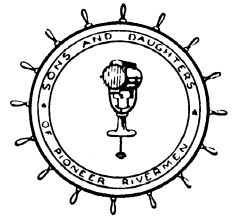


# S&D

# REFLECTOR

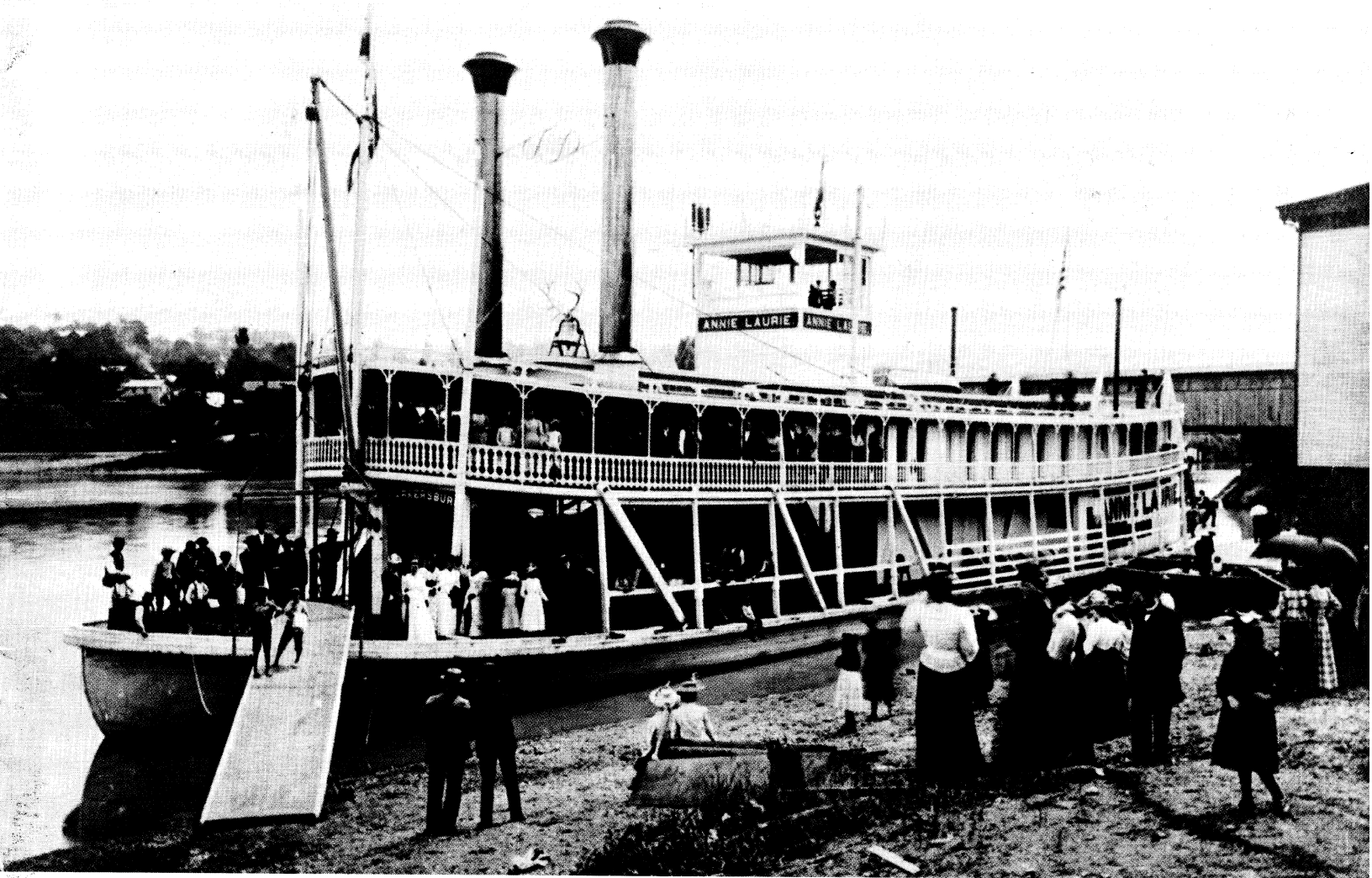
Published by Sons and Daughters  
of Pioneer Rivermen



Vol. 26, No. 3

Marietta, Ohio

September, 1989



**T**HE BEST SOURCE BOOK "Steamboats On The Muskingum," by J. Mack Gamble, relates on page 27 that "on July 4, 1892 the ANNIE LAURIE's first trip was a Fourth of July excursion." Mack then lists the crew: "Captain George Wallace was in charge; Captain W. W. Richardson, pilot; and Dana Scott and Lou Myrick, clerks." So here she is, posing at Malta, O., ladies in white summer finery, flags run up, while photographer Clarence Brooks exposes his glass plate. Somewhere on the boiler deck come the strains of "Maxwellton's braes are bonnie" and

within two years this same crew was to build what Mack Gamble describes as "one of the most attractive boats in appearance ever built at Marietta," the HIGHLAND MARY. In 1895 they built a third for the Muskingum, the most famous, which they named LORENA. Today we blink our eyes in disbelief that such steamboats plied the locks, canals and shallow channels of those 75 miles between Marietta and Zanesville. Our cover picture is from the collection of Ben D. Richardson, son of Capt. W. W. Richardson, and S&D's first treasurer. The print is work of the Murphy Library crew at La Crosse, Wis.

ALL ABOARD FOR  
ANNUAL S&D MEETING

**F**IRST SCHEDULED EVENT is an informal Friday evening reception at the Hotel Lafayette, Marietta, Ohio, September 15th. Make your own dinner arrangements and then join with us after 8 p.m. to greet your friends. Two ladies of honor have been chosen this year for special recognition, Della Hoag and Catherine Remley. Vic and Mom Tooker and band plan to attend, same like last year. Light refreshments are planned.

S&D's Board of Governors convenes Saturday morning when chairman J. W. Rutter bangs down the gavel at 9:30 sharp. This annual meeting also is at the Lafayette. Members in good standing are cordially invited to attend and participate.

Noon luncheon follows at the Lafayette to conclude in time for a boat ride aboard the new VALLEY GEM, Capt. Jim Sands commanding. Boarding will be at the Ohio River landing adjacent to the Lafayette. River conditions permitting, VALLEY GEM will head up the Muskingum River with a lockage at Devols, and turning below Lowell in time for an approximate 4:30 p.m. return to the Lafayette.

Our annual banquet will be spread out Saturday evening at 6:30 in the Lafayette.

TICKETS, ETC.

A printed schedule will be available in the Hotel Lafayette lobby to assist you in picking up tickets for these Saturday events. Prior reservations are required for the noon luncheon, the VALLEY GEM boat ride, and the evening banquet. The Friday evening reception is "on the house."

Our long-time S&D friend and benefactor, Helen Rose Stephenson, fell ill last February at her home in Bethel, Connecticut, and as this is written (in latter July) she is hospitalized in Danbury and never since stricken has she regained consciousness. Helen is in a private room with nurses around the clock. We are grateful to her husband Jack, her daughter Karen, and sister Betty Jane, for keeping us informed.

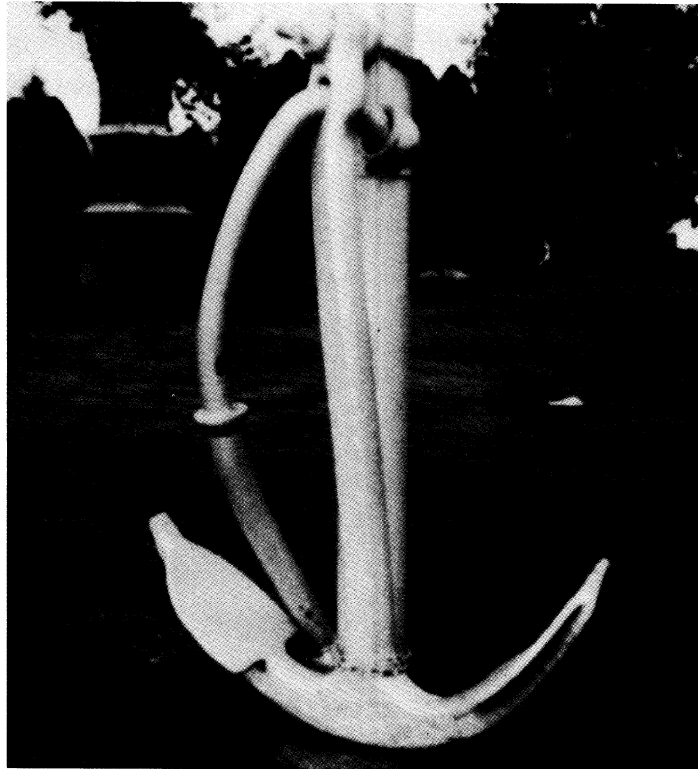
- O B I T U A R I E S -

Mary Lou Brasher, page 17  
Homer Hawley, 42  
Lawrence E. Irwin, 36  
Charles Lewis, 45  
LeRoy Thompson, 36  
Wm. W. Willock Jr., 36,38

Due to the efforts of Capt. Robert G. McCarthy, Jr., with a big assist from Ruth Ferris, all of the public libraries in St. Louis County, Mo. have ordered and received copies of Way's Packet Directory 1848-1983.

S&D'S FIFTIETH

Fifty years ago, in 1939, there rose forth at Gallipolis, Ohio, a new organization, the Sons and Daughters of Pioneer Rivermen. This small group, not over twenty persons, planted at a noon luncheon the seedling of hope and promise which is the deep-rooted oak of today. We plan to amaze you with S&D's triumphs and tragedies in the December issue.



THE SALLIE MARMET ANCHOR

Capt. Charles Henry Stone sends along this picture taken in Tu-Endie-Wei Park at Point Pleasant, West Va. He writes: "The towboat SALLIE MARMET hit and sank on this anchor in August 1925 in old Lock #36 pool, Ohio River, about at Nine Mile Bar, I think. Diver Tom McGuffin and his crew raised her and she was brought to Point Pleasant and hauled out on the Gardner docks (Enterprise Marine Docking Co.). The Col. Charles Lewis Chapter of the D.A.R.'s was always on the look-out for artifacts for the park, so Mr. Will Gardner and Tom McGuffin thought the anchor was historic and unusual. Tom classed the anchor as having belonged to an ocean-going ship. So it was placed against the park flagpole in 1929 and here it still rests. No one ever claimed it. Some Navy men recently looked it over and said the markings on it indicate it belonged on a sailing ship, but I haven't the least idea how they formed this conclusion." For other Tu-Endie-Wei Park discussion see page 41.

NATIONAL HISTORIC  
LANDMARKS

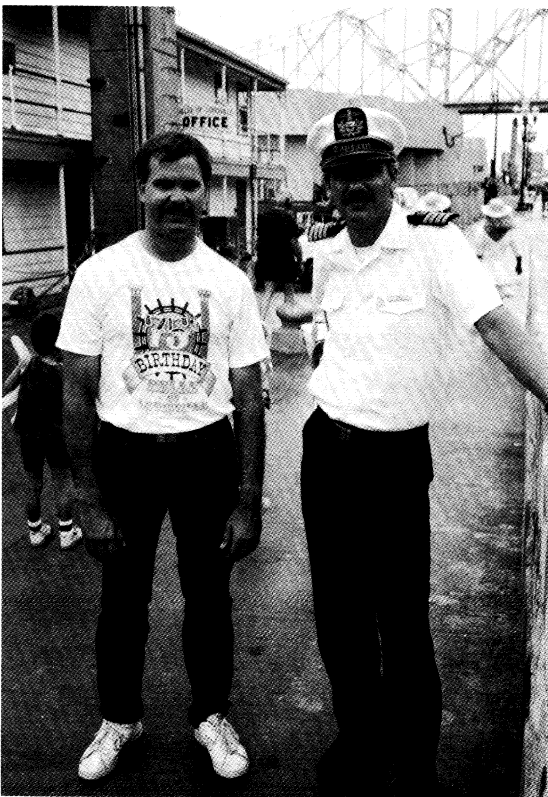
Just as the BELLE OF LOUISVILLE was being readied for her 75th birthday, U.S. Secretary of the Interior, Manuel Lujan, announced on June 29 that she has been officially designated as a National Historic Landmark. Other famous river craft similarly recognized in the same announcement are the DELTA QUEEN, W. P. SNYDER JR., snagboat MONTGOMERY, fireboat DELUGE and the former Louisville Coast Guard Life Saving Station now renamed MAYOR ANDREW BROADDUS.

The Historic Sites Act of 1935 authorizes the Secretary of the Interior to recognize historic places judged to have exceptional value to the Nation. Landmark recognition encourages preservation efforts by state, local and private agencies and groups.

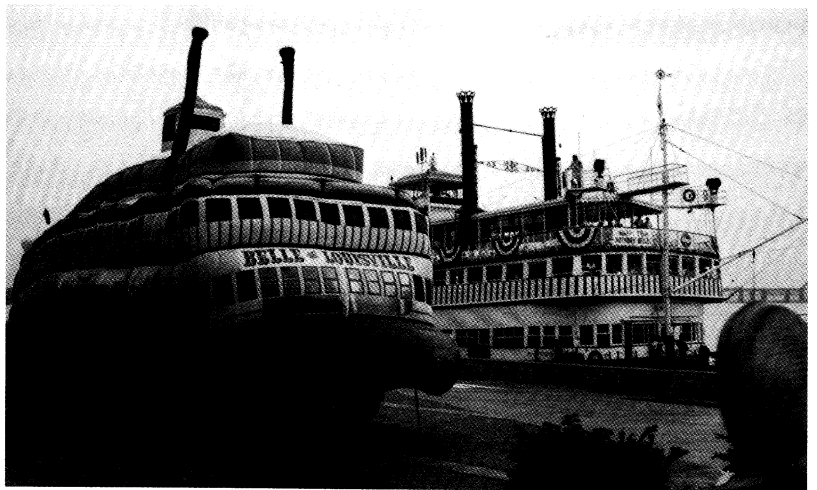
As we go to press, Delta Queen Steamboat Company is preparing for a lavish presentation reception to be held aboard the DELTA QUEEN at New Orleans.



CAPT. C. W. STOLL takes the cake. Twenty five years ago Louisville and Jefferson County (Ky.) bought a steamboat and named it BELLE OF LOUISVILLE. C.W. was chosen as the first chairman of the Operating Board, and currently is the only member of the original Board. A rally and press conference was held on the Louisville wharf as a kick-off for the boat's 75th anniversary on May 26, 1989, when this picture was taken. Not a lot of steamboats have lasted 75 years. The Louisville wharf was converted for the festivities. There were shops and booths and the upstream end was occupied with food stands, picnic tables and bandstand. It was a three-day affair, June 30 - July 2. Other than his role with the B/L's management, C.W. has at various times been her master, pilot, watchman, counter boy, mate--in fact practically everything except engineer. He recalls having thrown a shovelful of coal into her fire-box 'way back when she was a coal burner. He's known the IDLEWILD-AVALON-BELLE OF LOUISVILLE for 58 of her 75 years.



Capt. Mike Fitzgerald and Kevin Mullen of the B/L are pictured on July 1st by Keith Norrington.



B/L and her inflatable \$15,000 city-owned counterpart featured in local parades and celebrations. Pictured at the Louisville wharf during B/L's 75th birthday party by Keith Norrington.

# S&D REFLECTOR

Published by Sons and Daughters  
of Pioneer Rivermen



Vol. 26, No. 3

Marietta, Ohio

September, 1989

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

## 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 Avenue,  
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.

## Officers:

Ruth Ferris, honorary president  
9381 Parkside Drive,  
Brentwood, Mo. 63144

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

Capt. C. W. Stoll, senior v.p.  
405 Mockingbird Valley Road,  
Louisville, Ky. 40207

Gene Fitch, second v.p.  
Box 301,  
Guntersville, Ala. 35975

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

Lawrence E. Walker, treasurer  
10552 Breedshill Drive,  
Cincinnati, Ohio 45231

Trustees, J. Mack Gamble Fund  
J. W. Rutter, chairman  
Yeatman Anderson III  
Bert Fenn

Committee for Branch Chapters  
William Barr, chairman  
Capt. Thomas E. Kenny  
Bert Fenn

River Museum Committee  
John Briley  
Jeffrey Spear  
J. W. Rutter

Board of Governors  
William Barr  
G. W. (Jerry) Sutphin  
Anne Mallinson Terms ending 1989

Catherine Remley  
William E. Reed  
Capt. C. W. Stoll Terms ending 1990

J. W. Rutter, chairman  
Capt. Thomas E. Kenny  
Bert Fenn Terms ending 1991

## Affiliated S&D Projects

### Ohio-Kanawha Chapter of S&D

Capt. Bert Shearer, president  
Suellen Gunnoe, secretary

Middle Ohio River Chapter of S&D  
Jack E. Custer, president  
Sandra Rae Custer, secretary

Inland Rivers Library  
Alfred Kleine-Kruetzmann, curator  
Claire Pancero, 1st assistant  
M'Lissa Herrmann, library ass't.

Ohio River Museum  
John D. Briley, manager

Murphy Library  
University of Wisconsin  
Ed Hill, curator  
Ralph DuPae, photo research

## DISTANT HORIZONS

Recent Adventures  
Combine Seas and Rivers

About dinner time Thursday, June 22nd a 31-foot wooden sea-faring craft cruised up the Muskingum River and landed alongside the VALLEY GEM. There were two in the crew. One of them introduced himself to Jim Sands as Constantino Georgescu Pipers, owner-master, and explained to Jim that they had come from Buenos Aires, Argentina, S.A. He was seeking diesel fuel to get on up the Ohio to Pittsburgh. Skipper Pipers was conversant in several languages, but was a bit hard to understand. His "crew" of one was hired-hand Enrique Paredes, who knew no English at all.

Jim Sands steered them to a diesel pump, they shared a beer or so, and were taken on a tour of Marietta. Early next morning they headed for Pittsburgh, but Jim Sands of the VALLEY GEM was still perplexed. Capt. Pipera had mentioned the Great Lakes and then Quebec. You just don't get to those places by water from Pittsburgh.

Turns out they had been previously interviewed in an article which had appeared in a Sunday edition of the Columbus Dispatch. Skipper Pipera and crew were detouring to Pittsburgh, and then retracing their course to pursue the Illinois waterway route to the Lakes, and eventually to Quebec.

The Dispatch article quoted Capt. Pipera as saying: "the rivers are the key to alleviate the problems of poverty and overcrowding in South America. We come to you with the rivers and natural resources of South America. You can give us the technology and experience we need."

If the boat has a name, Jim Sands apparently did not mention it to the Times reporter.

Speaking of long-distance travel via the Mississippi River System, a two-master 38-foot long sailboat named ACOLUS entered the Ohio River from the Beaver River in mid-June headed for the Caribbean and possibly Australia.

Doug and his wife Candi Buckley, and their two sons,

Chris, 15 and Scott, 14 have been living aboard the ACOLUS (Greek for God of the Wind) for the past three years moored at a Bridgewater, Pa. boat dock. Doug was a tool and die maker, and Candi was a sterile process technician at the Beaver, Pa. Medical Center.

They are not just sure where they'll wind up, and may not return to Beaver, Pa. at all.

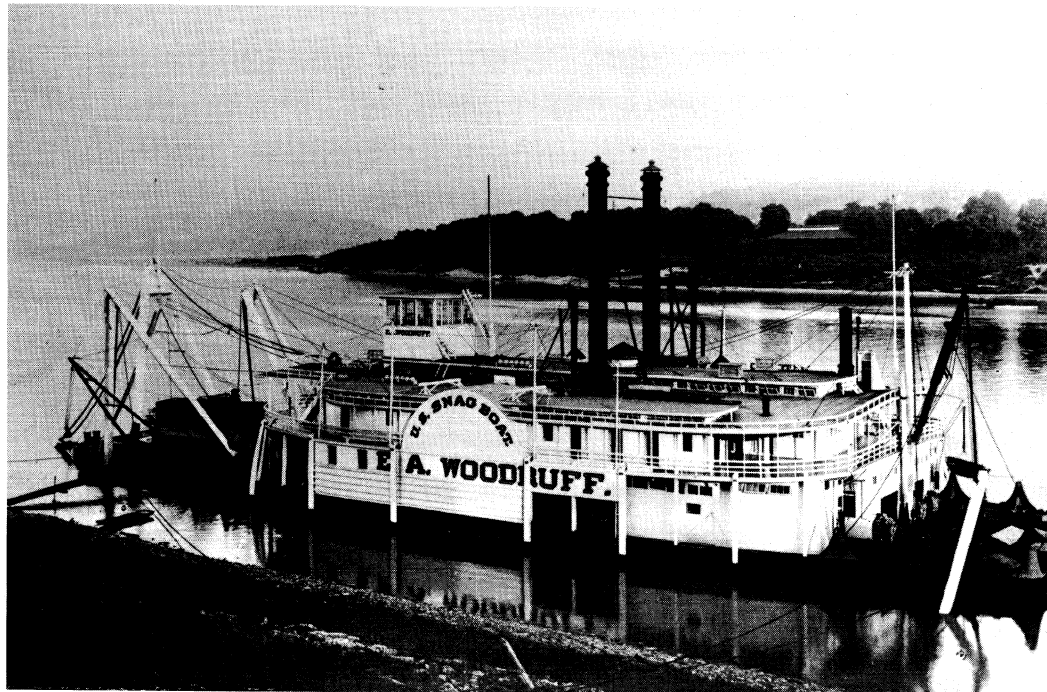
Meanwhile their mail is being forwarded to a special office in Hiltonhead, N.C. which will handle the forwarding for \$100 a year.

The idea for this family Odyssey traces back to a Beaver, Pa. family named Potter who, in a similar sailboat, once came to Beaver from Boston, Mass. They, too, had children aboard, and were enroute some two years. Mrs. Potter wrote a very readable book of the adventure, and titled it "Nobody Fell Overboard." Skipper Potter entranced S&D at a Marietta meeting with a humorous account of having been a deep-sea and Mississippi pilot with no previous experience afloat. Their sailboat, named SEVEN SEAS, was anchored off of Beaver for a year or so until they found a purchaser.

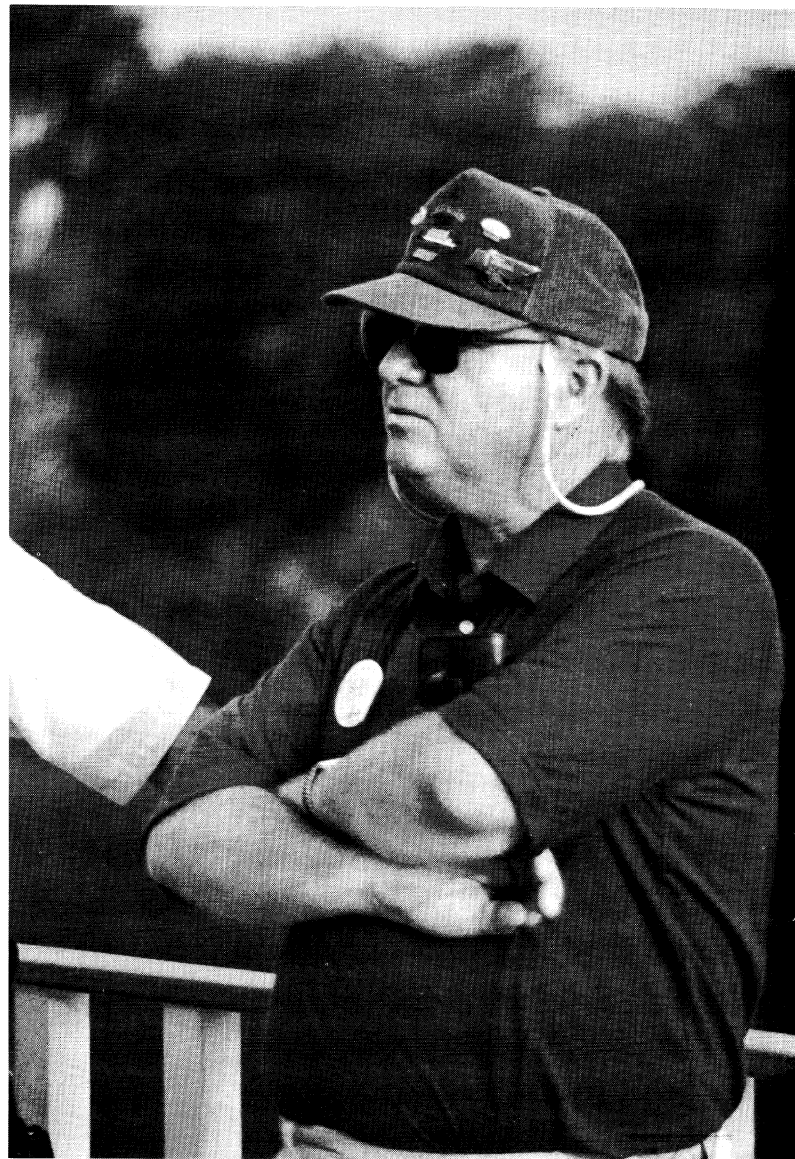
Dan Owen has favored us with a copy of his INLAND RIVER RECORD-1990. Copies are now available at \$30, postpaid, from The Waterways Journal, 666 Security Building, St. Louis, Mo. 63102. Phone is 314-241-7354. In his Foreword, Dan says: "To our knowledge there is not a single medium-size or large towboat under construction at this time, nor has there been in a couple of years." Another Dan Owen observation is this one: "A towboat christening was considered a social event 10 years ago....now it is a U.S. Marshal sale that brings people together."

The 1990 IRR carries what must be an unprecedented upheaval of ownership and boat name changes ever to appear in one edition since the book was launched in 1945.

Thanks to Capt. Roddy Hammett's suggestion, S&D has a new member, Lester H. Bennett, 18511 Denise Dale Lane, Houston, Texas 77084. Mr. Bennett's great grandfather was Capt. Thomas A. Bennett.



**S**OUNDS almost like a fairy tale that this enormous side-wheel snag boat was kept busy on the Ohio River from 1874 until the 1920s. Jerking snags from the channel was her main occupation, but frequently her services were needed to clear out wrecked wooden steamboats and barges. She had an iron hull pronged at the front into two pontoons so's she could be maneuvered to lift the debris by means of an A-frame equipped with blocks, tackle, hooks and chain. This excellent picture of the E. A. WOODRUFF comes to us from Jerry Sutphin and originated in T. J. Hall's collection.



Middle Ohio River Chapter  
tour, Huntington to Charles-  
ton, aboard the WEST VIR-  
GINIA BELLE, Saturday, July  
8, 1989:

Upper left: T. J. Hall.

Upper right: Jim Schenk  
of Hendersonville, Tenn.

Opposite: Forty-plus  
S&Drs enjoy a perfect day,  
excellent meals, good service  
and prompt scheduling.

-Fred Rutter photos.

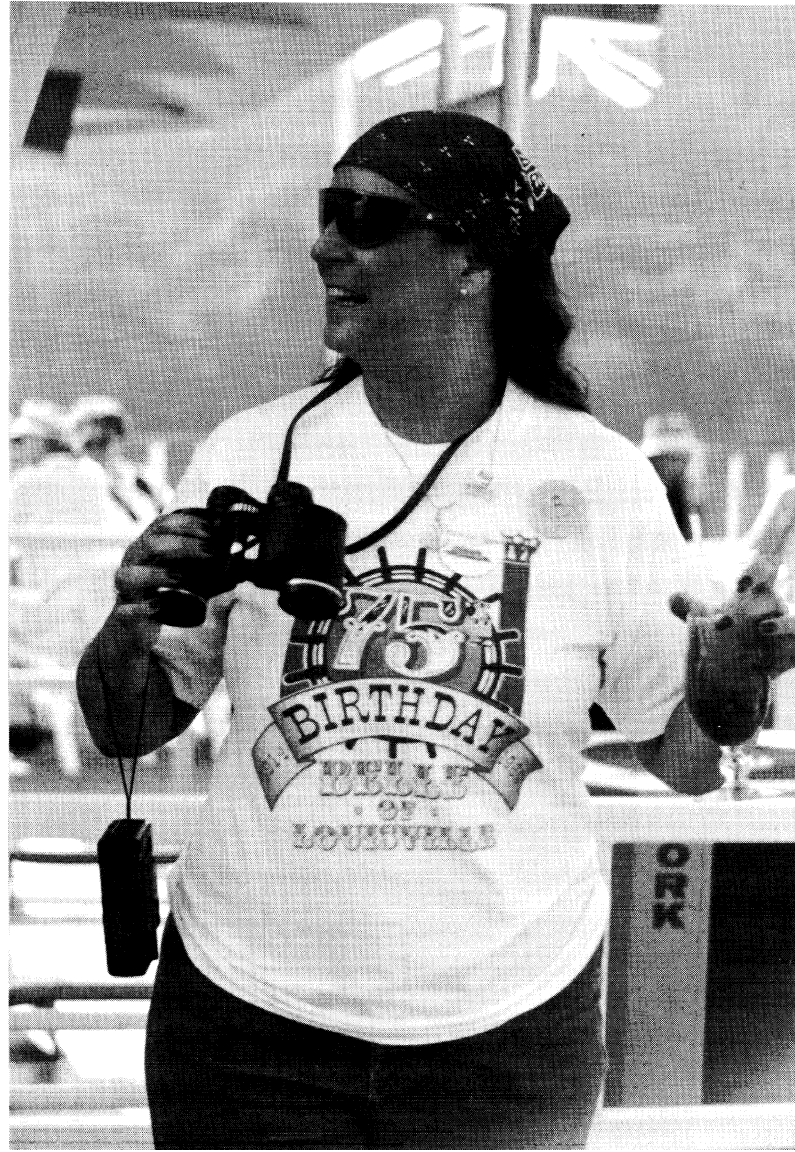
Middle Ohio River Chapter tour, Huntington to Charleston, aboard the WEST VIRGINIA BELLE, Saturday, July 8, 1989:

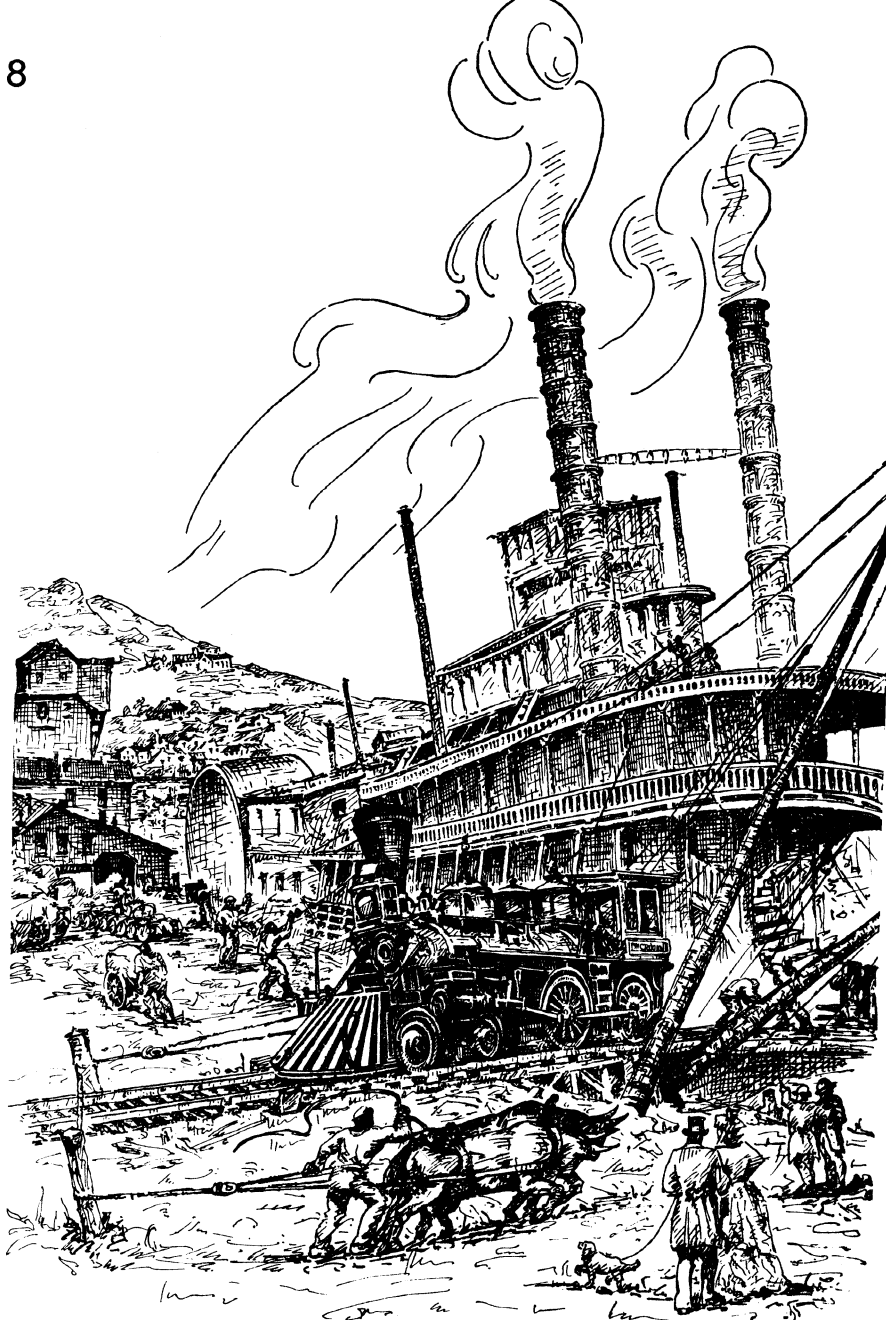
From left: Jerry Sutphin, T. J. Hall and John Donaldson studying and old copy of the "Jones" chart book.

Lower left: Jack Custer.

Lower right: Vesta Haynes of Covington, Ky.

-Fred Rutter, photos.





Vincent Maraglietta, N.Y. 1930

From The Pioneer and Democrat, Saint Paul, Tuesday, September 10, 1861, page one:-

THE ENGINE, CARS AND RAILROAD IRON ARRIVED. --- Yesterday morning the steamer ALHAMBRA [#0141] came into port with unusual demonstrations, in the shape of ringing of bells, screaming of whistle, &c., and quite a number of persons were drawn to the levee, in spite of the drizzling rain. It was soon discovered she had on board, and in her barges, a fine locomotive called the "William Crooks," in honor of the Chief Engineer of the Minnesota and Pacific Railroad, two platform and one box car, two hand cars, and about fifty tons of track iron.

...the excitement on the levee, and curiosity [was] to see the first locomotive ever brought to Minnesota. The people have been fooled so often for the last eight years in their Railroad expectations [sic], as to have become almost incredulous [sic] of ever having the pleasure of a "ride on the Railroad," over the soil of this State, and seeing the motive power, and the rails right before their eyes, was quite exhilarating, and loud cheers expressed their gratification.

The balance of the iron and cars will soon arrive, and

the track will be laid as rapidly as possible, and by the first of December, at least, we can visit our St. Anthony [Minneapolis] friends in the cars.

\*\* \* \* \*

The above quote was reproduced on a banquet program issued May 19, 1989 at St. Paul by the National Genealogical Society Conference in the States. The program's cover was the sketch of the ALHAMBRA shown above, courtesy of the Minnesota Historical Society. The old locomotive "William Crooks" is preserved and is on display at the Lake Superior Museum of Transportation in Duluth, Minn.

#### LETTER FROM DONOR

Ann Peterson  
Furnished Story and  
Drawing On  
This Page

Sirs: While doing research in St. Paul last week [letter dated May 25] I came across this rather unusual artist's rendition of the off-loading of the WILLIAM CROOKS, the first locomotive in Minnesota.

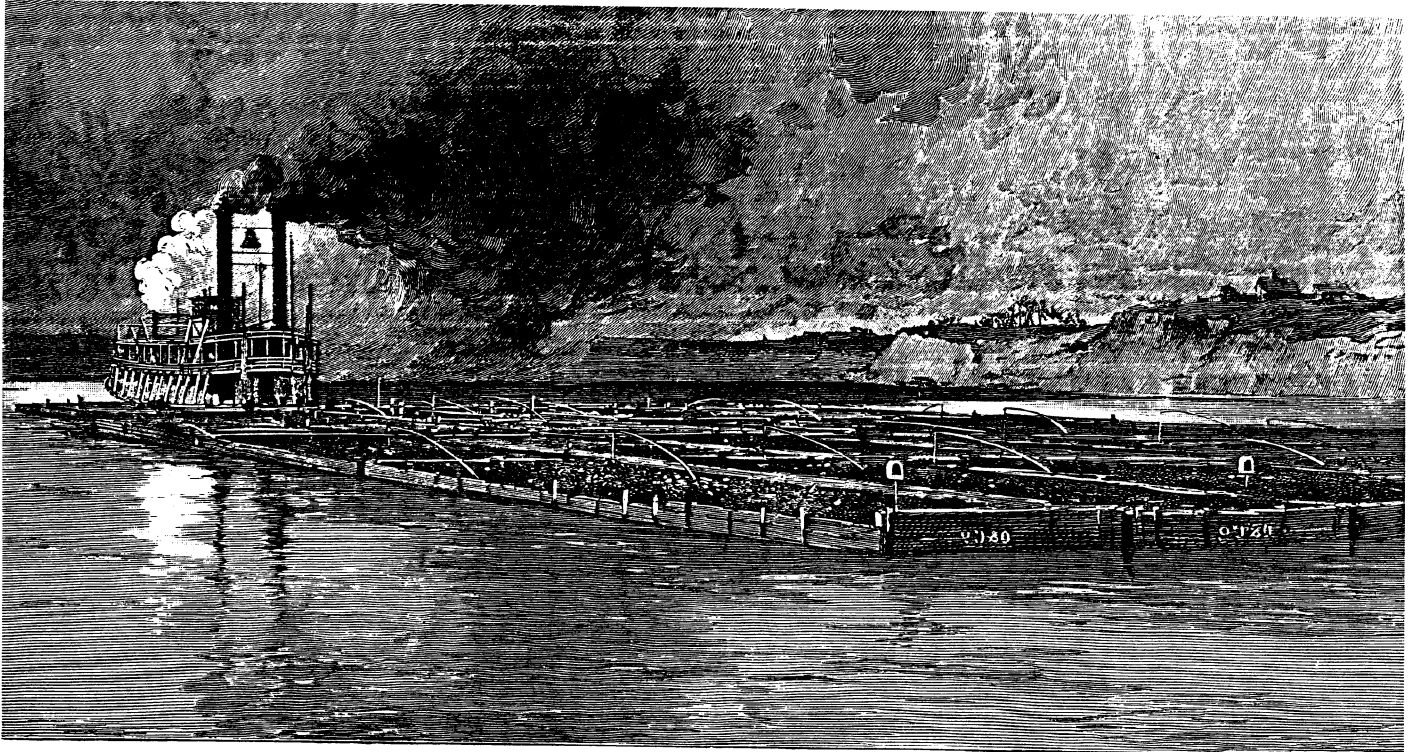
I have enjoyed the S&D REFLECTOR for many years, reading it at the historical society. My husband and I, (Capt. V. L. (Bud) Peterson, senior pilot on the MISSISSIPPI BELLE II out of Dubuque) joined S&D recently. The pictures you include in the quarterly are of such excellent quality, and the articles are very interesting and pertinent.

I particularly enjoyed in an old issue the story of the Swain family of Stillwater, Minn. Washington County, and Stillwater in particular, are among my research specialties, so I am quite familiar with the Swain family. Kindest regards.

Ann H. Peterson,  
9182 Vincent Circle,  
Minneapolis, Minn. 55431

A colorful post card dated April 7 from our inveterate globe-trotter Dolly Robertson. She was in Jugoslavia looking out from her hotel patio upon the blue Adriatic, "a sight to behold watching the cruise ships sail by." Two blue stamps on the card each marked 2000.





A Coal Tow On the Ohio, drawn by Charles Graham, appearing in Harper's Weekly, March 27, 1886. The towboat is the W. W. O'NEIL and notice how the artist has sketched in the primitive hand-operated spring-pole pumps for sucking water from

the coalboats. Also splashboards have been added near the head of the tow. The starboard oil signal light (green) is in place and before nightfall the port light (red) will have to be moved to the far corner.

[Ed. Note:- While scribbling river history over a broad span of years, Ye Ed has often wondered whether a leading New York-based magazine ever did a Pittsburgh to New Orleans towboat story. Paul E. Rieger, 5031 Westminister Road, Sylvania, Ohio 43560 now has done us the great service of sending a copy of such an article which appeared in Harper's New Monthly Magazine, issue of January, 1882.

Paul says he searched the magazine in vain for the author's identity, nor is the artist recognized.

In the interest of sustaining the interest of the modern reader we have edited out various flowery passages considered of literary value in 1881, when this piece was written aboard the HARRY BROWN, and eliminated several lengthy "fillers" having no bearing on the matters at hand.

There were two steam towboats named HARRY BROWN, this being the first of the name, built in 1879 which ultimately exploded her boilers below Vicksburg while upbound with empties in May 1896.

\*\* \*\* \*

#### KING COAL'S HIGHWAY.

**A**T THAT MOST INTERESTING POINT on the coast of the Gulf of Mexico where through a low-walled channel, the Mississippi pours a fan-shaped torrent of umber-hued fresh water into the azure saltness of the Gulf, two objects boldly claim attention. One of them, the Port Eads Lighthouse, towers above the surrounding

buildings, a Cyclopean giant whose single eye glares about the four points of the compass and winks every thirty seconds. The other is a sloping solitary pile of coal, immobile, dusky, sullen; its base set about with great black lumps.

And as the voyager proceeds up the great river he will find no more lighthouses with Fresnel lenses, but at every plantation, at every city, and every town along the mighty stream he will find these piles of coal. He will see coal ashore, in transit by water and on land.

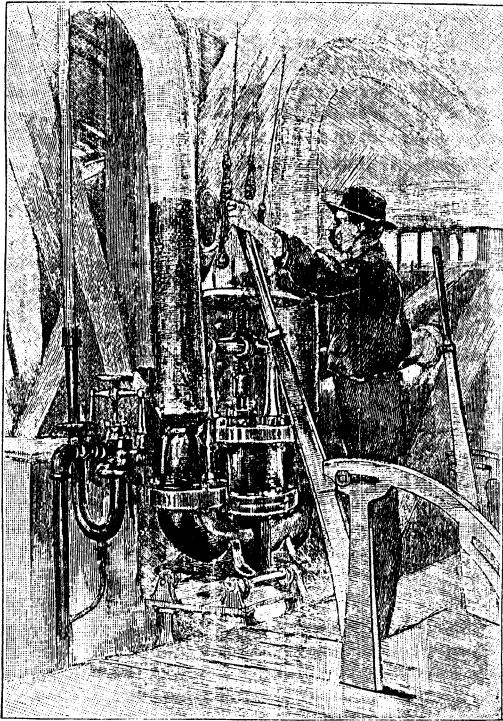
Whence comes it? How comes it? These are the province of this paper to answer through pen, pencil and graver.

Twenty-one hundred miles distant from the coal pile at Port Eads, coal is buried beneath the hills of Western Pennsylvania, many of them in sight of Pittsburgh's perpetual cloud of smoke. Under these hills a grimy army of miners labor to dislodge what nature stored there countless ages ago, bituminous fuel for the warming of a million firesides, for the driving of wheels in thousands of workshops and for the lighting of streets two thousand miles away, and the impelling power of river and ocean steamers.

Between the subterranean pit of the producer and the furnace of the consumer there stretches the devious channels of tortuous watercourse, a varied gauntlet that must be run by the coal-transporting fleets which convey these black diamonds. The Ohio River, its source at Pittsburgh, to its joining with the Mississippi at Cairo, Ill. has been described as "dry all summer and frozen all winter." "Coalboat runs" and "barge runs" are restricted to times of

freshets, spring and late fall, prolonged in "wet" summers, and curtailed in "dry" ones. There has been agitation to build a series of dams, each equipped with a lock, over the whole course the Ohio. To date only one of these has been placed under construction, called the Davis Island Lock and Dam, seven miles below Pittsburgh.

Despite these disturbing interruptions, coal merchants find it much cheaper to send their product south and west by water. To send a ton of coal from Pittsburgh those two thousand miles of waterway and deliver it at New Orleans costs \$1.30 or about five cents per bushel of seventy-six pounds. The freight hungriest railway could not afford to carry coal more than one-tenth that distance for the same price. The term "bushel" is probably not a familiar one as

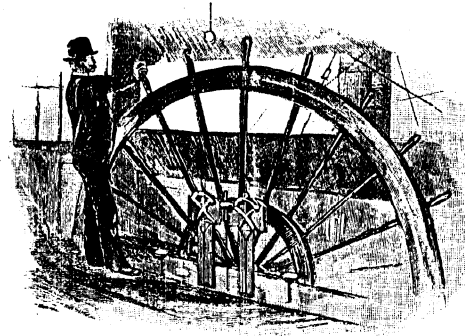


IN THE ENGINE-ROOM.

applied to coal. Twenty-six and two-third bushels make a ton. During the year 1880 ninety million bushels of coal and coke have been shipped by river from Pittsburgh. The latter item comprised but a few million bushels.

Of this much-sought-after fuel Cincinnati mills and homes take thirty million bushels yearly from the river, Louisville twelve million bushels, New Orleans eight million, Memphis and Vicksburg five million each, and smaller towns and villages along the two rivers absorb fifteen million more. And every pound of this coal, from the moment it rests in boat or barge at the shute or tipple at the pit, until it leaves the water, is subject to the hazards of Ohio-Mississippi navigation, dangers that call forth the peculiar characteristics, sharp bends, sandbars, reefs, fog, wind and waves, plus the added hazards on the Ohio of narrow-spanned railway bridge piers.

Moreover, the coal consigned to the care of a single steamer frequently amounts to 20,000 tons--enough to load five of the very largest ocean steamers to a dangerous depth. And the



THE PILOT-HOUSE.

men in charge of this mass of fuel are expected to successfully overcome difficulties that would appall the most experienced navigators of deeper waters. This hazardous and peculiar nature of the trade has developed a race of navigators whose dominant traits are pluck, fertility of resources in times of disaster, and promptness to act at all times, united with an all-prevailing disposition to take evils as they come philosophically.

Let a sudden rise in the rivers swell the waters of the Ohio. At an hour's notice the mooring lines must be "let go" and the "tows" started southward on the crest of the "rise." Delay enhances the chances of stranded wooden coalboats and barges scattering their cargo along the bed of the stream.

It is the capriciousness of the Ohio, engendered by the vagaries of the weather, that render the experiences of the coal shipper unique. The Eastern navigator, who revels in a plentitude of water, can form no just conception of the skill necessary to guide a fleet of cumbersome coal craft of seven feet six inches draught through the windings of a channel where the unerring marks show there is just seven feet eight inches of water. Nor can the Eastern or other mind unfamiliar with this coal shipping trade know of the brain and muscle and machinery and skill which must go hand in hand in order that a solid mass of coal afloat, longer than the GREAT EASTERN by two hundred feet, and as wide as a city park, may be steered clear of besetting dangers and safely borne along a route nearly as long as that traversed by a Cunarder. To tow, in North or East River parlance, is to pull. On the Ohio and Mississippi, and all Western streams, towing means pushing. The acre of floating coal craft must be bound in solid rigidity, and must lie in front of the propelling steamer and the pilot's eye, before the dangers of the river can be met and overcome.

In this connection it is appropriate to refer to a step recently taken by the general government to lessen the dangers of the Ohio, Mississippi and Missouri rivers. This consists of the establishment and maintenance of the "beacon light" system on the rivers named. During nights of inky blackness of sky, when even the contour of familiar hills or clearings or bluffs escape the keen-eyed pilot, the steady, clear radiance of the "beacon" indicates his whereabouts and marks the ripple, or scantily covered bar, or the point at which the boat must aim in "flanking" around the serpentine



The HARRY BROWN (1st) in heavy ice at Jeffersonville, Ind. Photo taken by Jim Howard. Her wood hull measured 210 x

49.6 x 6. High pressure engines were 26's- 10 ft. stroke, powered by seven Western style boilers.

loops of the erratic stream. The establishment of these lights, a few years ago, was looked upon with indifference by nearly every pilot engaged upon tow-boats. Some went so far as to oppose the beacon on the ground that the pilots' duties would be simplified thereby, and thus the value of their labor reduced. But, as night after night, in storm or calm, over ice or flood, these calm steadfast rays lent their aid to the pilot's strained facilities, their mute eloquence asserted itself. And today, when a fierce gust, or caving bank, or sudden flood, extinguishes a light, a mighty growl goes up from the fraternity of the tiller-line, until the missing star is restored.

Every three months, or oftener, a trim swift steamer sweeps up and down the rivers, repairs damages to the lights, changes their location to suit the unceasing shifting of channel, pays the light keepers their well-earned dues, and supplies each with the lantern oil needed. A beacon light is simply an inland lighthouse of modest proportions. A short wooden post, braced to withstand wind, and bearing a small hooded platform at its top, eight to twelve feet from the ground, forms the support of a lantern of superior construction. In general appearance the way-side shrine of the Old World is reproduced in the kerosene light of the New.

And in this connection it seems eminently

fitting that Pennsylvania oil should light Pennsylvania coal on its way to market. In the 800 lights on the rivers named, "Elaine," a special preparation of petroleum, is used altogether, as being fully equal to lard-oil for lighthouse purposes. The Ohio has 324 of these lights, and the Missouri and Mississippi 480 more. The entire system is one whose benefits become yearly more apparent.

Within the past few years the growth of the river coal-handling trade has received a fresh impetus by reason of the success attending the completion of the Eads jetties at the South Pass outlet of the Mississippi. New Orleans, heretofore a mud-blockaded port for vessels drawing over fifteen feet, is now easily approached by sea-going vessels of twenty-eight feet draught, and requiring a thousand or twelve hundred tons of coal to stock their capacious bunkers. Originally, and before the present perfectly appointed towboats were dreamed of, coal, to a limited extent, was floated from Pittsburgh to New Orleans and nearer ports in containers whose only means of propulsion were huge oars, or "sweeps," actuated by the muscles of the easy-going crew, whose patience was commensurate with an average speed of four miles an hour for weeks at a time. These primitive craft journeyed in pairs, and the owner and navigator who

succeeded in bringing one of these safely to New Orleans was fully reconciled to the almost inevitable loss of the other through perils by the way.

Coal-towing by steam to Southern ports dates back about a quarter of a century. The Civil War interrupted the young and promising trade, but with the cessation of hostilities, Pittsburgh capital and enterprise found a profitable field in supplying the cities already named.

To meet the increased requirements of the trade there was called into existence a class of steamboats not found elsewhere in the world. The boat designed and built for coal-towing must of necessity possess qualities difficult to combine in the same vessel. There must be immense power of engine, backed by enormous steam-making ability, to cope with the force of the mighty currents. There must be lightness of draught to enable the craft to reach her home port during seasons of low water, and there must be tremendously powerful steering apparatus, four times as much as that possessed by the largest ocean-going steamer. The latter quality is indispensable by reason of the inertia and momentum of the coal-laden barges ahead, which must be guided by two men at the pilotwheel. A towboat must combine the essentials of being a "good pusher" and a "good handler," and such a towboat is the HARRY BROWN that will handle 20,000 tons of coal down the two rivers. Her hull of the best white oak is 230 feet in length, fifty in breadth, and six in depth. Machinery and boilers occupy the greater portion of the first deck from stem to stern. The propelling engines are at the stern and act directly upon an immense paddlewheel revolving on a steel shaft from the hammers and crucibles of Fred Krupp. These engines turn the wheel with the combined power of 2000 horses and draw their potent vapor from seven steel boilers that evaporate ten cubic feet of water every minute over furnaces that devour 1200 bushels every twenty-four hours. On the second or boiler deck are the comfortable and even elegant quarters of the officers and crew--a pretty cabin and state-rooms for the one, and homlier comforts for the other. Cleanliness and good living are enjoyed by the inland navigator, and to this end is provided a table comparing favorably with that of a first-class hotel and a bathroom with a huge tub and a limitless supply of hot and cold water. Paintings, Brussels carpet, and other luxuries of furnishment give a home-like air to the cabin and are in a measure consolatory to men who must be absent from home for months at a time.

The cabin of a towboat is at all times a comfortable place, and a favorite resort for the officers. It is the realm of the chambermaid. In this particular instance the lady was known as Violet.

"Is your name really Violet?"

"No sir, I think my real name's Sal; but lordy-me, Sal wouldn't preserve the dignity of my position for four days." Therefore Sal became Violet, and Violet reigned like a queen over the kingdom of black deckhands.

Then there was Augustus, a waiter, whose mouth expressed every imaginable phase of grin, and whose perennial good nature it was impossible not to admire.

In the officer's lounge, the fore section of the cabin, the pilots are wont to congregate when

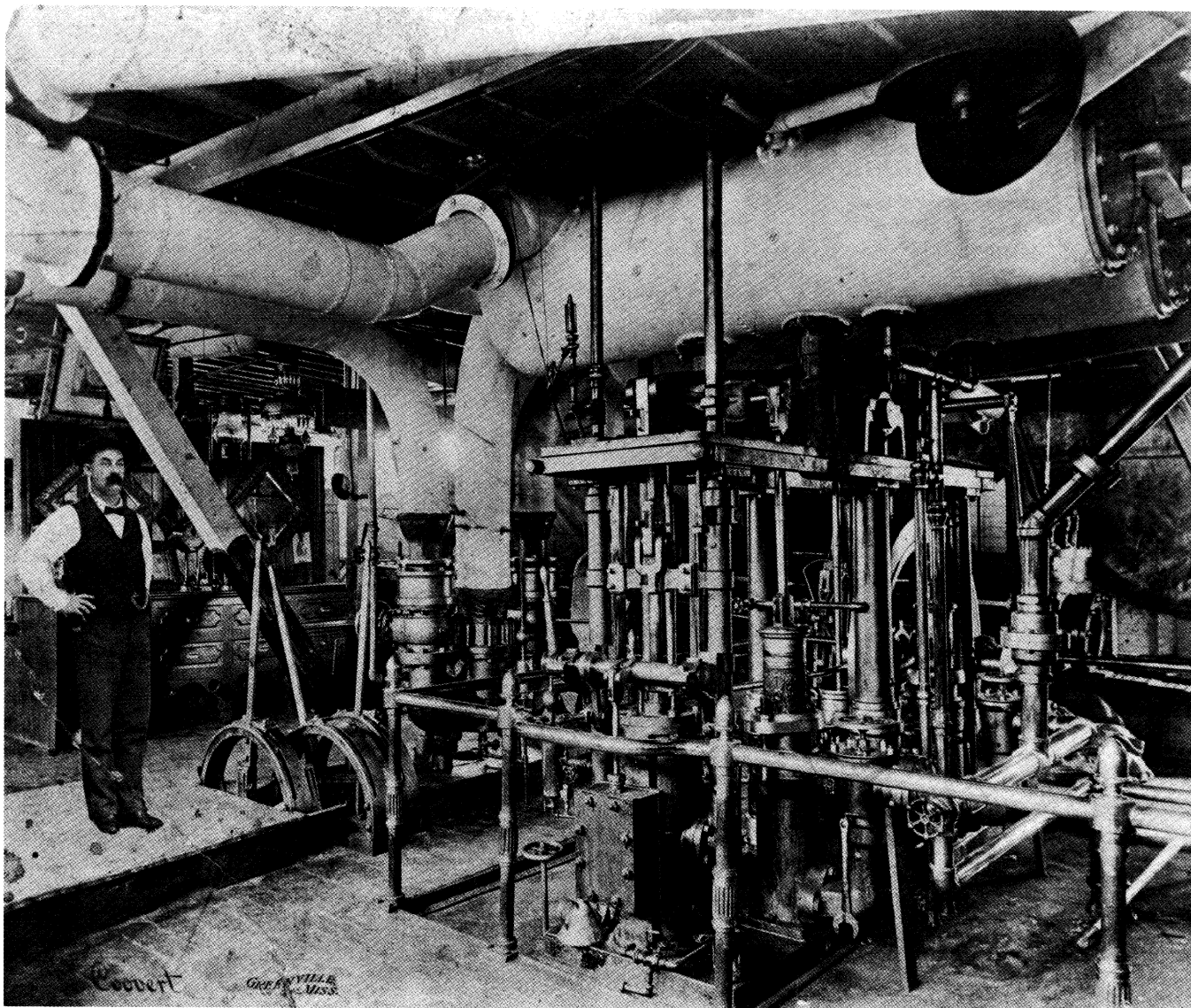


CAPT. W HARRY BROWN  
(1852-1921)

The original of this oil painting hangs in the home of C. A. Painter, Laguna Beach, Calif. a direct descendant. Two years before his death Captain Brown transferred his river holdings including towboats ALICIA, COLLIER and JOHN A. WOOD to the Pittsburgh Steel Co. and his Alicia Marine Ways became the Hillman Barge and Construction Co.

off watch. Their memories, especially the older members of the fraternity, teem with anecdotes of hair-breadth escapes from hidden guerrillas, who during the war seemed to have a special fondness for targeting pilothouse sash, and the veteran who could not add a blood-curtling yarn of a boiler explosion beneath him would be regarded by his fellows as having passed a too pastoral existence.

Centered high on the skylight roof is a structure which, seen from shore, would be taken for a conservatory, or queerly-shaped greenhouse. Three of its sides are formed of sliding glazed sash, and surround what may be termed the seat of the brains of the boat, the boilers being lungs, and engines heart. In this apartment is found a steering wheel twelve feet in diameter, upon whose intelligent handling depends the safety of boat and tow. Odd-looking levers are within reach and serve to send along two hundred feet of wire the message, interpreted through bell and gong in the realm of the engineer. Through the floor projects like a huge pedal of a great organ, and the pressure of a foot upon it lets loose a flood of indescribable roars overhead, for this is the whistle treadle, and your Western River whistle is a many-voiced demon composed of a number of



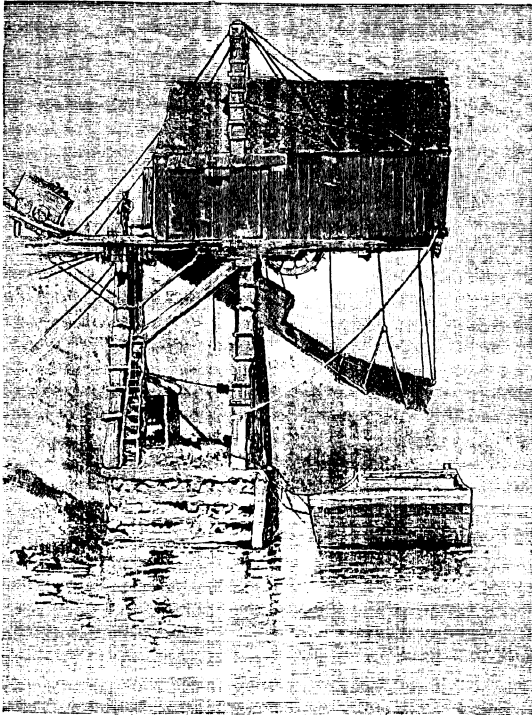
**E**NGINEROOM on a towboat of the HARRY BROWN class in the 1880 period, the chief engineer (unknown) standing near the throttle, and the enormous "doctor" pump for supplying water to the boilers occupying most of the space at the right. Note the pipe fence around the doctor with metal acorns

adorning each upright. This ponderous machine, as the author relates, was possessed with dignified slowness of motion. This picture is marked "Covert of Greenville, Miss.," a photography firm, and was supplied to us kindness of J. T. Smith of the Howard Steamboat Museum, Jeffersonville, Ind.

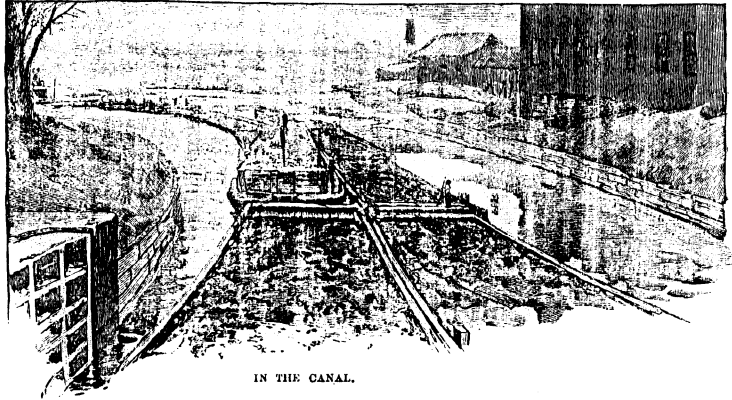
whistles, great and small, bunched on the apex of a steam pipe, and blending in a most lusty howl--a blast distinguishable for miles and known to all boatmen as other humans recognize the voices of friends. The front or fourth side of this glass-walled structure, the pilothouse, is open--protected from weather by hinged boards that may be adjusted to droop in storm and lift in sunshine. Ahead are the lofty twin "smoke-stacks," pouring graceful festoons of jet-black carbon cloud into the air. Centered ahead, rising from the bow of the boat is the graceful "jack-staff," that serves the pilot as a guide and pointer. Stretching into the distance ahead extends the tow of laden coalboats and barges. Aft of the pilothouse twin "scape pipes" rise from the engine room, and cough responsively, mingling their snowy breath with the inky torrents that roll from the stacks.

Tiller lines from the drum of the pilotwheel lead aft and down to the rudder tillers, some thirty feet long, swung from the stern rudderposts. The HARRY BROWN has four rudders composed of two central steering rudders thirty feet long, and two wing rudders fifteen feet long. All four act in unison, and are manually moved by the pilot and his steersman.

The HARRY BROWN represents an investment of \$65,000, and of this, \$10,000 represents "outfit." Under this latter head may be mentioned 20,000 feet of Manila rope in coils of 1000 feet each, and of many sizes. Seven tons of ponderous chains, ratchets, blocks and tackle come into play in binding a score of coal craft into a solid mass, making this mass, in fact, a part and parcel of the steamer itself. And such is the strain brought upon the towboats in this trade



FIRST LOADING OF THE BARGE.



IN THE CANAL.



THE ELECTRIC LIGHT.

that the life expectancy rarely extends over twelve years. And if by reason of strength they be fifteen, their added years are only gained by constant repairs, ending in collapse and wrecking.

Pittsburgh is the home of 140 towboats varying in size and power and finish, from the harbor tug of modest proportions, costing about \$3,000, to the dimensions of the BROWN. And of the latter there are at least fifty.

These "coalboats" and "barges" designed for long-distance hauls differ in size and construction. The coalboat is a most primitive-looking box-shaped affair, frail in make-up, and apparently as illy adapted to stand rough useage as a bandbox. These craft measure 180 by 26 by 9 feet, "draw"  $7\frac{1}{2}$  feet of water when loaded, hold 22,000 to 24,000 bushels (840 tons), and cost \$1,400 a pair. Their pine sides are only  $1\frac{1}{4}$  inches thick, and once stranded in swift water, go to pieces, and scatter their contents along the river bed. The coal "barge" is a sturdier, similar comrade of the "boat", is 160 or 180 by 24 feet, and  $7\frac{1}{2}$  feet deep, drawing  $6\frac{1}{2}$  when loaded, is raked fore and aft and will safely carry from 12,500 to 14,000 bushels (530 tons) and costs \$1100 each, being made of heavy pine lumber. There are other coal-carrying craft in use, but those described are the most important. After being unloaded they are known as "empties," and are towed back and refilled; and so on until their life is ended, gradually through successful toil, or suddenly through the dangers that lurk.

A stranger who chances to visit Pittsburgh when a "coalboat rise" or "barge water" is imminent (seldom do the Allegheny and Monongahela crest in unison) may witness scenes of often surpassing interest. Local "pool-boats," the smaller-type towboats, drop coalboats and barges from the Monongahela River mines and assemble them into "lower river tows," while the

HARRY BROWN class raise steam, take on crews and supplies, and make ready for Southern destinations. Smoke and steam roll skyward, voices magnified by megaphones issue orders from the hurricane deck, mingling with the sound of engineroom signal bells, capstans creak, big ropes swash across the swelling tide, and this unusual commotion keeps up until the last towboat of a procession sometimes fifty miles long steams into the Ohio. On just such an occasion the writer of this piece and an artist in the first spring month of 1881 boarded the HARRY BROWN at her landing on Pittsburgh's South Side for the trip to New Orleans herein described.

Towboat life is an odd existence, and in a measure soothing to those who by good fortune are recipients of towboat hospitalities. In the pretty cabin there exists an air of perpetual hush, broken only at meal times, 6 a.m., noon, and 6 p.m. The towboat man takes his slumbers and labors in equal portions of six hours each, and between meals (when the watches change) half the crew sleep the sleep of the weary, and the other half respect their rest. Only the pilots enjoy a less than six hour subdivision of the twenty-four. Their day consists of two six hour watches, a five, a four and a three hour watch, so arranged that the knights of the tiller do day and night work alternately. This is termed "standing a dog watch."

And as the HARRY BROWN and her crew of forty passes on down the Ohio with several delays occasioned by dark, rainy nights, wind, and an early morning fog or so, the weather turns milder as she arrives in Louisville, Ky., 600 miles from Pittsburgh. During the 366 days which dawned in 1880, but 103 days saw "falls water," the Ohio at stages better than 30 feet. We were required to "break tow" and pass our coal through the Louisville-Portland Canal and Locks, a tedious process. Below the locks the

size of our tow was increased to become 800 feet long and nearly 200 wide, the arrangement attended to by local steamers kept in the vicinity for just such purpose. The river, now much wider and broader in the main, but with occasional sharp bends which required flanking nonetheless, brought us to Cairo, Ill. a fortnight after having departed Pittsburgh, and out upon the Father of Waters.

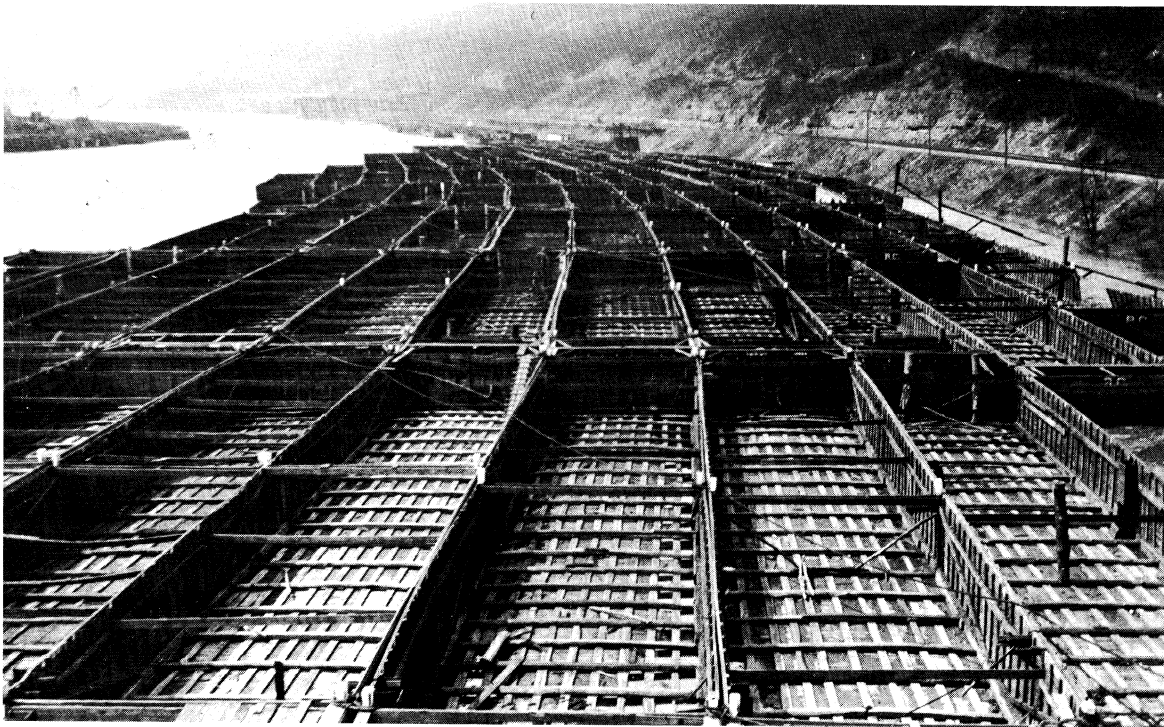
A visit to the engineroom, a place of polished steel, gleaming brass, curved pipes and the pleasant odor of hot engine oil, was made possible by invitation of the chief engineer, a quiet and intelligent fellow who brought to our attention a quaintly named machine, the "doctor," is constantly at work pumping water into the boilers. The "doctor" is possessed of dignified slowness of motion, and halts not day nor night while the fires roar in the furnaces maintaining 165 pounds of steam to the square inch. If it did halt, the good steamer would be in danger of ascending skyward piecemeal.

The prettiest occupant of the engineroom is a 6 hp. engine driving by flat-belt an electric dynamo. This equipment can be called in use by the captain or pilot, and is wired to an electric arc light cased in a locomotive reflector on the "hurricane roof" two hundred feet away. This headlight shames the glare of the

oil lantern-type light still generally in use. Workmen far out on the tow go about their labors at night as in mid-day, a vast improvement over the prevailing "torch basket."

As days roll on, and Northern chill and fogs give way to balmy skies the labor of the towboat man grows less irksome. The pilot's concern for shoals and bars as the river rolls a mile wide and there is fifty feet of water under the tow. As these black diamonds near the Crescent City, worth \$2 per ton at the start, will be eagerly sought for at \$6 a ton by ocean steamers and waiting planters

At length cottonwood and canebreak give way to moss-draped cypress and broad level acres of cotton plantations. The verdure of the distant shore is that of the full joyous spring and finally there drifts into view the forest of masts that envision the levee of New Orleans. At various points coalboats and barges have been dropped from the tow to replenish the stocks of distribution harbors and when the last day of the voyage dawns, but a fourth of the original fleet remains. The greatest portion of this remnant goes to coaling ocean steamers and some slips by, and at the river's mouth fires boilers at work going on in the jetties. And from a thousand chimneys in the Crescent City ascends the smoke familiar to Pittsburgh eyes.



Empty coalboats moored on the Monongahela River in 1910, taken opposite Monongahela City, below the bridge. Photo from James W. Morgan.

OLD SCRAPBOOK  
YIELDS TREASURE

Capt. Joseph B. Williams Aspired Position  
of Supervising Inspector

An ancient scrapbook, kept by Capt. Fred Dippold, brings to us this portrait of Capt. Joseph B. Williams, the first and only likeness we have ever seen. The Pittsburgh newspaper article is dated 1899:-

Capt. J. B. Williams has announced himself as a candidate for the position of supervising inspector of steam vessels for the Seventh district, and has already been quite extensively indorsed by the Pittsburg boatmen.

Capt. Williams is a well-known Pittsburg coal man, and until a few years ago, was an extensive operator. Financial reverses compelled him to sell out his business some years ago, and since that time he has not been engaged in following the



CAPT. J. B. WILLIAMS.

river. He did his first steam-boating in 1849, and since then has served in almost every capacity. He built a number of boats, among them being the JOSEPH B. WILLIAMS, the largest towboat on western waters. He is well known and popular with the coal men, and also with the river employes, many of whom have been under salary to him on different occasions.

The office to which he aspires by right belongs to Pittsburg this term. For many years it has been held by steamboatmen from the lower end of the district, which extends to Cincinnati. The present incumbent is Capt. E. P. Chancellor, a most excellent man, whose only failing is that he is a Democrat of the Bryan variety. On this account it is possible that he

will have to step down and out. It is maintained that the office is protected by the civil service regulations, but the facts seem to be otherwise. The salary is \$3,000 a year and expenses.

\*\* \*\* \*

Captain Williams was not chosen. The zenith of his career came in the 1870s when, as president of the Grand Lake Coal Co., he built the big towboat which bore his name. -Ed.

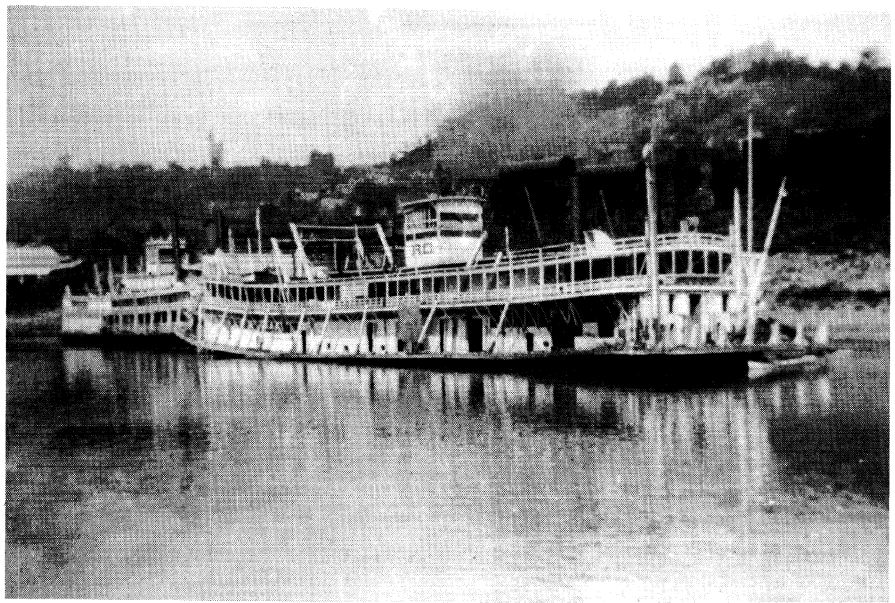
SHOTGUN STAGE

Sirs: The correspondence to Alan Bates in the June issue from various persons regarding the layout of the INDIANA is excellent. The Jesse P. Hughes letter is certainly particularly typical of that great memory; two pages of detail down to the size of the whistle and then the comment, "Sorry, I have nothing here that will do you any good." Jesse's comment that the mast of the INDIANA was made of ten-inch oil well casing with a counterweight for raising the stage hung down inside caught my eye and was a surprise. On the new Jim Sands' VALLEY GEM, the mast is a fourteen inch tube with a counterweight

inside to offset the 1,400-pound weight of the steel stage and I thought that was a unique design. (See lower photo, page 31, June REFLECTOR.) I asked Jim who thought that up and he replied, "Oh, I guess I just tried reinventing the wheel." Jim had not heard of the INDIANA's mast when he thought up the new VALLEY GEM.

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

=The stage counterweight idea was dubbed by rivermen as a "shotgun stage." The CITY OF LOUISVILLE and CITY OF CINCINNATI both had 'em. When the LIZZIE BAY was built in 1886 she had no swinging stage, but later, when she grew up and got a texas, her stage was a shotgun type. This scheme may be identified on photographs by looking at the top of the stage mast for an oversize pulley wheel from which a wire line was passed to the counterweight. The CORKER was the only packet I worked on which used the method. No written documents to my knowledge explain the shotgun rig or supply facts as to the inventor or date of adoption. -Ed.



YOU RESEARCHERS are invited to try this one on for size. Our 3" x 4½" print is unmarked. The JOSEPH B. WILLIAMS shares space with the QUEEN CITY, both apparently laid up for low water. At extreme left a packet is on a marine ways, and buildings seem to occupy the hilltop. Our guess is Cincinnati, obviously after 1900 as the JOE B. has the R.C. initials on her pilothouse. Comment is invited.



## WINDS OF CHANGE

The governor and lawmakers in Iowa have confronted possible snags to their riverboat gambling plans. Illinois and Wisconsin are considering similar legislation, and lawmakers in several other states are alert to this alluring scheme to bring in new revenues.

In Illinois Sen. Denny Jacobs (D) wants a maximum loss of \$500 per excursion and no limit to the per-bet amount, but some Republicans call that high-stakes gambling, not tourism. They want limits closer to Iowa's \$200 per excursion, and \$5 per bet.

Meanwhile investors contemplating the construction of "gambling boats" have been having mixed reactions.

Alter Co. chairman Bernard Goldstein, who hopes to operate two gambling boats and build a theme park in Bettendorf, is quoted saying, "If they could restrict the Illinois bill to the Quad-Cities, that would be fine; but if they include Peoria, East St. Louis and other cities, people from Chicago might go there instead of here."

But Joe Schadler, owner of Schadler River Adventures in Moline, is reported saying he is ready to pursue a gambling license if Illinois passes gambling. And he is not afraid of competition. "There are 100 brands of soap in this country, but some sell much better than others, he reasons. "It comes down to marketing. We can compete with anyone."

Robert Kehl, owner of Robert's River Rides in Bettendorf and Dubuque, said things are still too murky for him to determine what is going to happen with riverboat gambling.

"I think it's too early to tell what's going to happen, he is reported saying. "You still don't know who is going to have it in Iowa or if Illinois is going to get it.

"But now there is the possibility that it will be in Wisconsin, Missouri, Ohio and Louisiana," he said. "If there is going to be gambling all across the country, are you going to want to make a pretty big investment?"

Iowa governor Terry Branstad is finding strong support in adhering to the state's new gambling law.

"I don't know what Illinois or Wisconsin or other states might do. I don't think we should react to what they do. We should stick with this and not get into a bidding war with other states."

-Our thanks to Pat Welsh for clippings.

## AN AUTHOR IS BORN

On June 28th Judy Patsch was celebrating. "I'm published!" she cried. In production for over a year has been a souvenir book of the NATCHEZ which she authored and illustrated with her very own photographs.

Judy hopes to have copies with her when she attends S&D the week-end of September 16.

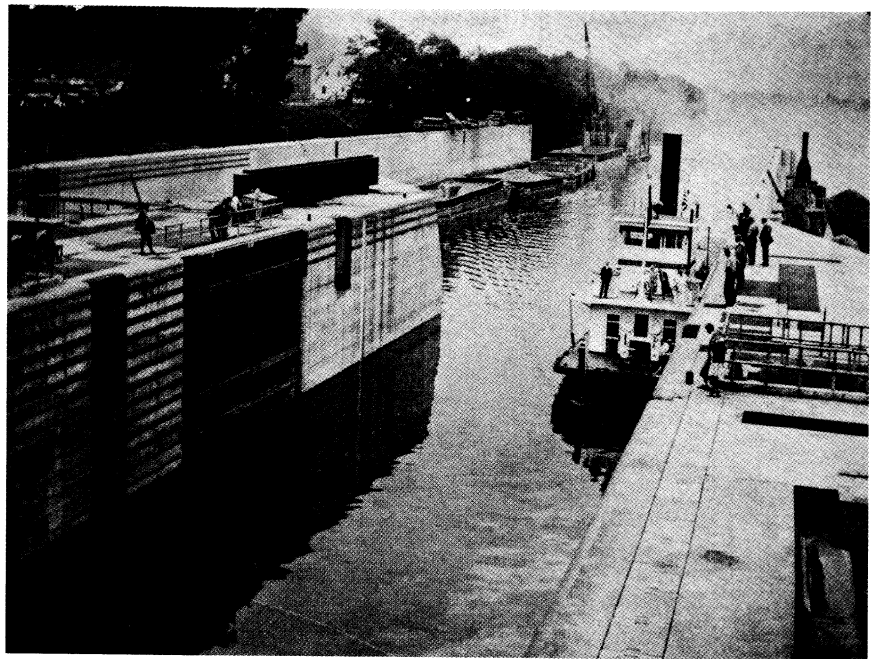
This exciting news comes to us on a post card showing Vic Tooker in red jacket and top hat at the console of the NATCHEZ' calliope, all smiles. The scene was taken and is copyrighted by Judy Patsch.

Mary Lou (Boots) Brasher died on Monday, May 1, 1989 in Live Oak, Texas. She was 76.

A native of Newport, Ky., she married the late Capt. Charles H. Brasher, who was master of the DELTA QUEEN, 1949-1955. She came aboard as hostess. They transferred to the BELLE OF LOUISVILLE in 1967 and after her husband died in December 1975 "Boots" continued to live in their home in Jeffersonville, Ind. until 1977 when she moved to Braunfels, Texas to be near her daughter Mary Louise Brasher.

Friends were received at the Seabrook Funeral Home, New Albany, Ind. and a graveside service was held at Riverview Cemetery, Aurora, Ind.

Expressions of sympathy may go to the Howard Steamboat Museum, P.O. Box 606, Jeffersonville, Ind. 47130.

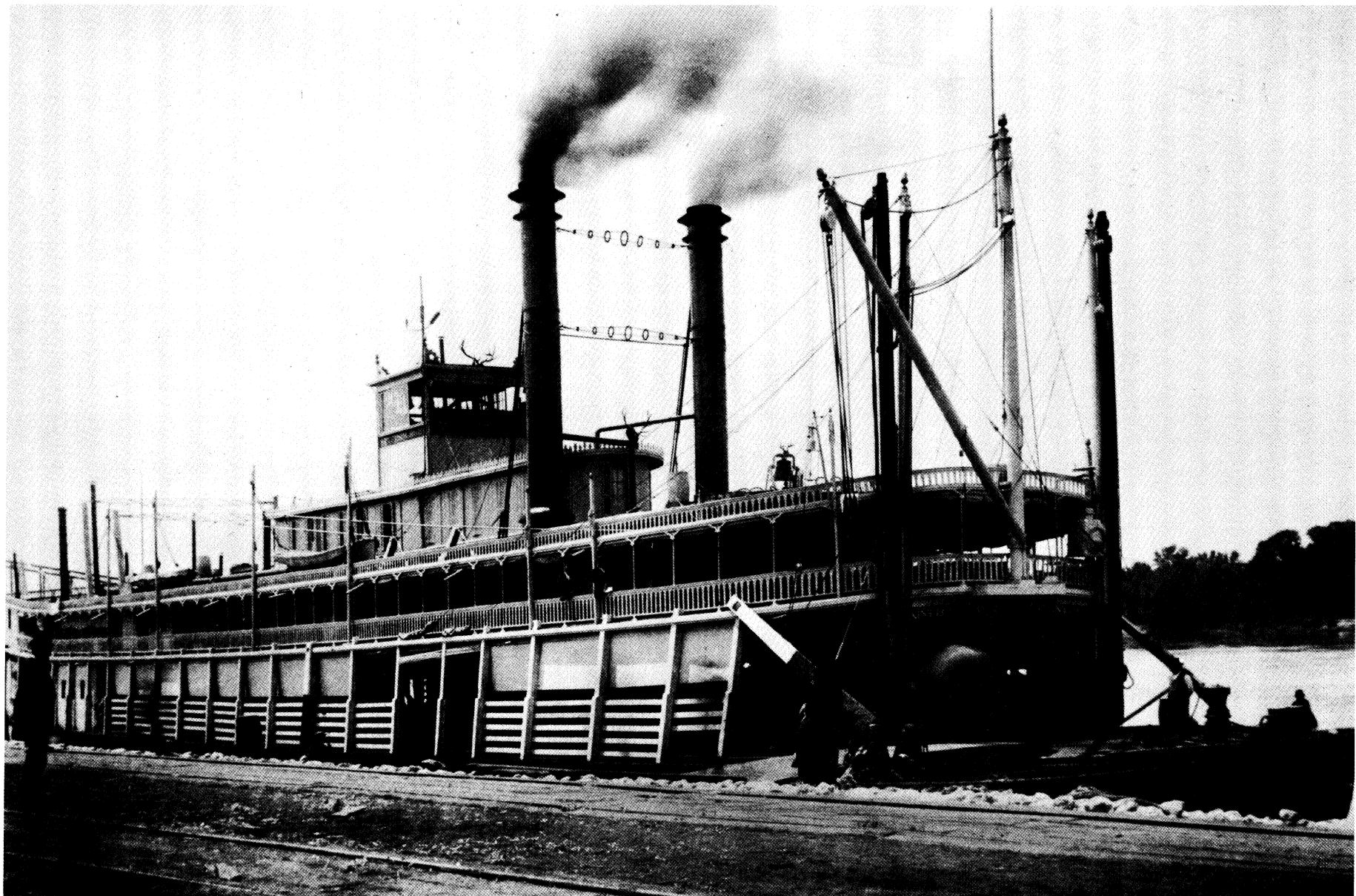


Official opening of Marmet Lock A, on the Kanawha River, Sept. 27, 1932. Taken from the second floor of the powerhouse, looking upstream. Entering the lock is the U.S. steam prop towboat JAMES RUMSEY. The Marmet structure replaced old lock and dams #5, 4 and 3. Old #4 and 5 were wicket dams, first of the type on Western Waters, built 1880. #3 had a fixed rock and timber dam, also opened 1880. No. 1 never was built. All three of the old replaced locks had miter gates, hand operated.



**R**ALPH DuPAE paid a visit to the Minneapolis Public Library and was rewarded with this excellent photograph of the Northern Line's MINNEAPOLIS. When Mark Twain revisited his youthful haunts while writing "Life On the Mississippi," he rode the GEM CITY from St. Louis to Hannibal, and then took the

MINNEAPOLIS to St. Paul. Her hull was built at Wheeling by Wilson & Dunlevy in 1868 and on Jan. 1st 1869 the towboat STORM NO. 2 delivered it to Pittsburgh for cabins and machinery. The oil painting on the paddlebox depicts the Falls of St. Anthony. Hull measured 233 x 36. Four boilers supplied steam for 30's- 7 ft. stroke engines.



**T**UCKED AWAY in the files of the La Crosse (Wis.) Historical Society is this original photograph of Diamond Jo Line's PITTSBURGH in the St. Louis - St. Paul packet trade. Although undated, we surmise it was taken in the early 1890s judging by her Christy Patent chimney hoists then winning wide acceptance. That name--PITTSBURGH--was retained when Diamond Jo bought her at St. Louis, selected in 1879 when she was built at

Cincinnati for the Cincinnati & Pittsburgh Packet Co. headed by David Gibson and owned in part by her first skipper, Capt. John Thornburg. The PITTSBURGH was in the direct path of a tornado at St. Louis in May 1896 which demolished her superstructure. Rebuilt at Dubuque, Diamond Jo renamed her DUBUQUE, which ultimately became the Streckfus excursion boat CAPITOL.

## GOLDIE'S FAMOUS TRIUMPH

**S**TEAMBOAT RACING attained an all-time record for absurdity on April 22, 1939. Fifty years ago on that date the tourist steamer GOLDEN EAGLE left St. Louis on a non-stop run to Cape Girardeau. Out in California the DELTA QUEEN, that same day, made a special run from Sacramento to San Francisco's Treasure Island. Also that day the DELTA KING came out of the San Joaquin from Stockton and finished 150 yards ahead of the DQ at Treasure Island. The rules for this triple-whammy contest stipulated that the winner was to be the boat making the best average m.p.h. over her course.

R. V. (Rudy) Gerber, 418-D North Clay Ave., Kirkwood, Mo. 63122, recalls "GOLDIE's" participation with great gusto.

"An extremely strong wind was blowing when the GOLDEN EAGLE departed from St. Louis, so assistance was provided by the tug EAGLE in getting her turned in the harbor and headed for the McArthur bridge. The calliope on the GOLDENROD showboat was tootling "California Here I Come." It was 5:58 p.m. St. Louis time. Market Street was the starting line. Capt. Buck Leyhe was master, and Capt. Sam G. Smith of The Waterways Journal, was official time-keeper. The river was at a high stage. She was passing Kimmswick at 7:30 p.m.; Ste. Genevieve at 10:15 p.m.; Chester at 11:25 p.m. and arrived at Cape Girardeau at 3:25 next morning. Her average speed was approximately 15.6 m.p.h. She had made the 128-mile run in nine hours ten minutes.

"A telegram later came from the California State Chamber of Commerce's Steamboat Race Committee: CONCEDE VICTORY TO THE GOLDEN EAGLE FOR BEST AVERAGE SPEED STOP FORWARDING PENNANT WITH DEER-HORN DESIGN.

"Although the DELTA KING actually crossed the finish line ahead of the DQ, the DQ made better average time, coming down from Sacramento to Treasure Island, 110 miles, in nine hours, 38 minutes, an average of 11.3 m.p.h. The KING required eight hours 33

Please turn to page 44.



The MOR Owensboro meeting in April was noticed in our June issue with an unusual picture of palm trees in a courtyard. Now, Barbara Hameister sends along more interesting shrubbery, two pix she snapped following the banquet and meeting. In the above, from the left: Dorothy Rees, of Hawesville; Christy (Stoll) Kramer, of Owensboro, hostess of the occasion; Capt. C. W. Stoll, the proud father, and Ann V. Zeiger, of Cincinnati.

Below: Bert Fenn, Tell City, and at the right, Dr. Lee Dew, of Owensboro, speaker of the evening who captivated his audience.



## RIDING THE PACKETS

by Mary Virginia Heuser

[The author of this story, now 92, rode the TELL CITY and TARASCON many times between Louisville and Evansville, stopping off to visit relatives at towns and hamlets enroute. "I am much older than you are," she observed in a penned note, "and you would not remember me, but we met several years ago on the DELTA QUEEN at Pittsburgh. -Ed.]

**M**Y LOVE OF THE RIVER and steamboats started in my childhood when as a family we rode the packet boats on the Ohio River between Louisville and Evansville. Our favorite boats were the TELL CITY and the TARASCON owned by the Louisville and Evansville Mail Line. Since there was no other way to reach the many small towns on the river, each boat carried produce, cattle, people and the U.S. Mail.

We had relatives in some of these river towns and when going to visit them we boarded one of the boats at the Louisville wharf at about 3:30 p.m. in order to see all the last minute excitement of loading by the "roustabouts," singing as they worked, prodded on by harsh words of the first mate and the stomping of his heavy cane. By 3:45 the roof bell gonged. Stragglers "up the hill" came down Fourth Street. Then at 4 o'clock the big bell was sounded a few final taps, the stage was lifted, and the boat rounded out and headed for the Louisville and Portland Canal and Locks.

After checking with the purser we got settled in our staterooms. Then we went out on deck to watch the boat being locked through. Next we went into the main cabin to see waiters put leaves into the tables, making them into long banquet-like tables. White cloths were spread, the cutlery appeared, then food in abundance and I still recall the beautiful aroma of roast beef and yeast rolls.

We had country relatives living in the vicinity of Peckinpaugh's Landing, Paradise Bottom, in Meade County, Kentucky. We generally piled off there for the first visit. When the pilot blew to land, about midnight, the stage was

lowered and we could see our relatives coming through the cornfield, lanterns in hand. The purser and mud clerk guided three sleepy little girls and their parents into the field. Our baggage was set ashore and as the boat backed out into the channel we trudged up to the house. This scene was repeated year after year until I was about fourteen. By that time life at Paradise Bottom seemed dull to me, and I persuaded my parents to let me get off the boat a few miles upriver at Mauckport, Ind. to visit with my friend Helen Ballard, daughter of steamboat Captain Joe Ballard. Here at Mauckport one day we heard a calliope playing, and everybody in town dropped what they were doing and headed for the landing. A showboat was there, a real beauty, dyked out in white gingerbread trim. Helen and I went to the matinees and ate popcorn for the two days the boat showed. The second day brought the best crowd, people arriving in droves, the word having spread that the performance was a real treat.

But as a child I managed to endure Paradise Bottom, and had learned to look forward to Leavenworth, Ind., one of my favorite places. Mother had lived there as a child and we listened to her stories about the spring floods when people were driven from their bottom-land homes by the rising waters, and were taken in by mother's family who lived "up the hill." There was a general store in Leavenworth which was fun to visit, owned by a great uncle. He told us about our great-grandmother's hotel where salesmen "from the city" roomed and rented horses and buggies, which he owned, to make the country rounds selling their goods. Often great-grandfather did the driving. We visited in the brick building which housed the bank, and where our grandfather had practiced law. There was a button factory nearby where we played in piles of mussel shells from which the buttons had been punched.

The great flood of 1937 almost spelled the end of Mauckport, and the town was relocated to the top of the hill where today there is a wonderful overlook of Oxbow Bends and a fine restaurant.

During those visiting days by steamboat we often visited at Schooner Point Light House, and

then climbed up the steep hill to visit on the farm of a great aunt, and then on to Rockport to see a great uncle. In his youth he had operated a wood yard there, selling cord wood to fuel passing steamboats. Alton, Ind., not far below Wolf Creek Bend, had for its postmistress a young lady who was my mother's cousin. During one of our visits there to aunts, uncles and cousins, this postmistress of Alton married the postmaster of a small town in South Dakota, a Swede, and his entire family came to Alton for the big event. This was the first time ever I had met anyone from a foreign country, in plentiful supply, for all of the groom's relatives also were Swedes.

At the edge of Alton stood a beautiful red brick Georgian-Colonial home My grandfather's cousin, Abraham Peckinpaugh, built it in 1850. I remember visiting there during my early childhood to see one of my great grandmothers. The home was built on a bluff overlooking the river, and since the time of my visit has changed hands many times. I have learned that presently it is being restored by a woman from Michigan, Mrs. J. F. Heron, whose address is Bulls Point Farm, Leavenworth, Ind. 47137. Those fortunates who ride the DELTA QUEEN can see, by daylight, this beautiful home while passing Alton.

The fact that the TELL CITY and TARASCON carried the U.S. Mail provided another reason for my trips on these boats. My father was in the Railway Express Service. During his six-day lay-offs he would run the mail from Louisville to Evansville for the vacationing clerk on the packet boats. All of us went along, with our dolls, buggies and toys. The purser assigned we girls an extra stateroom as a play house. Our playmates at home thought we owned the boat, listening to us tell about all this.

Both packets carried small string bands which livened up the meals, and in the evenings played for cabin dancing. But when the landing whistle blew all dancing stopped as the passengers went on deck to look while people and freight were transferred. Even at the small landings there seemed always to be many local natives present, day and night, engaged in sight-seeing. Sometimes there were extra dividends, as when a

calf or pig got loose, and a merry chase ensued to recapture the feight.

Summer low water often exposed the sand bars. Once while coming up the river we got struck at West Point, Ky. near the mouth of Salt River. Try as the crew might, the boat would not budge. The Captain contacted a farmer who drove out to the boat with a team and wagon, took the passengers ashore, a few at a time, and put them on the Orel Electric Line which connected between West Point and Louisville. We arrived home safely.

These packets were not only a means of travel, but supplied the people on both shores with supplies of all kinds, hauled to market their crops and produce, chickens, eggs and livestock, picked up and delivered the mail, the sole connection with the outside world. I am so glad I was a part of that era.

[The author of this account may be reached by writing to her (Mrs. William P. Heuser) at 7850 Beneva Road #114, Sarasota, Fla. 33583]

ALL O-K OFFICERS  
RE-ELECTED AT JUNE MEET

90 Minute Movie of Towboat  
Trip Is Featured

by Jim Wallen

"The Journey Home," a video story of a 1,400-mile river trip from Savage, Minn. on the Minnesota River, down the Mississippi to Cairo and up the Ohio to the Cincinnati area was enjoyed by the O-K Chapter of S&D at its quarterly meeting the afternoon of Sunday June 11th, in the Mason County Library at Point Pleasant, West Va.

Featuring excellent photography with scenes on the rivers, the riverside towns, passing boats and views of the locks and dams on both the Upper Miss and the Ohio, the camera followed the 760 hp. towboat BINGO as it made its way along the rivers in charge of Capt. Emmett Williams, a native Kentuckian. The other pilot was David Williams. The 90-minute film, produced by Marine Video, was presented by Capt. Charles Henry Stone

On this long trip over three rivers, the BINGO was pushing a night tow that included a derrick barge

During his narration, Capt

Emmett Williams mentioned that his first interest in the rivers and its boats was begun when he watched the passing JIM MARTIN of the Ashland Oil fleet from the river bank at Dayton Ky near where the BINGO was landing to complete its trip from Minnesota

In the business session all of the former officers were re-elected by general acclamation. Clerk Suellen Gunnee gave the financial report and it was announced that sufficient funds had been raised to cover the cost of the television set for video use. Mention was also made of the coming July 8th visit to Huntington by members of the Middle Ohio River Chapter, for a trip on the WEST VIRGINIA BELLE

Clerk Suellen Gunnee announced that Jerry Sutphin is

the co-author of a book on Kanawha River steamboating to be published early in the holiday season. Working on the book with Jerry is Richard Andre, Charleston history researcher, and for the title they have tentatively decided on "Steamboating On the Great Kanawha River."

With the completion of the program there was the usual lively discussion of river events and people, past and present, and Capt. Bert Shearer, who has recently returned from a trip to New Orleans aboard the DAVID T. SHEAHY, answered some questions about the trip and what he saw on the lower Mississippi. As to river traffic he reported, "It's become a busy river once again, and I don't think we were ever out of sight of a tow."



WILLIAM F. (Slim) BRANDT of Steubenville, O. took this picture of the diesel sternwheeler VIRGINIA on the Ohio River at Brilliant, O. in 1969 when, for a week, she played ferryboat, handling passengers back and forth to Wellsburg, West Va. during a centennial celebration. The VIRGINIA was owned at the time by Capt. Frank Snyder of Wheeling, W. Va. Today she holds something of a record for durability, now in her 66th year, and owned by Tri-State Ready Mix Co., Kenova, West Va. She was built by Dravo in 1923 for their subsidiary Keystone Sand & Supply Co. Inland River Record editor Dan Owen lists her in his 1988 edition as a towboat, but, and instead, she shows up in a special section of the book confined to "passenger vessels, ferries and certain private craft."



OUR S&D member Neil M. Vodden, whose address is 4121 Scotts Valley Drive, Space #16, Scotts Valley, Calif. 95066, found this post card in a small restaurant in Silver Plume, Colorado. He passed it along to us "thinking perhaps some readers of the S&D REFLECTOR might enjoy it." The large stern-wheel excursion boat occupying the foreground is the GREATER PITTSBURGH (formerly HOMER SMITH) in the Monongahela River at Pittsburgh during the October 17-20, 1929 river parade and ceremonies celebrating the completion of the Ohio River locks and dams for the river's full length, a project commenced with the opening of Davis Island Lock and Dam at West Bellevue, Pa. in 1885. It is appropriate that we run this picture in this issue, 60 years after it was taken, and 60 years since first it

was possible for river traffic to enjoy a year-around nine-foot minimum stage from source to mouth. The fabled packet QUEEN CITY, bleeding steam from her 'scape pipes, is at her Wood Street landing, and at the left is a line-up of pool-style towboats, and we make out the names of the LA BELLE, VICTORY, CRUCIBLE, WM. B. RODGEKS and just over the GREATER PITTSBURGH's stern the tall feller is the packet BETSY ANN. The long sign atop the white building beyond the QUEEN CITY advertises Somers, Fidler & Todd Co., dealers in mine, mill and manufacturer's hardware supplies. The taller white building over the QC's stacks is the venerable Monongahela House which bragged amongst its guests Abraham Lincoln, Gen. U.S. Grant and Jenny Lind.

Sirs: Just received my copy of the June issue of the S&D REFLECTOR and was interested in the article on former locks and dams in Kentucky and West Virginia. On page 17, column two, the writer says, and I quote, "...the Norfolk and Western Railroad had ascended the valley to Pikeville..." WELL NOW--the N&W was originally built thru Williamson and Naugatuck and then left the Tug valley and went into Kenova via East Lynn, Lavalette, etc. Later they built a new line following the Tug

down to Ft. Gay and on down Big Sandy thru Prichard into Kenova, and finally abandoned the old line from Naugatuck except there is still a piece left from Kenova out to East Lynn, but up the Levisa to Pikeville--NO WAY. The locks and dams on Big Sandy and the two forks may have still been owned by the Corps of Engineers when the research for this article was done, but just a few years ago the Corps offered them for sale under sealed bids and my son and a partner were

the successful bidders on the land on the West Virginia side of the lock on Tug River and the others were included in the offering and I'm sure they were sold too.

So far as I know the Chesapeake & Ohio was the only trackage up the Levisa Fork to Pikeville.

C. E. Montague, Jr.,  
Kitchen Building,  
Ashland, Ky. 41101

Sirs: I was especially interested in the U.S. Playing Card Co. article [June issue, page 15]. There is a DELTA QUEEN connection. In the period 1962-1968 we used big canvas belts procured from the Card Company for the DQ's deck canvas. U.S. Playing Card used them for their card drying drums. When such a belt frayed on the edges (they were two feet wide) they were replaced and the frayed ones were relegated to their boneyard. These long belts were perfect for the DQ's decks inasmuch as we could lap over the edges during the tacking process. I made several trips to the Card factory, driving Letha Greene's car, and loaded up with these canvas belts. Every inch of deck canvas was from the U.S. Playing Card Company.

Clarke Hawley,  
639 Barracks St.,  
New Orleans, La. 70116

A phone call on June 16 from Richard R. McDade, 213 Chatham Road, Augusta, Ga. 30907. Turns out Mr. McDade is grandson of Capt. Peter (Pete) McDade of Pt. Pleasant, West Va. Mr. McDade somehow has heard that his grandpa was at one time associated with the operation of the HOMER SMITH. Persons who knew, or knew of, Cap'n Pete will greatly assist this grandson by writing him at the address above, and kindly drop us a line also. The name Pete McDade is familiar to Ye Ed but what's left of our brain refuses to come up with facts of his career.

Jack Custer sends us a column appearing in the March/April issue of "Archaeology" dealing with last summer's low water finds in the Memphis area.

We read the article over lunch one noon keeping an eye peeled for nuggets which might instruct our S&D readers. "Archaeology," now in its 42nd volume, is the official publication of the Archaeological Institute of America, based in New York City. Having read the piece, which contained nothing new or startling to augment what's already appeared in past issues of the S&D REFLECTOR, we were vaguely wondering why Jack had gone to the trouble of directing our attention to the

piece, which was authored by one Brian Fagan, and titled "Ghosts of the Big Muddy."

Well, now! Another and fatter letter from Jack Custer. Jack had written a 10-page single-spaced letter to "Editor, Archaeology" addressing him as "Sir." After Jack breezed through three short introductory paragraphs he got up his boiler pressure and his safety valves popped.

Paragraph 4:

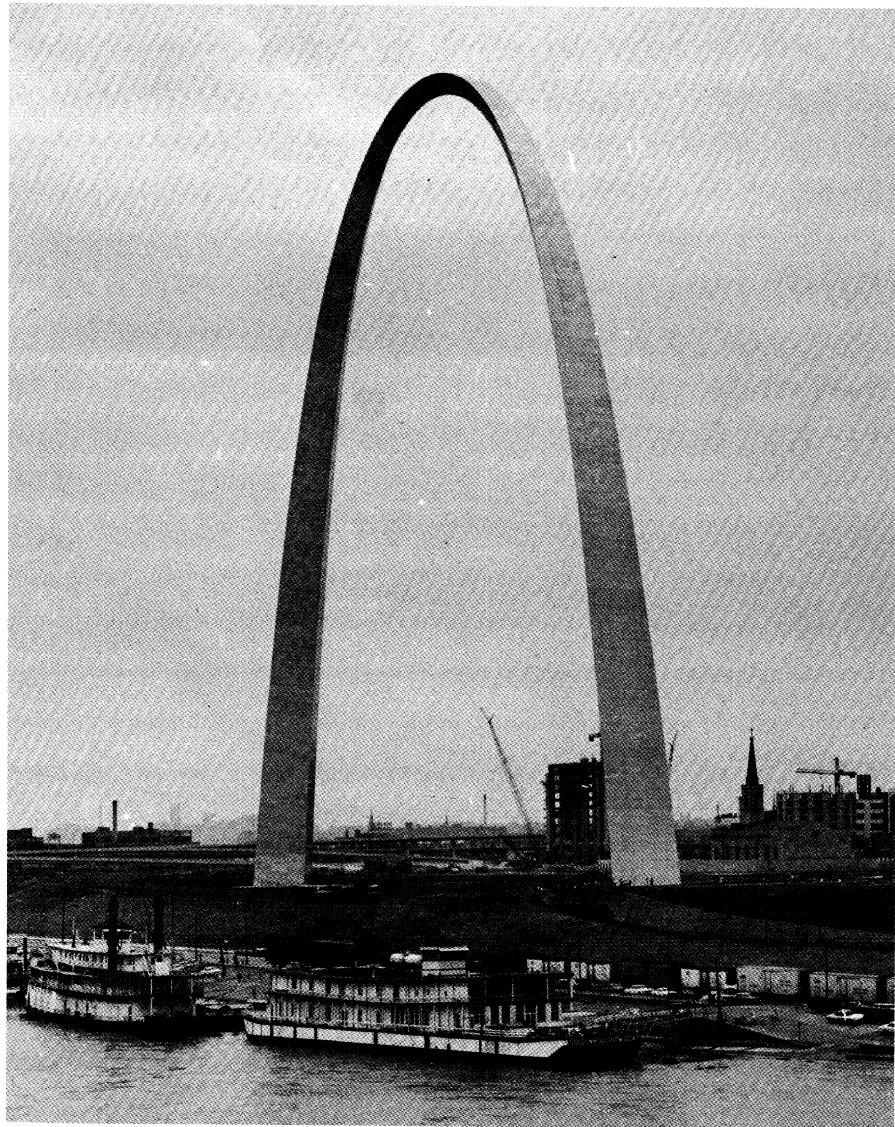
"While I shall readily agree that the Mississippi has been central in much of this country's history, inadequately researched articles, such as Fagan's, only fuel the fires of misinformation and engender

maudlin fictional tinsel-covered nostalgia. When writers embrace the muse of misinformation, 'historical' becomes 'hysterical' and facts are transmuted into dyslectic dysfunctional debris."

Roll those last three words over your tongue while lapping up strawberries and cream, such as Ye Ed was doing.

This got us down to the middle of page 1 and a swig of hot Salada tea (with lemon added.)

Here a thunderstorm, lightning in the black cloud over the western hill, required we shut a few windows. Thanks to Jack Custer we did get a dividend to pass to our readers from New York's Archaeology.



This was taken on July 9, 1967 by the late owner-operator of the Hotel Lafayette, Marietta, O., S. Durward Hoag. The vantagepoint is distinctly unusual inasmuch as Steve took it from a Baltimore & Ohio train on Eads Bridge, approaching St. Louis, and it required split-second timing between intervening bridge trusses.



## JESSE P. HUGHES DIARIES

-1905-

by C. W. Stoll

New Year's Day in 1905 was a Sunday and with the exception of the GREENLAND (which had left Cincinnati the previous night for Pittsburgh in command of Capt. Mary B. Greene), most of the Greene Line fleet - the COURIER, HENRY M. STANLEY, M. P. WELLS and CRICKET - were laid up under the Coney Island Dike. Capt'n Jesse and Capt. Gordon C. Greene went to visit Capt. Mary B.'s brother-in-law Dr. Spencer, a dentist, that afternoon. The next morning steam was raised on the M. P. WELLS and COURIER and these two were taken down to the Cincinnati wharf. The COURIER left at 11 p.m. for Maysville in command of Capt. M. O. Shriver. Jesse, Capt. Henry Lundenburn, Mr. Watson, Lou Gibbs and two firemen boarded the CITY OF LOUISVILLE for Louisville to bring up the TACOMA and GREENWOOD which had been on low water charter.

At Louisville, steam was raised on the TACOMA on Jan. 3rd at 3 p.m. and she departed upriver at 10 that night towing the GREENWOOD, having been delayed a/c Custom House matters. Arrived at Madison at 5 next morning, staying there until 12:30 p.m. testing hose and setting valves, completing inspection. Meanwhile the HENRY M. STANLEY left Cincinnati at 5 p.m. for Pomeroy and the COURIER for Maysville. Word came that the towboat DEFENDER had exploded boilers above Huntington on Jan. 3rd, killing nine men, the boat a complete wreck.

Arriving at Cincinnati Jan. 5th at 10 a.m., the TACOMA took the GREENWOOD into Licking River alongside the CRICKET, coaled, loaded at the wharfboat, and left for Charleston at 5:30 p.m. with ice in the river. Met the STANLEY at Portsmouth blocked off. Peter and Henry Holloway were the TACOMA's pilots. On the return from Pomeroy TACOMA took 325 barrels of salt at the Liverpool Salt Works there. Came back to Cincinnati on Jan. 9th and laid up in the Licking River for ice. The COURIER and CITY OF LOUISVILLE came to Licking River on Jan. 10th. The

Licking froze over. A rise from the upper Ohio swelled the stage at Cincinnati to 21 feet on Jan. 16. The ISLAND QUEEN broke loose at Coney Island Dike, was caught by the RELIEF and HERCULES CARRELL, and moored at Coal Haven. On Jan. 18th with heavy ice running the Pittsburgh coal fleet was passing Cincinnati, hitched to the JAMES MOREN, SPRAGUE, SAMUEL CLARKE and others. Up on the Kanawha River the GREENLAND, EVERGREEN and NEVA were stopped in Lock 8 by ice. The Licking cleared and the CITY OF LOUISVILLE resumed her trade on the 21st, and on the 23rd the HERCULES CARRELL towed the COURIER out of Licking River and she left for Vanceburg at 6:30 p.m.

## THE BIG FREEZE

On Jan. 24th the TACOMA raised steam at Cincinnati and left for Pomeroy with 15 on the thermometer but no ice in the river. Started meeting ice at 9 p.m. and Jesse laid her up at Maysville, sending the crew back on the C&O. Jesse noted in his diary, "ice in great fields." By Feb. 2nd the river at Maysville was frozen solid, and crews were engaged in chopping ice from around the boats, the wharfboat and the ferry LAURANCE. Local citizens were crossing on the ice all day between Maysville and Aberdeen. On Feb. 6 word came that the packet HUDSON, out of service for 18 months, had burned at Cincinnati. On Feb. 11th the ice broke at Maysville as the river rose from 12 feet at 8 a.m. to 21 feet at 4 p.m. During the day the ice stopped moving three times, causing abrupt changes in the river stage, and an abrupt fall left the TACOMA on the bank. Most of her freight was removed, and next day she started listing badly. Jesse ran lines from the cabin to the C&O tracks. The wharfboat was aground, and the packet BIG KANAWHA was up on the ice to her boilers. This shore ice was packed out fully 100 yards.

On Valentine's Day hired workers were at it all day trying to free the ice from around the TACOMA, as the ice gorged below at Beasley's Bar and upped the stage to 20 feet. Next day a large crew of men bodily pushed the TACOMA free at her stern, and all of the floating property was afloat by 8 that evening. At Cincinnati the

river upped to 30 feet, backwater from a huge gorge at Medoc Bar which cut off the flow below there, and the stage at Louisville fell to 5 feet.

The TACOMA waited at Maysville until Feb. 27th, cutting ice from around her every day. The packet BIG KANAWHA, running opposition to the newly formed Greene Line's operations, on her first trip to Huntington, broke loose from her moorings there at Maysville on the 24th, inflicted some damage to the LAURANCE and TACOMA, sank and disappeared.

On Sunday, Feb. 26th, the weather and river more tolerant, work of reloading the TACOMA got underway, the stacks were painted, and at 6 Monday morning she left Maysville on her long-delayed trip. She spent a night at the Ashland Coal Works and then proceeded to South Side [Ed. Note: South Side is not in my river vocabulary] and then returned to Point Pleasant where repairs were made to hull and decks. Cap'n Jesse told his diary that the ice break-up was the worst in Cincinnati's steamboat days, the crunch coming on March 1st. Loss and damage amounted to a half-million dollars.

Dock work completed, the TACOMA departed Point Pleasant on March 4th and was in Cincinnati at 5 a.m. March 6th. Enroute she had met the HENRY M. STANLEY above Rome, loaded flat, and having been forced to leave some freight on the Cincinnati wharfboat. The COURIER also was at Rome, with Capt. Greene aboard.

Packet departures the evening of March 6th, in addition to the TACOMA, were the CITY OF LOUISVILLE and AVALON. The BONANZA was beached out on the Cincinnati wharf.

The next night the TACOMA hit the bank at Jeannette Creek, about 11 o'clock, "which sprung her considerable." Jesse points no finger of probable cause. By March 9th the Ohio River above Point Pleasant was "full of ice and rising fast," probably the annual Allegheny River run-out. On the 13th boilers were washed at Pomeroy and 380 barrels of salt came aboard. At Liverpool (Ed. Note: We're lost again; never heard of the place.) 250 more barrels of salt were added, following which she returned to the Pomeroy wharfboat and tied for the night.

The next day, downbound for Cincinnati, the packet QUEEN

CITY was met, on her first Pittsburgh-Cincinnati trip since the previous summer. (As an aside, our TV last night aired the suffering of Great Lakes' shipping due to winter ice interference, and here we have a transportation line, Pittsburgh & Cincinnati Packet Line, stopped dead in its tracks by reason of low water, then ice gorges, for somewhere near nine months. -Ed.)

High water required the TACOMA's stacks to be lowered for the railroad bridge at Point Pleasant on her up trip, but on the return down trip they were left up thanks to a falling stage. But a few days later she lowered for the Kenova railroad bridge upbound, and upon returning lowered for both Point Pleasant and Kenova. The CANDO had entered the Huntington-Charleston trade, no longer needed on Big Sandy due to lately completed rail service paralleling that stream. On April 11th the packet VIRGINIA was met, on her first Pittsburgh trip since the Big Winter, which she rode out on the Cincinnati Marine Ways.

The QUEEN CITY and VIRGINIA belonged to the P&C Line, but their third boat, KEYSTONE STATE, gets most mention in Jesse's writings. On April 15th the "Tack," as the TACOMA was called, left Cincinnati upbound with the KEYSTONE STATE. Jesse says the Tack kept ahead of the KEYSTONE STATE all the way to Pomeroy. On April 19th a new whistle was ordered for the TACOMA, duplicating the one on the INDIANA. (Ed. Note:- In our June issue, page 36, the reader will recall that Jesse P. Hughes drew a sketch of the INDIANA's whistle with much detail). On April 22 the ADDIE T. was reported sold to Yazoo River service.

Mainstay of packets downbound from Pomeroy Bend to Cincinnati was barreled salt. On April 25th the TACOMA loaded 525 barrels but, says Jesse, that trip to Cincinnati was very light "as the KEYSTONE STATE is ahead of us all along." But on Saturday, April 29th the TACOMA left Cincinnati "and kept ahead of the KEYSTONE STATE." On May 1st the Tack was at Pomeroy at 4 a.m., washed boilers, and proceeded up to Syracuse where she loaded salt all day. That night, having returned to Pomeroy, Jesse, Telia (his wife) and Roscoe Strother, pilot, went

to a showing of "A Man of Honor." Next day they met RUTH NO. 2 above Ashland bound for the Wheeling area. The snagboat E. A. WOODRUFF was working around the Kenova bridge. On May 4th Jesse reported "the heaviest trip we have had yet." Next day they met the HENRY M. STANLEY on her first trip of the season to Charleston.

On May 8th Jesse left the TACOMA at Pomeroy and took the B&O from Mason City to Parkersburg to bring down the CRICKET. He delivered her to Point Pleasant for dock repairs. He returned to the TACOMA which, on May 12th, met the QUEEN CITY downbound, Pittsburgh to Cairo, with a Congressional Committee on board inspecting the river. [In the S&D REFLECTOR, issue of Dec. 1964, is a detailed report of the "Congress Trip of 1905"]

#### NEVER A DULL MOMENT

On the afternoon of May 15th a dance was held on the TACOMA at Pomeroy and later "a kind of spiritual meeting." The COURIER broke her wheel shaft and was landed at Chilo on the afternoon of June 3rd. The STANLEY towed her to Cincinnati and the TACOMA took her freight on up the river. At Pomeroy Jesse notes he and Telia went street car riding. The CRICKET took the COURIER's place in the Maysville trade. On June 7th Jesse celebrated his 29th birthday. The TACOMA got her new whistle installed at Cincinnati where Capt. Greene was building a new paddlewheel on the COURIER, her new shaft in place. The river was at a good stage and the Pittsburgh towboats were downbound with large coal tows. On June 28th the TACOMA laid over at Higginsport and loaded 125 passengers for Cincinnati, returning them on her upbound trip. On July 5th the TACOMA ran a special excursion, taking people from Pomeroy and Middleport to Gallipolis. The GREENLAND picked them up that evening and returned them. The LIZZIE BAY, running Cincinnati-Madison, went to the docks, and the BONANZA took her place. Also on July 5th the CITY OF LOUISVILLE broke a wheel shaft and the INDIANA was called out to replace her. On July 9th the INDIANA broke a shaft and was laid up alongside the CITY OF LOUISVILLE still being repaired.

On July 14th the TACOMA

loaded aboard 12,000 brick at Portsmouth and unloaded them at the Coney Island wharboast, Cincinnati, consigned to the Lee Line. [Ed. Note: Jesse did not elaborate in his diary about this shipment of brick and we've been wondering about it. The Lee Line in 1905 was maintaining regular packet service between Cincinnati and Memphis and shared space in the Coney wharfboat at Cincinnati with the Pittsburgh & Cincinnati Packet Line. The task of unloading 12,000 brick at Cincinnati in the wharfboat for the Lee Line to take below surely means these were no ordinary brick-bats, but possibly fire brick, so called, used for lining furnaces].

On July 20th the TELEPHONE was at Portsmouth with a broken shaft, but five days later Jesse notes that the TELEPHONE and the new "gasoliner" DAN PATCH were in the packet trade between Portsmouth and Rome. [The DAN PATCH, named for a race horse, was new from the Levanna, O. boat yard, her wood hull 81.8 x 16.5 x 3.6. The TELEPHONE was a little steam job from Knoxville (#5326). This item is the first hint by Jesse that a "gasoliner" had wedged its way into Ohio River packet operations. The DAN PATCH must have towed a flat ahead, as her cargo space was scant. -Ed.]

On Aug. 11th Jesse notes the REES LEE leaving Cincinnati for Memphis and observes "she may have to lay up for low water and yellow fever scare." The QUEEN CITY laid up next day as the TACOMA departed Cincinnati for Charleston with 75 round trippers. The GREENLAND, Cincinnati-Charleston, picked up "a big crowd" of passengers who round-tripped from Higginsport to Cincinnati and return. The CRICKET at Charleston was handling a barber's picnic and the M. P. WELLS brought excursionists from Moscow to Coney Island for Harvest Home Days and the CRICKET was brought down from Charleston to replace her in the Cincinnati-Chilo trade.

The VIRGINIA, bound down to Cincinnati to lay up for low water, grounded opposite Higginsport and the TACOMA pulled her free. By Sept. 5th the river at Point Pleasant had dropped to 2.6, and the GREENLAND took the place of the STANLEY. On Sept. 18th Jesse notes: "Capt. Wm. E. Roe today reported to have ~~been~~

license revoked by the inspectors." [This seems to be Jesse's first mention of Capt. Roe since his partnership with Capt. Gordon C. Greene was firm about a year prior. On Sept. 25th Jesse notes "Capts. Roe and Greene are in Cincinnati for a rehearing on Capt. Roe's master's license." We recollect Captain Roe telling the story of this incident, but did not record it at the time. The details are fuzzy at this late date, but one of the Steamboat Inspectors at Gallipolis "lifted" Captain Roe's license from the cabin bulkhead of the KANAWHA and carried it up the hill to his office. The nature of the crime has escaped us but restoration was made following the Cincinnati rehearing, and the Gallipolis inspector was ordered to return it. Captain Roe told us that the Gallipolis inspector duly appeared on the forecastle of the KANAWHA and said, "Here is your license." Billy Roe, still steamed up over the matter, replied: "Please return it where you got it, hanging in the cabin." The inspector ate humble pie. -Ed.]

The M. P. WELLS during September was rebuilt at the Kanawha Docks, Point Pleasant, and renamed CHILO. The TACOMA brought her down to Chilo and, a couple of days later, the towboat GEO. MATHE-SON towed her to Cincinnati for finishing. On Oct. 21 the GREENLAND was loaded at Cincinnati for Pittsburgh, the river still too low for the QUEEN CITY and VIRGINIA. The TACOMA still was bringing salt down from Pomeroy. The STANLEY was on Eurdette's Docks at Point Pleasant.

The fall rise materialized. The TACOMA met the KEYSTONE STATE at Ashland, her first P&C trip since low water. Pittsburgh coal was passing Cincinnati.

No. 7th, election day, Pattison defeated Herrick in the race for the Ohio governorship. Four days later Jesse complains that laborers for loading and unloading at Cincinnati were scarce, playing havoc with schedules. [So-called "laborers" were issued a "labor ticket" by the boat's mate, hand-punched with the hour shipped up and again punched when work was completed. The per-hour wage was not stated on the ticket, but was agreed upon before the ticket was issued. Such laborers had no union but

seemed to herd together at a riverfront saloon, the Silver Moon, and when request was made for an increase in the hourly labor wage, and the boat people refused to honor it, they stayed in the saloon, a haven for blacks and where no white man entered. The notable exception was one day when Greene Line freight was found pilfered and, worse, boxes of freight stolen from the wharfboat. Capt. Gordon C. Greene strode up the hill, walked into the Silver Moon, touring it from one end to the other, behind the bar, and inspected a back storeroom. A great hush fell over the usual patrons, all of whom knew Captain Greene by sight (and conversely he knew many of them by name) and, tour completed, Captain Greene quietly returned to the wharfboat empty-handed. Not a word did he say; not a threat, and not a word of explanation for his visit. The theft and pilfering ended forthwith. Many bottom dwellers along both shores, including the shantyboaters, thought Captain Greene "owned the river" from Pomeroy to Cincinnati. Disputes between these parties were occasionally brought to him for arbitration and judging. -Ed.]

On Nov. 27 the GONDOLA was reported entering the thrice-weekly trade between Gallipolis and Charleston. Next day the VIRGINIA reshipped her Pittsburgh trip from Sewickley, and several days later a swell in the river permitted her to continue to the Smoky City. [At the risk of too frequent interruptions, a Sewickley lady took a picture of the VIRGINIA moored at our doorsteps, foot of Chestnut Street, using roll film which had a maddening habit of curling into a tight little tube. One time much later, while sorting out a desk drawer, she came upon this relic and, three cheers for her, gave it to us. Someday we'll spring it on these pages. -Ed.]

On Dec. 1, 1905 the side-wheel excursion steamer FRANCIS J. TORRANCE arrived in Cincinnati from Pittsburgh, having been bought by the Coney Island pleasure park people. The TACOMA, bound to Charleston, found 20 feet on the Point Pleasant marks and backwater from the Ohio River extending to Lock 9. The wickets from Lock 8 on up were

being raised but, due to lack of water at Charleston, she turned back to Red House, putting her Charleston freight over on the EVERGREEN. The Ohio River was falling fast, and mid-December seemed to be unusually windy. The LIZZIE BAY blew into a loaded barge at Ludlow, Ky. and was sunk. An entire coal tow was reported lost on the lower Ohio due to high wind swells. Packets were running late, and on Dec. 15th the VIRGINIA backed into the bank below the Scioto River in a snowstorm and lost two rudders and damaged her wheel.

At Cincinnati the TACOMA was laid up Christmas Day. Jesse and Telia went to New Richmond and spent the holidays with purser Dave Scatterday and his wife. On the 27th the Scatterdays and Jesse and Telia attended the stage show "Why Girls Leave Home" playing at the Lyceum Theatre in Cincinnati. The TACOMA loaded up and departed for Charleston on the afternoon of the 28th with 25 feet on the marks. Telia departed at Catlettsburg for a visit home, and the TACOMA had backwater up the Kanawha to Lock 10. On the last day of 1905 the TACOMA was back out of the Kanawha to Point Pleasant at 11 in the morning, went up the Ohio to Pomeroy and by midnight was well below Millersport on her return to Cincinnati. At noon that day she blew off the middle barrel of her new whistle, but after a few thrilling bounces, it landed on the hurrican roof. Jesse does not say whether the New Year was ushered in with any whistle blowing, probably not.

\*\*\* \*\*

C. W. Stoll completed the typing of this installment at Bonclarken, Flat Rock, North Carolina. He found opportunity to add a few personal observations which now follow:

The fascinating part of this 1905 diary is its blank pages, an unusual thing for Jesse's diaries. There are 11 consecutive days with no entries, and another of 9 days, with occasional blank pages here and there. Such lack may indicate intensified activity and responsibility for Jesse, as master of the TACOMA. He did keep a summary of passengers carried May-November, viz: May - 612; June - 861; July - 1552; August - 2437; September - 898; October - 553 and November -

305. One is aware also of the competition with the Pittsburgh packets, as he notes when the TACOMA left Cincinnati behind the KEYSTONE STATE, and occasionally when coming downstream behind the same boat, resulting in light freight pick-ups. The packets so lately acquired from Commodore Laidley needed dock attention, and the M. P. WELLS was given a complete rebuilding. Lately Cap'n Jesse's daughter Helen related to this scribe that Commodore Laidley was most anxious to have the BONANZA included in the transfer related in the 1904 diary. Captains Greene and Roe, after a thorough inspection, declined to take her. Two other matters are alluded to, if indirectly: Cap'n Greene really appeared on all vessels of the fleet in several locations regularly, keeping a watchful eye; and the fact that the GREENLAND was not continually active. She was apparently underpowered and underboilered, shortcomigs which were rectified later on. It was a fascinating, hard-working year. CWS.

Louisville's high-spouting fountain commenced doing its stuff Derby Week but soon thereafter got into high water troubles when mud and silt clogged the nozzles, and the strong current caused it to tip. It was towed to safety and was given a five-week overhaul and improvement program. In early June it was back at its job, spouting from 8 a.m. to midnight seven days a week, barring one morning a month for maintenance.

The Daily News, Bowling Green, Ky., announced in a June issue that the U.S. Engineers, Louisville District, have undertaken a \$800,000 study of whether or not the Green River should be reopened to navigation from Rochester in Butler County to Mammoth Cave. If that stretch of the river were reopened, the Barren River would be too. Bowling Green is on the Barren.

A second traffic bridge is under study for Maysville, Ky. The site is being debated, and financing has not been firmed. A group of Maysville merchants, residents and farmers have formed a coalition titled People's Choice East Bridge Alliance.



CAPT. C. J. R. PETERSON  
and friend.

Also see item  
following this one.

Dave Thomson, Sun Valley, Calif., sends the above, taken in 1938. Capt. Charles J. R. Peterson, master of the DQ, poses with a passenger. Dave also came upon a "thank you" letter penned by Captain Peterson thanking the Misses Erba and Elizabeth Heckel for sending him the picture. His reply is dated Sept. 18, 1938, and in part says: "Just as I was sitting here writing this letter to you a crowd of 350 people came aboard the DELTA QUEEN at Sacramento from the Western Pacific Rail Road depot to see the boat. I took them around and showed them everything and they all seemed to enjoy it. We are still carrying big crowds and the weather is ideal for traveling. The boat is sold out tonight and what a noisy crowd they will be. Hoping this finds you well and happy." Capt. Peterson gives his address as 528 Grove Street, San Francisco, or care of the River Lines, Pier 3, S.F. The above picture clearly shows that in 1938 the front of the DQ's pilothouse was paneled.

One-time clerk Ray Fisher visited aboard the DELTA KING at Sacramento recently. Said he: "While I was on the DELTA KING I remember eating at the

Captain's table in the center of the diningroom with Capt. Charles J. R. Peterson and pursers Charles Jessen. Other officers included DeWitt Hightower, pilot. Steward Louis Files hovered nearby to see that we were served correctly.

Ray Fisher now lives in Davis, Calif., 13 miles west of Sacramento. He visited aboard the DK as guest of Ed Coyne, president of E. J. Coyne Co.

Word comes from Cincinnati of the wedding of M'Lissa Herrmann and Rick Kesterman on Saturday, August 26. The ceremony took place in the Concordia Lutheran Church, Central Parkway, that city. A reception followed at The Farm, atop Anderson Ferry Road.

M'Lissa, as library assistant in the Inland Rivers Library, has endeared herself to many S&D researchers, and she and Rick are well known at Marietta S&D meetings.

The newlyweds planned a visit in New Orleans where they boarded the DELTA QUEEN for a three-day trip to Baton Rouge featuring a stop-over at Nottoway home and plantation. Upon return to New Orleans and several days visiting there, M'Lissa and Rick plan to return to Cincinnati by way of Vicksburg and other river points of interest.

Delta Queen Steamboat Co. has released a 100th anniversary brochure, tracing its origins to the Greene Line's first packet, the H. K. BEDFORD, in 1890. This 66-page full color "Steamboatin'" issue also contains the 1990 scheduling of the MQ and DQ. Write them at #30 Robin Street Wharf, New Orleans, La. 70130. Copies will be distributed at the S&D meeting, Sept. 16th.

Larry Walker has dug into S&D files and has come up with the printing costs for the first four issues of the S&D REFLECTOR in 1964.

Vol. 1, No. 1 700 copies, 8 pages, \$149.35. No. 2, 600 copies, 12 pages, \$223.49. No. 3, 660 copies, 12 pages, \$219.71. No. 4, 600 copies, 20 pages, \$256.41.

No.'s 1, 2 and 3 were printed by Mahood Printing, Carnot, Pa., and No. 4 and all since by Richardson Printing, Marietta.

Sirs: I received my June S&D REFLECTOR and what a good excuse to drop all household chores and read it. I came out of the hospital on a "dead slow bell" but am now close to "full head." How good to see the photo of the HENRY A. LAUGHLIN. I saw her one time headed upstream with a large tow of empties at Wellsburg, Ky. The HENRY A. LAUGHLIN, TITAN, WM. LARIMER JONES and the KIWANIS-EVERGREENE always looked a little strange to me with a single stack aft of the pilothouse. I never saw the VESTA until she became the J. S. LEWIS. Did the first VESTA have one stack?

Keith Norrington came up with a good photo of the QUEEN CITY's pilothouse in the June issue, page 5. Was that stove pipe by the pot belly stove from the texas stove? I saw her several times at the Tietzville Light in Bracken County, Ky. She always, even in her latter days, looked like a Grand Lady.

James Haley,  
33 Belle Monte Ave.,  
Lakeside Park, Ky. 41017

=First VESTA. also first TITAN and first HENRY A. LAUGHLIN were regular two-stack pool style towboats. Yes, the stove pipe (insulated) in QC's pilothouse is from the texas hall stove. The owners concluded this a safer plan than giving it an elbow under the pilothouse, then out the rear and via another elbow to take it aloft. This screw-ball plan was used on the GENERAL CROWDER and, when somebody removed the first elbow, nearly resulted in the loss of the texas and pilothouse. This observation from a crew member who was present. -Ed.

A dispatch from Burlington, Ia. this past May reveals that some 50 boat names have been registered in Iowa's secretary of state's offices in Iowa by would-be operators of gambling boats, due to start operations in June 1991.

On Feb. 14th, attorneys for the Delta Queen Steamboat Co. of New Orleans reserved rights to 40 names, says the dispatch.

"It was one of those unusual days," said Allen Welsh, director of corporations division of the State's secretary's offices.

Some of the names reserved by the DQ attorneys:- IOWA QUEEN, QUEEN OF THE QUAD

CITIES, QUEEN OF MUSCATINE, QUEEN OF KEOKUK, QUEEN OF DUBUQUE, QUEEN OF BETTENDORF, QUEEN OF DAVENPORT, QUAD CITIES QUEEN, MISSISSIPPI QUEEN II, KEOKUK QUEEN, LANSING QUEEN, FORT MADISON QUEEN, BURLINGTON QUEEN and SAYLORSVILLE QUEEN.

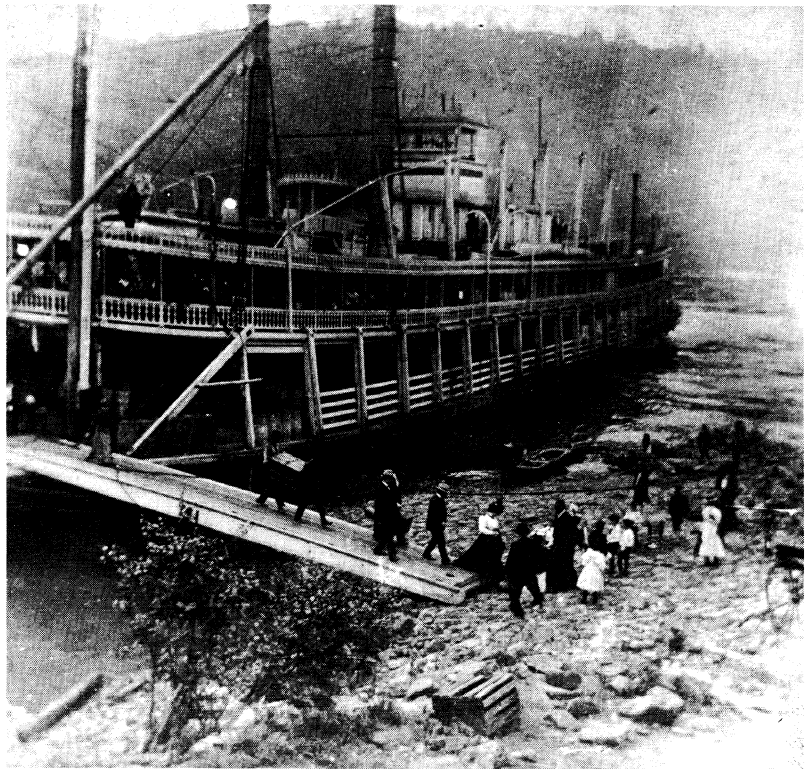
A name can be reserved for 90 days in Iowa by paying a \$10 fee, and is renewable.

The Delta Queen Steamboat Co. has reserved the legal right to christen a gambling boat the IOWA QUEEN, even though a potential rival was touting a scale model of its IOWA QUEEN casino boat last February.

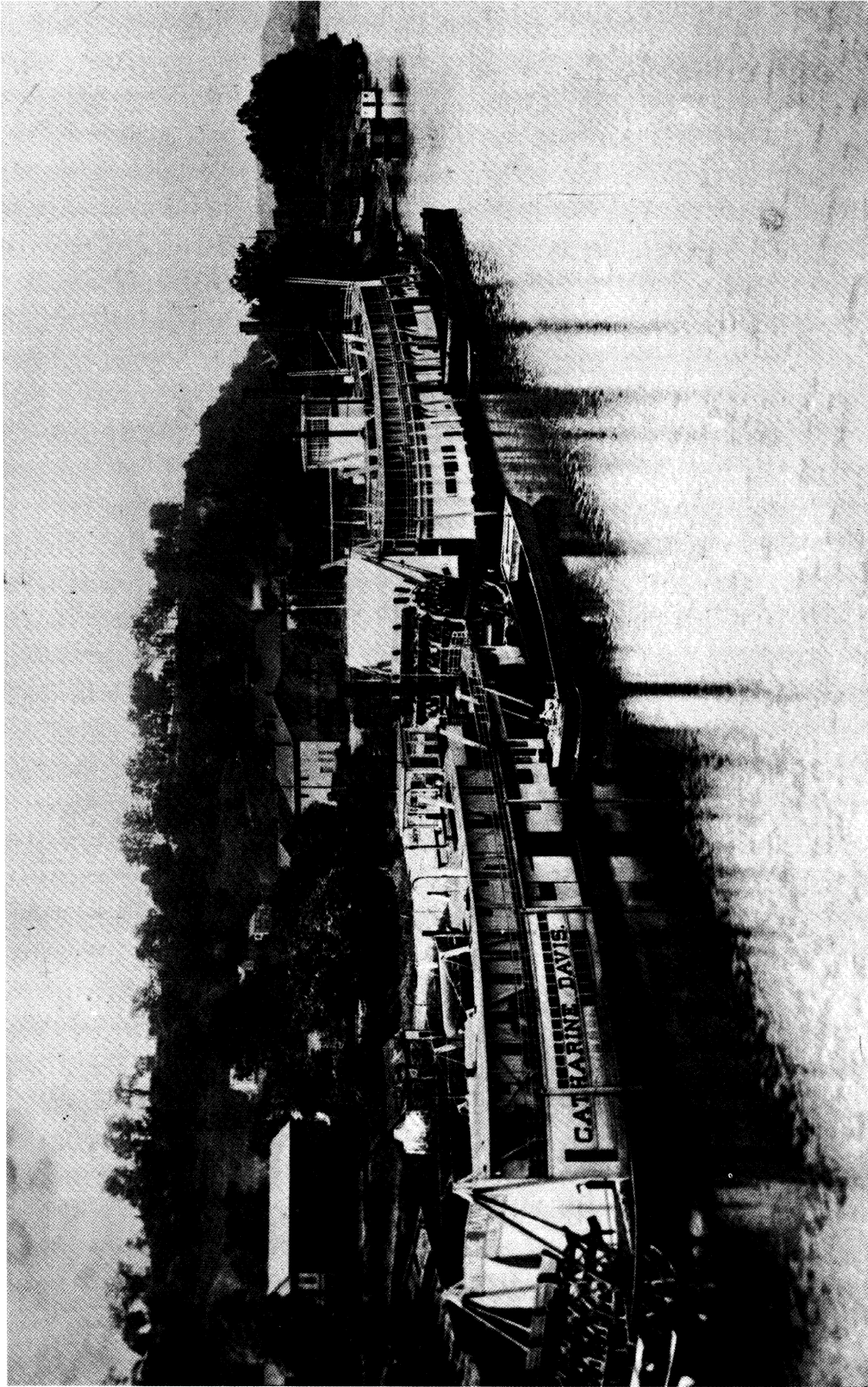
Open for business is the Davenport (Ia.) Riverboat Gallery at 116 West 3rd Street. Art conservator Laurence F. Johnson, skipper of the project, ran the Art Shop and Gallery in Davenport for 14 years, until his retirement in 1978. He is conservator for the Deere & Co. corporate art collection.

Decorated steamboat style, the shop will handle the art work of marine artists Michael Blaser and Ralph Law. Photographs of old steamboats and material reflecting Davenport's river heritage also will be available.

-From the Quad City Times, May 25, 1989.



JESSE P. HUGHES notes in his 1905 diary about the VIRGINIA - reshipping her upbound passengers and freight at Sewickley by reason of low water, this on November 28th. This snapshot was taken of the event by a Sewickley lady from the vantagepoint of the Harbaugh property, upper side of the Chestnut Street graded landing. Sewickley still maintains this access to the Ohio River and of late years the DELTA QUEEN has used it on various occasions. Bob Boudreau's MUSIC BARGE has played to audiences gathered on shore and Gateway Clipper charter excursions come and go. Largest boat Ye Ed handled here was the side-wheel SAINT PAUL with a Sewickley afternoon community excursion on board.



SCENE from the Putnam Street bridge spanning the Muskingum River at Marietta, taken in 1897. Harmar Hill forms the background and the two towboats are moored at the plant of the Marietta Manufacturing Co., builder of steamboat machinery. The CATHARINE DAVIS, left, had received her Marietta engines the year prior, the hull and framing having been built on the bank of the Ohio River at Fly, O., opposite Sistersville, using

Oregon fir for the hull. Later on she was bought by the Island Creek Coal Co., Huntington, W. Va. which in 1928 built a steel hull replacement boat at Howards also named CATHARINE DAVIS. The upper towboat is the HARRY BROWN (second) built at West Brownsville, Pa. on the Monongahela River and towed to Marietta for boilers and Marietta-built compound condensing engines.

## THE LAND OF EGYPT

### Modern Pharaoh Brings Pyramid To Memphis and Takes Over Mud Island.

Sirs: I received my copy of the June issue and have been enjoying reading and re-reading everything. I noticed the "Mud Island Update" on page 22, and felt compelled to write.

For several years, city officials and business leaders have proposed a pyramid for Memphis...no rinky-dink structure, but a 35-story high pyramid. Needing a new, larger indoor sports/entertainment arena, several leaders suggested a pyramid/sports arena/entertainment complex, and the idea caught fire. As with anything to be built and owned by the city, politics entered the picture. After months of pro-and-con discussion (and no small amount of public bickering on both sides), it was finally approved that a pyramid, containing a sports and entertainment arena and a Memphis music museum, as well as a Hard Rock Cafe, be built in downtown Memphis. This pyramid, to remind us of our ties to Memphis on the Nile, will be 30 stories tall and covered with stainless steel. "Another white elephant we can't afford," cried the nay-sayers.

Enter Colorado businessman Sydney Shlenker, owner of the Denver Nuggets baseball team. Shlenker had been watching from afar and decided he wanted a piece of the action. "I'll pay to build the pyramid," Shlenker said, "and I'll manage it, lease it from the city, and split any profits with the city." This was a win-win situation that was approved by the mayor and the county commission earlier this month [letter dated May 30]. Construction has begun and should be completed by 1993.

What does this have to do with Mud Island? A lot. Mud Island has been losing money since it opened in 1982, and was a major argument against building a pyramid. It's a fine place, but any changes and improvements have to be paid for by the city. Sydney Shlenker said he "had ideas for Mud Island, too, so he's leased it and will manage both the pyramid and Mud Island.

Mr. Shlenker has a host of good ideas, and has the expertise, money, and the freedom to

bring those ideas to reality without turning Mud Island into an amusement park, per se; he plans several attractions of "Disney quality" and also plans to highlight Memphis music (blues and rock and roll) without compromising the Island's river theme. Mr. Shlenker took over management this past June.

So yes, Mud Island is still alive and kicking, and change is in the air. We just don't know what changes at this point. If you like, I'll keep the S&D REFLECTOR informed.

Bob Reynolds,  
580 S. Prescott St.,  
Memphis, Tenn. 38111

=Capt. Bob Reynolds is with the Memphis Queen Line as pilot and crew chief. Capt. Jake Meanley and he took the ISLAND QUEEN to Tall Stacks at Cincinnati last fall. Memphis Queen Line operates five boats. In addition to their regular public and charter cruises from the foot of Monroe Avenue, sightseeing cruises also are run from Mud Island. -Ed.

Lake Cumberland, formed by Wolf Creek Dam in the upper reaches of Cumberland River, now has its first tour boat. The 92-foot JAMESTOWN QUEEN was purchased in Florida, and proceeded under its own power from West Palm Beach, crossing Florida via Lake Okechobee to Clearwater. From there it cut across the Gulf of Mexico to Freeport, Fla. where renovation was made. Then to Mobile, and up Tenn-Tom, and finally up the Cumberland.

Arrival below the Wolf Creek Dam came on May 26th last. The journey from West Palm Beach was estimated to be 1,850 miles. Only obstacle of note was an extremely narrow channel in the Cumberland just below Burkesville. That is, until the boat was moored below Wolf Creek Dam. This flood control high dam has no lock. The 50-ton sternwheeler was loaded on a huge trailer and, after a couple of days of huff-&-puff, was launched into the lake above.

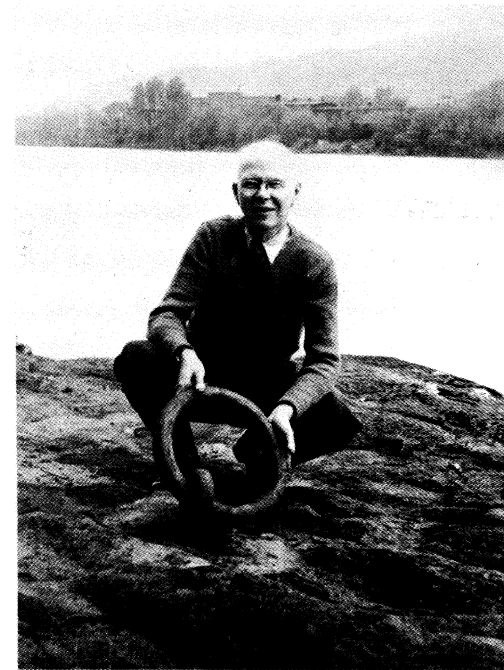
The JAMESTOWN QUEEN is based now at the Jamestown Resort & Marina, renovated last year by Lexington developer Dudley Webb. She is a handsome craft, complete with swinging stage, pilothouse and fancy-topped stacks, designed to handle 150, providing meals, entertainment for sight-seeing and

charter trips.

Despite rainy weather, many people came to the scene for the overland transfer job. One couple, K. B. and Louise Meadows of Jamestown recalled the old packet ROWENA which occasionally brought picnickers from Burnside to a spot near where the Jamestown marina is now located.

-Our thanks to Chuck Parrish and John J. Rous for clippings from the Louisville Courier-Journal which had staff writer Gil Lawson and photographer Stewart Bowman on the scene.

Stellar attraction in the Louisville Derby Festival Pegasus Parade was a 46-foot tall, 42-foot long inflatable balloon built to look like the BELLE OF LOUISVILLE, riding on a Ford van. It was constructed for the Louisville Convention and Visitors Bureau, price-tagged \$20,000. Maker was Dynamic Displays, Detroit, Mich.



Rock-bedded ringbolt at site of the E. & N. Porter Boat Yard at Shousetown (now Glenwillard), Pa., left bank of the Ohio River below Dashields Lock and Dam. Biggest boat built here was GREAT REPUBLIC, 1867; fastest were BUCKEYE STATE, 1850, and HAWYEYE STATE, 1860; largest towboat was AJAX, 1864; two ocean steamships, MARTIN HOFFMAN and FREEMAN RAWDON, both 1860. Ring holder is Ye Ed and William E. Reed took the picture. Date, 1950.

## TROUBLED WATERS

Record Speed  
Caused Record Waves.

CINCINNATI--April 20, 1894:--

The coal corner on 'Change was in a ferment of excitement and indignation yesterday, and the air was full of expressions of a more or less heated character. The cause of it all was the elegant new steamer CITY OF LOUISVILLE, recently completed by the Louisville and Cincinnati Mail Line Company at a cost of \$100,000.

Since the boat was first put into service some two weeks ago, it has been the ambition of all connected with her to test her speed, they firmly believing that she was fast enough to break all past records between here and Louisviie. Commodore Laidley, the manager of the line, and the real father of the new boat, was especially anxious to give her a record. She accordingly left here Tuesday evening for Louisville on a test trip and returned Wednesday night. She fulfilled the highest ambition of her builders, and succeeded to beating all former records by nine minutes. But according to the statements of proprietors of elevators and coal harbors, she tore up the river behind her, and has probably started a train of litigation that will spin out for some time.

There has at all times been more or less fault found with the packets by the coal men, the latter claiming that the former were not sufficiently careful in running slowly past big coal fleets. The barges loaded deep in the water with coal are very susceptible to the swells of passing steamers and are occasionally started to leaking and sometimes sunk. The principal damage done by the LOUISVILLE, so far as could be larned, was the breaking of lines, tripping of spars and the tearing out of timbers and blocks at the head of barges. The coal landings are at present unusually well stocked with coal, much of which belongs to Pittsburg parties, and is here awaiting sale. Mr. Geo. M. Halm, of the North Bend Coal and Coke Co., who had some words with the owners of the LOUISVILLE, after her first trip, on account of damages done, suffered the breaking of an inch and a half wire cable Wednesday night. Others had ropes parted and spars broken, and it was stated

yesterday that the Cincinnati Gas Company, which has a fleet of 28 barges anchored at the West End Works, came near losing the entire fleet.

The discussion finally resulted in the call of a meeting of all interested in the committee room on 'Change at 2 o'clock. Capt. A. R. Budd, of the Collier-Budd Coal Company, was elected chairman, and M. M. Durrett of the Cincinnati Coal and Coke Company, secretary. Among the others present were Capt. Alex Montgomery, of the A. Montgomery Coal Company; Wm. Marmet and Capt. Henry Immenhort of the Marmet Coal Company; M. E. Lynn, of the Queen City Coal Company; Messrs. Fleming and Robert Ballard of the Fleming & Ballard Harbor; Geo. M. Halm, of North Bend; John Stewart, of Stewart's Landing, and H. C. Crowthers, of the Lysle Coal Company. A resolution was introduced and unanimously adopted providing for the employment of legal services to investigate the rights of the coal men in the matter, and to take such steps as would result in careful navigation by the packets, and the protection of the large coal interests harbored along the shore. A fund of \$500 was pledged as a starter to get the case into the Courts. Messrs. A. M. Durrett, D. Macdonald, A. Montgomery and Robert Ballard were appointed a committee to enlist the interests of all coal men. The firm of Paxton & Warrington have been employed by the coal men, and they will today secure a temporary restraining order against th Mail Line Company to compel them to slow up their boats in passing the landings.

General manager Laidley mingled freely with the coal men on 'Change, and maintained throughout the rather heated interviews his firm intention of running his boats just as he pleased till he had been instructed by the proper authorities as to what were really his rights in the case. He and Mr. Richard Folsom, of the Consolidated Coal and Mining Company, had quite a long talk, in which Mr. Folsom tried to persuade the Commodore that he was standing on untenable grounds. Mr. Laidley said: "I am getting tired of opening my mails every morning and finding little bills for broken ropes and spars from coal men. This thing of every time one of my boats passes a landing, the owner sending me a

bill for some damage is getting monotonous. I am anxious to have the thing settled. Bring your suit. That's just what I want. It's what I'm praying for. If the Court says I have to run my boats slowly, I'll do it. I'll tow them down through the harbor if that is the law. But I'm not going to have you fellows block up the river with your coal boats on both sides leaving hardly room for a boat to get through, and then always talking about damages," Mr. Laidley has secured the services of the firm of Lincoln, Stephens & Smith, who are recognized admiralty lawyers, and who have heretofore represented most of the coal men in their various suits.

The coal men claim to be able to raise any fund needed in carrying out the case to the highest court, having had the assurance of most of the Pittsburg operators that they would join in putting the case through. The C. H. & D. and Big Four Railroads both have large fleets of coal lying anchored at the banks below the city, and it is believed they will join with the coal men in the move to protect their property. A committee was appointed to await upon both parties. One coal man claimed the new boat, CITY OF LOUISVILLE, had done damage already to the amount of \$20,000, but this seemed rather a large figure, unless later reports are received. It was also stated that in addition to the suit for the injunction, individual suits for damages sustained would be filed against the Mail Line Company by the various owners of coal elevators and coal harbors below the city to North Bend.

Jim Stephens, who runs a bi-weekly column in the Marietta Times, visited with John Briley at the Ohio River Museum in mid-June. He reports that the museum and W. P. SNYDER JR are open to visitation Wednesday through Saturday, 9:30 to 5, and noon to 5 on Sunday. Staffers under John Briley's direction are Le Anne Hendershot, Bob Schwendeman, Hattie Clarke and Mike Kline. Volunteers are Frank Dickey, Will Sprague, Fran Adams, Bob Fulmer, Betty Rawson and Nancy Gawthrop.



## CAPT. JOHN BARRETT

When All Else Failed  
He Started a Barge Line

Ed. Note:- The Barrett Line, based in Cincinnati, was a leading towboat and barge operator on the Mississippi and Ohio solely owned for 20 years by Capt. Oscar F. Barrett who also, as president of the Ohio Valley Improvement Association, was a guiding factor in bringing about the completed system of locks and dams on the Ohio in 1929.

We have come upon the obituary for the father of Capt. Oscar F. Barrett, Capt. John Barrett, an illuminating piece, which details how the Barretts got their start on the rivers. The following comes from a scrap book kept by Capt. Fred Dippold, the source of the clipping not noted therein.

\*\* \*\* \*

CINCINNATI, Dec. 27, 1897:- Captain John Barrett, one of the most widely known river men of the vicinity, died yesterday morning at his home in the Highlands, back of Newport, Ky.

His death was not unexpected, as he had been a sufferer from heart trouble for several months, and was given up to die in August. He rallied from that severe attack, and has been lingering between life and death ever since, being unconscious as long as two days at a time. He was a man of powerful physique, and it was this great strength which kept him alive so long after his fatal attack last August. Captain Barrett was popular wherever he was known, and his friends were not confined to river men. He was of a jovial nature, and always had a good word for everybody. He was universally respected by all his acquaintances.

Captain John Barrett was born fifty-nine years ago in Lewis County, Ky. [Back of Vanceburg. -Ed.] He began life as a river man and has followed the river ever since. His first steamboating was done on the Kanawha River, where he was master of a steamboat several years and where he earned the title of Captain. Upon coming to Cincinnati, he with others, became intrested in the old National Theater, but this enterprise did not prove successful. For many years he was a pilot on the ferry boat which ran between Fulton and



Dayton. At one time he was the owner of the Queen City Coal Harbor, and in this business he lost everything he had. He then started a small grocery in Dayton, Ky. After this he leased the Newport Coal Harbor, and the coal harbor at Riverside, known as Barrett's Landing.

In 1886 he bought the small steamer EXCEL, and from this time his success was marked. In 1887 he bought the ROBERT PEEBLES, and, after running her several years, built the steamer JOHN BARRETT from the machinery of the PEEBLES. In the meantime he bought the CHARLEY McDONALD and the TIME, and had assembled a number of barges. He did a big business buying and selling coal wholesale, and built and operated the coal elevator at Frankfort, Ky. on the Kentucky River. He operated the steamer HUSTON COMBS NO. 2 in Kentucky River. In 1893 he purchased the large towboat SIDNEY DILLON, to use in his now extensive towing business, and a little later he bought the passenger steamers SCOTIA and B. S. RHEA, entering the former in the Cincinnati and Louisville trade and the latter in the Cincinnati and Madison trade. A rate war followed, which was one of the most interesting in the history of the river business. This fight was ended by the burning, in the fall of 1895, of the two passenger steamers SCOTIA and RHEA, and the towboat SIDNEY DILLON, at Barrett's Landing, this city. Mr. Barrett afterwards sold out

his whariboat and other paraphernalia of the packet business to the White Collar Line. The burning of the SCOTIA, RHEA and DILLON destroyed over \$50,000 worth of steamboat property, but they were well insured. Mr. Barrett built up a great freight towing business, and his boats operated from the head waters of the Mississippi to New Orleans and to Pittsburgh and in nearly all of the navigable side streams. He had a number of large freight barges, and his plant is today the finest freight towing plant on the Ohio River, with the exception of that of the Huntington & St. Louis Company, of this city.

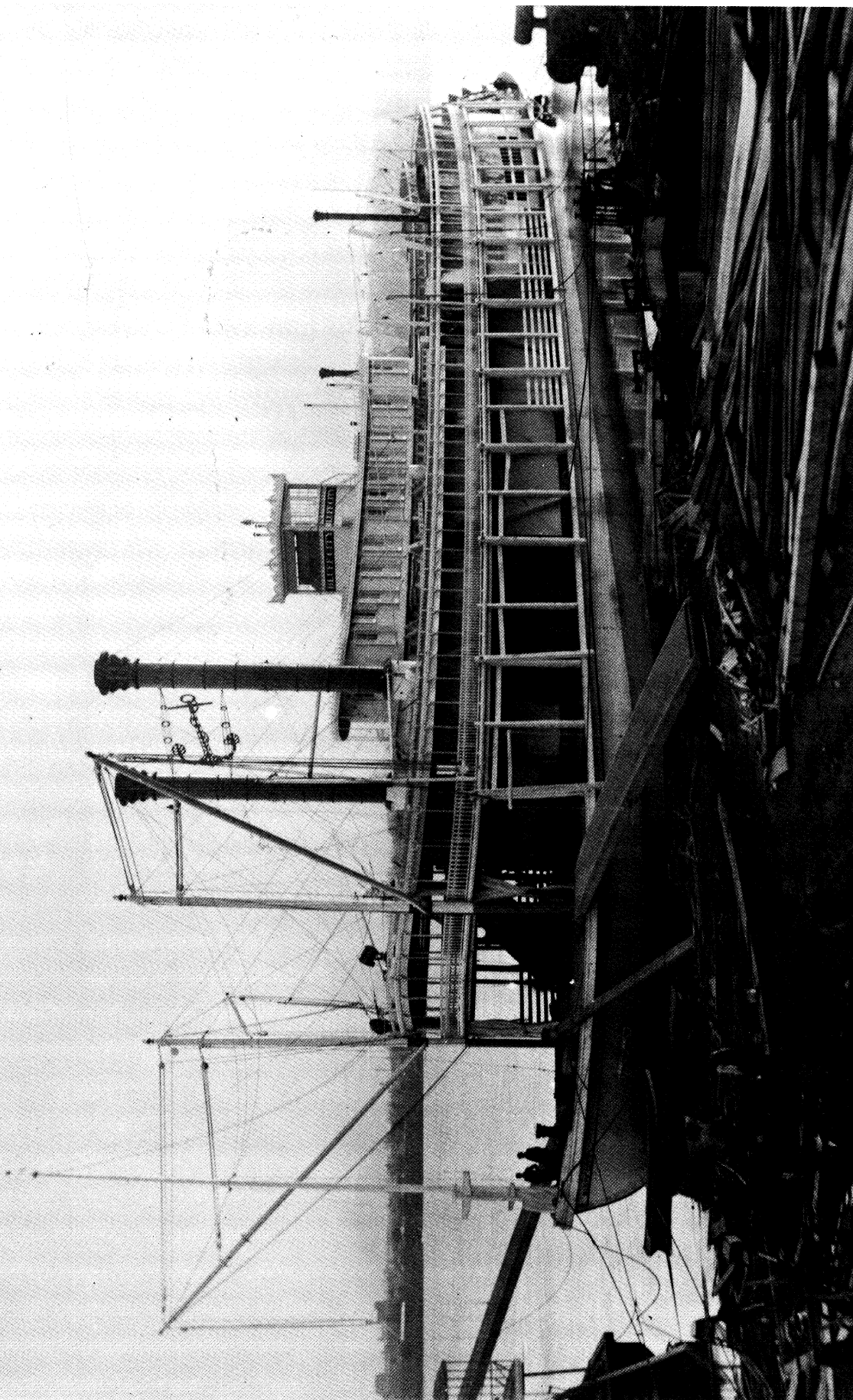
Captain Barrett married at the age of 20 Miss Dorothy Flesher [another account, usually reliable, says Miss Dorothy Harpold), who was then only 16 years of age. They had two children, Captain Oscar F. Barrett, who is associated with his father in business, and Mr. Johnston Barrett, who manages the Frankfort, Ky. coal elevator. Captain Barrett's wealth is variously estimated at from \$100,000 to \$200,000.

Besides his fortune, which is invested in steamboats, barges, steamboat stock, a boat yard and a coal elevator, he carried a large amount of life insurance. A prominent river man, in speaking of this matter yesterday, said he was quite sure that Captain Barrett had \$50,000 insurance on his life.

He was a member of Hanselmann Commandery and Kill-winning Chapter of this city, and Henry Barnes Lodge, No. 607, of Dayton, Ky. His funeral will take place from the First Baptist Church, Dayton, Ky., Saturday. The Cincinnati Chamber of Commerce of which he was a member, appointed a committee yesterday to draft suitable resolutions of his death. The members of the committee are Messrs. Paris C. Brown, S. W. Bard, H. W. Wise, Peter H. Budd and Val P. Collins.

Larry Walker lost his faithful friend Hans, a dog of much worth, on Thursday, June 15, 1989. Larry and Hans walked in the woods near Larry's home in Cincinnati almost daily for years on end, until Hans, suffering from the aches and pains of old age, could walk no more. Larry took him to the vet who administered a merciful termination to Hans' incurable plight.





CAPT. JIM HOWARD took this of the Anchor Line's BLUFF CITY and the accompanying one of her cabin, probably on the same day, at Jeffersonville, Ind. in 1896, ready for delivery. The two 8x10-inch original glass plates from which Woody Rutter made these prints came

from Capt. William H. Tippitt's collection now in the Inland Rivers Library, Cincinnati. This, the only sternwheeler Anchor Line ever built, burned at Chester, Ill. on Nov. 18, 1897, and the financial collapse of the Anchor Line soon followed.

Larry Irwin was found dead in the yard of his home at 103 National Drive, Pittsburgh, Pa. 15236 by a neighbor on Friday, May 19, 1989. He had been working out there and apparently was returning to the house for lunch when he had heart failure. Jean, his wife, was notified at the Garden Center where she was assisting with the Maytime Market.

Larry wasn't a river person and chances that the reader knew him are almost nil. The reason for this notice is because Larry and Ye Ed were friends of long standing, and I'm compelled to include his sudden passing in these columns. He and I were about the same age and aside from his lack of river savvy, we had much in common when it came to publishing. Larry edited several Pittsburgh magazines, and we were fellow members in the Scorpions Club. "Fred, do you remember the P. M. PFEIL?" he'd ask. "Boy, she sure could throw mean waves when I was canoeing on the back channel of Neville Island!" That remark dates him.

A memorial service was conducted at Trinity Cathedral in Pittsburgh at 2 o'clock on May 25th. Jean chose the Bible readings and their son Donald picked the organ selections for the Voluntary, three of them, "Hark, A Voice Saith All Are Mortal," "Elevation," and "Ave Verum."

LeRoy Thompson, Fox Hill Farm, Sewickley, Pa. 15143, died of leukemia on Thursday, June 1, 1989 aged 76. In 1957 he founded Steelite, Inc., a leading manufacturer of industrial building products, with offices on the Ohio River Boulevard in Pittsburgh's Bellevue section. Recently he contributed a story to the S&D REFLECTOR regarding the Davis Island Lock and Dam road marker adjacent to his headquarters. LeRoy is survived by his wife, Alice Painter (Alie) Thompson; three sons, LeRoy Thompson Jr., O. David Thompson and Edward P. Thompson, and 10 grandchildren.

Memorial services were conducted at St. Stephens Church, and burial was in the Sewickley Cemetery.

William W. Willock Jr of Chestertown, Maryland, died, 81, during this past March.

Woody and Bee Rutter stopped for a visit with Bill one day this past June and learned from the caretaker the shocking news presented above.

Bill attended many S&D meetings, always arriving in a van in which he lived while on the road. He was an ardent steam fan and at Chestertown had a machine shop in which he rebuilt vintage steam engines and related machinery. His prize possession was a jaunty steam tug named B. F. JONES, named for his grandfather. He summered in Mt. Desert, Maine, where he harbored other floating craft.

Bill Willock lived in Sewickley, Pa. with his parents until, when he was 10, the family then moving East.

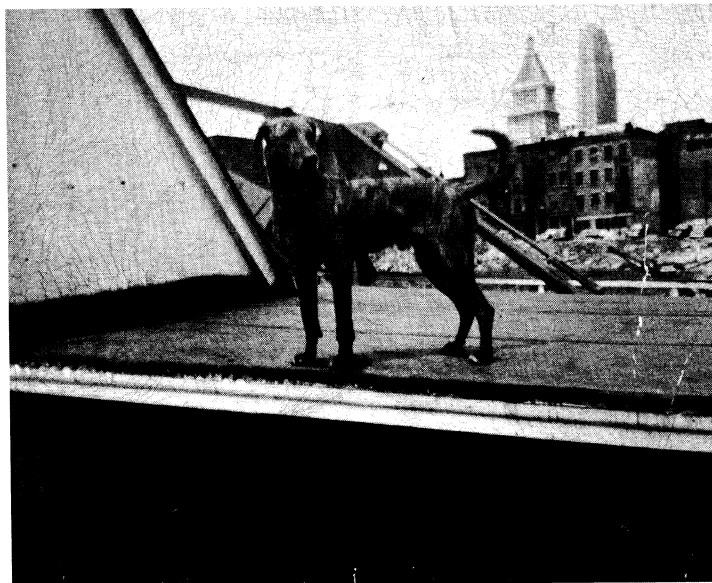
The caretaker told Woody and Bee that Bill had made disposition by will of his shop, tools, machinery and boats to steam fan friends. He is survived by his wife, Adelaide Willock.

Sirs: I enjoyed the picture Capt. Doc Hawley sent in to the S&D REFLECTOR for the June issue, page 12. I feel privileged to have known all these people. --And enjoyed the accounts of the HOMER, page 19 and the ARABIA page 25, but the story by Mike Williams took the prize. Oh how I wish I could have seen this mysterious wreck. Aren't we lucky to have someone like Mike to describe his adventure so well! I have never met him but would like to.

The picture of the DELTA KING's wheel, page 33, gave me a start--it looks so much like the DELTA QUEEN without all the gew-gaws. Alan Bates' correspondence about how to build a steamboat model was wonderful--especially the Jesse Hughes letter and drawings.

Also enjoyed the back cover picture of the Big Sandy batwing. It looks like you could go right aboard until I noticed the plank you would have to walk

Dorothea Frye,  
520 Probasco,  
Cincinnati, Ohio 45220



"Gasboat Rags" rode the TOM GREENE and CHRIS GREENE and was well known for his aversion to the pop-pop-pop-BANG-pop of passing "one-lunger" gas boats. Even when sound asleep in the forward cabin he would commence to growl as the far-off pop-poping registered in his ears, spring for the door, and about tear the place down until he got to the forecastle to warn off these noisy intolerable tramps. We see Rags in this snapshot in 1939 aboard the TOM GREENE, thanks to Don Naish, 3854 Crawford Road, Dryden, Mich. 48428.

ARCHITECT'S DEPICT  
TALL STACKS FOR  
NEW COVINGTON, KY.  
"STEAMBOAT"

On Tuesday, June 6 an architect's vision was unveiled at a news conference, picturing the riverfront section below the suspension bridge at Covington, Ky. as it is designed to appear several years hence. Two tall office buildings tower just below the bridge, fronted by a seven acre park studded with leafed out trees. A new hotel also fronts the scene. Moored close below the bridge, headed downstream, is a gigantic side-wheel packet with stacks reaching for the moon, named RICHARDSON on her starboard paddlebox. Below her, also afloat, is what appears to be a huge wharfloat, or landing facility, and tied up along its riverward side is a fleet of modern cruise and sightseeing boats. The worth of this entire spectacle is guesstimated \$100 million.

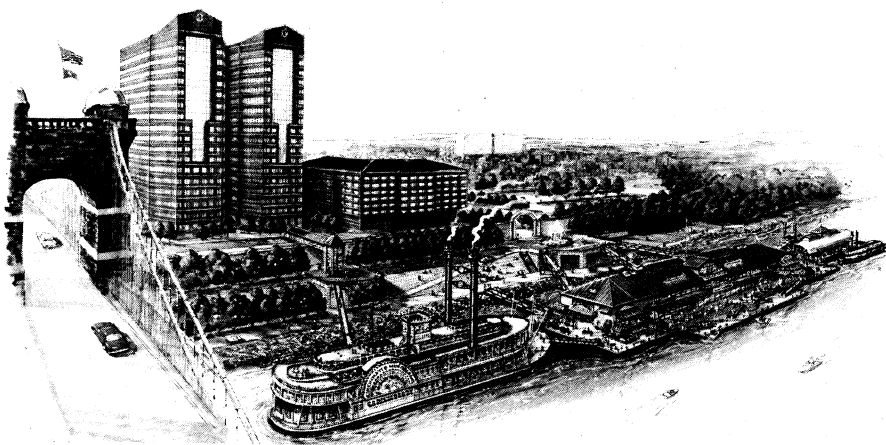
The RICHARDSON, presumably named for the big towboat CHARLES F. RICHARDSON, recently scrapped near Chattanooga, "will offer live entertainment in a 400-seat two story restaurant" and, in addition, will have three 250-seat restaurants. Non-propelled, she will be a fixture at the Covington complex.

Also noted in the Cincinnati "Post," which three-columned the above described picture on page 8A on June 7, a TGI Friday's, first floating restaurant in the chain, will play a part in the scheme of things.

Ben Bernstein and Gary Wachs are building the RICHARDSON on the Tennessee River near Chattanooga. The steel framework of the first office building was visible in June.

The Lafayette Hotel in Marietta is now managed by Carl R. Lynch. Mr. Lynch is a native of Meadville, Pa. and most recently he was assistant general manager of a Sheraton Hotel at Harrisburg, Pa. Earlier he was assistant director for Freeway Hotels, Inc. which has five Holiday Inns in Pennsylvania.

Manager Lynch and his wife, Rose Marie, have their living quarters in the Lafayette.



Artist's View of Covington, Ky.

PADDLEWHEEL TECHNIQUE

by Alan L. Bates

I'm in receipt of a set of graphs from Mark Eberspacher. It seems he took his ALLIANCE model and ran some paddlewheel tests with her using an electric motor and a spring scale and then plotted curves showing efficiencies of various paddlewheel arrangements.

In 1927 Captain Jim Howard had a theory. Steam engines gain efficiency as they turn faster. He reasoned that a boat with a fast wheel and narrow buckets would shove the same load per unit of power as a slow turning wheel with wide buckets. He tested the idea in his bathtub (which WAS as big as some model test basins) using a float, an electric motor and a postage scale.

Mark gives the answers in gram-watts. Captain Jim came up with ounce-amps and since he kept the voltage constant it could easily be translated to ounce-watts. Here are two mechanically-bent persons making the same test sixty-two years apart and coming up with conclusions based on the same reasoning.

Captain Jim concluded that speeding the engine was the answer. He built the LORETTA HOWARD to prove the notion. She was straight high-pressure with every proven heat-saving device excepting compounding and condensing and her cut-off was set up shorter than usual. Her bucket planks were narrow and she turned her wheel faster than any contemporary boat. Captain Jim was satisfied that she would earn more dollars

than a compound-condensing towboat of the same power by reducing maintenance costs and by more efficient use of steam. When Captain McBride bought her the first thing he did was make wider bucket planks and lengthen the cut-off and it irritated Captain Jim terribly.

The LORETTA HOWARD had a bad reputation as a handler with both wheels. Captain Jim thought it was something in the shape of the stern rake that caused the trouble. Good or bad, she did a lot of work in her time. Apparently she sinned worst when backing to check a heavy tow.

In some respects the famous NOKOMIS trials back Captain Jim's theory. Certainly narrow buckets and a high-speed wheel are better for light boats. The troubles that the MISS-Q had in her early days proved that a towboat wheel on a light boat is a flop. She did much better when they reduced the width of every other bucket. Now if they would scrap the monkey rudders and that steel sidewalk aft of the wheel she would do even better. During the design of the NATCHEZ we faced similar problems and were tempted to duplicate CLAIRTON's wheel. It would have been a mistake. Instead we increased the diameter and reduced bucket width and, as you know, the NATCHEZ runs like a scalded dog.

The final draft of listings for the long-awaited TOWBOAT DIRECTORY is about ready for the printer. The text occupies more than double the pages originally planned, due to many new additions and expanded information.



### BILL WILLOCK HAS LEFT US

by J. W. Rutter

[The obituary for William Willock appears on another page. -Ed.]

Bill Willock, Jr. died on March 18, 1989, aged 80. In the above picture he is seen enjoying himself at the 1987 S&D meeting. Bill's uniform was a kahki shirt and trousers, whether it be crawling around admiring the machinery on the W. P. SNYDER JR. or attending the formal banquets in the evening. Another trademark was the Willock conveyance, a remodeled, very used bread truck with sleeping and cooking facilities for Bill and his dog. The bight tomato-worm-green ex-bread truck was cause for some comment on the Hotel Lafayette parking lot, especially when Bill and his dog emerged each morning to check the sights and aroma of downtown Marietta.

Tucked away in the quiet Bill Willock was a serious and nationally recognized antique automobile and steam launch collector. On one occasion, Bill admitted to having three steam launches in operating condition (one he termed a tug, the B. F. JONES) and some three dozen antique cars. Some 20 years ago he moved from Long Island to a large farm on the Rolf's Wharf Road, Chestertown, Md. There he set up a private antique car museum in the old dairy barns on the place. The granary was remodeled to become a fire station housing an ancient hand-operated fire engine, a gasoline-powered fire truck and assorted fire service memorabilia. Antique farm

machinery formed an important part of the grand plan.

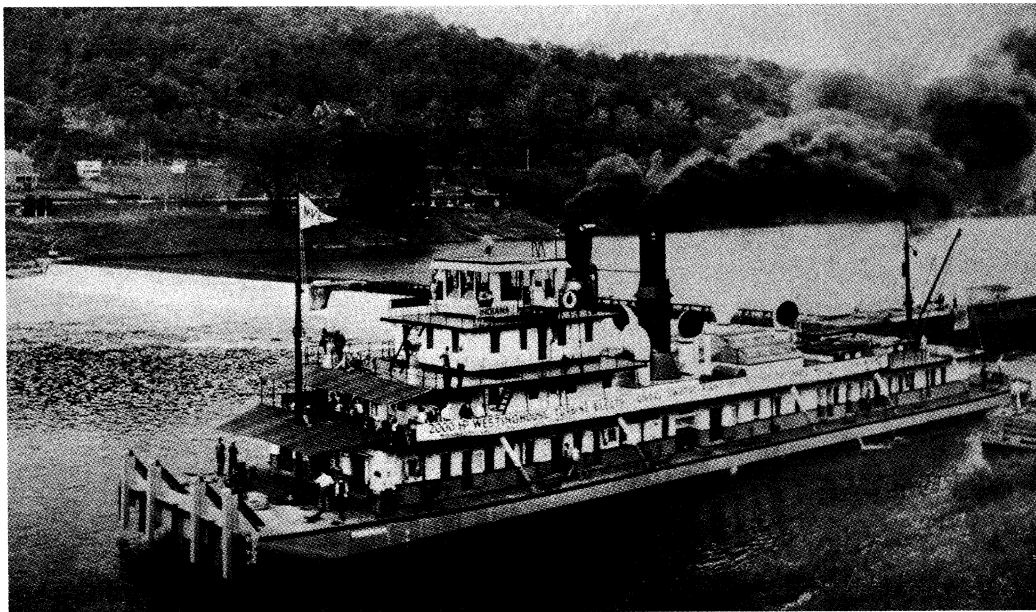
Bill willed the majority of these treasures to the Rough & Tumble Threshers Museum near Lancaster, Pa. One of the steam launches, we understand, went to Maine where Bill had found it and had used it at his summer home. And the bread truck, too, has found an appreciative owner; Bill's accountant bought the camper and improved it with an electric-blue paint job.

[At this point Woody breaks off his story in hopes Ye Ed will supply more. So here goes:-

Bill Willock first appeared at 121 River in the above-described conveyance, and dog, named Queenie (since deceased of old age, a great and tragic loss to Bill) on October 19, 1970. He evidenced a wish to revisit his old haunts on Sewickley Heights which he had not seen since his family left the mansion when he was 10. He knew the mansion, built as a wedding present for his father and mother, had been demolished, but Bill readily found the driveway and, once

through its gates, he started recognizing property line fences and carried on a recitation of his mother having been a sister to B. F. Jones, Jr. of Jones & Laughlin Steel fame. By now I recalled having visited one time in the reception hall of the razed mansion, built "double cabin" two floors high with a balcony around three sides, the stairway dividing from a landing and taking off to starboard and port to a hefty array of rooms. When the Willocks threw a party, the guest list was good for a full column in the society pages of our weekly Herald. My father and mother never attended a Willock party nor do I recall their ever receiving an invitation. There was quite some difference in altitude between our Edgeworth "bottoms" home and the mansions of Sewickley Heights.

I volunteered to go calling with Bill to third generation Jones family persons around town, his blood relatives, and Bill, in his quiet way, replied, "No, really, thanks so much; I see them at funerals." -Ed.



**S**TEAM TURBO-ELECTRIC twin prop INDIANA leaving Lock 6, Kanawha River, downbound on her delivery trip from Charleston, W. Va. where she was built by Charles Ward Engineering Works in 1930. A banner on her boiler deck rail running from front to far aft read 2000 HP. WESTINGHOUSE TURBINE ELECTRIC TOWBOAT--FIRST OF ITS TYPE--THE CHARLES WARD ENGINEERING WORKS, CHARLESTON, WEST VIRGINIA. In our March 1982 issue, page 45, we ran a picture of her arrival at Memphis, the banner still draped on her rail. The Mississippi Valley Barge Line had 50 "pointed barges" under contract, each 100 x 21, 300 tons capacity, fitted with cargo boxes. Seven smaller pointers also were being built to be used for cargo on tributary streams. Ward built them a duplicate of the INDIANA, named LOUISIANA. Dravo built the OHIO and TENNESSEE, steam, with Uniflow condensing engines, twin props.



Those S&Ds who have been on board the DELTA QUEEN will need no introduction to the three scenes on this page. The Texas bar and lounge, of course. EXCEPT, and this is quite some except, these three pictures were NOT taken aboard the DQ.

Philip Chadwick Foster (Chad) Smith, 985 High St., Bath, Maine 04530 took three or four trips on the DQ last year, took measurements of the Texas bar and everything contained therein, and built the diorama shown on these pages. The height of the post in the foreground is 4 inches.



The scale Chad used is 1/2" to the foot. Everything is in living color from patterned carpet to the natural wood finishing. Chad and his wife plan to attend S&D the week-end of Sept. 16. We have petitioned him to bring along this master work of art.

## 1984-1988 INDEX

The S&D REFLECTOR's fifth Index is now available and may be ordered from Mrs. J. W. Rutter, 126 Seneca Drive, Marietta, Ohio 45750 at \$4.00 the copy, postpaid. She also has in stock a supply of the four earlier issues covering the years 1964-1968, 1969-1973, 1974-1978 and 1979-1983. All of these, and the present one, are the same page-size as the S&D REFLECTOR and can be inserted in your binders.

All five were compiled by Alan L. Bates and contain a vast fund of information. The four earlier ones are also priced at \$4 each, postpaid.

The new 1984-1988 Index has 52 pages and, like the others, makes possible quick reference to all persons, boats, articles, pictures, locks and dams, cities, hamlets, obituaries, wives, organizations, films, firms and even nicknames. And even railroads and shantyboats.

Jim Sutton, our briny-deep marine engineer, who hails from Metairie, La., sounded like he was right next door when he telephoned us on the afternoon of Wednesday, July 19th.

"Hi!" said Jim.

"Where are you, Jim?"

"I'm in Holland with the tulips and windmills and canals and blue-eyed Susans."

"Susans are brown-eyed."

"Not here and they have pink cheeks and blonde hair."

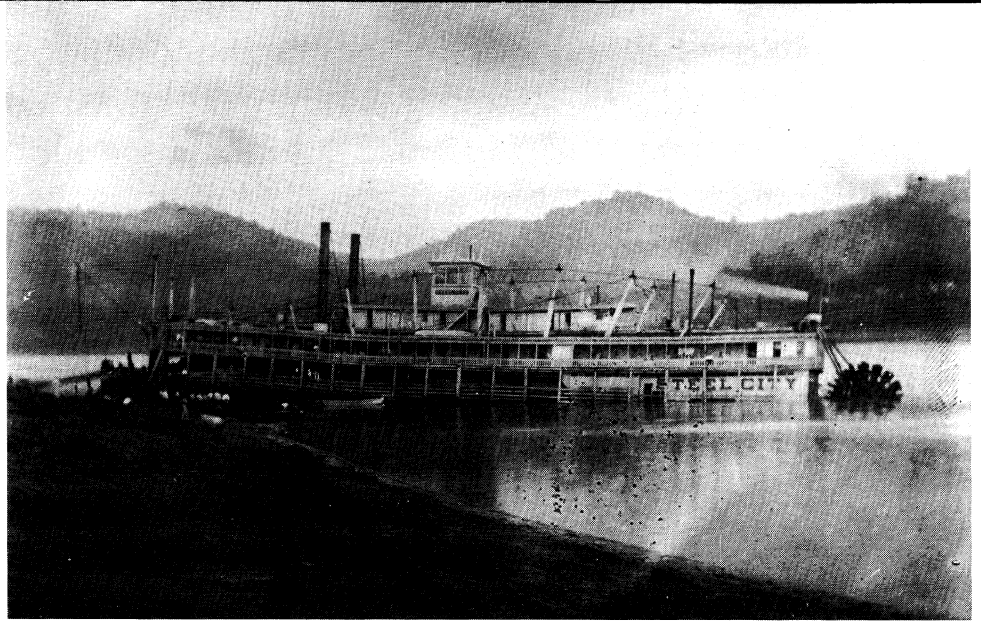
"Are you coming to S&D"

"Hope so, unless this ship blows a couple of gaskets."

O, for the life of a sailor.

Dave Thomson, 10831 Roycroft St., #16, Sun Valley, Calif. 91352 won first prize in the amateur division recently staged by the National Rivers Hall of Fame. Dave's entry was a 16 x 20" color shot taken from the bluffs on Principia College campus at Elsau, Ill., towboat and tow under way in a gorgeous setting of sky and water. He took it in October 1988.

Capt. Jim Sands had a bit of hard luck. The wheel shaft on his new VALLEY GEM broke while out on a trip with 22 passengers up behind Buckley's Island. Pleasure craft from the Marietta Boat Club got her safely moored. A new and heavier shaft was installed.



WELL, BOYS AND GIRLS, this picture was taken 77 years ago at Silver Springs, O., opposite Vanceburg, Ky. on the O-hi-o. One August day the STEEL CITY, (ex-VIRGINIA of cornfield fame) was landing at Vanceburg, upbound from Cincinnati to Pittsburgh, and when the pilot rang the engineer to back, to kill out headway, there was no response from the machinery. The wharf grade at Vanceburg was rock-paved and she hit her stem with considerable headway, springing timbers. The captain, appraised that she had a lively leak, called to the pilot to back her away and push her ashore across the river on the sandy beach in shallow water. On her lower deck was a fair freight cargo, and upstairs were some 60 to 80 passengers, most of them summer vacationers. The steam syphons could not keep apace with the volume of water entering the hull, and slowly, surely, the STEEL CITY settled to the bottom, the main deck still dry for about half of her forward length, and with about 18 inches of water in the aft part of the engineroom. Otherwise she was resting even-keel, a slight list to starboard but not much, and nobody, crew and passengers included, even got their shoes wet. The passengers looked upon their situation with the detachment of automobilists delayed by a flat tire, moreso when the steward announced that meals would be served as usual, as the boat's orchestra played, as usual. One of the port lifeboats was lowered (visible in the picture) and there was much merriment when the captain was the first in it (shades of the TITANIC, very fresh in everyone's minds) But the captain crossed back to Vanceburg to Perk Adams' wharfboat to use the telephone. Arrangements were made to raise steam at Cincinnati on the STEEL CITY's sister QUEEN CITY and bring her to the scene, a matter of some 95 miles, and transfer everybody and everything for Pittsburgh. The captain gathered together the passengers in the main cabin, and when somebody raised the question "Where do we stay meanwhile?" the captain said, "You stay here sunk, meals as usual, and the best fishing anywhere on the river." The majority of the passengers elected to stay, and most of those who left were way passengers bound upriver for short distances, like Portsmouth, Ironton, Ashland, Huntington, Gallipolis and Point Pleasant. These were provided with tickets on the C&O, or perhaps some of them caught a Greene Line packet, we forget some of the details. All went as planned, and the STEEL CITY was soon raised and taken to the docks. Never in the intervening 77 years have we seen a photograph of this event until just lately when Don Naish of Dryden, Mich. sent us this post card with the message, "I have no knowledge of what this is all about, nor do I remember where I got it." We nominate it as one of the most successfully managed sinkings in Ohio River history involving a boat loaded with passengers.



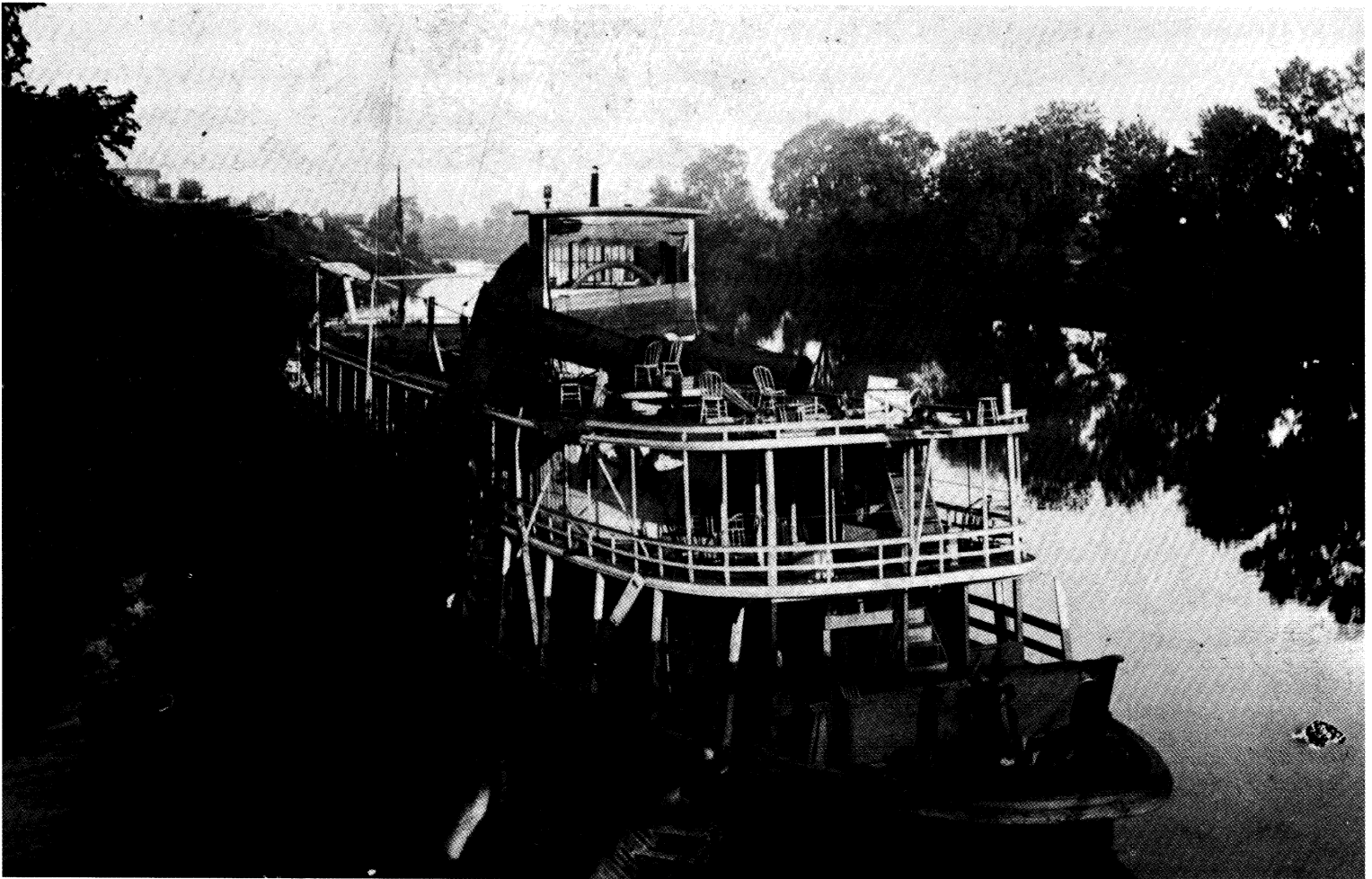
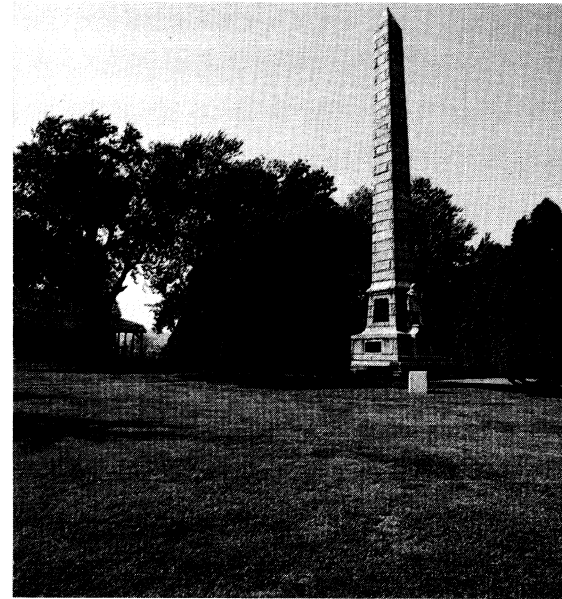
Sirs: On page 39 of the June issue Alan Bates mentions Tu-Endi-We Park at Point Pleasant, West Va. I've seen other references to the park in past REFLECTORS. What is Tu-Endi-We Park and from whence cometh the strange name?

Capt. Bob Reynolds,  
580 S. Prescott St.,  
Memphis, Tenn. 38111

=Tu-Endie-Wei is Shawnee for "meeting of the waters," or "mingling of the waters," where the Kanawha joins the Ohio. When Capt. Charles Stone bought the towboat MERRILL he renamed her TU-ENDI-WE for reasons of his own. Outstanding feature in the park is the Cornstalk granite monument erected in 1909. It was struck by lightning on the morning of July

4, 1919, knocking the top cap block askew. Repairs were made in 1921. One of the dislodged blocks now is the headstone at the grave of frontier scout Ann Bailey, located adjacent to the walkway leading into the park from First Street. River people are attracted to the huge anchor at the base of the park's flagpole (see page 2). We are indebted to Capt. Charles Henry Stone, Jack Burdett and writer Charles A. Mason for assistance in preparing this reply.

Capt. Gabriel Chengery and family departed from Natchez, Miss. to occupy a home they recently bought in a Denver, Colo. suburb called Thorton. The move was made in August, and Cap'n Gabe continues as master of the DELTA QUEEN.



**D**AVE THOMSON, 10831 Roycroft St. #16, Sun Valley, Calif. 91352, was browsing at a Pasadena Camera Show and came upon this scene taken on the Minnesota River of the DAISY (#1427). Written on the back it says: "Shipwrecked at Shakopee, Minn., June 15, 1896. Ran into a bridge before it swung open." So here we have a photograph of a

small packet, hull 122 x 22, built at Stillwater on the St. Croix River in 1887, found in 1989 at Sacramento by a resident of Sun Valley, Calif. Way's Directory gives DAISY a scant 1½ lines of text, sum-total of known information available to the compiler. In such mysterious fashion does material constantly emerge to swell our knowledge of steamboats.

Homer Hawley died, peacefully, in Joppa, Maryland, on Friday, April 28, 1989. He was 87. Homer was raised in St. Albans, West Virginia. He and his wife, Grace Campbell Hawley, had made their home in Charleston, West Virginia until several years ago when they moved to Joppa to join their son Kenneth H. Hawley and family. Homer was with General Motors for 36 years in West Virginia.

Other than his wife Grace, and son Ken, he is survived by another son, Capt. Clarke Hawley, master of the NATCHEZ at New Orleans; by his daughter-in-law Mrs. Ken (Karen) Hawley, and grandson Leslie (Cam) Hawley, both of Joppa, Maryland. All of the Hawleys above mentioned are S&D members and count among their friends a host of river-related people.

Burial was in the Church of Resurrection Cemetery, Joppa

[Note:- The following tale is told by son "Doc" Hawley in loving memory of his good Dad. -Ed.]

#### BRIEF RAILROAD CAREER

Homer Hawley Unloads  
A Crated Cow At  
McCorkle, West Va.

by Capt. Doc Hawley

My father's first real job was as a baggage clerk for the Norfolk & Western Railroad. He was 16, sort of a mud clerk, railroad-style. Due to the first World War manpower shortages on the N&W necessitated the hiring of 'teenagers for the more menial tasks. Young Homer was supposed to man the baggage single-handedly. Supplemental assistance was given by baggage-masters at the various depots. The problem with this arrangement was that only the larger stations afforded any help.

McCorkle, W. Va. was little other than an uncovered platform perched on the berm above and parallel to Coal River. On this particular trip the destination for an enormous crate was McCorkle as the way bill clearly stated. Standing in the crate was a cow consigned to a local farmer.

When brakes were applied and the train stopped at the platform, Homer gazed from his baggage car door, up the track, down the track and all around. No farmer to get the cow, or

anybody else.

Sixteen-year-old Homer must unload crate-&-cow.

With a crowbar he managed the crate to the car door. Then he pinched it over to the platform, somewhat of a drop. where it teetered a brief moment until the prow of the crate dropped to the platform, whereupon the cow's weight slammed the outer end of the crate, upending it. over and over down the steep river bank where the crate stopped short and didn't call upon the cow to go swimming, or even get wet. It was a pretty excited cow which had overshot this delivery on the platform at McCorkle, but unhurt.

The train, with a schedule to keep, whistled its way around the next few bends with Homer Hawley and his crowbar back there in the baggage car. magnifying the sin he had just committed, and the dire consequences bound to follow at an investigation.

My Dad unloaded himself at the next stop, caught the westbound train back to St. Albans where he retired for a more sedentary job with Dr. Sutherland's pharmacy.

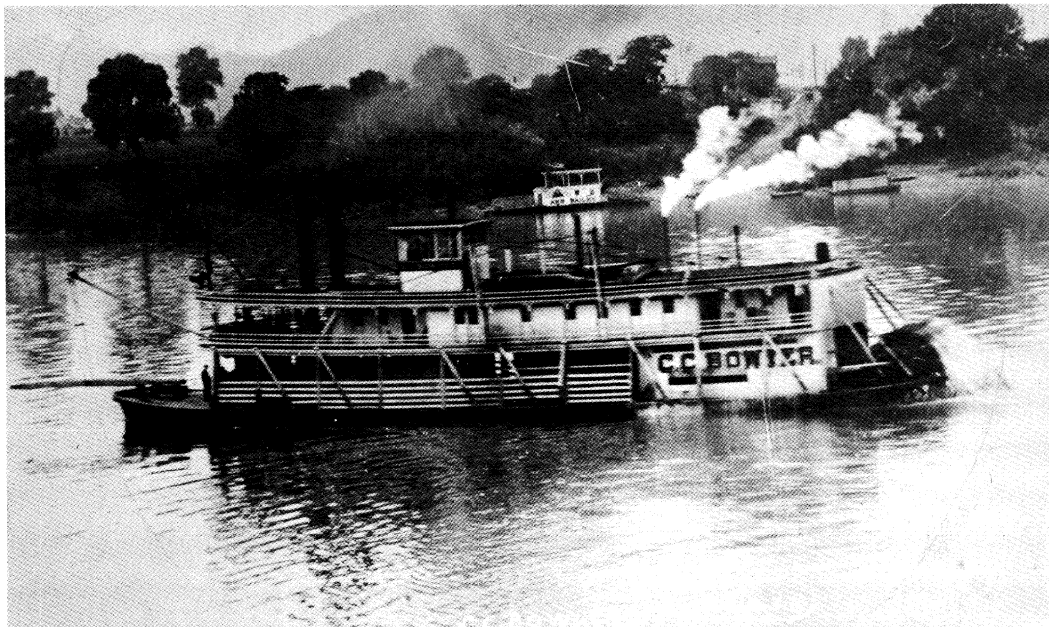
Thus ended a railroad career.

Hans F. Dietz, 34, was killed when a petroleum barge he and workers were cleaning exploded on Saturday, May 6, 1989 on the Ohio River at East Liverpool, Ohio.

Hans was the son of Mrs. Jan DiCarlo and step-father Primo J. DiCarlo who reside at 740 Park Boulevard, East Liverpool, Ohio 43920, having moved there lately from their former home in Steubenville, Ohio. They own and operate the sternwheel pleasure boat DIXIE, frequently moored at Marietta during S&D meetings.

Hans owned the barge cleaning operation where the tragedy happened, and also Hans was president of the Dietz Harbor Service at Wellsville, Ohio, owner of the harborboat GENESIS.

S&D's honorary president for life, Ruth Ferris, will celebrate her 92nd birthday on September 23rd (the nearest Saturday) aboard the PRESIDENT at St. Louis on a 10:30 - 1:30 charter with a Mercantile Library group. On Saturday evening Ruth plans to attend the 75th anniversary of the Community School which occupied so great a share of her teaching career.



**T**AKEN AT Point Pleasant, West Va. in the Ohio River, the C. C. BOWYER is probably out on her trial trip from the Gardner Docks in 1909. The ferry ANN BAILEY is moored along the far shore, and the Point Pleasant wharfboat shows to the right over the BOWYER's stern. The ANN BAILEY also was built at the Gardner Docks in 1909. Capt. C. C. Bowyer was an officer in the Merchants National Bank, Point Pleasant, widely regarded as "the rivermen's friend." The walls of his bank were lined with framed steamboat photographs, with accent on those which had plied in Kanawha River. His avocation was photography, and S&D was instrumental in preserving his steamboat negatives.



**M**ICHELLE KINGSLEY snapped this family group ten years ago, on September 15, 1979 at the S&D meeting, Marietta. Introductions are in order: from the left, standing: Fred M. Rutter, Dr. Stewart Way, Richard W. (Dick) Rutter, James C. (Jim) Way, James S. (Jim) Dentler, Thomas E. (Tom) Way, Robert S. (Bob) Way, Fred Way III and J. W. (Woody) Rutter. From left, seated: Mary Therese Way, Grace Ellen Way, Mrs. James C. (Terry) Way, Mrs. James S. (Julie Ann) Way, Mrs. Fred (Lady Grace) Way, Mrs.

J. W. (Bee) Rutter, Mrs. Fred III (Nell) Way and the pipe smoker is Capt. Fred Way, Jr.

Also present at the meeting but unavailable for one reason or another were Mrs. Richard W. (Pat) Rutter, Robert W. (Bob) Rutter and Alan N. Rutter. Also scampering about was Dusty Dog Way.

This picture is featured in loving memory of Lady Grace Way who fell ill on Christmas Day 1979 and departed this life on the early morning of February 29, 1980.

Col. Vic Tooker was tapped to MC the 18th annual Bix Beiderbecke Memorial Festival held in Davenport, Ia. this last July 28-30. In addition to minding the mike, he and his mother, Alice performed. Their Riverboat Ramblers included Pat Patterson on clarinet; Red Ashley, drums; Nick Moore, piano, and Chris Moore, cornet.

Pete George, who had MC'd every festival but one, died this past March.

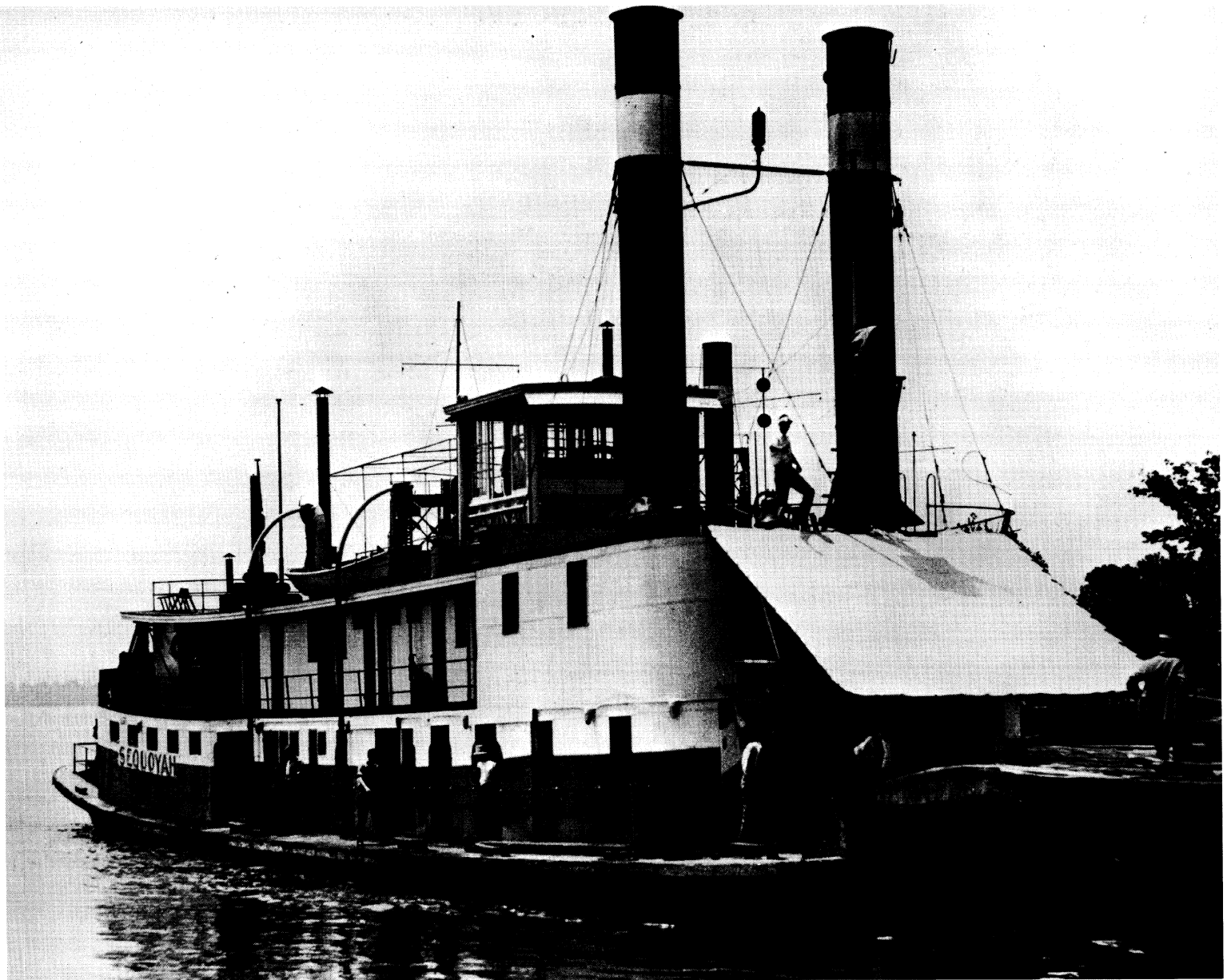
Ian C. Douthwaite called at 121 River on June 6th last, now marine consultant with Viking Maritec headquartered at Neville

Island, Pa. Ian spent many years with the Dravo boat and barge building operations there on the island. First we knew him was during the period when extensive alterations were made to the DELTA QUEEN, fresh from California, in the fall and winter of 1947, and in Jan.-Feb. 1948. Ian and "Chuck" Kaufman were involved almost daily during the entire program, both with Dravo.

Ian had called at 121 River seeking the whereabouts of a builder of model boats who, he was told, "lives in Mars, Pa." Kenneth W. Heltman, the gentleman in question, happened to be in the diningroom at 121

River when Ian arrived. Ken had with him a nearly completed model of the famed VIRGINIA which left the Ohio River on a flood on March 6, 1910 and parked herself in a West Virginia cornfield.

Long standing mystery is where the engines on the BELLE OF LOUISVILLE originated. Capt. Kevin Mullen uncovered a clue recently. On her U.S. Coast Guard inspection document in 1955 there appears a notation that her engines were made in 1872. The manufacturer was James Rees & Sons Co., Pittsburgh.



**C**HIEF ENGINEER Charlie Brandon of the excursion steamer WASHINGTON measured heat in terms of the days he spent on the SEQUOYAH up on the Illinois River. She was 10 on his scale, the boiling point, both in the engineroom and in his boiler deck stateroom. In pictures she looks remindful of a Civil War tinclad, but when she came from the builders in 1925 she was the ideal example

of river paddlewheel efficiency, two water tube boilers, compound condensing engines--the works. The SEQUOYAH was attached to the fleet of the Memphis U.S. Engineers, and this picture of her comes from the collection of Capt. Bill Tippitt, who shared in her U.S.E. days. We are obliged to Ralph DuPae for the print.

**GOLDIE'S FAMOUS TRIUMPH**  
(Concluded from page 20)

minutes for her 90-mile course from Stockton to Treasure Island, averaging 10.6 m.p.h.

"John F. Ward, of the Inland Waterways Corporation, who rode the GOLDIE, said, 'Although we had the advantage of a swift current, running between 8 and 10 m.p.h., this advantage was more than offset by the strong head wind which we bucked all

the way down to the Cape.'"

And so, with apologies to Ruth Ferris, the good, old, comfortable GOLDEN EAGLE, which usually entertained her passengers by racing with driftwood, islands and ducks, also belongs in the River Hall of Fame for having once won a steamboat race with the two slick-chicks of California. Rudy Gerber says, getting down to

fine points, that the 1939 contest was between the DELTA QUEEN and the GOLDEN EAGLE. The DELTA KING wasn't entered in the transcontinental contest.

It's ok to get stuck in Winona, Minn. for an over-night. There is a band shell at the lakefront park where on Wednesday evenings you can sit on little green benches and hear the Winona Municipal Band play John Philip Sousa marches.

## PICTURE OPPOSITE

The BELLE OF CALHOUN was an institution in the up-river trade out of St. Louis, making a living running in what they called the Calhoun County trade. A look at a map will show you that Calhoun County in Illinois is a long slim-jim section of real estate running north-south, wedged between the Mississippi and Illinois rivers, fronting some 57 miles from the mouth of the Illinois upstream to above present-day Dam 24 at Clarksville, Mo. on the Mississippi. When new in 1895 the BELLE was owned by the St. Louis & Clarksville Packet Company, Clarksville, in Pike County, Mo. having a population of less than 1,000. The Eagle Packet Company had the packet trade between St. Louis and Alton and Grafton virtually sewed up in 1895, so the BELLE's revenues depended largely on merchants in small rural towns, and many farm landings in the upper section of her trade. She was what was called a "huckster boat," on her downstream trips loaded with cooped chickens, eggs, livestock, baled hay, and during apple season she often came to St. Louis loaded flat with thousands of barrels of Calhoun County apples. During her first season The Waterways Journal ran a popularity contest amongst St. Louis based packets, and the BELLE's crew captured the whole slate, most popular captain, pilot, purser, chief engineer and steward. But by 1899 president Frederick A. Swartz of the BELLE's owning company threw in the sponge and sold her to the Memphis & Vicksburg Packet Company who took her south, renamed JULIA.

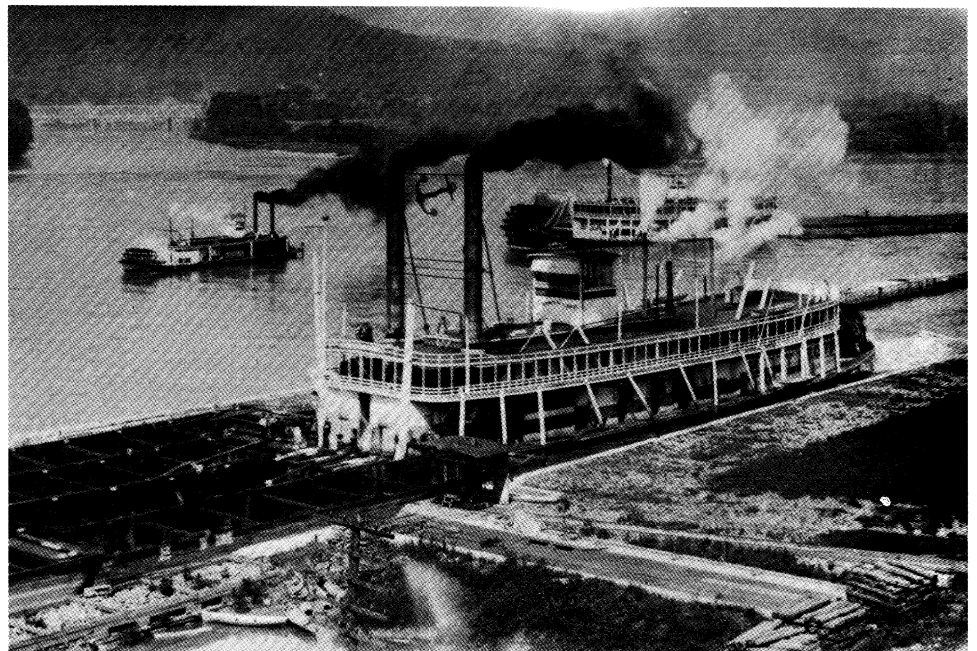
The farm folk of Calhoun County decided to give it another try, brought JULIA home, and restored her original name. The owning company became the St. Louis & Calhoun Packet Corporation, and her value for insurance purposes was reduced to \$16,000. Her cost in 1895 had been \$28,000. And so a whole new generation in Calhoun County, Ill. rode to the big city (St. Louis) on their BELLE OF CALHOUN and gave her their freight business. On the 23rd of November 1914 she sank four miles above Alton, downbound with 4,700 barrels of apples in her cargo, head on shore and the stern in 20 feet. About 800 barrels went

overboard and were lost. Capt. Dana Scott, representing the insurance firm of Neare, Gibbs & Company, came around from Cincinnati and superintended the raising and repairs. Neare, Gibbs was again called upon to get her floated after she went down three miles above Hannibal, Mo. in October 1929. Capt. William C. (Billy) Lepper (Jr.) was in charge of the raising. Her owners had her in Alton Slough, a safe harbor on the Missouri side of the Mississippi between Alton and Wood River, in winter quarters, where she burned. We don't have the date of the fire, but hope we are correct in saying it happened in the winter of 1930-1931. Some of her many fans of yesteryear will do our readers a service by writing about the fiery conclusion for our next issue.

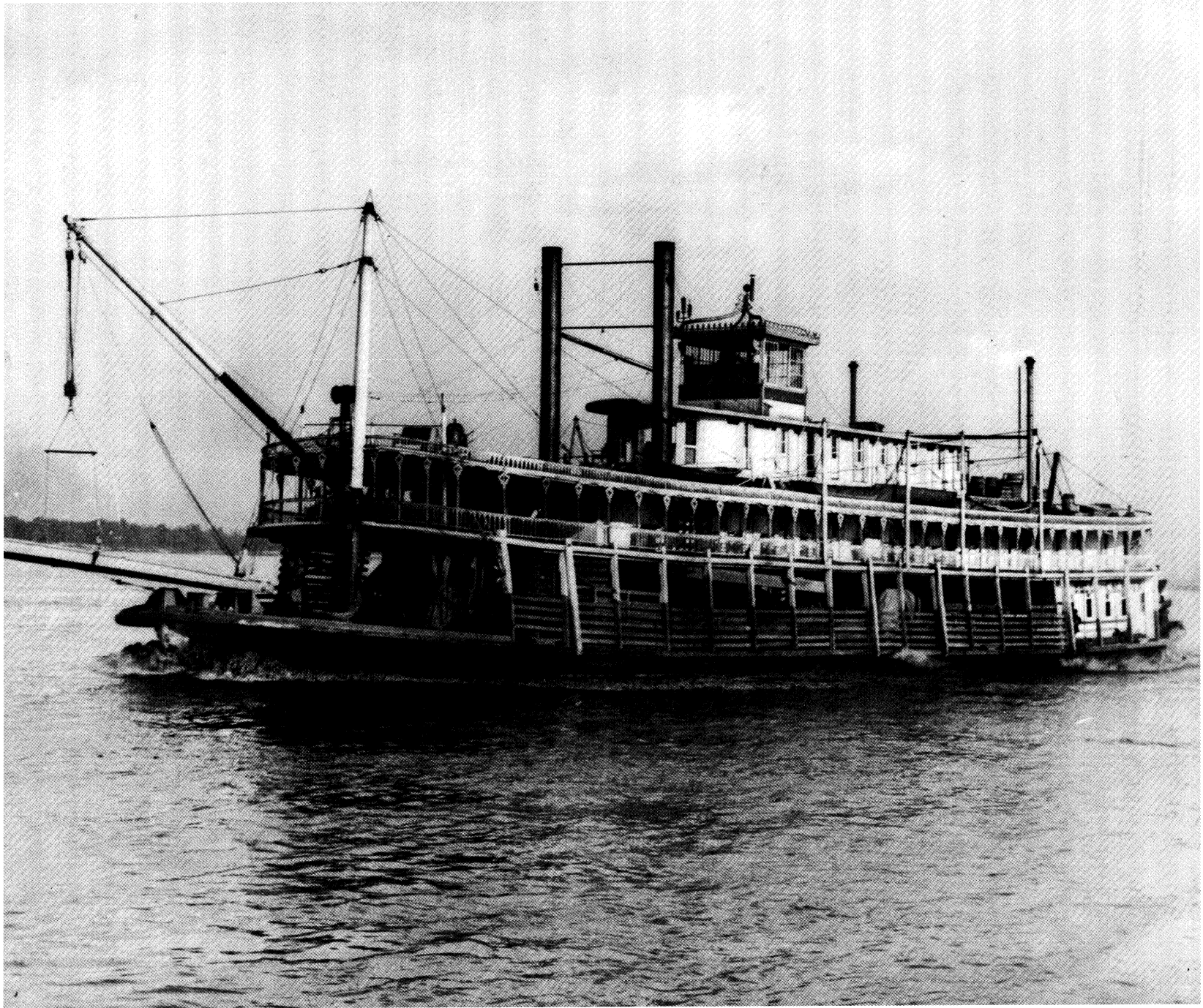
The excellent photograph shown opposite came to us as a gift some years ago from George G. Borum, Centralia, Ill.

Deepest sympathies to Emmett Lewis, Tiptonville, Tenn. 38079, who lost his son Charles, 39, on April 25, 1989. Charles did medical drawings and illustrations for the University of Tennessee Medical School in Memphis. He suffered a massive heart attack and died instantly. Services were held in the First Methodist Church, Tiptonville.

This sad news comes in a letter written to Woody and Bee Rutter by the father, Emmett Lewis. Emmett long has been recognized as the leading authority in his area of the Mississippi River on the location of steamboat wrecks and Civil War river operations. In his letter Emmett says his son Charles also loved the river and enjoyed the S&D REFLECTOR. Charles was unmarried, and had spent several days with his father the week before his passing, voicing no complaints as to health problems.



**P**ACKED WITH ACTION, this scene was taken at old Davis Island Lock and Dam, first such structure on the Ohio River. The lock was on the right bank descending, and the HARRY BROWN, subject of our feature story beginning on page 9, is shoving empties out of the lock chamber. Downbound with loads is the towboat BOAZ, having just run the pass. The little feller on the pass is the F. A. GOEBEL (Way #1951), a short trade packet. The head of Neville Island shows over the GOEBEL, and the lower end of Davis Island is at extreme left. The picture, not dated, comes to us from the archives of the U.S. Engineers, Pittsburgh District, and our thanks to Woody Rutter for the print.



## KITCHEN WHITT &amp; CO.

Sirs: In Jesse Hughes' diary [March issue, page 22, col. 3] he writes of bringing the CRICKET to Ashland and loading a full boat-load of merchandise from Kitchen and Whitt for Pikeville.

Kitchen Whitt & Co. was an old wholesale grocery firm in Ashland going back to about 1890. They ceased the grocery business about 1967 and became a holding company so they still exist per se. I just talked with Mr. John R. Kitchen who last managed the wholesale business and he told me that the firm did a great deal of business with merchants up the Big Sandy valley and it would not be unusual to completely load a boat for Pikeville at that time.

C. E. Montague, Jr.,  
Kitchen Building,  
Ashland, Ky. 41101

=Kitchen Whitt vied with American Rolling Mill as best river shippers and receivers over the Ashland wharfboat in our BETSY ANN days. -Ed.

On Sunday, Feb. 19, 1989 a powered houseboat named IDY B lit out from Woodbury in Butler County, Ky. and headed up Green River to see if her crew of three could make it to Mammoth Cave. This meant jumping the dams at Glenmore and Brownsville, both with abandoned locks, and this meant breasting a flood with heavy drift running. The distance is about 35 miles. Capt. George Dabbs, Jr., the boat's owner, was in poor health, so Roger Givens, John Wells and Dick Deye fired up the IDY B, dodged logs and jumped old Dams #5 and #6, got to the Cave landing, and then returned to Woodbury in what seemed like nothing flat.

In the good old days the sprightly packet CHAPERON plied regular trips between Bowling Green and Mammoth Cave via Barren and Green Rivers. Scale models of her were popular to build some years back when detailed drawings were available.



Pat Welsh, Box 3671, Davenport, Ia. 52808, sends this view of the famous elm which shaded the waterfront at LeClaire, Ia. for several generations until its demise in 1964. Pat says this: "Because of the tree and the skyline across the river, I think the CHARLOTTE BOECKELER shown in the June issue, page 10, was moored at LeClaire when the picture was taken." Pat says further: "The tree now is gone but the spot is very near the retired towboat LONE STAR." Ralph DuPae agrees. The venerable elm was widely known as the "Green Tree." The post card reproduced here is from the Buffalo Bill Museum.

## THE BACK COVER

This is our nomination for the best surviving photograph of a Mississippi River packet loaded with cotton bales enroute to New Orleans. It has been reproduced many times, and an old post card version is marked "At Natchez, Miss. on Dec. 4, 1878, with 7,818 bales." The sternwheeler is the CHARLES P. CHOUTEAU (#0962) and the photographer's name appears in tiny lettering in the foreground, "A. D. Lytle, Photograph." Other foreground lettering advertises USE MAGIC ARNICA LINIMENT, and a white post at far right seems to be a mile marker, with M topping some numbers too hazy to decipher. Never since the S&D REFLECTOR started has Alan Bates included A. D. Lytle in his Index listings, proof aplenty of how obscure this photographer's name is to Ye Ed.

The CHOUTEAU was unique in her time for having an iron hull dating 1875 and enlarged 1878 to measure 296.7 x 54 x 7.6. This picture seems to us to have been taken before she was stretched out 50 feet in the summer of 1878.

The all-time cotton bale record belongs to the HENRY FRANK (#2593), 9,226 bales in a single loading. Several photographs survive, taken at New Orleans upon arrival, April 2, 1881.

The fire risk presented in this picture is just as flammable as it looks. The CHOUTEAU ended up as one of them. We've sat and talked with Capt. Jeff Hicks, pilot on watch when the catastrophe happened. He had to do a Steve Brodie from the roof to save himself.

Readers with facts at hand are urged to set us straight on the where-and-when of the back cover picture.

The National Rivers Hall of Fame, based at Dubuque, has selected a national advisory board chaired by John Bickel of McGregor, and including Dale Flick, Kathy Lake, Delly Robertson, Willard Fouts, Robert Gray, William McNeal, Gordon Jones, Don Osborne, Ralph DuPae, James V. Swift, Capt. Wm. Howell Sr., Myron Casler, Edward Mueller, King Herr, Bonnie James, Capt. Wm. Foley, Pat Brunet, Fred Worden and Marian Bissell. Hall of Fame executive director, Jerry Enzler, serves as ex-officio member.



US MAIL C. ARNIE LINI