

# S&D

# REFLECTOR

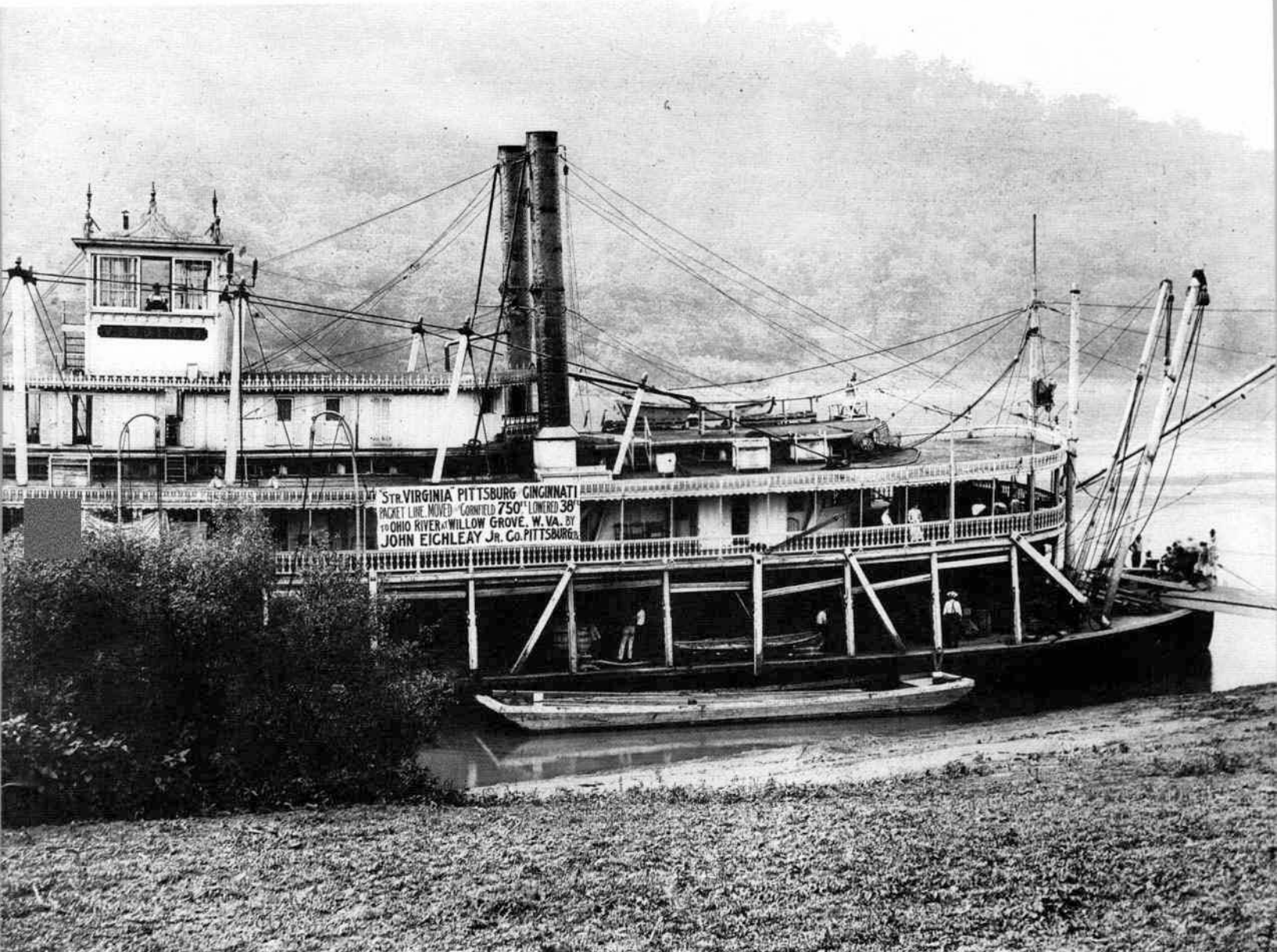
Published by Sons and Daughters  
of Pioneer Rivermen



Vol. 28, No. 1

Marietta, Ohio

March, 1991



**S**TEAM was raised on the VIRGINIA when she was removed from the West Virginia cornfield in 1910 (see the Jesse P. Hughes story in this issue) and she was sent to Pittsburgh. Walter B. Eichleay went ahead by rail to Marietta and located a sign artist who prepared the "commercial" message attached on the boiler deck. It reads: Str. VIRGINIA PITTSBURG CINCINNATI PACKET LINE MOVED from CORNFIELD 750 ft., LOWERED 38 ft.

to OHIO RIVER at WILLOW GROVE, W, VA, by JOHN EICHLEAY Jr. Co., PITTSBURG. This picture was taken at Sistersville, W. Va. and comes from the collection of Virginia Bennett, Harbour House, Apt. 202, 33 Swain Court, Covington. Ky. 42011, courtesy of Ed Hill and Ralph DuPae, University of Wisconsin, Area Research Center, Murphy Library, La Crosse, Wis. 54601.

Sirs: What a surprise to see a good photograph of the Hammitt Boatyard on page 24 of the December issue! This is the first and only time I have seen one, and my search extends back many years.

The buildings in the right background are those of the "wood rim" plant that went out in the 1913 flood.

Obviously the workers posed for the photographer. Hammitt later bought and moved his operations to the old Knox yard, this in 1907, facing the Ohio River on the Harmar side, below the mouth of the Muskingum, the buildings facing Virginia Street between Fearing and Ward Streets.

Let me follow up on this letter by listing the Hammitt-built boats gathered from records supplied by Harry D. Knox, Lou Seshar and others. Lou Seshar was very helpful in helping me with Knox-built boats also. This list may not be complete, and will appreciate discussion or additions.

#### Built at Sacra Via Yard

1902 S. B. GOUCHER tb  
1903 RIVAL tb  
1903 SCOUT tb  
1905 C. M. PATE tb  
1906 REAPER tb  
1906 A. R. BUDD tb  
1906 T. P. ROBERTS tb

#### Built at Knox Yard

1905 KID gasboat  
1908 ROBERT RHEA p  
1908 J. M. HUDSON tb  
1909 MENGEL BOX CO. tb  
1909 DUFFY tb  
1909 OHIO p  
1910 VULCAN tb  
1910 Dredge for U.S.  
1910 R. J. ARMSTRONG tb  
1911 SALLIE MARMET tb

John Knox, Jr.,  
435 Front St.,  
Marietta, Ohio 45750

Ed. Note: Ye Ed knew J. M. Hammitt in his later years when he was river transportation manager for the Equitable Towing and Transportation Co. based at Pittsburgh. Before Hammitt built boats at Marietta he had designed and built many other boats, a partial list being listed in Way's Towboats, page 5, in the A. R. BUDD write-up. He lived

to be 89 and died in 1946. His father, Isaac M. Hammitt, Jr. and grandfather, Isaac Hammitt, also were steamboat builders.

Our apologies for this tardy and compressed March issue. Dr. George Tokodi gave us a brief inspection a couple of days ago and concluded "Come back and see me sometime this summer." We appreciate the many "get well" cards from our readers.

The latest of these "get well" messages, received this morning, comes from Julia Belle Swain Shelton, 1333 Jones Street, Apt. 1603, San Francisco, Calif. 94109. Bless her heart, Julia Belle has belonged to S&D ever since Dennis Trone built his steamboat JULIA BELLE SWAIN in 1971. Dennis brought Julia Belle over to do the christening. Also named for our Julia Belle was the first JULIA BELLE SWAIN which shows up in this issue on page 21. Her Dad was Capt. Percy Swain.

John H. White, a Cincinnati native, wound up a 32-year career with Smithsonian in Washington, D.C. in June 1990. He then was 56, as senior historian at the National Museum of American History. His career was published in an extensive interview appearing in the fall edition, 1990, of "Invention & Technology" to which we were attracted by a photo of the ISLAND QUEEN (2nd). Now Jack has joined S&D and says in a letter:

"I'm a born and bred river rat. I rode the ISLAND QUEEN perhaps six times and would have done so every day if only my parents were more cooperative."

He has been aboard the W. P. SNYDER JR. at Marietta and has enjoyed several trips on the BELLE OF LOUISVILLE.

Jack White has lectured at Moscow University, and spent a term as a fellow at the Science Museum in London. On its 150th birthday he steamed up and drove the JOHN BULL, oldest operable locomotive on earth. But these achievements go on and on.

#### THE CLOVERPORT FIRE

by  
Jesse P. Hughes

Ed. Note:- We nominate this as one of the best historical river stories, a classroom example of the art. Cloverport, Ky. on the lower Ohio River, is about 16 miles above Tell City, Ind., a rural community which on March 13, 1901 was all but wiped out by fire. Capt. Jesse P. Hughes, in this relaxed account, explores the details.

IT WAS in the early spring of 1901 that I read in the newspapers about the Cloverport fire but it was not until the early summer that I passed along there on a steamboat. The charred and blackened ruins of a large part of that little Kentucky town made me realize more fully what the report really meant.

The span of years continued to widen and it was not until the summer of 1945 that I had the opportunity of visiting that interest-ing town. I then obtained a first-hand account from one of the residents of what had happened that fateful night.

It was while the steamer GORDON C. GREENE with a party of summer tourists made a shore stop at Cloverport that I engaged this man in conversation. He was of moderate size, elderly in years and seated comfortably on a big bench in the business section of town. He had a pipe in his mouth, drawing on it occasionally as he whittled tiny shavings from a small piece of pine with a small knife.

He sat there musing in the warm sun and looked up as I neared him. "Good morning, sir," I said. "Hello there, stranger. Are you off of that boat down there?" "Yessir," I replied. "Well I heered her when she blowed just now. Seems mighty nice to have steamboats come in and land here once more. They don't come this way very often now." "Have you lived here very long," I asked. "Yes, I've been

Please turn to page 17.

## ANNIVERSARY

It was 100 years ago that the first Load Line Bill was enacted by the British Parliament as a result of the strenuous efforts for many years by one of its members. Samuel Plimsoll. Although the earlier 1876 Merchant Shipping Act required all of that country's vessels engaged in foreign trade to have a permanent line on the side of the ship to denote the limit for loading, it wasn't until 1890 that Parliament officially enacted the first Load Line Bill. It detailed the compulsory loading regulations for all British vessels in domestic and foreign trade and made load line markings, often called the "Plimsoll Mark," a seagoing sign of the times. With increasing vessel sizes and changes in building materials, further changes in load line regulations were made at the first international Load Line Conference held in 1930. As a result, a new set of international rules were formulated concerning the minimum freeboards for vessels engaged in international trade. As the 1930 convention applied only to seagoing ships, in 1935 a Great Lakes load line committee developed special rules, using the 1930 rules as a basis, for vessels using those waters. Canada later adopted these Rules. Current freeboard calculations are based upon the Convention on Load Lines held in 1966. These went into effect in July 1968. The American Bureau of Shipping is authorized to issue Load Line certificates for 87 countries in accordance with the 1966 Convention.

-Courtesy of ABS Group Activity Report, December 1990.

Woody Rutter phones at press time to tell us that the "damnyankee" Bill Tippitt refers to in The Rare Find story was Capt. Isaac M. Mason of Brownsville, Pa.

Sirs: Wilbur Foster Creighton, Jr. is my best friend; he and his father were the principals of Foster, Creighton and Gould until he retired and closed the company in 1985.

Wilbur says his father contracted with Tom Taggart to use the T. R. TAGGART (Way T2384) in the construction of Cumberland River Lock D at Dover, Tenn. When a dispute with Taggart arose, the company bought his boat; this about 1914. The company changed the name to LUCY BELLE and operated it for years. Wilbur remembers that the LUCY BELLE was abandoned by 1927 and he saw it rotting in a slough on the Cumberland River near Carthage, Tenn. (modern Cordell Hull Lock and Dam).

Leland R. Johnson,  
7018 Plantation Drive,  
Hermitage, TN 37076

## A RARE FIND

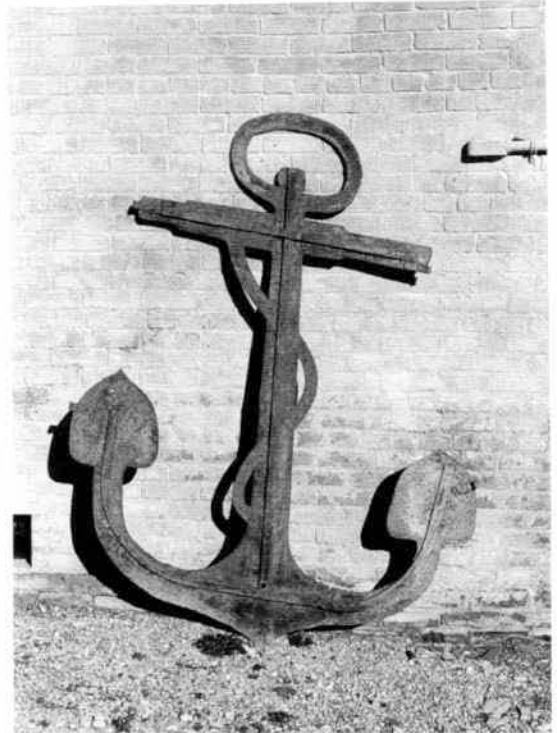
The accompanying photo of a decorative anchor might attract only mild interest until the history of the object is known. It could be a sign from the Anchor Bar & Grill or Ye Olde Anchor Antiques but the anchor you behold is nothing so ordinary; it once hung between the stacks of the elegant Anchor Line steamer CITY OF HICKMAN.

The miracle is how such an apparently flimsy, sheet-iron article has survived for 100 years. To our knowledge, this is the last such example of the trademark of the famed St. Louis and New Orleans Anchor Line. The anchor is 74 inches high by 54 inches wide across the flukes with five loops to suspend it between the stacks. The weight is something less than 50 pounds being constructed of quarter inch sheet-iron with angle stiffening pieces on one side.

For many years the anchor graced a farmer's yard down in Kentucky and then, when the supporting posts rotted away, was moved onto the back porch of a country

## - OBITUARIES -

Helen Carder, page 25  
L. Denver Huggins, p. 25  
Louis P. Struble, Jr., p. 25  
Nora Aline Weaver, p. 25



The Impossible Happened!

See Story This Page.

store. Bert Fenn, having heard the history of the anchor some years ago, recently rescued it from further neglect and obscurity and presented it to S&D. Bill Reynolds of the river museum staff at Marietta has cleaned away the rust (a surprisingly thin coating) and soon the Anchor Line Anchor will be hung in the River Museum for all to admire.

The question arises as to the finish on these decorative anchors of the Anchor Line; were they gold leafed, black or some other color. Historian Bill Tippitt was contacted and furnishes the following opinion: "Back in the palmy days, before Scudder (John A., president of the Anchor Line) went to Europe and got those ideas about restaurant-style meals on Please turn to page 21.



# S&D REFLECTOR

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of Pioneer Rivermen



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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 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 when this steamer is open to the public.

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 \$5 each; for older copies inquire of Mrs. Rutter.

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410 Sixth St., Apt. #1,  
Marietta, Ohio 45750  
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Ohio River Museum  
John D. Briley, manager

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



FIFTY YEARS AGO  
 Marietta River Museum  
 Was Opened With  
 Ceremonies And  
 a Grand Banquet,

The date was Sunday, March 16, 1941.

At 2:30 that afternoon a formal opening program for the opening of the new River Museum was held on the main floor of Campus Martius Museum. The chairman of the event was J. Mack Gamble, member of the executive committee of the Sons and Daughters of Pioneer Rivermen.

Arrangements were completed by Ben D. Richardson of Malta, O., president of S&D; William K. Richardson of Marietta, S&D's River Museum chairman;

Erwin C. Zepp of Columbus, O., curator of state memorials of the Ohio State Archaeological and Historical Society, and Dr. Harlow Lindley, secretary and librarian of the OHA&HS.

Inasmuch as no seating had been provided for S&D members and visitors, the meeting was brief. Dr. Lindley's remarks were well taken and Ye Ed lauded Edith Reiter as the prime instigator for placing the River Museum in Campus Martius.

Chairman Gamble concluded by introducing Capt. Mary B. Greene and other S&D members present.

Those attending, in the order of registry, were:-

Mrs. Lillian McClung,  
 Trinidad, Colo.

Wyllis Van Meter,  
 Marietta  
 Mrs. Doris O'Neill  
 Belpre, O.

Jessie Ollum Bee,  
 Rockland, O.  
 Mrs. Edgar Brookhart,  
 Rockland, O.  
 Oscar A. Tisher,  
 Hannibal, O.  
 Hayward Hughes,  
 Lowell, O.  
 Mrs. Hayward Hughes,  
 Lowell, O.  
 Capt. Tom R. Greene,  
 Cincinnati  
 Mrs. Tom (Letha) Greene,  
 Cincinnati  
 Mrs. Ruby C. Hannen,  
 Millwood, W. Va.  
 Horace P. Lyle,  
 Cincinnati  
 Fred Hoyt,  
 Marietta

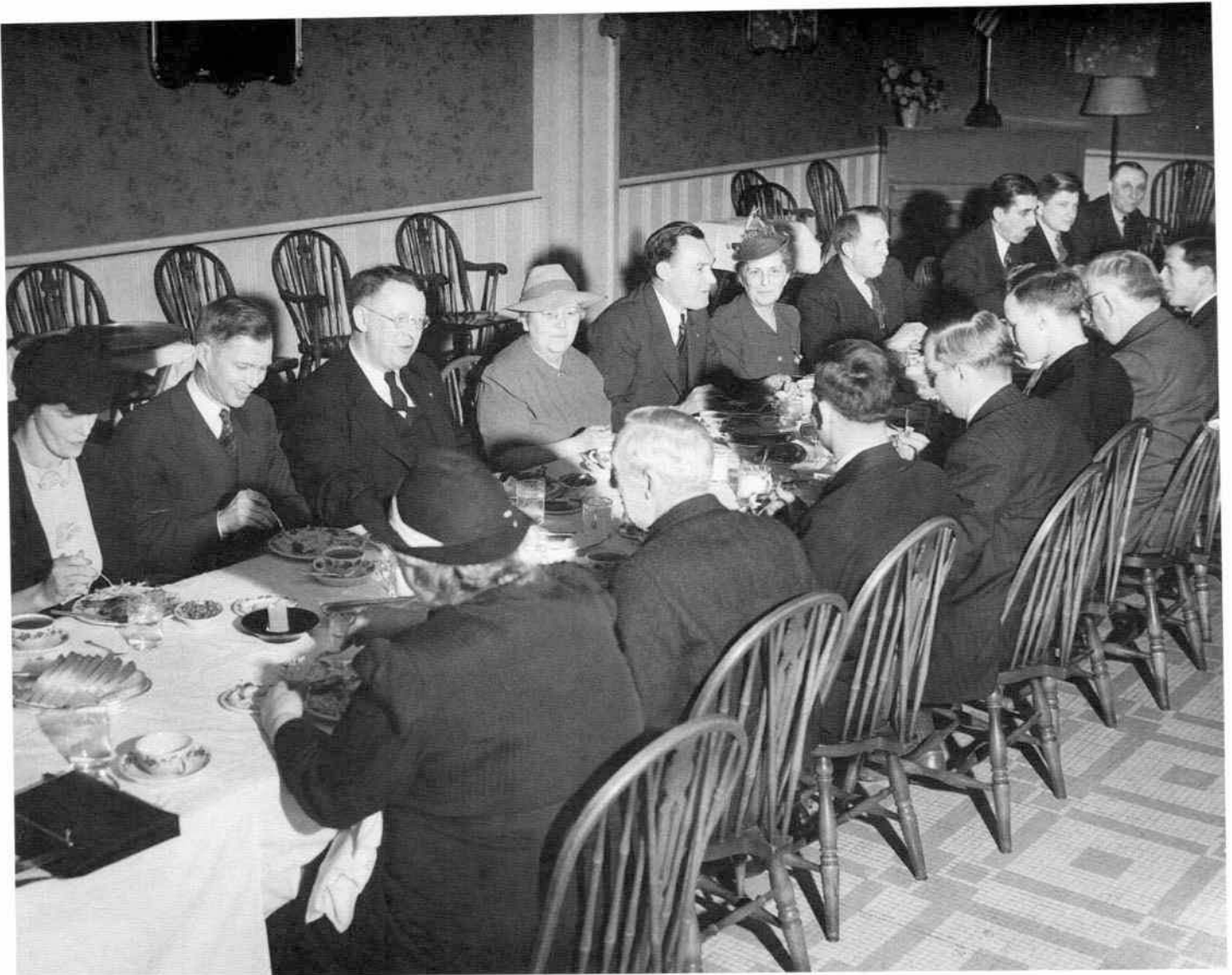


S&D banquet following the initial opening of River Museum, Sunday, March 16, 1941. The single banquet table was set in the Riverview Room of the Hotel Lafayette, Marietta. Facing the camera from the left: Mr. and Mrs. Bert Noll of Sistersville; J. R. Lawwill and Dr. Harlow Lindley of Columbus; J. W. Rutter of Sewickley (Woody was 18); J. Mack Gamble and Robert Thomas of Clarrington, and Mr. and Mrs. (Fannie) Ben D. Richardson of Malta.

Augusta K. Bedilion,  
Marietta  
Clark Leonard,  
Williamstown, W. Va.  
Mr. and Mrs. Joseph Hall,  
Williamstown, W. Va/  
Mr. and Mrs. J. P. Chamberlain,  
Warner, O.  
James M. Chamberlain,  
Pittsburgh, Pa.  
Mrs. R. M. O'Neill,  
Pittsburgh, Pa.  
J. R. Lawwill,  
Columbus, O.  
Walter Webster,  
Marietta  
Mrs. Jennie Eisenbarth,  
Marietta

Capt. Mrs. Mary B. Greene,  
Cincinnati  
Mary B. Greene,  
Cincinnati  
Tom Greene,  
Cincinnati  
Gordon Greene,  
Cincinnati  
Mr. and Mrs. Frank Coulson,  
Malta, O.  
Mr. and Mrs. John Sherman.  
McConnelsville, O.  
Capt. and Mrs. Fred Way,  
Jr.,  
Sewickley, Pa.  
Harry J. Maddy,  
Gallipolis, O.  
Miss Ruth Maddy,  
Gallipolis, O.

Edward Maddy,  
Gallipolis, O.  
Mark Brown,  
New Matamoras, O.  
L. S. Hanshumaker,  
New Matamoras, O.  
Mrs. Alice Luuderback,  
Wade, O.  
Mrs. Sallie Knox,  
Marietta  
Norwood Chamberlain,  
Marietta  
J. E. W. Greene,  
Newport, O.  
Daniel L. Cork,  
Charleston, W. Va.  
Mrs. Clarence Middleswart,  
Marietta



Facing the camera, from the left: Capt. and Mrs. (Grace) Frederick Way, Jr. of Sewickley; William K. Richardson of Marietta (Harmar); Mrs. Edith S. Reiter, curator of Campus Martius Museum, Marietta; Mr. and Mrs. John W. Zenn of McKeesport (Mrs. Zenn was called 'Shorty' by her intimates); "Jake" Reiter, husband of Edith S.); Erwin C. Zepp, John Marsh and an unknown from Columbus. The Columbus contingent, led by Erwin Zepp, director, were departmental heads with the Ohio State Historical and Archaeological Society, a cumbersome title now reduced to Ohio Historical Society.

Lee Murphy,  
Marietta  
Mrs. F. L. Smith,  
Williamston, Ky.  
Roy L. Barkhau,  
Cincinnati  
Mrs. Betty Barkhau,  
Cincinnati  
Mrs. Edith S. Reiter,  
Marietta  
Jake Reiter,  
Marietta  
William K. Richardson,  
Marietta  
William G. Greenwood,  
Newport, O.

George D. Harvey,  
New Matamoras, O.  
Mrs. George D. Harvey,  
New Matamoras, O.  
Harry D. Knox,  
Caldwell, O.  
Robert N. Noll,  
Marietta  
Mrs. R. C. Rardin,  
Parkersburg  
Edward Berridge,  
Gallipolis, O.  
Asa D. McCory,  
Marietta  
Helen Sandford Barth,  
Marietta

G. B. H. Sandford,  
Marietta  
W. H. Rea,  
Marietta  
Mrs. Georgia U. Hull,  
Parkersburg  
Mrs. Arthur Douglas,  
Parkersburg  
C. C. Deamude,  
Beverly, O.  
Mr. and Mrs. J. F. Hovey,  
Marietta  
Clark Wm. Bredal,  
Marietta  
P. L. Reimann,  
Marietta





The ceremonies at the opening of the River Museum provided no seating arrangements except for the few at the speaker's platform. Chairman J. Mack Gamble is engaged in oratory with S&D honorary president Capt. Mrs. Mary B. Greene seated. Bob Thomas looks up at Mack, and the couple lower right of center are C. W. and Marijane Stoll.





Formal opening of the original River Museum, housed in the basement of Campus Martius Museum, Marietta, afternoon of Sunday, March 16, 1941. Mrs. Capt. Mary B. Greene, S&D's honorary president, is seated beside Dr. Harlow Lindley, secretary and librarian of Ohio State Historical, down from Columbus to speak on "Communication and National Unity." Keynote speaker was to have been C. William O'Neill of Marietta, of the Ohio House of Representatives, who had to cancel. The gentleman George Washington is tramping on is Ye Ed who had just told a lie; -said he would be happy to pinch-hit for C. William O'Neill. S&D's president Ben D. Richardson of Malta, Ohio (seated, right) had assembled a Muskingum River Museum in his home, and later transferred many of his treasures to S&D. In action at the right is J. Mack Gamble, writer of a weekly column in The Waterways Journal back to 1918.

P. L. Reimann, Jr.,  
Marietta  
J. W. Rutter,  
Sewickley, Pa.  
Mr. and Mrs. C. W. Stoll,  
Louisville, Ky.  
John M. Wolfe,  
Madison, Ind.  
Capt. and Mrs. Jesse P.  
Hughes,  
Cincinnati  
Mr. and Mrs. John W. Zenn,  
McKeesport, Pa.  
Ben D. Richardson,  
Malta, O.

Mrs. Fannie A. Richardson,  
Malta, O.  
J. Mack Gamble,  
Clarington, O.  
Robert G. Thomas,  
Clarington, O.

Most popular of those present was Robert G. Thomas, who was complimented by all for the vision and work he had accomplished in building and finishing the River Museum. Bob Thomas, trained in ship carpentry by his father in the Mozenr Yard at Clarington, not only had built the stands,

decorative railings, and lighting, but he presented excellent steamboat models of his own making to S&D for permanent exhibit.

On the side walls were hung framed pictures, some dating back to the 1870s, contributed by S&D members.

This River Museum, small as it was, became the first solid evidence of the young S&D organization dedicated to honoring pioneer rivermen.

## JESSE P. HUGHES DIARIES

-1910-

by C. W. Stoll

The beginning of 1910 found traffic at a standstill on the Ohio River due to heavy ice conditions. All Greene Line boats were laid up: the GREENLAND and GREENDALE at Cincinnati, the CHILO at Moscow, the COURIER at South Ripley, and the TACOMA, GREENWOOD and LEROY at Henderson, West Va., right above the mouth of the Kanawha River, where they had been since December 20. At Catlettsburg the ENQUIRER was out breaking up the ice around the whariboat. By Sunday, January 2nd the ice which had been gorged in many places was moving slowly and the river was clear in many places, except for much shore ice on both sides of the river. The VIRGINIA and OHIO were laid up at Cincinnati and the QUEEN CITY at Pittsburgh.

ON Monday, Jan. 3rd Jesse took the train from Catlettsburg to Point Pleasant, where the towboats VALIANT, SAMUEL CLARK, FALLIE and LUCIE MARMET had steam up, anticipating the gorge above Lock 11 [the original locks and dams on the Kanawha River were numbered 11-2 progressing upstream; there was no No. 1] to let go. The ice started running on Tuesday, Jan. 4th, but did no damage. January 5th was warm and rainy; steam was raised on the LEROY. That afternoon she brought the Point Pleasant whariboat from its Ohio River location into the Kanawha, and then she started up the Kanawha to Charleston, but had to lay up at Lock 11 for rain fog.

The whariboat was moved as a safety measure; Ohio River gorges had broken at Long Bottom Bend and elsewhere.

On Thursday, Jan. 6th the new packet C. C. BOWYER was out on her trial run at Point Pleasant. The EVERGREEN arrived from Charleston and returned up the Kanawha. By Jan 13th the Ohio River was clear. Pittsburgh coal tows were

passing down and the GREENWOOD started out.

The TACOMA left the next day at noon, picking up "a lot of tobacco" at Crown City, which she delivered at Maysville at midnight, Saturday 15th, and proceeded to Cincinnati. The GREENWOOD cracked her wheel shaft at Manchester, but apparently limped back to the mouth of the Kanawha and laid up for repairs at Henderson. On the 19th the TACOMA took her crew down the Ohio to go aboard the GREENDALE. Jesse noted on the 19th that the Pomeroy whariboat was sunk, and that the QUEEN CITY was due down on her first trip since last July. High water - the river at Cincinnati was at 40 feet; 32 feet and falling at Weeling. On her next trip the TACOMA lowered her stacks for the Point Pleasant bridge, and agin on Jan. 22nd at Cincinnati, the stage at 47.9 feet.

All boats were running late on Jan. 27th due to high wind and waves. The COURIER pulled a mud drum loose. Cap'n Jesse's father rode the TACOMA to Cincinnati where he bought a mare for \$75, went back to Pomeroy with Jesse and the mare on the TACOMA, whereupon the elder Mr. Hughes boarded his purchase, the mare, and rode her home to Long Bottom, 41 miles. The LUCILLE NOWLAND was reported sold to W. R. Markle, the showboat man, and was taken to Point Pleasant for repairs. The QUEEN CITY left Cincinnati on Jan. 31st for the New Orleans Mardi Gras with 97 passengers. The new shaft for the GREENWOOD arrived at Point Pleasant on February 3rd. Also on that date Jesse reports "Thomas Greene very low with scarlet fever at home."

On Feb. 6th the towboat TOM REES NO. 2 was reported sunk at Yellow Creek, Ohio. On the 7th the VIRGINIA left Cincinnati for Pittsburgh, having been laid up since the past July. She was running "on a special permit from the Inspectors during the QUEEN CITY's absence on the Mardi Gras trip." [Aside remark from C.W. Stoll: "How times have

changed!"] The QUEEN CITY was reported aground on the Lower Mississippi on Feb. 8th. Also that same day the Gallipolis ferry FRANCIS was damaged by fire.

The Ohio River was so full of slush ice on Feb. 11th at Catlettsburg that the GREENDALE could not run in it. The TACOMA towed her from Sheridan to the Ashland coal yard. Heavy ice was making. The GREENDALE and GREENLAND turned back to Cincinnati on Feb. 13th, and next day the TACOMA laid up at the Cincinnati Greene Line whariboat below the COURIER and GREENLAND, cleaned boilers and paid off the crew. Next day, thawing and pleasant, the TACOMA, loaded with all accumulated freight, left upriver at 2 p.m. The GEORGIA LEE arrived that same morning from Memphis.

On Feb. 17th the TACOMA went above Pomeroy to Hartford, West Va. for 350 barrels of salt. Next evening at 7 she was hampered with frost fog and laid up at 11:15 p.m. At midnight the temperature was 4 degrees, and fell to zero with ice forming rapidly. Over the next day or so the cold spell broke, snow turned to rain, and the TACOMA was slowed by rain fog. By Feb. 24th the ice had quit running. The CHILO, in the Maysville trade, broke her shaft and dropped her wheel in the river. On Feb. 25 the TACOMA was delayed at Vanceburg, where pilot Lee Willis was placed under arrest for the murder of a black deckhand who had died in a Cincinnati hospital following an operation. The GREENWOOD, with new wheel shaft installed, was back in operation. On Sunday, Feb. 27th, the ferry CHAMPION sank at Ironton. The GREENDALE towed the wheel-less CHILO to Point Pleasant. The QUEEN CITY laid up at Cincinnati for repairs.

On March 4th at 5 a.m. the TACOMA, downbound, running in fog, got into a field below Aberdeen, broke off a rudder and broke some wheel arms. After getting back into the river she limped over to Maysville for

repairs, resuming her trip at 2 p.m. The river was at 49 feet at Cincinnati. Due to the misadventure in the field below Aberdeen the TACK (as she was known) was late, and worked 40 laborers handling freight at Cincinnati all night to get started back up the river at 6:30 next morning with a big trip.

#### VIRGINIA stranded

While loading at Cincinnati word came to the TACOMA that the Pittsburgh-Cincinnati packet VIRGINIA, downbound, had stranded in a field below Willow Grove, West Va. on a slowly falling river, the stage 44 feet at Point Pleasant. A new rudder was ordered at Gardner's docks for the TACOMA. On the 8th of March the GREENLAND was at Point Pleasant with a broken wheel crank, and the GREENDALE went out in her place.

On Friday, March 11th Jesse went to the U.S. Custom House for an excursion permit. On Sunday morning, March 13, the TACOMA loaded up with 330 sight-seers at Gallipolis, Object of the cruise:- to see the VIRGINIA in the cornfield, 43 miles upriver. She got there at 1 p.m. and left at 2. Left Pomeroy at 4, Point Pleasant at 6 and unloaded her Gallipolis people at 6:35.

[Ed. Note:- Jesse did not confide to his diary any other details, but doubtlessly he was shaking his head thinking of how narrowly the TACOMA missed being in similar trouble not many days previous below Aberdeen. Today, these many years later, I'm curious to know the names of the more prominent Gallipots who took this excursion, what Jesse charged them, and did he feed them enroute, etc.].

On Saturday 17th "lost a lot of TACOMA's wheel at Ripley at 7 a.m." Went to Manchester where she lay 10 a.m. to 3 p.m. repairing and freighting. Met the GREENLAND with her new cranks at Concord at 4 p.m. On Sunday 20th hung the new rudder while taking coal, then on to Pomeroy where that evening the TACOMA loaded salt at Stegels and

the Buckeye plant. Met the J. O. WATSON towing two flats loaded with freight from the VIRGINIA at Dogham Bend. Due to being late the TACOMA cancelled a second trip from Gallipolis to see the VIRGINIA.

#### 2nd VIRGINIA Visit

On Sunday morning, March 27th the TACOMA left Gallipolis with 53 passengers to ogle the VIRGINIA. Arrived at 2 p.m. and left at 3. On the return, picked up 235 barrels of salt at Pomeroy, and unloaded the guests at 9 p.m.

On Tuesday, 29th of March, Jesse notes: "I was up to Eden Park (Art) Academy in Cincinnati this forenoon." No other comment; a harbinger of an event soon to follow.

On Saturday, April 9th. the TACOMA was loaded and ready to leave Cincinnati at 2 a.m., "but laid till 7 a.m. to get deck crew and raised wages to \$30.00 per month." Later he added, "steamboats all having trouble with rousters." On Sunday, April 10th Capt. and Mrs. Harry Donnally got on at Portsmouth, and when they reached Gallipolis they met the GREENWOOD and Capt. Greene. He and Capt. Fred Hornbrook and Sam Williamson rode the TACOMA to Point Pleasant.

Ed Note: Jesse mentions no reason for this huddle of packet operators. The details are expanded in the June 1986 issue of this magazine, page 11. Capt. Fred Hornbrook chartered the GREENDALE from Cap'n Greene for the Pittsburgh-Charleston trade in opposition to the OHIO, thereby incurring the wrath of Capt. William E. Roe of the OHIO, who threatened Cap'n Greene with a lawsuit. The GREENDALE was brimming down from Pittsburgh a considerable tonnage of materials for the John Eichleay Co. engaged in moving the VIRGINIA from the Willow Grove cornfield. Capt. Roe, former partner with Capt. Greene in the 1904 expansion, was very displeased with the GREENDALE's intrusion.

While this confliction went on, Hornbrook, Donnally

and Williamson were helping enlarge the RUTH at Point Pleasant for the Pittsburgh-Charleston trade.

The PETERS LEE was in Cincinnati on March 12th, and next day Jesse writes that the ORIOLE was running opposition to the GREYHOUND. On April 14th the TACOMA reshipped all her Charleston freight on the OHIO and turned back for Cincinnati.

Commodore Fred A. Laidley at this time bid in the assets of the Louisville-Evansville Line of packets at a U.S. Marshal sale, acquiring the TELL CITY, TARASCON, BELLEVUE, and four wharfboats for \$18,700. [The Commodore formed the Louisville & Evansville Transportation Co. which completely rebuilt the TELL CITY at Point Pleasant in 1911. Capt. T. A. Williams superintended the line. -Ed.]

Meanwhile Cap'n Greene was kept busy: on April 19th the CHILO broke a cylinder-timber chain at Sweetwine, and Capt. Greene went up from Cincinnati on the TACOMA with ratchets, etc. to make her operative. Then on April 21st the LEROY split a cylinder-timber, and Cap'n Greene went to Point Pleasant to do what had to be done.

On April 23rd, Shakespeare's birthday (also Mussolini's and Shirley Temple's) Jesse met the DUQUESNE and TOM DODSWORTH downbound light to pick up empties, and on Monday 25th met the DUQUESNE upbound with her tow. On Friday 25th leaving Cincinnati, the TACOMA had a "warm tussle" with the CHILO from Neville on up, "the CHILO being much faster since new boilers and repairs." On Sunday, May 1st the TACOMA towed the new Greenup wharfboat from Gardner's docks to its new home.

[Ed. Note:- Sometimes C.W. amazes me. Now who else would be reeling off all of those birthdays? I figured at first that April 23rd might also be C.W.'s birthday, but no- his is on July 28th and come this next July 28th he will hit 75, catching up with me by slow degrees.]



On May 4th the LEROY broke her shaft above Point Pleasant and the C. C. BOWYER towed her to the docks. Also that day the ISLAND QUEEN ran an excursion at Gallipolis, and next night at Huntington.

### 3rd VIRGINIA Viait

On Sunday, May 8th the TACOMA left Gallipolis at 6 a.m. with an excursion to see the stranded VIRGINIA. Sixty five Gallipots came aboard for departure at this early hour (which probably remains unique in the annals of Western boating). The TACK was at Pomeroy at 9 a.m., Millwood at noon, and arrived at Willow Grove at 12:30. Among the passengers were Cap'n Greene, Charles Arthur, Mrs. Stalder and Capt. Pete Lallance. The VIRGINIA had been moved riverward to a position ready for launching. The TACOMA left at 2 p.m. and returned to Gallipolis at 6 o'clock.

On May 9th Jesse reported the GREENDALE had discontinued the Pittsburgh trade

Ed. Note:- Capt. Greene abruptly terminated her charter to Capt. Hornbrook to keep peace with Capt. William E. Roe, thus ending Hornbrook's ambition to run the RUTH in the Pittsburgh-Charleston trade, an ambition Hornbrook finally realized in 1916.

The QUEEN CITY left Cincinnati on May 12th for Pittsburgh, her first trip since returning from Mardi Gras.

On June 7th, Jesse's 34th birthday, the TACOMA was meeting Pittsburgh towboats downbound with coal tows all afternoon.

Then, on June 13th Jesse enrolled at the Cincinnati Art Institute as a beginner. Capt. Lee Willis was placed in charge of the TACOMA. During the period of his studies, the art student continued to spend odd hours afloat. On Saturday, June 18th Jesse, in charge of the CHILO, took a charter group down to Laughrey Island for an excursion. After unloading the group at 11 a.m. the engineer washed boilers in ample time for the departure at 8 p.m.

Jesse visited at the Greene Line wharfboat several times a week. On Saturday, June 25 he piloted the COURIER with 750 Shriners to Laughrey Island, unloaded them, and went back to Aurora for 200 more. He left her at Aurora and took a train or street car back to Cincinnati.

On June 28th the VIRGINIA was reported afloat and on her way to Pittsburgh. [A fairly complete story and pictures of the VIRGINIA's cornfield adventure appears in our March 1966 issue, and another story of that boat's career appears in our March 1973 issue with illustrations. John Hartford produced a remarkable picture album based on the cornfield episode some years ago. -Ed.]

On Saturday, July 2nd Jesse boarded the GREENLAND at Cincinnati and met the TACOMA next day at Ironton. Jesse, his wife Telia and daughter Lillian rode the TACOMA back to Cincinnati where they celebrated the Fourth. Capt. and Mrs. Greene, Telia and Lillian went to a "nickel show" and that night all watched fireworks. Jesse mentions that "Jeffries was knocked out by Johnson at Reno." Next day Jesse went back to Art School.

The GREENLAND arrived in Cincinnati on Saturday, July 9th with boiler trouble. Jesse went down to the wharf and at 5 p.m. she backed out with Jesse and Cap'n Greene as pilots, the river at 20 feet. When they met the GREENDALE below Higginsport Jesse got over on her and brought her back to Cincinnati at 5 a.m. and hired labor to get her unloaded at 11 a.m. He stayed "at home" (presumably at the Greene home) the balance of the day. The next day Jesse returned to art school, and Telia and Lillian went home. Low water season came: the OHIO and LUCILLE NOWLAND laid up below the Cincinnati wharfboat and on Aug. 6th the GREENLAND laid up. The TACOMA was unable to get above Catlettsburg and got aground at Brush Creek. Jesse's last day at art school was Aug. 8th. (And so we end Jesse's art in-

struction of which he reported very little, save to mention that his instructor at the start was a Miss Willis.) On Aug. 9th, next day, he went pilot on the GREENLAND in the Coney Island trade, chartered in place of the PRINCESS, with the river at Cincinnati at 5.1. The TACOMA got off the bar at Brush Creek and laid up, while the RUTH left for Huntington and the GREENWOOD left on Aug. 10 for Ashland. From Aug. 9th to Labor Day Jesse usually made four trips daily in the Coney trade on the GREENLAND. The ISLAND QUEEN came back out on Aug. 2nd and she and the GREENLAND continued in the trade until Labor Day.

On Aug. 15 the stage at Wheeling was one foot; 0.9 at Parkersburg and 1.1 at Point Pleasant. The ISLAND QUEEN operated as the river stages allowed. On Aug. 21 the ISLAND QUEEN made three trips to Coney; the PRINCESS and GREENLAND made four each, and the GREENWOOD three. On Sept. 4th the COURIER took an excursion to Split Rock and return.

Jesse coaled the GREENLAND on Labor Day, Sept. 5th, and departed Cincinnati next day with he and Cap'n Greene piloting. They met the GREENDALE below Higginsport and swapped pilots. Peter and Henry Holloway, pilots on the GREENDALE, went over on the GREENLAND, Cap'n Greene went pilot on the GREENDALE to Cincinnati. At Brush Creek Jesse got off the GREENLAND to raise steam on the TACOMA, which had been detained there by low water. After getting a load of hogs at Manchester, the TACOMA returned to Cincinnati. The TACK left that evening, Sept. 9th, for upriver. They met the GREENLAND at Portsmouth where pilot Pete Holloway swapped over to the TACOMA. Jesse got off at Catlettsburg and, accompanied with Telia and Lillian, rejoined his boat at 2:30 p.m. On Monday, Sept. 12th the TACOMA left Cincinnati at 8 p.m., headed for the docks at Point Pleasant. The extreme low water had caused a shortage of coal, and the TACOMA begged or borrowed

some from the SALLIE MARMET, a rise having come and the SALLIE being on her way to Cincinnati with loaded barges. This movement of Kanawha River coal was made possible by creating a "splash rise," water released from Kanawha River dams by prearrangement. Some of the coal got through, but the LUCY MARMET stuck her tow at Guyandotte. The E. R. ANDREWS and D. T. LANE tied up their tows above Cox Riffle, and the J. T. HATFIELD and RANGER tied up above Straight Creek.

Gardner's docks were not ready to receive the TACOMA until Sept. 20, delayed by reason of other work being completed. Jesse bided his time by taking a Sunday excursion on the Hocking Valley Railroad to Columbus, Ohio, and return to Kanauga. On Sept. 21st the SALLIE MARMET sank at McHale's Landing [the whereabouts of this location is unknown to us. -Ed.] Some days later Jesse boarded Mr. Berridges yacht to view the sunken SALLIE MARMET and reported many visitors there. Jesse bought a Jersey cow for his father for \$45 and shipped it to Pomeroy on the KLONDIKR. On Sept. 27 the GREENWOOD sank to the main deck below the Riverton wharfboat. Repairs to the TACOMA were completed Oct. 7th. Next day the GREENWOOD arrived at Point Pleasant leaking badly.

On Oct. 10th Jesse, Telia and Lillian took the train to go visit Jesse's father near Long Bottom. While there Jesse noted the MONIE BAUER up with a crane boat, engaged in pulling logs. He saw the "little" U.S. EMERALD and the new W. R. Markle showboat SUNNY SOUTH downbound. On Oct. 15th Jesse received a letter from Cap'n Greene and next morning he, wife and daughter took the 8:20 train at Murraysville. Jesse got off at Point Pleasant and Telia and Lillian stayed aboard and went on home to Catlettsburg.

On Monday, Oct. 17th the TACOMA coaled at Varians and left Point Pleasant at 5 p.m. with 2.3 feet on the marks. They found 5.0 feet

at Portsmouth and Maysville, running single crew, and got to Cincinnati without incident at 9:45 p.m. on Oct. 16th.

Departed Cincinnati Oct. 20 at 8 a.m. and turned back from above Maysville. Made another Maysville go-around and then laid up at Cincinnati for annual inspection, after which the TACOMA towed the GREENLAND TO Coney Island dike where both laid up. During this lay-up Jesse painted an oil picture of the TACOMA for Capt. Mary B. Greene.

A substantial rise brought the TACOMA out again, leaving Cincinnati on Nov. 17th, meeting many towboats downbound with coal tows.

Winter set in early. On Dec. 6th the TACOMA at 1 a.m. was briefly "lost" in a snowstorm at Higginsport, and 14 to 16 inches fell. The temperature one night went down to 15 degrees, forcing the TACOMA to lay up the most of one night across from Portsmouth for frost fog. On Dec. 15th the river was reported gorged above and below Wheeling Island. The OHIO, upbound, turned back from Racine and laid up at Middleport. Next day all local packets had quit. The TACOMA got aground on a log at Central City, and was pulled free by the GREENLAND. She turned back from Point Pleasant with 2.8 on the wharf marks there. The GREENWOOD and EVERGREEN were laid up above Gardner's docks. The TACK made it through heavy ice and laid up at Cincinnati outside the GREENLAND and COURIER and below the LUCILLE NOWLAND.

The Cincinnati-Louisville "Mail Line" boats quit running, and Jesse moved the TACOMA above the Coney wharfboat and cooled her down. On Dec. 23 Jesses took the C&O at 7:45 p.m. and went home to Catlettsburg. On Christmas Day he and Telia went to church.

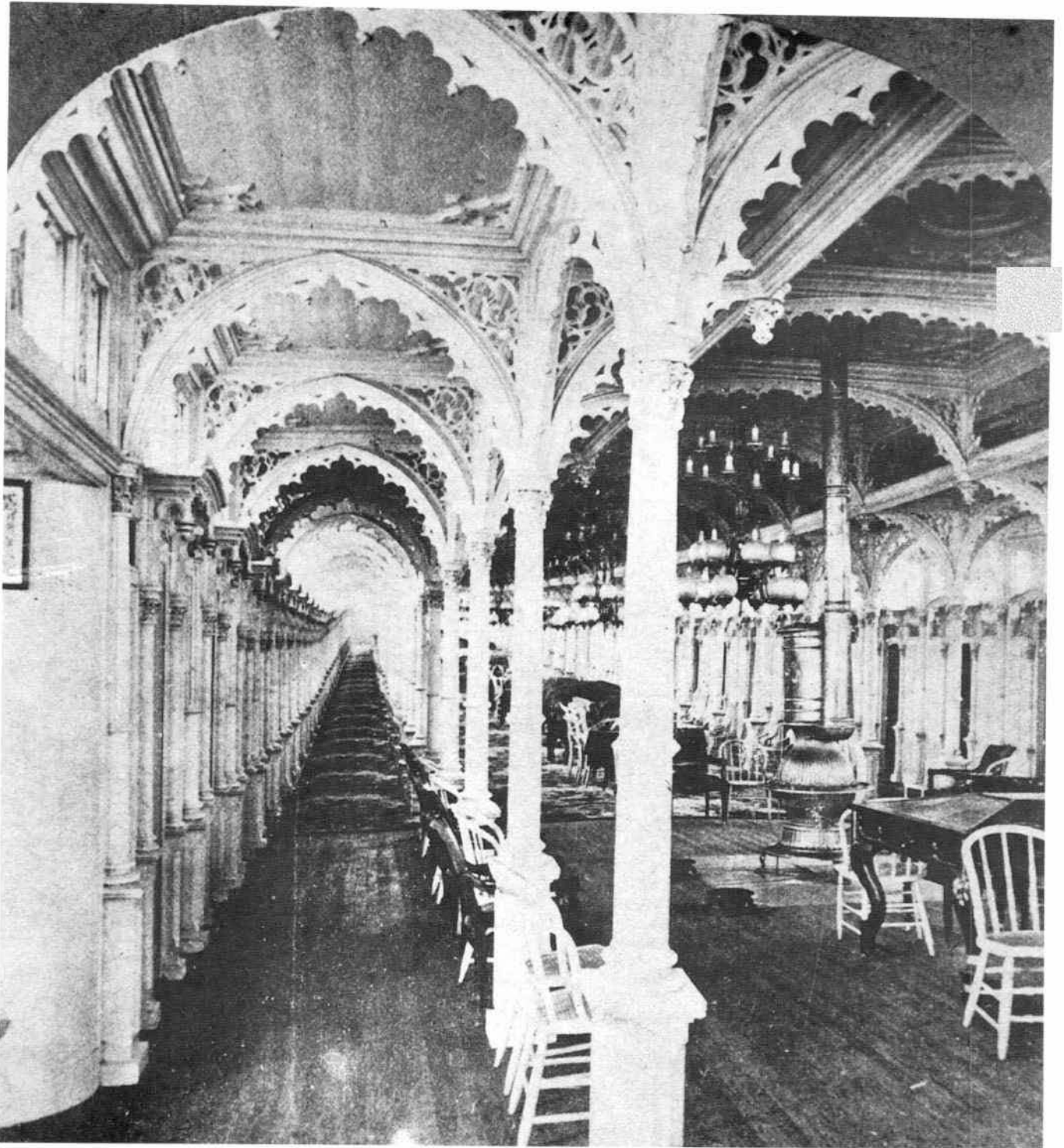
On Thursday, Dec. 29, the temperature moderating and the river rising. Jesse returned to Cincinnati, found the stage at 21½ feet, and prepared the TACOMA to resume her trade. She departed with a light trip New Year's Eve.

Jesse's final entry in his diary of 1910:- "New Years Eve, 1910, and nothing done yet," a cryptic comment. The reader is left to interpret what was gnawing on Jesse's mind.

[Ed. Note: Jesse P. Hughes set himself apart from other rivermen due to his ability as an artist. His fellow Greene Line workers had long known him as an expert lettering artist, but this business of attending formal art classes was unprecedented. He well knew that he was a prime subject of whispered conversations amongst his fellow Greene Line workers, some cheering, others suspecting, a new sort of behavior for a river captain-pilot. Jesse's ace in the hole was Capt. Gordon C. Greene, who gave Jesse his complete support; this added to Capt. Mary B. Greene's aid and comfort. Jesse and Telia had become a part of the Greene family, a bonding in 1910 as solid as the Rock of Gibraltar.]



Home sweet home. Judy Patsch in courtyard of the Beauregard-Keyes home, New Orleans, Dec. 30, 1990. Square sign reads 70 degrees.



**E**XCITING is still the word. The cabin interior of the GREAT-GRAND REPUBLIC, designed and placed at Pittsburgh in 1866-1867. Pittsburgh's steamboat-cabin builder Charles Gearing did the work, a craftsman of whom we know very little, save for this masterpiece of his. The cabin measured 270 feet in length by 28'2" in width. It

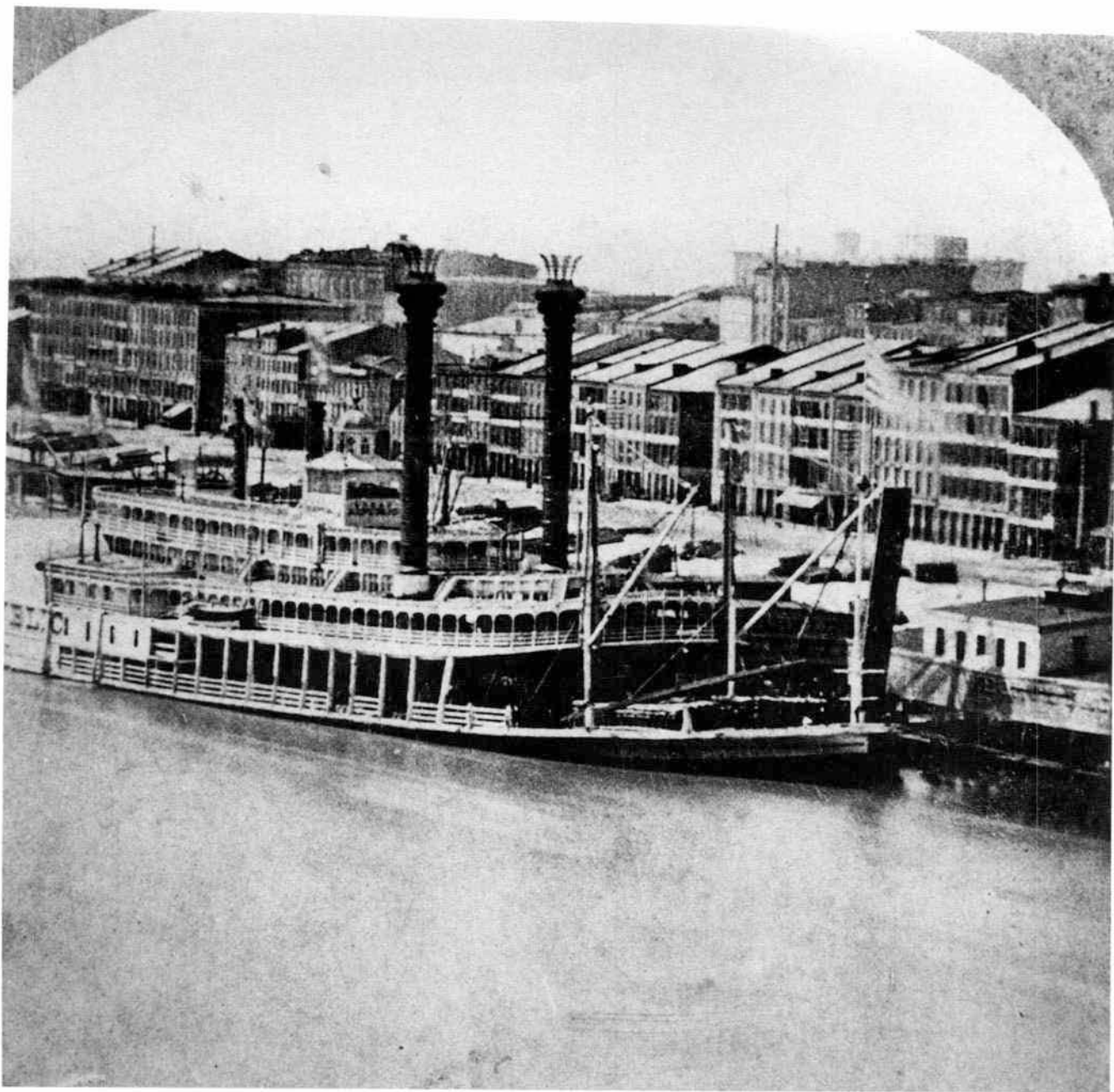
contained 54 staterooms, each eight feet square. The beds were hung with brocatelle curtains. The promenades to each side were 5'6" wide, allowing 17 feet for the center width. There were 72 columns supporting the overhead arches. Each stateroom door had over it a framed overhead canopy supported by columns.





**T**HE BILL for carpeting the cabin came to \$10,000, priced \$12 the yard, English velvet, furnished by McCallum & Bros., Pittsburgh. Sixty six original oil paintings, barely visible in these two scenes, were fitted into side panels high aloft in a false-transom. The artist was Col. W. C. Wall, now distinguished as an eminent painter of his period in Pittsburgh. All sixty six were consumed in the fire which destroyed the GRAND REPUBLIC when she

lit up the night sky at St. Louis on September 9th, 1877, ten years old. Ten clusters of oil lamps in overhead chandeliers illuminated the length of the cabin and the Wall paintings by night. The Wall paintings got mention when a reporter on a Cairo newspaper inspected her on the maiden voyage. "These landscapes and water scenes are so high up that persons are compelled to assume a rather ungraceful attitude in viewing them,"



**T**HIS comes to us from Ralph DuPae, made from a stereo slide, taken from Eads' bridge, St. Louis looking downstream, showing the GREAT REPUBLIC after extensive alterations had been made by Capt. William H. Thorwegan. Approximate date: 1873-1876, a mid-winter scene. Capt. Thorwegan operated her in freight and passenger service between St. Louis and New Orleans, a successful venture. Her large freight book, kept during this period, came into the possession of Thomas E. Clark, who kept it on top of his roll-top desk in his office at 35 Water Street, Pittsburgh, where he was president of the Marine Manufacturing & Supply Company. This weighty,

leather-bound volume was Tommy Clark's prize possession, the entries describing in fine penmanship the items in each shipment, point of origin, destination, shipper, consignee, and freight charges, each trip separated, numbered, and total receipts shown. Many of those cargos would have sunk the BETSY ANN clear out of sight. I often amused myself looking through this freight book during the years 1916-1930. The GREAT REPUBLIC is loaded deep with freight in this picture, every item put aboard and unloaded by manual labor, box by box, barrel by barrel and bale by bale. Sacks of grain or meal were "shoulder-boned," and large boxes and pipe went "back-and-belly" with a roustabout on each end.

## SIDELIGHTS

Dale Flick Enjoyed  
Our December Issue.

Sirs: I'm quite taken with the December issue. There's everybody enjoying the afternoon trip on the VALLEY GEM and, later, all gussied up for the evening banquet and the big program.

I agree that the LOG OF A STEAMBOAT TRIP NEW ORLEANS TO NASHVILLE IN 1832 is a marvel. Never dreamed there were that many psckets plying the rivers then. I can just imagine the shock these Shaker brethern experienced with the 'willful ways of some of their fellow men.'

I never tire of C.W.'s JESSE P. HUGHES DIARIES. His retelling of Jesse's journal accounts trace the growth and development not only of an unusual man, but also the progression of a commercial concern that in later years was elevated almost to the position of a national institution.

Yes, I well remember the Becker home and dental office at the corner of Stanley and Eastern Avenue in Cincinnati's East End. By my time they had long since departed and the large Victorian square tower had fallen on hard days. (Page 31, column one, 4th paragraph). My family knew the Beckers for years. Later Anita and Dorothy Becker became close family friends and lived not too far from our present home here in Mt. Washington. I believe that old Dr. John Becker was their father.

The Tusculum Club outing attended by the Beckers, Cap'n Greene and Jesse, prompts me to say that the Tusculum Club existed until fairly recent times. I remember it as the 'Monday Tusculum Club,' and was composed of some of the more socially elite ladies in the area. Jesse did not identify the name of the yacht. Many of Hyde Park's elite kept their yachts, et al. at the old C.Y.C. facility at the foot of Stanley and Strader Avenues. The rowing club had its own floating head-

quarters for meetings and training. The Fourth of July was a big event with all the yachts and rowing boats dressed out in flapping American flags and bunting. Ladies wore white dresses. The gents--some of them--sported yachting jackets complete with stiff collared shirts and straw hats.

Best wishes and thanks for a memorable REFLECTOR.

R. Dale Flick,  
1444 Burney Lane,  
Cincinnati, O. 45230

## CLOVERPORT FIRE

Concluded from page 2.

here quite a spell." "Do you remember anything about a bad fire in Cloverport a long time ago," I queried. "Your damned right I do! I was right in the middle of all of it," he spoke up quickly.

He jumped up from his bench, brushed the shavings from his pants and pointed his long forefinger down the street. "See that second square of houses down that way? Well, it started in the house right this side of the corner. It was after eleven o'clock at night and a strong upstream wind was a-blowin' up this a-way. Colder than hell! Everybody was sound asleep when they begun to holler, 'Fire!' and it was a mighty long time 'fore anything was done about it. By then, it wasn't no use. They was all just frame houses along there and by the time one house was gone the next house was on fire. It just come up that street a-flyin'."

"We got a bucket brigade strung down to the river but it wasn't no use 'cause it soon got so hot we couldn't throw the water far enough to reach the fire. So, we had to let 'er go and we all got to helpin' carry the furniture out of the houses tryin' to save that. Piled it along out in the streets and pretty soon it got hot and went to smokin' out there. A'most of it burnt out there in the street, afterall. The wells and cisterns all soon went dry

on us and there wasn't anything much to do but to get away from the houses after they took fire. Air was full of sparks, our eyes was full of smoke and some of the folks was runnin' around partly in their night duds. It was a hell of a night, I tell you," and he shook his head sadly.

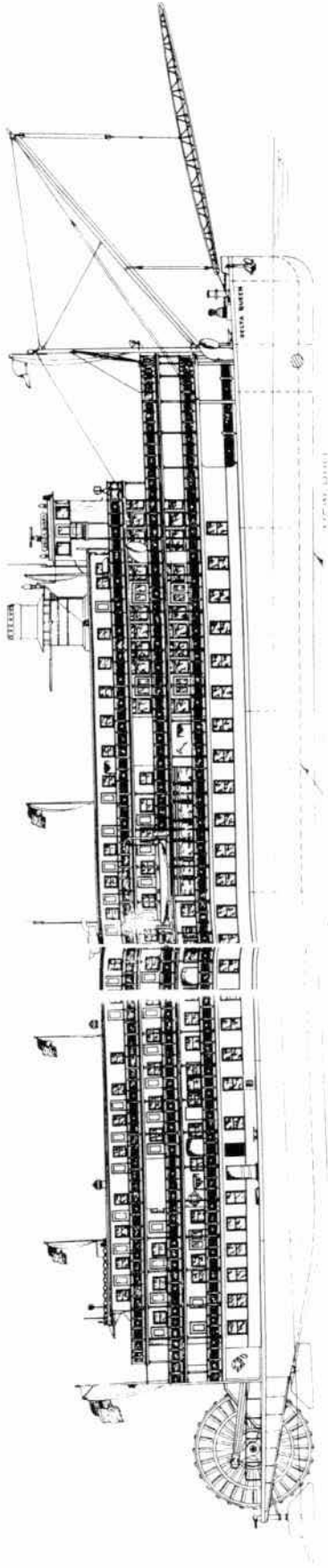
"About midnight, the houses in them two blocks down there was all gone and the stores up along here was all afire. Everybody was runnin' and carryin' something and didn't know where to set it down. About one o'clock in the morning that big old covered bridge across the creek started to blaze and that started the fire on the other side of the creek. It cleaned up about two squares of houses up that way when, all of a sudden, the wind changed and commenced blowin' downstream."

"Well sir, that just stopped the fire right there. Not another house took fire after that. But I tell you, it cleaned things clean as a whistle every place it went around here. There wasn't any cleanin' up to be done afterwards; the wind blowed most of the ashes away. The stone foundations and the brick chimneys was about all that was left and most of the chimneys fell over."

As he finished his narrative, the old man looked down and was silent a moment as if reliving that night long ago. Suddenly, he looked at me sharply and asked, "Where in the hell was you at?"

=Lewis Anderson of Marietta brought to us his copy of "The Cloverport Fire" in pamphlet form, signed and given to him by the author during the 1972 S&D meeting. Lewis has treasured it in his safe-deposit box ever since. During his younger years Lewis is remembered by many S&Ds as "the friendly and always accommodating" custodian at Campus Martius Museum while S&D's River Museum was housed therein.





## Delta Queen gets double hull

The DELTA QUEEN took on some weight this past winter, as befits a dignified dowager, and may not be quite so spry when she races with the BELLE OF LOUISVILLE on the first of May. At a marine spa located at Pearlinton, Mississippi, Gulf Coast Fabricators, Inc. bedded her in their enormous dry-dock and wrapped a new hull around her old one.

S&D member John R. Weise, 5552 Dry Ridge Road, Cincinnati 45252, visited the shipyard in the mouth of Pearl River on December 29th, 1990, took the accompanying pictures, and describes the visit:-

"The new hull is not going to be nearly as shapely as the original hull, but it will serve her middle-age weight gain. If it lasts as long as the original, our great grandchildren may yet get to take a ride on her.

"Thanks to Tom Carman, V.P. marine operations, DQ Steamboat Co., my son Sean and I were permitted to inspect the work in progress. Other than the new hull, let me note other changes:-

"The main deck forecastle will be rounded, increasing the work area.

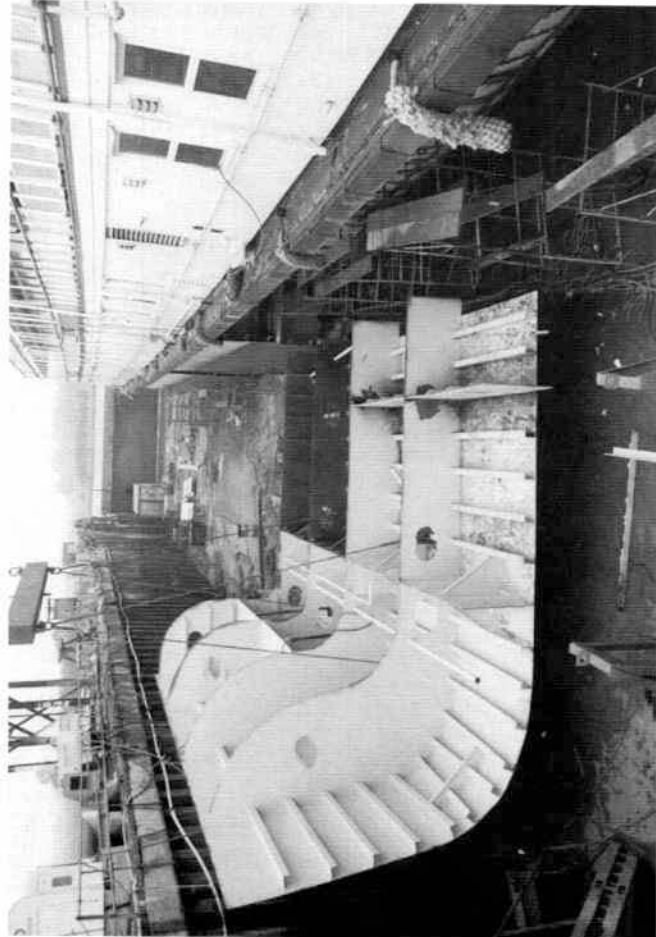
"A new and deeper bow thruster will increase the thrust 37%.

"The four main rudders will be replaced by two large main rudders.

"The monkey rudders will be remounted lower down inasmuch as the paddlewheel will draw less water.

"New coolers will be added along the hull sides for generator cooling.

"The inside cylinder beams are being boxed



Sections of the new hull ready to be shoved under and around the original hull..

to reduce vibration."

Picture-taker and fact finder John R. Weise expresses his thanks and gratitude to Tom Carman, and to DQ's chief engineer Fred Klein and first mate Dave Williamson for the welcome and hard-hat inspection of the DQ last December 29th.

As we go to press we learn that, due to the magnitude of the work, the DQ's management has been obliged to cancel the first three 1991 cruises (and what a shame--they were sell-outs) and the first cruise, barring further delay, will depart from New Orleans on March 23, cruise #305, a 6-night spring pilgrimage.

A bit more about Pearlington, Miss., new territory for the DQ. Gulf Coast Fabricators has their drydock south-west of Pearlington in Port Bienville Industrial Park. The DQ went up East Pearl River to get there. The DQ people, for the most part, found quarters

in Waveland, Miss. Equally handy is Slidell, La., just off I-10 and I-59, about midway between the shipyard and New Orleans.

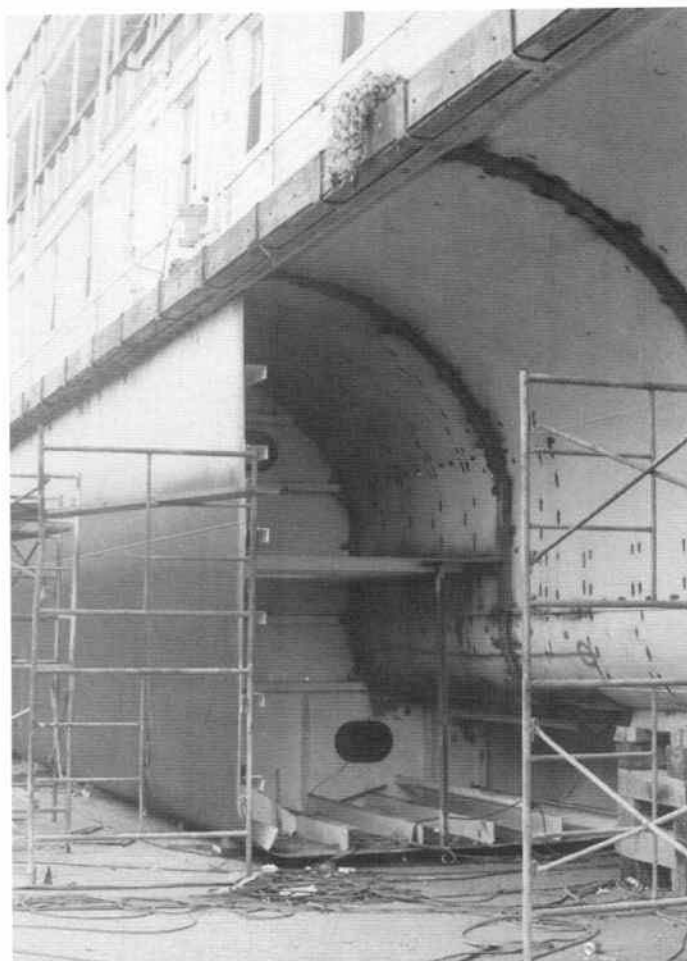
Copies of "Marine Log" for February were kindly sent to us by Patti Young of DQ Steamboat Co. and John Fryant. Marine Log is the current version of Marine Engineering, with a venerable career. The February issue of Marine Log runs a good story of the double-hull work-over to the DQ.

The double-hull idea, says John Fryant, was being utilized in the nineteenth century, and model builders. "I have seen several models of the DQ built with deeper-than-scale hulls because of weight problems," he writes. "A well-known Japanese model firm, Sailo, makes a kit of the DQ for steam power that comes with a deepened hull to take the weight of the steam plant.

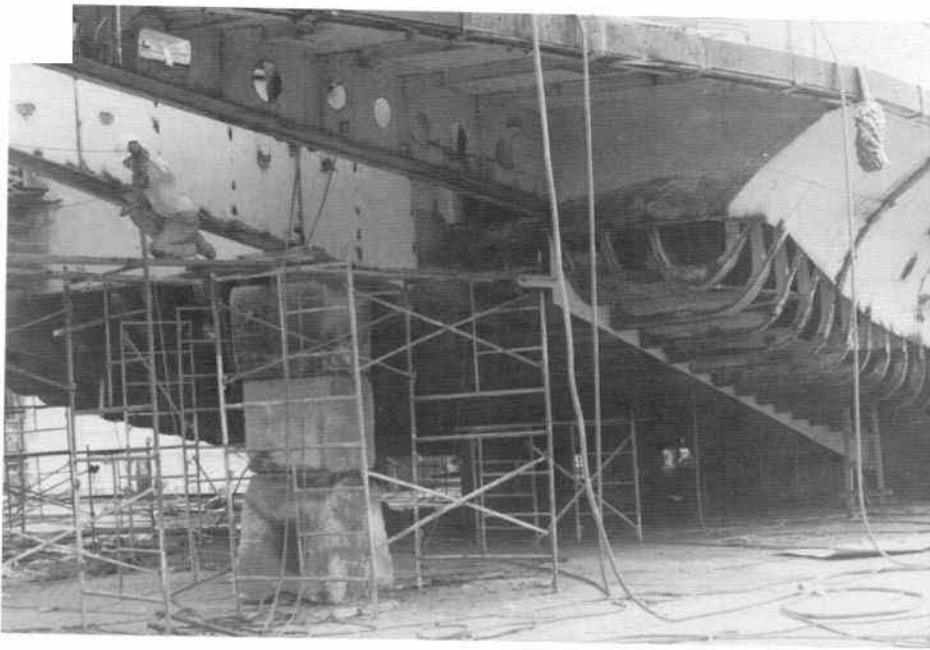
The DQ quite obviously was getting heavy by the stern, so that the paddlewheel was 24 to



Work in progress to widen and deepen the forecastle to permit more space for handling the stage. As originally built the DQ carried no swinging stage. When the superstructure was extended forward by Dravo in 1947 great care was required in setting the stage mast to assure that the stage would heel on her narrow forecastle. A model of the deck extension was made 1-48 scale complete with mast and an operative stage to be sure everything would work.



The new hull allows 36" increase on each side, and on the bottom. Some of the space will be left empty for buoyancy. Other sections will be occupied by increased storage of fuel oil, diesel fuel, potable water, and for the first time toilets can be flushed with non-potable fresh water instead of river water. The new hull adds 350 tons to the DQ's displacement (she's now 2,550 tons) and model tests predicted that she may be 5% slower, a trade-off her operators accept and can live with.



30 inches too deep. Part of this was due to additions of heavy equipment, such as air-conditioning units, large generators and large refrigerator equipment.

DQ Steamboat Co. asked Arthur Grant & Associates, New Orleans, to do a conceptual design and bid specifications for a double hull. Breit & Garcia, Inc., also of New Orleans, prepared the detail specifications. The engineering design and model testing, which was done in the Netherlands, cost MQ Steamboat Co. approximately \$200,000, according to Tom Carman. His estimate on the cost of the whole job: \$2,400,000.

Tom Carman, v.p. marine operations:- "We looked at a number of shipyards. Two declined to bid, because it was a rather difficult job, tying up a drydock. There were substantial differences in the bids that came in. Some yards included overhead costs that drove up their tab. We decided to go with Gulf Coast, a smaller yard with a good reputation. They started welding the modules last September. We made spot checks of the work, and found nothing out of the ordinary. I'd rate the yard as 'good to very good.' To put that in context, I've never rated any yard's work as 'excellent.' At their peak period Gulf Coast Fabricators had around 80 people concentrating on the DQ. That was about 75% of the yard's labor force."

The DQ's 285 feet length includes 35 feet for overhang and paddlewheel. The new outside hull, 250 ft. in length, consists of eight 40 ft. prefabricated modules of 3/8-3/4 in. steel, four on each side of the keel. The original hull, of 5/16 in. steel was raised in drydock to permit space between it and the new outer skin which was scribed to fit the old hull.

This double hull on the DQ raises her capacity for diesel oil which runs the generators to 20,000 gallons from 2,400 gallons. The fuel capacity for the boilers is now 90,000 gallons, up from 50,000 gallons. It is cheaper to buy fuel in New Orleans than in

St. Paul and Pittsburgh. The DQ now can go 25 days between refuelings, instead of ten, a savings of about \$35,000 a year. The diesel refueling period increases from four to 30 days. Potable water now needs to be replenished every five days instead of 3½ days. And, for the first time, toilets can be flushed with non-potable fresh water instead of river water.

The new hull is not expected to add substantially to the boat's 8½ ft. draft.

Some pilots, although agreeing with most of the above as improvements, are skeptical about the reduction of the main steering rudders from four to two. They agree that four rudders were too many, damming the water-flow when hard-over during backing. Three rudders, they believe, would have made a "good backer" of her, and if you lose one, there are two left working.





## INFORMATION SOUGHT

Sirs: We are conducting research on two steamboats lost in Louisiana waters. One of these is the stern-wheeler NAT F. DORTCH, a Howard-built boat lost on the Red River in 1895, and the other is the low-pressure side-wheeler ARROW which operated in the New Orleans-Mobile trade in the 1850s, and was lost on the West Pearl River in 1862. The ARROW was owned, at least in part, by Capt. John Grant, and was taken over by the Confederate Government during the Civil War and converted into a gunboat.

I would appreciate if you could place an inquiry about these vessels in the S&D REFLECTOR. In particular, we are hoping to obtain a photograph of the DORTCH.

Charles E. Pearson,  
Senior Archaeologist,  
Coastal Environments,  
1260 Main St.,  
Baton Rouge, La. 70802

=The NAT F. DORTCH (Way #4101) ran for several years Nashville-Burnside before being sold south. No photograph of her is known to us. No record appears in our files of the ARROW.  
-Ed.

## NEWS FROM 121 RIVER

Dear Capt. Way:- Well, we christened the "New Way" House by having an "Empty House" dance on New Year's Eve. I don't know about anyone else, but I sure had a great time. Before I knew it, it was 2:30 a.m. and I wasn't even tired.

Your house has a wonderful warm feeling, and I think a ghost of a cat.

I bought my husband Jim a copy of the Saga of the DELTA QUEEN. He is enjoying reading it, and notes that the DQ was built in Stockton, Calif. where he works a great deal of the time for H. J. Heinz. Hello to Bee and Woody.

Leslie W. Metzger,  
135 Walnut St.,  
Sewickley, Pa. 15143

=During the progress of the "Empty House" party we received several phone calls from Sewickley friends who,

in passing by, had seen 121 River lighted from attic to cellar and many parked cars in the driveway. Jim and Leslie Metzger will re-do much of the interior before moving in. Their daughter Kathryn lives in the Oakland-Berkeley area of California. The "ghost cat" is probably a real alive one which for the past several years has adopted the front porch. -Ed.

Sirs: I always look forward to the arrival of the S&D REFLECTOR; it's never disappointing. Have perused the December issue stem to stern. Was charmed by the front cover photograph. What a spectacular picture! Was so surprised to read that the DELTA QUEEN has received a new and larger hull. What next?!

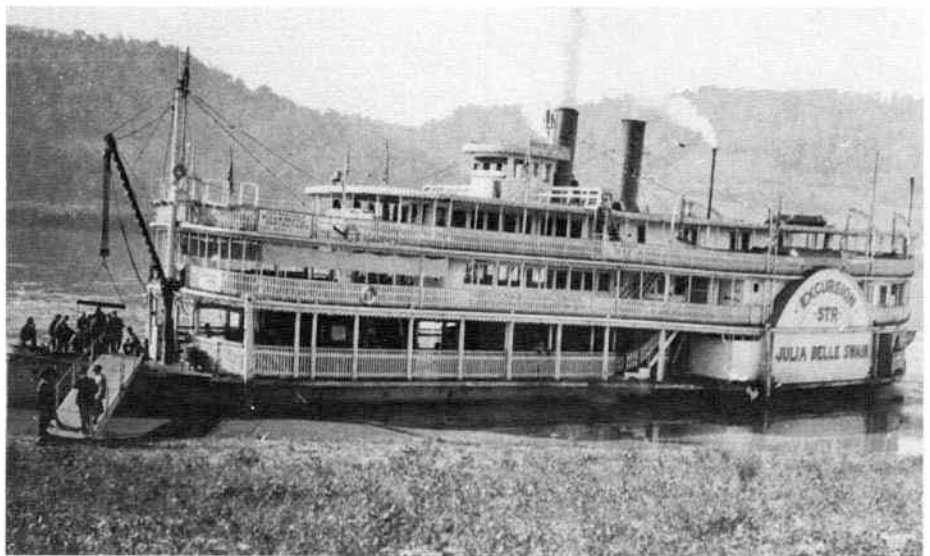
Mrs. LeRoy (Alie)  
Thompson,  
Fox Hill Farm,  
Blackburn Road,  
Sewickley, Pa. 25243

## ANCHOR STORY

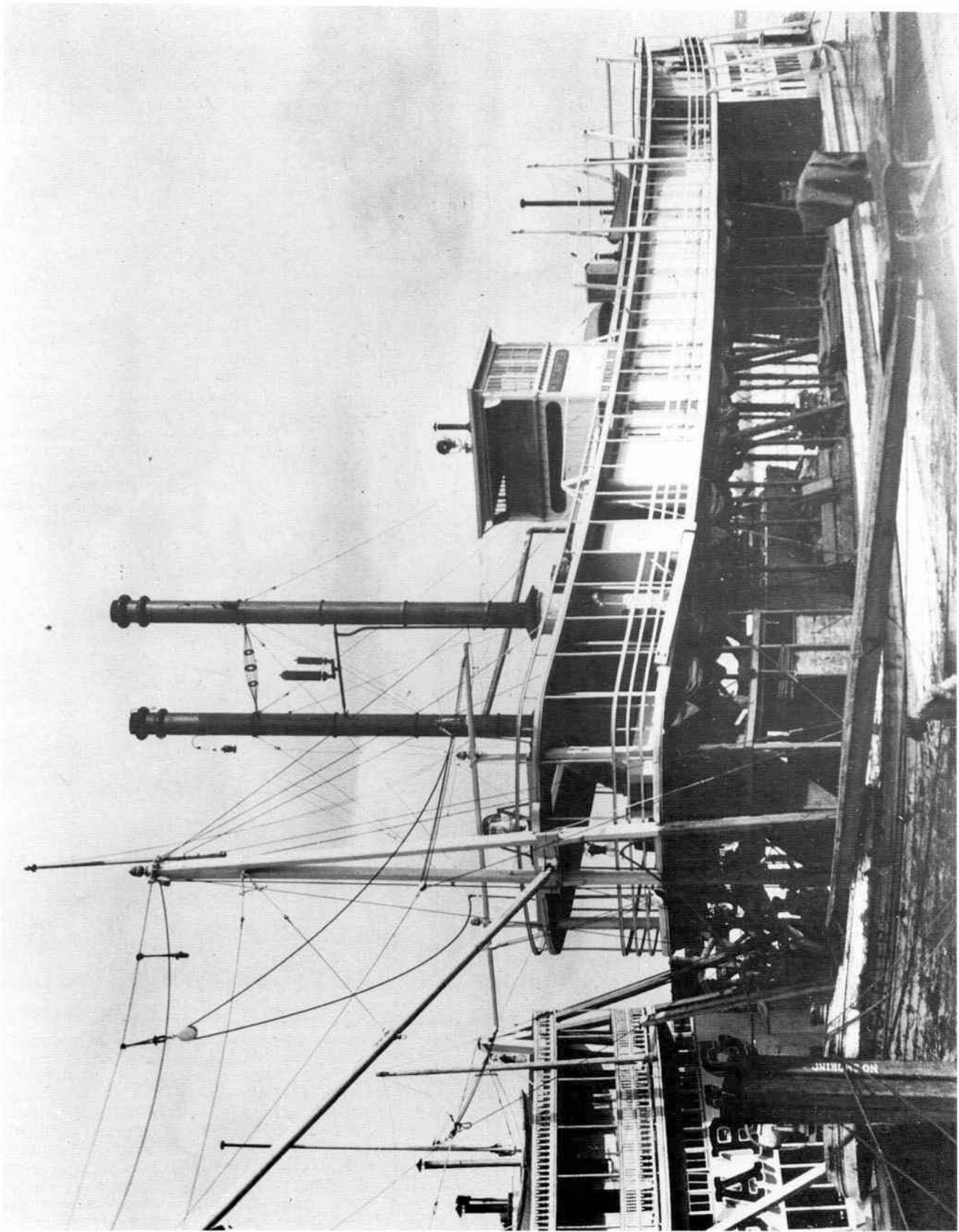
Concluded from page 3.

the boats and put in that Damnyankee(?) as the manager, they always gilded those anchors that hung between the stacks. Now, on the boats in the Memphis-Vicksburg trade the anchors were turned one way and those in the St. Louis-New Orleans trade were hoisted up in the opposite way but this ended some time in the late 1880s or early 1890s when all anchors were painted black."

The CITY OF HICKMAN (Way #1079) was built by Howard in 1890, 285x44.5x9.5, and was typical of the design and finish of other sidewheelers in the Anchor Line fleet at the time; the only departure was the provision for lowering of the stacks. No photo has yet turned up showing the CITY OF HICKMAN with the anchor suspended between the stacks.



This odd-looking craft is the JULIA BELLE SWAIN (first) at Madison, Ind. in the 1920s. The photo comes to us from S&D member Louie De Car. She was built at Santa Rosa, Fla., equipped with Swain oscillating engines direct-connected to the wheel cranks (no pitmans), each engine equipped with high and low pressure cylinders. When operating, these cylinders bowed to one another, the steam admission and exhaust activated by numerous cams. These Swain side-wheel engines could not "hang up" on center and one engineer handled both sides from a centrally located dual throttle, each wheel independent of the other.



## PICTURE OPPOSITE

The H. M. CARTER (Way #2493) operated out of New Orleans from the time of her building, 1901, until she was demolished in a boiler explosion near Bayou Goula in 1908. She was owned by the Carter Line which in 1908 also owned the WM. GARIG, showing at the left in this photo. Ralph DuPae credits this picture to the collection of Edward A. Mueller.

The Carter Line wound up its affairs in 1918 when the WM. GARIG was sold to the Eagle Packet Co. to become the GOLDEN EAGLE, and their S. L. ELAM and OMAHA were sold to the Liberty Transit Co. of Wheeling. These became the GENERAL WOOD and GENERAL PERSHING. Both were brought north under steam. Both were cotton-style sternwheelers..

Looking at this picture of the H. M. CARTER we are reminded of the S. L. ELAM: no skylights, tall A-frame stage mast, whistle mounted between the stacks and searchlight on the pilot-house roof.

Liberty Transit entered the S. L. ELAM in the Pittsburgh-Cincinnati trade before rebuilding and renaming her. Ye Ed rode her from Pittsburgh to Lock 3 (Sewickley) but before climbing aboard and while ogling this odd creature, standing near the Monongahela House, corner of Water and Smithfield, we came upon Capt. E. Dayton Randolph, fresh up on the B&O from his home in Reedsville, O.

"Is that it?"

Dayton could not believe his eyes. He had been called to stand a pilot's watch on this stranger from the South.

"S. L. ELAM," he read on the engineroom bulkhead. "Should have called her SLIPPERY ELM."

The upshot was that Dayton crossed Smithfield Street and took the next train back to Reedsville.

That June afternoon in 1918 Liberty Transit hired two "towboat" pilots from Harbor 25, Masters, Mates and Pilots. In the vicinity of Woods Run the ELAM collided with a closed-in

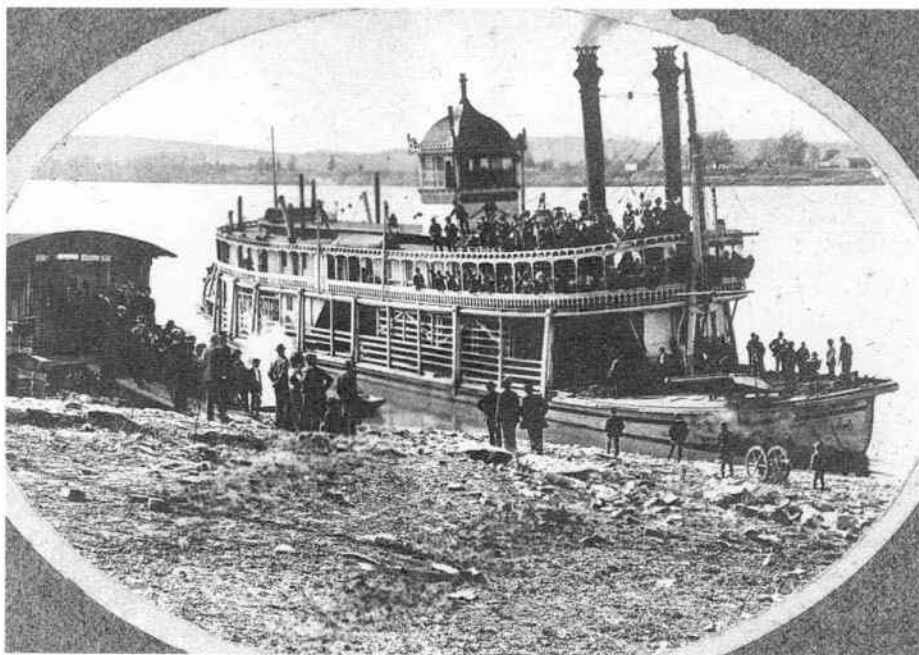
prop pleasure launch which went under the starboard overhanging guard and upset. The occupants, wet and all accounted for, were rescued by other nearby pleasure boaters, who also towed the yacht to shore.

On this same trip, downbound, the ELAM struck the Crockard & Booth wharfbat at Wheeling and sank it beyond repair.

Low water set in, and Liberty Transit laid up the ELAM at Wheeling upon her return from Cincinnati, tore off the cotton guards (I saw the workers throwing the junked lumber into the river - yes, discarded stuff was heaved into the rivers) and later that summer both the ELAM and OMAHA were rebuilt at Clarrington, O. to become tolerable Ohio River packets, although neither ever had skylighted cabins. But they were accepted even by Dayton Randolph who, with Edgar Brookhart as pilot partner, guided the GENERAL

WOOD (ex-S. L. ELAM) for Liberty Transit.

But this long yarn is supposed to be about the H. M. CARTER. In the absence of documented facts, and a memory not so hot, seems to us she made steam with one large tubular boiler (this picture seems to bear out this recollection). When it let go she was out in the Mississippi River under headway, with no warning or apologies. The pilot on watch was Capt. E. A. Rucker and this sticks with us inasmuch as the S. L. ELAM was delivered to Pittsburgh by a Capt. Rucker, who caused something of a sensation by standing his watches donned in a white uniform and cap. The skipper who brought up the OMAHA was Capt. Fred Ketchum. I didn't manage to meet him, but did shake hands with Capt. E. A. Rucker of the ELAM.



The Cloverport Fire, featured in this issue, was reported in the Cannelton (Ind.) "Telephone" as follows:- "Town almost wiped out; only one business house and warehouse left out of the 75 splendid business and elegant homes." On Sunday, March 17 the GERTRUDE (Way #2326) advertised an excursion from Rockport, Ind., with pick-ups at Tryo, Tell City and Cannelton. Departing Troy, the GERTRUDE was loaded to capacity. The small towboat ALMA (Way #T0113) with a barge was pressed into service for the Tell City excursionists. On March 24 the GERTRUDE made a second visit to the scene, and here she is at Cloverport loaded to capacity. -Picture courtesy of Bert Fenn, who also is thanked for researching local 1901 newspapers.



A NOTE OF CHEER  
Ohio River Town  
Keeps Famous Hotel

SISTERSVILLE, West Va.:— The 97-year-old Wells Inn has a new lease on life. Sold for debt at public sale on January 4th, the new owners, a Virginia-based development company, announced intent to continue operations. Dennis Spencer, Bill Woodburn and Loren Bagley of the District Development Corp. made the successful bid of \$76,000 for the hotel and its contents. All three are former residents of Tyler County in which the hotel is located. The sale was conducted on the Court House steps of the county seat, Middlebourne, West Va. About 50 persons attended the auction, conducted by the Union Bank of Tyler County, which held about a \$70,000 lien on the inn and its adjacent parking lot.

After initial bids of \$2,000 and \$20,000 were entered, Union Bank decided to protect its interest in the property and bid \$65,000. This prompted District Development to bid \$66,000.

Before the auction began, an attorney representing Spectrum Resources, prior owner, a Marietta firm that has filed for bankruptcy, announced they would sell the hotel's furnishings for \$10,000, thus the \$76,000 total purchase price.

The Wells Inn was built in 1894 by Ephraim Wells, wealthy Sistersville property owner and oil operator. The town boomed with an oil strike and attained a population of about 25,000.

Ed. Note:— Ephraim Wells, accompanied by his young nephew, J. Wells Kinkaid, Jr., boarded the JOE FOWLER at Sistersville in June 1914 for a tourist trip to St. Paul, Minn. and return to Louisville, Ky. The Way tribe, including Ye Ed, also were passengers on the voyage. In later years J. Wells Kinkaid, Jr. owned and ran the Wells Inn, far-famed for its diningroom and its basement bar. A large model of a pioneer wooden oil derrick featured the bar room.

## EXCLUSIVE SHOWING

The O-K Branch of S&D was treated to an exclusive showing of video clips owned by the Smithsonian Institution at their March 10th meeting held in the Morgan County Library, Point Pleasant, West Va. The clips are being shown in the pilot-house of the HERMAN POTT (see Sept. 1990 issue, psge 39) and by push-button control are being viewed by thousands of Washington, D.C. visitors. Smithsonian does not sell copies of these clips.

Jerry Sutphin, instrumental in preparing the Smithsonian exhibit, put on the showing of the clips which graphically explain modern towboat life and procedures. He received a generous applause from the large group attending the O-K meeting.

Jim Wallen, who regularly reports these O-K meetings, was prevented from attending this one. It so happened that Ye Ed was making his first appearance at O-K, brought from Marietta by Woody and Bee Rutter. Space does not permit an expression of the joy we experienced in mingling with all of these kind and enthusiastic friends.

Special thanks to Charles Henry Stone for taking time to guide us on a tour of the Morgan County Library, a handsome and complete modern facility in which Point Pleasant justly takes great pride. Little the wonder that O-K has adopted its meeting room for their regular gatherings. In a brief tour around town Woody showed us the old building being considered for O-K's river museum. We recognized it as Naase's grocery when first we started steamboating in 1919.



John and Marie Hartford planted themselves in a modest home fronting the Cumberland River above Nashville, right bank, which has grown with all the surprises of an amarylliss into a three-story marvel. This view from the downriver side shows in the foreground a bench from the GENERAL JACKSON. The pilothouse aloft is topped with BALD EAGLE roof and trim. The livingroom is trimmed with GORDON C. GREENE brackets. Exterior railings look suspiciously like those of the LOUCINDA. Bulletin:— A TV special, "Banjos, Fiddles & Riverboats" was (or is) scheduled to air on TNN, March 20th, 1991, a John Hartford show as surprising as the home John and Marie live in.

L. Denver Huggins, of 312 East Fourth St., Williams-town, West Va., died on January 28, 1991, at the Marietta Memorial Hospital, aged 80. He was born in Waverly, West Va., and as a young man he decided to become a steamboat engineer and served on the BETSY ANN to procure his compound-condensing license. Later he served as chief engineer on barge line towboats. Denver retired from Union Carbide as a stationary engineer in 1975.

He is survived by his wife, Bernice Semon Huggins, three sons, one sister and three grandchildren, and was preceded in death by two brothers and one sister. Denver was an S&D member and attended meetings.

Burial was in Mound Cemetery, Marietta.

We are indebted to Mrs. Robert Ashley for notice of the passing of Nora Aline Weaver, widow of J. W. (Boone) Weaver, Jr. of Racine, Ohio. Aline died on Saturday, February 17, 1990, aged 76. She had operated a hair styling shop near her home in Racine while her late husband ran the Wesver Skiff Works. June Ashley, who furnished us these details, was first cousin of Aline; their fathers were brothers.

Helen (Mrs. Nathan) Carder, of Ripley, West Va. died on December 24, 1990. Mrs. Charles E. (Alta) White informs us of this sad news, and also says, "Helen was too sick to attend the S&D meeting last September."

Word has been received of the death of Louis P. Struble, Jr., following a long bout with cancer. Mrs. Struble (Margaret C.) informs us that her husband passed away on November 19, 1990. He was a retired vice president of the Dravo Corporation and long-time S&D member.

Our sympathies to Margaret and her family. Lou Struble will be remembered

by the rest of us as an exceptional friend of the rivers.

Mrs. Struble presently is residing at 3 Killdeer Lane Hilton Head Island, S.C. 29928.

Among new S&D members is E. G. Kirschner, 6014 Woodmont, Cincinnati 45150. Elston is son of the late A. O. Kirschner who operated a boat store on Main Street, Cincinnati and also ran the towboats BEN FRANKLIN and ARTHUR HIDER. Elston was associated with his father in these river operations. His daughter, Carolyr Strottman, 215 Bradford Drive, Milford, Ohio 45150, presented her Dad with the S&D membership.

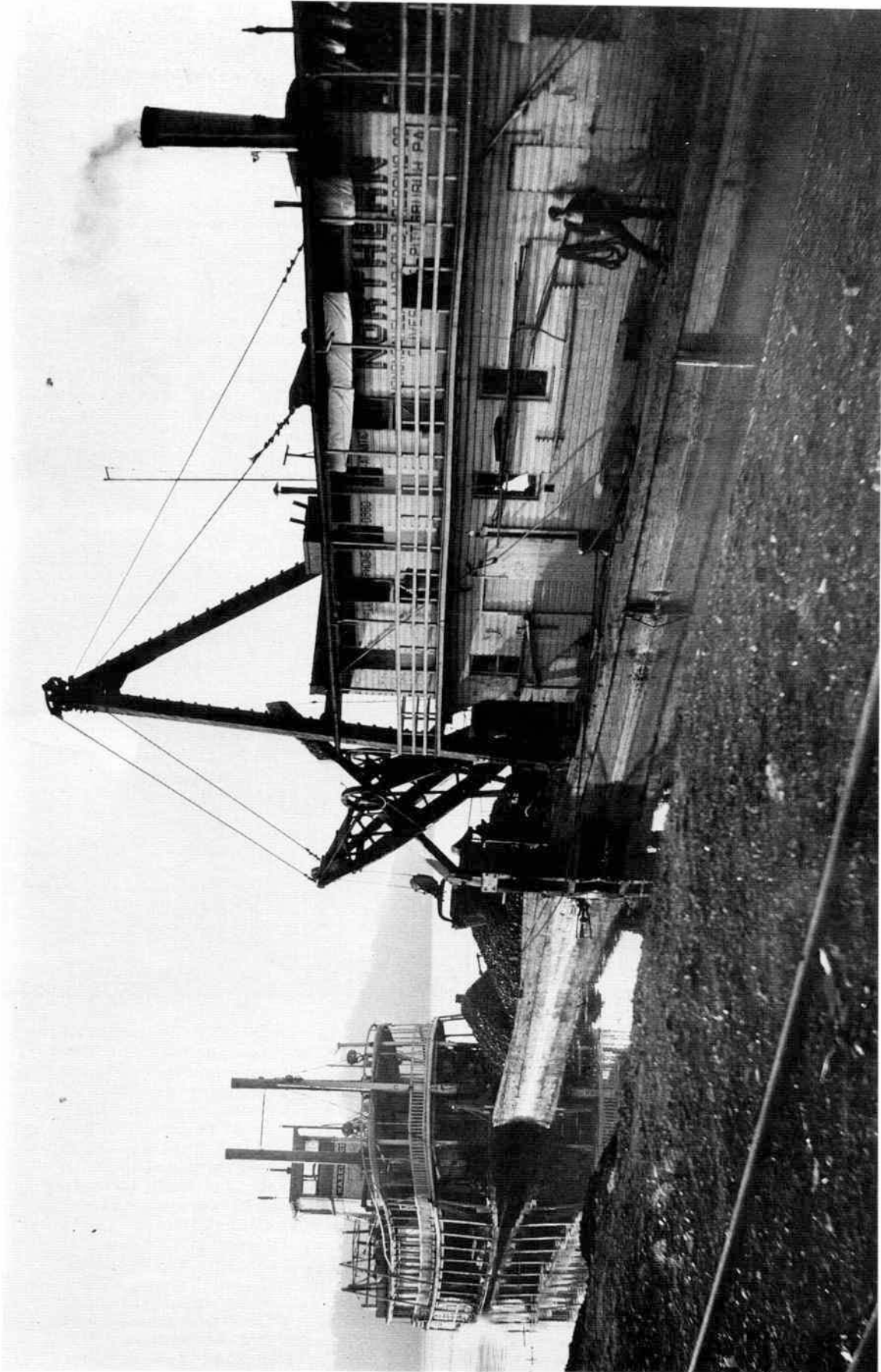
Mrs. James R. (Kathareen) Paisley, formerly of Wheeling, has a new address: Sunny View, 2951 N. Maple, Zanesville OH 43701.

Announcement was made on Feb. 22nd that the restaurant on the BECKY THATCHER would reopen under new management on April 1st. A two-year lease has been signed with Ohio Showboat Drama, the owners, with Theo Inc. of Cambridge, Ohio. This father-sons firm, headed by Nick Theodosopoulos and including his sons Alex, Steve and Manny, operate the Coney Island Restaurant in Cambridge.

The BECKY will remain at her present moorings on the Muskingum River at Marietta



Our December 1990 issue, page 17, featured a story of the sale of a "Steamboat House" in New Orleans. Above is a picture of the house, sent to us by Judy Patsch. Says Judy: "There are two of these houses, across the street from one another. We point them out to our passengers on the NACHEZ during high water when they are quite visible. Unfortunately the lower water and the foliage in summer obstruct the view, not to mention an occasional ship at the repair yard between us and them. While their immediate neighborhood isn't the best, the real difficulty in visiting them for tourists lies in the stretch from St. Claude Ave. to the homes. I've traveled that route often without problems, but it could be adventuresome for newcomers and visitors. I've even pedaled my bike out there on picture-taking missions. Not far down the road is the LeBeau Home and further yet is Chalmette Battlefield, so the area is rich in history."



C. W. Stoll recalls that he made this picture from an original post card negative taken by Capt. Jesse P. Hughes in 1926. The HAZEL RICE (Way #2562 and #T1071) is tending a dipper dredge owned by the Monongahela & Ohio Dredging Co. based at

Pittsburgh, Pa. Question: At what location? Another question: That decked flat seems to be loaded with coal? Third question: What's going on here? Oh my, we may never know. This puzzle was handed to us by Ralph DuPae.



## MUD ISLAND DISPUTE

Supporters of the Mississippi River Museum at Mud Island, Memphis, say a new study backs their position that the museum should not be scaled back to make room for attractions proposed by Sidney Shlenker. [See Dec. '90 issue, page 43, article headed S.O.S. HISTORICAL EMERGENCY].

The report says changing the museum--as Shlenker wants--would alter the character, says John Spence, chairman of a committee representing the West Tennessee Historical Society. That group and a similar Mud Island Foundation committee paid for the consultant's report. Both groups are urging Shlenker to leave the museum intact.

"(The river museum) is no less important a museum than the Pink Palace or the Dixon Galleries [two Memphis "musts"]. Spence quoted the report as saying. "It would be a shame to lose it to the expediciencies of the moment." He wouldn't release the study.

Shlenker could not be reached for comment.

The report continues a battle between Shlenker--who is converting Mud Island into a musical theme park called Festival Island--and the historical groups.. Shlenker reversed himself and offered to scale-back the museum with help from the historical groups.

But the report will likely have little immediate impact since Shlenker's museum and Mud Island plans are on hold while he awaits construction loan funding. The river museum has not been altered..

The museum dispute has primarily involved use of space. Shlenker has said he needs much museum space for revenue-producing attractions such as restaurants. The museum houses 4,000 artifacts dealing with river history and area culture.

Spence plans to deliver to Mayor Dick Hackett today a letter asking the mayor to meet with the historical groups. The groups have sought a meeting since the consultant's report was prepared in November.

Hackett has read the report but has not taken a position on it. Hackett spokesman Ray Pohlman said meeting with the groups "is still a top priority but we've been busy with other things."

Mud Island Foundation President Bill Landers said the groups didn't want to release the report publicly until they met with the mayor.

The report was prepared by Zenda Inc., a Nashville museum consulting firm hired by the historical groups.

Landers would not say how much the report cost but said it "wasn't an exorbitant amount."

Ed. Note:- The above story appeared in the Memphis Commercial Appeal, Jan. 21, 1991, by staff writer Jerry Markon. Our thanks to S&D member Emmett Lewis, P.O.Box 260, Tiptonville, Tenn. 38079 for the clipping.

Marga and Wilbur Finger of the Golden Eagle River Museum have announced two gifts received during the holidays. Herman Radloff supplied the museum library with a copy of the new Steam Towboat Directory. Fred Leyhe contributed a check for \$100 "reflecting my continued interest."

## THE BACK PAGE

This photograph, clear and sharp, was taken 117 years ago, in 1874, by floating gallery photographer J. P. Doremus. He and his camera were in the upper reaches of St. Croix River at a location he identifies as the Dells of St. Croix. The gentleman at ease with legs crossed may have been a local guide, but that's a guess. Capt. Walter Blair made regular trips up the St. Croix to Stillwater with his side-wheel MORNING STAR, 23½ miles and there were boats at Taylors Falls, mile 51.8. Today there is a power dam blocking the river just above that town.

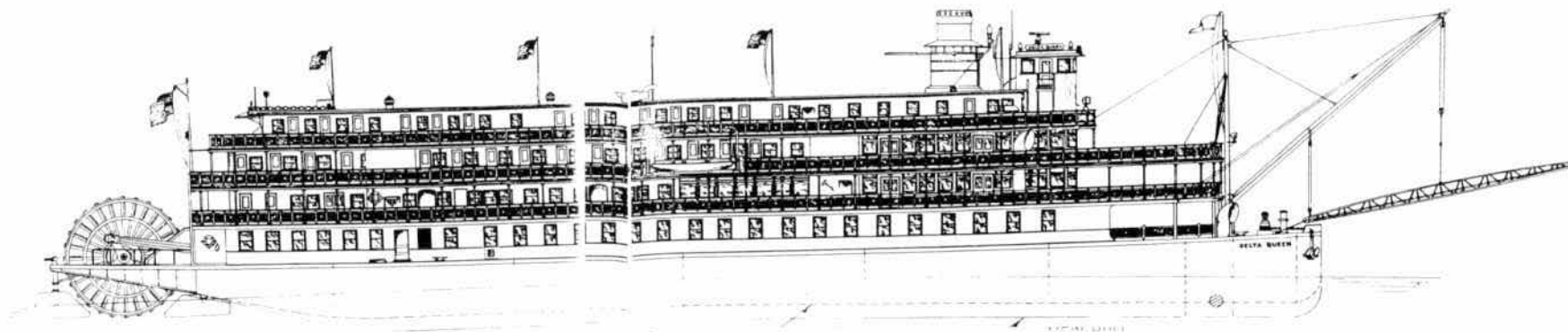
The rock formation in the picture was known in 1874 as the Devil's Chair. Today it may be drowned out by the power dam, but then maybe not. Maybe it's still there.

As the patient reader has surmised by now, we don't know where the Devil's Chair was, nor do we know where the Dells of St. Croix are, or were. Any how it arrests our attention these 117 years after the fact. J. P. Doremus came from Paterson, N.J. to huff and puff up these rocks to get this picture. Far as we know, nobody has paid much attention to it. Until now.

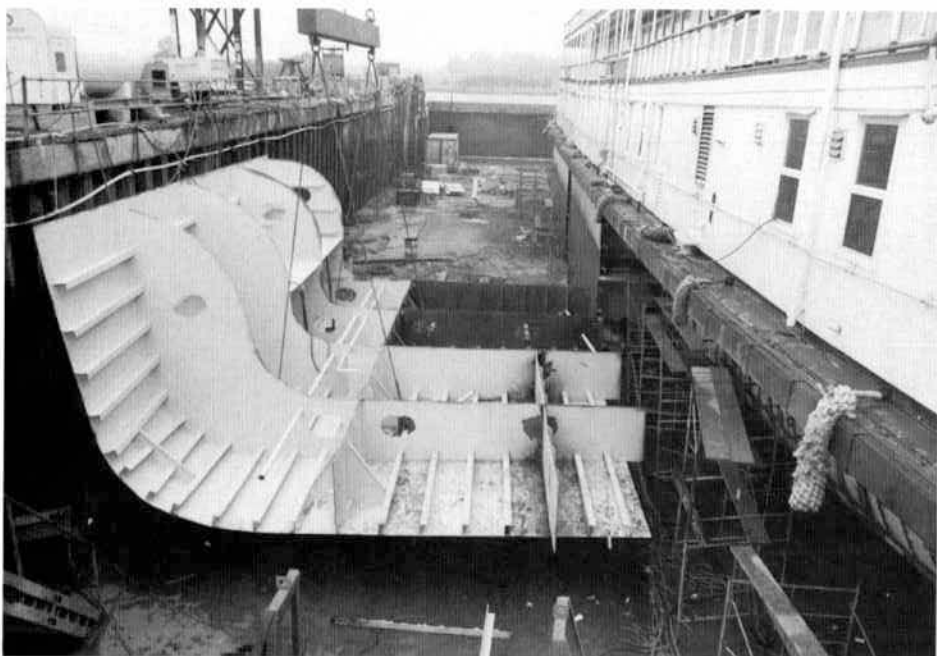


-Photo at Covington, Ky. by Gary Frommelt, 1990.





## Delta Queen gets double hull



Sections of the new hull ready to be shoved under and around the original hull..

**T**he DELTA QUEEN took on some weight this past winter, as befits a dignified dowager, and may not be quite so spry when she races with the BELLE OF LOUISVILLE on the first of May. At a marine spa located at Pearlinton, Mississippi, Gulf Coast Fabricators, Inc. bedded her in their enormous drydock and wrapped a new hull around her old one.

S&D member John R. Weise, 5552 Dry Ridge Road, Cincinnati 45252, visited the shipyard in the mouth of Pearl River on December 29th, 1990, took the accompanying pictures, and describes the visit:-

"The new hull is not going to be nearly as shapely as the original hull, but it will serve her middle-age weight gain. If it lasts as long as the original, our great grandchildren may yet get to take a ride on her.

"Thanks to Tom Carman, v.p. marine operations, DQ Steamboat Co., my son Sean and I were permitted to inspect the work in progress. Other than the new hull, let me note other changes:-

"The main deck forecandle will be rounded, increasing the work area.

"A new and deeper bow thruster will increase the thrust 37%.

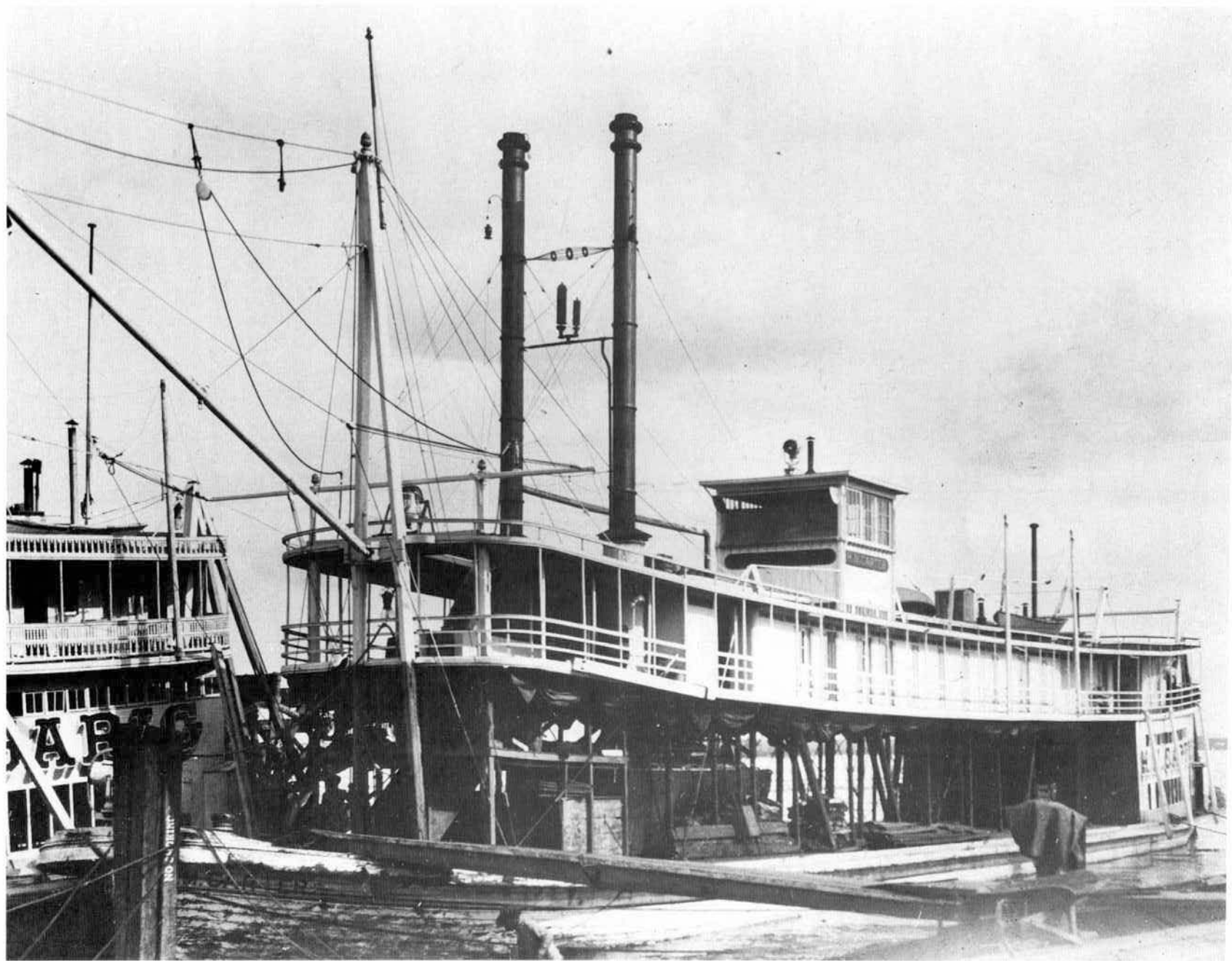
"The four main rudders will be replaced by two large main rudders.

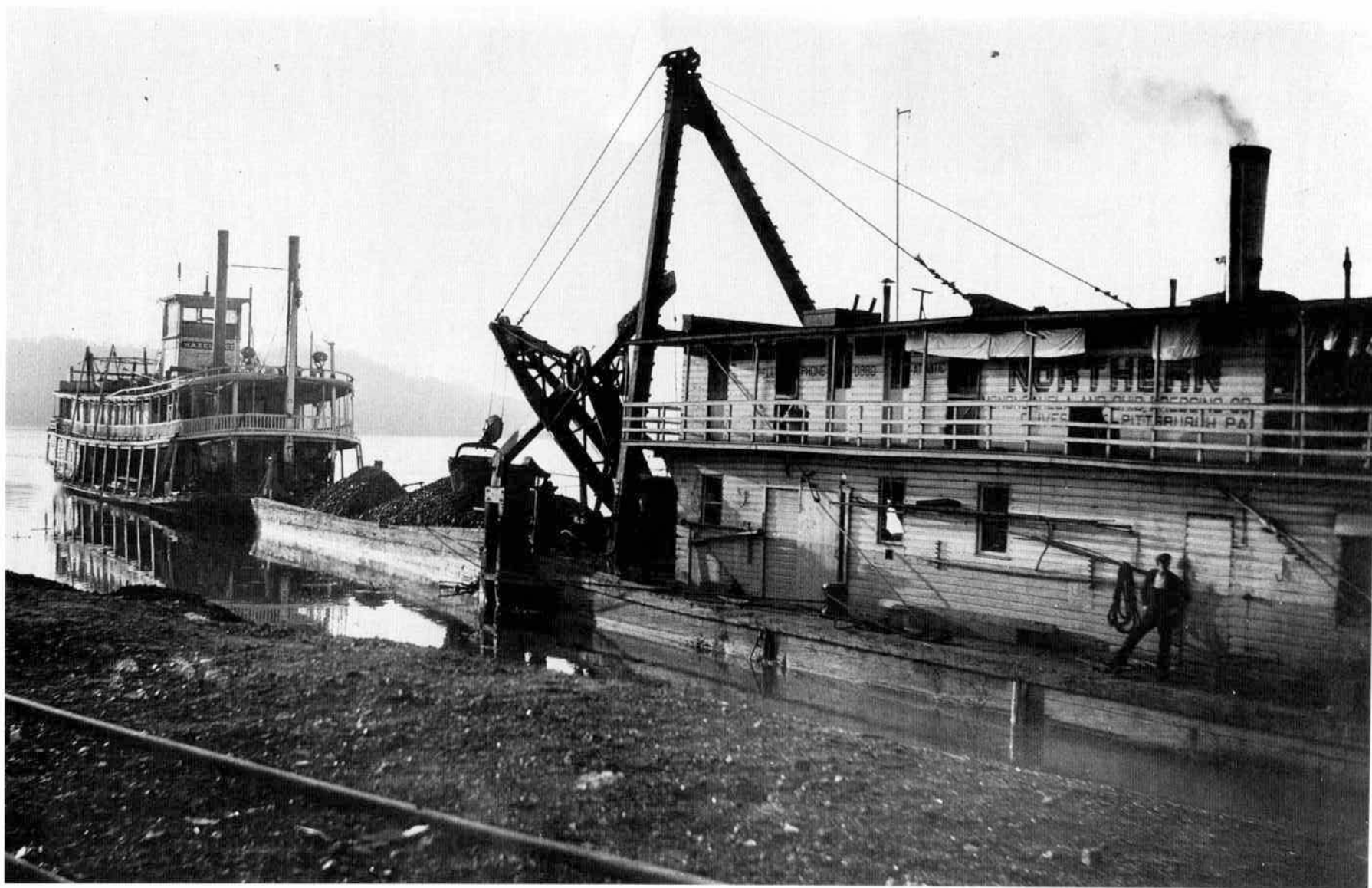
"The monkey rudders will be remounted lower down inasmuch as the paddlewheel will draw less water.

"New coolers will be added along the hull sides for generator cooling.

"The inside cylinder beams are being boxed







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