

S&D

REFLECTOR

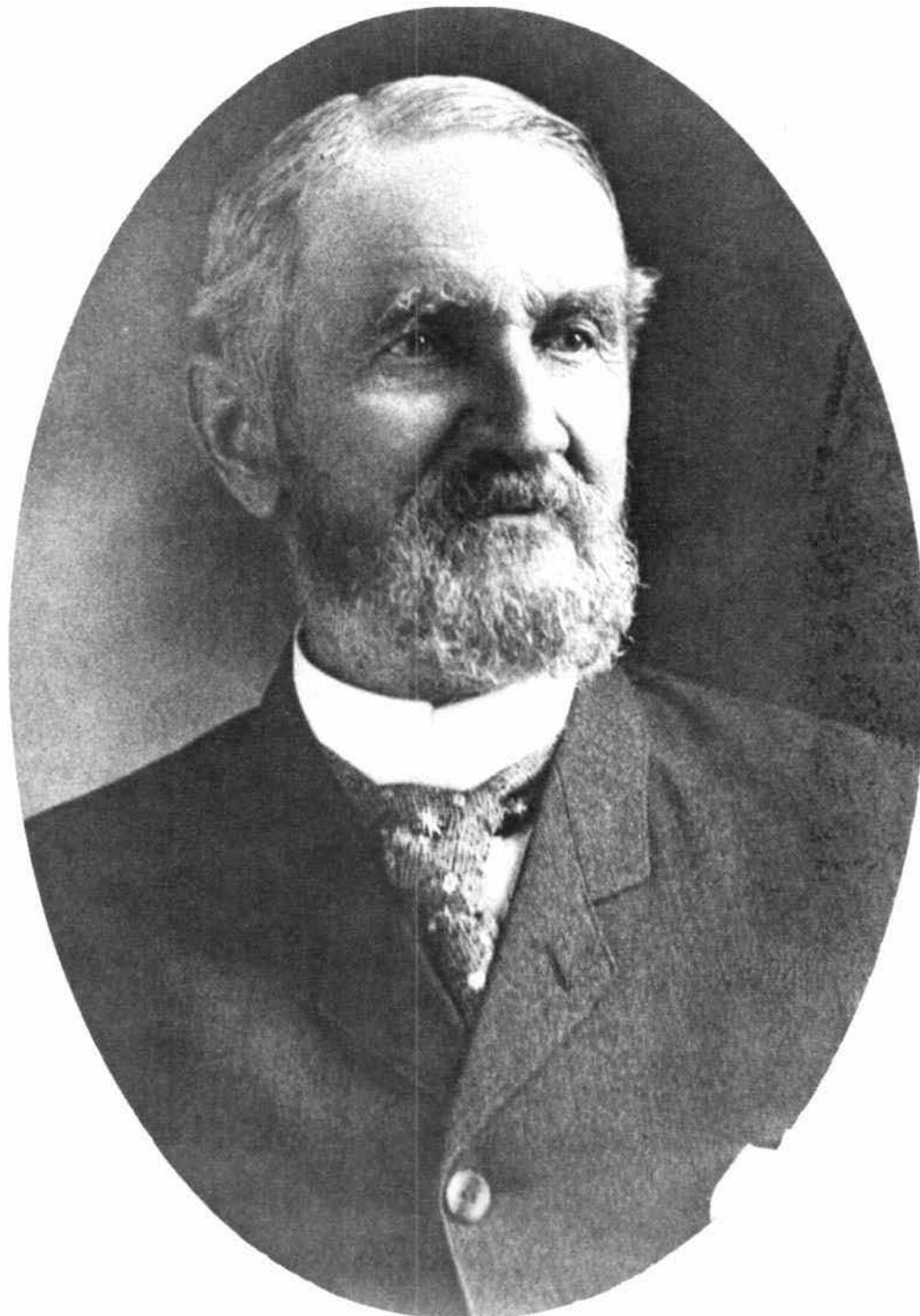
Published by Sons and Daughters
of Pioneer Rivermen



Vol. 25, No. 1

Marietta, Ohio

March, 1988



CAPT. HORACE E. BIXBY

He "learned" Mark Twain the Mississippi. This portrait is from the archives of the State Historical Society of Wisconsin and comes to us thanks to the Murphy Library and Ralph Du Pae of La Crosse. See article on page 47, column 1.

Sirs: This is mean of me, but let me point out with regard to the evening cruise of the DEAN ADAMS in 1880 that:

--The present Courthouse in Pittsburgh was begun in 1884 and finished in 1888.

--The first part of the present Smithfield Street bridge was begun in 1881 and finished in 1883.

--The Main building of Duquesne University, seen between the stacks, was built in 1883 and 1884.

Something has to give. Could we imagine such a boat, say, in 1888? Any later and the bulk of the Fourth Avenue Post Office, finished in 1891, would be conspicuous by its absence.

Walter C. Kidney,
136 Bertha,
Pittsburgh, Pa. 15211

Sirs: Just a note to say that the full-color front-and-back cover of the December S&D REFLECTOR is a real knock-out. Every once-in-a-while I just take time to look at it and enjoy it. Have showed it to people who know little of steamboats or the river and they find it equally fascinating. That soft glow of lights from inside the cabin is striking, not to mention the lights of the city in the background. There's only one way to figure it--that guy Stobart must be a genius.

Jim Wallen,
111 Eleventh Ave.,
Huntington, W. Va. 25701

Sirs: The December issue of the REFLECTOR has just arrived and it is truly wonderful with the beautiful wrap-around cover painting, all of the good reading and excellent pictures.

Charles Cason,
70 Grant St.,
Ft. Thomas, Ky. 41075

O. O. Brown of Paden City, West Va. sent his friends a photo copy of Capt. Gordon C. Greene's master and pilot's license, 10th issue, at Christmas time. It is dated Dec. 17, 1897, signed by Pittsburgh's steamboat inspectors Capt. John M. Phillips and George H. Atkinson. Captain Greene's pilot route was from Brownsville, Pa. to Louisville, Ky. and on the Kanawha "to the head of navigation."

DOREMUS'

Floating Photograph Gallery

Is well fitted with the most approved apparatus for taking Likenesses of all kinds.

The Proprietor is now prepared to take views of

**PUBLIC BUILDINGS,
PRIVATE RESIDENCES, &c.**

Old Likenesses Copied, and Enlarged to any Size.

VIEWS OF THE MISSISSIPPI AND ADJACENT SCENERY FROM MINNEAPOLIS TO THIS PLACE FOR SALE.

The subscriber has built his fleet intending to take

Views of the Mississippi from the Falls of St. Anthony to the Gulf of Mexico.

And will be glad to hear of any fine views in this vicinity.-- He also intends, at the end of his trip, to publish a book, giving the statistics and general history of every town and city on the river, and will be very grateful for any information that will be of assistance to him in his undertaking.

JOHN P. DOREMUS.

See pages 16-24 for the latest discoveries by Ralph Du Pae concerning the Mississippi River career of photographer John P. Doremus and examples of his skill and talents.



THE CHRISTMAS MAIL brought to us this attractive portrait of the twin-prop towboat CAPT. CHARLES H. STONE taken at the mouth of the Kanawha River with Tu-Endi-We Park in the background. Our active S&D member Capt. Charles Henry Stone of Point Pleasant, West Va. was honored when Capt. Bob Bosworth bought the boat and gave it the new name in March 1985. She was built by St. Louis Ship in 1951 as the LA CROSSE SOCONY and since 1961 had been the MOBIL LACROSSE.

The Ohio River Odyssey which attracted thousands of viewers at the Huntington (West Va.) Museum of Art last year, has been moved, in part, to the Historical Society of Western Pennsylvania, located at 4338 Bigelow Boulevard, Pittsburgh, Pa. The exhibit opened there on February 6th and will continue until mid-June. For information call 412-681-5533.

Our thanks to William Mallinson for a copy of the January 1988 issue of US AIR magazine. The front page in full color is John Stobart's painting of the side-wheel GENEVA discharging excursionists at the foot of Wood Street in Pittsburgh. The issue features a story on Stobart titled "His Ship Has Come In," by writer Bill Mosher. "You don't have to starve to be an artist," is the sub-title.

The cover selected by US AIR is a portion of the same full-color center spread featured in the S&D REFLECTOR of December 1984.

THANKS FROM THE MAYOR

Oct. 6, 1987

Dear Mr. Rutter:

At long last an idea has become a reality. The Plaza-Levee Project Phase 1 is complete and looks fantastic.

Your help and assistance is greatly appreciated. The concept of using the smokestack etchings brought the project into full focus. I now feel that our bicentennial and river history are a welcome showcase for all to enjoy.

I thank you and the Sons and Daughters of Pioneer Rivermen for your contribution to Marietta's legacy to future generations.

Sincerely,

Nancy P. Hollister, Mayor
City of Marietta.

A letter addressed to Streckfus Steamers, St. Louis, was forwarded to Capt. Doc Hawley in New Orleans, dated June 3, 1987. The writer is Fate C. Marable, Jr., 2931 Webster Ave., Pittsburgh, Pa. 15219.

"I have some old pictures of my sister and myself as babies when we 'lived' on one of the boats when we traveled up and down the Mississippi with my father and the band. Would you have any old pictures suitable for framing of the SAINT PAUL, J.S., CAPITOL, SIDNEY or ADMIRAL?" he SIDNEY or ADMIRAL?" he inquires.

Doc sent him a post card view of his father and band, taken on the SIDNEY in 1910, and referred him to C. W. Stoll for photographs.

Donald Naish, 3854 Crawford Road, Dryden, MI 48428, who attended S&D last fall, has this to relate:

"I worked for the Greene Line twice. The first time I was striker engineer on the TOM GREENE under Jake Brooker, then 84, and Capt. Chris Greene didn't want him standing watch alone. He explained to Jake that I was there to get in time for my license. This gesture was typical of the Greens, and fine people they were. The second time around I came on the TOM as first assistant, this after Jake had passed to his reward. This was just before WW2 with both TOM and CHRIS

running Cincinnati-Louisville. The whole of the forward quarters on the TOM was crammed with Ma Greene's antiques. She and "Aunt Telia" Hughes often rode the boat, and shopped in Louisville. They took along with them Ham and Mose, the two Texas tenders, equipped with umbrellas and shopping bags, returning with supplies for making aprons they donated to the Hyde Park Presbyterian Church in Cincinnati. The Greens were the finest people I ever worked for. In fact when you worked for them, you were a member of the family."

Counted among our recent new members is Ed Wesley, 307 East Grant Ave., Georgetown, Ohio 45121. Enthuses Ed: "Am especially pleased with the mixture of old and new in this fine publication, S&D REFLECTOR. Can't get over the fact I've finally found a steam-boat-oriented publication with some real meat on its bones."

- OBITUARIES -

Charles F. Deitz, page 11
Harlan Hubbard, 36
James R. Paisley, 14
Dorothy Neville Pittock, 43
Gordon Stutzman, 14
William L. Talbot, 11
Hughleen Tippitt, 10



Capt. Kevin Mullen, alternate master and pilot of the BELLE OF LOUISVILLE. Kevin began as a deckhand in 1972 and is an S&D member. Photo on board by Keith Norrington.

Inquiries as to the opening date of the DELTA KING at Sacramento, Calif. bring word from Walter Lankford, project manager. "We hope to be ready for the Jazz Festival in May of this year. If we can we'll be happy, but we have a lot of work to do between now and then," he told correspondent Michael Ackley of the Sacramento Union last November.

The 150th birthday anniversary of Col. Will S. Hays (1837-1907) was honored at a meeting of Louisville's Filson Club on December 7th, held at the Crescent Hill Woman's Club in that city. C. W. Stoll, former board member and frequent speaker to the Club provided a talk on Hays' life and career. This was followed by a selection of Hays' songs, sung by George McWhorter, former concert artist and now associated with the rare book department of the University of Louisville Library. S&D's contributor Jane Morningstar and daughter drove from Bowling Green, Ky. to attend.

The Marietta-Williamsown highway bridge across the Ohio is rapidly being demolished. The old piers will be used for the new one to take its place.

S&D REFLECTOR

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of Pioneer Rivermen



Vol. 25, No. 1

Marietta, Ohio

March, 1988

Published quarterly in March, June, September and December by the Sons and Daughters of Pioneer Rivermen. Prepared at Sewickley, Pa. and printed and mailed by the Richardson Printing Corp. at Marietta, O. Membership in S&D is not restricted to descendants of river pioneers. Your interest in river affairs makes you eligible. Membership in S&D entitles each \$15 member to one copy per issue. Applications to join should be accompanied with a check for \$15 (individual) plus \$1 additional for wife and each one of the immediate family under 18. Please list full names of children so each may receive a membership card. If you join alone send \$15; if you and wife join, send \$16; for each child \$1 additional, etc. Remit to:

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

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

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

Additional copies of the current issue are available from Mrs. Rutter at \$4.00 each. Back issues are available for most issues within the past twelve years at \$4 each; for older issues 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 her address above.

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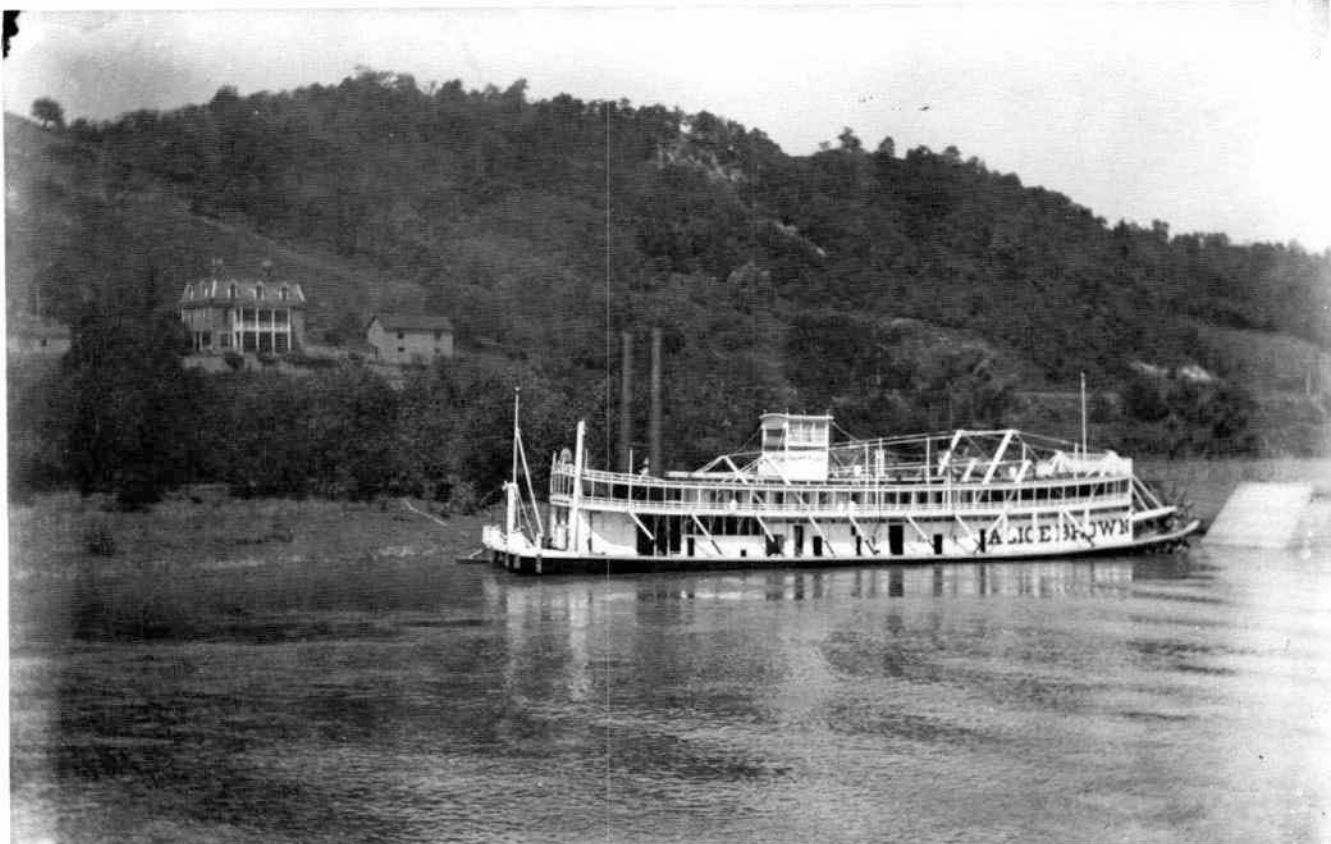
Terms ending 1989

Catherine Remley
William E. Reed
Capt. C. W. Stoll

Terms ending 1990

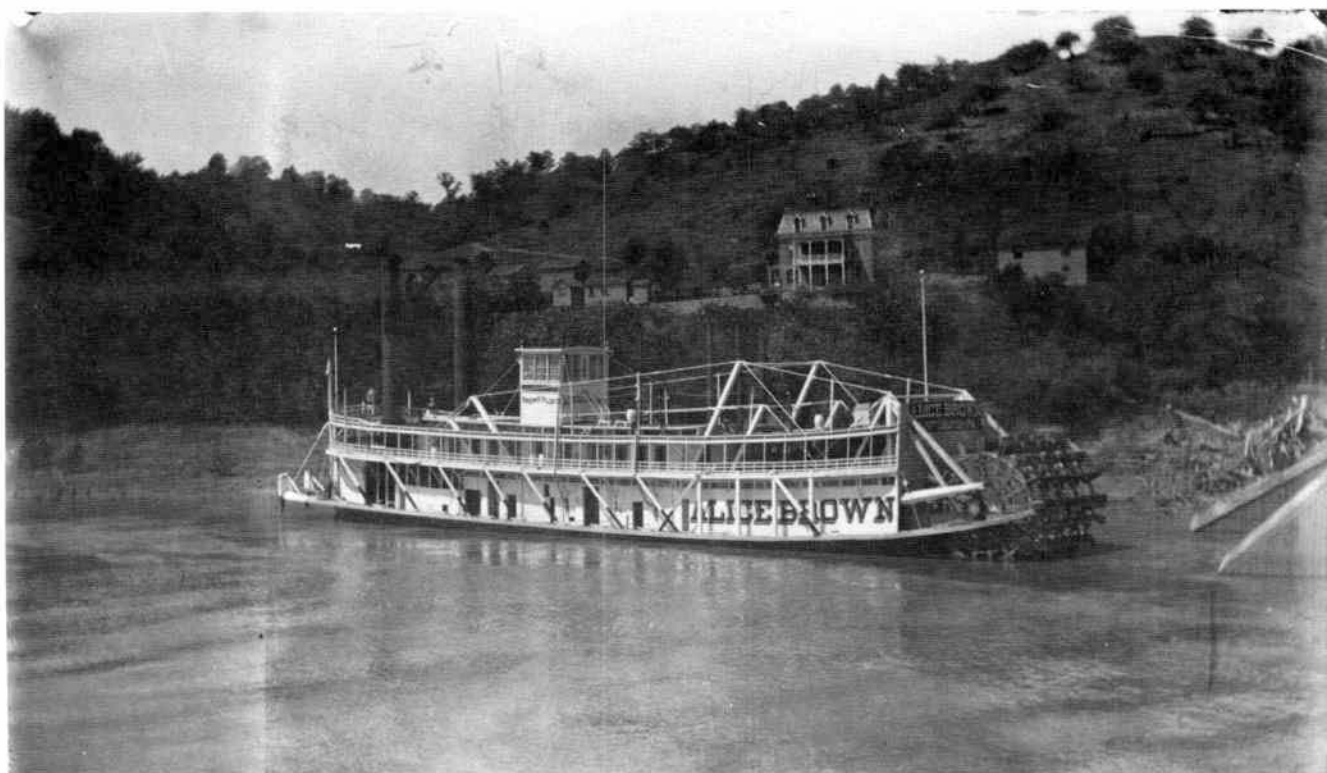


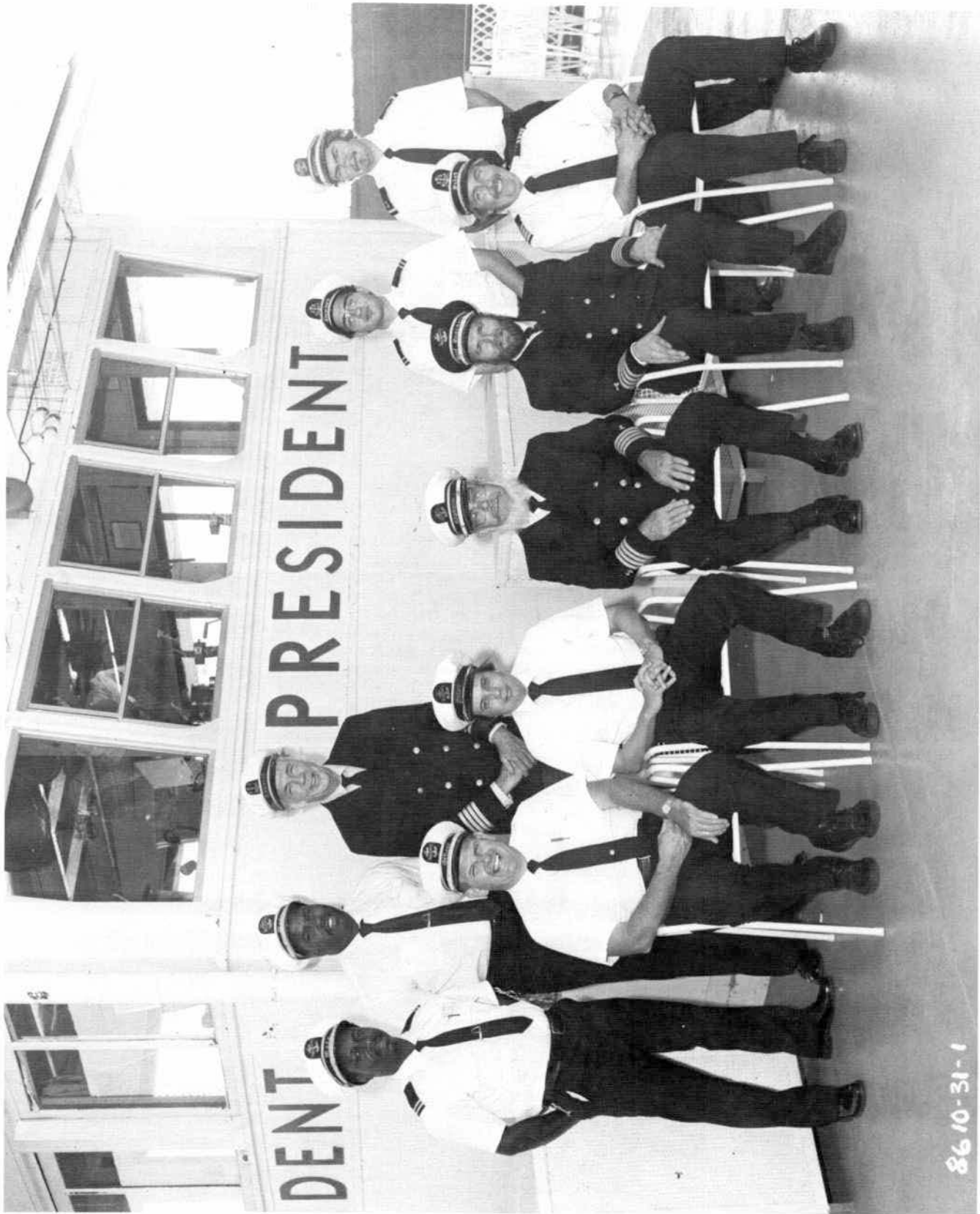
On Page 44, column 3, Jesse P. Hughes has his 26th birthday on June 7, 1902. He is piloting the GREENWOOD and his sister Lillie hops aboard on a downbound trip at Yellow Creek, O. to ride with her brother to Charleston, W. Va. and return to Marietta. Here is a gallery photo of the two of them taken at Wheeling c. 1884, made from the original which Woody Rutter borrowed from Mrs. Hope Barnhouse. Jesse was about eight and Lillie about four, the first published picture of these two as youngsters.



CAPT. TONY MELDAHL took these two pictures with his 5x7-inch plate camera c. 1896 of the towboat ALICE BROWN. He was pilot on the Pittsburgh-Cincinnati packet HUDSON at the time. We are left with two wonderments: where is the boat moored, and why did he take the pictures? Tony was not one to take pictures of towboats, but perhaps the new paint job and the hillside setting

attracted him--and the light was right. The two ice piers prove the scene was taken on the left shore. So where o where were there two ice piers and a mansard roofed double porched home? These details have us stopped cold except--weren't there ice piers one time at the upper end of Ashland, Ky.? Ideas anyone?





8610-31-1

The PRESIDENT's crew, season of 1986. See page 7, column 3 for details.

The Thanksgiving holidays brought to us a new platter titled "Steamboat Round the Bend" from Vic and 'Mom' Tooker who are way down yonder in New Orleans playing aboard the NATCHEZ, COTTON BLOSSOM and BAYOU JEAN LaFITTE.

Cap'n Doc Hawley is very much in the act, including a piano solo of "Whispering," and four calliope pieces.

Vic, among others, does a 'trick' bit, "When the Saints Go Marchin' In," playing all of the instruments in the ensemble. Trumpet, clarinet, trombone, piano, bass and drums are ALL VIC.

In two spots the NATCHEZ with her voice-of-authority steam whistle breaks in.

The over the counter price is \$8.95 but a special discount for a limited time is being offered to S&D members by Vic at \$5 including shipping charges. Send check for \$5 to Col. Vic Tooker, 2313 Esplanade Avenue, New Orleans, La. 70119 and be sure to mention that you are a member of S&D in good standing. You'll be glad you did.

Two of Dick Bissell's better known river books have recently been released in paperback editions.

They are "A Stretch on the River," first published in 1950, and "High Water," which appeared in 1954.

Younger river buffs not acquainted with Richard Bissell's books are in for some unforgettable river reading. Dick (1913-1977) was reared in Dubuque, graduated from Harvard, and then spent eight years on towboats as deckhand, mate and pilot. In 1945 he left the tiber to manage his family's business and to become an author of national acclaim. His second novel "7½ Cents," was adapted for the Broadway musical hit "The Pajama Game." He joined S&D, came to Marietta meetings, and attended one of our Whistle Blows at Long Reach, West Va.

"A Stretch on the River" recounts the adventures of a young man who signed on as deckhand on the INLAND COAL, shoving coal from St. Louis to St. Paul. (Dick had decked on the ALEXANDER MACKENZIE on the Upper Miss). Said a N.Y. Times Book Review: "Mr. Bissell



MARK W. EBERSPEAKER, 159 Cahill, Rockford, Mich. 49341 joined S&D last August and sent along this shot of his ALLIANCE upbound with six loads on nearby Bear Creek, July 30, 1987. She's built to 3/8"=1' scale, so's to fit snugly into his Ford Pinto, the hull 48.75" x 10.125" x 2.1" which would translate into a real-life towboat 130' x 27' x 5.6'. Mark used aircraft grade plywood, some balsa, and brass and plastic. Says he doesn't think she will ever be completed "due to the simple law of modeling that in the time it takes to complete a certain detail, two more are thought up." She'll run 7.2 hours on her two rechargeable batteries. The motor goes through a 57:1 gear reduction to the drive shaft and then through pitmans to the wheel. There are three balanced rudders and two monkey rudders. Launched on May 24, 1985 after 15 months' work. The design is original, a composite of several he admired. Mark loads his eight barges with rock and towboats on this meandering creek ideally suited "with sharp bends, sand bars, islands, slackwater, fluctuating water levels, overhanging trees and caving banks."

writes with conviction, power, gusto, and humor. He also writes with sensitivity, a sure knowledge of the rhythms of the speech of his characters, and extraordinary imagery."

"High Water" is told by the mate of the ROYAL PRINCE fighting its way northbound with loads on the Mississippi in the clutches of a super flood. "So compelling that every sensitive reader will resent each drop of rain that swells the waters down against them," said the reviewer in the N.Y. Herald Tribune.

These Bissell reprints are handled through the Minnesota Historical Society Press, 690 Cedar Street, St. Paul, Minnesota 55101 at \$8.95 each. Tell 'em S&D REFLECTOR sent you. We are greatly obliged to Dennis Brown of 422 West 22nd, #5, New York, N.Y. 10011 for

alerting us.

PICTURE ON OPPOSITE PAGE

Taken in 1986 at St. Louis:
Standing from the left: Mike Danley, 1st mate; Grover Cleveland, 3rd mate; Capt. Bill Carroll; George Glastias, house-keeping steward; Quint Starkey, 2nd mate.

Seated from left: Bob Schroer, steward; Capt. Dan Dobson, relief master (now regular master); Capt. Dan Summers, master (now in New Orleans ferry system); Gary Frommelt, chief engineer; Capt. Harold Ellebracht, pilot at St. Louis and relief master.

-Thanks to Gary Frommelt.

Sirs: Montana steamboat and history buffs are mighty pleased to see an occasional log or photo of a "mountain boat" in the S&D REFLECTOR, such as the story and log of the F. Y. BATCHLOR, the article concerning Capt. Joe La Barge's last trip up on the old MISSOURI, and now the article about the MINER and her load of rails.

The rails could not have been railroad rails as there was no railroad in this whole country until 1880 when the Union Pacific narrow gauge built into Silverbow (the Butte area). No doubt they were mine rails and were hauled down to Butte and Helena by bull train as the mines used tons of them. She must have been a fast boat as the "River Press" reports two landings at Fort Benton in 1867.

My father Joe Stephens landed in Fort Benton as cabin boy on the steamer BENTON in May 1883. Hence my claim to being a son of a riverman. Dad was 19, and woodhacked near old Fort Clark that winter.

Maynard Stephens,
133 Franklin St., S.W.,
Ronan, Montana 59864

The veteran showboat GOLDENROD which has been prowling the rivers under a multitude of ownerships since 1909 is staging a revival at St. Louis.

A previous owner, Frank C. Pierson, who also is president of the American Theater, bought her back and opened at St. Louis billing the Tony-award winning musical, Fats Waller's "Ain't Misbehavin'" to a sell-out crowd. Contemporary revues and Broadway shows will occupy the stage. The boat offers a dinner-theater package and also sells show-only tickets.

The GOLDENROD had run upon hard times attributed to competition from the ADMIRAL, parking problems and difficulties with city service. Rumor was rife that she was to be moved to a new location, and Louisville, Ky., Jacksonville, Fla. and St. Charles on the Missouri River were considered.

Since then the ADMIRAL, plagued with debts and sluggish attendance since her March '79 opening, closed late last year when an electric utility company pulled the plug for overdue invoices.

The GOLDENROD was built at the Pope Docks, Parkersburg,

West Va. in 1909 on a wood hull 200 x 45 for Capt. W. R. Markle. Later she was owned by Capt. Ralph Emerson Gaches and J. W. Menke. Menke put a steel hull under her and settled her permanently at St. Louis. When W. R. Markle first built the GOLDENROD she was licensed to seat 1,400, later reduced to 980.

-Thanks to Dennis Brown for clippings.

Edward L. Glockner of Portsmouth, O. has received notice that the old Ohio River Lock and Dam property along the Kentucky shore at Mile 359.5 has been entered in the National Register of Historic Places as of May 12, 1987. The former lock and dam was decommissioned

when the Anthony Meldahl Locks and Dam opened some years ago. The lower guide wall and the bear trap piers were removed at the time. The esplanade and upper guide wall remain 3 feet above normal pool. The Coast Guard maintains a red flasher navigation aid at the lock's power house. The Glockners belong to S&D, and Ed operates Quality Car & Truck Leasing, Inc. at 4731 Scioto Trail, Portsmouth, O. 45662. Says he: "We take pride and enjoyment in the twenty years of scenic beauty and use of the old lock property."

Lock and Dam 31 was placed in operation in 1919, and was built by the Sheridan-Kirk Contracting Co.



READERS of The Waterways Journal were handed a pleasant surprise when Jim Swift ran this picture of the WILL S. HAYS (first) in the Dec. 14 '87 issue. She turns out to be a sternwheeler. Lytle and Way booked her as a side-wheeler. Otherwise the description in Way #5794 stands pat. Jim added other details lifted from the F. L. Wooldridge records. She measured 151.5 x 30.8 x 4.5; engines 14's- 4 ft. stroke, and had two Western boilers each 48" dia. by 24 ft. long. She was lost by sinking seven miles below Arkadelphia on the Ouachita River, Jan. 29, 1873. The boiler deck banner in the picture reads DAN RICE'S CIRCUS, with similar lettering amidship on the main deck. Jim wonders if the gentleman posed at the forward roof rail is the famed Dan Rice? Meanwhile we're wondering where Jim Swift got the picture--quite a catch!

Thanks to J. A. Mosby, RR 1, Box 40, Grandview, Ind. 47615, we are supplied with contemporary details of the loss of the sternwheel packet MOUNTAIN BOY on April 6, 1886 at Owensboro, Ky. A brief account appears in Way's Packets, #4053.

She had been running Cannelton, Ind.-Owensboro on daily go-arounds when caught in a gale opposite the Owensboro wharfboat. The high wind drove her ashore above the wharfboat where several persons went ashore. Capt. John James, following a second attempt which again put her to shore, took the wheel and tried a third time to land her at the wharfboat. He got her out about one hundred yards when a hard gust capsized her. About 20 people were on board. Some clung to the boat as she turned over and managed to keep on top, where they were rescued by skiffs and small boats that came to assist. Others jumped into the water and were clinging to wreckage when picked up.

Those reported lost were the watchman, Frank Abshire, son of pilot Abshire; William Stateler, second engineer, and Scott Lowry, colored.

Captain James was taken out nearly drowned, but by prompt medical attention was soon revived. The cabin became detached from the hull and floated away. The hull sank. Nothing was saved of boat or cargo. The boat was valued at about \$5,000. Quite a number of passengers were awaiting at Owensboro to board her for the return trip to Cannelton.

This MOUNTAIN BOY had been built at Cincinnati in 1881, not to be confused with the earlier packet of the same name which moved the West Virginia state capitol from Wheeling to Charleston in March 1870.

Capt. Robert Kehl and his wife Ruth are building a 1,000 capacity cruise boat at Pensacola, Fla. to be named WEST VIRGINIA BELLE. The Kehls are based at Dubuque and have been in the river passenger business since 1973. They attracted national attention in 1986 when named "National Small Business Persons of the Year." Capt. and Mrs. Kehl announced that their newest boat will operate on scheduled trips between Huntington and South

Charleston, West Va., beginning May 15. The WEST VIRGINIA BELLE will be the largest of Kehl fleet, a triple-prop job 190 feet long. Capt. Gene Lister, who has been running his CAMDEN QUEEN in the Huntington area, has been named master of the new BELLE and describes her as luxurious--crystal chandeliers, plush carpeting, and high quality meals served with custom-made silverware and china. -Thanks to Jim Wallen for clippings.

Our thanks to Roger L. Green, 1811 Scheller Lane, New Albany, Ind. 47150 for photographs. Roger joined S&D over three years ago, is a shutter-bug, and has been ordering back issues of the S&D REFLECTOR since Dec. '86. "I read each one from cover to cover. Each one is like a history book, stepping back in time," he writes. His interest in river boats dates back more than 22 years. He was an explorer scout on the ZACHARY TAYLOR II at Louisville, starting in 1965.



AT THE S&D MEET LAST SEPTEMBER
Eileen Daily took this of Lexie Palmore at the S&D banquet--only wish we could show it to you in full color, a masterpiece of photography.

OUR BOWLING GREEN, KY. sleuth Jane Morningstar sends us a feature story clipped from the Louisville (Ky.) Courier-Journal headlined "Caviar in the finest restaurants may have come from Ohio River." The piece is illustrated with a dab of caviar spread on a cracker and also a profile drawing of a "spoonbill," which they identify as a "paddlefish." The caption on the latter says "Ohio River paddlefish can be six feet long and weigh 150 pounds." One fisherman told Dick Kaukas, writer of the story, "if you catch a 65-to 70-pound sow, you can get 7 to 8 pounds of eggs out of her."

Some years ago while exploring the Cumberland River, camped below Nashville, we were awakened at dawn by violent splashing to discover dozens of these spoonbills cavorting, leaping and splashing, odd-looking critters built on the general lines of a catfish save for their duck-bill snouts. When you see one, you never forget it. Not until we read this C-J article did it dawn on us that these throw-backs to the dark ages are caught commercially for their roe, which winds up as a delicacy served at these preposterous six p.m. "cocktail parties" designed to delay your normal dinner until 8:30 or 9 o'clock, if at all.

We've nibbled several crackers laden with caviar at such affairs with the conclusion that if caviar came cheap it wouldn't be there. Fish eggs don't look so hot to start with and the taste is innocuous, and the price atrocious. These river fishermen sometimes get \$40 a pound for spoonbill roe, and when it gets by the middleman and into tins sold at fancy food stores you pay real money.

Yesterday in our local Sewickley supermarket we should not have been surprised (but were) to see on the shelves "Romanoff caviar" in 3½-ounce tins priced \$4.89, subtitled "Lump Fish" in two styles, black and red. What's a lump fish?--not in our Webster's.

Says writer Kaukas: "While most fishermen get between \$20 and \$50 a pound, the customers in restaurants and specialty shops often pay as much as \$250 for 16 ounces. Laban DeFriese, president of Continental Caviar of America in Chattanooga, Tenn. said his company sells

"paddlefish caviar" for \$15 an ounce, or \$240 a pound. That's expensive, but still less than is often charged for Iranian or Russian caviar, which can bring as much as \$400 to \$500 a pound, depending on its quality and how it's sold."

Dr. William Pearson, a biologist at the University of Louisville, is convinced that paddlefish are a unique species that deserve special concern and protection. "They are a family of ancient fishes, and they have no living relatives except one on the Yangtze River in China. They're at least 80 million years old," he is quoted saying.

The Cumberland River fisherman we talked with called them "spoonbill cats," which apparently they ain't. End of lecture.

Capt. William H. Tippitt's wife, Hughleen, died, 69, at home in Hernando, Miss. on Tuesday, December 29, 1987. She had been ill for some while. The Tippitts made their home at 188 Hollysprings Street, zip 38632. Other than her husband, she is survived by two sons, John W. Tippitt of Hernando and William L. Tippitt of Raleigh, N.C.; also a brother, Rev. Webber Walker of Lynchburg, Va.; five grandchildren and three great-grandchildren.

Burial was in Hernando Memorial Park Cemetery.

-Our thanks to Jim Swift for clippings.



Red letters on white background, this traditional signboard was made by mates Mark Doty (left) and Ernie Woertz for the BELLE OF LOUISVILLE. The idea was suggested to Capt. Mike Fitzgerald by Keith Norrington, who took these pictures.



Charles F. Deitz, 94, died following a prolonged illness, on Friday, January 29, 1988. He had been a patient at a nursing home from his long-time residence at 3034 Radiance Road, Louisville, Ky. 40220. Charlie was a native of Dayton, Ky. where he was raised as a near neighbor to the late Capt. Joe E. Goold, and these two shared many early river adventures. Joe became a master-pilot and Charlie followed a career as a river engineer. He was selected by the late Capt. Tom R. Greene to prepare the machinery of the DELTA QUEEN at Antioch, Calif. for her famed sea voyage from there to New Orleans in 1947 and was her chief engineer during the lengthy rebuilding at the Dravo yard near Pittsburgh. Also he was chief on the DQ when she entered tourist service and for some years following. Over the years he had engineered most of the famed "Who's Who" side-wheelers and sternwheelers on the Upper Ohio.

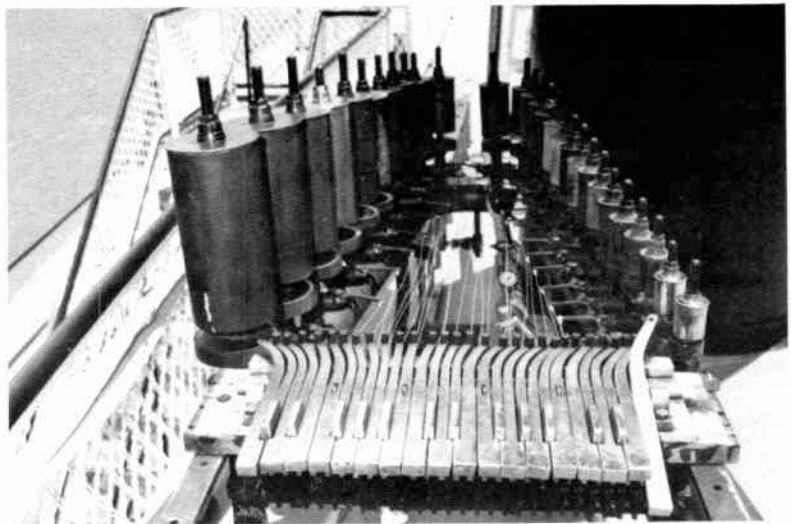
Charlie's favorite was the towboat GEORGE M. VERITY. After retiring from the river he became chief engineer of the Belknap Hardware complex at Louisville, and it was there he met and married his wife Claudia, who survives him at the above address.

Survivors other than his wife are a son, Joseph Deitz of Cincinnati; a daughter, Virginia Sharp of Alvan, Texas; numerous grandchildren and great-grandchildren. Services were held at the Rolling Fork Baptist Church, Boston, Ky. with burial in the adjoining cemetery.

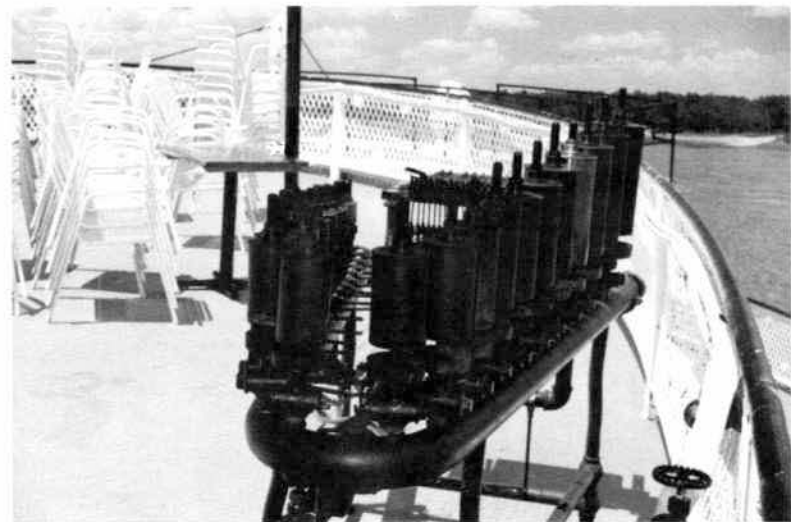
Just as we go to press with this issue, Robert L. (Bob) Miller of Keokuk advises us of the shocking news of the passing of William L. Talbot, 226 High Street, that city.

Bill's death happened while he was alone at home. His body was found several days later when neighbors investigated after he had failed to show up for a meeting. Services were held at the St. John's Episcopal Church, Keokuk, on Saturday, January 30, 1988 at 1:30 p.m.

If ever there was an ardent S&D member, it was Bill Talbot. He became a regular contributor to the S&D REFLECTOR back to the inception of the magazine, and regularly drove over from Keokuk to attend the annual meetings.



The calliope on the PRESIDENT was rebuilt during the spring of 1987 by engineer Gary Frommelt and crew, and still retains its manually operated keyboard. Gary says they couldn't find a player at St. Louis. "I think Doc Hawley and Vic Tooker are the only two left who can play it," says Gary, and adds, "We may end up going electric which I hate to see."



We were hopeful that an obituary could be procured prior to writing this notice, but deadline has come and we must reserve further comment until our next issue.

For many years Bill was the U.S. Postmaster at Keokuk and active in many river-related endeavors. He was helpful in bringing to Keokuk the towboat GEORGE M. VERITY as a tourist attraction, served as chairman of the Keokuk Museum Commission, was president of the board of trustees of the Keokuk Public Library, and long has been a leading light in the Midwest

Riverboat Buffs.

From what we can learn from Bob Miller and other friends, Bill Talbot had not been complaining of ill health prior to his tragedy. Possible causes of death were suggested as a sudden heart attack or a stroke.

One of his early contributions to S&D REFLECTOR was a jaunty portrait of bandleader and calliapist Fate Marable, presented in our June '68 issue, page 16. Until that time no known photograph of Fate was available.

SPREADS ON THE MUSTARD

Capt. John L. Beatty Makes
Big Time In Interview.

Staff writer Bill Sloat went to Warsaw, Ky. The end result has turned out to be one of the best human interest stories ever to appear in a Sunday edition of the Cleveland (Ohio) Plain Dealer. It's focused on the Ohio River and the landlord of Yankee Landing, Ky. where John Beatty and his wife Clare live in "a comfortable looking chalet with portholes for windows" which overlooks "Beatty's Navy," a "sprawling mass of confusion" composed of submarine net buoys, smashed car bodies, lumber, pumps, steam engines and steamboat whistles. Two minesweeper hulls and an old ocean-going tug are moored there.

At our S&D meeting last September John not only honored us with his presence but made a speech, an impassioned plea to save the W. P. SNYDER JR.

Reporter Sloat asked John for the "most unusual event" he had witnessed on the river. John thought a bit and then started. "I got it; it was the embalmed whale. It was loaded on a railroad flatcar and preserved with formaldehyde. It was shown in Ironton, O. and Aurora, Ind. around 1925.

"They were taking this whale down the river displaying it and they got to this town where the mayor played the French horn. There were three saloons in the town, and all the farmers used to come in for week-ends. Well, the French horn-player saw the whale's mouth propped open and got the idea he wanted to play in there.

"So he got them to put in a dance floor and he played his horn in the whale's mouth. People danced in there, too."

Asked how he met Clare, he gave this version: "In early 1937 the greatest flood in recorded history swamped Cincinnati. The churning waters ripped loose a gasoline storage tank and it began to drift toward a populated area. Officials feared the tank would rupture, igniting the gasoline, turning the flood into a conflagration.

"Alone in a small powerboat, I raced out into the river and pushed the gasoline tank away from the city's neighborhoods.

"Radio news reports hailed the exploit. A young collegé girl in

a Dayton hospital room heard the story. She was recovering from an ice hockey injury."

At this point Clare Beatty interrupted to tell the rest of the tale. "I was fascinated by the story," she said. Seven years later she married him, having given up a career as a model in Halle's Department Store in Cleveland, and teaching Latin and Greek. "I went from that to Tugboat Annie," laughed Clare whose name today graces the pride of Beatty's Navy, the towboat CLARE E. BEATTY.

John Beatty was born in Ironton, O. and never made it through eighth grade. Today the Plain Dealer in four columns of print and pictures tabs him "Crusty Captain; King of the Ohio."

Roddy Hammett asks "Do you need any help with your fire?" He refers to the coal-fired grate in the livingroom at 121 River. By way of answer: No, Roddy, have enough lump-and-slack to finish out the winter, and Cathy just arrived with her station wagon loaded with old shingles cabbaged from a Walnut Street apartment getting a new roof. Thanks anyhow.

Woody Rutter has our thanks for the copy of a tin-type taken of Jesse P. Hughes, dated June 7, 1876. In later years Jesse wrote on it: "Prominent son of E. D. Hughes and Ella Hughes."

It unhappily is much too dark to reproduce in our columns.



Capt. Edgar Allen Poe, master-pilot of the GENERAL JACKSON on Cumberland River, pictured with Barbara Hameister. Taken Nov. 7, 1987 during the highly successful cruise sponsored by the Middle Ohio River Chapter of S&D.

YUKON PACKET SERVICE

Regular Trips Between
Whitehorse and Dawson
City Scheduled.

The steel hull diesel "trading vessel" ANNA MARIA is slated to leave Whitehorse on June 6 for the 460 mile downstream run on the Yukon River to Dawson City. During the summer season she will make five more rounds between these Canadian towns. The last departure from Whitehorse will be on August 15, following which she returns from Dawson City on August 20 to close the season at Whitehorse.

This venture revives river service between these towns. It was something like forty years ago in the 1950s when the White Pass & Yukon Route railroad discontinued its steam stern-wheelers and beached them at Whitehorse.

The ANNA MARIA has only six passenger staterooms, each with upper and lower berths and not much else. Fares are based on double occupancy. She carries a galley and bar and the diningroom doubles as a lounge. Deck passengers are accepted at minimum rates, meals extra. The boat moors at shore every night where deckers may pitch their own tents or occupy rented cabins. Canoes are accepted as freight into or out of any point along the route. Materials or supplies can be transported in or out of camps, or for riverside residents. A limited supply of souvenirs or general merchandise is carried on board for sale or trade along the route.

Due to the wilderness nature of the trip the management assumes no responsibility for the provision of medical care. Radio communication is carried for emergency use only.

The principals operating ANNA MARIA are Gus Karpes and Irene Pugh. Folders and schedules may be obtained by contacting MV ANNA MARIA, P.O. Box 4220, Whitehorse, Yukon, Canada Y1A 4S3. Telephone (403) 667-2873. Telex 036-8-263.

Stateroom occupants Dawson City to Whitehorse, 5 days 4 nights, including regular meals enroute, \$846.00 each. Whitehorse to Dawson City, 4 days 3 nights, \$796.00. Sample deck passage: Dawson City to Whitehorse, \$299.00. Prices quoted are Canadian funds.

YUKON RIVER

ABOARD THE TRADING VESSEL
M V ANNA MARIA



-We are obliged to Richard E. Brown, 6404 Casper Way, Bakersfield, Calif. 93309 for details procured direct from Gus Karpes.

James R. (Jim) Paisley died at his home, 902 Main St., Wheeling, West Va. 26003 on Monday, October 26, 1987. He was 86. Jim and his wife "K" were regulars at S&D meetings until infirmities prevented for the past several years. Jim never worked on the river but was an ardent boat fan and also joined in field trips and meetings of the Ohio Canal Society. For years, until retirement, he operated the J. R. Paisley Insurance agency at Wheeling, representing Travelers Insurance.

He was born on March 7, 1901 in New Castle, Pa., a son of the late Charles S. and Flora Paisley. Jim graduated from the engineering school at the University of Cincinnati in 1926.

He was quite active at Wheeling; member and past president of Kiwanis, on the board of the YMCA, and activities of the Community Chest among his interests. His red neckties were a fashion signature he adopted from his long association with the Community Chest's "red feather" fund raising drives.

Surviving are his wife, Kathareen Conklin Paisley; two daughters, Susan Paisley Eckerle of St. Clairsville, O., and Dorothy Paisley Addison of Vallejo, Calif.; four grandchildren and two great-grandchildren.

Memorial services were held in St. Matthews Episcopal Church, Wheeling, on Saturday, Oct. 31st, where he had been a member and vestryman.

Sirs: Thank you for running the picture of the sunken OMAR in the December issue. I recall the accident but always figured it for a bad hull, but never understood how that could be.

Charles Cason,
70 Grant St.,
Ft. Thomas, Ky. 41075

Sirs: When I saw Allen Hess's photo of the marble boat in China (Sept. '87 issue) I knew I'd be seeing it when touring the Orient. It was on my itinerary.

Our young Chinese tour guide said it was built by the Empress-Dowager Ts'u-Hsi in 1889 with funds designated to build a Chinese Navy.

Delly Robertson,
844 Old Route 52,
New Richmond, O. 45157.

Sirs: The death of my uncle, Gordon Stutzman, may be of interest to readers of the S&D REFLECTOR. He died at his home in Rising Sun, Ind. on Monday, October 12, 1987.

Gordon retired from the Corps of Engineers in 1972 after 44 years of service. He started as a deckhand on a government boat in 1928. Later he transferred to Dam 38 and subsequently became lockmaster at Dam 39 and at Dam 44, Ohio River.

Following retirement he located in Rising Sun. His wife, Esther Stutzman, continues to live there. Gordon is survived by eight children, 18 grandchildren, and 23 great-grandchildren.

My father and grandfather were river pilots. Gordon's brother James was lockmaster at Dam 37 for many years. His brother George, was a steamboat engineer who worked out of Pittsburgh. Gordon's death concludes more than a hundred years of our family's relationship with the river.

William Mooar,
161 Huxley Drive,
Buffalo, N.Y. 14226



JOHN Hartford hands us this old post card, in black and white, made at Ashland, Ky. and date-marked June 20, 1908. It is addressed to Miss Susie Scot, Mercer St., Greenville, Pa. and the brief message says "This is the boat I came down from Pittsburgh on; thought you might like to see it." The cancellation is a wavy U.S. flag with 13 stars over a green one cent stamp which has Benj. Franklin peering at the beholder flanked by a couple of scantily clad cherubs whose jobs in life appear to be decorative rather than useful. The photographer is not known but he must have lived in Ashland. Several other pictures of the VIRGINIA in other poses survive staged in this same background.

CORRECTION

The Island Creek coal tippie model, page 33 of the December issue, was built by James Melvin, including the riverside diorama. Charles Cason built the model of the towboat LUCIE MARMET in the foreground.

The Alaska Historical Society named S&D member William S. Hanable to the presidency at a meeting in Fairbanks last fall. They also awarded Bill its Trailblazer Award, given in recognition "for outstanding contributions in the field of Alaska's state and local history over a period of years."

Bill Hanable has served as Alaska's State Historian, State Historic Preservation Officer and executive director of the Alaska Historical Commission. He is currently historian for the National Park Service in Anchorage. His wife is the former Eloise Wasson of Greenville, Miss. and they have a daughter, Amy Hanable. Bill's mother was Jean Morrison Hanable, sister to Lady Grace Way.

Sirs: The most wonderful of the Muskingum River pictures in the last issue is the one showing the ZANETTA and the VALLEY GEM ignoring each other on page 20.

The covered bridge in that view was the first one joining McConnellsville and Malta. It was opened Sept. 5, 1867. Originally designed as an iron bridge, and during its construction, an ice gorge above, at Salt Run, let go on Feb. 3rd that year and carried off two spans, one of them going over the dam. Decision was reached to make it a wooden bridge. The siding and iron roof was added later. Pedestrians paid 5¢ and were handed a free return ticket. Similarly a two-horse team and wagon crossed for 25¢ one way, or 35¢ for the round trip.

The old-timer wooden-covered bridge served its usefulness and by 1901 got new iron spans. The steam ferry KATIE was chartered at \$4 a day to handle the traffic. While this was going on the middle section of the old bridge fell into the river, badly injuring one of the workers. The opening of the new structure was celebrated on July 9th, 1901 featured by J. B. Naylor reading his poem, "Farewell KATIE."

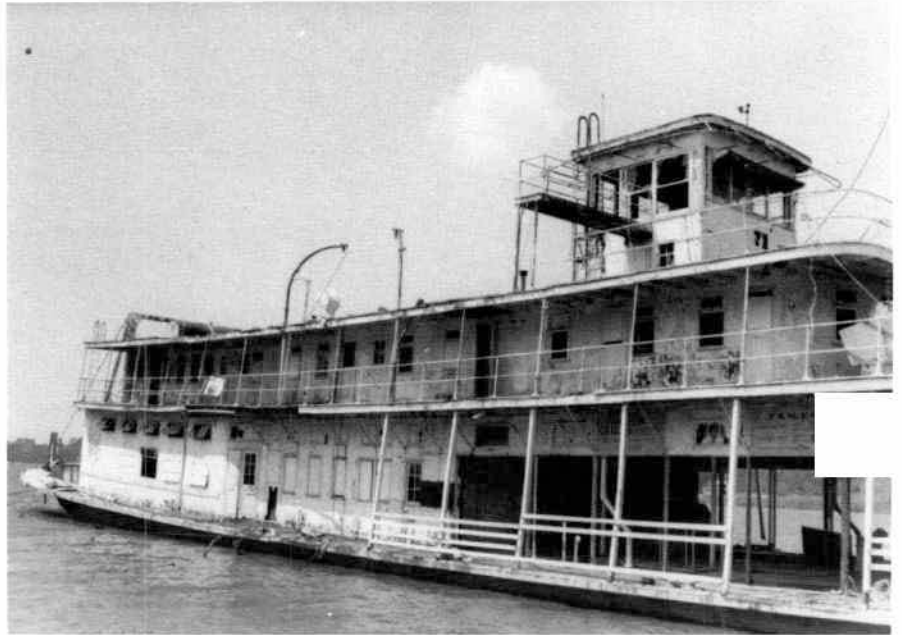
It is likely that the REFLECTOR picture was taken in August 1898. The ZANETTA then was running Stockport-ZANESVILLE, and was downbound for Stockport. The VALLEY GEM was in the McConnellsville-Zanesville trade. Both were new, competition keen, and collisions so frequent that the Zanesville Signal editorialized, following a fray at Duncan Falls: "The collision of the VALLEY GEM and ZANETTA Wednesday afternoon is not the first one. Rivalry between them is open knowledge. The crash was not an accident. There is peril to passengers and cargo. The case should be investigated by the inspector at Wheeling." Times were so warm that the respective skippers of both boats were called to appear on the carpet of the Wheeling Inspection office not only once, but twice. In a compromise effected April 4, 1901 the owners combined the two steamboats into the Muskingum Valley Transportation Company. The VALLEY GEM continued in the McConnellsville-Zanesville trade and the ZANETTA thereafter was used for excursions.

sions.

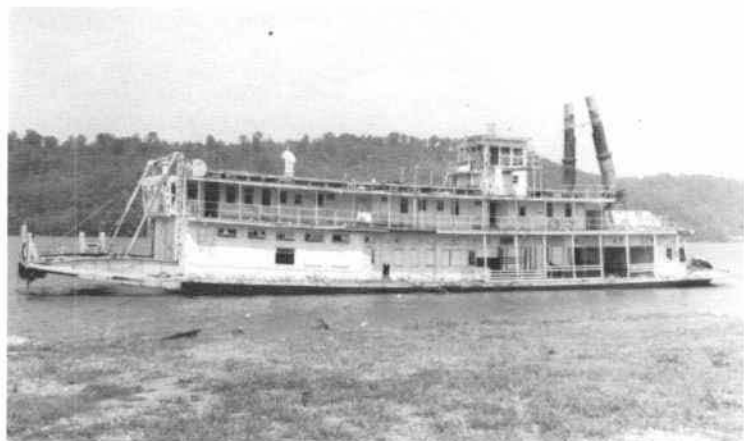
When I first looked at that picture it looked to me as though the VALLEY GEM was moored at the Malta side of the river. Upon closer examination, she is at the wharfboat on the McConnellsville side, her home port. P.S. Thank you for the wraparound cover for the December issue. A winner!

Clyde K. Swift,
276 Newton Ave.,
Glen Ellyn, Ill. 60137

Your editor received a post card picture of the GENERAL JACKSON datemarked Nov. 10, 1987 with the following message: "The M.O.R. Chapter is here in full force; have 41 of us on board," and signed Judy Schenk, Jack E. Custer, Ann Zeiger, Fred and Edna Donsback, Jr., Barbara Hameister, Sandy Miller, Frank L. Prudent, and Bernie and Helen Prater.



PROLONGED innocuous desuetude (limbo for short) has been the lot of the WAKEROBIN. She's moored at Warsaw, Ky. on the Ohio River, stacks bent and beat, neither beast nor fowl. Keith Norrington took these pictures last August. You'd suspect she once was a packet, what with these main deck stationarys and bull rails and, in truth, she is listed in Way's Packets but not because she was a packet--that she never was or even pretended to be. It's a long story, mates, with a couple of thrills interspersed. Birthdate goes back to 1921. --Which causes us to wonder what gives with the CHARLES F. RICHARDSON which shuffled off to Chattanooga a couple of years ago? She also dated back to 1921. She's too gigantic to simply fade away without a trace.



Floating Down the Mississippi.

A WORK DESCRIPTIVE OF THE

Past and Proposed Journeyings

OF AN

Artist engaged in Photographing

THE

MAGNIFICENT SCENERY

ALONG THE

FATHER OF WATERS.

JOHN P. DOREMUS.

1877.

THE FOLLOWING printed text is from a paper-back pamphlet describing the first three years, 1874-1876, of the floating photo gallery SUCCESS, built and operated by John P. Doremus of Paterson, N.J. The original booklet, measuring 4" by 5 3/4" is from the collection of Mrs. Fred Green, a direct relative. The first several pages contain a brief history of the Mississippi River and have been omitted here. The booklet was printed by the Passaic City (N.J.) Herald Office, dated 1877. No other copies are known to exist. Great credit is due to Ralph DuPae for his exertions in making available to S&D the booklet and the portfolio of photographs which follow on succeeding pages. -Ed.

Floating Down the Mississippi.

In the Spring of 1874 Mr. John P. Doremus, a Paterson photographic artist, concluded to carry out a long conceived idea of devoting a few years of his life to the prosecution of a work illustrative of the grand and varied scenery through which the "Father of Waters" flows from its headquarters to the Gulf. After making all his arrangements for departure West, Mr. Doremus started out for Minnesota, and on the 20th of July in that year, found himself at Minneapolis, standing on the deck of his own boat, called in token of

his enterprise, the *Success*, and so fitted up as to combine all the requirements of a dwelling, pleasure boat and photograph gallery. Upon this commodious craft he started on his long journey for the far South, floating down on the smooth current of the river, stopping first at the romantic Minnehaha Creek, then at Fort Snelling and Mendota, the oldest settlement in the State, and next at St. Paul, where he received the visits of many prominent citizens, one of whom, the editor of the *St. Paul Daily Press*, gives the following description of his craft:

"There lay at the upper levee yesterday a curious little craft which has for some time been building at Minneapolis, and has been started on its long journey from the foot of the Falls of St. Anthony to the mouth of the Mississippi. It was nothing short of a photograph gallery mounted upon a flat boat. The provincial photograph gallery on wheels, hauled from town to town, is a thing which must have a place in every boy's brain almost, but to adapt the idea to water is rather novel. Mr. John P. Doremus, of Paterson, N. J., who has a gallery in that city in successful operation, is the builder and owner of the floating photograph gallery, and has taken this means to combine business with a search for health. He has in view the photographing of all the points of interest along the Mississippi from Minneapolis to the mouth, and has taken quite a collection of views in this vicinity. In addition to this, he is engaged in getting statistics and information concerning the different towns, to be embodied in a forth-coming book. The work he expects may take some four years. As an individual feature, the inhabitants of the smaller towns where an artist cannot find constant employment, will be enabled to have their likenesses taken in the multitude of styles known to the art.

The boat is a little palace in itself, complete in all its appurtenances. The deck is 18x76 feet, on which there is built a miniature house. Upon entering the inside of the boat, one is ushered into the reception room 8x16 feet, fitted up handsomely with marble top table, water cooler, and oil paintings, chromos, carved brackets, etc., showing taste and lavish expenditure.—Two doors in the left lead, one into a toilet room six feet square and the other into a room 6x9 feet, for the use of Mr. Doremus. Folding doors open into the operating room 14x30, at the end of which is a door leading to a private dining room and private parlor 8x14 feet, one door from which leads to a state room 6x7 feet with two births in it. Another door leads to a kitchen 7x11 feet, connected with which is a large sized pantry and a store-room.—Under all, is a hold three feet deep, well ventilated by air shafts, to be used for storage. The whole is finished in the best style, with projecting roof handsomely bracketed. Inside there is a profusion of moulding on the ceiling and sides of the

room, each room to be moulded and painted in a different style with regard to the best artistic effect. The description is thus given minutely because of the novelty of the craft and its object. Among the views taken in this vicinity are several of the city, Munchala Falls, Fort Snelling, the bridge, Indian *Tepces*, at Mendota, the steamboat landing, etc. The lines were cast loose yesterday morning and the boat went quietly floating down the river to astonish some of the villagers along the shore between here and the Gulf of Mexico."

After leaving St. Paul and making short stops successively at Newton, Hastings and Point Douglass, Mr. Doremus and his boat finally reached Prescott, at the confluence of the St. Croix, up which river, with its picturesque Dalles, the tiny craft was headed towards Osceola. Here winter overtook our wandering artist, and fastening up his boat he went East, returning in the following spring to find that the *Success* had frozen fast to the river bottom.

Nothing daunted, he, by the aid of friends put her in repair, and again in April started on his southern journey. Regaining the Mississippi he stopped in turn at Diamond Bluff and Red Wing, and then emerged upon the broad mirror-like waters of Lake Pepin. Here a storm overtook him and very nearly made an end of the *Success*, but the staunch boat survived it and reached Maiden Rock, Wis., in safety; thence passed out of Lake Pepin at its southern extremity, and in October reached Minneapolis where winter again compelled it and its commander to stop.

Resuming his journey in the spring of 1876, (having in the meantime reinforced his flotilla by the addition of a boat about 15x45 feet in dimensions, for use as a printing gallery and work-room.) Mr. Doremus visited in turn Fountain City, Winona, Homer, Trempealeau, La Crosse, Victory, De Soto and other cities and towns situated along the bank of the river, obtaining at, and in the vicinity of each, an extensive and varied assortment of negatives of wild western scenery, embracing views of towns and cities, lumbermen sorting logs and building their rafts; scenes on the "Diamond Jo" line of steamboats, and a number of beautiful and picturesque bits of scenery located along the Chicago, Dubuque and Minnesota Railroad which follows the line of the river from La Crosse to Clinton. The boat is now at Savanna, Ill., from which point Mr. Doremus expects to start southward again early during the coming spring.

Bob Hill runs a column in the *Louisville Courier-Journal*. In early December he took a startled look at a new restaurant barge complex called THE ISLANDS tied at the public landing. "If that pink pomposity were parked in any other neighborhood in town, it would be declared a public nuisance," he erupted.



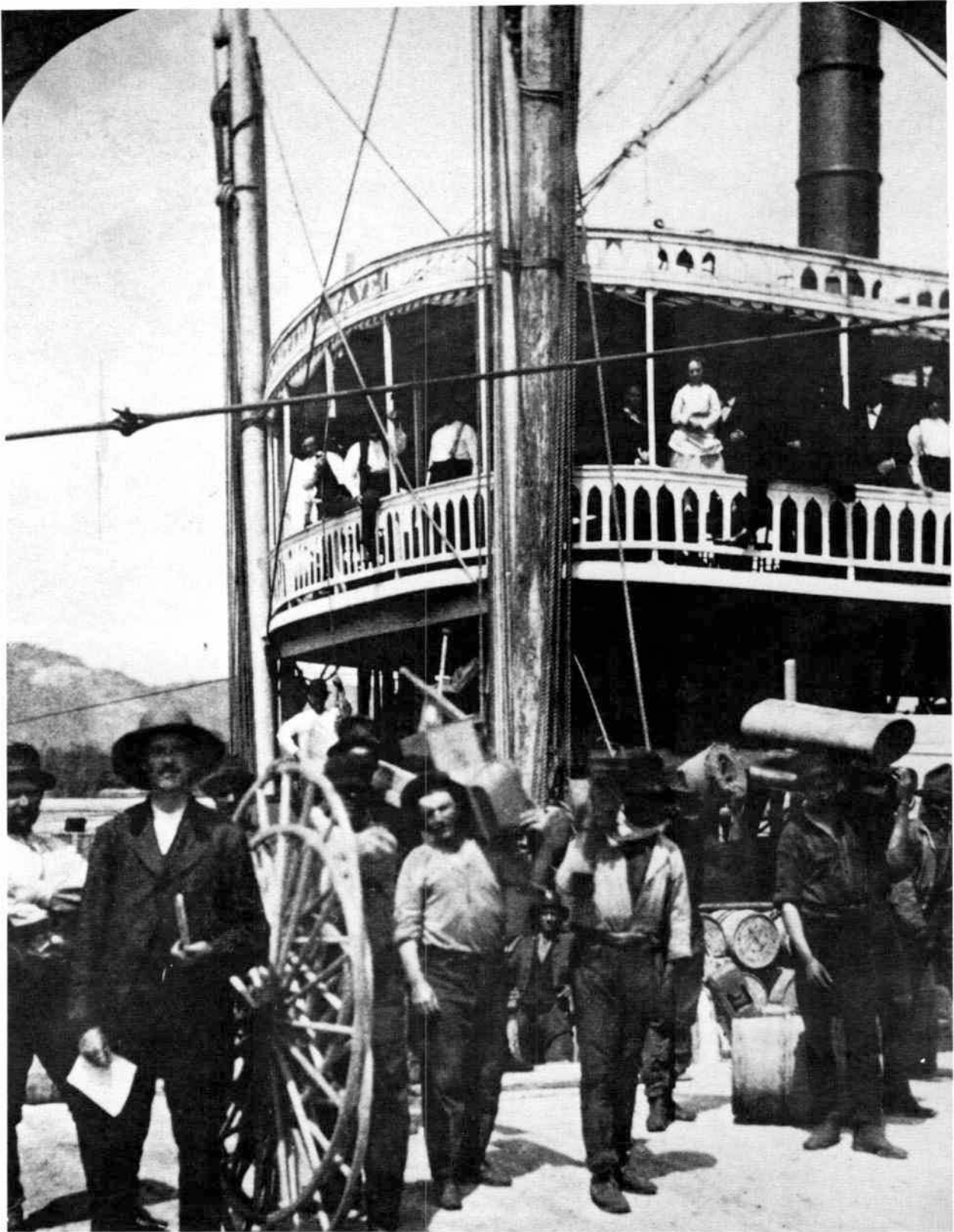
Floating photo gallery SUCCESS moored in St. Croix River with J. P. Doremus standing on the deck and others of the family scattered about. One of the boys

is drawing a bucket of water. Packet G. B. KNAPP reposes upriver. -From collection of The Waterways Journal.



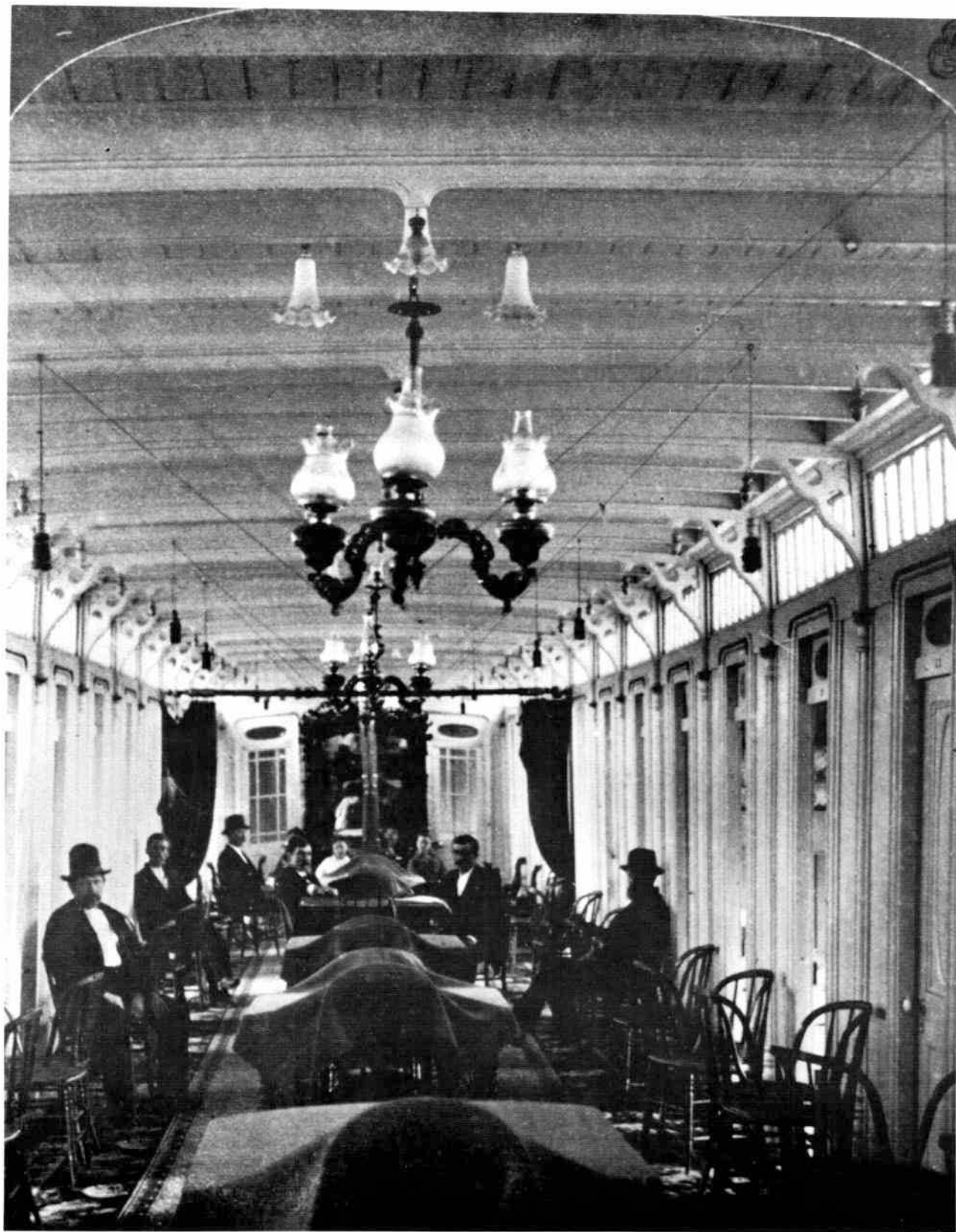
Left foreground: Annie and Mattie Doremus; left above, John P. and Mrs. Doremus; at right, Leonard and Harry Doremus. Taken in the Doremus home,

Paterson, N.J. -From collection of Mrs. Fred Green. Everybody is dressed for the family group picture.



Doremus photo of TIDAL WAVE built at Brownsville, Pa. in 1870. Diamond Jo Reynolds brought her to the Upper Miss in 1872. John Doremus had a knack for

close-ups showing people doing what they do. -From collection of Mrs. Fred Green.



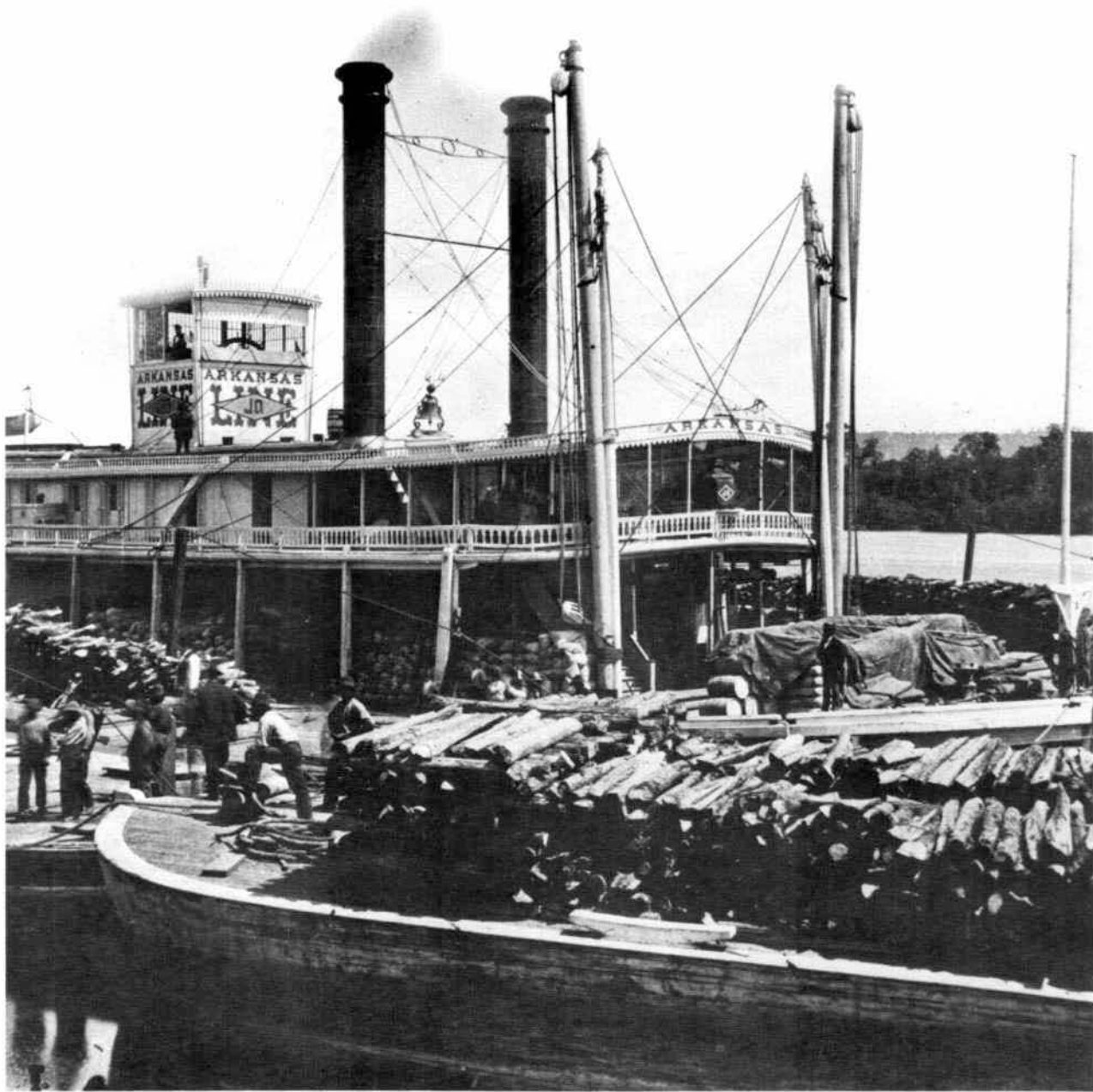
Cabin of the TIDAL WAVE, looking aft. The curtains close off the ladies' cabin by night. The mullions in the skylight windows are unusual. Time seems to

hang heavy upon the well dressed gentlemen. -From the collection of Mrs. Fred Green.



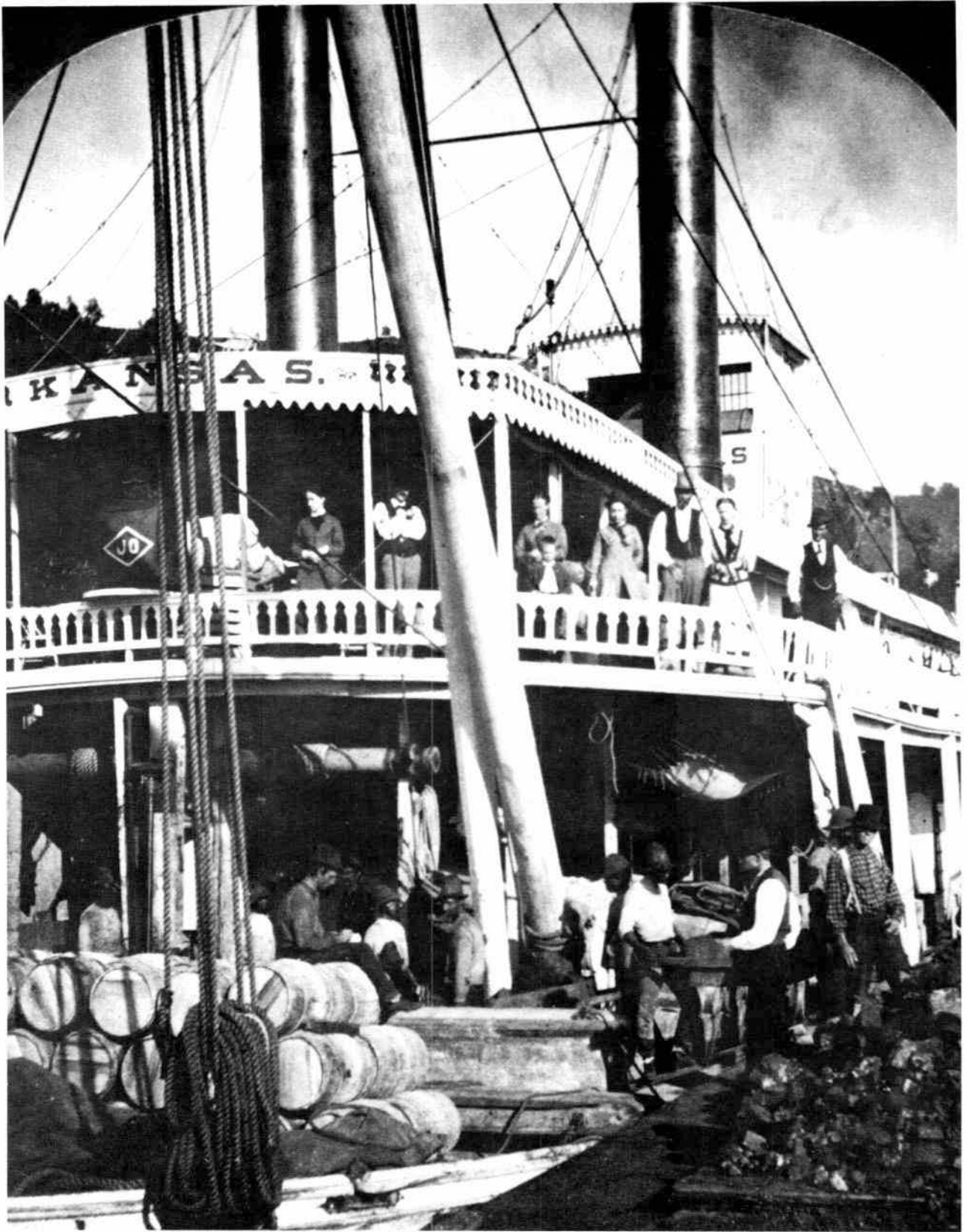
Forecastle of the TIDAL WAVE is protected with wood dunnage. All the barrels are hooped with wood; bundles of "hoop poles" cut from saplings were prepared and shipped by farmers to

manufacturing concerns for hooping barrels, tierces and hogsheads. -From collection of Mrs. Fred Green of her Doremus photographs.



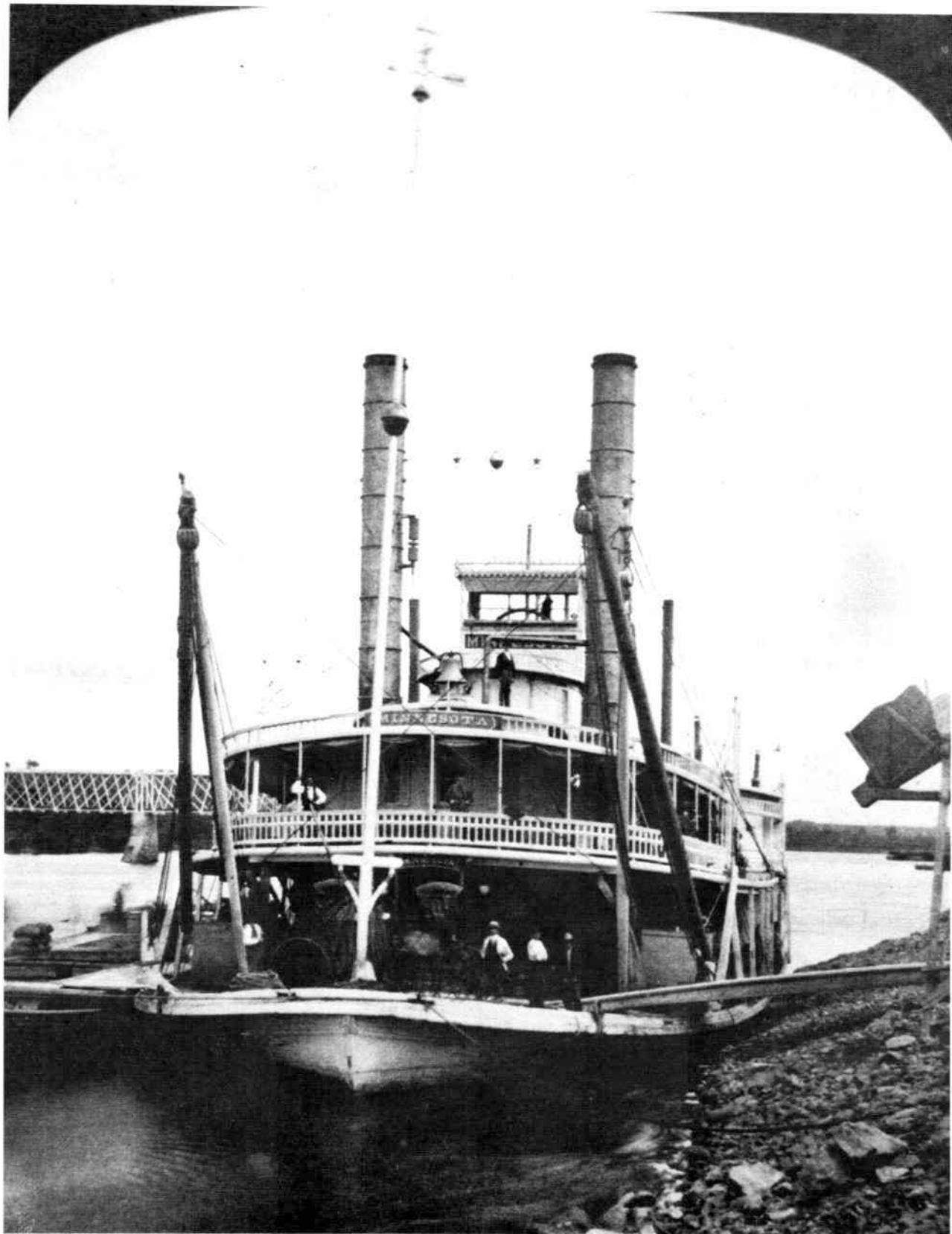
Diamond Jo Line's ARKANSAS (Way #0348) built at Elizabeth, Pa. in 1868 for Arkansas River-New Orleans trade and

sold fall of 1871 to the Upper Miss. This J. P. Doremus photo is from the collection of William Sailor.



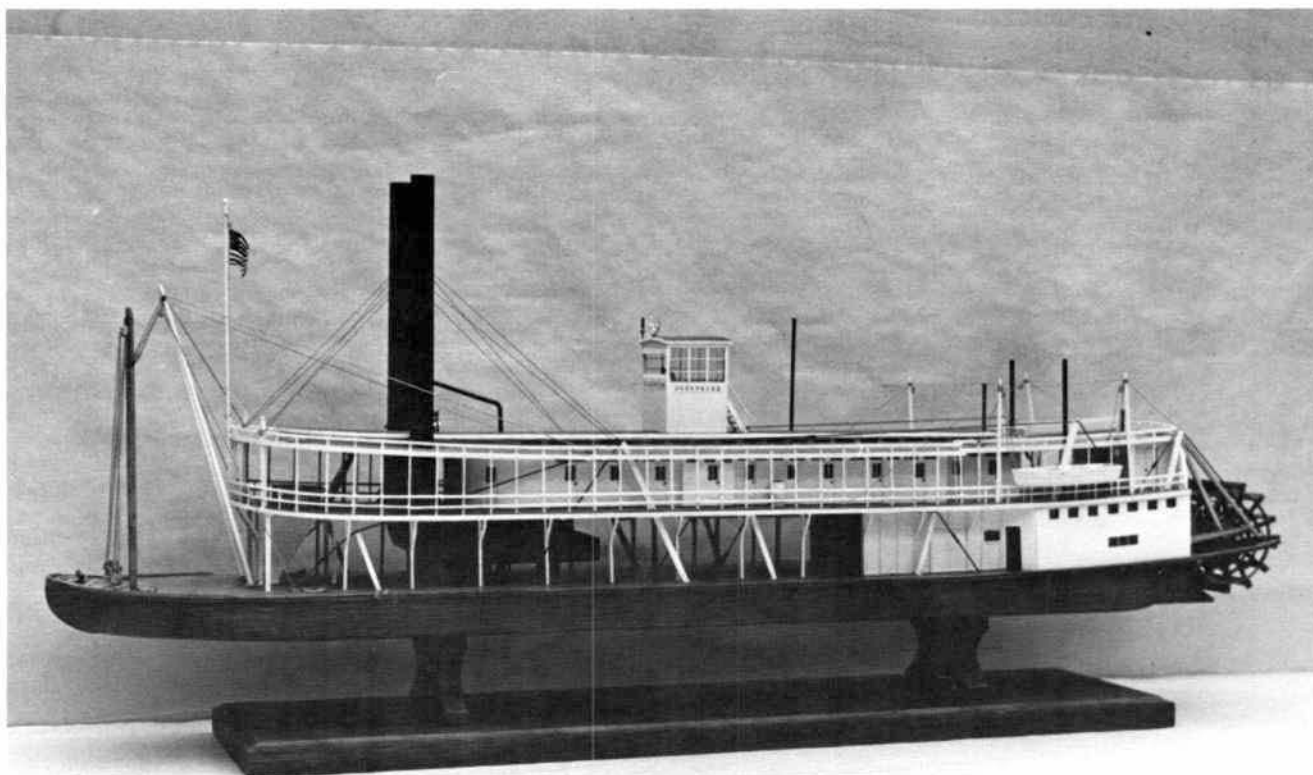
Close-up of Diamond Jo's ARKANSAS with the deck crew boxing coal aboard. Note how the cabin is set in, allowing a wide open guard along the boiler deck. This may be a hang-over from her

Arkansas River days where, due to abrupt bends, side-swipes from overhanging trees were frequent. -From the Doremus collection of Mrs. Fred Green.



The Northern Line's MINNESOTA (Way #3952) was built at Wheeling, W. Va. in 1866, "a very pretty side-wheeler." Wound up her days as a railroad

transfer. A Doremus photo from the collection of Mrs. Fred Green. The latticed bridge in the background may provide the clue for where this one was taken.



Model of the JOSEPHINE (Way #3149) constructed last winter by Maynard Stephens, 133 Franklin St. S.W., Ronan, Montana 59864. He is 78. In 1981 Maynard built a 1/6 scale model of the BENTON which was purchased by the Fort Benton Community Improvement Association for the Fort Benton Museum. Presently he is building a model of the FAR WEST from plans by Alan L. Bates. The JOSEPHINE was built at Freedom, Pa. on the Ohio River (hull

and completed at Pittsburgh in 1873. The accompanying account of the boat adds many details other than the sketch presented in Way's Packets. The "River Press," where it initially appeared, was founded by T. C. Power of the Block P Line, who sold it to Joel Overholser Sr. in the early 1920s. Later the sheet was managed by his sons, Joel Jr. and Leland Overholser. Joel Jr.'s niece is the present-day editor.

JOSEPHINE HAD LONG AND USEFUL CAREER

by Joe Overholser Jr.

(Reprinted from the "River Press," Fort Benton, Montana, issue of June 29, 1960.)

STEAMBOATS running in the mountain trade on the upper Missouri and Yellowstone rivers had varied careers in plying the twisting channels of those Montana rivers, but none, of 200-odd boats listed as having made trips to Montana ports could boast of as strange, as varied and as colorful a history as the steamer JOSEPHINE.

The boat's term of service on the upper Missouri was the longest by years of any of the mountain steamboats. Only the

BENTON surpassed her in the number of trips to Fort Benton. The JOSEPHINE came into service while gold was still one of Montana's principal exports, served through the shipments of the last of the buffalo hides, in the Indian wars, during the livestock boom and ended her career at the beginning of the homestead era.

The vessel first entered Montana via the Yellowstone river on government service in 1873 with the Seventh Cavalry, then carried cargoes for the Coulson company, with contracts on both U.S. and Canadian government service, until the Coulsons sold their boats in the eighties, when the JOSEPHINE re-entered government service. She was used in channel improvement work about Fort Benton after the coming of the railroad, then

was laid up on the river bank below Fort Benton and almost forgotten for two years, 1889 to 1891. Thereafter the old packet was converted into a snagboat, operating on the Missouri in the Dakotas. Cut down by ice in South Dakota in 1907, the JOSEPHINE's boilers and machinery were salvaged and shipped to the Yukon in Alaska, to carry on the work of navigating another river.

The JOSEPHINE was built, according to one source, under supervision of one of the greatest pilots and steamboatmen on the Missouri, Joseph LaBarge. It was designed especially for use on the shallow Montana rivers, and its 34 years of service were indication of how well it was built.

The JOSEPHINE was registered at Pittsburgh March 23, 1873,

with a tonnage of 300.51. She was 178 feet long by 31 feet wide, had a hold depth of four feet six inches, and drew less than four feet of water fully loaded. There were two engines and two boilers with a pressure of 160 pounds. The JOSEPHINE was named for the little daughter of Gen. David S. Stanley. Owners were J. S. Coulson, Eliza Coulson, Sallie B. Coulson, James McVay and Fanny Maratta. The Coulson Packet Company at the time had contracts for working with the Northern Pacific survey party of 1873, which was escorted by the Seventh Cavalry under Gen. George Armstrong Custer, and the JOSEPHINE went into this service. On her maiden trip from Pittsburgh she was commanded by Capt. John Todd, but was transferred to command of Capt. Grant Marsh at Glendive Creek in Montana. Marsh and his new boat followed these troops and party along the Yellowstone until late in the year.

FIRST TRIPS of the Josephine to Fort Benton came in 1874, the boat arriving twice in June and making several trips between the then new town of Carroll and Cow Island late in the season.

She was back in government business in 1875, General Sheridan asking the Coulson company specifically for the JOSEPHINE and Captain Marsh. At Fort Buford on May 25 three companies of soldiers were taken aboard, and the JOSEPHINE headed up the Yellowstone on a historic voyage. She drew only a couple of feet of water with 100 men and supplies on a survey trip. Wolf Rapids, worst obstruction on the Yellowstone, were passed May 20.

As a survey boat, men on board walked the length of the vessel, keeping pace with objects on shore, and thus continually measured shore distances. This survey, rough and inaccurate as it was, provided the only one ever made of the Yellowstone, though charts of the Missouri from Fort Union to Fort Benton were made accurately by government engineers.

Above Powder River the Yellowstone was virtually an unknown stream, and Captain Marsh had the privilege of naming many of the points, bends and rapids of the river. At the Big Horn the JOSEPHINE was turned up that narrow

stream, going upriver 12 miles. (Next year Captain Marsh went considerably further with the FAR WEST in service with Custer.) Continuing the journey up the Yellowstone after the side trip, the JOSEPHINE on June 7th reached the head of navigation on the river, with Captain Marsh naming "Hell Roaring Rapids," which blocked further progress. At this point the JOSEPHINE was an estimated 483 miles above the mouth of the Yellowstone, 46 miles above Pompey's Pillar, famed landmark of the valley.

The JOSEPHINE was the only boat to ever reach the site of present day Billings, and Josephine Park there was named for the boat. The exact spot the JOSEPHINE was moored at her head of navigation was never exactly determined.

As soon as the JOSEPHINE had finished her contract for the survey, she was pressed into Canadian government service. Mart Coulson took over the boat to fill a contract for transport of a boatload of Canadian troops up the Missouri. The I. G. Baker Company had the Canadian contract, but the BENTON was badly needed for other work in the Indian trade. Coulson's boat made three trips on that contract, to Carroll and Cow Island, then hauled freight for Fort Benton firms. The JOSEPHINE ended an eventful year on the upper river with a Sept. 20th departure from Carroll, near the mouth of the Musselshell.

IN 1876 the Sioux rose and wiped out Custer's command, a year of apprehension in Montana, with word of risings and massacres, and defeat of the best of the U.S. Army. Pilotheuses of steamers were sheathed with iron, and many of the little sternwheelers were harried and fired upon by Sioux. While Grant Marsh, on the famed KEY WEST, was writing history and gaining fame from the battle area to Bismarck with wounded from the Seventh Cavalry's bitter defeat, the JOSEPHINE and other mountain steamboats were also engaged in the campaign, carrying supplies, ferrying troops and providing mobile bases of action. Other boats in the work were the CARROLL, YELLOWSTONE, BENTON, SILVER LAKE and E. H. DURFEE.

At Powder River two boats in the Yellowstone campaign had to turn back, but Mart Coulson and

the JOSEPHINE pushed on, though the vessel was vigorously attacked at Glendive Creek. Eventually all of the boats were stopped by low water and had to leave the river.

However, through their work great assistance had been provided the U.S. troops in breaking the power of the Sioux. The steamboats at war had played a major part through the battles of the Rosebud, Little Big Horn and a dozen lesser engagements. The campaign had virtually eliminated the threat of hostile Indians, and provided a great impetus to settlers in present Montana. These, in turn, added to the need for upper Missouri steamboats in the years before the railroads came to the western prairies. The boats continued navigation on the Yellowstone until 1882, when the Northern Pacific came, and on the Missouri until 1887 when the Manitoba arrived at Fort Benton.

In 1877 Joe Todd commanded the JOSEPHINE, making two trips to Benton, as part of the growing boom at the head of navigation. She returned in each of the next few years, usually carrying about two hundred tons of freight--less in low water--and did bring in a peak load of 330 tons.

In 1881 the boat was under command of Capt. W. H. Gould, and in addition to routine freight hauls to Fort Benton, went to Fort Keogh late in the summer to help move Indians to Standing Rock Agency after mass surrender of hostiles.

The JOSEPHINE was the first boat at Fort Benton in 1882, arriving May 3rd, but had to unload 75 tons of its 200 tons at Shonkin Creek to get here. Aboard were 23 surveyors for the Canadian Pacific railroad, working its way across the western prairies to end Fort Benton's Canadian traffic the next year. July 13th the boat took down 100,000 pounds of wool, a change from the buffalo robe cargoes of a few years before. Capt. John Belk was master in 1883, and in July the JOSEPHINE took down perhaps a record wool cargo of 220,000 pounds. It made its last trip to Fort Benton for commercial arrivals May 13, 1884, but the Coulson company had seen the end, and was disposing of its

IN 1885 the JOSEPHINE was in government service, arriving here in May after disabled

near Bismarck. In late August the boat was assisting with work on wing dams in the Fort Benton area to improve the channel. There are no arrivals of record in 1886, but July 3, 1887, the elderly packet came in with timbers for the dredge later built here and named CITY OF FORT BENTON, under command of Capt. W. H. Gould, long in government service. It was a snagboat when it came to this point next year and in 1889, then dropped out of the records until June 6, 1891, when the River Press received the following rather facetious letter from Rowe's Island. (She had been laid up on the bank at the U.S. shipyard just below here.)

"After two years waiting on the river and harbor committee the U.S. steamship JOSEPHINE has been thoroughly overhauled and repaired and launched into the element for which she was built. In the two years intervening between the hauling out and launching the swallows had taken possession and built their nests in every available position between decks. Her planking was so shrunken that prairie dogs could have crawled into her seams. Under immediate supervision of Capt. L. Whisler, that prince of boatmen and boat builders, she has in great measure been reconstructed. All things having been got in readiness, on Saturday, the 22nd day of May, at 12 o'clock noon, the lines were cut and the JOSEPHINE like a Rocky Mountain avalanche plunged into the Missouri. She is lighter in draught than when she was new, and has apparently lost

none of her graceful proportions in consequence of her long vacation."

The JOSEPHINE left the Fort Benton vicinity Sept. 13, 1891, headed for Sioux City after working around the Marias Bar. In 1904 she made her final trip to Fort Benton in early August under Captain Gould to inspect wing dams and to take down machinery of the burned dredge CITY OF FORT BENTON.

She continued in government service for several years, but later was sold to Joseph Leach. On March 8, 1907, while in winter quarters at Running Water, South Dakota, the JOSEPHINE was cut down by an ice floe. She had overcome all obstacles of the upper Missouri for 34 years, a tremendous old-age for a Missouri River packet.

The JOSEPHINE was a total loss except for her boilers and machinery. These were salvaged and taken to the Yukon River, where the boat on which they were installed may have served for years.

The JOSEPHINE made about 40 trips to the Fort Benton area, surpassed only by the BENTON. She set no enduring speed records, carried no fabulous gold cargoes, but she followed the U.S. flag in her youth, settled down to a staid and useful age, and spent her declining years under the government like a pensioner.

There were faster boats, possibly prettier ones, and more efficient for their purpose, but the JOSEPHINE must be considered as one of the two greatest of the mountain steamboats,

with an extraordinary career in length and in service.

TOONERVILLE TROLLEY

Louisville Celebrates
Its Most Famed
Cartoonist

Louisville, Ky. now has a fleet of diesel-powered trolley cars in operation on Fourth Avenue between Theater Square and The Galt House hotels. The nine cars were built by Chance Coach, Inc. of Wichita, Kansas. They cost \$152,550 each, and are painted green, decorated with mahogany panels and brass trim. Each seats about 45 persons (fare 10¢), 17 seated and the rest standing. No Sunday service.

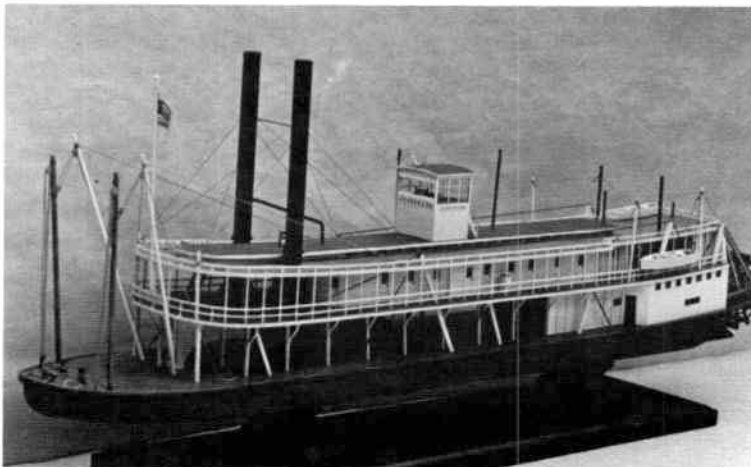
The Transit Authority has named the venture "Toonerville II" after a cartoon strip based on a rickety street car called "Toonerville Trolley" by artist Fontaine Fox who grew up in Louisville at 1312 S. Brook Street which in those days was served by trolleys which looked suspiciously like Fox's cartoon versions. The strip was launched by Fox in New York in 1915, the motorman a bewhiskered character called "The Skipper." Others who came familiar were Aunt Epie Hogg (the fattest woman in three counties), The Powerful Katrinka, Mickey McGuire (himself), The Bartlett Twins, The Terrible Tempered Mr. Bang, and many others.

Fontaine Fox sent six one-panel cartoons to the engravers every Thursday for forty years. He scrapped The Toonerville Trolley in 1956 and retired. He died in a Greenwich, Conn. hospital on Aug. 9, 1964, at the age of 80.

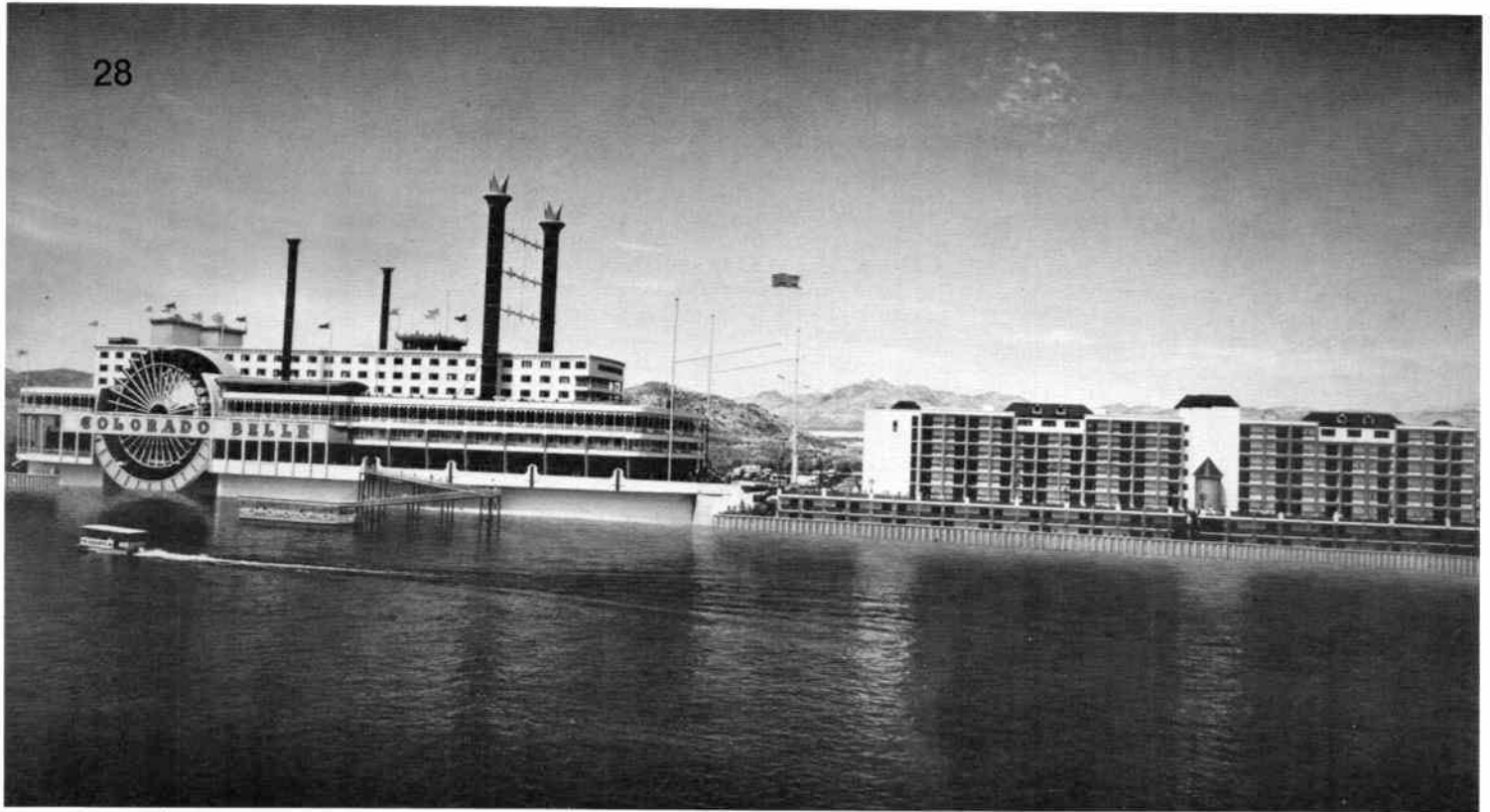
Fox was described as a shy person and sometimes ached with melancholy. "I always sing sad ballads," he once confessed. "I can sing for you on request, 'The Browns Have Lost Their Baby Boy.' The only two persons of my acquaintance who can sing all the verses of 'The Fatal Wedding' were humorists, and that ought to prove something."

Toonerville Trolley Park near the corner of Brook and Oak Streets in Louisville is a city landmark. And now there's Toonerville II.

-Our thanks to Jane Morningstar for clippings from the Courier-Journal.



Another shot of Maynard Stephens' 1/6 scale model of the celebrated JOSEPHINE.



THE LAND-BASED COLORADO BELLE along the Colorado River in Laughlin, Nev. was opened in July 1987. This HURRONICO version of the J. M. WHITE cost \$80 million and features a huge gambling casino, five restaurants and 206 hotel rooms. The adjacent hotel building (right) has 1032 rooms, all the the ambience of old New Orleans. The combination is an extension of the older Edgewater Hotel and casino, and is owned by Circus Circus Enterprises, Inc. Directly across the river is Bullhead City, Ariz. Although a bridge has recently been built just north of

here, small shuttle boats ply from parking lots on the Arizona side to the six large casinos in Laughlin, fare free. For this and the following photographs our thanks to David R. Johnson, 1480 Bongate Court, San Jose, Calif. 95130. "I hope these contributions to the S&D REFLECTOR do not imply that I support the 'gaming' industry because I do not," he notes. "My wife and I spent three very relaxing days in Laughlin basking in the shade around the pool and patronizing the local eateries. Even without the gambling the visit to the COLORADO BELLE was worthwhile."



Dave and Marion Johnson, the S&Ds who called S&D REFLECTOR's attention to the COLORADO BELLE during construction and returned to take this picture series. Dave is a retired electrical engineer. Both have had a long-time love affair with river boats.



Centered on the forecandle is a capstan nine feet tall and four feet at base, dwarfed by the vast expanse of decking. Two deckhands standing on the heel of the lowered stage dramatize the immensity of it all.



Looking forward at the starboard guard of "C" deck where about 50 guest rooms, total, are entered from the outside. Above is "D" deck, styled on its exterior for cosmetic effect, not accessible to patrons. Mr. and Mrs. Johnson found their assigned stateroom to be inexpensive, air conditioned and comfortable.



The restaurant mall on the "D" deck level is done in a gorgeous riverboat Victorian decor. There are three gift shops and five restaurants providing a variety of services. The walls are adorned with about eight large and well executed murals depicting river scenes and history, adding an art gallery atmosphere.



The Huckleberry on the mall is an informal snack shop handling fast foods, refreshments, ice cream and bakery items. Also on the mall are The Captain's Food Fare, a 24-hour buffet serving meals at reasonable prices; the Paddlewheel, 24-hour full service restaurant; the Orleans Room featuring steaks and seafood, the Mark Twain, serving "the finest bar-b-que chicken and ribs this side of the Mississippi," and the Mississippi Lounge, intimate cocktail lounge and seafood bar.



On the port side, looking forward. The paddlewheel buckets are mounted on the wrong side of the arms. Dave Johnson called this error to the attention of the builders during the construction period. The two side-wheels are each 92 ft. dia., the 38 buckets in each wheel are 10' by 30'. Orleans Towers, another of the hotels, is visible in the distance.

HULL FOR FAMOUS
STEAMBOAT MECHANIC WAS
BUILT EIGHT MILES UP
A TWISTING 'CREEK.'

by J. W. Rutter

This small boat's claim to fame was its involvement in the return visit to the United States of the Marquis de Lafayette in 1824-1825. With Lafayette and party aboard, the MECHANIC sank in the Ohio River near Rock Island, Ind., mile 720, in the spring of 1825.

I had forgotten that the details of this event were set forth in the Sept. 1976 issue of the REFLECTOR, written in 1859 by Capt. Wyllys Hall, who commanded the boat at the time of the ill-fated adventure. My curiosity was whetted during a recent visit with Mrs. Helen McMahan of Wade, O. (Rea's Run), a short distance above Grape Island, Ohio River. She showed me an account written in 1879 by William F. Curtis of Marietta. The "History of Washington County (Ohio), 1881" identifies Mr. Curtis as having been a prominent merchant and banker in Marietta, beginning with a partnership with John Mills in the "mercantile trade" 1835-1847. He was connected with several banks in Marietta before and after the Civil War and had a packet named for him, the W. F. CURTIS (#5629), 1864-1876.

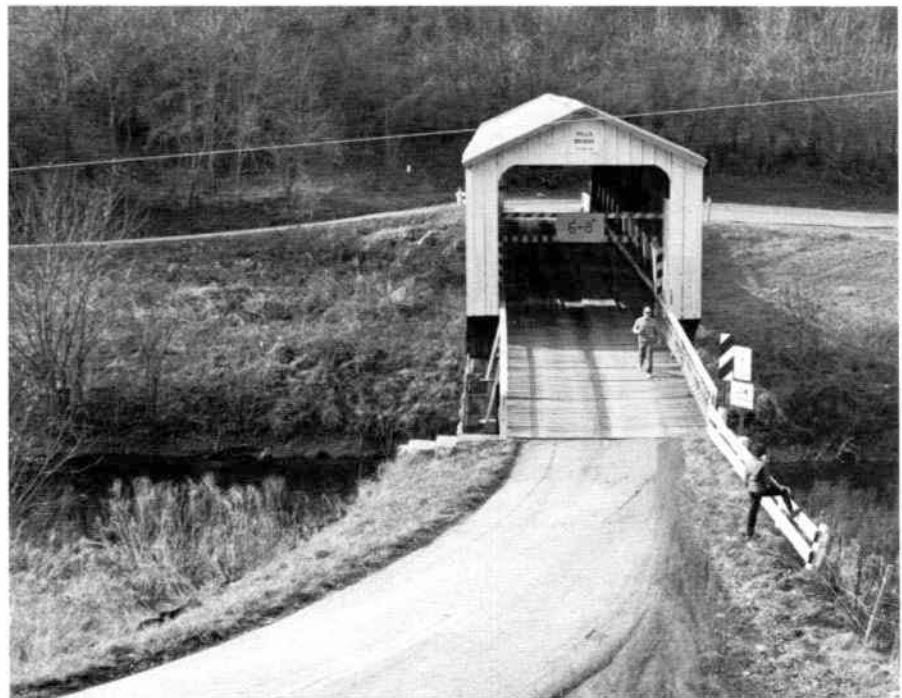
Mr. Curtis's account of the MECHANIC agrees with that of Capt. Wyllys Hall's with important additions, and hence is worth reporting here. We quote:

"The steam boat MECHANIC was built at Marietta, Ohio. The hull of the boat being built on the Little Muskingum River, about seven miles from Marietta, by John Mitchell at a point above the dam at Rose's Mill. The cabin work and machinery was completed and put on board at Marietta. The engine was built at Steubenville, Ohio by Phillips & Wise. She was owned by a company composed of Royal Prentiss, Aaron Fuller, Wyllys Hall, J. E. Hall, Count Dr. Bonney, Nathaniel Clark, Jno. S. Clarke and John J. Preston who fitted her up in good style, after the manner of Eastern boats, with her cabin in the hold.

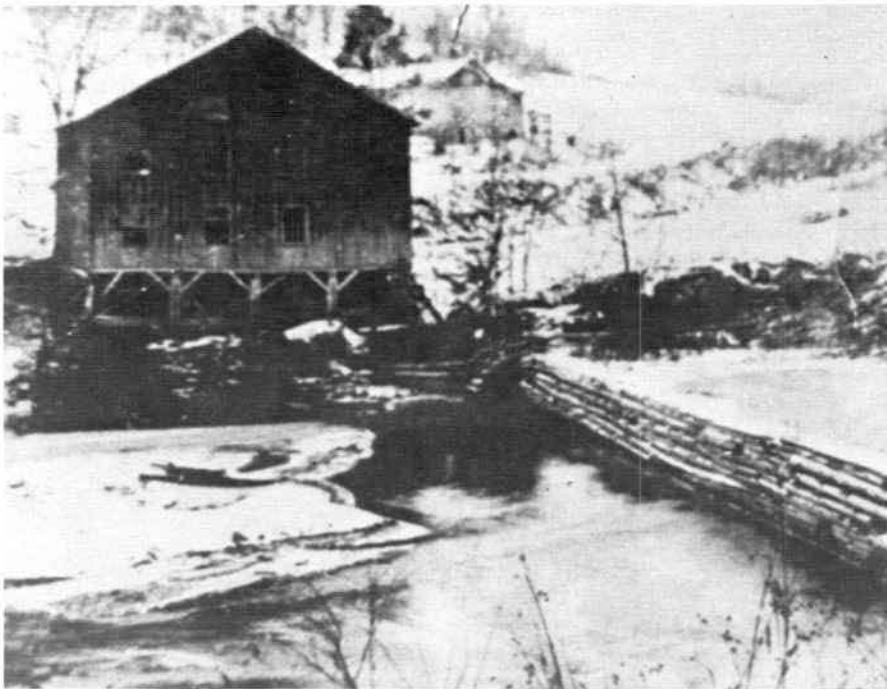
"She was 96 feet long and 18 feet wide. She was commanded first by Jno. S. Clarke, then



The valley of the Little Muskingum River, eight miles above the mouth where it joins the Ohio several miles above Marietta. The location of Rose's Mill, building place of the MECHANIC's hull in 1823, is about a quarter-mile to the right, upstream of Hill's Bridge pictured above. This bridge and a small white church on the hill today survive the community of Hill's, or Rose's Mill.



Another shot of the wooden covered bridge across the Little Muskingum River, known as Hill's. The crib dam was about a quarter-mile above, to the right.



Lafaber's Mill was built about 1880 on the site of earlier Rose's Mill and existed until 1927. The MECHANIC's hull was built above the dam. This picture of Lafaber's Mill and dam is from the collection of Mrs. Kermit Lane, Route 5, Marietta, granddaughter of miller James Lafaber.

by Aaron Fuller and afterwards by Wyllys Hall. She made a trip to Nashville about the 24th of April, 1824 (sic) and was chartered by the Governor (Carroll) of Tennessee to bring Gen. Lafayette and suite from Nashville to Louisville.

"She started about the first of May, 1824 (sic) from Nashville and came out of the Cumberland River in safety but, on her way to Louisville, near Rock Island in the Ohio River, one dark night at 12 o'clock, she struck a snag which caused her to sink and thus brought her trip to an end. The next day after the accident, the steamer PARAGON came down the river on her way to New Orleans and, after consultation with the authorities of Tennessee who had Gen. Lafayette in charge, the PARAGON turned her course and took the party on board and returned to Louisville with them.

"The MECHANIC was afterwards raised and repaired and made many trips on the Ohio and Mississippi and was finally lost at St. Louis. She was out on the bank for repairs when a rise in the Mississippi swept her off and she was lost. Thus ended a noted steamer of early times. She proved, in the

end, a disastrous investment for her owners. Several of them never recovered financially from the losses sustained by ownership in her. Jno. J. Preston, one of the owners, died at Marietta, Ohio, October 20, 1875, leaving but one of the owners alive, Mr. Joseph E. Hall who still survives him and now resides at Marietta (August, 1879). Mr. Hall was born at Colchester, Connecticut (date?) and came to Marietta on July 2, 1817.

"I take from a memorandum book kept by my father, Jason R. Curtis, the following which is probably an account of the last trip the steamer MECHANIC made as it is thought that on her arrival at St. Louis, an attempt was made to repair her by taking her out on the shore when the river suddenly raised, at a time when her hull was stripped of the plank and she was swept off and lost. I copy from the book: 'May the 9, 1827, at 4 o'clock on the Upper Chain, struck rock and stuck fast. Broke in a plank which let in the water; came in fast and had 2½ feet in the hold when we got off the rock and got ashore; put the load on shore with very little damage.

"May 10. Had hard work to

keep the boat from sinking.

"May 11. Got the leak so that the pumps would keep her free and left here for St. Louis.'

"When Capt. Wyllys Hall was appointed Captain of the MECHANIC, she was remodeled and her cabin placed on deck which, he writes, made her a very pleasant boat and quite attractive with good accommodations and a fine hold for freight. She had a capacity for only 90 or 100 tons."

Mr. Curtis continues:

"I recollect that in the summer of perhaps 1825 or 1826, the MECHANIC was repaired on the beach nearly opposite where John Lewis built the Mansion House (hotel, 1835). In those days ship repairs were made only by placing a boat in a suitable place and waiting for the water to fall, then, get under the boat and block her up and dig out the gravel so as to enable the men to work at the bottom. In this way, the MECHANIC was repaired at Marietta. In working under her, a deep hole in the beach was made which the boys used to call the 'MECHANIC's Hole.' Many's the time I have waded around through this hole.

"Capt. Wm. Knox informs me that the owners of the MECHANIC became heavily involved at St. Louis for repairs and, being unable to raise the means to pay for repair, the boat was seized for debts due and that the machinery of the MECHANIC was placed in a mill at St. Louis and for some years done good service. The boat, after being placed on the shore for repairs at St. Louis, never came out and, as heretofore stated, this ended the career of the unfortunate steamer MECHANIC." So concludes the story by Mr. W. F. Curtis.

After reading the Curtis account, I was fascinated with the thought of "discovering" Rose's Mill where the MECHANIC's hull was built. There is no Rose's Mill shown on modern maps but a look at a reprint of the 1875 Washington County Atlas revealed such a place some eight miles above the mouth of the Little Muskingum. Equipped with a modern county map I looked up the same spot

and found that it is now called Hill's, so took a ride over the hills and around the bends of Route 26 to take a look.

Now, at one time Hill's was evidently quite a community with a number of houses, a hotel, grist mill, covered bridge, school and church. Today Hill's no longer has a post office and there are two or three houses, the church, and a quite wonderfully preserved covered bridge. The Curtis account says that the hull for the MECHANIC was built above the mill dam but today there is no evidence of the old mill--that is--unless you have a native guide.

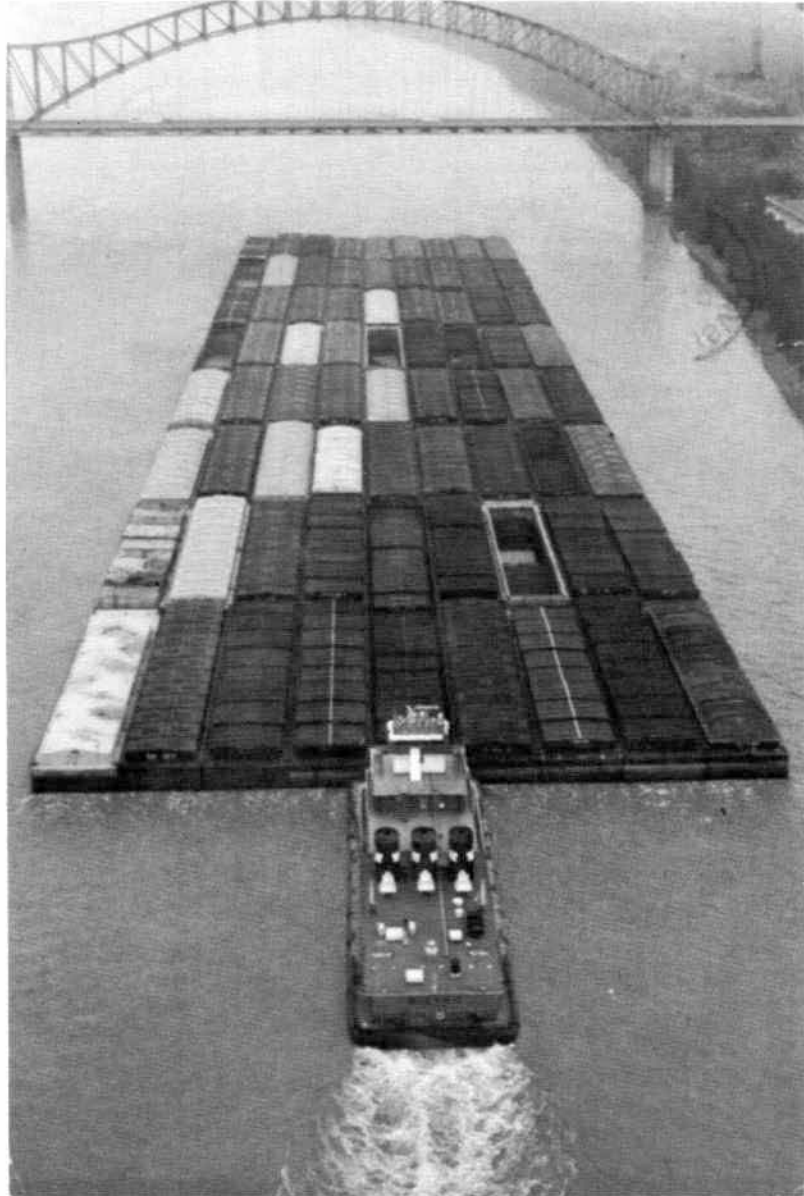
I was looking around the covered bridge, speculating that the mill might likely have been in the nearby vicinity. A pick-up truck stopped and the driver eyed me with some curiosity. The driver turned out to be Kermit Lane who lives on a hilltop nearby. He had never heard of Rose's Mill but did remember Lafaber's Mill as a "big, three story building that was just above the bridge a little ways." Then he added, "Some fellows hauled the stone away but you can still see pieces of the dam up there."

There had been a grist mill on this location on the Little Muskingum since 1800, according to the Washington County history. The original mill burned sometime before 1820 and was rebuilt by Elisha Rose, later to be owned by a miller named Dye before burning again. The third mill on the site was being operated by James Lafaber in 1881 and lasted until about 1927. The wooden foundations of the old mill dam are still there in the Little Muskingum about a quarter of a mile above the covered bridge. The location of MECHANIC's building place is a long, twisting, narrow eight miles above the mouth, and the 96 x 18 hull must have required some fancy steering with sweeps and oars to take it out to the Ohio during a freshet. Beavers have recently selected the MECHANIC's hull site for some new construction.

Some postscripts: The MECHANIC was completed at the yard of Whitney and Stone, on the Harmar side of the Muskingum. The Lytle List gives the size as 116 tons while the Washington County history counts the tonnage at 80. The new boat in 1823 went from Marietta to Wheeling in 15 hours

running time, which was counted good speed for those days. The Lytle List shows the MECHANIC as lost by stranding in 1832. Our surmise is that the facts as reported by William Knox would indicate that she languished on the bank at St. Louis for several years before the river in flood took her away.

Laurels for the youngest S&D member changes frequently. The latest is Madison Stoll Kramer, born November 27, 1987 to Frederick (Fritz) and Christine Stoll Kramer of Owensboro, Ky. The young man weighed in at 10 pounds 3 ounces and his overall length was 21¼ inches.



SHOVING EMPTY jumbo barges up the Mississippi. The triple-prop KAE-D has 72 empties, eight lengths, nine wide, covering 12.72 acres. She left Baton Rouge on May 2, 1981 and delivered at Hickman, Ky. She was built at Nashville Bridge in 1977 and is operated by Flowers Transportation Co., Greenville, Miss. Keith Norrington has our thanks for this post card picture, taken and published by Lancaster Photography, Memphis. This was considered a record when taken in 1981 and still may be.

THE JESSE P. HUGHES DIARIES

-1902-

by C. W. Stoll

January usually was a pretty rough month for steamboaters on the Upper Ohio but 1902 was an unusually troublesome time for Capt. Jesse P. Hughes and the CRICKET operating in the Big Sandy trade between Catlettsburg and Pikeville, Ky. It started normally enough with the CRICKET lying under the Catlettsburg wharfboat. The stage was 44 ft. with the ice all gone.

The J. M. GRUBBS arrived from Pikeville, unloaded, reloaded and departed on the return trip at 5 p.m. The JENNIE GEORGE arrived from Tug Fork and the HENRY M. STANLEY, KEYSTONE STATE and JAMES MOREN passed downstream and the VIRGINIA passed upstream. On Thursday, Jan. 2nd Capt. Jesse took the boat to Ashland to coal, load freight for Pikeville, then returned to Catlettsburg to finish loading, departing for Pikeville at 5:45 p.m. with Capt. Gordon C. Greene and Capt. Charles Stalder on board to see the Big Sandy. The Ohio was falling pretty fast but they had backwater almost to Louisa where they landed at 11 p.m. Doc Hutchinson was aboard as pilot.

The troubles started when the CRICKET broke her tiller line and lost two hours repairing it, putting her in to Prestonburg at 3 p.m., January 3rd. She arrived at Pikeville at 11:30 p.m., having met the J. M. GRUBBS, MAXIE YOST and DONCA and observed a stage of 6½ feet on Bolily Rock. On Saturday 4th the CRICKET went up to Huffman's Warehouse to unload and load and departed Pikeville at 3:20 a.m., putting her below Louisa at dark. She picked up a pump boat at the lock there which she towed in to Catlettsburg, encountering 15 miles of backwater from the Ohio. Cpts. Greene and Stalder went on back up the river on the "cars."

On Sunday, Jan. 5th she washed her boiler and left at noon for Guyan River to pull timber for W. Crane & Co. until 5:20 p.m. and laid under the Guyandotte wharfboat. She pulled timber until noon the next day when she left for Ashland to load coal and freight, then returned to Catlettsburg where she departed up



An informal portrait of Harlan and Anna Hubbard taken in their Payne Hollow home, November 1982. Harlan's right arm is resting on the Steinway piano. --Thanks to Louis De Car, 131 Hillcrest Drive, Madison, Ind. 47250.

the Big Sandy at 9 p.m. with a light trip and 40 passengers. She got aground at Turner's Ferry, swung, hit the bank, broke up the wheel and bent a cam rod. Maneuvering to work free she hit the bank again, broke off the supply pipe and finally floated in to shore where she landed at 1:15 a.m. The passengers all took the train at 7 that morning. The engineers patched up the wheel with ratchets and chains and "some twisters" and they left at noon for Catlettsburg. She managed to get stuck again at England Hill for two hours and arrived back at Catlettsburg wharfboat at 4 p.m., transferring her freight to the MAXIE YOST.

Jesse tried to find something for the CRICKET to do, but the repairs were being slowly completed. With the river freezing hard on Jan. 13th the CRICKET towed the JENNIE GEORGE and J. M. GRUBBS into ice harbor in the Sandy and then laid up under the A. C. & I. piers alongside the SEA LION and F. A. GOEBEL. Obviously most boats were laying up. On Jan. 18th Jesse caught the N&W train for Portsmouth to secure a steel flange for the wheel and a stuffing box for the supply pipe and returned to Ashland. Ice

was some lighter and the GREYHOUND was the only boat running, and Jesse and his skeleton crew were making repairs. A significant entry on Jan. 23rd notes that "I went to Catlettsburg this morning, stayed at Capt. Vaughn's for dinner. Sandy River very swift and rising...made the acquaintance of Miss Telia Vaughan" which is where his future wife, known to so many of us as "Aunt Telia" first enters the picture.

Navigation resumed on Jan. 24th and the next day the CRICKET loaded at the Ashland wharfboat until 10 a.m. and went up to Catlettsburg to finish loading after noon and left for Pikeville at 3 p.m. Sand had filled in outside the Catlettsburg wharfboat and the CRICKET stuck, taking her two hours to get to the bridge crossing the Big Sandy, a distance of less than two miles. She lay at Prestonburg two hours unloading on Sunday, Jan. 26th, all side streams were running out strong and she got to Pikeville in the wee hours of Jan. 27th. Leaving Huffman's Warehouse at 3 a.m. and starting back from Pikeville at 5 a.m. This trip took the CRICKET 33 hours upstream and 14½ hours down-

stream--she landed at the C&O bridge at 7:30--Jesse noting that "the current is horrible and river rising fast and is over the rock walls at Louisa."

Capt. Jesse waited above the railroad bridge at Catlettsburg until 4 p.m. on Jan. 28th, then came down "below the Catlettsburg wharf" and laid up for the night. The river stage in the Ohio was 32 ft. and rising. Jesse's entry for Jan. 29th is "rainy, snowy, freezing and sleeting tonight and a very bad night." On the 30th, it was cold and freezing all day--everything covered with ice--trees and wires breaking down, rainy and sleeting, no street cars running. The Big Sandy River got to 33 ft. at Prestonburg. The CRICKET made one more trip to Pikeville--putting off 12 tons of hay at Prestonburg--leaving Feb. 1st, and on the 5th the CRICKET was laid up below the Catlettsburg ice piers.

Jesse went to Point Pleasant on Feb. 15th and stayed on the laid-up GREENWOOD. Mr. Griffith and his daughter Ella visited the afternoon of Sunday, 15th, and Jesse took Ella up with Capt. Greene and Capt. and Mrs. Stalder to the "opera" that evening. On Feb. 18th the river was reported gorged solid at Parkersburg to above Wheeling, at Cincinnati, and from 12 Mile Island to above Madison, and below Louisville. On Feb. 20th Jesse returned to Catlettsburg to complete adding some staterooms to the CRICKET, and on Sunday 23rd, visited the Vaughans. On the 25th he raised steam on the CRICKET and came to the Catlettsburg wharfboat at 10 p.m., and loaded all the next day, leaving for Pikeville at 7:30 with "an elegant trip." Jesse commented "the heaviest ice gorges ever known on the Ohio passing here this evening."

On Friday the 28th the river began rising very fast and the current became so swift the CRICKET could not stem it. So she landed at Camp Branch at 7 a.m. The drift included about 35,000 logs and all sorts of floating property went by due to snow and a freak cloudburst upstream. Two travelling men trying to go down the river in a skiff were drowned. The CRICKET departed her "forced landing" at 7 a.m. with several passengers. Jesse states that the river was at its highest stage since 1862 and had fallen

30 feet when they started downstream. They caught up with the rise and had to lay up at White House, departing early in the morning of March 2nd and had to lower the chimneys to get under Three Mile Bridge, but had to lay up again at the C&O Bridge at Catlettsburg at 2 p.m. They took off the whistle and pilothouse stove pipe and made it under the bridge with eight inches to spare at noon on March 3rd.

She went direct to Ashland and loaded, then up to the Catlettsburg wharfboat for further loading and left for Pikeville at midnight. The Ohio was 50½ ft. on the wharf gage. She arrived at Pikeville at 5 a.m. with snow two feet deep. Departed Pikeville at 9 a.m. after having landed first at Huffman's--this on March 5th. Laid over on March 6th when a severe snowstorm halted most business and knocked out the street cars. On March 7th she loaded first at Ashland, then at Catlettsburg and departed for Pikeville about three hours behind the MAXIE YOST, chashing her all the next day. Arrived at Pikeville early Sunday morning, March 9th and departed at 7 a.m., just three minutes behind the MAXIE, and had a slight collision with her at Brandy Keg. "Had a race and passed her between Abbott and John's Creek." The MAXIE got ahead at Tom's Creek, and then passed by several landings, and got to Catlettsburg ahead of the CRICKET, which arrived at 7 p.m.

Two trips later, on March 15th, the CRICKET "broke our wheel" at 1 a.m. downbound at Graves Shoals. In three hours it was fixed and they raced the THEALKA from Louisa down into Catlettsburg, arriving at 9 a.m. The CRICKET left on the return trip at 7 p.m. with fifty passengers and a light freight trip. Downbound she loaded 18,000 pieces of spoke and rim lumber for wagon wheels, which she took to Portsmouth and unloaded. Then she washed boiler and departed at 9 p.m. with a shanty boat in tow for Ironton. The next day, March 19th, she left Ashland at 10:30 and proceeded to Catlettsburg to load until dark, when a severe rain and wind storm held her there until 8 p.m. She departed up Sandy with a good trip of freight and 38 passengers, probably raft hands. Low water was making things difficult

up Sandy; on March 23rd she arrived at Middle Creek Sand at 6 p.m. and began to lighten up until they finally pulled over at 11 p.m. But she could not get over Fife Sands; they unloaded the freight on the shore at Grabrickles and started back down at 4 p.m., leaving Jim Spradlin to get the H. M. STAFFORD to take it to destination. Later, they could not get over Middle Creek bar, and the DONCA came along and pulled them over, and then proceeded on upstream.

At this point low water in the Sandy River caused Jesse to look for other jobs for the CRICKET. On March 26th she made two trips towing rafts to Kennedy's Mill at Ceredo, making four trips again the next day with seven rafts. Heavy rains set in on the night of the 28th, creating currents so strong that the packets could not land at Catlettsburg, March 30th. Easter Sunday was very windy and stormy. Jesse stayed around the boat until early afternoon and attended church that evening. The BELLE MCGOWAN, Combine towboat, was upset at Saw Mill Run with the expectation she would be a total loss. It was still windy on Monday but the CRICKET loaded 35 tons of ice at the mill, plus other freight, and departed Catlettsburg at 6 p.m. with a heavy trip, following the MAXIE YOST by four hours. The J. M. GRUBBS withdrew from the packet trade as she got a Government contract towing to the new lock. The CRICKET arrived at Pikeville after midnight and laid there unloading ice, departing at 6 a.m. April 2nd. She arrived at Lock #2 at 11:45 p.m. and Jesse notes that they had a big trip of poultry and more passengers than they could handle. The CRICKET made three more trips to Pikeville. On April 3rd she loaded 3 tons of hay for up Sandy, leaving at 11 p.m. She had trouble with sand "everywhere" on a low stage. She got on the wing wall at Buffalo at 3 p.m. and worked until 9 to get off, the CANDO having declined to render any assistance. On April 13th, Sunday, a party of six girls and several young men set out at 3 p.m. for Pikeville and Jesse noted that "no one on board is sleeping tonight." They left Pikeville at 7 a.m. and deposited the passengers at Prestonburg, where they had boarded, and then loaded 101

Mary Greene Stewart, whose grandmother was Capt. Mary B. Greene, had her picture in the Cincinnati Enquirer on Oct. 11th last.

Announcement has been made in Covington, Ky. that a life-sized bronze statue of grandmother Greene has been selected to adorn the Covington and Newport Riverwalk, northern Kentucky's contribution to the Cincinnati Bicentennial celebration. Dedication of the Riverwalk is scheduled for this coming October 1st.

Sculptor Michael Price of St. Paul, Minn. has been commissioned to create the statue. Mary Stewart told Mr. Price that she did not recall when her grandmother actually piloted Greene Line's early steamboats. "She was up in her 60s when I was born--but I do recall that she loved to dance with the passengers." Mary's parents were the late Capt. Tom R. and Letha Greene. Her brother Tom did sketches of his grandmother to assist the sculptor. Jane, who was eight when her grandmother died, recalled "she could play a mean Dixieland piano."

Statues also have been commissioned of Cincinnati area's frontiersman Simon Kenton, John Roebling, builder of the suspension bridge; Daniel Carter Beard, founder of the Boy Scouts; black activist James Bradley; Miami Indian chief Little Turtle, and artist John James Audubon. These will join with "Ma" Greene along the course of the Covington and Newport Riverwalk.

Jeff Spear writes, "Business is good at the store, keeps me out of trouble. We should be making plans to go to Louisville soon." Amen, Jeff. The Louisville jaunt refers to the annual "race" staged between the DQ and B/L coming up in May.

The project of building a new 343-foot tourist paddlewheeler by the Delta Queen Steamboat Co., reported in our last issue, page 23, has been brought to an abrupt halt. The original story, carried by The Waterways Journal, was featured in their Sept. 28, 1987 issue, several weeks before the so-called Black Monday when the N.Y. stock exchange crashed 508 points.



Pictured in the diningroom of the NATCHEZ by Judy Patsch, from the left: Capt. Roddy Hammett, Dorothy Frye, Capt. Verne Streckfus, Ethel and Larry Walker. Taken last October during the annual pilgrimage of Dorothy, Ethel and Larry from Cincinnati to the Crescent City.



Vic Tooker and his mother Alice (Mom) Tooker performing aboard the NATCHEZ on a Saturday night moonlight cruise last October. Says Judy Patsch who snapped the picture: "Besides playing the calliope and strolling with his banjo on the NATCHEZ, Vic also with his 'Mom' do this show in the texas bar. Mom plays bass and another musician joins them; in this scene Bruce O'Neill, left, is on the banjo. Seems almost like the old times in the texas bar of the DELTA QUEEN. Later we visited the plush hotel Le Meridian, where Vic sits in with two different bands during the nightly jazz sessions."

HARLAN HUBBARD DIES

Obituary by Paul A. Long,
Kentucky Post staff reporter.

Harlan Hubbard, the Bellevue native who shunned the modern world to paint and write in a wooden cabin along the Ohio River at Payne Hollow, Ky., died Saturday night, January 16, 1988 at an Indiana hospital. He was 88.

Hubbard's oil and acrylic paintings and woodcarvings depicted his ideal life of rugged individualism with a rustic flavor. His landscapes showed a love for the river and for nature that few others could match, said Arlene Gibeau, executive director of the Carnegie Art Center in Covington.

"I think the man represents a kind of wonderful freedom and concern for the basics that are in all of us," she said. "But he had the courage--along with his wife--to live that kind of life."

Using vivid colors to portray nature's beauty and ashen grays to portray nature's gloom, he saw beyond the vision of most, said Greg Harper, executive director of the Behringer-Crawford Museum, which has a collection of Hubbard's work.

To see Hubbard's work was to see his life, Harper said.

"He injected his thoughts on nature's brightness and its dullness all in one breath," Harper said. "His paintings really showed his emotional attachments to the land."

"He was constantly searching himself and his society for the answers to our place in the natural world--where we belong and what should be our stewardship."

Since 1950, Hubbard and his wife Anna--who died in May 1986--lived in a hand-built cabin in Payne Hollow, nine miles downriver from Madison, Ind., on the Kentucky shore.

Hubbard cleared room on seven hilly, nearly inaccessible acres in the Trimble county hollow and built the house from creek stone and rough-sawn wood. An outbuilding served as Hubbard's workshop and studio.

He never cared for the modern world and its concept of success.

"There's no beauty in the artificial system of man," he said in an 1979 interview. "Only a certain fashion about it. It's decorative in a surface way."

Betty Schenkel, a close friend and executive director of the non-profit arts foundation, the Baker-Hunt Foundation, said of Hubbard:

"I don't think Harlan ever thought about how he wanted to be remembered. He was surprised he got any recognition at all. He did his work for the sheer pleasure it gave him and because he wanted to do it."

Born in 1900, Hubbard was the strong-willed youngest son of a strong-willed mother, Rose Hubbard.

During his youth he lived with her in New York City and later worked on a farm in upper New York. He studied art in Cincinnati, and in 1929, built his mother a house in Ft. Thomas, where they lived until she died in 1943.

During the Depression, he drew portraits of the river and steamboats for the Works Project Administration.

The same year his mother died, he met and married his wife. They lived on a shantyboat in Brent, and later took off on a five-year voyage down the Ohio and Mississippi rivers. The trip is chronicled in "Shantyboat," the first of his three books dealing with his life and travels.

In Louisiana, they sold the boat for an old Dodge, and took off out West. In his second book, "Payne Hollow, Life on the Fringes of Society," he wrote of how the rugged beauty of the West compelled them, but how the Ohio River called them back.

His work continued throughout his life. In 1986, he was presented with the governor's lifetime achievement award for his work.

In 1981, film-maker John Morgan produced a 30-minute videotape on Hubbard's life for KET. The video, "Life on the Fringes of Society," examined Hubbard's life from three viewpoints: his work and influences, his life on a shantyboat and his home in Trimble County.

He recently published his third book, "Journals, 1929-1944."

In October 1985 he donated about 20 oil and acrylic paintings and a selection of his watercolors to the Behringer-Crawford Museum.

"I could sell them," Hubbard said about the donation, "But it's worth more to me to have them in a public place where they'll always be on public view to the public."

A memorial service was held Feb. 6th at Hanover College, just outside of Madison, Ind.

He left no survivors.

ADDITIONAL NOTES

The following is taken from the Madison (Ind.) Courier, Jan. 18:

The Hubbards' way of living became a legend in the Ohio River Valley, and during the three and a half decades they lived at Payne Hollow the Hubbards served as gracious hosts to thousands of visitors. Attracted at first by the singular example of the Hubbards' wilderness lifestyle, many visitors found themselves drawn back to Payne Hollow by the enlightening warmth of their personalities, and many became deeply devoted lifelong friends.

Harlan Hubbard was born on January 4th, 1900, by several years the youngest of Frank and Rose Ann Hubbard's three sons. His father died when Harlan was seven. At age 15 he and his mother moved to New York City, where Harlan attended high school and the National Academy of Design, his only formal training as an artist. When he was 19 Harlan and his mother returned to the Bellevue, Ky. area.

The Hubbards settled in Payne Hollow in 1952. Anna Hubbard, an elegant woman, an accomplished musician who became a master of the art of wilderness living, died in May of 1986.

Following cremation, Harlan Hubbard's ashes will be buried at Payne Hollow, beside those of Anna in a private ceremony.

The Cincinnati Enquirer reported Don Wallis as saying: "A friend is going to maintain the Payne Hollow property for people who enjoyed coming there, but the art has been removed. --and it won't be a shrine."

--Our appreciation to the many S&D friends who sent clippings and pictures. -Ed.

Recommended: "Old Times On the Upper Mississippi" by George Byron Merrick. Has 323 pages, photographs and maps. Order from Minnesota Historical Society, 1500 Mississippi St., St. Paul, Minn. 55101. Priced \$8.95 per copy, postpaid.

A family researcher recently brought to our attention that Capt. Joseph B. Williams, for whom the large towboat was named, lies buried in an unmarked grave in the cemetery at Coraopolis, Pa.

This finding was reenforced when Captain Williams' last will and testament, dated February 16, 1914, was discovered at Washington, Pa. in the Washington County Will Book (No. 28, pages 396, 397) in which Captain Williams directs that "a sufficient amount of my stock in the Joseph B. Williams Leak Detective Co. be applied for the payment of a lot in the Coraopolis Cemetery, and for a suitable tombstone, and for the payment of such evidence of indebtedness, notes, etc. for which I am liable."

Named as executors of his estate were Hannah E. Williams (niece) and Andrew K. Shaffer (great nephew.)

Captain Williams lost heavily in the financial failure of the Grand Lake Coal Company, builder of the JOSEPH B. WILLIAMS, and in 1904 was captain of the ROSE HITE in the Pittsburgh-Morgantown-Fairmont trade. No clue so far explains the Joseph B. Williams Leak Detective Co. mentioned in his will. Apparently the residue in his estate was not sufficient to supply funds for a tombstone. The date of his death is not known to this scribe, and the only clue we have is a note lifted from a river news column dated Feb. 1914 advising that Capt. Williams "is critically ill at the age of 87." This was about the same time when he executed his will on Feb. 16, 1914.

REAL ESTATE TRANSFER

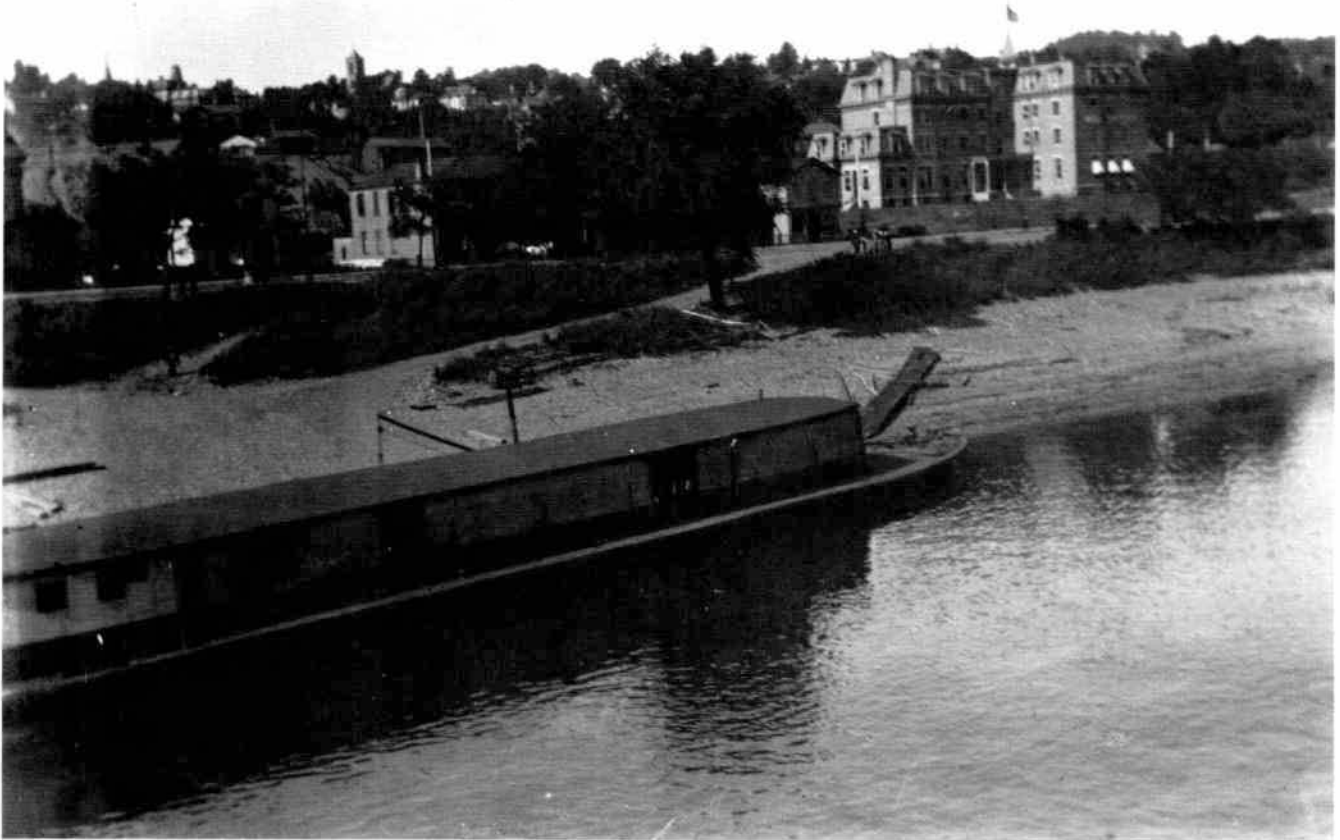
Notice appeared in the Sewickley (Pa.) Herald, Jan. 6, 1988, of the sale of the 1840-built home originally occupied by Mrs. Abishai Way and family in Edgeworth borough, by Oreste S. Scioscia to Arthur W. Ticknor, consideration \$410,000. F. Way, Jr. packed up his duds, bid goodbye to his father, mother and brother, and departed from this home in Dec. 1919 to take his first river job, with the Campbell's Creek Coal Company at Point Pleasant, West Va. under the tutelage of Capt. E. A. Burnside.



ELIZABETH LOUISE

Our thanks to Jack M. Russell, Jr., 12044 62nd South, Seattle, Wash. 98178 for the accompanying pix of the real steamboat ELIZABETH LOUISE now plying the Sacramento River in California, based at Sacramento. Jack writes: "These were taken on October 4th last year. My parents and I went for a three hour ride on this steamer. She was under charter to the American Heart Association, and 390 were aboard in 98 degree heat. Capt. Hal Wilmunder, the owner-operator, made the whistle, and it sounds great! She's hand steered with an 8-foot pilotwheel. Last winter a bow thruster was installed at Richmond, Calif. She runs very quiet and smooth. The DELTA KING is in the background, moored at Old Sacramento."





OUR DESCRIPTION of the LOUIS A. SHERLEY (Way #3575) notices that when the boat was dismantled in 1891 her hull became the wharfboat at East Liverpool, Ohio, owned by Billy Pilgrim. That morsel came to us from Capt. Jesse P. Hughes a good while back, so now, today, we have this photograph of the event which cropped up in the Inland Rivers Library, Cincinnati, among glass plates acquired from the Capt. Anthony Meldahl

collection. Tony Meldahl doubtlessly was in the pilothouse of the HUDSON when he tripped his shutter revealing not only the wharfboat but a surprising view of the East Liverpool waterfront in the 1890s, a far cry from what's there at the present time. The city fathers down there could well use this picture as the basis for a renovation program; modernizing it back to what the place looked like almost a century ago.

In our Sept. '87 issue, page 14, is a picture of three laid-up towboats, the W. W. O'NEIL, SAMUEL CLARKE and ALICE BROWN. In the caption beneath we asked for definite information as to where the picture was taken.

The following comes to us from C. W. Stoll:

"The glass plate from which the view was made is in my negative collection. I assumed it was taken below the Falls of the Ohio, down by Shawnee Park. One day Allen Hess was printing pictures in my darkroom and made one from this negative using soft #2 paper. He said softly, inspecting the result, that he did not think it was

taken below the Falls. Looking at it closely I was surprised to discover the dome on the Louisville School for the Blind showing at the right, high above the tree line. This places the scene just above Towhead Island, well above the Falls, at the upper end of Louisville.

"The Blind School was on the hill, off Frankfort Avenue, in the Clifton section adjoining Crescent Hill. It was torn down some years ago, but the dome was taken to Frankfort, Ky. and installed on the grounds of the governor's mansion as part of a pavillion. It's probably still there.

"I'm not sure who took the picture. I inherited it from Roy

Barkhau. It was presented to him by Hurley Ashby's widow. The print as it appears in the S&D REFLECTOR is the best I've seen."

On one of those frigid days in January the AFRICAN QUEEN was steaming around in the Cincinnati harbor with a crew of three including owner Jim Hendricks of Key Largo, Fla. She had been trucked up from Louisville for display in Cincinnati's 25th Annual Travel, Sports and Boat Show at the Convention Center. -Our thanks to Jack Strader for clippings.



THIS PICTURE has been waiting its turn on our back workroom desk for the last month or so. Without fail every river person picks it up and asks "What's that?" It came to us from the Inland Rivers Library, Cincinnati, and was among the glass plates taken by Capt. Anthony Meldahl in the 1890s. Tony was visiting at the Cincinnati Marine Railway Company, located above the bridges where the Cincinnati Sheet Metal Works later located. The picture he took shows the stern end of the packet hull for the QUEEN CITY,

probably taken in the late fall of 1896. She was launched June 5th 1897, fully built except for the bucketplanks. Upriver to the right is the ISLAND QUEEN (first) which the Marine Ways had recently completed for the Coney Island Co. This Marine Ways operated until the Big Ice of 1917-1918. The side-wheel GREENLAND, pulled out for repairs, was lifted off by a gorge and destroyed. Much of the machinery at the Ways was later taken to Fernbank (old Lock 37) where the U.S. Engineers operated a repair plant.

A mid-December visitor at 121 River was Jennifer C. Urquhart, senior writer, special publications and school services division, National Geographic Society, Washington, D.C. What's cookin' is a proposed book dealing with rivers and rivermen. Miss Urquhart looked to us as rather youthful for the "senior editor" but we hand her high marks on her grasp and enthusiasm of her assignment. She invited us to supper at the swank new Alphorn dining establishment here in Sewickley, presided over by three Swiss chefs and featuring house specialties rivaling those of the

Allegheny Country Club. Although opened over a year ago, an instant hit, we thus far had not been a patron due to the Swiss altitude of both price and fare. The waiter assigned to us, donned in spotless white, asked "You are Captain Way?" and then made bold to say he had for three years been a deckhand with Dravo-Mechling and his name was Mike Dulick. In another moment Mike Dulick produced platters of hors-d'oeuvres for m'lady and I "compliments of the chef" and the senior editor of Ntl. Geo. decided the river business was picking up. (If hors-d'oeuvres

isn't spelled right blame it on Dale Flick. Dale happened to phone me as I was fumbling with my Webster's and reeled it right off.)

Exit Jennifer Urquhart who, last heard from, was poking around in Marietta. Mike Dulick, an artist as well as waiter and ex-deckhand, has been exhibiting in our local Abercrombie's wallpaper and paint shop.

Allen K. Wisby of Pasadena, Tex. wrote us some while back. "I cannot see how you put out the REFLECTOR with such low dues."

O-K AT HUNTINGTON

Visits Odyssey Show.

by Jim Wallen

There was a lot of steam power on the rivers in 1953, as was shown in the movie presented by J. W. (Woody) Rutter before the Nov. 15th meeting of the O-K Chapter of S&D, held that Sunday afternoon at the Huntington Museum of Art in Park Hills, Huntington, West Va.

Woody's movie, which he had made mostly along the Monongahela and Ohio rivers in the Pittsburgh pools, showed some of the many pool-type towboats active on the Monongahela and upper Ohio Rivers 35 years ago. Among the sternwheelers were shown the CHARLES R. COX, MONONGAHELA, and others of similar type.

One particularly interesting scene showed the big MONONGAHELA going up the river for which she was named, pushing a large tow of empties, while in the background were some of the line of steel mills which received innumerable barges of coal and coke and sent out other bargeloads of pipe and a variety of steel products for down-river delivery. Woody pointed out that all of the steel mills in this view were now closed and cold, with little prospect that they would ever again contribute to river cargo tonnage or darken the valley with their smoke.

An exception to the pool-type towboats shown were scenes of the single-stack coal burner MIKE CREDITOR, owned by The Ohio River Company, a boat that not only had its pilothouse on the roof but was also propeller driven rather than being a sternwheeler as were most of the other Pittsburgh pool towboats. In these scenes the CREDITOR was noticeable for the clouds of black smoke pouring from her single, tall smokestack behind the pilothouse. (This MIKE CREDITOR was originally the VESTA of the J. & L. fleet, and The Ohio River Company later built a diesel-powered MIKE CREDITOR which is still in service.)

Woody also included some shots of the Ravenswood and New Martinsville ferries, and views of the excursion steamer AVALON backing out of the landing at East Liverpool, O.

An example of how the whole organization of the Sons and Daughters of Pioneer Rivermen has grown was a group portrait



MICHAEL (Mike) GIGLIO showed up at 121 River on March 26, 1986 driving a 67' trailer rig which he parked in front of the house, lowered himself from the cab, and introduced himself. Address: P.O. Box 6333, Akron, O. 44312. Mike had acquired a small sternwheeler (39' x 11') built 1953-1954, originally named MOBY DICK, did some tinkering with it and renamed it MIKE TWINE, pictured above. When we received the Sept. '87 issue of "Sternwheeler," the 12-year-old quarterly of the American Sternwheel Association, we found on page 6 that big-rig driver Mike had put it together and was listed as Guest Editor. "Sternwheeler" was sparked and nurtured by Jan DiCarlo and, of late, edited by Mark Shelton. ASA is similar in format to S&D REFLECTOR. Jean Wolff, P.O. Box 325, Marietta, O. 45750 collects the dues which recently have been upped to \$20 with additional family members at \$5 per person. ASA's president, Bob Limle, announces that "Sternwheeler" will get along with Mike Giglio as editor until a permanent assignment is made.

of the annual meeting at Marietta in 1953. "I expect there are more in this room here right now than we had for that annual meeting in Marietta," said Woody. The group portrait looked as if there might have been thirty to forty people at the 1953 Marietta meeting.

After a brief discussion with members, Capt. Bert Shearer, who presided, announced the next meeting would be in March.

Refreshments provided by the Huntington members were enjoyed both before and after the meeting, and there was time for those who had not already done so, to go through the fascinating Ohio River Odyssey exhibit at the museum.

Capt. Bert Shearer came up with a surprise for the members, showing a newly completed model of a typical pool-style towboat which bore

the name JEROME COLLINS, honoring the late member of the O-K Chapter who was one of the chapter's founders and had long been an active member and officer. Capt. Shearer's model even had permanent black smoke billowing from the stacks.

Passenger service on Alaskan waterways has been augmented by the arrival of the new DISCOVERY III at Fairbanks, a 156-foot diesel-driven sternwheeler built at Seattle for the Brinkley family. The boat was barged to St. Marys near the mouth of the Yukon, and then navigated the 1,000 miles up the Yukon and Tanana rivers to Fairbanks, her home port. -This news thanks to Paul J. Lowry, 4 Pamela Drive, Salisbury, Md. 21801 who picked up the story in "Alaska" magazine.

NOVEL FIRE ALARM

by Bert Fenn

Capt. Joseph Washington Carlton grew up in Hawesville, Ky. and, like a lot of river town boys of his era, took to the river as a career. I have found no evidence of his involvement in local Tell City river trades. Like Capt. John W. Cannon, another Hawesvillian, Capt. Carlton did his steamboating out of New Orleans on the Mississippi, Ouachita and Red rivers.

But Captain Carlton always considered Hawesville his home. He married a Hawesville girl, Antionette Lindsey, in 1859 when he was 23 years old, and maintained a residence in Hawesville throughout his lifetime. As one old timer expressed it to me, his family made their home in Hawesville and the good Captain "visited" them off season every summer.

Capt. Carlton apparently started his career on the rivers as a clerk, then later was master of the JOHN HOWARD, PARGOUD and COTTON VALLEY. He was also part owner and master of the GARRY OWEN, PIONEER, ROSA FRANKS and TRENTON.

In due course, Capt. Carlton retired from the river to his home in Hawesville. His house was situated on top of the hill overlooking the town, with a commanding view of the river down the whole of Troy Reach. This house was plainly visible from the river for several miles.

Joe Sapp of Hawesville was in his ninties when he spun the following tale for me years ago. One dark night in the wee hours, the pilot of a steamboat coming up noticed a fire atop the hill above Hawesville. As he came closer he recognized that it was the home of an old shipmate, Capt. Carlton, that was ablaze. He also noticed a lack of activity around the burning house. So he blew distress signals with his whistle hoping to attract attention.

Captain Carlton, awakened by these whistle blasts, ran out of his house in his night shirt to see what the problem was on the river, and discovered that he was the one who had the problems. So it was that the quick thinking of an old comrade saved the lives of our good captain and his family.



Capt. J. W. Carlton

Capt. J. W. Carlton died in 1915, one month before his eightieth birthday. He is buried in the Hawesville cemetery.

W. Clyde Glass of Louisville, president of the BELLE OF LOUISVILLE's operating board for the past 18 years, and board member for 25, retired January 25th. His successor is Gene Johnson, senior v.p. of the Blue Boar Cafeteria Company.

Clyde, now 78, said "It's time to move over a little bit and let the younger people take it." He leaves the BELLE with her finances in good shape, the boat (now 78 years old) in excellent condition, and with a hand-picked crew entirely capable.

He lost his wife of 55 years,

Virginia, last September 26th. Clyde remains board chairman of the V. C. Glass Carpet Co. and has two sons, Kenneth and Ray.

C. W. Stoll, who has served with Clyde since the start, told staff writer Leslie Scanlon of the Courier-Journal: "Clyde Glass's greatest contribution to the BELLE is his fiscal responsibility and his insistence that the steamboat be run according to strict business principles."

Bob Masterson, 541-3 Davis Road, Cincinnati, O. 45255 owns a chinaware hand-painted cup and small plate, both picturing the side-wheel PEYTONA, the artistry by Rudolph Lux. These were presented to him by Capt. Charles N. Hall of the ISLAND QUEEN many years ago.

The ex-steam towboat MAMIE S. BARRETT arrived at Vicksburg last November 5th from Paducah to become a token replacement for the SPRAGUE. The arrival was welcomed by a delegation of some 75 persons who boarded the SPIRIT OF VICKSBURG and went upriver to meet her. Sort of like David replacing Goliath.

The BARRETT looks to be in remarkable shape, all things considered. She dates back to 1921 when Capt. Slack Barrett built her for the Barrett Line at the Howard Yard in Jeffersonville on a steel hull 146 x 30. The Barretts sold the boat to the U. S. Engineers in the 1930s and her name was changed to PENNIMAN, much in the news when in June 1945 she carried high brass on an inspection tour from Minneapolis to Cairo.

At a public sale in 1947 she went to Volmer Bros. Construction Co., St. Louis. One year later Spence and Lela Marshall turned the towboat into a yacht club moored at Harbor Point, West Alton, Mo., renamed PIASA. Dick and Kathy Oberle were the purchasers in 1981, put back on her the original name MAMIE S. BARRETT and moved her to Eddyville on the Cumberland River. About this time her compound non-condensing engines, 10's, 17½'s- 7 ft. (built by the old Charles Barnes Co., Cincinnati) were removed.

Present owners are John and Mary Hosemann who are placing a 120-seat dinner-theater and lounge on the main deck and a restaurant upstairs on the boiler deck. The Hosemanns also operate the SPIRIT OF VICKSBURG.

The BARRETT is listed on the National Register of Historic Places.

RECORDS: The thermometer spilled to sub-zero lows hereabouts during the early days of January, accompanied by the record oil spill in the Monongahela River at the Ashland Oil tank farm at Flor-
effe, Pa. and the third greatest N.Y. stock market spill (140 points). Just when things were calming down, on January 11th, we heard two heavy thuds on the back porch at 121 River. Cathy called me from my cellar workshop. "There are two big buckets full of something heavy up here," she cried. The UPS

had delivered two 5-gallon containers full of something wet. "Good grief I hope its not oysters," quoth Cathy as she hoisted one of the buckets to the kitchen table. The sender was Julie Ann Dentler of Tomahawk, Wis. A note was attached: "Dear Grandad; We have been hearing on the news how bad it is out in your part of the country--the poor ole river--this is good Wisconsin water in clean containers; hope it didn't freeze and crack the pails. Love you a lot, Julie Ann."

"It's water," I told Cathy.

"Water? What for? I can't believe it! All the way from Wisconsin!"

"Julie Ann thinks we're drinking diesel fuel, compliments of Ashland Oil."

The phone rang; Lynn Dow Webster, Lake George, N.Y. "Oh ho, how you doin' Skipper? How's the drinking water down your way?"

It's nice to have friends.

T. J. Hall II has our thanks for a photostat of a brochure describing the adventures of the ex-prison ship SUCCESS. These brochures were sold aboard when she toured the Ohio River to Pittsburgh, 1917-1918. He recalls visiting aboard at Cincinnati on March 28, 1917 at Cincinnati where, due to her deep draft, the ship was boarded over a T. J. Hall sand flat. "Mother and Dad took me to see her, and I afterwards had nightmares for weeks. Dungeons in the hold were outfitted with wax convicts. On deck another wax figure was being flogged with cat-o'-nine-tails, blood running down his back. Quite a dose for a seven-year-old."

The SUCCESS was built 1790 at Moulmain, India and owed her long life to a solid teak hull. While touring the Great Lakes she burned and sank at Port Clinton, O., July 4, 1946. (see Way #5203 for many details.)



Roof bell of the MOSELLE which exploded boilers at Cincinnati on April 25, 1838 with life-loss of 81 persons. The tragedy resulted in U.S. laws governing steamboat inspection. The above bell was mounted in a schoolhouse and later in the town hall at Goshen, O. Barbara Hameister of Blanchester, O. tracked it down last October, now hung in the Masonic Lodge at Goshen, seven miles from her front door. By tradition it is rung every time a brother Mason is advanced to a higher degree.

Dorothy Neville Pittock died at Sewickley, Pa., resident of the Valley Care Nursing Home, on Wednesday, January 6, 1988. She was 93. Miss Pittock was born on Neville Island, Pa. Her parents were Thomas R. Pittock and Emma E. Burns Pittock whose property on the island later was occupied by the Dravo Corporation. Dorothy was the last survivor of 14 children born to her parents starting in 1871. The first seven were born in Franklin, Pa. and the others at the Neville Island residence. She was a long-time resident of Crafton, Pa. where she taught Sunday school for 65 years at the Crafton United Presbyterian Church. Later she moved to Coraopolis, Pa.

Dorothy Pittock graduated from Westminster College in 1919, was a past president of the Women's Christian Temperance Union, and a member of the Daughters of the American Revolution. She was a long-time member of S&D. Burial was in the Chartiers Cemetery, Carnegie, Pa.

BIDS SOUGHT

Renovation of W. P.
SNYDER JR. Advertised.

Under the heading "Public Notices" in the January 11th issue of The Waterways Journal, page 14, the Ohio Historical Society "seeks qualified contractors to submit proposal" to repair the SNYDER. Interested parties were invited to write letters to the Society datemarked on or before 4 p.m. Feb. 3rd outlining their qualifications to perform the needed work. Successful applicants were to be furnished with bid documents on Feb. 10th. Thereupon sealed bids, according to the advertisement, will be received until 2 p.m. March 2, 1988 at which time they will be publicly opened.

The Society expects to award the contract on or before March 16, 1988, and construction may begin immediately thereafter "and shall be completed by Sept. 30, 1988."

Applicants with questions were advised to write Ohio Historical Society, 1985 Velma Ave., Columbus, OH 43211, attention Dallas H. Harder, Chief of Facilities.

Sirs: You mention meeting Capt. E. E. Eisenbarth at Marietta, and presumably you were acquainted with his daughter Ignace, who married Dr. T. C. McCurdy and lived most (if not all) of her life in Marietta. A letter written by her dated Sept. 14, 1962 mentions being a charter member of S&D, and preparing for being an honored guest at that year's annual banquet the following evening. The salutation of her letter is simply to Harry--perhaps Harry Suder (or Suter) then living at Moscow, Ohio. Do you have any

correspondence or recollections of her showboat experiences?

Don McDaniel,
76 Glen Drive,
Worthington, Ohio 43085

=Yes, Mrs. McCurdy came to S&D in 1962 as an honored guest. Later, S. Durward Hoag and I called on her at her home, at which occasion she gave S&D the full-color poster made by Donaldson Litho advertising Eisenbarth's showboat. She and her husband passed away within months of one another. I never had a real opportunity to talk "showboat" with her. -Ed.



STERNWHEELER LOUISE, age 65, has been getting extensive hull work at Guttenberg, Iowa. Owners Gary and Connie Frommelt renewed 9 bottom planks and the entire starboard gunnel this past summer, as these "before and after" views show. The LOUISE started as the J. A. CRESEP, then was SKIPPER. Gary is chief engineer on the PRESIDENT and Connie is with New Orleans Steamboat Company.



hogs at two landings below. Meeting the MAXIE YOST before arriving at the Catlettsburg wharfboat, they let her have 40 bushels of coal, proceeded to the wharfboat and unloaded, then went up Sandy to the bridge and unloaded the hogs. Then returned to just above the lock, tied up, and put in a new wrist pin.

On April 17th the CRICKET assembled a tow of rafts and left Catlettsburg at 10:30 a.m. and delivered six rafts to Portsmouth, proceeding south with four more which were landed at Levanna at 5 a.m. and the CRICKET started back up the river at 7. Jesse's partner was Ollie Crawford. They landed at Maysville for telephoning, departing at 11:30 a.m. Reached Ashland at 1 a.m. to take coal on April 19th and went on up above the bridge on the Big Sandy, assembled a fleet of poles and tied up for the night above Lock 1. Sandy River was reported to be very low. The next day they started down the river, picking up one more raft at Ashland and the pilots changed watches at 11 p.m. at Buena Vista, having met the VAL P. COLLINS, J. B. LEWIS, QUEEN CITY, COURIER and TACOMA. They laid up for high wind the next day from 1 to 7 p.m., the day the CITY OF PITTSBURG was destroyed by fire 18 miles above Cairo with the loss of between 60 and 70 lives. On Tuesday the 22nd they landed part of the fleet at 7 Mile light and took the rest of the tow to California, O. and started back up the river at 7 a.m., meeting the COURIER at Coney Island, BONANZA at Higginsport, JOSEPH B. WILLIAMS at Augusta Bar, the VENUS at Manchester, and the TOM REES, J. O. COLE and JOSH COOK above the Manchester Islands. They took 500 bushels of coal at Ashland and then laid up the boat above the Catlettsburg wharfboat and worked on the wheel and painted and scrubbed. On April 28th Jesse took the 1:03 a.m. C&O train for Charleston where he got on the GREENWOOD at 3 a.m. and went promptly to bed. The boat went up the Kanawha as far as Coal Valley, and Jesse got off on the return to Charleston, returned to Catlettsburg on the train. For the next few days Jesse reports conditions on the Big Sandy, but the season for the

CRICKET up Sandy was over.

On Thursday, May 1st Jesse records what was apparently his first date with his future wife: "Telia and I were out on a tramp this afternoon up on the hill taking snap shots and attended the concert this evening down by the Mansard Hotel." (This reporter remembers well seeing these pictures in a photo album the Hughes's had, and Jesse subsequently labelled them "Honeymooning in the Andarandacks.") On May 2nd Capt. Tom Vaughan and Jim Spradlin agreed to buy the H. M. STAFFORD (a batwing) for \$500, and she left the next day for Pikeville. Jesse picked up two shanty boats which the CRICKET agreed to take to Kanawha River. He reported that he played the calliope passing Catlettsburg at 10:30 a.m. and laid the boat up for the night at Point Pleasant where at 9 p.m. he "played the calliope and waked everybody up." Leaving Sunday at 2 p.m. after waiting on the GREENWOOD they left for Winfield where they laid up for the night at 8 p.m., laying outside the T. D. DALE, which made her last trip in the Winfield trade on Monday May 5th, her crew taking over the CRICKET. Jesse reported "the chute at Knob Shoals is filled up with sand."

On this day, May 5th, the KANAWHA got caught in a cross current trying to negotiate Davis Island Dam, hit the lock wall on the outside and damaged herself badly. She drifted down to Avalon and sank early in the morning, but was raised in the afternoon and departed for the Parkersburg docks. The next day the GREENWOOD downbound from Charleston landed against the CRICKET and took her whistle off, replacing it with the T. D. DALE's whistle, and the CRICKET started out in the DALE's trade. Jesse, with an engineer, fireman and cook, started out on the DALE for Parkersburg at 8 a.m., hooked into seven shanty boats at Point Pleasant, got caught in a storm above the bridge, took coal at Syracuse, laid up for the night at Elliott's Landing, and delivered the shanty boats at Parkersburg on May 8th, landing them on the lower side of Little Kanawha River. The HELEN M. GOULD was running in place of the VALLEY BELLE, which had broken her shaft. On May 10th

Jesse went to Marietta on the train, spent the afternoon at Mrs. Becker's, and caught the GREENWOOD at 11 p.m., taking the place of pilot Frank Lallance who got off for a few days.

On May 15th the GREENWOOD met the QUEEN CITY downbound at Wellsburg, she having gotten only to Sewickley where she transshipped her freight, but the GREENWOOD got through and landed at 7 a.m., after taking some freight from the BEN HUR which was aground at White's Riffle. On May 17th Jesse notes that the side-wheel LIBERTY was ready for a trial trip after having received new machinery, or rather different machinery. The BESSIE SMITH was running in the BEN HUR's place, and the H. K. BEDFORD was at Wheeling with an excursion. On May 20th the GREENWOOD met the ARGAND towing Price's WATER QUEEN showboat. On June 6th the GREENWOOD left Pittsburgh at 5 p.m. and found the stage 3.7 ft. below Davis Island Lock, but they had a new flat and had no trouble getting through. The LORENA broke her "follower head" upbound at Sewickley and could not stem the Trap at Sewickley on one engine, so gave her trip to the FLORENCE BELLE for delivery. The OAKLAND was aground at the Trap in the same spot where the BEN HUR was recently aground.

June 7th, "my 26th Birthday." Jesse's sister Lillie (Mrs. Lillian McClung to those of us who knew her later) got on at Yellow Creek the night before and Harriet Becker got on at Marietta to make the trip to Charleston. On June 8th Jesse left his license with the Inspectors at Gallipolis for renewal. In Charleston Mr. and Mrs. Greene and their two children, Wilkins and Chris, Charles and Mrs. Stalder, Harriet Becker and Jesse's sister Lillie went to Sells Brothers and Downs Circus. The CALVERT, BAXTER and CRICKET all had special excursions into Charleston. On June 10th at Gallipolis Jesse received his second issue of license. Reaching Marietta Mrs. Greene, her two young sons, Harriet, Lillie and Mrs. Stalder all got off the boat. They met the KEYSTONE STATE enroute to Cincinnati to join the QUEEN CITY in lay-up. The river stages were 3.8 at Mustapha and 4.3 at Marietta on Friday 13th. The GREENWOOD arrived in Pittsburgh at 3 p.m. with the stage at Davis Island at

3.6, and having rubbed at the foot of Duff and at the Trap. The LORENA did not get above Sewickley, transferring her freight to the C. J. REYNOLDS for delivery.

On Sunday June 15th the GREENWOOD laid at Gallipolis until midnight putting off reshipping for the BONANZA, and Jesse notes that Henry Holloway got off at home this evening feeling sick. On June 30th there was an "awful storm" at Charleston. The COLUMBIA got caught in it at Black Hawk and lost her stage and both chimneys fell. Upbound on July 2nd with the stage 17 ft. at Marietta the GREENWOOD met the SAM BROWN, VALIANT, ED ROBERTS, DAVE WOOD, HARVESTER, IRON AGE, JIM WOOD and many others downbound with coal tows. The KANAWHA and QUEEN CITY were also out and running. Next day they met the TOM REES, JOSEPH B. WILLIAMS, BOAZ, FRED WILSON, HARRY BROWN, LOOKOUT, J. C. RISHER and others with coal tows. The GREENWOOD arrived in Pittsburgh at 3 a.m. on July 9th and there was heavy rain up the Allegheny; the stage was 14 ft. at 7 a.m. and 17 ft. at 4 p.m. and still rising. There was a big celebration in Pittsburgh and President Theodore Roosevelt was in town. On July 6th the GREENWOOD found backwater from the Ohio up the Kanawha as far as Red House. She went up to Coal Valley and started back at 8 a.m., arriving in Charleston at noon, and finding the wickets up at Locks 4 and 5, and after she left at 10:40 p.m., at Locks 6, 7 and 8. On July 10th there was a big rainstorm at Wheeling and a washout at Wheeling Creek where the B&O bridge and five loaded freight cars were washed out into the river. The IRON AGE sank a barge on the right hand pier of the Bellaire bridge. The E. A. WOODRUFF was laid up in Pittsburgh for high water.

Jesse noted that July 13th was Wilkins Greene's fourth birthday. On the 14th up Kanawha River the GREENWOOD could not get above Lock 3 because of repairs under way to the lower gates. The CALVERT came out after docking and painting. At Wheeling on the 17th the river was back to 7.9 and the CITY OF WHEELING left for Cincinnati to enter the trade to Madison. They met the snagboat E. A. WOODRUFF at

Wellsburg bound for Cincinnati; she had come down from Pittsburgh and hit the suspension bridge at Wheeling knocking down both stacks, whereupon she had returned to Pittsburgh for repairs, and was now downbound again. Downbound on the 18th they observed the VALIANT hard aground at White's Riffle and met the new sand digger HARRIET en route to Pittsburgh. On July 21st Jesse recorded that the Glen Elk Furniture factory in Elk City burned completely the previous evening. On July 28th Jesse records that the COLUMBIA is reported sold to A. S. Leach of Red House and is to come out in her old trade. On July 30th Capt. and Mrs. Greene got off at Newport to attend the funeral of Mrs. Greenwood--presumably the mother of Junius Greenwood who married Capt. Greene's sister Carrie. The next day they met the QUEEN CITY at Martins Ferry "without her stage, mast and all, having torn it down at Sewickley." They also caught the LORENA which had been a half hour ahead of them at Wheeling, at Rochester as she had laid up for a storm at Knox's Eddy.

Up to this point Jesse had made no mention of the fact that Capt. Greene was building a new boat, but on Saturday, Aug. 2nd he records that Capt. and Mrs. Greene got on at Newport and that the GREENWOOD "took the new EVERGREEN away from the Parkersburg docks this evening, also the flat containing the remnants of the old T. D. DALE. Capt. Greene stayed on the EVERGREEN when she was landed above the Gallipolis wharfboat, returning to the GREENWOOD on Aug. 5th at Gallipolis. On Aug. 13th Jesse reports that the C. J. REYNOLDS was en route to New Martinsville with the remains of the Great American Water Circus which stranded at Gallipolis. On Sunday, Aug. 17th Capt. and Mrs. Greene and the boys got off the GREENWOOD and boarded the unfinished EVERGREEN, which had one stack up. They returned to the GREENWOOD on Aug. 19th--both stacks were up.

On Aug. 22nd low water caused Rochester to be the destination and they shipped the Pittsburgh freight by rail, and got down below the Beaver dam before dark. On Aug. 28th the trip was concluded at Wheeling and the freight shipped by rail--Jesse took a group of the

passengers to Bridgeport--leaving Wheeling at 8 p.m., the river there 2.7 and falling. During this low water period the #1 project was the completion of the EVERGREEN. On Saturday, Aug. 30th the GREENWOOD took the new boat down below Gallipolis Ferry and on Sunday all the Charleston freight was reshipped on the CRICKET, which promptly broke her port cylinder timber at Lock 11. On Sept. 2nd the KANAWHA switched downriver to the Pomeroy-Cincinnati trade and all the GREENWOOD crew were working on the EVERGREEN, which made her trial trip on the 3rd to the head of Raccoon Island and back. She was visited on the 4th by Frank Sibley, Capt. Small and Bernard Louderback. The NEVA came down and tested her boiler and the Inspectors passed her. The river stage was such that the CANDO and the batwing MAXIE YOST were the Gallipolis-Huntington packets. The KANAWHA returned on Sept. 5th and laid up at Point Pleasant and on Sept. 6th the EVERGREEN went up to the Gallipolis wharfboat and loaded a good trip of reshipping for Charleston. She left on her maiden trip Sunday morning. Sept. 7th at 8:30, made two lockages at #11 and #10 and arrived at Winfield at 4 p.m., transferring her freight to the CRICKET. She departed at 5 p.m. and returned to Gallipolis at 10 p.m., laying up outside the GREENWOOD. Those making the maiden trip included Charles Comer, C. A. Hill, Jno. McConnell, John Barrows, Wm. Bosworth, Sam Heckman, Ed Wright, Frank Sibley, Ed Barridge, Capt. and Mrs. Charles Stalder and Capt. and Mrs. Greene. The river stage at Point Pleasant was 1.5 ft.

The EVERGREEN took the CRICKET's place in the daily trade to Winfield and the next day the CRICKET took the flat up to the wharf and unloaded the T. D. DALE's boiler on the wharf, then returned to the GREENWOOD and cooled down. Jesse commenced to clean up and scrub this afternoon. On the 10th the H. K. BEDFORD passed down to enter the Louisville-Evansville trade and on the 11th they took the CRICKET down below the GREENWOOD, rolled her wheel out on the shore and fixed the broken cylinder timber--putting the wheel back on at 6 p.m., ready to get steam. The next

morning she left Gallipolis at 3 and went to Point Pleasant and landed outside the E. R. ANDREWS under charter to the Campbell's Creek Coal Co. She left at noon, in charge of Capt. Tom Wright, with Capts. James and Brady Wright, Rush Burnside and Elmer Varian all on board in addition to Jesse. She had two rafts and was headed for Cincinnati where the coal company was building ice piers. Arriving in Cincinnati on the 16th, and placing the timber, Jesse and Rush Burnside got on the CITY OF WHEELING to look at the river down to Madison--the stage at Cincinnati was 4 ft. Arriving at Madison at 8 a.m. on Sept. 17th they departed back upstream meeting the HATTIE BROWN at Milton and the INDIANA and BONANZA in the Louisville trade. Capt. Luke Bowen, Doc Foutty and Henry Thomas were the pilots. On Sept. 18th Jesse took the noon train to Maysville but the CRICKET had already passed. So he went to Garrison's and caught her. The next day the CRICKET had trouble at Bonanza Bar. They laid up until daylight and then got over by running "over close to the dam." Jesse got off at Ironton and took the C&O to Catlettsburg where there was a "big G.A.R. blow-out." The CRICKET was stuck at Guyan and Jesse spent the night at Capt. Vaughan's, then took the street car to Huntington and the B&O to Point Pleasant where he boarded the SWAN for Gallipolis. The CRICKET arrived at 10 p.m.

On Sept. 21 Jesse delivered the CRICKET to Catlettsburg where she was chartered to Capt. Brown to replace the CANDO in the Huntington-Gallipolis trade. Jesse ran on her in this trade until Oct. 1st when the CARRIE BROWN came out and on Oct. 4 the MAXIE YOST made her last trip in the Huntington trade and the CHEVALIER took her place. Jesse worked around on the GREENWOOD and the CRICKET, placing splashboards along the sides and replacing the towing knees. On Oct. 6th, with stages improving the CRICKET started out in the GREENWOOD's trade. On Oct. 10th she caught the NELLIE BARTLETT at Black's Island with the new SLACKWATER in tow. On the 15th the ferry CHAMPION burned at midnight at Black's Island, and the river was rising so fast it covered the hull--the

CHAMPION NO. 2 taking her place. When the CRICKET got to Parkersburg on this date she laid up and was scrubbed and painted, starting back down the river on Oct. 23rd. It was fog season and she met the GREENWOOD at Ravenswood, took all her way landing freight and started upstream. On Oct. 27th she met the GREENWOOD again at East Liverpool and took all her Pittsburgh freight. On the 28th she took over the BEDFORD's schedule while the GREENWOOD went to Charleston to lay up. Capt. Frank Lallance went on the GREENWOOD and Capt. Asa Booth joined the CRICKET at Moundsville.

On Nov. 12th there was a waterways convention at Marietta which was attended by Capt. and Mrs. Greene and Charlie Stalder. On the 15th the CRICKET entered the Charleston trade and on the 19th at 1 a.m. she got stuck in the "pocket below the falls" at Letart. They laid a warp line and got over at 8:30 a.m.--the river stage was 2 ft. at Shade River. The River Coal Combine had 25 teams working at scraping off the middle bar at Sand Creek. The CRICKET turned back from East Liverpool with the marks at Wheeling showing 3.1 and stationary, but within three days the RUTH, LEROY and T. N. BARNSDALL with her new shaft had resumed operations, as well as the CHEVALIER running to Huntington. The GREENWOOD resumed her trade on Nov. 25th.

On Nov. 29th the CRICKET went on the Parkersburg docks and was cut in two just forward of the boiler. Most of the new timber and the new bow were in position by Dec. 1. On Dec. 3rd Capt. Greene entered an agreement to buy the VALLEY BELLE from Capt. W. W. Hayman and others for \$8,000. Jesse took charge of her at 3 p.m. on Dec. 4th and left Middleport at 6 a.m. on Dec. 8th and spent the next seven days delivering salt. On Dec. 14th Capt. Greene declared the sale "off" since the sellers would not furnish a signed agreement. Jesse paid everybody off, but he stayed on and delivered more salt, leaving the boat on Dec. 16th.

The CRICKET came off the docks on Dec. 16 after the "big conversion" was completed: a new bow, new guards and decking on the main deck (previously the main deck was

laid on the hull timbers.) The OLIVETTE went on the docks at 2 p.m. That same day the JOSEPH B. WILLIAMS hit the Marietta whariboat early in the morning, taking the guard and outside cabin bulkhead off for the entire length. Men were working decking the CRICKET on Dec. 19th. The (big) LIBERTY was purchased by Charles Rouck and others for \$3,150, and was making her first trip in the Marietta-Middleport trade. On Dec. 20th the VALLEY BELLE was taken by the U.S. Marshal and laid up at Parkersburg. The GREENWOOD took her freight. A strong wind caught the VALLEY BELLE on the day before Christmas and blew her up under the Little Kanawha bridge, knocking down both stacks and twisting the stage rigging. The LOUISE arrived from Cairo and laid up. The next day was a white Christmas, cold and windy. Jesse stayed on the CRICKET---both the QUEEN CITY and VIRGINIA passed. The BESSIE SMITH laid over. The TELEPHONE was reported sunk up the Little Kanawha. On the 27th the LIBERTY was down on the VALLEY BELLE's schedule, and on Monday 29th the VALLEY BELLE was advertised to be sold at Marshal sale on January 10. The next day the BEN HUR took a lot of corn off the BESSIE SMITH. Dec. 31st was thawing and pleasant.

Our thanks to grandson Fred M. Rutter for color pix taken aboard the GENERAL JACKSON during the high;y successful MOR trip last November. The omission is due to lack of space.

See page 12 for a photo of Capt. Edgar Allen Poe, taken during the voyage on the Cumberland. Captain Poe's ancestry dates to forebears at Georgetown, Pa., a hamlet safe from floods high on an Ohio River bluff. There was a time when Georgetown was populated with rivermen, many of their attractive homes still occupied. The hillside cemetery abounds with Poe-related captains, pilots, stewards and engineers.

Dave Thomson, who has worked for Disney in California for the past 19 years, sends us a Mickey Mouse "Steamboat Willie" pin which dates 1928. Also he sends four 8 x 10's of steamboats from his collection.

CAPT. HORACE BIXBY
LIES IN UNMARKED GRAVE

Sirs: I would like to address what could be a misleading item in the June 1979 issue of the S&D REFLECTOR, page 2, concerning Captain Bixby's grave in Bellefontaine Cemetery, St. Louis.

In that issue reference is made to Capt. Bixby's grave in "an overgrown section" of the cemetery, and there is an accompanying photograph that appears to be Capt. Bixby's headstone. I have recently visited the site and found that, far from being in an "overgrown section," Capt. Bixby's remains lie in the very shadow of Augustus Busch's pink-marble crypt, in a beautifully-maintained part of the grounds. In fact, to give proper credit to Bellefontaine, there are no overgrown sections whatever. Moreover the photograph is not of Capt. Bixby's headstone, but is of a step that once was in the concrete curbing around the plot, since removed. Of the fourteen souls buried in the Bixby plot, only three graves are marked, and Capt. Bixby's is not among them. It seems odd to me that this most significant figure in the history of western rivers should lie in an unmarked grave.

Is it possible that we, as an organization, could take some steps to correct this?

Howard Bahr,
P.O. Box 673,
Oxford, Miss. 38655



ROWAN OAK
Home of William Faulkner

=Howard Bahr is curator of Rowan Oak, home of William Faulkner, The University of Mississippi. He is currently contemplating the writing of a doctoral dissertation in American literature and is exploring as his topic a biography of Capt. Horace Bixby. He feels that Bixby has been sadly neglected and overshadowed by his famous "cub," Sam Clemens. His objective is to present to the scholarly community a comprehensive record of Captain Bixby's life.

"I would like to inquire of your readers if they have any resources on this gallant gentleman--any papers, letters, etc. that might contribute to a biography of Capt. Bixby," he adds.

The picture and article in the June '79 issue of S&D REFLECTOR to which reference is made in the above letter followed a visit by Ruth Ferris and Keith Norrington in Bellefontaine Cemetery during October 1976. They pulled away leaves and weeds so's Keith could take the picture of a stone plainly marked H. E. BIXBY. -Ed.

Correspondence with Howard Bahr may be addressed to him at P.O. Box 673, Oxford, Miss. 38655.

A nice note has come from Mrs. Martha Hoffman, R.D. 1, Box 106, West Middlesex, Pa. 16159. She and the late George W. Schotten (Dec. '87 issue, page 42) were twins, born February 22, 1918, children of Roy and Roma Furney Schotten of Hubbard, Ohio. The twins were named George and Martha inasmuch as the event was on Washington's birthday.

In writing George Schotten's obituary we neglected to mention that he was 69 when he passed away in October 1987.

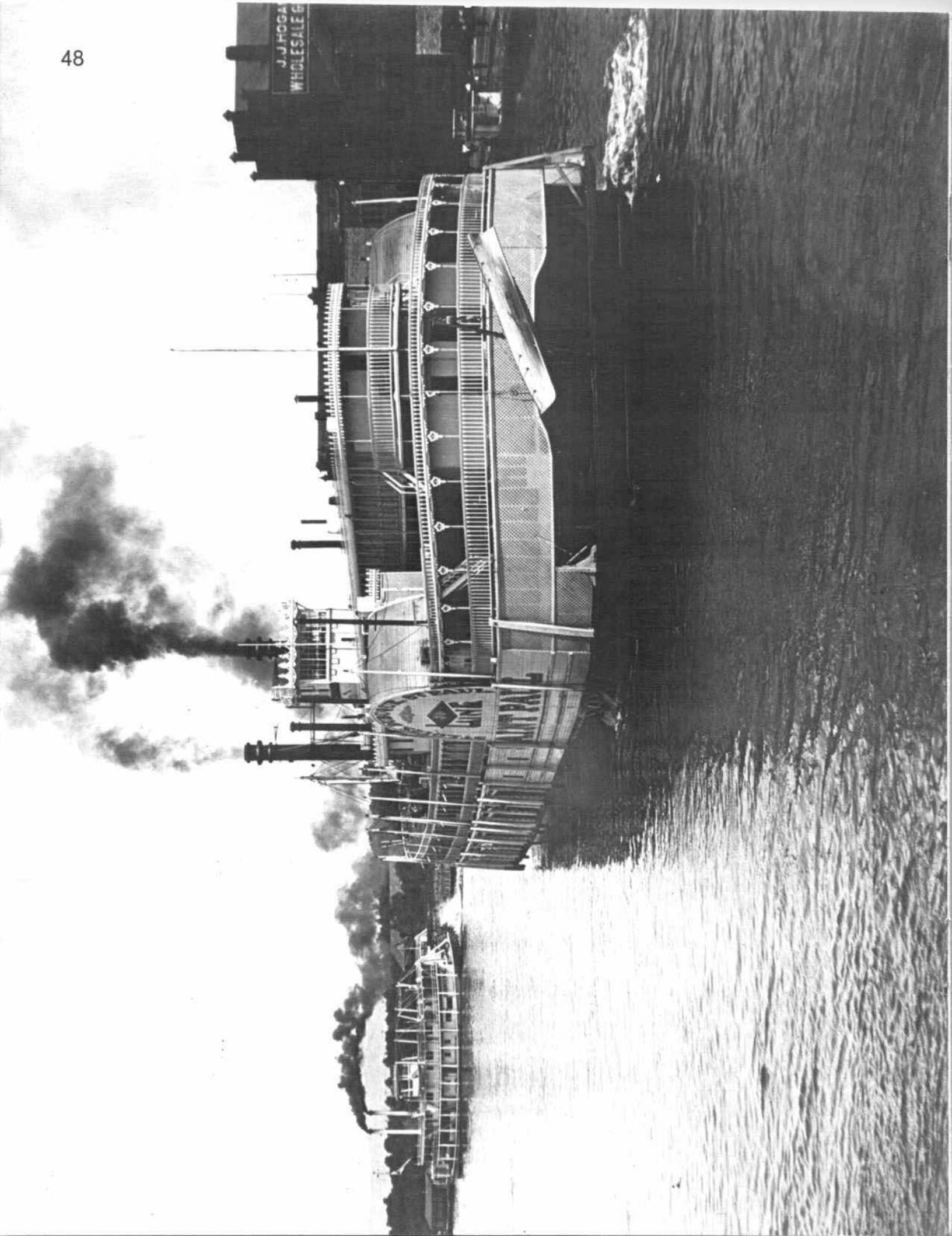
THE BACK COVER

This was taken at Ralph DuPae's home town, La Crosse, Wis. Ralph says the donor wishes to remain anonymous. In right foreground is Diamond Jo Line's SAINT PAUL after her stern had been whacked off some 25 feet in 1903. She was operated as a packet, St. Louis-Saint Paul both by Diamond Jo and later (1911) by Streckfus Steamers who converted her into an excursion boat in 1917.

In the distance is the FRONTENAC, the handsome sternwheeler which served equally well as rafter, packet, excursion boat and towboat. She was built at Wabasha in 1896 and after eleven years of rafting she handled a large excursion barge at Saint Paul (182 x 45) named MISSISSIPPI for five years. The barge then was renamed PRINCESS and the FRONTENAC was renamed PRINCE. PRINCE burned laid up in Quincy Bay, Nov. 6, 1918. Her barge became the Barrett Line store boat at Cairo until sold to showboatman Otto Hitner who transformed it into a showboat seating 1,200, about the record for river showboats.



Ann Zeiger about did a flip aboard the DELTA QUEEN last July 13th. One of the tourists, Robert Martin, was persuaded to don a uniform cap and shirt, stick a cigar between his teeth, and smile into Ann's camera. All who knew the late Capt. Ernie Wagner--need we say more!





The PRESIDENT's crew, season of 1986. See page 7, column 3 for details.

