

S&D

REFLECTOR

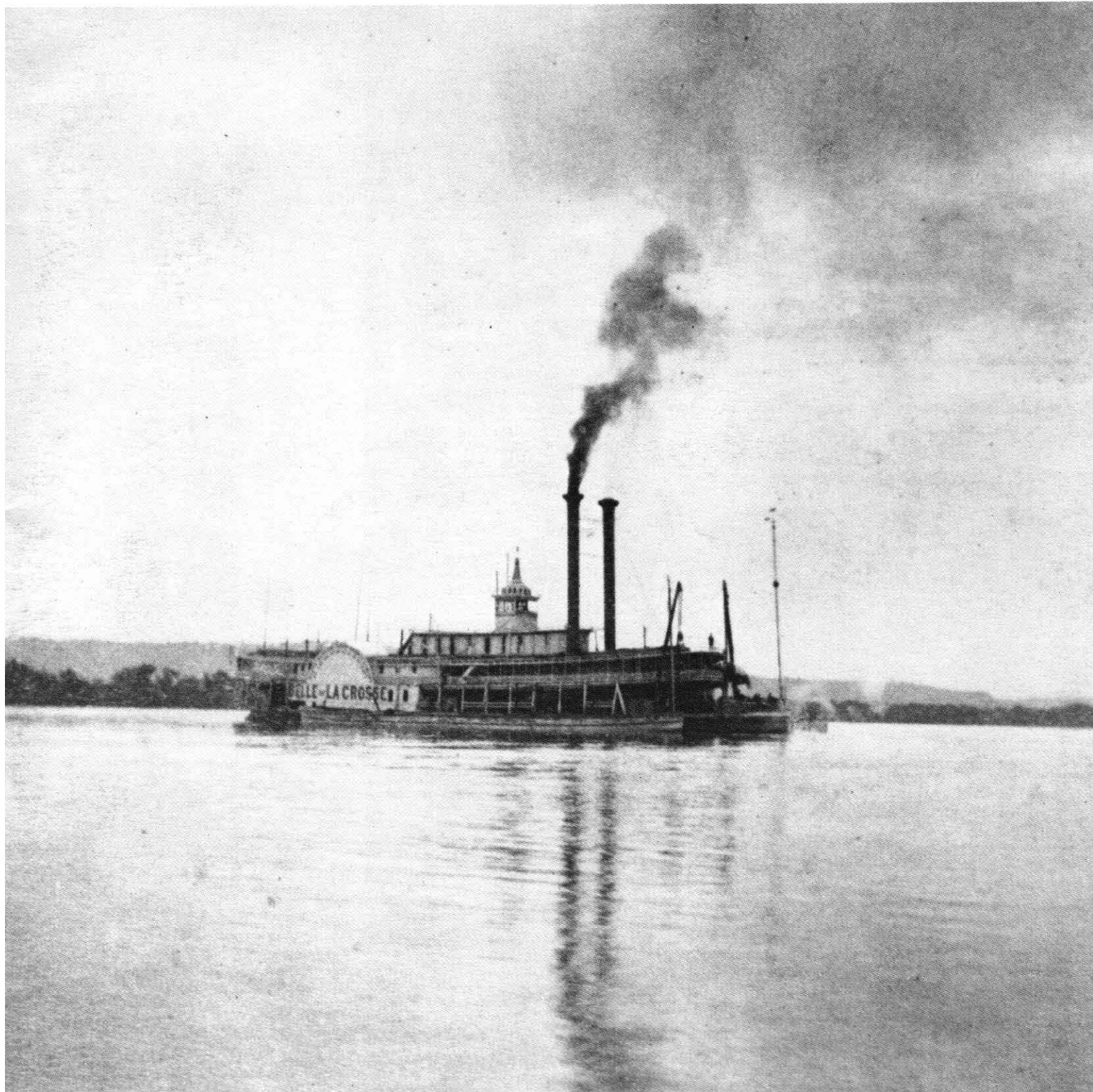
Published by Sons and Daughters
of Pioneer Rivermen



Vol. 26, No. 1

Marietta, Ohio

March, 1989



The Waterways Journal reports in its Jan. 16th issue the sale of HBC Barge, Inc. of Brownsville, Pa. to Trinity Marine Group, Dallas, Texas. The HBC Barge shipyard formerly was the Hillman Barge & Construction Co. which, in its 1914 beginnings, was known as the Alicia Marine Ways, built by W. Harry Brown with plans to revive the family's coal and coke transportation by water and for beginners bought the G. W. THOMAS in 1913 and renamed her ALICIA, and in 1914 built the COLLIER at Dravosburg, named for his father's COLLIER built in 1859. When Mr. Brown bought the JOHN A. WOOD in 1918 there was much speculation rife as to his intentions to resume towing coal to New Orleans.

Alicia, by the way, was the pet family name for Alice Brown. Under these various ownerships the yard has enjoyed enviable reputation for integrity and superior workmanship. The new owners have announced their intention to continue this Brownsville operation which currently has a backlog of 115 barges on order and employs about 220 workers. The marine ways can handle new construction up to 300 feet in length.

The last steam towboat hauled at the Hillman ways was the CLAIRTON (ex-YOUGHIOGHENY, B. F. FAIRLESS) about 1973, when her hull openings were sealed up for dead-boat transfer to below New Orleans where her engines were transferred to the new passenger steamer NATCHEZ which made her debut in 1975 and still wears those engines.

Mention of Hillman Barge & Construction Co. always brings to mind Frank P. Silliman, ex-river engineer who long guided the destinies of the shipyard. Frank still lives in the Pittsburgh area at an advanced age.

From The Waterways Journal, May 27, 1899 issue, page 5:- What is left of the once famous steamer CITY OF NEW ORLEANS is now lying at Marietta with her upper works off. The "doctor" is still on her. She is high and dry, and filled with water.

=How's that again, please?
=Ed.

MEETING DATE SET

Mark up your calendars for S&D the week-end of Saturday, September 16th at Marietta, O-hi-O. A tantalizing prospect on the horizon is a brand new and greatly enlarged VALLEY GEM running excursions on the Muskingum and Ohio. Too soon to get carried away, so watch for the June issue for further announcements and plans.

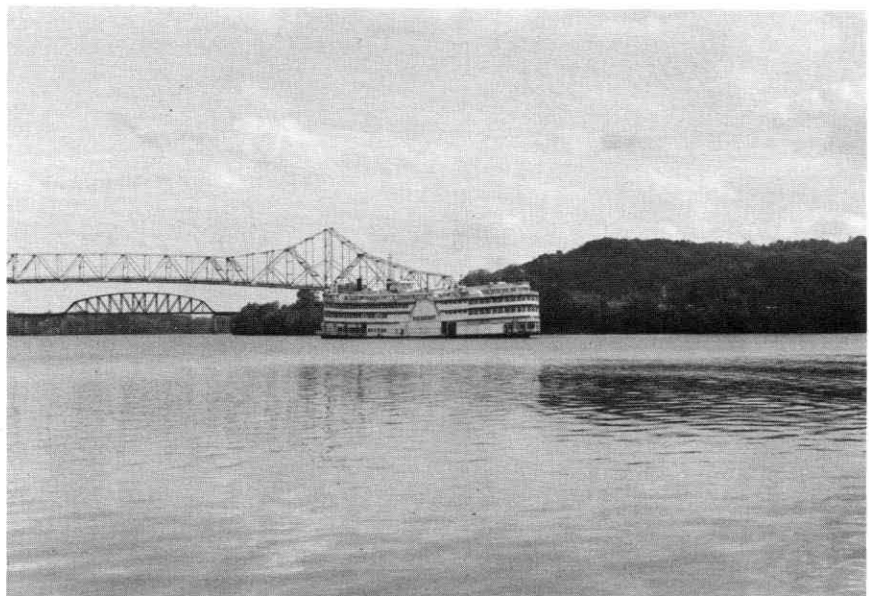
- O B I T U A R I E S -

Anne Chamberlain Brown, 30
Capt. Henry Campbell, 39
Edward K. Davison, 30
Robert E. Frankenberry, 30
Harry C. Geisler, 40
Bill Muster, 15
Frank C. Pierson, 46
W. Thomas Redman, 30
Agnes Lynch Starrett, 29
Von VanZant, 45

Ray Samuel phones to advise that new U.S. stamps with steamboats pictured on them, are in the works. The first, showing the NEW ORLEANS, first Western Rivers steam craft, will Western Rivers' craft, was released with ceremonies at the Delta Queen Steamboat Company's terminal, New Orleans, on March 3rd. Three more are to follow.

FRONT COVER

It's a well composed picture, and maybe that's enough to say about it. Anyhow, she's the BELLE OF LA CROSSE steaming along on the Upper Miss (#0523) when the sky was the limit on setting up tall stacks, and she has enough fol-de-rol on the top of her pilothouse to out-do the GREAT REPUBLIC. Seems she was built at Paducah, and in this issue we celebrate another Paducah-built craft (more properly raft) cluttering up 2½ pages (12-14) bearing the improbable name of ROSEBUD HOBSON, and which made more headlines in 11 days than the BELLE OF LA CROSSE made in the 12 years she existed. These days we associate La Crosse with Ralph DuPae, Ed Hill and the University of Wisconsin's Murphy Library. This cover picture comes to us from these sources, made from an old stereo slide and, other than that, no further identification. Is she towing a lighter under her starboard wing? On coal and wood burning steamboats why so often did smoke come from one stack and not from the other? Where did those guys find a forward jackstaff so high and so straight? Back of Paducah---naw!



CAUGHT SNOOPING

As the PRESIDENT was upbound for Pittsburgh last October the pilot poked her nose into the mouth of the Kanawha River at Point Pleasant, West Va. Bill and Marga Smith were at Kanauga, O., just opposite, and snapped the above. The tactic was repeated in the mouth of the Muskingum River at Marietta. These howdy-do-folks detours were something new under the shining sun.

MARK TWAIN'S BOATS

His Four Years On the Mississippi Explored.

Samuel Clemens did not write his "Life On the Mississippi" until many years after he left the river for other pursuits. When he finally got around to doing so, he furnished very little accurate information about what boats he had served on, how long or when, and whether as a "cub" or acting as a licensed pilot. Quite likely many such details had become mixed into a salad of recollections in his own mind. Anyhow, and primarily, he most of all wanted to impress his readers with the awesome business of learning the river. Biographical details were not important as such.

Mark Twain spent but four years on the Mississippi, from April 1857 into May 1861. He won his license as a St. Louis-New Orleans pilot on the 9th of April, 1859, after which he promptly started standing solo watches. In short he cubbed for two years, and actually stood watches for two more years. For the benefit of those detractors who later dismissed Sam Clemens as a second-fiddle pilot, let it now be known that the steamers he served on, under his license, were among the largest and best in the trade, and nobody has successfully pinned on him any serious accidents. He knew his stuff.

For a long period of time Twain's river life has been under painstaking scrutiny by a relentless researcher. Edgar M. Branch, research professor emeritus at Miami University, Oxford, Ohio, knows of 14 steamboats Sam Clemens was working on during those four years he spent afloat, plus dates and details. He also knows of four other boats upon which Clemens might have served, but for which details have not yet been confirmed.

A tabulation of these boats and the details pertaining thereto occupy about 2½ pages in Volume 24, #2 issue of the "Mark Twain Journal," dated Fall 1986 but which, due to abstruse reasons, did not get mailed until December 1988. Professor Branch then fills up 18 more pages with discussions of each boat involved in his quest, interlarded with engravings from the first edition

of "Life On the Mississippi," 1883, plus several actual photographs of Twain-related steamboats, and a repro of Samuel Clemens' first pilot license.

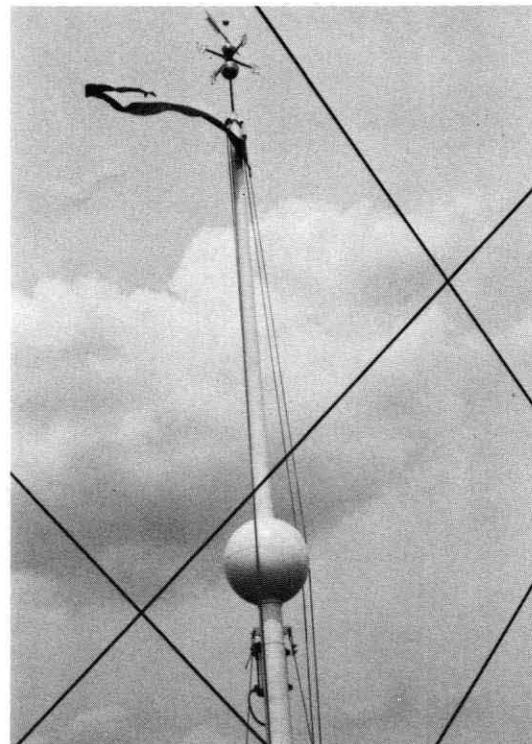
Professor Branch researched the newspaper files in St. Louis, Memphis and New Orleans in nailing down the perambulations of these 18 steamboats, particularly their arrival and departure dates, masters in charge, where bound, etc. All of them, according to Way's Packets, were side-wheelers. The 14 Twain was on for sure are the PAUL JONES, CRESCENT CITY, R. J. LACKLAND, JOHN J. ROE, PENNSYLVANIA, JOHN H. DICKEY, WHITE CLOUD, ALECK SCOTT, ALFRED T. LACEY, EDWARD J. GAY, A. B. CHAMBERS, CITY OF MEMPHIS, ARAGO and ALONZO CHILD. The four not-so-sures are the WILLIAM M. MORRISON, D. A. JANUARY, NEW FALLS CITY and J. C. SWON.

Single copies of "Mark Twain Journal," Vol. 24, No. 2 are available by sending \$5, postpaid, to Thomas A. Tenney, c/o English Dept., College of Charleston, Charleston, S.C. 29424.

The Cincinnati-Covington suspension bridge, handiwork of John A. Roebling, developed a pronounced swing-and-sway on New Year's eve. A news article in the Louisville "Courier-Journal" dated January 5 made no mention as to whether or not high wind was a factor. Covington police Sgt. Larry Ballinger ordered the bridge closed after seeing the spectacle. Cincinnati police would not cooperate. A pedestrian, Mike Arnold of Fort Wright, Ky. said he believed the bridge was about to collapse that Saturday evening.

The venerable bridge is 122 years old, and in 1987 was thoroughly inspected. A Louisville engineering firm in October 1988 found the bridge in "fair condition with moderate defects and the potential for rehabilitation."

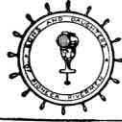
Joel Overholser, researcher of Montana steamboats, has compiled over the years what well may be the most complete list of the so-called "mountain boats" which struggled up the Missouri River and put out their planks at Fort Benton, Mont.



Nighthawk on the new SPIRIT OF PEORIA. Mike Giglio, who took the picture, wonders is this the only nighthawk mounted on the jackstaff of a modern riverboat?

S&D REFLECTOR

Published by Sons and Daughters
of Pioneer Rivermen



Vol. 26, No. 1

Marietta, Ohio

March, 1989

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RENEWALS

Toward the end of the year you will receive from the Secretary a renewal notice for the coming year. Respond with a check promptly as this notice will be the only one sent to you. Delay in remitting may require removal of your name from the S&D REFLECTOR mailing list. Postal regulations prohibit the mailing and billing of material without addressee's consent.

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 each. Back issues are available for the past twelve years at \$4 each: for older copies 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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Ralph DuPae, photo research

A special thank you to S&D members who submitted pictures and text presented in this issue. Space requirements caused the largest hold-over we have ever experienced. The morning mail at 121 River is always exciting.

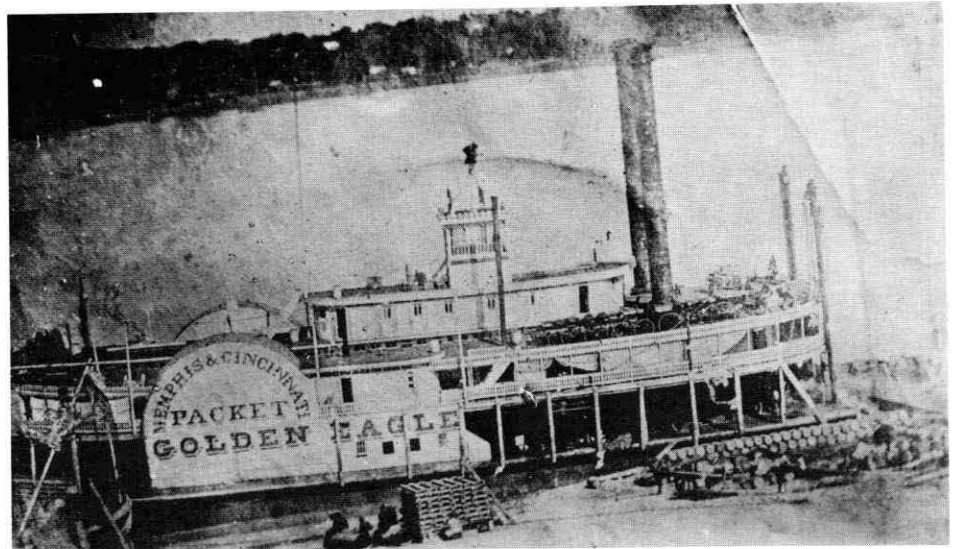
In the "What People Think" column in The Waterways Journal, issue of Jan. 2nd, appear two letters written by Marietta residents, both S&D officers. Jeff Spear tells of visiting the Jenkins' house (see pictures elsewhere in this issue) and dates it 1830-35. "The house is of brick construction on a raised, dressed stone foundation," says Jeff, and continues: "The architecture is Federal in style, and what a house it is! The main house has four rooms almost equal in size, two over two rooms with a central hallway, and all the original woodwork and mantels. There is a small frame addition on the upriver side, built in the 1930s. The original owner built the house facing the river, of course."

In the other letter J. W. Rutter compliments the WJ on their extensive and well-written story of "Tall Stacks" authored by Capt. Bill Bowell. "This, in addition to the usual review of river events of the year, makes your latest effort a real winner," says Woody.

We have received from Capt. Bill Bowell an 8-page Commemorative Reprint of his Tall Stacks WJ story, amplified with a 4-page section displaying 53 photographs of Tall Stacks doings, credited to Alan Bernstein, Joey Claeys, John Byrd and Bill Bowell, each one captioned. No mention appears about how boat fans may procure copies of this well prepared wrap-up.

Wouldn't you know it. A civil engineering professor from the U. of Cincinnati, Herbert C. Preul, has gathered together designs and ideas from his students for the construction of a water geyser for Cincinnati's Ohio River waterfront. Their thinking is that St. Louis has its Arch and Louisville its floating fountain, so yey Cincinnati--let's have something that shoots jets of water high in the air, illuminated in color at night. Straght up, of course, but for variety it could be angled. City officials hope these young engineers are not serious.

Dr. John Kent Folmar, 847 Wood St., California, Pa. 15419 is editor of a sprightly magazine, "Voice Of the Mon," publication of The Monongahela



ON THE NEXT two pages appear two dinner menus from an old side-wheeler named GOLDEN EAGLE, and here she is, copied from an old beat-up print, the picture taken at Memphis soon after she was built at Freedom, Pa. in 1864. This lock-size boat was sized to fit in the Louisville-Portland canal locks and first was entered in the Cincinnati-Memphis trade, owned and skippered by Capt. William B. Donaldson, the Pittsburgher who thereafter in quick succession built the DICTATOR and GREAT REPUBLIC. Donaldson ran her but a month, selling her to the Dean Line (ALICE DEAN, THOMPSON DEAN, et al.) who continued her where she was until the fall of 1868, when she was sold to Capt. Amos E. Davis for the Wheeling-Cincinnati trade until she was "broken up," the old term for a peaceful death of a steamboat. We are indebted to Woody Rutter for making the above print (he used #5 printing paper to get this result.)

River Buffs Association.

Dr. Folmar is professor of history at California U. of Pa. and writes us to say he is preparing a book dealing on packet operations on the Mon, and he is projecting another book featuring photographs of Mon River scenes. He has a feeling (and a correct one) that many such pictures are lurking in private collections. He will be pleased to hear from persons with such family keepsakes.

Michael Blaser, P.O. Box 915, Bettendorf, Iowa 52722 has issued a dreadfully expensive color brochure showing ten of his paintings, in full color, with a wrap-around cover in light blue depicting the DELTA QUEEN, BELLE OF LOUISVILLE and NATCHEZ racing at Louisville in 1982. Color prints of most of these are available at prices ranging from \$75 to \$325.

We were privileged to run one of Mike's paintings (in black and white) in our Sept. '88 issue, page 32.

Alvin Zugelter writes from the Cardinal's residence, Chicago, to say he keeps up with river doings by reading the S&D REFLECTOR. Approaching 71 he no longer buys unripe bananas. "Those pictures from Capt. Bill Tippitt (Sept. '88 issue) are tops, and the one of Capt. Jesse P. Hughes (same issue, page 3) took me back about 55 years," he says.

Alvin presented the best of his river collection some years ago to the Inland Rivers Library, Cincinnati, including the last log book of the packet QUEEN CITY.

Be sure to read the caption under the picture on page 19 of the NATCHEZ. Amend what's said there with this: We have had a phone call from Bill Dow since we wrote that caption, and now the CITY OF NEW ORLEANS may turn out to be 16 feet longer and two feet wider than the original blueprint shows her to be.

TWO SUNDAY DINNER MENUS
 Meals Served Aboard Side-wheel
 GOLDEN EAGLE
 Operating Wheeling-Cincinnati
 In 1869.

-Thanks to Mary Louise Rutter
 and J. W. Rutter.

In the fall of 1945, Mary Louise Rutter of Cincinnati happened into the Campus Martius Museum in Marietta. After looking at the Putnam House, then a classical example of New England architecture and looking as if Rufus Putnam himself had just stepped out, Miss Rutter found her way down the basement stairs into the two rooms that then constituted the River Museum. Later, Miss Rutter would write to Edith Reiter, museum curator, "I was amazed at how extensive your display of river history items is and shall long remember the engrossing hour or more which we spent browsing around. It was then that I decided to ask whether you could use these old menus which belonged to my father who, as a young man, had spent many days on the Ohio."

Mary Louise Rutter was a cousin to Perl and Sheppard Sprague of Marietta who operated Sprague Electric Co. This firm did much of the electrical contracting on boats built at the Knox Boatyard in Harmar and the yards operated by Hammitt. Around the turn of the century, many boats which had been illuminated by oil or gas when first built had light plants and wiring installed at Marietta by the experts from Sprague Electric, the CRICKET being one of these.

Miss Rutter's father, James Rutter, had been steward on the Cincinnati and Wheeling Packet GOLDEN EAGLE just after the Civil War. The history of this GOLDEN EAGLE (#2364), not to be confused with the much later sternwheel tourist boat of the name, is rather brief. She was a fair size sidewheeler built at Freedom, PA in 1864 for the Cincinnati and Memphis trade. Capt. Amos E. Davis and others bought her for the Cincinnati and Wheeling trade in the fall of 1868. In September, 1869 she was operating during low water in the Cincinnati and Big Sandy trade with Capt. Wash Honshell, master, and George A. Knight, clerk. She disappears from the List of Merchant Vessels in 1870.

The menus saved by Mary Louise Rutter were hand-written by her father. The faint indelible pencil script will not reproduce but we have copied the bill-of-fare as faithfully as possible with help from the Boston Cook Book and Webster's New World Dictionary. Steward James Rutter seems to have taken a few liberties with his spelling of some of the fancy dishes offered to the passengers on the GOLDEN EAGLE or perhaps that was the style of the time. Some of the items, such as whortleberries, are no longer common but we would know them as huckleberries. A "Porhie" of Apricots is good phonetic spelling for a "portia" (portion) although it has been a few years since we've seen that on a menu. We have learned that "macedoine" is a perfectly good term for a mixture or medley, as of fruit or vegetables.

Bon appetite!

Bill of Fare of the new Cincinnati & Wheeling Side-Wheel Passenger Packet GOLDEN EAGLE, Capt. Amos Davis. James Rutter, Steward.

DINNER

On Sunday March 21st, 1869

Soup
 Mock Turtle

Fish
 Broiled White - Parsley Sauce

Boiled
 Corned Beef and Cabbage
 Leg of Mutton, Capseo Sauce
 Pork and Kraut

Entrees
 Brisket of Mutton, Braized with fine herbs
 Macaroni Cheese ala Cream
 Calf Tongue, Braized tomato sauce
 Chicken Pie ala Reine
 ala Mode of Beef
 Pork and Beans

Cold Dishes
 Hogs Head Cheese

PASTRY AND DESSERT

Puddings
 Sponge with Port Wine Sauce

Pies And Tarts
 Apple, Whortleberry & Custard Pies
 Blackberry Tarts, Marygolds
 Paste Cards Cream Tartlets

Cakes
 Pound, Fruit, Lady, Spice
 Jelly Roll, Lady Fingers, Geneose, Jelly,
 Marble, Queen
 Golden Crescent, Sponge Drops

Creams And Jellies
 Lemon and Raspberry Creams
 Peach and Cherry Jellies
 Vanilla Custard

Dessert
 Peach Meringue
 Whortleberries in Meringue
 Porhie of Apricots
 Cocomnut, Almond and Lemon Cream Candies

Fruits
 Raisins, Pecans, Filberts, Almonds

Coffee

Bill of Fare of the new Cincinnati & Wheeling Side-Wheel Passenger Packet GOLDEN EAGLE, Capt. Amos Davis. James Rutter, Steward

DINNER

On Sunday, June 13, 1869

Soup
Veal Broth ala Victoria

Fish
Barbecued Salmon, Tomato Sauce

Boiled
Leg of Mutton, Caper Sauce
Jowl and Cabbage

Entrees
Chicken ala Isabella
Shoulder of Mutton with Olives
Sheep Kidneys ala Brochette
Heart ala Richelieu
Banquette with Mushrooms
Brains and Sweetbreads ala Conti
Brisket of Lamb with Puree Vegetables
Ox Tongue ala Jardiniere
Pork and Beans

Cold Dishes
Galantine Ham

Relishes
Chow Chow

PASTRY AND DESSERT

Puddings
Spice with Lemon Sauce

Pies And Tarts
Peach, Cocconut and Blackberry Pie
Jelly and Cream Tarts
Paste Cards
Blackberry Fanchonettes Florintine

Cakes
Pound, Fruit, Lady, Spice, Sponge,
Jelly Mountain, Marble, Jelly Roll,
Rock Queen, Almond Genoese, Black Forest,
Sponge Drops, Lady Fingers,
Vanilla and Champagne Biscuits

Creams And Jellies
English and Pine Apple Cream
Maraschino and Lemon Jellies
Macedonine of French Fruits
Boiled Custard

Dessert
Pineapple and Blackberry Meringues
Cream Ice on Meringue, Flam of Peaches
Wintergreen Candies, Lozenges

Fruits
Raisins, Pecans, Filberts, Almonds, Figs


Coffee
Tea and Buttermilk

CINCINNATI AND WHEELING PACKET.

BILL OF FARE

OF THE NEW

Cincinnati & Wheeling Side-Wheel Passenger Packet



GOLDEN EAGLE

CAPT. AMOS DAVIS.


JAMES RUTTER STEWARD

HOURS FOR MEALS:

Breakfast	- - - - -	- 7 to 9 o'clock.
Dinner	- - - - -	- 1 to 2½ "
Tea	- - - - -	- 6 "

Children occupying Seats at the First Table will invariably be charged Full Fare.
No meals sent to State Rooms, except in cases of actual Sickness.

WINES AND LIQUORS



AT THE BAR.

Each Waiter is provided with a Card and Pencil.

VISIT TO VICKSBURG

by Keith Norrington

Ed. Note:- Keith made this foray last summer and took the pictures shown while there.

The Mississippi was quite low and the Yazoo was little more than a creek. The massive engines from the SPRAGUE were lying in a ditch alongside Highway 61. Rusted hogchains were piled like spaghetti near the wheel shaft, now shorn of its paddlewheel. Pieces of machinery, hull plates and other assorted equipment are heaped in two large piles.

When I last was in Vicksburg (Sept. 1986) a number of her capstans had been moved to a downtown lot, several blocks above where she was moored at the foot of China Street. Now I found the stacks, pitmans, gallows, deck fittings and a few pieces of machinery moved to the site. I learned that the intention is to create a SPRAGUE MEMORIAL, the pieces labeled, and a small building to be erected to serve as a SPRAGUE museum. There appears to be doubt that the wheel shaft and engines will be moved to this site. Fact is, many local persons expect the whole project to be abandoned.

The MAMIE S. BARRETT took up residence in Vicksburg during the fall of 1987. Although no match for the SPRAGUE in size, she has proven to be a welcome addition.

The MAMIE is owned by John and Mary Hosemann, operators of the excursion boat SPIRIT OF VICKSBURG. I enjoyed a delicious lunch, the diningroom located aft on the main deck where her engineroom was. The sheer back there is so pronounced (delightfully so) that silverware and dishes nearly slide off the tables. Mary Hosemann kindly gave me a tour of the craft which I had last seen in 1978 at West Alton, Mo., then in use as a boat club. At the present time the main deck is the only area open to visitors. The forward boiler space now is a theatre for week-end showings of "Gold in the Hills." This same melodrama was formerly featured on the SPRAGUE. In addition to the diningroom hard aft, there is a dancefloor and the bar.



Wheel shaft of SPRAGUE. Note the low stage in the Yazoo River. Photo July 20, 1988.



SPRAGUE engine abandoned near Highway 61, Vicksburg. Rust has taken over.

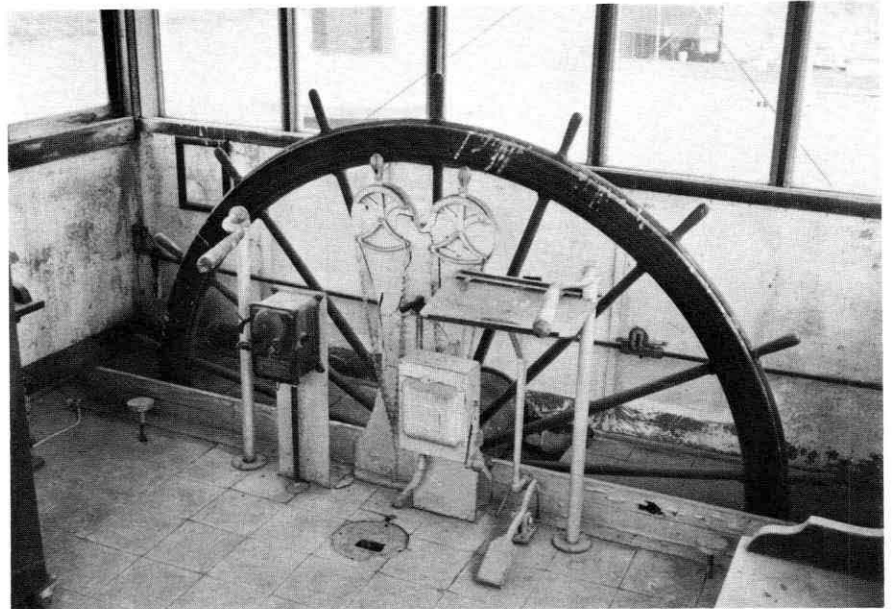
Upstairs on the boiler deck the cabin woodwork, acorns, staterooms, and even the "dollar hole" are still there. At the end of the hallway is a small cubicle housing a toilet, with the plumbing running aft right over the paddlewheel. The pilothouse is intact with pilotwheel, steering levers, bell stand, rudder indicator, whistle treadle, lazy bench, water foun-

tain, and chart book shelf. Framed station bills are still on the bulkheads. Mary Hosemann told me they mean to preserve all of this authenticity. The paddlewheel will be rebuilt, and the diningroom moved upstairs to the cabin. Mary is searching for pictures of the boat taken during its working days as the MAMIE S. BARRETT and PENNIMAN. Address: P.O. Box 1405, Vicksburg, Miss. 39180.



BICKEL FAMILY

J.P., Kristin, Med and John M. Bickel of McGregor, Iowa, pose with black dogs Sigi and Gus at Cornell where Kristin is a senior. Son J.P. is a High School senior and National Championship swim team member.



Pilothouse of MAMIE S. BARRETT. The Cincinnati automatic steam steering gear was furnished by the Laclede Iron Works, St. Louis.



The MAMIE S. BARRETT moored at Vicksburg.

Sirs: I have a few copies of the old "National Waterways" magazine from the 1930s. I was wondering who was behind it and if therein lies another interesting story yet to be told.

Jack E. Custer,
2316 Northwestern
Parkway,
Louisville, Ky. 40212

=John W. Black was publisher, editor, advertising manager; a one man show; the whole bit. His monthly, published in Pittsburgh, was loaded with expensive copper fine-screen cuts on slick stock. Contributors were not paid and, as it turned out, neither were print shops or binderies. Black was highly capable, had many friends, and one enemy, who was Capt. Donald T. Wright, publisher-editor of The Waterways Journal. Black committed an egregious error: he wrote and printed a story of Wright captioned "Termite In the River Panel." The power of the press did not save him. -Ed.



Greg Perry, of the Herald-Dispatch, Huntington, West Va. took this picture of the Jenkins mansion shortly before Christmas, 1988. Our thanks also to Jerry Sutphin for forwarding the print. The Jenkins property once comprised about 4,400

acres. The U.S. Engineers purchased 884 acres, including the homestead, for the purpose of creating a wildlife preserve to replace property U.S.E. required for rerouting the Gallipolis Locks.

JENKINS HOMESTEAD

Turns Into a Hot
Potato for U.S.
Engineers, Huntington.

In our Sept. '88 issue, page 41, a letter from Capt. E. P. Chancellor, written in 1924, recalls a visit he made to the homestead of Col. William Jenkins, situated along the Ohio River at Green Bottom, above Crown City, O. on the Virginia side. His visit was made in the fall of 1860.

Ye Ed had kept the letter in his files for 64 years, and the decision to release it in the REFLECTOR columns was made in complete ignorance of the recent controversy focused on the Jenkins homestead and its future.

Jim Wallen, upon reading the REFLECTOR story, furnished us with news clippings from the Huntington Herald-Dispatch and a publication of the U.S. Army Corps of Engineers, Huntington District.

The Engineers bought the mansion and 40 surrounding acres along with 800 or so additional acres in a plan to swap the land with the state of West Virginia to replace a wildlife area disturbed by the Corps work at the Gallipolis Locks and Dam.

The Department of Natural Resources wants to make the tract into a hunting area and install a live-in wildlife manager at the mansion.

For the past 21 years the mansion, estimated to have been built in the 1840s, has been owned and occupied by Mr. and Mrs. James Knight. Recently they sold it to the Corps for \$145,000 and were scheduled to vacate promptly.

Clara Knight is quoted saying: "We were under the impression that the property would be used as a wildlife sanctuary where people could go and walk around. A hunting area is not what we had in mind."

The West Virginia Society of Architects held a rally on the property recently, and recommended "full-scale maximum professional address, study and programming to recognize its maximum potential as a prominent historical site."

The Corps stirred up a bee's nest by suggesting the removal of the Jenkins' mansion to a new location riverward across W. Va. highway 2.

"That's the most bizarre idea I've ever heard!" exclaimed W. Va. secretary of state Ken Hechler, who is writing a book about the Colonel and son Gen. Albert G. Jenkins of the Confederacy. "I'll go up there and picket the place. I'll lay down in front of their bulldozers."

We have yet to investigate the Civil War record of Capt. Albert Gallatin Jenkins, but in that catch-all, Way's Packet Directory, describing the FANNY McBURNIE (#2005), is this morsel: "In July 1861, upbound, she was hailed in below Green Bottom, opposite Crown City, O. where the 'notorious' Dr. Jenkins came aboard with 35 armed men, disarmed the passengers, took a case of revolvers and one sword, and departed."

The "notorious Dr. Jenkins" had studied in four German universities prior to the hostilities, relates Capt. E. P. Chancellor's letter.

The Herald-Dispatch in an editorial suggests that the owners and officers of the WEST VIRGINIA BELLE might investigate the Jenkins mansion as a shore stop on her 1989 tours. We also would pass along this idea to the DELTA QUEEN.

Adds the editorial: "What the Corps needs to do with the Jenkins house can be easily summed up in three short, simple words: Leave it alone!"



Visiting the Jenkins mansion: Mrs. Knight (Clara) talks with Colonel Farewell, U.S. Corps of Engineers, Huntington (left). At the right James Knight (white shirt) points out landscape to Bill Graham (to his left) of the U.S. Engineers, and W. Va. congressman Rahall.

Since writing the above, Pat Sanders of the Herald-Dispatch staff reports in the Dec. 18, 1988 issue, granted that financial support is forthcoming, the Jenkins homestead will undergo restoration to become a permanent public museum. It will stay right where it is, on the original site. The details will be announced sometime in May, 1989.



The Jenkins homestead, built c. 1840 by Col. William Jenkins on his acres at Green Bottom, West Va.

Patricia Neild,
420 Drexel Drive,
Shreveport, La.

LOG OF THE ROSEBUD HOBSON

Compiled from a scrapbook kept
by Patricia Neild Moulton, 31F Gulf
Stream Drive, Reading, Pa. 19607.

"Trish," enrolled at Hollins
College, then Patricia Neild of
Shreveport, La., headed the group of
16 girls on this 1966 raft trip.

She honored us with a visit
last January 22nd, first time we had met.

THE SEPTEMBER 1965 issue of the S&D REFLECTOR carried a brief letter which was destined to set off quite a commotion.

Sirs: You have no idea who I am, nor any reason to have any idea, but I'm writing for some information and your name was referred to me by Mr. Dewey A. Somdal of Shreveport, La., a long-time friend of mine.

I'm going to be a Senior at Hollins College, Roanoke, Va., next fall, a fairly small liberal arts woman's college. One day at lunch this past year, some of my friends and I were discussing what kind of a trip we could all take together the spring vacation during our final year. In a moment of sheer inspiration we hit upon the idea of floating down the Mississippi on a barge for about six days starting, say, in St. Louis or Cairo, and ending up for a night in New Orleans. Our original vision was pure Huck Finn all the way--rough, rustic and refreshing. We thought in terms of spending the day lying in the sun reading (with perhaps a straw in the mouth for effect); of eating nothing but bread, fruit and cheese; of sleeping under the stars in sleeping bags; and of having one, reliable, safe guide who knows the Mississippi's every wile, preferably an elderly retired river boat captain who'd keep us up 'til the wee hours, telling tales about the good ol' days. (We seriously considered Mr. Somdal for the position, but his wife said she wasn't about to let him spend a week alone on a raft with 10 college girls).

Mr. Somdal, however, gave us some place to start by saying that if anybody in the U.S. would know how we might do it, it was you. Voila, the explanation!

Seriously, if it's not too much trouble I would greatly appreciate any information you could possibly provide about, or say name you could give in reference to, the prospects of such a trip. Some of us have come down to practicalities and realized that it's probably impossible to fill our above descriptions, but we'd really like to take some kind of relaxed sail down the Mississippi, in some kind of vessel that we'd have complete run over, with some kind of accommodations that wouldn't have an exorbitant price tag, and with some kind of guardian angel for protection so our parents would still think we have some sense of propriety.

If you're totally flabbergasted, I refer you to Mr. D. A. Somdal.

Now starts the improbable part. A person in Louisville, Ky. named C. W. Stoll sent a copy of the REFLECTOR containing the above letter to a retired river captain in Paducah, a friend of his, knowing this person would be interested in another article the issue contained. Immediately I received a letter from this Paducah captain.

Dear Miss Neild: We note an article in the "Reflector," a publication by the Sons and Daughters of Pioneer Rivermen, that a group of College students want to relive the days of Mark Twain and float down the Mississippi River on a raft, and would like to have a retired riverboat Captain to make the trip, at first I thought this article as a "gag" but during my tenure on the river (54 years) I have seen several trips of this kind, you can make it but there [are] numerous precautions to be taken to insure safety, this of course to be worked out before departure.

First about myself--Am 70 years of age, single, a retired riverboat master & Pilot, holding a license from Chicago, Illinois on the Illinois Waterway, to New Orleans, La., having worked over this route for many years, most of this time with The Federal Barge Lines between St. Louis and New Orleans, my references are as follows.

Commander Henry Helgerson,
U.S. Coast Guard, Cairo Illinois

Mr. James V. Swift, Business Mgr Waterways Journal, 619 Chemical Bldg., St. Louis, Mo.,

Capt. C. W. Stoll, 4846 Brownsboro Road
Louisville, Ky 46207
Member of Sons and Daughters

If you ladies are sincere in having this trip, I would be glad to go, or act as your advisor, my fee for the trip is nothing--as I like to make a trip over my old pilot route to keep posted, I am a permanent resident of the Irvin Cobb Hotel having lived here for the past five years, can also refer you the Manager of the Hotel. Respectfully,

Gordon W. Cooper
Irvin Cobb Hotel
Paducah, Ky.

In a correspondence which developed, Captain Cooper expanded:-

"I am single, love music have a stereo-transistor tape recording and a transistor short wave radio-also an electric shortwave radio- and quite frequently radio most of the night, put on earphones so that I do not disturb my neighbors--have been trying to pick up Roanoke often pick up Richmond, Incidentally, I am a direct decendent of the Callaway family that made history in that part of Virginia since 1665--no doubt your college has some references in their library about this family--my mother who passed away at age of

86 five years ago was a Callaway, daughter of John Maxwell Callaway who came to Kentucky over a century ago from Bedford County Virginia, so I feel very close.

"I love to dance and won the champagne at New Orleans Playboy club-picture to prove it-can do all the modern steps including the twist, am really proud of my age and I enjoy life.

"As you want to rough it, and relive the days of Mark Twain. we will have to build our own raft, I think this could be done for a reasonable figure, Mr. Somdal could draw a sketch and it could be constructed at Paducah or near the starting point, it would be a type that could be abandoned at destination, as others I have seen, it would be primitive but safe, and to interest the papers or other publications you have to do the unusual, and I believe fifteen college girls floating down the Mississippi on a raft, would really be Mississippi River Utopia and create quite a lot of publicity."

Dewey Somdal did draw the sketch, naming the raft SHREVEPORT BELLE, and stating his client as Patricia "Huckleberry" Neild. Captain Cooper arranged for and superintended the construction at Paducah, the deck measuring 16' by 40' floated on empty oil drums. There was a 5-foot open deck both fore and aft, the center section a cabin framing with removable canvas roof. The Evinrude outboard motor people donated two 40 hp. outboards which Captain Cooper steered from the forecabin by way of rigged tiller lines. We decided to rename the craft ROSEBUD HOBSON honoring a Paducah lady of this name, 1909 graduate of Hollins College, who had died two years ago.

The sixteen seniors and juniors who piled aboard ROSEBUD HOBSON at Paducah and went to New Orleans in June 1966:

Patricia Neild, Shreveport, La.
 Alison Ames, Saunterstown, R.I.
 Nancy Read Beckham, Durham, N.C.
 Ann Allston Boyce, Baltimore, Md.
 Virginia Clark, Charlottesville, Va.
 Vicky Derby, New Orleans, La.
 Lee Harrison, Camden, S.C.
 Margaret Hanes, Winston-Salem, N.C.
 Kathy Hershey, Richmond, Va.
 Anne Jones, Chapel Hill, N.C.
 Anne Mackiney, Charlotte, N.C.
 Anne Megaro, New Rochelle, N.Y.
 Alice Meriwether, Birmingham, Ala.
 Mary Poe, Raleigh, N.C.
 Lee Smith, Grundy, Va.
 Mimzie Speiden, Louisville, Ky.

Capt. Gordon Cooper, although not originally planned, insisted on the services of two capable young men to assist him in mooring and possible emergencies. Signed on were:

James Middleton, Shreveport, La.
 Robert Whitten, Charlotte, N.C.

Prior to leaving Paducah the Evinrude people threw a dinner party for the crew, and there was a reception at the Irvin Cobb. The Associated Press commenced firing out news bulletins, so long beforehand the delta natives from Memphis on down were watching for the ROSEBUD HOBSON and its population of 16

college girls, two male deckhands and the 70-year-veteran skipper, Capt. Gordon Cooper. Skipper Cooper had his ship-to-shore rigged up, and all the towboats came in on the air waves. "What in the world are you up to, Gordon?"

They moored at Cairo the first night out, windy and down in the 50s, but they built a bonfire on the levee, and sacked in on cots, air mattresses and stuffed into sleeping bags.

The scheduling required arrival at New Orleans on June 18, so Captain Cooper figured his daily hops to average 8 mph (current 4 mph and outboard assistance 4 mph) with lay-ups at night, wherever that may be, sometimes at a town, sometimes in the cottonwoods. For this latter circumstance plenty of mosquito netting had been stowed aboard, and during several stops was gratefully draped.

"Captain, how do you sleep?" asked one towboat pilot on his pilothouse radio.

"I sleep with my eyes shut," came the reply.

The good Captain was insistent on one daily morning chore, and delegated Patricia Neild to supply it, a jigger of bourbon upon arising, before breakfast.

One morning Captain Cooper and the girls were eavesdropping on a conversation between two pilots on passing towboats.

"There's that thing."

"I hear it's a bunch of girls and an old man. He must be 70."

"That thing doesn't look very seaworthy to me."

"Well, keep a lookout for that thing. It probably won't make New Orleans."

"That where they're headed?"

"That's where they think they're headed."

With that Captain Cooper started cluttering up the air waves and identified himself.

"Oh, that you, Captain Cooper? The best to you and your crew."

Each pilot, in turn, gave ROSEBUD HOBSON three long blasts of their whistles: good luck, good-by and God bless you.

The official flag was a huckleberry-colored fish with a big top fin (Huckleberry Finn) and two stripes (Mark Twain) on white background. The stars and stripes flew aft. These were raised and lowered with ceremonies. There were ceremonies from the start when "Trish" busted a bottle of bubbly at the prow as the girls sang a home-made song "Goodbye Paducah" to the strains of "Hello Dolly." The DELTA QUEEN slips by, its calliope playing "I want a girl..just like the girl.." Much waving and cheering. Virginia Clark is painting rosebuds on T-shirts.

The AP wire originating at Memphis reported that the ROSEBUD HOBSON was taking on the looks of a rose garden. Big red rosebuds painted all around the sides, and one of the male deckhands had a rosebud painted on the back of his jeans. Every detail was going out to newspapers as Captain Cooper took catnaps and let the girls steer. The AP was getting demands for copy and pictures from Albuquerque and Phoenix. Gold seal Honorary Citizen Awards were bestowed, with ceremonies, at Paducah, Greenville and finally

at New Orleans. At New Madrid a news photographer wanted a cheesecake scene, the girls obliged in shorts and bras, and while walking backwards to get them all in his lens, he went in the river, camera and all.

Captain Cooper delegated the responsibility of keeping the ship's log book to the young ladies. "Mark down times of arrival and departure, weather, delays, and keep record of fire drills and lifeboat drills for the U.S. Coast Guard inspectors," he admonished them.

"Lifeboat drills? Fire drills?" The ROSEBUD HOBSON had no lifeboat. Fire was limited to a couple of two-burner Coleman stoves and the two oil lanterns hoisted fore and aft at night. The log-keepers spiced up the log from time to time with comments. Samples:-

"We are like sailors coming in a port and everybody feels a horrible obligation to raise hell."

"We buried the anchor with rocks until it looked like Stonehenge."

"Vicksburg is infested with cockroaches."

"We are like a floating form of pop art."

"----- snores; ----- makes funny noises in her sleep, but the captain has the greatest variety, a different tone and quality to every snore."

"So far we have had tuna six different ways and we still have lots."

"----- is given to staring at tacky sunsets, during which I think she thinks about God, which is something I wish I knew how to do."

"We all had to take baths so we would be clean enough to go ashore and take baths at Memphis."

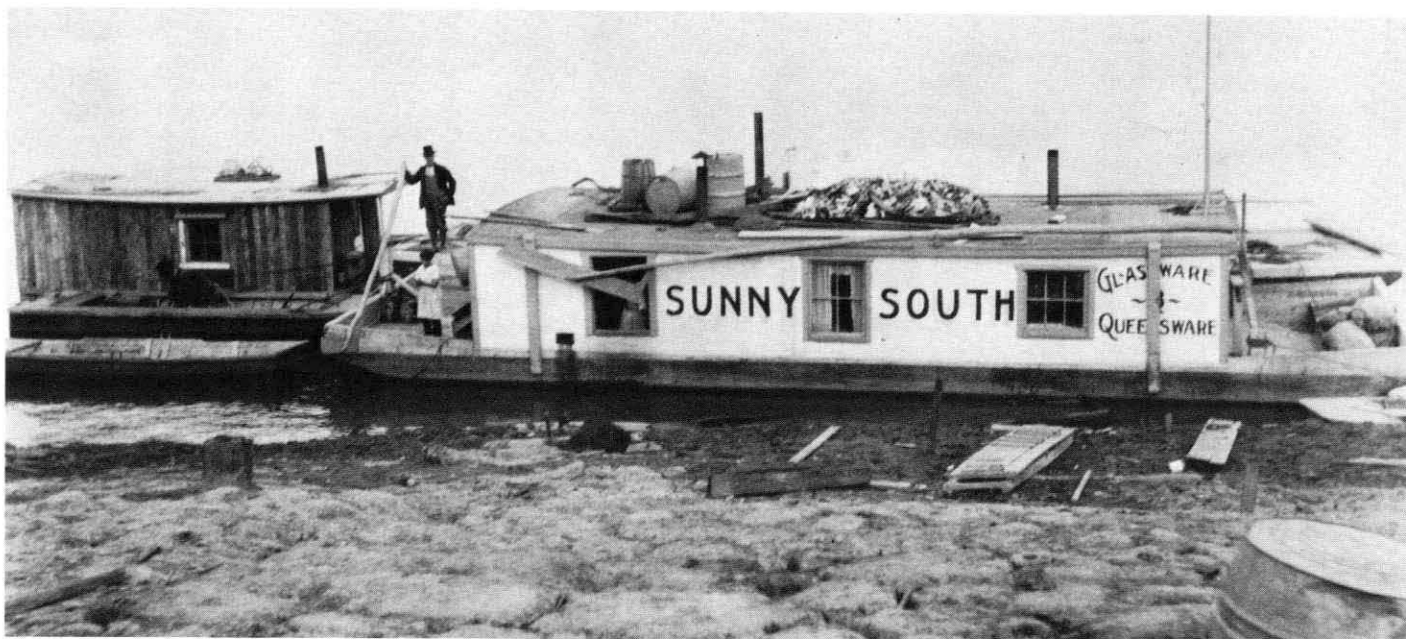
Baths? The Captain furnished each girl with written instructions. "The bunks will be so arranged that a walkway will be between

them, this walkway to lead back to the stern, and into the bath room, the bath room and the Jon will be separate, when you take a bath you will fill a 5 gal bucket with river water, pull it up to the proper height above your head and pull a string which will open a valve to a sprinkler-head, and it will be just like being at home."

Hodding Carter, nationally known as editor and publisher of the "Daily Democrat" at Greenville, Miss. and Pulitzer Prize winner for distinguished editorial writing and author of many books, took particular interest in this Odyssey. He and Mrs. Carter repeatedly entertained the girls even unto New Orleans, and thence to Shreveport where Mrs. Edward F. Neild, Patricia's mother, entertained those of the girls who stayed on following the trip's conclusion at Jackson Square in New Orleans.

The ROSEBUD HOBSON (the actual name of the late Paducah lady) made the Jackson Square landing on the 11th day following the Paducah departure. There had been rain squalls, wind and chill, and mosquito-plagued nights. There had been balmy days and gorgeous sunsets. There had been dreary speeches by well-intentioned dignitaries. The raft had been pursued by local newsmen and by TV people. The good Captain had told his crew it would be so, and he had advised them that pleasant journeys make for dull memories. Upon the safe arrival at New Orleans, Capt. Gordon Cooper gathered around him the 16 seasoned veterans. "I have taken valuable tows down the river," he said quietly, "but never until now a cargo so precious." Tears flowed from his listeners, and then he added with a break in his voice, "Best crew I ever had."

As they headed for a posh New Orleans motel, one girl paused to look back. "I love that old raft," she said.



Step aboard, folks, soon as we get the plank set, for glassware and queensware, direct from the skilled artisans of the Monongahela and Upper Ohio rivers. Maybe Capt. Bill Tippitt can tell us where and when this picture was taken--it's from his collection. Queen'sware (or queens'ware) is cream-colored pottery, a term which seems to have vanished lately. -Our thanks to Ralph DuPae & company for the print.

Bill Muster (who preferred to be called Bill) died, 62, of cancer, at home in Los Angeles, Calif. on Tuesday, January 3, 1989.

Bill was sent to Cincinnati by the late Richard C. (Dick) Simonton, who had bought the control of Greene Line Steamers, to "straighten things out" concerning the DELTA QUEEN. Bill didn't know a timberhead from a fantail when he arrived aboard in the 1950s, but soon got the hang of things working hand in glove with the late Betty Blake. The result was history with this team "saving" the DQ from the clutches of Public Law 89-777, and the construction of the MISSISSIPPI QUEEN.

Bill Muster was born in Valparaiso, Ind. on June 18, 1926 and grew up in the Chicago area. He was orphaned at nine and lived as a ward in orphanages and foster homes. During WW2 he was one of the youngest photographers to fly with the U.S. Air Force. Thanks to aid from the G.I. bill he graduated with a degree in journalism from the U. of Illinois in 1950.

At one time he was a copyboy for the Chicago "Tribune," working his way to become a bureau manager for the United Press International. He and Dick Simonton were associated in Pacific Network, Inc. and the L.A. Muzak franchise.

Although he retired from the river in 1974 as president of the Delta Queen Steamboat Company, he remained very much in evidence on the board through other ownerships. His strong attachment for the DELTA QUEEN never diminished, and recently he was honor guest at a reception aboard at New Orleans, climaxed with the placing of an oil portrait of Bill Muster in one of the public areas.

Bill is survived by a brother, Ed Miller, of Marietta, Ga.; a daughter, Nori Jean Muster, and a son, Bill Martin Muster. His son and daughter live in Los Angeles.

At the time of his passing, Bill and Frank H. Mayfield Jr. of Cincinnati, were revising a video showing of the DELTA QUEEN's career. He also had made the Cincinnati Historical Society the depository for his extensive collection of river-related documents, papers and pictures.

Bill Muster never said quit. A few evenings before his death

a group of Disneyland musicians honored him with a concert in his home.

-Our thanks to California Communications, Inc. and Patti Young for assistance.

HOWARD MUSEUM NEWS

Sirs: We at the Howard Steamboat Museum were delighted to see the photo of Jim Howard's camera in the S&D REFLECTOR (Dec. '88 issue, page 38).

The text with the picture needs some clarification and amplification.

J. T. Smith has been a curator for the Howard Steamboat Museum for many years and has completed many projects. The project of restoring Jim Howard's camera, however, is the work of our two other curators, Dr. Martin (Pete) Striegel and Forrest Steinlage.

Dr. Striegel found the camera, in need of repair, and several prints made by Jim Howard from his glass plate negatives, in need of restoration, in storage. One of the prints was of the BELLE OF THE BENDS, the same picture that is on the cover of the Sept. '88 S&D REFLECTOR. How about that for coincidence?

Dr. Striegel and Mr. Steinlage restored the camera and the prints, and made the display which they brought to the S&D meeting. A gratifying number of people enjoyed the exhibit and commented on it.

Incidentally, the Howard Steamboat Museum has made an agreement with the University of Louisville Photo Archives to assure that Jim Howard's glass plate negatives will receive "state of the art" care and storage. The negatives are now at the Photo Archives, which has made a video tape showing each photograph. The tape can be used without wear and tear on the negatives, and many people have consulted it already.

The president and director of the Howard Steamboat Museum is Louise Schildroth. Mrs. Schildroth reminds everyone to be sure to visit the museum, located in the former residence of the Howard family, when you are in the Falls City area.

Mary Augustine Starr,
Corresponding Secretary,
Howard Steamboat Museum,
1101 East Market St.,
Jeffersonville, Ind. 47130

APPLAUSE TO RALPH DuPAE

Peter H. Spectre runs a column in "Wooden Boat," devoted to news for wooden boat owners, builders and designers. In the latest issue, Jan.-Feb. '89, he includes a tribute to Ralph DuPae submitted by Jack E. Custer. We quote:

Only 16 years ago it was generally thought that there were perhaps 8,000 to 9,000 steamboat photographs extant. Enter Ralph R. DuPae, a high-energy industrial engineer from La Crosse, Wisconsin. His employer, Northern Engraving of Sparta, Wisconsin, inadvertently and adventurously got into photo preservation when Ralph was in charge of dismantling an old building and found a host of old glass-plate negatives. A short time later, Northern's president, a board member of the University of Wisconsin, assigned Ralph to the task of finding more old photographs for the Murphy Library at the university and granted him the opportunity to do his searching on company time.

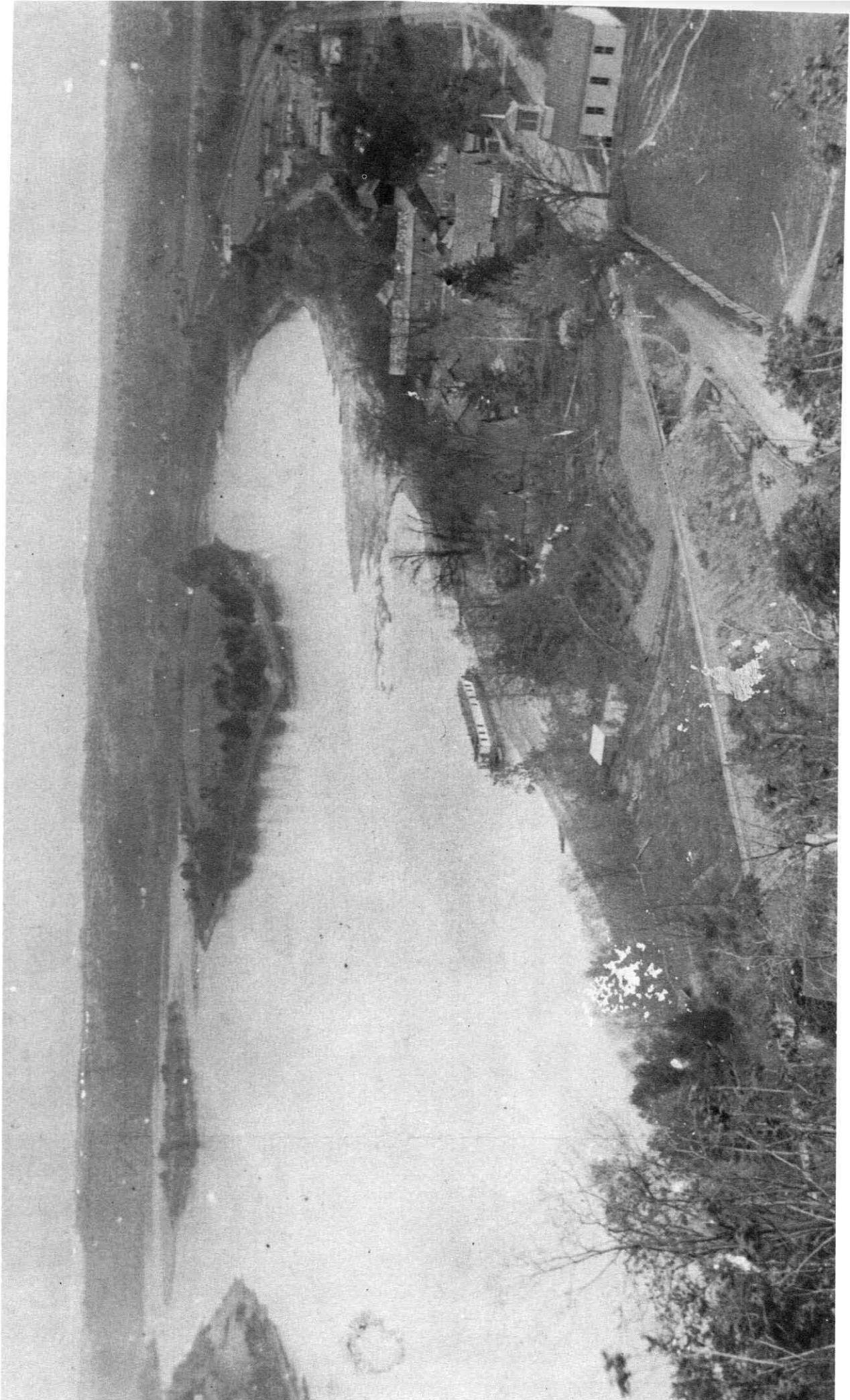
By 1988 the Murphy Library steamboat photo collection had passed the 50,000 mark, and it hasn't stopped because of the indefatigable DuPae. His finds have caused much accepted river history to be rewritten and revised as a result.

While there are many more steamboat photographs to be found, the Murphy Library collection has made a notable dent, and historians will spend years getting caught up with Ralph DuPae and his incessant finds of new photographs, many of which have not been known to researchers in the past 140 years.

Jesus Christ was not a theologian, yet He surely shook the world. Socrates was not a degreed philosopher, yet he shook Western thought for all time. And Ralph DuPae is neither a riverman nor a historian, yet he has shaken river history with an impact that neither he or anyone else expected only a decade ago.

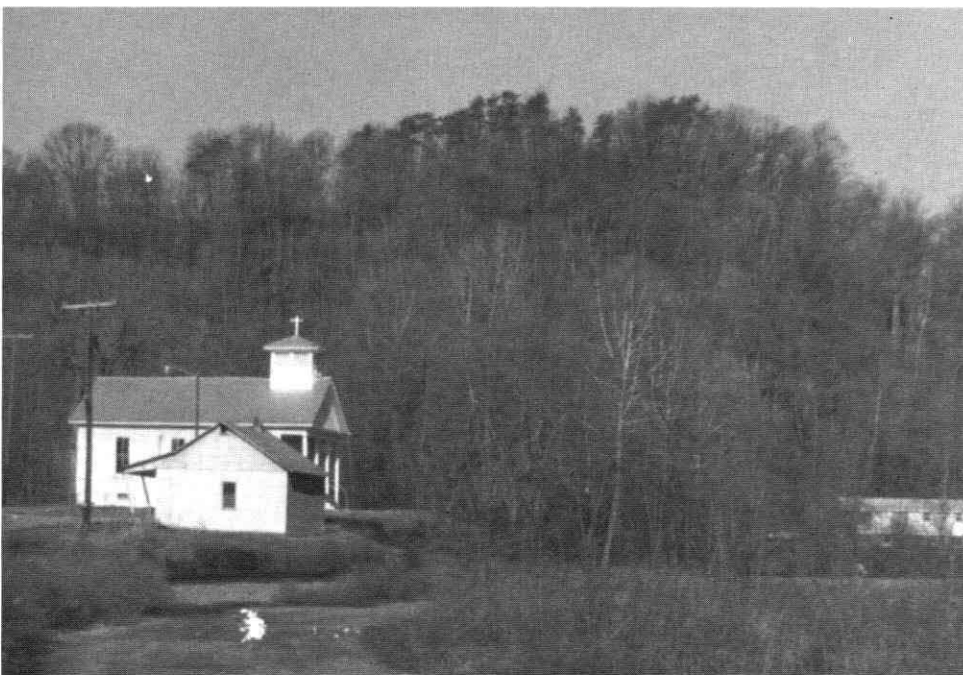
Hats off to Ralph DuPae!

Sometimes new S&D members find out about us from unusual sources. A recent letter starts off: "I just found a 1982 issue of the S&D REFLECTOR at a local flea market and found it to be most interesting."

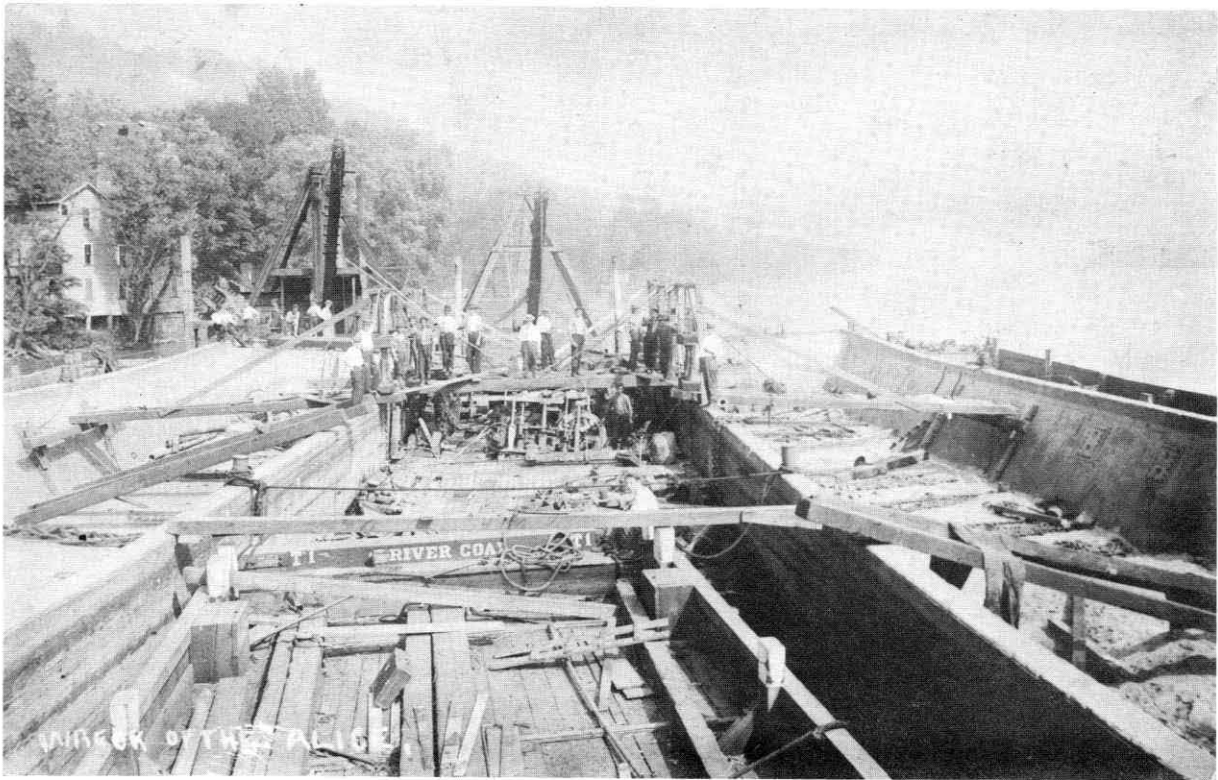


Hilltop view of Letart, West Va. looking up the Ohio River with Upper and Lower Letart Islands in the distance. Photo was taken by Thornton Barrette c. 1892-1894. His floating photo studio is moored

at the landing. This enlargement was made from the original negative and is loaned to the S&D REFLECTOR by his grandson Capt. C. M. Dowling. A recent picture from same location follows.



Woody and Bee Rutter visited the hilltop where Thornton Barrette took his picture almost a century ago to discover that trees blocked the view (above) but that the little white church in Barrette's scene is still there, with the railroad alongside. Woody took these two shots on Dec. 31, 1988. The close-up of the church also shows the hilltop (right) from whence Barrette and Woody both took their pictures.



A LLEN K. WISBY, 1608 Burke Road, Pasadena, Texas 77502 sends this post card he picked up from a dealer for \$6.50 after reading the caption (lower left) "Wreck of the ALICE." We flopped it over to note that the stamp was cancelled on Nov. 15, 1913. The pool-style towboat ALICE exploded her boilers on Aug. 30, 1913 just above old Lock 2, Ohio River, Neville Island, Pa. The boat, upbound with loaded flats of sand and gravel, was owned by the Rodgers' Sand Co., Pittsburgh, and after raising was not rebuilt. The violence of the blast practically demolished the upper works; eight of the crew died and two others were injured. This photograph does not show much of the ALICE's remains, the hull supported between barges, but it does seem odd that 75 years elapsed from the date of the explosion until a photograph showing it came to our hands, an event we remember, and happened about five miles upriver from 121 River Ave. The old post card is addressed to Mrs. C. E. Crawford, 1107 Ludlair St., Swissvale (no state marked but there is a Swissvale, Pa.) The ALICE started out as the CHARLEY HOOK, well known around Marietta, O. where Capt. Hook also owned the I. N. HOOK, and Capt. William B. Rodgers (Sr.) bought her in 1907 and renamed her ALICE for his wife. Following the loss of the ALICE, Rodgers bought the TWILIGHT from the Combine, which was renamed J. H. McCRADY in 1927, this within the memory of some of the gray-heads in S&D.

Harry M. Mack has retired as chairman of the board and chief executive officer of Neare, Gibbs & Company, Cincinnati. He joined the firm about the time when the DELTA QUEEN was being prepared in California for her epic sea voyage to New Orleans. Also he rose to become king-pin in the late Ohio Valley Improvement Association, and served as president of the Cincinnati Propeller Club.

Harry says the high spot of his career came when ACBL

named a new towboat HARRY M. MACK.

Currently he is spending the winter in his Florida home, and plans a trip to Switzerland in the spring.

Sirs: I'm sitting here admiring a photo of the MISSISSIPPI QUEEN's paddlewheel as originally built (June '76 issue). They had it looking right the first time. Too bad they had to

hack it down to become the brushpile it now is. In my opinion it is the only redeeming feature of that floating hotel. It's too bad Alan Bates wasn't in on the project when it got started.

Mark W. Eberspecker,
159 Cahill Drive,
Rockford, Mich. 49341

Sirs: Quote from "Ohio River and Inland Waterways" magazine, March 1924:-

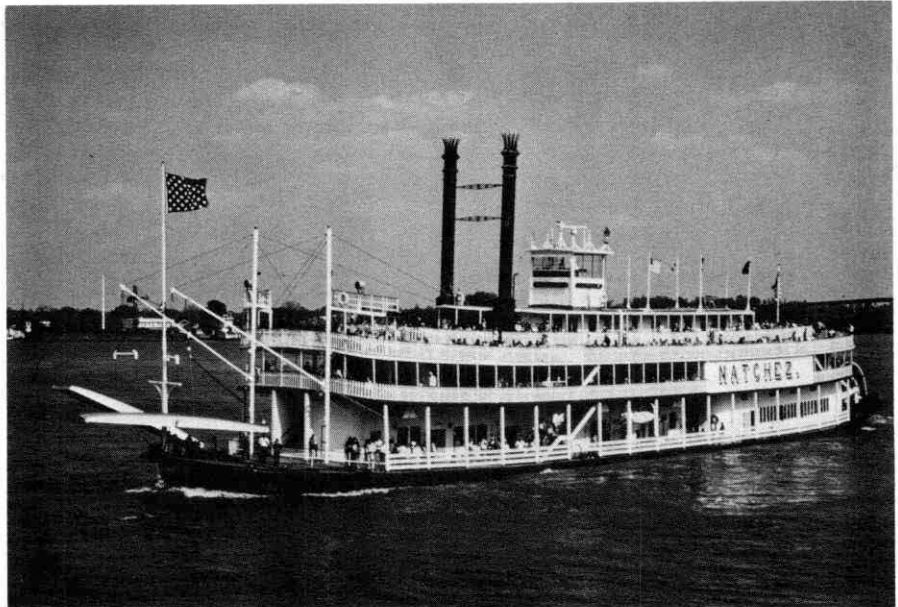
"Enlarged radio apparatus has been installed on the new steamer CINCINNATI. She is now on her 4,000-mile trip down the Ohio and Mississippi Rivers and return. On her recent trip to New Orleans, on which she clipped 17 hours off her north-bound schedule, the CINCINNATI carried a radio equipment, by which news and messages of various kinds were transmitted to passengers, one woman receiving the tidings that she was the grandmother of twins. So successful was this experiment that it was decided to enlarge the scope of the feature and have continual service during the trip."

Query:- Was the CINCINNATI the first inland river boat to have radio communications?

Leland R. Johnson,
7010 Plantation Drive,
Hermitage, Tenn. 37076

=The CINCINNATI in 1924 carried a commercial receiving set, probably a Crossley, tuned in to WLW in Cincinnati. She could not send messages. First use of the air waves to both send and receive probably was the brass-pounder Morse code set on the ADMIRAL DEWEY placed aboard at Pittsburgh in 1913 when this packet was sent to deliver relief supplies to flood-stricken Muskingum River residents. Transmission was sporadic and usually poor. Morse code sets were installed and regularly used on Federal Barge Line towboats plying the Mississippi, this about 1920. The INCO self-propelled barges, several years prior, had pioneered Morse code sets and had the necessary antennas swung aloft, fore to aft.

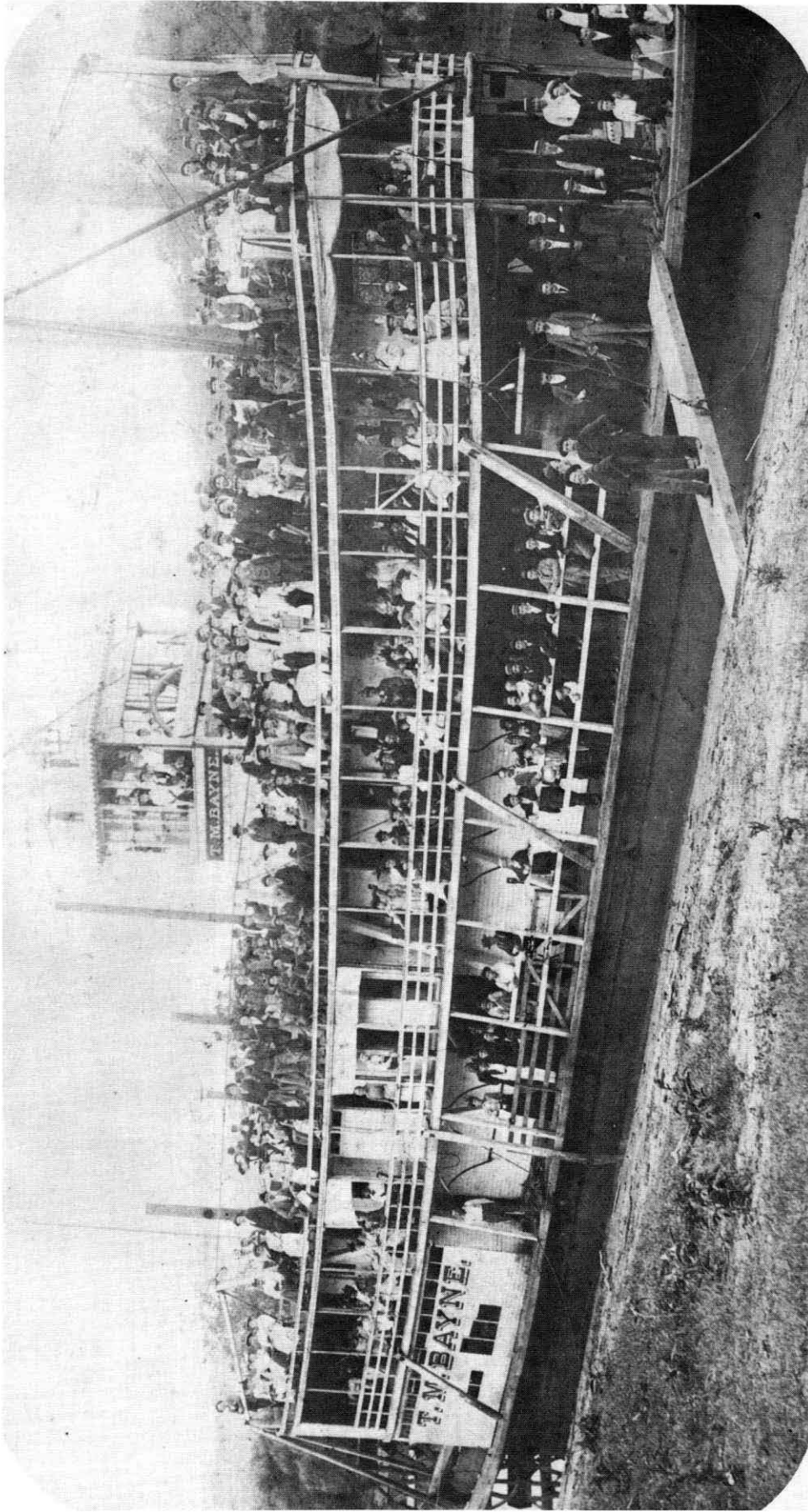
Two-way voice radio on river boats is relatively recent. Incidentally, the magazine "Ohio River and Inland Waterways," was published monthly at Cincinnati by Harry Pence. Capt. Donald T. Wright dickered for its purchase in 1920, but bought "The Waterways Journal" instead. Now that you have brought up the subject, others may have recollections to offer, and are invited to criticize and/or amplify on this reply to your inquiry. -Ed.



When Frank X. Prudent took this portrait of the NATCHEZ in 1983 probably the last thing in his thoughts was that six years later--now--Bill Dow and his beloved Dad would be planning to build yet another real steamboat. This morning, January 18, 1989, Federal Express delivered at our front door the profile and deck plans, prepared by John W. Gilbert Associates, Inc., naval architects in Boston, for a new STEAMBOAT (the capitals are theirs) to be named CITY OF NEW ORLEANS for New Orleans Steamboat Company. Length overall, 196'9"; water line length, 170'0"; beam, 42'0"; light draft, 4'0". She's got it all; feathered stacks, 'scape pipes, and is classed as a dinner boat, in the sense that the JOHN W. CANNON might have been the dinner boat for the well-to-do Upper Coast planters and families.



The discussion in column one, this page, reminds us that Patrick T. Fahey, president of the Delta Queen Steamboat Company (pictured above) was recently asked why telephone connections with the outside world had not been installed on the DELTA QUEEN and MISSISSIPPI QUEEN? Mr. Fahey's reply was to the effect that temporary escape from outside stress is one of the many virtues of a 7½ mph. steamboat cruise.



SUNDAY EXCURSIONS were popular on Muskingum River when the T. M. BAYNE was a regular in the Zanesville-McConnellsville packet trade 1892-1897. Fred Rutter recently discovered this picture of such an occasion with no markings to tell the date, occasion or location. Could be at McConnellsville, or at Blennerhassett Island below Parkersburg, or even at the head of Marietta Island where there was a pleasure park complete with merry-go-round. Jesse P. Hughes in his 1904 diary in this issue tells of taking the CRICKET to Wheeling to run in place of the T. M. BAYNE, then in the

Wheeling-Steubenville trade, and had been mowed down by ice. All of those people herded to the starboard side were aware that a photographer was standing on shore with camera and tripod, and unaware of a "stability test," not yet required by Federal inspectors. The BAYNE must have been built stout to bear the weight of such a population, particularly on the roof, and she looks pretty even-keel even with most everybody dyked out in their Sunday-best on one side. Offhand we can think of no accidents caused up there on the Muskingum by such overloading. Do you see any lifeboats?

DELIVERY TRIP
RECALLED

Nelson and Veramae Brown
Entertain O-K Chapter.

by Jim Wallen

A semi-humorous view of a long and frustrating project--converting a former sternwheel towboat for use as an excursion boat--was given before the November 13th meeting of the O-K Chapter of S&D by Capt. and Mrs. Nelson Brown. It was the story of how they were finally able to bring the LORENA up to Zanesville, O., on the Muskingum River, from a boatyard at Pine Bluff, Ark. on the distant Arkansas River.

The meeting was held in the Mason County Library at Point Pleasant, West Va.

Both Capt. and Mrs. Brown gave the highly descriptive commentary that accompanied the slides and, as the story was told, it became apparent that the almost comical succession of delays, mistakes and things that just went wrong were no longer laughable.

Adding to the unpleasantness for Capt. and Mrs. Brown was the fact that their sleeping quarters were in the lunch room at the boatyard, meaning that they had to contend with unwanted night creatures that also wanted to live there. It also required them to be up and out of the way when the early morning siren announced the beginning of the work day.

But survive they did, and with the help of a friend, Ralph Johnson, a retired Navy man who was well acquainted with river boats, they happily reached the Mississippi River to be picked up by a modern barge line towboat offering clean, comfortable staterooms, good food and generous hospitality.

So, in time, in the spring of 1976, the LORENA reached Zanesville for the celebration of that city's bicentennial. She has been a success there ever since. The Zanesville Chamber of Commerce had sponsored the project, but the LORENA is now owned by the city of Zanesville and the county of Muskingum.

On her way up the Muskingum under her own power, the LORENA was welcomed by enthusiastic crowds along the river banks, and the worries and frustrations of the recent weeks were forgotten by the three who

had made the LORENA's appearance possible.

What those welcomers along the river banks saw was a nice looking sternwheeler with a hull length of 65 feet and a pretty pilothouse mounted atop the roof. She's powered by a set of diesel engines.

The LORENA's success on the Muskingum is indicated by the fact that in eight years she carried 130,000 people, including a number of movie and television celebrities, many social events and a wedding. They even had Elsie the Cow aboard for one trip.

A subject for discussion by the 35 present was the proposal by Capt. Charles H. Stone that the O-K Chapter purchase a 26-inch television set for use in connection with video tape recordings, several of which are under consideration for future meetings. The proposal was given a vote of approval.

Capt. Stone, who had been aboard the PRESIDENT during the "Tall Stacks" celebration in Cincinnati, also reported on the PRESIDENT's salute to both Point Pleasant and Sewickley, Pa. on its trip to the upper Ohio.

On her upstream trip the big excursion boat poked her nose into the mouth of the Kanawha

River, paused briefly, gave a long whistle salute, and then backed away to head on up the Ohio.

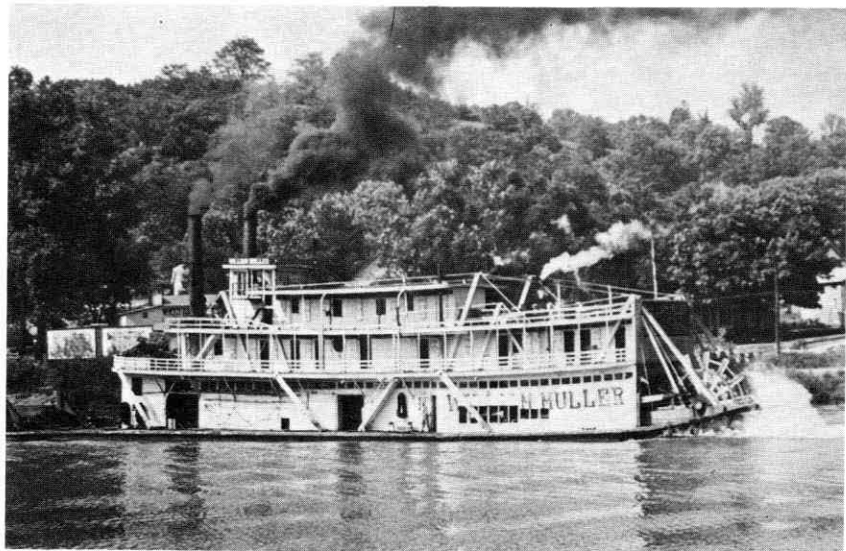
"We are particularly pleased," said Capt. Stone, "that the officers and crew of the PRESIDENT had this fine, big boat pause at Sewickley for a salute to the president of our organization, Capt. Fred Way. Anything that honors him honors all of us."

Recent officers of the PRESIDENT, and who were probably aboard for the trip to Pittsburgh, said Capt. Stone, were Capt. Don Dobson, master; and Phil Ritchie and Bob Powell, pilots.

As usual, members brought a number of steamboat pictures that inspired some lively conversation while enjoying the refreshments provided by the ladies. Along with coffee and lemonade there was an attractive relish tray and a variety of cookies.

The meeting was opened with an invocation by Jim Bupp and was called to order by Capt. Bert Shearer.

The next meeting was announced for Sunday afternoon, March 12th, in the Mason County Library building.



The WM. MULLER is described on page 28 as the last steam commercial towboat plying the Muskingum River. This picture was taken on the Muskingum at that time. Formerly named SWAN, she saw lengthy service with the Pittsburgh U.S. Engineers.

JESSE P. HUGHES DIARIES

The Year of Expansion.
-1904-

by C. W. Stoll

(Annotated by the author
aboard ROYAL VIKING STAR
between Singapore and
Hong Kong, Nov. '88
Typing completed at
Hot Springs, Ark.,
Jan. 4, '89.)

Frigid weather, low water and ice caused the suspension of packet and towboat movements on the upper Ohio River during the first several weeks of 1904. The Greene Line packets GREENLAND, GREENWOOD, CRICKET and the dismantled ZANETTA were at Point Pleasant, West Va. in the mouth of the Kanawha River. On January 16th gorges closed the Kanawha from Lock 11 to Red House. Next day, the 17th, Jesse entered a cryptic note in his diary: "Broke the news to Mother at the dinner table today." Our surmise is that he announced his engagement to Telia Vaughan. On Jan. 21st the new small short-trader DAISY owned by Capt. Elmer E. Varian made her trial run and next day the Kanawha gorge broke with no notable damage. A thaw had raised the Ohio River at Pittsburgh to 28 feet, and the ice run-out was heavy. The T. M. BAYNE sank at Steubenville, the towboat HORNET NO. 2 sank and was lost at Paden City, W. Va. and the new towboat WINIFREDE sank at Marietta. Frigid weather returned and on Jan. 27th the Kanawha was again frozen over. The towboat FLORENCE MARMET broke up the ice at Point Pleasant, hitched into 18 loads, and departed for Cincinnati on Jan. 30th.

On Feb. 1st the harbor at Point Pleasant was again frozen over. The GREENWOOD, moored at Gardner's Docks, was hard aground. On Feb. 3rd during the forenoon a baby boy was born aboard the GREENLAND, the third son of Capt. and Mary B. Greene. They named him Thomas Rea Greene. [Ed. note--It is nigh incredible by today's standards to understand why Captain and Mrs. Greene allowed this event to take place aboard a cooled-down ice-bound steamboat. The quarters occupied by the Greene family consisted of a suite in the

forward section of the Texas, comfortable enough, and certainly not an isolated case of birth aboard a river packet. Whether or not there was a physician in attendance we don't know, but probably not, and no record seems to exist of whose skilled hands attended the delivery. Despite the lack of trappings we moderns anticipate, and expect, Tom R. Greene appeared on the scene as a bouncing boy destined to carry forward the Greene Line beyond the lifetimes of mother, father, and two brothers.]

On Feb. 8th steam was raised on the CRICKET. With Jesse at the helm she managed to pull the stuck GREENWOOD free, and moved her across the Kanawha and alongside the GREENLAND. He then took the CRICKET down the Ohio to Catlettsburg to again enter the packet trade up Big Sandy River. Jesse notes in his diary that this move was a bit premature. River conditions kept the CRICKET moored at shore until Feb. 24th when she loaded for Pikeville and made her departure next day with Capt. Vaughan and George Hutchinson as pilots. The water in Big Sandy was low, and they couldn't get over Buffalo Shoals, so Jesse sent most of the crew home on the DR. YORK. Most of the perishable freight was forwarded aboard the SEA GULL. Meanwhile the GREENLAND had come out of winter hibernation and had resumed the Charleston-Pittsburgh trade.

The CRICKET cooled her heels at Buffalo Shoals on Big Sandy until March 7th when she proceeded upriver, discharging freight at Paintsville and Hell's Gate, arriving at Prestonburg at 11 p.m. She turned back from there at 6:30 next morning and got back to Catlettsburg at 8 that evening.

She then dropped down to Ashland, Ky., always an important source for Big Sandy freights, finished out at Catlettsburg, and delivered her cargo at Brandy Keg, having met the J. M. GRUBBS, THEALKA and SEA GULL enroute.

Again she loaded at Ashland and Catlettsburg, the Ohio River now at 42 feet, and arrived at Pikeville at 7 o'clock on the morning of March 14th. She made a quick turn-around, and after a "bad old night" laid up in a snowstorm, returned to Catlettsburg at 8 on the morning of March 15th.

Jesse records that March 16th

the CRICKET was "loaded exclusively with freight from the firm of Kitchen and Whitt," an Ashland firm, for Pikeville. By way of diversion Miss Telia Vaughan and others came aboard for a ride to Louisa, where the ladies apparently departed in the middle of the night. Well they did, as the rest of the voyage was a "trip of trouble." The CRICKET was aground on three stumps at John's Creek on the 18th resulting in much delay, then had to warp up through Wireman, then was plagued with other groundings, coming to a halt at Middle Creek Sand. Jesse sent the crew home and not until the 23rd did the boat, bolstered by a rise, get over the obstacle and proceed to Pikeville. Soon as they had discharged this "exclusive trip" they dropped back out to Catlettsburg on the 25th, reloading immediately for another Pikeville run.

On this next trip they met the GUYANDOTTE which had "burned up her boiler" and towed her back from Hubbardstown to Catlettsburg. She then made two more trips to Pikeville, and on March 30th, returning from the second of these, passed the BUFFALO which had collided with the SEA GULL "with serious results to both boats." On Friday, April 1st, low water stopped the CRICKET at White House. Passengers and freight were transferred to the CANDY, and tied in opposite White House, sending most the crew back aboard the THEALKA. Jesse took the train to Catlettsburg and registered at the Alger Hotel.

EASTER, APRIL 3rd

Jesse reports he "went up to Capt. Vaughan's and Telia and I were married by Brother Vaughan." The happy couple took the 5:30 C&O train to Charleston and registered at the Ruffner Hotel. Jesse penned in his diary that he and bride had quite a time getting away from Catlettsburg "before the marriage reports got out on us."

The GREENLAND blew her landing whistle for Charleston shortly before six next morning. "Telia and I came down from the Ruffner at 7 a.m. Met a very cordial reception," writes Jesse. He and his bride were prepared to stay aboard when the boat departed at supper time. Next day the GREENLAND arrived at Gallipolis at noon "where we met

a welcome reception and received many congratulations." Downbound from Pittsburgh "sister Lillie and friends were down to greet us." Jesse's father came aboard at East Liverpool and rode to Ravenswood. Jesse and Telia got off at Gallipolis and were invited to the home of Frank L. Sibley, associate editor of the Gallipolis "Tribune," in which Frank conducted a regular and lively river column, lifted weekly by The Waterways Journal in St. Louis, under the heading "Gallipolis Gossip." At 4:30 that evening they boarded the B&O for Kenova (end of the line) and walked across the Big Sandy bridge to Catlettsburg. They were serenaded at Capt. Vaughan's home.

On Tuesday, April 12th, Jesse and Telia went up to White House, worked in the CRICKET's office, and arrangements were made for push boats to take her freight to destinations, inasmuch as low water had laid up the usual steamboats. They returned by rail to Capt. Vaughan's home on the 21st. Rains came on the 25th, and Jesse brought the CRICKET out to Catlettsburg, thence to Ashland for a coaling, and started up the swelling Ohio for Wheeling. Thousands of logs were running free astray out of Guyan River, and the CRICKET had to wait along shore until they passed by.

The CRICKET had been chartered to run in place of the T. M. BAYNE out of Wheeling to Steubenville, the latter boat having been lost on Jan. 22nd when crushed by Ohio River ice.

Jesse returned from Wheeling to Marietta by rail where he boarded the GREENWOOD to find much scrubbing and painting going on, and the engineers and carpenter building a new wheel. Telia joined him on May 4th. While waiting for the GREENWOOD to be readied, the Great American Water Circus arrived at Marietta on May 10th, towed by the ex-ferry PORTSMOUTH. On the 14th the steel hull packet JAMES DEITRICH passed down, built by the Rees firm in Pittsburgh for service in Nicaragua. The GREENLAND was down late Sunday 15th, delayed by pumping out the LORENA which had sunk above Wallory Bar the preceding Thursday night.

This refurbishing program of the GREENWOOD was in prepara-

tion for a major Greene Line event. Capt. Gordon C. Greene had decided to run five round trips with his new GREENLAND from Pittsburgh to St. Louis and return, a project which would occupy most of the summer vacation season. The big attraction was the St. Louis World's Fair. Meanwhile the GREENWOOD was to maintain the usual Pittsburgh-Charleston trade.

Steam was raised on the GREENWOOD at Marietta on May 17th with arrival in Pittsburgh on the 19th at 5:30 p.m. The GREENLAND arrived at Pittsburgh on the 20th at 7:30 a.m. The two boats exchanged whistles, stages, and some members of the two crews were shuffled around. The GREENWOOD left for Charleston at 4 p.m. May 20th on a fair river stage. Several coal tows started south that day.

GREENLAND TO ST. LOUIS

--And what an event! The farm-raised young man who had put down his hoe at Newport, Ohio for a life on the river, started running his own boat, the H. K. BEDFORD, in 1890, between Pittsburgh and Wheeling. Now, 14 years later, he owned in a new side-wheeler headed for St. Louis. The GREENLAND left Pittsburgh on Monday, May 23, 1904. The GREENWOOD met her at Point Pleasant next day and went with her to Gallipolis. As a matter of record, the GREENLAND arrived in St. Louis on her initial trip at 11 p.m., May 28th, 18 hours ahead of the projected schedule. She left St. Louis on her return on June 4th.

June 7th was Jesse's 28th birthday. The GREENLAND returned to Pittsburgh on June 12th and departed on her second St. Louis go-around at noon on June 13th. The GREENLAND and GREENWOOD came alongside of one another at Camden Coal Works, whereupon Jesse Hughes and bride by invitation of the Greenes, went aboard the GREENLAND for a delayed honeymoon to St. Louis and return. An oft repeated saying in those days, originated by an unidentified long-time employee, was that while with the Greenes he never got paid less, or treated better. Jesse did not tell his diary how much advance notice he had of this good fortune, if any, but we do know that he brought along his trusty

plate camera to photograph his expanding horizons. Will Dennis and Charlie and Mrs. Stalder came aboard the GREENWOOD there at Camden.

So now, thanks to Jesse's diary, we have a fairly complete story of what went on. The GREENLAND took 500 bushels of coal at Ashland, and was in Cincinnati next day at 4 p.m. Capts. Lawrence McMakin and Harvey Brown came aboard there as pilots. By way of river news, Jesse records that they met the SPRAGUE at Higginsport; the BEN HUR and BONANZA were running Cincinnati-Pomeroy, and while at Cincinnati the REES LEE left for Memphis.

They cleared the Louisville Canal locks at 5 a.m. June 16, and coaled at Evansville that evening, this day having met the TELL CITY, TARASCON, BELLEVUE and MORNING STAR. George Kratz and his wife boarded at Evansville, and George went to work tuning the calliope.

Next morning they were passing Elizabethtown, Ill., and Paducah at 10 o'clock. At 2:30 that afternoon they passed Cairo with 28½ feet on the marks, the rise in the Mississippi backing water up the Ohio to Paducah. This day, June 17th they met the JOE FOWLER, and later engaged in a "brush" with the DICK FOWLER, noted for speed, which overtook and passed them. Turning the point below Cairo they met the "big" BARRETT at 6 p.m. They arrived at St. Louis at 8:25 p.m. on the 18th, landing at the foot of Chestnut Street below the CITY OF SAVANNAH. The ex-Anchor liners CORWIN H. SPENCER and CITY OF PROVIDENCE took out evening excursions.

On Sunday, June 19th Captains Greene, Brown, Henry Holloway and Jesse boarded the side-wheel LOUISIANA (ex-lighthouse tender JOSEPH HENRY) and rode her to Alton, Ill. and return, and saw the QUINCY, just arrived from St. Paul. During the St. Louis visit Jesse and Telia made several trips to the Fair and uptown shopping excursions.

The GREENLAND departed St. Louis at midnight, June 25th. The following day, Sunday, they were passing Grand Tower at breakfast time, and were back in the Ohio River at 1 p.m. Met the DICK FOWLER with excursionists aboard at Mound

City, and were passing Paducah at 5 p.m. On Monday while coaling at Evansville the PETERS LEE passed down. The Ohio River was settling down to summer low water. The stage in the Louisville Canal was 5 feet on the afternoon of June 28 when they passed through. Apparently "shore stops" were few and far between. They got to Cincinnati at 7 on the morning of June 29 and left at 9:30. The HUDSON was sunk in above the Fulton Marine Ways. The grand trip wound up for Jesse and Telia on July 1st when they came alongside the GREENWOOD at East Liverpool that evening. Jesse returned to the GREENWOOD as captain.

Heavy rains swelled the upper Ohio. The GREENLAND, with 55 passengers aboard, got away on her third trip to the World's Fair. Jesse was upbound at Cheshire, O. when she passed by. The diary notes that the GREENWOOD, downbound from Pittsburgh, met the SPRAGUE at Knox Bar Light, above Rochester, Pa., on July 8th.

On July 21 the stage at Wheeling was 4.7 feet. The QUEEN CITY, upbound from Cincinnati to Pittsburgh, turned back at Rochester, Pa. due to low water. The GREENLAND, returning to Pittsburgh from St. Louis, landed at Sewickley, Pa. to exchange passengers, leaving there on July 23rd on her fourth trip to the World's Fair. The GREENWOOD managed to scrape along, meeting the QUEEN CITY on July 26 downbound to lay up until river stages improved. The KEYSTONE STATE, also running Pittsburgh-Cincinnati, also laid up. On July 27th, while unloading lumber at Newport, O., the GREENWOOD met the KANAWHA downbound. Now it was the GREENWOOD's turn to reship from Sewickley, unable to get through Merriman's Riffle. Word was received that the QUEEN CITY, now at Cincinnati, was under charter to proceed to Memphis and take the place of the KATE ADAMS. The GREENLAND made it to St. Louis and was on her return trip to Pittsburgh. The GREENWOOD resorted to towing a lighter delivered to her at Possum Creek by the RUTH NO. 2.

OPENING OF LOCK 6

On Friday, Aug. 6th the wickets at Dam No. 6, Ohio River, were raised for the first time. The LORENA and

GREENWOOD, both upbound, were the first through the new lock. Other than the improvements at the Louisville Canal, this was quite some event. It had taken from 1885, opening date of Davis Island Lock and Dam, until 1904 to complete the second one, No. 6, below Rochester, Pa. and known as the Merrill Dam. Both the GREENWOOD and LORENA blew whistle salutes in celebration. Nevertheless, the GREENWOOD was forced to reship and turn back from Rochester, the upper end of the new pool. The GREENLAND burst a heater and so ended her fourth St. Louis trip at Marietta. Due to the low water her fifth one was cancelled. The GREENWOOD plodded along, laying a warp line to pull herself up through Newberry Island, and laid up at Harmar, O. with 2.9 feet on the marks. Jesse notes that the U.S. dredges OHIO and OSWEGO arrived on Aug. 20 to deepen the approach to Lock 1, Muskingum River. The towboats handling the dump scows were the GEN. O. M. POE and ANNIE L.

On the evening of Sept. 1st the GREENLAND, taking advantage of a slight rise, took "a select crowd" out of Marietta on an excursion, returning at midnight. The charterer was Mariettaian J. P. Becker. The next day, Friday, she took 120 excursionists up and back from Marietta to the Muskingum Island Park, returning at 11:20 p.m. On the 5th both the GREENLAND and GREENWOOD made four round trips to Parkersburg with Labor Day excursionists, doing this with 33 inches on the Marietta marks. On Sept. 14th the GREENWOOD went through Lock 1, Muskingum River, and spent two days handling passengers between Muskingum Park and the Fairground. On the 15th she handled 1355 people, making 20 trips. On the 16th she handled 860 on 18 round trips.

HEAVY DEW EXPLOIT

The CRICKET had been idling at Wheeling, and now Capt. Greene went up by rail and raised steam on her, having arranged with Commodore Laidley to run her Cincinnati-Chilo. Jesse boarded at Marietta, along with "Charlie, Hughey Hicks and Sam," river stage 26 inches, and they picked up Jim Mills at Hockingport. Capt. Greene and "Charley" got off at Point

Pleasant. At Catlettsburg they took stores and took aboard Capt. Pete Lallance. Took coal at Ashland, found 33 inches at Portsmouth, and rubbed bottom several times, getting to Chilo at 2 a.m., Sept. 21st. Picked up the crew of the M. P. WELLS and went in business. Picked up freight from the LIZZIE BAY aground in Four Mile and continued to Cincinnati. Mission accomplished, Jesse took the C&O to Catlettsburg, picked up Telia, and went on to Marietta on the B&O, the train running late on account of the engine breaking down at Mason City. Both the GREENWOOD and GREENLAND were sound asleep in the Marietta area for the duration, so Jesse visited with his father at Murraysville where on Oct. 2nd a "little gasboat, LITTLE JOE, passed down this afternoon loaded with pilots." Jesse returned to the GREENWOOD on Oct. 17th. Capt. and Mrs. Greene's elder son, Wilkins, had entered school at Marietta at the beginning of the fall term. Jesse met with Capt. Greene and confides to his diary that "a big discussion is under way."

DISCUSSION AND DECISION

Under close wraps, Jesse did not so much as pen a line in his diary until Oct. 31 about what was brewing. Then he wrote, "Capt. Greene and Capt. Roe finally made a deal with Commodore Laidley." On Hallowe'en morning Capts. Greene, Roe and Jesse went "up above town" in Cincinnati to have a look-see inspection of the side-wheel BONANZA. These three previously had inspected the HENRY M. STANLEY, riding aboard from Cincinnati to Lawrenceburg. Later that day, Oct. 31, 1904, Commodore Fred A. Laidley agreed to sell the TACOMA, HENRY M. STANLEY, COURIER and M. P. WELLS, plus all rights of the White Collar Line above Cincinnati, to Capt.'s Greene and Roe, the formal transfer slated for Nov. 8th.

[Ed. note: This purchase was predicated on an understanding that Capt. Gordon C. Greene would move to Cincinnati and manage the affairs of this expansion as concerned the Cincinnati-Pomeroy and Charleston trade packets. Capt. William E. Roe would remain at Marietta and handle the Pittsburgh end. At the end of each year these two owners were to swap places,

and they would continue swapping thereafter each year. Capt. Greene told of these arrangements to this scribe many years later, adding the comment "but Billy Roe at the end of the first year would not swap, and so I was destined to remain in Cincinnati."]

The "big deal" did not require an extensive outlay of cash. The TACOMA sold for \$12,000; the HENRY M. STANLEY was valued at \$10,000; the COURIER \$5,500 and the M. P. WELLS \$2,500. Commodore Laidley tried his level best to have the side-wheel BONANZA included in the transfer, but Capt.'s Greene and Roe did not take her.

The usual fall rise in the Ohio River did not materialize in 1904. Abnormally low stages kept Commodore Laidley's big side-wheelers CITY OF LOUISVILLE and CITY OF CINCINNATI laid up through year's end, with Capt. Billy Roe's KANAWHA and the AVALON running Cincinnati-Louisville under charter instead.

Captain Greene decided to bring both the GREENLAND and GREENWOOD to Cincinnati when the Hallowe'en deal was firmed. Jesse raised steam on the GREENWOOD, took the GREENLAND in tow and proceeded down to Hockingport for the night. Next day steam was raised on the GREENLAND, and both boats proceeded independently to Point Pleasant, landing below Gardner's Docks, where both underwent their annual U.S. inspection on Nov. 3rd. Next morning Jesse started with the GREENWOOD for Cincinnati, picking up Capt. Pete Lallance at Catlettsburg for his pilot partner. At Cincinnati they loaded for upriver and departed at 5:45 p.m. Saturday, Nov. 8th, the official date of the transfer, the river at 4½ feet. Capt. and Mrs. Greene, Capt. Roe and Mrs. Stalder rode up to transfer to the GREENLAND at Nine Mile Bar. On the 10th hit a log at Snag Bar and lay there until next morning shoring up the leak. Low water forced the reshipping of all freight at Catlettsburg. A rise of sorts permitted departure on the 15th from Cincinnati, loaded for Pomeroy. On the return found 1.8 feet at Point Pleasant. Grounded at Greenup and lost 6½ hours getting free. Laid up at Cincinnati and Jesse went master-pilot on the CRICKET running Cincinnati-Maysville. The GREENLAND

made a trip to Louisville for the LIZZIE BAY under charter. The GREENWOOD was chartered to run Cincinnati-Madison.

Winter set in early. On Dec. 10th Cincinnati was blanketed with seven inches of snow and the river stood at 3.4 feet. On the 13th the CRICKET and M. P. WELLS towed the HENRY M. STANLEY up under the Coney Island dike. The CRICKET then returned to the wharf and loaded for Maysville, departing at 5:30 p.m. On the return she met ice and next day was laid up at Coney dike, the fleet there now composed of the ISLAND QUEEN, HENRY M. STANLEY, GREENLAND, COURIER and M. P. WELLS.

Jesse reports that on Sunday, Dec. 18 he and the lay-up crew had oysters for breakfast, dinner and supper, but fails to elaborate from whence they came

to the table. He caught the C&O on Dec. 21st for Christmas in Catlettsburg, returning to the boats next day. The ISLAND QUEEN blew loose from her moorings and had to be captured. The KANAWHA advertised for Pittsburgh but due to the blizzard didn't get started until the 29th. Jesse and Charlie Hall piloted her up to Huntington and then went back to the laid-up fleet. Steam was raised on the GREENLAND and she was taken down to the Cincinnati wharfboat advertised for Pittsburgh. She left on the last day of 1904 with Capt. Mary B. Greene in charge. Pilots were Pete Holloway and Will Dennis. Jesse and Capt. Greene rode up on her and got off at the laid-up fleet.

So ended 1904 with the river showing 15 feet on the Cincinnati marks.



The punch line of the 1904 story comes near its end as Mary B. Greene takes charge of the GREENLAND at Cincinnati, bound for Pittsburgh. -Photo from the collection of Jerry Sutphin.

PHOTO ON OPPOSITE PAGE

S&D member Allen Hess visited Tower Rock, Nature's most prominent landmark along the Mississippi River, 100 miles below St. Louis, on Saturday, July 2, 1988, and captured this view of sight-seers scaling the 80-foot tall limestone pinnacle (see December '88 issue, page 41).

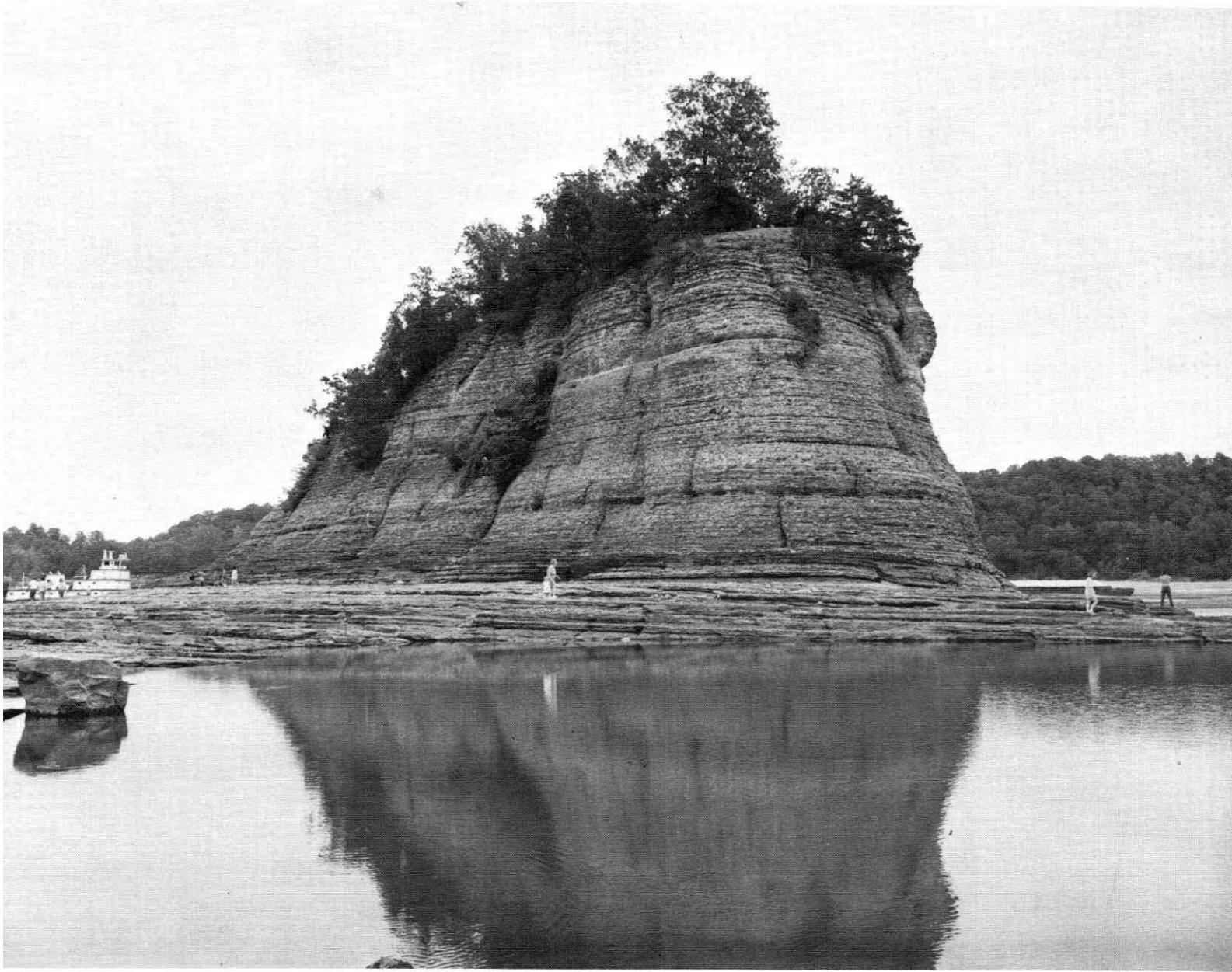
Extremely low river stages permitted, for the first time in

memory, access by walking over dry shelf rock from the Missouri side to the base of the rock formation.

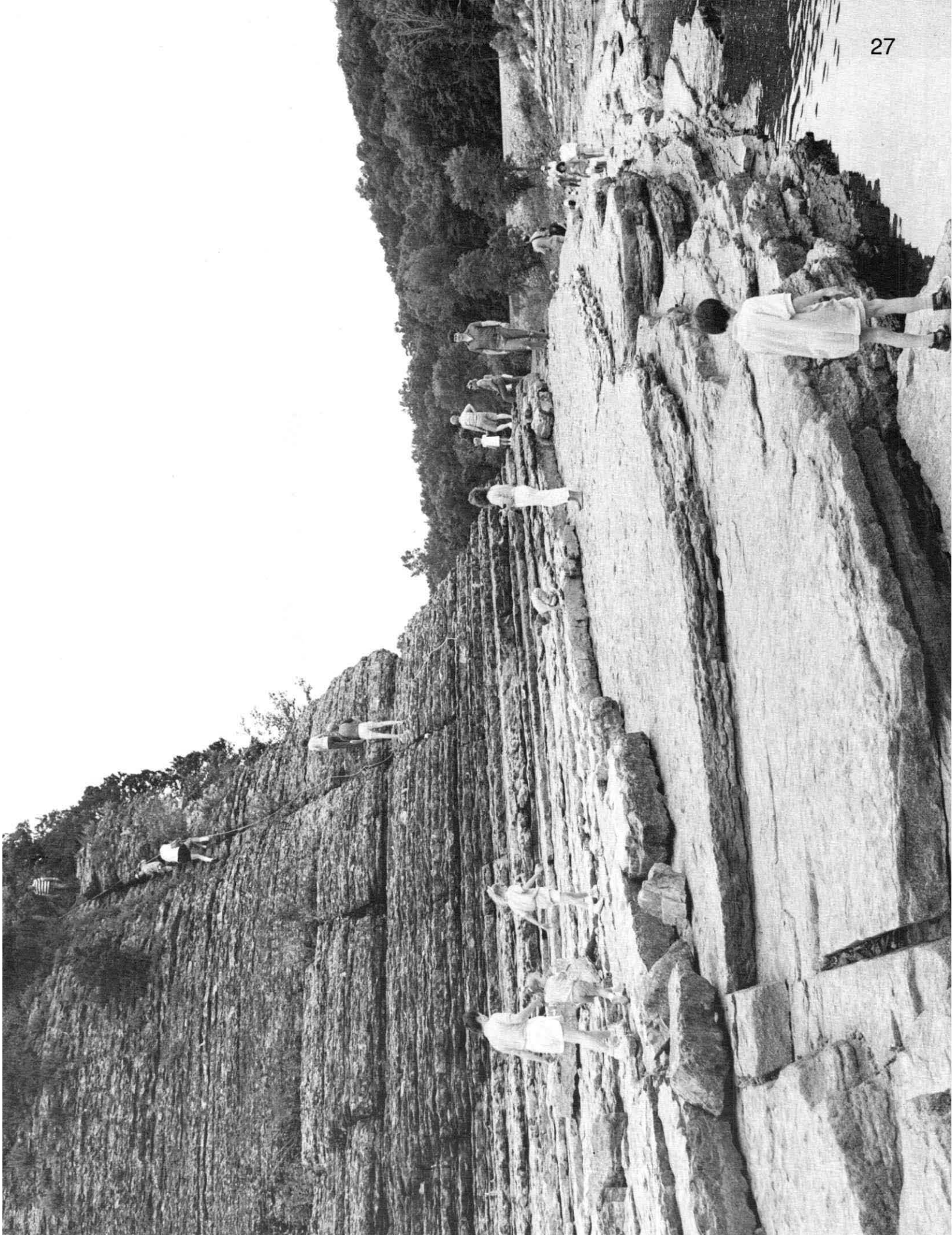
Allen Hess has received a grant from the Maine Photographic Workshops "to support continued photography of the Mississippi, Ohio River and tributaries." He plans to drive out from his home at 4 Ocean Street, Boston, Mass. 02124 for several two or three week jaunts along the rivers to which he has been assigned, seeking a wide latitude of river-related

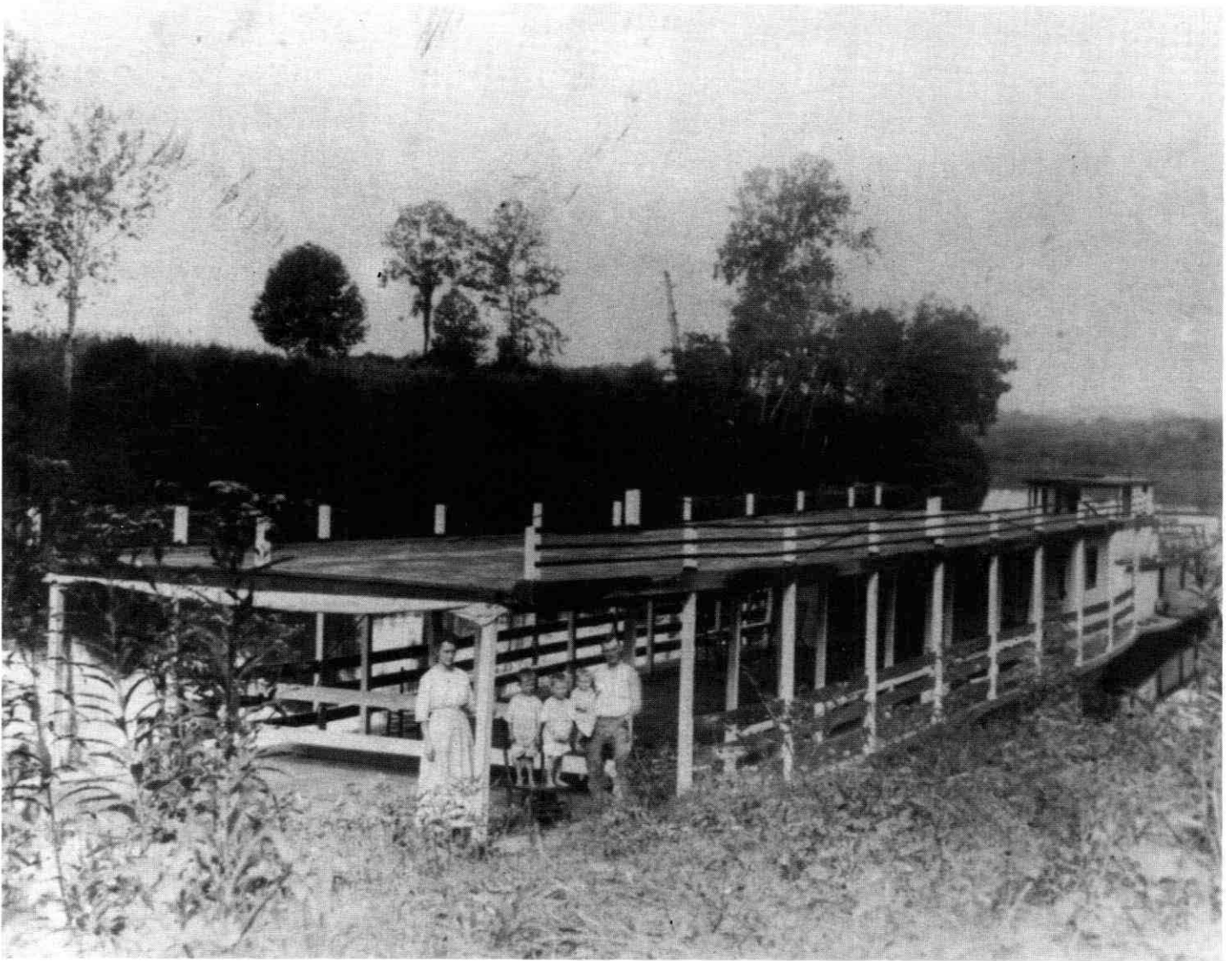
subjects, including related architecture and industry along the shores.

Allen's penchant for rivers and steamboats has taken him in the past to China, and to the Francisco River in Brazil. He is well acquainted with the New Orleans harbor, has taken detailed shots of a Missouri River steam side-wheel dredge, and has taught a photography course at Princeton. He and his wife Elaine have a daughter, Julia.



Grand Tower Rock as viewed from the Missouri shore on July 2, 1988 by photographer Allen Hess. In normal river stages all of the shelf rock in the foreground is covered. In the main channel on the yon side of the Rock a towboat may be seen passing down (far left) with the head of her tow starting to appear (far right).





CAPT. BERT SHEARER, 5100 Virginia Ave., S.E., Charleston, West Va. 25304 sends the above picture to us with the following description: "This was taken about 1913, a dance and party barge owned by my father, Capt. Oliver F. Shearer. The towboat is the BERTHA M. built at College Hill, Ky., above Kentucky River Lock 11. She had a 15 hp. Foss gas engine, a one-lunger. The picture was taken near Irvine, Ky. and in the foreground, from the left, are my mother,

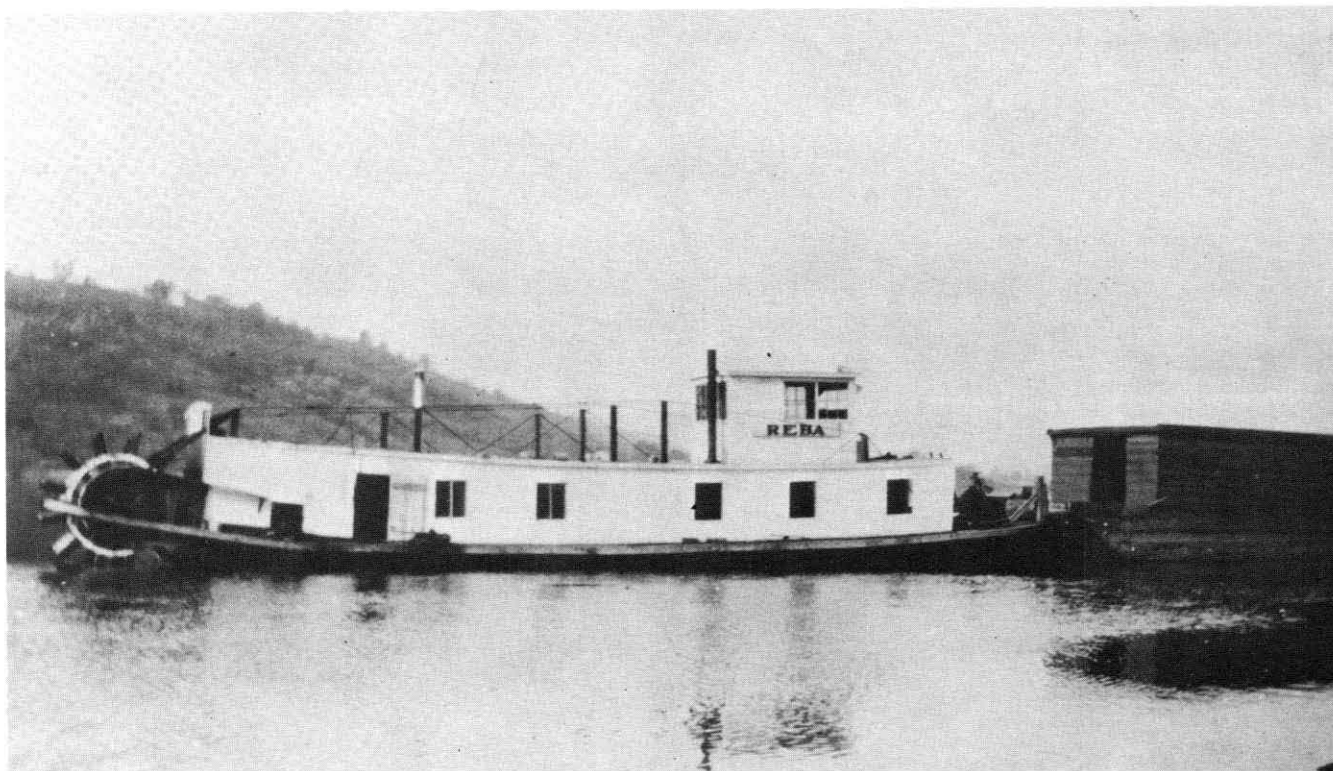
Lelia C. Shearer; my brother Oliver; me; sister Reba, then my Dad, O. F. Shearer. We lived on the BERTHA M. until Oliver and I started to school at Irvine. In 1918 when I was eight years old we moved to Boonesboro, Ky. I was born on this boat on the Kentucky River across from Ford, Ky. My younger brother Jim also was born aboard in 1914. I don't recall what happened to the BERTHA M."

Wesley C. McDougal, Clarrington, Ohio, writes to say he made several trips as deckhand, and a few trips as watchman on the towboat WM. MULLER (ex-SWAN) from 1932 to the last trip in January 1936, when she was towing coal from the Costanzo mine, just below Lock 12, Ohio River, to the Philo Power Plant on the Muskingum. Capt. Norman (Bucky) Jones was the captain and Capt. Max Crain was the pilot, recalls Wes.

John E. Connelly, owner and operator of Pittsburgh's Gateway Clipper fleet of excursion boats, has expanded his operations along the waterfront at St. Louis to include the HUCK FINN, BECKY THATCHER and TOM SAWYER, plus their landing facility, now operated as Gateway River Boat Cruises. Also Mr. Connelly has acquired the Riverfront Cafe (to which the CITY OF ST. LOUIS has been

moored) and the LT. ROBERT E. LEE. The PRESIDENT, also Connelly-owned, also is at the St. Louis levee. He managed the ADMIRAL last summer, but terminated his connection with her and laid her up at her St. Louis landing last November 18th.

-Thanks to Ruth Ferris for details appearing in the St. Louis "Post-Dispatch" last December 16th.



HERE IS the REBA, owned and operated by Capt. Oliver F. Shearer. She first was named HUB, built at Tell City, Ind. in 1908. Wood hull 60 x 9.4 x 2. Capt. Shearer operated her as the HUB, powered with a Fairbanks-Morse single cylinder engine, 25 hp. Later this was replaced by a F-M 32 hp. engine. She sank at Lockport, Ky. in 1925, was given a new hull and a 3-cyl. F-M, 75 hp. Sometime later this engine "ran off"

and, according to Capt. Bert Shearer, threw scrap and iron all over the place. "In 1931 or 1932 we gave her a 4 cyl. F-M, upping the hp. to 100," Bert recalls, and had her rebuilt at the Gardner Docks, Point Pleasant, West Va. At that time she was renamed LACKAWANNA, and sold to Red Taylor at Madison, Ind. Eventually she burned above Eight Mile Island, Ohio River.

Agnes Lynch Starrett died, 92, on the evening of Wednesday, November 16, 1988. She was a long-time member of S&D and attended many Marietta meetings accompanied by her husband, C. V. Starrett. In 1964 Agnes retired as director and editor of the University of Pittsburgh Press, and Professor in English. Her association with the University began in 1923 shortly after her marriage. She often recalled her girlhood days in eastern Tennessee, but she resided in the Pittsburgh area for most of her adult years. For the past five years she and C.V. have lived in Cleveland Heights, Ohio, occupying an apartment at the home of their son David. Many honors have been bestowed on Agnes Starrett, including several honorary degrees. At one time she was chosen as a Distinguished Daughter of Pennsylvania. Her survivors, other than her husband C.V. and son

David include daughter Clare (Mrs. Walter I. Thompson III), ten grandchildren and six great-grandchildren. Her husband plans to continue residence at 2233 N. St. James, Cleveland Heights, OH 44106. He may be reached at 216-321-8231. A memorial Mass was celebrated on November 25th in St. Francis Chapel at John Carroll University. The family suggests memorial contributions to the University of Pittsburgh Library Fund, Pittsburgh, PA 15213.

A new magazine, "Cincinnati Arts," has issued Vol. 1, No. 1 containing a feature story by Dorothy Weil whose "Fire on the Water: Ohio River Steamboats" has been twice aired on TV station WCET. In the 1930s Dorothy's father was captain on the VALLEY QUEEN on the Missouri River, and later he was mate on the ISLAND QUEEN.

Copies of "Way's Packet Directory" are available at \$34.95 per copy. Please add \$2.50 extra for postage and handling on single copy orders. When ordering several copies add \$1.00 for each additional copy. Address Ohio University Press, Scott Quadrangle, Athens OH 45701.

Bob Hoffman of Indianapolis, Ind. phones to say he is contemplating an excursion boat to serve on White River at that port. The plans call for a two-deck 72 x 16 craft with an aluminum hull. The 5-mile course available for such an operation includes a bridge with 21-foot clearance at normal river stage, and to be practical she must virtually run on a heavy dew. Indianapolis has been served by excursion boats, some of them fairly fancy ones, in years gone by.

Col. Vic Tooker has been awarded high honors. The Adjutant General's Department of the State of Ohio, by order of the Governor, bestowed upon Vic the Ohio Distinguished Service Medal.

The citation reads: "Colonel Victor H. Tooker, retired, distinguished himself in the performance of outstanding service to the State of Ohio from 1 January 1957 to 3 December 1988. During this period, the Ohio National Guard received great benefit through the dedicated and unselfish actions of Colonel Tooker. The singularly distinctive accomplishments of Colonel Tooker reflect great credit upon himself and the Ohio National Guard."

Robert E. Frankenberry died, 71, on Thursday, December 15, 1988, of cancer. He was an executive of the Monongahela and Ohio Dredging Co. based in the Pittsburgh area (lately renamed M. and O. Marine) 1942-1983. His father was one of the original incorporators in 1913.

Bob graduated from Penn State U. and was a first lieutenant in the Army Air Corps and a B-24 bomber pilot during WW2. One of the towboats in the M. and O. fleet was the diesel sternwheeler WINNIE MAE named for the single engine plane Wiley Post flew solo around the world in 1933, a Lockheed Vega.

Surviving are his wife, Kathleen Marrs Frankenberry, two sons, Don P. and R. Randall, a brother, Charles E., and four grandchildren.

Edward K. Davison died, 78, on Monday, December 12, 1988, of cancer, in Pittsburgh, Pa.

He was retired president of Davison Sand & Gravel Co., New Kensington, Pa. After his retirement in 1971, Mr. Davison, who lived in Aspinwall, became director of environmental affairs for the National Sand and Gravel and National Industrial Sand associations, both of Silver Spring, Md. He also was a past president of the National Sand & Gravel Association.

Two towboats operated by the Davison firm on the Allegheny River were named E. K. DAVISON in his honor. He was a Princeton graduate and served as mayor of Fox Chapel from January 1958 until October 1962.

Mr. Davison is survived by his wife, Willa Smith Davison, three sons, Edward K. III and James S., both of Pittsburgh, and John R. of Elliott City, Md.; a daughter, Willa Davison Berents of Cohasset, Mass. and ten grandchildren.

W. Thomas Redman died in Allegheny General Hospital, Pittsburgh, Pa., on Monday, December 12, 1988 of a heart attack. He was 68.

Tom was retired manager of the Caterpillar engine division of Beckwith Machinery Company and had served with the firm for 35 years. He made his home in Ben Avon and wintered at Boynton Beach, Fla. He was a direct descendant of U. Kidd Riggs, early lockmaster at the Davis Island Lock and Dam, the first such Ohio River improvement.

Surviving are his wife, Letitia (Tish) Redman; two daughters, Cynthia McCullough of Sewickley and Rosalind Hare of Loxahatchee, Fla.; a son, Thomas S. of Lantana, Fla.; a brother, Harry U. of Pittsburgh; and a grandson.

Burial was in the Allegheny County Memorial Park, McCandless.

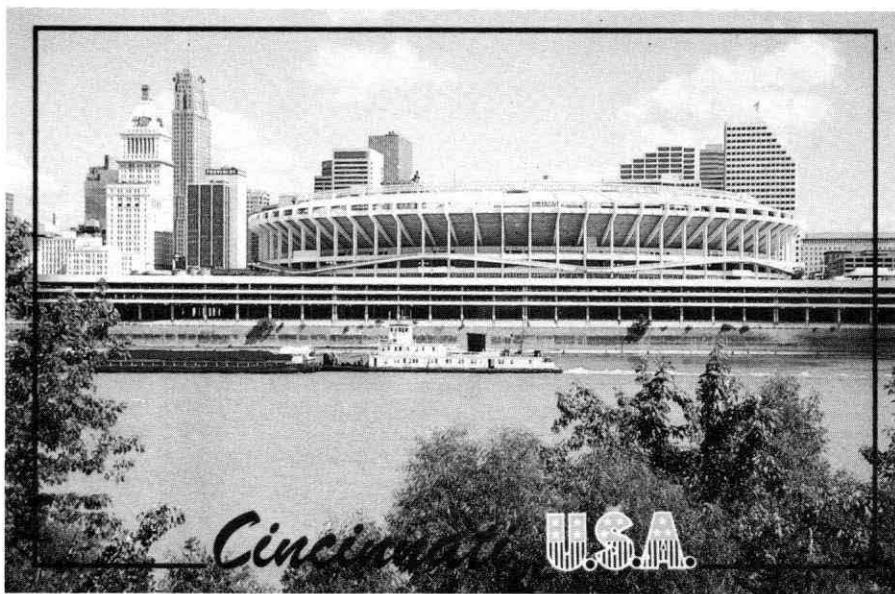
Anne Chamberlain Brown died in Marietta, O. on Monday, January 2, 1989 at the Memorial Hospital following a long illness.

Her literary career peaked some years back when her nationally published book, "The Tall Dark Man," was dramatized and repeatedly appeared on TV, a compelling cliff-hanger with an Ohio River setting. Anne did not realize, even when this happened, that she had produced an all-time American classic.

Anne's father, Dudley (Dud) Chamberlain, Marietta-reared newspaper owner and columnist, was her mentor, most severe critic, and helpmate. Dud was better known to the S&D fraternity than was his brilliant daughter. Dud accompanied the W. P. SNYDER JR.'s voyage to Marietta in 1955 and wrote daily bulletins to the Columbus "Dispatch."

The "New York Times" said of "The Tall Dark Man:" "It might be more accurate to say that this is purely and absolutely THE suspense novel in an ideal form which the genre rarely attains."

The point was well taken. Anne Chamberlain Brown will one day be celebrated at home and abroad.



Capt. Charles Henry Stone sends this post card view of Cincinnati's riverfront, the picture taken by Ruth Molloy of Molloy Postcard Services, 1100 Pike St., Covington, Ky. 41101. Virginia Bennett has these cards (in full color) on sale at her B&B Gift Shop. The downbound towboat happens to be the mv. FRED WAY, and will wonders never cease.

BOOK REVIEW

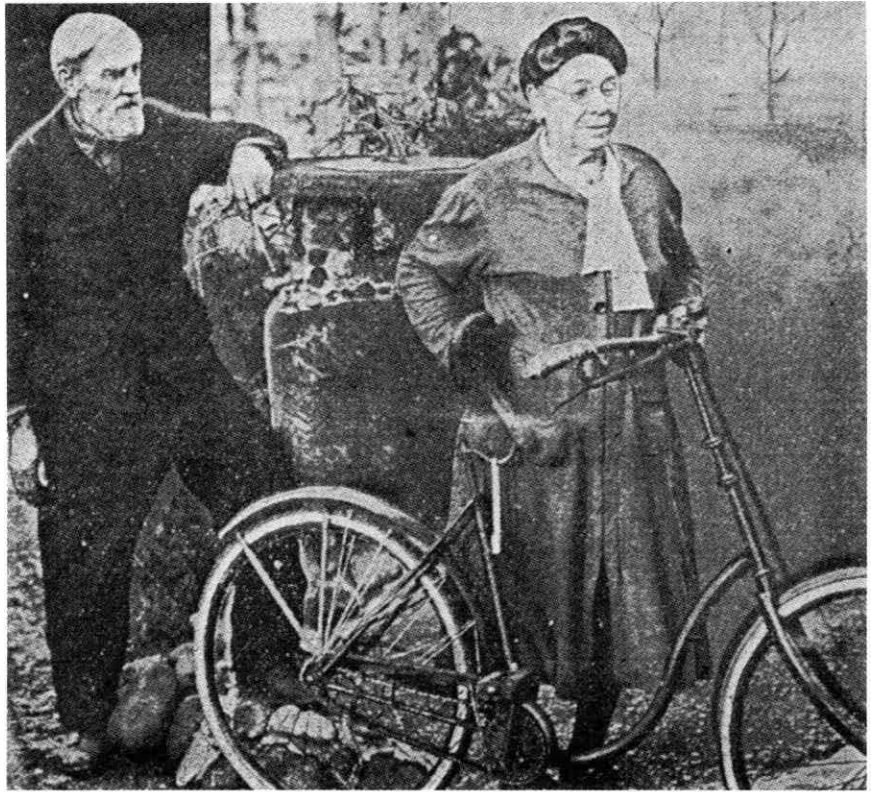
Vol. II, OYO, Released.

In 1987 we were introduced to OYO, an Ohio River anthology edited and published by Don Wallis of Yellow Springs, Ohio. Mr. Wallis said he chose OYO as the title since nobody knew what it meant but that it is the sound that the Iroquois were supposed to have made when they said the name of the river Ohio. The purpose of the publication is to "celebrate and explore [the question]--What is it that draws us so deeply to the river? Volume I provided an interesting compilation of river description, stories and poetry and now, true to his plan, Don Wallis has come along with more of the same.

Harlan Hubbard's writings figure prominently in the new issue of OYO and Harlan's pen drawings are used as illustrations throughout as they were in Volume I. According to my count, there are 31 segments in Volume II and many of the authors will be familiar, some as reporters on early travels on the Ohio such as George Croghan and Zadok Cramer while others are later travelers such as Edwin and Louise Roskam (Towboat River) and Dr. Carl Bogardus, the sage of Warsaw, Kentucky. Other contributors have a somewhat wider reputation including Walt Whitman and Washington Irving who also left interesting accounts of their trips on the Western Rivers.

Readers of OYO Volume II will probably discover a number of new first-hand accounts of river travels. New to me was an account by Rueben Gold Thwaites titled "Pilgrims" covering a trip down the Ohio in the spring of 1894. The first entry in this journal begins at a campsite on Blennerhassett Island and continues to the vicinity of Owensboro, Kentucky, the trip evidently taking place in a canoe or yawl named Pilgrim. Such accounts provide a believable, true picture of how the river and towns appeared now almost 100 years ago.

Editor Wallis, a native of Madison, Indiana, was a good friend of Harlan and Anna Hubbard in their latter years at Payne Hollow. The last segment includes Don Wallis's sincere and intimate appreciation of Harlan and the life the Hubbards made



SEWICKLEY, PA. once had a river family headed by Capt. Fred M. Dippold who towboated most of his career, as did his son Capt. John M. Dippold. The above picture, published in the Pittsburgh Press about 1938, recently showed up in a scrapbook. Capt. John, universally known as "Doggy" Dippold, stands at the left, and his spinster sister, Mary McDonald Dippold, is showing off her "Victori" bicycle, in use for 38 years. The scene was made at their Sewickley home, which they called "Romaine," (now demolished) which occupied the Ohio River frontage directly across the present-day Ohio River Boulevard from the present-day Country Inn. Capt. Fred, their father, bought the place in 1867, after taking his bride, the former Abbie Cole Logan, on a wedding trip aboard the maiden trip of the fabulous GREAT REPUBLIC from Pittsburgh to St. Louis and return by rail. Capt. Fred kept fragmentary notebooks starting in 1861 and then kept daily diaries 1886-1916, all of which are available in the Inland Rivers Library collection at Cincinnati, kindness of Edward H. Scheibler who rescued them from a dump heap in 1958. Doggy Dippold piloted Pittsburgh-Louisville for the Combine, and pioneered gasoline towing as master-pilot of the OLD RELIABLE starting in 1917. At the time the above picture was taken he was 70, and still an active pilot with Union Barge Line. He died on April 5, 1943. Sister Mame died Oct. 6, 1948. Mame and her sister Louise were granted first-class pilot licenses, Pittsburgh-Wheeling, in July 1906. They did not use them commercially. Louise had died about two years before this picture was taken, the date of her demise having been Dec. 3, 1936.

for themselves on the edge of civilization at Payne Hollow. Harlan Hubbard fans will appreciate this concluding tribute to an unusual and unique life.

We still haven't figured out how the Iroquois said the name of La Belle Riviere nor arrived

at an opinion about the lack of capitals in the title of this interesting little volume. OYO, an Ohio River anthology, Volume II, softbound, 180 pages, is available for \$10 postpaid from OYO, Box 476, Yellow Springs, OH 45378. -J. W. Rutter.



The most spectacular river event on the Ohio River between Cincinnati and Pittsburgh happened last October when the PRESIDENT prowled those 470 miles, the largest excursion boat seen in the area for 41 years. She deadheaded from Cincinnati to Steubenville where she picked up over 1,000 passengers bound for Pittsburgh. Then for the next

seven or eight days she ran excursions based from the Monongahela River wharf, foot of Wood Street, in Pittsburgh. The grand finale was an all-day trip back to Steubenville with passengers. She took off from there, light-boat, for St. Louis. Eileen Daily took this broadside on October 21st as PRESIDENT passed Toronto, O. upbound from Cincinnati.



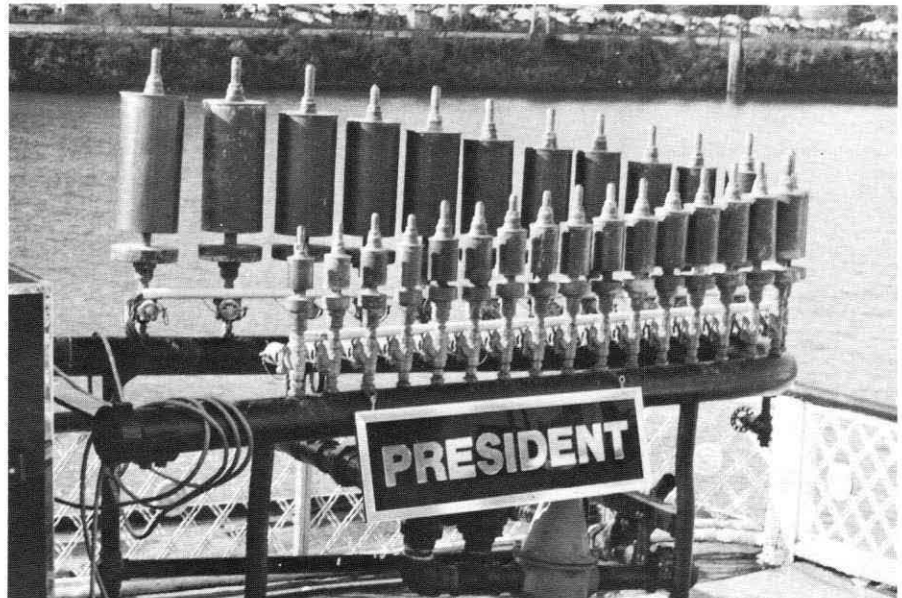
The PRESIDENT at "The Point," entering the Ohio River from the Monongahela, the fountain at The Point at her stern. In the background are the tall office buildings which have been built since an excursion boat of such size last visited Pittsburgh 41 years ago, the ISLAND QUEEN. Bridge at the left crosses the Allegheny River. Kurt W. Swan, Box 166, New Cumberland, West Va. 26047 took this picture.



The PRESIDENT's whistle operates with compressed air and chimes with three internal baffles. It originally saw service, blown with steam, on a DPC towboat, and now sounds much like the former packet JOHN W. HUBBARD. -Jim Swartswelder took the picture.

The spires of the new PPG building in Pittsburgh caught the fancy of Jim Swartswelder as he angled for this shot of the PRESIDENT berthed at the Monongahela River waterfront.

The rebuilt calliope of the PRESIDENT sounds real good played with compressed air. It is operated from a manual keyboard or can be switched over to taped recordings. Jim Swartswelder took the picture.





The DELTA QUEEN and PRESIDENT moored at the Monongahela River wharf in downtown Pittsburgh this past October added much spice to the background of modern office buildings. Photo by James T. Swartswelder.



Downbound from Pittsburgh to St. Louis on the Ohio River at Sewickley, Pa., the PRESIDENT was pictured last October passing 121 River Avenue. Photo from the Sewickley-Coraopolis highway bridge by Catherine (Cathy) Baloga who lives on Sycamore Road Extension, Sewickley, with her husband Bill Baloga, Jr.

LIVE STEAM
ON THE MUSKINGUM

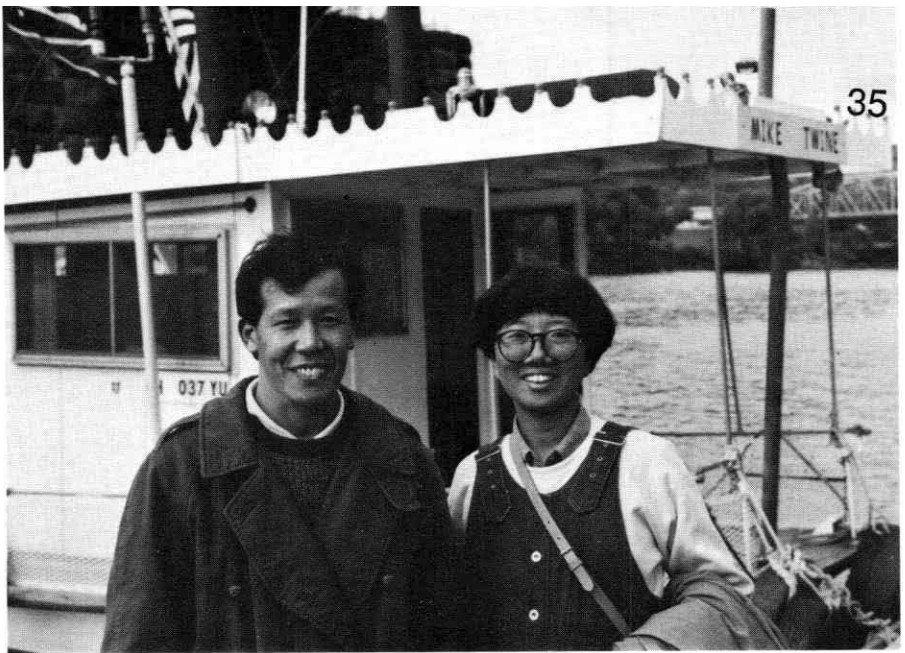
Mike Giglio writes to fill us in on some real, if small, steamboats scampering around at Marietta, O. last October 10th.

"The meet was first suggested by David Conroy, and wife Barbara, who brought their steam-prop NOLA from Lyons, N.Y. "Dave says the 25-footer is named for the musical Nola, short for New Orleans, La.," says Mike. "She has a fiberglass hull, and is a fantail launch. Jim Webster built the engine, and the boiler is a vertical fire-tube job from Durango, Colorado. She steams on coal or wood."

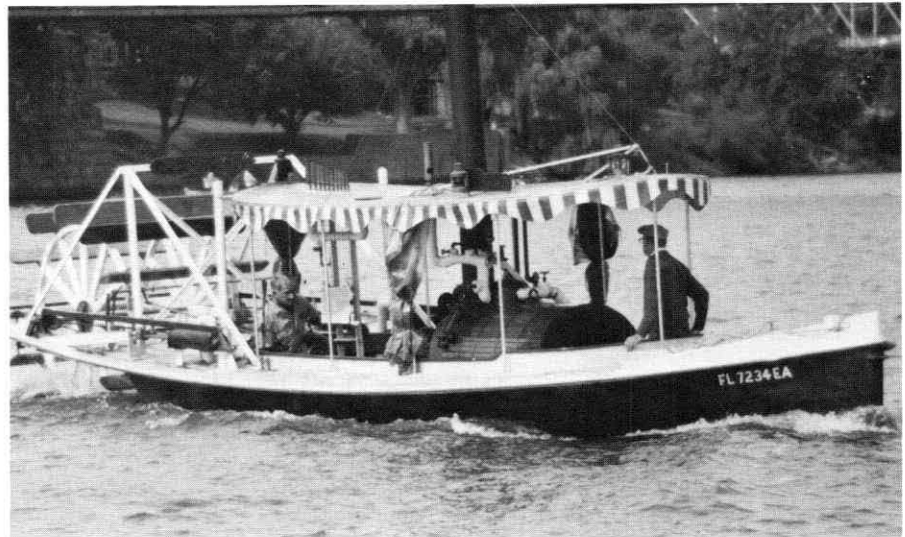
The RIDEAU, steam sternwheeler, was trailered from Key Largo, Fla., owned by David and Loretta Westphal. She's about 40 feet long, fiberglass hull, named for a canal up near the Canadian border in New York State. "The boiler is another Durango, set horizontal, and burns either wood or coal. Mike says the boiler is about three times larger than the one on the NOLA, and that Dave Westphal built the engines himself, 4" bore by 20" stroke. At Key Largo where he runs the Manatee Marina, he runs RIDEAU condensing, but at Marietta he was letting her 'scape out on the roof.

Mike reports that Lexie Palmore attended the Marietta steam meet. Later, dining aboard the BECKY THATCHER, Mie says the steam fans got to wondering who had come the farthest. IT looked like a toss-up for Tyler, Texas or Key Largo, when in walked a couple who had come all the way from Japan just to see the show. "No steam in Japan," they explained, "we want to buy an engine." They introduced themselves as Yuko and Masaharu Nishihama. Good golly!

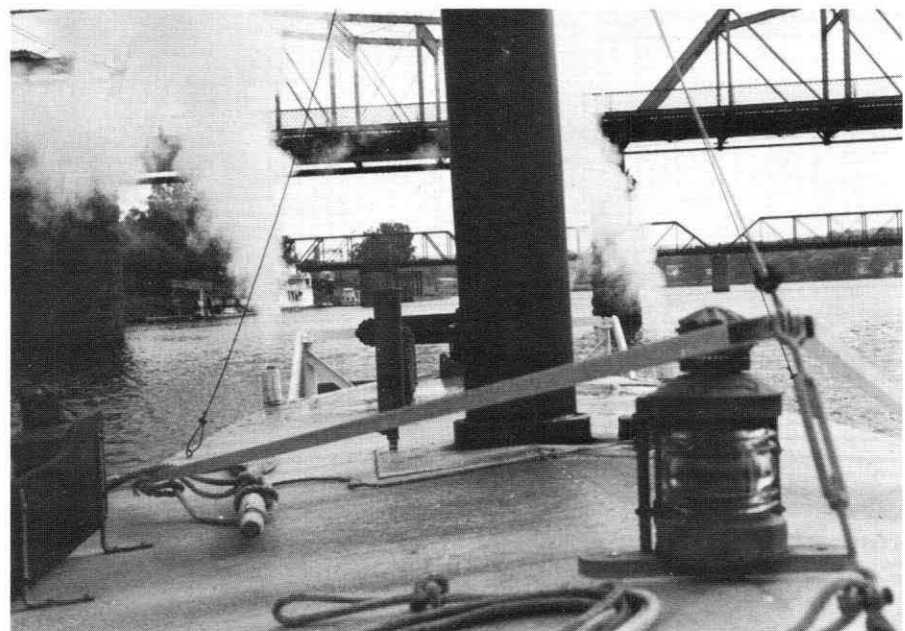
In July 1936 WPA Administrator Harry E. Hopkins Washington, D.C. launched an inquiry to the Chief of Engineers, U.S. Army, seeking an inspection of Billy Bryant's showboat, then moored at Cincinnati, for the Federal Theatre Project. More on this in a future issue.



All the way from Japan! -See story at the left.



The RIDEAU plying the Muskingum.



Steam on the Muskingum. All three pictures on this page by Mike Giglio.

Sirs: The two miniature steam-boats shown on page 6 in the December issue are, on the left, the COLORADO PRINCESS, and on the right, the LORENA.

The COLORADO PRINCESS came overland to Cincinnati by trailer from Fredericksburg, Texas, owned by Bob Scripps. He made the engines, 4" bore by 20" stroke. He runs the Scripps Foundry & Machine Co., P.O. Drawer C, Fredericksburg, Texas 78624.

The LORENA, as you may know, has been at Cincinnati since 1964, built at the Tucker Marine shop for Charles Brown. She has a 2-cyl. V type, compound steam engine by Semple, chain driven to the paddlewheel. She has a steam calliope.

Mike Giglio,
P.O. Box 6333,
Akron, O. 44312

JIM AND ALICE WILSON RETIRE

Since 1941 when Jim Wilson signed on with the Steamship Historical Society as publicity manager for "Steamboat Bill of Facts," he has acted as circulation manager and became president of SSHSA in 1958, retaining the honor until 1966, longer than anyone else before or since. In 1960 Jim's wife, Alice S. Wilson, was elected a director, and became SSHSA's secretary and librarian at the same time.

As active members of S&D these two wonderful persons have shared advice and opinions at Board of Governor meetings over a long period of years.

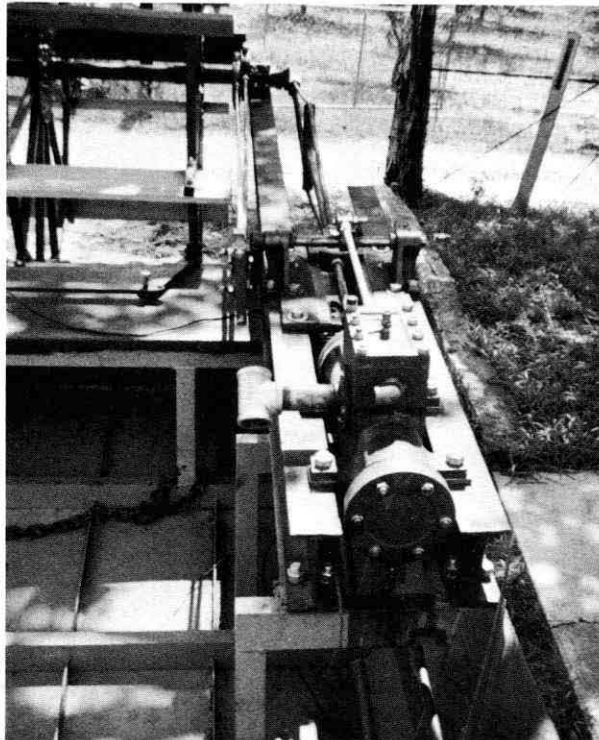
Their decision to retire was announced in the Winter 1988 edition of "Steamboat Bill," in a full-page tribute written by William H. Ewen (Sr.) and topped with an excellent portrait showing both Jim and Alice at work.

So fine, nothing wrong with deciding to retire following a long and useful set of careers, but let's not push things to extremes. Their many S&D friends will be looking forward to greeting these retirees the week-end of September 16th at Marietta.

Our thanks to William A. Steventon, P.O. Box 267, Hawkins, Wis. 54530 for letter and photographs.



The LORENA's 20-note calliope. This is the Cincinnati LORENA--not the Zanesville edition. See Mike Giglio's letter at the left.



Port engine of COLORADO PRINCESS which starred at Tall Stacks. Mike Giglio photo.



The arrival of "Tall Stacks" at Cincinnati on Friday, October 14, 1988. This over-all scene was taken by Jerry Sutphin from the waterfront Stadium looking upstream toward

the Central Bridge. The DELTA QUEEN, docked at the left, led the procession. The WEST VIRGINIA BELLE (center) and BELLE OF LOUISVILLE are preparing to land.

NATIONAL COVERAGE

Wall Street Journal
Reports "Tall Stacks."

Gail King, of Henderson, Ky., wrote a story of the "Tall Stacks" week-end at Cincinnati last October. Her story appeared in the Thursday, October 27th issue of The Wall Street Journal, page 12, in a section labeled "Leisure & Arts," and headlined "Parade of Painted Ladies in Porkopolis." Her story follows:

Cincinnati:- Fourteen painted ladies, rouged and beflagged from stem to stern, converged on Porkopolis last week for "Tall Stacks." They were greeted by dancing pigs, flying pigs and several hundred thousand people pigging out. It was one hell of a party.

This is Cincinnati's 200th year, and various celebrations have filled the calendar. In June the city dedicated Bicentennial Commons, a 21-acre, \$14 million riverfront recreational complex, and on Dec. 28 there will be an official 200th birthday

party. "Tall Stacks," the major fall bicentennial event, paid homage to the Ohio River and steamboats.

Between 1830 and 1850 steamboats ruled American transportation and Cincinnati was the fastest growing city in the nation, with steamboats bringing in great loads of immigrants, predominantly German, and carrying out industrial products, chiefly pork. By 1845 Cincinnati was the largest pork-packing city in the world, giving rise to the tag, Porkopolis. Today there are two memorials to pork visible from the riverfront: the bronze (the bronze and aesthetically debatable) Flying Pigs, which grace an entrance to the Bicentennial Commons, and the twin towers of Procter & Gamble Co., an industry founded in 1837 on hog lard.

Today's steamboats generally are loners, parked anachronistically along city waterfronts as tourist attractions. Steamboats don't "gather." But gather they did in Cincinnati last week for what most of the captains agreed

was a once-in-forever event. (Steamboats don't steam either. Except for the BELLE OF LOUISVILLE and the DELTA QUEEN, all of these ladies are totally dependent on diesel engines, although they pay homage to their legacy with waterworked paddlewheels or painted-on wheelboxes on the sides or stern.)

The DELTA QUEEN, a tough and brazen 62-year-old that was built in Scotland for service on the Sacramento River and served the Navy during World War II, has been headquartered in Cincinnati since 1946. IT led the opening-day procession, steaming grandly out of the setting sun, under the Roebling Suspension Bridge. Its calliope thundered "Frankie and Johnnie." The Olympia Brass Band (imported from New Orleans for the event) chimed in with "Waiting for the ROBERT E. LEE," the crowd roared and little boys skipped stones at the water's edge. The whoop-de-do probably equalled a legendary day in 1851 when P. T. Barnum escorted Jenny Lind through throngs of people on

the Cincinnati wharf to board a Pittsburgh-bound steamboat.

The DELTA QUEEN played hostess along with four other Cincinnati ladies; BECKY THATCHER, QUEEN CITY CLIPPER, QUEEN and SPIRIT OF CINCINNATI. The other painted ladies cruised in from out of town; BONNIE BELLE and RIVER QUEEN from Jeffersonville, Ind., ISLAND QUEEN from Memphis, MARK TWAIN from Hannibal, Mo., P. A. DENNY and WEST VIRGINIA BELLE from Charleston, W. Va., SOUTHERN BELLE from Chattanooga, Tenn. and the BELLE OF LOUISVILLE. The 4½-deck PRESIDENT out of St. Louis and New Orleans, loomed over them all, and lorded over the evening proceedings with a special dinner cruise that attracted a furred and tuxed clientele.

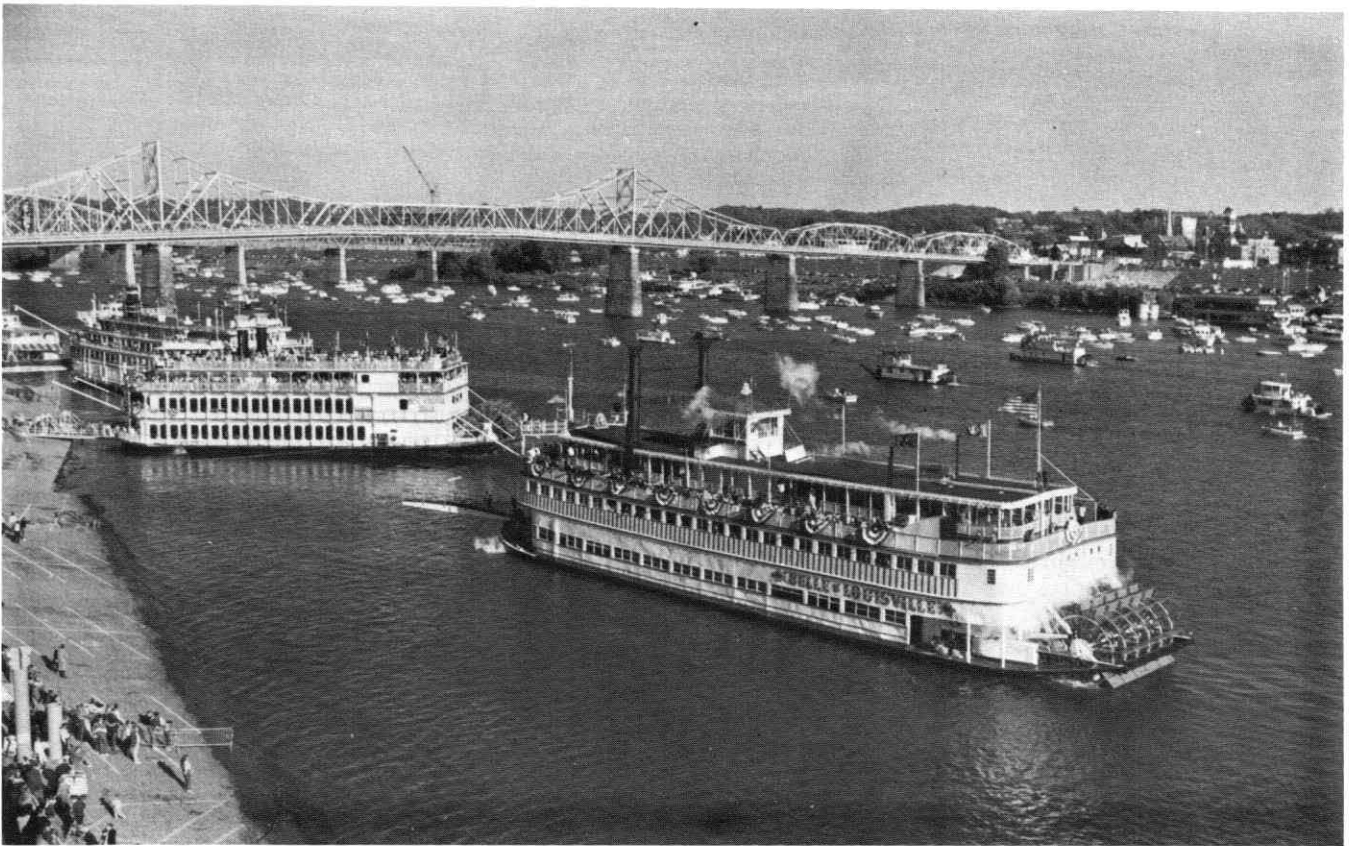
And, if there had been a calliope contest, the PRESIDENT surely would have won.

Several of the ladies had calliopes with visiting players or special tapes (accounting for the constant whoops of "Waiting for the ROBERT E. LEE" and "Dixie), but the PRESIDENT had a live player who apparently had ears of steel and liked his job. The decibel level of "Tall Stacks" got a bit unruly; in addition to the calliopes there were musicians all over the waterfront; John Hartford (with a treasury of river songs), and Kettering Banjo Society (with a rip-roaring washboard player and a mean spoon man) and several dance bands reminiscent of the days when the old ISLAND QUEEN made four runs every day upriver to the Coney Island amusement park.

To no one's great surprise, Cincinnati-based boats won the two races, BECKY THATCHER among the smaller boats and DELTA QUEEN against the BELLE OF LOUISVILLE. The races were

a fun focus of the afternoon, but they reflect a darker side of steamboating history. Some landings, most notably Cincinnati's Broadway Street dock, had room for only one steamboat at a time, so that there was a profit motive for racing--the first boat to land got the best load. When racing got out of hand there were tragedies. Cincinnati's worst happened in 1838 when the MOSELLE blew its boilers trying to overtake the TRIBUNE. Bodies landed on Cincinnati rooftops and human limbs spewed onto the Kentucky shore.

Although some of the "Tall Stacks" boats began life as working girls, most of them are young chicks, built strictly for the excursion trade, tightly regulated in construction and operation by the Coast Guard. The newest of the lot, the \$3.5 million, 1,200 passenger WEST VIRGINIA BELLE, boasts wildly



Jerry Sutphin also snapped this scene at Cincinnati. Pleasure craft too numerous to count were restricted to the Kentucky side of the channel. The three-day river events brought an estimated total of one million people to the scene. Tickets for many of the advertised cruises were sold out weeks in ad-

vance. Good weather prevailed Friday and Saturday. Sunday afternoon brought a sousing downpour which did not seem to discourage the onlookers as the DELTA QUEEN and BELLE OF LOUISVILLE "raced" through the harbor with the prearranged stipulation that the DQ was to be the winner.

flowered rose-and-green carpets, brass trimmings, tall golden stacks, a 22-foot gleaming red paddlewheel and a spanking new calliope.

Robert and Ruth Ann Kehl, owners of the WEST VIRGINIA BELLE, got into the riverboat business on the Mississippi in 1973 when the steamboat their catering business supplied sold out. Then in 1977 they built a 377-passenger vessel and added two 800-passenger excursion boats in the early '80s. "We got in at the right time," Mr. Kehl says. "The recession of the early '80s forced a lot of retirements. These people have good pensions and all kinds of time to travel. Ninety percent of our day tours are senior citizens." Although Mr. Kehl has a Coast Guard pilot's license, he generally tends to the food service (his \$20.95 breakfast cruises were a great hit) and leaves running the boat to his more experienced pilots.

In the years since 1853, when 4,058 steamboats arrived at the Cincinnati waterfront loaded with "foreign" people and exotic merchandise, Cincinnati residents have absorbed chili and pizza and wontons and dirty rice while adjusting to electric music and jet lag. It was a thrill, nevertheless, to eat and watch the painted ladies strut their stuff. The Cincinnati Dancing Pigs Jug Band played "Coney Island Washboard Roundelay" and I ate cold noodle salad, fried wontons and a big RC. My fortune cookie read, "Never wear your best pants when you go to fight for freedom." It's also not a good idea to wear them to eat Chinese on the Cincinnati waterfront.

Capt. Stanley Lysicki gave us a visit at 121 River on Thursday, Jan. 12, and had along with him Paul Hustey, both veterans of Dravo's Keystone Division. Stan for some years was master-pilot on mv. BUCKEYE (now FRED WAY) and still does occasional tripping on the Monon. Stan worked on the steam towboat WM. MULLER when she towed coal from the Costanzo tipple at Warwood, W. Va. to Philo, O. on the Muskingum under Capt. Bucky Jones. He recalls that after delivering the coal they loaded shovels in an empty, consigned to Weirton Steel. These shovels were new ones, rejected because of defects at the Muskingum River factory,

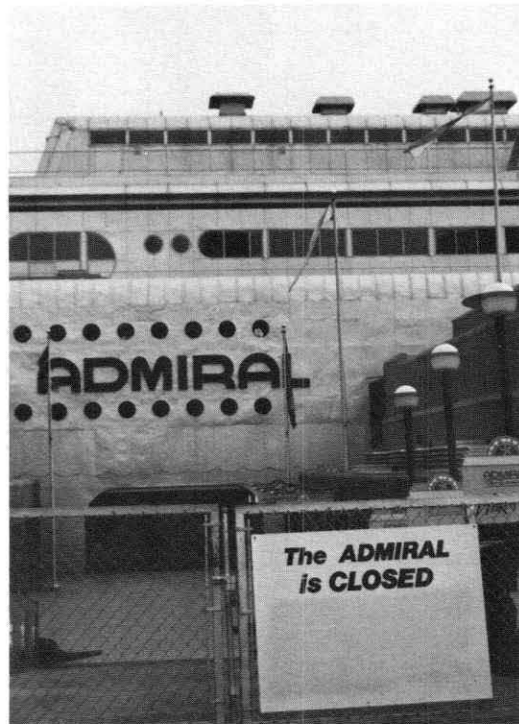
and Weirton used them as scrap for making steel. Many such shovels, of various sizes and descriptions, were appropriated enroute by lockmen and others.

Paul Hustey in his youth lived at Dry Tavern, near Rice's Landing on the Monon and did a good bit of decking aboard Crucible Steel steamboats. He was boiler deck man on the W. H. COLVIN JR. at home on off-days when came the big Thanksgiving snow of 1950 (30 inches) and was called out to fire the W. P. SNYDER JR. although he never had fired a steamboat in his life. He figured it would be a cinch because of her automatic stokers, and soon learned the hard way that a good bit of savvy, which he totally lacked, was needed. He and Stan Lysicki were together on Keystone Division diesel-prop jobs for many years. Paul became a proficient steersman but never got a license.

These gentlemen were returning from services held at

the Simon Funeral Home on Perrysville Avenue, Pittsburgh, for Capt. Henry Campbell who had retired from Keystone in 1977. Henry died, 82, peacefully, at home, on Monday, January 9, 1989, leaving his wife, Edna, son John, and two grandchildren. He was raised in Powhatan Point, O., and started his river career in 1923 as a deckhand on the COSTANZO (ex-A. R. BUDD), then was with Wheeling Steel before coming to Pittsburgh for a piloting career with Pittsburgh Coal, and finally Keystone Division of Dravo, from which he retired in 1977.

Mention of Costanzo reminded Stan Lysicki that he was working for them when the steam towboat INLAND sank on the wrecked VOYAGER at the Costanzo tipple, Warwood, W. Va. and was there when it happened. This was in December 1937, and Stan knew Capt. Charles H. Ellsworth who was piloting the INLAND.



END OF AN ERA

Sometimes one picture tells more than a thousand words.
-Photo by Mike Giglio.

MOR CHAPTER NEWS

A 6-pager issue of RIVER-VIEW, released in January, announces that the Middle Ohio River Chapter of S&D plans to hold its spring annual meeting at the Executive Inn, Owensboro, Ky. Dates will be April 14-15-16.

A week-end at Huntington, W. Va. in July will feature a trip aboard the WEST VIRGINIA BELLE to Charleston, W. Va. Actual date for this event has not been firmed, but quite likely either July 8th or 22nd.

Editor Fred Rutter ran feature articles on Cincinnati's TALL STACKS, and the return of the W. P. SNYDER JR. to Marietta, having been present at both events.

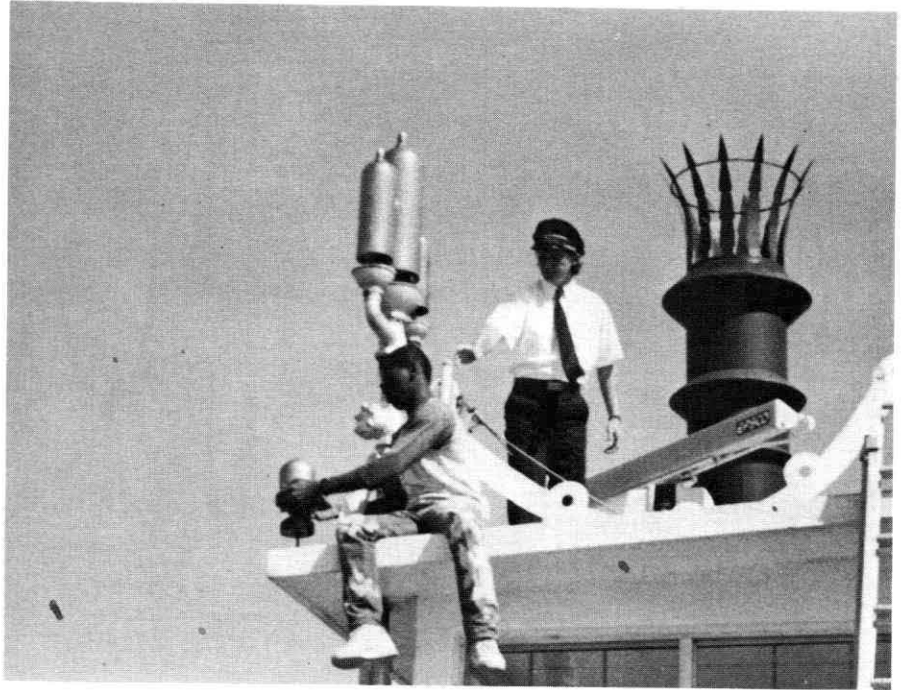
In another story, headlined RIVER COLLECTIONS MERGED, editor Rutter has the following report:-

"The river history and memorabilia collections of Jack Custer and Sandie Miller were combined the day after Thanksgiving. The cause of the merger was the exchange of nuptial vows in their newly restored shotgun house in the old Portland District of Louisville. Fifty-two well wishers witnessed the event, which included a harp player for the proper ambiance, and Jack's very large cat, Alice Brown, in the reception line.

"One can only muse whether a wedding in a shotgun house can be called a shotgun wedding. Funk & Wagnall's says no, not in the usual sense of the term. That settles that.

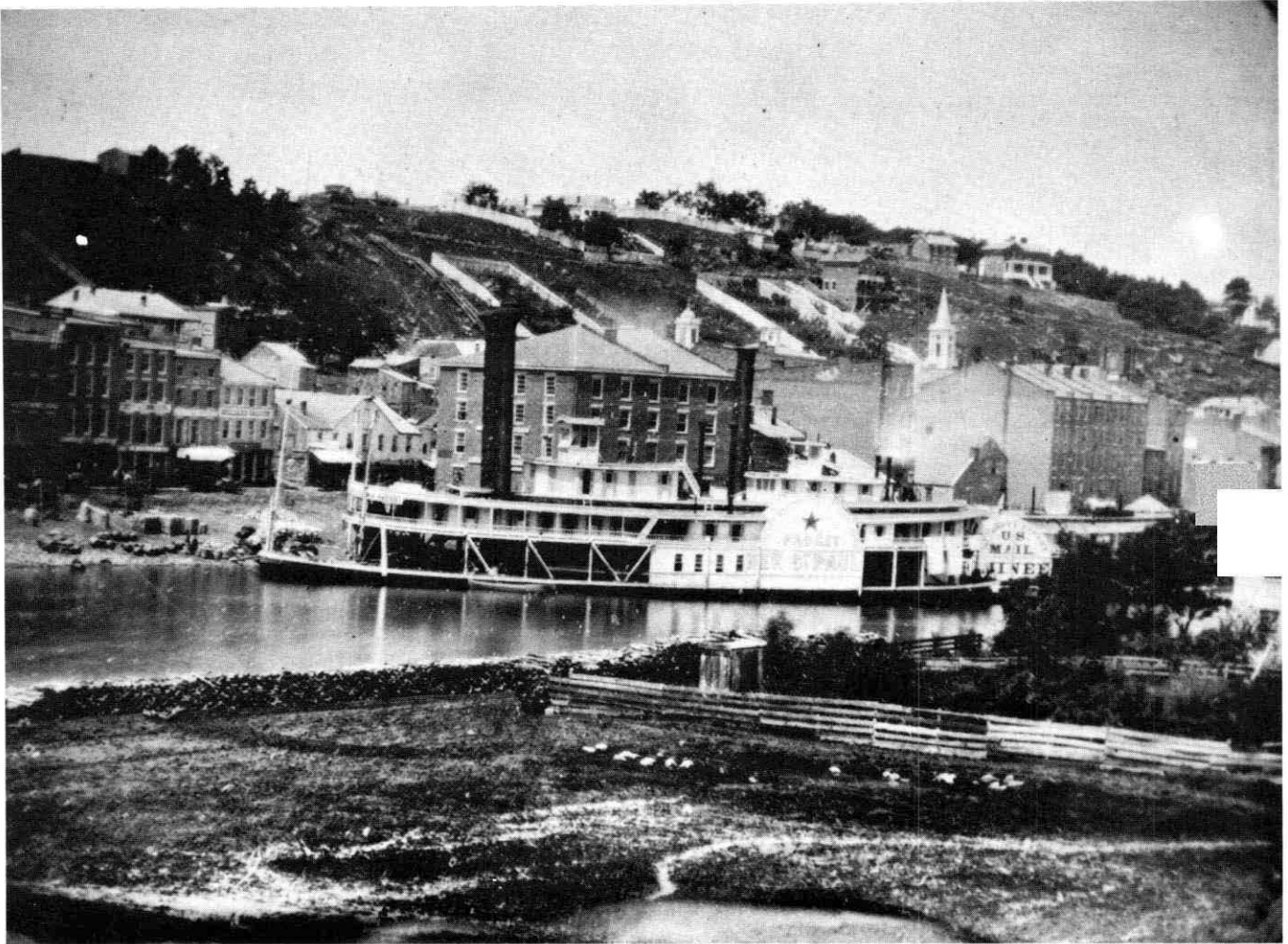
"Congratulations are in order to our president and secretary, Jack and Sandie. Best wishes and full steam ahead to the both of you!"

Larry Geisler's father, Harry C. Geisler, died at home in Duffy, Ohio, on Monday, January 2, 1989, aged 89. The elder Mr. Geisler at one time owned the New Martinsville-Duffy ferry service, and long was associated with his son Larry in the operation of Valley Boat Docks at Duffy. Both were warm friends of S&D's late and lamented J. Mack Gamble who lived on up the Ohio River not so far away at Possum Creek. River people recall Harry Geisler for the warm welcome he always extended to them at his home.



NEW MAHOGANY ACORNS being placed on the NATCHEZ this past fall enlisted the assistance of mate Bobby Hein (above) and Larry Walker (below) and a deckhand. Larry made four of them in his shop at Cincinnati and finished them in the traditional colors, red pods and gold-leaf berries. Lag screws were already in place, and the job was to twist them into the 3/8" holes Larry had drilled for the purpose. "Quite a view from up there on top of the pilothouse," said Larry. "That whistle is B-I-G when you are looking it square in the eye." During the procedure Vic Tooker was playing Ohio and Kentucky songs on the calliope. Passengers on the wharf, waiting to board, got into the spirit of the thing and were applauding each song. When the job was done Steve Nicaulin commented that the NATCHEZ could turn over and the acorns would still be secured. Larry agrees.





Galena, Ill. during the heyday of its river activity. The NEW ST. PAUL, broadside, and NOMINEE, partly hidden at the right, from an original daguerreotype. The date is about 1853-1854. In 1947 an expert researcher of daguerreotypes located this and maybe a half dozen others in Galena,

photo-copied them, and kindly sent prints. Maybe the reader knew or has heard of him--Beaumont Newhall--whose address when we corresponded was at the George Eastman House, Rochester, N.Y. This one was selected for today's display showing, as it does, a good look at the town.

HOW DID THEY GET TO GALENA?

When the MOR Chapter of S&D teamed up with Midwest Riverboat Buffs, descended upon Galena, Ill. last July 3rd (see Sept. issue, page 10) they gazed upon--not a river--but "a large creek," as C. W. Stoll puts it mildly. How in the world did that Galena River once support "more river traffic than arrived at St. Paul," as author Roald Tweet puts it in his "History of the Rock Island District, Corps of Engineers."

C.W. recalled that on July 24, 1985 he was aboard the DELTA QUEEN, seated on the lazy bench, when pilot Bill Foley pointed to an inlet below an island a few miles below

Dubuque. "That's where we headed in, coming upstream, to get into the Galena River," he observed. It's now marked as Harris Slough in the 1939 COE Upper Mississippi chart book. Cap'n Bill Foley went on to tell about his first job with the Corps; of how they went up the Galena River to tear out a lock and dam.

So that was it! Those big side-wheelers went through a lock!

Let's not be hasty. There sure enough was a lock and dam, and the lock was ample--something like 280 by 52 foot chamber. But the catch is, it wasn't authorized until 1890, and was built between then and 1894 when the Rock Island District took it over on March 12,

1894.

"The River and Harbor Act of March 3, 1925 directed the removal of the dam," reports historian Dr. Tweet, adding his own amazement that Galena was ever one of the busiest ports on the Upper Mississippi, and that boats of all sizes tied up at her docks.

What, then, caused the Galena River to turn itself into "a large creek?" Says Dr. Tweet: "By 1866, when the Rock Island District began, increasing cultivation of the land and a few years of neglect had combined to hasten the natural process of siltation to a point where the Galena River was impossible to navigate in low water and difficult at other times."



BERT FENN scouted around in Wheeling during the S&D week-end at Marietta last fall and came upon this picture. In the foreground is the suspension bridge much as it looks today, connecting Wheeling (across the river) with Wheeling Island where the photographer is located. Purists debate whether or not this graceful span is the oldest across the Ohio River, making the point that it goes only part way across, to an island, and requires another span across the back channel to deliver its traffic in Bridgeport, Ohio. This argument sounds a bit far-fetched inasmuch as all river traffic uses the suspension bridge and has done so, with a few interruptions, since it was opened in 1849, designed and constructed by Charles Ellet, Jr. The Cincinnati suspension bridge is a Johnny-come-lately in comparison, opened in

1867, the handiwork of John Roebling. This picture looks downstream, and below the suspension bridge is what was called the street car bridge, or 10½ Street bridge, erected in 1891 and demolished not so many years ago. Our guesstimate would be in the 1890s or early 1900s when this scene was snapped, as the Windsor Hotel along the Wheeling waterfront does not show. Notice how the highest elevation of the suspension bridge is close to the Wheeling side of the river. The low water channel runs over there, and when the river is up boats with high superstructures and stacks pass under the portion of the bridge on the Wheeling side of the span's center.

Aboard the LIBERTY BELLE

by Ye Ed

We don't know yet who thunk up the idea. By the time it reached our ears it had grown into a consortium involving many good friends. The upshot was a wing-ding party staged aboard the LIBERTY BELLE at Pittsburgh on the evening of Thursday, Nov. 10th last, hosted by the Station Square Transportation Museum and the Propeller Club, Port of Pittsburgh.

Whitney Snyder, board president of the Museum group, cajoled us into attending by promising I would not be required to make a speech. Whitney also let the cat out of the bag that my presence was required inasmuch as the party had been arranged in my honor. There was to be a cocktail hour, a buffet dinner, and a featured speaker. The LIBERTY BELLE was to remain dockside at the Gateway Clipper fleet during these proceedings.

The invitations announced that the speaker was to be my son-in-law Woody Rutter, whose subject was "The History and Transportation of Our Rivers," a rather extravagant enterprise some 2,000 miles long if he made a bee-line for the Gulf of Mexico and disregarded detours up the many tributaries. When Woody told me he expected to accomplish this in 15 minutes--or less--I shook my head in disbelief.

Name tags were prepared in advance for the 130 or more registered guests. The drinks were served from a cash bar and the meal was excellent. Arthur Brosius mc'd the speakers with his usual polish and aplomb, and when he related the several successes I had achieved in 87 years it dawned on me that Art knew more about me than I thought he did, and am vastly grateful that he stuck to the good things and didn't tell the more interesting episodes.

Ross Rogers, Jr. came to the dais armed with a sheaf of letters. Good lord, Ross had contacted Patrick Fahey in New Orleans, president of the Delta Queen Steamboat Company, and Mr. Fahey in response had pecked up a two-pager on his

typewriter, starting out with "Dear Capt. Way: We know you get pretty embarrassed whenever you are singled out in any way."

Bert Fenn, president of the Tell City (Ind.) Chair Company, had contributed a letter. Another was co-signed by Capt. Harry White, Bob Bosworth and Charles Henry Stone. Nelson Spencer, publisher of The Waterways Journal, extended good wishes from everyone in the Journal crew. Col. George M. Miller, Jr., Pittsburgh District U.S. Engineers, wrote his greetings and Albert Zupon, operations chief of the Pittsburgh District, presented copies of Leland Johnson's History of the Pittsburgh District and of the story of Davis Island Lock and Dam.

William D. (Bill) Roberts, of the Museum's board of directors, presented an inscribed silver trav.

Speaker Woody Rutter did a whacking good job with his 2,000-mile-long talk and stuck to his allotted 15 minutes. He told his audience of the building of the first western steamboat in 1810-11 at Pittsburgh, almost directly across from where the LIBERTY BELLE was moored, and of the replica NEW ORLEANS built auspices of the Historical Society of Western Pennsylvania and sent to New Orleans with much fanfare in 1911. He told of the formation of the vast Monongahela River Consolidated Coal and Coke Company formed in 1899 by Pittsburghers, operating some 40 towboats and thousands of barges, the whole project brought to a screeching halt when Louisiana and Texas oil discoveries led to the adoption in the southland of fuel oil, and abruptly ended the need for Pittsburgh coal. Woody lauded John Connelly for his extensive fleet of passenger boats which now dominate the Monongahela River front in the city.

Out-of-towners included Charles A. (Bill) Smith, Jr. of Oil City, Pa. whose wife Helen had sent along a jar of her home-made apple butter, and C. W. (Bud) Daily and his wife Eileen of Toronto, Ohio.

Sewickley was represented by Richard (Dick) Jevon and his wife Betsy, Robert L. Stone, Ross Rogers, Jr., Woody and Bee Rutter, Thomas D. (Tim) Sutton and William D. (Bill) Roberts. Whitney Snyder was prevented from attending by a bad cold which had him

housebound. Also in the Sewickley coterie were Leet Shields and his wife "B.G." B.G. was armed with camera and notebook and reported the party in the columns of The Sewickley Herald, Nov. 16th issue, under a 6-column headline blaring "Fred Way called Riverman-of-the-Century." Next day after this appeared, I went to the Sewickley post office to mail a picture back to Charles Henry Stone and, while waiting in line, was recognized by the crew on duty with loud salutations, "Hi there 'Riverman of the Century;' how's it feel?"

It feels just like Patrick Fahey wrote in his letter; you get pretty embarrassed. Next errand was the local branch of the Pittsburgh National Bank to get a check cashed, but I thought better of it, and went home with my \$2.30 until things cooled off a bit.

"Riverman-of-the-Century!" Preposterous! But it was a dandy party, meeting so many friends, and I'd tell you who they all were save that this story has gone on plenty long enough.

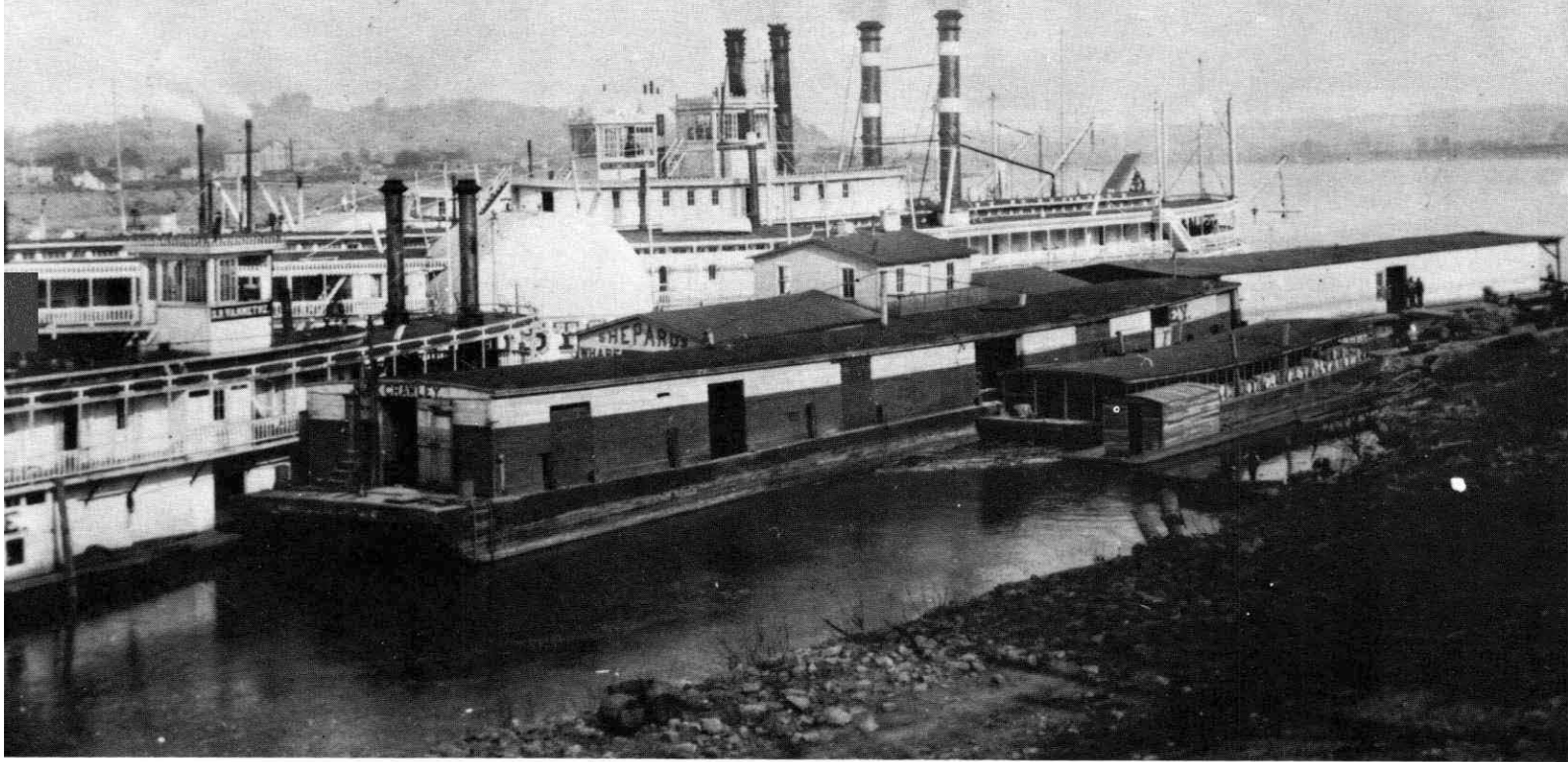
NEW VALLEY GEM

This summer Jim Sands will be running the VALLEY GEM as usual at Marietta. But it will be a new VALLEY GEM now getting its finishing touches with a passenger capacity of around 300.

Jim has sold his "old reliable" to Capt. Dave Ruble of Belpre, O. The 98-passenger old VALLEY GEM will bear a new name, JUNIOR RUBLE, honoring the memory of Dave's father, the late Evert Ruble Jr. who built the boat in 1971-72.

PLEASE EXCUSE

In our December '88 issue, page 32, the semi-circular sign between the quarter-posts on the gospel boat MEGIDDO reads TSURT EW DOG NI, pigeon English for IN GOD WE TRUST, and on the pilothouse the nameboard says ODDIGEM. Several other pictures also were reversed. Our printer was using a new type of film, shiny on both sides, and failed to notice these reversals.



IN NOVEMBER 1943 Ye Ed sent a print of the above picture to Capt. Jesse P. Hughes. He promptly responded with a hand-written letter we now pass along to our readers.

Dear Fred: Thanks so much for this interesting photo of Catlettsburg, Ky. wharf and perhaps I may be able to give you a few facts already contained in that picture. There is no Kenova bridge there, which puts it back about 1890 or 1891.

S. R. VanMetre was a prominent clothier who had a store on Front Street in Marietta in 1890. The boat was probably built at Murraysville, W. Va. before they closed the boat yard. The HENRY M. STANLEY was said to have been the last one they built and she came out about 1890. Capt. Oscar Stowe was a prominent boatman of Marietta and he was on that boat. She seems to have shifted around into many different local short trades like others did, viz. JIM MONTGOMERY, T. D. DALE, ENOS TAYLOR, OLIVETTE and others that would fit most anywhere in those days.

The big old South Point mill is quite prominent there and after I came there in the 1900s I used the reflections from its old glass windows from the lights of Front Street to make my turn up around the Virginia point at night. A small nearby house Mrs. Hughes says is where her parents lived a while when they first came to Catlettsburg in 1892.

The upper white wharfboat was owned by Capt. James H. Kirker when I came there in 1900. He told me it was the hull of the old GRANITE STATE which sank in the Grand Chain above Cairo in 1882. The wreck was bought by Capt. John Barrett who removed the cabin and machinery and salvaged the hull. Capt. Jimmy O'Brien says he was scrubber on there when she sank. Don Marr was master. This wharfboat later passed into the hands of Charles Ritchie, son of Capt. H. L. Ritchie. He ran it, married a Catlettsburg lady and when her health failed they had to go to Arizona. It then went to Mack Price of Portland, O., his brother-in-law, who sold it to John Koehler of Pomeroy, and when it was just about ready to go down, he sold it to Capt. Gordon C. Greene and that was its last ownership. There was an upstairs put on it in later years. The next wharfboat there was built on the CARRIE BROWN's hull after she burned at Gallipolis.

That Shepard wharfboat I cannot tell you anything of it and Mrs. Hughes can not.

The big covered barge was named for a prominent riverman, Nick Crawley, who was a familiar figure along Wheeling wharf in the early eighties. I have heard my parents speak of Nick Crawley many times but I never learned who or what he was, but I knew

there was a boat named for him, and this is it, though it did not belong there permanently I'm certain. During Ritchie's time there, he had an extra wharfboat there to take care of the big lots of Pikeville stuff that came in for there and other points up that way. I have seen that wharf covered with freight just piled down there ready to be loaded on the little boats.

In sight there is also a covered barge loaded with barrel salt, and also a big push boat up next to shore. These were all a part of the picture at that time.

Boatloads of furniture from Manchester, O., and kitchen cupboards, came there for Big Sandy River, and they had to have plenty of room to store them so they could find the pieces and the lots.

That picture was taken about 11 a.m. and

The towboat J. C. RAWN exploded two of her three boilers at Huntington, W. Va. on December 7, 1939, resulting in the deaths of three persons. Now, nearly a half-century later, her roof bell was recovered from the Ohio River at a depth of about 20 feet, about 100 feet from the foot of 20th Street, Huntington, where she had been moored at the time of the blast.

The 130-pound bell was brought up by diver Charles I. (Charley) Carroll, of Huntington. Charley plans to mount the bell on a concrete base, under a small covering, in the yard of his home at 3234 Woodland Drive, to serve as a memorial.

Jim Wallen, who reported this news to us, visited with Charley, saw the bell (it sounds a flat F sharp) and was accompanied by Garland Frasher and Harold Wright. This trio also saw various river souvenirs Charley has recovered in his 20 years as a scuba diver, including ancient beer bottles from the former West Virginia Brewing Co., Huntington; medicine bottles that had cork stoppers; a ratchet; a canthook from rafting days, and a collection of mussel shells six inches in diameter. He sells scuba equipment, does commercial diving, and teaches scuba diving.

The above story of the J. C. RAWN's roof bell brings to our desk a letter from C. A. Montague, Jr. of Ashland, Ky. who does a little recalling. "The Ohio River Dredging Co. replaced the J. C. RAWN with the SLACK BARRETT (ex-TUSCUMBIA) and then they began to use small sternwheel diesels like the PETE,

and leased the SLACK to Semet-Solvay to tow coal from the Kaawha to the Ashland and Ironton plants and this lasted until the mv. SOLVAY came out about 1947 and then The Ohio River Company had her for a while to replace the E. D. KENNA which had been sent to the Illinois River operation.

"Now the Ironton Solvay plant is torn down and Armco Steel has the Ashland plant. Their coal comes in mostly by rail. I don't think Ohio River Dredging is in operation now. I haven't seen Van Rawn for some time, nor have I seen his right hand man Ed Peale. The Union Sand and Gravel Co. is out of business. They had the steam towboat SAMUEL L. MAY, and Wilson Sand & Gravel Co. had the CHARLES R. WILSON and JOHN T. WILSON which delivered to Wheeler and Putnam Co. at the foot of 15th Street here in Ashland. I remember when the CHARLES R. WILSON flopped over in early 1931. I watched them right and raise her, the end of her operating days.

"I have every issue of the S&D REFLECTOR in binders and refer to them about every day for something or other."

A doctoral student in musicology at the Graduate Center of the City University, New York, is researching the life, times and accomplishments of the late Streckfus Steamers' band leader, Fate Marable.

David Chevan, 240 7th Ave. #3L, Brooklyn, N.Y. 11215 has plied our good secretary Bee Rutter with a two-pager, single spaced, loaded with what he doesn't know about Fate and his boats.

the BOSTONA may have been going down, but the upstream boats were usually there in the forenoons too. The HUDSON's stack-top has one of the feathers bent like as if it had been in contact with something pretty solid.

Well, that is a very interesting picture and I appreciate it very much, and hope that some of these facts may also be of interest to you. Capt. Wash Honshell was a big man at Catlettsburg then, and he died May 25, 1896. He has a fine big cemetery lot and monument. He also left a fine home which is now in other hands. Yours truly, Jesse P. Hughes.

P.S. The S. R. VAN METRE ran out of Marietta in opposition to the M. P. WELLS before the T. N. BARNSDALL was built in 1890, and later was badly damaged by fire in the Muskingum River. I do not know just what finally became of the boat.

Von VanZant, retired navigation officer on the Ohio River with the U.S. Engineers, died on Tuesday, January 3, 1989 of lung problems, in Bedford, Indiana. He was 78 and had retired in 1966.

He was well known and highly regarded by rivermen, often riding the towboats while on inspection tours. On one occasion Von came aboard an MVBL boat Capt. Bill Pollock was piloting and loaned Bill a large album of original Muskingum River boats and construction scenes originally housed in the Zanesville offices of the Corps. Von suggested that copy negatives be made of these, so Bill brought the album to 121 River where Steamboat Photo made about 35 5x7" copies of these rare scenes, many of which later turned up in the pages of J. Mack Gamble's book, "Steamboats On the Muskingum."

Surviving him are his wife, Amzel VanZant, at home in Mitchell, Ind.; three sons, Von Jr. of Long Beach, Calif., James L. of Florence, Ky. and Joseph of Mitchell; one daughter, Myra Jane Hodson of Muncie, Ind.; two brothers, Leonard of Louisville, and Lester of Panama City, Fla.; seven grandchildren and one great-grandchild.

Burial was in the Mitchell, Ind. Cemetery.

He was a native of Jeffersonville, Ind.

Among S&D's far-flung members are Louise and Bill Carlin of Chexbres, Switzerland, who wished all a happy New Year.



Frank C. Pierson, active in St. Louis riverfront affairs, died on Friday, November 11, 1988 following a brief illness, at the age of 55. Keith Norrington has kindly furnished us with a run-down of his river activities.

Frank Pierson's first riverboat venture was the BECKY THATCHER (first one) which originally had been the U.S. snagboat C. B. REESE and later the towboats I. A. O'SHAUGHNESSY and WOOD RIVER. The boat was remodeled into a restaurant and bar. The stacks

and pilothouse had disappeared so new ones were added, the pilothouse being a replica of the one on the GOLDEN EAGLE (now on display at the Missouri Historical Society in St. Louis.) The first BECKY sank during the spring flood of 1965. The superstructure was demolished, but the hull was raised and the pilothouse was rescued and placed atop the showboat GOLDENROD which had lost hers in a 1962 fire.

The hull of BECKY became a landing barge for the second BECKY THATCHER, formerly the U.S. MISSISSIPPI which Pierson had purchased from a group in Hannibal, Mo. He envisioned a riverboat museum aboard his new BECKY and prevailed upon Ruth Ferris to serve as its curator and designer. Ruth says it was one of the great highlights of her river interest and that she will always be grateful to Frank Pierson for such a unique opportunity, and for the total freedom he gave her in setting up the "Midship Museum" that was the prime attraction aboard the old sternwheeler.

Pierson and other investors bought the showboat GOLDENROD when Capt. J. W. Mencke found he could not restore her following the fire of June 2, 1962. Pierson built an apartment on the second deck and invited Capt. Mencke to reside there--which Mencke did until his death in July 1968.

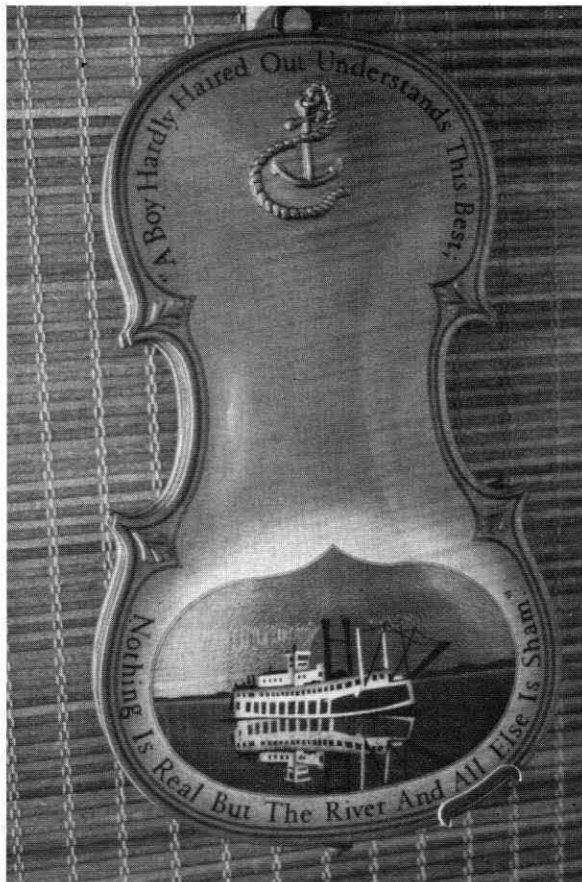
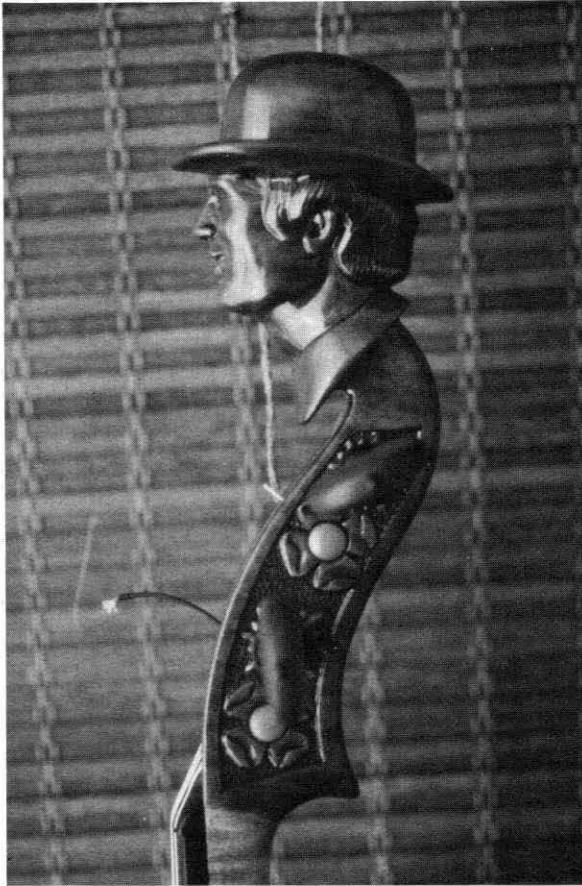
Frank Pierson was a St. Louis theater impresario, produced plays, and still owned the showboat GOLDENROD when he died. His son, Will Pierson, ascribed the cause of his father's death to a stroke and kidney failure.

Keith Norrington pens this personal note:-

"I am personally indebted to Frank Pierson for taking an interest in a 13-year-old's letter, written to the showboat in 1967, requesting information. He asked Ruth Ferris to respond. Many wonderful things have happened since as the result of Ruth's reply, not the least of which is my becoming a member of S&D."



Frank C. Pierson's river fleet, photographed at St. Louis on March 18, 1969. On the left is the BECKY THATCHER (now at Marietta) and in front of her is the excursion boat MISSISSIPPI BELLE. To the right is the GOLDENROD showboat topped with pilothouse resembling that of GOLDEN EAGLE. Photo by Dan Owen and loaned from collection of Keith Norrington.



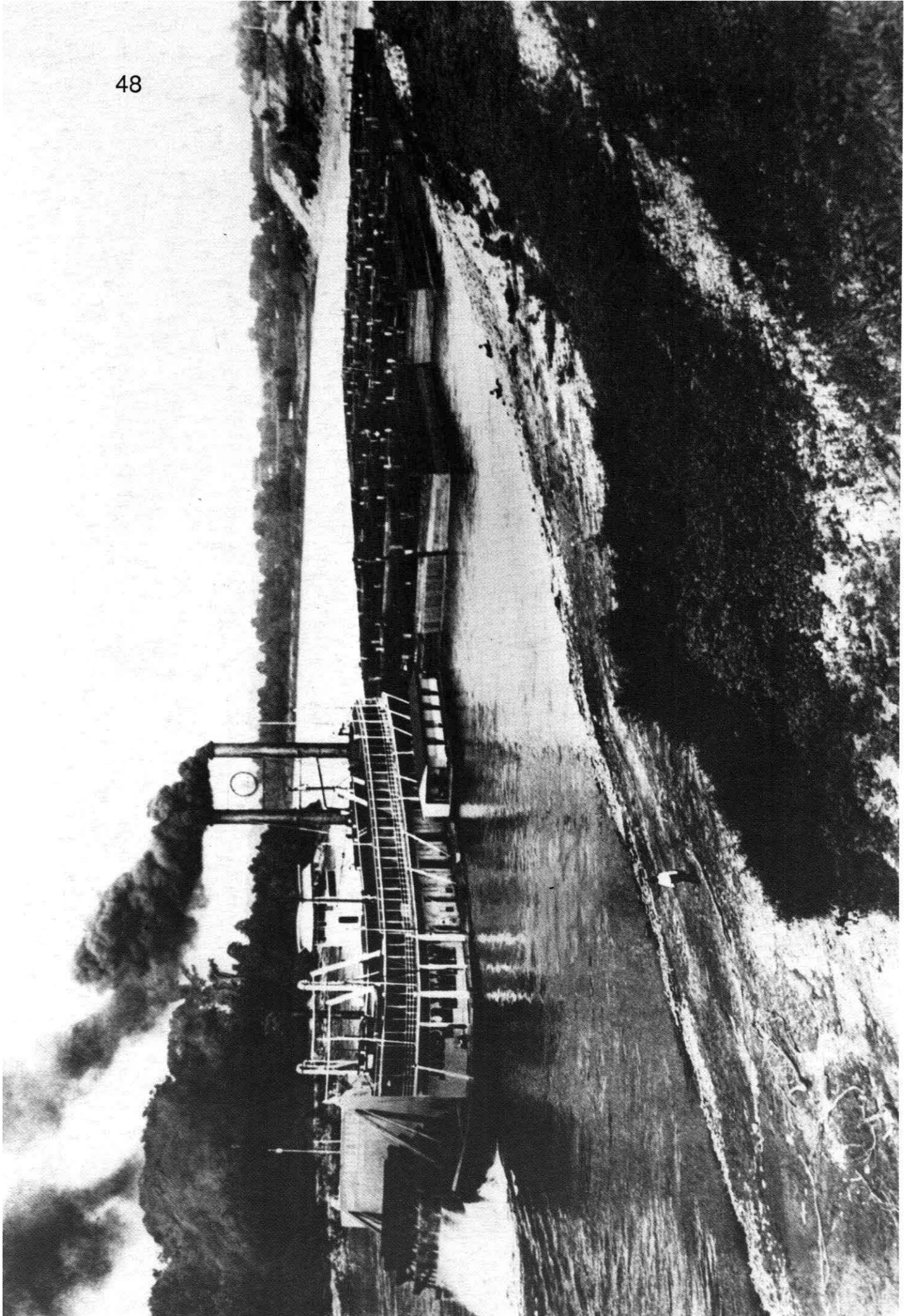
BACK PAGE

This was taken in the long, long ago when the JOSEPH B. WILLIAMS was the cock-of-the-walk towboat of the Mississippi System. Not only did she have compound-condensing engines, but the exhaust steam from her low pressure cylinders was exhausted through her 'scape pipes, discharging the spent steam high aloft into water-jet condensers attached at the top of her 'scape pipes, the condensed water returning by gravity to the engineroom. Following a serious steam explosion this system was discarded in favor of a multi-tube condenser such as is still used on the river (such as on the DELTA QUEEN as example). Where was this picture taken? Our guess is on the Ohio River, headed up through Diamond Island, perhaps. Do you suppose the pilot figures he can steer out of that bend? WHO took the picture? The houseboat tucked alongside the boilers may be a photo gallery boat; if so, how does the photographer expect to get back to it? The tow is made up of empty wooden coalboats bound for repairs and reloading at points along the Monongahela River above Pittsburgh. Ralph DuPae is the person responsible for all of these questions; he furnished the picture.

FANCY FIDDLE

This black & white couple of pictures convey only a faint idea of the beauty of this instrument. Let us hope that John Hartford brings it to S&D this Sept. 15-16 for a demonstration. The fiddle came to John as a breath-taking surprise, put together by Kenny Lamb of Baton Rouge and Mac Barnes of Woodbridge, Va. The steamboat at the bottom is the packet ST. JOSEPH (#4942) loaded with cotton bales. The scene is made of inlaid bits of wood in color. The back and its anchor are fashioned from a single piece of wood. At its top (above) is a carved portrait of you-know-who, complete with derby.

Verily, the variety of pictures which pass muster for inclusion in our S&D REFLECTOR passeth understanding.

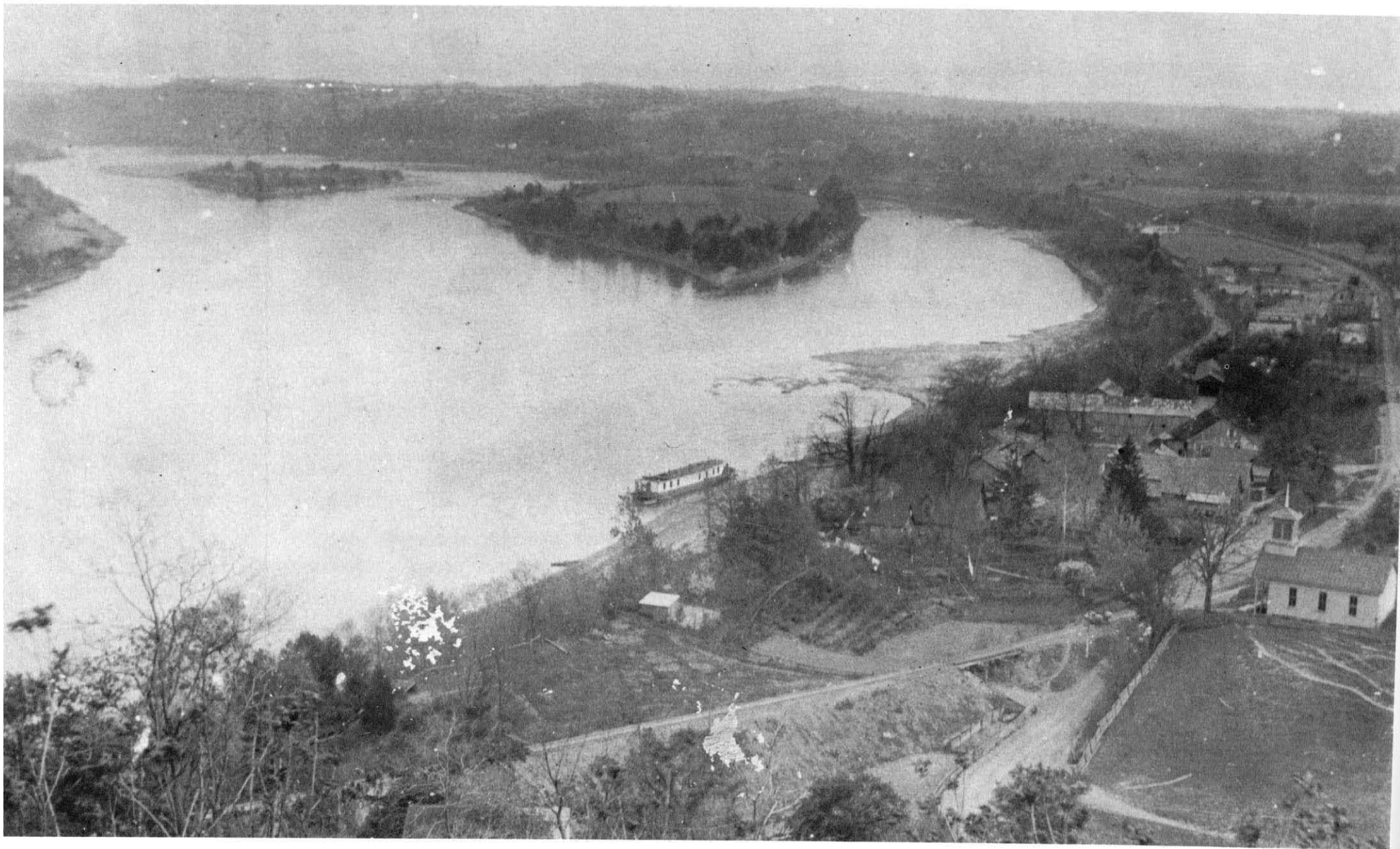


JOSEPH B. WILLIAMS upbound on Ohio River with empty coalboats (see page 47, col. 3).



Greg Perry, of the Herald-Dispatch, Huntington, West Va. took this picture of the Jenkins mansion shortly before Christmas, 1988. Our thanks also to Jerry Sutphin for forwarding the print. The Jenkins property once comprised about 4,400

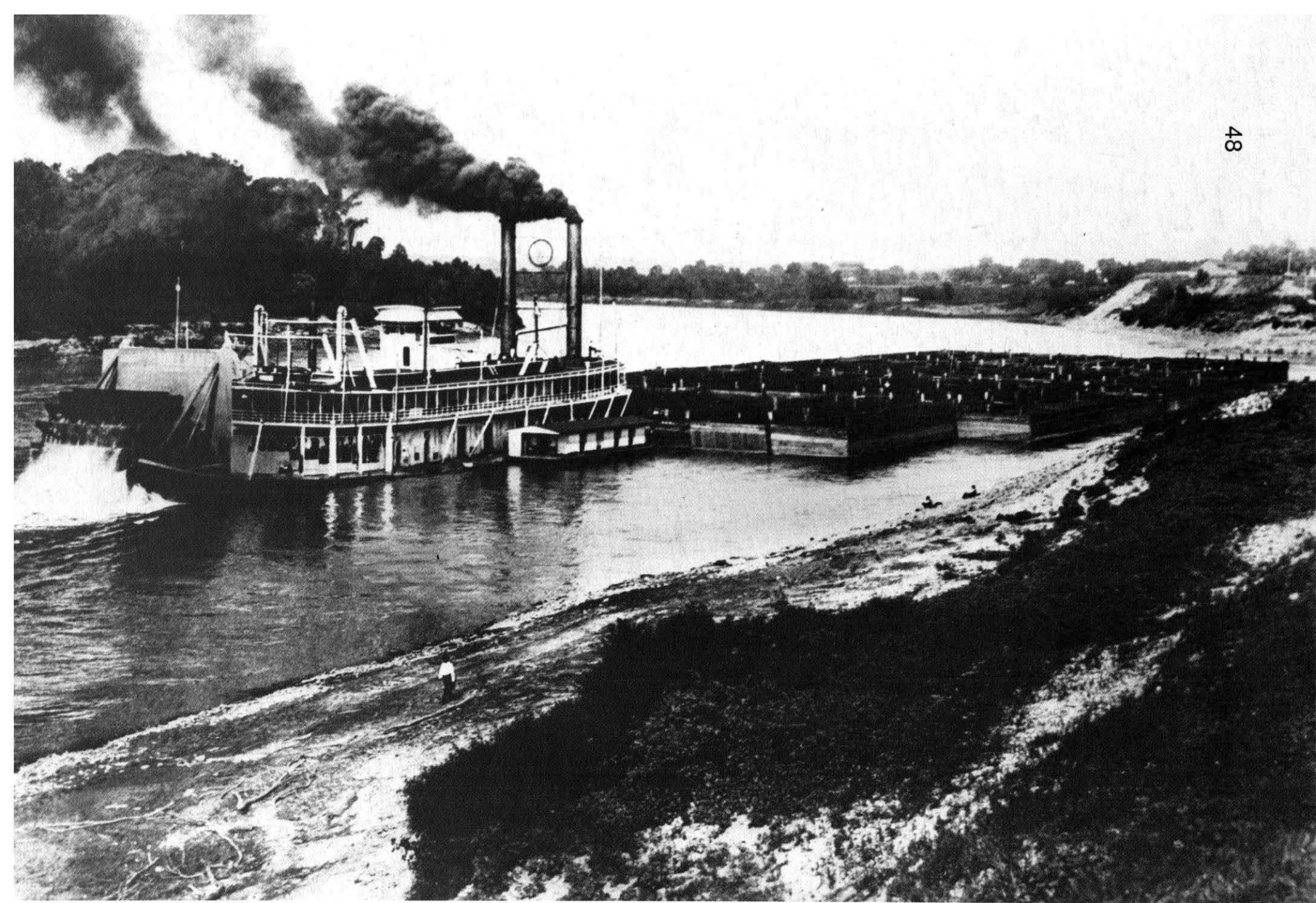
acres. The U.S. Engineers purchased 884 acres, including the homestead, for the purpose of creating a wildlife preserve to replace property U.S.E. required for rerouting the Gallipolis Locks.



Hilltop view of Letart, West Va. looking up the Ohio River with Upper and Lower Letart Islands in the distance. Photo was taken by Thornton Barrette c. 1892-1894. His floating photo studio is moored

at the landing. This enlargement was made from the original negative and is loaned to the S&D REFLECTOR by his grandson Capt. C. M. Dowling. A recent picture from same location follows.





JOSEPH B. WILLIAMS upbound on Ohio River with empty coalboats (see page 47, col. 3).