

S&D

REFLECTOR

Published by Sons and Daughters
of Pioneer Rivermen



Vol. 29, No. 1

Marietta, Ohio

March 1992



Sirs: Finally received the December REFLECTOR yesterday (12/19) and was duly impressed with the BAILEY GATZERT model photo. A little over a year ago I worked out a deal with Ralph Hitxhcock to sell prints of his plans of the GATZERT. [See elsewhere in this issue. -Ed.]

The photo of the THOMPSON DEAN on page 30 is fantastic! I wish you would re-run it as a double-page spread. The cabin photo and the rest of the material on the DEAN is equally fantastic, but I must take issue with the title. There was one very important detail that was evidently too trivial for the newspaper writers - the boat's color scheme. The very first thing that caught my eye was the upper portion of the hull, above the red running line. That's not a shadow; it has been painted a slightly darker color than the rest of the hull. The pilothouse nameboards have dark letters on a light background and the tops of the 'scape pipes are trimmed in the same light-colored paint. What color was this? I'll take a stab at a light yellow ochre. This color was easily available and commonly used for marine painting in the nineteenth century. I have found recent evidence indicating that some steamboat roofs might also have been painted a tan or ochre color.

And what about the stacks? They are obviously not black; there's too much light reflecting off them. Perhaps they were left unpainted. We will also probably never know what color the drop shading was on the big wheelhouse lettering. Those 19th century reporters had no consideration for future artists and medelers.

John Fryant,
6508 Dorset Drive,
Alexandria, Va. 22310

=The roof of the big Combine towboat JAMES MOREN was oocre in 1916 when Bill Pollock and I were exploring aboard her at the Point Landing, Pittsburgh. Otherwise your deponent knoweth not. -Ed.

Sirs: I have the December issue at hand, and declare that the REFLECTOR gets better and better. I have a complete set back through March 1961 and use them all the time.

In reading Capt. Jesse P. Hughes' diary in the December '91 issue (I always read that first) I note you have confused Wrightsville with Wheelersburg. Also on page 20 the machinery from the JOHN MOREN is given incorrectly.

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

=Pine Creek enters the Ohio River at Wheelersburg, O., not Wrightsville, O. The high pressure engines from the JOHN MOREN were 18's- 7 ft. Charge first error to wool gathering; second to poor proofreading. All corrections are appreciated. -Ed.

Sirs: Loved the December REFLECTOR. Str. THOMPSON DEAN ranks as one of my all-time favorite boats.

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

Sirs: In conversaton with the noted steamboat artist Forrest Steinlage at the S&D meeting in September we learned that Forrest also has at least one book to his credit. Subsequently, a copy of the book, "Der Turner Soldat," arrived and we certainly enjoyed reading this account of the German Turners and the involvement of one of its members in the Union Army during the Civil War.

You won't find any river steamboats in this 118 page volume, but it appeals to Civil War buffs. Printed by the University of Louisville and published by Calmar Publications, 202 Wildwood Lane, Louisville, Kt. 40223.

J. W. Rutter.

Plans for building a 1/4" scale model of the BAILEY GATZERT are available. Four sheets. Priced \$20 including shipping charges in the U.S. and Canada. For overseas airmail, add 25%. Address: John L. Fryant, 6508 Dorset Drive, Alexandria, Va. 22310. Cash, check or money order accepted. John issues a list of boat model plans he has available, a quite impressive selection.

OUR FRONT PAGE

THE QUEEN CITY was out and prowling on the Ohio River in the Pittsburgh-Cincinnati trade in 1901 when Marietta photographer G. B. H. Sandford snapped this portrait of her. He used a 4' x 5" glass plate and he was positioned on the pilothouse steps of a packet off to the left. The starboard stack and a portion to the boat's roof appear on his original plate. It may be the VIRGINIA doing some maneuvering, causing a line of low, long swells as the QC approaches. -Our thanks to Jerry Devol, Jeff Spear and Ralph Dupae for assistance.

BAILEY GATZERT

=Sirs: The model of the BAILEY GATZERT pictured on the back page of your December '91 issue is absolutely magnificent. Indeed, the GATZERT was probably the "classic" river boat of her type. You'd certainly be hard-pressed to find a boat with better lines and proportion on any river.

I'm writing not just to gush over the GATZERT, but to suggest that your reference to the race between the GATZERT and the T. J. POTTER might be in error, or, more correctly, the reference to the race result in the James Rees catalogue to which you made reference might be incorrect.

The BAILEY GATZERT was built in 1890 at the John Holland shipyard, Ballard, Washington. She was owned by John Leary's Seattle Steam Navigation and Transportation Company and operated in her youth in the Puget Sound area. She was not only beautiful; she was fast. Her owners gave Capt. George Hill carte blanche to race anything that came her way. Soon he had left all challengers wallowing in his wake--among them a small, narrow sternwheeler (described as all wheel and whistle) called the GREYHOUND. It seems this little speedster was considered by many to be the fastest sternwheeler in the northwest, and she sported a broom lashed to her mast signifying that she had swept the area clear of all competitors. When the broom was transferred from the GREYHOUND to the GATZERT, the fire was kindled between two giant transportation rivals; Capt. George Hill and his SSN and T, and Capt. Jim Troup of the Oregon Railway and Navigation Co. (whose brother owned the GREYHOUND). The sight of the broom on the GATZERT was quite intolerable to Capt. Jim Troup, who operated a large side-wheeler on the Columbia River, the T. J. POTTER. The POTTER also had a reputation for being fast. When Captain Troup sent the POTTER to the Sound to

compete for the GATZERT's business on the Seattle-Tacoma-Olympia run, it was inevitable that the two racer's paths would cross.

The race was promoted widely. Portland money was on the POTTER, while the Puget Sounders backed the GATZERT to a man.

From the published accounts of the race that I have seen, it was a truly classic steamboat race--neck and neck to the half-way point--neither boat gaining any clear advantage. The outcome was decided in the last half. The GATZERT, in trying to break a dead-heat with the exotic recipe of dry cordwood, pitch and bacon rind, created an enormous back-pressure in her skokestack exhaust line between the cramped exhaust nozzle and the engineroom. The nozzle stripped away and upward through the stack and out its' top into the atmosphere with the sound described as that of a cannon-shot. The departure of the nozzle greatly reduced the draft in the stack. The steam pressure fell. The POTTER forged ahead.

Thus the time, Tacoma to Seattle--one hour 22½ minutes; 28 statute miles, was won by the T. J. POTTER. The broom was transferred to her. A great howl went up for a rematch, but one was never run.

TALL STACKS

Sirs: Sunday, October 18 will be the big day at the Cincinnati waterfront. The MISSISSIPPI QUEEN races with the BELLE OF ST. LOUIS. Then tit's the DELTA QUEEN v. the BELLE OF LOUISville.

As of Jan. 15, 75% of the scheduled cruises are pre-sold. All of the hotels in the Greater Cincinnati area are booked for the entire four-day event. As of now 20 boats are committed, compared to the 13 in 1988.

Wm. F. Judd,
1085 .S. 52,
New Richmond, O. 45157

=The river operation and control center at Tall Stacks is Bill Judd's responsibility, as it was in 1988. -Ed/

An added note about these two very fast boats: Neither of them ever was able to beat a long, lanky sternwheeler named the TELEPHONE. The TELEPHONE never was beaten in her youth, and was advertised as the world's fastest river boat (she may have been). After being withdrawn from packet service and put to use as an Oakland-San Francisco ferry (about 1910) she was never passed in her old age either, as she habitually put the newer Bay-area ferries in their places, just as she had whipped the racers of the Northwest.

Jerry Canavit,
2715 Gainesborough,
San Antonio, Tex 78230

=We have heard cramped stack nozzles remonstrate with considerable wheezing, but never before this have we heard of one virtually going into orbit. -Ed.

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

Ben Bernstein, page 10
Capt. "Billy" Nisso, p. 13
Capt. Wilbur E. Dow, Jr. p.8
John M. Malone, p. 10
Capt. Charles Lane Young, 35

Virgil and Beverly Reynolds of East Liverpool paid us a visit in January. Virgil is the builder of one of the best models of the DELTA QUEEN yet produced.

Plans for an S&D "house flag" are very much in the forefront these days. Dorothea Frye has prepared an attractive candidate for the purpose, which she and Larry Walker submitted to three Cincinnati flag manufacturers for pricing. Meanwhile we discover there is a firm here in Marietta which makes house flags to customer's designs. Patti Young, v.p. of Delta Queen Steamboat Company, gives us assurances that the new S&D flag will wave aboard both the DELTA QUEEN and MISSISSIPPI QUEEN during the Tall Stacks jamboree in October at Cincinnati.

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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 the 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

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Ed Hill, curator
Ralph DuPae, photo research

OTHER FISH TO FRY

BY Bert Fenn

JOE CRESSON, late columnist for the Louisville Courier-Journal, was a raconteur of note. One of his favorite stories concerned a commercial fisherman on the South Fork of the Kentucky River.

It seems this fisherman caught most of his fish the easy way - with dynamite. That is - he tossed dynamite into the river and after the explosion, he rowed around scooping up the stuuned and dead fish that rose to the surface. All this was illegal, of course, and the game wardens were well aware that it was taking place but since he was a pretty crafty fellow who knew all the wardens by sight, they were never able to catch him in the act.

This situation went on for quite a while until the wardens finally decided that something had to be done about it. So they imported a warden from the other end of the state to bait a trap for the culprit.

In due course the undercover man arrived and approached the fisherman as a "preacher" from the next county who needed seventy-five pounds of fresh fish for a fish fry at the church the next day.

"There's only one way to get that much fish quick," he was told, "and you'll have to come along to help."

So the two men went down to the river and out in a johnboat whereupon the fisherman pulled a stick of dynamite out of a gunnysack and calmly lit the fuse. This sizzling stick of dynamite he suddenly thrust upon the "preacher."

"What am I supposed to do with this?" the startled warden asked.

"You can do as you like, but if I was you I'd throw it in the river."

End of tale.

Sirs: Happy New Year. You and I met in the spring of 1958 on the DELTA QUEEN at Huntington, West Va. with Jim Wallen. I've since retired from the U.S. Navy and now write a column for "Steamboat Bill."

David F. Massie,
952 Annapolis Ave.,
Akron, Ohio 44310

=So that's how we recalled your name after reading the Inland Rivers column in "Steamboat Bill." Was puzzled about how somebody in Akron, Ohio had so much savvy about our boats. Best wishes for '92. -Ed.

Louise and son Bill Barr were in Marietta on January 4th celebrating Louise's birthday (January 4th).

Featured in our June issue will be an Anchor Line research investigation complete with map and photographs.

Sirs: My thanks for the extra copies of the December issue, and also my thanks for the diligence of your researcher, M'Lissa Kesterman. Two readers already have communicated their favorable reactions to me: my sister, nrr Zada Thompson Lynch, named after Thompson Dean's grandmother, and my youngest son, Dana, , self-appointed family historian. He owns the silver replica of General Grant's sword, given to Commodore Dean on the occasion of Grant's inauguration.. The commodore (wisely) avoided embarrassment by refusing a post in the presidential cabinet.

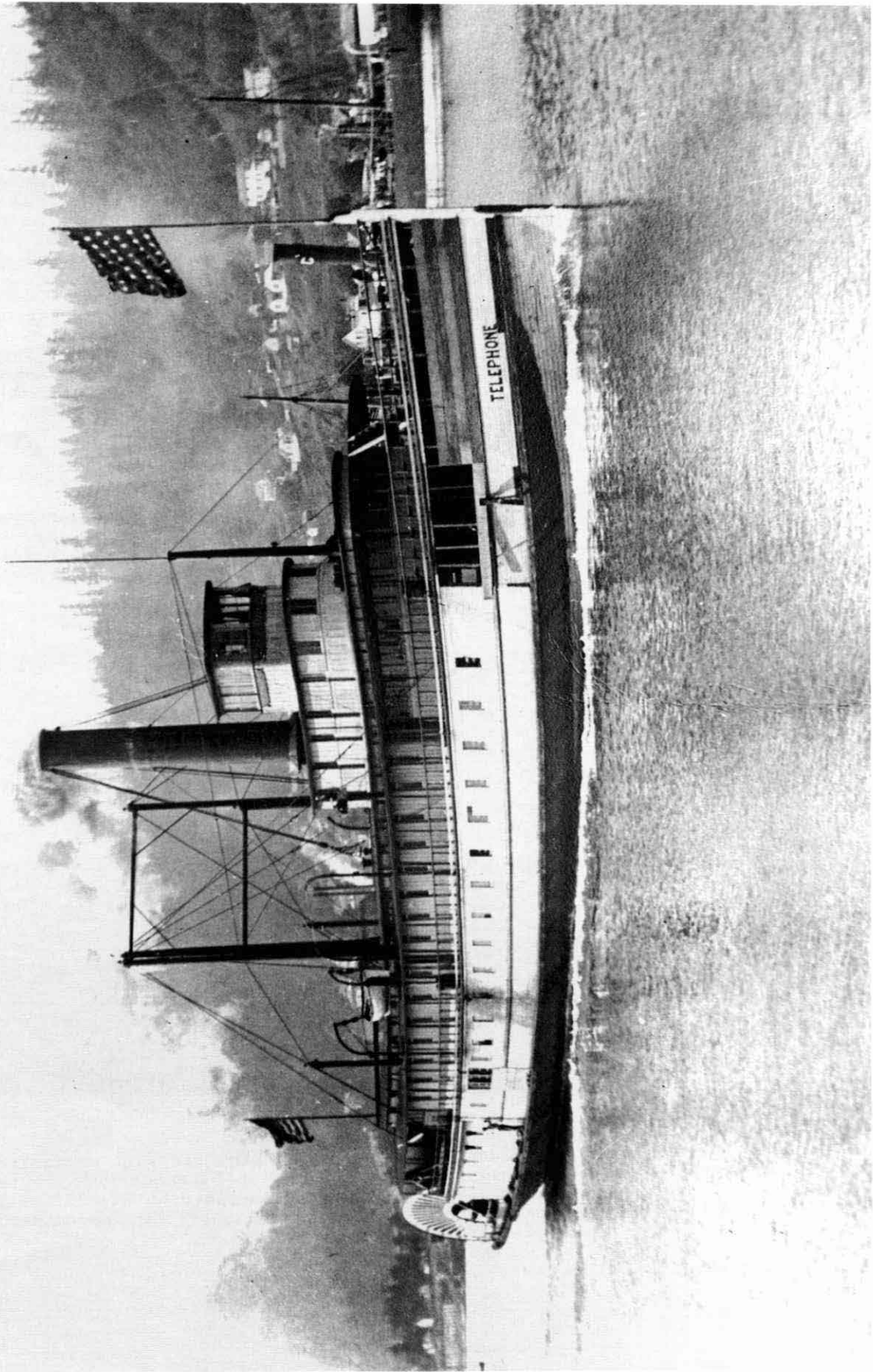
If you would be kind enough, I should ask that you convey my thanks to Ms Kesterman.

William Dean Lynch,
P. O. Box 498,
Graton, CA 95444

=Done. -Ed.



Closest shave the DELTA KING had with extinction probably was her sinking at Richmond, Calif. ten years ago. This picture was taken on May 25, 1982. Today, she is a floating hotel at Sacramento, regally attired inside and out.



TELEPHONE - See Page 7, column 1.

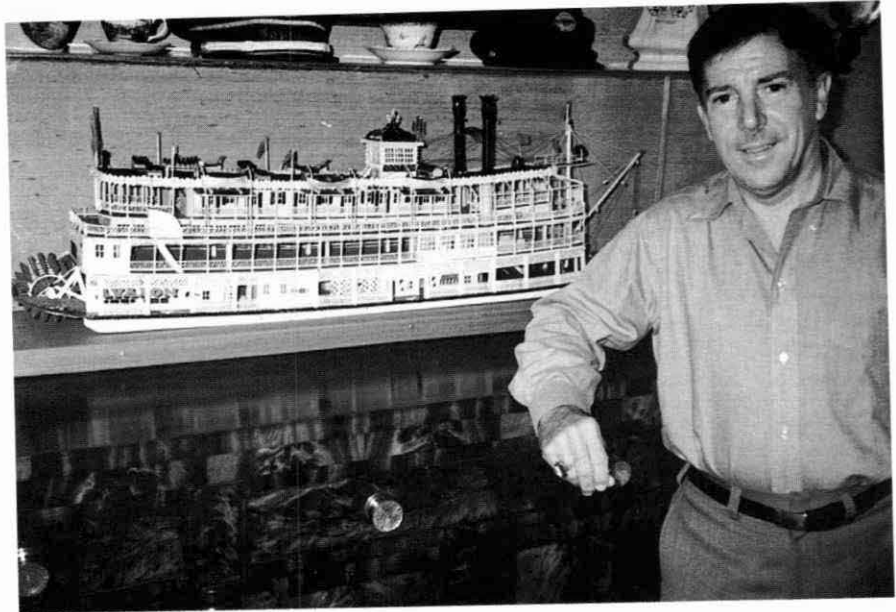
TELEPHONE

The attractive scale model of the BAILEY GATZERT which graced the back cover of our December issue attracted several interesting letters, reported in this issue.. One of these hands to a sternwheel packet on the Columbia River, named TELEPHONE, high credit for being the all-time fast nag of West Coast river boats. Somebody years ago placed in our hands a fairly good photograph of her, and we are running it in this issue for the double reason because the TELEPHONE predated the GATZERT by five years and was designed, built and operated by Capt. Uriah B. Scott.

Captain Scott, according to a biography, was born in Lawrence County, Ohio, near Ironton, in 1827. As a young man he was attracted to Ohio River packets. In 1871 he built and operated the CHESAPEAKE (Way #0997) in the Portsmouth-Guyandotte trade. An actual photograph of this attractive craft several years ago was the basis for a U.S. postage stamp.

In 1873, when he was 46, Capt. Scott went to the Columbia River where he built and operated at least three boats, OHIO, TELEPHONE and TELEGRAPH, also for several years, operated the BAILEY GATZERT. He died in Portland, Ore., June 23, 1913, aged 86. We have never seen a picture of him, and will certainly appreciate one. In our humble opinion he is a candidate to be considered for a Hall of Famous Rivermen.

Alan Bates says: "I bought a word processor that has a thesaurus, checks my spelling, makes certain that quotes and close quotes are in place, justifies, stoops, squats, and whistles Dixie to snap, crackle and pop backgrounds. It will pick up a couple of hundred lines and move them yonder quicker than scat.



Capt. Clarke (Doc) Hawley, master of the NATCHEZ at New Orleans, poses with the model he built years ago of the excursion steamer AVALON, today's BELLE OF LOUISVILLE. Keith Norrington took this picture in 1990 during S&D at Marietta at the home of Jeff Spear where the model now resides.



Thw PRESIDENT was running excursions at Pittsburgh when this picture was snapped on October 25, 1988. From the left: Gary C. Frmmelt, chief engineer; Capt. Robert E. Powell; Ye Ed; Capt. Philip A. Ritchie and Capt. James T. Swartzwelder. The luncheon convened in the Country Inn, Sewickley, Pa.

SILENCE WAS FELT FROM
SEA TO SHINING SEA

Capt. Wilbur Edgarton Dow, Jr., aged 85, died on Thursday, November 14, 1991 at the Glen Falls Hospital, N.Y. where he had been a patient for a month. His daughter, Lynn Dow Webster, was in attendance, both well known at S&D meetings where Wilbur addressed the gatherings, updating us on his New Orleans Steamboat Company.

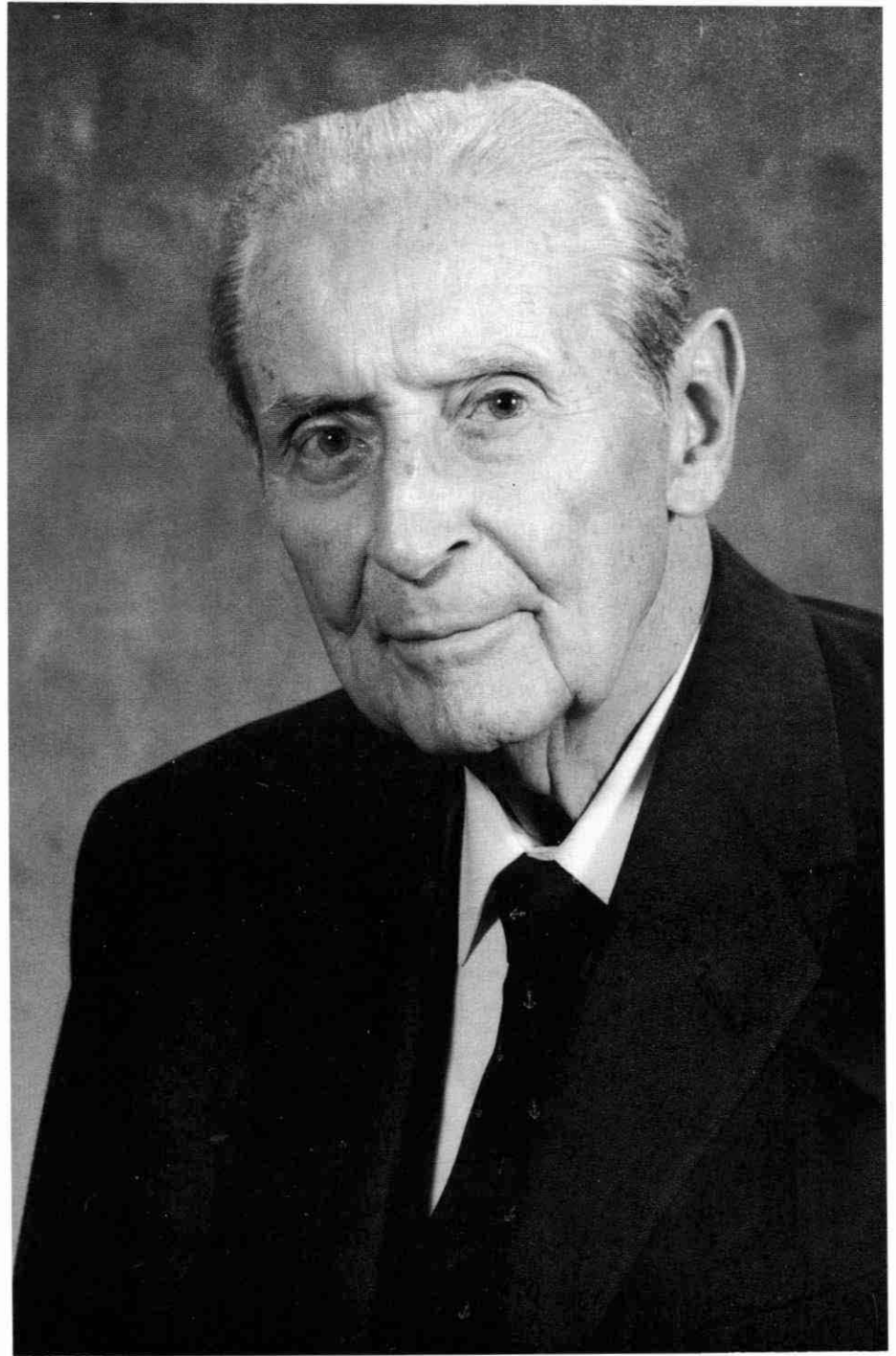
Wilbur Dow was a Jonny-come-lately on our western waters, not appearing until 1972 when he established, at age 66, the New Orleans Steamboat Company, and proceeded to build the supralative sternwheel excursion steamer NATCHEZ.

This slightly-stooped gentleman of medium stature and sharp mischievous eyes arrived in the realm of southern enchantment. Reportedly he owned a steamboat plying the waters of Lake George, N.Y. named MINNE-HA-HA, mostly ha-ha...Those who built the NATCHEZ have many stories to tell, like the day when Wilbur Dow wanted to install a workable steam capstan on the roof of his new NATCHEZ.

As he circulated amongst the river clan along the Mississippi and Ohio rivers this gentleman--in every sense a gentleman--left in his wake other oddities. In one home a young lady guest was displaying an enlarged photo portrait she had created. "How very nice!" exclaimed most, and then came Wilbur's turn. "Phony as a three dollar bill," he said softly, "and permit me to tell you why---."

The hostess in a home where he was over-nighting, found him at dawn's early light in pj's and robe, standing in the enormous hallway. "I'll tell you what you could do," said Wilbur. "You could put in a partition here, have a door there, put in some pipes here, and have for your guests a convenient john."

He and Lynn were lunching at the Lafayette in Marietta, and Wilbur



WILBUR E. DOW, JR.

selected a salad from the menu. Upon its arrival he said to the waitress, "My dear, please return this to the chef."

"Daddy, it's a beautiful salad and exactly what you asked for," said Lynn.

Daddy cleaned his plate to the last radish and gloop of sauce.

, Now 'fess up, Daddy. You enjoyed it."

"Well---"

"Well nothing, Let's be honest."

Lynn could handle Daddy.

Yes, Wilbur was cantankerous and opinionated. But on the flip side of the coin he was a loving and devoted husband and father, a friend

who truly bled when friends and co-workers met with misfortunes, and in airports awaiting connections he was in the phone booth greeting folks with his plans and future aspirations. His passion for more and better excursion boats was only equalled by his utter distaste for the growing rash of so-called "gambling boats" designed, as he maintained, to fleece good honest citizens who should be enjoying the scenery and river breezes instead.

This looking-forward left Wilbur with scant time to dwell on his past. Thanks to his son Bill here are a few facts:-

* Wilbur Dow was born in Brooklyn, N.Y. on August 5, 1906.

* Moved with family to Seattle in 1913.

* First Eagle Scout in the state of Washington.

* Twice led his High School debating team in state championships.

* Attended University of Washington.

* Served in U.S. merchant vessels and obtained license.

* LLB at New York University, 1934.

* Admiralty lawyer in New York City for 57 years.

* Member of American Bar Association.

* Following WW2 assisted Onasis and several other Greek ship owners to procure U.S. vessels.

* Chief admiralty lawyer for New York City for 22 years.

* Member of Maritime Law Association.

* President, Marine Society of New York City.

* Chairman, board of trustees, Sailors Snug Harbor.

* Member, Society of Naval Architects and Marine Engineers.

* Unlimited master's license, all oceans, all tonnage, held for 60 years until death.

* Pilot's license for New York Harbor, Hudson River and East River, unrestricted.

* Founder and director, International Maritime Transit Association.

* Over his career,

officer in 23 steamship companies.

* President, Lake George Steamboat Company for 46 years.

* President, New Orleans Steamboat Company since founded in 1972.

* In 1954, he led the expedition to reach and identify the north magnetic pole. He was elected to the Explorers Club..

* Listed in Who's Who in America for 40 years.

* Listed in Who's Who in the World commencing in its first issue.

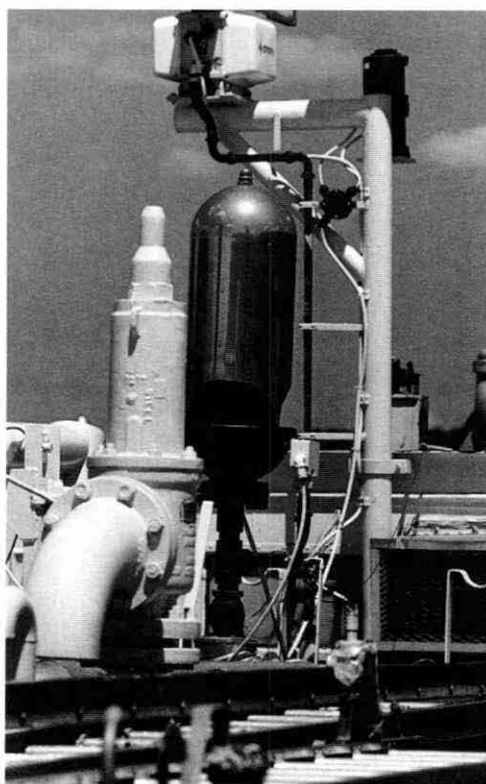
Survivors, other than his daughter Lynn Dow Webster, who makes her home at Lake George, N.Y. 12845 and may be addressed P.O. Box 130, are his wife, Ruth Paul Dow, also of Lake George; a son, William P. Dow, resident of New Orleans where he operates the New Orleans Steamboat Company; daughter Ruth Lee Dow Putter, of Montpelier, Vermont, and four grandchildren.

Services were held at the Caldwell Presbyterian Church in Lake George.

Wilbur Dow first visited at 121 River Sewickley, on

November 9, 1980. In the livingroom, on a table, was a small clock in a rectangular brass case encased in plate glass. "Your neglect of this little treasure is frightful and careless," he exploded. In addition to his multitude of interests Wilbur was a fancier of clocks. At the end of the visit he said, "If you aren't going to get this clock repaired, let me take it with me to an expert I know." Finally I got him steered off the subject by promising I'd not delay getting the poor little thing to a local fancier of old clocks. "See that you do, and don't delay."

When a pet clock stops running its only cry for help is a vast silence permeating the little world where it normally ticks. I did as promised and, thanks to Wilbur, the clock has renewed mileage. It was his own internal ticker, beyond mend, which cried by its silence for help no human could supply. The silence which came to Wilbur Dow was felt from sea to shining sea.



The reason the steam whistles on the DELTA QUEEN and MISSISSIPPI QUEEN sound a good bit alike is no coincidence. Both are Lunkenheimers, three-toned, and about the same dimensions. This the one on the MQ as pictured in 1990 by Pete Murdock of Sewickley, Pa. It came from one of the 21 DPC steam towboats...but from which one?

John M. (Jack) Malone died, ripe in years, in Boca Raton, Florida, on December 19, 1991.

Jack was an S&D member during his active years when he resided in Sewickley, Pa., with river heritage dating to his birth at Antiquity, Ohio. Also he was a charter member of a select group of Pittsburgh area top-notchers called The Scorpions, formed after World War I with monthly meetings in the homes of members. The host member was required to elaborate on a topic of his own choice. No interruptions were tolerated for the initial 15 minutes, after which time he could be roundly applauded or panned, and usually was. Ladies were not permitted to attend. Wives usually prepared a repast of some magnitude and then disappeared from view. Jack and his wife, Isabel Gardner Malone, then were living in a neat home fernix the Edgeworth Club, and Jack was regarded as the most well-to-do of the group (wholesale hardware). It was Jack Malone who hosted a private Scorpions' dinner party to meet and greet Dr. Wehrner Von Braun. Huntsville, Ala. rocketry leader. Other Scorpions remembered at S&D meetings would include Dr. C. V. Starrett, president of the Historical Society of Western Pennsylvania and director of Pittsburgh's Buhl Planetarium, also Robert (Bob) Schmertz, Carnegie Tech architect and composer of ballads. Bob composed his "Gideon's Bible" in room 410 (old numbering) of the Lafayette Hotel one morning between 4:30 and 7 a.m. and also produced "The Wake of the WILLIAM PENN SNYDER JUN-I-OR" during the delivery trip to Marietta in 1955. Other river oriented charter Scorpions were Dr. Leland D. Baldwin, author of "Keelboat Age On the Western Waters," and Charles M. Stotz, historical architect who did the Drake Well reconstruction near Titusville, Pa., the Point Park Museum, Pittsburgh, and

who--while working on a Union Barge Line project--rode the steam towboat JASON in company with Bob Schmertz, resulting in Bob's epic "Monongahela Sal;" immortalizing Capt. Mote Stanley of Henderson, West Va.

Jack Malone spent his latter years completing a family history, during which he revisited "little Antiq:'

Letart Falls to Graham Station
Is the grandest place in all creation,
But little Antiq' that lies btween
Is the damndest place you ever seen.

This gem comes from Capt. Dayton Randolph, inventor of the super-impossible steamboat HURRONICO.

Jack Malone was the last charter member of the Scorpions to cross the bar. It exists no more.

BEN BERNSTEIN LEAVES REQUESTING A PARTY

Ben Bernstein, whose latest in a lengthy series of river projects at the Covington, Ky. waterfront was the full-scale replica of the famed side-wheel J. M. WHITE (which he christened SPIRIT OF AMERICA) died following a bout rith csncer, on the early morn of Monday, January 27, 1992 at his Hyde Park home in Cincinnati. He had turned 71 on Saturday..

Ben did not want a funeral. He had asked for a party instead. Accordingly, family and friends gathered aboard the restaurant boat MIKE FINK from 5 to 9 Wednesday evening, January 29th at the foot of Greenup Street in Covington.

Ben Bernstein's passing made the front page of the Cincinnati Enquirer, with the by-line story by reporter Jim Knippenberg. Some quotes:- "Bernstein had been a force on the Cincinnati restaurant scene since 1963 when he opened Gregory's Steak House on Sixth Street. Shortly after the opening, he left the

restaurant in the hands of a partner and moved his family - wife Shirley, daughter Linda, and sons Alan and Jim - to Equador, where he was project director for a State Department program overseeing Peace Corps efforts in Equador, Columbia, Peru and Bolivia.."

After returning to the States, as son Alan recalls: "The MIKE FINK was there but had been failing in the mid-'70s, I think it was '77, when Dad bought it. Within a year it was thriving, and by 1980, he was offering cruises on BB Riverboats."

In the mid-'80s he bought a third riverboat establishment, Crockett's, into the family. His last project, Covington Landing, a complex of restaurants and night spots, opened in the summer of 1990.

Larry Walker observes:- "Ben Bernstein radically changed the Kentucky riverfront. Even if his SPIRIT OF AMERICA falls victim to the times and exceedingly bad luck, one cannot overlook all of Ben's successes. With his passing, both of the founders, if you will, of BB Riverboats are gone- Betty Blake and now Ben. I think there will be a very sad dog around the Bernsteins now. Whenever I saw Ben around the river he was always accompanied by his dog. I think that Ben called him 'Secundo.' (spelling?) meaning something like 'foreman'. Whatever the dog's name, he was devoted to Bernstein."

The marriage of Fred M. Rutter and Tammy Beard was the occsion for eexchange of vows and a lively party on Friday, December 27, 1991 in Groveport, Ohio. The groom's parents, J. W. and Bee Rutter, were among the family guests. Following a brief wedding trip in Kentucky, the newlyweds retuned to take up residence in Lithopolis, Ohio, in the home where Fred has been "batching it" for some time past. They may be contacted at P.O. Box 193, Lithopolis, Ohio 43136.

JESSE P. HUGHES DIARIES

- 1914 -

by C. W. Stoll

January 1st found Capt. Jesse Hughes upbound on the TACOMA above Buena Vista, bound for Pomeroy. 'Twas a windy midnight when the New Year was ushered in. She met the STEEL CITY, bound from Pittsburgh to Cincinnati. Many packets were laid up, among them the QUEEN CITY at Cincinnati where she had been since July 1913. Also at Cincinnati were the GREENLAND, CITY OF PARKERSBURG, COURIER and KENTUCKY. The CHILO was idle at Chilo, GREENDALE at Gallipolis, and the LEROY at Pliny. Other than the TACOMA only two other Greene Line boats were in operation, the GREENWOOD and EVERGREEN.

There was no salt at Pomeroy to be loaded, but downbound next day the TACOMA picked up 1.285 sacks of corn. Cap'n Jesse learned of the death of Capt. Edwin F. Maddy of Gallipolis. Upon her return to Cincinnati the TACOMA lay over until Sunday, Jan. 4th. Meanwhile the STEEL CITY left for Pittsburgh with 3,500 barrels of beer in her cargo. Arriving at Gallipolis on the 5th, a new auxiliary ("nigger") boiler was inspected. Next day a cow jumped overboard at Charleston Bar but was recovered at midnight. There was an engineers' strike at Pittsburgh and the STEEL CITY was reported laid up, the LORENA running in her place. Barge water materialized Jan. 13th but the strike hampered coal shipments.

A cold wave swept in on Jan. 13th with 12 degrees and the river at 22 feet at Cincinnati. Commodore John W. Hubbard of the Ohio & Mississippi Navigation Co. was in Cincinnati planning to tow the QUEEN CITY to Pittsburgh with the CITY OF PARKERSBURG. Jesse met this gentleman for the first time.

[Ed. note:- Jesse confided no remarks on this subject to his diary. The QC was advertised for a

Pittsburgh-New Orleans Mardi Gras trip, and went to the Upper Ohio under her own steam.]

On an. 19th the TACOMA received 300 barrels of salt at Pomeroy, 250 of which were to be reshipped at Cincinnati aboard the GEORGIA LEE for points south. Both the QUEEN CITY and JOE FOWLER were advertising for the Mardi Gras. By Jan. 30 Pittsburgh towboats were passing down the Ohio with loads of coal. The STEEL CITY was back in the Pittsburgh-Cincinnati trade, retiring the LORENA. The GEORGIA LEE departed from Cincinnati for Memphis on Feb. 4th. The TACOMA started up the Kanawha River at 10:30 p.m. on the 7th, her first trip to Charleston since the previous August. On Friday, Feb. 13th Jesse reports that the QUEEN CITY and JOE FOWLER were being troubled with low water in the Upper Ohio, both en route to the Mardi Gras. The JOE FOWLER came in to Cincinnati at 5 p.m. that day and left at 7. The QUEEN CITY left at 1:30 the next day "with a nice trip, but leaking" The river was well filled with running ice, and none of the regular Cincinnati packets was operating.

[Ed. note:- Jesse later recounted to Ye Ed how he and Capt. Gordon C. Greene stood in the office of the Greene Line wharfboat to witness that no attempt was made to dislodge a heavy ice accumulation in the QC's paddlewheel. She was moored just above them at the Coney Island wharfboat. "There's trouble going somewhere to happen," remarked Cap'n Greene.]

The next day, Feb. 17th, in 10 degrees weather, the QUEEN CITY sank at Louisville after hitting rocks on submerged Corn Island in rounding to, to make her landing. The STEEL CITY left Cincinnati for Louisville at 5 p.m. that same day to assist at the scene of the accident.

By Thursday, Feb. 19th after substantial rains, and the river cleared of ice, the GREENWOOD left for Manchester at 7 p.m.. The TACOMA left for Pomeroy.

There was no Louisville boat. The weather again turned cold. The STEEL CITY returned from Louisville and proceeded to the mouth of the Kanawha River where she was detained by Ohio River ice which started to run on Feb. 27th. Next day the TACOMA loaded out at Cincinnati and left at 8 p.m. with her own freight plus freight usually handled by the CHILO and COURIER. Sunday, March 1st "was a very bad day--met no boats." Jesse notes that the QUEEN CITY had been raised at Louisville and was enroute to Point Pleasant for docking. The TACOMA got to Pomeroy on March 3rd with heavy running ice above the Kanawha and "hard cutting shore ice at landings." On March 4th the weather had moderated, but on the 5th they knocked a hole in the starboard knuckle at Foster and had to land below Moscow and pump 2 feet of water out of the hold. She continued to Cincinnati after patching.

The ISLAND QUEEN and PRINCESS wintered in Kentucky River and returned to Cincinnati in early March. Capt. Gordon Greene bought the wharfboat at Catlettsburg on March 7th and placed Tom Vaughn, Jesse's brother-in-law, in charge. On March 10th the TACOMA met the JOE FOWLER returning from Mardi Gras, and the QUEEN CITY arrived in Cincinnati enroute to the docks. Jesse reported the Big Sandy "on a rampage," and at Pomeroy the TACOMA unloaded nine pianos over shore ice. Capt. Gordon Greene bought the hull of the CARRIE BROWN for a wharfboat. On Friday 13th the TACOMA met the QUEEN CITY at Guyandotte River enroute to the Point Pleasant docks. On March 18th Jesse reported "had a time at Wrightsville tonight with a heifer--hurt a man." Four days later they met the GREENDALE which had been entered in the Marietta-Gallipolis trade, Capt. McDade in charge. On Sunday, March 29th they met the ROBERT P. GILLHAM with the R. DUNBAR in tow.

[Ed. note:- Showboat owner Capt. Ralph Emerson Gaches

had bought the Cumberland River packet R. DUNBAR at a forced sale, and soon sold her to Commodore Hubbard.]

The GREENLAND came out of retirement and made her first trip since the fall of 1913. Following a ssle of stock at Vanceburg on April 20th the TACOMA picked up 44 head of cattle and 89 sheep consigned to Cincinnati.

On Sunday, April 26th evangelist Billy Sunday commenced a series of revival meetings in Huntington, West Va. The GREENLAND ran a special trip that day from Pomeroy, attracting 95 persons to the scene. On Sunday, May 3rd the TACOMA advertised a similar excursion, leaving Point Pleasant at 7:30 a.m., Gallipolis at 8, and arriving in Huntington at noon. She brought 165 people down. Leaving at 4:15 p.m. she had the Gallipolis back home at 9:15 and the Pt. Pleasant folks back at 10 p.m. On the down trip she broke a cylinder timber but managed to hobble through the schedule. Afterward she went to the Acme Boiler Works at Gallipolis for repairs. While there the showboat GOLDENROD, moored outside the TACOMA, staged a show and most of the TACOMA crew attended.

On Sunday, May 10th the TACOMA again advertised for the Billy Sunday revival, leaving Pomeroy at 6 a.m., Point Pleasant at 7:30, Gallipolis at 8, and arriving at Huntington at 11:10. This time she had 200 passengers. On this same date the EVERGREEN came down with 100 passengers from Winfield on the Kanawha River. It was stated that 11,000 persons heard Billy Sunday that day, and in his audience were Jesse Hughes, Capt. Gordon Greene and Gallipolis newspaper celebrity, Frank L. Sibley.

The TACOMA ran another Billy Sunday excursion on May 24th from Pomeroy with 268 passengers, and making ten landings. The GREENLAND ran the final trip on May 31 when Billy Sunday then moved for other conquests.

[Ed. note:- Billy Sunday (1862-1935) was no spring chicken in 1914 but well

endowed with stamina and persuasion. That same year he made an appearance in the Sewickley Public School building, holding forth from the central elevated stair platform. In illustrating his point that sinners slide to hell in a hurry, Billy leaped to a stairway banister, straddled it, and slid to the main floor with surprising speed. Ye Ed bore witness to this alarming demonstration and obviously was impressed.

This was the year when, on April 29th, the ISLAND QUEEN toppled her stacks after catching them on a too low wire cable stretched across the channel at Dam 26 below Gallipolis. Jesse says two passengers were injured and others "badly scared." He also records that on May 29th the EMPRESS OF IRELAND sank in the St. Lawrence River after colliding with a Norwegian collier, with loss of 1,026 lives, greatest marine calamity since the TITANIC in 1911 (1,503).

On Jesse's birthday in early June, his 38th, he was at Gallipolis where the TACOMA was having boiler repairs. The next day at Ashland the JOE FOWLER passed down from Pittsburgh with tourists, bound for St. Paul, Minnesota. The details of this unusual voyage are recounted in S&D REFLECTOR's June 1967 issue, s feature story. Commodore Hubbard's QUEEN CITY and STEEL CITY were laid up, and he had the CITY OF PARKERSBURG in the Pittsburgh-Cincinnati trade. On June 12th the GREENDALE had quit the Gallipolis-Marietta trade and was laid up at Point Pleasant.

On June 6th Jesse neeadlined in his diary, "Hot, hot, hot," little suspecting that the Ohio River for the balance of the year would be virtually "dry, dry, dry" in a prolonged drought. On June 16th the stage at Point Pleasant showed 2.6 feet and falling. The GREENDALE, towed by the TACOMA, was taken from Point Pleasant to Gallipolis where the TACOMA was laid up and Jesse and crew transferred over to the GREENDALE and

departed for Cincinnati.

[Ed. note:- Our scribe C. W. Stoll has dutifully reported, in almost two pages of single-spaced text, the attempts of the Greene Line boats to continue running as they took every advantage of short-lived rises, then again scraping bottom and often turning back, in heroic effort, at the height of the passenger season, to put money in the cash drawers. Jesse in later years, said he thought that Capt. Gordon C. Greene actually enjoyed these challenges of summertime low water, regarding it as a game of wits. Sometimes, as in all games, the river was the winner. In September the GREENWOOD was stabbed by a rock opposite Crown City and sank. She didn't sink very deep due to the lack of water and was soon raised.

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Captain Greene tried a new wrinkle to keep traffic moving. He engaged some "gas boats" towing light flats, and we see the TANGO (a new one on us) running Cincinnati-Chilo, the CHILO having been chartered to the Louisville & Cincinnati Packet Co. which, in some desperation, also were running the GREENDALE and CORKER out of Cincinnati.

In early October the Greene Line, according to Jesse, had a little boat named HARRY H. and flat running Cincinnati-Manchester, and one named ADA in the Maysville trade.

Jesse took a respite. He went home to Catlettaburg. The river was at .8 at Parkersburg, .1 at Point Pleasant and 1.7 at Portsmouth. Jesse and two others rowed up to the head of 12-Pole bar and back. On Oct. 9th he went to Point Pleasant and boarded a gas boat for a look at the river, the gauge on the zero mark. Gallipolis reported .2, at Parkersburg .5, .4 below the record 1894 record low. Then came a trip in a skiff down to Storm Creek and Ironton, and home by street car. Wrote Jesse in his diary: "Saw lots of rocks in the river." Some boys never grow up.

Some of the river news noted by Jesse during this hectic period:- During June there was high water on the Upper Mississippi. On June 20th Capt. D. Walter Wisherd's excursion steamer MAJESTIC (ex-KEYSTONE STATE) downbound, light, struck a new, submerged stone water intake tower above St. Louis and went to the bottom in 20 feet, a complete loss. She had been in operation only for a few weeks. Two lives was lost. The small packet FRENCH passed down on July 25th as the GREENDALE was struggling in the swift water at Dam 26. The FRENCH had won her spurs on the Little Kanawha, several trips to Grantsville, and now was going to Paducah in charge of Capt. Rush Burnside. The packet OHIO (ex-AVALON), late of the Pittsburgh-Cincinnati packet trade, in 1914 had played the role of an excursion boat in the Wheeling-Bellaire area. In September 1914 she carried members of the Pittsburgh Chamber of Commerce on a "Booster Trip" to Huntington. Jesse saw her and made note, "her first appearance in a year." The towboat DOUGLAS HALL burned on the Kanawha River near Leon, at Williamson's Landing, Sept. 12th. On Oct. 5th the towboat LUCIE MARMET burned at Charleston. On Oct. 15th Capt. Gordon Greene phoned Jesse in Catlettsburg. The L&C Line was turning back the GREENDALE, and when she arrived from Madison she was to be loaded for upriver. Jesse got to Cincinnati on the C&O in plenty of time, to see the Licking River staging a run-out. The HERCULES CARREL and four barges of coal broke loose. With aid from the J. M. GRUBBS, the run-away barges were rounded up out in the Ohio. The GREENDALE got under way at 7 p.m. and was at Maysville next noon, Oct. 17th. Barreled apples picked up at Athalia and vicinity consigned to Cincinnati had the GREENDALE blocked off--on one trip she had 1,215 barrels aboard and refused other cargo. On another trip she also towed down a flat loaded with apples.

Something of a surprise to this scribe, Jesse reports the LIBERTY delivering derrick boats at Sciotoville on Nov. 11 to commence construction of the Chesapeake & Ohio railroad bridge. Three days later the ORIOLE was at the site doing the shifting.

A quarantine was declared in Ohio, Kentucky and West Virginia on Oct. 27th prohibiting the transportation of cattle, horses, mules, pigs, etc. due to an epidemic of hoof and mouth disease. "Boats not carrying any stock at all," says Jesse.

Three U.S. dredges had cut a new channel paralleling the Ohio shore at Eight Mile. Boats had experienced continual trouble there all summer and fall. Jesse took the GREENDALE through the new cut in early December "with no trouble."

The L&C Packet Co., which had come to the extremity of running the CORKER in their long haul, Louisville-Cincinnati, brought out the INDIANA on Dec. 8th as the prolonged drought ended. Then came snow, cold weather and floating ice. Jesse and crew went back to the TACOMA, but laid her up at Cincinnati on Dec. 22nd. Jesse spent the holidays at home in Catlettsburg with his family. On the last day of 1914 he was upstairs with his brushes and paints creating a steamboat portrait.

Completed and typed at Hot Springs, Ark. 1-10-92

MARIETTA ATTRACTS CELEBRATED ARTIST

John Stobart, internationally acclaimed artist, is in touch with Ye Ed and Woody Rutter in creating a historical oil painting involving Marietta's early days, rivers and steamboats. Based at present in California, Stobart plans to visit Marietta in early summer, his first appearance here.

Large prints of his originals include "steamboat days" scenes at New Orleans, St. Louis, Cincinnati and Pittsburgh.

CAPT. 'BILLY' BISSO

Capt. William A. (Billy) Bisso, Jr. died on Tuesday, January 21, 1992 a his New Orleans home, aged 85. The Bisso (pronounced Bee-so family has been identified with towing, ferry service, salvage and construction longer than any living person recalls.

Billy was named for his father, W. A. Bisso, who died in 1963. Billy's son, W. A. (Cappy) Bisso III today heads the firm of Bisso Marine Company, Ins.

Notable salvage operations performed by Billy Bisso and crew include the raising of the Civil War gunboat CAIRO from the Yazoo River where she had been victim of two Confederate torpedos in 1862. Billy took equipment to the scene in 1984 and brought up the century-old wooden-hull veteran, badly damaged, but salvaged nonetheless. Today the CAIRO, extensively restored, is exhibited at Vicksburg.

S&D DATE PICKED

S&D's 1992 annual meeting will be held on the week-end of Saturday, September 19th. Headquarters will be the Hotel Lafayette, Marietta, Ohio.

The first scheduled event will be a get-together party at the hotel on Friday evening, Sept. 18 starting at 8 o'clock. Light refreshments.

Many members arrive Thursday and stay over until Sunday. For making or checking Lafayette reservations phone 1-614-373-5522. Identify yourself as an S&D member.

First-timers are encouraged to try their S&D on for size. Be sure to register Friday evening and make yourselves known. Saturday's program has not yet been firmed up, but we usually cook up something special, winding up with a big dinner party and program Saturday evening at 6:30.

More details will appear in our June issue.

CELEBRATING IN 1911 the
100th ANNIVERSARY OF BUILDING
THE FIRST STEAMBOAT OF THE WEST

The idea of celebrating the centennial of the beginning of steamboat navigation on the Western Rivers was introduced by Professor Archer B. Hulbert of Marietta College at a meeting of the Ohio Valley Historical Association at Cincinnati in 1909. Dr. William J. Holland, director of the Carnegie Museum, Pittsburgh, a member of the Association, and also of the Historical Society of Western Pennsylvania, mentioned the matter to the secretary of the latter organization, Burd S. Patterson, who at once warmly espoused the idea. As a result a committee of the Historical Society of Western Pennsylvania, with Dr. Holland as chairman, W. H. Stevenson, vice chairman, and Mr. Patterson, secretary, was appointed by T. L. Rodgers, president of the Society, to co-operate with the Ohio Valley Historical Association in planning the celebration. At a banquet given by the Historical Society of Western Pennsylvania on February 17, 1910, at the Monongahela House, Pittsburgh, within a stone's throw of



Arthur Butler Hulbert
1932 photo.

ARCHER BUTLER HULBERT

Born January 26, 1873 in Bennington, Vermont, Archer B. Hulbert was a classmate of Calvin Coolidge when they attended St. Johnsbury (VT) Academy. Hulbert graduated from Marietta College, Marietta, Ohio with the class of 1895 and then took a position as assistant principal of the Putnam Academy, Zanesville, Ohio.

In 1897 Hulbert joined an older brother in Seoul, Korea where he became editor of a local, anti-colonial newspaper called the Korean Independent. The local Russian authorities took a dim view of Mr. Hulbert's editorial policies and he unceremoniously returned to the United States late in 1898.

Mr. Hulbert's interest in American history focused on the routes of the westward migration by the settlers. Hulbert's first book was "Red Men's Roads" published in 1900, then "The Old

National Road" in 1901 to be quickly followed by "The Frontiers".

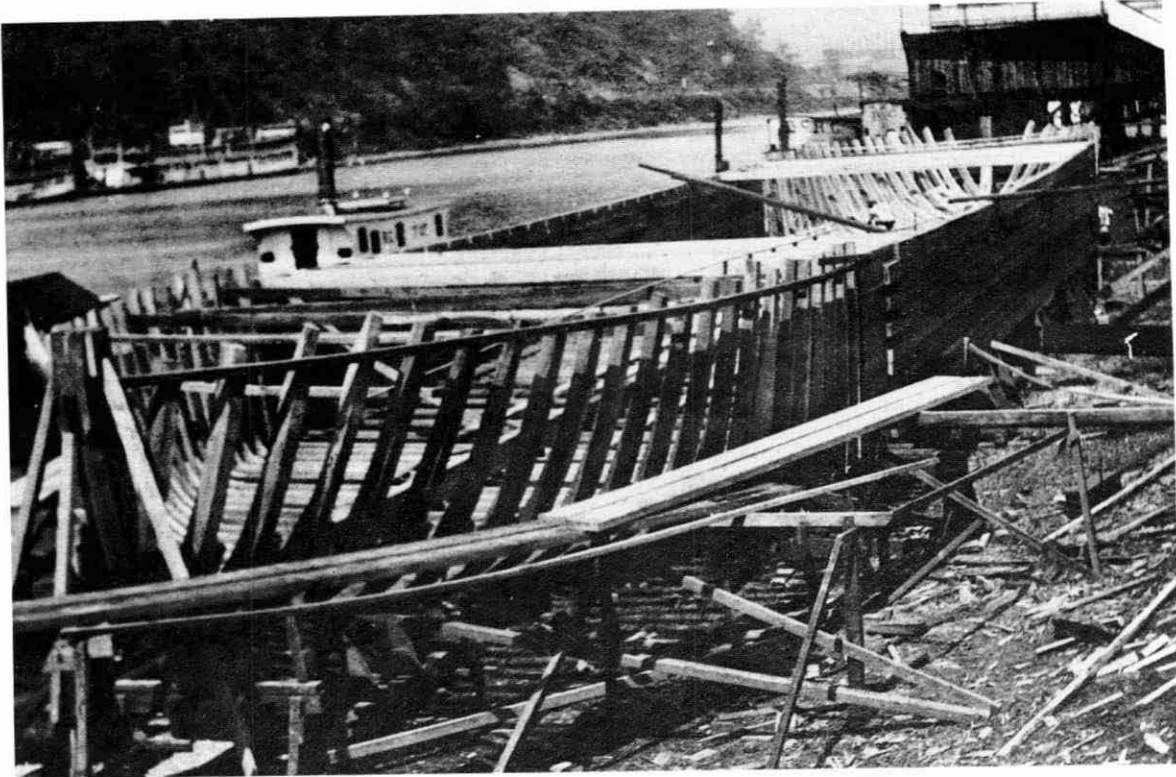
In 1906 Hulbert returned to Marietta College as associate professor of American History. That same year the Hulbert book which is probably most familiar to our readers "The Ohio River, A Course of Empire" was published and by that time he had also written "Historic Highways of America", "Washington and the West" and had been editor of the ten volume compilation "The Crown Collection of American Maps".

Mr. Hulbert continued to be associated with Marietta College until 1918 although the exact arrangements of his tenure seem to be a little cloudy; at times he was on the payroll and at other times he was engaged in promotions to pay his own salary. He seems to have been away from the campus at various times to lecture at other colleges, to follow

the Chatauqua circuits and, during World War I, he was a lecturer for the YMCA.

In 1918 A. B. Hulbert removed to Colorado College, Colorado Springs, where he continued to teach history. In 1929 "Forty Niners" was published for which Hulbert was awarded a \$5,000 prize by The Atlantic Monthly and became a fellow of the Royal Geographical Society. Hulbert's papers in the Special Collections of Colorado College are evidence of his continued interest in the rivers, containing such titles as "Romance of the Rivers", "The Steamboat and The Great Plains Empire" and "How the Mississippi Found Her Master".

Archer Butler Hulbert died at Colorado Springs on December 24, 1933. We are indebted to the Special Collections Department, Dawes Memorial Library, Marietta College for the above information and his photograph. -J. W. Rutter.



Hull of the NEW ORLEANS replica under construction at the marine ways, Elizabeth Pa., October 1911. The body of the boat is a wood coal barge about 125' x 26' x 7'. To this a bow was attached (foreground), and at the far end a shaped stern.

where the original 1811 steamboat was built and launched, Dr. J. J. Cox of Cincinnati, president of the Ohio Valley Historical Association, spoke earnestly for the proposed celebration, as did Dr. Holland and others, with the result of the Society unanimously endorsing the idea.

The matter was presented to the congress of historical societies held in Indianapolis in December 1910 by Mr. Patterson and Professor Hulbert and was approved. It was agreed that a committee on the celebration should be formed with mayor William A. Magee of Pittsburgh, a member of the Historical Society of Western Pennsylvania as general chairman; that there should be a literary program committee whose chairman should be Professor Archer Butler Hulbert of Marietta College, president of the Ohio Valley Historical Association, and also a Pittsburgh local executive committee whose chairman should be William H. Stevenson, executive chairman of the Historical Society of Western Pennsylvania.

At a banquet of the Historical Society of Western Pennsylvania held in March 1911 to celebrate the launching of the original 1811 steamboat, president Hulbert and others advocated the celebration. One of the speakers at the banquet was Hon. Theodore E. Burton, U.S. senator from Ohio and chairman of

the National Internal Waterways Commission. Burton had received a hands-on introduction to steamboating in 1905 when he and Capt. Tony Meldahl met aboard the QUEEN CITY (see S&D RELECTOR, Dec. 1964, pages 17-19).

In July 1911, upon a recommendation of Pittsburgh's mayor Magee and with strong approval of city controller Eustace S. Morrow and A. J. Kelly, Jr., then chairman of the finance committee of the Pittsburgh Council appropriated \$15,000 for the celebration. At the same time Council appropriated a like sum for the entertainment of the National Rivers and Harbors Committee. These two acts showed that Pittsburgh's new council of nine business men was fully alive to the advantages and needs of waterway improvement.

Mayor Magee appointed an executive committee to take care of the celebration. This committee, at the suggestion of secretary Patterson, approved of the idea of building a replica of the 1811 steamboat and having her repeat the voyage to New Orleans. It was originally proposed to have the celebration begin on October 27, 1911, the 100th anniversary of the departure of the original steamer from Pittsburgh, but in order to secure the presence of U.S. president William Howard Taft, the date for the celebration was moved to October 30,

31 and November 1, 1911.

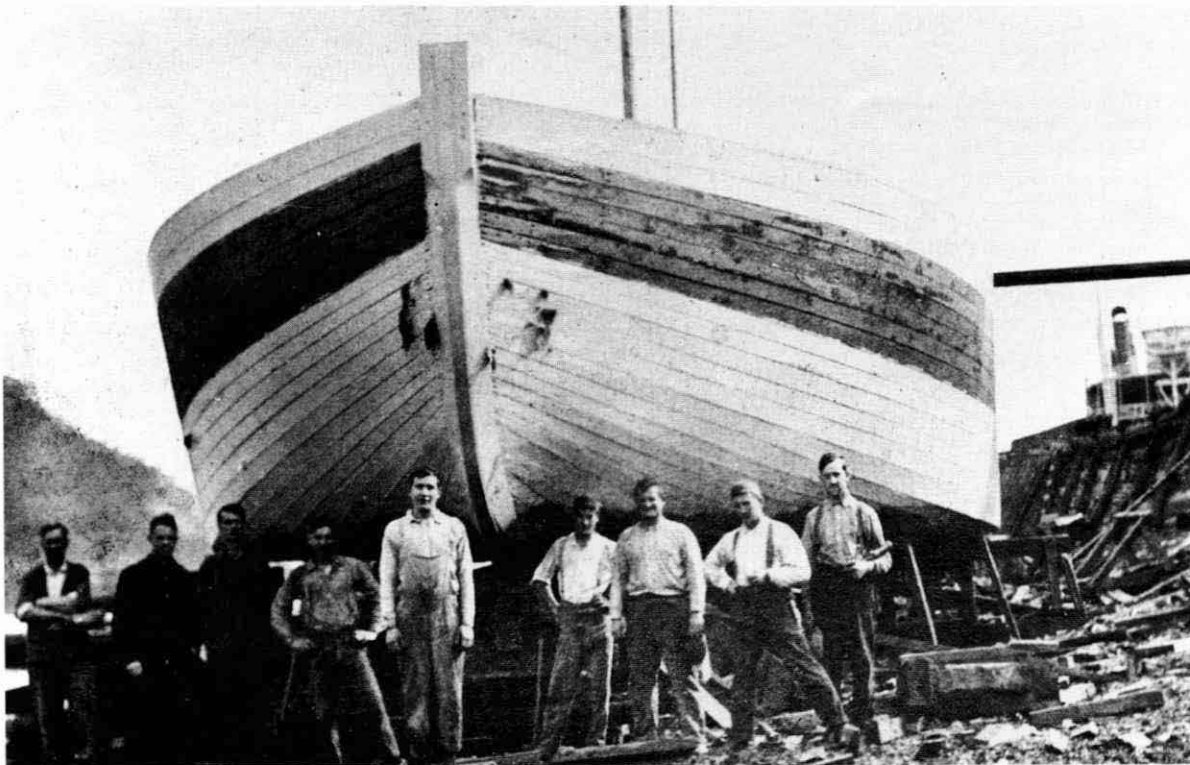
So far so good. But one and all quickly came to realize the almost lack of information available as to what the first inland river steamboat looked like. Was she side-wheel or sternwheel? Was her documented name ORLEANS or NEW ORLEANS? The accepted source for information about this original NEW ORLEANS was limited to a pamphlet authored by J. B. Latrobe, titled "The First Steamboat Voyage on the Western Waters," published by the Maryland Historical Society, Baltimore, October 1871. Mr. Latrobe wrote his text nearly sixty years after the event occurred, partly from memory, partly from hearsay in childhood and partly from letters written long afterwards. Latrobe will be remembered as a good story teller but short on mechanical or architectural information.

The Historical Society of Western Pennsylvania in 1911 was fortunate in having an active steamboater member with a flare for old-time river events, Capt. James A. Henderson. Captain Jimmy was running the Pittsburgh & Cincinnati Packet Line. Barely a year before, while the historians were laying the groundwork for their "replica" idea for the 100th of steamboating, his big

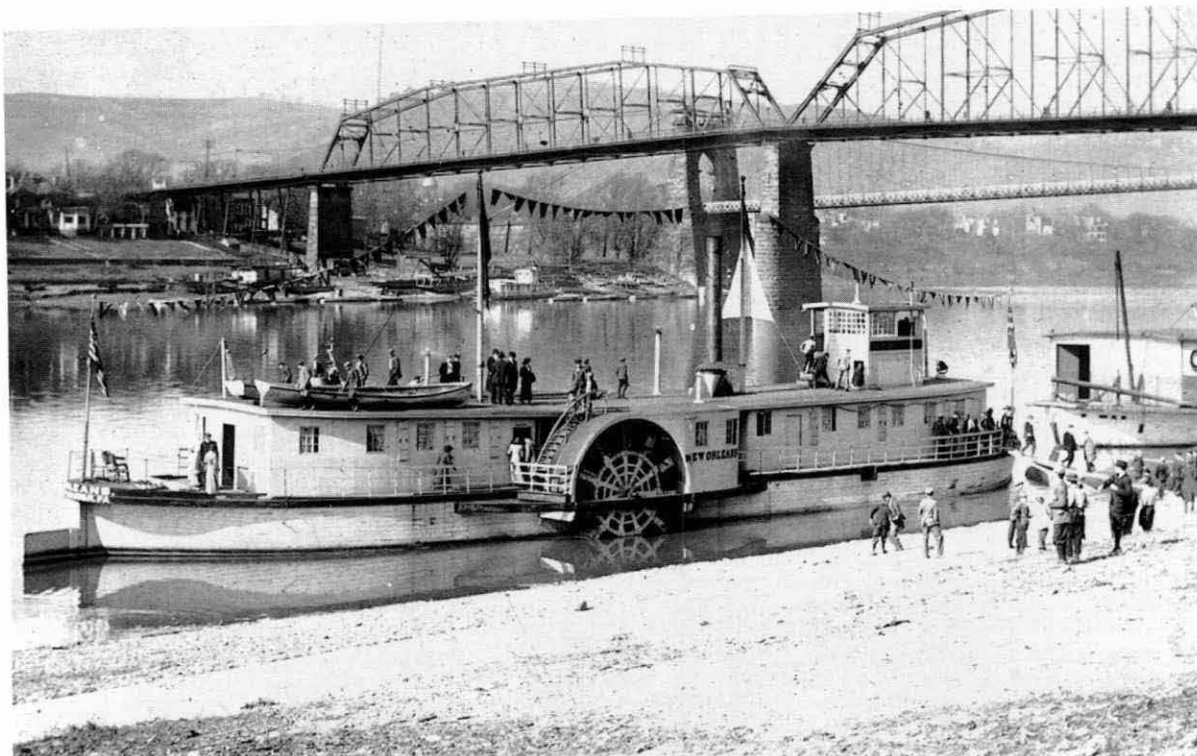
VIRGINIA had stranded in a West Virginia cornfield, subject of frequent headlines in the newspapers. (See S&D REFLECTOR, March 1966, feature story). Capt. James A. Henderson was authorized to build the replica of the NEW ORLEANS.

The construction of the 1911 replica was awarded to the Elizabeth (Pa.) Marine ways. Inasmuch as this was a one-way deal, Pittsburgh to New Orleans, period, the flat-bottom wood hull was formed from an existing raked barge, adding a shaped model bow and modifying the stern to handle a rudder. Jimmy Henderson correctly decided that the 1811 original had been a side-wheeler. The replica's hull measured 138 feet long, by 26½ feet wide by 7 feet deep. She drew 2 feet of water. The side-wheels were propelled by two 12" by 24" separate reversible engines of 160 combined horsepower. She was given two western-style boilers, each 22 feet long by 36 inches diameter, two flues per boiler. Two masts were erected for sails. The plans were approved on August 1, 1911 and the launching took place on the 31st of that month.

On the afternoon of Tuesday, October 31, 1911, the following steamboats were



All of the pictures taken at Elizabeth were found, abandoned, on the bare second floor of the Capt. Fred G. Dippold home, Sewickley, Pa. Daughter Louise Woodbridge Dippold had been an active member of the Historical Society of Western Pennsylvania. Gathered at the bow are the workers assigned to the NEW ORLEANS job. To hope that somebody recorded their names is wishful thinking.



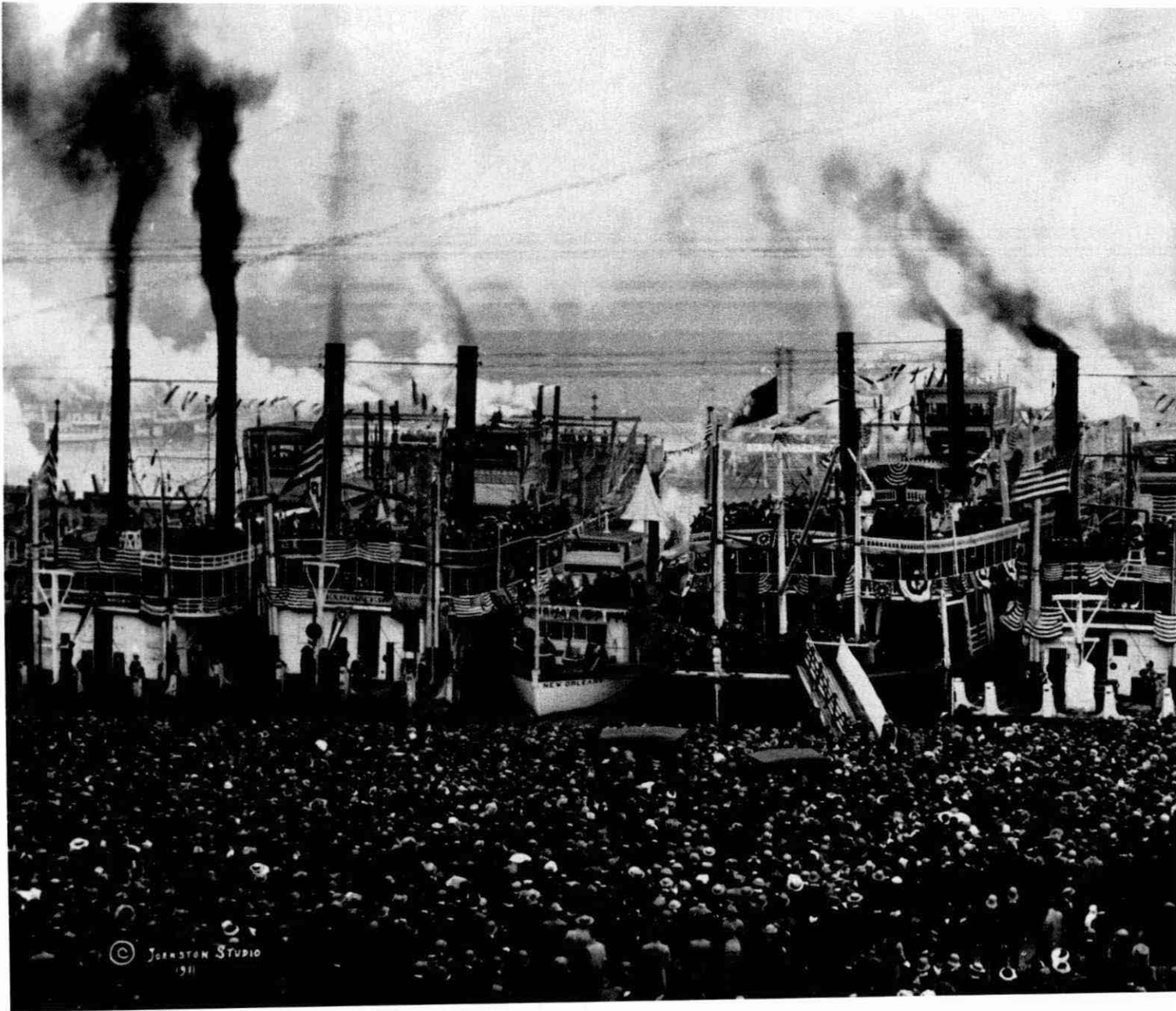
The replica NEW ORLEANS moored at Wheeling. This view taken by local photographer W. H. Brown clearly shows how the stern was shaped and the large single rudder was hung. The foreground bridge, locally called the "Ten-and-a-half street bridge" was opened in 1891 and was torn down some time ago. Beyond it is the venerable suspension bridge opened in 1849 and still in service.

lined up along the Monongahela River wharf, Pittsburgh, nosed in from the Smithfield Street bridge to the Wabash Railroad bridge:

NEW ORLEANS (replica)
 VIRGINIA, flagship, late of the cornfield stranding
 EXPORTER, large Combine towboat
 SWAN, U.S. Engineers towboat
 COAL CITY, large Combine towboat
 KANAWHA, packet
 CHARLES BROWN, large Combine tb.
 SAMUEL CLARKE, large Combine tb.
 CRUISER, Combine pool-style tb.
 FALLIE, Combine pool-style tb.
 TORNADO, Combine pool-style tb.
 CRESCENT, large towboat
 VOLUNTEER, Combine pool-style tb.
 HELEN WHITE, pool-style tb.
 G. W. THOMAS, pool-style tb.
 B. F. JONES, JR., J&L Steel pool-style
 CLYDE, Clyde Coal pool tb.
 JUNIATA, Am. Steel & Wire pool-style
 A. R. BUDD, Diamond Coal pool-style
 VULCAN J&L pool-style tb.
 BRADDOCK, Am. Steel & Wire pool-style
 HENRY A. LAUGHLIN, J&L Steel pool-style
 ROBERT JENKINS, Combine pool-style
 JIM BROWN, Combine pool-style
 CHARLIE CLARKE, Combine pool-style
 T. P. ROBERTS, U.S. Engineers pool
 ALICE, Rodgers' Sand pool-style

T. J. WOOD, Combine pool-style
 CARBON, Combine pool-style tb.
 CLIPPER, Combine pool-style tb.
 CADET, Combine pool-style tb.
 CRUSADER, Combine pool-style tb.
 DIAMOND, Diamond Coal pool-style
 STEEL QUEEN, Pressed Steel ferry-tb.
 LEE H. BROOKS, Davison Sand pool-style
 SLACKWATER, U.S. Engineers tb.
 FRANK TYLER, Dravo pool-style tb.
 MARGARET Rogers' Sand pool-style
 RETURN, pool-style tb.
 FRANK FOWLER, Pgh. Plate Glass tb.
 TROUBADOUR, Wm. B. Rodgers' yacht
 SUNSHINE, sw excursion boat
 EMILY JUNG, McNally's prop tug

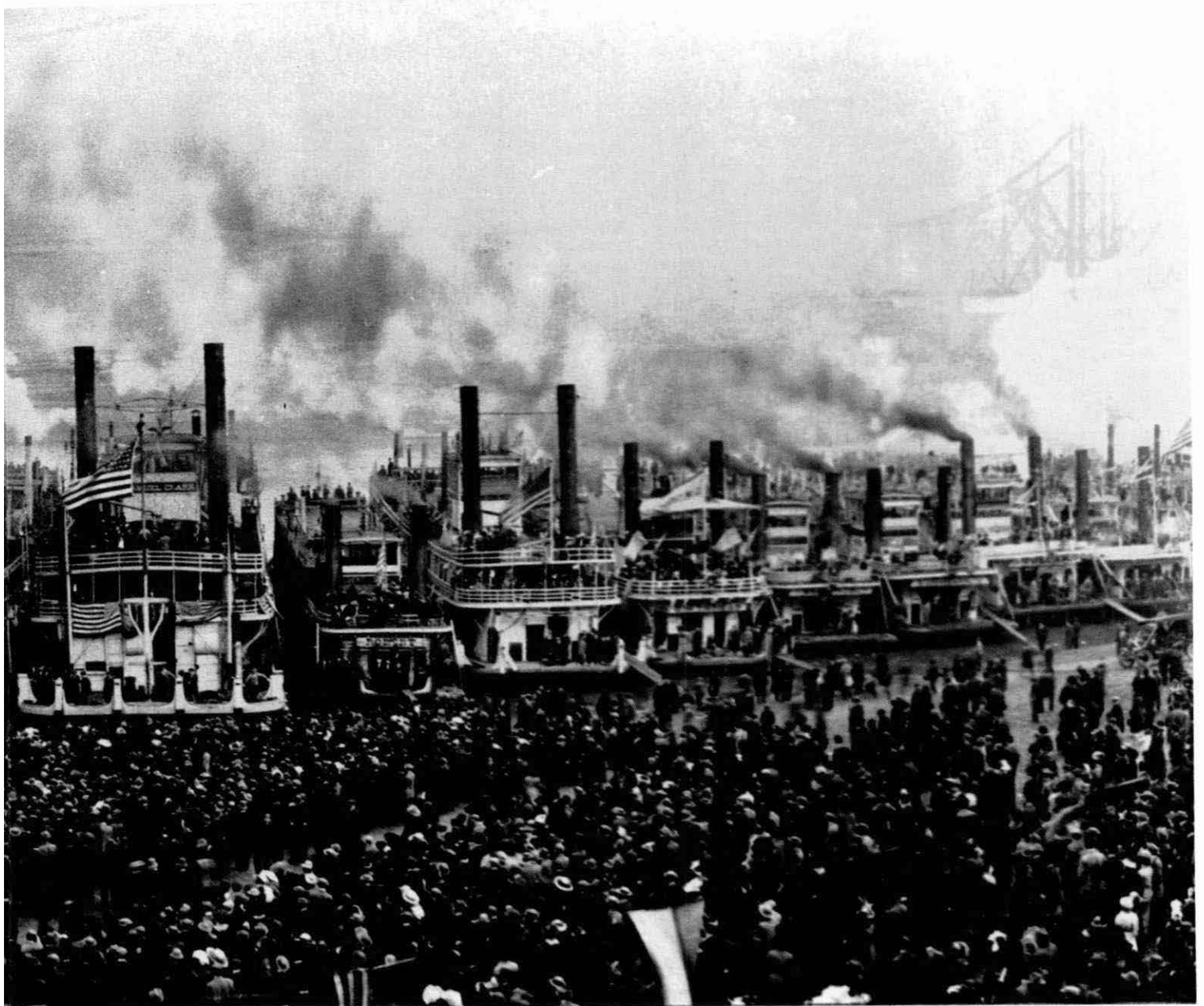
President Taft left the Schenley Hotel in Pittsburgh's East End at about 1:40 p.m. on boat parade day and was driven over Grant Boulevard to the downtown. The ovation tendered him all along the route was warm. In the outlying districts the crowds were scattered but upon arriving at 33rd Street and the boulevard more than 500 people had assembled. Most waved flags. At Grant School, near 7th Avenue, about 500 children filled the fire escapes. As the kids sang and waved flags, Taft stood and waved his hat. Grant Street, Fifth Avenue and Wood Street were lined with thousands.



ON TUESDAY AFTERNOON, October 31, 1911, photographer R. W. Johnston took this panorama shortly before the boat parade celebrating at Pittsburgh the centennial of western steamboating got under way. From the left:- CHARLES BROWN making smoke; EXPORTER: replica NEW ORLEANS; flagship VIRGINIA: COAL CITY: SAMUEL CLARKE: ROBERT JENKINS: CRESCENT: SLACKWATER; BRADDOCK, JUNIATA: VULCAN - and more.

Photographer Johnston operated the Trinity Court Studio in the Granite Building, Pittsburgh. One day in the 1950s he called on Ye Ed at 121 River,

Sewickley, a gentleman of medium height, wiry built, white hair (by then) and he had been commissioned to provide photographs to decorate a new reception room at the hardware firm of Somers, Fidler & Todd in Pittsburgh. He said he had lost many of his negatives in the 1936 Flood, including that of the above scene and a number of others he had taken of coal fleets moored in the harbor awaiting "coalboat water." In the course of the conversation we asked Mr. Johnston how he gained the altitude when he took this classic parade panorama. He told us he hired carpenter: to construct a temporary wooden platform on a utility pole that morning, where h



could take in the whole sweep at the closest possible location for details.

Fortunately we had copy negatives in our files apropos to his project, six of them made from gold-tone prints he himself had taken and made in the Pittsburgh harbor. As reward for the loan of these negs Mr. Johnston presented me with an enlarged print of the 1911 parade scene which, framed, today is displayed in the Ohio River Museum, Marietta. He said he had three. One of these three went to his Somers, Fittler exhibition, the second to me, and one sweet day scouts from National Geographic saw mine hanging in the River Museum and at once developed an

insatiable yearning to have it. We steered them to Mr. Johnston who negotiated a ready sale. Somers, Fittler & Todd disappeared from the old Water Street in Pittsburgh, and never since have we learned what happened to the Johnston collection created for the Somers' reception room.

The above view, made from a small copy neg by S. Durward Hoag and artfully enlarged up lately by J. W. Rutter, whacks off a portion of the left end of the original, purposely done to help dramatize the whole.

The moment the presidential car appeared in Water Street every boat opened its whistle, whereupon locomotives and factories across the Monongahela joined in.

When Taft left his car to board the VIRGINIA cheers went up from a crowd estimated at 50,000. Again when the stepped aboard the NEW ORLEANS THE uproar again commenced. The cheering and whistle-blowing continued for fully 17 minutes.

As the ovation subsided somewhat, Alice Roosevelt Longworth, standing near Taft, broke a bottle of domestic wine on the forecastle of the NEW ORLEANS and said "I christen thee NEW ORLEANS." The wine was very lively, and when Mrs. Longworth broke the bottle, the champagne sprayed her from head to foot, and all the persons nearby were liberally sprinkled. Mrs. Longworth laughed, although her furs were liberally drenched. The NEW ORLEANS was gaily decorated with the nation's and Pittsburgh's flags. Introduced by mayor Magee, Taft delivered a short address, following which he was escorted back aboard the VIRGINIA and taken to the pilothouse.

The NEW ORLEANS slowly moved from its

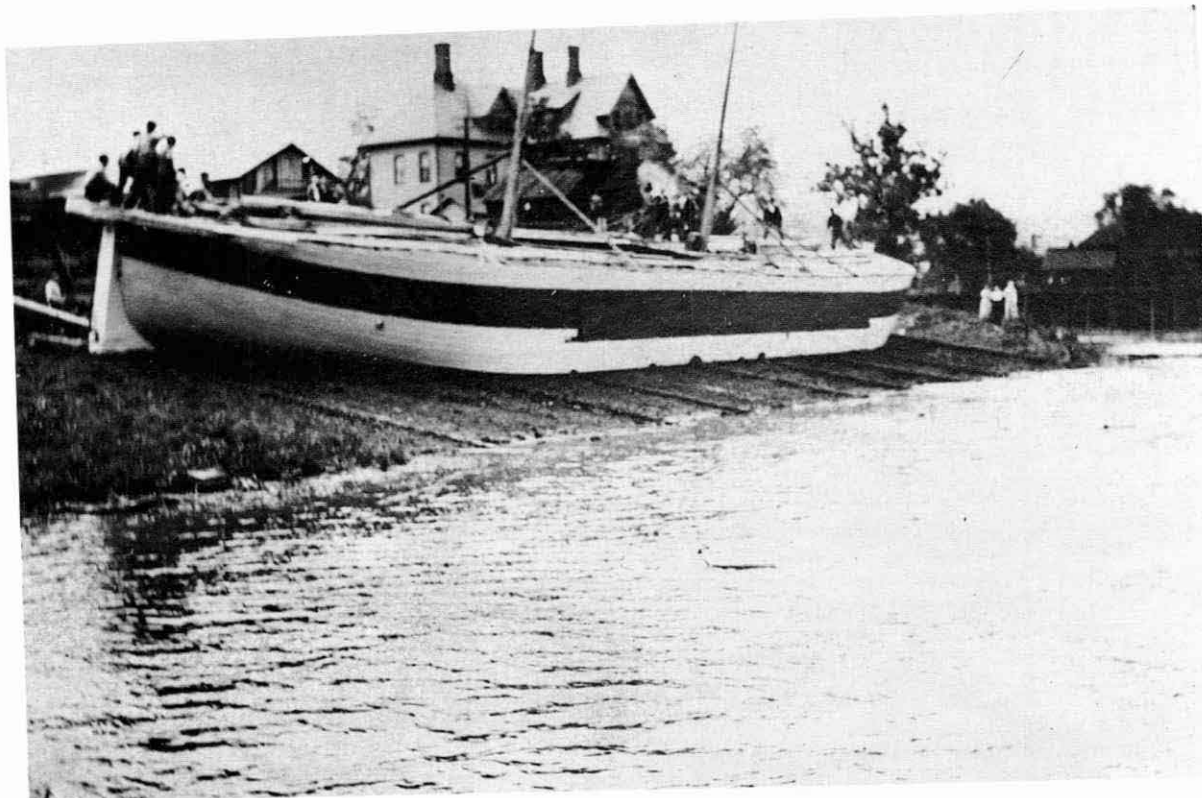
moorings to midstream amid a renewed roar of whistles and cheers. Turning its bow down the Monongahela River, the VIRGINIA followed closely. Then came the other larger boats laden with invited guests. Behind them came the smaller towboats and other craft.

At the junction of the Allegheny and Monongahela the NEW ORLEANS turned into the Allegheny and steamed up to the Sixth Street bridge. There she was rounded to and proceeded down the Ohio to the penitentiary, again rounded to, and she and the VIRGINIA led the way back, reviewing each boat as it was met.

Capt. James A. Henderson selected the crew for the NEW ORLEANS. In charge he placed Capt. Melvin O. Irwin, with Thomas Walker, engineer, and J. Orville Noll as steward. These three worthies retained their posts for the entire voyage to New Orleans which followed. Capt. Mel Irwin in later years lived in a modest riverside home at New Matamoras, O. formerly occupied by the family of Charles T. Campbell (Union Barge Line, Campbell Transportation Co. and Dravo executive). Following an extensive packet career Mel Irwin traveled to far places and became celebrated as a lecturer constantly in



Maiden trip of the replica NEW ORLEANS at Elizabeth, Pa. The Waterways Journal. January 20, 1992, announced the closure of this marine ways facility which first opened in pre-Combine days. A labor dispute since last September was a factor in the decision.



The NEW ORLEANS replica got a side launch, customary at Elizabeth. The original 1811 NEW ORLEANS was built at Pittsburgh, along the Monongahela a short distance above the Smithfield Street highway bridge. Landfill by the Baltimore & Ohio Railroad now covers the site.

demand at social gatherings in Matamoras and elsewhere. J. Orville Noll, native of Hannibal, O., started on the rivers as a towboat cook and steward. In those positions he had often been to New Orleans on such coal-pushers as the BOAZ, W. W. O'NEIL and such big-fry. Orville then bought and operated packets in trades up the Monogahela from Pittsburgh, last one being the VALLEY GEM. He joined with the Shippers Packet Co. and was a ring-leader in bringing the BETSY ANN to the Ohio River from Natchez. Ultimately he settled in New Martinsville, West Va. where he owned and operated a large riverside brick hotel and an up-town restaurant which he decorated with steamboat haberdashery. Those fortunates who recall Orville Noll can justly brag having known a real river character. Your scribe came to the scene too late to know Thomas Walker, the engineer of the NEW ORLEANS.

The strictly upstairs "character" of the boat parade at Pittsburgh of course was Alice Roosevelt Longworth, imported to christen the NEW ORLEANS inasmuch as she was great grand niece of Nicholas J. Roosevelt, one of the owners of the original NEW ORLEANS, president Theodore Roosevelt having been a grand nephew of the builder of the original boat. Also invited and attending the ceremonies were Mrs. Alice Cray Sutcliffe,

descendant of Robert Fulton, and the Reverend C. S. Bullock, a relative of Robert Livingston. Professor Archer Butler Hulbert, president of the Ohio Valley Historical Association,, was present from Marietta, recognized as the instigator of the replica and boat parade ideas.

Although Jimmy Henderson's replica was considerably modernized (electric lights, steam capstan, full glass enclosed pilothouse) she paddled her exposed side-wheels, and bore the necessary aura of authenticity.

A detailed account of the voyage of the replica NEW ORLEANS from Pittsburgh to New Orleans appears in the June 1969 issue, pages 21-35, of the S&D REFLECTOR. For much of what is related herein we are vastly obliged to David A. Huber, 2031 Stevenson Road, Xenia, Ohio 45385 who thoughtfully supplied us with stata of an article printed in Volume XXII of the Ohio Archaeological and Historical Society's Publications. Being 91 in 1992 we knew Capt. James A. Henderson, Capt. Melvin O. Irwin and J. Orville Noll, plus having had first-hand acquaintance with all of the steamboats involved in the 1911 parade. While listing the boats we wondered why so very few of the larger class Combine towboats took part. Jesse P. Hughes supplies the answer in his 1911 diary;

September 1911 had been a very wet month, and the pittsburgh harbor had been cleared of accumulated towboats and coal. The big COAL CITY had not accompanied the departing fleet in deference to her age; she was built in 1864, in Civil War times, but managed to hang on for this parade appearance in 1911.

To the best of our recollection I did not see the parade just described. Several weeks later I plainly recollect seeing the VIRGINIA, her stacks lowered on her Christy Patent Chimney Hoists, sound asleep and moored outside of her partner QUEEN CITY which mother, my brother Willie and I were boarding for Cincinnati.



The above photo of the converted NEW ORLEANS came to us from Julia Belle Swain Shelton who found it while sorting keepsakes saved by her father, Capt. Percy Swain. The original view is a well-preserved Azo post card, the message side blank. Julia Belle sent the card to us from her home in San Francisco.

What do you do with a replica side-wheel steamboat after it has finished being a replica?

The NEW ORLEANS replica was sold at New Orleans, her mission accomplished, bills paid, and all involved parties shaking hands, The Historical Society of Western

Pennsylvania sold their NEW ORLEANS to Capt. Willie Ditch of Morgan City, La. Willie made some architectural changes, eliminated the steam boilers and side-wheels, placed two modest propellers at the rear, and, so we hear, powered these with one--maybe two--heavy duty gasoline engines. Willie's idea was to run her, freight only, New Orleans-Abbeville, La. on Bayou Vermillion.

There may be readers who can better bring this tale to the conclusion it deserves. -To and including what happened to Captain Willie Ditch?

Among our surprise January visitors were Michael Blaser, the noted river artist of Davvenport, Iowa, accompanied with John H. Zorn II, consulting engineer and architect of Cincinnati. These two worthies are planning a special oil painting featuring the DELTA QUEEN and GORDON C. GREENE.

John Zorn, a former Sewickleyite, we had not seen since Hector was a pup (he's now 54) as a youngster was a regular visitor at 121 River while the "big" LADY GRACE was under construction in our backyard.

Bulletin from a California architectural source: Delta Queen Steamboat Co. has reactivated its thinking and is actively pursuing plans to build a major-sized tourist boat.

PHOTOGRAPHING
THE MISSISSIPPI
IN THE 1870S

A professional phototographer of Paterson, New Jersey, J. P. Doremus, in 1874 came to Minneapolis fired up to build a combination floating houseboat and photograph gallery on which he would take and sell pictures all the way to New Orleans.

The initial impulse which led Doremus into so vast an undertaking is not known, but thanks to persistent research on the part of Ralph R. DuPae we now know that photographer Doremus over a period of years worked his boat southward and succeeded. He left in his wake a number of stereo cards, some of which are preserved in library and historical collections, and from family descendents. The total number of negatives he made easily runs into the hundreds, and only a fraction of the stereo cards he made from them have been located. Two of the "finds" have been used on the covers of the S&D REFLECTOR. On the back cover of the March 1991 issue there appeared "the Devil's Chair," a rock column along the St. Croix. Mr. Doremus tells of taking this one in his log which follows. The other picture we used is a high calibre view of a quaint suspension bridge spanning the Mississippi, front-paged on our June 1991 issue. Both of these elicited generous reader response.

Ralph DuPae now furnishes us with several transcriptions of logs Mr. Doremus kept during his venture. Ralph tells us that we are indebted to Charlotte Doremus of New York City, who kindly furnished them. In this issue we are running the first of these, written in 1874, the year the project was initiated.

Let us note that Mr. Doremus frequently skipped days between his log entries. We have included herein everything he wrote down, even to his income from photo sales, which

usually were rather meager compared to the investment and payrolls. Whether or not this Doremus "floating gallery" was the first of its type on the western waters is not known to Ye Ed, but it ranks as the most ambitious in concept and most bold in execution.

-1874-

Friday, March 14:- Saw quite a notice of myself in the Minneapolis Tribune stating my intention of making a trip to New Orleans on a large flat boat which I intend building to my design meaning to float down the river taking views on each side of the Mississippi. Went with D. Wylie in a cutter to the falls of Minnehaha and had a gay old time in town after getting back.

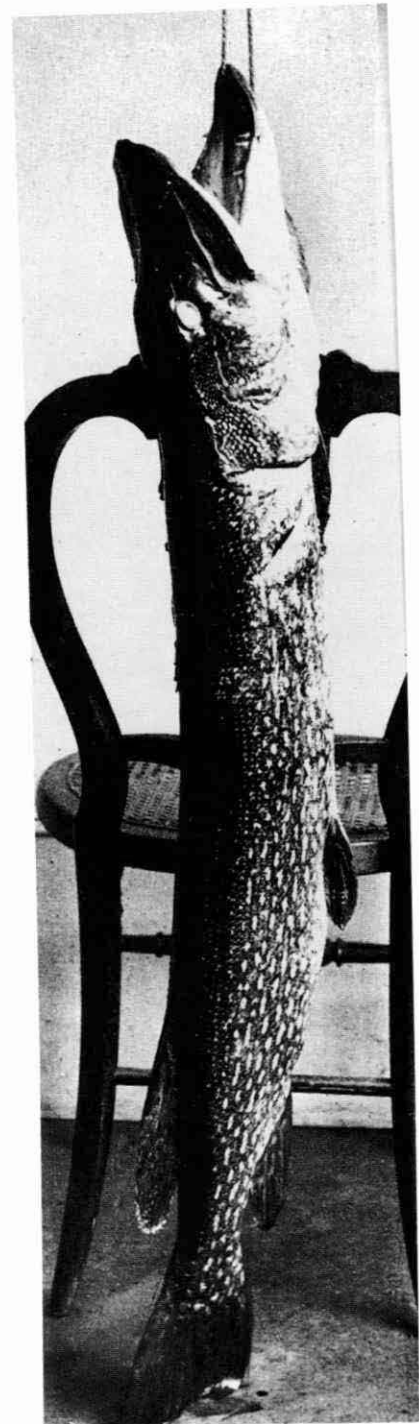
Saturday, March 15:- Unpacked my trunks at the photograph rooms of Mr. Jacoby and packed my dark tent cameras, etc. so as to be ready to start for Minnehaha on Monday morning.

Sunday, March 16:- Went with Wylie and his little girl, Lizzie, and Eliza to a lake three miles off, to see Capt. Ivory, a boat builder. He can't build a boat for me but referred me to others.

Thursday, March 19:- It has been cloudy all this week, but it's clearing up a little. I started this morning for Minnehaha. It is getting cloudy again. I left my things there and came back. The sleighing is pretty good but bare in some places. I have had immense trouble to find a boat builder but hope to succeed this evening.

Friday, March 20:- Let the contract last night for the building of the hull of my boat 14 x 60, price \$405.00, to be built by H. F. Walters. Went to the falls of Minnehaha and took some pretty good negatives, four different views.

Saturday, March 21:- Am packing up to go home. Deposited \$75.00 in the city bank Minneapolis and drew a check for the amount in favor of Mr. Walters, which I left with G. W. Floyd, the



Mr. Doremus called this "a typical fish." In his Log he frequently mentions catches dressed and fried aboard his boat, but this is the only one, far as we know, which he photographed. Is there a fisherman 'mongst our readers who knows what sort of fish this is? Is it edible?



The first, or one of the first, pictures Doremus made of his new boat. This was taken at the building site. All attention of both the grandstanders at the left and those down by the river, is directed toward the camera. This print is reproduced from a stereo card in the possession of a third generation Doremus, Mary Green, of Sylvania, Ohio.

operator at Jacoby's gallery to be given to Walters when he commences building my boat.

Sunday, March 22:- Took a walk with Mr. Floyd down the river to where we propose to build the boat. Took dinner with Mr. Floyd at a restaurant where he boards.

Thursday, March 26:- Started from Minneapolis (thermometer 2 degrees below zero) on Monday morning the 23rd by the West Wisconsin and Chicago and Northwestern Railroad. Arrived at Chicago at 5:15 p.m. Breakfast at Cleveland, O. on Wednesday morning, dinner at Buffalo at the City Hotel, reaching home about seven this morning. Fare from Minneapolis \$37.50, of which I save three dollars by buying my ticket to Boston and selling the unused part.

Monday, April 27:- I have been busy for a month getting ready for my Mississippi trip, buying things and packing up. I shipped on the Erie Railroad 2250 lbs. freight, 180 lbs. first class at \$1.80 per 100 lbs., 1170 lbs. 2nd class at \$1.60, 560 lbs. 3rd at \$1.25 and 340 lbs. at 4th at 95¢ lb. They go by railroad all the way. Mr. Thorone is to bring me up a ticket tonight from Minneapolis by the Erie, Atlantic & Great Western, Lakeshore Mich. Southern and Milwaukee & St. Paul Railroad for \$32.50, being \$5.00 less than the regular fare. Expect to be gone all summer, my business here to go on as usual, Mr. Post doing the operating, Harry the printing and Lenny the buying and selling. My freight to Minneapolis consisted of cameras, camera stands, a marble top table, chairs, bedding, photographic goods, about a hundred dollars worth of paint and glass from Sherrockss. canned fruit from Colis, etc. I expect to start tomorrow morning.

Tuesday, April 28:- Started this morning for the west. It snowed all day but did not gain much. Stopped at the Simmons House, Hornellsville, N.Y.

Thursday, April 30:- Started from Hornellsville yesterday morning, paying for

lodging and breakfast one dollar. Changed cars at Salamanca, N.Y. for the Atlantic and Great Western Railroad, changed again at Leavettsburgh and then at Cleveland where I took the Lake Shore road through Toledo to Chicago. Was all day and night helping women with children to change railroads and got very little sleep. Felt very bad and sleepy all forenoon today, but got a good dinner (75¢) at Milwaukee and felt first rate this afternoon. Reached Kilburn City, Wis. about 7 o'clock. It is on the Wisconsin River and seeing the scenery it was very romantic, I resolved to stay until morning. Saw two rafts go over a dam which is built

at this place. I am stopping at the American house.

Friday, May 1:- Paid 85¢ for supper, lodging and breakfast. Had four eggs boiled for my lunch at noon for which they would take no pay. Started at seven o'clock and arrived at Minneapolis at 8 p.m. by the river road through Winona, Red Wing, etc.

Saturday, May 2:- Found my boat launched and very near finished. She looks well and sits very light on the water. Paid Mr. Walters \$80 which in addition to the \$75 I gave him before I left and the \$100 I sent tim will make \$255 leaving \$150 to be paid, \$405 in all. Have engaged him to build the



Constant current in the Mississippi supplied the power to get this ferry back and forth by use of cable and pulleys.. Fort Snelling appears on yonder hilltop.

cabin. I bought 60 lbs. of nails today. The boat lies where she was built about a mile below the Falls of St. Anthony.

Monday, May 4:- Bought \$98 worth of lumber from L. Butler & Co. Have engaged Mr. Hull and Mr. Balfour to help Mr. Walters on the boat. I am to pay them \$2.75 per day, and Mr. Walters \$3.25. Found a boarding place with Mr. Balfour who lives about 10 minutes walk from the boat. Wyley's house where I was is over two miles.

Tuesday, May 5:- The three men started to work today at noon.

Wed. May 6:- Got some doors, sash and hardware from Mr. Smith and got my trunks down to the warehouse by the boat.

Fri. May 8:- Have got the rear part of my cabin up and the roof on but the muslin is not all over it. Have been painting all day. It has been very hot, thermometer at 90 degrees in the shade.

Sat. May 9:- There is a flat boat smaller than mine lying by, built by a couple of men to be used for the manufacture of chairs to be made in rustic-style of hickory or willow. Got a part of my cabin enclosed today so that my things are safer. The boat is just below a warehouse which is leased by the proprietors of a brewery close by. I got permission to put my trunks in it, My fingers are well blistered tonight from using the paint brush.

Mon. May 11:- A pleasant day. We have made considerable progress with the cabins. There is considerable fishing done alongside the boat. They use a net about six feet square stretched by poles fastened to the corners. This is let down on the bottom to let it lie on the river bed a few minutes and then pull up suddenly. They catch Buffalo fish, redhorn, suckers, pike and others. One man Saturday caught two sturgeon weighing each about 30 or 40 lbs. and today he caught a spoonbill fish weighing about 25 lbs. with a bill in the shape of a spoon over a foot long.

Wed. May 13:- Received a registered letter from R. Therman for \$25.

Thurs. May 14:- Got my bed filled with hay last night. Took my supper with Mr. McKinsie who owns the boat alongside of mine. He then invited me to eat with him until we finish, which will be in about a week. Slept pretty well on my boat. It has rained all day today, but the three men managed to find work. I have taken my meals with Mr. McKinsie. It was rather cold last night but have provided better for it tonight.

Fri. May 15:- I must now describe the table on my neighbor McKensie's boat, a rough pine table newly planed and clean; dinner service all composed of tin -- a basin holding a pint of coffee or tea of tin, a big tin dish of bread, tin basins full of meat, pickles in tin basins, tin pepper box, and a couple of fried eggs on each tin plate. McKensie seems to be a good man and is a member of a Congregational church. A small boy asked me this morning if McKensie was a missionary.

Sat. May 16:- Paid Walters \$10, Balfour \$10 and Hull \$10, being the three carpenters working for me.

Tues. May 19:- Ordered near 2,000 feet moulding for the boat. Discharged Balfour and paid him. Paid Walters \$25. Went our dancing last night.

Sat. May 23:- Am getting along very well with the boat but very slow. Paid Walters \$5 today.

Mon. May 25:- Went with my outdoor apparatus with Mr. J. C. Goodwin to Excelsior, Minn. We took the cars on the Pacific Railroad to Wayzata, fare 75¢, distance 12 miles. Then took passage on the little propeller boat SUE GARDINER (3 hp.) for Excelsior (fare 50¢). Arrived about 5 o'clock. Went home with Mr. Goodwin, who has a very fine wife, a beautiful daughter (Mystic, 9 years old) and a fine little boy. Took a stereograph yesterday of part of the lake, not first rate,

because of the wind and poor plates. Then back to the boat today, having enjoyed myself very much.

Tues. May 26:- Frank Bushaw commenced to work for me today (16 years old). He has been under instructions at Jacoby's for about a year. I am to give him his board and one dollar per week. Got a stove from Mr. Arnold today. Bought some crockery and groceries. Frank and I had our supper on the boat, using a carpenter's tool chest for a table. Took a 4" x 4" and a stereo negative of Mr. A. McKinsey's chair manufacturing boat.

Thurs. May 28:- Robert L. McKensie started yesterday with his boat and a full crew for St. Paul. I was the only passenger. The boat was pretty well loaded with hickory poles to be used in the manufacture of rustic chairs. Our Captain McKenzie is a whole-souled noble hearted man full of fun and delighting in his men for their different peculiarities as for their proficiencies in their different stations. Himself formerly a raftsman and a pretty hard character and rather proud of having been so, although now a consistent member of a church. His agent and man of business, J. C. Goodwin, is quiet, sociable and every inch a gentleman. His head chairmaker, Wm. Chamberlain, is a first class specimen of the western pioneer, and now come the two Sams: Sam McCarthy, quick and obliging with a firm determination to do whatever he undertakes, but he failed in one undertaking yesterday. But the pride of McKenzie is Sam the Second, Sam Wambold. This Sam, who is forever in some scrape. Sam told his father, who lives in Minneapolis, that he was going down the river. The old man pointed his finger at the boy and said "That's the last straw, son." We met with a new boat about four miles below our starting point, so we tied alongside for wind. After dinner the men went to making chairs. Later, some men went to town. The two Sams decided to swim the

river in what was a rapid current. Captain Bob McKenzie first saw them when they were about in midstream, and sent Bill with the skiff after them. The funny Sam turned back, but Sam McCarthy kept on. Bill caught him away down the river and brought him back. After the wind subsided we continued our voyage. Made a short stop at Fort Snelling and reached Saint Paul about nine o'clock. We slept pretty well on the floor of the boat and this morning I took the train back to my boat, finding things all right.

Fri. May 29:- Wrote the following description of my boat for Mr. Ayres. You enter first the Captain's room, 8' x 17'. where two doors on the left lead you to the toilet room 8' square, and the other a room 6' x 9' for the use of the proprietor. Folding doors lead into the operating room, 14' x 20', at the end of which is a door leading to the dining room and a private cabin 8' x 14', one door from which leads to a state room 6' x 7' with two berths in it. Another door leads to the kitchen 7' x 14' where two doors lead to a good sized pantry and store room. The other door leads to a silvering and toning room. Under all is the hull three feet deep, well ventilated by air shafts. We intend using the hull space for storage. The cabin is finished off with projecting roof handsomely bracketed. The corners of the cabin are rounded in first class steamboat style. Inside are a profusion of mouldings on ceilings and sides of the different rooms. Each room is to be moulded and painted in different styles. The deck is 18' x 76'.

Sat. May 31:- My boy Frank has got along so fast that he demanded more wages today and I was afraid he would soon know too much for me. I left him slide.

Tues. June 2:- Have worked pretty hard all day, part of the time on the roof stretching muslin and painting, part of the time making an ice box from packing boxes. About six



Log drivers working with cant hooks at a log jam on the St. Croix River in 1874. -J. P. Joremus, photo.

o'clock there came a lot of lumber and I had to carry it all in. At seven I commenced making a fire and getting supper.

Thurs. June 4:- Bought a pickerel from the fisherman by my boat and fried it for dinner. It tasted extra good. Spent the evening at Miller's at the brewery, having used his warehouse for storage. Met his daughter, the oldest, about sixteen. Then comes Charlie, then Amelia, then Ella, then Clara, then Johnny, then Yetta, the baby, a fine family including father and mother. Paid Mr. Hull, one of my carpenters, \$65. He left today.

Sun. June 7:- Had company for dinner, little Clara Miller from the brewery.

The boat was full of people all day, looking at pictures. Spent the evening at the brewery.

Walters finished up today all that I intend having done at present. I will not finish the mens or the womens rooms or the dining room.

Sun. June 14:- While at dinner today, we saw a steamboat coming up the river. Last fall a man named Bassett and his family built a flatboat here last fall and started off for St. Louis. This spring he decided to return, built and installed a steam engine and has come back. He had a couple of sails up. Have had Frank Bushaw working since last Tuesday.

Wed. June 17:- Took some stereos of St. Anthony Falls

today. Received a dollar for four of them.

Sun. June 21:- Took dinner with Mr. Miller of the brewery. Heard some first rate music in the afternoon, and took eight glasses of lager beer since one o'clock.

Mon. June 22:- I am completely tired out for the first time since leaving home, a little homesick. It has been very hot, so much so it has been very hard for me to work.

Fri. June 26:- Irving Snell came from St. Paul today to operate on the boat for me. He is to receive 20% of what is taken in for gallery work. The weather lately has been intensely hot. I have taken a swim every night lately for more than a week.

Wed. July 1:- Mr. Walters' daughter commenced working for me today. She is to learn the business and keep house. Took some negatives of my boat yesterday.

Fri. July 3:- Discharged Snell today. He was not able to take pictures.

Sat. July 4:- A dull fourth for me. Felt so tired out that I did not take any pictures.

Sun. July 5:- Took my first pictures on the boat, \$9.00 for ferrotypes and \$1 for stereos. Walters has made me a boat and I painted it today.

Mon. July 6:- Took in over ten dollars today for tintypes. Frank's brother George did some painting and cooked for me today.

Tues. July 7:- Took in about \$6 on ferrotypes. George Bush is with me yet.

Wed. July 8:- Was quite busy operating this afternoon but so weak I could hardly stand.

Thurs. July 9:- Pulled a young man out of the water from the guard of my boat this morning. He was nearly gone and had sunk several times.

Mon. July 20:- At one o'clock today cast off our lines and started on a jump down the river. We reached Minnehaha [Creek] in little over an hour and there we are. The change is delightful from the eternally rushing waters of the Mississippi to the clear, still

waters of Minnehaha Creek. George Bush is with us yet. Mr. Walters' two sons and Mr. Bassett came down with us. After we landed we all went to the Minnehaha Falls a half mile above and I took a negative with them all in. Found a catfish on our line when we got back so we will have a good breakfast.

Tues. July 21:- It seems so strange from the busy bustle of Minneapolis to the quiet of Minnehaha Creek where there is not a face to be seen all day. Took some negatives of the Falls to-

day with Grover Bush in Indian costume. About dusk George caught a moccasin snake about five feet long. We put him in a box.

Wed. July 22:- Took three negatives of the Minnehaha Falls this morning. Having nothing for dinner George rowed across the creek and caught a black bass more than sufficient for us all. The water is falling fast, so this afternoon we hauled the boat lower down the creek. About dusk Frenk caught a 7 lb. catfish and in a few minutes another



Steam prop yacht ARIADNE attracted the attention of photographer Doremus, along the Upper Miss in 1874. He makes no mention of the incident in his diary and neither is it listed in Way's Packets or Towboats. Our surmise is that it was brought by rail from its place of build and is enroute to southern climes. Looks like a winner.

about half that size.

Thurs. July 23:- Been printing all day. George caught a 9 lb. catfish this morning and soon after another. We have a couple of splendid springs alongside of the boat, one of which we use, instead of our ice box.

Sat. July 25:- smoked a lot of catfish yesterday and they are first rate. I went to Minneapolis today and received about \$25 from Mr. Krenzaline for pictures I

took of his house, etc. a couple of weeks ago.

Sun. July 26:- A very quiet day. We caught a soft shell turtle this morning and had some first rate soup today.

Mon. July 27:- Took some negatives this morning and in the afternoon dropped down to Fort Snelling. Took some negatives from the Fort and of two companies stationed here.

Tues. July 28:- Crossed the river and took some

negatives of the boat, also of the ferry boat.

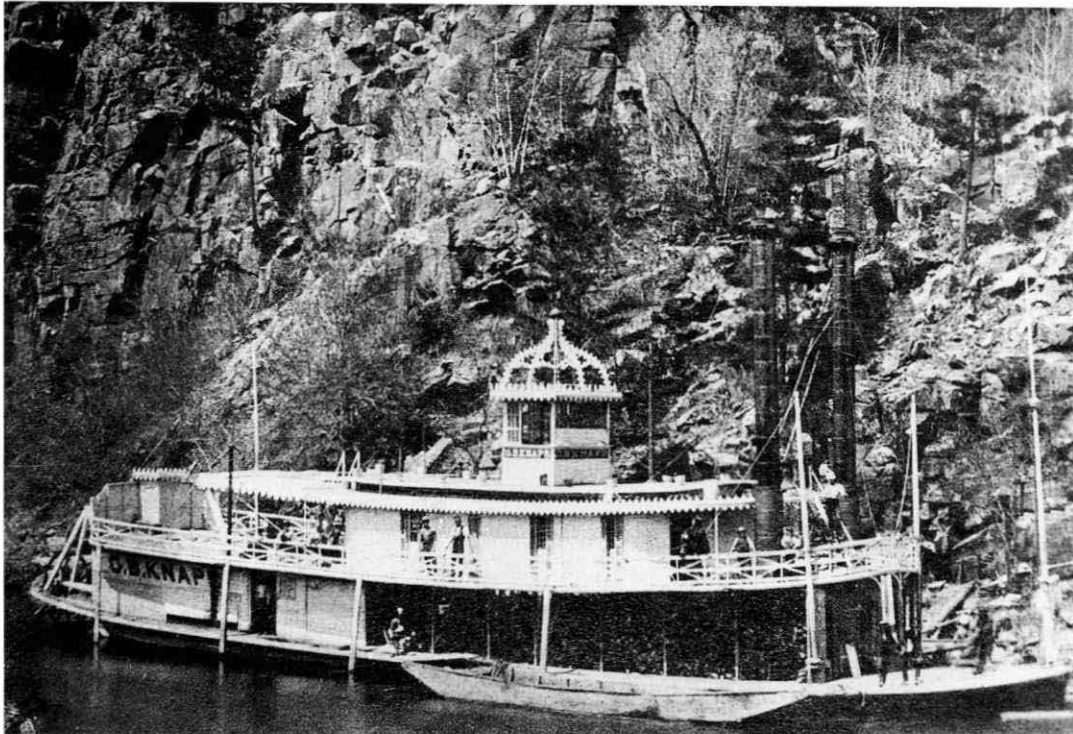
Wed. July 29:- Dropped down to Mendota, Minn. this morning. Ran aground a few times, got some boys to work and pumped her out and ballasted her. Went to St. Paul this afternoon for stocks and groceries.

Thurs. July 30:- Have taken in \$5 for tintypes. It's just after 10 p'clock and I am just done silvering paper for tomorrow's printing.

Mon. Aug. 3:- Took in



The "Doremus Gallery" on St. Croix River in 1874. In the background is the packet G. B. KNAPP. This may have been taken during the second season (1875) inasmuch as Doremus had selected the name SUCCESS for his craft by then, and in this picture a small nameboard, SUCCESS, is mounted on the roof over the front doorway. The original stereo card from which this picture is made was procured on loan from Charlotte Doremus of New York City.



Photographer Doremus took this view of the G. B. KNAPP on the St. Croix River, August 17, 1875. Quite likely he also took the view of his SUCCESS gallery (on the preceding page) that same day. A hint here of why it took Doremus four or five years to get to New Orleans; here he was in the fall of 1875 still in the St. Croix River. On the back of the stereo card from which this view was made it says: "The subscriber has built a Floating Photograph Gallery, at a cost, with appurtanances, of over \$4,000, intending to take views of the Mississippi and its tributaries, from the Falls of St. Anthony to the Gulf of Mexico.

yesterday and today about \$43, ten of which was for stereograph views.

Tues. Aug. 4:- Took in \$15.60 for tintypes.

Wed. Aug. 5:- Took a negative of Fort Snelling and a railroad bridge across the Minnesota River. Then took a couple of negatives of a house. Received \$5 for six stereos, then went over half a mile with my things in the woods, to take some negatives of Indian teepees or tents, then back to the boat and took in \$12 for tintypes. In front of one of the teepees was sitting Tam-ham-pe-wash-stay-way and Soe-good and her daughter.

Thurs. Aug. 13:- Went to Minneapolis last Monday and got back last night. Took some good views of St. Anthony Falls and the suspension bridge, and also of Minneapolis from the roof of the Winslow's House near the McAllister College. We had

to pull out from Mendota as soon as I got back. We dropped down about a mile and laid by until this morning when we again started. The river was contrary and near noon it drew us out on a sand bar. We all went into the water to draw her off but it was no go. I had to get out of bed where I lay with a sick headache. Went for help after dinner and George and I rowed to St. Paul and back for more rope. It is now near nine o'clock and after supper we will try again. At 11:30 p.m. we have just got the boat off. It was very dark when I got to the opposite shore and had to feel among the bushes for trees to tie to.

Sun. Aug. 16:- Have been writing letters, handbills, etc. nearly all day. After supper a heavy shower came up. Our lower line slipped from the stake and the wind

blew the boat right out in the stream right across the tide holding only by one line. All our efforts with the sweep could not get her back until the wind subsided by which time we were pretty well soaked. Our bucket blew overboard and our small boat was carried away. After we got the boat back and tied up George and Frank went across the river looking for the small boat and they are not back yet.

Mon. Aug. 17:- The boys did not find the boat last night. George found it this morning. I took some negatives of the St. Paul bridge.

Mon. Aug. 24:- Took some cards to Minneapolis. Got \$10 for two dozen. Took some very fine views yesterday of squatter's shanties near the bridge. After dinner today we started and reached Newport, about eight miles below St. Paul, just

after dark. It was a very pleasant sail, no wind.

Sat. Aug. 29:- Took in about \$35 at Newport, Minn. and started off this morning. I have had a very sore hand for more than a week. We reached Gray Cloud Island this morning and had to stop on account of wind. We got about a half a bushel of fine plums this afternoon. Took in \$3.25.

Sun. Aug. 30:- Left Gray Cloud Island this morning. Stuck on a sand bar a mile or two below. Worked free in about an hour and after a long stop on account of wind we reached Hastings, Minn. just after dark.

Mon. Aug. 31:- George and I rowed to Prescott, Wis. and distributed some hand bills. I took a 4" x 4" negative street view. It was a pretty hard pull about three miles each way, the wind against us both ways.

Thurs. Sept. 3:- Took in \$12 today. After supper went down to Point Douglass, Minn., 2 miles below Hastings, Minn.

Sat. Sept. 6:- Took in \$10 at Point Douglass. This evening dropped down to Prescott, Wis.

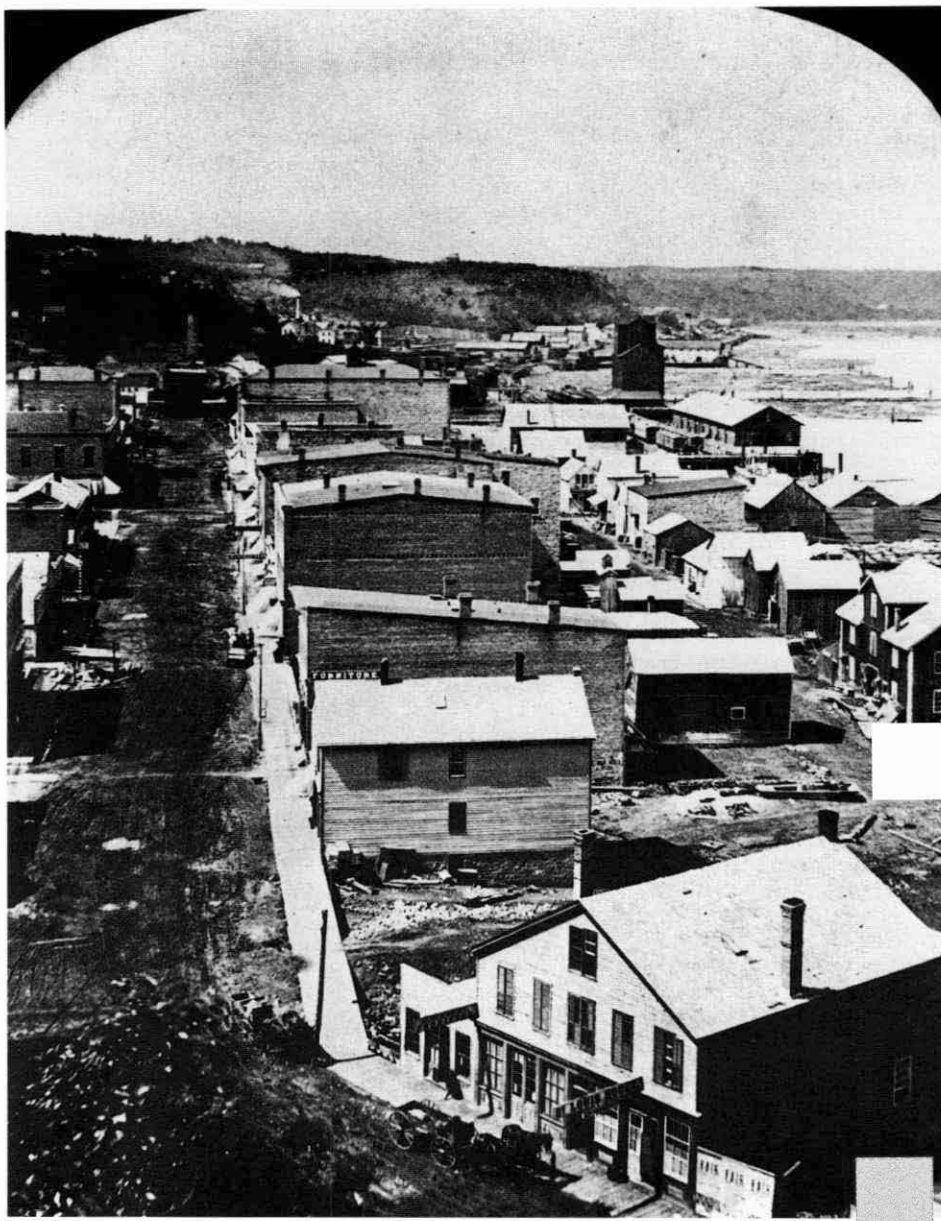
Tues. Sept. 8:- Paid off Frank yesterday, George today. I prefer to try it alone until I can do better. I caught a catfish today weighing 18 or 20 pounds, a regular blue channel fish.

Tues. Sept. 15:- Took some good negatives this morning at Pine Cooley. A cooley is an inlet from a river with high banks on either side. Took some views of Prescott, Wis. this afternoon. It has been a very still day. Commenced boarding at the Merchant Hotel.

Fri. Sept. 18:- Sold a pair of Fitz' lens for \$25 to A. M. Childs.

Mon. Sept. 21:- A man about 21, C. L. Armstrong, came to work for me today. I have been boarding at the Merchants Hotel for a week but will have to commence housekeeping again.

Fri. Sept. 25:- Took a 4" x 4" negative of the steamboat LOUISVILLE yesterday morning before breakfast. Finished one dozen of them this evening while the boat was waiting



Stillwater, Minn. as the city appeared in 1874. , about 23 miles up the St. Croix from where that river joins the Mississippi at Prescott, Wis. The Doremus Photo Gallery was taken above Stillwater to Taylors Falls, Minn., Mile 51.8, and was wintered 1874-1875 at Osceola, Mile 45; see logbook entries Oct. 20 et seq.

for them on her up trip and received \$18 for them.

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

Wed. Sept. 30:- I have done a splendid days work. Started this morning early

with a couple of boys. Went across the river and up a high bluff, over rocks and through 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, Minn. and St. Croix Falls, Wis. 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.

Tues. Oct. 1:- Too windy today to take views, but I have been climbing the rocks and over places where none but a cool hand could go to find a place to take a pile of rocks called the Devil's Chair. I got a plate 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.

Sat. Oct. 3:- Took some views yesterday of the Devil's Chair. Took some of the bridge over the St. Croix River this morning and some of St. Croix Falls, Wis. this afternoon.

Wed. Oct. 7:- 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.

Sat. Oct. 10:- I am about through here now. I intend to print next Monday and finish up Tuesday, and then start further down the river.

Taylor's Falls, Minn. is a pretty little village. The first squatter claim here was made in 1838 by Jesse Taylor who was bought out in 1835 by Joshua L. Taylor. The land here-about was surveyed in 1847 and the town plot laid out in 1852 by J. L. and H. C. D. Taylor. The population at present is 1,000. At the school opening last August the attendance was 960 scholars.

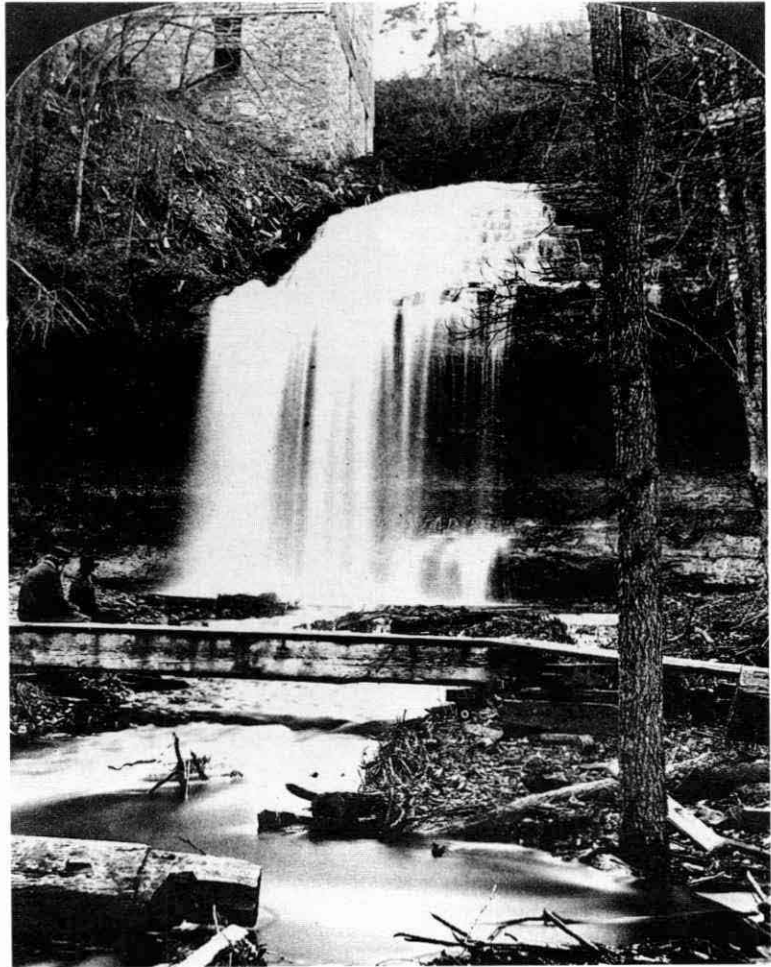
Tues. Oct. 13:- Bought a stove for the reception room costing with pipe \$18.75.

Fri. Oct. 16:- We have had a busy day of it. We printed today and I have taken negatives for \$29 of call cards to be finished when I get home. Taken lots of tintypes also, but what a fix our boat is in. Venison steaks and bottles of varnish, side by side. Negatives, salt, tea and a plate of meat on the shelf together. Corn meal and brochure envelopes mixed. Ferro plates, standing

against a big bottle of molasses. Neg plates lying on cans of lobster and salmon, and cans of consolidated milk on top of that. A pot with a just boiled beef tongue among the printing frames and, to crown all, the steamer came in late and did not go out until morning, and as there is no waiting for steamers, our reception room is full of valises, over each person's box of bonnets, etc., and tomorrow bids fair to be the same as today.

Mon. Oct. 19:- Sold the balance of my views to Geo. W. Seymour & Co. for \$1.25 and \$1.50 per dozen. Started with my boat this morning but had to come back, the wind blowing us right up the river.

Tues. Oct. 20:- Started again last night about ten o'clock and reached just above Franconia, Minn. about half past twelve this morning. Started for the landing but, when near there, the fastening of the stern oar broke and we



Cascade Falls was photographed Oct. 22, 1874; see diary entry of that date. Mr. Doremus was working with slow emulsion plates which tends to convey the effect that the falls is blanketed with sheets of ice. Cascade Falls dropped Cascade River into the St. Croix River at Osceola, Wis. Perhaps it still does.

drifted past. I let go of the anchor and went in the skiff to town for spikes. Fixed the boat, had breakfast in the middle of the river. Not liking the looks of Franconia, started for Osceola, Wis. which we reached about noon.

Tues. Oct. 22:- Took some negs of Cascade Falls, about a quarter of a mile or less from the levee, where my boat had Mr. Charles E. Means, editor of the Polk county Press with me in the afternoon and Mr. Editor of the Nein Earra in the afternoon. Both papers are published in Osceola. Visited Osceola Masonic Lodge in the evening. Fred Langerwall is with me. He is a Taylor's Falls boy rather quaint in his expressions---such as of instantaneous pictures "you must have to take them very

Tues. Oct. 29:- Have done pretty well here so far, but the last two days have been storming. This afternoon I started through the rain and sleet, plodding my way uphill toward town to get some eatables, whistling to keep my courage up, but somehow no matter what tune I started it always came back to "Home Sweet Home."

Sat. Nov. 8:- Am all packed up, ready to start home. My things are all uptown at the drug store, cameras, furniture, and all. Expect to start with the steamer tomorrow. Took in in over three weeks at Taylor's Falls, Minn. \$276.00. Took in at Osceola, Wis. in three weeks \$127.00 besides photo work in both places, to be paid for hereafter.

Tues. Nov. 12:- Started on Monday morning on the NELLIE KENT for Prescott, Wis. On Tuesday p.m. started on the ROCK ISLAND for Dubuque and arrived there about 2 p.m. today. Weather a little cool, but very fine for the time of the year.

Wed. Nov. 18:- Arrived home this morning.

JOHN W. HUBBARD, 'SHOVEL KING,' 84

June 4, 1947 027
Pittsburgh Industrialist Dies—
Official of Many Concerns,
River Navigation Expert

Special to THE NEW YORK TIMES.

ATLANTIC CITY, N. J., June 3
—John Winslow Hubbard, wealthy industrialist of Pittsburgh, New York and Atlantic City, died here today in City Hospital after a brief illness. His age was 84.

Born in Pittsburgh, he amassed a fortune in the mills in that area and became known as the "shovel king." He was chairman of the board of Hubbard & Co., producers of railroad tools and other hardware.

Active in many fields, Mr. Hubbard was director of several firms, including the City Ice and Fuel Company, Chicago; New York Air Brake Company, Watertown, N. Y.; Continental Foundry and Machine Company, East Chicago, Ind.; Ames, Baldwin & Wyoming Company, Parkersburg, W. Va.; Sands, Level and Tool Company, Detroit, and the Empire Trust Company, New York.

Mr. Hubbard came to this resort twenty-five years ago. During the depression he bought eighty-five large properties on Absecon Island and was one of the resort's leading real estate holders. He was also a veteran in river navigation and started several river transportation companies, including the Mississippi Navigation Company and the Campbell Transportation Company.

He was a member of the Pennsylvania Society of Friends of the American Revolution, the Duquesne Club, the Pittsburgh Athletic Club, the Pittsburgh Field Club and the Longue Country Club, all of Pittsburgh; the New York Yacht Club and the American Iron and Steel Institute.

Surviving are a sister, Mrs. Emma K. Starrett of Mount Vernon, N. Y.; a daughter, Mrs. Cora Williams; a stepdaughter, Mrs. Gretchen H. Rose, and a granddaughter, Cora Williams, all of Pittsburgh.

EDITOR'S NOTE

Call it serendipity. Call it what you like. During the preparation of this issue our thoughts often have focused upon a long-gone Pittsburgh industrialist, John W. Hubbard. The first place we saw the photograph of the QUEEN CITY, selected as the front cover for this issue, was in 1914 when it was on the front cover of Mr. Hubbard's first folder issued for his Ohio & Mississippi Navigation Co.

Then, while setting up the double-page spread shown herein on pages 18-19, memories carried us back to 1911 when occurred the Pittsburgh river pageant which first whetted Hubbard's fascination for packets and towboats. While writing the obituary for Ben Bernstein, his family and friends enjoy a wake aboard the MIKE FINK, and the MIKE FINK originally was named JOHN W. HUBBARD.

Then, and this was getting uncanny, we write of photographer R. W. Johnston taking our center-spread view, his Pittsburgh studio in the Granite Building, where also Mr. Hubbard wrote his checks.

What happened to Mr. Hubbard? Somehow or other, well as we came to know him, we drew a total blank.

The mailman brought a letter from our friend John H. (Jack) White of the Smithsonian hand-written on the reverse side of a stat copy of John W. Hubbard's obituary from The New York Times dated June 4, 1947, page 27.

Jack White, Cincinnati native, is co-authoring a book about the two Conev Island queens, ISLAND QUEEN (1st) and ISLAND QUEEN (2nd) and our Jack White suggests, "Perhaps you could reproduce this stat in the S&D REFLECTOR with a few words about Mr. Hubbard's associations with the Louisville & Cincinnati Packet Company and the Hubbard-inspired construction of the CINCINNATI, and his part in supplying the

Continued on page 35

BOOK REVIEW

Alan Bates has surprised us with a new book and this time he has produced a novel. No personal reflections on the probable ancestors of people who buy Milk Duds as found in Alan's classic Belle of Louisville nor drawings of davits and cocked hats as in The Western Rivers Steamboat Cyclopoedium. The new book, Coalboat Water, is all imagination, or so Alan tells us.

As might be gathered from the title, the story of Coalboat Water covers the adventures of the crew of a typical Pittsburgh towboat of the larger class taking loaded coalboats down the Ohio River to Cairo. The time period must be about 1910 and the hero of the tale is one Roy Williams, a boy fresh from the family farm up the Monongahela River valley.

The author minimizes the preliminaries before he gets his main character aboard the towboat OAKDALE and underway down the Ohio. The descriptions of the interior arrangements of the OAKDALE (built 1872) are authentic and the reader feels that he is also aboard. We are introduced to the various crew members of the OAKDALE and their characters are well developed through dialogue; Alan is an amused observer of people.

The OAKDALE is a fictitious boat (she doesn't appear in Way's Steam Towboat Directory, ahem!) but the river scenes are fleshed out with the names of many boats which did operate in the coal trade of the period. Operation of the OAKDALE under a variety of situations encountered when taking her large tow down an open river are well described. If you have wondered about running a narrow bridge span, flanking a bend or just stopping a large tow and tying it up to the bank you will learn the details here.

This story will hold your interest as Roy Williams copes with the steamboat world so different from the warmth of his family on the farm. Roy's problems aren't

all aboard the boat; the author takes the reader on a tour of saloons, restaurants and a Louisville sporting house as part of Roy's education. Will Roy survive the hard life of a deckhand under a suspicious and sometimes tyrannical captain and will the OAKDALE ever make it to Cairo, it's a cliffhanger.

Coalboat Water, is large format 8½ by 11 inches, stapled, paperbound and 126 pages. Available for \$10.50, postpaid from A. Lawrence Bates, 2040 Sherwood Avenue, Louisville, KY 40205

Reviewed by J. W. Rutter.

BILL DOW ANNOUNCES
INTENT TO BUILD
A GAMBLING BOAT

The Waterways Journal, issue of December 30, 1991, carried a news story on page 9, of a proposed "gambling boat" for New Orleans service. The text follows:-

The New Orleans Steamboat Company and the Barbary Coast Hotel and Casino of Los Vegas recently announced plans to build a 350-foot, \$20 million-plus sternwheel gambling riverboat.

Officials hope to have the floating casino AMERICA operational by July 4, 1993. The planned vessel would dock at New Orleans' Toulouse Street wharf, home berth of New Orleans Steamboat's steamer NATCHEZ.

John Gilbert Associates of Boston, Mass. is designing the vessel and Avondale Industries, Inc. is the intended builder, said M. Gordon Stevens, New Orleans Steamboat Company general manager. The Gilbert firm was designer of three sternwheel gambling vessels currently in service; the DIAMOND LADY and EMERALD LADY, both operating in Iowa, and the PAR-A-DICE, operating in Illinois.

The AMERICA would be diesel powered, with both sternwheel and twin screw propulsion, said Stevens. The vessel's hull length is placed at 310 feet.

The proposed vessel

would be Coast Guard certified to carry 3,000 persons, with 1,000 slot machines and 40 gambling tables, said Michael Gaughan, Barbary Coast president, adding that the vessel would likely carry only 1,500 persons on any single sailing.

Estimated construction cost of the AMERICA is \$17-18 million, Stevens said. Another \$3-4 million would be required for gaming equipment and \$2-3 million in start-up funding for advertising, inventory and sundry other items, resulting in an estimated \$24-25 million project cost, he said.

The AMERICA "will be a magnificent example of New Orleans' river heritage," said William Dow, New Orleans Steamboat president, in announcing plans for the vessel.

Construction start will follow issuance of a gaming license, Dow said. To date the state of Louisiana has not established the necessary licensing agency, although Stevens said he expects procedures to be in place early next year and hopes to have the appropriate license by spring 1992. Construction would take 14-16 months, he said.

Dow said the AMERICA expected to provide 600 jobs when operational.

** ** *

NATIONWIDE
FULL-PAGE DELTA QUEEN
PLUG

During December-January the S&D REFLECTOR has received from members at least 20 illustrated articles from Travel Sections of newspapers nationwide, enthusiastic plugs for the DELTA QUEEN, the story by John Madson of Universal Press Syndicate. The full-color photo illustrations include a jim-dandy head-on of the DQ under headway, the much abused flatboat on exhibit at the Ohio River Museum, Mariette, and a mug-shot pipe-in-mouth of Ye Ed. taken by Judi Bottoni. Our thanks to our S&D friends from California to Connecticut to Texas for mailing the articles.

Continued from page 33

ON THE BACK COVER



JOHN W. HUBBARD

Trinity Court Studio, 1944

duplicate hull which made possible the ISLAND QUEEN (2nd).

Please notice that Mr. Hubbard's picture is credited to Trinity Court Studio, 1944.

In June 1947 our concentration was on getting the DELTA QUEEN, fresh from California, to the Dravo shipyard at Neville Island, Pa. Little did we know of the passion Mr. Hubbard had taken for Atlantic City and its region.

Capt. Dana A. Young, 116 27th St., Huntington, West Va. 25702, was a January visitor in Marietta, and we enjoyed his call. Dana, now retired from river life, has acquired a considerable collection of souvenirs from former Kanawha River tow-boats. He told us of the time his father, the late Capt. Charles Young, somewhere acquired a "mockingbird" whistle, fitted with a sliding plunger, mounted it on the HENRY C. YEISER, JR., and one dark night warbled his way to Montgomery, West Va., much to the excitement of the natives.

One hot, steamy Sunday morning in June 1947 we aboard the DELTA QUEEN awakened to the tune of a musical steam whistle. We went on deck to see the towboat AMY HEWES landing several barges of lumber on the yon side of the Harvey Canal. The DQ was tied in at the Avondale Repair Yard, freshly arrived from her experiences in the Pacific Ocean and Panama Canal.

After breakfast Jim Way, who had lately joined the DQ crew, and I decided to pay a call aboard this neat, fancy-stacked AMY HEWES we had heard so much about but had never before seen. No yawl being handy we hoofed it across the gates of Harvey Lock just below, and soon were there.

Once aboard we soon discovered that AMY was a wood-burner. Piles of rough wood slabs were piled around her boiler areas. If someone had thrown a lump of bituminous coal into her furnace doors, she probably would have expired of acute indigestion. Her owners were marketing cypress lumber cut at their sawmill in the Bayou country, and the slabs AMY was burning were from the trimmed logs. This was the only wood-burner ever I'd seen, let alone visited, and here she was in action. Jim and I got there just in time. In another year or so AMY was retired, victim of modern progress.

The crew of the AMY HEWES welcomed us aboard and treated us like visiting royalty once they knew where we had come from.

Starting with her two-boiler furnace, grates set low to accommodate the slabs, we inspected the 11's- 5 ft. stroke engines, and thence upstairs to the kitchen and pantry, inasmuch as visiting dignitaries first must be served chickory-laced coffee tamed somewhat by thick, fresh cream. The galley stove, also slab-fed, was turning out biscuits, and keeping warm a huge kettle of black-eyed peas. They had feasted on cornbread, butter and 'lasses for breakfast.

The crew rooms flanked a modest hallway, hot as perdition and, if memory is correct, without overhead skylights.

The AMY was hand-steered and bell signals to the engineer came from wood-handle pulls on the center wooden bell-board.

This crew took great pride in their boat.

Their work boat, parked in the deckroom was a long, slim-jim homemade wooden pirogue (which they correctly pronounced "pee-rogue," and they insisted they'd launch it so's Jim and I could set ourseves back across the canal to the DELTA QUEEN with a couple of home-made oars. Even though both of us had canoe experience we chickened at the thought of capsizing in the midst of the tug traffic which was virtually endless, morning, noon and night.

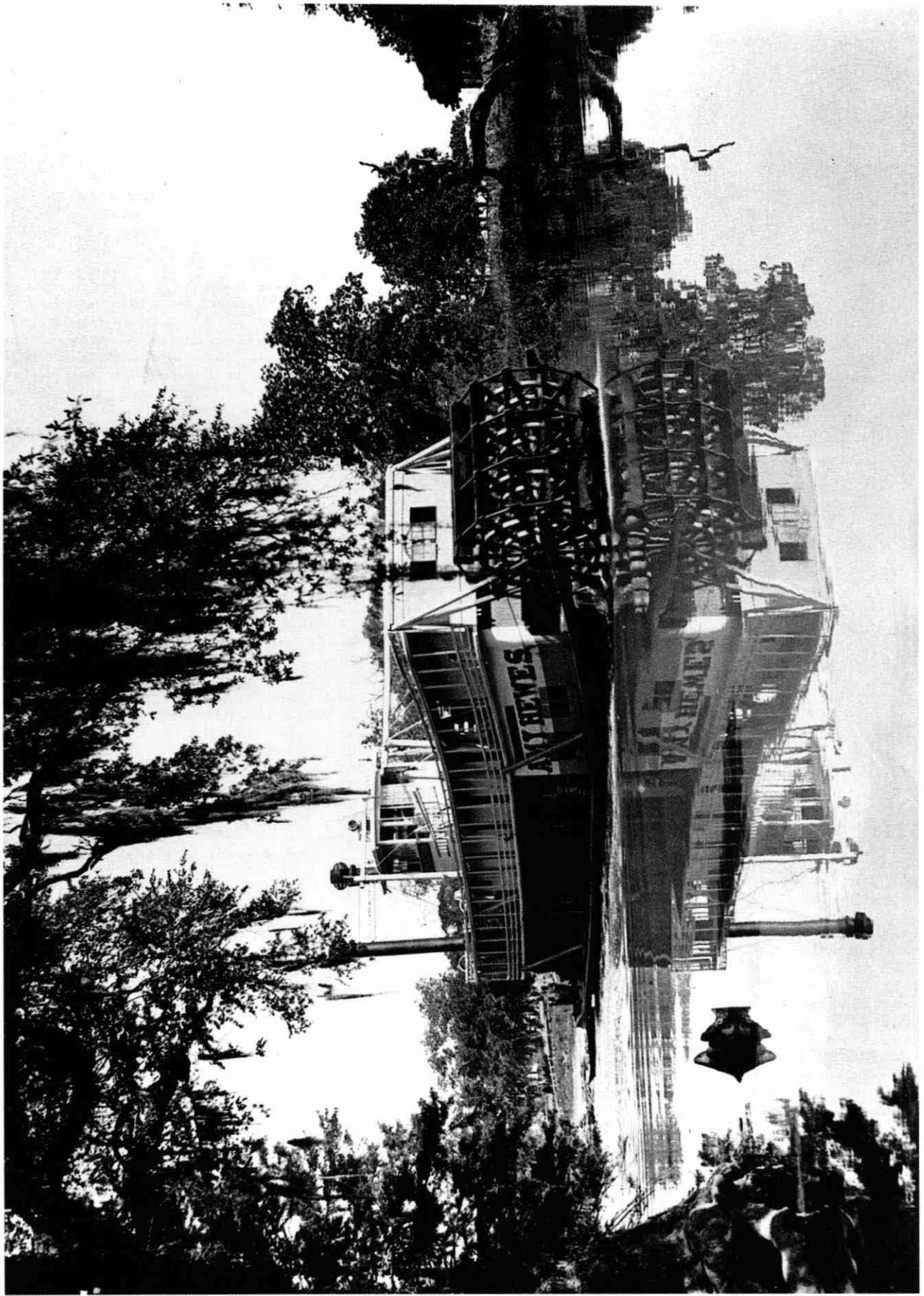
This picturesque photograph of the AMY HEWES comes to us from Ralph DuPae, which he labels "Taken in Bayou Teche by Ewing Galloway." Ralph acquired his original from the Donald T. Wright collection, Tulane University, New Orleans. Note the Spanish moss draped from the tree limbs. Seems to us the AMY's mattresses were stuffed with such moss.

Capt. Charles Lane Young of Point Pleasant, West Va. died on Sunday, January 26, 1992. He was 75.

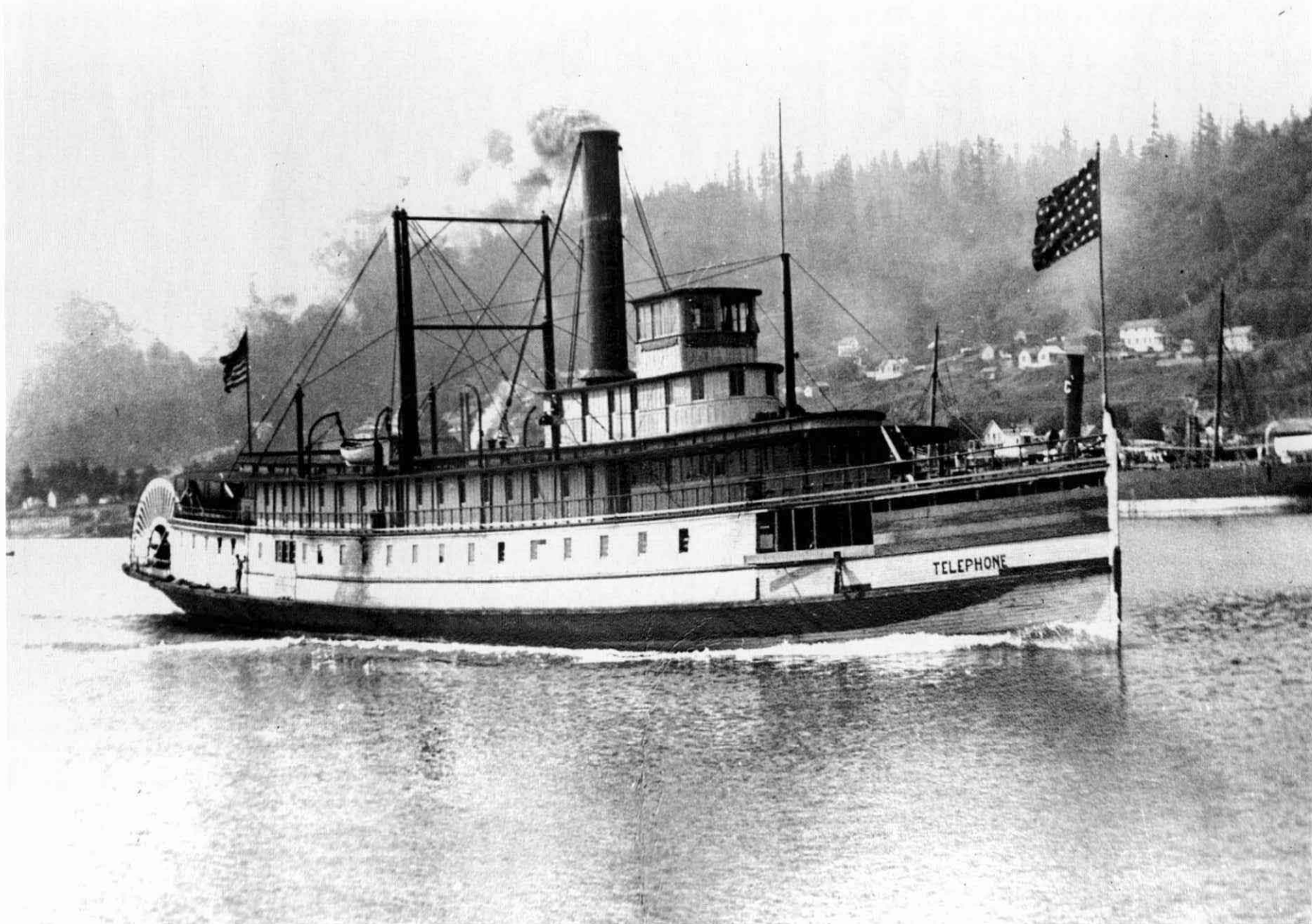
Captain Young was son of the late Capt. Charles M. and Sylvia May (Gibson) Young, who then resided in Henderson, West Va. He went on the river in 1933, obtaining his pilot license when he was 19, and his master's license when he was 21. He retired in 1973 after having served aboard 80 towboats, his last employment having been with The Ohio River Company.

Survivors include his wife; Josephine (Burdette) Young; one sister, Helen Young; one brother, Dana; and several nieces and nephews.

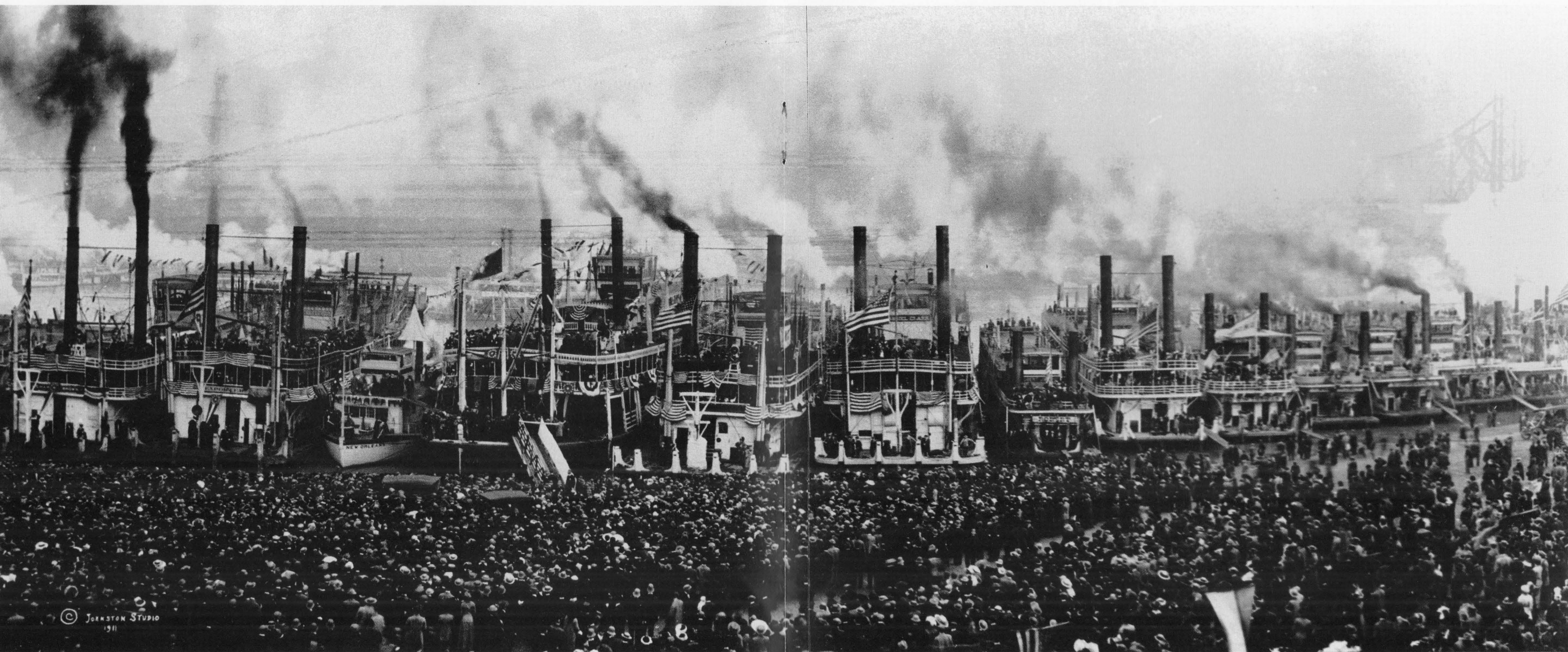
Burial was in Kirland Memorial Gardens near Point Pleasant.



AMY HEWES - See page 35, column 2.



TELEPHONE - See Page 7, column 1.



© JOHNSTON STUDIO
1911

ON TUESDAY AFTERNOON, October 31, 1911, photographer R. W. Johnston took this panorama shortly before the boat parade celebrating at Pittsburgh the centennial of western steamboating got under way. From the left:- CHARLES BROWN making smoke; EXPORTER: replica NEW ORLEANS; flagship VIRGINIA: COAL CITY: SAMUEL CLARKE: ROBERT JENKINS: CRESCENT: SLACKWATER; BRADDOCK, JUNIATA: VULCAN - and more.

Photographer Johnston operated the Trinity Court Studio in the Granite Building, Pittsburgh. One day in the 1950s he called on Ye Ed at 121 River,

Sewickley, a gentleman of medium height, wiry built, white hair (by then) and he had been commissioned to provide photographs to decorate a new reception room at the hardware firm of Somers, Fitler & Todd in Pittsburgh. He said he had lost many of his negatives in the 1936 Flood, including that of the above scene and a number of others he had taken of coal fleets moored in the harbor awaiting "coalboat water." In the course of the conversation we asked Mr. Johnston how he gained the altitude when he took this classic parade panorama. He told us he hired carpenters to construct a temporary wooden platform on a utility pole that morning, where he

could take in the whole sweep at the closest possible location for details.

Fortunately we had copy negatives in our files apropos to his project, six of them made from gold-tone prints he himself had taken and made in the Pittsburgh harbor. As reward for the loan of these negs Mr. Johnston presented me with an enlarged print of the 1911 parade scene which, framed, today is displayed in the Ohio River Museum, Marietta. He said he had three. One of these three went to his Somers, Fitler exhibition, the second to me, and one sweet day scouts from National Geographic saw mine hanging in the River Museum and at once developed an

insatiable yearning to have it. We steered them to Mr. Johnston who negotiated a ready sale. Somers, Fitler & Todd disappeared from the old Water Street in Pittsburgh, and never since have we learned what happened to the Johnston collection created for the Somers' reception room.

The above view, made from a small copy neg by S. Durward Hoag and artfully enlarged up lately by J. W. Rutter, whacks off a portion of the left end of the original, purposely done to help dramatize the whole.



AMY HEWES - See page 35, column 2.