

# S&D

# REFLECTOR

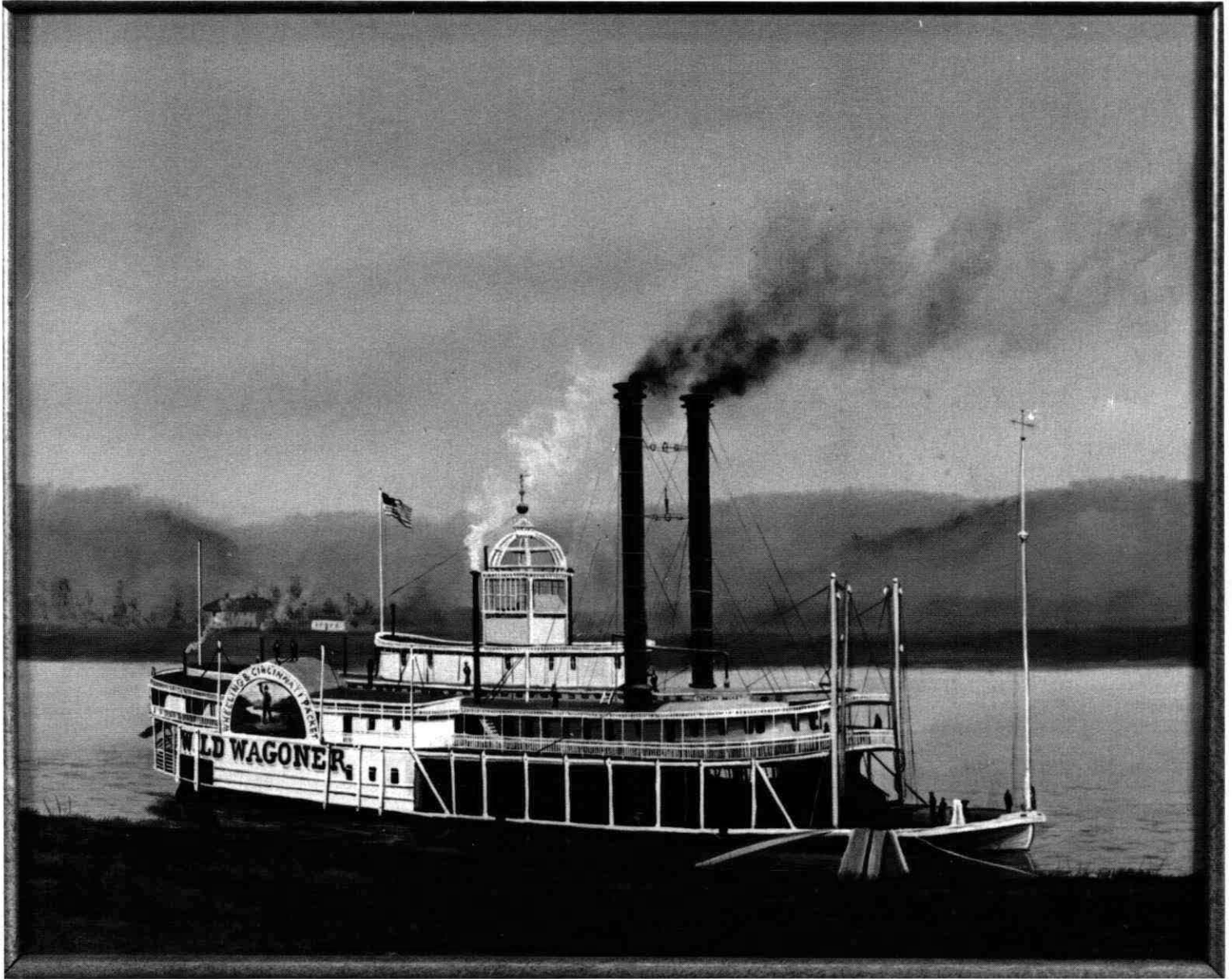
Published by Sons and Daughters  
of Pioneer Rivermen



Vol. 27, No. 1

Marietta, Ohio

March, 1990



**T**HOMAS BUCHANAN READ is best remembered for his poem, "Sheridan's Ride." Another was "The Wagoner of the Alleghanies," published in pamphlet form (1868) by J. B. Lippencott & Co., Philadelphia. Both poems won enormous popularity and resulted in the naming of two side-wheelers, the PHIL SHERIDAN and WILD WAGONER. A scale model of the PHIL, built by Robert (Bob) Thomas, is displayed in the River Museum at Marietta, flanked by an oil

painting of her by William E. Reed. Now we present an oil painting of the WAGONER, the work of Joseph A. (Joe) Wilhelm of New Orleans, the photograph by courtesy of Ray Samuel of that city. Joe depicts the SHERIDAN moored at Wheeling when new in 1864, a perfect likeness in detail, to and including the "wild cat" whistle between her stacks which later was used on the GRAND REPUBLIC.

## CAMPBELL'S CREEK

A bran' spankin' new book arrived at the doorsteps of 121 River one cold day this past January, a gift from the Jones boys, Charles T., Nelson and Tandy. On the front cover is the EUGENE DANA SMITH, and on the back, in color, is a fancy calling card once carried by representatives of the Campbell's Creek Coal Co. The new volume of some 200 pages, same page size as the REFLECTOR, is loaded to the guards with text and photographs written and assembled by a sixth-generation native of Campbell's Creek, West Virginia, named Todd Hanson.

Todd doesn't state his age but, judging from his portrait modestly placed on the last page, there is a youngish face behind his close-cropped beard, overtopped with a dense crop of dark hair covering a brain which automatically seines and retains Campbell's Creek fact and fiction, lore and legend.

This is not a river book, but it came perilously close to becoming one. Campbell's Creek denotes high quality bituminous coal practically inaccessible until enterprising natives built and ultimately extended the Campbell's Creek Railroad, cork-screwing it down the rugged valley to terminate on the bank of the Kanawha at Dana, West Va., not far above Charleston, the state's capital city. Once this was done, carloads of coal could be routed via the Kanawha & Michigan (the C.C.R.R. was wisely standard gauge) or tipple loaded into awaiting barges, consigned to Cincinnati, Madison, Ind. and Louisville. The EUGENE DANA SMITH once guided a tow of Campbell's Creek coal to New Orleans.

This new book mines the coal, detailing the rather primitive existence of miner's families, although not entirely dependent on the company store. Ah, yes, the C.C.R.R. ran scheduled passenger service in real passenger cars. Then Todd Hanson gets into the ROBERT P. GILLHAM, D. T. LANE and EUGENE DANA SMITH and takes the coal down the river.

He updates the tale of how the town of Dana beame renamed Reed, and how today it percolates as Port Anherst.

Well did Nelson Jones gauge the reaction y.t. would experience. I sat up half the night with this book. Jerry Sutphin helped supply many of the boat pictures. The railroad and mine scenes are



## SANK IN THE MUSKINGUM

The uncompleted pleasure boat, yet unchristened, owned by Capt. Alan F. Gintz, sank in her moorings sometime Thursday morning, December 21, 1989. Woody Rutter visited the scene on December 28th and took the accompanying picture. For the past seven years Alan has been building the boat about two miles above the Devola Lock and Dam on the south shore. During the navigation season on the Great Lakes, Alan skips cargo ships and leaves his unfinished craft on the Muskingum in charge of a watchman.

He is building his pleasure boat on the steel hull of a sternwheel towboat built at Grafton, Ill. in 1929, first named H. P. TREADWAY, owned by the Kansas City Bridge Company. She was listed in Inland River Record as 80 x 19 x 3.8. Later, having served in southern waters, she was sold to the late Capt. Charles C. Stone, Point Pleasant, West Va. who renamed her GEORGE III.

Alan Gintz first appeared at 121 River in February 1970, a youth accompanied by his parents, Mr. and Mrs. Robert G. Gintz, of New Philadelphia, Ohio. The summer prior he and a male companion had come down the Tuscarawas and Muskingum rivers to Marietta in a home-made boat, 159 miles. He joined S&D and wrote a story of his Muskingum Odyssey for the REFLECTOR's June 1970 issue. His Great Lakes' career commenced soon after.

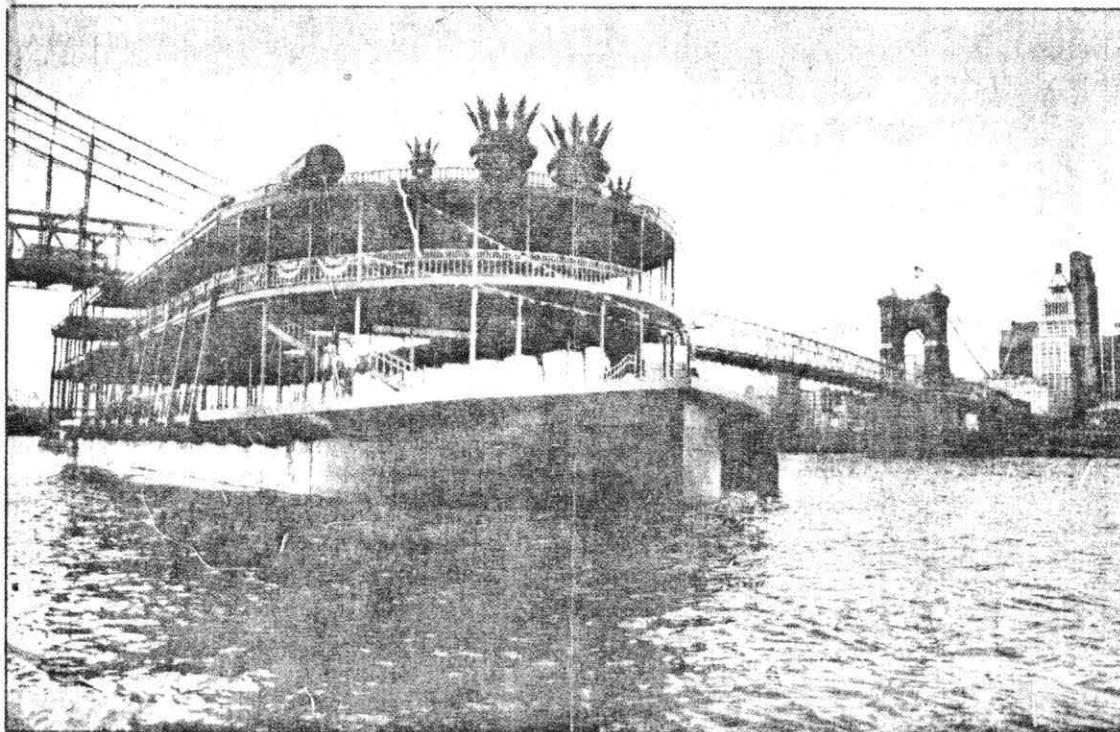
Alan was not aboard when the sinking occurred.

equally precious. Information about the book may be procured from the publisher, Pictorial Histories Publishing Co., 4103 Virginia Ave. S.E., Charleston, West Virginia 25304.

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

Capt. Sam Centanni, page 38  
Jane Morningstar, 38  
William E. Reed, 38  
James T. Wilson, 37

# Riverboat replica arrives



The Cincinnati Enquirer/Gary Landers

The *Spirit of America*, a replica of a 120-year-old steamboat, is pushed past the Roebling suspension bridge toward the Mike Fink Restaurant Thursday. When the \$6.5 million boat project is done, it will become part of Covington

Landing, a Northern Kentucky entertainment center that co-developer Gary Wachs said will be "the largest floating attraction on an inland waterway." It will be 900 feet long and house a dance hall, restaurant and shops.

## SPIRIT OF AMERICA

Sirs: Enclosed is a photocopy of a picture which appeared in the Cincinnati Post a few days ago of the replica steamboat that Ben Bernstein is building or, more correctly, having built for his complex on the Covington (Ky.) riverfront. I knew that Serodino of Chattanooga was building the hull and framework and that it was supposedly going to look something along the lines of the J. M. WHITE. One day Alan Bernstein's secretary phoned me requesting information on the WHITE from Way's Packet Directory. I've been down to see it. Surprise! Nice railings, bull rails, fenders, outrakers under the main deck overhang etc etc. The stacks and 'scape pipes are lying on the top deck along with the fancy tops and feathers which will go on each; they look good. There is no pilothouse at present. One news account gave her length as 262 feet, and another 290. Take your pick.

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

=The caption under the Post's picture divulges the the name - SPIRIT OF AMERICA - for the

new craft now being completed at a cost which probably will top that of the renovated DELTA KING which we front-paged in color in the December issue. Larry Walker's account is the first we have received. She also was photographed by Jeff L. Yates in time for inclusion in the December 4th issue of The Waterways Journal. Jeff took his shot passing Mt. Vernon, Ind. on November 27th, in tow of the MIKE CREDITOR. Also we received newspaper pictures of her from Jane Morningstar and Keith Norrington, pictured at Louisville on November 29th.

Structural work on the new craft indicates that in appearance she will be a hybrid - an offspring of two side-wheel types; the stacks, 'scape pipes, railings and trim from the J. M. WHITE, and guards, deck plans, stationerys and bull rails on the order of the PRESIDENT. The over-all effect promises to be a dramatic addition to the Bernstein entertainment complex.

The SPIRIT OF AMERICA, like the renovated DELTA KING, has no propelling machinery. Like the ill-starred ADMIRAL at St. Louis, she will be an entertainment center featuring a number of restaurants, bars and attractions.

Sirs: Following to my phone call: Unfortunately I did not understand very well the complete address of Mr. Ralph DuPae. I should be very grateful if you can have it sent to me as soon as possible. We need to get a photograph to be reproduced in our forthcoming book "Album Louisiana." With many thanks for your kind help,  
Sincerely,

Ms. Jeanne-Francoise  
Roche,  
9, avenue de Versailles,  
75016 Paris,  
France

=The above was promptly sent in a provided envelope bearing a 45¢ U.S. stamp bearing the likeness of Samuel P. Langley, aviation pioneer. For the convenience of our readers, address Ralph R. DuPae at his home address: 2222 Onalaska Ave., La Crosse, Wis. 54601. -Ed.

"Well, page the DELTA QUEEN! Who do you think you are, a riverboat gambler?"

-Johnny Carson, viewing band leader Doc's fancy garb at the start of a January show.

# S&D REFLECTOR

Published by Sons and Daughters  
of Pioneer Rivermen



Vol. 27, No. 1

Marietta, Ohio

March, 1990

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## RENEWALS

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

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

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

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

Additional copies of the current issue are available from Mrs. Rutter at \$4 each. Back issues are available for the past twelve years at \$4 each: for older copies inquire of Mrs. Rutter.

Capt. Frederick Way, Jr., editor,  
121 River 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.

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NEW RIVER MUSEUM  
PROPOSED AT M.O.R. MEETING

Revised DELTA QUEEN Video  
Wins High Praise From  
River Group

by Jim Wallen

Two surprising presentations held the attention of the large delegation that attended the November 12th meeting of the Ohio-Kanawha Branch of S&D in the Mason County Library at Point Pleasant, West Va. on Sunday afternoon.

First, the speaker, Al Alderfer, who directs Point Pleasant's Main Street project, announced plans for the establishment of a permanent river museum in a building that has already been made available.

Next, Capt. Charles Henry Stone presented the revised video entitled "The Unsinkable Delta Queen," a film that traces the complete history of the DQ from her construction on the Clyde River in Scotland to her success in recent years as a popular passenger-carrying steamer on the Mississippi and Ohio Rivers and many of their tributary streams.

"We are at the confluence of two great rivers here, with some fascinating history on which we can capitalize," declared Mr. Alderfer, referring to plans for the museum.

The building that is being donated for this purpose by members of the Hartley family, Art, Vitus and Harley Hartley, is a two-story structure of tan brick located inside the floodwall, adjacent to the downtown area and not far from the widely known Tu-Endi-We Park, site of the fierce battle between Virginia militiamen and Indians--a battle that is often referred to as the first battle of the American revolution. That site is marked by a tall granite monument bearing at its base the names of the Virginians who were killed in that historic battle.

"We have much river history to tell here," said Mr. Alderfer, "and I think it will be of interest to many people."

The building that's in prospect for the river museum has 6,650 square feet of floor space plus a basement. It will be donated by the Hartleys to the Point Pleasant Restoration Foundation, after which the next step will be to raise the money

needed to remodel the building. The cost has been estimated at \$232,000.

Capt. Stone and members of the Reynolds family will be interested in assembling the pictures and other memorabilia for display. The Reynolds family, with a close connection to showboat history, has pictures and other reminders of an earlier day on the river that will provide material for an interesting display, and Capt. Stone has produced five, 45-minute slide shows of river history that he is willing to give to the museum.

In his talk, Mr. Alderfer explained that the museum, along with other developments in the downtown area and at the Point, including the restoration of Fort Randolph, will be part of a comprehensive plan for improving and re-activating the whole of the downtown area of Point Pleasant. Landings on both the Ohio and Kanawha River sides of town will be made ready for practical use in the expectation of attracting passenger-carrying boats. A gain in tourist interest is also expected to follow.

Capt. Stone, who introduced the speaker, remarked that "we are now nearer than we ever have been to having a river museum."

The surprising aspect of the video on the DELTA QUEEN was that it presented such a complete story of the QUEEN's life throughout those many years between her fabrication in Scotland and her present prominence. We were shown her trip from California through the Panama Canal and up the rivers to Cincinnati. The vicissitudes of some of the following years when it looked like she might have to be crossed off were a part of the story, but that worrisome era was followed by triumph and the great popularity the QUEEN has known in recent years.

There are many scenes of the QUEEN under way, at landings, loaded with passengers and racing the BELLE OF LOUISVILLE.

Among the more memorable scenes were those spectacular shots of that bright red, rolling sternwheel, followed by a long line of white-capped swells. Appropriate background music were the strains of "Sentimental Journey."

The O-K audience showed

particular interest in the appearance and comments of so many well known river people, beginning with Capt. Way. There were also Capts. Gabriel Chengery and Ernie Wagner; Don Denny, the DELTA QUEEN historian; Virginia Bennett and the present Gordon Greene, son of Capt. and Mrs. Tom Greene; and steward Franklin Myles. The late Capt. Tom Greene, who was primarily responsible for the whole DELTA QUEEN project, was seen in a still picture as was his wife, Letha, and his mother, Capt. Mary Becker Greene; and also in this group was Betty Blake, whose work was instrumental in saving the QUEEN from oblivion and who became president of the company.

After the meeting, in the usual gathering for conversation, coffee, lemonade and confections, the main subject continued to be the filmed story that depicted "The Unsinkable Delta Queen." Fancy desserts for this part of the program were provided by June Bupp and Anne Shearer.

The meeting was opened with an invocation by Jim Bupp, after which clerk Suellen Gunnoe reported that 64 notices of the meeting had been mailed, indicating a growing membership for the O-K Branch.

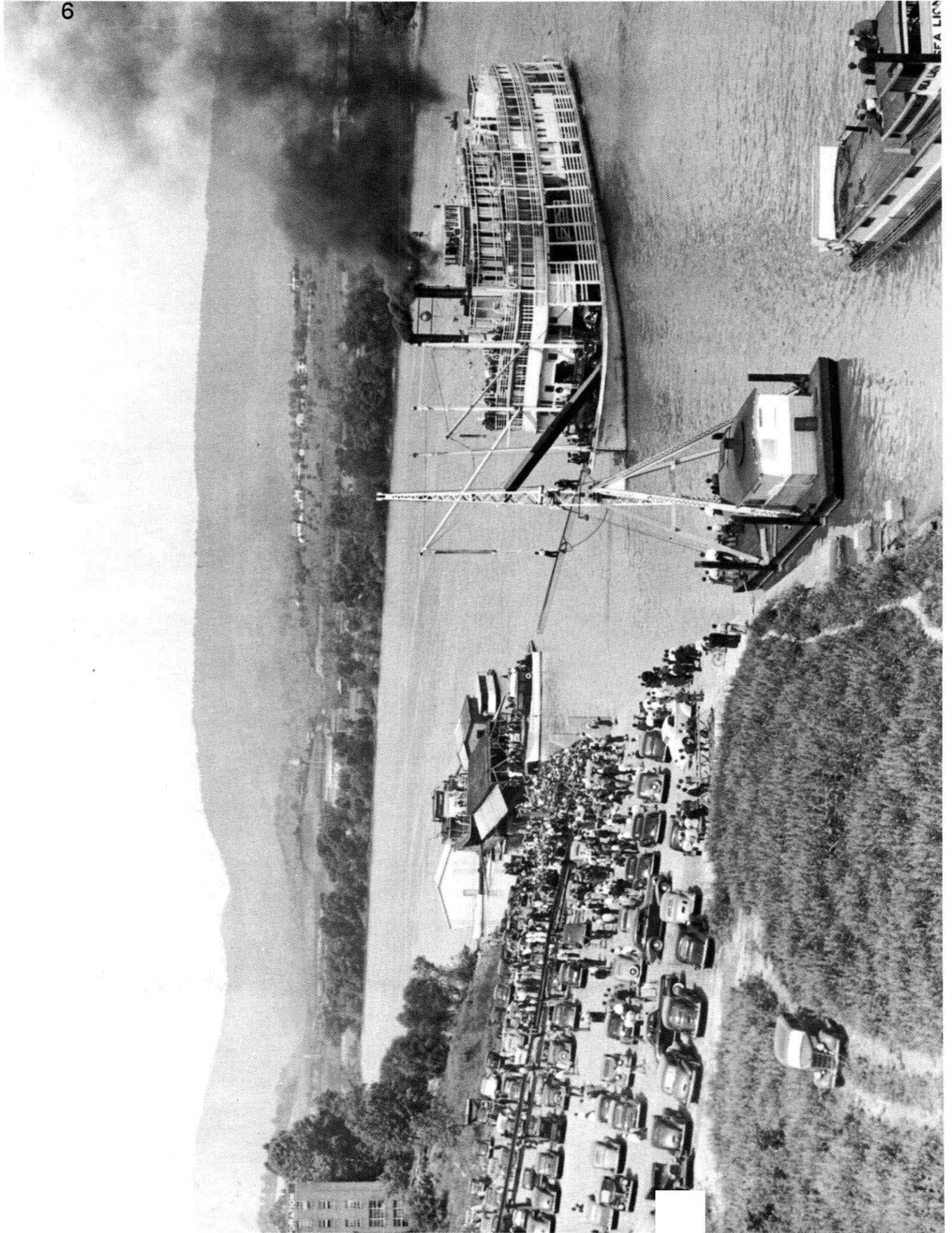
Suellen was asked to send a letter of appreciation to Capt. Bob Bosworth for his donation to cover the cost of the stand for the new television set. Capt. Bert Shearer presided.

The next meeting was announced for Sunday, March 11th, 1990.

THE UNSINKABLE  
DELTA QUEEN

Originally issued for Cincinnati's "Tall Stacks," the video has been edited and updated (see review in story above) for home viewing. Frank H. Mayfield, Jr., Cincinnati insurance executive, acted as a story consultant. The project was inspired by an article about the DELTA QUEEN and the late Betty Blake which appeared in the S&D REFLECTOR, issue of Sept. 1986, titled "The Big Exemption," authored by Mayfield.

Tapes are available by sending \$19.95 plus \$3.25 charges, per copy, to:  
Sentimental Productions,  
616 Delhi Avenue,  
Cincinnati, Ohio 45204



## PICTURE OPPOSITE

True confessions: While on search for another picture Ye Ed was stopped cold on this one. Yes, the GOLDEN EAGLE is making a landing, the summer day is ideal, and her arrival has attracted a considerable interest. But where, when and why? No clues on the reverse side--total blank. Our hope is that one or more of our S&D friends will supply the details. Meanwhile we'll take a wild stab by wondering out loud if this may be in May 1940 when "GOLDIE" made her first arrival at Chattanooga, Tenn.? What got us on to this tack is the towboat SEA LION, lower right. She was built at Chattanooga in 1936, a diesel sternwheeler, 64.2 x 12.0 x 2.4, owned in 1940 by William D. Blankenship.

## THE DECEMBER ISSUE

It is a treat; all the photographs are excellent and Eileen Daily certainly provided a wonderful assortment; Fred III and I look most benevolent. -Woody Rutter.

Sirs: On Sunday morning, January 7th at 8:30 I ambled down the wharf at St. Louis to the edge of the cobblestones, down and across yards of revetment, and there it was - the wreck of the GORDON C. GREENE! Exposed by extreme low water, just as Capt. Jim Blum had told me. I just stood, looked, envisioned...and of course, took pictures. As a graduate of the Norrington Academy of Acquiring Steamboat Memorabilia, I rarely leave such

an opportunity empty-handed, but this time I did.

Judy Patsch,  
921 21st Ave.,  
Rock Island, Ill. 61201

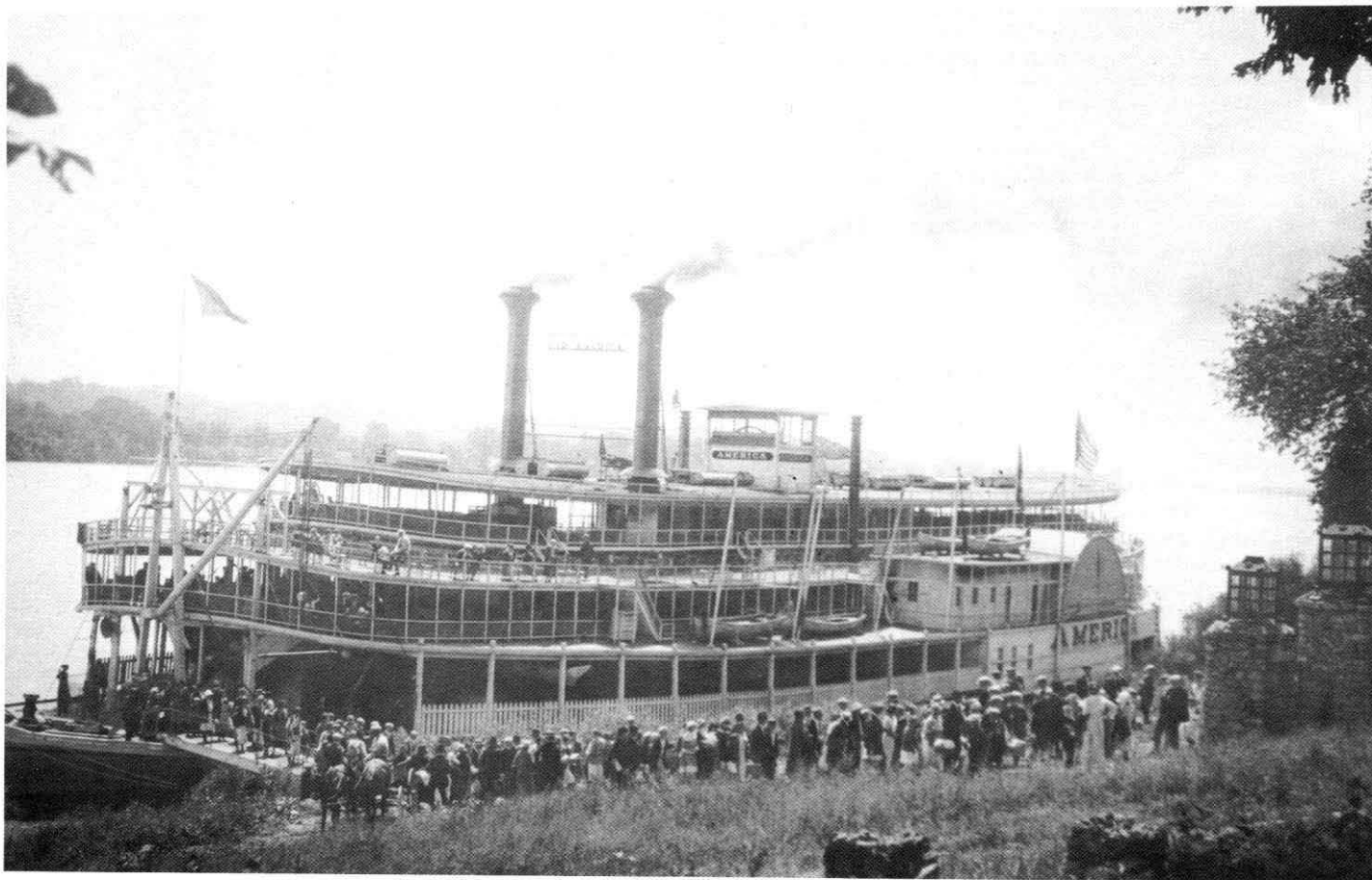
=Judy favored us with several of the pictures, a scrap pile covered with drift logs. -Ed.

Sirs: I really appreciate the DELTA KING cover on the December issue. It is great.

Pat Welsh,  
Box 3671,  
Davenport, Iowa 52808

## ADDRESS CHANGE

Capt. Roddy Hammett has moved kit-&-kaboodle to 2728 Dreux Avenue, New Orleans, La. 70122.



**O**N AUGUST 22, 1923 Alene Stottlebower, river buff of Madison, Ind., rode the AMERICA on a round trip excursion from Madison to Fern Grove, Ind., a park just above 14 Mile Island, Ohio River. She took along her post card size camera (3½ x 5½") and snapped this scene at the park. Our thanks to C.W. Stoll for the enlarged print made from Alene's original negative. C.W. recalls that after D. B. G. Rose started

running the park he erected a curved sign on the entrance pillars at far right lettered ROSE ISLAND. C.W. says his first steamboat trip he remembers was when his parents took him from Louisville to Cincinnati on the AMERICA when she was in packet service. He faintly recalls the passenger cabin, and looking down the ash holes in the wheel houses, watching the paddlewheels go around.

FAMOUS PILOT AND  
VIOLINIST RECALLED

Major Downing Of Middle-  
port, Ohio Knew Both  
Mark Twain And I. Sellers

**C**APT. JOHN B. DOWNING in 1888 wrote a letter to Mark Twain and received this reply from Elmira, N.Y.:

"Dear Major: And has it come to this that the dead rise up and speak? For I supposed that of course you were dead, it has been so long since I heard your name.

"And how you've grown! I was a mere boy when I knew you on the river, where you had been piloting for 35 years, and now you are only a year and a half older than I am! I mean to go to Hot Springs myself and get 30 or 40 years knocked off my age. It's manifestly the place that Ponce de Leon was striking for, but the poor fellow lost the trail.

"Possibly I may see you, for I shall be in St. Louis for a day or two in November. I propose to go down the river and 'note the changes' once more before I make the long crossing, and perhaps you can come there. Will you? I want to see all the boys that I left alive.

"And so Grant Marsh, too, is flourishing yet? A mighty good fellow, and smart, too. When we were taking that wood flat down to the Chambers [A. B. CHAMBERS], which was aground, I soon saw that I was a perfect lubber at piloting such a thing. I saw that I could never hit the Chambers with it, so I resigned in Marsh's favor, and he accomplished the task to my admiration. We should all have gone to the mischief if I had remained in authority. I always had good judgment--more judgment than talent, in fact.

"No: the nom de plume did not originate in that way. Capt. Sellers used the signature, "Mark Twain," himself when he used to write up the antiquities in the way of river reminiscences for the New Orleans Picayune. He hated me for burlesquing them in an article in the True Delta; and four years later, when he died, I robbed the corpse--that is I confiscated the nom de plume. I have published this vital fact 3,000 times now. But no matter, it is good practice; it is about the only fact I can tell



the same way every time. Very glad, indeed, to hear from you, Major, and shall be gladder still to see you in November. Truly yours, S. L. CLEMENS."

The Middleport (Ohio) Herald had this to say about the "Major:"

"There is no man in this city or vicinity better known or more generally respected than our fellow townsman, Maj. John B. Downing, who resides on Second street in this city, in one of the coziest homes in Southern Ohio. While at his home in his early days on a visit from college he met his uncle, Capt. J. L. Black, who premitted him to go on his Cincinnati and New Orleans passenger packet as second clerk. [The "Major" was born c. 1834, and in all likelihood went clerk on the OHIO (Way #4272) about 1854-1855].

"He worked his way to the pilothouse, bought a share in the FANNY BULLITT, and ran on her between St. Louis and Louisville to New Orleans. Then the Major left the river and went to New York, and had been there about a year when he was called to his home in this county [Meigs County, Ohio] on account of the declining health of his mother. He decided to remain here and represents the Phoenix insurance firm.

"His office is finely fitted up and furnished, and is a very attractive business place. He is

a genial, courteous gentleman, who takes an active interest in every movement having for its object the welfare and prosperity of his fellow citizens.

"But while successful as a business man and Mississippi River pilot, it is as a violinist that Major Downing is preeminent. He has in his possession a large number of extracts from the leading journals of the country testifying to the warm appreciation of his genius by people of the highest cultivation in music. Ole Bull himself, a master of the violin, and whose fame in handling the bow is world-wide, proclaimed Maj. Downing the best amateur performer to whom he had ever listened. [Ole Bornemann Bull (rhymes with spool), Norwegian violinist, was a passenger on the AMERICA the night of Dec. 4, 1868 when she collided, fatally, with the UNITED STATES; he and his prize violin survived].

"The Major is a beloved and honored citizen of Middleport, and always manifests a deep interest in any movement which in any way has a tendency to improve the general welfare of the community. Middleport needs many more such men."

**M**UCH of the above intelligence is quoted from the Wellsburg (West Va.) Pan Handle News, issue of June 8, 1900, lifted from a copy of The Waterways Journal which Capt. Robert Oakes of that city had furnished the editor. How did The Waterways Journal get the story? The lead paragraph supplies part of the answer:

"On a recent trip down the Ohio River from Pittsburgh to Cairo the writer had the pleasure, while on a visit to Middleport, Ohio, of meeting Maj. "Jack" Downing, an old-time riverman, who in the antebellum days of steamboating was one of the best and most popularly known pilots in the St. Louis, New Orleans and Cincinnati trade, having navigated the Ohio and Mississippi rivers as early as 1850 in the Cincinnati and New Orleans trade. Major Downing steamboated with such well-known celebrities as Capts. Grant Marsh, James O'Neal, Joe Bryan, Horace Bixby, Ed. Fulkerson, James Good, "Strott" Wiley, Thad. Cederburg, Geo. Hagerty, Wm. Hicks (the latter three have crossed the dark river) and many other old-time



river navigators."

Our surmise is that the WJ story was written by William Arste, long-time early editor who frequently toured the rivers, leaving the day-to-day details up to Kathleen Smith, co-editor.

The WJ editor made other recordings of interest. "When the Major was piloting the FANNY BULLITT her master was Capt. Joe Bryan," he wrote. "Though the Major is no spring chicken (he refuses to divulge his age), he is a wonderfully well preserved man, of magnificent physique--tall, straight as an arrow, of commanding appearance, and truly a splendid specimen of physical manhood. Many of his old friends will remember Major Downing and his violin on which he always was and is yet a splendid performer, being a fine entertainer at social gatherings. He can almost make a violin talk, swaying his audience as only a master can. The Major is a delightful conversationalist and genial entertainer, as I found it was in the 'wee sma' hours' before I was aware of it. He was, of course, glad to hear of his friends, a number of whom he had not seen or heard from for many years, and thought they had made their last crossing. He was particularly interested and pleased to learn of the success of his old friend, Capt. Joe Bryan, in bringing the gunboat NASHVILLE from New Orleans to Memphis, and that Capt. Theodore Good safely piloted her from the Bluff City to St. Louis."

**A**S OFTEN seems the case Ye Ed now has in hand the stat of a page from the Sept. 12, 1909 Cincinnati Enquirer in which Major Downing is examined by writer Cady Whaley, and his portrait shown. Woody Rutter handed me this at last Thanksgiving time, asking "Do you know about this Major Downing of Middleport, Ohio?" The answer was easy to give; no, I did not know such a celebrity existed until the Wellsburg, West Va. story showed up, also found by Woody. The S&D REFLECTOR has blissfully pursued its steady course for over a quarter-century now, and not once has Major John B. (Jack) Downing been mentioned. Had I been asked even two weeks ago did I class any Middleport native and resident as a famous

riverman, my answer would have been: "Yes, and he was Capt. W. R. (Bill) Haptonstall, the noted pilot of wooden coalboat days. Cap'n Bill with pilot Bob Holden as partner took the W. W. O'NEIL in March 1907 from the foot of the Falls at Louisville to New Orleans hitched into 28 loaded coalboats and two loaded models in 9 days 14 hours, landing only once, below Arkansas City, to clean boilers. They ran the Cairo and Memphis bridges by night with no tug help."

It was Cady Whaley of the Enquirer who extracted the fact from the Major that he was 75 in 1909. He also disclosed he had toured the South with violinist Ole Bull once, appearing on the programs. Ole Bull introduced the Major as "the finest amateur violinist in America." Hanging on the wall in the Downing home was an autographed portrait of Ole Bull.

Then for our Enquirer lady the Major drew from a handsome case a cherished Paganini, and favored the writer with several selections. "He is strikingly handsome, being tall, nicely proportioned, unusually well set up, with regular features and a mass of white silken locks falling over his forehead.

"As to my recollections of Mark Twain when we were both young men," he said, "Why naturally I remember him well as we piloted the river at the same time, and while he was never regularly on my boat I knew him familiarly."

The Major went back into his river memories. "I remember the original Mark Twain which, by the way, was not Samuel L. Clemens at all, but Captain Sellers, who once wrote river news under that nom de plume (Mark Twain) for the New Orleans Picayune, and who finished his letters in that paper by adding certain rather exaggerated reminiscences of his own. It was these which the later Mark Twain so cleverly burlesqued for the New Orleans Delta.

"But you doubtlessly know all of this, as it is fully written in Twain's 'Life on the Mississippi.'"

**T**HE MAJOR then described Capt. [Isaiah] Sellers. "Well, he was such a very remarkable and unusual personality that one could not by any possible means forget him once you had seen him. He was 6 feet 2 inches tall, his complexion

was vividly florid, and at all hours of the day he wore a dress suit, silk hat (or plug hat as it was then called), patent leather boots, standing collar and one of those old-fashioned high black satin stocks in which he could scarcely turn his head. He had the reputation then of shaving himself every morning.

"There is a monument over his grave in Bellefontaine Cemetery, St. Louis, which is a marble statue of himself, with his hand on the pilotwheel. His home in the old steamboating days was on a farm on the river in Eastern Missouri, opposite Thebes. The place is now called Gray's Point.

"I remember reading Sam Clemens's burlesque of the old Captain's writings at the time in the True Delta, and how the boys enjoyed it. For a while the reports concerning the river were pretty correct. Sellers liked to exaggerate the good old days and his superior knowledge of previous happenings to a considerable extent.

"Sam Clemens was then a brown-haired slender youngster, who was being taught the intricacies of piloting by Horace Bixby; that is, in technical parlance, he was a cub pilot. He had a reputation then, though the boy of the crowd, for telling good stories, and he always had one ready to fill in.

"In one of Captain Sellers's letters for the Picayune there was something about the changing of the channel completely, and appearances somewhat bore out the exaggeration. In going down the river, past Chester Prison, there is a low place in the Illinois bottom, extending to the Kaskaskia River, the mouth of which comes in above Chester, which gave some credence to the story, which, however, was winked and smiled at by pilots.

Chuckling to himself, Major Downing continued: "One of the best stories which I ever remember of Sam telling was when we were on the EDWARD J. GAY crossing from Goose Island to the Missouri shore, a very shoal place. A number of pilots were in the pilothouse. They were on a surveying tour to Cairo. Squire Bell was at the wheel, and ran the boat out of the channel 25 or 30 yards and grounded her. She was aground for 30 minutes, and Bell made the air blue with all the swear words in his vocabulary in declaring that, if

it hadn't been for Sam Clemens's story, he would have kept the boat in good water. I could repeat the story, but it's entirely too long. However, we were all convulsed with laughter, particularly as we did not see the point nor the real gist of it until it had been told for quite a few minutes."

"What did you do when the Civil War came on and interfered with river business?"

"Well, Sam left and went West, I believe, while I gathered together a minstrel company in St. Louis, offered them big salaries, secured free transportation and went down to Helena, Ark., where General Curtis was encamped with 40,000 troops that had just been paid off. I rented a hall and coined money by giving nightly minstrel performances, and every day I sold lemonade out of barrels on the street at 25 cents a glass. That started me on my business career, which I followed ever afterward, and have never regretted giving up steambating nor the stage."

"While writing the above piece about the Major (and why was he called Major, one wonders?) we did some wondering about where the Mark Twain letters (the Major had more than the one quoted in our story) went to? Is that Paganini violin alive and well? Is the autographed picture of Ole Bull still decorating a Middleport wall? We will be sending a copy of this issue to the Meigs County Historical Society in hopes they may know some answers, and perhaps locate an obituary. The Major surely must have been a local attraction in that neck of the woods, what with extensive write-ups in St. Louis, Cincinnati and Wellsburg. -Ed.

#### OLD WOODEN SKIFF

A wooden 16-foot skiff of uncertain age for the past 30 years or more has been reposing under the Swan Lumber Company's warehouse on Phillips Street in Marietta. Over a year ago Jim Stephens, who regularly writes a column in the Marietta Times, was talking boats with Randy McKenzie and other hands at Swans, and was told of the old skiff. He peered under the huge warehouse shed, through weeds, briars and a woven wire fence, to see this graceful boat. Jim enjoys

rowing, boat building and writing about rivers.

John Briley was instantly alert when Jim told him of his find. John had for some time been on the lookout for such a craft to use in connection with the W. P. SNYDER JR. The upshot was that John Hendricks, owner of Swan Lumber, donated the skiff to the Ohio River Museum with the proviso it got a proper home and final resting place.

On Saturday, October 28th last, Jim Stephens and John Briley borrowed a truck from Marietta College, rounded up volunteers, and brought the skiff to the SNYDER. The crew consisted of Charlie Ballard, Terry Morris, Bob Etter, Doug Wallace, Mark Neyman, Bill Sheppard, Phil Case, Randy McKenzie, Vince and Mariett Beattie and their daughter Jennifer, aged 11.

They trucked her across the Muskingum to the college boathouse, launched her, and Jim and Bob Etter rowed her across to the SNYDER.

"Rowing an antique proved interesting," wrote Jim in his next Times column. "We quickly found out a few things about the boat. First, it was designed to haul big loads in its rear half; our seats were forward and she trimmed down by the bow.

"We also learned that years of drying out played havoc with the seam caulking. Three inches of the Muskingum were sloshing about in the bottom by

the time we reached the SNYDER."

After mooring, Bob Schwendeman hosed out the leaves and trash.

What about the history of the skiff? Jim has this to relate:

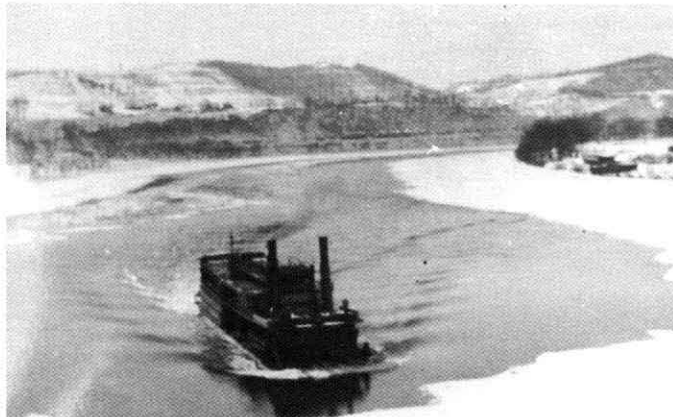
"The mystery lies in the origin of the boat. I thought one man held the key, John Becker, a 30-year employee of Swans who retired in 1970, but whose whereabouts are unknown. After my futile effort he was located by local historian Louise Zimmer, who has searching skills that rival the FBI's.

"A visit to John and Mrs. Becker in their retirement home overlooking the Muskingum in the Rainbow area was pleasant but as far as the skiff was concerned, not rewarding.

"Sorry, I don't know much about it except that it was always there," Becker said with an apologetic smile. We talked about the old days at Swan's but little more was learned about the skiff. At least we know it goes back beyond the 1930s.

"This is an appeal for help in puzzle solving. If anyone has any notion as to the builder of this skiff or its history, please get in touch with me at the Times, or with John Briley at the museum."

The skiff now rests on the W. P. SNYDER JR. inside on the main deck, awaiting paint and caulking (corking). It will be on display and (we hope) used sometime this spring.



This is stuck in here as a reminder that the Ohio River can, and does, freeze over. This was taken looking down-river from the Hi Carpenter bridge at St. Marys, West Va. in 1936 by Hi, Jr. The Carnegie towboat ALLEGHENY is making a tackle, but got stopped a moment later. Pittsburgh's rivers this past winter suffered huge damage following "the coldest December in the history of the Weather Bureau," followed by high water on the Mon.

JOHN CONNELLY  
CHARMS HIS WAY  
INTO DAVENPORT

--So read headlines in the Sunday, November 19th issue of the Quad City Times, followed by a sub-head reading:

"Slick Pittsburgh entrepreneur comes to the heartland of America to sell himself, and his \$90 million riverfront development."

The story by Rod Thomson, a Times writer:

Not surprisingly, multimillionaire John Connelly travels around his hometown of Pittsburgh in a black Cadillac limousine, wheeling and dealing from his car phone.

What is surprising is that he drives it himself: The phone is connected to a microphone attached to the steering column.

John Connelly likes being in the driver's seat. And that's exactly where he finds himself now that the city of Davenport has endorsed his plans to operate riverboat gambling on the riverfront.

In an amazing feat of marketing acumen, Connelly pulled together such diverse interests as United Neighbors, bankers, the Scott County Historical Preservation Society, the Davenport City Council, media support and eventually even rival Bernard Goldstein, who pulled out [of] the race in Davenport last week.

He has sold the city on himself and his development - a \$90 million behemoth that includes a 15-story hotel, two gambling riverboats and an elevated festival marketplace.

Now that the dust has cleared on that point, one question becomes: How did he do it - an unknown outsider upsetting the hometown boy?

No small portion of Connelly's renowned selling is done perched behind the wheel of his limo - tooling around Pittsburgh with big empty leather backseats facing each other.

He also is not shy about hopping [in] his private plane and jetting to someone's office to make a pitch.

He did that repeatedly in Davenport while slowly but inexorably swaying city officials and the community to his side.

The selling of Davenport began with Mayor Thomas Hart.

"I explained to him what I was and who I was," Connelly says from his suite at the Blackhawk Hotel.

He has a certain, rather uni-



que, quite unforgettable way of doing that.

The vestpockets of his suit coat fairly bulge with pamphlets on Pittsburgh and St. Louis riverboat operations, his hotel, the annual Three Rivers Regatta he helped create, a letter from President Bush and checks he has written that make bankers blush.

He pulls these various sales tools from his pockets with respectable speed and dexterity, delivering a virtual sermon on his abilities and accomplishments. It is obvious that he has done it before.

And it works.

"In many respects, I was very amused by him," Hart says of his first meeting last May with Connelly - set up by Dav-

enport entrepreneur Mike Whalen, who later became a minority partner with Connelly. "He's funny. And he's an unashamed promoter of himself."

Hart liked him immediately.

"He's full of Irish wit and blarney. But he's very charming and down-to-earth. There's nothing elitist about him," he says.

After Hart, Connelly took time to introduce and "sell" himself and his projects to each alderman individually. Every time, it was with introductions by his local arm: Whalen.

Whalen quickly helped Connelly come off as less of an outsider. After all, Whalen is a Quad-City lifer.

Then came the business community. Once again, using

Whalen as the local foot-in-the-door, Connelly made the rounds, selling key business leaders on his abilities and track record.

Whalen says: "I do know a lot of the community - I was the local partner. In a sense I was the salesman and John was the product."

But Connelly not only sold folks on himself, he sold them on Davenport's future.

"I talked to everyone and anyone who was interested in the future," he says.

He also was quick to invite people to stay at his Station Square Sheraton hotel in Pittsburgh and ride his riverboats. He is convinced that seeing is believing. People went, they saw and they believed.

"People began to realize that I was for real," he says. "People were thirsty for my kind of enthusiasm for that river."

John Connelly never lacks for enthusiasm. And he spreads it like a contagious bug.

Like any exceptional salesman, he believes in his product: himself and, in this case, Davenport's riverfront.

In his conversations with private leaders, the Blackhawk Hotel came up. Connelly toured it; his daughter and executive assistant, Audree Wirginia, toured it; his architects toured it. This time, Connelly was sold.

He knew he could not build a hotel and have it ready for opening day in April 1991. But the Blackhawk could fill the bill and be a good investment. And it had the three ingredients necessary for a successful hotel: Location, location and location.

So he bought the hotel with the proviso that if he did not get a gambling license, he could back out of the deal.

"I saw a little gem in the Blackhawk Hotel and I saw it was owned by Davenport Bank & Trust Co.," he says.

Many in Davenport say it was one of Connelly's shrewdest moves, because it effectively put the mighty Davenport Bank in the outsider's corner.

Then, too, there was the purchase of the Von Maur property on the southeast corner of Main and 2nd streets.

Putting his money where his mouth was scored Connelly a lot of points in the business community.

Another wise move was obtaining the backing of community-minded groups such

as United Neighbors and the Scott County Historic Preservation Society.

Connelly says the need was a two-way street, but that in fact he needed them more than they needed him.

United Neighbors was interested in jobs.

"They made the first contact and I came back at them like you never saw," he says. He invited the group up to his hotel suite and they filled it wall-to-wall. It is no small suite.

With the help of United Neighbors, Connelly is hoping to set up a job training program with Scott Community College.

"I need their help to find employees," he says.

The historical society's interest was the former Petersen, Harned Von Maur department store. Connelly wants to renovate the old building for office and retail use. His architects contacted the historical society about maintaining the building's flavor and for other developments in his plan. The society was quick to return the favor.

"Too often developers use the wrecking ball instead of renovation," Connelly says, making sweet music to the ears of society members.

Connelly wasn't born yesterday. Another community power he was quick to introduce himself to was the local media.

He stopped at the Quad-City Times first, and also went to local television stations and other community newspapers.

"The media too often are just what reporters see on the surface. "I thought I was bringing out a lot of depth to the community," he says.

Hence, he wanted media leaders to hear from him directly.

"The media are the line of communications to the public," he says. And it was that public support he knew he needed.

The final key to Connelly's success lay in his steadfastness to the original plan.

While his competitor made several revisions and appeared to change course on his plans after both developments were made public, Connelly says he didn't change one comma.

Goldstein [Alter Company chairman Bernard Goldstein] pulled out of the race the day before the council was set to vote. In what has been called a gracious, classy letter to the council, Goldstein threw his

support behind Connelly's plan and said he would continue with his plans for riverboat gambling in Bettendorf, Clinton and Muscatine.

"I hold a steady course - I didn't change a thing," Connelly says.

And even when it appeared inevitable that he would be chosen by the city, Connelly continued to hustle - aldermen, businessmen, community leaders and the media.

"I didn't leave anything to chance."

And it paid off.

#### CONNELLY GROUP'S PROPOSAL

NEW HOTEL - Design and planning continue on new hotel [in Davenport], with a decision on plan to be made in March 1990. Interview general contractors, with a selection to be made in March 1990. Investigate local contractors through March 1990. Acquire property and demolish Perry Street parking ramp, to be completed by the end of May 1990.

Begin construction of the hotel in June 1990, to be completed and equipped by June 1991.

Open for business July 1991.

BLACKHAWK HOTEL - Complete purchase in April 1990. Refurbish guest rooms, ball rooms, public areas, meeting rooms and restaurants, while continuing operations. Completion by January 1991.

RETAIL CORRIDOR - Design work through March 1990. Complete property acquisition by May 1990. Begin construction in June 1990, to be completed and open for business by April 1991.

THE PRESIDENT AND LANDING Interior design and planning through March 1990. Boat will be dry-docked from January to March 1990 for installation of new equipment and a cooling system. The boat will remain in operation in St. Louis until October 1990, when it will be refitted and the gaming equipment installed. Staff will be trained in March 1991, and boat will be open for business in April 1991.

LEVEE SITE WORK - Prepare site for boat dock between April 1990 and January 1991.

THE MAJESTIC - Design work will proceed on the second boat through the end of January 1990. Construction will begin in January 1991, to be completed in January 1992. Final fitting and installation of gaming equipment

and staff training complete by April 1992, when the boat will be open for business.

RETAIL BLOCK (VON MAUR BUILDING) - Complete purchase by May 1990. Design work from July 1990 to March 1991. Renovation of Van Maur building and construction of additional retail space from April 1991 to April 1992.

#### BOOK REVIEW

Raymond F. (Peg) Meyer at the age of 86 has written a book. He hails from Cape Girardeau and started playing a saxophone when he was 16, and still does. In his youthful days he headed up what he called the Peg Meyer Melody Kings, a jazz quartet playing for money at local dances. They picked up the latest tunes and beat by frequenting the transient excursion boats, the MAJESTIC, G. W. HILL, CAPITOL and WASHINGTON. Also they listened to 78 rpm records played on a wind-up Victrola.

In 1921 the Meyer band went "big time," hired at Cape Girardeau to furnish the music aboard the MAJESTIC (originally S. S. BROWN, REES LEE) for the season.

At St. Louis, on Labor Day, they had the evening off and rode the SAINT PAUL which was featuring the Fate Marable Orchestra starring a rising young cornet player, Louis Armstrong. "It turned out to be an evening I'll never forget," writes Peg Meyer in retrospect.

A chapter in his book tells of playing aboard the Eagle Packet boats BALD EAGLE and CAPE GIRARDEAU. The "slow" BALD EAGLE at one time "took on" the CAPITOL deadheading to Chester.

The race was interrupted when "BALDIE" got a hail and landed to pick up some pigs. The rousters threw the surprised pigs aboard - literally - and wound up the winner.

This book is just plain good reading, starting in with playing for dances and small town civic events on both sides of the Mississippi by Model T Ford over roads of clay, soft sand, and two ruts of clutching mud. At times local trains and ferries were utilized. The passenger train service available at the Cape 60-70 years ago is interesting to read about. Peg Meyer is still active repairing musical instruments in Cape Girardeau today.

His book contains good quality

illustrations of and aboard packets in the 1920s. Back Woods Jazz in the Twenties is its title, available from the Center for Regional History and Cultural Heritage, Southeast Missouri State University, 502 N. Pacific, 2nd Floor, Cape Girardeau, MO 63701, priced \$9.95 plus \$2 postage and handling. Beware of missing pages; our copy was blank on pages 61 and 84. -Reviewed by J. W. Rutter.

The Waterways Journal, in its January 1st issue, page 12, reports that John E. Connelly underwent triple bypass heart surgery on December 19th "and several days later was reported resting and in stable condition in a Pittsburgh hospital."

The Jumer Boat Works, big in Peoria, has decided to expand its operations to Rock Island, Ill.

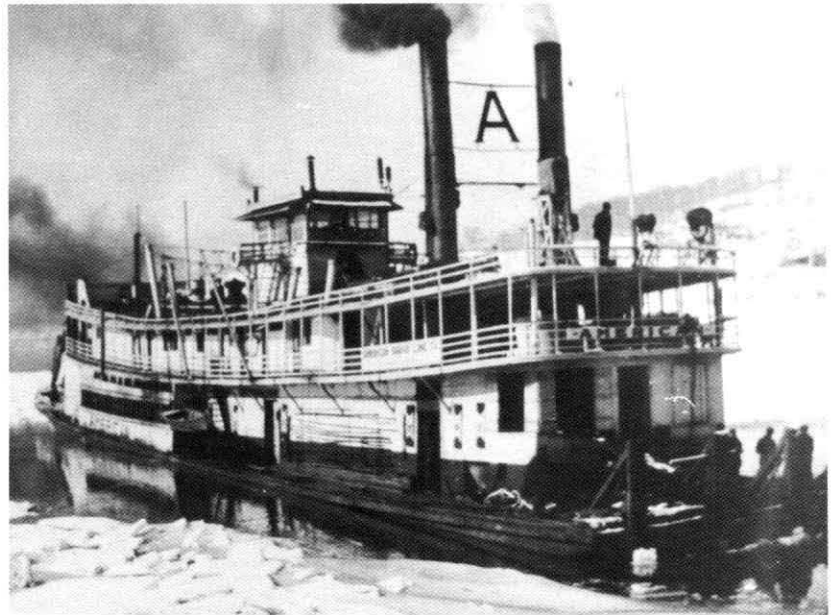
"It's full speed ahead for the Jumer Boat Works project," said Ralph Heninger, the Davenport attorney for Jumer Hotels.

The Rock Island Boat Works calls for a 19th century style excursion dinner boat, a vintage towboat converted into a restaurant and a ferryboat-museum that will ply between Rock Island and Davenport.

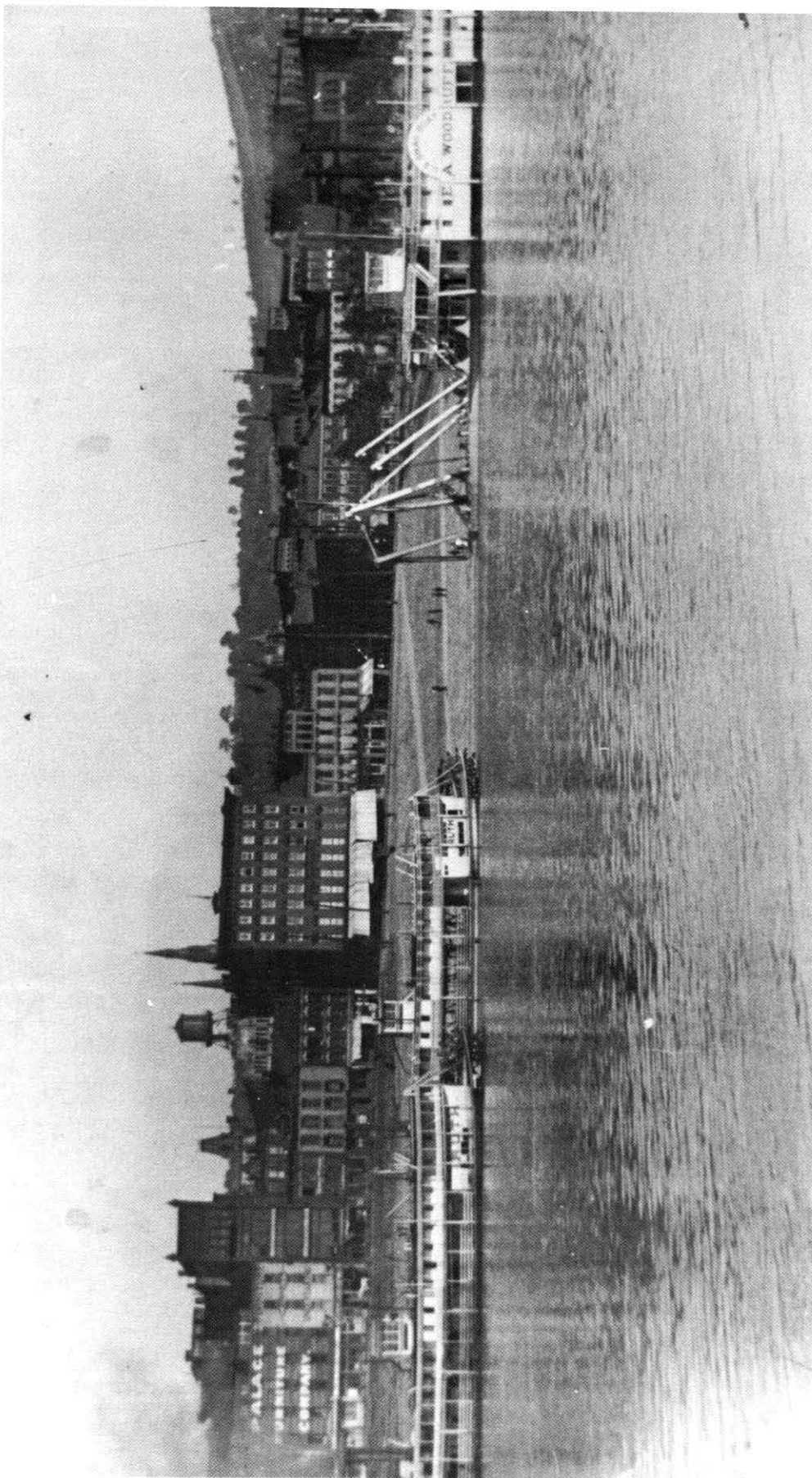
The live stage play "Riverboat Man" will be presented at the Charleston (West Va.) Civic Center Little Theater on August 23-24 by the Lakeview Theater Players of Morgantown, West Va. This light-hearted musical comedy was composed by the late Robert (Bob) Barr, father of Bill Barr of S&D's board of governors, and husband of S&D member Louise Barr. Since first presented some 30 years ago the play has enjoyed many repeats by popular demand.

Greetings to Andrew Frederick Way, second son of Thomas E. Way and Margarita M. Way, born this 28th day of January, 1990 at 12:22 p.m. California time. The young man weighed in at 6 pounds 11 ounces. The Way family resides at 14719 Bellflower Boulevard, Bellflower, Calif. 90706.

FOR SALE: Themed Entertainment Center. Approx. 160,000 square feet, stationary riverboat on St. Louis Riverfront, 5 decks of rest, theaters, retail, clubs & a grand ballroom. Box 908, Manchestr, Mo. 63011. (314) 227-0519. -Wall Street Journal, Feb. 1989.



The steel hull AMERICAN of the American Barge Line stopped by heavy ice in the Ohio River at St. Marys, West Va. in 1936, photographed by Hi Carpenter, Jr. She was built at Slidell, La. in 1930 for the American Barge Line, a new steel hull and upper works from the DOROTHY BARRETT. Crain Bros., Pittsburgh, bought her in 1948 and dismantled her in 1952.



**L** EFT to right in this scene are the packets RUTH and RUTH and the U.S. snagboat E. A. WOODRUFF moored at Wheeling, West Va. Jerry Sutphin sends this, commenting: "Is this a rare occurrence for two boats with the same name to be at the same landing at the same time?" and then adds: "Isn't it strange how photos keep popping up from the most unexpected places?" Yes and yes. Fact is we had to do some dredging around to figure out how RUTH and RUTH, twins in appearance, staged this show. Conclusion: At far left is Way #4881

RUTH and the other is RUTH NO. 2, Way #4883. These two competed in the Wheeling-Sistersville trade 1904-1906, terminated when NO. 2 was sold south to run between Bainbridge, Ga. and Apalachicola, Fla. Jerry's picture also is unique in that "NO. 2" is not included on the engineer room bulkhead lettering. Next step will be to screen these conclusions with John W. (Jack) Garden, who knows about Wheeling buildings, in hopes he can verify our 1904-1906 dating.

## STILL LIVING IN 1877

Pioneer Rivermen Who  
Took Out Licenses  
At Cincinnati in 1853

The Cincinnati Times in 1877 printed a list of rivermen still living who had taken out their licenses in 1853, the first year licenses were required and issued. This list was reprinted in the St. Louis Daily Times, issue of October 20, 1877, from which the tabulation is reproduced from a microfilm copy, courtesy of the Mercantile Library.

.. .. .

William R. Hoel, January 11, 1853: retired. Now commanding U.S. Lighthouse tender LILY.

Isaac D. Gaugh, January 11, 1853: Cincinnati to New Orleans.

Robert T. Nelson, January 11, 1853: Cincinnati to New Orleans.

John A. Williamson, January 11, 1853: retired; now president of the Newport and Cincinnati Street Car Company.

John Shouse, January 11, 1853: Steubenville, Ohio.

Theo. F. Tatman, January 12, 1853: Cincinnati to New Orleans.

James H. Madison, January 14, 1853: Cincinnati to Memphis.

R. T. Baldwin, January 17, 1853: St. Louis to New Orleans.

Amos Gardner, January 17, 1853: Cincinnati to St. Louis.

William J. Gosner, January 28, 1853: Cincinnati to Pittsburgh.

J. Alex. Frazier, January 19, 1853: Cincinnati to St. Louis.

Robinson Whitney, January 18, 1853: retired.

James O. Canada, January 18, 1853: retired.

Loftus Keating, January 20, 1853: Cincinnati to New Orleans.

James Carroll, January 20, 1853: Cincinnati to Memphis.

E. J. Smith, January 20, 1853: Cincinnati to Memphis.

Samuel McBride, January 21, 1853: Cincinnati to New Orleans.

Ambrose Dennis, January 22, 1853: Cincinnati to Pittsburgh.

W. M. Harrison, January 21, 1853: Cincinnati to New Orleans.

Wylie McGee, January 24, 1853: at City infirmary.

W. M. Attenborough, January 24, 1853: Cincinnati to New Orleans.

Sam Williamson, January 31, 1853: Cincinnati to New Orleans.

Rich E. Burch, January 31, 1853: Cincinnati to New Orleans.

A. M. Handlon, February 2, 1853: retired.

J. W. Witten, February 2, 1853: Cincinnati to Pittsburgh.

Rees Pritchard, February 2, 1853: Captain of boat in Arkansas River.

James A. Devon, February 4, 1853: insurance business.

John B. Downing, February 5, 1853: Insurance business at Middleport, Ohio.

Samuel Parker, February 5, 1853: Cincinnati to Pittsburgh.

William F. Randolph, February 5, 1853: Cincinnati to St. Louis.

Joseph R. Purcell, February 7, 1853: Cincinnati to New Orleans.

Bryson Purcell, February 7, 1853: Cincinnati to New Orleans.

R. M. Wade, February 14, 1853: Superintendent U. S. Mail Line Company.

Levi T. Dix, February 14, 1853: Retired, living back of Newport, Ky.

Lewis Pierce, February 22, 1853: Cincinnati to New Orleans.

Dutee J. Pierce, February 21, 1853: retired.

Michael McGinnis, February 23, 1853: late Mayor of Hamilton, Ohio.

Jefferson Dickson, March 14, 1853: farming.

Charles Seeds, March 30, 1853: St. Louis to New Orleans.

Wash Honshell, April 4, 1853: Superintendent Cincinnati and Big Sandy Packet Company.

John Jolly, April 8, 1853: retired.

Wesley W. Coons, April 18, 1853: Cincinnati and Pittsburgh.

Ed Patterson, May 2, 1853: retired.

O. P. Shinkle, May 13, 1853: Captain of GOLDEN RULE.

William P. Davidson, September 9, 1853: President of Keokuk Northern Line.

W. J. Montague, December 19, 1853: Cincinnati and St. Louis.

James M. Seeds, December 27, 1853: retired, farming.

-Above was prepared by Ann H. Peterson, 9182 Vincent Circle, Minneapolis, Minn. 55431.

The best present you can give is a membership to S&D.

"Many of us who have spent the greater part of our lives collecting river memorabilia have become wary of sharing our treasures with museums," writes Keith E. Norrington for the "What People Think" column in The Waterways Journal's January 15th issue.

Keith cites the ongoing shake-up at Mud Island in Memphis as the latest conspicuous example of how new management (usually the appointment of simply a new director) results in chaotic change, if not outright disaster.

Persons who contribute valuable personal materials to museums are offended when their boat models and priceless relics "are carelessly cast into a dusty basement, never to be seen again," to use Keith's phrasing.

The mischief is that new management, particularly a new curator, arrives loaded to the guards with sweeping ideas for betterment and change. Those who remember the good ol' steamboat days have no trouble in recalling that a new chief engineer generally arrived like a fresh breeze, critical of how the steam valves and pipes are obsolete, wasteful and dangerous, so off comes his hat and he's so unhappy he slaves with pipe cutters and threaders to put some sense into "major problems" which have served for years prior to his sudden intrusion. Mud Island has a new chief engineer, and so did the Missouri Historical Society in St. Louis, and so did the Ohio Historical Society some years ago when a new director was chosen to run the show headquartered in Columbus, Ohio. Like a riverboat engineer he set forth to modernize and recast everything in sight, a self-acclaimed "expert." He did not survive his triumphs, and sailed away, mercifully, into a limbo.

The Ohio River Museum at Marietta plugs along, surviving pipe-changes and appearances of what aptly may be termed a state of rigor mortis. John Briley, the manager, is an excellent manager. John has kept his cool through restricted budgets almost since the day he first walked in the door on February 1, 1978. Thanks to John Briley no Mud Island crisis confronts S&D's status or future in Marietta. S&D's belongings, largely contributed, are as safe as a kitten in your grandmother's lap.

## STEAMBOAT JEWELRY

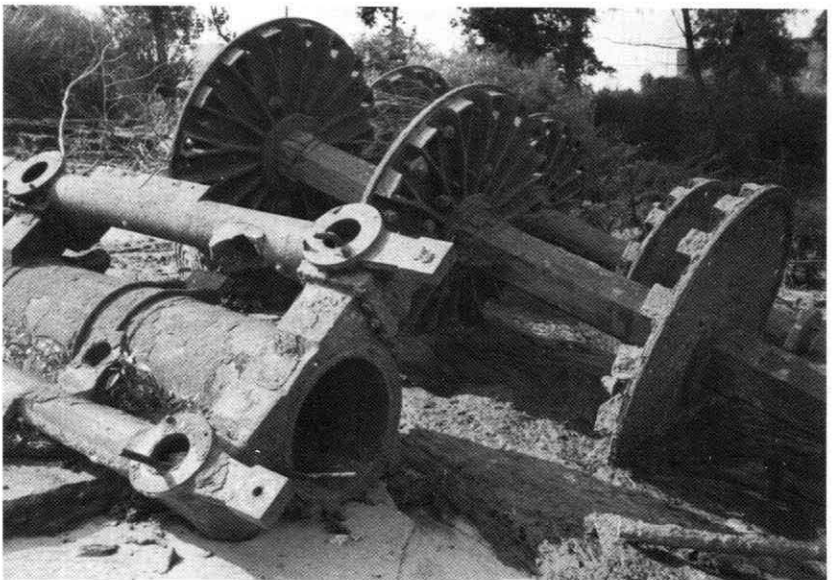
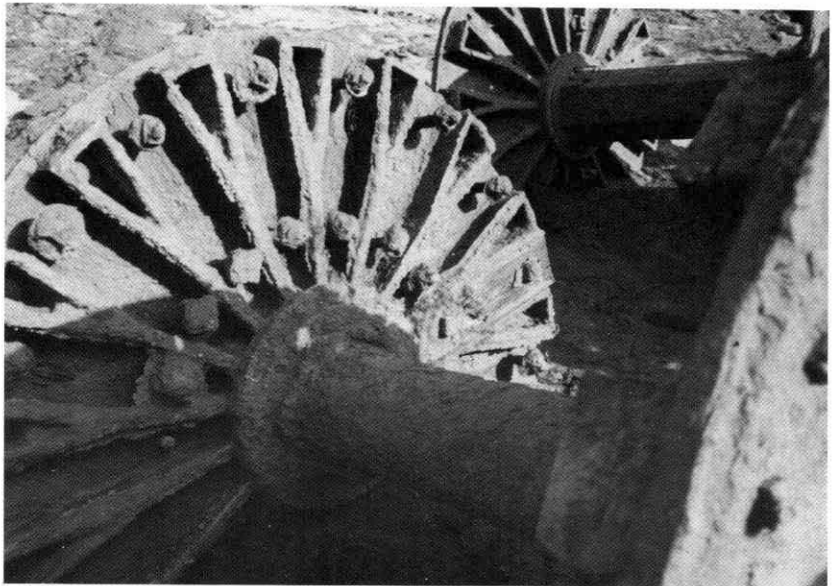
One hot summer day in 1987 Barbara Hameister and her father walked down by the river at Memphis. Barbara started taking pictures, three of which are on this page. Says Barbara: "We went down to river from our Motel and there, exposed by low water, were parts of an old side-wheeler - flanges, shafts, a broadhorn high pressure engine (complete with piston rod and crosshead) and part of what may have been a boiler feed pump. The helpful folks at Economy Boat Supply (it's on their property) told us to explore to our hearts' content. The engine has a bore of 16"-18" with a 5-6 ft. stroke (next time I go boat hunting I'm taking along a tape measure). The Boat Supply persons had no idea of what steamboat this stuff came from, and I'm wondering maybe it's from the U.S. snagboat HORATIO G. WRIGHT.

=Somebody knows? -Ed.

Persons who engage in writing for the printed page - books, articles, whatever - more frequently than not, are apt to unwittingly commit egregious errors, tacking them down as pleasant facts the reader will enjoy reading about. A case in point recently was nipped in the bud while James Verdin Swift was perusing a manuscript for The Waterways Journal submitted by a lady library director. Her story remarked upon past-tense condition of one Capt. Frederick Way, Jr., classing him as dead.

Jimmy Swift, whose very name has fallen victim to a conspicuously bad error (the S&D REFLECTOR Index identifies Jim as James Virdin Swift, when any yahoo knows that since birth he's been James Verdin Swift), and Jimmy said, "Fred's not dead; he's slow about answering his mail," or truthful words to that effect.

All of which was straightened out and amplified upon by editor Jack R. Simpson in his "Notebook" column in WJ's January 15th issue. Come to think about it we owe Jack Simpson a letter.





## JESSE P. HUGHES DIARIES

-1907-

by C. W. Stoll

Typing completed at  
the Arlington Hotel,  
Hot Springs, Ark.

The year 1907 began for Capt. Jesse Hughes in a normal and business-like way. As master-pilot of the TACOMA, he took her out of Charleston at 1 a.m. New Year's Day and proceeded to Pomeroy where she loaded 310 barrels of salt. En route she caught the GREENLAND at Whiteside Landing with Capt. Gordon C. Greene on board, and the COURIER was observed on the Gardner docks at Point Pleasant. Capt. Jesse got off the boat at Huntington and took the street car to Catlettsburg to see his new daughter, Lillian. He returned to his boat there at Catlettsburg when she landed at 5 next morning. His diary reports on January 3rd that the Cincinnati-Madison packets were laying up; the reason not given.

On Saturday, Jan. 5th Jesse and his sister Lillie joined Cap'n Greene and "were up to the new incline building at Gallipolis." There had been heavy rains and the river was rising rapidly. The TACOMA's stacks were lowered at Kenova on Jan. 16th with the river stage at 45½ feet at Huntington and 47 feet at Catlettsburg. At noon that day they met the HENRY M. STANLEY above Walker's Landing and exchanged some crew members as both boats prepared to lay up. The GREENLAND was en route to Pittsburgh. Rain fell constantly from Jan. 12th through the 18th. On the 17th the TACOMA arrived in Cincinnati at 7 a.m., unloaded all her freight, and tied up outside the PETERS LEE between the wharfboats, paid off the crew, and prepared to wait out the flood. However, the LIZZIE BAY departed at 5 p.m. for Louisville. The LEVI J. WORKUM came in and laid up on Jan. 19th. The river crested at Cincinnati on Jan. 21st at 65.2 feet.

During the lay-up the TACOMA received furnace-work and some needed painting. On Jan. 22nd the stages were 16.7 feet at Pittsburgh, 38.75 at Marietta, 49.1 at Point Pleasant, 55.8 feet at Huntington, 58.6 feet at Catlettsburg and 57 feet at Ironton - falling everywhere. The LIZZIE BAY left Cincinnati for Louisville. The Cincinnati levee was cleaned of mud. But on Jan. 28th Cap'n Greene phoned that the ice was coming. The VIRGINIA arrived from Pittsburgh at 5 p.m. and laid up. Jesse decided to take the TACOMA up-river, and after loading left at 5 p.m. to go into ice harbor at South Ripley. The Louisville packets resumed when the Cincinnati stage subsided to 40 feet.

On Jan. 29th Jesse shipped a crew at Ripley and the TACOMA left there at 7 a.m. for Wrightsville, O. where freight was taken aboard for down-river, ice running heavy. Got back to Cincinnati at 2 p.m. on the 30th, but did not finish unloading until 9 p.m. because of labor trouble.

Departed Cincinnati at 11:30 a.m. on Jan. 31st, and met the KEYSTONE STATE coming in to Cincinnati to lay up. Fogged in at 8 p.m. and turned back from Portsmouth on Feb. 2nd, returning to Cincinnati on Sunday morning, Feb. 3rd - unloaded, reloaded, and started back up the river at 8 p.m. with a fair trip and one deckhand. At Portsmouth next day she ran out of coal, and had 120 bushels brought in - "everybody working on deck." On the 6th Feb., temperature 6 above, the TACOMA got aground on the rock point above Star Brick Works in a 2 a.m. fog on a fast falling river. Unloaded all freight, but stuck fast. The towboat WILMOT tried to pull her off at 10 a.m. but failed. The towboat SAMUEL CLARKE came up at dark, worked three hours and wiggled her off at 8:30 p.m. in heavy-running ice. The HENRY M. STANLEY arrived at 2 next morning and landed alongside. The TACOMA departed at 5:30 a.m. for Cincinnati while the STANLEY remained to pick up the



Residence of Capt. Gordon C. Greene and family on Shaw Avenue, Cincinnati, which they bought about 1906. Jesse Hughes took the picture.



This picture was a prized keepsake of Capt. Mary Becker Greene, the only one she knew about showing her whole family. It was presented to her by Mrs. C. R. Spencer, Akron, Ohio, who was making a trip on the GREENLAND about (our guess) 1905-1906. From the left:- Captain Mary, Thomas Rea Greene (standing on Texas porch rail held by his mother, holding a pin wheel), Henry Wilkins Greene (who died aged 9 in 1907), Garnet Greene Rea, a niece, Christopher Becker Greene (standing on the rail) and Beatrice and her mother Mrs. Spencer. Capt. Gordon C. Greene was on watch in the pilothouse, although indistinct. Note the center hinged gate, latched to keep Tom from wandering.

freight the TACOMA had unloaded on shore. "A close call," Jesse recorded laconically.

ON Feb. 9th the TACOMA left Cincinnati with a good freight trip. Capt. Henry Lindenburn was aboard "looking at the river." Met the STANLEY in heavy ice above New Richmond. At this time the QUEEN CITY was getting a new wheel shaft at Pittsburgh, and the VIRGINIA and KEYSTONE STATE were laid up at Cincinnati. The latter resumed the Pittsburgh trade on Feb. 22nd.

On Feb. 28th, the COURIER, docked and rebuilt at Point Pleasant, arrived for inspection at Cincinnati in tow of the CRICKET. On March 10th the GREENLAND and GREENWOOD exchanged crews, and the latter went back to

the Pittsburgh trade. On March 14th the TACOMA exchanged crews with the HENRY M. STANLEY in anticipation of lay-up for another flood. The TACOMA, upbound, lowered stacks to clear the Kenova bridge, the river at 47.3 feet. Next day she was laid up outside the Enterprise docks at Point Pleasant. The KANAWHA came out of the Kanawha River and headed for Pittsburgh.

On March 16th the STANLEY attempted to pass under the K&M bridge at Point Pleasant, tore down her stage rigging, and returned to lay up alongside the TACOMA. The CRICKET, chartered to J. V. Gill, started for Pittsburgh with a load of produce. Jesse went along, and due to shooting from shore she was

compelled to lay up at Murraysville for safety. Jesse crossed to Long Bottom in a yawl. His parents, forced from their home by the high water, were staying with the Merediths, and next day, the river falling, Jesse helped move them back home. The GREENWOOD, downbound, took Jesse to Point Pleasant where they arrived at 10:30 a.m. on the 19th, having layed up for the night at Letart. The river had fallen 5½ feet at Murraysville and 3 feet at Point Pleasant. The stage at Cincinnati was 62 feet. He talked with Cap'n Greene by phone and decision was reached to hold the TACOMA at Point Pleasant where the crews of both the STANLEY and TACOMA made repairs and painted. The GREENWOOD made it under the K&M bridge on the 20th, went to Gallipolis, and there loaded up for Pittsburgh. The KEYSTONE STATE arrived at the Point on the 21st where she laid up above the bridge awaiting further fall for safe clearance. Pittsburgh towboats, upbound with empty barges, were out and running. The STANLEY got out on the 22nd. The TACOMA raised steam on Sunday, 22nd, went to Pomeroy, and was back at Gallipolis at 8 p.m.

[Ed. note:- As this record Ohio River flood was at crest Ye Ed, aged 6, was accompanied by his mother and brother for a look-see, a simple matter of walking riverward down Hazel Street in Edgeworth, Pa. from our home and crossing the Pennsylvania Railroad tracks. Three large Combine towboats with empty barges were moored there for safe harbor, rising high above the shore trees, gleaming white in the sunshine of a rather balmy morning. The smokestacks on all three were lowered and deckhands with ladders and very shiny black paint were at work on them using brushes on long poles. This unusual scene etched itself so firmly on my mind I still retain every detail, except for the names of the boats.]

The TACOMA arrived at Cincinnati at 3:30 p.m. on March 26th but due to scarce labor was delayed in

handling her freight, and did not get away until 11 the next morning with a big cargo aboard. On April 3rd she met the STANLEY at Portsmouth with a big freight trip but no deck crew. Next day she arrived at Cincinnati, 8:30 a.m., and "had trouble getting men to unload."

On April 20th the TACOMA met the QUEEN CITY downbound at Quincy on her first trip since breaking her shaft above Marietta. On April 30th the INDIANA was retired from the Cincinnati-Louisville trade and the CITY OF LOUISVILLE took her place. On May 4th Capt. Devinney resigned as master of the GREENWOOD in the Pittsburgh-Charleston trade and Jesse agreed to take his place. The transfer was made Sunday afternoon, May 5th at Point Pleasant. Captain Greene took charge of the TACOMA; Jesse going to the GREENWOOD. Jesse's pilots were Sanford and Lindenburn. Leaving Pittsburgh on May 10th she met the Coney Island's PRINCESS at Steubenville with Henry Holloway and Capt. Brookhart as pilots.

On June 2nd Jesse noted that Elmer Fancher was on the TACOMA, fresh with a pilot license granted by the Cincinnati inspectors.

[Ed. note:- The drowning of Elmer Fancher some twenty years later was tragic and still is unsolved. He became master-pilot with the Greene Line on the CHILO and CHRIS GREENE (first), then rode the BETSY ANN and got his pilot's license extended to Pittsburgh. An opening presented and I persuaded Elmer to stand a regular watch in the Pittsburgh-Cincinnati trade aboard the BETSY. Cap'n Greene shook his head negatively at this decision of mine. "Elmer is a 'little boat pilot,' and may prove too timid when it comes to piloting the BETSY ANN," said Cap'n Greene, and he was right about the timidity. What Elmer required was a little bolstering, and frequently he called me to the pilot-house in windy weather when making a lock or handling to and from wharfboats, and

always when running the Panhandle and Bellaire bridges. But he gained confidence in himself and was getting on famously when he became enamoured with one of the young ladies in our three-piece summertime orchestra. Elmer was a confirmed bachelor with white hair showing around his ears when this love bug smote him, and when she proved embarrassed and distressed, Elmer became morose and something of a problem. I urged him to go home for a few weeks and get straightened out. Next night, called to come on watch, he was not in his room and could not be located. Next day his body was found floating above the wickets at Dam 29 above Ashland. Had he slipped and accidentally fallen from a stairway in the dark, or had he gone overboard purposely? Burial was in the family plot at Falmouth, Kentucky.]

On June 7th Jesse told his diary "my 31st birthday," and he had his license renewed at the Pittsburgh inspectors' office. He noted further that Capt. Sheppard Green of Nashville "is on with us." On June 10th Henry Holloway came on as pilot in place of Captain Lallance. Next day Jesse reported backwater from the Ohio up to Lock 10 on the Kanawha. A cloudburst and hailstorm at Catlettsburg sank the CANDO and turned her over.

Starting up the Kanawha on June 16th the stage at Point Pleasant was 32 feet and falling fast. On the 21st the wickets were being raised at Davis Island Dam and at new Dam No. 2, with its lock on Neville Island.

On June 26th the GREENWOOD's electric generator broke down and Jesse was obliged to go to the Westinghouse plant at East Pittsburgh for replacement parts on Friday, June 28th, but returned to the boat empty handed.

[Apparently nighttime on board the GREENWOOD must remain a dark secret, as Jesse from July 6th to 17th made only one entry in his diary, says C. W. Stoll. The one note was to say the Gallipolis wharf commenced

operations on July 11th.]

On Sunday, July 21st Jesse reports the GREENLAND at Gallipolis in charge of Capt. Drew Edgington, an emergency brought on by the death of the eldest son, Wilkins, of Capt. and Mrs. Gordon C. Greene. He died in a Cincinnati hospital and burial was at Newport, Ohio on July 23rd. Jesse draped the GREENWOOD in mourning at Charleston.

The floods of spring and abundance of water in the Ohio and Kanawha rivers gave way in August to low stages. Jesse relates a trip out to East Pittsburgh on the morning of Aug. 2nd, presumably to Westinghouse for pieces and parts for the ailing generator.

[Ed. note:- Oh well, Jesse had been raised on torch baskets and oil lamps. Nearest Ye Ed came to such prowling in the dark was when the BETSY ANN's new Carlisle & Finch searchlight gave up the ghost and Bill Pollock and y.t. were obliged to make two round trips, Pittsburgh-Cincinnati, piloting a la darkness on the Delaware, not recommended by Duncan Hines or Good Housekeeping.]

Noteworthy in Jesse's diary of Aug. 1907 is mention that new Lock & Dam No. 2 was furnishing artificial rises by periodically lowering the beartrap (there's a word which has about disappeared from the river lexicon) to keep traffic moving. The GREENWOOD, downbound from Pittsburgh, found 13.2 feet above No. 2 (the new pool stage) and but 2.1 feet below the lock. Forty-five minutes after the beartrap was lowered the stage below the lock was 4.2 feet, and the GREENWOOD sailed merrily on her way for Charleston. She found the heavier VIRGINIA reshipping her Pittsburgh cargo at Rochester, Pa., intending to return to Cincinnati from there.

Two weeks later more sand bars "were out for air" and the GREENWOOD put her Pittsburgh-bound passengers on the train at Midland, Pa., turned back, and reshipped her Pittsburgh freight by rail from East



**B**EST OVERALL SCENE of the HENRY M. STANLEY sinking, this was taken with everything in place. The U.S. dredge OSWEGO was being tended by the towboat CLERIMOND (left). Other pictures taken before the fire (not shown) show the GREENWOOD and EVERGREEN at the scene, and

another shows the single-deck towboat ALBANY hitched to a dump scow. We don't know the identity of the photographer, but in his rush to market his post cards he did not thoroughly wash them, and most in our collection have become stained yellow with age.

Liverpool. The LORENA also reshipped there and both returned downriver to lay up.

The GREENWOOD laid up below the wharf at Gallipolis on Monday, Aug. 19th. Two days later she returned to Point Pleasant where she went on the docks to mend bruises inflicted in trying to walk her way over rocks. Capt. Mary B. Greene had come aboard at Marietta with household goods she was moving to Cincinnati. She and her plunder were transferred to the HENRY M. STANLEY for the balance of her trip.

If what may by stretch of the imagination be called his "1907 vacation," Jesse finished repairs on the GREENWOOD, went aboard the STANLEY to Maysville and proceeded from there to Cincinnati by rail to become the patient of Dr. Ray, an eye specialist. He

registered in at the Sherwood Hotel during two days of treatment, got back in focus, and went home to Catlettsburg for what turned out to be a brief repite. Word came to him there that the HENRY M. STANLEY had sunk at Gallipolis Island, Tuesday, Sept. 3rd at 9 p.m. Downbound, fogging it, she ran into the U.S. dredge OSWEGO, spudded out for the night.

Cap'n Greene took the GREENWOOD to the scene. The GREENLAND was aground at Arbuckle on the Kanawha River and the CRICKET broke her wheel shaft at Locust Creek. The TACOMA was laid up for boiler troubles when Jesse arrived aboard at Cincinnati, and when she again raised steam, Jesse aboard, met the GREENWOOD in charge of the STANLEY's crew. The STANLEY had burned to the water's edge as preparations

were being made to float her at Gallipolis Island.

Capt. Mary B. Greene was in charge of the GREENLAND during this trying period, got off at Cincinnati, and Jesse took charge. Meanwhile Cap'n Greene had bought the Gallipolis wharfboat and moved it to Cincinnati with the CRICKET, mooring it in the space between the Coney Island wharfboat and the Mail Line wharfboat.

[This wharfboat, wood hull 170 x 40, was built at Point Pleasant in 1894, had been docked in 1906, and was in good repair. Jesse, with his talent as a lettering artist, spent his spare time (what spare time?) placing identifications on the shoreward bulkheads. The COURIER brought down the office equipment, and electric lights were installed.]

What with low water, free-

quent breakdowns, dockings, crew exchanges and fog delays, Cap'n Greene was directing the salvage of the STANLEY, removing the boilers, machinery and what-not, and the U.S. Engineers moved the battered hull from the navigation channel to a point opposite the Gallipolis wharf, 100 yards from the West Virginia shore.

But during all of this upheaval the event which took the rag off'n the bush was the announcement that Capt. William E. Roe, Martin F. Noll and Ben S. Pope had bought the AVALON at a U.S. Marshall's sale on Aug. 21st for \$9,800, then took her to Marietta for installation of new compound machinery. She was slated to enter the Pittsburgh-Charleston trade, leaving Pittsburgh each Friday afternoon, same as the GREENWOOD. Jesse confides no details in his diary save to say that, while commanding the GREENLAND, they met the AVALON at Middleport, upbound for Marietta to get the new machinery, this on Sept. 30th, and on Oct. 23rd they met the GREENWOOD at Maysville with Capt's Greene and Noll aboard.

[Ed. note:- Those readers following these dippings into Jesse's diaries will recall that Capt's. Roe and Noll were financial partners with Cap'n Greene in 1904 when Capt. Fred A. Laidley sold them the HENRY M. STANLEY, COURIER, TACOMA and M. P. WELLS plus all the upriver from Cincinnati rights of the White Collar Line. Captain Roe had agreed to share the burden of management with Cap'n Greene but, instead, had continued to direct his energies to running his KANAWHA in the Pittsburgh-Charleston trade. Now, in 1907, Roe's involvement with the AVALON was a clear break in the Greene-Roe relationship and Noll's presence on the GREENWOOD may be construed as a compromise in the making. Cap'n Greene, years later, told y.t. that Martin F. Noll was a man of his word and Roe was "a bit slippery."]

While Jesse was master of

the GREENLAND, she entered the Kanawha River, bound for Charleston, on Sept. 28th, and found the U.S. Engineers, while holding back water with the wickets up at Lock 11, had opened both the lower and upper lock gates to persuade a current racing down through the lock chamber to wash out accumulated sand. Once the task was completed, the No. 11 pool would have to be dropped by lowering the dam to reduce the current so's the lock gates could be safely closed, following which the dam must be raised and the No. 11 pool filled. Jesse, rather than wait out such unpredictable delay, and apparently with the blessings of the Engineers, decided to head the GREENLAND into the swirling lock chamber and try to make it through. Even on double-gong the side-wheeler came to a complete halt once in the grip of the current. Using warp lines from capstan to lock wall pins, and after 3½ hours of effort, gaining little by little, success! The GREENLAND was on her way to Charleston.

Low water hampered operations during October and on the 31st, due to needed overhul of her wheels the GREENLAND was withdrawn from service at Point Pleasant.

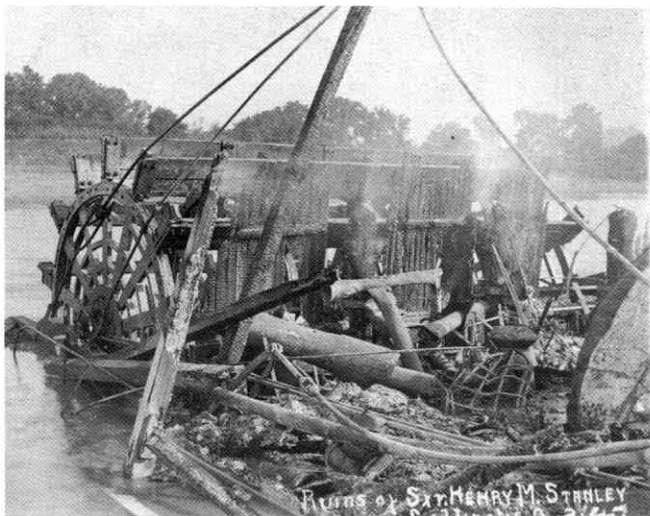
On Nov. 8th Jesse and family went for a two-day visit with his father at Long Bottom, and then went to Cincinnati to work on lettering the newly

installed wharfboat. The Ohio River obligingly staged a substantial fall rise. The VIRGINIA, fresh off the Cincinnati marine ways, resumed the Pittsburgh trade. On Nov. 19th Jesse rejoined his command, the TACOMA, having been engaged in other pursuits since May.

The U.S. experienced a nation-wide financial panic in 1907, many bread-winners out of work, or taking drastic pay cuts. Jesse relates that Cap'n Greene cut deckhand wages to \$20 a month and flatly refused to pay more. On Dec. 7th the TACOMA left Cincinnati for Charleston with a fair trip "but no deck crew." On Dec. 26th she left Cincinnati with no trip at all - business dead. Again, on New Year's Eve, she left Cincinnati at 5 p.m. along with the VIRGINIA, but with almost no freight. As this departure was being made, with the river at 31 feet, the VIRGINIA broke a cam yoke and drifted down through the L&N bridge span, calling to the TACOMA for help. In maneuvering to come to assist, the TACOMA broke a tiller line, floated back, maneuvered bridges, and got landed at Taylor's Creek where repairs were made and she got under way at 8:45 p.m. Meanwhile the HERCULES GARREL got the VIRGINIA to a safe landing where repairs were made with departure at 8:30 p.m. The QUEEN CITY had broken her wheel shaft on Christmas Day and was taken in tow by the VOLUNTEER to Pittsburgh.



Jesse's lettering job on the Greene Line's Cincinnati wharfboat, applied in the fall of 1907, the TACOMA and CHILO loading. Above are QUEEN CITY and ISLAND QUEEN.



ABOVE:- The morning after the night before. The STANLEY, drifting downbound in fog, hit the U.S. dredge OSWEGO broadside, inflicting the superstructure damage plainly visible in this scene, and settled to the bottom almost on even keel, still broadside of the channel, her stern toward Gallipolis Island. The river stage was very low as evidenced by the machinery and boilers exposed. Jesse relates that Cap'n Greene brought the GREENWOOD to the scene from Point Pleasant, and sent her on to Cincinnati in charge of the STANLEY's crew.

Photo post cards on this page found many takers, on sale in Gallipolis and elsewhere. The complete set starts with the one at the top of the page, and includes these taken after the fire, winding up with the final dynamiting of the hull after it was abandoned along the West Virginia shore. Much equipment was salvaged: Cap'n Greene took off the boilers and used the engines later on the GREENLAND. The whistle went to the ISLAND QUEEN (first) at Cincinnati, and wheel shaft and flanges were stored at the Acme Boiler Works, Gallipolis. One of the ornate cabin chandeliers went to the Greene residence in Cincinnati. The roof bell in 1951 was mounted at the country estate of Dr. Wilbur C. Scarberry, near Columbus, O., superintendent of a state school for the blind nearby.



## ARABIA RELICS FIND A HOME

The following report is taken from the Kansas City Star, December 31, 1989:-

Salvagers of the 19th century steamboat ARABIA have signed contracts that ensure their treasure will be displayed in Kansas City's renovated City Market.

Partners in River Salvage Inc., which excavated the ARABIA and owns the artifacts, last week signed a formal 20-year-plus lease agreement for a 33,000 square-foot museum in the market square's east building.

That ends the hopes of other communities and developers that sought to attract the museum.

"It is signed, sealed and delivered," said Steve Line, leasing director for River Market Venture, the entity with tax abatement privileges to rejuvenate the market area.

Redevelopers of the historic market area say the "Arabia Landing" museum, with a glass atrium showcasing a 28-foot paddlewheel in motion, will be the centerpiece of a \$42 million redevelopment project to be paid for with city, federal and private funds.

The market area near Fifth and Walnut streets, once the heart of the city's business district, bustles on week-ends with produce shoppers. But planners intend to create a more powerful people magnet with restaurants, renovated vendor stalls, concerts and quality shops. Construction could begin early in 1990.

"We think this square is going to be alive all the time," said architect Herbert Duncan.

Other key tenant leases have yet to be worked out, but planners say the central attraction now is secure: a time capsule of life in the 1850s, when the Town of Kansas had fewer than 1,000 people and the land above the bluffs was farm land.

"You will walk through the market area and see before you all the current wares," said said Duncan, whose firm is designing the new market. "Then you will walk into this new museum and basically walk back into the market of 1856."

The museum will house the thousands of artifacts recovered last summer from the ARABIA, a steamboat that sank in 1856 in the Missouri River just above Kansas City. Its well-preserved cargo included virtually everything needed for settlement on the frontier.

Doran Cart, curator of the collection, has pieced together more information about the ARABIA than was available last winter.

Built in Brownsville, Pa. in 1853, the boat plied the Mississippi and Missouri rivers for three years. In 1855, it carried army troops to Fort Pierre, in what is now South Dakota, to fight the Sioux Indians.

One of the more striking elements of the museum will be a 40-foot, floor-to-ceiling aquarium containing actual fish. The aquarium will depict the habitat and underwater life of the Missouri River as it was in unpolluted 1856.

"The river was such a part of the boat that we want to include the underwater life as well as the life above," said David Hawley, a partner in River Salvage.

The museum also will include educational displays. Preservationists will demonstrate the process of cleaning and restoring artifacts while craftsmen demonstrate candle-making and other skills using recovered artifacts.

A theater and conference room will offer audiovisual programs and a "hands-on" childrens' area will allow school groups to interact with exhibits to give a better understanding of pioneer life.

"We've done a lot of talks at schools, and from the reaction of the children and teachers we feel this is going to be a major draw," says Greg Hawley, another partner.

Planners expect 500,000 visitors a year at the museum,

which Line says would greatly enhance the viability of other enterprises in the area.

Museum exhibits will be changed periodically to allow display of as many artifacts as possible. "We have a lot of area, and we're still running out of space," said Bob Hawley, another partner.

The museum is to be on the level below the main entrance, which will face west into a pedestrian mall, the vendor stalls and the three historic buildings on the other sides of the market square.

The east side of the museum facing Grand Avenue also will feature a glass atrium, offering an appealing facade to fit with Kansas City's long-term plans for improvement of the Grand corridor through Downtown to the riverfront.

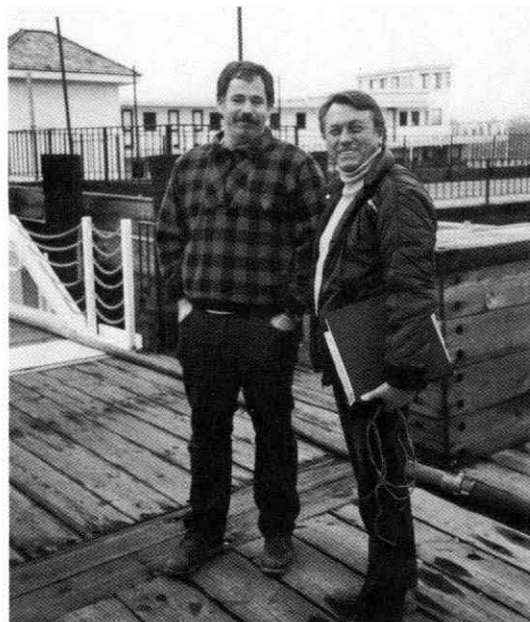
Walnut Street is to be closed within the market square.

Designing displays for delicate 134-year-old artifacts will require careful climate control. Jars of fruits, medicines and other perishables that were recovered with the packet must be kept tightly sealed and protected. Other items must be refrigerated.

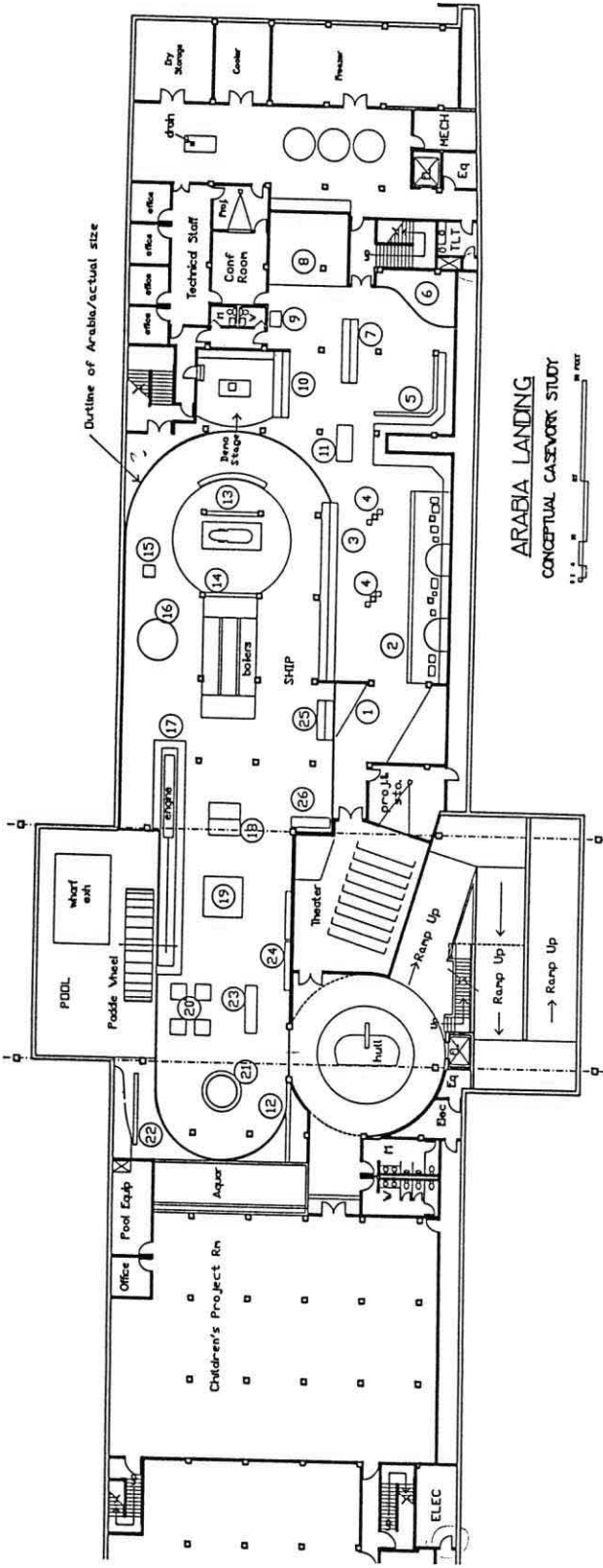
A part of the boat's hull, which museum designers want visitors to be able to touch, must be kept moist so it won't disintegrate.

"There are all kinds of very unusual problems here," Duncan said.

"We are indebted to Sonie and Al Liebler for sending the above story, written by the Star's staff writer Matt Campbell.



The full-color DELTA KING pictures on the cover of the December '89 issue won liberal applause from our readers. These two gentlemen deserve much credit for the success of the program; Michael Coyne (left) and Walter Harvey. Photo taken December 30, 1987, photographer unidentified.

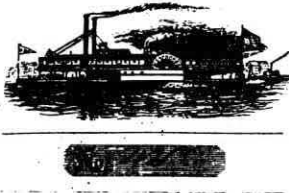


1. Steamboat Wharf
2. Tinware
3. Dishware
4. Special Dishware
5. Boots, Shoes, Tools
6. Cut-away of Settlers Home Site
7. Rubber Shoes - Fabrics
8. Fabrics
9. Misc. Fabrics
10. Fabric
11. Hats
12. Wildlife of Missouri
13. Boat Model
14. Boilers

15. Snag that Sank Arabia
  16. Cargo Boxes
  17. Engine and Support Structure
  18. Bottled Goods
  19. Cargo Boxes
  20. Medical Supplies
  21. Horse with Saddle & Bridle
  22. Indian Trade Goods
  23. Communication
  24. Personal Goods
  25. Lighting Devices
  26. Misc. Supplies
- Children's "Hands On" Area  
30,000 Gal. Aquarium

Floor plan of the museum in Kansas City being built for display of the ARABIA relics (see page 23.)





# ENROLMENT.

ENROLMENT, in conformity to an Act of the Congress of the UNITED STATES OF AMERICA, entitled "An act for enrolling and licensing SHIPS OR VESSELS, to be employed in the Coasting Trade and Fisheries, and for regulating the same."

*John Woodburn*

having taken or subscribed the oret required by the said Act, and having sworn that

*Adam Jacobs of Brownsville Pennsylvania 7/8 -  
D J Bricker of Pitts 1/4  
George Read of Pittsburg Pa 1/8*

WHERE SURRENDERED.

*are citizen of the UNITED STATES,  
sole owner of the Ship or Vessel called the Arabia  
of Pittsburg whereof John Woodburn  
is at present Master, and as he hath sworn is a citizen of  
the UNITED STATES, and that the said Ship or Vessel was built  
at Brownsville Pa. in the year 1853, as appears by her  
Certificate of Enrolment 1890, dated Pittsburg August  
3<sup>rd</sup> 1854 - surrendered for renewal -*

DATE OF SURRENDER.

*- Certificate of Inspection made at Louisville filed in the office  
the 31<sup>st</sup> July 1874 -*

*And said Certificate  
of Enrolment - having certified  
that the said Ship or Vessel has one deck and one mast  
and that her length is 170 1/2 feet  
her breadth 29 feet  
her depth 4 3/4 feet  
and that she measures Five hundred & twenty two 17/95 tons  
- 222 7/95 tons; and*

CAUSE OF SURRENDER.

*that she is a Steam Boat - has Cabin on Deck  
Stem on Stem and Stern head.  
And the said John Woodburn having  
agreed to the description and admeasurement above specified, and suffi-  
cient security having been given according to the said Act, the said  
Certificate - has been duly enrolled at the Port of Louisville*

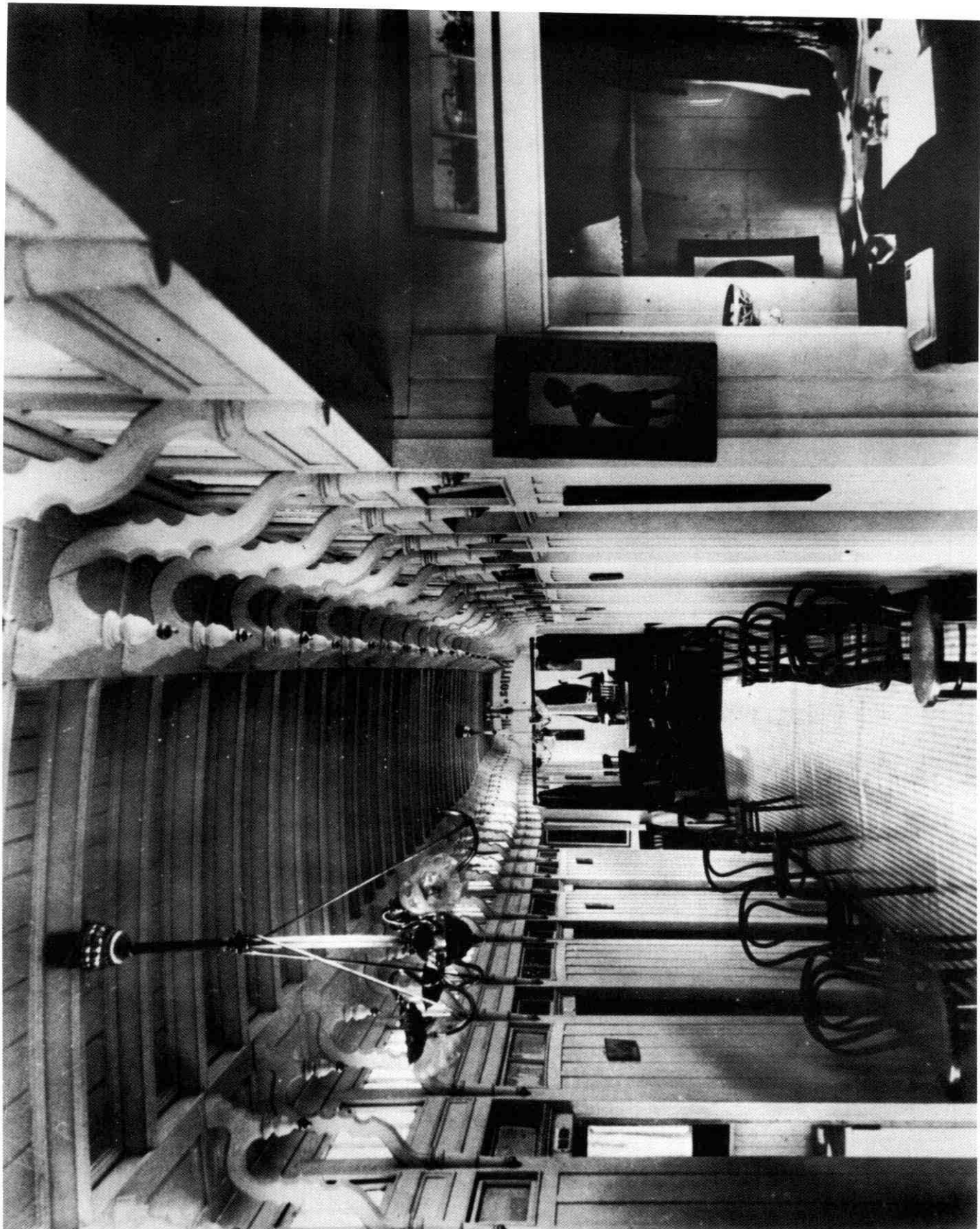
GIVEN under my Hand and Seal, at the Port of  
*Louisville this*

*third*  
day of August - in the year one  
thousand eight hundred and fifty four

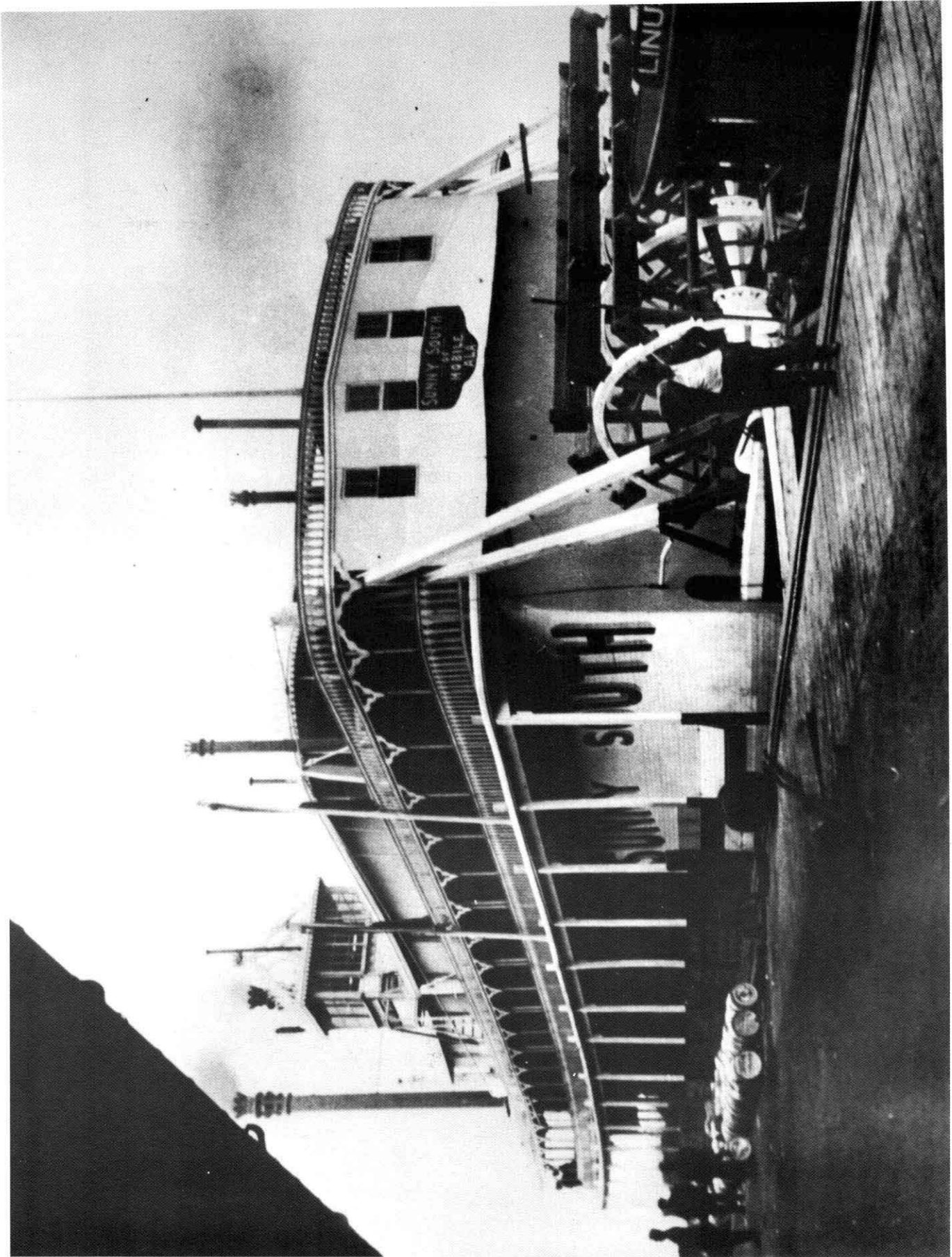
*Henry D. Shady  
Surveyor of Customs*

Jack Custer found the above enrolment (with one "l") in the National Archives, Chicago. --And so the story of the ARABIA unfolds following the successful recovery of her mortal remains and cargo from a Missouri River soy bean patch last summer. Principal stockholder as of August 3, 1854 was Capt. Adam Jacobs (5/8) of Brownsville, Pa. and her master (no

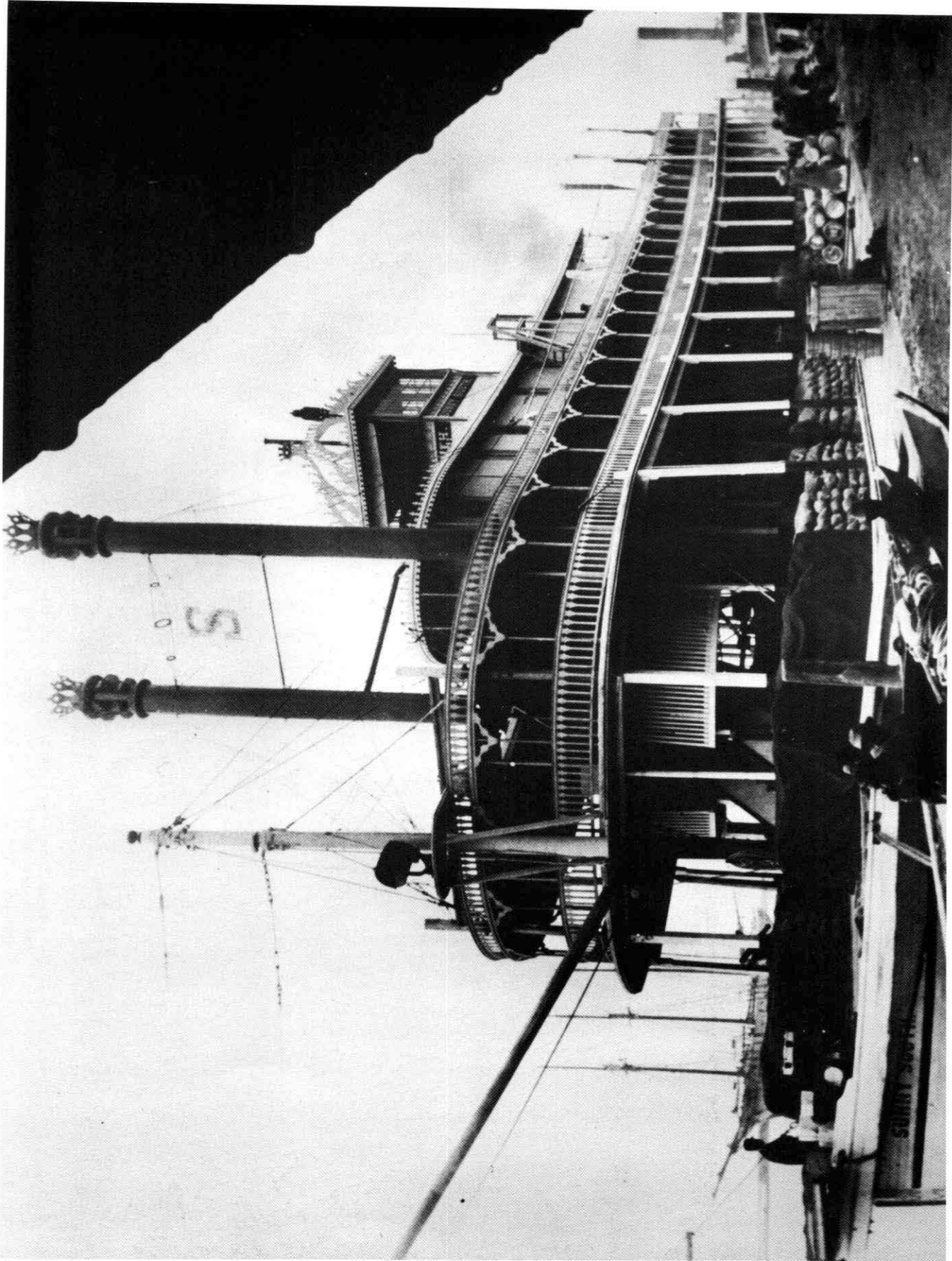
financial interest) was Capt. John Woodburn of Pittsburgh who, by 1869, had been instrumental in the construction and operation of 15 packets, some of which were the JOSEPH H. CONN, ARABIA, RED WING, UNDINE, GENERAL GRANT, JOHN S. HALL, PILGRIM, W. A. CALDWELL, FORT GIBSON, DARDANELLE, MARY BOYD and R. P. WALT.



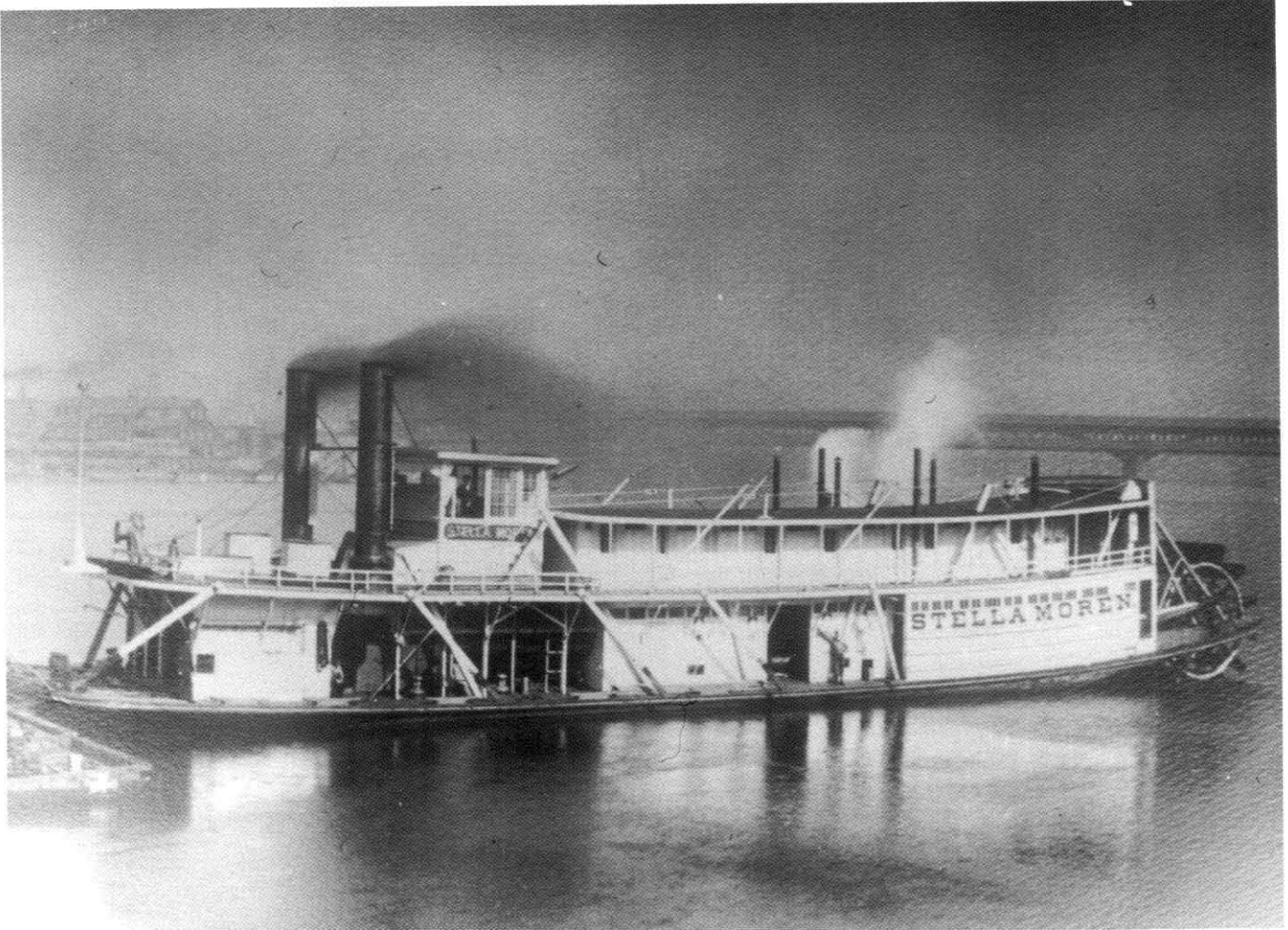
Cabin of cotton packet SUNNY SOUTH (Way #52311) built by Howards as ELECTRA IN 1897. This and the following two pictures of SUNNY SOUTH are from the collection of James F. Hale, Mulga, Alabama.



When the Burke family bought the ELECTRA in 1914 they made extensive changes to the architecture and renamed her SUNNY SOUTH, running her in the Mobile-Alabama-Tombigbee river trades.



Head-on of the SUNNY SOUTH moored at Mobile, Ala. Many of these Mobile-based packets were as attractive as those on the Mississippi River system. Our thanks to the Murphy Library for these prints.



**W**ILLIAM E. (Slim) BRANDT, 637 N. Sixth Street, Steubenville, Ohio 43952 sends us the above picture of the STELLA MOREN taken, obviously, when new in 1890, built at Brownsville, Pa. on the Monongahela River. The Morens (often pronounced as Mo-ran) came from King Creek, below and opposite Toronto, O. on the Ohio River, at Anderson's Landing, where Arthur Moren (Sr.) had a farm and brickyard and reared five sons, Arthur, John, Hugh, Thomas and James. Papa ran the brickyard and sons John, Hugh and Arthur formed the Advance Coal Company in 1880 and sold out to the Combine in 1899.

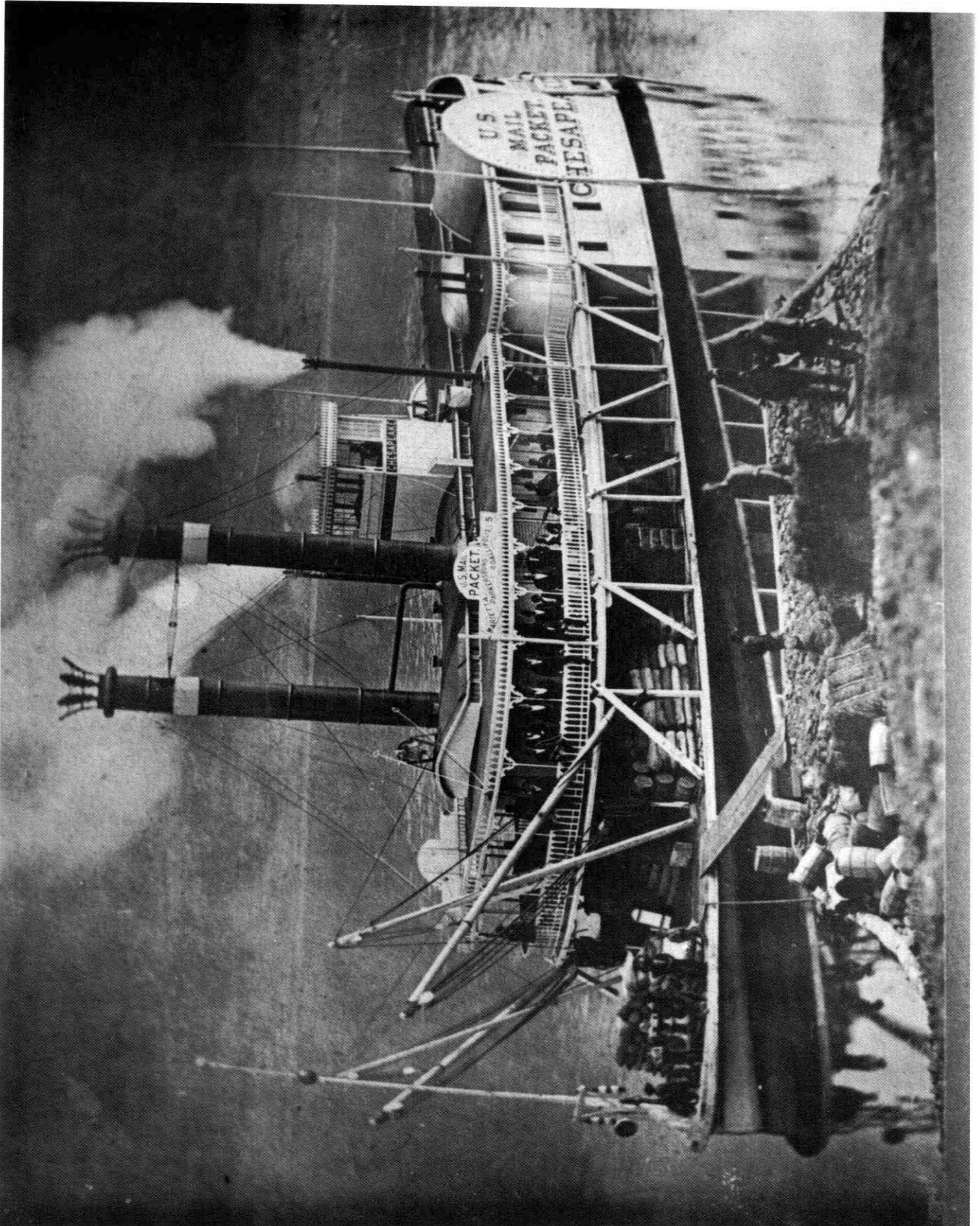
Arthur became river manager for Crucible Steel Company, a position he held until his death in 1917. James (the JAMES MOREN built in 1896 was named for him) became river manager for American Steel & Wire Co. (BRADDOCK, JUNIATA and DONORA). The STELLA MOREN was named for the daughter of Capt. John Moren, and rivermen called the boat "the Irish rose." The Irish rose's daddy also had a family towboat named for him, the JOHN MOREN, built in 1885, and rivermen called this boat "the Irish ram." While on this tack, the JAMES MOREN was "Irish Jim" until her final Standard Oil days when down around Baton Rouge she was "Sugar Jim."

PICTURE ON PAGE 34

Before railroads the traffic on the Big Sandy River from Catlettsburg to Pikeville, Ky. was largely handled by a peculiar breed of little steamboats called "bat-wings" due to the exposed side-wheels, and enterprising rivermen also loaded cargo on long, lean flatboats with a shanty built on one end (foreground in the picture) and poled these things manually up the 115.5 miles via Big Sandy and Levisa Fork. The little steamboat with the full-size pi-

lothouse, crew and passengers is the FAVORITE (Way #2024) built at South Point, O. in 1870, 102 x 14.8 x 2.2, picture from the collection of the late Bob Kennedy. Apropos to this discussion was the recent arrival of a copter in the park riverward of 121 River. A gentleman passenger hopped ashore, announced he was from Pikeville, Ky. and asked directions to the local Rolls-Royce agency. Curiosity got the better of us and a couple of days later we called at the Rolls agency and made bold

to ask what happened. Answer:- the Pikeville person bought two; one for himself and one for his wife, specifying both to be painted cream color. Modern progress in Pikeville transportation and life-style, we say. The purchaser had just sold a swath of coal property up in them-thar hills. Our Sewickley police did not look kindly upon the arrival of a helicopter in a kid's playground and told him to get thee hence and don't try it again.



## THE PICTURE OPPOSITE

Side-wheel CHESAPEAKE U.S.  
25¢ Stamp Issued

Four new U.S. 25¢ stamps were introduced at a meeting of the Universal Postal Union held in Berne, Switzerland, last October 27th. They review the history of U.S. mail transportation, depicting a stagecoach, a steamboat, a biplane and an antique truck.

At a November 4th press conference in Chicago, Assistant Postmaster General Gordon S. Morison presented the four designs to a U.S. audience. These stamps were released in conjunction with the 20th Universal Postal Congress held in Washington, D.C. Nov. 13 through Dec. 15.

This was the first UPU Congress in the United States since 1897. The UPU, established in 1875 to expedite the handling of international communications, is a specialized agency of the United Nations. The UPU Congress is composed of 169 member nations.

The CHESAPEAKE stamp was based on the actual photograph featured on the opposite page, the print furnished by the Murphy Library collection at La Crosse, Wis. The wheelhouse lettering "U. S. Mail Packet" may have influenced the selection, although this wording does not appear on the stamp. The signboard on the roof rail in the photo also says "U. S. Mail Packet" on the rounded upper part, and underneath says "Marietta, Parkersburg, Gallipolis." In Way's Packet Directory she is #0997, a trim, sprightly craft built at Ironton, O. 1871, her construction supervised by Capt. Uriah B. Scott, then 44, native of Lawrence County, O. Scott left the Ohio River several years after building the CHESAPEAKE, went to Oregon, and is best remembered for sternwheelers he designed for the Columbia River, including the TELEPHONE and TELEGRAPH. The name CHESAPEAKE was chosen for his Ohio River packet inasmuch as the Chesapeake & Ohio Railroad had tapped the Ohio in 1871.

Capt. Edwin F. Maddy of Gallipolis ran the CHESAPEAKE later on, and one of his prized possessions was a framed oil painting hanging in his living-room of the CHESAPEAKE under full head of steam, about broadside. Following Cap'n Maddy's death the house was occupied by his son Harry Maddy and family (Harry and

his daughter Ruth were S&D officers) and since their passings, the CHESAPEAKE painting was purchased from the Maddy Estate by Mrs. R. William (Anne) Jenkins of Gallipolis who, this past summer, was "landlady" who rented a riverfront second-story apartment to Bill and Marga Smith of Springfield, O., which they relinquished last Nov. 1st.

Bill wrote a story of the Maddys and the painting and the CHESAPEAKE stamp, and sent it along with a picture he had taken of Anne holding the painting to the Gallipolis Tribune. They made an illustrated feature story and ran it without printed credit to Bill and did not send Bill a copy. Says Bill: "I'll bet O. O. McIntyre or Frank L. Sibley would have done better by me." He is referring to former syndicated columnist McIntyre and

former Tribune news editor Sibley, both of Gallipolis.

Credit goes where credit is due, and Ye Ed extends thanks to Bill and Marga for a stat of the Tribune article from which this stamp story has originated.

One more thing:- The photograph opposite was first seen by us in 1950 when it showed up as a post card in the H. P. Fischer collection at Marietta. In 1968 we copied an original 8x10 of it reposing in the vast S&D storage space at Campus Martius. Neither was identified as to date or location, nor have we learned the name of the photographer.

Many S&Ds are now sending us letters with these CHESAPEAKE stamps used for postage. We have not asked at our local P.O. but seems like all four must be bought to procure one.



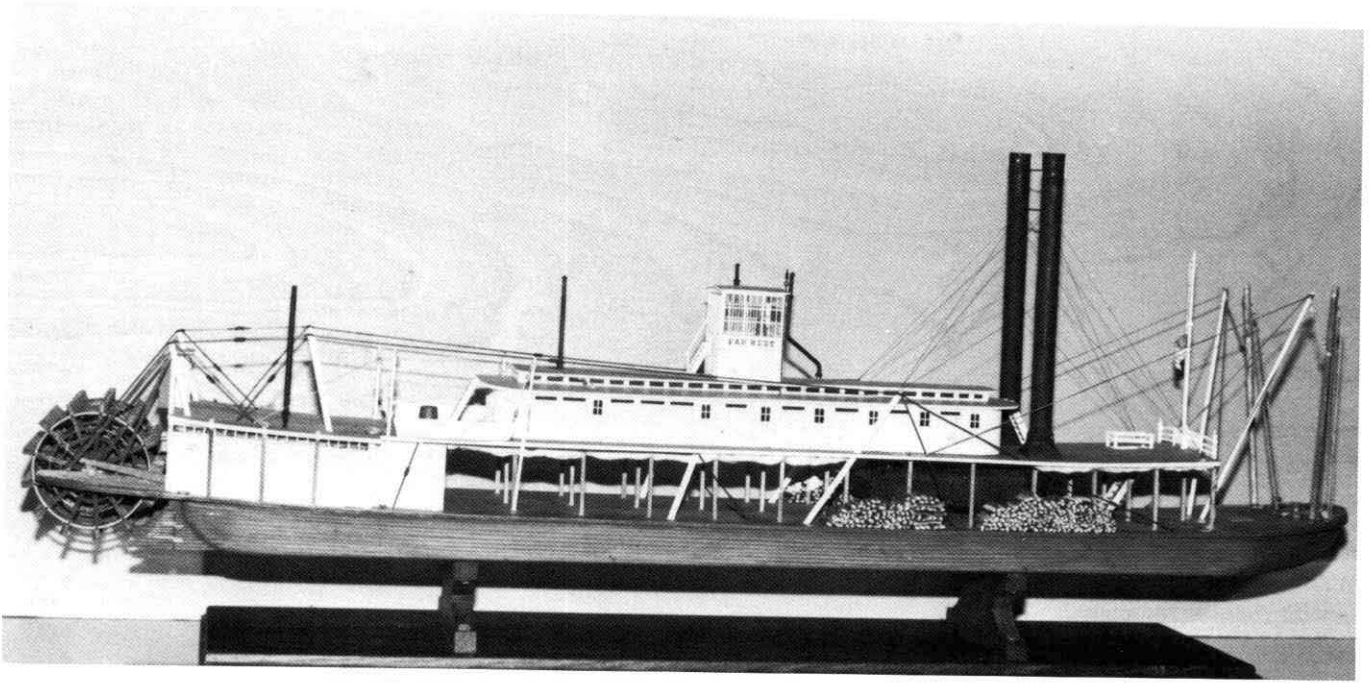
(Reduced in size)

The four new stamps, thanks to Bill Smith of Springfield, O.

BELOW:- Bill Smith's photo of Anne Jenkins with her framed oil painting of the CHESAPEAKE she purchased from the Maddy Estate.

The Maddy home at 228 First Ave., Gallipolis, O. now is occupied by Mr. and Mrs. Neal H. Sanders, the front remodeled with two-story white pillars.





MODEL GOES TO CUSTER  
BATTLEFIELD MUSEUM

Ronan, Montana, January 20, 1990:- Sirs: My friend Bob Fundingsland and I finally got together and delivered the FAR WEST model to the National Park Service Museum at the Custer Battlefield in late November, a round trip of 1,000 miles and we enjoyed every bit of it.

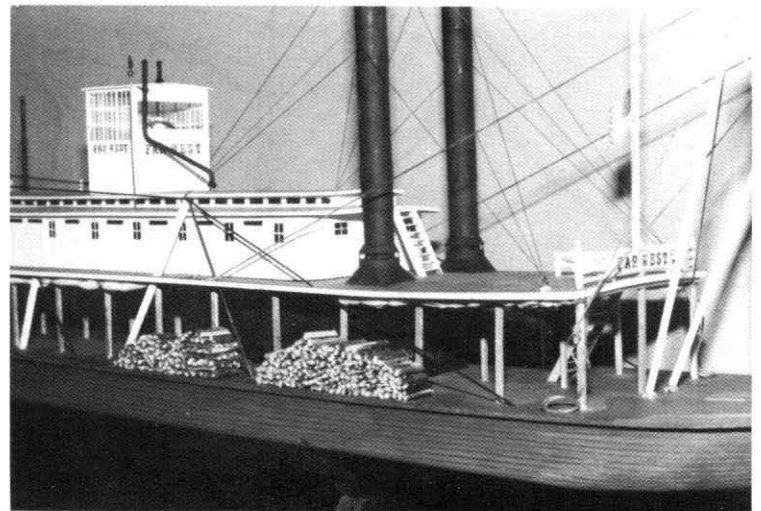
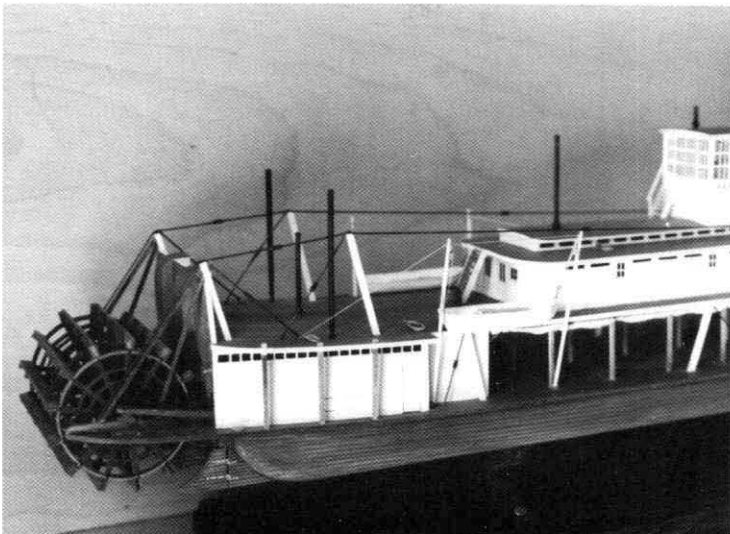
When we crossed the Big Horn River we marveled at the fact that a 200-foot steamboat steamed up this creek for 50 miles, then turned around, and went back down into the Yellowstone. We took our time to see it all, from Custer's side-hill where he made his last stand, then down the ridge about five miles where Reno made his stand on a bluff above the river. There was a bunch of Indian ponies grazing nearby, as though to recreate the scene. Every man's position is marked with a stake; otherwise the scene is untouched and peaceful as the day before the battle.

The FAR WEST is, I feel, the best model

I've produced thus far, due in no small part to the assistance from John L. Fryant and Alan L. Bates. The Park personnel plan to display it along with Jim Trott's dramatic painting of the FAR WEST loading aboard Reno's wounded, by night, bonfires providing the illumination.

At a Christmas dinner I was happy to spend time with an old friend, Charlie Girard. He loaned me an excellent book, "Custer's Chief of Scouts" by Lieutenant Varnum. I loaned Charlie "Conquest of the Missouri" by Hanson. He had never seen it. Charlie's grandfather was a scout for Reno, and his grandmother was a full-blooded Blackfoot. My father, J. E. Stephens, met Sitting Bull and the Crow Curley. Little wonder I'm steeped in this Montana history.

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





Capt. Charles Henry Stone sends us an account of the life and career of Jason Jared Ticknor Weissenburger for whom the towboat JASON (later HERBERT E. JONES) was named. He was born Aug. 22, 1909 in Gary, Ind., second child of Charles Oliver and Allie Fay Weissenburger. He attended elementary school in Point Pleasant, West Va., Mercersburg (Pa.) Academy and received his LLB degree from West Virginia University in June 1933.

Jason became assistant to the president (his father) of the Marietta Manufacturing Co., was a member of the State Legislature of West Virginia, and married Anna Belle Baueele on Dec. 21, 1929 in Wheeling, West Va. The marriage ended in divorce in 1954. Ten years later he married Alberta Elaine Krehbiel of Erie, Pa. Jason died April 22, 1982 in Lake City, Pa.

His first wife, Anna Belle, presented him with two children, Jason, Jr. and Charlotte. Jason, Jr. was born in 1932 and Charlotte in 1935.

Jason's older sister also was named Charlotte, born in 1907. Both had boats named for them. The CHARLOTTE was owned by the Marietta Manufacturing Co., built in 1927, a diesel sternwheeler. The JASON came out in 1940, a virtual duplicate of the ALEXANDER MACKENZIE, built the year before. These two were the last steam sternwheel towboats built for service on the Mississippi River System.

#### FROM JACK CUSTER

The photograph of the "racer" ROBT. E. LEE (Dec. 89 issue, page 41) sent in by Dave Thomson appeared in The Waterways Journal, issue of December 12, 1981 in an article I wrote about the Great Race of 1870. It came from Ed Mueller's collection via the Murphy Library and the indefatigable able assistance of the indefatigable and incomparable sleuth of steamboat photographs, Ralph R. DuPae.

Now, on page 42 you ask if scene is at New Albany, Ind. The bridge in the background is clearly not the K&I bridge between New Albany and Portland built in the 1880s. IT is the L&N bridge at Cincinnati, completed in 1872. In light of our needing to consider the year

1872 as the terminus post quem, I would conjecture that the NASHVILLE sunk in the foreground and being dismantled is the second of the name. Accordingly, the date is presumably after 1877 when that boat was dismantled.

On page 47 you talk about the back cover of the September issue's showing the CHAS. P. CHOUTEAU. Fred, I read the pilothouse's board as PARGOUD, and while it is obviously a big boat, she's clearly not the CHAS. P. CHOUTEAU.

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

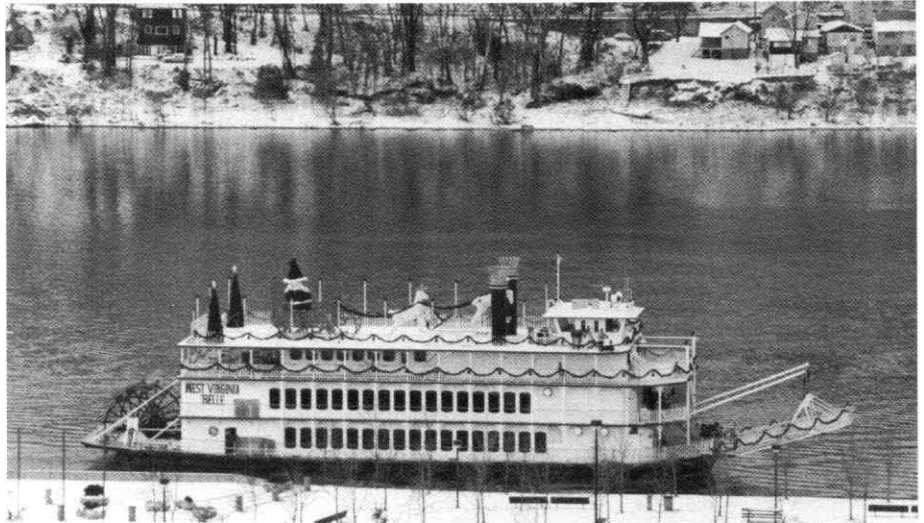
=Editor was asleep at the switch; it is the PARGOUD.

Jim Sutton's new mailing address:- P.O. Box 273418, Houston, Texas 77277-3418. His home is at 4655 Wild Indigo #81, Houston 77027.

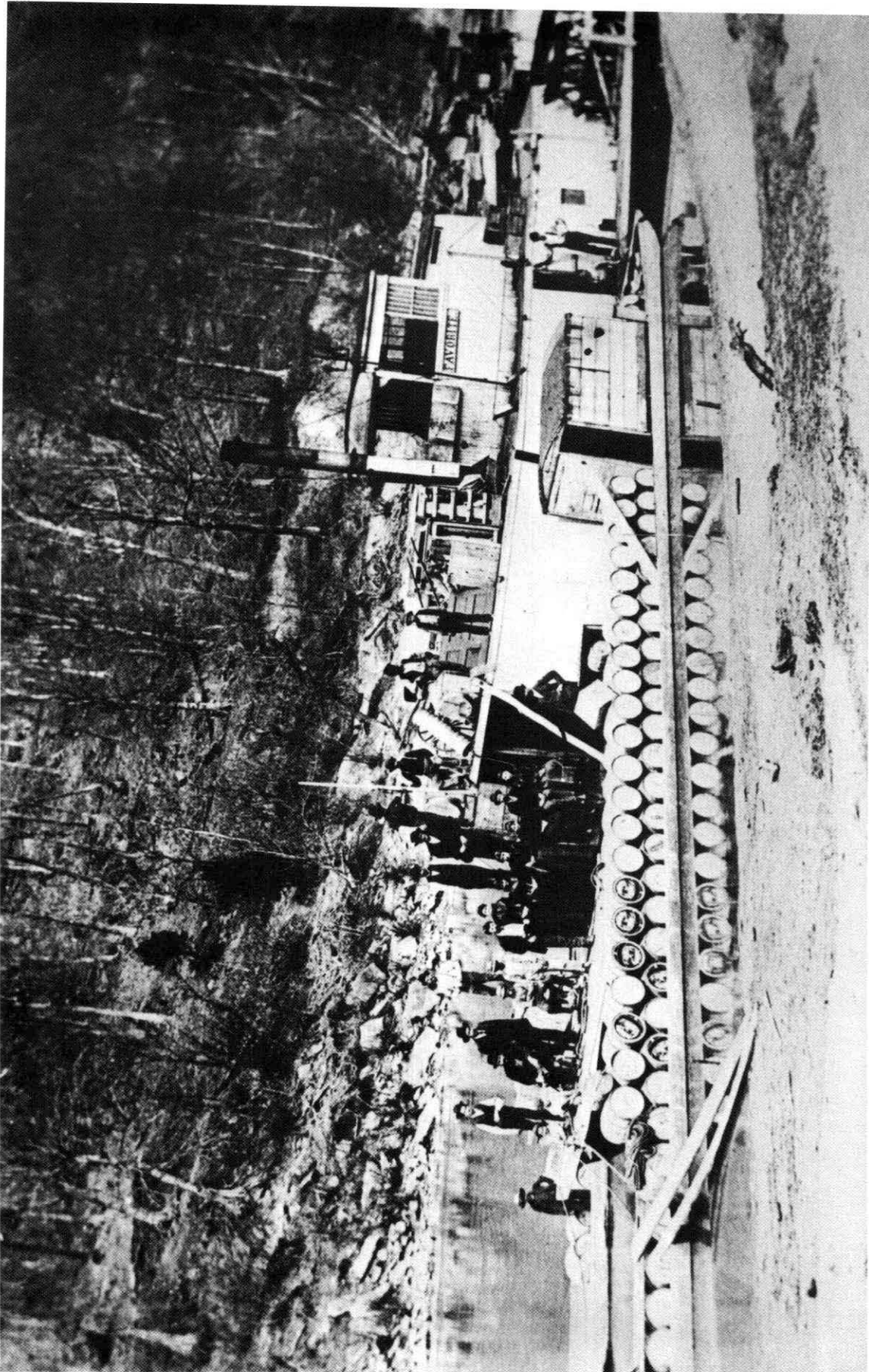
Christmas greetings come from Nancy and John Killoran who first appeared in these columns years ago as rail buffs taking their honeymoon aboard the DELTA QUEEN. John deserted the rails three years ago and now is Chief of Public Affairs for the U.S. Engineers in Alaska. He has completed his fifth year on the Board of the Museum of Alaska Transportation and Industry, including two years as president. He remains a member of the Alaska state park advisory board and serves as v.p. of the Friends of Independence Mine State Historical Site, Alaska's last and largest gold mine.

His wife Nancy is the mother of three children, Molly (12), Megan (10) and Patrick (8). For the past three years she has been serving as information officer for the Chancellor of the University of Alaska Anchorage.

Their home address: 17767 Sanctuary Drive, Eagle River, Alaska 99577.



The WEST VIRGINIA BELLE, pictured in holiday attire one "cool" day this past December by William R. (Bill) Smith of Springfield, O., has new owners. Roberts River Rides of Dubuque have sold the excursion boat to Jim, Tim and Mary Gantz - whose family is best known for its ownership of the Pepsi Bottling Co. in Dubuque - according to an announcement in the Dubuque Telegraph-Herald. "The Gantzes have promised West Virginia officials the craft will continue to be based in the Huntington-Chaleston area," says the report. -Thanks to Ann Peterson of Minneapolis for clippings.



Scene on the Big Sandy River, described on page 29, where we had a bit more space to tell a long-winded tale concerning a millionaire from Pikeville, Ky. who landed at Sewickley aboard a helicopter. While we briefly have your attention here, this is the bat-wing FAVORITE, and she dates back to 1870. So now turn back to page 29, pretty please.



**R**ALPH DUPAE found this one in the Donald T. Wright collection at Tulane University, New Orleans. Information on the back identifies it as the cabin of the SPREAD EAGLE of 1873 (Way #5168) and the first gentleman on the left as Capt. Henry W. Leyhe. When Donald identified the scene he had with him at The Waterways Journal two seasoned experts; Andrew J. (Andy) Franz, advertising manager, and Capt. Sam G. Smith, assistant

editor in chief. If these two nodded approval, the information is correct and the case is closed. BUT, and this is a big BUT, this cabin is wired for electricity, and the SPREAD EAGLE we are discussing dated 1870-1880 while oil lighting was used. Capt. Henry W. Leyhe of the Eagle Packet Company looks familiar, and if he and his companions and the waiter are on a SPREAD EAGLE, she must be a later edition.

## CATALOUQUE SUPPLEMENT ISSUED

Sirs: The Supplement to the Catalogue of the Inland Rivers Library has been completed and is now ready for distribution to scholars and friends of the river. The price of the supplement is \$5.00, and both it and some copies of the original catalog are available here at the Inland Rivers Library. I hope S&D members will respond favorably to our efforts.

Alfred Kleine-Kreutzmann,  
Curator of Rare Books &  
Special Collections,  
Public Library of Cincinnati & Hamilton County,  
800 Vine Street,  
Cincinnati, Ohio 45202

=The 100-page bound Supplement reproduces file cards of Inland Rivers Library additions since February 1968, the date when the original catalogue was released. The listings do not include accessions of oral history cassettes, video cassettes and pamphlets in the collection, all of which must await a future supplement. The pages are enlivened with occasional use of line drawings and tickets. The BETSY ANN is on the front cover, photographed during her 1930 race with the TOM GREENE at Cincinnati. The back cover reproduces an advertisement of 1865 for the WILD WAGONER and ST. CHARLES, then running Cincinnati-Louisville opposition to the established U. S. Mail Line.

The Cincinnati Post of Jan. 2nd featured an article about the Library's special collections, illustrated with a picture of curator Alfred Kleine-Kreutzmann, and one featuring a copy of Way's Packet Directory. John J. Strader has our thanks, first to send the several clippings received.

## HAPPY NEW YEAR

A barge partly loaded with steel came a-prowlin' down the Licking River after dark New Year's Eve. When it turned and started down the Ohio River at Covington, Ky., evacuation was ordered and patrons of a floating restaurant filed ashore "some in full-length furs and others shivering in shirt sleeves."

Alan Bernstein fired up the SHIRLEY B and corralled the unbidden guest through running ice to a safe shore landing.

The patrons were back aboard at

their tables within ten minutes. One enterprising lady had taken her champagne and glass to the wharf. Thanks to Alan Bernstein's quick action no serious damage seems to have been inflicted.

"What a way to end the '80s," said one lady patron, her husband's suit jacket pulled close around her evening dress. "Come on '90s. Try to top this."  
-Thanks to Jack Strader for Cincinnati Post article. Jack and Joan were not there.

A request from the West Coast last October sought the hull drawings for the DELTA QUEEN. Frank X. Prudent was visiting at 121 River when this inquiry was telephoned, so we made bold to ask Frank to take a look-see in the Inland Rivers Library, Cincinnati. He did so, and guided by M'Lissa, came up with this report:

"M'Lissa produced a large box of DELTA QUEEN blueprints. They

had been prepared by the Dravo Corporation's marine architects when Dravo was making extensive changes to the DQ, converting her from a Sacramento packet into Capt. Tom Greene's tourist boat in the fall of 1947. Also in the collection is a large blueprint marked "Docking Plan, Date 6/2/47, Drawn by G. Muller, 2/6/35, traced by F. Way, Jr." As for original hull plans, they just ain't there."

-Our thanks to Frank and M'Lissa for the try. While preparing the DQ for sea I visited Norvin Fay, then head-push of River Lines, Inc., successor to California Transportation Co., builders of the DQ and DK. From him I selected and purchased blueprints in storage of hull and deck plans, but failed to pry him loose of a half-section hull model upon which all of her hull plates had been identified in India ink, then varnished. Where o where did those hull and deck plans get to? Answer still pending. -Ed.



The Capt. Edwin F. Maddy home at Gallipolis, O., pictured by Bill Smith. For details see article about the new CHESAPEAKE stamp in this issue.

James T. Wilson, a founding member of the Steamship Historical Society of America, and its president 1958-1965, died on Saturday, September 23, 1989. He was 84.

Jim and his wife Alice have represented SSHSA at S&D meetings for many years, living at 414 Pelton Avenue, Staten Island, N.Y. 10310.

Born in Manhattan, he was an electrical engineer, first for General Electric at Schenectady and then for 42 years with Consolidated Edison in Livingston, N.Y., retiring in 1970. Jim was a graduate of the City College of New York, where he was a Phi Beta Kappa. He joined SSHSA in 1935, and served as director, secretary and librarian before his presidency. Other than his interest in steamboats, he was an avid rail buff.

Other than his wife Alice (Sherman) Wilson, to whom he was married 33 years, Jim is survived by son David and two grandsons.

He was hospitalized at the time of death and services were conducted by the Rev. William L. Pfeiffer of the Castleton Hill (N.Y.) Moravian Church.

It's later than we sometimes think. John Briley, manager of the Ohio Historical Society's Marietta properties, has had no luck, so far, in tracking down crew members who served aboard the W. P. SNYDER JR. when she towed for Crucible Steel. On the afternoon of November 3rd last he and Jim Stephens drove to New Matamoras, O. and there called on Capt. Henry Gay.

Henry, now 83, lives there, in a nice home, with his wife, Martha. Henry said he served on the SNYDER early-on when the towboat was owned by Carnegie Steel and bore its original name, W. H. CLINGERMAN. Henry was a deckhand in those days, and recalled the four black firemen who had to live and eat separated from the rest of the crew.

The CLINGERMAN in those early days was hand-fired.

While decking, Henry showed great promise as steersman. On one boat the captain-pilot developed so much faith in young Henry's judgment, he'd absent himself for the whole watch, downstairs playing poker.

Henry Gay realized he was piloting for deckhand wages,

passed his examination, and so commenced his lengthy piloting career.

John Briley will appreciate hearing from SNYDER crew members who can recall stateroom and eating arrangements during the boat's Crucible Steel days.

#### FANS WERE SHY?

Sirs: The boat on the back cover for September is the PAR-GOUD, not the CHOUTEAU; you can read the name on the pilot-house. At the time, I thought you would probably get a dozen letters about this, but evidently your fans were shy.

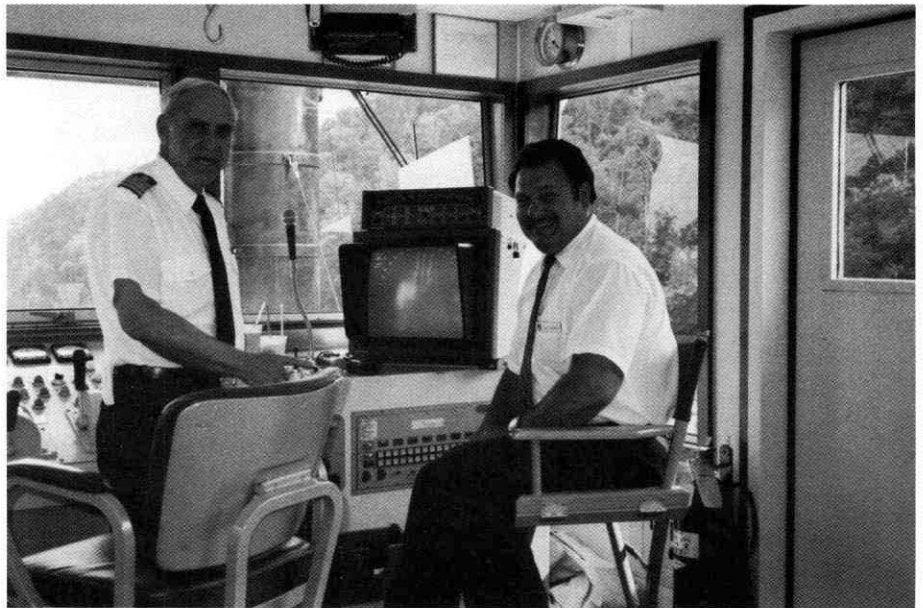
Woody,  
126 Seneca Drive,  
Marietta, Ohio 45750

=Well knock me down with a cotton bale, Woody Rutter is right! Like Capt. Cal Blazier said, "Gentlemen, I have no alibi to offer." My blushes of shame and apologies to all readers for the glaring blunder, and worse, the expanding of the faux pas in the December issue. -Ed.

Michael G. (Mike) Herschler has kindly furnished us with a stat copy of an article featured in the American Heritage of Invention and Technology, spring-summer issue 1989. John K. Ward presents a paper therein tracing the early efforts to prevent steamboat boiler explosions. Mr. Ward is introduced as graphics manager for Laser-Graphics, a printing company in Lexington, Ky. Much of the discussion centers on Mississippi System explosions where the preponderance of early-day steamboats were operating, and where violence by such catastrophes abounded.

The thrust of Mr. Ward's paper goes into detail of early experiments and findings conducted by the Franklin Institute of Philadelphia, which pursued an empirical course, building boilers for the express purpose of exploding them. This phase of seeking fool-proof high pressure boilers makes for interesting reading.

The story is illustrated with interesting wood cuts and drawings, starting off with the tragedy of the MOSELLE at Cincinnati in 1838.



The GENERAL JACKSON's management and crew kindly extended an invitation to y.t. to board the boat at Nashville on January 7th last and ride with them to New Orleans where she received hull inspection and a new paddlewheel. John Hartford, member of the crew, phoned us the details and offered to pour us on board from Madison, Tenn. where he and Marie enjoy watching the JACKSON cruising on the Cumberland. This picture is taken in her pilothouse, Capt. Edgar Allen Poe (left) and Jim Coursey, operations supervisor, taken by Marga Smith on June 20, 1988. PS: We sent regrets; skylarking to N.O. would have meant no March REFLECTOR.

Capt. Samuel Centanni, pilot with the New Orleans Steamboat Company since 1974, died of cancer on Wednesday, January 10, 1990. He was in his 75th year.

Bill Dow wrote a tribute from which we quote:

"Early in 1974 Sam came to me and said that he wanted to work on our boats in New Orleans. The COTTON BLOSSOM was due to come out of the Bergeron Shipyard shortly and we hoped that the NATCHEZ would not be too far behind, although delays were plaguing her delivery. Sam and I walked through the mud at Bergeron's, where Sam confronted Ira Michelle, the 300-pound superintendent. "Hey, you fat mule," bellowed Sam, "You get my boat in the water."

"In July 1974 went captain on the COTTON BLOSSOM. Then in April 1975 he and Gil Manson shared the pilothouse of the NATCHEZ. Sam later recalled that his most memorable day on the river was in August 1975 when he piloted the NATCHEZ in her first "Great Steamboat Race," winning over the DELTA QUEEN. He often declared that his best days on the river were with our company, a tribute to everyone here. George Fitzgerald stated the case remarking 'There are very few Sams left in the U.S.' Despite the cancer he put up a gallant struggle. Just a few weeks ago he whispered to Capt. Doc Hawley: "Take care of things for us, Cap."

"Sam Centanni was born on May 21, 1915 on his family's truck farm in Jefferson Parish just downriver of the Harvey Lock where the Wilco Chemical Company now stands. His parents had emigrated from Italy in the early 1900s. His schooling ended in 1931 to become a wage earner. So, aged 16, he went to 'deckin' on a Whitman tug. A year later he went over to Coyle as fireman on their steam turbine tugs.

"During the mid-thirties he was with Mississippi Valley Barge Lines as fireman and striker (oiler). In '39 he got a break and went back with Coyle as pilot and captain on their inter-coastal tugs to Houston and Brownsville. During World War II he was assigned an Army tug based at Poland Street. Sam married in 1942 and moved to a home on Ricks Place in Algiers, his home ever since.

"From 1947 to 1957 he was

with Federal Barge Lines as master-pilot. From 1957 to 1965 he skippered for Freeport Sulphur, and in the latter year he went with Streckfus as master of the MARK TWAIN and pilot on the PRESIDENT."

Captain Sam's wake was held at the Mothe Funeral Home in Algiers, not far from his home. John Hartford had just arrived in New Orleans from Nashville aboard the GENERAL JACKSON, and attended. In addition to Sam's considerable family, Roddy Hammett later said the multitude looked like MVA and S&D combined, an Italian wake which would have delighted Sam Centanni - river stories, light-hearted visiting and laughter.

Mrs. Roy B. (Jane) Morningstar died at her home, 621 East 13th Street, Bowling Green, Kentucky, on Friday, December 22, 1989 of a heart seizure. According to her daughter, she had been active and in good spirits until the end.

For the last quarter-century Jane clipped and mailed newspaper gleanings bearing on river events to the S&D REFLECTOR. Her lifelong river interest "came natural," her father having been the late Capt. J. Porter Hines.

We have no more particulars at this writing, other than a note from C. W. Stoll relating that James R. Hines, Jr. of Bowling Green and his wife were in Louisville on December 29th attending a delayed birthday party for Neil Whitehead (his 70th) and earlier that day had attended Jane's funeral services.

**W**ILLIAM E. REED, S&D's "steamboat artist extraordinaire," died on Sunday, January 28, 1990 at a health center near his home at New Bern, North Carolina of heart trouble. He was 87, born in 1903. In 1957 Miss Mary Adelaide McKibben, the superintendent of art at Pittsburgh Public Schools and good friend, told the students "that the quality of the teacher depends on the quality of the man," and that in Bill Reed's 21 years at Dormont (Pa.) High School he had been "a second father to hundreds." She commended him for "honesty, integrity, dependability, and modesty."

Bill and his wife Mabel moved from Dormont to 2701 Amhurst Road, Apartment 15-D, New Bern, N.C. 28560 in the summer of 1988. Due to failing health he was missed at the last several S&D meetings, where he long served as a member of the Board of Governors. Many of his steamboat paintings grace the walls of the Hotel Lafayette, commissioned by the hotel's late owner, S. Durward Hoag. Many more are displayed at the Ohio River Museum, donated by Bill Reed.

The above sad news was telephoned to the REFLECTOR at press time by his sister Catherine Reed. In our December 1989 issue, page 47, is a story touching upon Bill's art career and family.

Sirs: I was delighted to see the RICHMOND in the December issue. Does anyone have a xerox of the oil painting of Richmond, Va. which adorned her cabin? I assume it was based on one of the woodcuts I already know about, but if it's not, it would be worth following up. I hope someone photographed it or has it still!

I was also glad to learn of your trip on the DELTA QUEEN, page 36, that the old lock house at Dam No. 2, Ohio River, is really on its way toward rehabilitation, this time as a restaurant. We tried to help in a small way some time back, by writing letters and putting in a plug in our American Canal Guide.

It's a shame that so many of the buildings at the old locks have been destroyed, so it's great to see another success story. I shudder to think what may be going on now on the Green, Kentucky, Monongahela and other waterways with abandoned or threatened old lock sites. The old lockhouses are a part of our rich heritage, and should be lived in or put back to work. It's by saving the best of our past that a country grows old gracefully and keeps her roots.

William E. Trout III,  
35 Towana Road,  
Richmond, Va. 23226

=No view to our knowledge has survived of the painting "Richmond on the James." Bill Trout is president of the American Canal Society, publisher of American Canals, headquartered at 809 Rathton Road, York, Pa. 17403, edited by William H. Shank.

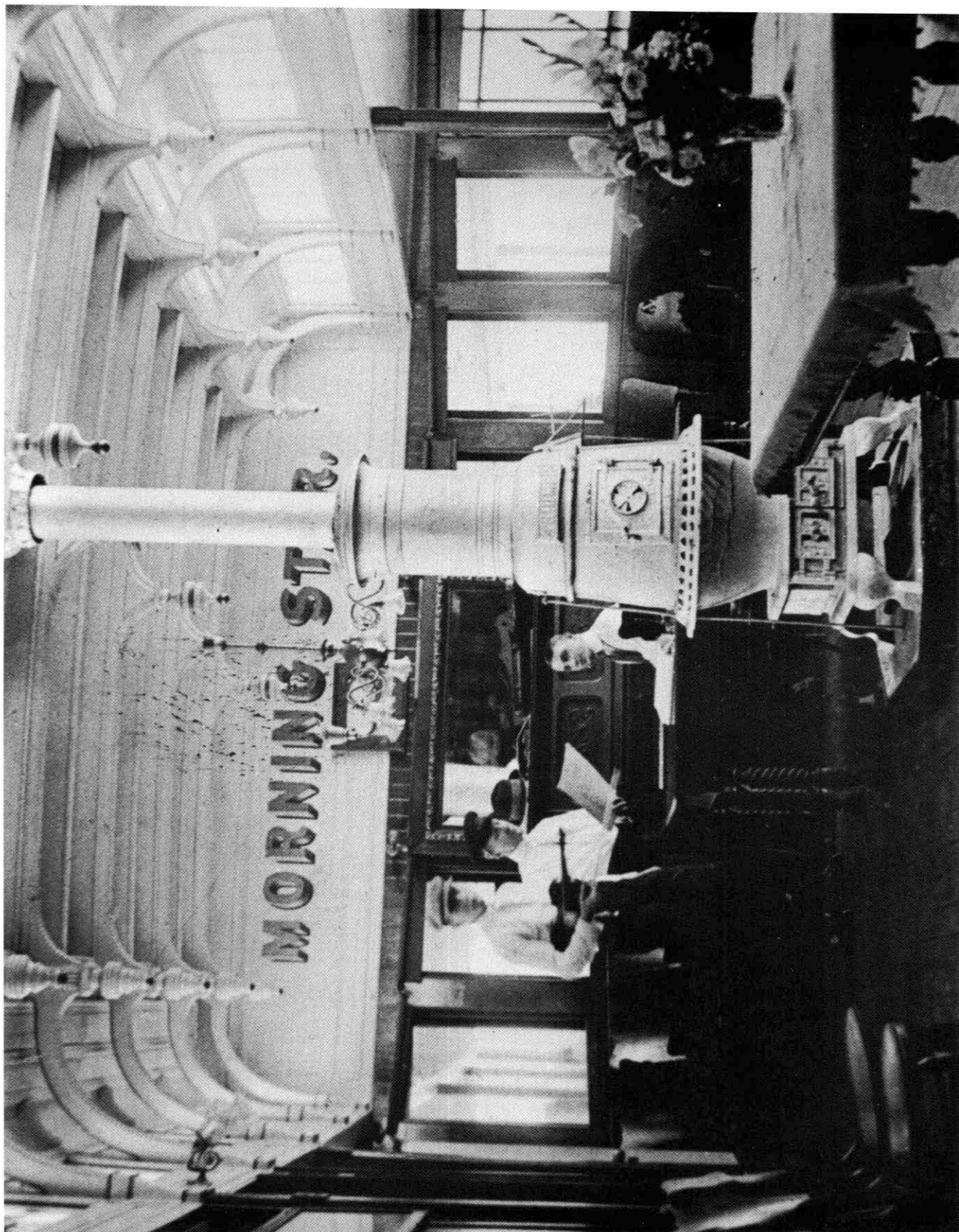
EARLY PITTSBURGH & CINCINNATI  
PACKET LINE PERSONS

Elizabeth B. Monroe, whose extensive research on the Wheeling Bridge Case, 1850-1856, was published in The American Journal of Legal History's July 1988 issue, sends us a list of persons and firms associated with boats during the course of the legal proceedings. Daily service, including Sundays, was maintained during the navigating seasons, between terminals, requiring seven side-wheelers. Each of the line boats were owned by separate groups of stockholders, having agreed to abide by scheduling assigned by the line's management, directed by William Thaw of Pittsburgh. This tight-knit monopoly successfully controlled the Pittsburgh-Cincinnati passenger and freight service 1849-1856, terminated soon after the terminals were linked by railroad service. During its period of operation the P&C line survived intense competition from a similar set-up of seven side-wheelers banded into what was called the Wheeling-Louisville Union Line which, within two years, terminated in financial disaster.

Elizabeth Monroe in preparing her list consulted the P&C Line minute book deposited at the Historical Society of Western Pennsylvania in Pittsburgh, consulted the 1849 testimony in Pennsylvania v. Wheeling and Belmont Bridge Company at the clerk's office, Wheeling, and studied the 1850 testimony prepared by Reuben Hyde Walworth in the extensive volume titled Wheeling Bridge, in the collection of the Inland Rivers Library, Cincinnati.

Thomas Arbuckle  
HIBERINA NO. 2  
Capt. Charles W. Batchelor  
HIBERINA NO. 2 (1849-1851)  
Capt. M. W. Beltzhoover  
BRILLIANT  
William Bingham  
BRILLIANT, CLIPPER NO. 2, HIBERNIA NO. 2, BUCKEYE STATE  
Capt. John Birmingham  
CINCINNATI (1851)  
George Black  
CLIPPER NO. 2  
Clarke and Thaw  
BRILLIANT  
Thomas S. Clarke  
CLIPPER NO. 2, BUCKEYE STATE  
Cook and Harris  
CINCINNATI  
Capt. Nelson Crooks  
CLIPPER NO. 2  
A. Culbertson  
CINCINNATI  
Capt. Samuel Dean  
NEW ENGLAND NO. 2 (1850), BUCKEYE STATE (1851)  
Capt. Prescott Devol  
(CLIPPER NO. 2 (1849-1850))  
Alexander Erwin (engine builder)  
KEYSTONE STATE, BUCKEYE STATE  
John Erwin (mate)  
MESSENGER NO. 2 (1850)  
John Ferguson (pilot)  
CINCINNATI (1850)  
William Frampton  
BRILLIANT, HIBERNIA NO. 2

Capt. Redmund J. Grace  
BRILLIANT (1849-1851), PHILADELPHIA (1854)  
John Graff  
CINCINNATI  
William C. Gray  
KEYSTONE STATE  
Capt. Richard C. Gray  
CINCINNATI (1849)  
Robert S. Hays  
BRILLIANT, CLIPPER NO. 2, BUCKEYE STATE  
Hays and Black  
KEYSTONE STATE  
David Holmes  
CLIPPER NO. 2, HIBERNIA NO. 2, BUCKEYE STATE  
James Holmes  
BRILLIANT  
I. A. Hutchison  
CINCINNATI  
Capt. John Klinefelter  
HIBERNIA NO. 2 (1849), MESSENGER NO. 2 (1851), PENNSYLVANIA (1854)  
M. Klinefelter  
HIBERNIA NO. 2  
Capt. William J. Kountz  
CINCINNATI (1850), PITTSBURGH (1851), CRYSTAL PALACE (1851)  
Thomas K. Litch (engine builder)  
CLIPPER NO. 2  
George C. McLean (clerk and investor)  
HIBERNIA NO. 2 (1849)  
George R. Massey  
HIBERNIA NO. 2  
Alexander Miller  
CLIPPER NO. 2  
Reuben Miller, Jr. (steamboat builder)  
CINCINNATI (1850)  
Benjamin Minis (engine builder)  
BRILLIANT  
James Nelson (engine builder)  
ISAAC NEWTON, KEYSTONE STATE, BUCKEYE STATE  
A. and W. K. Nimick  
CINCINNATI  
John O'Neil (engineer)  
MESSENGER NO. 2 (1849)  
Standish Peppard (clerk)  
BUCKEYE STATE  
Capt. Samuel J. Reno  
BUCKEYE STATE (1850)  
Capt. George Rowley  
CLIPPER NO. 2  
Capt. John Shouse  
HIBERNIA NO. 2  
Sam Snowden  
CINCINNATI  
Capt. Charles Stone  
MONONGAHELA (1849), KEYSTONE STATE (1850-1851)  
Capt. Stephen Stone  
KEYSTONE STATE  
Capt. D. H. Stone  
KEYSTONE STATE  
William Thaw  
CLIPPER NO. 2, KEYSTONE STATE  
Edwin R. Wells, (clerk & investor)  
CLIPPER NO. 2  
Capt. Isaac C. Woodward  
MESSENGER NO. 2 (1849)  
Samuel Young (engineer)  
CLIPPER NO. 2 (1850)



Forward cabin of the side-wheel MORNING STAR (Way #4043) when owned by Capt. Walter Blair of Davenport. Blair may go down in river history as an early operator of lengthy passenger cruises a la DELTA QUEEN style. He had this boat from Davenport to New Orleans (and out the Jetties), to Cincinnati, and up Tennessee River.



TONY MELDAHL'S  
BIG MOMENT

One of the most fascinating news reports ever printed in The Waterways Journal came unsolicited to editor Donald T. Wright in the morning's mail. Donald gave it a by-line "By Capt. Tony Meldahl, Master U.S.S. CAYUGA" and ran it in full.

.. ..

Sayler Park Station, Cincinnati, Ohio, May 4, 1922. - No doubt you have read and heard about the eventful day we had here last Thursday, April 27, "the Grant centennial celebration."

Little did I dream that the CAYUGA would be the flagship of the flotilla and that I was to have on board the President of the United States, Warren G. Harding, Mrs. Harding and many other noted high officials.

It was Monday afternoon when I received orders to get the CAYUGA ready by Wednesday noon. Imagine our dilemma, considerable of the boat's machinery being torn down for the purpose of making repairs; the boat dirty from lying up all winter. By hard and diligent work my two engineers got the machinery put together again, and the CAYUGA landed at the Greene Line wharfbat only 15 minutes late by official schedule.

We did not even count on being in the parade, much less being the "flagship," on account of the shape the boat was in. My orders were: "Fix up your boat the best you can; you will have some very prominent guests on board, but I cannot tell you who they will be.

If you are a good guesser you may guess." Such were the words from Mr. Harris. I made no effort to guess. Next day I was asked if I had any idea who my guests would be. I said, "No, I suppose if Lloyd George were in this country he would be one."

"Yes, if he were here, perhaps he would be one of the guests." Then I first suspected the President, perhaps, would go on a Government towboat.

When we reached the Greene Line wharfbat blue prints and written orders were handed me at once, and very strict orders were laid down for the crew to carry out to the letter. Not a single person was permitted to go on board the CAYUGA from the time she left 'Fernbank' until after the parade was over. 'Four policemen were detailed for duty all night while

the boat was at the wharf. Secret Service men were on guard everywhere. At 10:45 a.m. the President, Mrs. Harding and his staff boarded the CAYUGA.

Every steamboat in the harbor was laden with people to full capacity, and the entire wharf was a solid mass of humanity.

The President, soon after going on board the CAYUGA, was escorted up to the pilothouse, where several comfortable chairs were reserved for him. He cordially shook hands with me, appeared to be very sociable with all the people and put his dignity as Chief Executive of a great nation aside on this occasion.

The President seemed to be quite interested in the river and boats, and asked numerous questions concerning both. He also admired the scenery on this short trip. The crowds on both shores kept the President busy lifting his hat and waving his hand.

Mrs. Harding, seeing a large crowd of school children all waving small flags, remarked, "That shows true Americanism." The press reporters, movie picture men and photo people were very numerous, and were from all parts of the country, except the Editor of The Waterways Journal. Alas! He was missing. Say, what was wrong, why weren't you here? You missed half of your life.

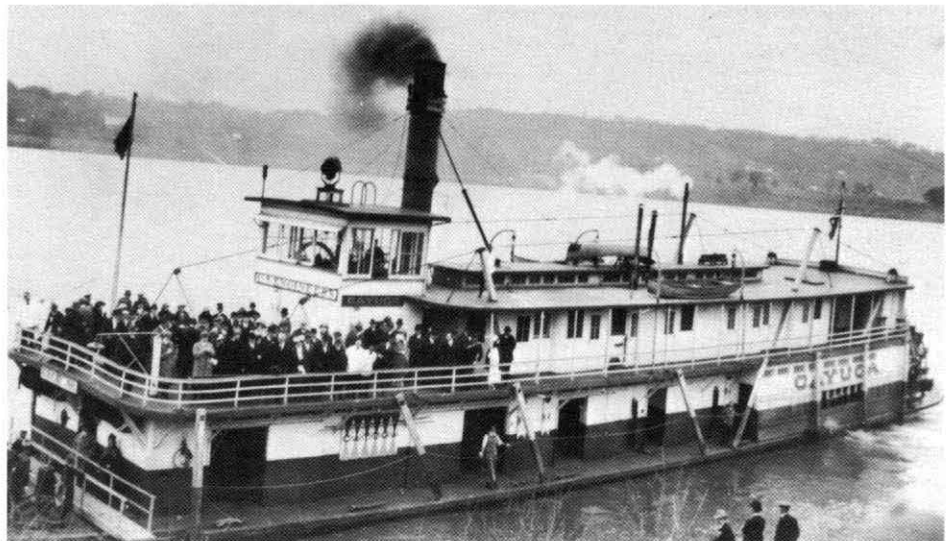
Yesterday in the movies at the

Walnut Theater, I saw the picture of the CAYUGA with the President and his party coming into the landing at Point Pleasant, Ohio. The picture was fine.

I was surprised to note how close an observer the President was, about the boat and about steamboats in general. On our return trip, while landing at Cincinnati, I headed over toward the mouth of the Licking River to back around. The President asked me: "Do you always land here this way?" I made a little explanation why I landed in this manner and he said: "Well, every person to his trade or business." Few inexperienced river travelers would have noticed this, especially in the night.

Major Walter S. Ware was commander of the River Pageant for the Presidential Parade. He carried out his part fine. The HOOSIER GIRL of Rising Sun, Ind., Mr. Whitlock's fast yacht, was used for the dispatch boat to see that all the boats in the parade were all kept in their proper places during the run to Point Pleasant. The semaphore system of signal was used between the flagship and dispatch boat.

The parade was not altogether without some little incidents. The ISLAND QUEEN me with a small accident, and a few people were slightly injured. It was just simply an accident and not due to



The U.S. Engineer towboat CAYUGA is pictured at Point Pleasant, Ohio (not to be confused with Point Pleasant, West Va.) on the occasion of celebrating General U. S. Grant's birthday centennial. In the accompanying story Captain Meldahl discounts the accident which befell the ISLAND QUEEN during the course of the parade as "a small one." In our December 1967 issue we expanded upon this roof collapse, with pictures, leaving no doubt as to how serious it was; 28 school boys injured.

any negligence or overcrowded boat. I have often seen as many, or even more people on her, than on this occasion. With only 1,000 people on board this thing might have happened just the same. As long as the sun rises and sets accidents will happen the world over.

A funny little accident occurred at Point Pleasant just before the President and his party returned to the boat: a little stowaway of about 9 or 10 years made his appearance on the forecabin of the CAYUGA. He stood at the bottom of the steps, with a broad smile on his face, looking up to the pilothouse. The expression on his little face - I could almost read the words - seemed to be "I am here. I wish to be a pilot." I was puzzled to know who the kid might be and how it was possible for him to have gotten on board with Secret Service men aboard and around, also my own crew instructed to keep the closest watch and not allow any outsider to come on board. Well to make a long story short, the "kid" put it over on us all. He told his story how he got on board the CAYUGA. He stowed away aboard the MORNING STAR and while

the boats were all lying along shore at Point Pleasant worked his way over from the outside boat until he reached the flagship. Said he wanted to meet the President and shake hands with him, even at the risk of being court-martialed (?). I say hurrah for the kid; he showed true Americanism. I was told when the President noticed him he invited him to go along.

Through the courtesy of Mr. and Mrs. Harris, Mrs. Meldahl was invited to join them aboard the MIAMI, the boat selected for the Government officials, their families and friends. She also had the Fire Department on board with two fire engines. Mrs. Meldahl declares she had one of the most enjoyable steamboat trips of her life; everyone on board seemed to be so agreeable and pleasant.

As I stated before, the CAYUGA was unprepared to be in a parade of such prominence. I apologized for our untidy appearance; it was not my fault for when the CAYUGA came in last winter from a long and hard season's work she was laid up at Fernbank Dam No. 37 among a large fleet of boats and barges, and her crew all laid

off for the winter. All of the other Government boat crews met with the same fate.

Following is a copy of the orders sent to me:

U.S. Engineer Office, 405 Custom House, Cincinnati, O., April 27, 1922 - From Commander River Pageant to Master U.S. CAYUGA. Boat No. 1: Subject, Orders for Presidential Parade:

1. You will take your orders during the parade, personally, from Maj. Walter S. Ware.

2. You will be at the Greene Line wharfboat at noon sharp, Wednesday, April 26th; you will call the Cincinnati office (Canal 3609) immediately upon arrival.

3. The crew will consist of the following men:

(1) Master and pilot, Anthony Meldahl; (2) engineer, William Shahan; (3) engineer Charles A. Page; (4) mate, Lester M. Hensler; (5) fireman, Justus Chandler; (6) fireman, Chas. Kinney; (7) deckhand, Allen Ridge; (8) deckhand, Elmer Whitcomb; (9) deckhand, (David Swafford; (10) deckhand, Ross Smith.

4. Under no circumstances will any other person be allowed aboard except by consent of Maj. Ware in person from the time you leave Dam 37 until after the parade is over.

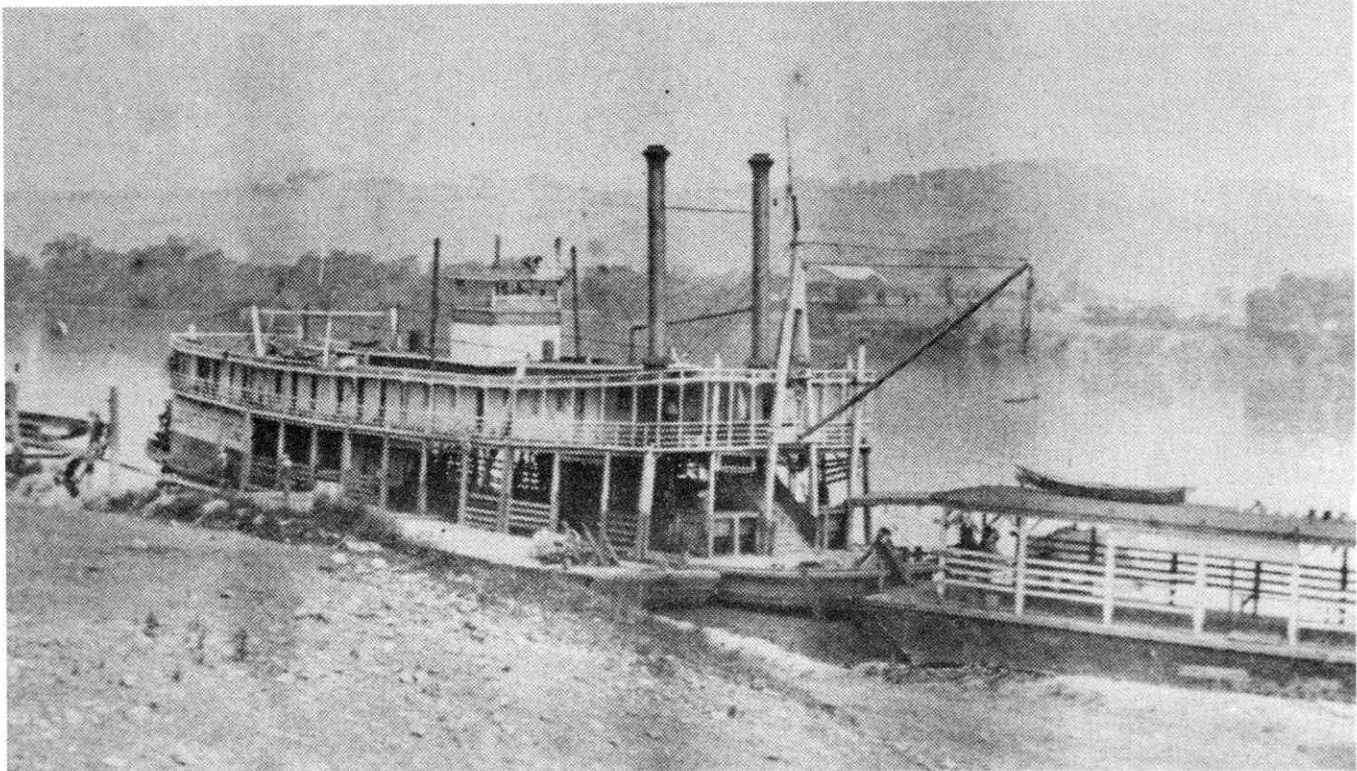
5. You will see that two yawls in best condition, with two sets of oars in each yawl, are placed on the flat or end nearest steamboat; you will also see that there are one hundred (100) life preservers (cork or life boards) on board.

Maj. Walter S. Ware,  
Commander,  
River Pageant.



General Grant's home at Point Pleasant, Ohio as it appeared when U.S. President Warren G. Harding and Mrs. Harding visited on April 26, 1922. Less than a year later Capt. Meldahl died in a Cincinnati hospital and his casket was taken, aboard the CAYUGA, from Cincinnati to Neville, O. for burial near his home. Death came to Tony on January 26, 1923. The modern-day Captain Anthony Meldahl Locks and Dam complex, Ohio River, honors his name.

In a newsletter released by Bill Dow of the New Orleans Steamboat Company, Bill mentions that plans and drawings for the company's proposed 213-foot sternwheel dinner boat, tentatively named CITY OF NEW ORLEANS, have been sent to six area shipyards for bidding. The architect is Jack Gilbert of Boston, Mass. Interested investors are Ralph Brennan and his sister, Cindy. Ralph is president of the New Orleans Tourist and Convention Commission, and operates Brennan's Restaurant on Royal Street, New Orleans.



**W**AY'S PACKETS disposes of the JAMES N. TRIGG (#2940) in one sentence: "Got in a storm near Guntersville, Ala. and wrecked, 1921." Alan L. Bates investigated the lurid details and wrote this article on his own typewriter, readied for printing. -Ed.

This article is the result of two taped interviews with the Underwood brothers. The first was made in the BELLE OF LOUISVILLE pilothouse one night in 1964. The tape recorder acted up and half of it was lost. Then in 1974 Earl F. Olson interviewed Harris Underwood about his life on the river and the rest of the story was regained.

MAMA, DON'T LET YOUR BABIES GROW UP TO  
GO ON THE RIVER

Young Paul Underwood probably looked forward to his very first trip as master of a steamboat with some pleasant anticipation. He was in his middle twenties at the time. The boat was the JAMES N. TRIGG, an old friend of his that normally ran between Chattanooga and Kingston, Tennessee. She was the property of the Tennessee River Navigation Company, long manned by the Underwoods, their relatives and close friends. She was a narrow boat about as long as the BELLE OF LOUISVILLE. She was built in 1910 at Decatur, Alabama, and had never been in any serious trouble.

The crew for this trip included Harris Underwood and 'Uncle' Ike Lambert as pilots. Bob Allison was mate, Olin Chandler was clerk and Elmer Roddin was purser. Corky Eldridge was engineer. Uncle Ike was an old-timer, one of the best of the Tennessee River pilots.

They towed a covered barge along the starboard side. The weather was bad, with strong, gusty winds and heavy, intermittent rain storms. Harris, on the first watch, was worn out at midnight from fighting the wheel. When Uncle Ike came on watch

he recommended tying up for a spell but Paul, wishing to get on down to Decatur, over-ruled that notion. He stayed up an hour or two with Uncle Ike, then went to bed. Neither he nor Harris could sleep. Perhaps some sense of foreboding prevented dozing off. At about three o'clock in the morning the engineer called the pilothouse and notified Uncle Ike that he had to shut down one side for some valve stem repairs.

It was while the JAMES N. TRIGG was humping along on one side that a tornado decided to rip across the Tennessee River just below the mouth of Paint Rock River where its winds would be augmented by funneling through a gap between Cloud Mountain and Bob Mountain. The TRIGG and her barge were blown flat-dab against the bank and the shock of hitting split her cabin in two. Nearly half of it fell on the barge along with the lifeboats and most of the roof haberdashery. One stack was steamrollered flat. The lights went out and the generator failed as the wiring was pulled apart.

A passenger, a regular shipper on the line, was aboard. He grabbed a hog chain and held on for dear life as the wind lifted his feet from the deck. Elmer Roddin, the purser, started to get up and his feet hit cold water. Concluding that she had sunk and he could do nothing about it he curled up under his blanket again. Uncle Ike fell through the hole forward of the pilotwheel, which was covered with canvas, continued on down through the skylight deck and fetched up on the boiler deck unhurt but considerably frightened. The pilotwheel came down with him. Coals in the cookstove set the boat afire but that was soon extinguished. Harris's license was sucked out of its frame.

Paul got out some lines to shore. Harris headed for the engineroom. He had to pass through the off-watch engineer's room to get to the barge, then walk back to the engineroom and re-board the TRIGG. The engineer asked him what happened, then gave a jug of whiskey to Harris for safe-keeping in the paint locker. In the morning a steering system of

sorts was jury-rigged and the boat was run down to Hobbs Island, a distance of about five miles. Harris found his license wrapped around a stalk in the nearby field.

Leaving a watchman on the TRIGG, the crew went back to Chattanooga by train and got the CAPTAIN LYERLY, a towboat, to continue the trip. Uncle Ike stayed in Chattanooga and was replaced by Captain James Williams, Paul's father-in-law. When they got to Hobbs Island there was a carload of fertilizer on the NC&StL to be loaded on the barge. They transferred the freight from the TRIGG to the LYERLY's deckroom and the barge and loaded the fertilizer in the dark. As they were leaving a roustabout got confused and walked off the side of the barge and was drowned.

The CAPTAIN LYERLY made it to Decatur without further trouble and tended to business at the various landings. A passenger came aboard at one of these and rode to Decatur. After delivering her deck freight and the covered barge she continued down the river to Lamb's ferry, just below the Little Muscles Shoal Lock, to pick up a lot of cottonseed. On the way back to Decatur they passed a nest of moonshine stills and one enterprising man rowed out to the LYERLY with a skiffload of white lightning. Nearly everybody bought a gallon or two and they went on up the river. About then Paul and a roustabout got into an altercation. Harris was nearby. When the rouster grabbed a club, maybe a capstan bar, Harris snatched up a lantern and slammed it down on the man's head. It knocked him out a little bit according to Harris. When they reached Decatur the rouster was paid off. He went up the hill to the police station and reported the presence of hooch aboard the CAPTAIN LYERLY.

Soon there were cops all over the boat searching for Moonshine. The clerk's bottle was set out

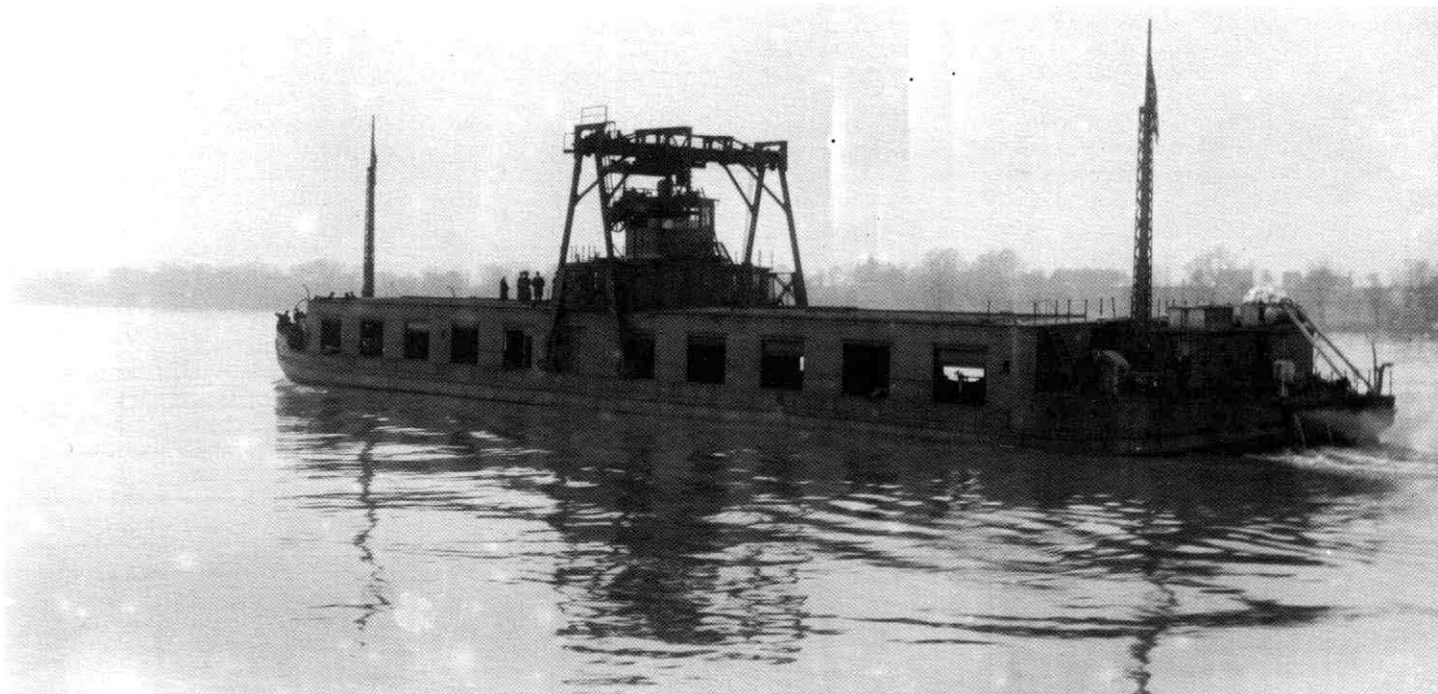
on the guard, not hidden, and when it was spotted Paul Underwood was arrested and handcuffed and led off to jail. Fortunately an employee of the Hobbs Island incline was in town and he made bail so Paul could get out of town. They picked up a barge of corn and another of lumber and went to Hobbs Island to pick up the JAMES N. TRIGG.

One would think this unhappy crew had had sufficient woes but no, fate had other blows to deliver. They fired up the JAMES N. TRIGG and she and the CAPTAIN LYERLY went on up the river towing the two barges and adding hay at several landings. Just above Hales Bar Lock Captain Jim Wright managed to smack Oates Island with the barge alongside the TRIGG. The LYERLY and the other barge stripped away lines and couplings and went on up the river. Harris, who was in the TRIGG's engine room when they hit, ran out on deck and jumped up and down, yelling and waving his arms for the LYERLY to stop. Paul teased Harris about this evidence of panic for years afterward. Harris claimed that it was high time for a little panic.

They raised the barge and finally got back to Chattanooga where the TRIGG got caught out on shore during a falling stage of the river. She was dismantled where she lay.

But it was still not over! Paul got an invitation to call on Captain William T. Hunter, hull inspector at Nashville, to explain why he carried that passenger to Decatur on a towboat not licensed to carry passengers. He took a tongue-lashing, did not lie and saved his license.

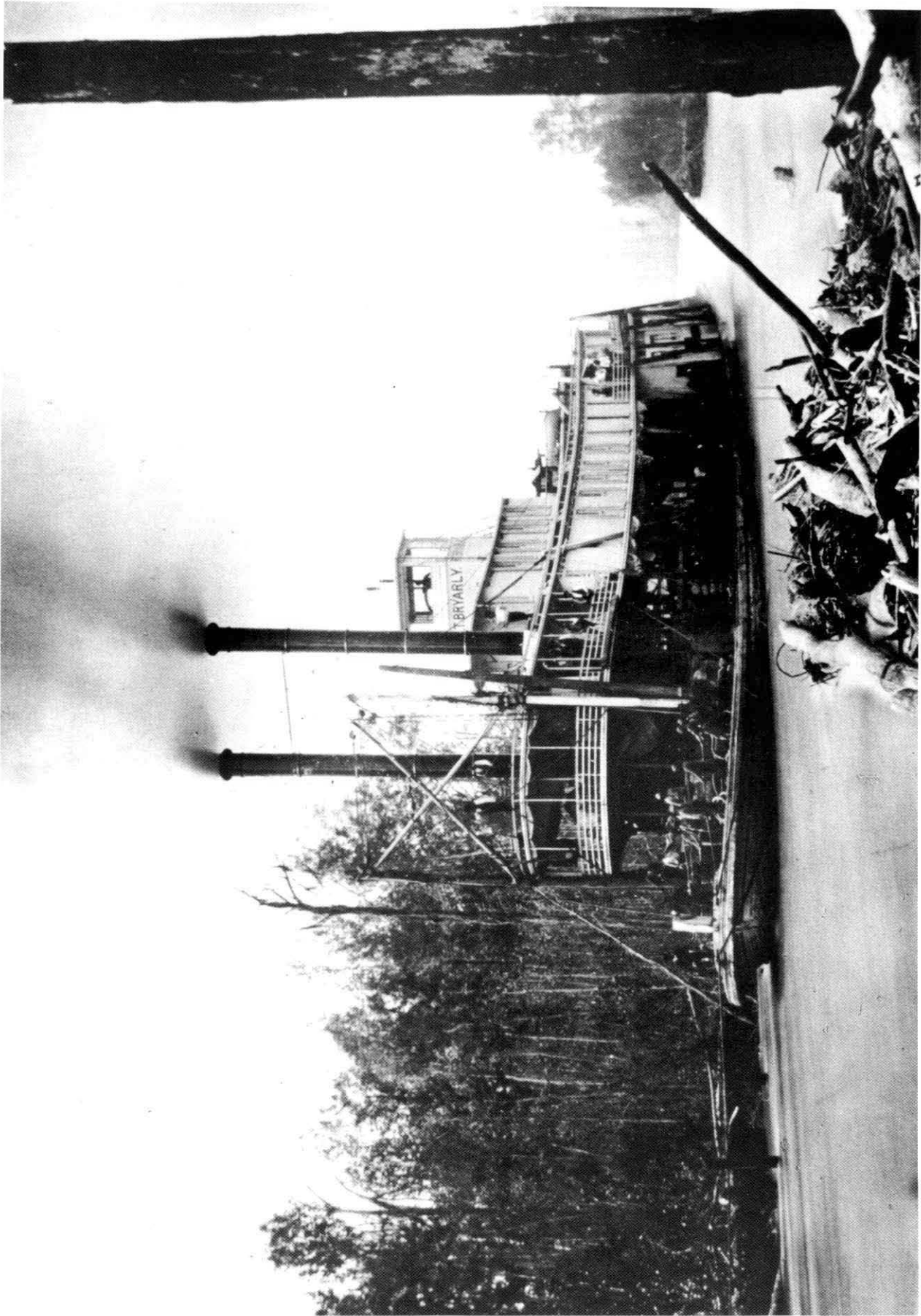
Paul never lost his respect for the wind. The BELLE OF LOUISVILLE often waited at the landing until he was satisfied that there would be no storms. Occasionally trips were cancelled owing to weather bureau predictions.



One of the odd-lot craft built by Howard at Jeffersonville, Ind. was this one: the INCO NO. 1, a self-propelled barge, steel hull 240 x 42 x 6.2, designed for St. Louis-New Orleans service. She had four props, each 52" dia., driven by oil engines, each rated 80 hp. May have been the pioneer to use a bow thruster. Designed by John M. Sweeney, ex-Wheeling boat and engine builder with a flare for innovations.

She arrived at New Orleans on her first trip on April 24, 1916 in charge of Capt. Henry Lindenburn, who shared watches with Charlie O'Neal. George T. Heckmann was chief engineer, with Courtney M. Ellis for his partner. This picture is from the Capt. W. H. Tippitt collection and may have been taken by Jim Howard.





The R. T. BRYARLY somewhere in Louisiana. See page 47.

R. T. BRYARLY  
With and Without

The photographs on the two foregoing pages may or may not be the same cotton packet. The one with no cotton is the R. T. BRYARLY, but also there was a JOE BRYARLY in the 1870s. On the front of the pilothouse in cotton-laden picture BRYARLY is readable but the first name, or initials, will forever hide behind the port smokestack. Ralph DuPae brought to our attention that the R. T. BRYARLY has her name painted on her pilothouse, and on the other boat the name appears on a professionally made sign-board. One has a jackstaff and the other does not. Just the same our vote is what we are looking at in both pictures is the R. T. BRYERLY without cotton--and with.

On the cotton picture please to notice that the boys have hoisted a real bale of cotton aloft between the stacks, the pulley arrangement visible, and two hardies standing on the bale. Also note that the photographer, or somebody, has painted on the bale in white figures, 1515. That's the startling part: the R. T. BRYARLY, built by Howard in 1872, had a wood hull 150 x 23 x 3.5, about the size of the LIBERTY (last LIBERTY, Way #3454) and 1,515 bales have been stacked with what a brick-layer would call the systematic Flemish bond. At the forward end of the third course from the top, port side, a tree limb either got caught during the loading, or else the mate purposely placed it there to straighten the load. Also notice the square tunnel built across the forecastle to allow access to the forward stairs to the boiler deck, held up at center by coal mine props. This tunnel also supplies critical air flow to the furnaces, and for the firemen. She'd better get where she's going before the coal in the bunkers runs short.

The R. T. BRYARLY and JOE BRYARLY both ran between Shreveport and New Orleans. The R.T., downbound with such a trip as this one, stabbed a snag, capsized and broke in two. A couple of days later the wrecking steamer TRAVIS WRIGHT was dispatched to Red River at Picon Point to salvage the cotton, saved 176 bales, and suffered the same fate, sinking a total loss. The JOE once

spilled a cotton-load overboard, losing 700 bales, and worse--15 persons died and three were badly injured.

The JOE BRYARLY continues to remain in sort of a never-never land in our files; no information on where built, when, or dimensions. Wish we could agree with Ralph DuPae that the accompanying cotton-load is piled on JOE's guards. More data will have to emerge, and a picture of the elusive JOE BRYARLY--her name readable--would bring comfort to this editor.

--And, while concluding these observations, of course we are wondering about the identity of the large steamer moored below in the cotton scene, and where both were taken. Ralph DuPae credits the cotton-scene to the collection of the late William J. Petersen and the other to the collection of John Long.

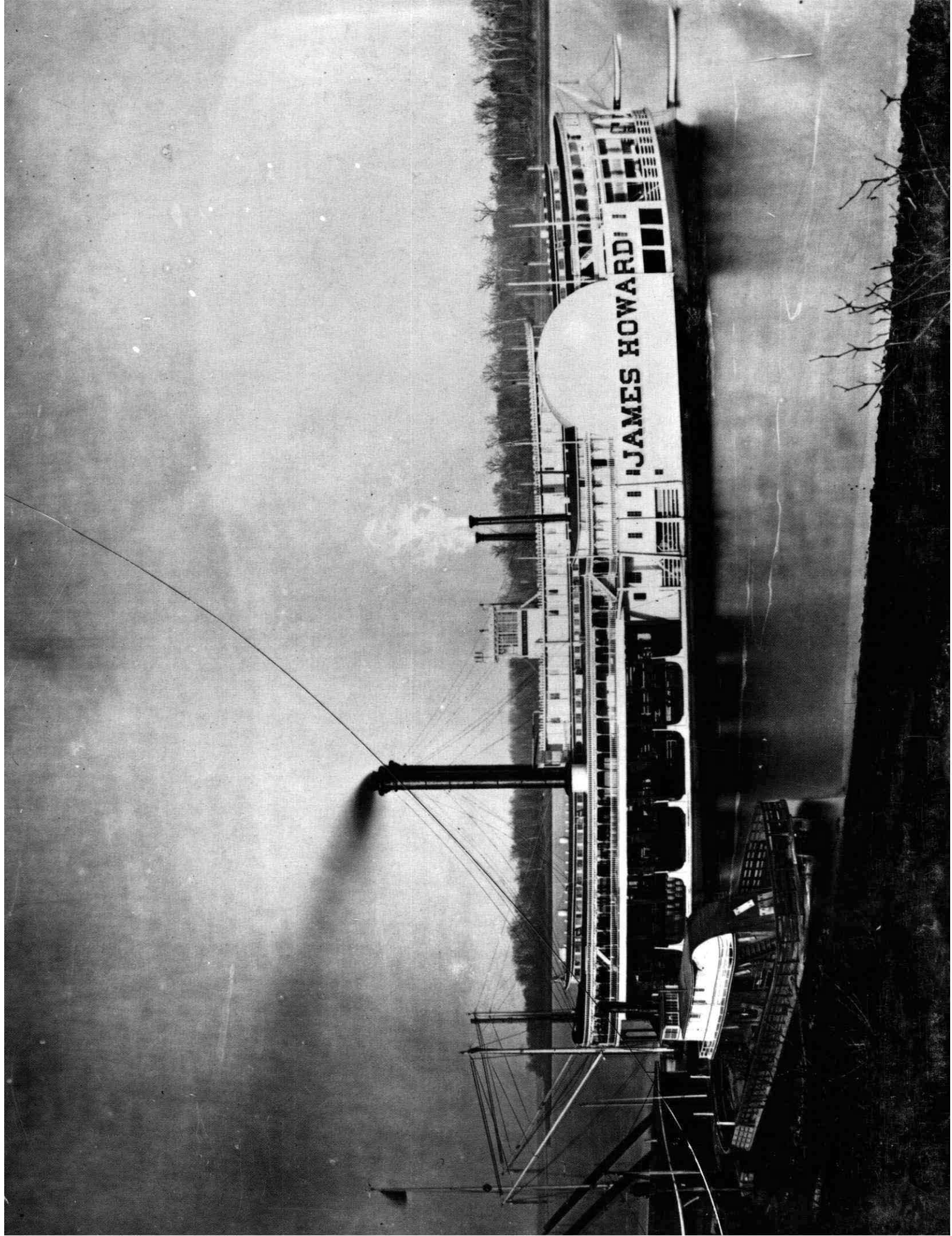
This issue prepared with delays a/c frigid weather, busted pipes, flooded cellar and typewriter troubles. -Ed.

PICTURE ON BACK COVER

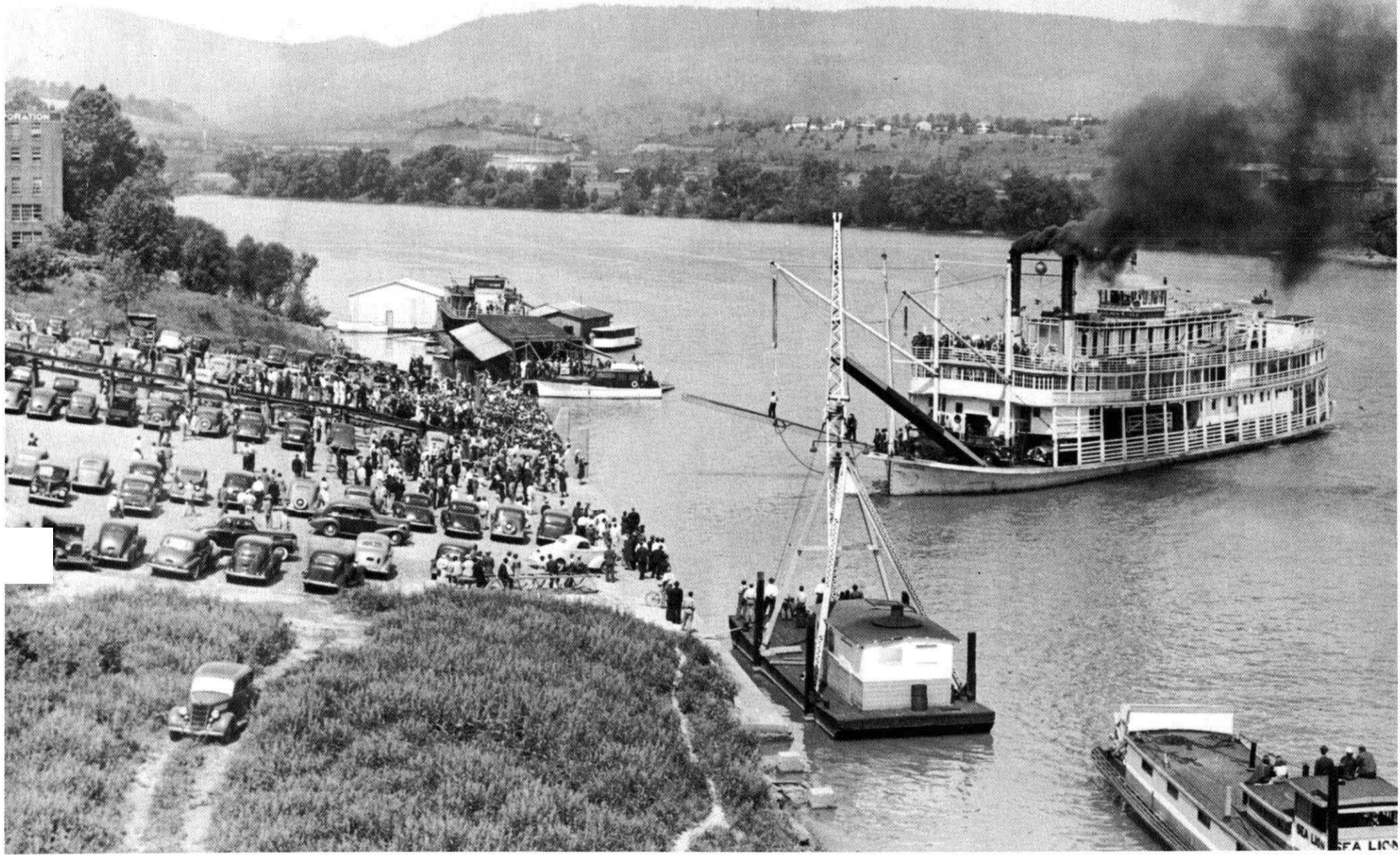
The glass plate from which this was made comes from the collection of Capt. William H. Tippitt, the print made by J. Woody Rutter. The glass plate was broken, accounting for the thin black line top center off to lower left foreground. In all likelihood it was taken by Jim Howard on the new boat's delivery trip in 1870, possibly at New Albany, Ind. (Jack Custer may have a positive location id. and might also know the identity of the "bootjack" ferry moored under the wharfboat.) Many details in Way's Packets (#2930). Since writing that piece we have been privileged to read copious notes taken from old Pittsburgh newspapers by Russell M. Lintner, one of which, dated at New Orleans, Oct. 31, 1873 reads: "The smokestacks of the JAMES HOWARD are being painted black at this city." Well! What color had they been; red, maybe?

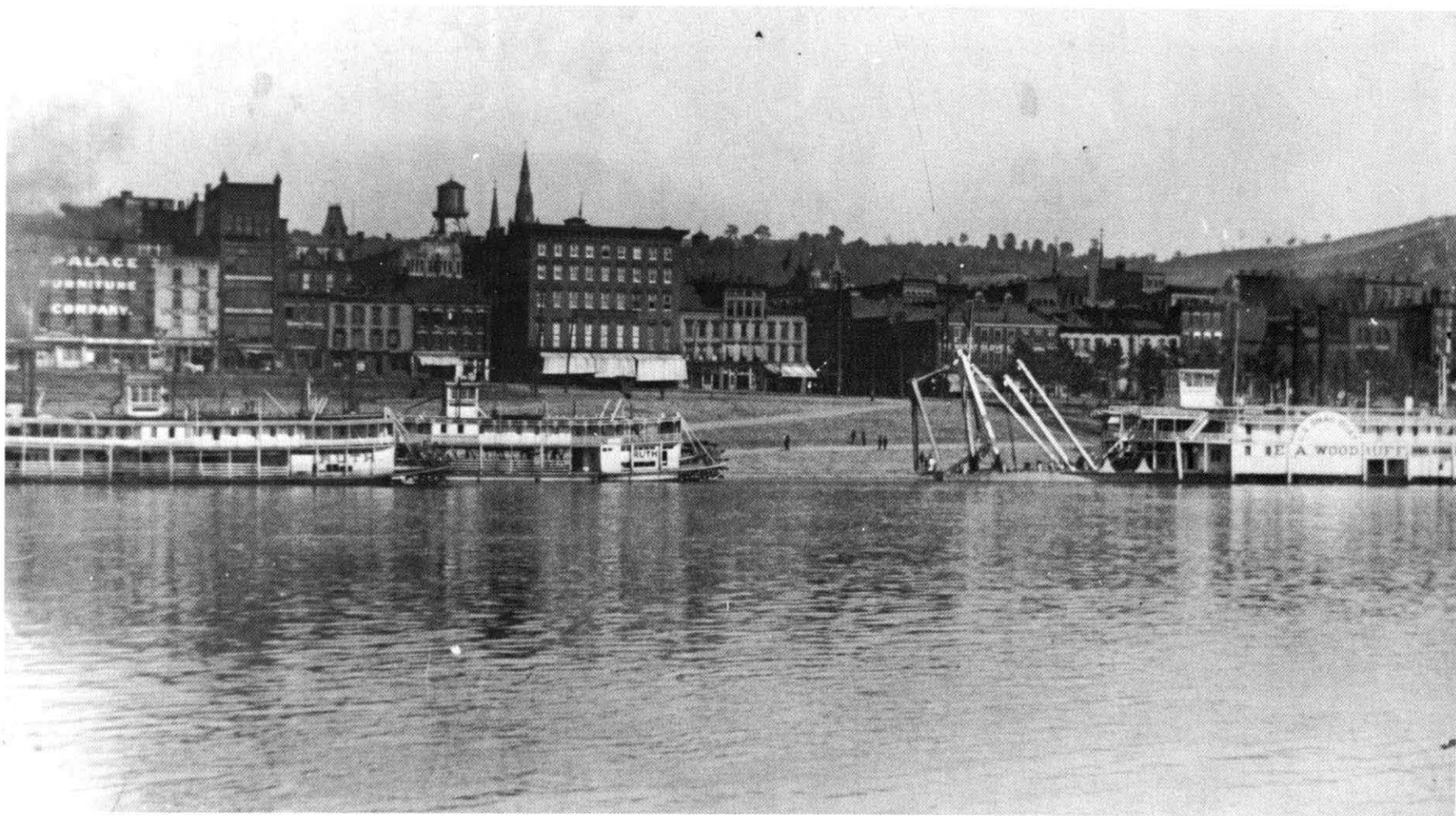


This comes from O. O. Brown, Paden City, West Va., masters and pilot license of Capt. Gordon C. Green (sic), dated December 17, 1897, issued at Pittsburgh by U.S. inspectors John M. Phillips and Geo. H. Atkinson. Master "upon the waters of Western and Southern rivers," and pilot "on the Monongahela and Ohio rivers between Brownsville, Pa. and Louisville, Ky. and Great Kanawha River to Head of Navigation." Cap'n Greene gained his experience to Brownsville "cubbing" on the LITTLE FRED with Capt. Henry D. Wilkins of Brownsville. The untimely death of Wilkins Greene is noted in Jesse Hughes' diary in this issue.



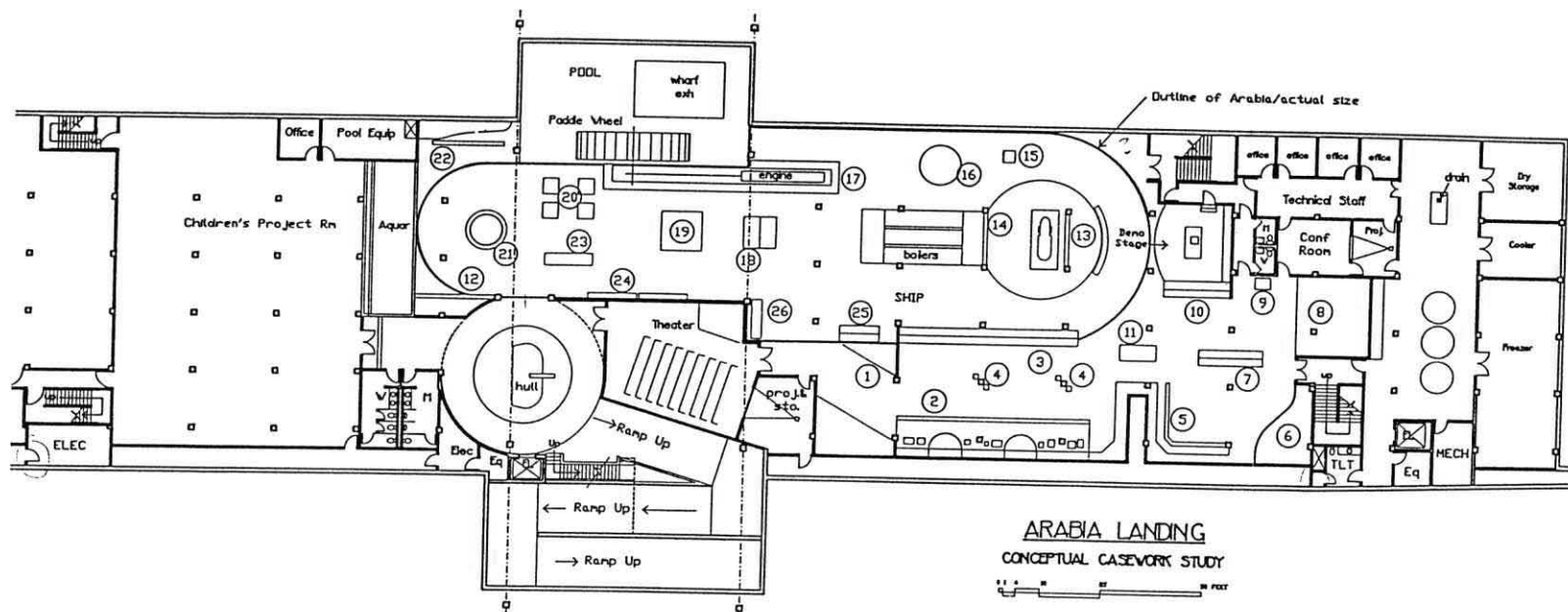






**L** EFT to right in this scene are the packets RUTH and RUTH and the U.S. snagboat E. A. WOODRUFF moored at Wheeling, West Va. Jerry Sutphin sends this, commenting: "Is this a rare occurrence for two boats with the same name to be at the same landing at the same time?" and then adds: "Isn't it strange how photos keep popping up from the most unexpected places?" Yes and yes. Fact is we had to do some dredging around to figure out how RUTH and RUTH, twins in appearance, staged this show. Conclusion: At far left is Way #4881

RUTH and the other is RUTH NO. 2, Way #4883. These two competed in the Wheeling-Sistersville trade 1904-1906, terminated when NO. 2 was sold south to run between Bainbridge, Ga. and Apalachicola, Fla. Jerry's picture also is unique in that "NO. 2" is not included on the engineroom bulkhead lettering. Next step will be to screen these conclusions with John W. (Jack) Garden, who knows about Wheeling buildings, in hopes he can verify our 1904-1906 dating.



- |                                   |                                  |
|-----------------------------------|----------------------------------|
| 1. Steamboat Wharf                | 15. Snag that Sank Arabia        |
| 2. Tinware                        | 16. Cargo Boxes                  |
| 3. Dishware                       | 17. Engine and Support Structure |
| 4. Special Dishware               | 18. Bottled Goods                |
| 5. Boots, Shoes, Tools            | 19. Cargo Boxes                  |
| 6. Cut-away of Settlers Home Site | 20. Medical Supplies             |
| 7. Rubber Shoes - Fabrics         | 21. Horse with Saddle & Bridle   |
| 8. Fabrics                        | 22. Indian Trade Goods           |
| 9. Misc. Fabrics                  | 23. Communication                |
| 10. Fabric                        | 24. Personal Goods               |
| 11. Hats                          | 25. Lighting Devices             |
| 12. Wildlife of Missouri          | 26. Misc. Supplies               |
| 13. Boat Model                    | Children's "Hands On" Area       |
| 14. Boilers                       | 30,000 Gal. Aquarium             |

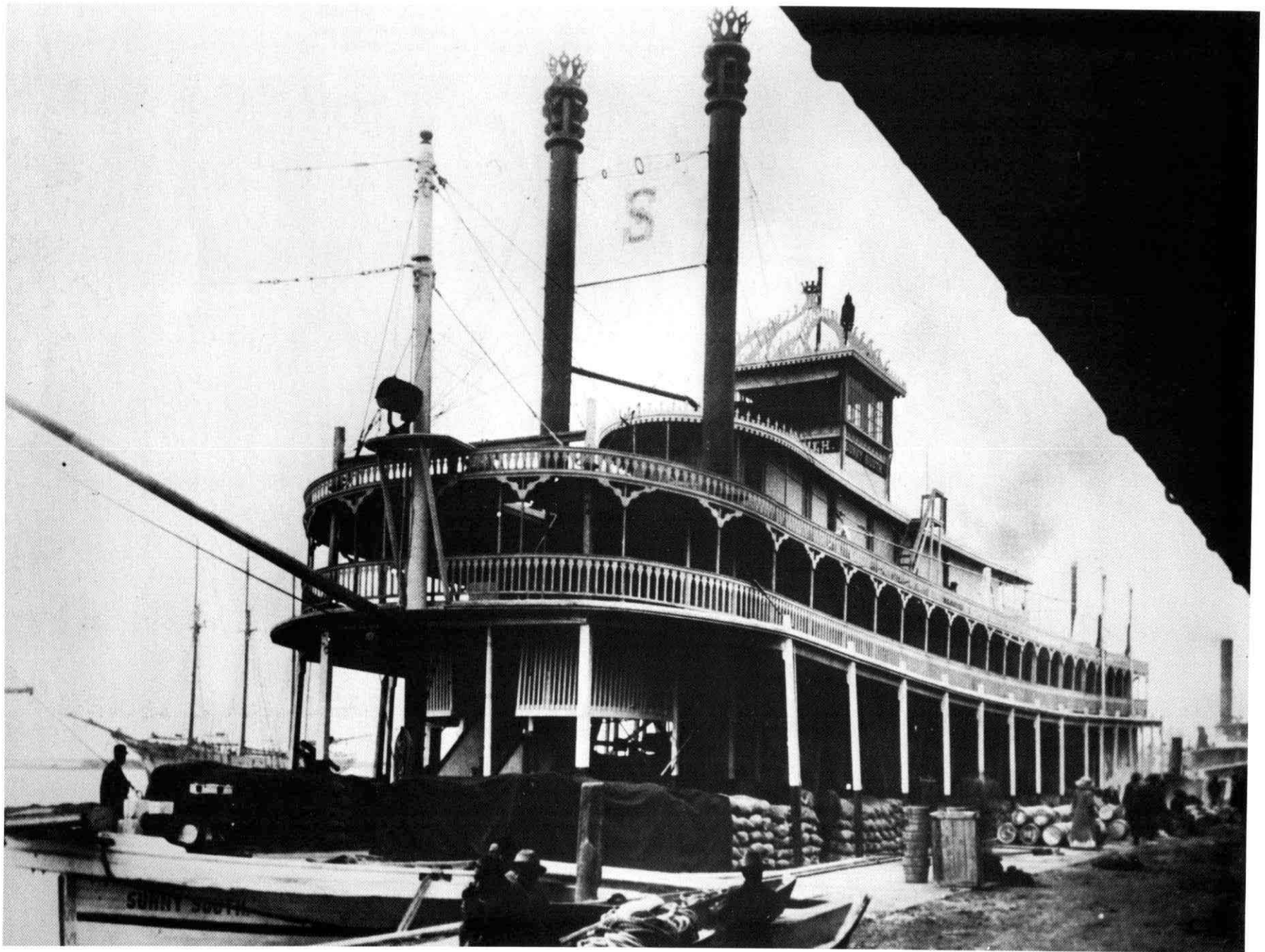
Floor plan of the museum in Kansas City being built for display of the ARABIA relics (see page 23.)



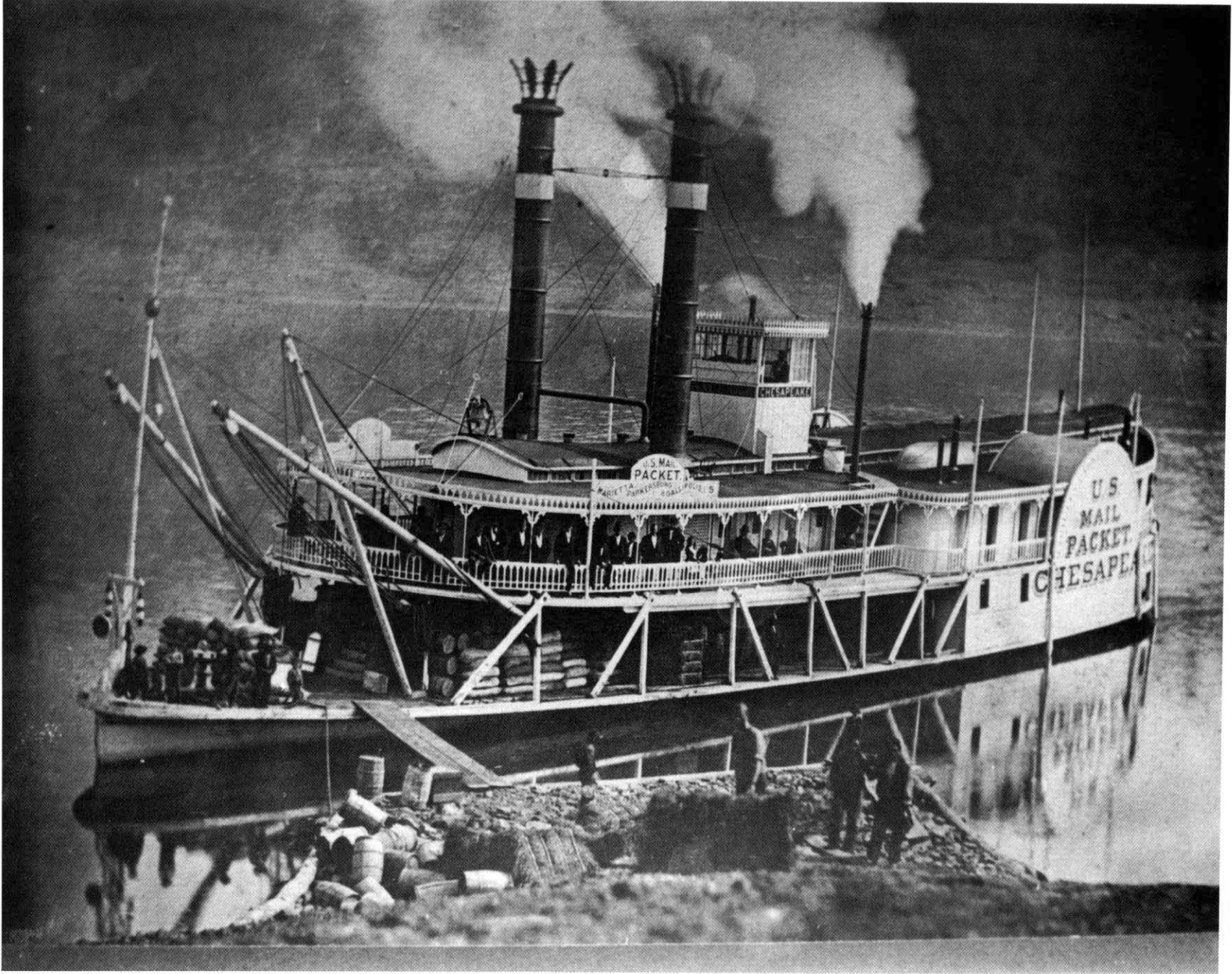
Cabin of cotton packet SUNNY SOUTH (Way #52311) built by Howards as ELECTRA IN 1897. This and the following two pictures of SUNNY SOUTH are from the collection of James F. Hale, Mulga, Alabama.

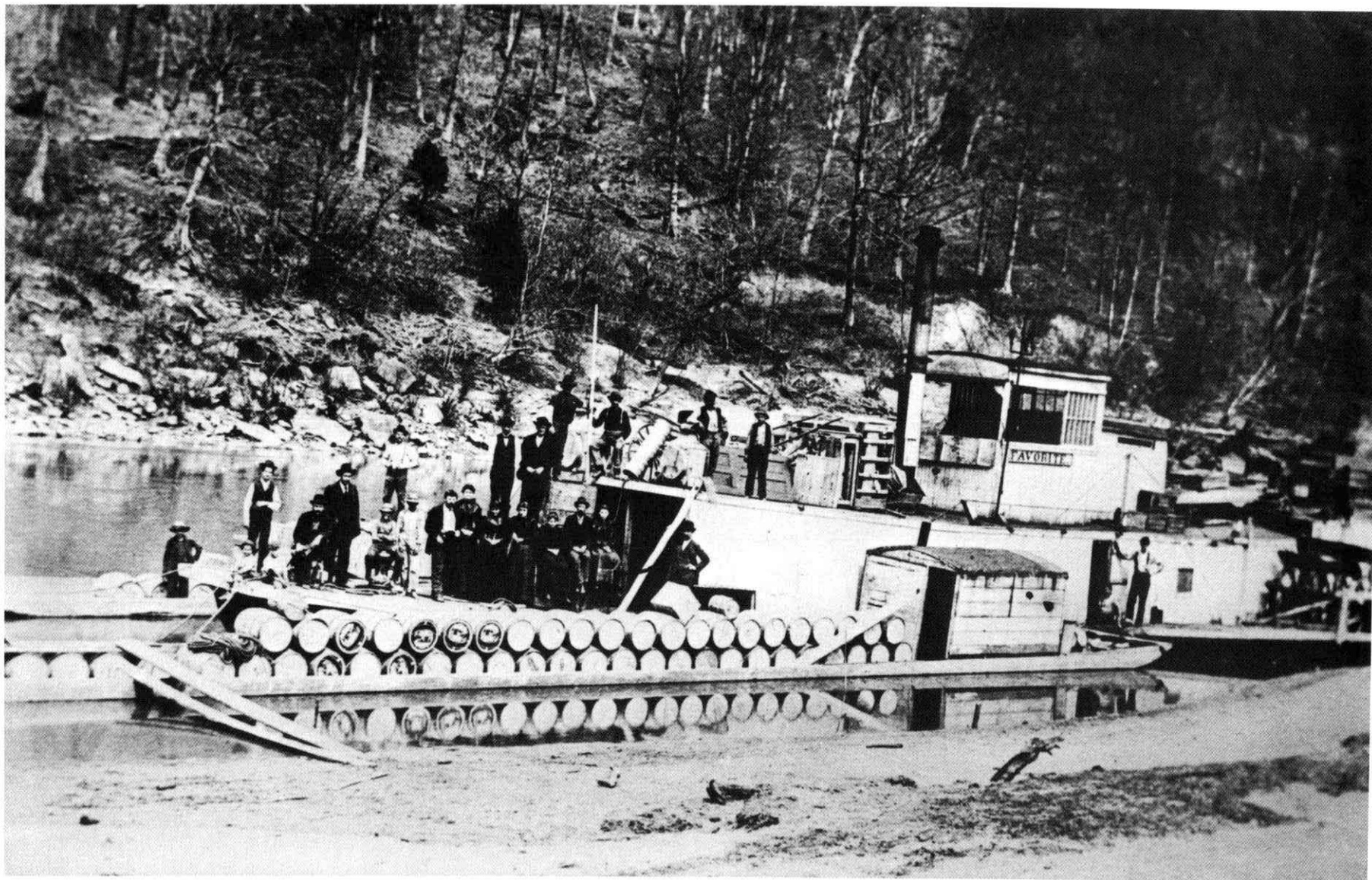


When the Burke family bought the ELECTRA in 1914 they made extensive changes to the architecture and renamed her SUNNY SOUTH, running her in the Mobile-Alabama-Tombigbee river trades.



Head-on of the SUNNY SOUTH moored at Mobile, Ala. Many of these Mobile-based packets were as attractive as those on the Mississippi River system. Our thanks to the Murphy Library for these prints.





Scene on the Big Sandy River, described on page 29, where we had a bit more space to tell a long-winded tale concerning a millionaire from Pikeville, Ky. who landed at Sewickley aboard a helicopter. While we briefly have your attention here, this is the bat-wing FAVORITE, and she dates back to 1870. So now turn back to page 29, pretty please.



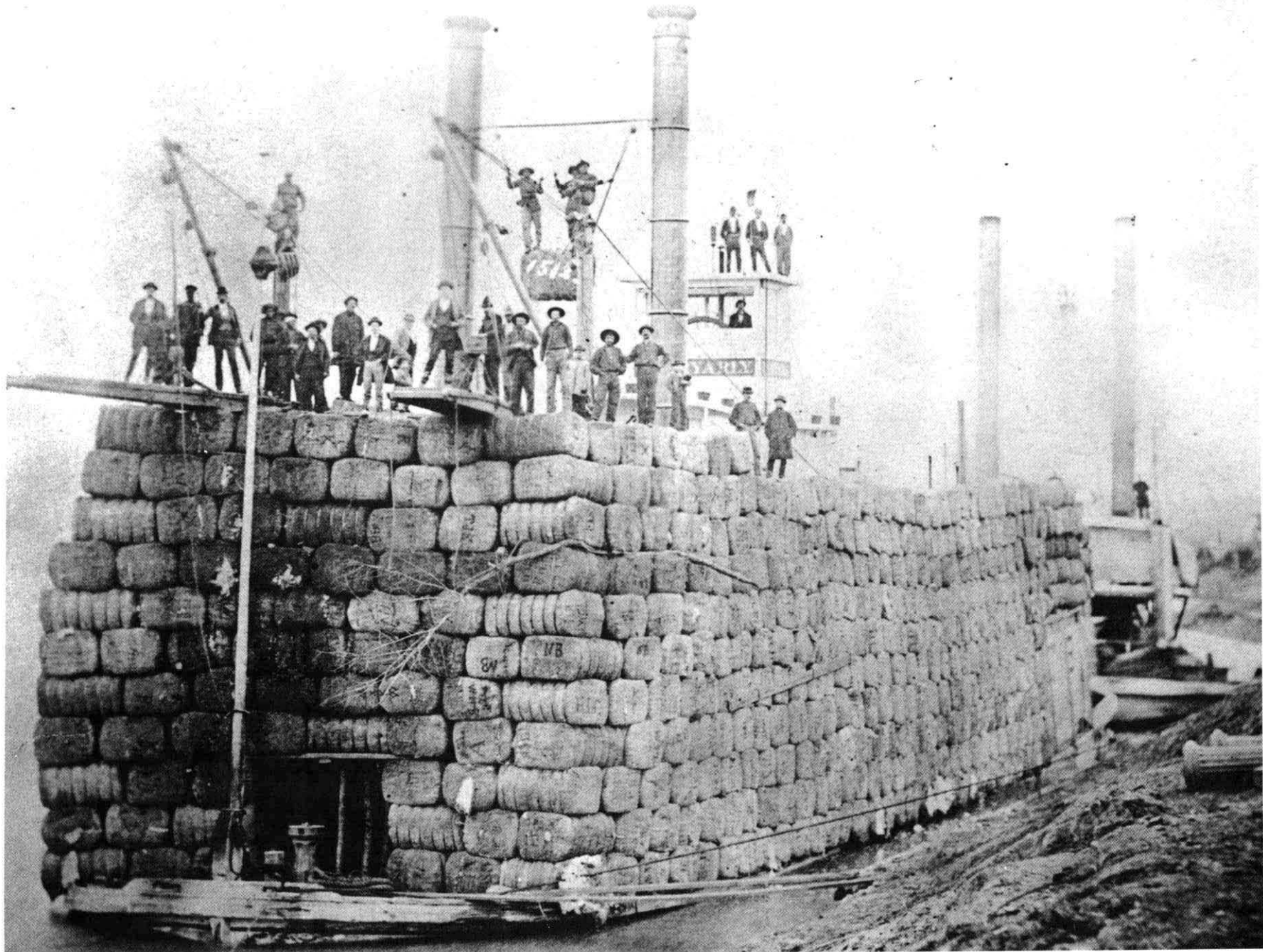


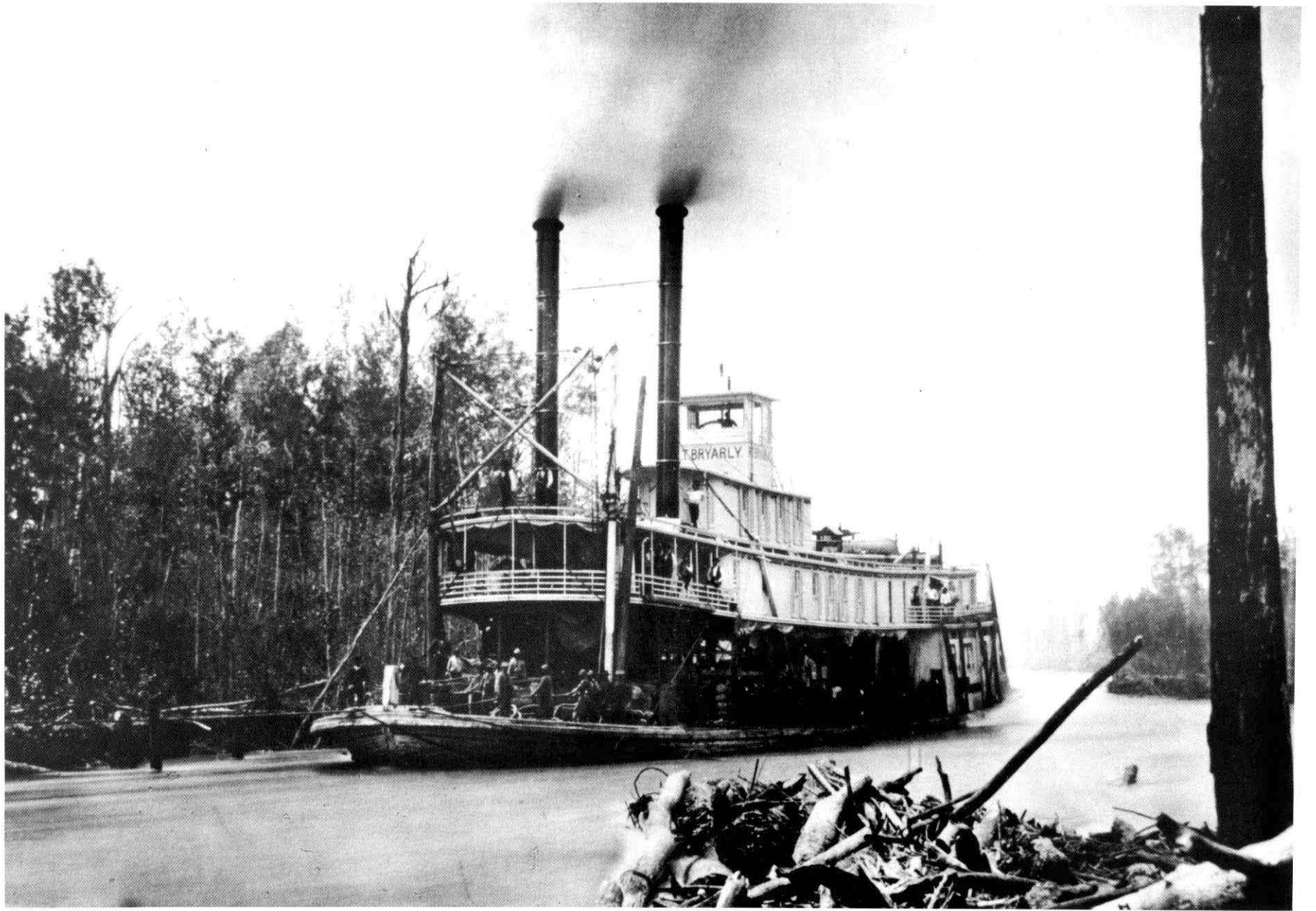
**R**ALPH DuPAE found this one in the Donald T. Wright collection at Tulane University, New Orleans. Information on the back identifies it as the cabin of the SPREAD EAGLE of 1873 (Way #5168) and the first gentleman on the left as Capt. Henry W. Leyhe. When Donald identified the scene he had with him at The Waterways Journal two seasoned experts; Andrew J. (Andy) Franz, advertising manager, and Capt. Sam G. Smith, assistant

editor in chief. If these two nodded approval, the information is correct and the case is closed. BUT, and this is a big BUT, this cabin is wired for electricity, and the SPREAD EAGLE we are discussing dated 1870-1880 while oil lighting was used. Capt. Henry W. Leyhe of the Eagle Packet Company looks familiar, and if he and his companions and the waiter are on a SPREAD EAGLE, she must be a later edition.



Forward cabin of the side-wheel MORNING STAR (Way #4043) when owned by Capt. Walter Blair of Davenport. Blair may go down in river history as an early operator of lengthy passenger cruises a la DELTA QUEEN style. He had this boat from Davenport to New Orleans (and out the Jetties), to Cincinnati, and up Tennessee River.





The R. T. BRYARLY somewhere in Louisiana. See page 47.

