

S&D

REFLECTOR

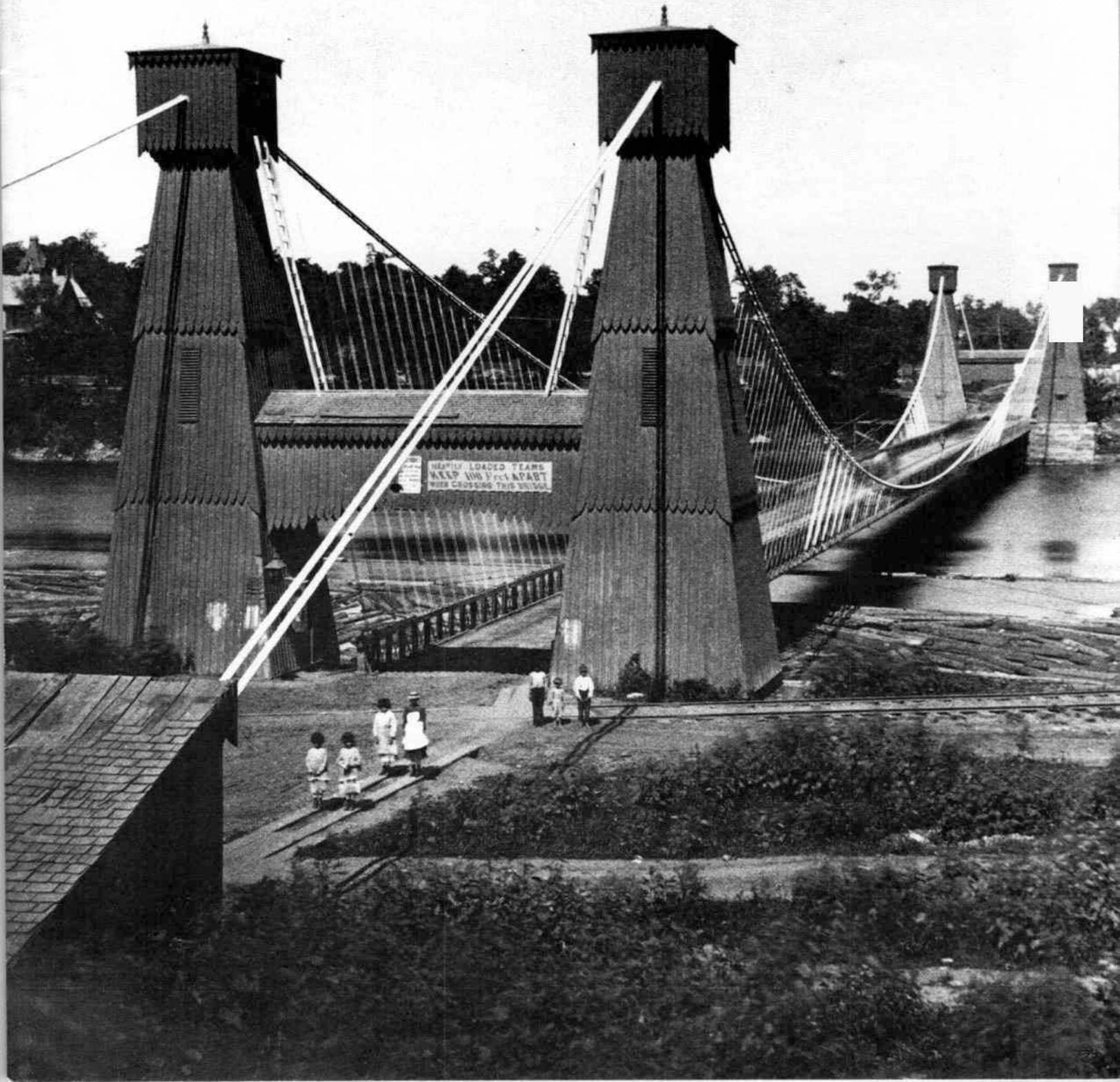
Published by Sons and Daughters
of Pioneer Rivermen



Vol. 28, No. 2

Marietta, Ohio

June, 1991





The 1991 season at New Orleans finds the NATCHEZ minus her pseudo 'scape pipes, and with the outer white-painted metal circles removed from her paddlewheel. Pictures thanks to Judy Patsch.



THE FRONT PAGE

When a professional photographer from New Jersey discovered a suspension bridge spanning the Mississippi River in 1874 he felt compelled to take a picture of it. Well he did so for these 117 years later we are tempted to nominate it as the only suspension structure linking the shores of the Father of Waters, period. J. P. Doremus printed on his stereo cards, "Suspension bridge across the Mississippi River at Minneapolis."

The Ohio River had two suspension bridges in 1874, both still in business at Wheeling and Cincinnati, and one such over the Cumberland at Nashville had, if memory serves right, been destroyed during the Civil War.

Our S&D members with savvy about suspension bridges are invited to supply to us the details of this one with its peculiar boxed piers.

The large sign over the roadway reads:

Heavily loaded teams

KEEP 100 FEET APART

When Crossing Bridge.

Ralph R. DuPae credits the collection of Mary Green as the source of the stereo card from which this copy was made.

- OBITUARIES -

Belle Darst Raike, page 32
Mrs. Earl Seabrook, p. 32
Stuart Wilson, p. 32

OUR ANNUAL S&D meeting is scheduled for the week-end of Saturday, September 14, 1991, headquartered at the Hotel Lafayette, Marietta, Ohio. Reservations may be made or checked at the Lafayette by calling 614/373-5522. Most members arrive Friday to get settled, have supper, and attend the Get-Together 8 to 12 that evening.

S&D's Board of Governors meets at 9:30 sharp on Saturday morning. A luncheon will be served at noon. Bus

transportation then to Lowell, O. where the VALLEY GEM, Capt. Jim Sands, will be waiting to cruise us through the Lowell Canal and Lock, and the Devol Lock, to Marietta. Banquet and program at the Lafayette with seating at 6:30. Pick up a bulletin at the hotel desk upon arrival containing details about tickets for meals, and for boat ride reservations.

Visit with your river-minded friends and meet new ones equally interesting.



HARRY E. PETTIT came a 'knocking on our door one fine spring day with a river photo album under his arm. Harry was thwarted from following a river career but was brought up with river talk. His father, "Dude" Pettit, was a steamboat engineer, nuf ced. Anyhow, in Harry's album our attention centered on this scene taken at Marietta when J. M. Hammitt was running the old Knox Boat Yard across the Muskingum in Harmar fronting on the Ohio River. It was not dated, but the new packet ROBERT RHEA has steam up, ready to go, indicating 1908. The photographer who did all of the lettering modestly omitted a credit line for himself. The LOUISE REEVES, top right, required of

us a search in the Towboat Directory, where as #T1642, she is explained as the old BIRMINGHAM "80% rebuilt" for the Reeves Lumber Co. operating on White River in Arkansas. At very far right the DUFFY, hardly visible, is just getting her hull framed. Away over at the left the MENGEL BOX CO. is well along, burdened with about the most unimaginative name ever given to a towboat. You would never guess that this picture when first we saw it mounted on cardboard suffering from arthritis, cracked and bent. Ralph Dupae handed it to a professional retoucher who restored this print to almost pristine condition.

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

RENEWALS

Toward the end of the year you will receive from the Secretary a renewal notice for the coming year. Respond with a check promptly as this notice will be the only one sent to you. Delay in remitting may require removal of your name from the 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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WHOOOP-EEE!!
The Language of
Laudation
Is Exhausted

by Bill Wundram

The following "blow" appeared on the front page of the Quad-City Times, Monday, March 25, 1991:-

Quickly now, it's ala-kazam. The Yellow Brick Road leads to Davenport, Is this Disney World? Is this the Magic Kingdom? This is the moment, the Wizard of Oz on the riverbanks of Davenport and Bettendorf.

I've just left the two glittery gambling casinos that are setting the Quad-Cities on its ear.

Honestly, I'm overwhelmed,

The suspicious folks around here were never quite sure it was going to happen, but now it's here. Just drive by and watch the people, snapping pictures with their Instamatics, smiling and swaying and turned-on to the tunes from the calliopes. Police are directing traffic.

It is like a judgment day of joy. These mammoth schooners are going to chase our blues away - aren't they? There were so many people clustering for a look yesterday that I thought they were giving away money.

The PRESIDENT is awesome. It is stunning. It is Las Vegas, without dispute. One deck glitzes atop another while antebellum chandeliers - with crystal pendants - sparkle and sway above the wheels of fortune. The PRESIDENT's grand casino deck is only three feet shorter than a football field and boggles with the flashing lights of precisely 680 slot machines.

In quiet elegance upstream, the DIAMOND LADY is splendid - as her name implies. While the PRESIDENT is gaudy Vegas, ready to snatch at your pocketbook, the DIAMOND LADY is a gracious southern belle, a Scarlett O'Hara of the water. She is impeccably decorated like a swooping, silken salon.

Come aboard with me for a quick swing through the

salons. Mark Twain coined the word "floating palaces" for the gee-gawed gingerbread-clad packets of his day. They would be humbled by the palaces parked today on the Davenport and Bettendorf riverfronts.

The PRESIDENT in Davenport boggles. There are murals and mirrors and twinkling lights and burgundy draperies that are metaphors, as intended, against the emerald gambling tables. "All bets down, please..." One deck upon another, dining and dice tables that are intended to lure the millions to the Quad-Cities. Win money, a Mercury car or a lawn mower, it's a country fair with diamond stickpins and fancy ladies and garish signs to lure you to play such games of chance as "Mississippi McBucks." There is no guess how much money has been deluged into les grande experiment at creating the Quad-Cities as midway megabucks between Vegas and Atlantic City.

Upstream at Bettendorf the DIAMOND LADY is - her name implies - a gracious belle.

Likely, no more elegant paddle wheeler has ever been built. The LADY is going for the top market; it is a class act.

Paintings on the elevator, opera chairs; Honduras mahogany bars with inlaid parquetry; crown moldings at the pressed ceilings above; carpeting and furnishings in plum, silver and ice blue; to match the diamond in this grand boat's name. Everywhere, rosettes and tassels and jabots and lace.

"It's rare to be given carte blanche to furnish and decorate a boat," said Shirley LaFollete of Seattle, Wash. She handled the DIAMOND LADY's decor. Her specialty is cruise ships and other such fancy craft.

"All the furniture is hand-carved; it came from Italy," she said. The DIAMOND LADY looks ready to sail momentarily; it even has a playroom for small children with a nanny aboard, and such niceties of having a waitress to take your drink order, then pressing a button on a gizmo

in her hand. It goes directly to the bar where the order is quickly dispensed and delivered. Such things, one is to suppose, would allow you more time to gamble.

The LADY is indeed a sumptuous craft.

The cocktail tables are Carrar marble and the boudoirs are styled Parisian.

"We watched the movie 'Showboat' over and over again to try and match the interior," said the LADY's chief decorator. "but it wasn't fancy enough for the DIAMOND LADY. We improvised on what a fancy paddle wheeler should look like."

Well, you have your druthers. The PRESIDENT is Las Vegas. The DIAMOND LADY is Tara.

Both look like a helluva a lot of fun. Let's see... the whoopee begins a week from today.

FIRST DAY
WAS EVENTFUL

-Ed. Note: Special thanks to Pat Welch of Davenport for a bundle of newspapers from which much of this report emanates, particularly the Quad-City Times.

Riverboat gambling commenced on April Fool's Day, Monday, April 1, 1991. Three Iowa-based boats participated: the PRESIDENT at Davenport, the DIAMOND LADY at Bettendorf, and the DUBUQUE CASINO BELLE at Dubuque.

Ceremonies in Davenport commenced with a street parade. The West High School Band marched down Pershing Avenue. Dignitaries followed in horse-drawn carriages. The sky was blue, the day perfect. "God must have planned this," said one.

All went fine until the parade turned into Second Street. One horse decided to balk and brought the parade to a halt. John E. Connelly, Pittsburgh owner of the PRESIDENT, tugged at Dalton (the horse's name) saying "C'mon, c'mon, Dalton." But Dalton had

HERE WE GO!

6

Fireworks, parades welcome the return of riverboat gambling
The President shows off its glitz

Belle misses the ball, but makes its inaugural cruise

Iowa wants visitors to stay overnight

Connelly, Goldstein outbid other developers

Lobbyists look to expand gambling business

Winners, losers: You can't beat the fun

**'Wow, wow, Casino Belle paddles
wow-eee!' toward final harbor**

Euphoria ushers in the return
of Mississippi River gambling

**Diamond Lady sparkles
on its maiden voyage**

From the Quad-City Times,
April 1-2, 1991.

"This is a great time for
the city. Life will change in
Bettendorf, and we know it
will change for the better."

— Bettendorf Mayor
Ann Hutchinson

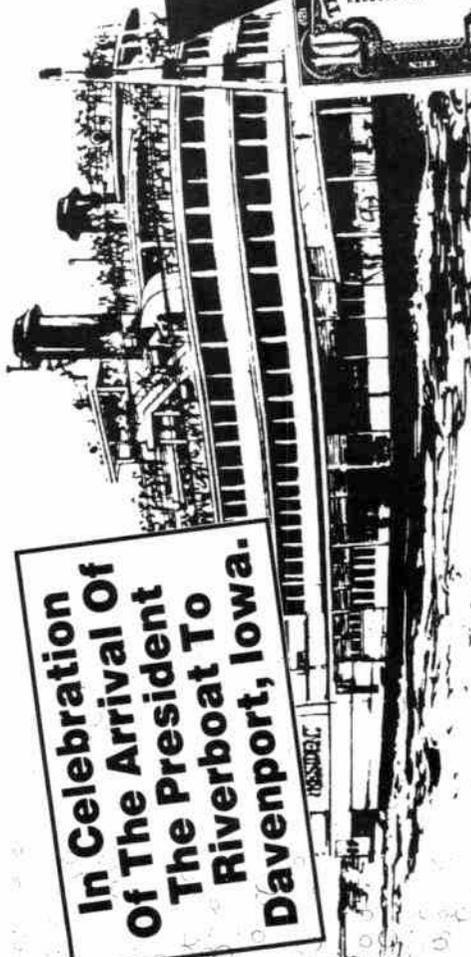
INSIDE: 4 PAGES OF RIVERBOAT GAMBLING COVERAGE

JACKPOT!

From the Quad-City Times,
April 1-2, 1991.

The national spotlight shines on riverboat gambling's debut
FREE \$10 Worth Of Riverboat Casino Game Chips
With A \$20 Purchase, Only At Eagle!

**In Celebration
Of The Arrival Of
The President
Riverboat To
Davenport, Iowa.**



**Step Back In Time Aboard
The President Riverboat Casino!**

Eagle and The President Riverboat Casino invite you to take a step back in time on the mighty Mississippi in Davenport, Iowa. Experience the world's largest and most luxurious riverboat casino... The President! Come join the fun and excitement! Shop Eagle today and ask for your Casino Game Certificate worth \$10 in Match Play Game Chips aboard The President Riverboat Casino in Davenport, Iowa.

**Ask Your Eagle
Cashier For Your
FREE Certificate!**



Only while supplies last. Limit one certificate per transaction. Must be 21 years of age. Offer expires December 31, 1991.

Shop, compare and save at Eagle Food Centers!

gone quite far enough. The occupants of the carriage proceeded by shank's mare. Meanwhile Capt. Bob Kehl was struggling against high water in the Upper Miss to get his brand new 387-foot CASINO BELLE to Dubuque in time for her inaugural cruise. Advertised to leave the dock at 10 a.m. that Monday morning, April 1st, she did not arrive until 12:25 p.m.

The PRESIDENT carries 680 slot machines, 27 black-jack tables, three roulette tables, three dice tables and one wheel of fortune. The DIAMOND LADY has 260 slot machines, eight black-jack tables, two dice tables and one big six.

The CASINO BELLE has aboard 500 slot machines and two dozen gaming tables.

Davenport and Bettendorf are only four miles apart. The PREIDENT and DIAMOND LADY, out on their cruises, are visible from one another. On the first day of operations the DIAMOND LADY made four cruises, beginning at 7:30 a.m. and ending with a midnight cruise. The PRESIDENT, because of the high river stage, was confined in the Davenport-Rock Island area, unable to pass under the Centennial Bridge. The confinement didn't limit the passengers' fun as "the big boat tooled around the pool on four cruises," to quote reporter Red Thomson of the Quad-City Times.

Frank Gustine, 71, former third baseman with the Pittsburgh Pirates, suffered a heart attack aboard the PRESIDENT about 3:30 p.m. on Monday, April 1, 1991. Paramedics rushed him to St. Luke's Hospital in Davenport where he was pronounced dead on arrival. Frank Gustine was a close friend of John Connelly and a shareholder in Connelly's Sheraton Hotel in Pittsburgh. He played with the Pirates of the National League in the 1940s.

Iowa governor Terry Branstad visited aboard the PRESIDENT and DIAMOND LADY on the opening day of river-boat gambling.



THE most highly regarded of the three Iowa-based gambling boats opening for business on April 1st was the DIAMOND LADY. Pictured above is marine architect Jack Gilbert (left) who designed the sternwheeler, and Bernard Goldstein, who heads up Steamboat Casino River Cruises, the owner. The scene was taken on launching day at Atlantic Marine in Jacksonville, Fla. This shipyard is now completing a duplicate, to be christened EMERALD LADY, to run out of Fort Madison, Burlington and Keokuk. Also under construction at this yard is a third Goldstein sternwheeler of similar design but longer of length by 20 feet or so. Jack Gilbert, headquartered in Boston, takes pride having started his boating career on the towboat SAILOR (Way #T2226) on the Monongahhela and Upper Ohio. He agrees with Wilbur Dow in that the QUEEN CITY, HUDSON and VIRGINIA were the packets of yore with most pleasing design.

No sooner had the PRESIDENT and DIAMOND LADY commenced operations when the police departments of Davenport and Bettendorf started getting phone complaints about the loud calliopes. Some residents were having their sleep disturbed by "I'm a Yankee Doodle Dandy" and other popular tunes.

City officials promised to investigate the possibility of limiting the hours for these "raucous serenades" emanating from the river.

Objections to calliope recitals are nothing new under the shining sun. When Homer Denney played the calliopes on the first and second ISLAND QUEEN at Cincinnati the "Letters from Readers" columns in local newspapers occasionally printed gripes from residents of Covington and Newport residents. The Sewickley "Herald" once ran a reader's objection to steanboats blowing whistles "at all hours of the night" as they approached Dashields Locks and Dam.

Most people are attracted to calliope music. The MISSISSIPPI QUEEN and DELTA QUEEN attract throngs as they pass through locks, with many of the onlookers calling "Play the calliope!" and pronouncing the word "cally-ope."

A great deal of the charm of calliope music is with the touch of the player on an instrument of his choice. Homer Denney had it. Doc Hawley and Gabe Chengery have it.

The calliope on the DIAMOND LADY is necessarily a compressed air instrument; being diesel powered, she has no steam boilers. Her 43-whistle calliope was made by the Miner Mfg. Co. located in Fort Madison, Ill.

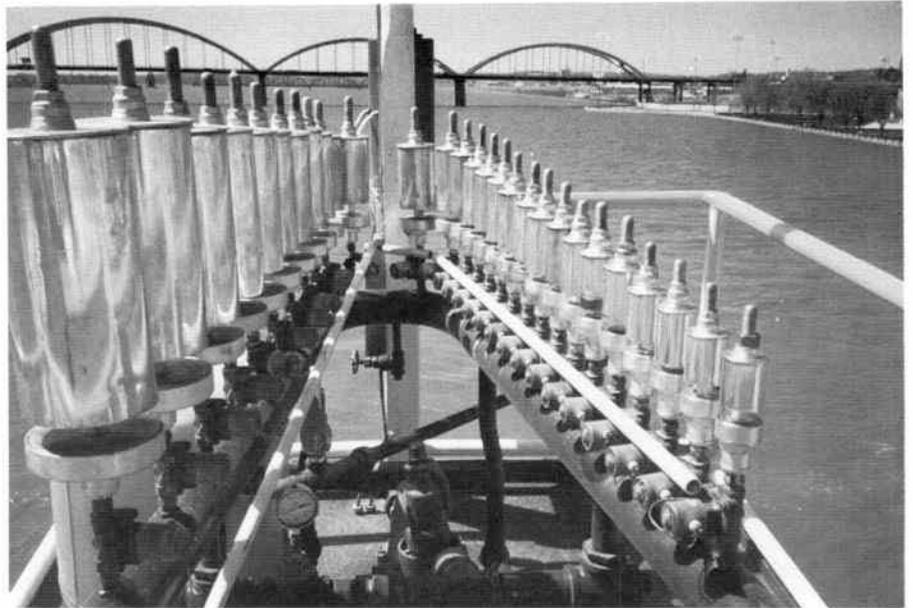
From what we gather, her whistles require only six pounds of air pressure, and Dave Miner has developed and installed a digitally encoded cassette tape system which "tells" the appropriate whistle to sound. By such means the pilot controls the playing from the pilothouse. In substance this method of playing is the old player piano roll updated. The

EMERALD LADY also will have a Miner calliope with remote control tape player, and the Miner firm is building a third one for the GOLDEN LADY now being built in Florida.

Still and all, human calliope players must make the tapes. And even with the best of tapes there always will be the gripers who call the police and write objections in newspapers, protesting against hot steam and/or cold air whistles for disturbing the peace.

From The Waterways Journal, April 22nd:-

Davenport - The eagle eye of the Quad-City Times has queried the Iowa Racing and Gaming Commission to enable it to report that the first week of operation produced \$272,639 in casino profits and an attendance of 14,722 for the PRESIDENT; \$183,395 and attendance of 8,150 for the DIAMOND LADY; and \$204,156 in profits and 11,438 in attendance for the DUBUQUE CASINO BELLE. The vessels reportedly carried
Concluded on page 29.



The steam "pianny" on the PRESIDENT has been moved beyond the roof rail, hard aft, and its 28 whistles are played from a keyboard contained in the closed box which has 32 keys. (?) -Judy Patsch took the pictures.





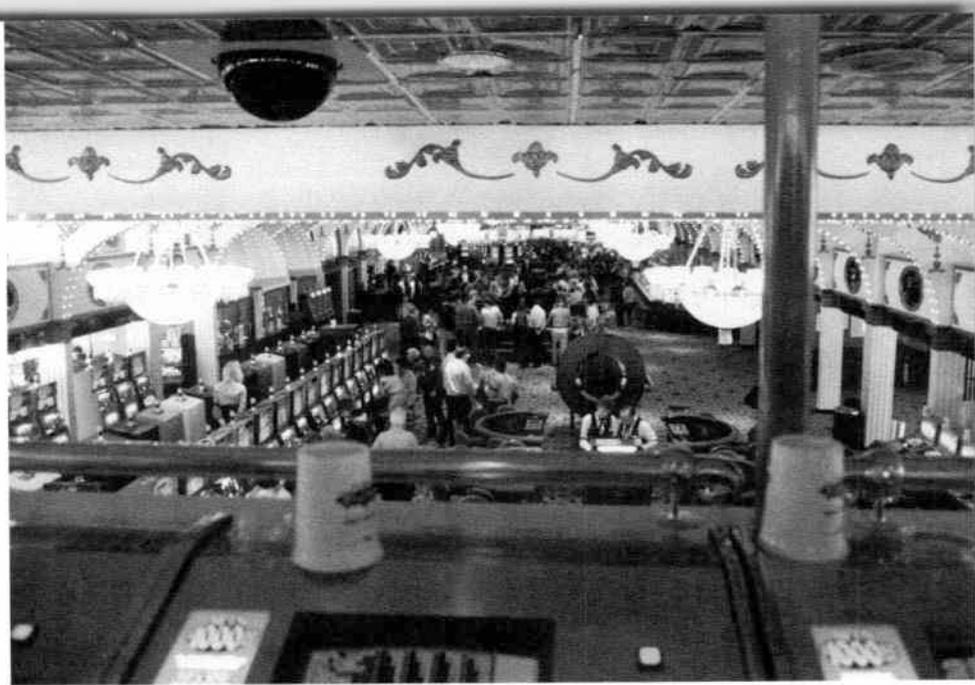
Our roving photographer, Judy Patsch, brings to us some glimpses taken aboard the PRESIDENT since the interior has been lavishly gussied into becoming a gambling boat. This view shows the view upon entering the port side of the second deck, looking aft.

Lexie Palmore painted these three murals. "Unfortunately," says Judy, "the three overhead spotlights caused a glare obscuring the details of Lexie's work."



Taken from the port stern of the third deck showing the bandstand. Lexie's murals are over the elevator. "I won't get into the merits nor the negatives of riverboat gambling," says Judy, but it's good to see the PRESIDENT alive and operating--in my home town."

From the Mezzanine bow...note the round crystal objects in the ceiling...these are security cameras trained on every table and machine. "What a pleasure to go to work every morning with calliope music in the background," enthuses Judy.



Looking over to the entrance...note the black camera areas. "I wish my Dad could have made it to see this," says Judy. "He rode the PRESIDENT during her Upper Mississippi tramping days."



At the stern. "Looks like a carnival has come to town," writes Judy. "An interesting side story: one of the PRESIDENT's officers is Joy Manthey, fourth generation boating Streckfus. I talked with her several times, but as you can imagine, things are rather hectic yet for the crew."



MORE ON O-K MEET

by Jim Wallen in
absentia from notes
by J. W. Rutter.

If you want to see how one of today's diesel powered towboats operates, just have a look at the Smithsonian Institution's recently produced video tape which provides a view from the replica of the pilothouse of the former Federal Barge Line's HERMAN T. POTT. Huntington's Jerry Sutphin had an important part in producing the video and exhibited it before the meeting of the Ohio-Kanawha Chapter of S&D, held March 10th in the Mason County Library at Point Pleasant, West Va.

The exhibit was made more interesting by Jerry's explanation of the various steps in the video's production. It was filmed over a period of two years at various locations on the Ohio and Mississippi Rivers, with each segment showing a particular activity in a towboat's operation.

At the pilothouse replica in the Smithsonian Institution in Washington, DC, the viewer can, by selectively pressing buttons, see the boat under way with a tow, going through a lock, the movement of towboats pushing barges, the work that has to be done to keep the towboat under way, the requirements of river transportation management, the work of the United States Coast Guard and that of the United States Corps of Engineers. Each segment continues from two to two-and-a-half minutes.

Incidental scenes were those of the Economy Boat Store at Alton, Ill., the Ashland Oil home port landing at Catlettsburg, Ky., and views of some old steam sternwheelers under way from movies by Cap'n Way, just to show the contrast with modern, high-powered towboats.

There was an interesting reference to the fact that the U.S. Army Corps of Engineers is responsible for 265 locks and dams, of which 27 are on the Upper Mississippi, where much of the

filming was concentrated. However, coverage also included scenes at St. Louis, the Gallipolis Locks and Dam, and the big coal barge landing at West Elizabeth, Pa. on the Monongahela; also at New Orleans and Memphis and aboard The Ohio River Co.'s ORCO, on a trip downstream to the New Cumberland Locks and Dam.

Throughout, the photography and narration were excellent, and the presentation was well received, with comments from the audience to the effect that the Smithsonian video provides the best view to date of modern river life, giving many viewers the best possible acquaintance with river activity.

Unfortunately, the video is not on sale, and can only be obtained on loan from the Smithsonian Institution.

The whole project, including the replica of the HERMAN T. POTT's pilothouse, at which the video is viewed, was financed by the Herman T. and Phenie R. Pott Foundation of St. Louis.

The late Herman T. Pott, the founder and president of the St. Louis Shipbuilding & Steel Co., will long be remembered for his activities in river transportation. The trust is now administered by his widow.

The Point Pleasant meeting was also notable for the presence of Cap'n Way

Capt. Bert Shearer called the meeting to order by ringing a jingle bell that hung in the firebox of the steamer O. F. SHEARER, to call the fireman. Capt. Charles H. Stone discussed plans for the proposed Point Pleasant river museum, for which Jerry Sutphin has been retained as consultant, with Debra Parsons of Marietta writing the grant applications for the needed funding.

Also introduced was Georgianna Tillis of Point Pleasant, coordinator for the visit of the Always a River barge, scheduled to be at Point Pleasant July 1st and 2nd. Ms. Tillis explained the exhibits the barge will carry, and told of other river activities that are being planned in connection with its appearance and invited partici-

pation by placing local exhibits on the barge.

Many stayed after the program was concluded, visiting, and partaking of delicious home-prepared cookies provided by Point Pleasant ladies.

Clerk Howard Tyler reported an attendance of 40.

LITTLE KANAWHA
RIVER NAVIGATION

Our thanks to S&D member Argil Nohe, 246 W. Sixth Ave., Huntington, West Va. 25701 for a copy of Wonderful West Virginia, issue of January 1991. Featured is a story of the Little Kanawha River by John Cuthbert. Two of the illustrations, new to us, appear here.

In July 1919 we rode the gasboat CHASE from Parkersburg to Creston, head of slackwater navigation. At that time the EDITH H. made daily trips between Owensport and Creston handling the U.S. Mail, passengers and light freight. The B&O's service from Parkersburg terminated at Owensport. Creston had a two-story frame hotel for overnights, and there was stagecoach service operating between Creston and Grantsville. There was a rather large wharfboat at Creston to handle packet freight, the only such facility above Parkersburg. In the summer of 1921 we were second clerk on the GENERAL BEACH in the Pittsburgh-Zanesville trade and her skipper was Capt. Hiram Douglass of Parkersburg, who had owned and operated the steam packet LOUISE in the Parkersburg-Creston trade.

In our BETSY ANN days (1925-1932) Capt. Charles H. Ellsworth had a pilot license including the Little Kanawha River from Parkersburg to Glenville, and one of our long-time friends was Earl Cooper of Parkersburg who recalled seeing Little Kanawha gasboats equipped with iron plating on the bucket-planks so's when they ran out of water they could dig their way over the gravel bars.

See pictures on page 31.

NEW MATAMORAS
GLEANINGS

Diana McMahan says there is nobody left in New Matamoras, Ohio, named Machtetanz.

Except in the hillside Matamoras Cemetery where, at the top, is the well-populated Machtetanz plot, next to the turn-around. In the center is a spire on which is engraved "To the Memory of Godfried (1808-1885) and Maria (1814-1880) Machtetanz."

John Jacob (Jake) Machtetanz ran the New Matamoras wharfboat in our BETSY ANN days. His sister Harriet married Harry C. Donnally, who ran the wharfboat at Wheeling and was long associated with Capt. Fred Hornbrook in the ownership and management of packets, among them the TELL CITY, R. DUNBAR, RUTH, KLONDIKR and LIBERTY. Another sister, Minna, married Alex L. Way. One day Professor Way came down to the wharfboat at New Matamoras wondering if we were by chance related. Distantly, perhaps, both of us had Way relations in New Lisbon, Ohio. Professor Way was the principal of the New Matamoras school.

The patriarch of the clan, Gottfried, and his wife Maria, brought their eight children from Germany to New Matamoras in 1858. Several generations tanned shoe leather, and on the hill back of town they cultivated grapes.

Diana McMahan wrote a lengthy piece about the Machtetanz persons in a column she conducts in The Parkersburg News, Sunday edition, March 3, 1991. We read it with interest, and then hoped that one of these days she would enlarge upon another New Matamoras family steeped in river history, the Popes.

Sure as you're a foot high, shs did. It appeared as her column in the Sunday, March 31, 1991 Sunday Times.

Let us quote:

"Capt. Lewis Pope could not be satisfied with an ordinary house; he built

what was, in the 1860s and '70s, a solid small-town mansion in Italianate style. In the design he added steps from the top story to the roof. Cresting the roof is what is called a 'widow's walk,' so that Mrs. Pope could stand and watch the family boats from where they first came in sight miles away. The wrought iron fence surrounding the widow's walk is of an unusual design, capped with a row of iron stars of David.

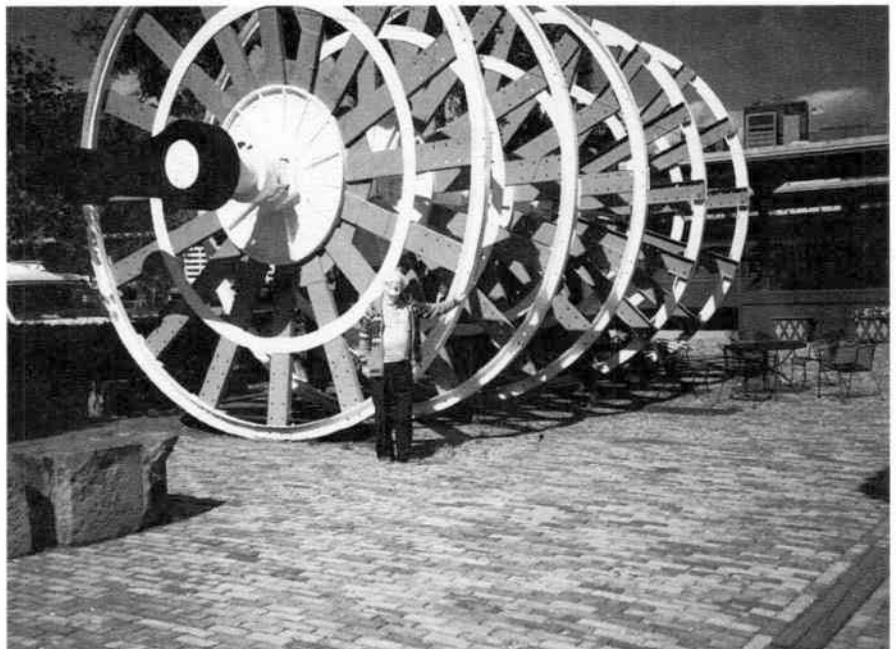
"Two sets of shutters also made the house unusual. Among the other fancy additions that pleased the Captain were inside shutters on all of the windows, shutters that could be drawn shut with knobs and fastened across the windows to give the house more privacy. There were outside shutters also. Both the inside shutters and the widow's walk remain to give the house a 19th century charm."

The old home still is occupied, now by others, on Front Street south of Vine, fronting on the Ohio River.

The children of Capt. and Mrs. Lewis Pope included Capt. Benjamin S. Pope, Capt. Elmer E. Pope, Ed Pope, and a daughter Adelle Annie Pope.

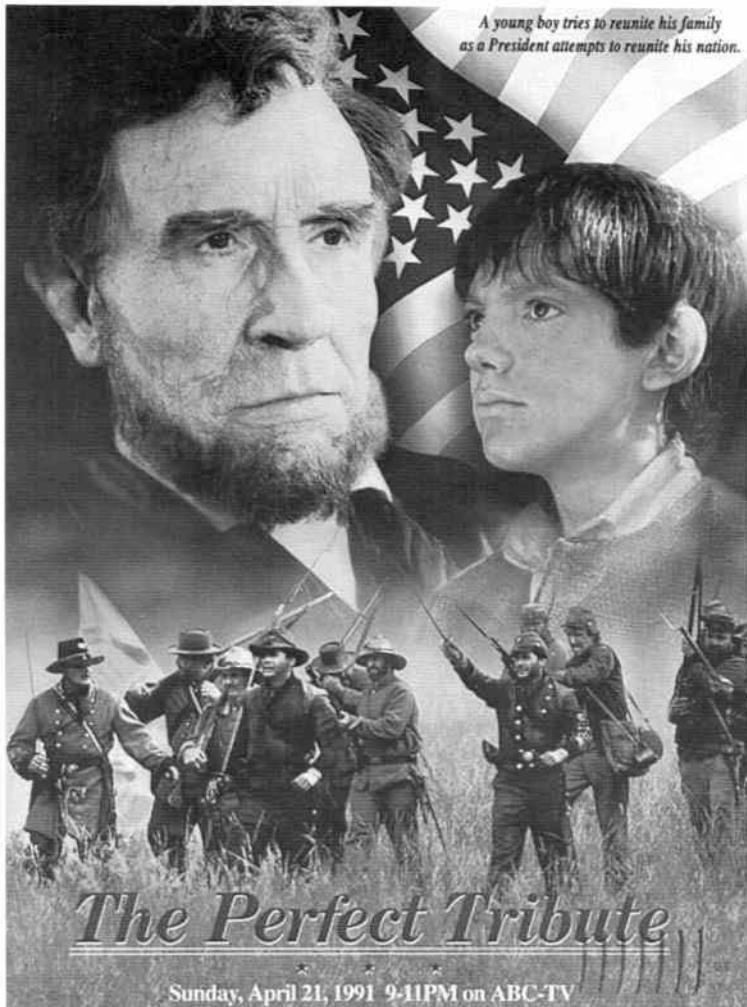
The Pope family moved to Parkersburg about the turn of the century, perhaps in the late 1890s. Capt. Lewis Pope organized the Parkersburg Dock Co. and built the towboat ADELLE in 1896 with which he towed railroad cross ties to Pittsburgh, his principal customer being the Baltimore & Ohio Railroad. The towboat DARLING was built at Pope's docks in 1899 for the same tie trade. Sons Capt's. Ben and Elmer became the sons in the firm Lewis Pope & Sons and were associated with the packets OHIO, JOE FOWLER, LUCILLE NOWLAND and others.

Some more wishful thinking and maybe we will read in The Parkersburg News yet another river-oriented story of New Matamoras beginnings, of the Baker family and their sawmill boats and lumber yard.



This enormous paddlewheel is exhibited in Pittsburgh at Station Square. It comes from the towboat HERBERT E. JONES (originally JASON). Standing in the foreground is S&D member James A. Haley, 33 Belle Monte Ave., Lakeside Park, Ky. 41017.

for us to be here dedicated to the great Task remaining before us - that from these honored dead we take increased devotion to that cause for which they here gave the last full measure of devotion - that we here highly resolve that these dead shall not have died in vain; that this ^{under God} nation shall have a new birth of freedom; and that this government of the people, by the people, for the people, shall not perish from the earth.



ABRAHAM LINCOLN'S GETTYSBURG ADDRESS

TWO S&D MEMBERS are vitally involved in national events, both predicated on Lincoln's most famous address. Lloyd Ostendorf of Dayton, Ohio, has come into the possession of an original second-page, in Lincoln's handwriting, of the Gettysburg speech delivered on November 19, 1863. Lloyd says it is signed and dated by Lincoln for Hon. Judge David Wills, his host that day. This becomes the sixth known copy written by Lincoln and quite possibly it is one of the pages Lincoln had with him at Gettysburg. It was discovered in an old book brought to Lloyd for assessment. Lloyd is well known to many S&Ds as the talented artist who has sketched many river persons, and who for 37 years owned and operated his side-wheel styled pleasure boat ABRAHAM LINCOLN.

On Sunday, April 21, 1991 ABC-TV premiered its two-hour "The Perfect Tribute," written by S&D member Dennis Brown of Los Angeles who has been much in evidence aboard the DELTA QUEEN since 1986. The basis of this dramatic and well-handled epic is based on Lincoln's Gettysburg address. This is a Procter & Gamble production in association with World International Network (WIN). Dennis worked for five years to create and complete this masterpiece. The showings by popular demand will be repeated again and again. Don't miss it, and have a handkerchief ready at the ending

JESSE P. HUGHES DIARIES

-1911-

by C. W. Stoll

The beginning of the new year found Cap'n Jesse up-bound on the TACOMA below Augusta, Ky. and in to Quincy at noon. It was rather warm with light rain and fog, and she laid above Riverton a while after 6 p.m. Jesse was standing a pilot's watch as Pete Lallance had quit. The river was rising, 25' at Portsmouth. All of the other Greene Line boats were laid up, except the CHILO. Next day they met Allegheny ice and laid up for a while above Crown City. Arrived at Middleport at 6 p.m. and arrived at Hartford at midnight. The OHIO was laid up at Middleport and the LUCILLE NOWLAND at Cincinnati with a cold wave forecast -which was accurate- it was bitter cold and windy. On January 4th the TELL CITY knocked down her stacks on a wire line at Lock 26 (what was she doing up there?)

Ed. Note:- The TELL CITY had been given a new and some larger hull at Smith's Docks, Point Pleasant, and was enroute back to her Louisville-Evansville trade when she hit a cable stretched across the channel at Lock and Dam 26, then under construction. The VIRGINIA hit the same cable in 1911 on December 18th. Come to think of it, the ISLAND QUEEN also hit it, with excursionists aboard. We believe the towboat RAYMOND HORNER was the pioneer at cable-hitting; she lost her stacks and pilothouse at Dam 18, Ohio River, October 5, 1906, resulting in one death and one serious injury.

The TACOMA broke a cross-bar in her doctor, and was delayed until a replacement was made and installed. The river was now clear of ice and the GREENLAND resumed, her first trip since the ice. On January 8th Jesse reports: Got an awful dose of shipping from the KANAWHA at Gallipolis.

On January 10th the Chamber of Commerce build-

ing at Cincinnati burned. The fall of the roof and several floors resulted in several deaths. On January 11th the TACOMA backed into a stone wall in high water at Buena Vista, loosening up the cylinder timbers, chain braces, etc. and lost six hours repairing. The same day the TELL CITY was met at Wrightsville, having had new stacks placed at Point Pleasant. On Saturday, January 28th the TACOMA left Pomeroy with 700 barrels of salt, the record number mentioned in these diaries, so far. The river reached a stage of 45.4 at Point Pleasant on February 1st, and her stacks were lowered to clear the railroad bridge. On the 5th the COURIER was out on her first trip since the ice. The VIRGINIA left Pittsburgh in her trade to Cincinnati, her first trip since making the cover page of the March '91 S&D REFLECTOR. The QUEEN CITY left Pittsburgh for the Mardi Gras in New Orleans on the 18th with Capt. McIntyre in charge and Ed Dunaway in the crew.

Ed. Note: Well, now Jesse is telling us something. This would have been Capt. Sterling McIntyre who once owned in the GOLDEN CITY and had come out master of the ISLAND QUEEN in 1896. This is the first we've read of his taking the QC to Mardi Gras, an honor not bestowed lightly. Interesting also is that Jesse mentions Ed Dunaway as one of the QC's crew, we would assume Ed was second clerk. He became captain of the QC later on.

The TACOMA left Cincinnati on February 20th along with the OHIO. The QUEEN CITY left Cincinnati for New Orleans at 6:25 p.m. For three consecutive trips there was no salt for the TACOMA at Pomeroy. On February 22nd Jesse reported the death of Grandma Becker, mother of Capt. Mary B. Greene, at the Greene home in Cincinnati, of pleurisy and pneumonia.

Late on the night of February 23rd the Pittsburgh towboat TOM DODSWORTH, downbound with 16 loaded coalboats, three model barges loaded with steel, and two fuel flats, broke her shaft at Brooks Bar,

above Maysville, Ky. The TACOMA answered the distress signals, hooked alongside the tow, and succeeded in keeping the tow from striking the Maysville ice piers. The towboat RAYMOND HORNER, also in the area, assisted in landing the helpless DODSWORTH and tow below Aberdeen, and all was safely secured at 2 a.m.

Ed. Note:- This rescue mission loomed large in Jesse's memory and we've heard him expand on the details, and seems to us he later wrote an account of it for inclusion in a manuscript. The TACOMA was no match for the power of the DODSWORTH, but by deft handling that night at Maysville she won her spurs.

The TACOMA then proceeded to Cincinnati, arriving at 10:30 a.m. Next day the LUCILLE NOWLAND left Cincinnati at 5 p.m. to enter the Middleport - East Liverpool trade, Capt. Charles Knox in charge. On March 2nd the TACOMA's departure was delayed by lack of labor and she didn't get away until 2 a.m. next morning. That trip they reshipped the Kanawha River freight on the EVERGREEN, then got 300 barrels of salt at Pomeroy.

On the return to Cincinnati the TACOMA met the QUEEN CITY at Five Mile, returning from the New Orleans Mardi Gras.

On March 18 the TACOMA loaded 450 barrels of salt in Pomeroy Bend and left White Rock at 11 p.m. Next day they met the QUEEN CITY, back in the P&C trade, relieving the VIRGINIA which was on the Smith's docks at Point Pleasant. On March 20th the BESSIE SMITH burned at Parkersburg; the LEROY was on the Kanawha docks, having broken 38 hull timbers at Two-Mile on the Kanawha, and the GREENDALE was limping to Cincinnati on one engine. On April 3rd the TACOMA, at Cincinnati, picked up the local freight for Maysville, and the CHILO left that evening with freight to Augusta. The VIRGINIA reentered the P&C trade, and the QUEEN CITY departed Pittsburgh on an Easter Cruise round trip to New Orleans.

On April 11th the TACOMA

met the towboat A. M. SCOTT en route to St. Louis, having been bought by the St. Louis & Missouri River Navigation Co. On April 21st they met the LUCILLE NOWLAND, temporarily in the P&C trade, the VIRGINIA back at the Point Pleasant docks with a broken hog chain.

Jesse notes on May 8th having met the CHEROKEE coming up with a quarter-boat in tow "for the final survey on the location of [Ohio River] locks."

On May 19th the TACOMA met the KEYSTONE STATE en route to St. Louis for "excursionists."

Ed. Note:- The KEYSTONE STATE, in litigation at Point Pleasant for several years over an unpaid dock bill, had been bought by Dixon & Cohen, wholesale fish merchants of Peoria for the St. Louis and Peoria packet trade.

The VIRGINIA laid up at Cincinnati for low water, and the QUEEN CITY went into similar hibernation at Pittsburgh.

During June the upper Ohio river stages were in a tantalizing flux, towboat and packet operators taking advantage of small rises. Even the QUEEN CITY resumed her Pittsburgh - Cincinnati trips. Then came July with torrid, dry days. The OHIO didn't make it to Pittsburgh because some of the new dams were being put up for the first time. The dam at Lock 11 was put up on July 9th.

Meanwhile the TACOMA was carrying her share of summer excursionists and Jesse was noting the news. The new little towboat J. R. WARE was out on her maiden trip at Cincinnati on June 22nd. Two days later, above Kanawha River Lock 11, the downbound TACOMA was besieged by "willow bugs by the millions." On July 8th the TACOMA landed at supper time and everybody flocked ashore to "see the C&O railroad wreck at Scary Hill." After several stickings at Four Mile the TACOMA finally was laid up at Cincinnati on July 17th, and did not again operate until September 2nd.

The GREENLAND laid up at Cincinnati on July 19th

alongside the TACOMA. The COURIER continued to run. The GREENDALE, with P. G. Holloway, James McAllister and Lee Willis aboard, came down to Cincinnati from Point Pleasant, loaded heavy, and started upriver at 9:30 a.m. July 21st. The GREENWOOD laid up at Ben Lomond.

On July 21st Jesse and Capt. Gordon C. Greene boarded the CITY OF CINCINNATI, looking at the river, and got off at Lawrenceburg. These two were hankering to run excursions to Fernbank Dam (No. 37) about to go in operation.

Ed. Note: Sometimes these two bewilder me. Why didn't they take a trip to Niagara Falls, but no, they were obsessed with making a few extra nickels and dimes. Here was a chance to handle excursionists on newly formed slackwater 13 miles down and 13 miles back. Peanuts! But let's get on with the story.

They ran the first trip leaving Cincinnati at 10:15 Saturday morning, July 22, and went again at 2:30 that afternoon with 100 aboard (Jesse doesn't recount how many went on the morning tri). The wickets at Fernbank were half up, half down. Returning at 6 p.m. they took passengers to Coney Island, leaving at 7 o'clock. The second day, the GREENLAND made a second trip to Fernbank "with very light patronage" and then, that evening, ran two Coney trips. The ISLAND QUEEN had gone aground; the Fernbank pool was not yet filled. The COURIER also made two trips to Coney. Low water caused the CITY OF CINCINNATI to lay up, the LIZZIE BAY taking her place.

On July 24th Jesse notes that the KANAWHA left Wheeling, bound for Cairo, loaded with congressmen and families on an inspection tour of the Ohio River. Jesse says they were aground "everywhere" below Lock 13. On Tuesday, July 25th the GREENLAND loaded up at Cincinnati with 800 Salvation Army chartered passengers, took them up to Four Mile, then down to Fernbank, gave them shore leave at Rapid Run for two hours, and

returned them at 6:30. Next day Captain Greene and Jesse took the COURIER up to Nine Mile where they spent two hours freeing the GREENDALE from the bar. The COURIER then proceeded to Manchester. Water was being released from the completed dams upriver to provide a few inches of water under the KANAWHA and her Washington, D.C. guests, and this artificial swell helped these other prowlers. On July 27th Cap'n Greene returned to Cincinnati on the CHILO and Jesse went on to Augusta, meeting the KANAWHA at Straight Creek. He went on home to Catlettsburg and stayed until August 1st. On July 31st he rode the street car to Huntington, boarded the THEALKA, and rode to Proctorville to see Guyandotte Bar out for air. Who said Niagara Falls?

When Jesse took his family on the B&O to Murraysville on August 1st the guage at Point Pleasant was high and dry. He and his father rode in a buggy from his Dad's place above Long Bottom upriver to see Lock and Dam 20 under construction. On the 12th Jesse and family returned to Catlettsburg. But there was no holding down this Jesse Hughes; on the 14th he took a train to Louisa where his brother-in-law Capt. Tom Vaughn was working on lumber for a new boat, to be named EDNA RICE. Jesse went back to Cincinnati on the GREENDALE. So fine, the Fernbank dam was now operative, the pool filled, and on Saturday, August 26th steam was raised on the GREENLAND and everybody from the preacher, choir and congregation, even to thee juniitor of the Knox Presbyterian Church - the Greene family church - were taken for a ride to Fernbank and return. Next day, on the Sabbath, the GREENLAND took three "open" trips to the new lock and dam, a total of 800 passengers.

On Monday, August 28th Jess went up to the TACOMA, tied above the Newport pumphouse, and started to ready the boat. She was brought to the wharfboat on September 2nd and loading

commenced. The river was rising rapidly and the wickets at Fernbank were lowered. The CITY OF CINCINNATI left for Louisville, the VIRGINIA for Pittsburgh and the TACOMA for Pomeroy and Charleston. The river was 12 feet at Pittsburgh and Wheeling. On Labor Day the TACOMA loaded 600 barrels of salt at Pomeroy. Jesse records that on September 5th "there was a big steamboat parade and dedication ceremonies at Fernbank- all in the rain."

The upper Ohio River valley had a wet September. On the 12th the GREENLAND resumed her trade with Capt. Carney in charge. The next day, Wednesday, Jesse notes that the ISLAND QUEEN is "chasing around" with big excursion trips to Coney and Fernbank. On the 16th cloudbursts in the Pittsburgh area sent the stage to 20 feet on a rise so rapid that the crews at Locks 2, 3 and 5 did not get the wickets lowered, blocking river traffic. Coal tows at Pittsburgh could not depart for the south.

Ed. Note:- As all of this commotion subsided my mother developed a notion to jerk my brother Willie and me out of school for a two weeks' vacation. I was 10 and Willie was 9. We went from Pittsburgh to Cincinnati, to Mammoth Cave, Lexington, then back to Cincinnati and thence home to Sewickley. I have expanded upon this glorious occasion in "Pilotin' Comes Natural" inasmuch as we rode the QUEEN CITY from Pittsburgh to Cincinnati and on her next trip for the return home. My younger brother (by 11 months) thought the QUEEN CITY part of the trip was Dullsville, while I soared into a river rhapsody which now continues, unabated, at the age of 90. -So much for missing two weeks in the Edgeworth Public School, and blessings upon my sainted mother and her sudden notions. This aside has nothing whatever to do with Jesse P. Hughes in 1911, and pardon me for protruding.

Jesse had these art ambitions strong upon him, and on September 27, 1911, he left the TACOMA in charge of

Capt. George Hutchinson and resumed studies at the Cincinnati Art Academy, drawing in the mornings and painting in the afternoons.

During this period the Greene Line installed a new wharfboat at Cincinnati, brought to town towed by the GREENDALE. It was placed on October 29th and, you've guessed right, Jesse was delegated to paint the lettering on it. On November 8th a replica of the first Western steamboat, the little side-wheel NEW ORLEANS, arrived in Cincinnati, celebrating the centennial of steam navigation. More about this in Way's Packets, #4182. Jesse took no part in this historical event, occupied as he was with Art School, lettering the new wharfboat, and in the evenings he was over at the Music Hall on what may have been a culture binge, sopping up lectures on Mexico, Colorado and Panama. On November 10th Jesse "gave up my term at Art School" and took the C&O to Catlettsburg, enroute to Point Pleasant to supervise the TACOMA. The GREENLAND broke a shaft at Brush Creek. On Saturday, November 11th, steam was raised on the TACOMA, and when the GREENLAND came in for repairs next morning, he took her crew and started out. "Had an awful time, snow, high winds and rough river and all the towboats are laid up," he tells his diary. On November 11th the temperature dropped from 70 to 17. Two days later the TACOMA placed the GREENLAND at the docks in Point Pleasant, then left for Pomeroy. The LUCILLE NOWLAND now was enroute to enter the Cairo-Caruthersville trade.

On Saturday, December 2nd the QUEEN CITY left Pittsburgh on a "mid-winter trip" to New Orleans. Truly, 1911 was a year of continual superlatives.

On Sunday, December 3rd the towboat DIAMOND (Way #T0601) exploded boilers upbound at Avalon, Pa. killing six of the crew.

The TACOMA laid up above Gardner's docks at Point Pleasant on December 13th. The GREENLAND left Point

Pleasant that same day Cincinnati, but broke a crosshead below Maysville. A striker engineer brought the pieces back to Point Pleasant where, at the Heslop Machine Shop, a new crosshead was cast on the 16th. The GREENLAND was returned to Point Pleasant, the new one installed, whereupon she went back in her trade.

Jesse left the TACOMA and returned home to Catlettsburg, arriving Christmas eve. Christmas was "quiet, peaceful all day," no company. On December 27th he received a telegram: GET ON GREENWOOD AT IRONTON STOP WILLIS SICK. Which he did, by street car. On Saturday 30th the GREENWOOD departed from Cincinnati at 5 that evening. She met the QUEEN CITY at Coney Island, running Pittsburgh - Cincinnati in place of the VIRGINIA which had tried to hang herself on the cable at Lock and Dam 26 then under construction.

So Jesse P. Hughes, piloting the GREENWOOD, was coming up over the pass at Dam 29, above Ashland, Ky., "when the whistles blew."

We have been alerted that "a beautiful model of the JOE FOWLER" is displayed in the Peoples Savings Bank at New Matamoras, Ohio.

Conrad Milster, 178 Emerson Place, Brooklyn, N.Y. 11205 attended the bi-annual steam festival in Dordrecht, Holland, last May 19-20, 1990. The SUCCES I, an excursion steamer, rebuilt from an 1847 tugboat in the mid-1980s, was sporting a 32-whistle calliope.

"I would be willing to swear it is American in origin," says Conrad. "The whistles are on a U-shaped manifold, and the keys operate whistles by wires. I couldn't find out anything about the origin of the instrument."

Quite a show. There were 22 steam vessels, about half of them coal fired.



CAPT. WILLIAM D. BOWELL has added to the fleet of his Paadelford Packet Boat Company a large excursion barge named BETSEY NORTHROP. BETSEY handles 462 passengers, and is towed by the ANSON NORTHROP, licensed to handle 360. Bill Bowell, with this combination idea, has revived an excursion towboat-barge plan widely used on the Upper Miss during the early years of this century.

Bill bought the former Tiptonville ferry, did it over at Greenville, Miss. He got it to St. Paul on June 17, 1990 and spent six weeks putting

on the finishing touches. Both BETSEY and ANSON are air conditioned and heated. Both are built low for bridge clearances. The BETSEY is 112 x 31, and the ANSON is 92 x 33.

BETSEY and ANSON operate from Boom Island Park, Minneapolis. The other two excursion boats of the Paadelford fleet depart and dock at Harriet Island, St. Paul, the JONATHAN PADELFOED and JOSIAH SNELLING. An attractive brochure is available from Paadelford Packet Boat Co., Harriet Island, St. Paul, Minn. 55107. Phone 612/227-1100.

Several readers inquired "Where is Pipe Creek?" after reading on page 19 of the December '90 issue about the front cover portrait of the GORDON C. GREENE.

Pipe Creek enters the Ohio River below Moundville, approx. mile 104 from Pittsburgh, from a narrow ravine in the high hills on the right side, descending. It was an inconsequential tributary (so we thought) until on June 14, 1990 when an unadvertised cloudburst dumped walls of rain into Pipe Creek and nearby Wegee Creek, killing 26 people,

and cluttered the upper approaches to Hannibal Locks and Dam with more drift than Shreve's Red River raft.

On the heels of this event we have received from Julie Thomas an unpublished manuscript written by a Pipe Creek native of long ago, a fascinating regional history of his family, his neighbors, and the industries they engaged in. Once we set this up for print there will be no more cause for "Where's Pipe Creek?" inquiries.

Welcome aboard to Thomas A. McKee, 104 Water Leaf Lane, Cary, N.C. 27511. He would have joined S&D years ago but thought he needed river ancestors to qualify. On several occasions he visited in Marietta to board the W. P. SNYDER JR. and see the Museum exhibits. He is an electrical engineer, 56, and was bitten by the river bug when, in his teens, he read "Life On the Mississippi."

BOOK REVIEW

"Western Rivermen, 1763-1861" is the title of a book released by Louisiana State University Press last December. From the title, this book should be of interest to our readers but only if you are looking for a detailed and well-written discussion of flatboat and keelboat life.

The subtitle is, "Ohio and Mississippi Boatmen and the Myth of the Alligator Horse". The author discusses at length and throughout the book the rough, tough and unattractive aspects of the men who manned the keel and flatboats which hauled the freight prior to and during the steamboat days. In fact, the constant reference to Alligator Horse as the nom-de-plume of all who worked on those early boats seems to be a little overdone and tiresome.

The discussion of the man-powered boats and those who worked them is divided into two periods with 1823 as the arbitrary dividing line. The year 1823 coincides with the death of Mike Fink in one of his famous confrontations with another boatman, Mike being always associated with the image of the keelboat era. The year 1823 is also a logical dividing line from the standpoint of the beginnings of the steamboat as a reliable hauler of freight.

The author uses many first-hand accounts to describe the life of the keel and flat boatman. There is a lengthy exploration of the life of Mike Fink who it seems was really an able boatman and conducted himself only a little more outrageously than the average of his class. Mike Fink's demise at the mouth of the Yellowstone River in 1823 seems well documented so he was more than just the myth which he later became.

The period between 1823 and 1861 developed a different type of flatboat operator and crew because of the advent of the steamboat. No longer was the professional boatman cut off from ordinary society by his

six month absence from home. After arriving at New Orleans, the boatman could now catch the next packet north and be back home in ten days rather than two months as was required to walk back over the Natchez Trace. The later boatman was more likely to be a family man than those who worked on the river in earlier times.

The approach taken in documenting the flatboat trades is similar in many ways to that followed by Louis Hunter in his 1949 book on the rise and decline of the packets. The statistics show that more flatboats were operating in the 1840 period than in the years prior to the steamboat. The Upper Ohio was the main starting point for the flatboat trade, primarily because of the developing industries in that region.

Implied but not too well developed is the fact that much of the later flatboat trade was by farmers who took their produce to southern markets in their own boats. Nor is the flatboat trade by sellers of pottery products (dishboats) and hardware merchants, commonplace until early in the 20th century, explored as deeply as one might like. We read about trading boats,

junk boats, floating cooper shops and the sale of enamelware from flatboats and it would have been informative to know more about these operations both before and after 1861.

If you are looking for a steamboat book you can pass this one by. It is a good picture of an important part of river commerce both before and after the advent of the steamboat. The book is skimpy on such relative information as the development of small towboats specifically intended to bring produce boats and such back to the Upper Ohio from the lower rivers.

The author, Michael Allen, spent three years on line towboats as a cook and deckhand. His writing style reflects his intimate knowledge of river terms and practices. Mr. Allen is presently an assistant professor of history at the University of Washington, Tacoma.

Western Rivermen, 1763-1861 is hardbound, 253 pages, illustrated, well annotated and with glossary and index. Available from Louisiana State University Press, Baton Rouge, LA 70893 for \$25. Reviewed by J. W. Rutter.



New exterior lighting (decoration lights to use the old term) on the PRESIDENT. Too bad we cannot how this in color, boat and water aglow with gold. Reports are that the main deck will get similar outlining at a later date. -Judy Patsch photo.

Tom Butterfield

Lives at 727 4th Ave,
Gallipolis, O. 45611

In our Dec. 1990 issue, page 18, appeared a letter from Tom Butterfield, one-time second clerk and sax player on the TOM GREENE. We suggested that S&D member Bill Smith of Springfield, O. might enjoy looking up Tom in Gallipolis. Sure enough, Bill paid Tom a call.

"I found Tom Butterfield, a very spry 84-year-old gentleman who has enjoyed a life of variety," writes Bill. "His main vocations were cabinet-making and sign painting. He also traveled as a concessionaire with a rodeo all over the South and said his favorite of all cities was New Orleans. Also he spent several years with the Clyde Beatty Circus.

"Although not a Gallipolis native, he spent part of his youth here. He literally lived coast to coast. In

Baltimore he was an aircraft electrician. In California, among other pursuits, he graduated from an art school.

"In the famous head-on photo of the BETSY ANN - TOM GREENE race in which the TOM wears a banner 'BEST WISHES FROM HUNTINGTON, W. VA.' Mr. Butterfield tells me the TOM had taken the Huntington Elks to the Kentucky Derby and was on the return trip, and this was his first work on a steamboat.

"As was reported in the Dec. '90 REFLECTOR, Capt. Tom Greene was playing banjo, Stogie White drums, he the sax, and now he recalls that at the piano was Helen Hughes. I asked him if he was referring to Cap'n Jesse Hughes' daughter, and he replied 'yes.' So it seems Helen Hughes Prater was pianist on the TOM GREENE. He said he worked on the river seven or eight years as clerk and musician. It was an interesting afternoon."

Sirs: How about running an article on the steam towboats MARK TWAIN, PATRICK HURLEY and JAMES W. GOOD? I recently had my interest piqued in these boats while reading Frank Fugina's "Lore and Lure of the Upper Mississippi River." I remember Ray Prichard talking about them some, but at the time I wasn't too interested in towboats. Now Cap'n Ray is gone, and I wish I had listened and asked questions.

I also would be interested in an article on the DPC towboats. What was the reason for their hull design, specifically, that high freeboard on the head?

Robert G. Reynolds,
580 South Prescott,
Memphis, Tenn. 38111

Sirs: Am enjoying the March issue - as usual. Boy, the remarkable things people write you about!

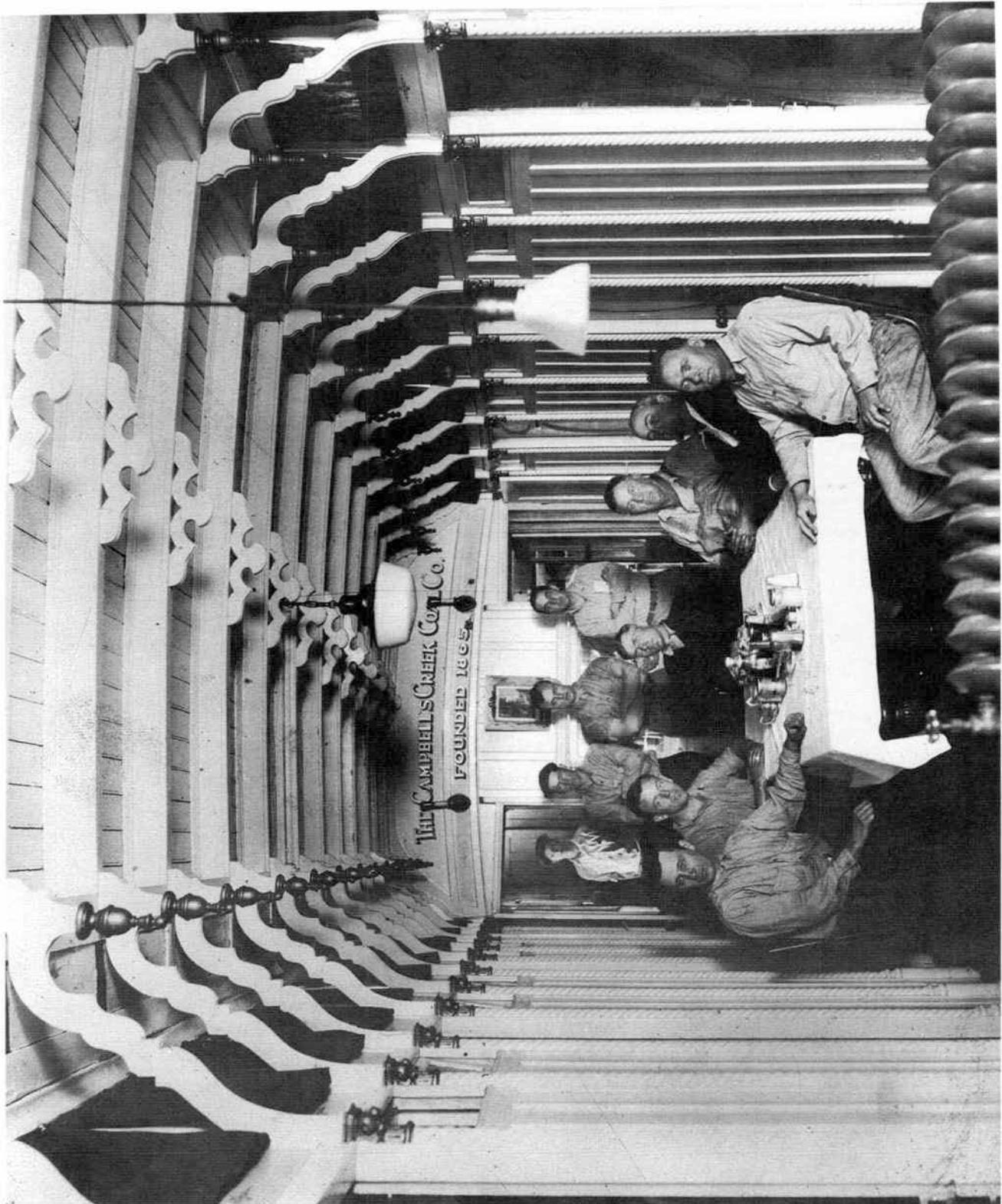
c. w. Stoll,
405 Mockingbird Road,
Louisville, Ky. 40207

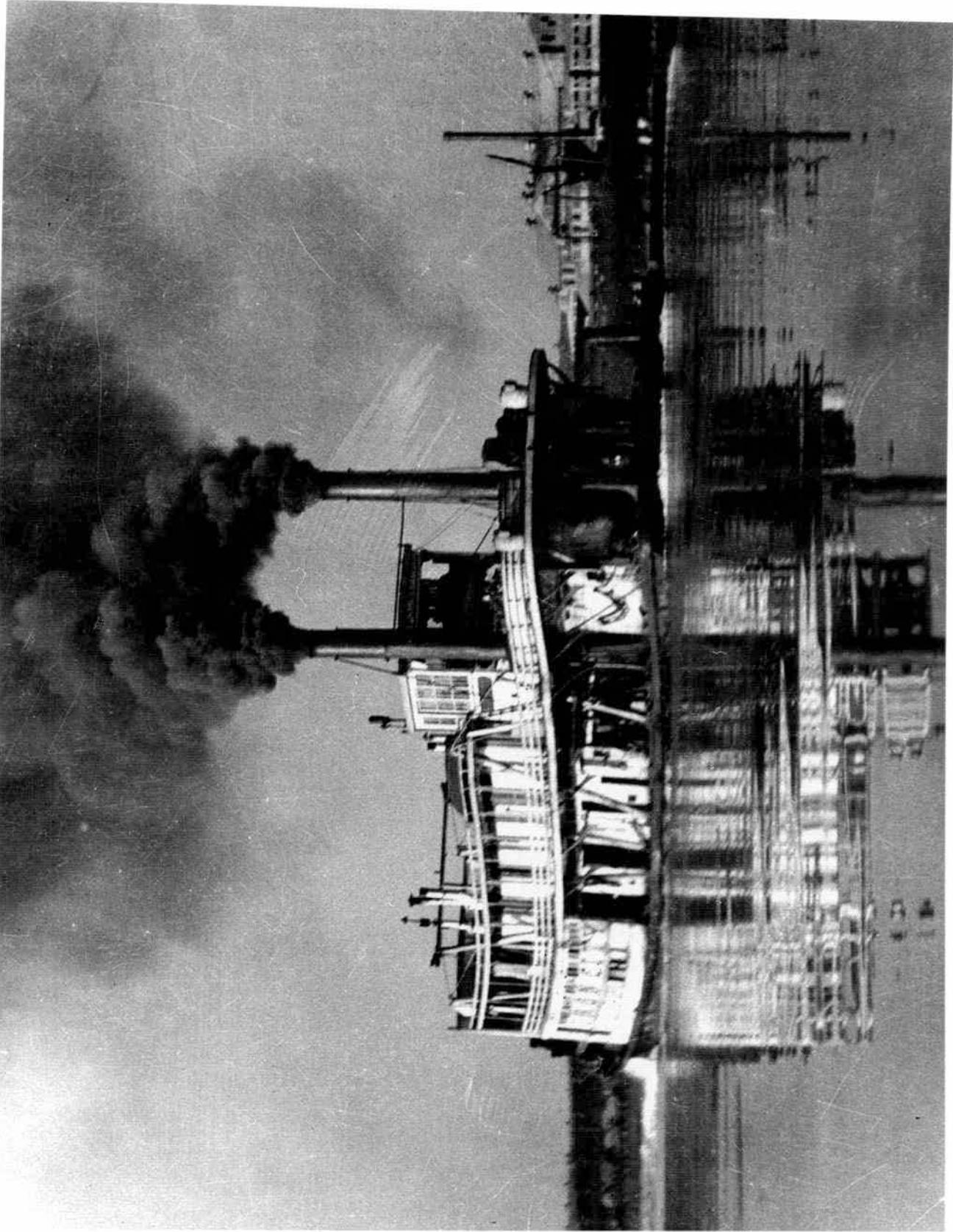


PAT WELSH snapped this one of the DIAMOND LADY at Bettendorf, Ia. on Monday, March 18, 1991. Yes, that's snow piled along the wall of the parking lot. The 'scape pipe toward the aft end of the roof causes the illusion, at first glance, of being the starboard smokestack much higher than its mate. The well built paddlewheel is operational and moves the boat. In addition to this wheel, at the stern there are two props, one on each side. Under full power, paddlewheel and props, so they say, she can really git up and git.

Taken on the fall day when the 1901-built towboat ROBERT P. GILLHAM was renamed HENRY C. YEISER, JR. On the forward cabin skylight bulkhead in gold-leaf lettering are the words "The Campbell's Creek Coal Co. - Founded 1865." The framed picture there is Col. Robert P. Gillham. On the right at the table, from the foreground, are Capt. Charles M. Young, master-pilot; Tom

Woodward, pilot, and Walter Martin, striker. Seated aft center, Steve Miller, Mate. Seated from the left: Cecil Faudree, chief engineer and Ralph Horton, 2nd engineer. Standing, from the left: Carl States, cabin boy; Sherman Bonecutter, 2nd mate; Bob Gibson, striker, and Dexter Melton, cub pilot. Ralph DuPae credits Virginia Bennett as the source of the picture.





Towboat IRON CITY pictured from a canoe on the Ohio River near Leetsdale, Pa. in the summer of 1916 by Ye Ed. The Iron City Sand Co., Pittsburgh, towed river sand and gravel, loaded in wooden "flats" with IRON CITY and P. M. PFEIL,

servicing the dredges MONARCH, PROGRESS and INDEPENDENT (all listed in the Steam Towboat Directory inasmuch as these dredges were sternwheelers).

Sirs: If I can be of any help to the S&D REFLECTOR please let me know. I travel between here and Dubuque during the excursion boat season, and generally bring along my portable work with me while I am aboard the MISSISSIPPI BELLE II where my husband is the senior pilot. I would be glad to help.

Ann H. Peterson,
9182 Vincent Circle,
Minneapolis, Minn.
55431-2159

=For openers, Ann, tell us about yourself, your husband, and the MISSISSIPPI BELLE II. Thank you so much. -Ed.

"We're restaurant people, not maritime engineers," said Michael J. Comisar, c.e.o of the Maisonette Group, Cincinnati.

In August 1988 they opened a floating restaurant across the Ohio at Newport, Ky. called Newport Beach. Eight floods later, the last one on the first of January this year, the Newport Beach closed its doors. A sale was negotiated with John Connelly of Pittsburgh, who needed the facility at Davenport to operate with his PRESIDENT.

--Thanks to John Breslin of Maysville, Ky. for clippings. -Ed.

Our thanks to Patti Young for a copy of Boating, March 1991 issue, featuring the DELTA QUEEN, illustrated with many good color pix. Chuck Larson wrote the story enroute from Pittsburgh to Cincinnati. Capt. Gabe Chengery was skipper, and C. W. Stoll is mentioned as being aboard. Prepared in the summer of 1990, no mention is made of the many changes made since that time.

The author makes note that a fair number of River Rats were aboard... "who could, at the drop of a whiskey tumbler, tell you anything you wanted to know about the boat or the river."

STERNWHEEL STEAMBOAT THUMB RULES

Based on steam pressure of 150 p.s.i.
D is the cylinder diameter for simple, high pressure engines.

Dia. of wheel-shaft journal,,,,,D/2 plus ½" to 1".
Dia. of cross-head pin....D/4 plus ½".
Dia. of piston rod....D/4.
Dia. of main steam line....D/3.
Dia. branch steam lines....D/4.
Dia. main exhaust line....D/2.
Dia. branch exhaust lines....D/4 plus 1".

Boiler Feed Lines

One or two boilers....1½" pipe.
Three boilers....2" pipe.
Four or five boilers....2½" pipe.
Six boilers....3" pipe.
Seven boilers....3½" pipe.

The branch line to each boiler and for the Snowden heater....1½" pipe.

Paddlewheel

Outside diameter equals three strokes (plus or minus).

Diameter	Number of arms
14 feet.....	10 to 12
15 or 16 feet....	13
18 feet.....	14
20 to 22 feet...	15
23 to 26 feet...	16
28 to 30 feet...	17 or 18

Hub diameter.....D
Outside diameter.....3D
Arm pocket depth....D
Wedge room, large shafts....1½"
Wedge room, small shafts....1"

Pitmans

For towboats, length center to center, 4½ to 5 strokes.
For packets, length center to center, 3 ¾ strokes or more.

-From the files of James Rees & Sons Co., Pittsburgh builder of steamboats, engines and boilers. Another thumb rule was that the most efficient paddlewheel has no more than three buckets immersed; one fully and two partly.

TRINITY RIVER IN TEXAS

Dallas and Houston share a significant beginning; both were started as real estate developments. Houston was begun by the Allen brothers, A.C. and J.K., in 1837 and was deliberately named for that hero of the newly established Republic of Texas, Gen. Sam Houston, in hopes that the republic's capital would be located there--as indeed it was.

Dallas was founded by John Neely Bryan in hopes it would become a "navigational" city (according to one early account) on the Trinity River. It succeeded as a real estate development if not as a steamboat town.

Nov. 6 (or possibly 9) is the birthday of Dallas, for that was the date that Mr. Bryan and five companions arrived at what is now Dealey Plaza, and erected an open-faced hunter's lean-to. Mr. Bryan, a 32-year-old Tennessee-born bachelor, claimed the acreage, when they camped, but the others, also bachelors, decided the area's future didn't look good and moved on.

Mr. Bryan had worked as an Indian trader for Holland Coffee at his Red River trading post, where he heard tales of the Three Forks territory but didn't get to it until 1839 or '40, when he came down what is now Preston Road with his horse, Neshoba, an Indian friend, Ned; and a bear-dog named Tubby (for Choctaw chief Higoletubbe), scouting out the country and seeking a viable townsite.

Mr. Bryan looked for a site to start a city--thanks to two riverboat captains named Mabel and Morris Gilbert, he hoped that it would become a steamboat city, and after exploring the Trinity he determined that an 18-foot bluff overlooking the river would be the head of navigation--as well as a crossing of the Republic of Texas Military Road. He was correct about the bluff being the head of navigation: the only three steamboats to make it from the Gulf of Mexico to Dallas anchored right at his bluff.

Mr. Bryan's bluff is now

Dealey Plaza in downtown Dallas. In 1841, the river ran about where the triple underpass is today. He lived in a dugout for a year, but when he married 18-year-old Margaret Beeman in February 1841, he had a log cabin built for her there on the bluff. That cabin washed away, and the "Bryan's Cabin" memorial in downtown Dallas is from the period (1846) but was neither built by nor lived in by Mr. Bryan.

The above story appeared in The Dallas Morning News, Sunday, January 27, 1991, authored by A.C. Greene, coordinating director of the Center for Texas Studies of the University of North Texas. The underscored passages were marked by David H. Jones, P.O. Box 912, Graham, Texas 76046, who is 2-Great grandson of Mabel Gilbert. Incidentally this is the first instance we know of, of a gentleman named Mabel. (They named me Sue, How do you do!) "I understand from my mother that Mabel worked as a steamboat captain around Nashville (Tenn.) before coming to Texas," writes David Jones, who will appreciate further news of Capt. Mabel Gilbert. -Ed.

Sirs: I cannot find words to describe the new Towboat Directory. My family history is tied to the river; every page holds some meaning, some memory, for me.

Marjorie Byrnside Bur-
ress,
3289 Tripletown
Drive,
North Bend, Ohio 45052

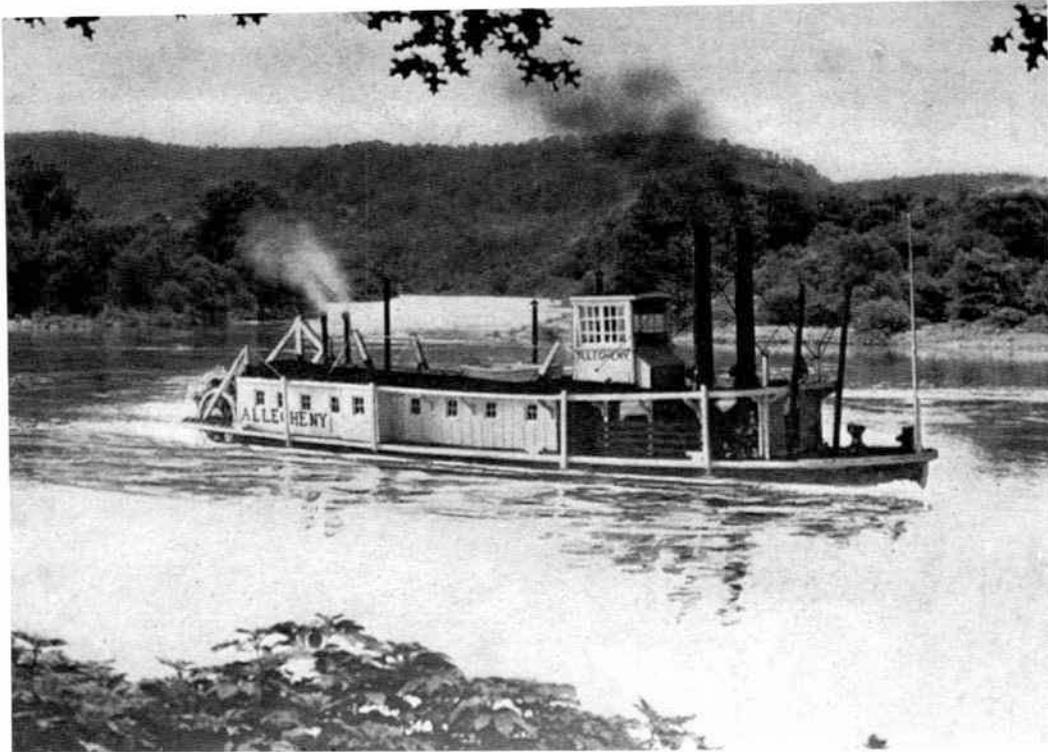
On Sunday, March 17th John and Margie Briley threw a party at Marietta's River Museum, celebrating the 50th anniversary of S&D's first River Museum which was opened with ceremonies on Sunday, March 16, 1941. (See March issue for details).

Ye Ed cut a large cake artistically decorated with a steamboat in full color. Ye Ed and J. W. (Woody) Rutter were the only two persons present at the 50th who had attended the initial opening in 1941.

A Sewickley (Pa.) pro photographer, Bill Pemberty, recorded the event which was sort of thank up at the last moment with no formal invitations issued, and decidedly overshadowed in the press by the 50th of the National Museum of Art in Washington, DC,



Capt. Norman Hillman brought the PRESIDENT from St. Louis to Davenport and stayed until April 14th. Judy Patsch took this picture of him. Judy reports that others from St. Louis were Ben Bennett and Philip Ritchie. Don Dobson was with her in Davenport in mid-April.



THE first stern-wheeler on western rivers was the ALLEGHENY, built at Pittsburgh in 1830. The idea came from the Connecticut River where a Mr. Blanchard had built and operated several successful steamboats with the paddlewheel exposed at the stern. He came to Pittsburgh and superintended the ALLEGHENY's construction. The ambition of her owners was to successfully navigate the Allegheny River into its upper reaches. On the second try they got to Warren, Pa., mile 194, and on the third trip, urged by two raft pilots, they advertised for Olean Point, N.Y., mile 230. where they arrived on May 21, 1830. The Warren Country Historical Society, at the behest of Harold C. Putnam, asked Ye Ed to build a model, 1" = 4 ft., of this pioneer stern-wheeler, and then superimposed a photograph of the model on Allegheny River scenery, achieving the realistic result shown above.

STEAMBOAT ALLEGHENY

The following report on the first trip up the Allegheny River by steamboat to Olean, New York is taken from, *The Olden Time; A Monthly Publication, Devoted to the Preservation of Documents and other Authentic Informations and the Settlement and Improvement of the Country around The Head of the Ohio.* This "monthly publication" was edited by Neville B. Craig, Esq. of Pittsburgh and the issues were combined and published in two volumes by J. W. Cook, "at his literary depot, Fourth Street" in 1846.

Some word is in order about the design of the ALLEGHENY since the author comments only that she was of "improved plan": The Lytle-Holdcamper List shows the ALLEGHENY to be a sternwheeler of 37 tons and built at Pittsburgh in 1830 with the first exposed sternwheel on Western Rivers. She lasted eight years and was dismantled in 1838.

* * *

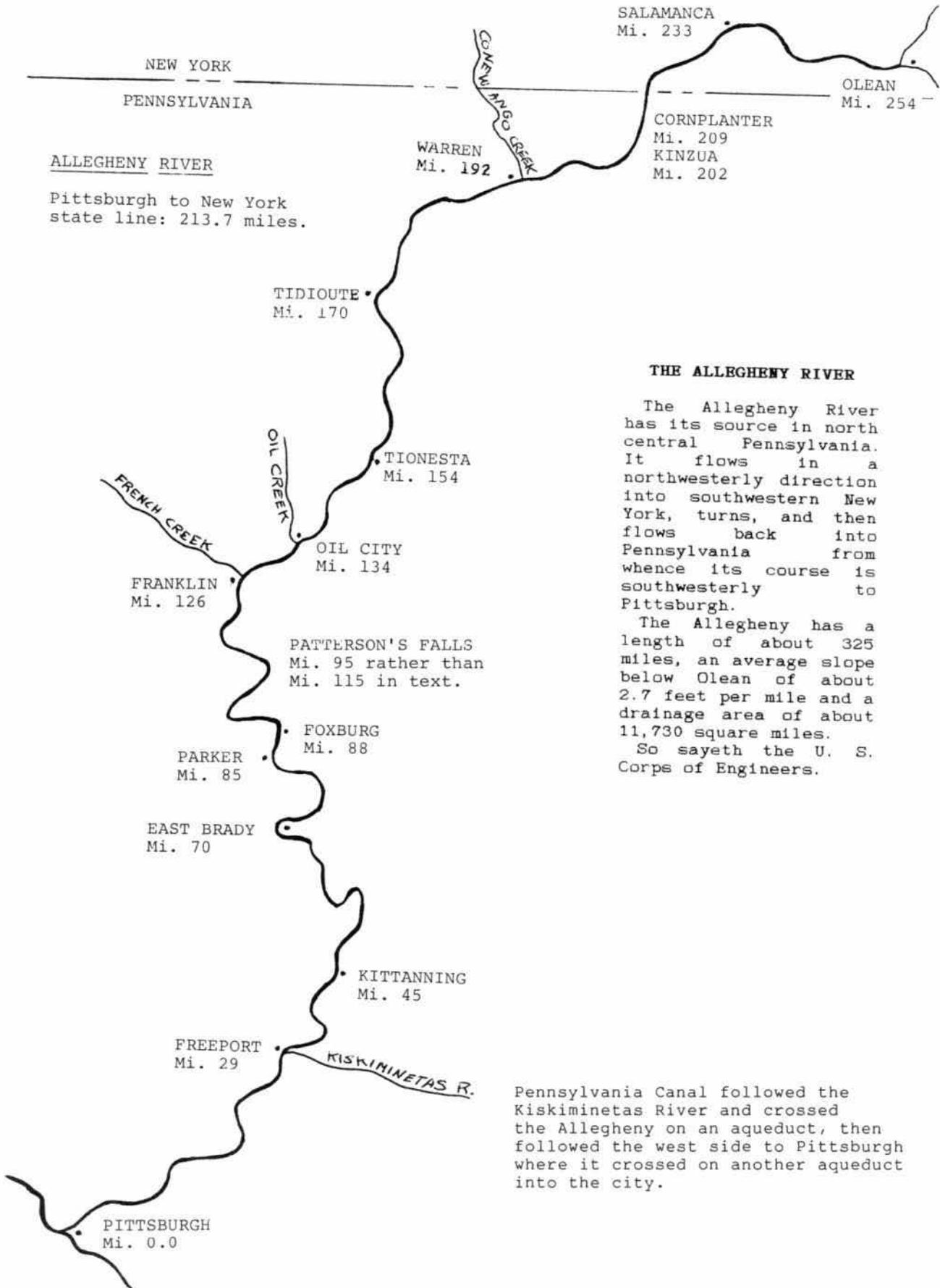
FROM PITTSBURGH
INTO NEW YORK STATE
BY STEAMBOAT

* * *

Pittsburgh Gazette, May 28, 1830.

In our paper of this day will be found an interesting account of the first passage of a Steamboat from Pittsburgh to Olean point. The Village situated near this point is commonly called Olean but is designated on the maps as Hamilton and is in Cataraugus County in the State of New York. From this village to the nearest point on the Genessee River, is about twenty-five miles and from the same village to Buffalo by the post road is about sixty-eight miles. From a point on the Allegheny about eighteen miles below Olean, the

Continued on page 27.



ALLEGHENY RIVER
 Pittsburgh to New York
 state line: 213.7 miles.

THE ALLEGHENY RIVER

The Allegheny River has its source in north central Pennsylvania. It flows in a northwesterly direction into southwestern New York, turns, and then flows back into Pennsylvania from whence its course is southwesterly to Pittsburgh.

The Allegheny has a length of about 325 miles, an average slope below Olean of about 2.7 feet per mile and a drainage area of about 11,730 square miles.

So sayeth the U. S. Corps of Engineers.

Pennsylvania Canal followed the Kiskiminetas River and crossed the Allegheny on an aqueduct, then followed the west side to Pittsburgh where it crossed on another aqueduct into the city.

STEAMBOAT ALLEGHENY

Continued from page 25.

distance to Buffalo cannot exceed fifty-eight miles. -

by Neville B. Craig

THE new Steamboat ALLEGHENY, built on an improved plan by Mr. Blanchard of Connecticut, 90 feet long and 18 wide, cabin on deck, separated lengthwise giving each 30 feet, worked by a distinct double engine, principally made of wrought iron, two sternwheels extending 12 feet behind the boat, drawing with wood and water about 12 inches; left Pittsburgh on the 14th May, 1830 on her third trip up the Allegheny with 64 passengers and 25 to 30 tons freight, stemming the current of this noble and most valuable river (affording lumber in the greatest quantities) at the rate of three miles per hour.

The great Pennsylvania Canal passes up on the bank of this river thirty miles, crossing by an aqueduct at the outlet of the Kiskeminetas River at Freeport, Armstrong County, a handsome thriving village, pleasantly situated, containing four or five hundred inhabitants, forty miles up. Lawrenceville, near the mouth of Bear Creek, is 19 miles above Freeport, Foxburgh, two miles above Lawrenceville.

Patterson's Falls, one hundred and fifteen miles up, is one of the worst rapids on this river: here a very useful improvement aided the engine, a poling machine, worked by the capstan or windlass in the bow of the boat which drew her over with ease. (Is this the first use of spar poles on the Western Rivers, Ed?) Montgomery Falls, five miles further, nearly as bad.

Franklin is situated at the outlet of French Creek (which is navigable for keel boats to Le Boeuf, above Meadville, forty-six miles): this is an old village and surrounded by iron furnaces where also is now made good quality bar iron, one hundred and

twenty-five miles up. Oil Creek is seven miles above. On this stream there are quantities of Seneca Oil gathered; its smell is very perceptible at its outlet; here, there is a valuable furnace.

We arrived in Warren, a beautiful village situate at the outlet of Conewango Creek, at 9 o'clock on the 19th of May, near two hundred miles above Pittsburgh, in three and a half days running time. Conewango Creek is navigable in the rafting season, until within seven miles of Chautauque Lake where it is expected, ere long, a canal will be cut through.

It requires from eighteen to twenty-five days for canoes and keel boats, manned in the best manner, to perform this trip. This is the highest point on the river that ever had been made by a steamboat and to this point only by this boat. However, the usual enterprise of its owners prompted them to explore further this valuable river and on the evening of the 19th May she departed from Warren for Olean in the state of New York, seventy-five miles above, (by water) with freight and passengers from Pittsburgh. At nine o'clock next day she arrived opposite the Indian village of Cornplanter, seventeen miles up. Here a deputation of gentlemen waited on this ancient and well known Indian King, or Chief, and invited him on board this new and to him wonderful visitor, a steamboat. We found him in all his native simplicity of dress and manner of living, lying on his couch made of rough pine boards and covered with deer skins and blankets. His habitation, a two story log house, is in a state of decay, without furniture except a few benches, and wooden bowls and spoons to eat out of. This convinced us of his determination to retain old habits and customs. This venerable old chief was a lad in the first French war, in 1754, and is now nearly one hundred years of age. He is a smart, active man, seemingly possessed of all his

strength of mind, and in perfect health and retains, among his nation, all that uncontrolled influence he has ever done. He, with his son Charles, sixty years of age, and his son-in-law came on board and remained until she passed six miles up and then they returned home in their own canoe, after expressing great pleasure. His dominion is a delightful bottom of rich land, two miles square, nearly adjoining the line between Pennsylvania and New York. On this his own family, about fifty in number, in eight or ten houses, reside. Cornplanter's wife and her mother, one hundred and fifteen years of age, are in good health.

The lands of the tribe, being forty miles long and half a mile wide on each side of the river, lie just above but all in the State of New York. They have a number of villages and are about seven hundred in number, scattered all along this reserve. Many of them have good dwellings and, like the whites, some are intelligent, industrious and useful while others of them are the reverse. On the whole, they are becoming civilized and Christianized as fast as can be expected. The natives appeared in great numbers (we counted four hundred) who were attracted to view this unexpected sight on their water. Their lands terminate eight miles below Olean.

We found many rapids and generally very strong water until within twenty miles of our destination at the Great Valley. Here the mountains began to decrease fast and the current became easy until gradually we seemed to have reached the top of the mountain which we had been so long ascending. At 11 o'clock, A.M., on Friday, the 21st May, we landed safely at Olean Point, nearly three hundred miles from Pittsburgh, amidst the loud and constant rejoicing of the hospitable citizens of the village. The first person landed was Mr. D. Dick of Meadville, the principal and enterprising

owner of this boat, and the first passenger, William, the son of Mr. Nelson of Pittsburgh, a child of seven years old, who may live to tell some thirty or forty years hence the great interest created on this occasion.

Here we found ourselves on the highest ground ever occupied by a steamboat, six hundred feet above Pittsburgh, nearly one thousand four hundred feet above the level of, and two thousand five hundred miles by the course of the river, from the Ocean. Olean village is half a mile from the river. Olean Creek is navigable thirty miles up and the Allegheny River but four miles on account of a mill dam. One hundred and thirty of the inhabitants assembled and took a pleasant excursion seven miles down the river and back which was performed in thirty minutes going and fifty-five minutes returning.

The trip up from Warren to Olean was performed in about twenty hours and she returned the next day safely to Warren in six hours running time, thus performing in this day of

wonders what the most sanguine mind a few years ago never anticipated. No doubt but in this same channel, ere long, a valuable trade and free intercourse will be opened for the mutual advantage of the enterprising citizens of the State of New York and our own prosperous and flourishing city of Pittsburgh.

The scenery along the Allegheny River affords the greatest variety and is in many places truly sublime. It would generally be very much like the celebrated North River scenery if equally improved and cultivated; more particularly so from Warren up to the Great Valley. Here, the hills rise higher and the river narrows. Its courses are in all directions and its mountains in all shapes, dressed, at this season of the year, in its richest robes. The wild flowers along the shores, the beautiful evergreens and towering pines and hemlocks, interspersed with the lighter maple green, give to the whole scenery an indescribable beauty.

One particular spot surpassed all others. In

the evening, after a heavy shower, above the Kenjua Island (Kinjua Island, Ed.), all at once the sun beamed forth in all its glory and a brilliant rainbow presented itself. The mountains are unusually high and the river narrow so that we could only view these extraordinary works of nature far above us, tinging the tops of these lofty hills and convincing us that nothing but an Almighty power could furnish the imagination with such a feast. Upon the whole, as a trip of pleasure or health, we would recommend this route before any other now known.

The boat left Warren on the morning of the 23rd and landed at Pittsburgh at 4 o'clock, P.M., on the 24th with a number of passengers, 18 tons pig metal and 9 tons bar iron, in perfect safety. The time employed in running during the trip was seven days (running by daylight only), exclusive of delays at Franklin, Warren and Olean but including stoppages for wood, etc.

HO! FOR OLEAN

The 1830 triumph to Olean was never repeated by the ALLEGHENY. In 1837 the stern-wheel NEW CASTLE attained the goal, jumping several mill dams during a period of high water.

In the spring of 1956, realizing that no stern-wheeler had ascended the Allegheny River to Olean since the NEW CASTLE, 119 years prior, Ye Ed staged a repeat performance with the LADY GRACE, a 20-foot Weaver skiff to which was added a stern paddlewheel and two rudders, powered by a Briggs & Stratton one-cyl. air-cooled gas engine. A foreward hatch was added for the protection of camping gear, groceries and a 2-burner Coleman stove. Running daylight only, and beset by frequent blizzards, she blew her landing whistle at Olean on April 21, 1956. (This LADY GRACE sported a compressed-air horn mounted on the forward hatch). She had no reverse gear; strictly a come-ahead boat.

About two miles above where the accompanying



Stern-wheeler LADY GRACE emulates ALLEGHENY and NEW CASTLE, here seen passing under the Bradford Junction R.R. bridge nine miles below Olean, N.Y., April 21, 1956. Ye Ed waves to a news photographer.

picture was taken, we took aboard Harold C. Putnam for the grand entry into Olean. The Paris edition of the New York Times carried the story along with a map of the river.

On the return voyage took aboard a passenger, Hans Van DerHorst, raised in Holland, and who had shipped freight aboard LADY GRACE from Pittsburgh. That evening we delivered Hans at Warren, Pa. following continual snow squalls from which he had no protection. That evening after getting Hans thawed out he played the piano in the home of Putnams. He returned to Olean in a taxi.

Today the huge Kinzua flood control dam blocks the Allegheny River above Warren, creating a 21-mile lake into New York State.

NEW UPPER MISS BOATS Concluded from page 9.

some 34,000 passengers the first week.

But the casinos aren't the only ones to profit. Irene Ballard, a retiree from Conrad, Iowa, hit the jackpot on one of the machines on the PRESIDENT and won \$5,000.

The EMERALD LADY, duplicate of the DIAMOND LADY, was upbound on the Mississippi as we go to press. She will get her outfitting at Fort Madison, and will serve Burlington, Fort Madison and Keokuk. The new excursion boat built to replace the PRESIDENT at St. Louis, named BELLE OF ST. LOUIS, made her arrival in the St. Louis harbor on Friday, April 19. It was

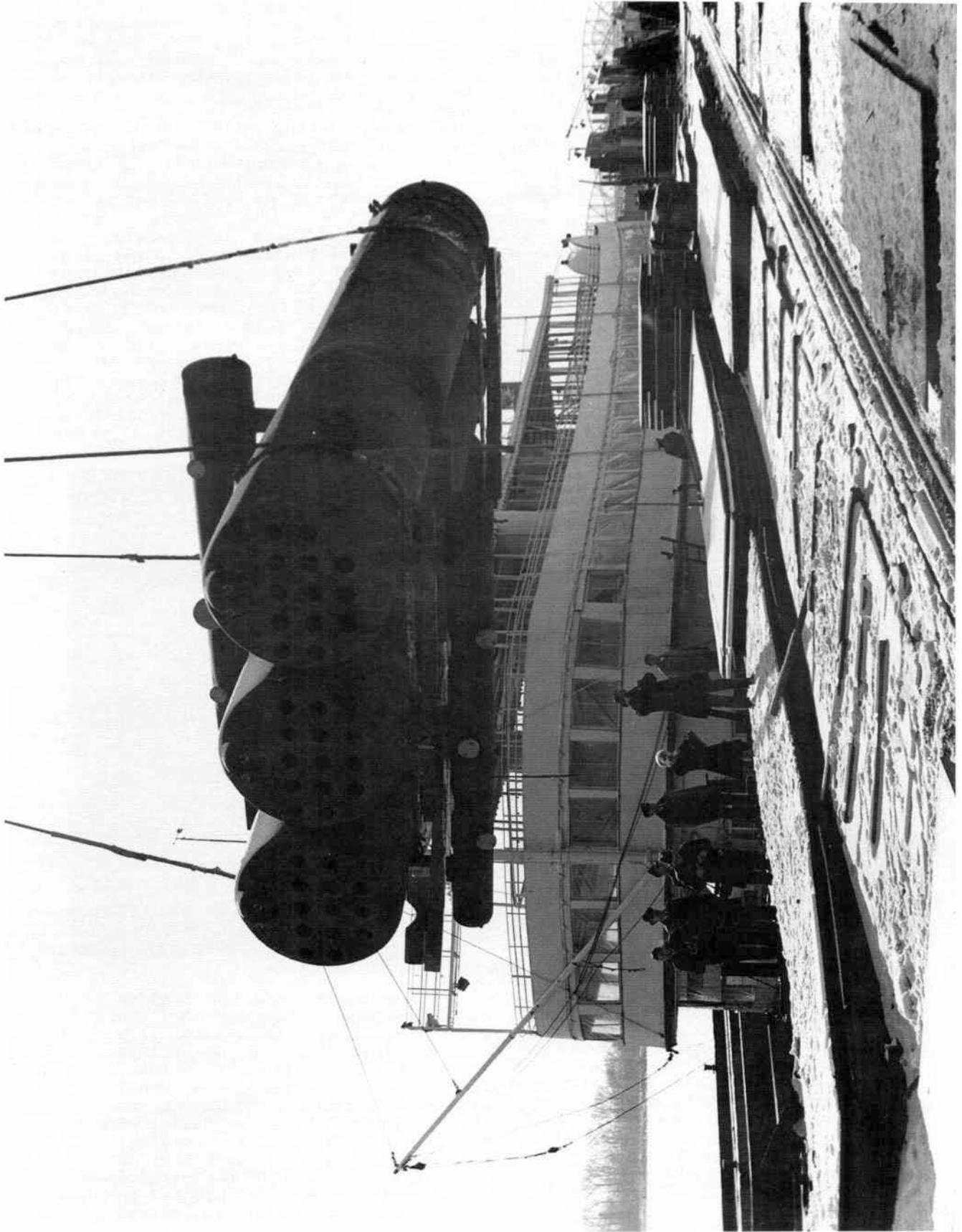
built by the Leevac Shipyard, Jennings, La. and measures 275 by 65. Built as a combination towboat/barge unit, she will handle 2,000 passengers, and is owned by John Connelly of Pittsburgh.

Cathy and Bill Baloga surprised us on Easter with a package containing BETSY ANN chocolates and a sack of BETSY ANN licorice drops. The firm making these candies is based in Pittsburgh, and other than the fact they are delicious we know not. A couple of days later we had a visit with Diana Nelson Jones, staff writer, and John Beale, photographer, of the Pittsburgh Post-Gazette. They were familiar with these BETSY ANN confections but could shed no light as to who the BETSY ANN is.



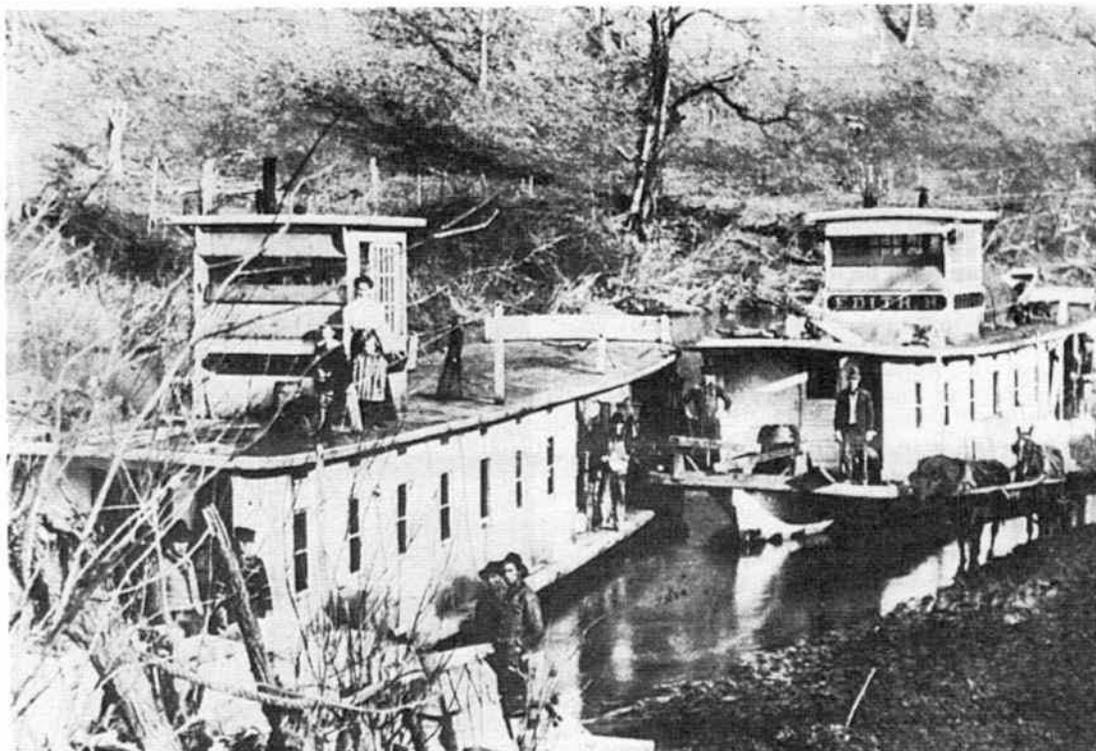
THE centennial of New Albany, Ind. was celebrated with a street parade in 1913. One of the horse-drawn "floats" was this hack displaying hand-crafted models of boats. Mounted on the roof is the side-wheel OLIVE BRANCH (Way #4296) built by the Howards at Jeff in 1863. Once while visiting in New Albany c. 1934 Ye Ed was directed to the home of an elderly lady who showed us this OLIVE BRANCH model in her livingroom. It was a bit care-worn by then, but still

retained evidence that the builder was no novice. Dangling at the hack's rear, rigged on a pole, is a model of the towboat E. T. SLIDER (Way #T0663) built at Jeff in 1900. Attached at the side is a model skiff with a model occupant at the oars. Without doubt the decorated horse was selected for its docility, this to minimize the possibility of a marine catastrophe on the streets of New Albany. We are indebted to Keith Norrington for this priceless scene.



BELLE OF LOUISVILLE gets set of new Western boilers in 1968 and they still serve her. See page 33, col. 1.

Riverboat Days on the Little Kanawha River



The Little Kanawha River in West Virginia once had five locks and dams from Parkersburg to Creston, 48 miles. During freshets steam packets reached Grantsville at Mile 78, and gasboats frequently were at Glenville, Mile 103, and on occasion to Bulltown, Mile 137.5. The CLARENCE (left) and EDITH H. are seen above at Glenville.



The RELIANCE with excursionists, probably at Glenville, home of Glenville Normal School (now Glenville State College). Both pictures on this page appeared in the January 1991 issue of Wonderful West Virginia.

Related story on page 12.

Mrs. Earl Seabrook died, 89, on Monday, March 4, 1991, residing at 2200 Green Tree, North, Clarksville, Indiana. She was the former Frankie Zenor, native of Harrison County, Ind. She was a retired receptionist for the Seabrook Funeral Home, New Albany, Ind. Her husband Earl died many years ago, brother of Paul W. Seabrook who passed away on March 18, 1989 at the age of 92. Her husband Earl Seabrook spent a considerable career with the Louisville & Cincinnati Packet Company as clerk and purser on the QUEEN CITY, AMERICA, JOHN W. HUBBARD and other packets. Frankie leaves four nieces, including Patricia J. Payne of Jeffersonville, Ind. and Diane Z. Rogers and Robin L. Hammond, both of New Albany, all of whom helped take care of her. Burial was in the Fairview Cemetery.

-Thanks to Keith Norrington for clippings.

Belle Darst Raika of Point Pleasant, West Va. died, 86, on Tuesday, February 12, 1991, following a long illness. Her husband was the late Capt. Ralph Raika and she was the mother of the late Capt. Ralph Wayne Raika. Three grandchildren survive her. Burial was in the Lone Oak Cemetery, Point Pleasant.

-Thanks to S&D member Charles Bethune, Kansas City, Mo. for details.

Stuart (Stu) Wilson of Wellsville, Ohio, apparently stepped or fell from a barge at his Ohio River landing on Sunday, March 10, 1991. His body was found afloat several miles above the New Cumberland Locks and Dam the next day by a towboat pilot. He was 70.

Everybody in the area knew Stu Wilson in the 1960s when he conducted a weekly radio program geared to local history, persons and doings.

Stu Wilson's river interest was evidenced when, one day in the early '60s, he spent a day taking TV movies of the 37-foot LADY GRACE exploring in the sharp bends of Raccoon Creek, about 11

miles upriver of Wellsville.

Dan Owen of The Waterways Journal recalled Stu Wilson:-

"He began his Wellsville Harbor Services in the 1970x with the small single screw towboat JEAN. The boat was so small that the pilot could not see over an empty barge, so Wilson devised a unique periscope. Needing a larger boat he located a steel hull, which someone had started as a houseboat at Bridgewater, Pa. He bought the hull and towed it down to Wellsville with the JEAN, changed the bow and stern into towboat configuration and, along with Tom Kelly, built the towboat GENESIS."

Dan Owen, then living at nearby East Liverpool, O., assisted Stu many times, moving barges with the JEAN.

Sirs: Years ago my Grandmother Voga of Venango County, Pa. had a clipping about one of the Voga men, a riverboat gambler, who was shot because someone believed he'd been cheated in a card game. I imagine this was from a Pittsburgh paper.

Do you have any idea how I might find a copy of this clipping, or other information about the event?

Mary Voga Hoffman,
RR 3, Box 70,
Wapakoneta, O. 45895

=Was he holding five kings? If so there is a poem about the incident. -Ed.

FIRST GLIMPSES of the newly double-hulled DQ appear below, taken by Judy Patsch.



From the time she was built in 1958 and up until more recent times the towboat HUMPHREY passed 121 River, Sewickley, with the regularity of a short-trade packet. Down with coal loads and back with empties. She delivered the coal at Weirton, West Va., about 50 miles down the Ohio from where I lived.

Where she got it I don't know, but the HUMPHREY had a perfectly tuned air horn, and on her downbound trips always blew for the Dashields lock while in front of 121 River, and kept up that blowing even after all other boats went by in silence, making known their wants by ship-to-shore.

She's been in retirement at West Elizabeth, Pa. for the last three years, and now The Waterways Journal brings the news that the HUMPHREY has been sold to Al Stein's River Salvage outfit in Pittsburgh. Once more she will be out and prowling, tending a heavy-lift rig.

Hope that whistle went along with the deal. Maybe she'll be blowing it around Marietta.

LAST WESTERN STYLE BOILERS

See picture page 30.

Kenneth P. Howe, Jr. has our thanks for this dramatic picture taken early in 1968 when the BELLE OF LOUISVILLE was rebuilt at Jeffboat and received a battery of three new boilers. They were manufactured by the Nooter Corporation, St. Louis, each shell containing 13 flues and sized 56" dia. by 28 feet in length. They were swung aboard on Tuesday, February 13, 1968, something of an occasion, as things turned out, as they still are in service on the B/L, and were the last insatillation of a set of "Western style" boilers placed on a steamboat.

Lin Caufield was there that day with his camera and may have taken this picture. Another of his views appeared in our June 1968 issue, page 37, and shows plainly the caution DO NOT WELD ON BOILERS painted in white on each of the three forward boiler-heads.

THE DEVIL'S CHAIR IS STILL THERE

BY Ann H. Peterson

In response to the March issue's back cover of the Devil's Chair and the Dalles of St. Croix, I offer the following elucidation.

The first twenty-five miles of the St. Croix River from the mouth at Prescott, Wisconsin, and Stillwater, Minnesota, is wide and placid and known as Lake St. Croix. The next twenty-seven mile segment, from Stillwater to Taylors Falls, Minnesota, is a deep narrow gorge bounded by sheer rock walls, known as the Dalles of the St. Croix. There are many weird configurations formed out of the hard igneous rock in the Dalles, which bear popular names such as the Devil's Chair, the Devil's Icebox, and the Devil's Pulpit. The Devil's Chair, pictured by Doremus, remains where he left it.

At the head of navigation on the St. Croix, on the Minnesota-Wisconsin boundary are the twin towns of Taylors Falls, Minnesota, and St. Croix Falls, Wisconsin. Interstate Park, occupying nearly 850 acres in both Minnesota and Wisconsin, was created in 1895, and is famous for its unique geological formations and natural beauty. It too is part of the Dalles of St. Croix, and the first of its kind established in the United States. The creation of this park was largely due to the persistent hard work of pioneer riverman George H. Hazzard (1846-1926) who became its first superintendent.

The St. Croix River, where the likes of Capt. Stephen Beck Hanks, James "Sandy" McPhail and Edward White Durrant floated the first rafts of white pine downriver to St. Louis in 1842, is now among America's protected wild rivers, the first to be so designated by Senate Bill 199, signed by President Lyndon B. Johnson in 1968.

During 1906, a dam constructed by the Minneapolis General Electric Company completely confined the rapids that once were the

falls of the St. Croix. The water power from this dam furnished electricity to Minneapolis for a time. The dam did not then restrict navigation; for the head of navigation on this river has always been Taylors Falls (no apostrophe, please).

The Stillwater "Messenger" July 2, 1875 announced that "Doremus Floating Art Gallery, which has been doing the St. Croix for four or five weeks, is now lying at the foot of Chestnut Street where it will remain until Monday or Tuesday, when it will go down the Mississippi getting seteroscopic views of all points of interest and doing a general photography business. Mr. Doremus is one of the best photographic artists in the country and persons desiring good pictures should examine his specimens."

During the period when Doremus was capturing the scenic beauty of the St. Croix valley on film, there were four boats running a daily passenger and freight trade between Prescott, Stillwater and Taylors Falls. They were the LULU, G. B. KNAPP, MAGGIE REANEY and NELLIE KENT. They all connected with the early and late trains connecting Stillwater to St. Paul and other points.

Enjoyed every bit of the March issue: as always. Fair weather.

Sirs: The latest meeting of the Sewickley Valley Historical Society was held at the Edgeworth Club, and William Kelly, president of the club's board, gave a very good history of the club. I'm wondering if you can come back to Sewickley for the Man-Woman of the Year dinner? The date is May 10th at the Edgeworth Club.

Dorothy Moore,
816 Thorn St.,
Sewickley, Pa. 15143

=Yes, if Ye Ed survives the DQ-B/L race at Louisville on May 1st. Whitney Snyder is being dubbed Man of the Year for this annual event staged by The Sewickley Herald, mc'd by Betty G. Y. Shields, editor emeritus.

Sirs: April 1 - happy April fool day, but that's pretty much a normal day here in Washington, DC. Thanks for supplying me with a picture of one of the engines on the ISLAND QUEEN, a marvel to behold and an image I never expected to see. It tells me a lot; that she was a tandem compound; that traditional poppet valves were used, and that the exteriors were encrusted with heavy layers of insulation. Nasty old asbestor I would imagine.

Equally astonishing is the news that the duplicate engines of the PRESIDENT are preserved in place. How foresighted. Now I could kick myself for not making a greater effort to go aboard her when she was in Cincinnati for the River Fest. The crowds were so big I did not really feel like trying.

I can't offer anything on Thomas K. Litch [builder of the first river compound engines] but know that [Andrew] Hartuppe built the engines for the gunboat CAIRO which are preserved at Vicksburg, Miss.

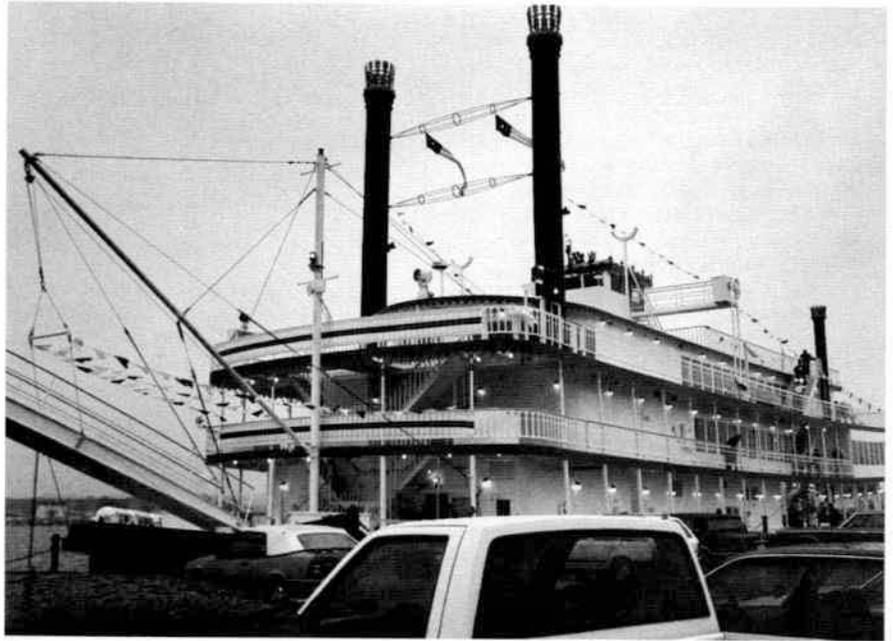
John H. White,
Smithsonian Institution,
Washington, DC 20560

=Apropos to the above from Cincinnati native Jack White, we now hear of Robert White, 7929 Gaines Road, Cincinnati 45247 who has gone gung-ho on the ISLAND QUEEN 1925-1947 and who is circulating a list of questions he hopes to get answers to. Sample: "Did you take any Moonlight Cruises? Any special memories associated with them?" -Ed.

PICTURE INTERSTS
BUB CRAIN

Sirs: Regarding the picture on page 26 of the March issue showing the HAZEL RICE tending the dredge NORTHERN:-

I don't know that you would call this barge a deck flat. I think it's a 16' x 90' with a 16" recessed deck. Anyhow I feel reasonably sure it was loaded up as their fuel flat for the NORTHERN to go out on about a 30-day job. You can see



The DIAMOND LADY at Bettendorf, Iowa, ready for riverboat gambling. -Photo by Pat Welsh, to whom we relied almost entirely for news clippings, spot reporting and, in addition, some timely pictures.

in the picture, at the left, where the coal was dumped over the hill and scooped up by the dipper dredge and put in the barge, which had to be flopped and loaded one end at a time. I think the dipper dredge with the dipper in the coal barge is now made up for travel, because the spuds are out. The spuds have to be removed to work over the side to reach the coal and they probably won't be put back until they reach the job site. They can be put back with the dipper by choking on them about a third of the way down. However, doing it that way is no day at the beach. I could guess that the picture is taken on the left bank of the Ohio River, but can't give the location.

To get the real answer to these questions you might appeal to Bob or Charlie Frankenberg who are now retired and should have time to come up with the answers.

G. H. (Bub) Crain,
Freedom Road, RD 3,
Mars, Pa. 16046

Special thanks to John W. Kuster, our banker friend of Dixon, Ill., and to Michael (Mike) Giglio of Akron, O. for detailed narratives of

the "who, why, what, when and where" of their experiences along the Upper Miss during all the excitement of the reappearance of the PRESIDENT into that territory. We had planned to use both accounts in this issue, but at press time we were forced to settle for 36 pages and, as editors say, space was too tight.

Lawrence W. (Larry) Walker, S&D's tried-and-true treasurer, suffered a heart attack while walking with his dog Cissy in the woods near his home. The specialists at the hospital fixed him up and, next we knew, here was Larry on the telephone, back home. He's on slow bell for a few weeks, and otherwise OK, back being treasurer. This is what you'd call a success story.

Jim Stephens treated his readers in the Marietta Times with an illustrated story of how the late J. W. (Boone) Weaver built three skiffs, each 30 feet long, something of a record, which the owners fitted up as sternwheelers. The first of this trio became the "big" LADY GRACE in 1955. Jim Stephens is a neighbor of your editor here in Marietta.

THE CRESCENT LIMITED

OUR BACK COVER

All Because We Saw an Ad
in Smithsonian
Magazine About a Model Steam
Locomotive Painted Green and
Decorated with Moons
and Stars.

TODAY you write to Franklin Precision Models, Franklin Center, Pa. 19091 and receive "an authentically detailed HO-scaled model, precision-cast in gleaming metal and polished brass of the Southern Railroad's CRESCENT LIMITED locomotive and tender," Priced \$395, these probably will go like hot cakes. The Southern RR. introduced this "unique beauty to pull the first premium-fare, all-Pullman deluxe train" in 1925. "When all other locomotives were black this one "was gleaming 'Virginia green' with rich burnished red trim. "Emblazoned with a brilliant golden moon-and-stars logo and golden striping," bragged the Southern, "there is no finer train."

We invite you to fasten your attention to the Crescent Limited of 1885, crescent moon, stars and all. The H. M. HOXIE did not shove lowly barges of coal to New Orleans - her tows were all-Pullman, model barges loaded with bulk mid-western grain. Her passenger suites (by invitation only) bedded the lucky ones in large double beds finished in gleaming white, decorated with gold-leaf trim.

Her high fancy-topped stacks did not even bow for bridges. On the forecastle she carried a packet-style stage-plank, and on the roof, forward, were swinging stage-planks, one on each side. Her 'scape pipes were ornamented at their tops in keeping with fancy stack-tops. Please to note the absence of towing knees.

The new Steam Towboat Directory tells the story of this big pusher (her hull was 213.2 feet long) and of her equally fine partners, the S. H. H. CLARK, OAKLAND and all. Notice the Texas, with its packet-frilly roof trim.

This picture is credited to the Minnesota Historical Society by Ralph R. DuPae.

Sirs: Arthut Ziegler, president of the Pittsburgh History & Landmarks Foundation, and I have been wondering about the disposal of your vast collection of river photographs since you moved to Marietta? If you have time, will you let us know? My personal library and the library at Landmarks both contain your Packet and Towboat directories. We appreciate the rivers as an element of Pittsburgh history.

Walter C. Kidney,
Historian,
450 The Landmarks
Bld.,
One Station Square,
Pittsburgh, Pa. 15219

=All river-related negatives (approx. 10,000) are

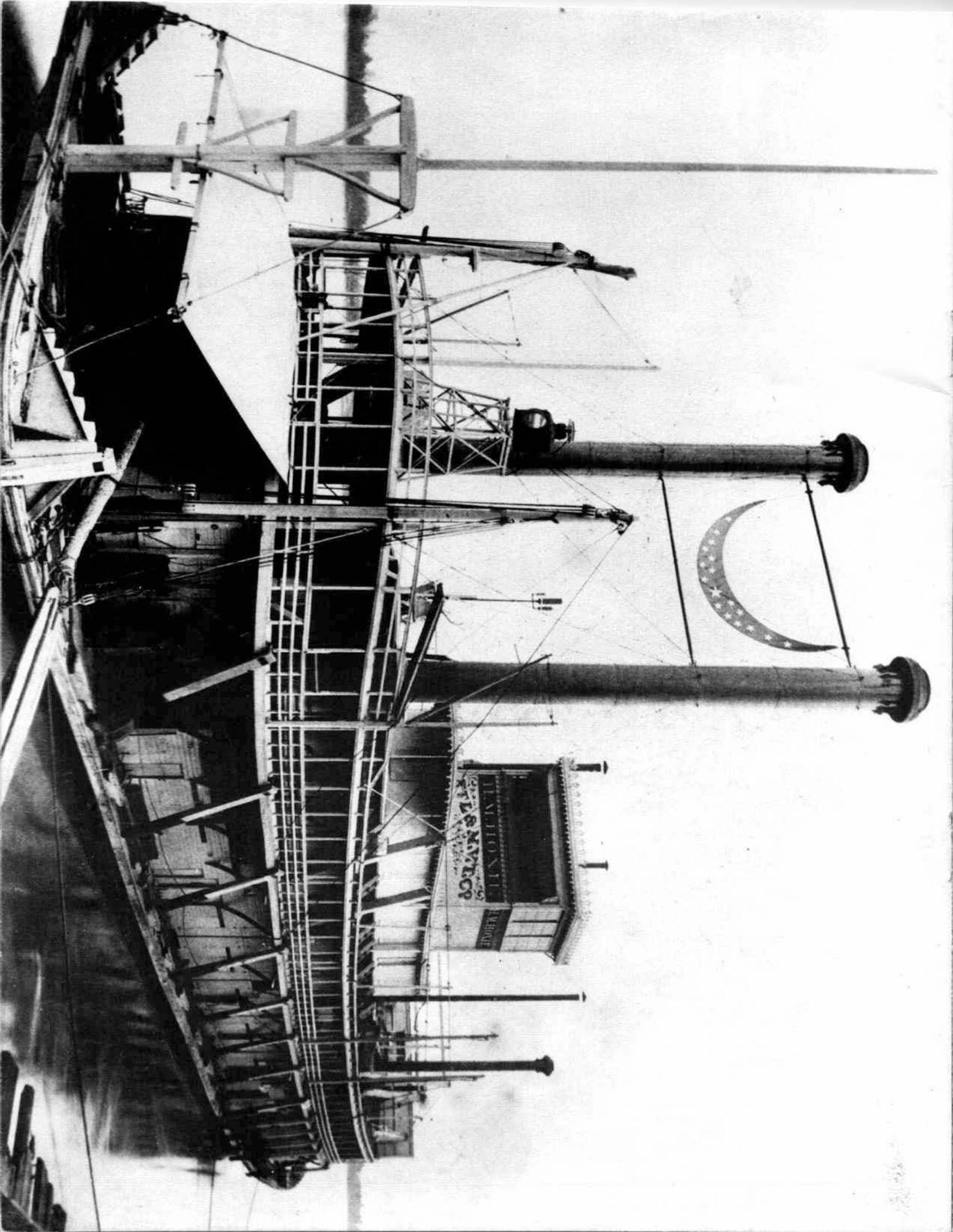
at the home of J. W. Rutter, Marietta, to have and to hold. Many books, scrapbooks, pamphlets, letters, etc. have been transferred to the Inland Rivers Library, Cincinnati. -Ed.

Sirs: Am so grateful for your and Mr. Rutter's efforts in completing the Steam Towboat Directory. Have sent copies of the PACIFIC No. 2 listing (#T1988) to all of the descendants of Capt. Sam J. Reno, Jr. They were amazed. Surely miss William E. Reed, our river artist who gave so much of his time and materials to me. My father was raised in Freeport, Pa. on the Allegheny River. In your book I read about the

FLORENCE BELLE (#2073) and Capt. H. Page Hudson. I remember him living in Freeport, up the street, and yes, I rode the BELLE many times between Freeport and Pittsburgh.

Ed J. Reno,
503 Holly Road,
Monroeville, Pa. 15146

Our thanks to Susan Dorney of the Nashville Network (TNN) for a video of John Hartford's "Banjos, Fiddles and Riverboats." Susan writes, "I don't know if you had a chance to see it." Apt observation. We sat up for the premiere 11 p.m. showing and didn't wake up until 12:30.





HARRY E. PETTIT came a'knocking on our door one fine spring day with a river photo album under his arm. Harry was thwarted from following a river career but was brought up with river talk. His father, "Dude" Pettit, was a steamboat engineer, nuf ced. Anyhow, in Harry's album our attention centered on this scene taken at Marietta when J. M. Hammitt was running the old Knox Boat Yard across the Muskingum in Harmar fronting on the Ohio River. It was not dated, but the new packet ROBERT RHEA has steam up, ready to go, indicating 1908. The photographer who did all of the lettering modestly omitted a credit line for himself. The LOUISE REEVES, top right, required of

us a search in the Towboat Directory, where as #T1642, she is explained as the old BIRMINGHAM "80% rebuilt" for the Reeves Lumber Co. operating on White River in Arkansas. At very far right the DUFFY, hardly visible, is just getting her hull framed. Away over at the left the MENGEL BOX CO. is well along, burdened with about the most unimaginative name ever given to a towboat. You would never guess that this picture when first we saw it in Harry Pettit's collection, was an old gold-tone mounted on cardboard suffering from arthritis, cracked and bent. Ralph DuPae handed it to a professional retoucher who restored this print to almost pristine condition.

HERE WE GO! ⁹

Fireworks, parades welcome the return of riverboat gambling

The President shows off its glitz

Belle misses the ball, but makes its inaugural cruise

Iowa wants visitors to stay overnight

Connelly, Goldstein outbid other developers

Lobbyists look to expand gambling business

Winners, losers: You can't beat the fun

**'Wow, wow,
wow-eee!'**

**Casino Belle paddles
toward final harbor**

Euphoria ushers in the return
of Mississippi River gambling

From the Quad-City Times,
April 1-2, 1991.

**Diamond Lady sparkles
on its maiden voyage**

**"This is a great time for
the city. Life will change in
Bettendorf, and we know it
will change for the better."**

— Bettendorf Mayor
Ann Hutchinson

INSIDE: 4 PAGES OF RIVERBOAT GAMBLING COVERAGE

JACKPOT!

From the Quad-City Times,
April 1-2, 1991.

The national spotlight shines on riverboat gambling's debut
**FREE \$10 Worth Of Riverboat Casino Game Chips
With A \$20 Purchase, Only At Eagle!**

**In Celebration
Of The Arrival Of
The President
Riverboat To
Davenport, Iowa.**



**Step Back In Time Aboard
The President Riverboat Casino!**

**Ask Your Eagle
Cashier For Your
FREE Certificate!**

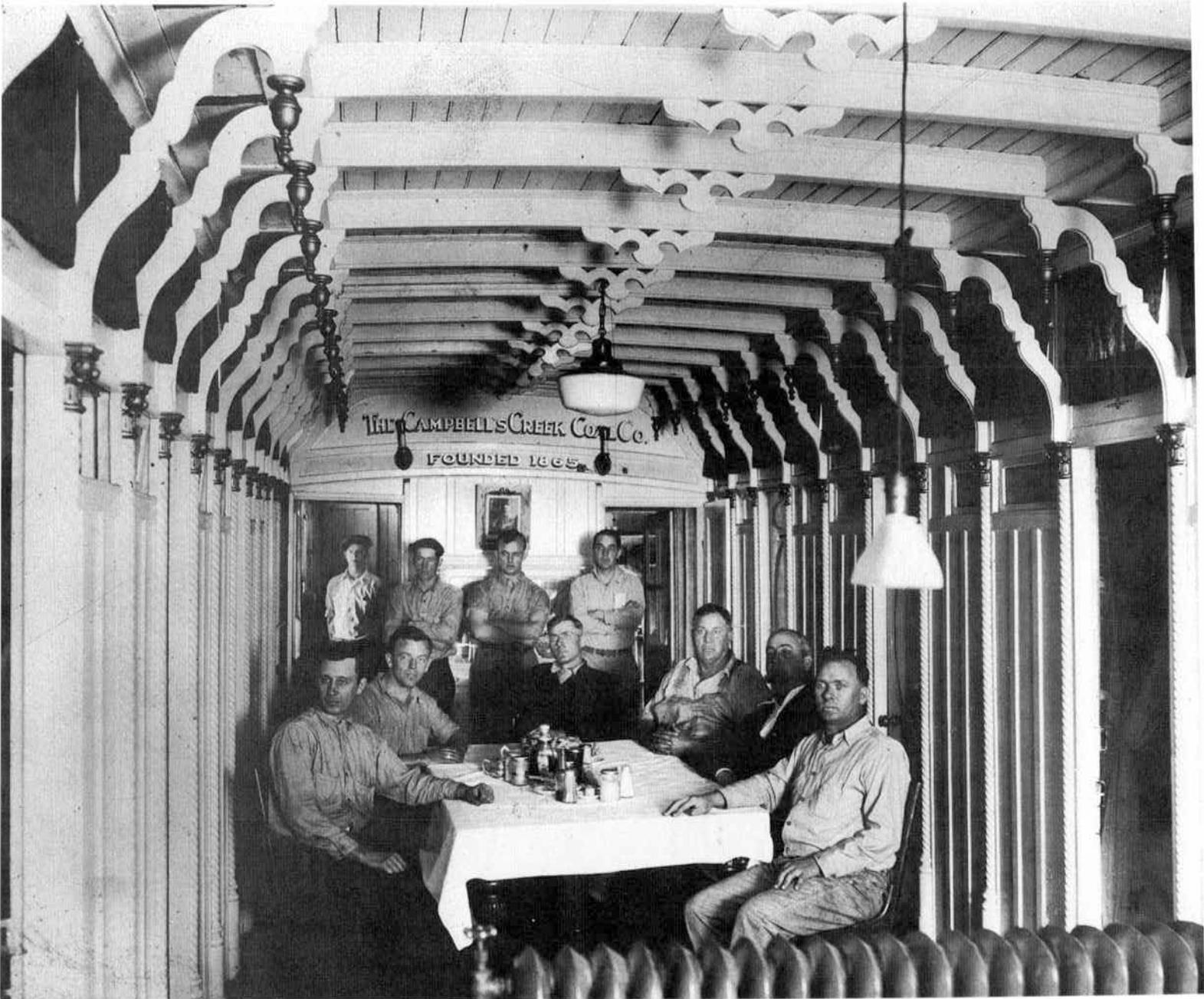


Eagle and The President Riverboat Casino invite you to take a step back in time on the mighty Mississippi in Davenport, Iowa. Experience the world's largest and most luxurious riverboat casino...The President!

Come join the fun and excitement! Shop Eagle today and ask for your Casino Game Certificate worth \$10 in Match Play Game Chips aboard The President Riverboat Casino in Davenport, Iowa.

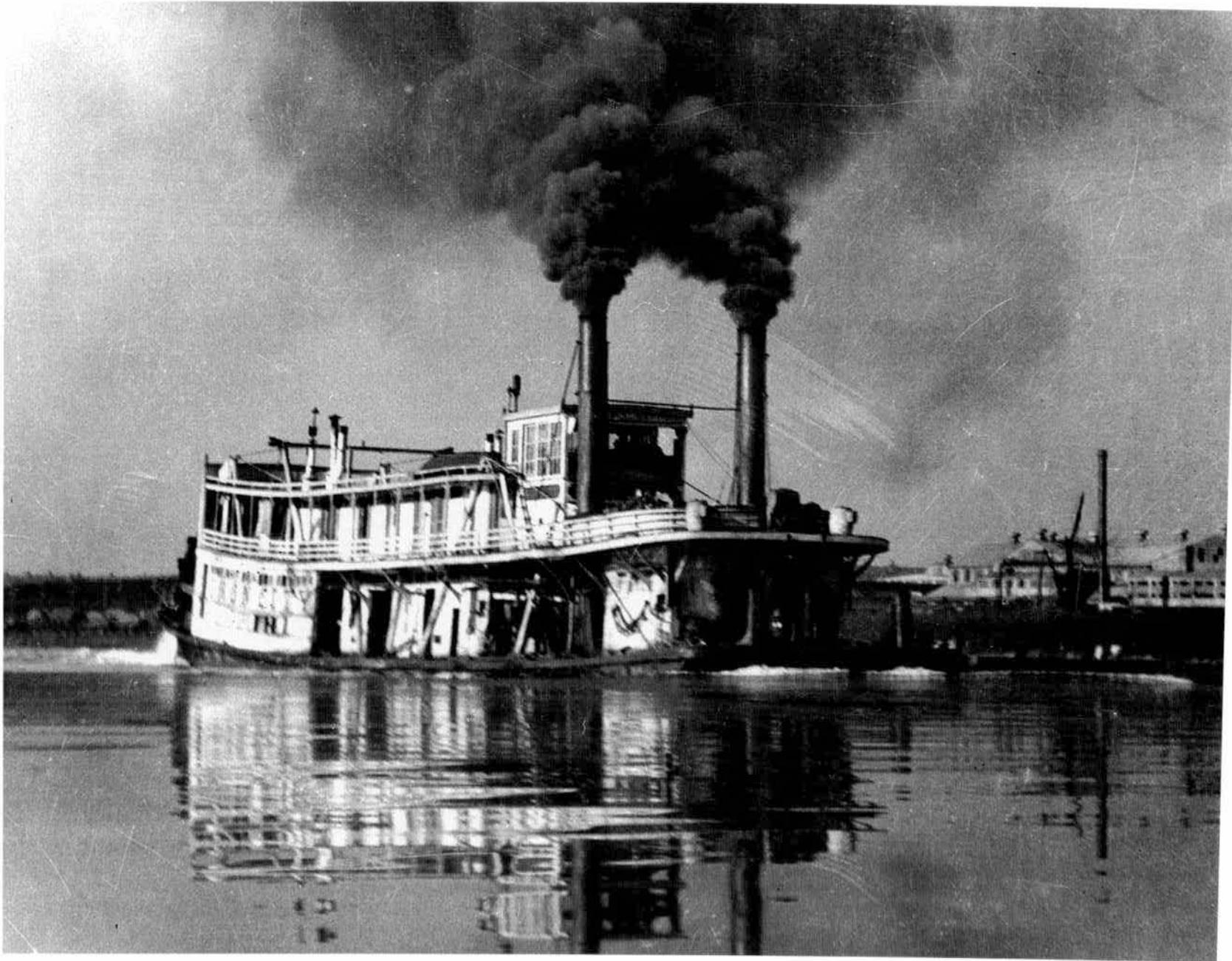
Only while supplies last. Limit one certificate per transaction. Must be 21 years of age. Offer expires December 31, 1991.

Shop, compare and save at Eagle Food Centers!



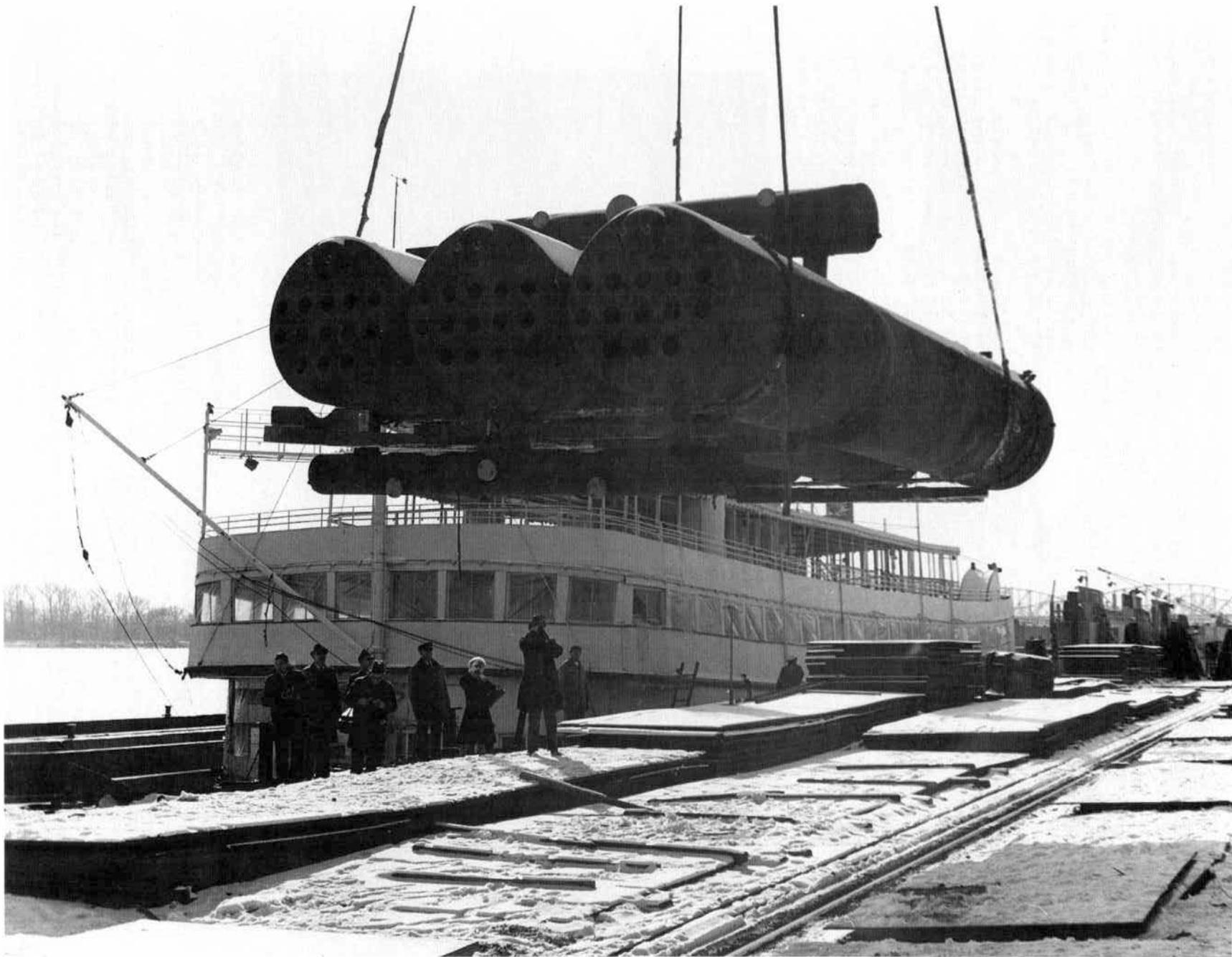
Taken on the fall day when the 1901-built towboat ROBERT P. GILLHAM was renamed HENRY C. YEISER, JR. On the forward cabin skylight bulkhead in gold-leaf lettering are the words "The Campbell's Creek Coal Co. - Founded 1865." The framed picture there is Col. Robert P. Gilham. On the right at the table, from the foreground, are Capt. Charles M. Young, master-pilot; Tom

Woodward, pilot, and Walter Martin, striker. Seated aft center, Steve Miller, Mate. Seated from the left: Cecil Faudree, chief engineer and Ralph Horton, 2nd engineer. Standing, from the left: Carl States, cabin boy; Sherman Bonecutter, 2nd mate; Bob Gibson, striker, and Dexter Melton, cub pilot. Ralph Dupae credits Virginia Bennett as the source of the picture.



Towboat IRON CITY pictured from a canoe on the Ohio River near Leetsdale, Pa. in the summer of 1916 by Ye Ed. The Iron City Sand Co., Pittsburgh, towed river sand and gravel, loaded in wooden "flats" with IRON CITY and P. M. PFEIL,

servicing the dredges MONARCH, PROGRESS and INDEPENDENT (all listed in the Steam Towboat Directory inasmuch as these dredges were sternwheelers).



BELLE OF LOUISVILLE gets set of new Western boilers in 1968 and they still serve her. See page 33, col. 1.

