in last visit. Knew it would be gone 'fore we came back, so spotted the fir, forty feet back, for the next sternline mooring. Spoke to Joe about it at the time--and now he's forgotten it. That comes from his towboat piloting. Don't care how and where they tie up."

A thousand miles of the lower Mississippi and, say, three times that length of banks. And here was a man not only remembering just what trees his bow and stern lines should go in mooring at one of seven hundred lights, but also casting ahead and pigeonholing a second line of moorings for use as the first one crumbled.

ALL OF THE serious disasters in which Tom Good figured came in his early years on the river, when he was a subordinate. His first towboat was assailed by a tropical storm in September 1879, losing its stacks and upper works and having one of the pilots drowned. On two of his towboats, the JOHN GILMORE and the HENRY LOUREY, he learned what it to have his boat damaged on the treacherous "coast" of lower Louisiana. But when, after a time, he commanded boats, the magic clothed in the common sense "Stop In Time" had its effect and still has. Rescues he participated in by the score, but never wrecks of his own. He saw one boat racing with another drive into a snag which pierced hull and cabin and came out through the roof of the pilothouse, killing three passengers outright. He was near when Grant Marsh capsized with the LITTLE EAGLE NO. 2 in a tornado at the mouth of the Okaw River in 1894. But to his own boats things just didn't happen.

"Tom Good's Luck" became proverbial after a decade or more of a clean record, doubtless having much to do

with the fact that he was constantly offered better and better boats at a time when the packet trade was being all but wiped off the river by railroad competition. And it was probably that same unblemished record which led the Government to offer him the command of its new lighthouse tender for the Lower Mississippi District.

THE TYPE of aid uniformly used on the Mississippi today has been developed by Captain Good from the primitive lantern hung on a pole, which was the original light. It consists of a heavy post, about twelve feet high, deeply set in the ground and furnished with props, with cross-arms to heighten conspicuousness, and with a bracket to hold the light. All parts are painted white. Lamps hold enough oil to burn continuously for seventy-two hours. A highly refined grade of kerosene is used, furnished under specification that it burn the whole three days without depositing soot on the glass chimney.



To simplify tending, lamps burn day as well as night, so that the principal thing a keeper has to do is to refill the kerosene tank every third day. He must also keep brush and overhanging foliage trimmed back so that the light can be clearly seen at the proper angles from both up-and-downstream. If a caving bank threatens to carry away a station, he must do the best he can to move it back to a safe position without materially altering its bearing. Finally, if a station is carried away, as by a sudden rise, he must lose no time in hanging out a lantern on a tree or temporary post, and then rushing word to the Superintendent in St. Louis.

There are twice as many lights on the Lower Mississippi today as there were when Captain Good came to the command of the Fifteenth District tender JOSEPH HENRY in 1900, and they are better lights and served by better keepers. It was Captain Good who inaugurated the system of detailed reports by which changes in channels and the positions of lights are made known to masters with a minimum of delay. A light itself

means almost nothing to a pilot until he is told why it is so placed and how it should be used as a guide. This information, which for years trickled out in a hit-or-miss sort of way, is now dictated from the wheel to the Captain's clerk as the work progresses, and then rushed off post-haste to the St. Louis office for general dissemination. These daily bulletins, in strange but expressive "riverese," are entirely a development of the Good regime.

But Tom Good's greatest achievement has been the development--one might almost say the creation--of the lighthouse keeper. Under the old system a keeper was picked from the family living nearest to the light, without much or any regard to personal qualifications. Thus the keepers included all the human flotsam and jetsam of the river: fishermen, shantyboat-men, farmers, moonshiners, and others who were "just layin' low for a spell"--men and women, boys and girls, of every grade of color and running the whole gamut of the social scale.

The first complete up-and-down voyage of the newly appointed captain of the lighthouse tender revealed that most of this strange assortment were indifferent keepers, and many quite worthless. A pitiful few were sufficiently intelligent and dependable to do their work properly. For the twenty-eight years since that first trip Tom Good's unrelaxing effort has been to eliminate the worthless and indifferent and to bring the faithful, resourceful keepers up to a mark as close to perfect as is humanly possible with the queerest material that ever fell to the hand of man to mold.

Captain Good's general method is to make sure of the qualifications of a keeper and then slowly increase the number of lights under his care. Fishermen, as a class, proved the best keepers, doubtless because they were rivermen themselves and knew from experience the life-and-death balance suspended over the flicker of a guiding beacon. All fishermen, moreover, had motorboats as a part of their working equipment. It was soon proved that an energetic man with a fast launch could give adequate care to ten, fifteen and even twenty lights.

Several keepers have charge at the present moment of the maximum number. A score of lights takes all of one man's time, but the two hundred dollars a month received by way of compensation--ten dollars for each light attended--makes him a substantial member of the savings-bank-depositor class, for he pays no rent and raises most of his food. The idea of a Mississippi River light keeper with a bank account would have raised a guffaw of laughter in 1900. Today savings are the rule rather than the exception.

HAVE HEARD of countless instances of the courage, resource, loyalty and even heroism displayed by the individual keeper in the discharge of duty. But a single comprehensive instance showing the esprit de corps of the river service as a whole must suffice. When the greatest of modern floods swept the lower valley in 1927 no single class was so sorely tried as the light keepers. Scores and scores of them--living on the very banks of the swelling river as they did--had their every possession swept away at the outset. Many had desperate fights to save their families.

One keeper moved his family and children ten miles across the flooded bottoms in a boat and then rowed back, built a driftwood platform in the top of a giant cottonwood, and lived there a fortnight, nesting among his precious oil cans, in order to be near his crucially important light.

Although the master of every craft plying on the Mississippi was under the strictest orders to report at the earliest moment any light not burning, not a single instance of such failure was brought to the attention of the Superintendent during the whole course of the flood.

When Assistant Superintendent Allen made this statement to me last July in St. Louis, I found it difficult to credit as will anyone familiar with the Mississippi and the conditions prevailing on and around it during the flood. A week later, on the new lighthouse tender, WILLOW, I voiced my wonder, if not doubt, to Captain Tom Good himself.

"I don't blame you for having your doubts," he said, with a nod and a grin. "Just the same, as the old song goes, 'It's funny but it's true.' In

the course of the regular grind we always had, and have, a certain number of light failures, due mostly to carelessness, cus-sedness, and moonshine. Keepers were getting better right along, but were far from perfect--quite far. Until the flood came along, that is. Then--well, they just came through when the emergency arose. Most likely it was some such thing that makes a bunch of telephone 'hello' girls stick to an emergency till they get their hair-do's singed. Funny thing, though, that they all had the stuff in them--to the last old rheumatically mammy."

The WILLOW came to Captain Good as the crown of his almost three decades of work in the United States Lighthouse Service and a total of fifty years on the river. For stanchness, comfort, modernity, and general river-worthiness no such boat has ever been seen on the Mississippi. The Captain's quarters are as roomy as the suites de luxe of an Atlantic liner. Running ice water, hot and cold air ventilation, and separate electric refrigeration chambers for vegetables, meats, and every class of provisions lend the last touch of down-to-the-minuteness.

It was practically the WILLOW's maiden voyage and congratulators streamed aboard to wring the hand of "Capt'n Tom" at every levee, landing, and light. Ninety-year-old "Neffy" Duke, who had been on the CITY OF ALTON with Horace Bixby and Sam Clemens, boarded us at the KATE ADAMS wharf-boat at Memphis to tell how he watched by bonfire light to see the LEE lead the NATCHEZ up along the Chickasaw Bluffs. With him was an ancient, white-haired ducky by the name of George Turner, who had been the barber on the second KATE ADAMS when Captain Good was in command. So perfect a type was George deemed of the antebellum negro that he had played without make-up the part of the bar-keeper in the movie of "Uncle Tom's Cabin."

A younger well-wisher was the three-weeks-old son of a ducky light keeper near historic old Fort Pillow. Born while the new tender was chugging by on its down trip, the pop-eyed mite bore the appropriate name of Thomas Good Willow Oleander Wilkins.

BUT THERE WAS a brooding shadow darkening the roseate pathway of the pride of the United States lighthouse tender fleet. Mauve and purple cloud-shadows from the sky came and went, but this one hovered and clung and would not lift. Only those close to the Captain felt the influence of it, for on him alone it fell. I, myself, was quite unaware of the sinister loom of it until the evening before I was to bring my voyage to a close at Cape Girardeau.

We were battling up against the swirling current rolling down through that strange cyclone-swept stretch of the river to which the name "Graveyard of the Mississippi" is applied--because of the almost overlapping wrecks of storm-swamped hulls littering its bottom. I had said something about the stanchness of the WILLOW--of how unbelievably comfortable and homey it was for a new boat. Tom Good squinted long across the sunset-gilded yellow-brown flood before he spoke.

"Yes, she's all that she could be for the job," he said. "They gave me everything I asked for--and then some. The like of her will not be seen on the river for many a year. But--well, you know I retire automatically on pension at the end of my thirty years of Government service--and just as things are beginning to get interesting, with the barge traffic piling up month by month. The growing barge tows are going to need a constantly improved light system, and that means better and better keepers. It has been a great game--and I'll hardly know what to do for a while without my lights and my keepers to look after. And I guess that--for a while--they'll miss me."

It was not the occasion for a conventional remark of sympathy. But the blinding glare of the golden path of the setting sun, laid ribbon-wise across the bend to mask the narrow channel, led me to quote softly:

By mine eyes grown old with staring at the sunwash on the brine,
I am paid in full for service.
Would that service still were mine!

Tom Good nodded slowly, and

gravely, acknowledging that I had interpreted aright the drift of his thoughts.

"From 'The Galley Slave,' isn't it? he asked. "I remember the lines now, but it never occurred to me to apply them to my own case." Then: "There's salt water in most that Kipling wrote--and all the salt water I've ever seen was on a cruise I made from New Orleans to New York. But I've always thought Kipling would have liked the ol' Mississipp'. Wish I'd had the chance to show it to him."

TWO MONTHS later, and before this yarn was written, I repeated those words to Rudyard Kipling, a wiry, brown, lean little man, as we tramped stride-to-stride over the hills of his Sussex estate and (to use his own language) "swept up the years since our last meeting with a bosom of conversation." The eagerest eyes that ever set in the head of a man flashed up at me through the bushiest eyebrows.

"My old friend Mark Twain guided me to the Mississippi with Huck Finn and Tom Sawyer. Great stuff! But what wouldn't I have given to do it with your Tom Good! You're in luck as usual. But mind you show your thankfulness by not slipping up too much on doing him justice when you scribble your tale. Men like that are not easy to put on paper, as I've learned by experience."

And so have I.

*** **

Comments: Rudyard Kipling's warning to writer Lewis R. Freeman was sage advice, viz: Men like Capt. Tom Good are not easy to put on paper.

Mr. Freeman thought the world and all of Captain Good and in extolling the Captain's brilliant career, the reader is left to wonder how the U.S. Lighthouse Service bungled along before the Captain arrived on the scene in 1900. Government lights were established in the 1870s. The side-wheel tender LILY was built in 1875. The side-wheel JOSEPH HENRY, Captain Good's first command, started tending in 1880, twenty years before Captain Good's regime commenced. The reader is led, falsely we feel, that most keepers during those early years were a "strange assortment of

indifferent keepers, and many quite worthless." The uniform lighthouse standard ascribed to Good by Mr. Freeman appears in a photograph of the LILY taken years before Good is said by Freeman to have conceived it. The question posed to modern river historians is whether Captain Good was all that his biographer claims of him?

The end result of Freeman's American Magazine article is that Captain Good became quite controversial amongst his generation of rivermen who knew him personally. Now, having read Freeman's article, I conclude this recitation with a big question-mark??? The standard sources of Great American Persons do not include either Freeman or Good. Verily we've made all too much of a tempest in the river teapot. -Ed.

Sirs: We of The Historical Society of Berks County (Pa.) have chartered the DELTA QUEEN departing from Pittsburgh on October 2nd and returning early October 5th. Along the way we hope to have special historical events on board. Suggestions for places we might stop would be most appreciated. We hope to make of this a historic-first along the Ohio River.

Paula M. Flippin,
Trip coordinator,
940 Centre Avenue,
Reading, Pa. 19601

=Reading is on the Schuylkill River, not noted for navigation, in eastern Pa. We are intrigued as to what prompted its Historical Society to go steamboatin' on the DQ, a sure-enough "historic-first." -Ed.

Jim Wallen was researching the White Collar Line in back issues of The Waterway Journal. In the issue of April 18, 1903 appeared the following news note:

"The INDIANA took the BONANZA's place while the latter boat went to the Madison Marine Ways for general repairs," and then in the April 25th issue had the BONANZA back in the Pomeroy trade "after a short stay on the Madison Marine Ways." --And one more note: Late in 1899 the BONANZA and SUNSHINE were in the Cincinnati-Louisville trade.

LIGHTHOUSE KEEPER

From beginning to end
of oil lamp days.

Ed. Note:- This story, furnished by Roy H. Emery of Hanover, Ind., amplifies the Capt. Tom Good article on page 11. It seems to have been written in the 1940s by the late Harry Lemen, Madison, Ind. photographer and historian. The story:

William W. Walker is 77 as this is written and his farm is located in the Ohio River bottoms just below Hanover College, Ind., and five miles downstream from Madison. He retired last year as light keeper of Coopers Bar Light No. 3, right shore, Ohio River Mile 560.4 below Pittsburgh. The oil-burning beacon was one of the original Ohio River "government lights" placed by the tender ALICE in 1875. Last year it was modernized to electricity. He has kept the light since he was six, until his retirement last year.

Well does Mr. Walker remember when he rode horseback from his home a half mile back at the foot of the hill every night to tend what he believes was one of the first lights. The glass bowl had U.S. stamped into it. The original one was protected by heavy rods or supports inasmuch as it was hung from a tall pole on a metal hook or arm and swung to and fro during storms.

Mr. Walker's father received fifteen dollars monthly for tending the light during the first twenty years it was in operation. Then the salary was cut down to eight dollars monthly. One of the "tenders" appeared about every three months and left off three 5-gallon cans of coal oil, the GREENBRIER being the last to serve the stations. The "lighthouse whistle" was one long and three shorts. Upon hearing it, the keeper rushed over to get his oil supply. The light was also serviced by the boat's crew. Each had a duty. One man examined the poles of the fixture, driving stakes if needed to make it secure. Another inspected the light to make sure it was in working order. Two others painted the entire framework white, working so fast that one imagined they could paint an entire house in an hour. Three others, armed with long knives

like corn knives (only much larger--perhaps 30 inches long and about four inches wide) with which they cut down all trees and bushes which obstructed vision above and below the light, about a half city block each way. The job was completed in about 15 minutes, and then the boat was off to tend the next light.

Mr. Walker's opinion is that his light was needed from the start because of Cooper's Bar which during low water stages extended over half way across from the Kentucky shore at this point. When he was about ten years of age the river got so shallow that he rode horseback across it at this bar. The channel then was little more than a creek, about four feet deep; he swam his horse across. On some occasions some three acres of river craft were out dry on the bar in summer months, and would remain grounded until late fall rains released them. He recalls steamboats, large log rafts and many flatboats distributed on the dry sand.

In 1936 his salary was raised to eleven dollars a month.

The 1937 Flood demolished the light structure and, until it was rebuilt, he used a tall pole with an iron arm with a hook on the end. He believes that the various floods have caused the present light to stand about 100 feet back from the original location. The river bank has gradually washed away. Many Indian arrowheads and stone implements, including large stone mills used for grinding corn, wash out from the river bank following floods, indicating this may have been an Indian settlement.

Mr. Walker was born on the farm, and his father before him. The land was originally settled by George Shannon, his grandfather, a soldier of the Revolution. George Shannon and John Paul were the first white settlers at Madison in 1809. George Shannon is buried on the hilltop in Bethel Cemetery. An inscription on his stone states the above facts.

=This article, re-titled and edited, is from the collection of the Jefferson County (Ind.) Historical Society Museum and appeared as part of the January 1987 issue of "Composite Columns," quarterly newsletter of the JCHS, Inc., 410 Elm Street,

Madison, Ind. 47250. The Society owns the original oil lantern tended by Mr. Walker. A photograph of Mr. Walker appeared in the "Indianapolis News" of Nov. 8, 1943 accompanied by an article. -Ed.

Jerry Sutphin has our thanks for a copy of the March '87 issue of "American History, Illustrated." Featured is "Steamboats On the Mississippi," by Joan W. Gandy and Thomas H. Gandy. Dr. Gandy and wife Joan own a fabulous collection of photographic glass plates taken by the celebrated Henry Norman, of Natchez, Miss. Fourteen of these are featured in duotone, the brown coloring frequently used on the REFLECTOR's front and back covers. The picture portfolio is adapted from their new book, "The Mississippi Steamboat Era in Historic Photographs, 1870-1920." The book is available from Dover Publications, Inc., 31 East Second St., Mineola, N.Y. 11501 for \$9.95 plus 85¢ postage.

Streckfus Steamers announces the PRESIDENT's summer season starting at St. Louis on June 5th and continuing there until late fall.

The new 1,000 capacity excursion boat which came from the builders in Pensacola to the Gateway Clipper fleet in Pittsburgh as a nameless waif (March issue, page 35) has been christened MAJESTIC. John E. Connelly, owner, revealed that 27,000 contestants suggested names for the boat in a month-long contest, and 28 of them chose MAJESTIC.

On an inaugural cruise at Pittsburgh on Sunday, March 15, Mr. Connelly invited aboard members of the Pittsburgh Opera and named as honorary captains Tito Capobianco, the Opera's director, and his wife Gigi. Among the guests was B.G.Y. Shields, our S&D member who edits the Sewickley "Herald."

Our thanks to Kurt and Helen Swan for a full color enlargement of the MAJESTIC taken at the Pike Island Locks, Ohio River, upbound from Pensacola. The Swans live on the old Lock #9 property at New Cumberland, West Va. with a sweeping view of the Ohio River.

RESTORATION? FORGET IT.

Arts Editor's opinion
of new ADMIRAL set-up.

[Ed. note:- Under the heading "The arts & entertainment" Frank Peters, Arts Editor with the St. Louis "Post-Dispatch," after three visits aboard the ADMIRAL and an interview with Mazie Krebs (more about Mazie elsewhere in this issue) unloads his views in the March 22nd issue. The interview with Mazie was short and sweet. She had come from her Santa Clara, Calif. home for the grand reopening--the first time she had been on the boat since soon after the maiden voyage in June 1940. She told Mr. Peters she was happy that the ADMIRAL had been saved from the scrap yard, and delighted to see the St. Louis waterfront in such flourishing condition. When pressed about the colors and shapes and decorations lately applied, Mazie Krebs replied carefully, "What I think about that is that they are designed to appeal to young people today." Period. This reply reflects her lengthy experience with the Streckfus clan, particularly Cap'n Joe, when she was designing the PRESIDENT and ADMIRAL years ago. Cardinal Streckfus rule was never to gush to reporters, or to anyone else for that matter. Arts editor Frank Peters was under no such compulsion.]

We quote: "The recent rehabbing of the ADMIRAL has engaged the services of one of the country's largest architectural firms, Hellmuth, Obata & Kassabaum, as well as marine architects consulted by HOK, and Landmark Entertainment Group, a separate firm that is credited as conceptual designer and creative director on the job. Landmark did the marketing and 'programming' studies that determined the character of the new ADMIRAL enterprise and produced basic design; HOK's job has been to realize that design, modifying it along the way in frequent consultations with Landmark and the boat's owners, S.S. ADMIRAL Partners.

"The result is a much altered ADMIRAL tied to, and hiding behind, a second floating structure of singularly repulsive appearance. It embodies two emergency-exit staircases serving the ADMIRAL and two automated-

entertainment theaters, as well as a box office for the entire operation. The superstructure of the vestibule-berth has stepped-up tiers and rounded corners. Its windowless skin is pinkish, a sort of metallic braunschweiger color deliberately chosen by the designers to contrast with the aluminum-painted sheet-iron skin of the ADMIRAL.

"Entry to the ADMIRAL is a little forward of where the port side-wheel used to be. The handsome name-sign that used to be on the wheel cover has been shrunk, squeezed, and relocated above the new entrance. The ADMIRAL still floats on the 1907 ALBATROSS hull, but eight pontoons have been added under the 1930s cantilevered deck extensions to stabilize the vessel and prevent its capsizing if the old hull should fail. And the cantilever structure itself has been considerably reinforced.

"The biggest structural change involves the two top levels, D and E decks, which are entirely new except for the pilothouse near the front of the boat. D deck was formerly open at the sides, a big shaded floor for strolling and deck-chair sitting. It has been enclosed to accommodate two new restaurants and intervening kitchen space for them. To make room for heating and cooling ducts above the ceiling of D deck, E deck was raised five feet and the pilothouse was reinstalled on its new perch. New mechanical services are housed in long streamlined cabins behind the pilothouse.

"These alterations have given the ADMIRAL a top-heavy look and upset the harmonious proportions that Mazie Krebs laid out. One can appreciate her art in balancing the round and oblong flush windows of the two enclosed levels--the ballroom deck--with the shaded depths of the A and D decks. Seen against the sun in old photographs, E deck, its rolled edge highlighted in a gentle rise toward the stern, appeared as light and graceful as the cafe umbrellas it carried. The ADMIRAL's new profile is more like that of a diesel locomotive.

"The smooth new skin of D deck and the long machinery housings over it has set up another contrast, for the aluminum-painted iron sheathing that Krebs designed in 1935--it was all in place in 1938--has a distinctly rumpled look. It's not

because of recent mistreatment, for many of the surface wobbles are evident in 1950s photographs. Jim Agne, HOK's project architect for the job, believes the skin deformations accumulated gradually as a result of the ADMIRAL's steel hull flexing under wave action, either from storms or towboats passing nearby.

"How you judge the new ADMIRAL--or the rear ADMIRAL, as someone wryly called it after trying to see around the pink leviathan that confronts the levee--depends on what you expected. If you were looking for a restoration or renovation, like the one that brought the Fox Theater back to something very close to its opening-night appearance, forget it. Even if a developer had wanted to restore the ADMIRAL, the mechanical heart of the boat was irrecoverably torn out by the Streckfus management in 1967--its boilers, steam engines and side-wheels--in a futile attempt to reduce operating expenses. (The wheels were replaced with diesel-driven propellers, which repeatedly broke in the debris-laden river.)

"In any case a restored ADMIRAL would not have paid. A money reason can be found for almost everything done to the boat. Enclosure of almost twice as much space (D deck, the mall-type commercial attractions on A deck) for year-around operation; more food and drink service, including a glass-walled Crystal Terrace at the luxury end; automated entertainments to keep children happy. The thing is designed to content the most tourist families in about an hour. By staying moored, the new ADMIRAL can turn over its audience (4000 maximum at a time) a dozen times on a summer day, as against twice at most when the boat followed its leisurely schedule of excursions to Jefferson Barracks bridge and back.

"The technique of the nostalgia industry, the theme-park method, is to suggest some suitably remote style with emblematic ornaments, such as the expensive back-painted glass panels created for the new ADMIRAL, or the over-size wheel housings of the fake Grant-era steamboats moored downstream. These identifying tokens are contained within an unmistakably here-and-now environment, typified by the theater interiors

and by the incessant recorded pop-rock tunes belted out by loudspeakers throughout the new ADMIRAL's open-air decks. Turned up as the volume was on three visits I made to the boat last week, it made the ADMIRAL a floating jukebox, broadcasting its racket from Eads Bridge south to the Arch steps.

"With all deference to the developer's need to pay for his prodigious investment, and to the principle that any ADMIRAL is better than none, I still find two causes for sorrow in how the boat has been treated. The heart of the original interior decor--the ballroom and its ad-

acent lounges--could have been and should have been scrupulously restored.

"The other misfortune is the loutish, misshapen vestibule structure. False in color and style, oppressive in its clumsily stacked masses, the thing is magnified by its own sheer ugliness, contriving to look monumental and cheap at the same time--a blind bunker with a dirty-pink skin. It disfigures not just the already-mutilated ADMIRAL but the whole riverfront and, by extension, the city that tolerates it. St. Louis has plenty of flawed and hokey and ungainly buildings, but

nothing, not even Ridgeway Center at Shaw's Garden, as horrid as the creature now plastered to the flank of the poor old ADMIRAL.

=The foregoing is the opinion of an arts editor. Persons with long memories will recall with no trouble that when the ADMIRAL made her debut in 1940 she was unversally dubbed as "an aluminum Ford sedan sunk up to the hub caps." Even the DELTA QUEEN took a bit of getting used to: "Big Foot's cast iron monster." -Ed.

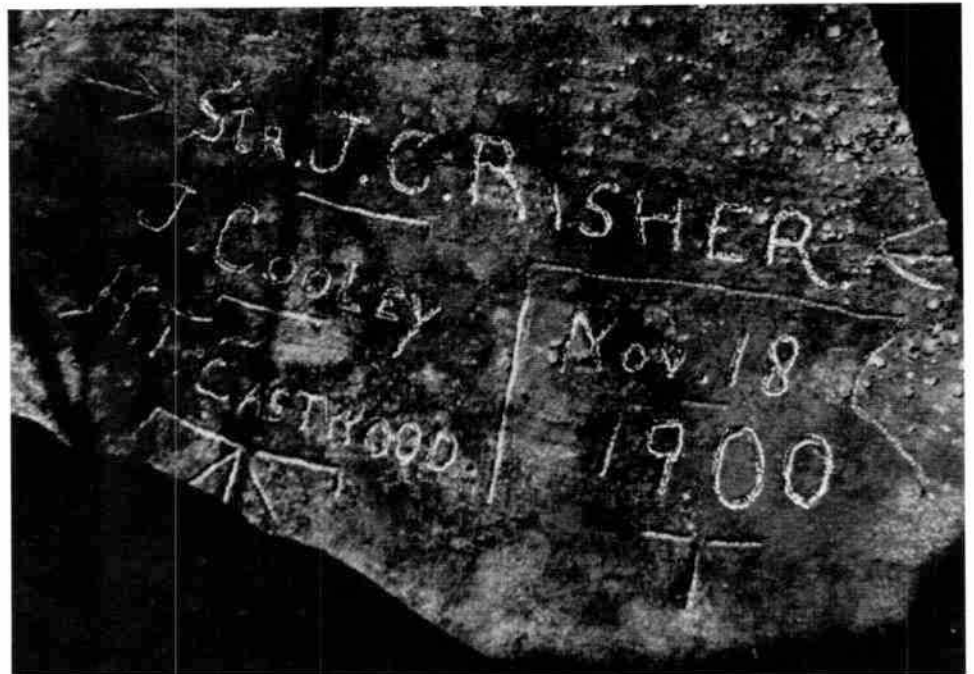
Pictures on page 43.

CLIFF CLIMB

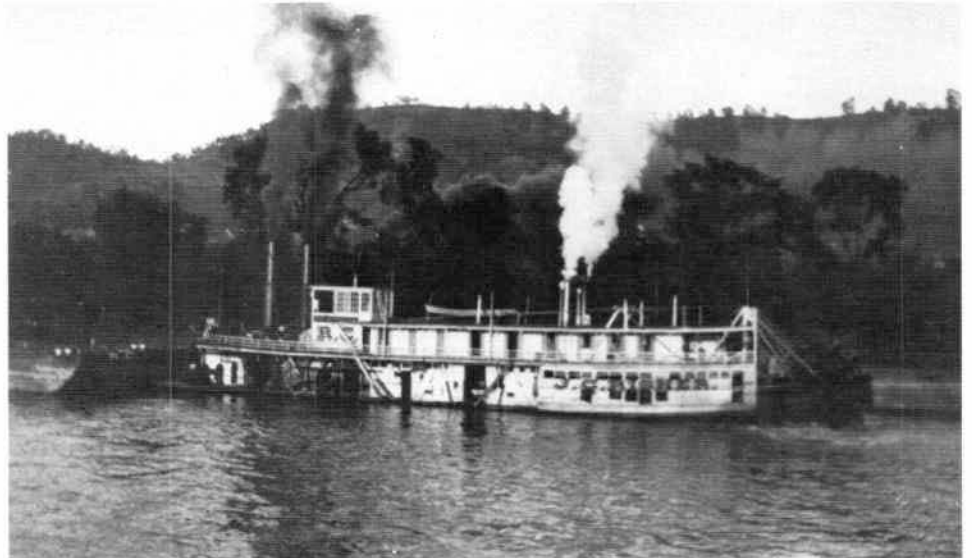
Sirs: Last Sunday, March 29th Bee and I went over from Marietta to Raven Rock, West Va. to see if we could find Jesse Hughes' initials on the rocks up there. I had wandered around by myself the day before and found some carvings but not the one I was looking for. On Sunday Bee and I stopped in St. Marys and enlisted the help of Hi Carpenter's son, Walter, but the three of us also failed in finding the Hughes rock. Seems to me that Jesse had said he carved his initials and an anchor up there on Raven Rock hill one Sunday about 1894.

Walter Carpenter had been up on Raven Rock hill many times but not in the last 50 years. Walter did know a better route, remembering there had been a park on the backside of the hill with a graded road leading up. We followed the trace to numerous big boulders at the hill's crest. Amongst the names, dates and initials we happened on the inscription in the accompanying photograph, Str. J. C. RISHER, J. Cooley, J. T. Eastwood, Nov. 18, 1900. Walter Carpenter also found the initials of his two aunts, dated 1905.

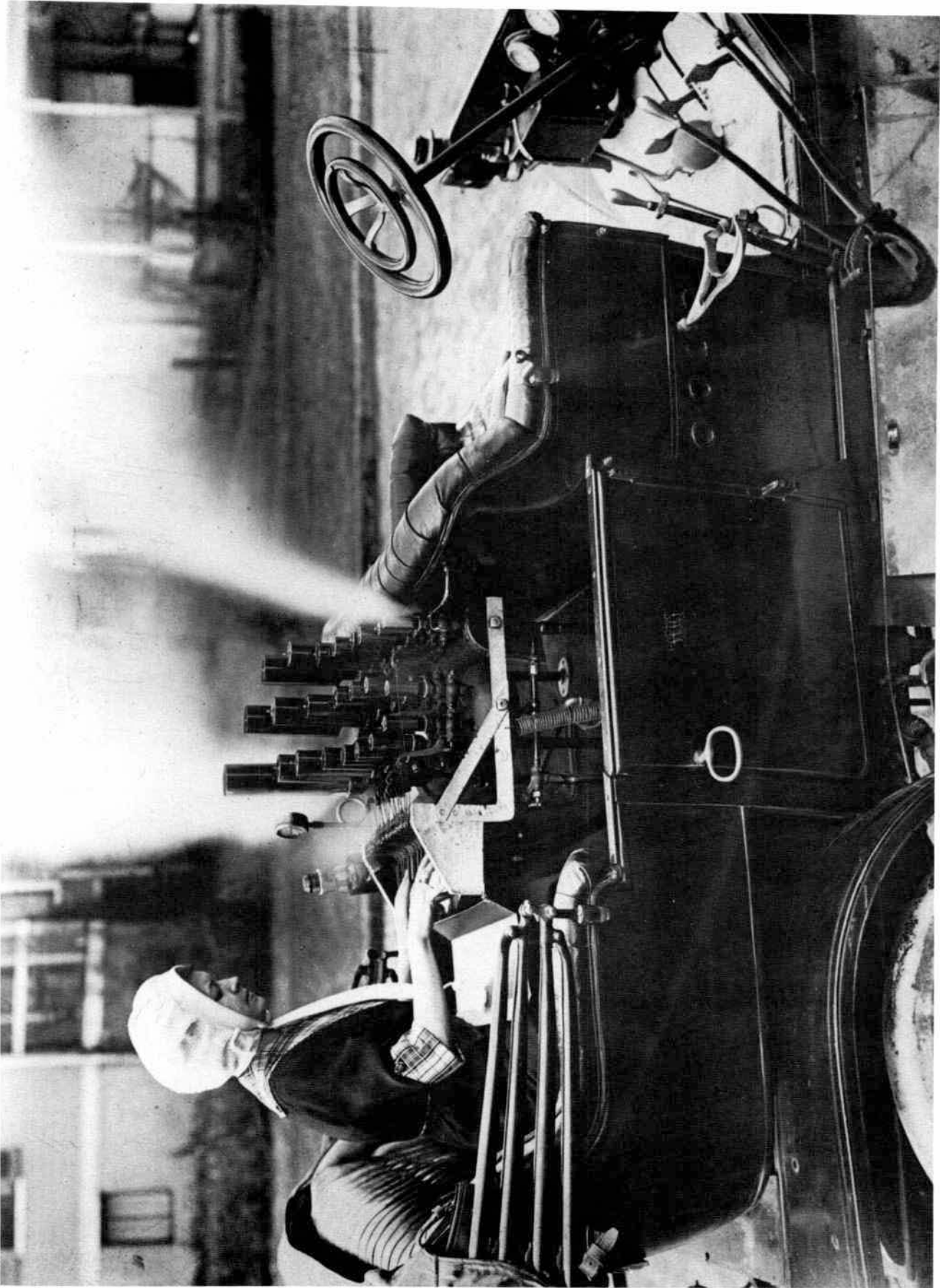
At Raven Rock we asked a lady living above the Methodist Church about the J.P.H. initials and she thought she remembered having seen them. We hope to enlist her young son to act as guide on the next trip. Regards, Woody.



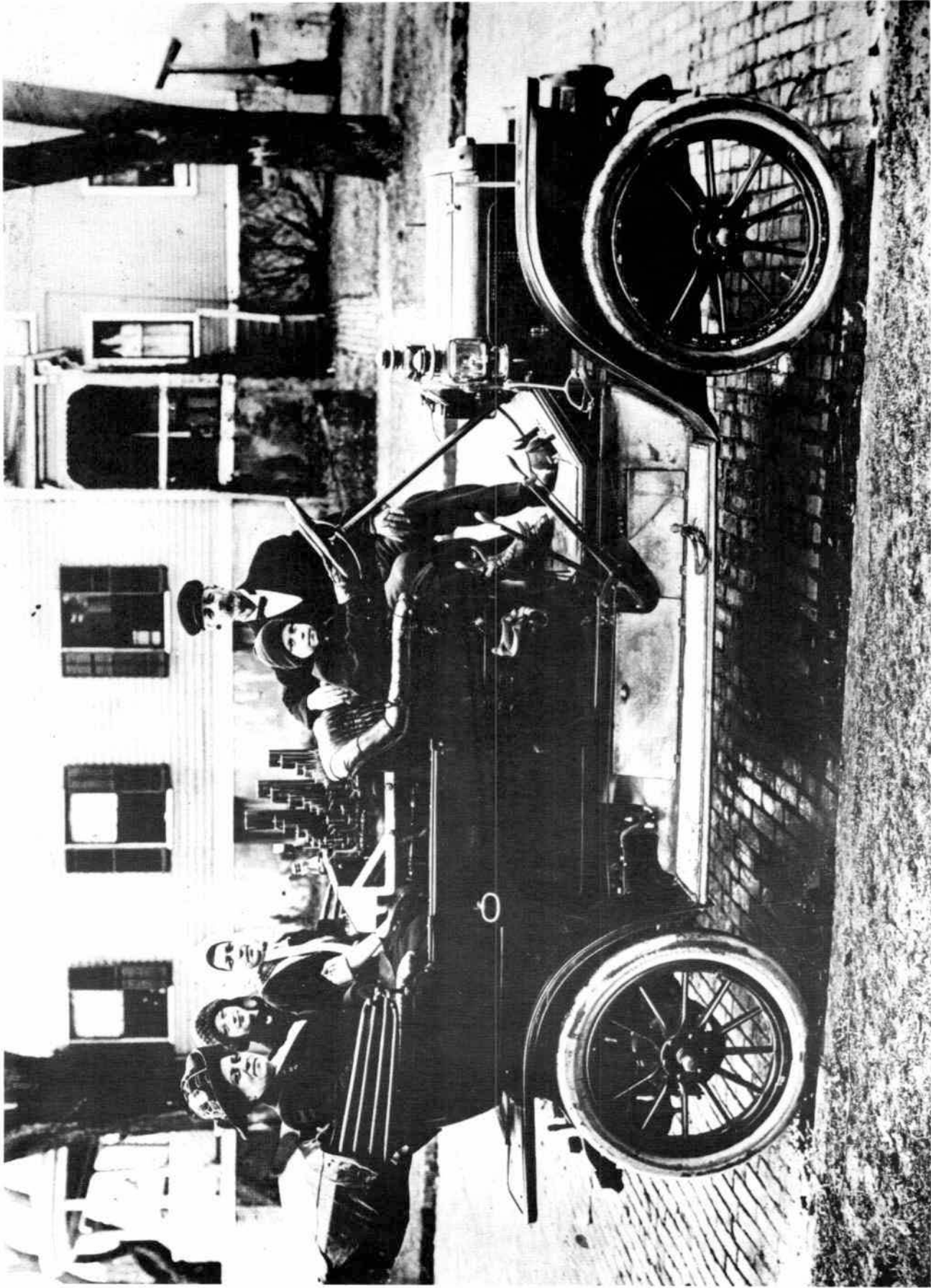
Hunting one inscription: find another.



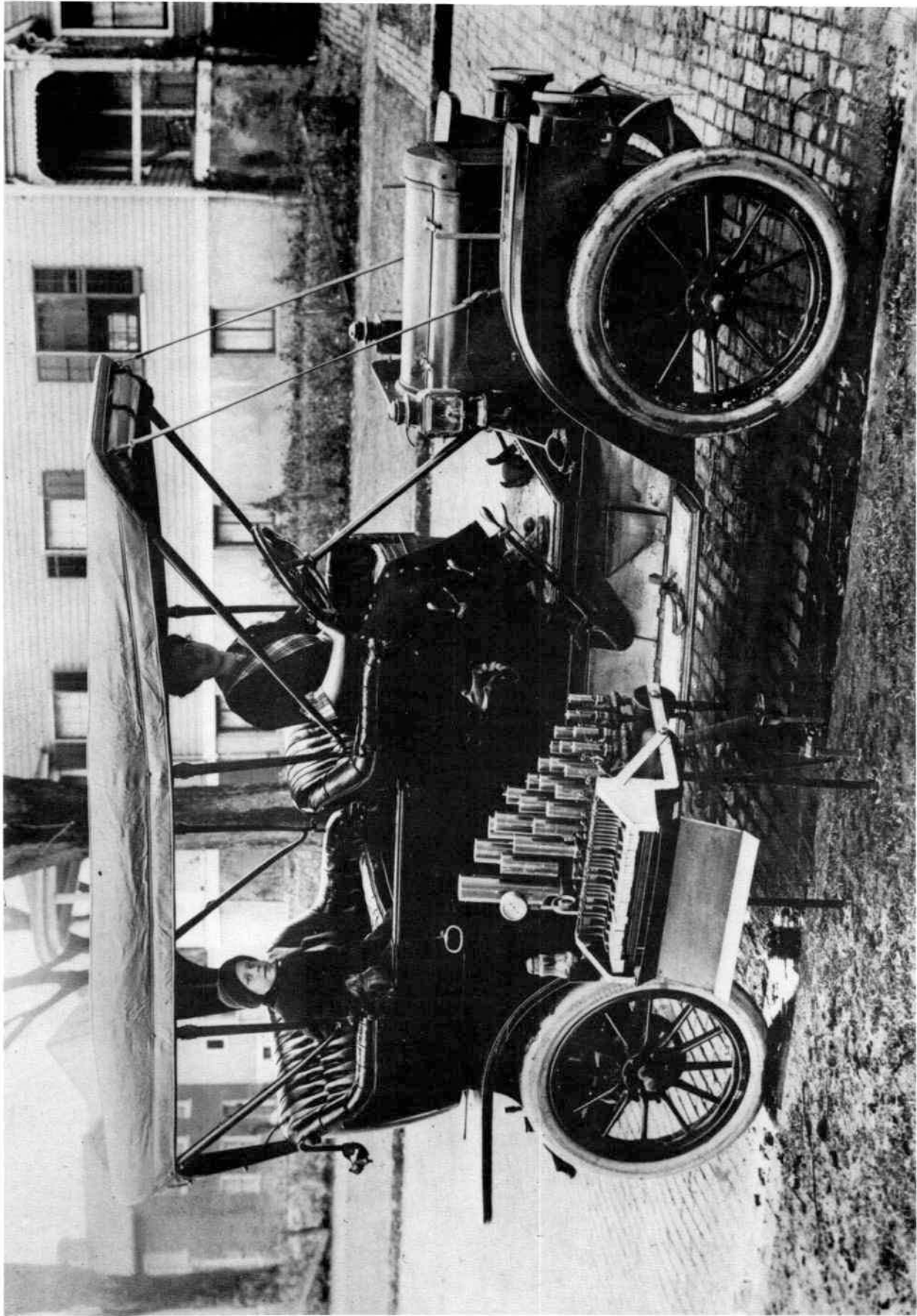
J. C. RISHER



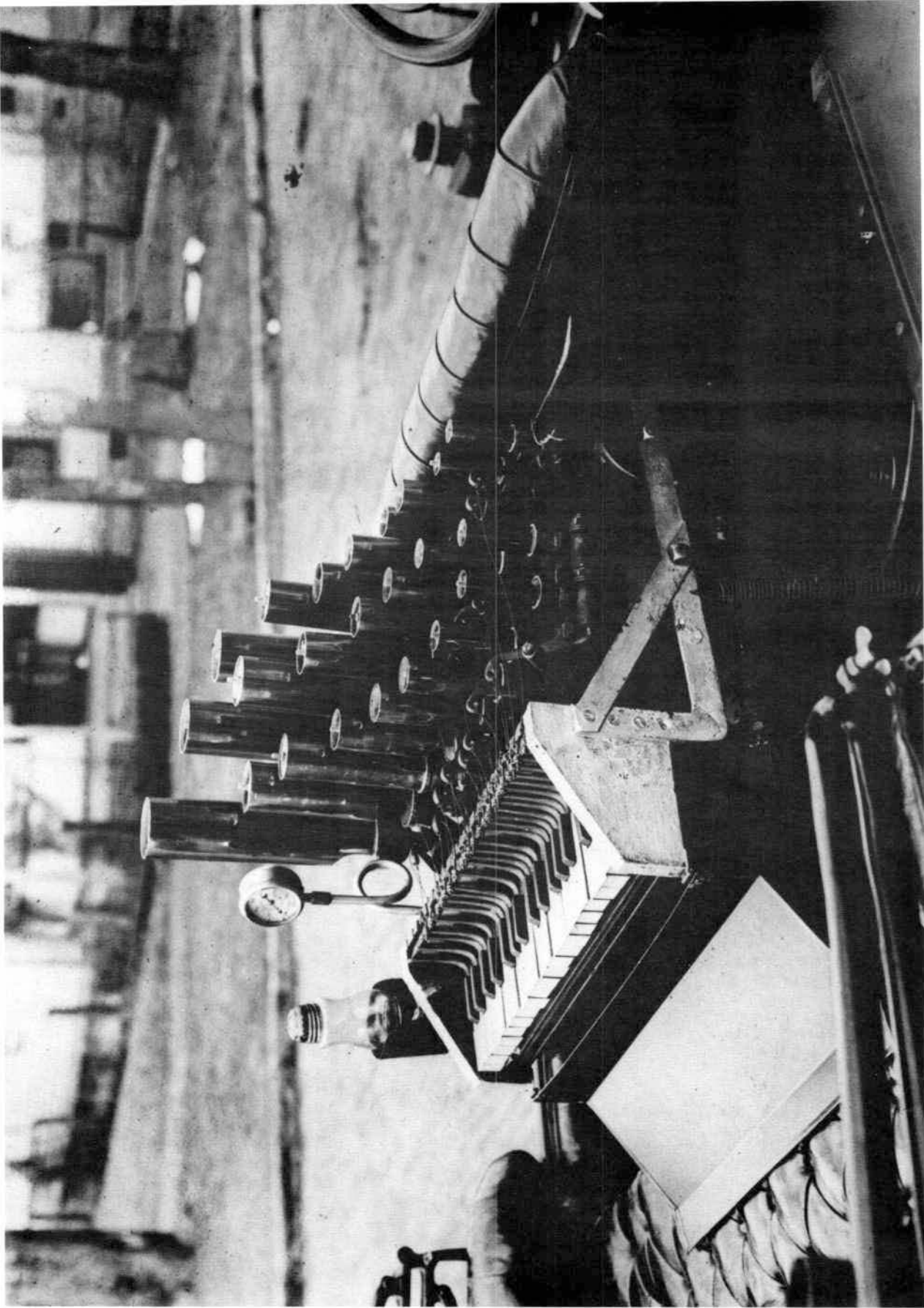
Dannelle Eisenbarth is playing a steam calliope mounted in a White Steamer Model O Touring Sedan in Marietta, O. at the Eisenbarth home, corner of Front and Wooster, Marietta, Ohio. Dates about 1910-1911. The Model O was introduced in 1909, rated 20 hp. The series of four pictures shown here were all taken at the same location, same time.



A letter from David E. Johnson, 1480 Bongate Ct., San Jose, Calif. 95130 supplies the identification of the White Steamer, noted in the preceding caption. Above, from the left: Jennie, Ignace and Dannelle Eisenbarth. Capt. Ellsworth Eugene Eisenbarth shares the front seat with his young son, Eugene H. Eisenbarth.



"The real question," says David Johnson, "is how the calliope was played using a steam generator running at 600 pounds per square inch and 750 degrees F? The calliope uses a lot of steam, and the White had a small flash boiler with no reserve. How did they reduce the pressure to 5 or 10 pounds?"



Another question:- What happened to this steam-car calliope? Nobody we've contacted seems to know. Capt. E. E. Eisenbarth apparently built the instrument after selling his last showboat in 1909. He bid on the cornfield-famed VIRGINIA at a sale in 1910 (see June '64 issue) unsuccessfully, and then operated the Grand Theatre in Marietta. Several of these four pictures have appeared in a back issue of the REFLECTOR. Our thanks to Don McDaniel, Jo Eisenbarth and Ralph DuPae for help in updating this calliope tale.

THE JESSE P. HUGHES DIARIES

First Six Months of 1901

by C. W. Stoll

This particular diary is an elegant one, slightly larger than the preceding volumes, bound in soft brown leather, with "Capt. J. P. Hughes" stamped in gold on the cover. The top, bottom and sides are gilded. The flyleaf is inscribed in Cap'n Jesse's hand, "This diary was presented by Miss Ora Whetzel of Willow Island, West Virginia who had been a near neighbor some years before." The donor's name appears again, briefly, in this present diary. Further, your deponent knoweth not. (It seems appropriate for the writer to here comment that Cap'n Jesse was friendly and sociable, invariably kind and gentle, with a sharp and sometimes mischievous sense of humor. Anyone who spent much time with him on a boat quickly became accustomed to the persistent stream of friends who showed up at landing after landing to say hello to Cap'n Jesse and have a visit. From these early diaries it is apparent that in his late teens and early twenties he was a popular young man and probably much sought after by the opposite sex. There are many mentions that "Miss So-and-so and Miss So-and-so are making the trip this week," or were on the boat from Here to there, and many mentions of social calls in many towns when time in port or lay-ups permitted.)

January 1, 1901, a Tuesday, was cold, windy and cloudy. Jesse got on the GREENWOOD at Point Pleasant where the CRICKET was laid up in place of Capt. Jimmy Rowley who was on the MAYFLOWER with a load of iron. The E. R. ANDREWS, D. T. LANE, OTTO MARMET, FLORENCE MARMET and GEO. MATHESON all departed Point Pleasant with light tows. The VIRGINIA was running Pittsburgh-Cincinnati in place of the huckster boat KEYSTONE STATE. The GREENWOOD's light plant was out of order and they were using lamps. When the GREENWOOD got to Harmar (Marietta) Jesse notes that the MAYFLOWER, loaded to six feet with iron, was laid up for low water. Jimmy Rowley came back to the GREENWOOD,

whereupon Jesse got off "at home," apparently at Yellow Creek where his father was employed building a small flat. Enroute to Yellow Creek Jesse also notes meeting the QUEEN CITY at Pike Island, downbound for Cincinnati in charge of Capt. Thomas Calhoon, due to the fact that Capt. Robert Agnew had resigned to go captain of the KATE ADAMS at Memphis. Another bit of river news was that Capt. Harry Ollum's license had been lifted for two weeks by the Inspectors as the result of a collision at Manchester Islands, last December 5th, between the VIRGINIA (on which he was pilot) and the BONANZA.

Following about a week's visit with his father Jesse returned to Point Pleasant, and on January 12th started the CRICKET for Pomeroy, loaded 200 barrels of salt aboard, and returned her to Gallipolis where she lay outside the CARRIE BROWN for the night. At Catlettsburg they discharged 50 barrels of the salt and took aboard 150 barrels of flour. Departed for up the Big Sandy at 6:00 p.m., caught up with the MAXIE YOST at Niggerhead and laid up for the night. In attempting the leave the next morning the YOST "got caught in the swirl of the current and tore up one of her wheels." The CRICKET was at White House by dark, at Prestonburg at 10 p.m. and arrived at Pikeville at 1:00 p.m. on the 15th.

A few words about the Big Sandy navigation at this period seems appropriate. In 1901 this winding, narrow stream was utilized by steamboats between Catlettsburg and Pikeville, 116 miles. Only one lock and dam had been completed, at Mile 26.5, Louisa, Ky., and two others were under construction between there and the mouth. Above the Louisa pool, except for snag removal, the stream was much as Mother Nature had left it. Pikeville, the largest town and commercial center, without railroad or improved highway, was dependent on the ups and downs of the Big Sandy, its navigation season usually in the winter and spring months, when it was swelled by snowfall and rain. During this period, about three months, lack of rain exposed the sandbars, and occasionally the other extreme, flash floods and violent currents held sway. Two forks convene at Louisa, the Tug and

the Levisa, with Pikeville in the upper reaches of the latter.

The primary activity while Cap'n Jesse boated up Big Sandy was timbering. Rafts of logs were floated to the Ohio River during the steamboating seasons, guided solely by sweep and oar. Following a safe delivery of the raft at Catlettsburg the hardy raftsmen celebrated all night and, rather subdued by then, slept their way aboard a steamer back up Big Sandy to the timberlands.

Jesse was on the scene at the apex of all of this commotion, soon to be ended by rail connections. His CRICKET, with sternwheel, twin stacks, and a calliope, was the pride of the Big Sandy fleet. Side-wheel "batwings" in the spring of 1901 were the MAXIE YOST for Pikeville, the THEALKA for Paintsville, the BIG SANDY daily for Louisa, LOUISA for Tug Fork, and occasionally the B. F. JOHNSON.

So here we have Cap'n Jesse at Pikeville on January 15, heading downstream at 4:30 p.m. She landed at Waddlingtons to load stock, laid up from 4 a.m. to 7 a.m., as they could not see; were at Prestonsburg at 9 a.m. on the 16th, and in to Catlettsburg at dark, encountering back slackwater from the Ohio some 15 miles up the river. From November 29, 1900 to April 29, 1901 the CRICKET made 18 trips up Sandy, not including a false start on her very first trip when she broke her wrist and knocked out the starboard cylinder-head, and a "dry run" up above Lock 2, some 13 miles, looking for some timber to tow back to Catlettsburg, which she never did find. The destination of all but two of these 19 trips was Pikeville. There was a period when she got caught by low water, and was from February 14 to March 7 completing a round trip. On that occasion she left Catlettsburg at 5:30 with a full trip, and then was delayed by trouble below the C&O bridge, one mile from the mouth of the river. Since the Ohio River stage was 11 feet this infers that the Sandy was clogged with rafts. More trouble at Buffalo, so at Paintsville Jesse sent most of his crew back down on the THEALKA by reason of low water. The BIG SANDY laid up, likewise the CANDO at White House. Jesse laid up the CRICKET for the night at Hells

Gate. Next morning he spent four hours getting over Middle Creek Bar. They were at Brandy Keg at dusk and laid up that night at Leslie's Landing. On the 16th she was unable to get over the Fife Sands, so Jesse dropped her back below the shoal and laid up - river falling very slowly.

On February 20th Jesse noted "the sand outside the boat seems to be getting higher - pulled the CRICKET about thirty feet up the river as the sand filled under her - no headline fastening so stuck a broom-stick down in the sand and tied up to that." The river continued to fall and the sand outside the boat came out dry.

A thaw set in. The river began to rise slowly. Jesse improved the time by touching up the shading on the lettering on the engineroom bulkheads. On the aftermath of "quite a thunderstorm" steam was raised and on March 5th the CRICKET left at 11 a.m. She went above Pikeville to Huffmans and returned to Weddings by 6 p.m. Left there at 5:15 p.m. Picked up a fair load of produce out to Prestonsburg, got ahead of the rise, and rubbed several times above Louisa. And so to Catlettsburg (following the long tie-up at Fife Sands) and lost 11 days due to low water in the Big Sandy and flooded Ohio.

Jesse notes that on the trip leaving Catlettsburg on January 17th the CRICKET reached Louisa at midnight, then got stuck in the wee hours. At White Horse she waited an hour for a train on the Chatteroi & Big Sandy RR. for passengers. She was stuck again for an hour. So when she met the MAXIE YOST at Middle Creek she shipped most of her freight on her, gave the barrels of flour to push boats and returned to Catlettsburg for a five-day layup. On January 25th the Ashland Electric Company engaged the CRICKET to put up some wires across the Ohio River to the upper end of Ironton to replace some that had blown down. They got the wires up but, in stretching them, they broke. Next day, cold and snowy, they got one wire up and quit, returning to Catlettsburg where Jesse and the chief engineer worked on various projects. During this period Jesse called on his former colleague Lon Drake aboard the VIRGINIA. Lon was making some trips as

pilot while Henry Ollum was under suspension.

A rise in the Big Sandy on February 3rd allowed the MAXIE YOST to resume her trips. On February 8th the CRICKET loaded aboard about 60 tons of ice at Pattons Mill and these 300# blocks, constituting her entire cargo, were delivered to Mr. Bowles at Pikeville on Sunday, February 10th. Jesse notes: "I gave Mr. Bowles a rate of 15¢ cwt delivered at the Pikeville wharf. He hauled it up to his ice house for the summer trade. Cost of the ice was \$60; the freight bill was \$180." The CRICKET returned to Catlettsburg, following a long tie-up at Fife Sands) and lost 11 days due to low water in the Big Sandy and the flooded Ohio.

She resumed on March 26th and upon arrival at Paintsville on April 2nd, Capt. Mary B. Greene and Ora Whetzel came aboard--having come up on the THEALKA. They were guests aboard until April 9th. During their stay the ladies witnessed a flash Big Sandy flood. Hundreds of log rafts and some loose logs went pell-mell out into the Ohio River. All steamers in the area, including the CRICKET, were recruited to help rescue these free-astrays.

Also during the visit of the ladies, the CRICKET picked up 1,875 pieces of locust at Hatchers on April 5th and delivered them next day to Ironton, O. to a firm which was making wagon-wheel hubs.

Capt. Gordon C. Greene advised Jesse by mail that the CRICKET had been engaged to tow the new SWALLOW & MARKLE'S FLOATING PALACE, now being completed at Parkersburg, West Va. On the heels of this news came an Upper Ohio flood creating back-water up the Big Sandy so high that even the batwings could not pass under the C&O bridge at Catlettsburg. The MAXIE YOST shuttled freight up to the bridge, transferring cargo to and from the THEALKA, caught above. The towboat CATHARINE DAVIS ran excursions between Huntington and Ashland, attracting excursionists to see the flood damage. The brand-new side-wheeler INDIANA was running Cincinnati-Pomeroy. The flood delayed completion of the new showboat, so Jesse ran one more Pikeville trip, lowering her stacks to get under the Big

Sandy r.r. bridge. On this trip the CRICKET was called upon to pull the CANDY, loaded with ice, off the King-Dawson sands.

It was on May 2nd when Jesse settled the CRICKET's accounts at Catlettsburg and departed for Parkersburg, arriving there at 10 p.m. next day. On May 5th, with steering and signal connections rigged, the new showboat, towed by the CRICKET, went over to Bell's Landing, the actors rehearsing for the first performance.

There was delay--the electric generator was not capable of furnishing "juice" to the magnificently lighted showboat. A larger "dynamo" had been ordered but still was enroute.

They returned back over to Parkersburg, chartered the towboat GEORGE W. MOREDOCK to furnish light, and the first performance had its curtain-raising at 9 that evening to a full house. Meanwhile Jesse had tuned the calliope. The towboat MAGGIE furnished the electricity for the next night's performance. It took the CRICKET 3 hours and 20 minutes to tow the showboat the 12 miles to Marietta on May 8th and that evening the GREENWOOD arrived with the new dynamo, but that night's performance lacked a large audience. The showboat was moved from town to town with early-morning departures to avoid as much wind as possible. On May 9th they showed at St. Marys to a full house despite rain. Arrived for a date at New Matamoras, O. at 10 a.m. on May 10th; showed at Sistersville on May 11th; thence back to Marietta on May 12, windy and stormy. They were forced into the river bank above the Marietta wharfboat, gave the performance there, and departed at 4 the next morning for an engagement at Ravenswood, W. Va.

Showed at Point Pleasant on the 14th. Jesse boarded the GREENWOOD to Gallipolis and return. Captain Greene went by rail to Newport, O. as his mother was very ill. The show headed up the Kanawha River with a date at Buffalo, W. Va. on May 15; Winfield on the 16th; Poca on the 17th following "a tussle to push through Red House Chute." On Saturday the 18th they left Poca at 8 that morning, landed at Mohlers to get some lumber, and played that evening at St. Albans to a

fair house. Washed the boiler and left at 11 next morning for Charleston. Locked at #6 and Jesse reported "had an awful time at Elk Chute - had to warp from 8 to 10:30 p.m., and finally laid up below the point." He also reported the CALVERT at St. Albans with an excursion. They had a good house at Malden on Monday. The GREENWOOD landed alongside in the afternoon, returning from the upper Kanawha.

At Brownstown they landed below the coal tipple, where a recent rise had muddied the bank, which cut down on the attendance. Heavy rain that night and the next day, causing them to change their landing at Winifrede. Had to warp over Witcher Creek. The heavy rains brought on a flash flood, up to 40 feet, and water over the tops of the banks. There were no performances for two days while the showboat was secured behind some large trees to ward off the heavy drift that was running. By the afternoon of Thursday, May 23rd the drift had thinned out and the Kanawha was on the fall. So on Friday they went up to Cedar Grove, playing to a nice house, and on Saturday they dropped down to Coalburg for another good house. Sunday down to Crown Hill in rain. They tied up to the old coal tipple there and remained through Monday night when they showed there to a full house despite rainin' and risin'.

After coaling at Brownstown they dropped down to Charleston, landed below the bridge pier, and played to a nice house. From there to Gallipolis where they had a light house due to another attraction in town. Thence to Huntington where they had "an elegant house" and thence on to Ceredo. Here the CRICKET briefly left her tow and coaled at Ashland. Picked up the showboat and returned it to Huntington on Saturday for another performance there, then down to Ashland for Sunday. Wind had sprung up and Jesse couldn't get the showboat headed downstream at Huntington and had to back it to Catlettsburg before getting straightened down. At Ashland Jesse, accompanied with two of the showboat's cast, the Misses Millar, visited Clyffeside Park. The Ashland folks turned out handsomely to fill the seats that evening. Then back to Catlettsburg on

Monday with the THEALKA, JENNIE GEORGE, BIG SANDY and MAXIE YOST in port, fresh down from Pikeville. Played Ironton Wednesday night, Sciotoville Thursday night and Vanceburg Friday June 7th, Jesse's 25th birthday. Manchester Saturday night, and on Sunday they ran down to Maysville where Jesse reported lots of visitors in the afternoon before the performance Monday night to a large audience.

Tuesday, June 11 the GRAND FLOATING PALACE played at Ripley and on Wednesday played Augusta where Jesse reported that the gasboat OWL brought many people down from Higginsport to attend. Thence to New Richmond and on Friday to Constance, Ky. at Anderson's Ferry. Jesse and the Misses Millar and a Miss Carter boarded the street car at Sedamsville and rode it to Cincinnati. Here they were joined by Capt. Walter Pell who had agreed to join the CRICKET as the lower river pilot. Jesse also reported seeing the BESSIE SMITH pass upstream en route from the Tennessee River to her new home in Wheeling.

In dropping down from Constance to Delhi, O. both the showboat and CRICKET got aground and had to be uncoupled to get free. They moored at Addyston where Jesse and the Millar sisters took a Sunday stroll on the neighboring hill. This trio visited in Cincinnati on Monday, returning at 5:30 p.m. Then Lawrenceburg, Rising Sun, Warsaw, Vevay and Carrollton, from which place they made a straight run to Louisville, backing in above Towhead Island to wash the boiler and give the actors shore leave. Noteworthy is the fact that Jesse, since leaving Cincinnati, has been meticulous in marking down the time and place when the CITY OF LOUISVILLE and CITY OF CINCINNATI went by. These two wave-makers did not alter speed enroute between landings. Sharp watch was necessary on the part of all boat owners to circumvent damage.

After leaving Towhead Island at 5 on the morning of June 24, the CRICKET and her showboat met the TELL CITY and the CITY OF PITTSBURG in the Louisville-Portland Canal. (Wouldn't that be something to see--a showboat meeting that big side-wheeler in the 80-foot-wide

canal!)

Jesse backed the showboat in above the Brandenburg wharfboat about noon on Monday, June 24. The gauge below the Louisville locks showed 22 feet. The side-wheel SUNSHINE brought an excursion from New Albany in the afternoon and the TARASCON went down at 8 p.m. The following day they went down to Leavenworth - it was "Hot, Hot, Hot," with a severe wind and rainstorm at 6 p.m., and they met the BURNSIDE en route. They were at Derby by 11 the next morning for a performance before a small crowd, and Jesse left this enigmatic footnote: "the Millar sisters and I went out this afternoon and had quite a time breaking down fences." Thursday 27th Jesse describes as "hot, hotter, hottest" and they played to a fine house at Cloverport. Next to Hawesville and on Saturday to Troy where they took coal and performed. The GERTRUDE went down and then back up. The TELL CITY and CITY OF PITTSBURG went down. Sunday June 30 the CRICKET towed the showboat up to Tell City in the forenoon where the GERTRUDE was running an excursion to a ball game at Owensboro. Jesse saw his old home, the sternwheel SUNSHINE, upbound from Memphis at 7 p.m.

Apparently there was no performance at Tell City inasmuch as they played at Grandview, Ind. the evening of July 1st, Rockport on July 2nd, Owensboro on July 3rd and Newburg on July 4th. It was here at Newburg where the CRICKET's charter expired. On July 5th the CRICKET delivered the showboat to Evansville, landing below the lower wharfboat. Jesse made his first mention of seeing the MORNING STAR on July 1st, and at Evansville mentions the JOHN S. HOPKINS and the JEWEL--the latter running Evansville-Henderson. William Markle secured the ANTOINETTE to replace the CRICKET towing the showboat. On Sunday July 7 the ANTOINETTE lay outside her while the light plant and calliope were transferred over to her. At 5:15 that afternoon, having secured stores, and with Capt. Jim Pell as pilot, the CRICKET headed for the Upper Ohio and home.

And so, after the heady excitement of navigating the Big Sandy River, and the very dif-

ferent and glamorous involvement in showboat life, which took the 25-year-old pilot and master down below Louisville for his first time. Jesse headed back for his more familiar haunts to cope with the vagaries of low water steamboating on the Upper Ohio.

MAZIE KREBS SHOWS UP

Everybody who worked with Streckfus Steamers knew about Mazie Krebs. Mazie was the mere slip of a girl who won the complete confidence of Capt. Joe Streckfus and did the interiors of the PRESIDENT and ADMIRAL. That happened back in 1934 and 1940.

When Bill Pollock and y.t. were piloting for Streckfus we heard about Mazie from Captains Tom Posey and Clarence Elder, both lauding her to the skies, but neither Bill or I ever met her. Fact is, after completing the ADMIRAL she walked away from the river and didn't come back. Until just lately, that is. Mazie Krebs came from her home in California in March to help celebrate in the coming-out party at St. Louis for the new ADMIRAL project.

She started out in St. Louis--was born there--but spent much of her childhood traveling the country with her theatrical family. Her parents were divorced when she was a baby and her mother, aunt and uncle formed a vaudeville group. Mazie and her mother lived in south St. Louis when they were not on the road. She attended grade school, then went to Cleveland High where she won a scholarship in the Washington University of Fine Arts. She taught dancing to help pay college expenses. But she was eager to begin a career as an artist, and left the university to become a fashion illustrator for the Famous-Barr department stores in St. Louis.

After a year or so at Famous, she took a job as art director for a department store in Los Angeles. After about two years in L.A. she headed back to St. Louis and landed a job that would lead her to the PRESIDENT and the ADMIRAL. She joined the staff of Taylor-Rebholz, a firm that specialized in graphic design work for large displays, outdoor posters, billboards and other

types of advertising.

Streckfus Steamers was a client, and Mazie did some work for them, her first contact. She was in Chicago in the 1930s when Capt. Joe Streckfus came to visit. He was planning a radical new excursion boat, the PRESIDENT, and looking for someone to design the interior.

"I said maybe the firm I was working for could design it," she recalls, "but they were afraid of the job because it was a floating thing. That didn't scare me, so I asked Captain Joe if I could submit some sketches.

"I found out later he said 'yes' because he didn't know how to say 'no' to me."

Later on, Mazie Krebs found out that 20 other firms had competed with her for the job.

"I put my sketches up on a radiator in Cap'n Joe's office, and I tried to explain what I'd done. He just kept staring harder and harder and he didn't say anything. I kept trying more and more to explain, she remembers."

"I found out later he didn't even hear what I had been saying. I had put onto paper exactly what he wanted to do on the PRESIDENT--just like I had read his mind."

So Mazie went to work. It took her about seven months to refine the sketches, and then watching them come to life as the PRESIDENT was being built. She had used, to the hilt, a new Art Moderne style that she said was "really beginning to catch on in Chicago at that time."

When Cap'n Joe started building the ADMIRAL he called Mazie back. This time her job included both the exterior and interior designs. After getting the framing assembled there came a lull during which Mazie did a syndicated cartoon strip called "Cindy" that she sold through a New York agent. Completing the ADMIRAL's interior took two years.

"Altogether the ADMIRAL took about five years to build, from start to finish, and no one was permitted to say anything about it during that time. It was a real mystery liner and it was driving the newspapers crazy. Cap'n Joe used to say 'Make it pretty.' And no expense was spared. We got a lot of raw materials from Europe, particularly the crystal and glass.

"I never did know what it cost to build, because the Streckfus people didn't talk about that. They would just say, 'We want the best.' I had a ball. I went all-out and I enjoyed every minute of it.

"Practically everything was custom-made. The mirrors in the Deanna (powder room), for example, were a peachy-pink color, to give a rosy glow. They were really pretty. The corrugated walls were covered with a specially ordered, white leatherette, and then musical notes were hand-painted by artists over that. The room was named for Deanna Durbin, a singer at that time, and the notes were copied from one of her popular scores.

The glass and crystal in the Sonja (Henie) Room was all imported....various sized snowflakes were painted by hand, onto the dark, midnight-blue walls and ceiling. The floor was a glazed, very shiny white tile, to look like ice."

The big ballroom originally had walls covered with off-white leatherette, she said. Large symbols of the zodiac were hand-painted onto the ceiling in luminous paint, and tiny electric lights were installed.

"I wanted it to be like dancing beneath the stars," she said.

After the ADMIRAL was finished Mazie Krebs went back to Chicago. She worked on a variety of design-related jobs, including ones at the Museum of Science and Industry and the Joanna Western Mills firm. She designed interiors for restaurants and candy shops and worked on retainers from several corporations. About 10 years ago she moved to California and was married.

Mazie said she had mixed feelings about seeing the ADMIRAL again. "I'm anxious--but apprehensive, too--to see what they've done," she concluded.

--The above appeared in the St. Louis Post-Dispatch, issue of February 23, 1987, an interview by their staff writer Charlene Prost. Thanks to Charlene for her good story, and to Keith Norrington for sending the clippings.

If you get lonesome for a steamboat whistling in the distance, it may be time for a check-up.

RIVER NEWS - 1900

Notes from diary
of Jesse P. Hughes

Jan. 1: Str. W. F. NISBET, owned by Big Sandy Packet Co., reported sunk by ice near Wellsburg, Ky. River full of ice; VIRGINIA is laid up at Pittsburgh; also the LORENA and LEROY at Sunfish; H. K. BEDFORD, WM. DUFFY, CLIPPER, URANIA, RUTH, T. N. BARNSDALL and ELOISE laid up at Marietta; the KATFRYN, ADELLE, DARLING, BELLE McGOWAN and BEN HUR at Parkersburg; H. E. SPILMAN, LITTLE QUEEN, VALLEY BELLE and KEYSTONE STATE at Middleport; KANAWHA, AVALON, VENUS, NEVA, ONEIDA, ARGAND, GREENWOOD, ENOS TAYLOR, GEO. MOREDOCK, ANNIE L. and E. R. ANDREWS at Pt. Pleasant.

Jan. 8: H. E. SPILMAN, formerly VIDALIA, owned by Capt. I. N. Flesher, sunk in ice at Middleport while trying to break up a gorge there. Chances are against saving her.

Jan. 14: Str. AVALON owned by Capt. L. Cramer is chartered to the Big Sandy Packet Co. for four months with privilege of six.

Jan. 15: Str. LEXINGTON owned by Kanawha Navigation Co. struck a rock at Scary on the Kanawha and broke 70 timbers; was towed back to Charleston by the ESTOLA.

Jan. 12: George Hughes, old-time Pittsburgh and Cincinnati packet pilot, died in a Cincinnati hospital of paralysis, aged about 60 years.

Jan. 15: Str. CHARLES B. PEARCE running from Cincinnati to Portsmouth was laid up, her boilers condemned as being unlawful in regard to riveting.

Jan. 28: Capt. Joseph Deever of Belleville, W. Va., pilot on the KANAWHA, died at his home today, aged about 40 years. Str. ARGAND on Jan. 31 while on her way from Charleston to Pt. Pleasant to go into ice harbor, cut through by the ice about midship and took considerable water. The ONEIDA and JESSIE went to her aid at the tie hoist and kept her from sinking and, after pumping her out, they all went to Pt. Pleasant. The ARGAND was sold the day before to Big Sandy Transportation Co. for \$5,000. She left Pt. Pleasant for Big Sandy River on Feb. 8.

Feb. 8: Str. JAMES G.

BLAINE running up the Monongahela River struck a sunken barge near Brownsville and sunk; will likely be raised. Str. HENRY M. STANLEY owned by the Big Sandy Packet Co. running to Vevay, Ind. struck a pier of the Southern Bridge at Cincinnati and sank in 25 feet, and is (reported to be) a total wreck. Steward reported missing; accident happened in fog; Capt. Long in command and Luke Bowen pilot on watch; valued at \$15,000 and insured for \$6,000.

Feb. 20: Towboat ANNIE L. reported sold to Capt. I. N. Flesher and others of Middleport for \$10,000 to take the place of the H. E. SPILMAN. Towboat JOSEPH B. WILLIAMS belonging to the coal Combine lost \$75,000 worth of coal near Pt. Pleasant, Mo. on the Mississippi in fog.

Feb. 26: Towboat RELIEF doing harbor work at Cincinnati for the Combine burned at their landing 5 a.m. The hull was saved and will be rebuilt; loss estimated at \$5,000; no insurance.

March 25: Str. ELOISE was sold to parties from Burlington, Iowa for \$6,000, and is to run to Dubuque.

Apr. 1: Str. HENRY M. STANLEY recently sunk below Cincinnati was raised and taken to the Madison ways for repairs. Str. CITY OF PITTSBURG is out on her first trip since last fall, having had two batteries of new boilers built for her at Portsmouth, O., the first set being defective. Now has six

10-flued boilers; the three original Scotch marine boilers were sold to a firm in Mobile, Alabama. The second set were bought by a milling firm in Ironton. The HENRY M. STANLEY while on her way to Cincinnati following repairs at Madison, collided with the JOSEPH WALTON at Rising Sun, Ind. and sank again in ten feet.

Apr. 6: Towboat T. J. WOOD owned by the Combine at Pittsburgh ran over Hooker's Dam in Browns Island, Ohio River, and sank in about 5 feet.

Apr. 8: Str. LEXINGTON sank in 7 feet last night from the effects of overloading, having the entire cargo of the LIZZIE BAY on board, opposite 5 Mile Light on Big Kanawha.

May 23: Towboat J. B. FINLEY just completed at Marietta for the M.R. C. & C. Co. is out on her maiden trip to Cincinnati after empties.

June 3: The J. B. FINLEY was laid up at Middleport for low water, and then laid up again at Steubenville, having got that far on a slight rise. She arrived in Pittsburgh on June 20 on another rise. The W. W. O'NEIL sunk three boats of coal and stuck four others at Williamson's Island.

June 7: Str. T. P. LEATHERS owned by the Crescent City Packet Co. sank at Bougere's Landing below Natchez on the Mississippi, and went to pieces. She was built in 1891, valued at \$40,000 and insured for \$30,000.

June 30: Str. Dick Brown

NOTICE TO PASSENGERS

This Boat will not be responsible for valuables, unless deposited with the Clerk in the Office.

Cork Life Preservers Can be found HANGING IN THE ROOMS, OR UNDER THE HEAD OF EACH BED.

They are adjusted by slipping the head through the loop, similar to putting on a jacket, and tying the tapes across the breast.

Wooden Life Floats are to be found on the Lower Deck and on the roof.

Life Boats are to be FOUND ON THE UPPER DECKS.

The Doors and Blinds can be lifted off the hinges and used as Life Floats.

owned by the White Collar Line is sunk in 20 feet about 15 miles above Louisville.

Str. FRANCES J. TORRANCE completed recently at Marietta to carry excursions up Monongahela River. Originally was too high to go under the bridges and the pilothouse was cut down--and soon the chimneys were knocked

Oct. 10: Members of Harbor 25 Masters and Pilots Association on board for a low water inspection trip down the Ohio. Capts. Fred Dippold, Charles Boles, Holmes Harger, John Robinson, Claude Robinson, Jim Wood, Frank Gilmore, Tom Dunlevy, Scott Dawson, Dan McIntyre, John McIntyre, Al Mackey, Peter Boli, Jim Morris, George Wood, Dave Spencer, Dan McDonald, Jim McDavid, Harry Sweeney, Harry Miller, Bruce Augustine and a cook, plus myself, S. R. Dawson, master. The first named five left at Wheeling.

Oct. 28: Towboat SMOKY CITY owned by the Combine burned at Pittsburgh, already hitched into a loaded tow of coal. Total loss.

Str. BONANZA owned by the White Collar Line and the VIRGINIA of the Pittsburgh & Cincinnati Packet Line had a collision at Manchester Islands at 3 a.m. damaging both boats some, but VIRGINIA hurt worse.

Str. LEROY collided with the Str. KANAWHA in fog near Moundsville resulting in the latter going to the docks.

Str. ESTOLA had collision with T. D. DALE at the Charleston wharf, the latter damaged badly.

Next day ESTOLA collided with Str. BAXTER at Dago, resulting in the latter going to the docks.

Towboat TOM DODSWORTH collided with the VOLUNTEER which was laid up in fog at Swan Creek resulting in the loss of 25 coalboats. All property involved owned by the Combine.

Dec. 30: Str. BAXTER, which was formerly the LEXINGTON, has been sold by the Carr Line to Capt. H. L. Ritchie for \$5,000, to run from Waverly to Parkersburg. The boat had been renamed to honor Capt. Zenos Baxter, a famous old-time pilot of Gallipolis.

Our slip was showing. You probably saw but were too polite to tell us. In the March issue the captions under the pictures on pages 17 and 29 were switched.

THE HENRY CLAY

Dep't of Further
Amplification

Way #2590 gives the HENRY CLAY short shrift, little other than her building place was McKeesport, Pa. in 1858, 181 x 31, ran on the Upper Miss in the Northern Line, and was destroyed running the batteries at Vicksburg, burned and lost, April 22, 1863.

Now we know a bit more, and had to read the Sept.-Oct. '86 issue of "Telescope," house organ of the Great Lakes Maritime Institute, in which Bob Johnson, 9116 S. Meade Ave., Oak Lawn, Ill. 60453, tells an amplified version of how the CLAY's loss came about. Gather around and listen to this:

"The HENRY CLAY was running out of St. Louis when hostilities began. In time the Navy chartered it, gave it the nominal protection of baled cotton, or hay, and sent it down to Porter's flotilla. Loaded with 50,000 rations and towing a coal barge alongside, the HENRY CLAY joined two other chartered transports in following Porter's squadron: seven ironclad "turtles" and a ram--downriver, with another Navy vessel, TUSCUMBIA, last in line and charged with keeping order. The squadron took departure in the late evening of April 16, 1863, steaming in line astern only about 50 yards apart. Just enough steam was worked to keep the boats' bows in position and their guns bearing. Porter relied on stealth until the moment of discovery.

"When the moment came, Confederate artillery on the Vicksburg heights opened up with shot ranging up to one hundred pounds. A large fire was started on the west bank. Porter's ironclads banged back. Plenty of shot was exchanged, but not much of it told on the blacked-out squadron. Two transports, HENRY CLAY included, attempted to turn back and had to be spurred downriver by the TUSCUMBIA. CLAY took a hit and caught fire, becoming a total loss - chow, coal and all. Some of her crew escaped in the yawl and Navy picked up the rest, including the pilot who floated on a timber for several hours. The remainder of the flotilla tied off at New Carthage, Miss. to patch up what damage it had sustained."

Bob Johnson, who wrote this piece, was spurred to make the above investigation due to his fascination with barbershop harmony. He says he has performed on two occasions; "Good Bye Old Dixie" and "Back in Dixie Again," both about a steamboat named HENRY CLAY, neither of which ever made the Hit Parade. The word "Clay" affords the quartet or chorus the opportunity to zero in on the long "a" and close with a neatly turned diphthong for some rousing sound. This barbershopper who is also a boat fan, began to wonder whether a real HENRY CLAY ever plowed from, to or through Dixie, as the music suggests. He went on search.

RALPH DuPAE HONORED

Edwin L. Hill, chairman of the Library Department, and Dale L. Montgomery, director of Instructional Services, Murphy Library, La Crosse, hosted a reception for Ralph DuPae at the Library on Tuesday, April 28th last.

Invitational letters read: "We are very pleased to announce that Ralph R. DuPae has been chosen to receive the Murphy Library Recognition Award. Mr. DuPae, a chief engineer for the Northern Engraving Company, began collecting photographs for the library's special collections department in the early 1970s. The "steamboat project" is truly a national resource and it has brought honor to the library, the University of Wisconsin and the La Crosse community.

"Murphy Library and the UW-L Foundation hope you will join us for this event."

=Unfortunately this date, April 28th, came on the eve of the Annual Steamboat Race at Louisville. Many of Ralph's fans and well-wishers sent regrets. In mid-April Ralph was running on "slow bell" recovering from heart surgery, released from the hospital, and successfully on the mend.

Jay F. and Iris Way announce the birth of Timo Marcus Way, on April 13, 1987. The young man now is the youngest S&D member. The Ways live at 2275 Winter Parkway, #145, Cuyahoga Falls, O. 44221. Jay is son of Fred III and Nell Way, Cleveland Heights, Ohio.

A WELCOME REPRINT
Merrick's 1909 Classic
Again Available.

Reviewed by J. W. Rutter

The Minnesota Historical Society Press has responded to the wishes of many river historians and buffs by republishing the classic 1909 book, "Old Times On the Upper Mississippi: The Recollections of a Steamboat Pilot from 1854 to 1863." The original volume is now very hard to come by and many of us have not previously had the opportunity to get our hands on "Old Times."

S&D member and author Jane Curry of Minneapolis has written an informative introduction to the reprint edition which provides an interesting biography of George B. Merrick, the author of "Old Times." Merrick's formal education was limited by the available village schools of Niles, Mich. and Prescott, Wis. in the years prior to the Civil War. As a boy in Prescott he learned the printing trade and it was from that background, rather than from formal schooling, that he seems to have acquired his knowledge of English and a manner of clear expression. Merrick's style of writing in "Old Times" is interesting and his descriptions of life on the river often rival those found in similar writings by Samuel Clemens, his contemporary from Hannibal, Mo., some 600 miles down the river.

Prescott, Minn. is at the mouth of the St. Croix River about 10 miles below St. Paul. In pre-railroad days the river and its steamboats attracted great attention, particularly for boys. Merrick's father operated a warehouse and freight transfer business and was the local agent for the Minnesota Packet Co. at Prescott. Young George gave up working in a print shop and went as pantry boy on the KATE CASSEL. The following spring he was a striker engineer on the FANNY HARRIS. On "boiler day" his duty was to climb inside the boilers with a large hammer to knock scale from the flues and shell, this at Galena at the end of the run. At first opportunity he returned to the FANNY HARRIS as mud clerk.

Eventually George Merrick graduated to the pilothouse as steersman and eventually won his license as a pilot. Most of

his life afloat was in the boats' offices as clerk and purser. In 1863 he and a number of other FANNY HARRIS crewmen joined the 30th Wisconsin Volunteer Infantry and marched off to the Civil War. His actual experience on the boats in office, engineroom and pilothouse gave him an unusually broad view of steamboat life, more than is related in many books on the subject.

The chapter headings of "Old Times" give a flavor of the approach the author takes in telling of his experiences; "In the Engineroom," "The Engineer," "The Mud Clerk--Comparative Honors," "The Mate," "The Art of Steering," etc. With this first-hand knowledge the reader is right there observing, too.

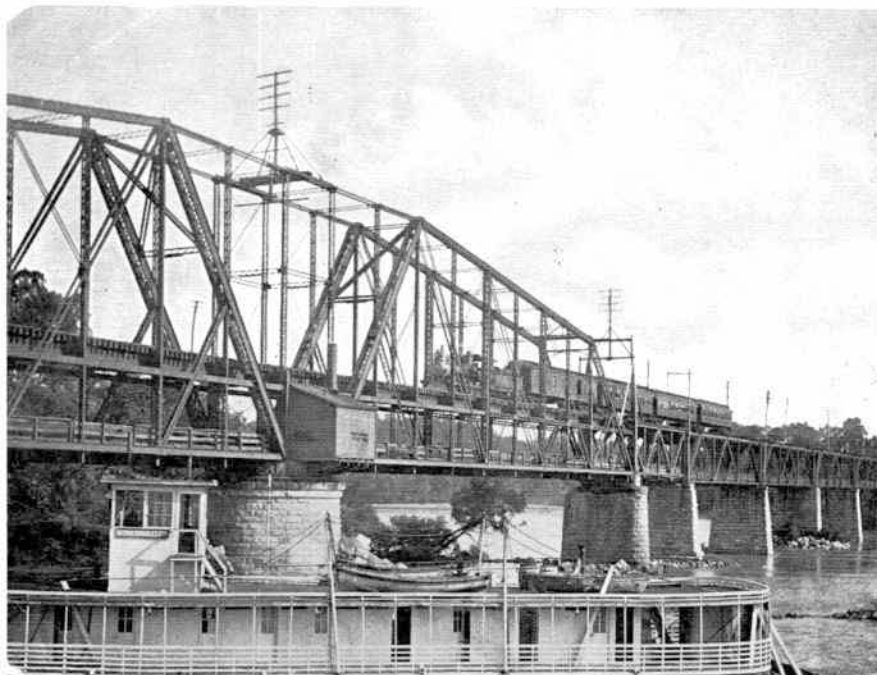
After he marched off with the 30th Wisconsin, George never went back to working on the river. In 1881 he rode the MARY MORTON from St. Paul to

St. Louis in a chapter titled "Living It All Over Again." Merrick's enjoyment of being back aboard a packet on the familiar river and having opportunity to handle the wheel pleased him greatly, quite in contrast to Mark Twain's account of a revisit after years of absence.

Appendix A of the book lists Upper Mississippi steamboats 1823-1863. Also appended is a table of distances between towns, opening dates for spring navigation, together with a comprehensive index.

"Old Times On the Upper Mississippi" is priced at \$8.95, softbound, 323 pages, available from the Minnesota Historical Society Press, 690 Cedar Street, St. Paul, Minn. 55101.

This is a book well deserving reprinting for the valuable and very readable picture it gives of a few years on the Upper Mississippi.



OUR THANKS to Allen K. Wisby, 1608 Burke Road, Pasadena, Texas 77502 for an original post card, shown above, of the double-decker bridge crossing the Tennessee River at Tuscumbia, Ala. The swing span and operator's control shack dominate the view, and looks like the turning machinery is steam operated. Can our r.r. buffs identify the passenger train? In the foreground is the CITY OF CHARLESTON (Way #1061) built at Charleston, Tenn. in 1900 for the Chattanooga-Kingston trade, and to Charleston, Tenn. on the Hiwassee River. The card was mailed in 1903 to Miss Marion McDonald, Iuka, Miss. with the message "I'm going to let you guess who sent this?"

On May 2, 1967 S&D's J. Mack Gamble wrote the following inquiry to the U.S. Engineers, Huntington, West Va.:

"Would you be so kind as to advise me the exact date on which the Muskingum River and its navigation structures were transferred back to the state of Ohio, and to what department of the state government? I should also like to know whether, when the Belleville Dam, Ohio River, is completed, the Corps of Engineers will resume control of the Muskingum up as far as Dam 2. This help will be much appreciated."

The reply, dated 8 May 1967:

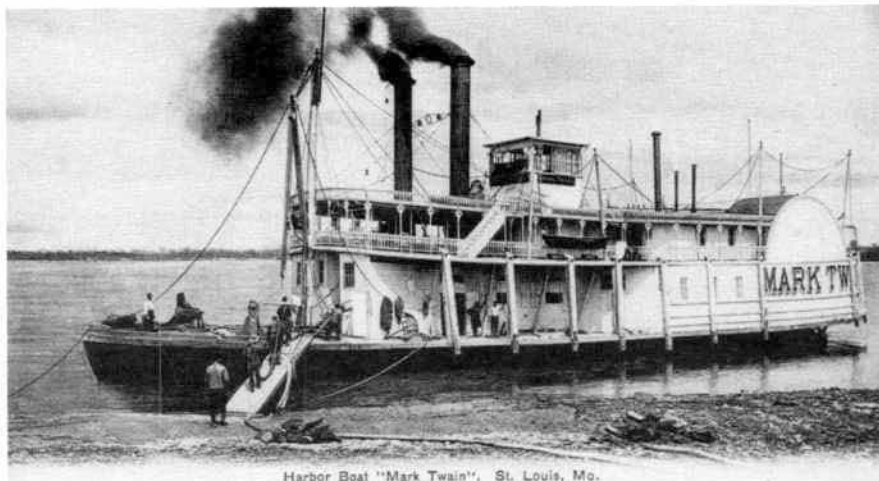
"Operation of the former Muskingum River Federal project for commercial navigation was discontinued 30 June 1954. Under authority of Public Law 996, 84th Congress, 2nd session, approved 6 August 1956, title to project lands and structures was transferred to the state of Ohio by quit-claim deed dated 16 October 1958. Although the Corps of Engineers transferred ownership of the locks and dams to the state of Ohio, it did not relinquish disposition over the river, which is considered public water. The United States reserved the right to remove Lock and Dam No. 1 to restore navigation on the lower Muskingum River in connection with improvement of the Ohio River navigation system. Dam No. 1 will be removed when the new pool of Belleville Locks and Dam is raised, probably in the spring and summer of 1968.

"In answer to your second question, the Department of Natural Resources is the State of Ohio agency restoring the old locks.

Conrad B. Ripley,
Chief,
Technical Liaison Office,
Corps of Engineers,
Huntington, West Va. "

=Our thanks to Dr. Leland R. Johnson for the above. Ed.

One day last October Bob Hawk, Jr., walking a dog along the Hocking River in Athens County, Ohio, noticed large timbers protruding from the river's bank. The several layers of planks and timbers were fastened with wooden pegs. It appeared to be an ancient flatboat about 30 feet long and 18 feet wide. The Ohio



Harbor Boat "Mark Twain", St. Louis, Mo.

THIS IS FROM an original post card published by the St. Louis News Co. and imprinted with a clover leaf logo marked Leipzig-Dresden-Berlin. Sender is Allen K. Wisby of Pasadena, Tex. who specializes in old post cards, and now has some 500 in his collection. The harbor boat MARK TWAIN (Way #3761) started out in 1873 as the ELON G. SMITH, then CITY OF SAINT LOUIS, and lastly MARK TWAIN. She was replaced at St. Louis by the harbor boat ERASTUS WELLS in 1907.

Historical Society contracted with an excavating company to temporarily cover the relic with sand and concrete slabs to preserve it from further deterioration. Plans to recover it are being developed.

The BELLE OF LOUISVILLE became a love affair based at Louisville, Ky. twenty-five years ago this fall.

David Tschiggfre, writing in the Summer Issue of "Steamboat Bill," 1967, documents the event.

The AVALON continued tramping until the end of her 1961 season, beset with increasing financial difficulties. In February of 1962, the Steamer AVALON, Inc. filed a bankruptcy petition and the boat was ordered sold to the highest bidder. On May 24, 1962, at 10:30 a.m., the public auction was held at Cincinnati and, as a result, the boat's new owner became the Jefferson County (Ky.) Fiscal Court for the sum of \$34,000.

The next stage in the steamer's history began on June 5th, that year, when she was towed downstream from Cincinnati and tied up at Louisville. Soon after, she went on the ways across the river at the Jeffersonville Boat & Machine Co. for re-conditioning, and work began on August 27th. Finally,

on October 14th, 1962, the steamer was rechristened BELLE OF LOUISVILLE before 3,000 cheering residents of Louisville and Jefferson County. The BELLE was to operate public excursions in the Louisville area, and was available for charter. By January 1963, over half of the forthcoming season had been booked.

The first season opened in April, and on April 30th she lost her first race with the tourist steamer DELTA QUEEN of Cincinnati's Greene Line. However, she got revenge in 1964 when she nosed out the QUEEN in a rematch.

Sirs: The log of the F. Y. BATCHELOR is terrific reading (March '87, 18-22). There weren't many packets that made it up to Fort Custer. For some reason it seems that Gen. Nelson Miles has received short treatment in historical accounts; yet he has an admirable record of accomplishments. Not going to West Point may have had something to do with the casual treatment.

Donald J. Powers,
4537 Toyon Drive,
Billings, Montana 59106



NEW LOOK aboard the NATCHEZ reveals a complete restructuring of the cabin interior, the work done at New Orleans this past winter. The two shots on this page highlight the completely new ceiling of pressed metal, the idea borrowed from the ISLAND QUEEN (first) which was given a similar overheading when built at Cincinnati in 1896, proving so attractive and popular that the QUEEN CITY of 1897, luxury packet of her day, followed suit. In the first decade of the 20th century many such pressed metal ceilings were adopted in clubs, theaters, department stores and drug stores. They became "dated" and lost favor. Now they may have a come-back, providing, as they do, a pleasing solution to required all-fireproof construction demanded of places of public assembly. Our thanks to Judy Patsch for all four photographs on these two pages.



JUDY PATSCH describes the new carpeting as mostly orange, with brown and tans, with a solid brown border about 18 inches wide. The thwartship partition originally required about half way down through the cabin, required by the Coast Guard, has been removed thanks to a new C.G. ruling. A chair-height brass railing has been installed along the bulkheads all the way down on both sides, this idea also picked up from a photograph of the first ISLAND QUEEN (which reminds us that the SENATOR CORDILL also had such side railings, save that hers were nickel-plated.) The above view is taken looking aft and the one below looks forward. The top-hatted gentleman on the extreme right is Vic Tooker, having just completed a calliope concert.



KUDU FROM SSHSA

Dear Captain Way: It is my privilege and pleasure, as chairman of this Society's Awards Committee, to inform you that the committee has named you as the fourth recipient of the Steamship Historical Society Achievement Award. This award is made periodically for distinguished contributions to our field of interest. Prior honorees have been Frank O. Braynard, the late (and sorely missed) C. Bradford Mitchell, and Edwin Dunbaugh.

You were nominated by Professor George W. Hilton, with fine supporting statements from professors John Haskell Kemble and William H. Flayhart. Professor Hilton cited your

"...contributions to the history of the Ohio River and to the Inland Rivers generally, ranging in time over virtually the entire twentieth century, and in scope to photography, collection of archival material, books of personal recollections, historical books, directories of vessels, and editorial functions."

He further cited your books in detail, along with your prominent part in founding the Sons and Daughters of Pioneer Rivermen, your years of effort with the S&D REFLECTOR, and your generous and unscathing help to other authors.

The nomination was approved without dissent and with numerous warm comments by committee members. We are all pleased to add your name to our roster of honorees. I announced the award at the Annual Meeting and dinner in Baltimore last Saturday, January 24th. We shall try to find a suitable forum for the formal award; perhaps a meeting of S&D would be most appropriate?

Sincerely,
ALAN D. FRAZER

=Alan D. Frazer is editor of RESEARCHERS WELCOME, and is based at 675 Water Steet, Apt. 19-A, New York, NY 10002. We have replied to say his letter is sufficient unto the end thereof, deeply appreciated. SSHSA's Jim and Alice Wilson need not lug along to S&D anything which will require dusting. Their presence is honor aplenty. -Ed.



The Mariners' Museum, Newport News, Va. has loaned this calliope for display this summer at the Ohio River Odyssey show, Huntington, West Va. The instrument formerly was used on French's New Sensation showboat, and is said to have been manufactured in Cincinnati. -Our thanks to Keith Norrington for the picture.

In re. to the correspondence between James Burns and Capt. Tom Greene (March '87, page 39) we have this information from Larry Walker:

"While delving through old Greene Line records and correspondence left on the Greene Line wharfboat, after it was sold at Cincinnati, Dorothy Frye came across the originals of these letters and kept them. Several years ago she sent copies to you."

Credit where credit is due; thanks to Dorothy for recognizing the historical value of her findings. As a footnote to this, Tom Greene filed such material in his waste-basket, so the wonder is that these letters survived. Much of the material we used in writing "Saga of the Delta Queen" was purloined from Tom's trash pile aboard the DQ while the renovation was going on at Dravo's in 1947-48.

Sirs: There are some unique photos in the March '87 issue, especially the burning of the KATE ADAMS. I can almost smell the smoke, feel the intense heat and hear the smokestacks crashing as that grand side-wheeler is consumed in the spectacular conflagration.

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

(Delayed) Jack S. Burress of Miami Heights, Ohio, 37½ years with Valley Line Co. as superintendent of maintenance, and of the building of boats and barges for the firm, died on Wednesday, August 13, 1986 at home. He was 63. Jack started with the Mississippi Valley Barge Line in 1948 and retired in 1985 due to illness, bone marrow cancer.

He was a veteran of the U.S. Army Air Corps, serving in World War II.

Jack Burress is survived by his wife, Marjorie Byrnside Burress; also by a son, Rod C. Burress, of Cincinnati; two daughters, Janet Peter, of North Bend, O., and Kimberly Garrison, of Morehead City, N.C.; a brother, Robert M. Burress, of Cleveland, O., and six grandchildren.

Burial was in the Maple Grove Cemetery in Cleves, O. Memorials may be sent to North Bend United Methodist Church, 121 Symmes Avenue, North Bend, Ohio.

The marine ways and repair facilities at Neville Island, Pa., formerly owned by the Dravo Corporation, are under new ownership, now called Marine Ways of Pittsburgh, Inc. Mailing address is 4900 Grand Avenue, Pittsburgh, Pa. 15225.

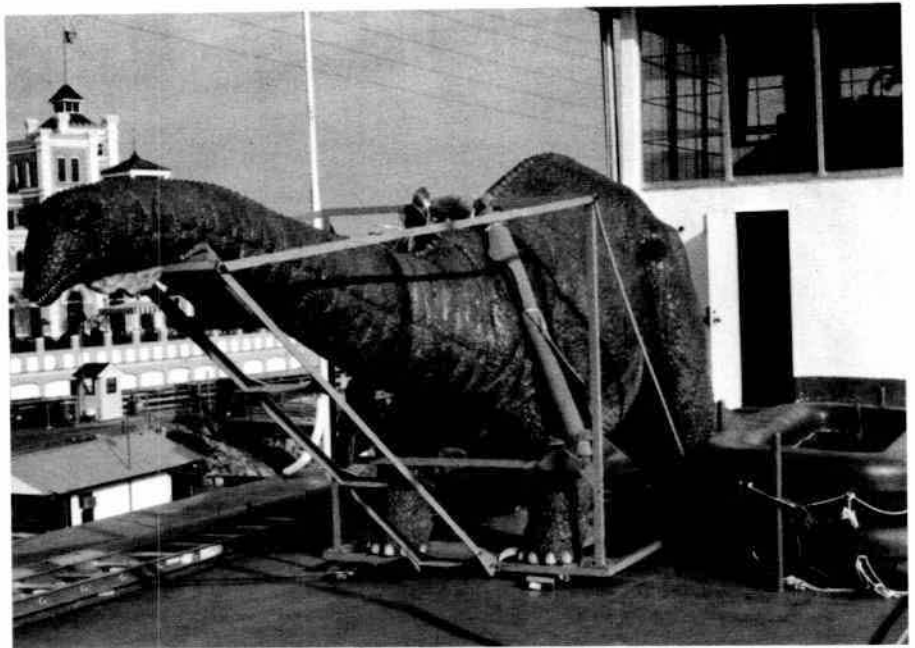
Our MOR and O-K Chapters are invited to a reception at the Huntington (West Va.) Museum of Art for a 7 to 9 reception, Friday evening, July 24. Next day the CAMDEN QUEEN will be making hourly excursions at Camden Park. A cash bar opens at the Galleries at 5:30 Saturday, followed by a banquet at 6:30. Jack Custer will present a slide talk, Progress of River Architecture.

Rooms have been reserved at the Red Roof Inn and the Ramada Inn. Saturday banquet reservations should be in the hands of Sandra Rea (Sandie) Miller, 4223 Cutliff Drive, Louisville, Ky. 40218 before June 20th accompanied with check made out to M.O.R. Chapter at \$12 per plate.

St. Louis river artist James Godwin Scott is having a one-man showing in Gallipolis, O. at the Riverby, sponsored by the French Art Colony, September 8th through September 30th. Also Mr. Scott is scheduled to present a lecture-demonstration at the Huntington, West Va. Galleries as part of the Ohio River Odyssey on September 8th. He will be painting on the riverfront at Huntington Sept. 12-13. The artist's most popular color print is one of the BECKY THATCHER. James V. Swift of St. Louis has our thanks for alerting us to the above scheduling.

Mention of the HURRONICO in our last issue, page 24, brings to us an up-date letter from S&Dr Doug Wetherholt, formerly of Gallipolis, O. who operates HURRONICO II, a Chris Craft houseboat with twin 150s in her. He and his wife Janet left Gallipolis in the fall of 1978 for Baton Rouge where for five years Doug taught typography and graphics at LSU. From there they relocated at Osage Beach, Mo. on Lake of the Ozarks where he operated an ad agency. Last October they landed at their present address, 1524 Neil Ave. #11, Columbus, Ohio 43201. This past winter Doug has been with Columbus Technical Institute.

"We are looking forward to S&D at Marietta this September," says Doug.



IN MID-JANUARY Jeff Spear was escorted to the Texas roof of the NATCHEZ by Capt. Roddy Hammett to photograph this olive-green dinosaur with the kind face trussed in a metal carrier. He/she acts as a come-on for a showing of extinct reptiles exhibited in the wharf building adjoining the headquarters of the New Orleans Steamboat Co., foot of Poydras Street, New Orleans. This miniature is a small edition of the Mesozoic Era; the real article was known to reach about 100 feet long. The critters on exhibit, says Jeff, "are animated--I mean they move; great fun."



MERCHANTS BRIDGE AND STEAMER SPREAD EAGLE, ST. LOUIS, MO.

CAPTIONED "Merchants Bridge and steamer SPREAD EAGLE, St. Louis, Mo." this scene appeared on a color post card made by the V. O. Hammon Publishing Co., Chicago. The decked cargo barge moored at shore is the ANNIE SPIES, built at St. Louis in 1890, 150 x 28 x 5, owned by John Spies at a cost of \$4,000. She looks very new, as also was the bridge, built 1889-1890 with a channel span of 505 feet width, owned by the Terminal Railroad Association. The SPREAD EAGLE (Way, #5169) was built at Cincinnati and completed at Paducah in 1881, owned by the Eagle Packet Co. for the St. Louis, Alton and Grafton trade. This is the only picture of her we know about. Thanks to Allen Wisby for the post card.

ENGINEERING NEWS

The following letter was handwritten by steamboat engineer Charles R. Harding in 1947 and lately surfaced when Frank J. Skelly forwarded it to Woody Rutter. Charlie Harding took a lively interest in the history of engine builders and knew more about river machinery than anybody we've known. He gathered up a load of engine drawings in the old James Rees & Sons shop in Pittsburgh, among other things, which now are filed in the Inland Rivers Library, Cincinnati. He died in 1959. At the time this letter was written we were in California preparing the DELTA QUEEN for her sea voyage to New Orleans. -Ed.

Enroute, Str. CITY OF
PITTSBURGH, Braddock, Pa.
February 10, 1947

Mr. Frank J. Skelly,
1 Clement Avenue,
Peabody, Mass.

Dear Mr. Skelly:

You certainly must have thought me an ungrateful sort of a fellow indeed! - My wife had forwarded your letter to me to the JAMES E. LOSE (my regular boat) but, in the meantime I was sent over here on the CITY OF PITTSBURGH and sent on to New Orleans and only returned this past Saturday....I was gone 50 days on the trip - 21 barges down, and 16 back loaded with oil, scrap iron and sulphur. A very hard trip indeed, breaking ice up from Cincinnati and the wheel frozen and steam lines blowing out over it almost continually. Large chunks of ice formed under the pitmans, and had to be melted out with hot water also. This boat is a sister boat to the Standard Oil Company's D. R. WELLER and has Treadwell piston valve tandem compound engines 18's, 36's- 8'8" stroke. Another like her is our MONONGAHELA. All of our Carnegie-Illinois fleet are 15's, 30's- 7 ft. stroke with the exception of the J. L. PERRY (ex W. H. CLINGERMAN) and the HOMESTEAD. These two were built by James Rees & Sons Co. and are 14's, 28's- 7 lever poppet valve engines - and the best of all for paddlewheels, I believe.

My people have been steamboating out of Pittsburgh ever since 1844. My father learned

his trade at Rees's and was for a number of years superintendent at the Charles Hegewald Engine & Machine Co. at New Albany, Ind. Hegewald built most of the engines used by the Howard Ship Yard at Jeffersonville, Ind. Most of the big boats of that period used Hegewald and Ainslee & Cochran lever valve engines - most of these were simple high pressure cylinders. There was a firm at Louisville known as the Dennis Long Engine & Machine Co. who built steamboat machinery from the early 1850s up until 1868. They sold out to Ainslee-Cochran also of Louisville, who sold out in 1879 to Charles Hegewald (who married a sister of James Rees) and the Hegewald engines in use today, with little or no changes, are of the Dennis Long pattern.

Gillette, Eaton & Squire engines were never very popular, being too light for anything excepting very small packets and Government boats...the Government, to my knowledge, never did build a steamboat that was worth its salt.; the S. S. THORPE, C. C. WEBBER and GENERAL ASHBURN are the only ones worth mention. They are now owned by civilian parties and have Nordberg tandem compound engines 15's, 30's- 8 ft. stroke, and have water tube boilers.

Now there was a Boston concern named Stackhouse & Thomlinson who engaged in building steamboat machinery at Pittsburgh. They engaged two brothers, John and William Wallace, to run their Pittsburgh branch for them in or around 1848. The machinery of the U.S. WOLVERINE was built by these boys. You have no doubt seen this machinery -??? Shortly before the Civil War the Wallaces bought out Stackhouse & Thomlinson and made quite a bit of change during the war. James B. Eads gave them the gunboat contracts. After the war they branched out and went into the Mill, Mine and Factory supply business also.

In 1853 John Wallace wrote a book, "The Practical Engineer, For the Need of Steamboat Owners, Captains, Pilots and Engineers." By popular demand the book was reprinted in 1860 and in 1865. There are but two copies known to be in existence; The Waterways Journal has one, and I have the other. The WJ's copy was formerly on the Civil

War gunboat CARONDELET, and mine was given to me by old Thos. Duffy, former gunboat engineer, and the man who I ran under as apprentice engineer. The original leather binding was much rotted away, and I had the book rebound in leather last May. It is full of colored prints of engines, pumps, cams and doctors, and if you care to read this book and will find it of any help - I will lend it to you.

Wellll - William Wallace and John sold out to James P. Hartupée and Sons Co. There are two big side-wheel ice-breakers over at Baltimore with beautiful tandem compound engines. They are very ornate, with brass acorns and floral work on their stands, and are inscribed

1. Built for Str. CITY OF BALTIMORE by James P. Hartupée & Sons Co., Pittsburgh, Penna. 1878.

2. Built for Str. CITY OF ANNAPOLIS by James P. Hartupée & Sons Co. Pittsburgh, Penna. 1879.

They are 22's, 40's- 8½ ft. stroke.

Hartupée by the way built the machinery for the GREAT REPUBLIC in 1867, 28's, 56's - 10 ft. stroke (afterward renamed GRAND REPUBLIC).

[Charlie Harding omits mention of the first compound engine on the rivers. The side-wheel CLIPPER, built at Pittsburgh in 1843 by Thomas K. Litch, had her single cylinder, 16, 32- 6 ft. stroke, placed amidship, stiff-shaft. This was followed in 1846 by CLIPPER NO. 2, side-wheel two-cylinder, each 16, 32- 7 ft. stroke, also by Litch. Litch was the real pioneer for tandem compounds in the West. -Ed.]

Towboats to have Hartupée machinery were the JOS. B. WILLIAMS, 20's, 45's- 9½ ft.; JOHN A. WOOD, 20's, 45's- 9½ ft.; J. B. FINLEY, 22's, 44's- 9 ft. Others were GLEANER, 23½'s- 8 ft.; BOAZ, 28½'s- 8½ ft.; SAMUEL CLARKE, 28's- 10 ft.; also TOM DODSWORTH, first HARRY BROWN, ALICE BROWN, RAYMOND HORNER, IRON AGE, IRONSIDES and many smaller boats.

Hartupée machinery in use today: WM. B. RODGERS, 8½'s- 6 ft. stroke (ex-RIVAL and originally NELLIE WALTON. She is running every day here.) Also REZISTAL, formerly ATHA, first

was CHARLIE CLARKE, with engines inherited from TIGER and BENGAL TIGER, 15's- 5 ft., built in 1878.

The towboat J. R. NUGENT, engines 15½'s- 5½ ft., ex-PHILLIPS and first was LEE H. BROOKS, engines 15½'s- 5½ ft., built in 1880. This was about the last set of Hartupee engines that I know of.

Hartupee sold out to Wm. Lea, who combined with James Rees to build engines as Rees & Lea. Rees went for himself in the machinery business 1882-83. The Rees & Lea's old shop was sold to Shook & Anderson who in 1898 sold to Marine Manufacturing & Supply Co. headed by Thomas E. (Tommy) Clark. Today the old shop is operated as Johnson & Cox, steamboat engine builders. Stackhouse and Thomlinson started out in that same location, 35 Water Street, Pittsburgh, with the Wallace brothers in the late 1840s. -And for all I know, before that!

[I came to know Tommy Clark about 1915 and often visited at his 35 Water Street shop. It was a three-story brick facing the Monongahela River. All of the machine work was done on the ground floor. A single-flight stairway led to his second-floor office. On the top of his roll-top desk was the leather-bound freight book from the GREAT REPUBLIC which I judge weighed 15 pounds or better. Tom Clark was slight-built, wore suspenders, and always a bow tie. He was extremely sociable, had a rather high-pitched voice, and welcomed all callers with both arms outstretched. And he knew everybody the length of the Monon and Allegheny rivers. The drafting room was on the third floor, taken over by Tom Dunbar, the marine architect. I would suppose this shop as I recall it was very much as it was under the prior ownerships listed by Charlie Harding. On the wharf in front of the shop were sternwheel steamboat shafts, flanges and wheel cranks of all descriptions, and frequently moored there were towboats in for repairs. The Pennsylvania Railroad had a spur freight track paralleling the wharf, riverward of Water Street. It was there I saw for the only time the celebrated black towboat builder and operator, Tom Posey. He had bought his first automobile, a Buick, and invited Tom Clark

and me out to see it. He hadn't got the hang of the thing, started it up, and ran it into one of Pennsy's box cars. Damage was moderately extensive. -Ed].

The Standard Oil Co. sent me some views for my book of towboats, but, no pictures of enginerooms or engines. I certainly would like to use those pictures of yours to make copies from, JACK RATHBONE, ARKANSAS II and the U.S. BIXBY. (My Dad was chief engineer on the CITY OF BATON ROUGE when Horace Bixby was Captain.) I am especially interested in beam engines; I want to take up a chapter on them, but know little or nothing of them. If you would care to help me I would make copies and return your photos to you immediately. I have negatives of the WM. LARIMER JONES taken while she was new at Frisbie's shop. Also the TITAN (same size engines) and the TOM GREENE new at Frisbie's the DESTREHAN (new) and the U.S. GREENBRIER and the port engine of the packet QUEEN CITY, a Rees engine. Photographs of river engines are scarce as hen's teeth.

In the meantime I will contact those other fellows you tell me of. It seems that among the engine builders (and boat builders) here on the river that blueprints, advertisements, etc. were not very common occurrences, as such things came from long periods of experience and observation. For instance the ROBT E. LEE 1st's contract was given on the spot by Capt. John W. Cannon at New Albany. He took the tip of his cane and made marks in the sand on the river bank and said, "I want a boat so big, want to carry so many passengers, so much freight, etc." and that was that.

Again, there was an Anchor Line packet named BLUFF CITY, machinery by Hegewald (the only sternwheel boat the Line ever had). Some officials came from a steamship line in Alaska during the construction at the Howard Yard and wanted three boats just like this. As a result my Dad and others spent 21 months in Alaska and went with little else than their personal effects plus the machinery and boilers!

Would like very much having you for guest if ever you come over this way at any time. I have some 3,000 steamboat pictures on file together with their

histories. We could spend a good bit of time in going over them.

Was talking with Fred Way over the telephone about that big boat that Tom Greene bought over at San Francisco last month. The engines are 28's, 52½'s- 10 ft. stroke, but that is about all that Fred could tell me, as his mechanical knowledge is just about nil.

Thanking you I am
Respectfully,

Charles R. Harding,
235 40th St.,
Pittsburgh 1, Penna.

P.S. I am not a member of the Steamship Historical Society.

=Letters such as this tend to raise questions. James Rees & Sons Co. in 1899 furnished the high pressure engines for the KATE ADAMS 3rd, 24's- 8'8".

Then in 1901 Rees also furnished the machinery for the Yukon River's largest towboat, the WILL H. ISOM, 24's- 8'8". As Charlie Harding relates in his letter, Carnegie-Illinois used tandem compound condensing engines for their three largest towboats, 18's, 36's- 8'8" stroke, CITY OF PITTSBURGH (1st), CITY OF PITTSBURGH (2nd) and MONONGAHELA, dating 1925, 1926 and 1927. Why this odd-length piston stroke? Quite likely Rees used the same patterns for the KATE ADAMS and WILL H. ISOM. Why did Carnegie-Illinois revive this odd-length piston for its threesome? -Ed.

=Back again for a moment: When Charlie wrote the letter he was aboard the CITY OF PITTSBURGH passing Braddock, Pa. without benefit, apparently, of his notes. The inscriptions on the engines of the two Baltimore icebrakers were lettered A. Hartupee & Sons Co. The balance is correctly recalled. Andrew Hartupee was born Feb. 29, 1820 and he died Sept. 16, 1891. He is buried in Allegheny Cemetery, Pittsburgh. His machine shop burned out on Tuesday, July 17, 1877, destroying engine patterns for the JOS. B. WILLIAMS, JOHN A. WOOD, JOHN F. TOLLE, HENRY C. YEAGER and many others. His firm had contracted to build the engines for the KATIE STOCKDALE but had to give up the contract--they were built by Rees. The first set of

compound engines built by A. Hartupée were for the QUICKSTEP in 1866 (Way #4621) in which A. Hartupée was 1/2 owner. Before the Civil War the firm was styled Haigh, Hartupée & Co., the principals being Joseph P. Haigh, John Morrow and Andrew Hartupée. Also buried in the Allegheny Cemetery is William D. Hartupée 1855-1909, presumably a son of Andrew. John Hartupée was chief engineer on the maiden voyage of the GREAT REPUBLIC, and other than this tid-bit we have no further information about him. -Ed.

Capt. Vernon K. Byrnside died on Thursday, January 29, 1986 after over fifty years in river service. He was a West Virginia native and commenced steamboating aged 14 in 1919 as a cabin boy on the Kanawha River towboat PLYMOUTH. He attracted the attention of Charles T. Campbell of Pittsburgh and joined the Campbell Line and served as master-pilot of the FAIRPLAY. In 1936 he became the first master-pilot of the towboat JOHN W. HUBBARD and one year later was on the CHARLES T. CAMPBELL. He and crew rendered aid when the big ISLAND QUEEN burned at Pittsburgh. When the CAMPBELL was sold to The Ohio River Company Capt. Byrnside was given charge of the new diesel towboat FRANK C. RAND.

During much of his career he resided at North Bend, Ohio. He suffered a stroke in 1980 and for the past 3½ years he and his wife have resided at the Three Rivers Convalescent Center, Cincinnati.

Other than his wife Elizabeth, he is survived by a daughter, Marjorie Burress; by two sisters, Ercil Wade and Shirley Smith of Buffalo, West Va.; seven grandchildren and twelve great grandchildren. -We are indebted to Mrs. Jack Burress, 3289 Triplecrown Drive, North Bend, OH 45052 for details.

Jack Hird, well known and respected manager of marine repairs for many years with Dravo at their Neville Island plant near Pittsburgh died on Saturday, January 17, 1987 of lung cancer. He retired about four years ago. When the DELTA QUEEN came from California for

rebuilding at the Dravo marine ways 1947-48 Jack was assistant to C. E. (Chuck) Kaufman and succeeded him. At the time of his passing he was living in Coraopolis, Pa. and was about 66. He was project engineer some years ago with Dravo when four towboats and 30 barges were built and shipped to the People's Republic of China.

William G. (Bill) Preston, marine architect, has joined with the Patti Shipyard, P.O. Box 271, Pensacola, Fla. 32592. This yard recently produced the diesel-prop excursion boat for the Gateway Clipper fleet in Pittsburgh, pictured in our last issue. Other recent deliveries include the QUAD CITY QUEEN and MISSISSIPPI BELLE II for Robert's River Rides at Dubuque.

Bill Preston operated Marine Power Inc. at St. Louis and then transferred his operations to Gulf Breeze, Fla. in 1978.

Patti Shipyard was organized in 1977 to build steel vessels for the family seafood business that was founded in 1935. Shrimp trawlers, king crab vessels, tugs, excursion vessels, towboats and government vessels have been delivered. Frank Patti is the owner-operator.

Bill Preston will be doing all of the design work.

In order for the owners of the Zimmer power plant (located on the Ohio River near Moscow, Ohio) to convert it from nuclear energy to coal, the area must be prepared for barges to deliver the coal. Figured into the plant's \$1.7 billion conversion cost is \$200,000 to move a reported 5,000 mussels from two beds to preserve them. The beds are said to contain some 60,000 mussels.

The company, Dayton Power & Light, must also set up a \$400,000 trust fund to pay for monitoring the mollusks after transplanting them. No endangered species are involved, an environmental study indicates.

At a total cost of \$600,000, that's \$120 per mussel.

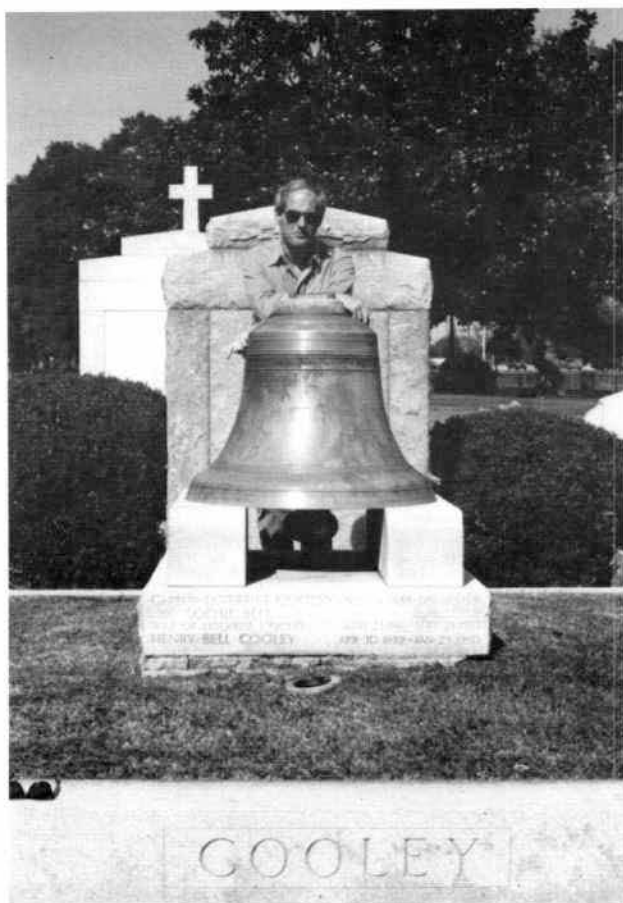
-From The Waterways Journal, issue of March 2, 1987. Their story appeared under the headline: "That's a Lot of Clams!"

The three new Ashland Petroleum towboats, in order of delivery, will bear the names of VALVOLINE, PAUL G. BLAZER and SUPERAMERICA. The VALVOLINE was launched at the Quality Shipyards, Houma, La. on Feb. 17th last. All three are expected to be in service by year's end.



Allen, Elaine and daughter Julia Hess aboard the NATCHEZ before Mardi Gras time. They were off from there to a month's rail travel in China. -Thanks to Roddy Hammett for the portrait.

Awakened by the whistle of a red bird at 4 a.m. I was wondering about the identity of the gentleman for whom the towboat HENRY DE BUS was named. End of story, but not of the wonderment. Next door neighbor Bill Bischoff shut up the bird; fed it cracked corn I think.



LONG-SHOT VIEW of the roof bell from the AMERICA taken by Jeff Spear at Metairie Cemetery. Draped over the top is Capt. Roddy Hammett of the NATCHEZ. The bell is silent due to the lip resting on the two stone slabs. The tongue, or clapper, remains swung. Two school bells in the Sewickley area are similarly mounted in perpetual silence and lately the biggest in town, hung in the belfry of the First Presbyterian Church, has developed a crack--a real pity for its deep voice was identical to that of the HOMER SMITH, originally from the side-wheel GUIDING STAR. The Sewickley fire bell remains hung in the Municipal Building but has not been in use for many years. Same the country over.



ROOF BELL of Capt. LeVerrier Cooley's AMERICA (Way #0240) over his grave in a New Orleans cemetery. Photographed in mid-January by Jeff Spear. The inscription on the bell reads: Steamer AMERICA, October 13, 1898, the date of the boat's commissioning. It was cast by the Buckeye Bell Foundry, Cincinnati. The boat sank, laid up, at the foot of Walnut Street, N.O. on Aug. 13, 1926. Captain Cooley died on Dec. 19, 1931, and his wife followed him to rest on Sept. 25, 1934. The bell is about the same size as the one on the DELTA QUEEN.

John Hartford lately received his U.S. Coast Guard license as a first class pilot, all tonnage, on steam and motor vessels plying the Illinois River in the vicinity of Peoria. He took his exam in the Memphis office. On a visit to 121 River on April 22, enroute from Cincinnati to New York filling music engagements, John told us he plans to attend S&D at Marietta on Sept. 19, but will be late in arriving due to a conflicting engagement in the mid-west.

Charles E. Arnold, Lakeview Estates, Parkersburg, West Va., died of cancer Sunday evening, February 1, 1987, in the Camden-Clark Memorial Hospital, that city. He was 71.

Charlie Arnold was a long-time member of S&D and lately he and his wife, Jean Thacker Arnold, have been living at Vero Beach, Fla. but returned to Parkersburg last December.

In 1948 he joined with the George D. Bernard Co., printers and binders, where he was assistant vice president. He retired in 1982.

His river interest centered on the Little Kanawha River, its locks and dams, and the steamboats and car ferries which plied there. He was a member of the Wood County Historical Society and a charter member of the Wood County Historic Landmarks Commission. During West Virginia's 1963 centennial year he served as a planning director for the Centennial Train.

Other than his wife he is survived by a son, Charles E. Arnold III of Jonesville, Ga., a daughter, Jane A. Morningstar of Alderson, West Va., three sisters and two nieces.

Burial was in the Mount Olivet Cemetery, Parkersburg.

Donald E. Vornholt of New Richmond, Ohio died on Saturday, February 21, 1987 following a long illness. He was 71. For many years he operated the New Richmond Boat Harbor, located on the Ohio River adjacent to his home and fronting the Capt. Ernest Wagner Memorial Park.

Sympathies are extended to his wife, Lela Vornholt, from his many S&D friends. Also Don is survived by two sons, David and Dan, his daughter-in-law Judy, and three grandchildren.

Burial was on the highest hill in the Greenmound Cemetery, affording a striking panoramic view of his beloved Ohio River.

=Our appreciation to Delly Robertson for alerting us of Don's passing--to which she appends a few words of her own. "Betty Blake, shortly before her passing, peeked and saw real steamboats in The Beyond. Be this true, my friend Don Vornholt also is smiling..."

Her career of philanthropy has caught up with Estelle Campbell, now 82, widow of Charles T. Campbell. Mrs. Campbell has been named an Outstanding Citizen for 1986 in the annual award program sponsored by the Pittsburgh "Post-Gazette" and WPXI-TV Channel 11 News.

Estelle admits that the tax benefits would be greater if she gave through a foundation, such as the one established in her husband's name, but she doesn't like to do things that way.

One of her larger gifts was the \$475,000 she gave the St. Margaret's Hospital in Pittsburgh. When she heard that a local Baptist Church needed funds for a school for the emotionally disabled and retarded, she bought a building for them and later gave "another \$100,000 or so" to continue its work.

"I am not a Baptist and don't believe in all the rigmarole but they do great things I couldn't do, so if I provide the means I'm helping people indirectly,"

she says.

She created the Charles Campbell Ophthalmic Microbiology Laboratory at Pittsburgh's Eye and Ear Hospital, among other things.

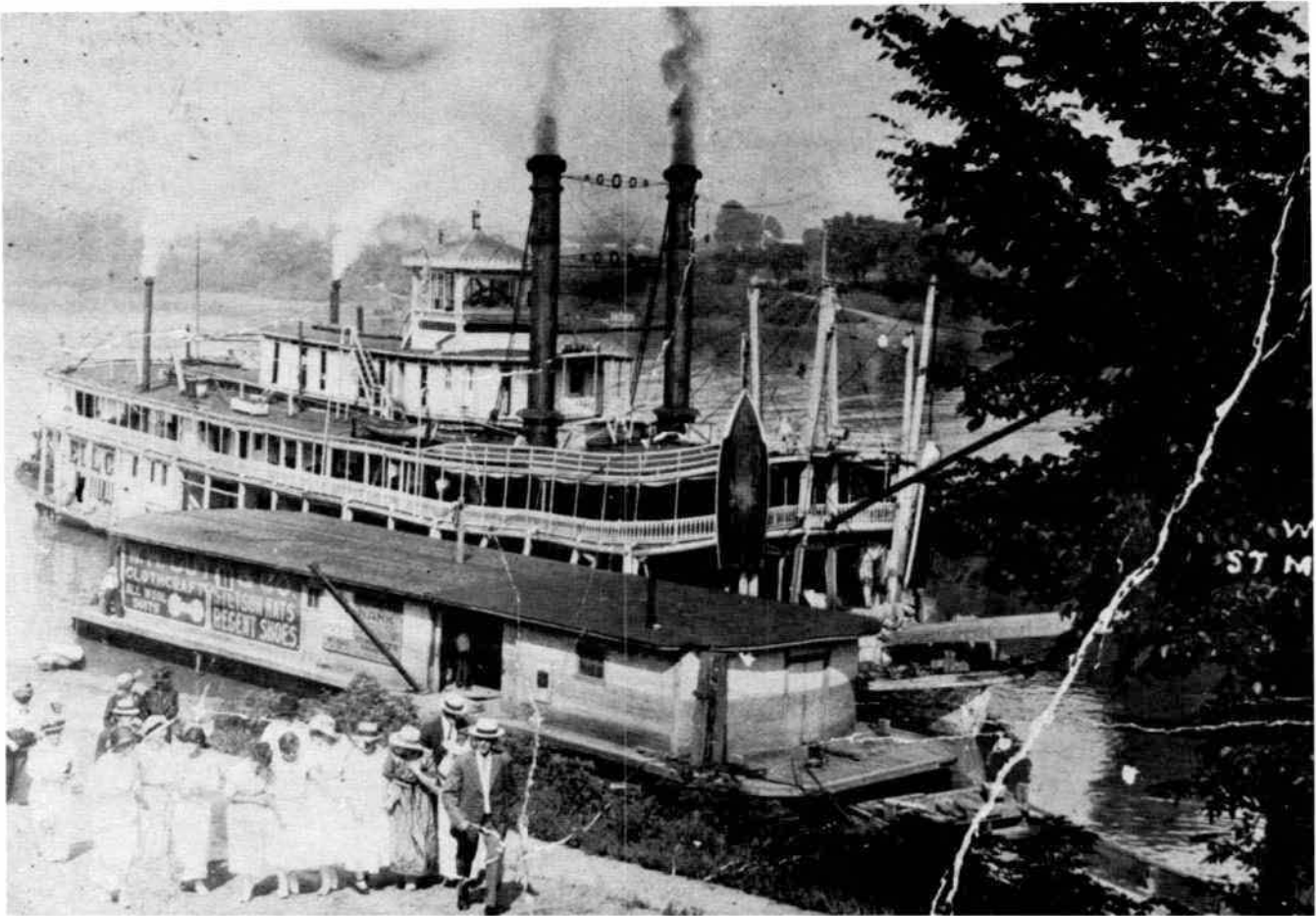
The June '73 issue of S&D REFLECTOR carried an in-depth illustrated article on the life and times of Charles T. Campbell in the June '73 issue.

Mrs. Campbell resides at 5025 Fifth Avenue, Apartment 2-E, Pittsburgh, Pa. 15232. Several years ago she acquired the 1-48 model of the CHARLES T. CAMPBELL, built originally by Robert (Bob) Thomas of Powhatan Point, O., and had it refurbished for her grandson Thomas L. Campbell, Jr. of Naples, Florida. -Our thanks to Bob Booth for clippings.

Apologies to Ken Heltman for running a picture on page 2, last issue, of his model of the HOMESTEAD under the heading of W. P. SNYDER JR. No real harm; they were twins.



THE NEW ORLEANS home of Capt. Thomas P. Leathers, where he lost his life nearby after having been struck by a boy riding a bicycle, was another of the sights Jeff Spear saw and pictured on his recent visit. Capt. Doc Hawley showed Jeff the townhouse once occupied by the builder of C.W. and Lucy Stoll's "Rock Hill" in Louisville where the family summered to escape yellow fever. Jeff flew to N.O. and was met by, and rode the PRESIDENT with Jim Sutton, as guests of engineer Gary Frommelt. Another high spot was dinner with Lexi Palmore, over from Tyler, Tex. where she's been piloting an excursion boat on Caddo Lake.



WOODY RUTTER sent us this shot of the TELL CITY moored at St. Marys, West Va. in the summer of 1916, upbound from Charleston, W. Va. to Pittsburgh. A few of our S&D veterans will remember this packet, including Paul Seabrook of New Albany, Ind. who once was her clerk in the Louisville-Evansville trade. All S&Ds who have visited the Ohio River Museum, Marietta, O. know of her pilothouse, preserved on the premises.

ROYALTY PROTOCOL

Sirs: I enjoyed the March issue of the S&D REFLECTOR, as I do all of them, and was especially interested in the picture of the Russian "side-wheeler" sent by Mr. Dave Thomson, and also the pictures and story on Princess Margaret.

You may be right in stating that the Princess was the "first in Britain's high estate to steam up the Mississipp'." At least as far as "steam" and "up" are concerned.

In 1950 the Duke and Duchess of Windsor came to New Orleans for Mardi Gras. During the visit the Duke, the former King Edward VIII, toured New Orleans harbor aboard the Dock Board yacht, the name of which I have forgotten. He and the Duchess enjoyed their visit immensely.

Earlier in that carnival season, Bess Truman and daughter Margaret had been in the city to christen the towboat HARRY S. TRUMAN. According to custom, they were honored by an invitation to a Mardi Gras ball, one of the early, less famous ones. When presented to the Mardi Gras King and Queen, as special guests are, the two ladies just stood there, failing to bow.

Mardi Gras takes carnival royalty very seriously. Having accepted the invitation to attend the ball and be presented, it was felt that they should have acted in the spirit of the occasion and tradition.

When the Duke and Duchess were presented to the King and Queen of Comus, oldest and most prestigious of all the "krewes"

at the ball Mardi Gras night, they not only bowed, but also knelt. For this and many other examples of their friendly warmth, their memory is much beloved in the Crescent City.

One small correction: As the term "Captain" on a boat or ship refers only to the officer in command, the title "Majesty" refers only to a reigning monarch.

Arthur E. La Salle,
President,
The Historic Springfield
Foundation, Inc.,
Springfield Plantation,
Route 1, Box 201,
Fayette, Miss. 39069

Need a bracer for the wim-wams? See you at S&D on September 19th.

THINGS I'D LIKE TO KNOW

S&D member Bill Hornbrook is eager to learn more and poses questions.

I have been a member of S&D for many years as was my father before me (and yes, Capt. Fred Hornbrook was a relative of mine) and have always enjoyed reading the S&D REFLECTOR. I was born and raised in New Martinsville, West Va. by the B&O railroad tracks and the steam locomotive was my first love. I also spent much time fishing in the Ohio River with my good friend Sam Winer, an exposure which brought to the two of us great interest in the steamboats of the time. Having been born in 1944 my conscious interest dates to the early and mid-fifties. Two great disappointments were not getting to see the MONONGAHELA, or see the W. P. SNYDER JR. when it steamed by here on its way to Marietta in 1955.

The steamboats I do remember were all prop-driven; the OHIO and TENNESSEE of the Valley Line; the PITTSBURGER, ORLEANIAN, GONA, LUNGA POINT, and for a while the CORAL SEA of the Ohio Barge Line.

These big DPC boats were my favorites. Their big no-nonsense looks and the way they would push their heavy tows with just a whisper was really impressive - not to mention their whistles. One of the highlights of my youth was when Sam Winer and I went down to Lock 15 and hitched a ride to Lock 16 on the ORLEANIAN. The trip included a nice whistle salute to Walter McCoy at Sistersville.

Now to the purpose of this letter: I have looked through all of my REFLECTORS, including back issues that I purchased and, unless I have overlooked something, I failed to find an article on the DPC's. If such an article has been published, could you direct me to it; if not, would it be possible to run an in-depth DPC story in a future issue? Why did the LUNGA POINT have two stacks? Were the whistles on the LUNGA POINT, PITTSBURGER and ORLEANIAN originals or had they been on former boats? What were the original names of the PITTSBURGER and the ORLEANIAN? What became of these whistles? Was the fact

that they were steam due to inability to procure diesel engines? I know that during WW2 there was a severe restriction on the building of diesel locomotives for the railroads, resulting in the construction of some of the finest steam locomotives ever built.

I have some other questions:

1. Are binders still available for the S&D REFLECTOR?

2. The March '87 REFLECTOR carries a short article about the whistle at the Quaker State refinery at St. Marys. There is a large "three-arm" whistle at the Mail Pouch plant at Wheeling and it still blows daily and sounds real nice. Do you know the history of it?

3. In the late '50s Sam Winer and I took a walking tour at Pittsburgh. The Zubik fleet contained a DPC and a large steam sternwheeler with a single stack behind the pilothouse. Can you identify these? We visited the OBL landing to see the PITTSBURGER laid up there.

What was the name of the landing? Painters?

4. Whistle video tapes are available of locomotives. Are any plans under way to make such tapes of steamboats? By the way, I was looking through some of Sam's old movie footage and found the LADY GRACE at New Martinsville. What was the date of that event?

5. I used to have a copy of the INLAND RIVER RECORD dated in the late '50s or early '60s and can't locate it. Are there any for sale?

Well, I have taken up enough of your time. Any help will be appreciated.

W. R. Hornbrook,
210 E. Thistle Court,
New Martinsville, West
Va. 26155

=This letter provides clues for future S&D REFLECTOR articles. Meanwhile Mr. Hornbrook's curiosity about so many things may spur some answers from our readers.

By way of apology to Mr. Hornbrook there are not enough hours in Ye Ed's usual day to allow personal responses. Fully 99% of our typing goes into the pages spread before you, much of it selected from letters and contributions received in the mail. -Ed.

P.S. We have a question for Mr. Hornbrook: What happened to our friend Sam Winer? -Ed.

A note (musical note) from Alice Tooker dated March 25th last: "It's spring time and I can think of two places I'd like to be, your lovely home and riding around the Louisville Cemetery with Lucy Stoll driving. I love trees, flowers, vines and homey homes.

Vic and I often speak of your hospitality when the big lock at Emsworth was closed for repairs and the DELTA QUEEN ended her Pittsburgh trip almost in your front yard. You made us feel so welcome in your beautiful home.

Hoping we'll all meet some time, somewhere, this summer."

Alice "Mom" Tooker,
2313 Esplanade,
New Orleans, La. 70119

=Vic Tooker appends a family history development to the above. Commodore Joe Tooker, who ran steamboat excursions in New York harbor during the opening ceremonies of the Brooklyn Bridge, turns out to be the brother of Vic's great grandfather Thomas Tooker. Commodore Joe was disowned by the family. He was non-musical and hocked Thomas's homemade banjo for money to run away to the New York area.

Vic says this came to light after the death of Burr Tooker, Vic's uncle, who had custody of the Tooker Family Bible, in which the above is related.

"So the Commodore's picture was turned against the wall, and the Commodore was never spoken of by the family again," says Vic.

So much for the Commodore, now immortalized in David McCullough's best-seller "The Great Bridge" as operator of the GRAND REPUBLIC in the New York harbor. -Ed.

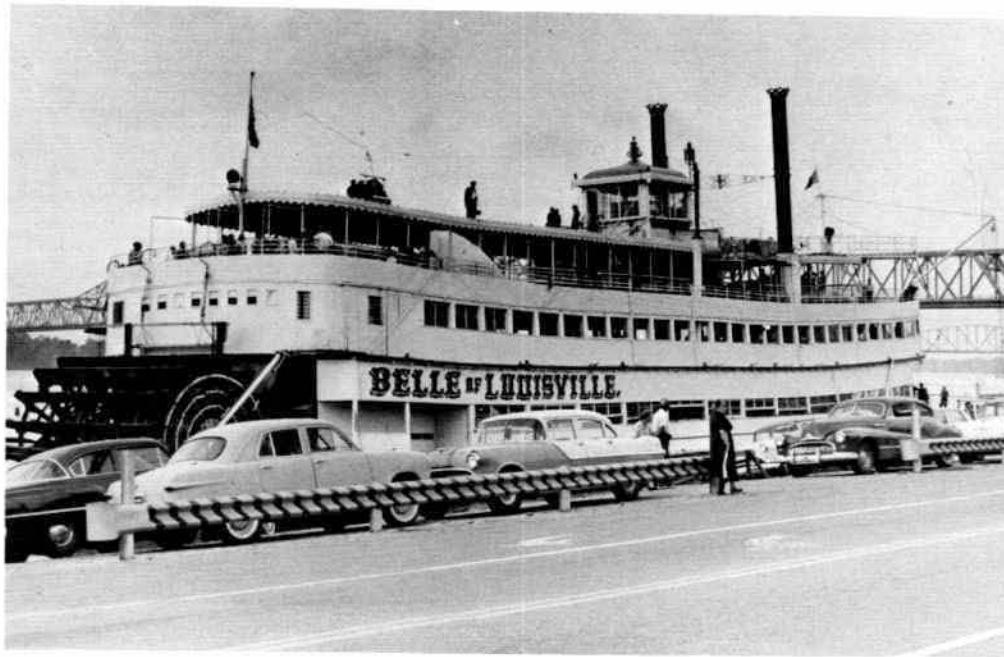
Nathan and wife Pat Pearson of Sewickley, Pa. rode the DELTA QUEEN on the Stanford Alumni-chartered very floody St. Paul-St. Louis cruise last fall (see Dec. 86 issue, page 28, col. 1.)

Today Nate is in the national news. Happily retired and now 75 he was called to Pittsburgh's Mellon Bank (the nation's 12th largest bank holding company, assets \$34.3 billion) as interim board chairman. Nate was for a long time financial adviser to philanthropist Paul Mellon.



A couple of pictures are worth a thousand words, so here's the ADMIRAL all set for her St. Louis debut, pictured by Ross Rogers, Jr. in March. See page 18 for details, and page 27 for a run-down on Mazie Krebs, the guest of honor.





CHRISTENING DAY, October 14, 1962. The AVALON, completely refurbished and renamed BELLE OF LOUISVILLE is seen here at the Louisville wharf. Rita (Mrs. Alan L.) Bates was selected as the sponsor at the ceremonies. The 1987 folders read "25th Anniversary of joint ownership by City of Louisville & Jefferson County." Photo from Keith Norrington's collection.



THE ORIGINAL DANCEFLOOR on the IDLEWILD as it appeared in 1915 when she made her maiden voyage from the builders at Pittsburgh to her owners in Memphis. The black sign at far left reads FOX TROT, WALTZ, ONE STEP. The present owners of the boat, under the direction of Alan Bates, widened, glorified and beautified this area some years ago. Today on the BELLE OF LOUISVILLE you'd not believe it once looked like this. The notation in the foreground reads "No trouble to dance on the steamer IDLEWILD." Photo courtesy of Capt. Mike Fitzgerald, who loaned his original to Keith Norrington so's we could show it to our members.



CONFEDERATE ZOUAVE
C.S.A.

CONFED ZOUAVE

Sirs: When mention is made on page 31 in the March REFLECTOR that some Union troops wore Zouave uniforms, don't forget the other side please. Several Confederate states also fielded Zouave units. Wheat's Battalion, from the Shreveport area, comes to mind as an example.

There is a red Zouave uniform cap in the museum here. The tassel is made from small braids of grass line, which any riverman knows to be "cowtail."

I'm especially enjoying Capt. Hughes' diary.

Roddy Hammett,
1428 Polymnia,
New Orleans, La. 70130

=Color scheme is red cap, red shirt, brown jacket, white trousers with dark blue stripes, grey leggings and black shoes. The uniform was worn by the Louisiana "Tigers" during the early part of the war. It is patterned after the colorful French Zouave uniforms. His equipment includes musket,

bayonet, and cartridge box; canteen, haversack, and bayonet scabbard (on his left hip), and he would probably have carried a Bowie knife. A blanket roll and knapsack are slung on his back. His trousers are made from bed ticking. Painting by Frederick Ray. As of March 12th last, temperatures in New Orleans were slowly rising and so was the river.

This item appeared in the March 6, 1987 edition of the San Francisco "Chronicle:"

Chicago: In an accident that almost defies belief an elderly woman had part of her intestines sucked out by a vacuum toilet aboard a cruise ship last September, a doctor reported in a letter to a medical journal yesterday.

Dr. J. Brendan Wynne, an orthopedic physician with the Osteopathic Medical Center in Philadelphia, said he wrote the letter to the American Medical Association to alert physicians and the public to the possible dangers of vacuum toilets aboard ships and airplanes.

"I realize this almost defies belief," Wynne said in a telephone interview.

Wynne said he was vacationing aboard the Greek-registered PEGASUS berthed near Vancouver, B.C. on September 22 when he responded to an emergency call aboard the ship's loud speaker.

When he and his wife, a registered nurse, arrived at the woman's cabin, they found her lying on a bunk with "several feet of small intestine" trailing behind her, Wynne said.

The woman, 70 years old and slightly obese, was alert but obviously in pain, he said. She told him that she had flushed the toilet while seated and the suction had "pulled everything out."

The woman was taken to the Royal Columbian Hospital.

Dan VanKeeken, director of communications for Ryal Columbian, said the woman, a Phoenix resident, was admitted to the hospital, where she was treated for ten days and released. VanKeeken said no other information was available about the woman's present whereabouts, "but the nurse said she left looking pretty good."

The PEGASUS is currently on a South American cruise.

United Press International.

DELTA KING MOVED

On February 11th last, the DELTA KING was moved by tug-power 200 yards in an emergency. The river wall at Sacramento where she was moored started to collapse. The move required passage beneath the Tower Bridge, which required raising the span. She was taken to the L Street landing temporarily, until her final berthing place, about 100 yards up-river, is ready for her in from three to six weeks. Renovation will be delayed meanwhile.

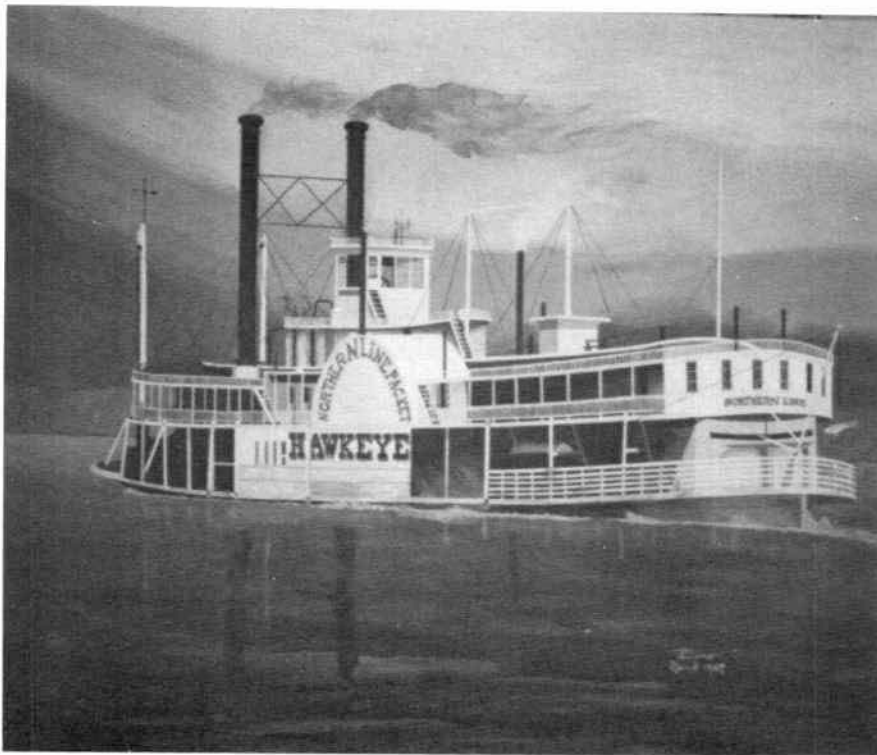
Walter and Joanna Harvey are in the process of spending \$6 million to turn the DK into a riverside tourist attraction. They predict it will be open by the end of the year, a smaller version of the QUEEN MARY in Long Beach, Calif.

The winter issue of "Spectator," the magazine sent gratis to Chrysler and Plymouth customers, features American Originals which among DC3s, Maytag, etc. includes the NATCHEZ and Capt. Doc Hawley for a full page spread, including a 3-column picture of the NATCHEZ under way.

Sirs: Thank you for publishing the story about my great grandfather, Capt. William Perry Dugan (March issue, page 34). If he had not been blinded at his prime, he would probably have been better known.

Mrs. A. Franklin White,
5106 Dunvegan Road,
Louisville, Ky. 40222

Harlan Bush, 82, died on Thursday, April 2, 1987 at King's Daughters' Hospital in Madison, Ind. He had served as a steamboat engineer with the Union Barge Line for 15 years and for two years on the BELLE OF LOUISVILLE. Following retirement he farmed at his home near the late Alma Ash, Lamb, Ind. While with the B/L he drove daily between Lamb and Louisville. His wife, Christine Reed Bush, survives him; also one son, Denny, near Lamb; one daughter, Susan Schindel, Columbus, O.; five grandchildren, and one great-granddaughter. Burial was in Grand View Memorial Gardens near Madison. -Thanks to Louis DeCar of Madison for particulars.



OVER THE YEARS since our S&D REFLECTOR started publishing in 1964, a number of steamboat artists and model builders have patterned their creations from "old-time" photographs featured since that auspicious beginning. One of the latest instances is this warm and glowing rendition of the HAWKEYE STATE (March '86 issue, page 29) painted by Jeffrey L. Spear of Marietta. Jeff says "I was pretty happy with the way it turned out; maybe I should quit while I'm ahead." He won't quit, of course. He made his art debut as a very young man some years back by decorating the garage door at his family's home with a billboard-sized oil painting of the DELTA QUEEN, which precipitated a feature story and photograph in the home-town Marietta "Times." Jeff is associated with Bill Dorsey in operating Riverview Antiques at 102 Front St., Marietta, directly across from the Hotel Lafayette. Also he is one of the three-member Museum Committee of S&D.

THE MADISON MOR MEET

Jack Custer introduced 54 members & friends.

by Fred Rutter

The Middle Ohio River Chapter of S&D convened at the Clifty Inn at Madison, Ind. on Saturday, March 28th last. The kick-off was a supper-banquet. President Jack Custer introduced everyone in attendance, including brief biographical sketches of some, without referring to notes, an astounding feat. Among those recognized was Don Wallis, author of OYO, a new book loaded with borrowings from river authors and poets and copiously illustrated with ink

sketches from Harlan Hubbard's books; Harlan Hubbard was there in person unveiling his latest painting, one of the SPRAGUE commissioned by (who else?) Jack Custer. Three vintage movies followed, one of them taken by the late Harold C. Putnam, in color, taken aboard the GORDON C. GREENE. Jack Custer showed one on the final days of the SPRAGUE.

On Sunday we went to Hanover College and viewed over a dozen of Harlan Hubbard's paintings, one of the highlights of this scribe's week-end.

This is called a space-filler; works like the wooden triangular wedge in a paddlewheel.

OYO is an anthology of river-related narrative and poetry presented in an 180-page paperback. The peculiar name OYO was coined by the compiler, Don Wallis, "because that is the sound the Iroquois made, when they said the Ohio River's name." A chief contributor is the river's artist friend, Harlan Hubbard, both in text and in all of the art work. These two worthies were present at the recent MOR meeting at Madison, Ind. (see col. 1 this page).

River-related excerpts include pieces from Christopher Gist, Zadok Cramer, John James Audubon, Herbert Hoover, Clark Firestone, Thomas Jefferson, Harlan Hatcher and many more. Among the "many more" is himself, Don Wallis, recalling his Madison, Ind. roots; not only is he river-rooted: his professional ability with type, composition and book-making is no accident; he springs from the roots of the Madison "Courier." Although not mentioned by name, one of them must be M. C. Garber who for years championed river improvement in editorials and stories. Your reviewer made a point to call on that grand person shortly before he died at the age of 80. M. C. Garber was Madison's contribution to the modern Ohio River.

OYO is available from Don Wallis, Box 476, Yellow Springs, Ohio 45387, priced \$10 including mailing costs.

Robert L. (Bob) Miller gave us a phone call on Easter Sunday to say the GEORGE M. VERITY, beached at Keokuk as a museum, is off to a propitious start for the 1987 season. The first guest to register was a gentleman from Nottingham, England.

When the SIDNEY was the Streckfus excursion boat on the Upper Mississippi before World War 1, Fate Marable played an air calliope in the ballroom instead of a piano, called the "Tangley Air Calliope," made at Muscatine, Iowa. Much to our surprise upon reading the March 2nd '87 issue of The Waterways Journal, the top half of the back page is devoted to an advertisement: "Tangley Calliophone," 45 note air calliope, exclusively built by Miner Mfg. Co., 1201 Avenue H, Fort Madison, Iowa 52627.



CAPE GIRARDEAU as a new boat in 1923 as designed by marine architect Tom Dunbar for the St. Louis-Cape Girardeau-Commerce trade. She is seen here at Cape Girardeau. Built at Howards with a steel hull 210 x 38 x 6.5. Her engines were 18's- 8 ft. stroke powered by three Western style boilers, each 44" dia. by 38 ft. long. The paddlewheel was 22' dia. with 28' ft. buckets. Open guards ran full length, both sides of the boiler deck, and were not glass-enclosed until several years later (see back page picture).

1988 BROCHURE

Already available from
Delta Queen Steamboat Co.

The 1988 brochure for the DELTA QUEEN and MISSISSIPPI QUEEN, a 66-page, full color, slickstock with a wraparound cover is by far the best one yet.

The cover was created by award-winning artist John Berkey, showing the DQ almost head-on at the Cincinnati suspension bridge with the MQ standing by. The DQ is scheduled at Cincinnati in October '88 for the city's bicentennial bash; the MQ will not be there--galavanting on the Upper Miss instead.

The MQ inaugurates '88 on January 29 at New Orleans on a 3-day junket, following which she will be making 18 N.O.-based tours, departing May 13 for Memphis and St. Louis. Fact is the MQ will be on the Mississippi continually except for two St. Louis-Chattanooga trips in June.

The DQ will be the gad-about May through October, 3 trips scheduled out of Nashville, 6 out of Pittsburgh, 11 out of Cincinnati, 3 out of Memphis, 6 out of St. Louis and 1 out of

St. Paul.

Both conclude the '88 season at New Orleans on January 6, 1989. After cursory examination of the fares, slightly higher in '88 (but not enough to write home about) until we get into the super-deluxe apartments. Present per-person rate in AA accommodations is \$4,100 on the MQ for 10-night trips; in '88 this goes up to \$4,220.

Page 51 is devoted to a plug for the Company-owned Maison-Dupuy Hotel on Toulouse Steet in the French Quarter of New Orleans. This is the first instance of a Western steamboat-owned first-rate hostelry to our knowledge and belief. Oh yes, there was Capt. Orville Noll's Riverside Hotel at New Martinsville, West Va. and Capt. Harry Monaghan's Belcher Bath Hotel at St. Louis, both respectable and cheap, but by no means in the stratosphere of quality hotels. The Maison Dupuy. "Inside, the hotel is authentic Vieux Carre (and did we have a time finding the meaning of Vieux Carre; three dictionaries didn't carry it, and then we discovered it in one of Leonard Huber's books--it's gobbledygook for French Quarter). According to the

THE BACK COVER

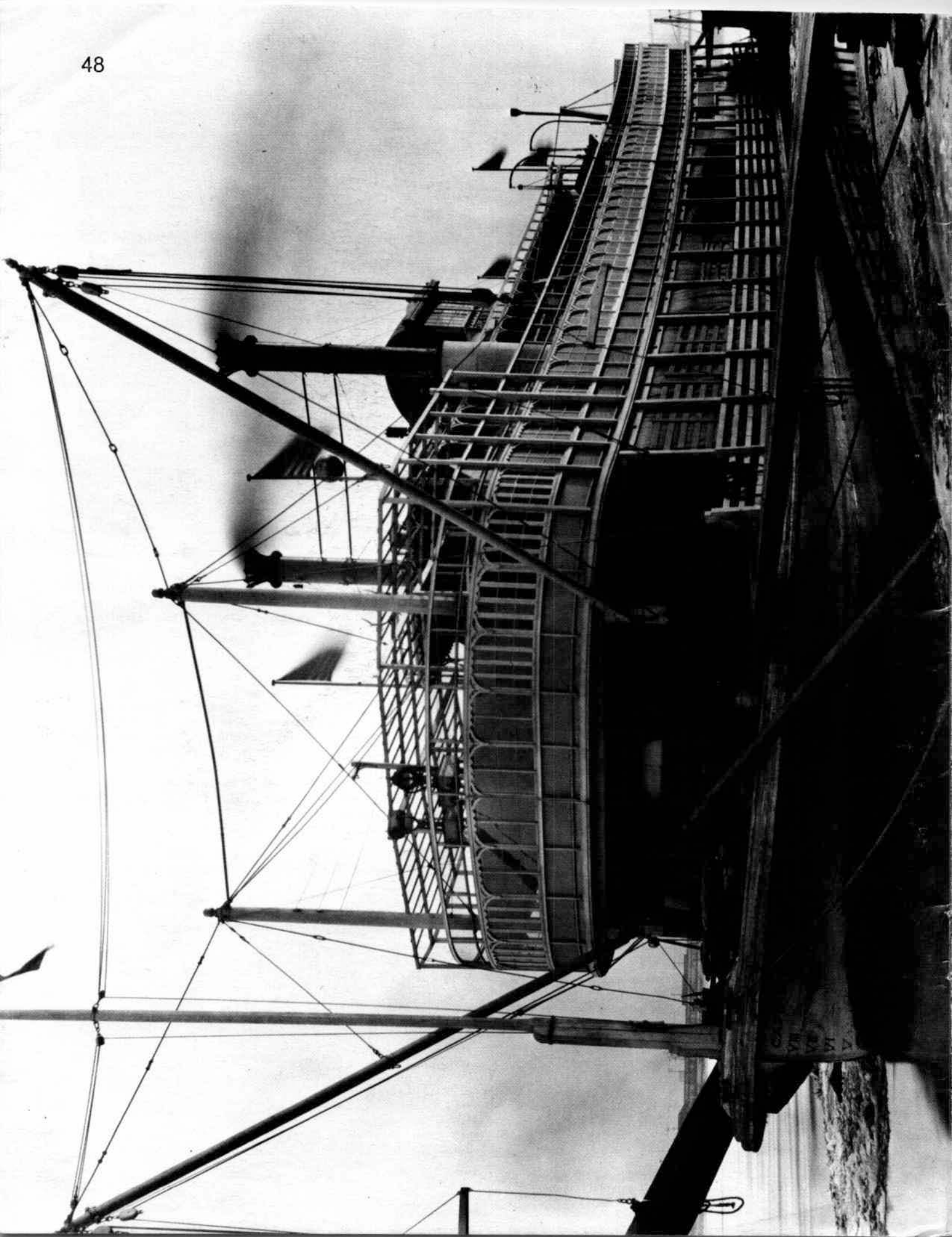
Ruth Ferris's collection reveals this one of Eagle Packet Co.'s CAPE GIRARDEAU, probably taken at St. Louis. As originally built in 1923 (see picture on this page) her boiler deck was not weather-proofed with glass windows. Eagle Packet made six St. Louis-New Orleans Mardi Gras tourist trips with her 1925-1930, enclosing and steam-heating the boat's open deck forward lounging area and side guards so's the tourists could spread out. She carried double stages all the years Eagle Packet ran her. Capt. Tom Greene made the change to a single stage soon after he and his mother bought the CAPE in 1935 and changed her name to GORDON C. GREENE (see front cover). Greene Line made Cincinnati-New Orleans Mardi Gras trips with her 1938-1939-1941-1947. Mardi Gras was not celebrated during World War II. The QUEEN CITY made Mardi Gras trips "from the rigours of the North" 1903-1925, 11 in all, and sank on the falls at Louisville downbound with a Mardi Gras trip on board, Feb. 17, 1914. Our thanks to Ralph DuPae et al. for the handsome photograph, reproduced from Ruth Ferris's original.

gospel of Huber Carre must carry a hook over the "e", so: Carré. "Maison" is French for "house," so it would appear that Maison Dupuy Hotel is redundant. Anyway, "Waiting to play host to you in New Orleans is the beautiful Maison Dupuy Hotel."

Stapled in to the '88 brochure is notice that 1,000 37" x 26" full-color prints of the wrap-around cover painting, each one numbered and re-signed by artist John Berkey are available, while they last, at \$150 each including postage.

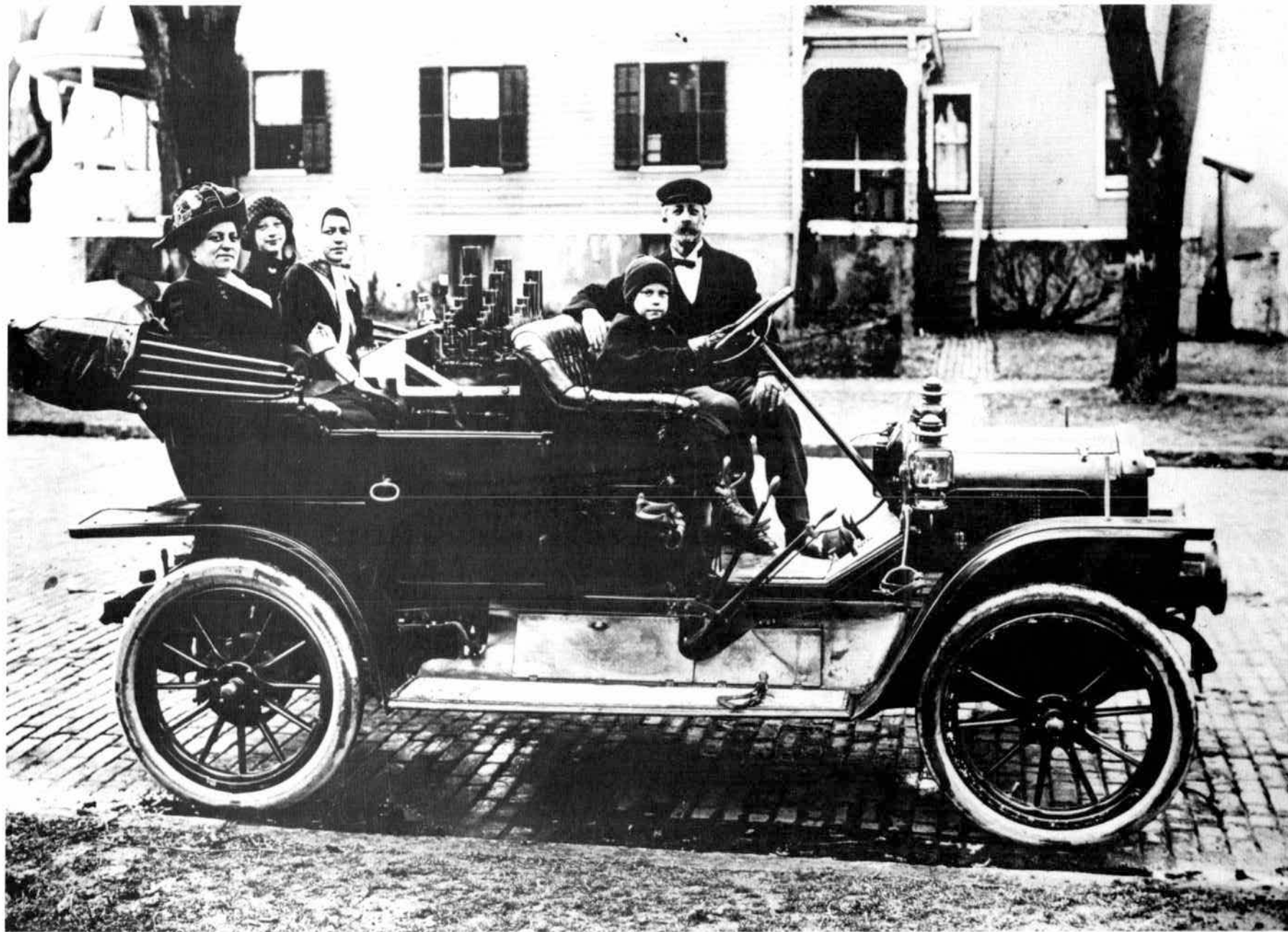
Meanwhile advance reservations already booked for '87 on both MQ and DQ point to a banner summer and fall for the Delta Queen Steamboat Co. See your professional travel agent for '87 and '88 bookings, or call toll free (800) 543-1949.

BE AT S&D IN SEPT.

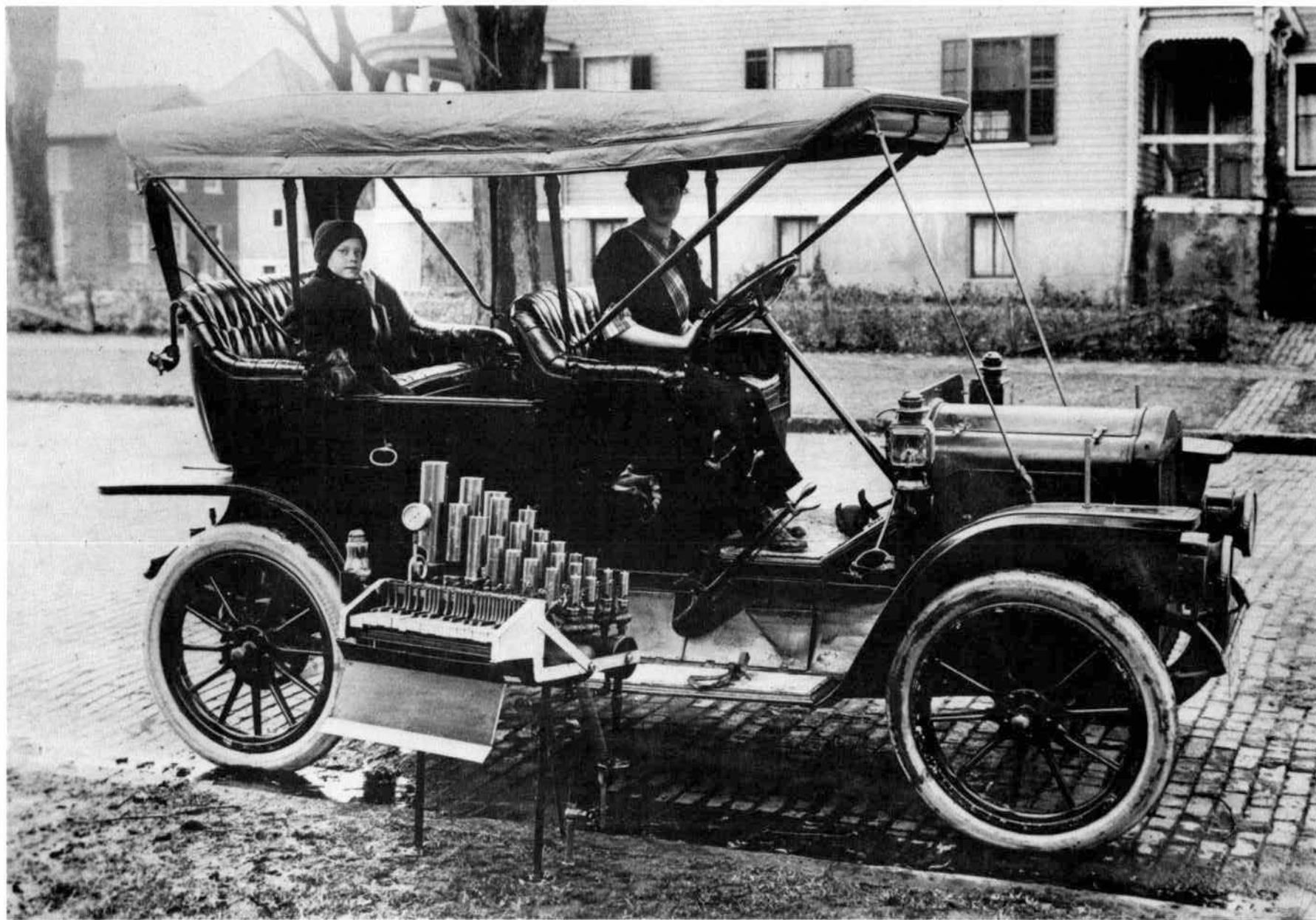




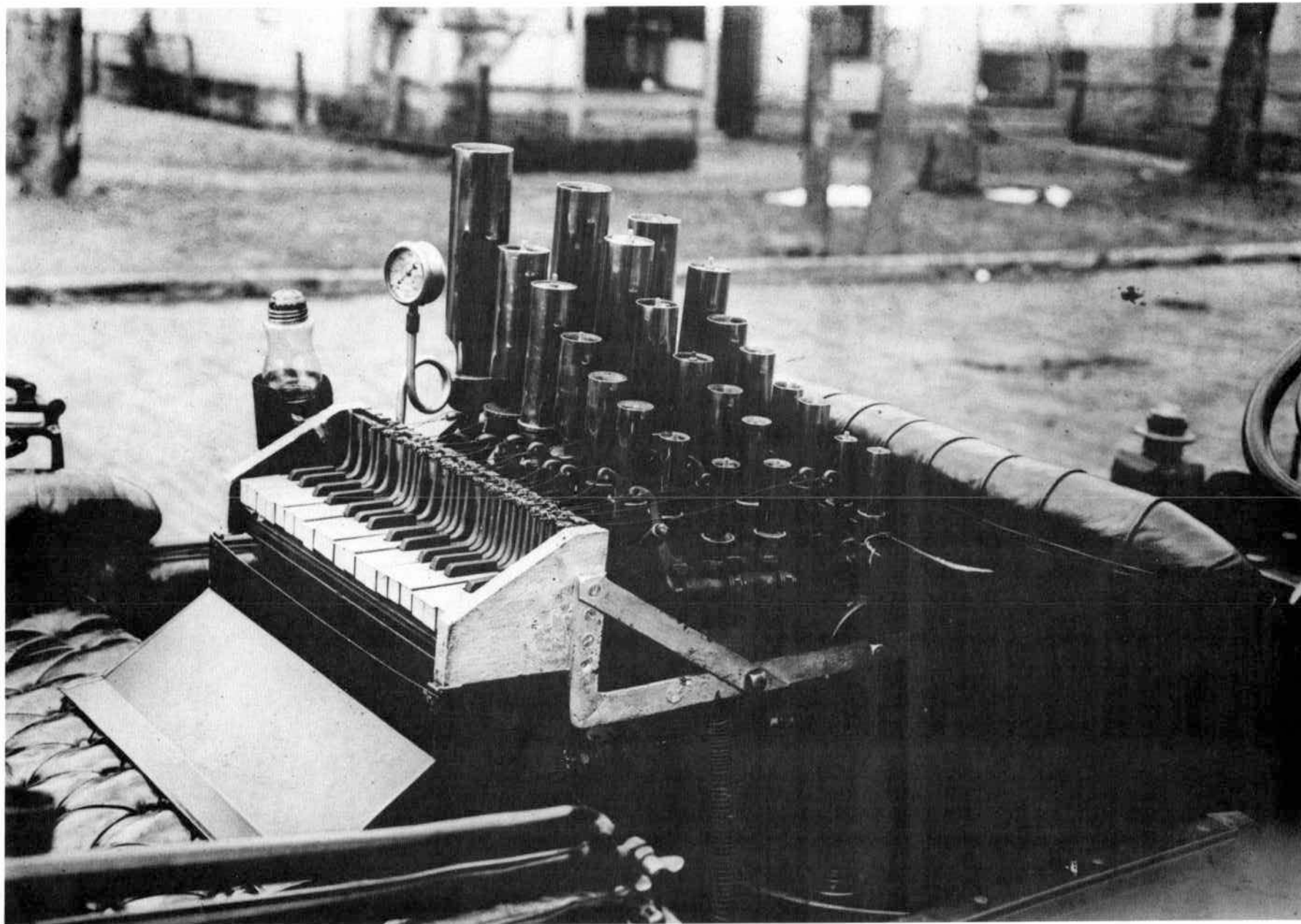
Dannelle Eisenbarth is playing a steam calliope mounted in a White Steamer Model O Touring Sedan in Marietta, O. at the Eisenbarth home, corner of Front and Wooster, Marietta, Ohio. Dates about 1910-1911. The Model O was introduced in 1909, rated 20 hp. The series of four pictures shown here were all taken at the same location, same time.



A letter from David E. Johnson, 1480 Bongate Ct., San Jose, Calif. 95130 supplies the identification of the White Steamer, noted in the preceding caption. Above, from the left: Jennie, Ignace and Dannelle Eisenbarth. Capt. Ellsworth Eugene Eisenbarth shares the front seat with his young son, Eugene H. Eisenbarth.



"The real question," says David Johnson, "is how the calliope was played using a steam generator running at 600 pounds per square inch and 750 degrees F? The calliope uses a lot of steam, and the White had a small flash boiler with no reserve. How did they reduce the pressure to 5 or 10 pounds?"



Another question:- What happened to this steam-car calliope? Nobody we've contacted seems to know. Capt. E. E. Eisenbarth apparently built the instrument after selling his last showboat in 1909. He bid on the cornfield-famed VIRGINIA at a sale in 1910 (see June '64 issue) unsuccessfully, and then operated the Grand Theatre in Marietta. Several of these four pictures have appeared in a back issue of the REFLECTOR. Our thanks to Don McDaniel, Jo Eisenbarth and Ralph DuPae for help in updating this calliope tale.

