

S&D

REFLECTOR

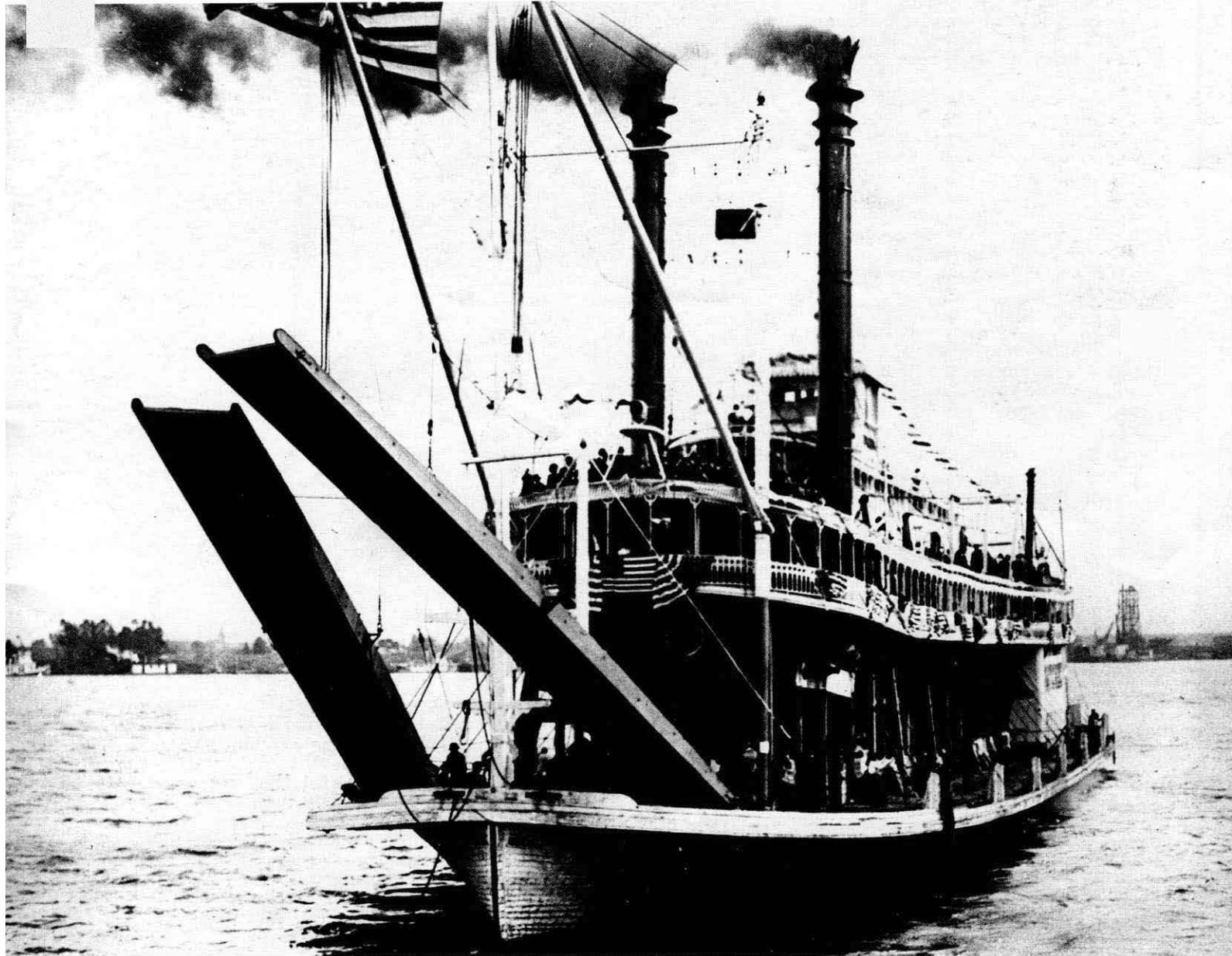
Published by Sons and Daughters
of Pioneer Rivermen



Vol. 28, No. 3

Marietta, Ohio

September, 1991



ONE HUNDRED years ago, 1891, the Howards at Jeff delivered to Capt. T. P. Leathers the sternwheel cotton packet NACHEZ. This was the eighth of the name Cap'n Leathers had operated since 1846. He broke with tradition on this one--all of the others had been built at Cincinnati and were side-wheelers. The "last" NACHEZ shown above

operated out of New Orleans and was dismantled in 1918. Fifty seven years later in 1975 Capt. Wilbur Dow and his son Bill built the present-day NACHEZ which has served so successfully at New Orleans since, a worthy successor. -The above picture is from the vast Murphy Library collection, thanks to Ralph DuPae.

BILL WARRICK ON
S&D BANQUET PROGRAM

William Warrick, former Chicago news reporter and TV film specialist, now living in Portage, Ind., will bring to S&D a showing of river film footage he calls "Steamboats On the River."

Bill will be remembered by veteran S&Ds for excellent showings of river films he presented at S&D meetings in the early '60s.

Bill began his river film project in ample time to capture the operation of steam side-wheel railroad transfer ferries, and was on hand to film the last active steamboat LONE STAR. In addition to his own photography he has managed to pick up other rare steamboat footage.

Bill, now retired, is still making video films for railroad buffs. Don't be too surprised if a locomotive or so whistles its way into his presentation.

\$15,000 ASKING PRICE
FOR ONE STEAMBOAT PHOTO

A Gallery for Fine Photography (firm's title) at 313 Royal Street, New Orleans, featured a collection of steamboat pictures and river scenes, May 18 thru July 31. During the period 1883-1891 photographer H. Bosse scouted between Minneapolis and St. Louis snapping pictures for the U. S. Engineers, under the direction of Major Alexander MacKenzie.

An album of these original cyanotypes was made up for Major Mackenzie, long since deceased. Originals of the H. Bosse photos were on sale at the New Orleans shop when we received the following letter:-

Sirs: I attended the exhibit and was rather surprised at the prices. For an unframed photo of the raftboat LADY GRACE (T1538), a vintage cyanotype taken in 1885, they were asking \$15,000.

I didn't rush to buy it.

Dennis Brown,
1921 N. Kenmore. #8,
Los Angeles CA 90027



The DELTA QUEEN makin' like a side-wheeler, as she departed downbound from Marietta on the evening of July 16. The towboats are the JANE NEALE and the C. R. NEALE III. See story below J. W. Rutter took the picture.

The DELTA QUEEN attracted many spectators at Marietta when she departed for Cincinnati with a near capacity trip of passengers. Two towboats, one hitched on each side, had her in tow, and her own big paddlewheel was motionless. During her regular shore stop at Marietta on Tuesday, July 16th the boat's port engine crosshead was brought ashore over the stage, loaded into a truck, and sent to Louisville to weld a crack which had been detected by her engineers.

The towboats, furnished by the Joe S. Towing Co. of Parkersburg, departed with their crippled charge about 6:15 p.m., the calliope on the DQ serenading the shore spectators.

While work was in progress removing the crosshead to the truck, we paid a call aboard the DQ in company with Carol Schramm of Marietta who had brought us to the scene in her car. Capt. Gabriel Chengery had come aboard at Pittsburgh as the DQ's master, following several weeks of time-off. When announcement was made to the passengers that we would be happy to autograph copies of the "Saga Of the DELTA QUEEN," S&D member Roy H. Emery of Hanover, Ind. was the first to show up,

round-tripping.

Our thanks to Jeff Spear for a phone alert of the DQ's Marietta arrival. Jeff was curious to know what a "crosshead" was. In short it is a slide-traveling casting which links the cylinder piston rod with the pitman.

FOUR LORENA CHAIRS
PRESENTED TO S&D

William G. Patterson paid us a surprise visit on July 15th and brought along in his car from Florida four handsome chairs attributed to the packet LORENA (\$3560) built at Marietta in 1895. Bill acquired these chairs some years ago and used them on his pleasure boat BELLE OF RICHMOND. Bill has presented these four matching chairs to S&D. No photographs of the LORENA's cabin showing her chairs is known to exist. Our antiques expert, Jeff Spear, confirms that the styling of the chairs is ca. 1895, and reenforced his conclusion by finding similar chairs pictured and listed in a Marietta Chair Co. catalogue issued in that period.

Bill Patterson resides at 2692 Caauley Lane, Jacksonville, Fla. 32218.



FRED RUTTER, attending an MOR meeting, was wandering in the vast concourse of Cincinnati's old Union Terminal, camera in hand. He snapped this picture of the gigantic ceramic mural created of small bits of tinted tile, a mosaic of steamboats front-staged by a chorus line of representative rivermen. One of the boats is Coney Island's second ISLAND QUEEN. One of the boats at the wharf (barely distinguishable) is the TOM GREENE. Before this railroad terminal was opened, Capt. Tom Greene hustled Ye Ed in his car to go see his namesake packet immortalized, of all places, in a railroad depot. Somehow over the years we got the mistaken notion that these ceramics had been transferred to the Cincinnati Airport, but not so. Here is the whole river section still in place, where it will remain as a prime feature in the Terminal's restoration. Well, what a pleasant surprise!

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

Capt. Thomas E. Kenny, 17
 Harry M. Mack, 22
 Mrs. Rex Melton, 30
 Edward A. Shelton, 17
 Capt. Harold B. Wright, 17

Julia Thomas, Powhatan Point, Ohio, was instrumental in procuring a steamboat yawl built by the Weaver Skiff Works, Racine, O. for display in the Ohio River Museum, Marietta.

details will appear in the December issue.

Visitors to Marietta are high in their praise of the meals and service aboard the BECKY THATCHER, now under new management.

THE FIRST scheduled event at S&D is a get-together party, Friday evening after supper, September 13 in the Lafayette Hotel. Please register and make out a name tag upon arrival. Light refreshments, no charge. On Saturday morning, Sept. 14 at 9:30 sharp, S&D's Board of Governors holds its annual business meeting. All S&D members are welcome to attend. We have engaged the VALLEY GEM, Capt. Jim Sands, to tour us down the Muskingum from Lowell lock and

canal Saturday afternoon. Lunch arrangements and land transportation to Lowell have been arranged. Pick up an S&D program at the hotel desk for details of tickets and timing for this boat trip. Bill Warrick's show will highlight the Saturday evening banquet (see page 2) MC'd by C.W. Stoll who also will conduct the annual election of S&D officers. The management of the Lafayette requests that banquet tickets be purchased before we light off for Lowell.

S&D REFLECTOR

Published by Sons and Daughters
of Pioneer Rivermen



Vol. 28, No. 3

Marietta, Ohio

September, 1991

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 \$5 each. Back issues are available for the past twelve years at \$5 each; for older copies inquire of Mrs. Rutter.

Capt. Frederick Way, Jr., editor,
410 Sixth St., Apt. #1,
Marietta, Ohio 45750
Phone 614/374-3543

The S&D REFLECTOR is entered in the post office at Marietta, Ohio as third class matter. Permit No. 73. Please send address changes to our secretary Mrs. Rutter at her address above.

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A COMPLETE INDEX OF S&D REFLECTOR IS ISSUED EVERY FIVE YEARS. Currently available are those for issues of 1964-1968, 1969-1973, 1974-1978, 1979-1983 and 1984-1988. Mention of

every person, boat, event and much more can be easily located.. These Index volumes are same page size as the magazine. Identify which years you want and order from our secretary, Mrs. Rutter, priced \$5 each, postpaid.

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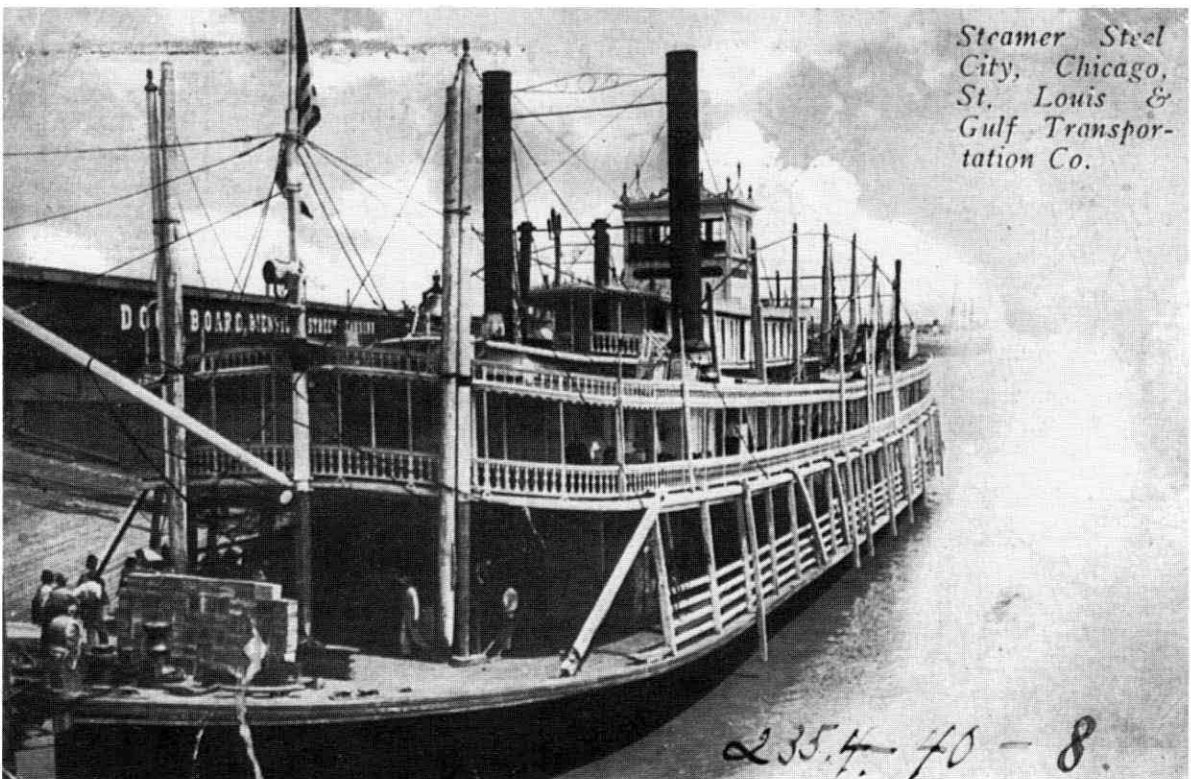
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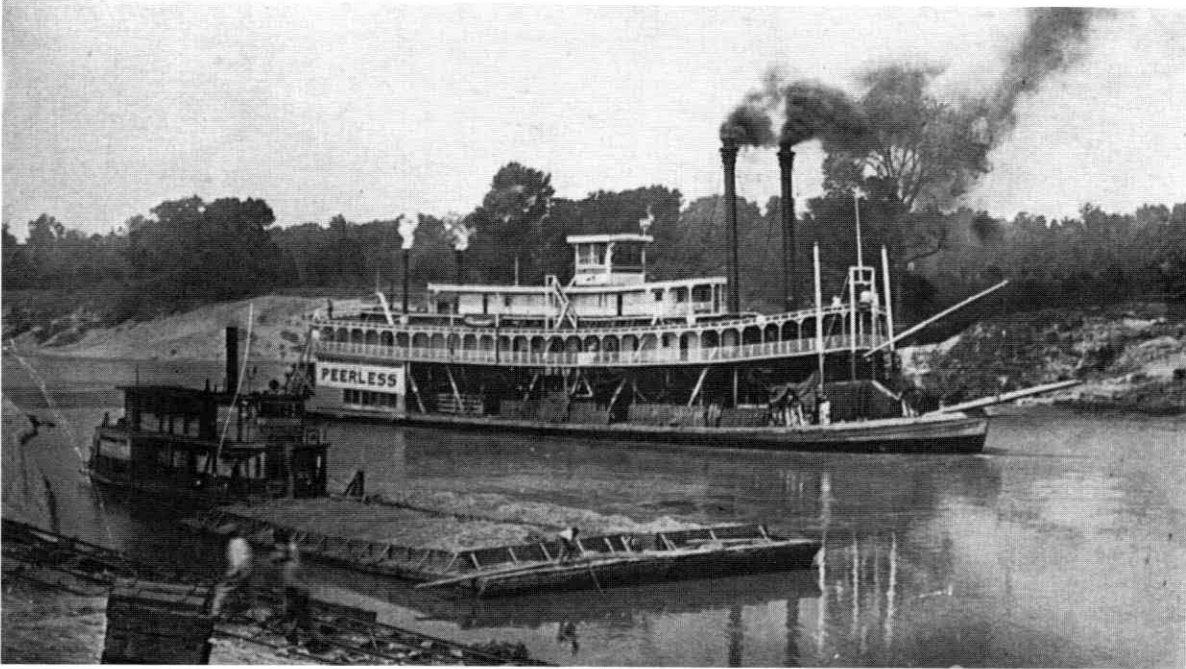
Murphy Library
University of Wisconsin
Ed Hill, curator
Ralph DuPae, photo research



Julia Belle Swain Shelton says she and a grandson recently cleaned out a storeroom and found some steamboat pictures saved by her father, Capt. Percy Swain, and grandfather, Capt. David Swain. Some of these appear on the next several pages. Above is a photo post card of the Streckfus excursion steamer SAINT PAUL taken at Henry, Ill. by a photographer named Daniels. No date appears, but our "guesstimate" is 1916-1917 before her staterooms were removed.



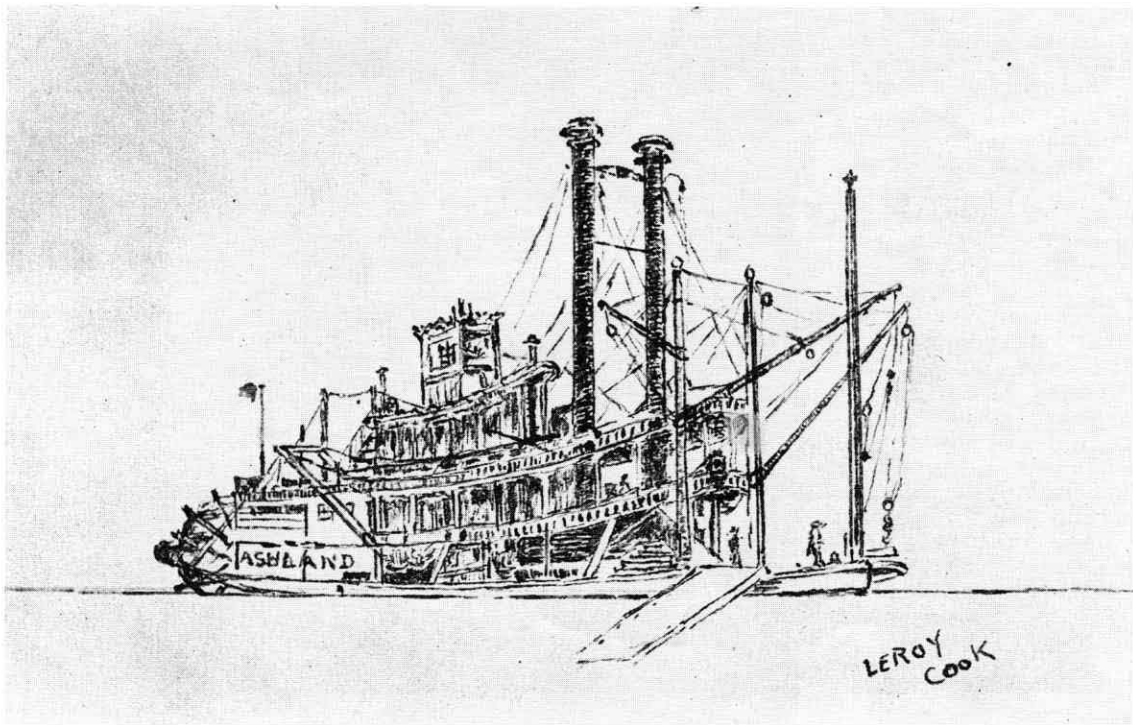
This from a post card published by V. O. Hammon, Chicago, mailed at Beardstown, Ill. and addressed to Mate Dutch Hopper, Str. DAVID SWAIN, Peoria, Ill., date ?. The packet STEEL CITY at New Orleans when owned by Chicago, St. Louis & Gulf Transportation Co., moored at Dock Board Bienville Terminal, 1915. Note the ornately carved stem piece she got when new as VIRGINIA in 1895. First picture we've seen of STEEL CITY under this ownership. Almost same hull size as present-day NATCHEZ, 235 x 40.



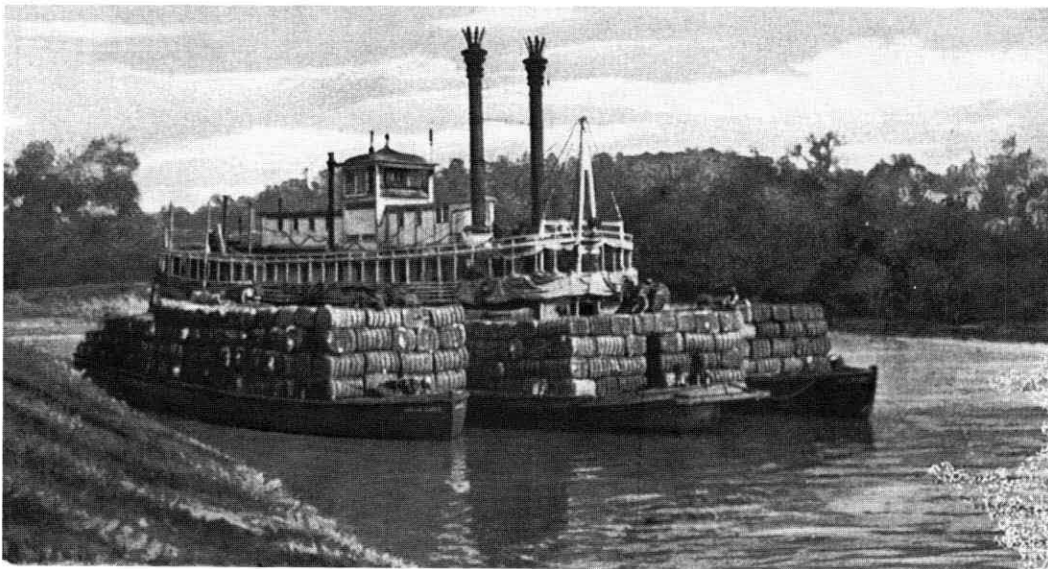
From a post card by Auburn Greeting Card Co., Auburn, Ind., mailed April 6, 1931, addressed to Capt. P. M. Swain, 126 N. Martel Ave., Hollywood, California. The message: "Just a reminder of the olden days," signed W.C.L. Could be Capt. W. C. Lepper.) Card is captioned, "Boat Landing at Demopolis, Ala." The PEERLESS (Way 4432) was based at Mobile 1914-1924, then became HELEN BURKE (Way #2570). Anybody know the identity of the one-stack towboat?



Made on single weight glossy, a contact gold-tone 5x7", no id. RUTH NO. 2 (Way #4883). Taken, obviously) when boat was new, built at Clarrington, O., 1904. The story of this wandering packet (she wound up in Columbia, S.C.) is recounted in the S&D REFLECTOR, June 1969, pages 5-7.



From a photo post card apparently enclosed in a letter sent to Capt. Percy Swain by Leroy Cook. Written on the back in ink are these words: "50 years ago at Picayune Tier, New Orleans. Original by Joseph Pennel in the Art Institute of Chicago." The ASHLAND is described in Way's Packets, #0372. Built at Cincinnati in 1872 this sternwheeler became well known from Pittsburgh to New Orleans, and on the Red River to Shreveport. No photograph of ASHLAND is known to Ye Ed.



The original of this is a color post card made in England by Raphael Tuck & Sons, "publishers to their majesties the king and queen." Title of the picture: "In the Land of Cotton." All of which feathers-and-flourish is preamble to the question we are about to ask, viz: What's the name of the boat? Do you suppose this is the OUACHITA (Way #4353) originally CITY OF MUSKOGEE. then LORAIN K, before becoming OUACHITA? The Texas, obviously added, is something hard to figure. Capt. L. V. Cooley was a part owner, and that big single-barrel whistle was his trademark. But whoa--this OUACHITA, if so, burned on her first trip. We may have to go back to the drawing board and start thinking about the NETTIE QUILL or JOHN QUILL.

Sirs: In the December issue Mr. Tom Butterfield asked if the TOM GREENE and CHRIS GREENE still survive. I don't know about the TOM, but the CHRIS became a restaurant and motorboat clubhouse at Bellevue, Ky. and burned in, I think, in 1954. Now, if you travel up Rt. 8 above Covington and Newport you come to a little town named Melborne. A short distance above St. Anne Convent there is a small grocery, and just beyond turn riverward into Anderson Lane. There you will see the hull of the CHRIS GREENE on dry land with her name still visible. Her roof bell is in the basement of a nearby house.

Ken Pauly,
505 Taylor Ave.,
Bellevue, Kv. 41073

=The TOM GREENE is still in use, we believe, st Paducah. The Walkers fitted her up as an office at their landing. -Ed.

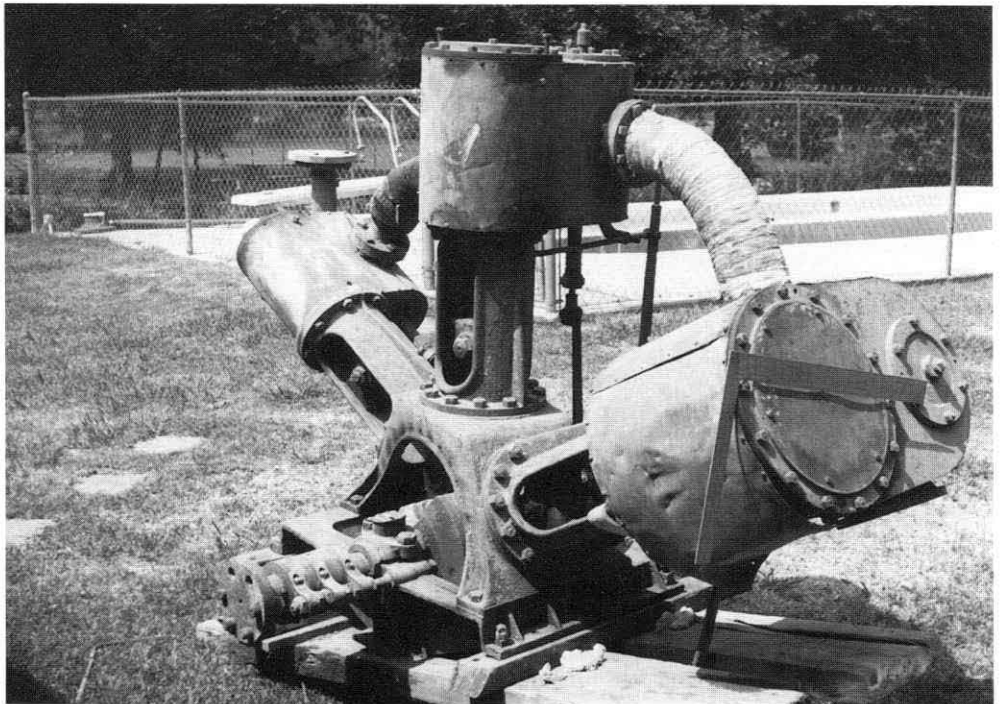
Marietta's Hotel Lafayette has new owners. Announcement was made on May 18th that Mr. and Mrs. Ray Lin, of Columbus, O., acquired ownership from Bank One of Ohio. Carl Lynch, manager, has been replaced by George Lampert, from Lakeland, Fla. who has been with the Lins for the past seven years in hotel management. He and his wife, Vera, are residing at the Lafayette.

The Lins also own the Ramada Inn East in Columbus, O.

The Lafayette has been headquarters for most S&D meetings since 1939, long owned and managed by S. Durward Hoag.

News from the June issue of RIVERVIEW:-

Rick Kesterman * was approved as MOR's first vice president. Rick replaces Barbara Hameister, who received a hearty round of applause for her fine efforts in making our interesting meetings possible for the past several years. The rest of the officers were sentenced to another year of servitude. -Covington, Ky., April 5-7, 1991.



DICK GIBBENS, 100 Palmetto St., Schriever, La. 70395 has our thanks for the above picture of a triple-expansion steam engine he recently acquired. It was built by the Charles Ward Engineering Works, Charleston, West Va. Dick knows nothing of its history, and describes its size as 7" x 10" x 16"- 11" stroke. This small size suggests it may have come from one of several small steam yachts Ward built in the 1890s. Dick Gibbens plans to restore it for use in "an old iron tug that I've rescued from the cutter's torch." Also he plans a visit to Morgantown, West Va. to search the Ward files at the University of West Virginia, in hopes of finding the identity of the yacht it came from. The town where Dick lives, Schriever, La., is between the Mississippi and the Atchafalaya in south Louisiana. "It's a land I dearly love," says he. His hobby is collecting old gas engines, "and I've collected many." He is 51 and just recently he bought all available back issues of the S&D REFLECTOR. "Don't see how I got along all these years without it!" he exclaims. Most of his steamboating was riding the ferrys at Baton Rouge as a youngster, making almost daily crossings to school or to visit with his Grandparents. Lately he boarded the NATCHEZ for a ride. We are reminded that the late Capt. E. A. Burnside of Point Pleasant, West Va. once owned and operated one of these Ward steam yachts, the MASCOT. Capt. E.A.'s daughter, Mrs. Mary Elizabeth Burnside Reynolds, now residing in Huntington, West Va., remembers the MASCOT quite vividly.

Sirs: The other night in the wee small hours buried deep in a good mystery story I heard the unmistakable chord of the DELTA QUEEN's whistle, a long toot followed by a short one, probably for you. It was great to hear.

Dan Taylor, Jr.,
716 Beaver St.,
Sewickley, Pa. 15143
=What sharp-eared Dan

Taylor heard was a DQ salute at old 121 River Avenue, the home we vacated one year ago, July 31, 1990. Memories linger on. -Ed.

Capt. Robert E. (Bobby) Powell of the MISSISSIPPI QUEEN entertained guests at Marietta during August. The interior of this great boat has received many alterations, and now is truly luxurious.



SINCE the story of Thompson Dean, Esq. appeared in the December 1990 issue of our S&D REFLECTOR there have been interesting developments. We made bold to ask William Dean Lynch if, by chance, he could send us a portrait of his great-grandfather for whom two top-notch side-wheelers were named. Mr. Lynch complied by forwarding to us the family gathering shown above, taken c. 1895, with Thompson Dean seated, front center. Mr. Lynch also informed us that when Thompson Dean died in 1896 he was buried in Spring Grove Cemetery, Cincinnati. We dropped this bombshell on Larry Walker and there were immediate results. "Was that ever a surprise!" wrote Larry. "I guess you knew that Dorothea and I would head that

direction without delay." Larry's description: "Thompson Dean has one of the largest lots in the cemetery, a triangle formed by the intersection of two roads, with a tall monument centrally located on the lot. On maps of the cemetery the Dean lot is one of the guide posts to help people find their way about the property. It is not too far from the entrance to the cemetery and has thirteen graves on it. In spite of all these residents, the large lot looks empty." -For correspondence regarding the identities of the others posed in the above picture, plus other rather interesting disclosures, see another page in this issue.

BURIALS IN
THOMPSON DEAN LOT
SPRING GROVE CEMETERY
CINCINNATI

Joseph Thompson (1761-1847)
Zada Thompson (1763-1847)
Hiram Knapp (1795-1836)
Rhoda Knapp (1801-1849)
Thompson Dean (1814-1896)
Pamela C. Dean (1819-1904)
William Thompson Dean (1846-1898)
Emma D. Wilson (1840-1868)
Alice D. Ward (1845-1914)
Harry K. Dean (1844-1887)
Alice D. Ward (1873-1888)
Harry K. Dean (1888-1890)
Harrison Blasdell (1842-1877)

Larry Walker comments as follows:

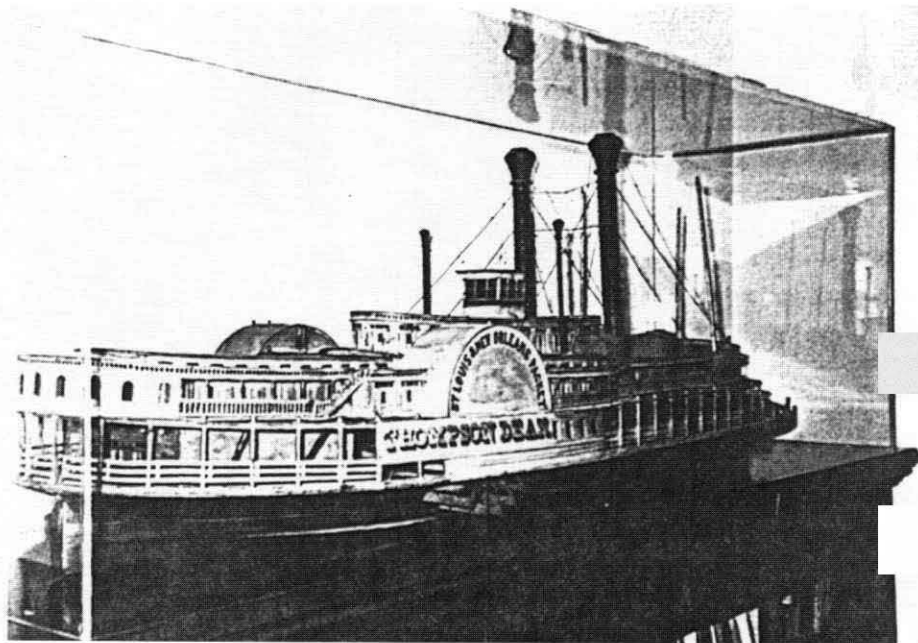
"It seems that Joseph and Zada Thompson were, perhaps, Thompson Dean's maternal in-laws. I know that Hiram and Rhoda Knapp were his wife's parents, his wife being Pamela C. Dean. Thompson and Pamela had at least four children - , at least that is the number buried here. They are William Thompson Dean, Emma Dean Wilson, Alice Dean Ward (after whom the steamboat was named), and Harry K. Dean. The second Alice Dean Ward died at age 15 and appears to be the daughter of the first Alice. Harry K. Dean, a grandchild, died at the age of 2 years. I do not know whose son he was. Harrison Blasdell is an unknown factor. I don't know how he got into the picture."

In reply Mr. Lynch writes:

"Your researchers [Larry Walker and Dorothea Frye] are correct in their assumptions about the relationships between Thompson Dean and the Knapps and Thompsons. The latter were his mother's parents with whom he lived in Aurora, Indiana. You have already informed me of much I didn't know. For example my mother's maiden name was Zada Thompson Dean, though I didn't know for whom she was named. There was a fifth child of Thompson Dean and Pamela, Charles Francis Dean, though I know nothing of him or his heirs."

The Group Picture

"In the group photo, those standing behind Thompson Dean are William Thompson Dean and Ella Hoyt Dean, my maternal grandparents. Those seated are Alice Dean Fordyce (aka 'Cousin Bird'), perhaps a product of one of Thompson Dean's father's second or third marriages? At the right, seated, is Thompson Dean's half-sister, Sabrina (surname

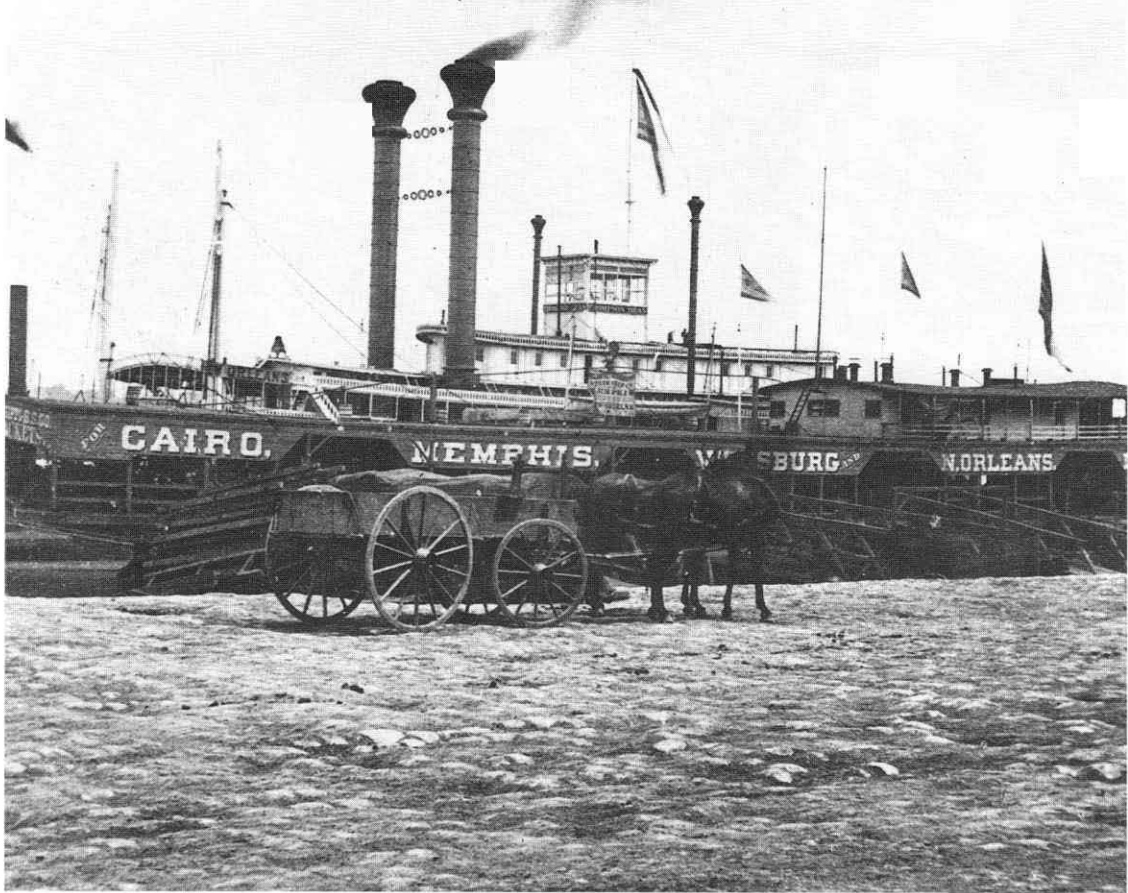


Model of the THOMPSON DEAN (2nd) owned for the past 20 years by William Dean Lynch, P.O. Box 498, Graton, Calif. It was formerly in the custody of Mr. Lynch's uncle, the late Judge Thompson Dean of Hamden, Conn., who had it "for more than fifty years." Mr. Lynch had the protective case made for it, "and I have always assumed that it was made in the day-and-time when the boat plied the rivers. The pilothouse windows and those of the stateroom doors and windows are of isinglass mica. The model is well preserved and there are three of the original miniature cotton bales remaining." Oldest well-executed models Ye Ed recalls were miniatures of the double-cabin U.S. Mail Line partners, UNITED STATES and AMERICA, exhibited in the front window of the Consolidated Boat Store Co., Main Street, Cincinnati. In my younger years I often paused to admire them, and have no knowledge of what happened to them. This THOMPSON DEAN model is a real treasure.

unknown to me) Alice Dean Ward did have two daughters, Daisy and Pansy. Both died before adulthood."

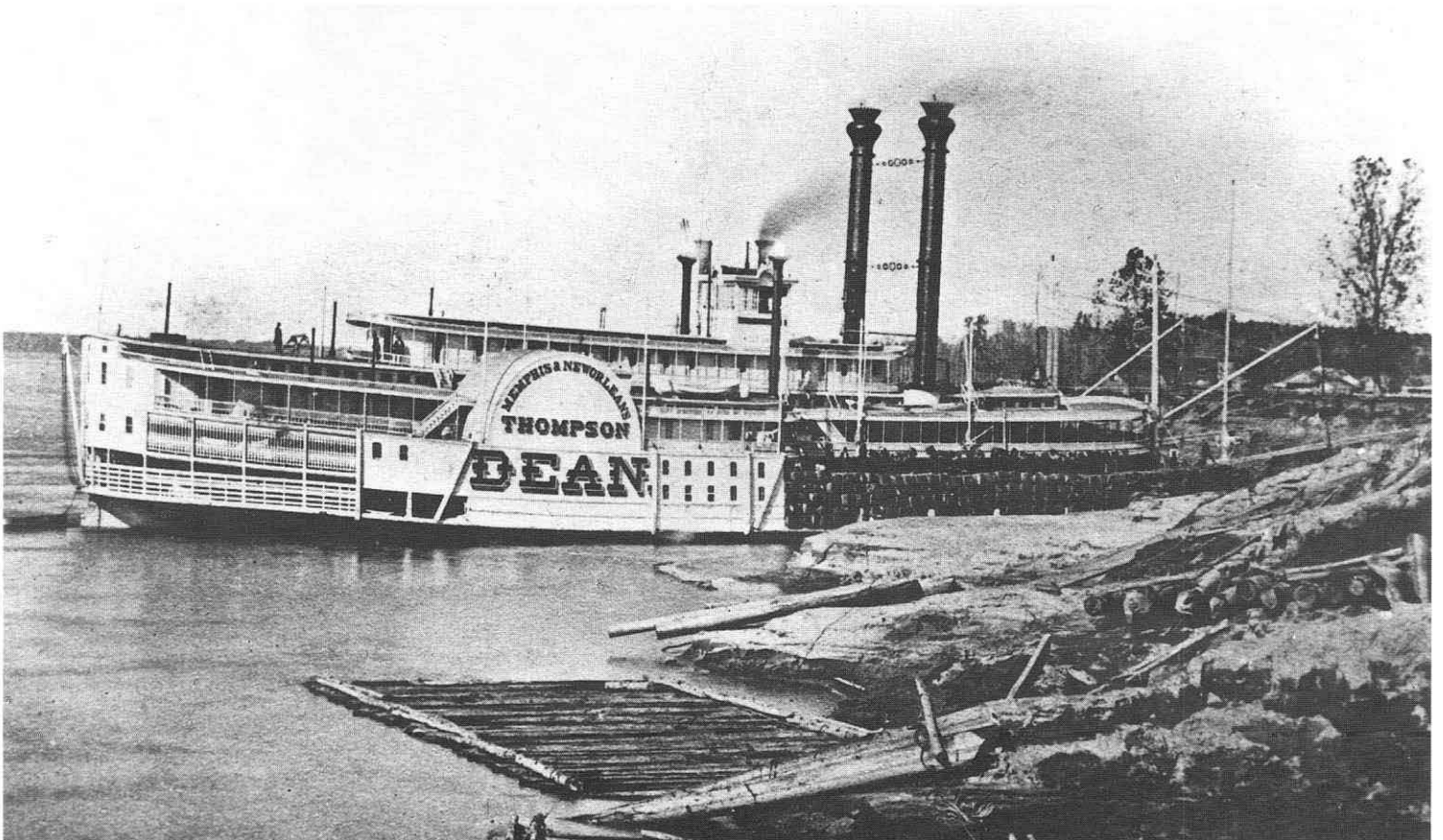
Stat of an original picture of Thompson Dean, date undetermined, in possession of William Dean Lynch.





THOMPSON DEAN (first) pictured at St. Louis (above) and THOMPSON DEAN (second) at Greenville, Miss. Both were major side-wheelers: hull of #1 measured 290 x 55 x 10; #2 was 306 x 34 x 6.5. Both built at Cincinnati, #1 in 1868 and #2 in 1872. First one burned in a New Orleans wharf fire, Jan. 1, 1871. No. 2 was dismantled at Freedom, Pa. in 1882. Her cabin, lifted over on a new

hull, became the WILL S. HAYS. Both occupy much space in the Packet Directory which also reports in full a long letter written by her skipper, Capt. William B. Miller, native of Austinburg, Ohio, addressed to his children, a literary classic. Thompson Dean, Esq. died in New York City, April 16, 1896, and is buried in Spring Grove Cemetery, Cincinnati.



DEAN LOT AND
MONUMENT

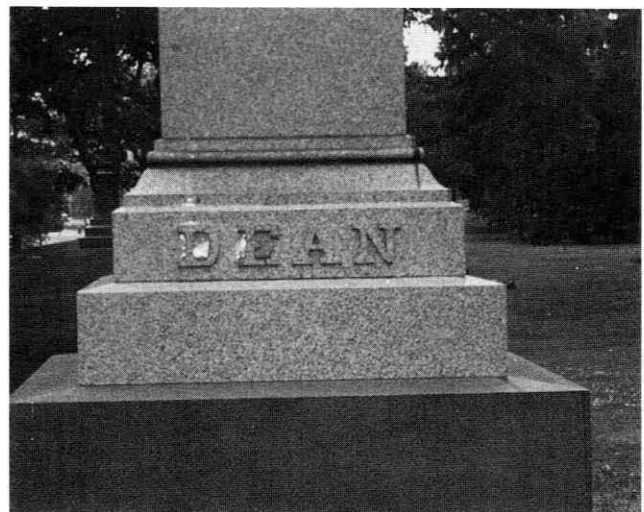
In Spring Grove
Cemetery, Cincinnati
Three Newspaper Notices
of Thompson Dean's
Passing.

Cincinnati Commercial Tribune, April 18, 1896:-
Thompson Dean, a name almost as familiar to old river men and the earlier representatives of Cincinnati commerce as the name of the river and the city itself is to the business men and the steamboat men of today, died Thursday in New York City at the ripe old age of eighty-three.

The funeral service will be held in that city and the interment will be private in Spring Grove here on Sunday.

Mrs. Dean, Mrs. Dr. Fordyce, a grand-daughter; Mrs. Alice Dean Ward, a daughter, and Mr. Will Dean, one of the two sons, will arrive at the Burnet House Sunday noon, where a suite of rooms has been engaged for their entertainment while here. Frank Dean, the other son, who has been associated with his father in the New York office in the Drexel Building, is sick and will not come. The burial will take place at 4 o'clock.

Thompson Dean was born nearly eighty-three years ago in Schoharie County, New York. He came west at an early age and lived with his grandparents, the Thompson family, old settlers of Dearborn County, Ind. At the age of eighteen he turned his attention to the river and river traffic. A few years later he went into the grocery business in Aurora. This developed into flatboating. He loaded hay and produce here for Southern markets. Soon after (in 1852) he came to Cincinnati and the firm of Dean & Wayne was formed. Mr. Wayne (Clifford G.) died soon after and the firm of Dean & Hale had its inception. Mr. Dean's partner was Samuel J. Hale, the present senior partner of the drug firm of Hale & Justus. The new concern did a tremendous business in the South.



Mr. Dean became largely interested in steamboats and boating earlier than this. It was about this time that the old "Dean Line," or the Memphis and Cincinnati Packet Company was formed. They sent out two boats per week, which at that time was considered a great stroke of business in river trafficking.

In about the year 1854 Mr. Dean became interested in Memphis enterprises and was the principal projector and owner of the gas works of that city. He sold out about the close of the war. He then interested himself in Detroit in the same enterprise, and within a year's time the Detroit gas works was started. He sold out his holdings in this plant only about three years ago, realizing from it something over a million and a quarter dollars.

During Mr. Dean's steamboat career he was principal or part owner of nearly a hundred steamboats. The "Thompson Dean," the most beautiful passenger steamer that ever plied Western waters, was built in 1866.

There were two "Thompson Deans." The first was burned at New Orleans earlier, and was but a freight steamer. The second boat, built especially for the lower country trade, cost about \$175,000. The business relations of Dean & Hale closed in the 60's - that is the Southern business - but they continued to transact other business affairs in which both had a common interest many years later.

Only one of Mr. Dean's various commercial enterprises is known to have been unprofitable. This was the result of the business conducted for a brief time under the firm name of Dean, Adams & Gaff. They dealt largely in cotton. The firm began in 1866 and dissolved about two years later.

Mr. Dean has not been a resident of Cincinnati for thirty years. When he left here he lived on West Fourth Street. At that time this was the finest residence section in the city.

Mrs. Dean is the sister of Mrs. W. S. Holman, who died a few weeks ago at the family home in Aurora. The value of the estate left by the deceased is variously estimated as between \$3,000,000 and \$4,000,000.

Cincinnati Enquirer, April 18, 1896:- By the death of Mr. Thompson Dean one of the oldest and probably the best known steamboat man in the country has passed away. Mr. Dean died at his home, 59 East Thirty-fourth street, New York City, Thursday afternoon at the age of 82 years. Owing to his advanced age and the business cares that had devolved upon him he had been in ill health for a year or more and finally succumbed to the inevitable. His funeral will take place today in New York City, and the remains will be shipped to this city for interment in Spring Grove Cemetery. They are expected to arrive here Sunday afternoon.

Thirty years ago there was no more widely known river man in this section of the country than Mr. Dean. During his lifetime he owned and controlled over 50 steamers, notable among them the "Thompson Dean", perhaps the finest steamer that ever navigated the Western waters. It was really too large for the trade. This venture proved a white elephant on his hands and he was compelled to dismantle her.

Mr. Dean was born in Schoharie County, New York. His mother died when he was still an infant, and when about 4 years of age his grandparents took him to live with them in Darborn County, Indiana, at the age of 19 years. By thrift he managed to save some money, and a few years later embarked in the general commission business, and then in the steamboat business, which he followed in this section of the country for fully 20 years. He was always a hustler. When in this city he lived in the old homestead at 300 (old number) West Fourth Street.

Before the war he was largely interested in the Memphis (Tenn.) Gas Works, and after the war he sold out his interest and established the gas works in Detroit, Mich. This he sold a few years ago for \$1,000,000. He was in the commission business in this city under the firm name of Dean & Wayne, and upon Mr. Wayne's withdrawing Mr. Hale who is at present in business here, became one of the partners. This was back in 1863. He was also in the cotton commission business in New Orleans, and was at one time President of the Globe Insurance Company of this city.

About 20 years ago he moved to New York and was there engaged in the banking business. He leaves an estate valued at several millions of dollars. A widow, one daughter, two sons and a granddaughter survive him. Mr. Dean never knew such a word as "fail", and even if at times his ventures were somewhat disastrous he always managed to get on top again in a short time.

Cincinnati Post, April 18, 1896:- The body of Thompson Dean, an old Cincinnati, whose death in New York yesterday has been noted, will be brought here and the interment will take place in Spring Grove Cemetery Sunday at 5 p.m.

The name of Thompson Dean is familiar to old river men. He was born in Schoharie County, New York 82 years ago. At an early age he came to Dearborn County, Indiana. He began to work on the river at the age of 28 years. Then he went into the grocery business at Aurora, Indiana. In 1857 he came to Cincinnati and formed a partnership known as Dean & Wayne, which afterward became Dean & Hale. About this time the Memphis & Cincinnati Packet Company, familiarly known as the "Dean Line" was formed. During his lifetime he owned more than a hundred boats.

Memphis Enterprises
Dean was one of the prin-

cipal projectors of the Memphis (Tenn.) Gas Works, and was interested in other Memphis enterprises. He also owned a large interest in the Detroit (Mich.) Gas Works, which he sold out later for \$1,250,000. The "Thompson Dean," built in 1866 and owned by Dean was one of the finest packets that ever floated on the Mississippi. Dean's Cincinnati home was on West Fourth Street, at that time the most fashionable residence quarter of the city. He moved away about 30 years ago.

The value of his estate is between \$3,000,000 and \$4,000,000. Mrs. Dean survives him. She and Mrs. Dr. Fordyce, a granddaughter, Mr. Will Dean, a son, will attend the funeral. They will stop at the Burnet House.

The death of Captain Thompson Dean was a great surprise to the local marine fraternity. The various organizations will hold special meetings at their rooms, and appropriate resolutions will be passed. A large delegation of prominent rivermen have signified their intention of attending the funeral. Capt. Paris C. Brown has ordered a flag flown at 6 a.m. Sunday.

Other Dean jottings, by Larry Walker:

All three obits speak of the high class neighborhood on Fourth Street where Dean lived. It was just east of Plum on the north side of the street. Absolutely nothing left now. Where the Dean house was at that time there is now a parking lot.

Our poking around reveals that not all of Thompson Dean's offspring are in the Spring Grove plot. At least one son, Frank, is absent. There was a boat named EMMA DEAN which ran Cincinnati-Memphis (according to Way), perhaps named for the other daughter Emma who is buried on the lot. Of course there was also the HARRY DEAN, named after the son buried there. I note in reading in the Packet Directory under HARRY

DEAN that Capt. H. Blasdel was master. This solves another mystery, as to why "Harrison Blasdel" is on the Dean lot. Although his name is spelled "Blasdel" on the records, it is "Blasdel" on the headstone.

Ed. Note:- Most daily city newspapers maintain a clipping file called the "morgue," a handy source for emergencies in case of a sudden death. Thompson Dean had been in the "inactive" file for some 30 years there in Cincinnati. In the pressure to meet deadlines apparently no "old timer" was on tap in the newsrooms. Hence the various inaccuracies. All in all, though, three fairly good obits.

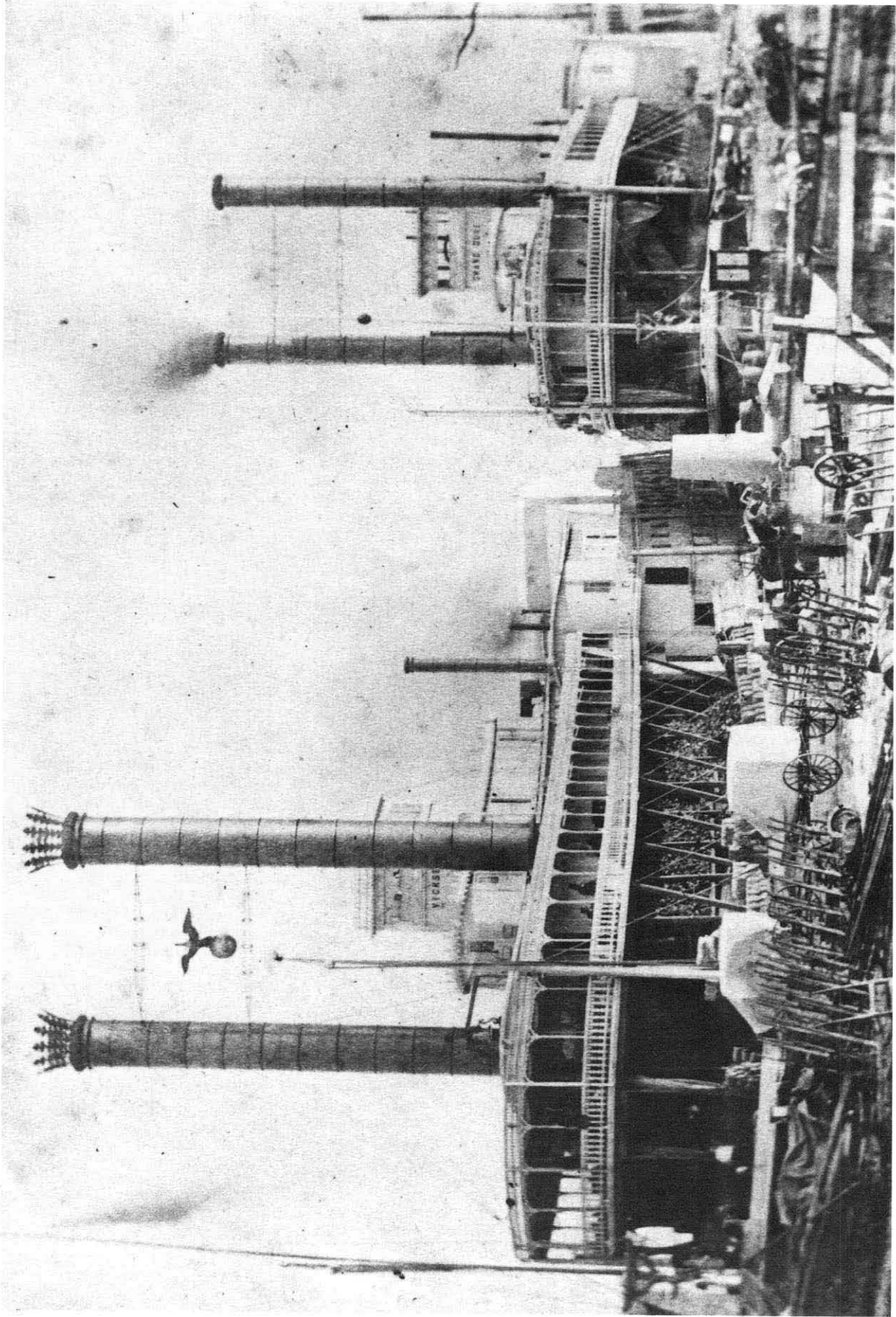


Cecille M. Malone tours S&D's Bill Patterson aboard new PAR-A-DICE at Jacksonville, Fla. shipyard.



On July 9th Pat Welsh of Davenport sent big news. The GOLDEN LADY, under final construction stages in Florida, was being renamed PAR-A-DICE, and when she heads north her home port will be East Peoria, Ill. We relayed this information to Bill Patterson, up from Jacksonville delivering four LORENA chairs to S&D (see page 2). and on July 24th Bill sent pictures and a note. Said he: "Your shipment of S&D REFLECTORS arrived here just in time, about a half-hour before I left to take pictures of the new river boat. The magazines proved to be the magic key to get in the place. I had been forewarned that Atlantic Marine, Inc. had Navy contracts and probably would not allow cameras inside. I told them we needed pictures and showed them copies of the magazine. Inasmuch as the big boss was in St. Louis, I was given his private secretary for a tour guide. Cecille's title is Administrative Assistant to the President. I also met Art Thomas, production manager, who was impressed with the REFLECTOR, and I'd like to enroll him in S&D."

--See page 35 for more.



Sometimes speculation is more fun than facts. See column one, next page, and join the club.

OPPOSITE PAGE

Two old packets at New Orleans; so what?

For openers, the one on the left is the VICKSBURG (1857-1863) and the other one is the GRAND DUKE (1859-1863). Both were participants in Civil War exploits described in in new Packet Directory.

Ralph DuPae credits this picture to the Wes Cowan collection, and when Ralph handed us this print on May 1st this year we experienced a double whammy. Never before had we seen either of these boats in a photograph.

First of all our peepers lit upon this fancy gew-gaw slung between the stacks of the VICKSBURG, that gold ball with an eagle (or pelican?) perched thereon. Did this have something to do with the state seal (Mississippi or Louisiana?) and that got us thinking about the KATIE with such a bird painted on her paddleboxes.

-This brought to mind that the fabled ECLIPSE, #1688, had a gold ball and bird on the top of her pilothouse. Mark Twain talked about this in one of his books; a photo exists showing it, and in an oil painting of the ECLIPSE I dutifully put it up there.

Can you suppose, even for a moment, that the VICKSBURG's bird and ball originated on the ECLIPSE?

SHOWBOATS!

Don McDaniel, showboat sleuth extraordinary, has been publishing his "Showboat Centennials Newsletter" since 1979. The purpose of the newsletter was to elevate interest and gather information about a romantic and now vanished part of our river heritage, the showboat.

The rather burdensome title of Don's publication included "centennials" for good reason: Don's grandfather had been a performer aboard FRENCH'S NEW SENSATION and 1978 was the centennial anniversary of the first performance aboard that famous showboat. From

September 1979 through December, 1990 there have been 26 issues of the newsletter, these appearing whenever there was an accumulation of worthwhile information on showboats, their owners, artists and troupers. Some issues of the SCN run 10 or 12 pages while others are only 6 or 8, depending upon the information submitted or otherwise available to the editor.

The Showboat Centennials Newsletter has been a labor of love for Don McDaniel and anyone who provided information automatically became a subscriber. This open policy has brought forth showboat information from many diverse sources including newspapers, diaries, account books and personal experiences. A valuable tool for researchers has been the development of a chronology for the floating theatres: a quick-reference chart shows what showboats were operating in any given year beginning in 1830 while accompanying sheets provide more information on the owners, size of the boat, seating capacity, place of building and final disposition.

From the foregoing, you will know what you have been missing if you have not been receiving the SCN for the past 12 years. Now, you have an opportunity to get all of the newsletters, reprinted on good quality buff paper, with a detailed index and divider tabs in a handsome blue looseleaf binder. The very attractive package is available for \$25, postpaid, from: Showboat Centennials, 76 Glen Drive, Worthington, Ohio 43085.

The SCN publication will continue to become increasingly valuable since purchase of the binder of back issues automatically places the buyer on the mailing list for all future issues of SCN. This "book" is a **MUST** if you have any curiosity about the part the showboats played (!) in life along the rivers before paved roads and TV. Reviewed by J. W. Rutter.

HOMER DENNEY RECALLED

Sirs: In 1960 I relieved Capt. Wagner as master of the AVALON for a week of Coney Island "special trips" at Cincinnati, and Homer Denney came on as my calliope man. Last calliope work he ever did. He was still working part time for City of Norwood, Ohio, and took care of all parking meter repairs. All the time he worked on the Coney Island boats he also worked for Thos. J. Nichols tuning and assembling calliopes. Last one made by that firm went on the ATTABOY-MAJESTIC and he installed it.

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

=A favor to ask of Doc Hawley:- Doc, some summer evening while rounding Algiers Point please play "Beautiful Ohio" in memory of Harry Mack. The reason for this selection, place and time is already known to you and double thanks. -Ed.

Welcome post cards from vacationers includes one from Charles T. Jones. "All the Jones family are here on Bald Head Island [N.C.] for a week. Tandy made all the arrangements which included getting Nelson here. Lots of boats but have seen no Weaver yawls." says he.

=Weaver yawl news for C.T.J. and family is that Ohio River Museum has acquired an 18-footer over 40 years old, never used, in pristine condition.

John and Joan Spear celebrated their 40th wedding anniversary aboard the DELTA QUEEN, the trip having been arranged by their three sons. This turned out to be the "cruise of the cracked crosshead" (see page 2) but both returned to Marietta delighted with the opportunity of having watched the crosshead being remounted at Louisville, an all-night task. Capt. Gabe Chengery invited them to share the "captain's dinner" at his table.

Capt. Thomas E. Kenny died, 76, on Saturday, April 27, 1991 in Colorado where he and his wife, Kay, had been living since the summer of 1883 at 704 West Lucrene Drive, Lafayette, Colo. 80026. Tom had been in ill health for the past several years and was sorely missed at S&D meetings where he served as a member of our Board of Governors.

Tom was born and raised in the Manchester section of Pttsburgh, Pa. in proximity to the Ohio River. The HOMER SMITH and its calliope attracted him, and he idolized the KATE ADAMS as she passed by on her Pittsburgh-Cincinnati packet trips--so much so that in later years he created a model of the KATE which today is displayed in the Ohio River Museum at Marietta. He and Kay settled in Osborne, Pa. (adjacent to Sewickley) to raise their flock and by then Tom was captain-pilot with the Union Barge Line.

Later, following a tenure with Ashland Oil Tom wrote a book manuscript titled "We Did It All For Uncle Paul," which never found a publisher (more's the pity) and then transferred his talents to Wisconsin Barge Line, when Kay and Tom settled in Ferguson, Mo. Regardless of this geographical switch and increased responsibilities, he somehow found time to get to Marietta for the annual S&D meetings. One year he arrived piloting the DELTA QUEEN. Even after retirement when he and Kay moved to Colorado to be near some of the family, Tom flew to Pittsburgh several days in advance of S&D to join with Annie Mallinson and y.t. for a ride to Marietta. Even when he became ill, Tom could hardly contain himself until the Steam Towboat Directory was off the press. Woody Rutter shipped him the first copy all duded up with autographs. He was too weak to reply, but Kay says he was delighted.

Without any doubt Tom Kenny's steamboat piloting career came to apex when he volunteered and was selected to navigate the W. P. SNYDER

JR, from the Monongahela River to Marietta in September 1955. Mr. Snyder Jr. dreamed up the idea, had the old boat repaired and repainted, hitched her to an excursion barge and, with 100 invited guests aboard (including Mr. and Mrs. W. P. Snyder Jr., W. P. III and W. P. IV) and off she sailed on that four-day, daylight-only excursion with Tom as high pilot. In the annals of steamboating there never was anything quite so exotic. When Tom rang off the engineer in the Muskingum River he virtually ended steam towboating with this display of pomp and circumstance.

Capt. Harold B. Wright of Huntington, West Va. died, 70, on Tuesday, May 14, 1991. He spent a career of 45 years, largely in barge line service, having been a native of Prctorville, Ohio, son of the late Harold B. Wright, Sr. and Marie Allen Wright. He moved to Huntington in 1941 and was a long-time S&D member.

Harold is survived by his wife, Sally Gracie Wright, of 511 Tenth Ave., Huntington; three daughters and two sons-in-law, Rosanna and Craig Ferrall, of Cincinnati, and Kinda Wright, and Sara and Jay Stone, all of Huntington; four grandchildren; and one sister, Mrs. Juanita Wright Downey of Roanoke, Va.

He was a member of the First Presbyterian Church. Burial was in Woodmere Memorial Park.

-Our thanks to Jim Wallen for details.

Also our thanks to Capt. Charles Henry Stone for clippings. "Harold Wright held the office as engineer in our O-K Branch until last June when he resigned for health reasons. In his passing we have lost a very good friend," writes Charles Henry.

Don and Barbara Shelby of Minneapolis have our thanks for details concerning the Devil's Chair on St. Croix River. They suggest four source books: "Steamboats on the St. Croix by Anita Albrecht Buck; "A Raft

Pilot's Log" by Capt. Walter A. Blair; "A-Rafting on the Mississip'" by Charles Edward Russell, and "The St. Croix" by James Taylor Dunn.

Edward Albert Shelton died, 85, on Saturday, February 16, 1991 in California. He will be recalled by river people as the husband of Julia Belle Swain Shelton who survives him. They enjoyed 26 years of married life.

Ed was exposed to river life from childhood. His parents, both born in England, operated a hotel along the Sacramento River. The hotel burned before Ed had completed high school, and the family moved to San Francisco where Ed's father was employed by the Matson Navigation Co. Shortly after high school graduation Ed joined a wholesale paper firm and was sent by them to Sacramento where the firm's office was shared by the freight terminal of the DELTA QUEEN and DELTA KING. In 1940 he was moved back to San Francisco and in the ensuing 27 years became v.p. marketing and board member of Zellerbach, retiring at 62, Dec. 31, 1962. Following their marriage Julia Belle says "I've trout fished with Ed in New Zealand lakes and streams. Idaho, Montana, Wyoming, Oregon and Washington; on the lakes I did the rowing, netted fish and whatever; we both liked sports. Ed was healthy until he got pneumonia. I was reading his mail and valentines to him - he was smiling and so pleased - and that was it.

Thanks to Bill Carney for picture and story of an old home on Wheeling Island at 203 S. Frnt St., dating 1853-1856 built by Daniel Zane, for his daughter Anna Elizabeth, who married Hans W. Phillips, North Wheeling foundryman and steamboat engine builder, along with two brothers who opertaed as Phillips & Co. John McLure, Jr. bought the home in 1864 John McLure, Sr. was his uncle, builder of the McLure Hotel.

JESSE P. HUGHES DIARIES

-1912-

by C. W. Stoll

The wee hours of January 1, 1912 found Cap'n Jesse in charge of the GREENWOOD, upbound below Gallipolis, the weather cool and clear. She went to Pomeroy where she loaded 125 barrels of salt and was back at Gallipolis at 4:40 p.m. The river was at 17' at Wheeling, and 34.2' at Cincinnati - where 13' would soon be pool stage. The next day she arrived at Cincinnati at 3 p.m. and departed upstream at 7 p.m. The COURIER went out at her regular time that evening, bound to Maysville or above. The P&C packet VIRGINIA was on the Smith docks at Point Pleasant. The GREENWOOD broke her doctor on January 3rd at Ashland, and after going to Pomeroy, where there was no salt awaiting, returned to Point Pleasant on January 4th for repairs to the doctor pump, and was detained until 11 p.m. due to high winds ushering in cold weather. She arrived in Cincinnati at 1:30 p.m. January 6th with the temperature at zero and a blizzard predicted. The GREENWOOD laid up above the Coney Island wharfboat. The QUEEN CITY also laid up, the river at 18½' and the thermometer at 15 below zero.

The COURIER, loaded with all freight to Pomeroy, left Cincinnati at 9 a.m., January 7 with Jesse aboard and much ice running. Met the GREENLAND downbound at Ripley to lay up at Cincinnati. Also met the SALLIE MARMET and D. T. LANE, both with tows. The COURIER turned back at Point Pleasant, and Jesse got off at Ashland to go home where he was working on a painting of the GREENLAND.

Jesse completed his GREENLAND painting on January 13th and took the B&O to Point Pleasant and boarded the TACOMA at 3 p.m. The winter had been severely cold during this period with record lows. The Ohio was falling with lots of ice running, and the Kanawha was

frozen over. Jesse spent all day Sunday, January 14 helping spar out the fleets in the Point Pleasant harbor. The LEROY, E. R. ANDREWS, D. T. LANE, LUCIE MARMET, OTTO MARMET, PLYMOUTH and MONITOR all had steam up, anticipating an ice break-up. On Tuesday, Jan. 16th Riggs' apple boat, moored below the Kanawha docks, burned at 2 a.m., losing about 900 barrels of apples, and no insurance.

By Jan. 17th a thaw had set in, up to 50 with light rain. There came a hard rain on Jan. 19th and the E. R. ANDREWS broke the gorge above Lock 11 at 5 p.m. and ice started running heavy. The ANDREWS and D. T. LANE took care of the Dana fleet and Jesse told his diary "strenuous times." Temperatures were again below freezing on the 20th. Jesse and his helper Zehler spent the night holding the TACOMA, KLONDIKE and EVERGREEN. Heavy ice smashed the TACOMA's yawl. Reports came from up the Ohio that the TOM DODSWORTH and tow broke loose from Syracuse, and wharfboats at Middleport and elsewhere were carried off.

By Jan. 25th the ice had cleared. That day the OTTO MARMET and LUCIE MARMET departed Point Pleasant with coal tows. Next day the LEROY resumed her trade between Gallipolis and Charleston. The KANAWHA left for Pittsburgh and the GREENLAND started up in the Greene Line trade.

Decision was made to hold the TACOMA at Point Pleasant, and so Jesse went home to Catlettsburg. On Sunday, Feb. 4th it was 2 below zero, and the QUEEN CITY laid up at Point Pleasant. The name of the P&C packet VIRGINIA was changed to STEEL CITY there at the Smith docks. Jesse returned to the TACOMA on Feb. 19th to find the Ohio River nearly clear of ice and 4 ft. on the marks. The renamed STEEL CITY left Point Pleasant for Pittsburgh on Feb. 22nd with lots of ice running and high winds clocking up to 75 m.p.h. An ice gorge at Pomeroy let go and the Ohio jumped to 20 feet. On Feb.

23rd the QUEEN CITY started for Pittsburgh at 7 p.m. but returned to Point Pleasant later that night, coaled, and took off again for Pittsburgh.

The ADA V. burned at Ripley on the 23rd. and Jesse records pumping the Point Pleasant wharfboat daily.

By Feb. 28th Allegheny River ice was running at Point Pleasant. News came that the H. K. BEDFORD had sunk in ice at Posey's Landing, above Marietta, with a big trip of freight on board. On the 29th (Yes, it was leap year) ice was running heavy at Point Pleasant, the river at 30 feet. The KLONDIKE laid up alongside the TACOMA at 4 p.m. On March 1st the Allegheny ice was still running, with the river falling slowly. On the 2nd the STEEL CITY passed down for New Orleans, the E. R. ANDREWS and CONVOY left with coal tows, and the KANAWHA came down from Charleston and resumed the Pittsburgh trade. The GREENWOOD was chartered to run in place of the H. K. BEDFORD in the Wheeling-Parkersburg trade. By March 3rd the EVERGREEN brought out a loaded coal flat from Black Setsy. When the GREENWOOD arrived at 7 p.m. bound for Parkersburg, Jesse transferred her crew over aboard the TACOMA, which was started down the river for Cincinnati. Jesse was standing watch on the TACOMA as purser (!) inasmuch as Dave Scatterday was sick.

[Ed. Note:- Under date of Feb. 20th while the STEEL CITY was tied up with the QUEEN CITY above the TACOMA at Point Pleasant, Jesse writes "Painted on the STEEL CITY." Posterity is left to wonder whether Jesse was doing one of his oil paintings in the comfort of her warm cabin, or whether he was changing the cabin bulkhead lettering from VIRGINIA to STEEL CITY, or whether he was lending a hand redecorating the cabin in those rush hours before she started for Pittsburgh.]

The TACOMA arrived at Portsmouth at 1 a.m. on March 10th with a burned boiler, but went on to Gallipolis for repairs. The

first mention of Capt. Lawrence (Brush Creek) Young in these diaries occurred when he got on at Portsmouth on March 19th. The river rose to 49 feet at Cincinnati on the next trip which required lowering the stacks. The QUEEN CITY had taken all the coal at the TACOMA's regular fuel stop below Ashland, and she was compelled to dig coal out of a barge at Moscow. On March 28th the river was 53½ feet at Cincinnati. The regular packets between there and Louisville were forced to suspend, and the smaller KENTUCKY was substituting. The Campbell's Creek Coal Co. sold the E. R. ANDREWS to the Barrett Line. On March 30th the TACOMA had the sheet iron cut from the sides of her hull at the Enterprise Docks at Point Pleasant.

On April 15th Jesse reported, "Steamship TITANIC reported damaged, but 2000 people rescued 1150 miles east of New York City," and the next day reported, "1562 lost and 708 people rescued in boats by the CARPATHIA, the greatest sea disaster in modern history." And on April 17th: "The TITANIC sank after striking an iceberg in 2000 fathoms of water, owned by the White Star Line, and 24 hours ahead of the record, on her maiden trip."

[Ed. Note: A stage production of "The Sinking of the TITANIC" was enacted in Mechanical Hall at the Pittsburgh Exposition in the fall of 1912. This presentation to my 11-year-old eyes was completely real, the great TITANIC steaming across the Atlantic on a glass-smooth sea, the stars shining, and a narrator telling the story. Even to this day I have never discovered the secrets of this stage-wide illusion; the crunch into the iceberg, the lowering of the lifeboats, the hoarse distress calls, the gradual tilt as the bow disappeared, steam erupting from the stacks, porthole lights going dark, and the sound of the boat's orchestra during those last fateful moments. The CARPATHIA appeared on the horizon, magnifying as she neared in the early dawn,

but by then the TITANIC, stern high, had slipped into the sea. I left that show dumbfounded--not by the tragedy--but by how these stage technicians had so artfully sunk the TITANIC right there on the stage before my eyes. I went home to our cellar workroom, framed a miniature stage, experimented with a cardboard TITANIC bobbing along on an Atlantic wired for lights, caused a short-circuit which set the CARPATHIA afire, at which point my mother, smelling smoke, ordered the curtain down on any further sea disasters. Modern movie versions of the TITANIC affair are pretty lively stuff, but that stage enactment in old Mechanical Hall's theatre was complete reality.]

But back to Jesse who on April 24th 1912 is reporting the sinking of the packet J. Q. DICKINSON on the Kanawha at Paint Creek lock. On the 29th he records the PETERS LEE arriving at Cincinnati. The ISLAND QUEEN was at Ironton carrying people the next day. On Sunday, May 5th the KATIE Mc has burned at Proctorville, and next day he notes that Cap'n Greene was in Pittsburgh, taking charge of the GREENWOOD. On May 17th at Cincinnati he reports the SAM BROWN, ALICE BROWN, CHARLES BROWN, A. R. BUDD and others down with coal, hard rains, and the river at 30 feet. The TACOMA with 600 barrels of salt aboard arrived at Gallipolis "where there was a great celebration with 'air ships, Glenn Curtis, etc.'" Upon the boat's arrival in Cincinnati Jesse took little Lillian up to the Art Museum.

By June 4th the river was so low that the STEEL CITY laid up in Cincinnati. Jesse turned 36 on June 7th as the TACOMA loaded aboard at Cincinnati "an awful large trip" and proceeded up the river half-head.

On June 10th the TACOMA left Cincinnati with 54 deck passengers for Lock 29, and next trip up she had aboard 29 more deckers for the same destination.

[Ed. Note: At this point

C. W. Stoll asks: "Why, we wonder? almost eighty years later. Were these construction workers for Lock and Dam 29, or some other project in the Ashland area?" C.W.'s first conjecture is the right one--Lock and Dam 29 was very much under construction in 1912.]

C.W. continues: "The STEEL CITY returned from Louisville on an apparent charter with the Adams County Teachers Association." [Ye Ed has very little light to shed on this one, having seen brief mentions only; if so it likely originated at Manchester, O. and the boat likely was hotel for the delegates in Louisville.]

By June 14th the river got so low that the TACOMA ran aground at Buena Vista and was pulled free by the VAL P. COLLINS. She met the snagboat E. A. WOODRUFF above Rome and got aground again at Twin Creek. On Sunday 15th she broke her tiller line at Athalia, lost 1½ hours in wind at Burlington and rubbed in 12-Pole and at Meetinghouse Crossing. On June 21st a rise sent the D. T. LANE, LUCIE MARMET, OTTO MARMET, ROB'T P. GILLHAM, WINIFREDE, VALIANT, SAM BROWN, VOLUNTEER and others south with coal. The J. B. LEWIS, sold to Red River, also was met.

On Friday, June 28th the TACOMA loaded aboard 20 tons of cement at Lock 29 consigned to Middleport, O. where ice piers were being built. On July 1st the TACOMA started doing business at the big wharfboat at Gallipolis, and the wharf incline was abandoned. The C. C. BOWYER was at the Point Pleasant docks having stem bands placed, and the GREENDALE was getting a new cabin.

On Sunday, July 14th the TACOMA locked for the first time at new Lock and Dam 26 and three days later the pool was half full, 11 feet above the dam and 5.3 feet below. On July 15th Commodore Laidley's new wharfboat was placed at the foot of Main Street, Cincinnati.

nati. The JOSEPH B. WILLIAMS, upbound with empties, laid up at Middleport, and the DUQUESNE with empties was laid up opposite Ashland. On July 22nd at 1 a.m. the HERCULES CARREL sank outside the new Mail Line wharfboat and on July 25th with the river at 24 feet and rising, she was reported "out in the river and nearly under water." On July 27th the river at Point Pleasant was 29.3 feet, with much damage to bottomland grain crops. On July 28th the TACOMA met the new U.S. Sngineer towboats MIAMI and GUYANDOT racing at Guyan.

On August 6th the TACOMA met the GREENDALE on her first trip since the previous October. Two days later the wickets in the pass of the new dam No. 26 gave way at 6:30 a.m. at normal pool pressure, causing an estimated damage of a half-million dollars.

On Sunday, August 22th the STEEL CITY damaged her hull on the grade at Vanceburg, Ky. and was beached at the ferry landing on the Ohio shore where she settled in shallow water. On the same day and hour (1 p.m.) the Pittsburgh-Cincinnati packet OHIO broke hull timbers at Dewitt's Run. Pilot Tony Meldahl beached her on a sandbar where she settled to the bottom without getting the main deck wet. The ship's carpenter made repairs, the hull was pumped dry, and she went on her way to Cincinnati. The QUEEN CITY, laid up at Cincinnati since March, was brought out of hibernation to replace the sunken STEEL CITY.

On August 26th Jesse got Lee Willis to take his place on the TACOMA, and got off at Maysville to catch the C&O to Catlettsburg where, at 10:15 p.m. on September 3rd, his daughter Helen (now Mrs. Helen Hughes Prater) was born--weight 9 pounds. Jesse was the one who needed a doctor and was treated for a sore jaw. Meanwhile the TACOMA was docked at Point Pleasant for hull surgery, and was still pulled out there on September 23rd when Jesse rejoined her. The STEEL CITY had been raised and was on the Smith docks. In leaving the docks to

resume the Pittsburgh trade she nearly had a collision with Gardner's little dock.

On Monday, September 30th Jesse made the following entry in his diary: "Heard rumor that the P&C Packet Co. has been sold to some rich parties in Pittsburgh who will buy up all packets and wharfboats on the river."

[Ed. Note: This rumor was more fact than rumor. John W. Hubbard, Pittsburgh millionaire, formed the Ohio & Mississippi Navigation Co. He stepped into the river scene cold turkey, no river background or experience whatever, and started writing checks, a career which occupied him for the next quarter-century or more.]

On October 1st, the TACOMA still on the docks, Jesse got on the EVERGREEN upbound on the Kanawha loaded with a big trip of reshipping. When they got to Lock 9 Jesse hopped aboard the LEROY and returned to Point Pleasant.

The QUEEN CITY was towed to Smith's docks at noon that day and pulled out for repairs.

The GREENWOOD arrived at Point Pleasant on October 9th, Cap'n Greene in charge, returning her from the upper Ohio where she had replaced the H. K. BEDFORD. She took the TACOMA's engineers and left at 4 p.m. for Cincinnati.

[Ed. Note: Cap'n Greene later told this scribe that this decision to bring the GREENWOOD "back home" was prompted by an uneasy feeling about Mr. Hubbard's expanding plans.]

The KANAWHA was reported sold to Mr. Hubbard on October 20th.

Water was pumped into the hull of the TACOMA there on the docks to let timbers swell and search for leaks. This took a couple of days and when tight she was launched drawing 30" at the engineroom door and 32" in the ash well. The CARRIE BROWN took her place on the docks.

The new FRED HALL went up the Kanawha with a tow on October 30th. Pittsburgh coal tows were headed south, handled by the W. K. FIELD, J. B. FINLEY and others, the

wrecked wickets having been removed following the debacle at Dam 26 below Gallipolis.

The showboat COTTON BLOSSOM arrived from Parkersburg and put on a show attended by Jesse and Pt. Pleasant banker C. C. Bowyer. The SOPHIA M. GARDNER was being completed at Gardner's docks and Jesse paid a visit to inspect a set of new patented Kidney boilers with which she was equipped.

The docks at Point Pleasant shut down at noon on November 5th, election day. William Howard Taft R, Theodore Roosevelt P, and Woodrow Wilson D. There was no news that night but next day Jesse records: "Returns from elections show Wilson swept the earth--first Democratic victory in 20 years."

Next night John Haynes, 51, colored cook, died in the oakum shanty (presumably at Gardner's docks) of asthma and heart failure. This set Jesse "to running around trying to dispose of the corpse." There was a coroner's inquest, and Jesse notified Haynes' wife at Cincinnati.

On Saturday, November 9th Jesse took the 6:45 p.m. train to Catlettsburg and spent Sunday at home, mentioning that he "had an enjoyable time hearing a Victrola until 8:30 p.m."

Returning to Point Pleasant he arranged to send the remains of Mr. Haynes to Cincinnati on the GREENLAND.

The COTTON BLOSSOM showboat, towed by the new SOPHIA M. GARDNER, showed at Gallipolis, and the outfit was upbound at Pt. Pleasant on November 13th with an engagement to show at Hartford. Several days later the show went into winter quarters in the mouth of the Kanawha.

Steam was raised on the TACOMA on December 3rd. She was inspected on the 5th and on Saturday 7th the GREENWOOD laid up and most of her crew came over to the TACOMA. She departed at 10 a.m. on the 8th with snow and high winds at Pomeroy.

Jesse records the burning of the Gibson House and other buildings at Cincinnati.

The TACOMA was at Cincinnati on Christmas, "pretty a day as you ever saw," a blanket of new snow over all. On December 28 she departed on the last round of the year to Pomeroy with Cap'n Greene and son Chris aboard. Returned to Cincinnati with 350 barrels of salt and other freight on the 31st at 9 p.m., delayed in landing to the STEEL CITY and GREENLAND being in the way.

Final diary entry: "Lots of noise tonight - New Year's Eve. 1912."

Notated at Bonclarken, N.C. Typed at Ellsberry, Mo. and Louisville, Ky.

THE STEEL CITY'S MAIDEN TRIP

The VIRGINIA had been renamed STEEL CITY inasmuch as her owners were determined to send her forth on her "maiden trip" from Pittsburgh to New Orleans for Mardi Gras. This highly profitable voyage, always heretofore handled by the QUEEN CITY, was taking high priority. This time around the QC had a "soft" hull and was ruled out. The STEEL CITY could be loaded to the guards, being newly repaired, and the new name might do much to attract tourists.

All looked like "go!" with a capacity freight cargo engaged and nearly every stateroom engaged. But nobody had told the weatherman and, as Jesse relates, frigid north winds and ice gorges prevented the STEEL CITY from making the 265-mile upstream run from Point Pleasant to Pittsburgh. Finally, with solid blocks of Allegheny ice running heavy, here came the STEEL CITY, passing Marietta, with pilot Harry Kraft blowing a whistle salute and waving to his father, Capt. Henry Kraft, who prudently had kept his packet H. K. BEDFORD tied at the wharfboat. This spectacle of son Harry passing him up, ice or no ice, challenged father Henry to get up a head of steam on the BEDFORD. "What my son Harry can do, so be it his father who taught him will do," and the rest of that

story is history. The BEDFORD, loaded heavy, headed upriver, bucked ice for 5½ miles, when down, down she went in the icy stream, and sank to rise no more. [This quotes some ancient poetry, but fits the case].

This BEDFORD misfortune took with it most of the cash Cap'n Henry had in the bank, and, as son Harry later told me, most of his also. Nonetheless Cap'n Henry, the father, arranged with Capt. Gordon C. Greene to "borrow" the GREENWOOD for the Pittsburgh-Wheeling-Parkersburg trade, as per Jesse's diary.

Now we see son Harry Kraft, well known to many S&Ds, downbound for New Orleans. The time of day is just before daylight and the heavily laden steamer has just run the navigable pass at Lock and Dam No. 12 above Wheeling. Harry is on watch and, although the date for Mardi Gras had come and gone, she had aboard a whopper freight trip and--lo and behold--most tourists who had booked for Mardi Gras did not cancel.

Pilot Harry Kraft, at the wheel of the STEEL CITY, rang the stopping bell. His boat, about the same hull size as the present-day NATCHEZ, was blanked out in a snow blizzard.

I will attempt to relate Harry's own words:-

"Fred, this snowstorm caught me completely by surprise. Fortunately there was no wind with it. There we were, drifting in open river, and I dared not ring another bell after I stopped her. My hope was that the storm would dump its load in time for me to see something. I sent the mate to the forward roof rail and told him to look sharp for that railroad bridge at the head of Wheeling Island. The first signs of daylight were showing pearly white by now, and the decks had turned white. That snow was coming down so thick I couldn't see the mate. After a time I knew we had surely run the bridge span, but Fred, when you ring to stop a heavy boat right below the pass at No.

12---well I couldn't believe she'd float two miles and run that bridge without either the mate or me seeing or hearing something. Maybe she'd stuck on a bar. I was afraid to even move the rudders. And then the mate hollered through his megaphone and says, 'Cap, we're coming to a bridge. People are walking across it, and it's real low; these people are on about the same level as I am standing here on the roof.'

"Well, sir, that blizzard ended like it had been turned off with a spigot, and here was your Uncle Dudley (me) piloting where never in my life had I been before, down the narrow back channel of Wheeling Island. Ahead of us was the upper, low bridge from the island to Martins Ferry. I got the headway killed out, and knew full well there wasn't width enough to round her to and head back out. So with the curious bridge people for an audience, I managed to back that boat upriver and, moments later, to get her around in the main channel.

"Before we landed at Wheeling I got the captain and the mate up in the pilothouse and we agreed, inasmuch as all had turned out well, to say nothing to the passengers or anybody else. They kept their word and so did I, or else, as you know, the whole river would have been telling what happened on that early morning aboard the "new" STEEL CITY bound for New Orleans too late for Mardi Gras."

Harry Kraft will doubtlessly be showing up again in the 1913 segment of Jesse's diaries. These two worthies were the pilots who took the STEEL CITY upriver from Ashland, Ky. following the big flood in March. My tip-off of that fact came at an S&D meeting when Donald T. Wright talked himself into bragging that he was the only person present at our meeting who had been at Ashland for that flood trip. When Donald sat down, Harry Kraft arose. "I was piloting her on that trip," he said. Jesse could not

Concluded on page 22.



ANNIVERSARY

Sirs: The above photo surfaced the other day. It was taken on Sunday, August 11, 1968, a red letter day for me as it was the very first time I played a steam calliope. For months I had practiced tunes on the piano with the 32-note calliope keyboard compass marked off with masking tape. I shall never forget the excitement of that day when Capt. Charlie Brasher allowed me to play the BELLE OF LOUISVILLE calliope which had been installed two years prior by Ernest J. Wilde of Cincinnati. The first tune I played was "In the Good Old Summertime." Little did I know then that in three years I would be the regular calliope player on the BELLE during summer vacations from high school and college, and that this adventure would lead to so many grand and glorious adventures.

This picture was snapped by my cousin, Kevin Rickard, who was 14 at the time, with my little Kodak Brownie Fiesta. End of saga.

Keith Norrington,
629 Roseview Terrace,
New Albany, Ind. 47150

=Clarence (Heavy) Elder once recalled to us on the 23rd anniversary of his first calliope performance. The CAPITOL was at Dubuque that early morn when Heavy, taking matters into his own hands, went to the engineroom, turned on the steam valve, proceeded to the roof, bled the whistles, and liberated that same old standard, "In the Good Old

Summertime." A deck-sweep was watching, leaning on his broom, entranced. Heavy was emboldened to do some improvising when things started to go sour. The instrument was winding down, and ceased.

Heavy arrived back in the engineroom. In the calliope voice for which he was noted, he demanded to know who turned off the steam.

"I did," came a small voice, "and you will turn that valve strictly at your own risk, and that's spelled risque."

The valve turner-offer was Capt. John Steckfus, Sr.

Thereupon Heavy Elder got a free lecture from the elderly gent about the impropriety of practicing calliope at a city waterfront to the annoyance of possible excursionist customers.

JESSE P. HUGHES
Concluded from page 21.

resist. He sort of half got up. "Harry Kraft and I were pilot partners on that STEEL CITY trip," he added. Harry gave Donald a look of astonishment. There was evidence of delight in the S&D ranks.

Other than the excursion behind Wheeling Island the 1912 inaugural STEEL CITY trip was all fun, frolic and money in the bank for the owners, far as we know.

Harry M. Mack died on Sunday, June 30, 1991 at his Hyde Park home, Cincinnati following a lengthy illness. He was 83. In 1975 the American Commercial Barge Line built the 9400 hp. towboat HARRY M. MACK which still operates and honors a gentleman long associated with the insurance firm of Neare, Gibbs & Company and the Ohio Valley Improvement Association, and served as president of both.

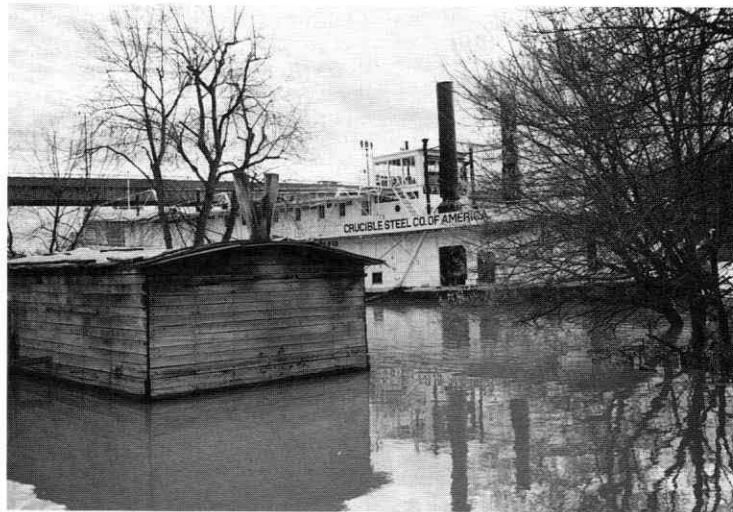
Harry had family connections dating back to the Mack Yard, one of the major builders of river craft in the Cincinnati area. His grandfather was an admiralty lawyer.

The modern canalization of the Ohio River owes a great debt to Harry Mack who devoted much time and energy in the "behind the scenes" persuasions and assistance in Washington, D.C., the right man in the right place at just the time he was needed.

He is survived by his wife, Mary Elizabeth King Mack; three daughters, Marcia Goldsmith, of Anderson Township, Ohio, Susan Maeder, of Mendocino, Calif., and Jane Kline, of Anniston, Ala., and 10 grandchildren.

Services were private.

-Our thanks to Dorothea Frye for clippings.



The W. P. SNYDER JR. rode high and handsome on the crest of the January 1, 1991 flood. The flatboat replica, left foreground, filled. River at 38+ ft.

-J. W. Rutter photo.

POINT PLEASANT ADDS
SHOBOAT FLAVOR TO
"ALWAYS A RIVER"

Sirs: Marga and I visited the "Always A River" barge at Point Pleasant on Friday, June 28th. Charles Henry Stone had a lot to do with this showing and I'm sure you will receive bulletins from him. [We did. Ed.] Anyway here is a little bit from me.

Betty Bryant had intended to be aboard and perform for the whole trip, but the illness and death of her seven-year-old grandson prevented. Being the trouper she is, she came from near Chicago to do her act during the two-day stay in Point Pleasant. She told me she hoped to continue with the barge to Cincinnati. She did her nice little bit, including some old soft shoe with the accompaniment of a tape of her mother playing "Maple Leaf Rag" on the piano.

Then came a surprise. Catherine Reynolds King and her husband, Harry, appeared from Marion, Ohio. Harry once worked in my father-in-law's furniture store after leaving the showboat MAJESTIC, where he did about everything from advance man to leading roles. It was my turn to be surprised when he recognized me at once.

The Reynolds family are involved in "Always A River" in that AEP is supplying the towboat BOONESBORO and Catherine's half-brother John is piloting it, borrowed from his usual desk job as AEP's port pilot at Lakin, West Va.

Marga and I are still in the process of moving to Gallipolis, and hope to get settled within a month. I'm tired.

William R. (Bill) Smith,
2219 Manhattan Blvd.,
Springfield, Ohio 45504

VISIT ABOARD THE BARGE

What Was Good Was
Very Very Good and
What Was Bad Was Horrid.

The "Always A River" exposition barge, towed by the BOONESBORO, was attended by 11,000 visitors at Marietta, June 22-26. Bee, Woody and I piled aboard consumed with curiosity to see what it was all about. What we found was not what I had expected to find. Instead of a hodge-podge of river relics piled on temporary tables, here was a completely organized past-to-present story

of the Ohio River, visualized by neat charts, maps and hardware which would have merited a blue ribbon of excellence at the Smithsonian. Capt. Clare Carpenter was demonstrating the gadgetry of a modern towboat pilothouse but, for the most part, the prepared text and maps sufficed, and don't tell me that people have forgotten how to read in this age of TV--these

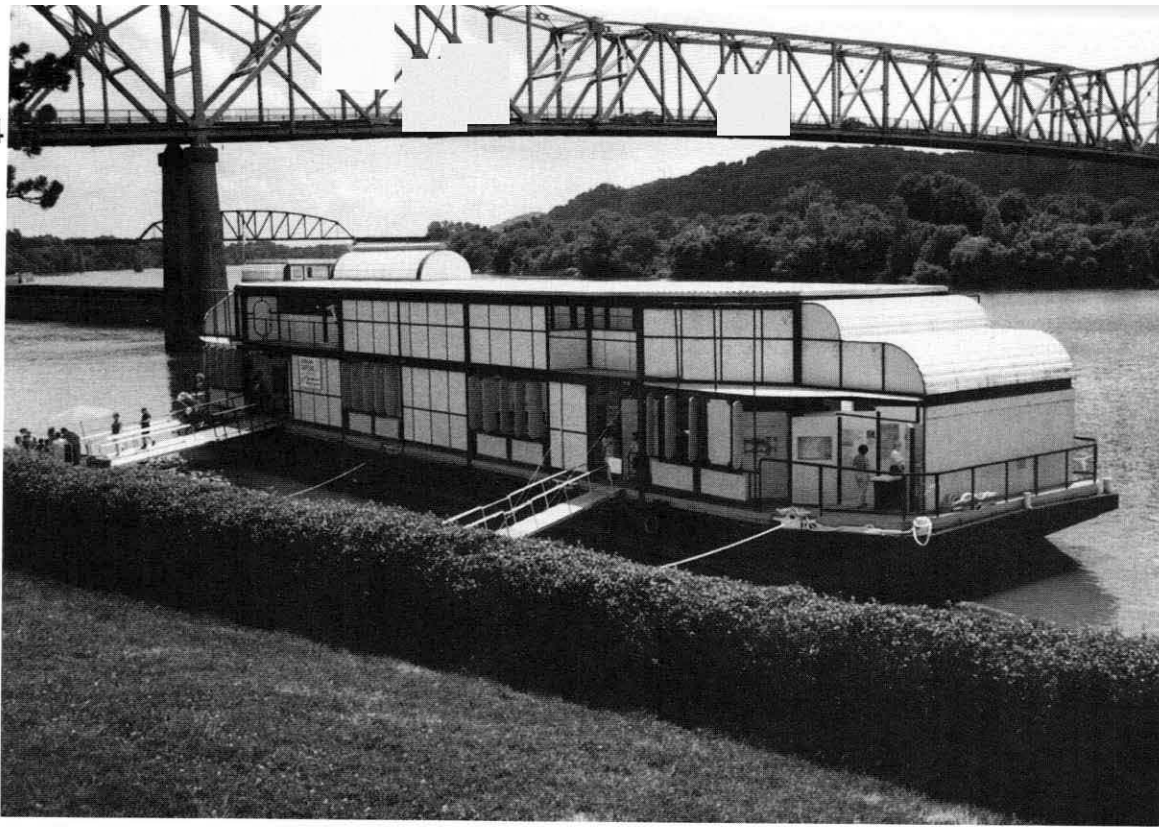
visitors were reading every placard in the place.

The largest exhibit was an immense model of the "racer" ROBT. E. LEE caged in a plexiglass case. Cute little kids stood there wall-eyeing this monster of pristine construction overloaded with structural errors. But you can't win 'em all.

Near the exit, Marietta natives enjoyed large framed



Betty Bryant (left) and Catherine Reynolds King pictured aboard "Always A River" exhibit barge at Point Pleasant, West Va., June 28, 1991 by Bill Smith. The river families of Bryant and Reynolds based their showboat operations here for years.



"Always A River" exhibit barge moored in the mouth of the Kanawha River, Point Pleasantm West Va., June 28, 1991. -Photo by Bill Smith.

blow-ups of past flood scenes in their fair city.

Some days later we had a phone talk with Capt. Charles Henry Stone, and by then the barge had showed at his hometown of Point Pleasant. Charles Henry told us it was beyond belief the way Point Pleasant responded to this opportunity. There were events in the park, a street parade with Charles Henry riding in a Cadillac. "Fred," asked Charles, "were you ever in a shape like that? --You know I was brought up on Fords back to a Model T." There were sternwheel races (for the first time in the town's career) and it wound up with a fireworks display. "Fred, honestly I have never seen so many people in Point Pleasant in all my life!"

Looks like "Always A River" was taking on momentum as it progressed toward Cairo.

Point Pleasant's local historic exhibit was a stunner -- a large model of the Silver Bridge was cleaned up and on its roadway were placed model cars in position, as they were at 5 p.m. on Friday, December 25, 1967 when the structure collapsed with a noise described as something between a sonic boom and a shotgun volley.

GRAND MARSHAL

Upper Ohio News, a regular weekly column in The Waterways Journal, written by Capt. David Smith, says:-

"The arrival of the ["Always A River"] exhibit in Point Pleasant was to be celebrated with a parade and other festivities. The grand marshal for the parade

was to be Capt. Charles H. Stone, accompanied by his wife, Jean."

Of all bestowed honors, none comes within gunshot of recognition in your home-sweet-home. Capt. David Smith's prediction came true. Charles Henry told us on the phone about riding in the Cadillac, but not about the grand marshal part.



Harry King, Catherine Reynolds King, and Betty Bryant visiting aboard the "Always A River" barge. -Bill Smith picture.

As we go to press this first week of August our friend and neighbor Jim Stephens and a small selected crew of workers are building a rowboat which they hope to launch in the Muskingum River here at Marietta one day soon.

Jim treats the readers of the Marietta Times to a periodic river news column, and drives a car about town with oars lashed on its roof. For his model of this new rowboat (or yawl or skiff) Jim has selected an 1888 original, built at Portland, Ohio, in the Ohio River Museum collection. These old Portland rowboats were noted for their fine curvature, grace, charm, and ease of rowing or sculling. In the 1880s an 18-footer sold for \$18 with a pair of oars included.

River historians take note:- The steam prop towboat A. M. SCOTT, built by Ward, 1906, is described in "International Marine Engineering", May 1907, as having rudders placed forward and aft of the propellers, "thus getting wheel water on the rudders when either backing or going ahead.

Chuck Parrish, historian with the U.S. Engineers at Louisville, treats readers of the "Falls City Engineer" to well researched hark-back features. Lately he dug up a portrait of Capt. John E. Gilooly and told of his lengthy career in charge of the Life Saving Station at the head of the Falls. It was Capt. Gilooly and crew who came to the rescue of the QUEEN CITY, loaded deep with freight and tourists, which sank on the Falls in February 1914 bound for the New Orleans Mardi Gras. He and crew are credited with having brought 215 passengers and crew safely ashore.

Time Magazine devoted two pages to riverboat gambling in its June 10th issue, headlined RIVER TOWNS TAKE A RISKY GAMBLE. Illustrations included a full color of DIAMOND LADY.



Autographed portrait; "Sincerely yours, Betty Bryant." Ralph DuOae shared this "find" with us some while back. Now that Betty is again in the river news ("Always A River") the time is appropriate to go back a few years, when Betty was making her showboating debut. -Ralph DuPae credits the collection of Alene Stottlebower as the source.

WASHINGTON'S CALLIOPE

Now Tootles In Holland.

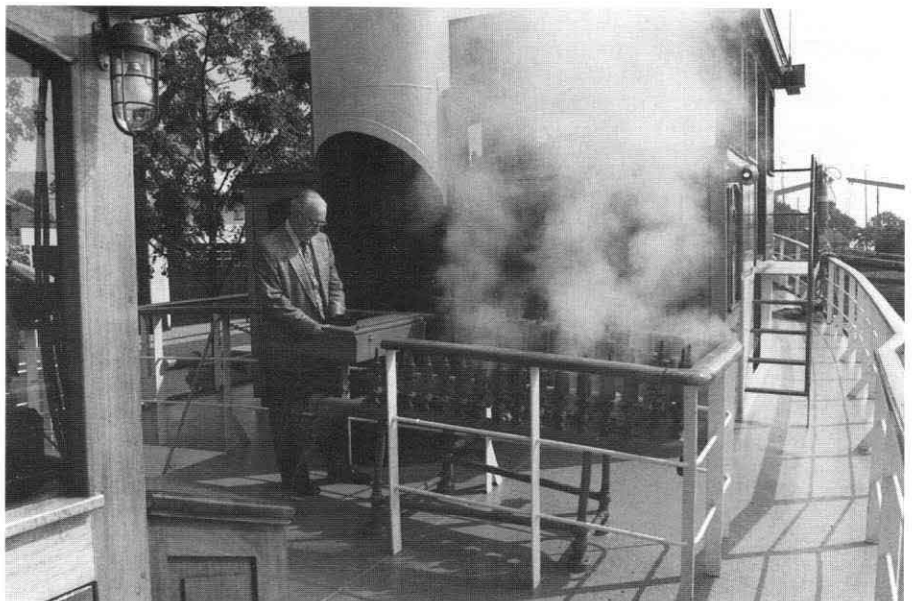
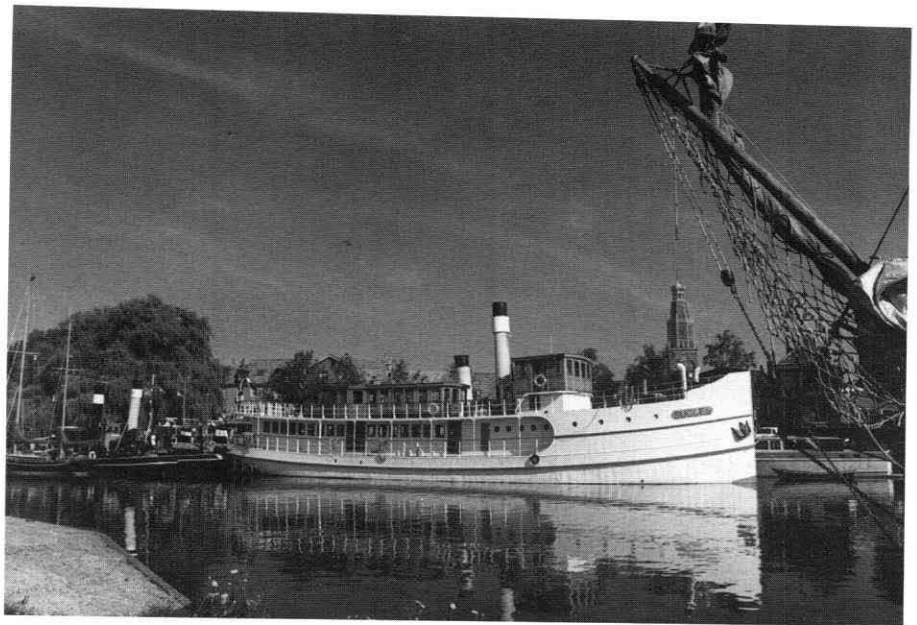
In our June issue, Conrad Milster, Jr. of Brooklyn, N.Y. tells of a visit to Holland where he came upon a steam calliope installed on a plush yacht named SUCCES. Now we have a letter from Dr. William P. Murphy, Jr., 11901 Old Cutler Road, Miami, Fla. 33156 and we quote:

"We bought the SUCCES about four years ago in a scrapyard outside of Rotterdam. She was used as a tugboat on the Rhine River, pulling barges primarily upstream. She has two very handsome triple-expansion steam engines and we operate her under steam. We have completely rebuilt her, as you will see in the accompanying photographs, and she is now quite a nice entertainment and dinner boat, which we use to charter. She mostly operates in the Rotterdam, Amsterdam and IJsselmeer area and seems to be quite popular. The man shown playing the calliope is Doctor Bob Edwards from Miami,, a now-retired cardiologist.

After rebuilding the SUCCES and putting her into service in Europe, it seemed to me that she should have a calliope aboard. About two years ago I bought the calliope formerly used on the Streckfus excursion steamer WASHINGTON. The SUCCES has a very large boiler and, therefore, plenty of steam available. The calliope is just as built by the Thomas J. Nichol Co. of Cincinnati - no whistles or other pipes have been lost, and it is really quite a handsome instrument."

The pictures at the right show the SUCCES and also an interior of her lounge, as well as the one of the old WASHINGTON's calliope in action, kindly furnished by Doctor Murphy.

Having piloted the WASHINGTON on the Ohio River in the 1930s we knew the calliope when it was played by Clarence (Heavy) Elder and bandleader Irwin Hardesty. Other S&Ds who knew the instrument will include C. W. Stoll (who may have played it), Capt. T. Kent Booth, Capt. Charles Henry Stone and James A. (Jim) Wallen.



SUSPENSION BRIDGE STORY

Details of Structure
Front-Paged In
Our June Issue.

by Ann H. Peterson

Historians state that this bridge was the first one to span the Mississippi River. It replaced the ferry between Minneapolis and Nicollet Island.

In 1853, a group of Minneapolis citizens, calling themselves the Mississippi Bridge Company, was granted permission by the Territorial Legislature to build and operate a toll bridge at or near the Falls of St. Anthony. Work began in May 1854 under the direction of Thomas M. Griffith, the engineer who designed the bridge and supervised its construction. The single arched bridge was light and graceful in appearance, supported by wire cables resting on wooden towers erected upon each bank of the river. Although not entirely completed, it was formally opened for traffic on 23 Jan 1855 as residents of St. Paul joined those of Minneapolis and St. Anthony in a celebration touched off by cannon fire and a mile-long parade of sleighs across the new structure.

Tolls amounted to 25¢ for a horse and buggy and 5¢ for each passenger, bringing in an average of \$50 per day the first year and \$75 per day the second year.

The bridge had no sidewalks and pedestrians mingled with hogs, cattle and vehicles.

This suspension bridge met a crude bridge built earlier between the eastern shore of the river and Nicollet Island, and made it possible to cross all the way from St. Anthony to Minneapolis.

Accounts of the cost of the bridge vary between \$36,000 and \$50,000.

By the early 1870s the old roadway on the bridge was rotting, and a second suspension bridge of similar design was built. Traffic passed through the wooden towers of the old suspension bridge while the towers of the new bridge rose beside. This replacement bridge was

built 1876-1877, its towers of Platteville limestone 80 feet high. Improvements included a pedestrian walkway and a wider roadbed. It was 630 feet long with 1,421 miles of wire in its cables, built at a cost of \$221,024.

The Doremus front cover on the June issue is of the original bridge. Note the numerous logs along the immediate river front. Boom Island, a short distance above the suspension bridge (where today Cap'n Bowell moors and operates his excursion boat and party barge) was just what the name implied - a boom site for logs floated from above, destined for sawmills.

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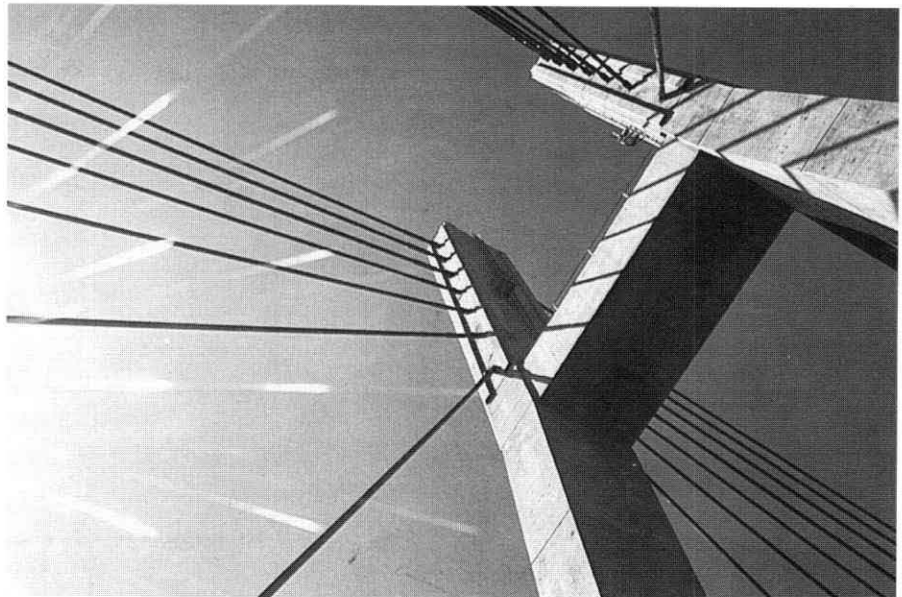
Ann Peterson recently returned from an 11-day trip from Pensacola via Tenn-Tom to Clinton, Iowa with the refurbished MISSISSIPPI BELLE, now a casino boat. The Tombigbee was on a tear, 50 feet over normal stage.

"We were halted at a railroad bridge under which we could not pass without tearing off the stacks, radar, etc." writes Ann. "We tied off to a tree and waited 56 hours for the river to drop.

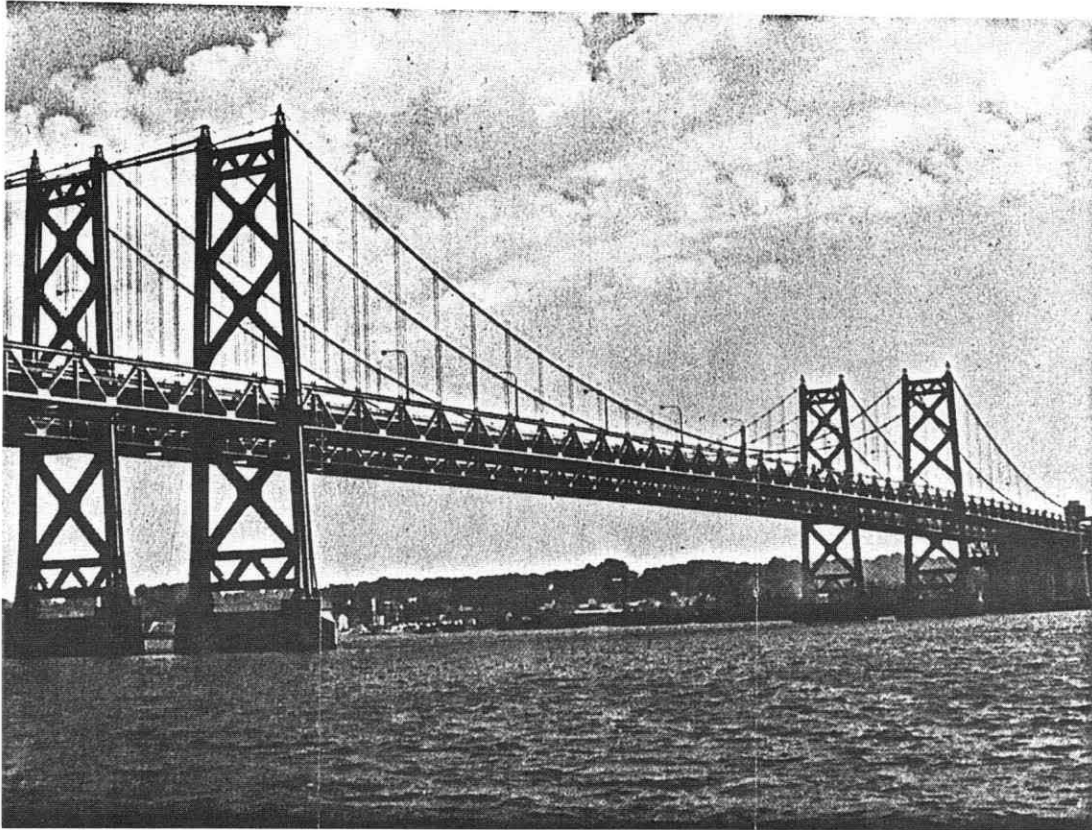
"During our trip north we passed and hailed new boats, among them the elegant BELLE OF ST. LOUIS at the St. Louis levee, and the EMERALD LADY tied up at the Burlington wharf. We saluted the jaunty stern-wheeler SPIRIT OF ST. CHARLES running excursions at Cape Girardeau. The petite CITY OF GRAFTON, Capt. Bob Marshall, was handling excursions at Alton, Ill. We tied off below Lock #17 near the GEO. M. VERITY and had a pleasant visit with Bob Miller, who rode through the lock with us. At Wood River we picked up a delegation of Clintonians. Arrived at Clinton at noon, Monday, June 10th, the levee crowded with well-wishers.

"This river rat is glad to be home, now cooking for two in a modern kitchen, instead of the 18 hungry mouths I fed three times a day on the BELLE, using one large and one small crockpot, two small and one large electric fry pans and a two-burner electric hot plate. Some call this "creative cruising." I call it hard work.

Enjoyed every page of the June issue. It is always a pleasure to find the S&D REFLECTOR in the mailbox."

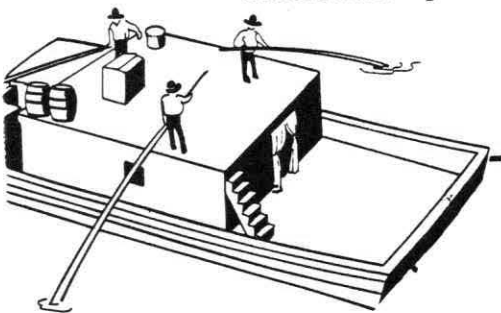


Bayview Bridge, the 4,500-foot cable-stayed structure over the Mississippi River at Quincy, Ill., handling two lanes of westbound traffic from Quincy to Missouri, opened in August of 1987. Photo by Father Tom Brown, Quincy, Ill.



TWO SUSPENSION BRIDGES SIDE BY SIDE

OUR JUNE ISSUE pictured an ancient suspension bridge across the Mississippi River at Minneapolis. We captioned it as the only suspension bridge built across the Father of Waters, period. Promptly we received the above picture and a letter from S&D member Kenneth A. Buel, #1 Oxford Court, Collinsville, Ill. 62234. Says Mr. Buel:- "I am writing concerning your nomination of a Minneapolis bridge as 'the only suspension structure linking the shores of the Father of Waters, period.' I have no idea of how many there are now or have been over the years. The two in the picture I'm sending are the Iowa-Illinois bridges connecting the Mississippi River banks of Moline, Ill. and Bettendorf, Iowa. They currently carry Interstate 74 traffic, one way on each span. The upstream span was completed in 1935 and the second span was constructed just a few yards downstream in about 1959."



Two pioneer-type flatboats have made news in recent years. In appearance there is not much difference, but there the similarity ends. The Ohio Historical Society's version, built for display at Marietta, Ohio, refused to stay afloat. After repeated sinkings it

was permanently beached on the shore of the Muskingum River, a static exhibit of how not to build a flatboat. The other one, christened SPIRIT OF KANAWHA, arrived in Cincinnati from the headwaters of the Kanawha River and all but stole the popularity show there in the fall of 1988 during the "Tall Stacks" celebration. Skipper Bela Berty graduated from this success to a 5-page section of a National Geographic book titled "Great American Journeys."

The May "National Geographic World" includes a double-page color photo of Bela Berty posing in period

costume alongside his wacky-looking, plain-Jane, unpainted SPIRIT OF KANAWHA, along with an explanation of how to pronounce Kanawha (given as Kuh-NAW-uh).

Bela K. Berty now writes us as follows:-

"The Project Co-ordinator of the West Virginia Humanities Council has asked me to invite old riverboat captains and other river experts to join aboard their museum barge, ALWAYS A RIVER, which will welcome these visitors at Charleston on the following October dates: 5, 6, 12, 13 and 19, 1991.

Concluded on page 29.

AND STILL ANOTHER

Sirs: There is a bridge at Quincy, Ill. on the Mississippi which opened in 1987 that is more or less a suspension bridge. The design is so new that there were several "hold ups" waiting on Canadian Engineer to test as construction progressed.

Some of us more mature (not older) folks still aren't sure it will stay up.

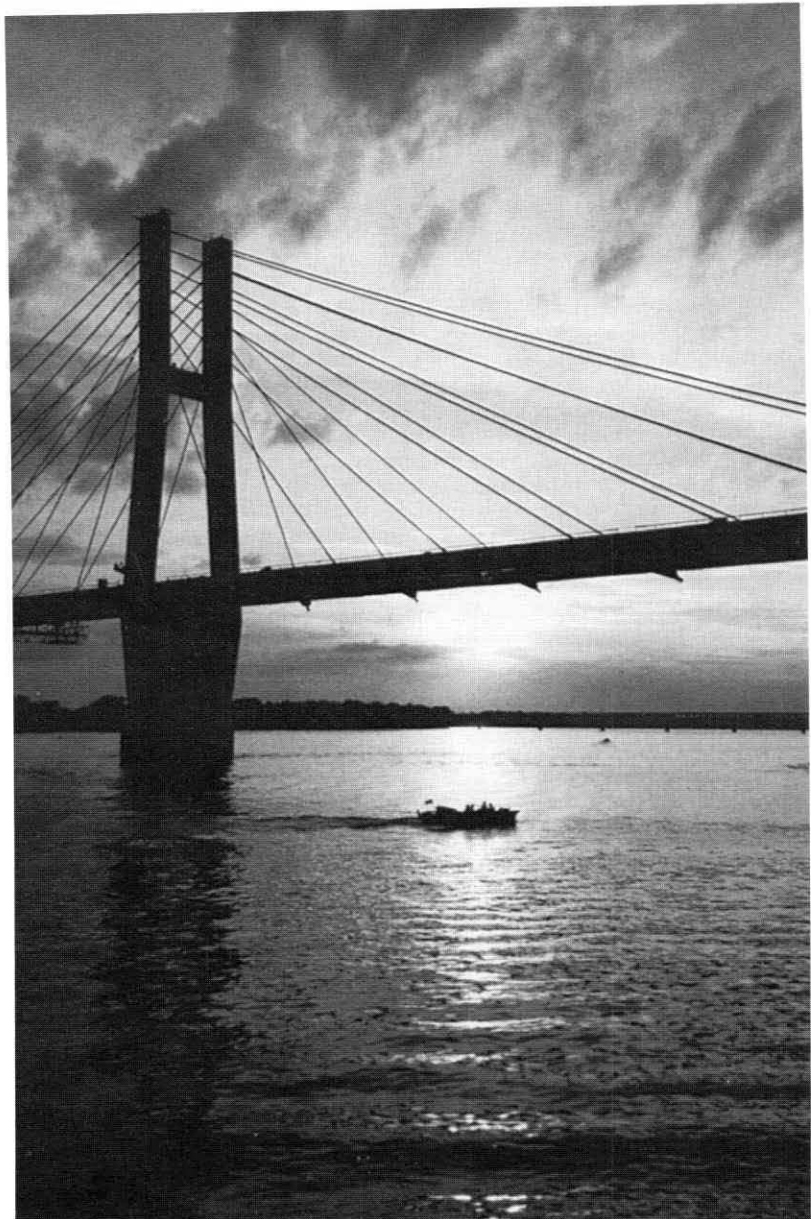
I have had an interest in suspension bridges ever since the one at Tacoma, Wash. blew down in the '30s. I was on it less than a week before.

Keep up the good work...I enjoy the S&D REFLECTOR more with each issue.

Hiram M. Hiller,
570 N. Washington,
Kahoka, Mo. 63445

=Another view of the Quincy Bayview suspension bridge, photo by Karen White, Quincy, Ill.

May all future displays of this Editor's ignorance turn out as instructive and interesting as this suspension bridge blooper. -Ed.



FLATBOAT

Concluded from page 28.

"It is proposed that these visiting guests of honor sit in the mock-up pilothouse two or three at a time for conversations with one another. There may be some videotaping to preserve these precious moments. The obvious candidates are those who are so frequently mentioned in the S&D REFLECTOR. I may be reached at 304/925-1861, or by writing my home address, 306 Hills Plaza #332, Charleston, West Va. 25312-2400. Bela K. Berty."

Skipper Berty reminds us that this Charleston visit will be the last showing of the ALWAYS A RIVER barge before removing the exhibits.

The TV epic, "The Civil War," recently aired, was narrated in part by John Hartford.

Sirs: The cover on the June issue is striking, a great photograph but not of a steamboat. Heavens! Well, at least the decorative treatment of the wooden towers on the bridge might well be classified as Steamboat Gothic.

A friend at Smithsonian, Bill Worthington, found the following information in the files of the Division of Engineering. The span was 620 feet long and the width of the deck 17 feet. The four

cables had 500 iron wire strands. The designer was Thomas M. Griffin, C.E. It cost \$36,000 and was the first bridge over the Mississippi. It opened in January 1855 and closed in 1876. It was a toll bridge - passengers paid 5¢, wagons 25¢. The replacement bridge had stone rather than wooden piers. Those are the basic facts about the remarkable structure.

J. H. (Jack) White,
Division of Transportation,
Smithsonian
Institution,
Washington, DC. 20560

BOOK REVIEW

Edward A. Mueller has recently produced another book on steamboating, this one on the Chattahoochee River system, down in the Georgia, western Florida area. The title of the new book is, "Perilous Journeys: A History of Steamboating on the Chattahoochee, Apalachicola, and Flint Rivers, 1828-1928". The size of the book matches the title and there is a surprising amount of information on a system of about 300 miles navigable length.

The subject of the new book covers rivers that were of great importance in the development of western Georgia, eastern Alabama and western Florida. The Chattahoochee forms the boundary between Alabama and Georgia for a considerable distance while the Flint River is a tributary connecting just north of the Florida line and wandering NE up into Georgia towards Albany and beyond. Below the Chattahoochee-Flint River junction the stream is called Apalachicola.

Steamboats appeared upon the Apalachicola-Chattahoochee-Flint (ACF) in 1827 when the FANNY arrived at Bainbridge, Georgia, the head of navigation on the Flint River, some 36 miles above its junction with the Chattahoochee. In January, 1828 the FANNY (or FANNIE) arrived at Columbus, Georgia, the head of navigation on the Chattahoochee and 260 miles above tidewater; steamboats came to this corner of the deep south less than 20 years after the first one was built at Pittsburgh.

The FANNY had been built in New York in 1823 and probably favored an eastern design but the second boat up to Columbus was the STEUBENVILLE which had been built at Steubenville, Ohio on the Ohio River in 1823. The STEUBENVILLE was 117'4"x18'4"x7'3" and sidewheel. It is understandable that the first steamboats would come

from far afield since this part of the country was still a wilderness; the U.S. did not acquire Florida from Spain until 1821 and much of the area was Indian territory.

Ed Mueller provides a good historical background of the West Florida, southern Georgia area in the first two chapters of his book. There are a number of clear maps outlining the territorial claims to go with the description of events leading up to the War of 1812 and the military actions on the rivers.

Following the appearance of the FANNY and the STEUBENVILLE on the rivers in 1827-28, the author proceeds to tell the story, decade by decade, of steamboat traffic. A sampling of the chapter headings give an indication of the developments: 1830's- Steamboats Become a Necessity; 1840's-Cotton Shipments; 1870's-Corps of Engineers Improvements; 1910's-Steamboating in Decline. Footnotes are copious with extensive sections of illustrations at the end of each chapter.

Much of the information Mr. Mueller uses to tell his story has been based upon contemporary newspaper accounts. The style is to paraphrase and weave together rather than long quotes from old accounts and the author makes an interesting story, evidence of his long experience in writing for steamboat audiences. An extensive glossary of terms will prove helpful to those not entirely comfortable with nautical-speak.

Included in the book is a complete list of commercial steamboats that operated on the Apalachicola, Chattahoochee, Flint (ACF) system, from the FANNY to the BARBARA HUNT which sank at Chattahoochee, Florida in 1940. Of the 222 boats listed, it is interesting to note that 136 (by our count) came from the Mississippi River system and most of those were built at Ohio River yards; many will therefore be found in Way's Packet or Steam Towboat Directory.

The career of the packet RUTH NO. 2 is particularly amazing: she was built at Clarington, Ohio in 1904, appeared at Columbus, Georgia in 1906 and later moved on across Florida and up to South Carolina where she operated on the Santee and Congaree Rivers until 1918. How these old wooden boats succeeded in navigating so much open water in getting from river to river is a mystery; the nerve of the crews is almost unbelievable.

Ed Mueller's previous books deal with the St. Johns and the Ocklawaha Rivers of Florida. The Chattahoochee trades and boats were much closer to the those found in areas usually covered in the S&D Reflector.

"Perilous Journeys: A History of Steamboating on the Chattahoochee, Apalachicola and Flint Rivers, 1828-1928" is hardbound, 8 1/2" by 11" format, 260 pages plus illustrations, references, bibliography, tables, complete index, etc.

Available from:
Historic Chattahoochee
Commission, P.O. Box 33,
Eufaula AL 36072-0033;
(205) 687-9755

Mrs. Ernestine V. Melton, widow of the late Capt. Rex Melton, died, 78, at her home in Charleston, West Va., on Friday, July 19, 1991.

She was a lifelong resident of Charleston and a retired employee of Kanawha County schools. Her husband, who passed away several years ago, will be recalled as master-pilot on the JOE COOK, SAM CRAIG and LELIA C. SHEARER.

Burial was in the Concord Church cemetery.

Thanks to Capt. Bert Shearer for notices.

An ambitious TV special about the Ohio River is being planned at Huntington, West Va. by station WPBY-TV. Jerry and Lenora Sutphin, accompanied by Catherine Remley and two TV executives discussed plans in Marietta on August 2nd.

Sirs: Had a surprise phone call yesterday (June 5th) from Gayle Cook of Cedar Farm, She was inquiring about radio channels used by towboats, and I referred her to the boys on the BELLE OF LOUISVILLE. Bill and Gayle Cook still are members of S&D. Gayle sends her regards and urges us to visit Cedar Farm again anytime.

Keith Norrington.

Sirs: Last fall we had visitors on the GEO. M. VERITY wanting to gamble. When I informed them this was not a gambling boat they stalked away mad. My gambling equipment on board is a 15¢ roulette wheel.

Bob Miller,
P.O. Box 400,
Keokuk, Iowa 52632

The Sunday Ledger-Tribune of New Albany, Ind. devoted the full front page of its Spectrum section to the life and times of Capt. Mike Fitzgerald, master of the BELLE OF LOUISVILLE. The story, by staff writer Lindon Dodd, says Mike went to work on the BELLE in 1974 as a deckhand, aged 17, so by our put-and-take figuring that puts him at 34 now. The two pictures of him with all that dark hair and a white summer short-sleeve shirt and white-topped uniform cap, make him more like 24. But he and Diane were married in 1980, and Diane is the mother of their sons, Sean, 9, and Timmy, 5. They've been living in New Albany since 1980.

Mike's pilot, Charlie Decker, also lives in New Albany, and relief captain-pilot Joe Hughes has a few years on his shoulders; added together these two have 70-odd years of river experience. Mike was made master of the BELLE in 1983, quite some distinction for a lad of 26.



From The Times-Picayune, New Orleans, Saturday, May 11, 1991, column headed OUR OPINIONS - Editorials. Our thanks to Capt. Roddy Hammett.

Calvin McMahan, 620 N. Turner Road, Austintown, O. 44515 knocked at our door bright and early on June 19th. A 4-great uncle of his, Joseph McMahan, aged 77, was killed when the MOSELLE exploded at Cincinnati in 1838. Question: What was 4-great uncle Joe doing, aged 77, aboard the MOSELLE?

The St. Louis Mercantile Library announces a river lunch and lecture series. On Wednesday, October 4th Dr. John Rreps, professor emeritus, Cornell University, has chosen as his topic, "Expeditions Along the Mississippi River," with illustrations of the changes over time of cities and communities along the Mississippi River.

On Wednesday, November 6th Dr. Wayne Fields, chair, department of English, Washington University, deals with "What the River Knows," the subject of a book he has written.

Reservations may be made by calling (314/621-0670). The luncheons and programs are 12:15-1:15 p.m. in the Library reading room, 510

Locust St., St. Louis, Mo.

Rike Beckley also tells us that on December 2nd the Herman T. Pott National Inland Waterways Library will host the annual Captain Donald T. Wright Award in Maritime Journalism.

Bill Price has alerted us that the Dravo Seniors of Pittsburgh have reserved 46 rooms on the MISSISSIPPI QUEEN for a Pittsburgh to Cincinnati cruise one year hence, July 19-23, 1992, with a return to Pittsburgh by bus.

As we go to press, 40 of these spaces have been reserved. This will be the first such trip down the Ohio that these Dravo veterans have attempted.

Aaron Richardson, 870 Carini Lane, Cincinnati 45218 joined S&D at 15 and now has celebrated his 16th birthday. Aaron joined with us aboard the DQ for the race with the B/L this past May first.

"There is no reason for my love of steamboats, says Aaron, "it's just there."

A year has passed since Way's Steam Towboat Directory rolled off the presses and the reception has been most gratifying to the compilers. How could anyone ask for more than the review by the editor of Ohio Magazine who warned, "Browsers open this book at their peril." As of January 1, 1991 some 647 copies of the Directory had been sold.

But, notwithstanding all diligence, there were a few errors and omissions in the Directory and we herewith own up to those that have been brought to our attention.

F. Way and J. Rutter

* * *

T0026 ABBIGALE

Stw tb wh 1924-1940? She was sold to A. E. Cooper, Kansas City, MO prior to 1940. Mr. Cooper removed the steam equipment and installed a Caterpillar 60 hp diesel engine; she was towing the DIXIE QUEEN showboat for Cooper in 1940.

In the fire at Memphis on February 28, 1943 which destroyed the showboat COTTON BLOSSOM, the ABBIGALE was damaged but repaired; then owned with the DIXIE QUEEN by the Gold Medal Carnival Co. Greenville, MS.

T0198 BARBARA HUNT

The location of the sinking of this boat was reported incorrectly. She sank June 12, 1940 just below the Victory Bridge, U.S. Route 90, in the Apalachicola River, Chattahoochee, FL. The wreck was visible at low water during 1987.

T0773 EXCEL

Stw tb wh 1881-1905? b. Brownsville, PA, 122x21.5x3.5, 118.9 tons. Details of this boat's career are not available although she was owned in part for a time by Capt. John Barrett. George Knox of Harmar, OH was engineer on her for a while, the only towboat he was ever on. She was registered at St. Louis in 1897 but not found on the list for 1898.

(Added) Later information shows the EXCEL was in service in 1905, then towing a railroad transfer barge at Parkersburg, WV for the Little Kanawha Railroad Co. The barge carried the narrow gauge locomotive, a coach with 31 seats and a combination baggage car with 19 seats. J. P. Knight was master and owner of the EXCEL at this time. G. E. Leavitt & Co. "vehicles, harness & undertaking, Parkersburg" may have had some interest in the operation since C. P. Leavitt wrote to the U.S. Inspectors inquiring about safety equipment. Disposition unknown.

T1169A IDA PICKENS (New)

Rig? tb wh 1878-1881? This was one of the Coal River, West Virginia boats owned and operated by Cornelius Pickens, St. Albans, WV. Capt. Pickens received his third issue of license as "Master on

the Great Kanawha River and its tributaries and Special Pilot of Steamer IDA PICKENS and vessels of similar class on Coal River" on March 29, 1881. Disposition unknown

T2166A ROB ROY (New)

Stw tb wh 1882-1900? Originally the packet SAM BOREE built at Lafayette, IN and rebuilt at St. Louis, MO in 1882, 120x20x3.2. Engines 10's-22 in. stroke. This boat was carried on the LMV as a packet and is so listed in Way's Packet Directory. We list her here because she shows up in a photograph, circa 1885, at Marietta, Ohio with the HOPE (T1127) and certainly has all appearances of a small, pool-style towboat complete with towing knees. In view of the ROB ROY's small engines she would have been suitable for only light towing (produce boats, construction jobs, towing ties and the like). In 1888 her home port was Memphis; 1891 Cincinnati; 1896 Wheeling; 1898 back to Cincinnati. Final disposition unknown.

T2317 SMOKY CITY

The SMOKY CITY was incorrectly labeled "SMOKEY CITY"; we probably were thinking about Smokey Bear when proofreading.

T2327 SPRAGUE

On page 211, the date of the fire which resulted in the final destruction of the SPRAGUE occurred on April 15, 1974 rather than May 15.

T2430A TIGER (new)

SW tb wh 1837-1844. b. Wheeling, WV, 364 tons. Built at the yard operated by Elijah Murry in North Wheeling; Murry and a partner named Thompson had earlier operated a boatyard at Steubenville, OH. Engines and boilers by Arthur M. Phillips. The owner was Capt. James Beebee who operated the TIGER towing ships from the mouth of the Mississippi up to New Orleans. She exploded boilers on November 13, 1844 at Southwest Pass, LA with a loss of three lives.

Arthur M. Phillips established his engine and boiler shop in North Wheeling in 1832. Mr. Phillips had relocated from Steubenville where he had a foundry and blacksmith shop turning out both marine and land engines, hollow ware, grates, etc. Phillips provided the engines for a number of early boats including the packet MECHANIC of 1823, noted for sinking with Gen. Lafayette aboard (see S&D Reflector, March, 1988). In 1843 the business was purchased by sons James W. Phillips, A. M. Phillips, Jr. and Hans W. Phillips who operated as Phillips & Co. In 1852 H. W. Phillips became sole owner. This firm provided the machinery for numerous boats built at Wheeling and elsewhere through the end of the Civil War and perhaps later.

[Way's Steam Towboat Directory is available for \$34.95 plus \$2.00 shipping and handling from: OHIO UNIVERSITY PRESS, Scott Quadrangle, Athens, OH 45701 (NY and OH residents add sales tax)]

KEPT A DIARY

J. P. Doremus Takes
Devil's Chair Photo.

Friday, Sept. 25 [1874]: Took a 4" x 4" negative of the Steamboat LOUISVILLE (T1645] yesterday morning before breakfast, finishing them this evening (one doz.) while the boat was waiting for them on her up trip and received \$18.00 for them.

Monday, Sep. 28th: Left Prescott last night in tow of the NELLIE KENT. Found being towed is a very different motion from floating. Took some views of the levee at Stillwater, Minnesota this morning and took portraits in my gallery all the way up. Took in \$13.75.

Wednesday, Sept. 30th: I have done a splendid day's work. Started this morning early with a couple of boys. Went across the river and up a high bluff, over rocks and through the brush to the highest point and then what a view, the Dalles of the St. Croix River at my feet, the villages of Taylor's Falls, Minnesota and St. Croix Falls, Wisconsin in plain view and not a leaf stirring. I took a dozen negatives before dinner and in the afternoon took some views above the landing.

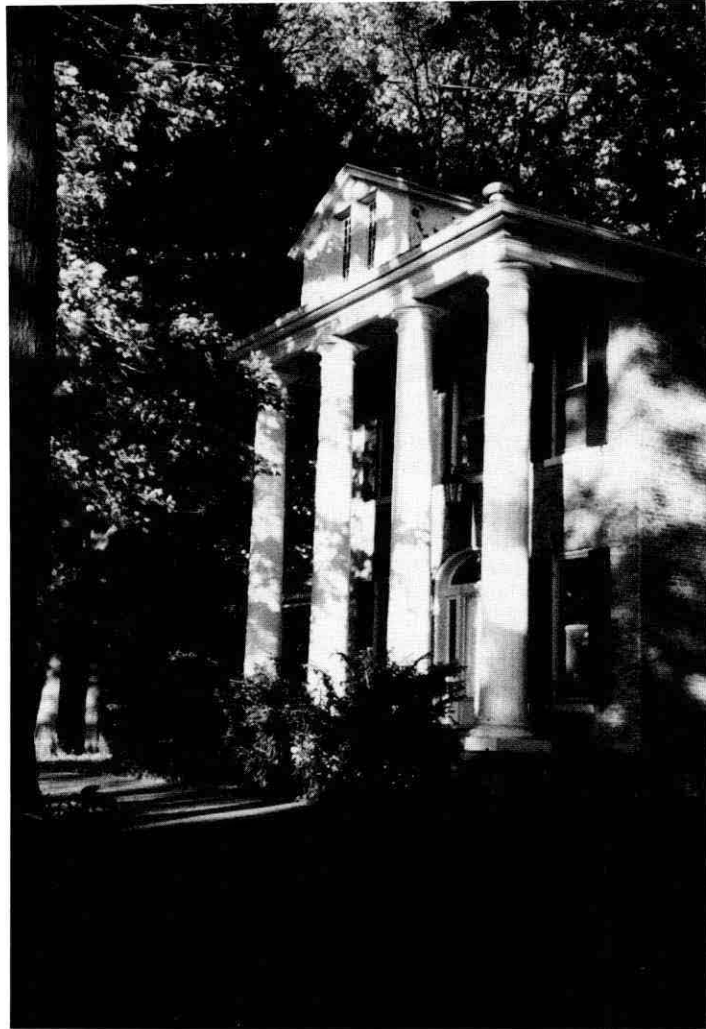
Tuesday, Oct. 1: Too windy today to take views, but I have been climbing the rocks and over places where none but a cool head could go to find a place to take a pile of rocks called the Devil's Chair. I got a place at last half way up the precipice where I will have to tie both myself and camera, but it will beat anything there has ever been taken of it although a number of photographers here tried it, one of them losing his camera and getting it smashed on the rocks below. Our gallery work today amounted to \$18.00.

Saturday, Oct. 3rd: Took some views yesterday of the Devils Chair. Took some of the bridge over the St. Croix River this morning and some of St. Croix Falls, Wisconsin this afternoon.

Wednesday, Oct. 7th: Have been taking views very steadily and have been very successful. Have done well

in the gallery, also Mrs. Miles bought stereographs today for \$12.00.

The above comes to us from Ralph R. Dupae, from an original diary Ralph had located in New York City.



ROCK HILL, MAY 1, 1991

THIS is a mansion which hardly needs any explaining at all. Rock Hill is the home of C. W. and Lucy Stoll. Keith Norrington took this rather spectacular shot on the day of the annual race waged between Louisville's pet steamboat, the BELLE OF LOUISVILLE, and the prize possession of the Mississippi River System, the DELTA QUEEN. No cars parked around, and no people. Maybe Keith snuck up there while the race was going on. If so, Catherine Remley, Jeff Spear and I, down from Marietta, were riding the DQ, getting an excellent view of the B/L's paddlewheel even unto the race's conclusion.

GALA GRAND OPENING
SET FOR NOVEMBER 1st

The Cincinnati Historical Society will open its new headquarters and exhibits in the Cincinnati Union Terminal on the evening of Friday, November 1st. Several years of preparation have been focused on a visual recreation of the Cincinnati waterfront when Steamboat was King back in the 1840-1850 period. A working-model side-wheeler can be boarded. An exhibit focusing upon Jacob Strader and his influence in that day and time is featured.

An advance notice from Gale E. Peterson, director of the Society, announces that a feature of the gala opening will be the drawing of the successful lottery winner of a 1966 Mercedes 230 SL donated by Mr. and Mrs. John J. Strader IV. A total of 500 tickets are being issued at \$100 each, the right reserved to cancel the drawing if fewer than 250 tickets are sold. Winner need not be present to win. Tickets are available at The Heritage Shop, Cincinnati Union Terminal, 3301 Western Avenue, Cincinnati 45203.

[Ed. Note:- Jack and Joan Strader have not only prized this Mercedes, but have also been generous in their assistance otherwise. Yes, we have bought and paid for one of these lottery tickets.]

NEW RIVER MAGAZINE
MAKES DEBUT

Jack and Sandie Custer launched "The Egreious Steamboat Journal" with a 36-page May/June 1991 issue, same page size as S&D REFLECTOR, profusely illustrated on slick-stock. It came to subscribers in white envelopes. The front cover featured a well-known photograph of the J. M. WHITE and the back cover a full-bleed of the QUEEN CITY's stacks with a crew member standing on her fanciful cross-bar near the port stack "tending to a snarled cable ca. 1906." This selection is explained. "In many respects, this photo conveys the editor's and the publisher's mutual

precarious feelings in our 'going out on a limb' as our new venture goes through its fledgling stage."

Jack and Sandie have taken on a time consuming and expensive project. We wish them well.

Subscription for one year (six issues) is \$20, domestic, to P.O. Box 3046, Louisville, Ky. 40201.

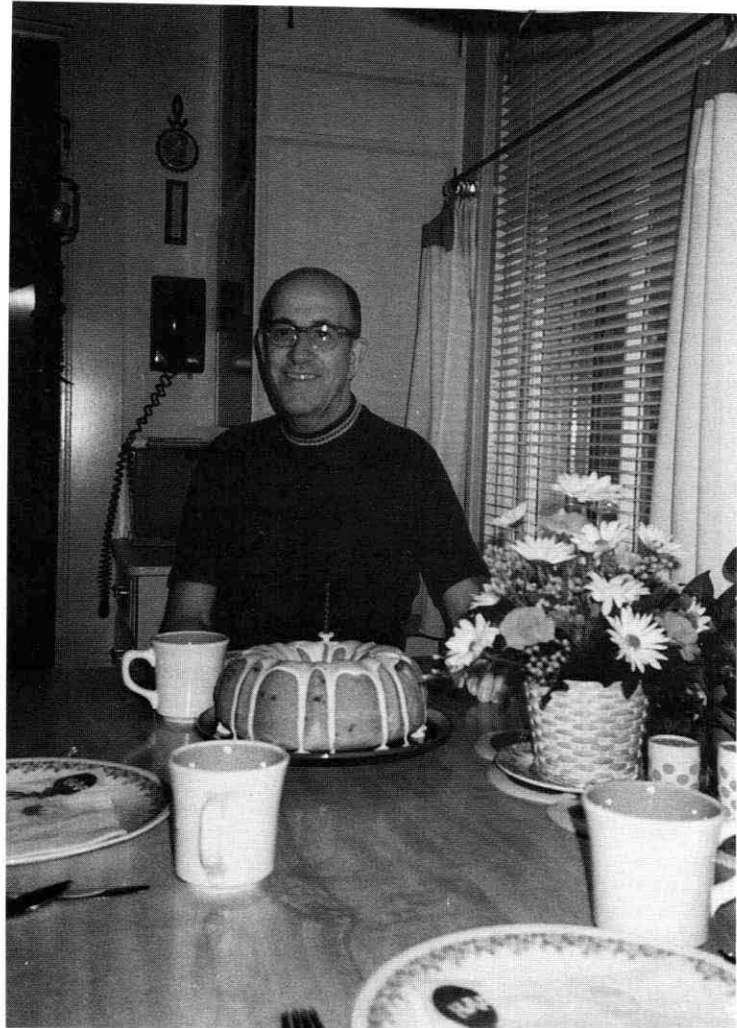
A quote by Ye Ed was read from the floor of Congress by U.S. Representative Bill Clinger R-Warren, Pa., which assisted in the unanimous passage of a bill which designates 85 miles of the Upper Allegheny River as a

National Recreation Area under the federal Wild and Scenic Rivers Act.

The quote: "...Strange and untamed and little explored. Curious that such a place should exist so close to civilization and still be untouched. Miles and miles of pionerr river. The Allegheny River is a breed of its own and it should remain so."

The bill must pass the Senate before going to President Bush for his consideration.

-Thanks to Ann Mallinson and the Putnams for clippings.



HAPPY 74TH

This is Roscoe Frye, on April 20th last. Dorothea notes that the flowrrs are from Rick and M'Lissa.

THE BACK PAGE
Mouth of the
Muskingum, Winter 1871-72
Navigation Suspended.

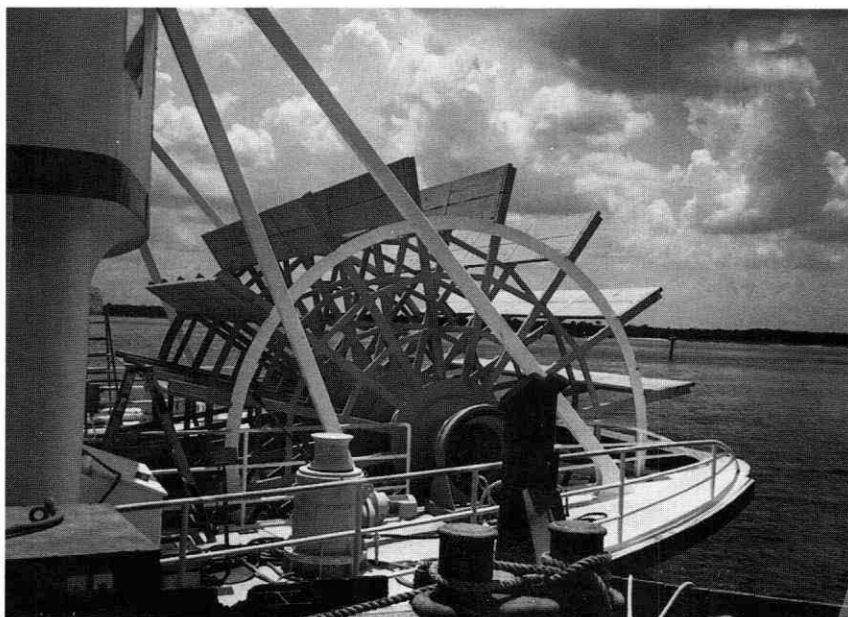
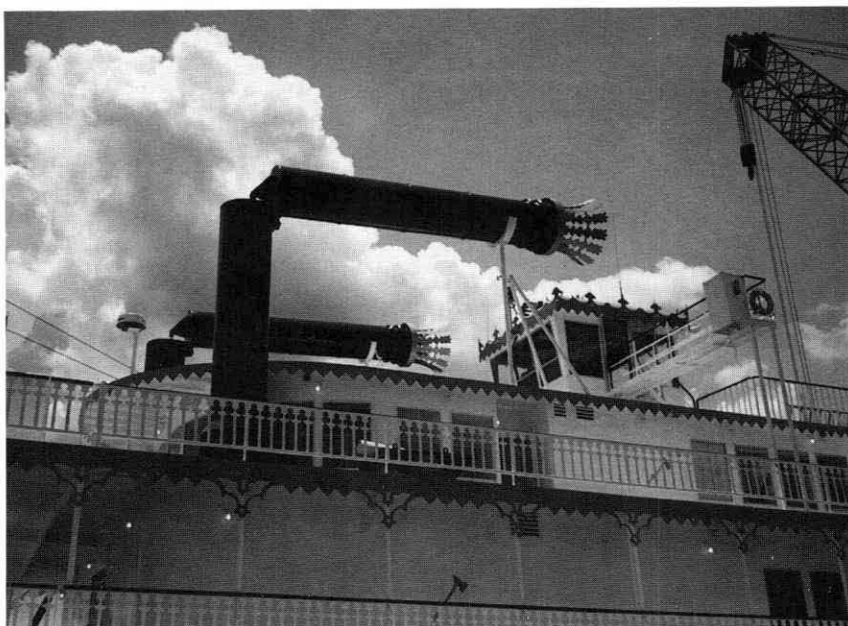
The Rev. Wilson Waters, who lived at Fourth and Wooster, Marietta, in addition to church matters was an ardent photographer. He enlarged some of his best shots (this one to 10" by 13") and mounted them on a stiff cardboard. This one he titled in black ink printing, "Samuel Clarke and others." Jeff Spear acquired a number of these mounted enlargements as a Christmas gift from his partner in Riverview Antiques, Bill Dorsey, and Bill said a man had walked into the store with them one day.

All of the boats in this winter scene have been identified, save one. The big boy right of center is the towboat SAMUEL CLARKE, and the reason she looks so new is because she was new, starting a career which was to span almost a half-century, and hence well into the recollection of Ye Ed. She always was documented as "built at Pittsburgh, Pa.," although without doubt her hull and framing was set up at a yard in the area, probably Brownsville, Pa. The origin of the hull is important to know, particularly in this case, inasmuch as the SAMUEL CLARKE got good marks over the years for her dexterity in handling coal tows, a perfection widely copied later on.

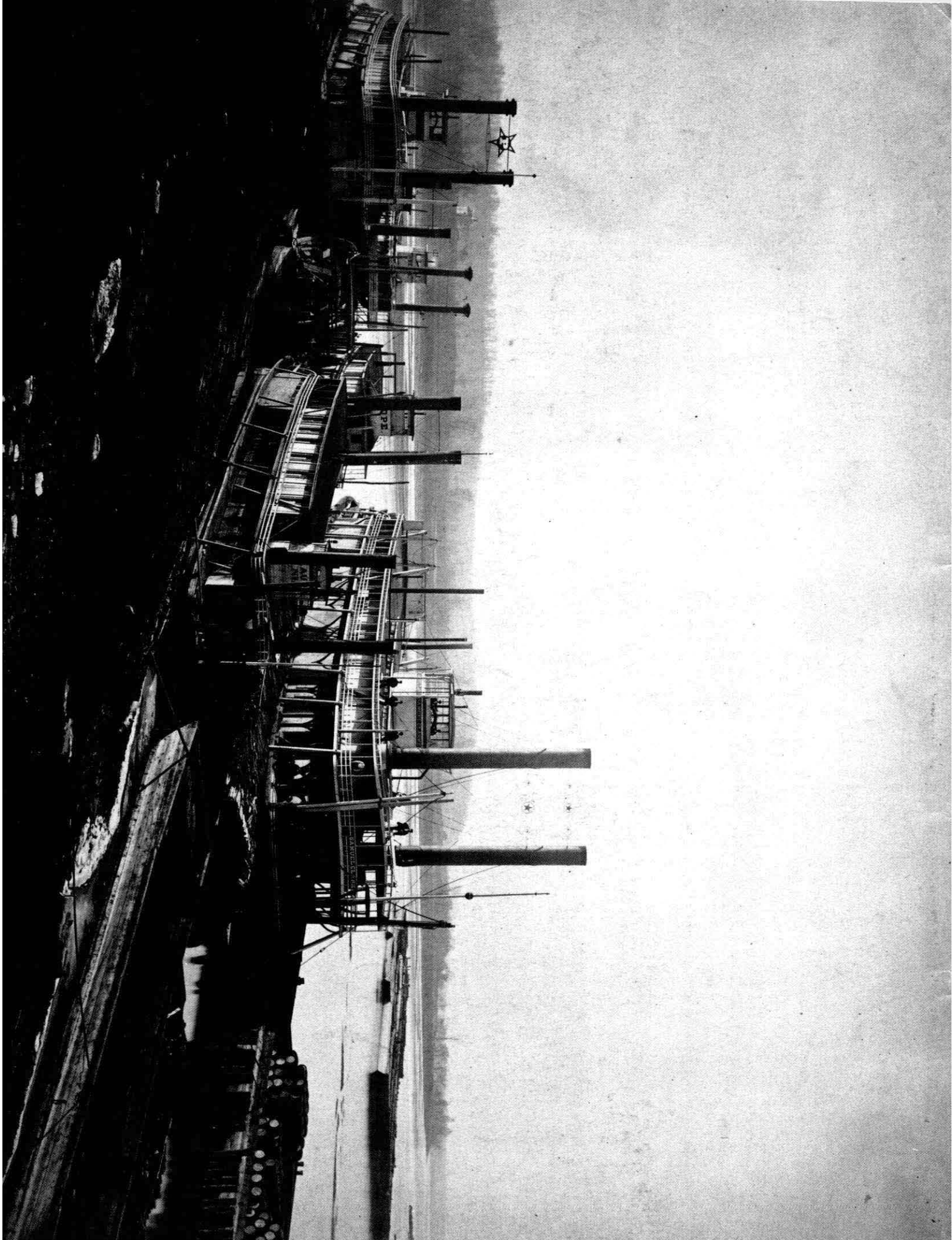
Shoreward of the SAMUEL CLARKE is the towboat LAURA NO. 2, dating back to Civil War days, and she had Allegheny River experiences during the start of the oil boom days. Her appearance at Marietta may have been to pick up barges loaded with new oil barrels destined to Oil City, Pa. Under her stern, at shore, is a partially built boat, perhaps there from the Knox yard for ice protection, and outside of it is combination packet-towboat HOPE upon which J. Mack Gamble's father started steamboating as a clerk, probably about the time this picture was

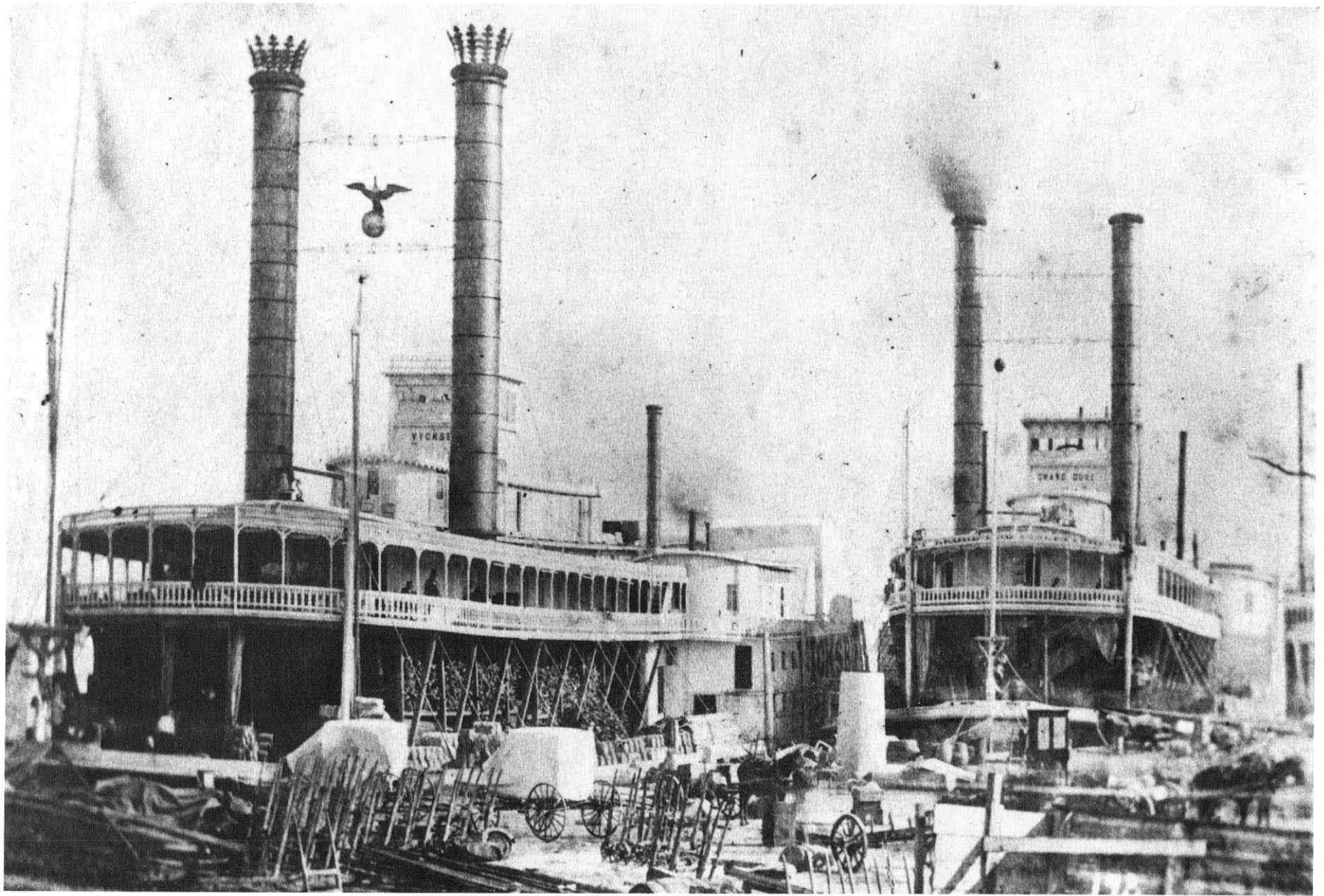
taken. The large, good-looking towboat at extreme left is the SAM PARKER (star between her stacks), Capt. Jim Wood, master, his first command. An ardent Presbyterian, Cap'n Jim conducted Sunday services on board. The steamboat next to her is the one we can't identify, and outside of it is the new packet OELLA which in 1875 made a Marietta-New Orleans trip towing a barge and peddling merchandise. -And thanks again to Jeff Spear for loaning the photograph.

The Greater Peoria Riverboat Corporation, barring unforeseen delays, hopes to inaugurate riverboat gambling at East Peoria, Ill. in November. The PAR-A-DICE is the largest of three gaming sternwheelers built at the Atlantic Marine shipyard, Jacksonville, Fla. The 228-foot long sternwheeler (the paddlewheel works) will have 344 slot machines, 18 blackjack tables, four craps tables, a big six wheel and two roulette tables. She is designed to handle 1,200 passengers. --Thanks to Pat Welsh for clippings.



The two pictures above, and also on page 14, thanks to William G. Patterson and his nephew, Ken Maloy.





Sometimes speculation is more fun than facts. See column one, next page, and join the club.

