

S&D

REFLECTOR

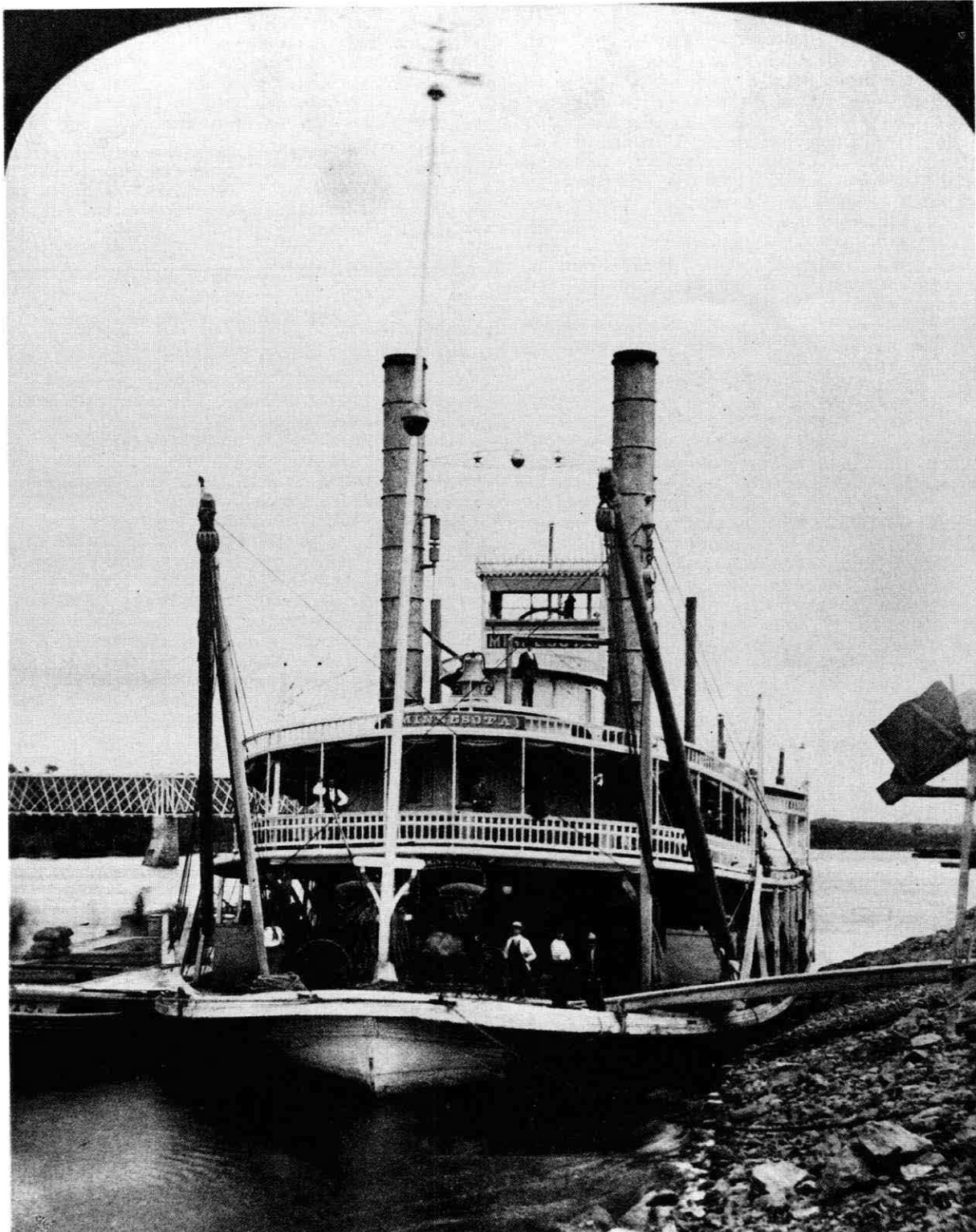
Published by Sons and Daughters
of Pioneer Rivermen



Vol. 29, No. 2

Marietta, Ohio

June 1992



ABOUT THE COVER PHOTO

John Doremus went by horse and wagon from Prescott, Wisconsin, across the river to Hastings, Minnesota on Sunday, August 9, 1875. Doremus was accompanied by his young lady friends (relatives?) Gene Ostrander and Lizzie Schoonmaker and the main purpose was to take some views of Vermillion Falls. We surmise that the handsome photo of the MINNESOTA was taken on that day.

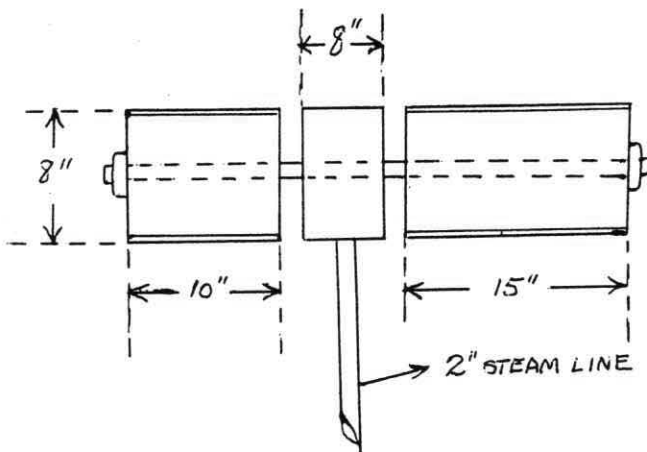
The sidewheel MINNESOTA (Way #3952) was built in 1866 at Wheeling, West Virginia for the Northern Line. She had the coat of arms of the state of Minnesota painted on her paddleboxes, - The Ploughman, the Indiana and the motto, "L'etoile du Nord". The spars prominent on the forecastle are straight grained Norway pine and are in position for use, necessary equipment on the Upper Mississippi. The whistle is a little unusual, two chimes with steam coming from the center, and is mounted on the starboard stack.

The Hastings railroad bridge shows below the MINNESOTA and the swing span is evidently open.

* * *

Regarding that unusual whistle, we recalled that a similar one was discussed in the S&D Reflector issue of March, 1969. The article is reproduced below and the only difference in the setup appears to be the location of the steam line. On the MINNESOTA's whistle the line extends through the small bell to the center distributor while the one owned by the Winona County Historical Society has the steam line connected at the center and was probably mounted horizontally. Page 11, S&D Reflector for June, 1969 has a photo of the FOUNTAIN CITY (Way #2111) with such a whistle mounted horizontal between the stacks.

* * *



George T. Heckman sketched the whistle shown above and has this to say of it:

"This whistle was turned over to the Winona County (Minnesota) Historical Society when the Swift & Co. plant was dismantled in Winona. Previous to that it was on the plant of the Interstate Packing Co., which Swift took over a number of years ago. We are told that it originally was on an upper Mississippi steamboat. The whistle was tested at the Northern States Power Plant in Winona on 125 psi of steam; has a very mellow tone and can be heard for miles. Also it was tested at the Lake Center Switch plant also in Winona using 125 psi of air; not as mellow as on steam. Dr. Younger, president of the Historical Society, has recordings both on steam and on air. We are very anxious to learn where it came from."

"We don't know where it came from, to answer the question. Those Ohio River old-timers will recall that the towboat SAMUEL L. MAY built in 1925 had one quite similar, steam blowing out horizontally from the bells."

S&D ANNUAL MEETING

All roads, rivers and creeks lead to Marietta, Ohio on the weekend of September 19, 1992 for the annual meeting of the association. This will be the 49th S&D meeting in the Pioneer City, the first being in 1941 with a two year hiatus during World War II because of travel difficulties.

Headquarters will be The Hotel Lafayette, down at the public landing on the Ohio. At last check, a few rooms are available in the Lafayette and special rates apply for S&D attendees. All rooms in the Hoag Addition have been completely redecorated including new furnishings and we believe that the improvements will be pleasing to the regulars staying there.

Reservations at the Lafayette can be made by calling: (614) 373-5522 and mention S&D for the group rate. Those who made room reservations earlier should be receiving a follow-up confirmation well before the meeting date.

Many of our members seem to enjoy the facilities of the Best Western Motel, located on Muskingum Drive along the Muskingum River and in town. [(614) 374-7211].

The (now) traditional get-acquainted reception is scheduled for Friday evening beginning at 8pm. This is an informal gathering (sometimes with a theme!) and a good place to visit with old friends and meet some new ones.

The Board of Governors will convene at 9:30am, Saturday, September 19 in a section of the ballroom. Various reports will be rendered, projects discussed and comments for the good of S&D accepted. All members in good standing are welcome.

A detailed program of events for Saturday afternoon and evening will be available at the front desk at the hotel so stop by and pick up a copy when you get into town.

WILLARD O. DITCH
1869-1928

Sycamore Shores

*Tom R. Greene, Master
Captain Mary B. Greene*



Gary H. Imwalle, 5656 Beechmont Ave., Cincinnati, OH 45230 sends us the autographed flyleaf from a copy of "Sycamore Shores" by Clark Firestone. Garry recently acquired this book and asks if we can guess as to the origin.

A featured evening entertainment aboard the GORDON C. GREENE in the happy days of yore was a quiz program. Contestants answered questions posed by Purser Bob McCann and sat down when unable to answer correctly. The final winner was awarded a river book, usually autographed by Ma and Tom Greene and Bob McCann.

We are intrigued with the Capt. Bill Dugan autograph and perhaps he had conducted the quiz. Many S&Ders will recall Bill Dugan singing "Old Man River" and "The Bells of St. Marys" at annual meetings some years ago. Bill was a trained singer and lawyer in addition to holding pilot and master licenses.

Sirs: - I was interested in seeing my photo of the sunken DELTA KING on page 5 of the March issue. The black and white reproduction is excellent from a 4x6 color print. For future reference, the DELTA KING was refloated on June 24, 1982.

Stan Garvey
660 Vine Street
Menlo Park, CA 94025

The story about the 1911 NEW ORLEANS replica ended with a question about the buyer of the boat after her trip to New Orleans, Capt. Willie Ditch. Reader Dick Gibbens, 100 Palmetto St., Schriever, LA 70395 took the challenge and visited the Morgan City (Louisiana) Archives; the results of Dick's research follow:

Willard Ditch was a prominent citizen of Morgan City and was mainly interested in the cattle business there. A feedlot was established in Morgan City in 1900 and Mr. Ditch and his brothers gradually expanded the operation to supply cattle to both the local and New Orleans markets. The Ditch lots also had a contract with the Southern Pacific Railroad to provide feed and water for cattle in transit.

The New Advocate, Baton Rouge, 1908, contained a sketch of Willard Ditch's contributions to his hometown at which time he was a member of council, president of the fire department, secretary of the Board of Trade and not a member of a single secret society. As chairman of the Streets and Landings Committee of city council, "he has been instrumental in building miles of first-class cement sidewalks and some of the best streets in the state, the latter all surfaced with sea shells."

Willard was the owner and promoter of an 800 lot real estate development known as Ditch's Addition, located between the Boeuf and Atchafalaya Rivers. He was an advocate for a connection between Bayou Plaquemine and the Mississippi River through the Plaquemine Lock for the commercial benefit of Morgan City.

Willard Ditch had two brothers one of whom was Capt. Wallace Ditch of Berwick, Louisiana who died in New Orleans, August 3, 1935. Looking at the photo of the NEW ORLEANS after conversion into a freight boat, she looks like a floating cattle pen to us; we wonder if perhaps Willard

and Wallace may have used her for shipping cattle to or from the Morgan City feed lots.

Willard O. Ditch died August 3, 1928 at Morgan City, age 59.

Not only did Dick Gibbens unearth a wealth of information about Willard "Willie" Ditch, owner of the NEW ORLEANS (Way #4182), but he also introduced the Morgan City Archives to S&D Reflector.

- OBITUARIES -

Otis Reynolds, page 5
Charles E. Cason, page 9
Capt. Tim Parker, page 33

Readers will look in vain for 1915 installment of the popular Jesse P. Hughes diary. Transcriber C. W. Stoll was delayed by the press of other commitments but Capt. Jesse should be back in September.

We think you will enjoy the further adventures of John P. Doremus and his floating photo gallery during the 1875 season in this issue.

THE S&D HOUSE FLAG

As reported in the March issue, plans for our pet project of a S&D house flag were going forward. With the Tall Stacks celebration coming up in Cincinnati on October 15-18, 1992 it seemed that flying the S&D colors would be immamently appropriate.

After receiving prices from three manufacturers of flags, our enthusiasm for our dream of a flag has waned. Prices ranging from \$422 to \$602 for a single, double-sided flag caused us to rethink the idea; S&D doesn't need a house flag.

Our gratitude to Dorothea Frye for her flag design and for research with Larry Walker, S&D Treasurer, on price quotes.

S&D REFLECTOR

Published by Sons and Daughters
of Pioneer Rivermen



Vol. 29, No. 2

Marietta, Ohio

June 1992

Published quarterly in March, June, September and December by the Sons and Daughters of Pioneer Rivermen. Prepared, printed and mailed at Marietta, Ohio. Membership in S&D is not restricted to descendants of river pioneers. Your interest in river affairs makes you eligible. Membership in S&D entitles each \$15 member to one copy per issue of the S&D REFLECTOR. Applications to join

should be accompanied with a check for \$15 (individual) plus \$1 additional for spouse and each one of the immediate family under 18. Please list full names of children so each may receive a membership card. If you join alone send \$15; if husband and wife join, send \$16; for each child \$1 additional, etc. Checks may be made out to Mrs. J. W. Rutter.

RENEWALS

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

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

Printed and mailed by Richardson Printing Corp., Marietta, Ohio.

A COMPLETE INDEX OF S&D REFLECTOR IS ISSUED EVERY FIVE YEARS. Currently available are those for issues of 1964-1968, 1969-1973, 1974-1978, 1979-1983 and 1984-1988. Mention of every person, boat, event and much more can be easily located. These Index volumes are same page size as the magazine. Identify which years you want and order from our secretary, Mrs. Rutter, priced \$5 each, postpaid.

Officers:

Ruth Ferris, honorary president,

Capt. Frederick Way, Jr. president,
410 Sixth St., Apt. #1,
Marietta, Ohio 45750

Capt. C. W. Stoll, senior v.p.,
405 Mockingbird Road,
Louisville, Kt. 40207

Capt. E. Clare Carpenter, 2nd v.p.,
816 George St.,
Belpre, Ohio 45714

Mrs. J. W. Rutter, secretary,
126 Seneca Drive,
Marietta, Ohio 45750

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

Trustees, J. Mack Gamble Fund
J. W. Rutter, chairman
Yeatman Anderson III
Bert Fenn

Board of Governors Terms ending 1992
William Barr
G. W. (Jerry) Sutphin
Anne Mallinson

Catherine Remley Terms endin
Jack E. Custer
Capt. C. W. Stoll

J. W. Rutter, chairman Terms endin
William (Bill) Judd
Bert Fenn

Affiliated S&D Projects

Ohio-Kanawha Chapter of S&D
Capt. Bert Shearer, president
Howard Tyler, secretary
Middle Ohio River Chapter of S&D
Rick Kesterman, president
M'Lissa Kesterman, secretary

Inland Rivers Library
Alfred Kleine-Kruetzmann, curator
Claire Pancero, 1st assistant
M'Lissa Kesterman, library ass't.

Ohio River Museum
John D. Briley, manager

Murphy Library
University of Wisconsin

Ed Hill, curator
Ralph DuPae, photo research

M.O.R CHAPTER REPORTS

Members of the Middle Ohio River Chapter of S&D held their spring meeting in the Vevay, Indiana area on March 27 and 28. A good representation of chapter members from Ohio, Indiana, Kentucky and Tennessee gathered at the Ogle Haus Inn, Vevay on Friday evening for the usual informal visiting and hot-stove steamboating.

The M.O.R. meetings are noted for the tours of interesting river sites and Saturday morning found the group upriver at the Markland Dam. Lockmaster Joe Roberts and one of his assistants conducted a tour of the dam starting with a walk across the walkway above the 12 tainter gates of the 1,395 foot dam. The hydro-electric plant on the Indiana side of the dam was viewed before recrossing to the Kentucky end where the MV. ASHLAND was locking down. The tour concluded with a visit to the administration building and an explanation of the control room, a most interesting morning with Joe Roberts and his friendly crew.

The tour continued down the Kentucky side of the Ohio to Carrolton and lunch at General Butler State Park lodge. The view from the diningroom overlooking the Kentucky River valley is worth the price of the meal. The Switzerland County Historical Museum in Vevay was visited in the afternoon.

Speaker for the evening dinner meeting at the Ogle Haus Inn was Charles "Chuck" Parrish, historian for the Louisville office, Corps of Engineers. Chuck's subject was the history of navigation on the Kentucky River, an informative and interesting discussion.

The evening concluded with the election of officers for the M.O.R. Chapter for the coming year. Jack and Sandie Custer, who have spearheaded the activities of the chapter since its inception, declined to stand for reelection because of other demands on their time. The new officers are: Rick Kesterman, President; Fred Rutter, 2nd Vice President; M'lissa Kesterman, Secty.; Ann V. Zeiger, Treasurer; Frank Prudent and Jim Schenk, Board Members. The office of First Vice President is presently vacant.

The M.O.R. group has planned its next outing for St. Charles, Missouri on June 5-7. It's a little late to make the St. Charles affair but if you are interested in becoming a member of the Chapter you should contact M'Lissa Kesterman, MOR Secretary, 3118 Pershing Ct., Cincinnati, OH 45211.

Reported by Fred Rutter.

Sirs: I recently purchased from an antique book dealer an original copy of "The Allegheny Pilot" represented by the enclosed photocopies. I thought you might like this 1855 chart book for your library.

Jeanne J. Tabb
648 Lavendale
Dallas, TX 75230

= Our thanks to Jeanne for the photocopy of the entire "Allegheny Pilot", containing a Complete Chart of the Allegheny River, Showing the Islands and Bars and Low Water Channel from Warren to Pittsburgh", a rare find. This book was published by E. L. Babbitt, Freeport, PA and widely used by flatboaters and raftsmen engaged in the extensive traffic on the Allegheny during the last half of the 19th century. The publisher includes a good deal of historical information with his descriptions of how to run the channels shown on the charts. In fact, some of the stories of Capt. Samuel Brady's battles with the Indians or escapes by captives are longer than the channel directions. - Ed.

OTIS REYNOLDS

The Hancock County Courier, New Cumberland, WV heads its obituary column, "To Thee - Farewell" and we like that touch as we report the departure of longtime S&D member Otis Reynolds, April 3, 1992.

Herbert Otis Reynolds was born February 21, 1897 at Zalia, WV, across the Ohio River from Toronto, OH. He was the son of James A. and Elizabeth (Elder) Reynolds. His wife, Alice (Locke) Reynolds died in 1976 and two daughters, six brothers and a sister also preceded him in death.

For about 10 years, 1910 to 1920, Otis operated a ferry between Zalia and Toronto, mile 59.1, Ohio River. Later, Otis worked for Weirton Steel Corp. in the Weirton, WV mill as a bolt machine operator and retired about 30 years ago. Otis was an avid CB operator and was familiar to truckers in the West Virginia Panhandle as, "Muddy Waters".

Our thanks to Kurt Swan, New Cumberland for supplying the copy of the Hancock County Courier and additional information.'

Sirs - In the March, 1992 issue of the S&D Reflector, page 23, there is a picture of a fish with in invitation for identification.

I consulted Mr. J. T. Reese, Taxidermist Inc., Ft. Lauderdale who believes it to be a Northern Pike. The fish is plentiful in Canada and Northern waters and is edible.

M. J. Gulick
6923 Cypress Rd., D-12
Plantation, FL 33317.

= Anyone taking exception to Taxidermist, Inc. Reese's identification may call him at (305) 522-631.

BOOK REVIEW

The SULTANA might have been just another sidewheel packet of the larger class destroyed by a boiler explosion but the loss of life involved put her in the record books. The SULTANA was only two years old and had received favorable notice for her substantial construction and elegance when completed at Cincinnati; her distinction was the loss of the largest number of passengers in any commercial maritime sinking, even to date.

The destruction of the SULTANA above Memphis in April, 1865 is a story of greed, indifference, gross stupidity and probably criminal neglect yet it is a story, that is still largely overlooked. A book recently published by Pelican Publishing Company is an authoritative look into this almost forgotten incident during the Civil War on the Mississippi River.

The loss of the SULTANA and some 1,700 persons on board in the early morning of April 27, 1865 was overshadowed by other events: the death of Abraham Lincoln on April 15; the surrender of the Rebel army of Joe Johnston on the 26th; the shooting of John Wilkes Booth also on the 26th. The explosion and burning of the SULTANA wasn't even mentioned in the New York Times until April 29. (One might wonder about the coverage CNN would/could give the SULTANA disaster in 1992.)

The SULTANA Tragedy is a book which provides a readable and complete account of the events leading up to and occurring near Memphis on that early morning in 1865. The book was written by Jerry O. Potter, a Memphis lawyer who has researched the SULTANA story over the past ten years.

By best accounts, the boat had on board more than 2,500 on her trip up the Mississippi from Vicksburg: 2,317 Union soldiers, 100 civilian passengers and 85 crew members. The author goes to considerable length to relate the events and people involved at Vicksburg which led to placing so many soldiers aboard the 260 foot sidewheeler. The officers responsible for loading the SULTANA would later defend their actions by only admitting that the boat was, "overcrowded but not overloaded."

These Union soldiers had recently been released from Confederate prison camps and were gathered at Vicksburg for shipment north by steamer. The development of detail regarding the people and their actions at at Vicksburg, if a little tedious, provides the needed background for understanding later investigations into the loss. It is difficult to fathom what the responsible parties were thinking about when they assigned over 2,300 men to a typical packet with one cook stove and no extra latrines.

Following the explosion of three of the SULTANA's four boilers about 2am, April 27, fire broke out almost immediately. Those still alive and not seriously injured had to take to the cold Mississippi, then running at a high stage. That 783 survived the hours in the water or hanging in the trees along the flooded shores until rescued is remarkable.

About 20 years after the event, survivors of the explosion and fire formed an association and held annual meetings. Many first-hand accounts were published in 1892 in a book titled, *Loss of the SULTANA and Reminiscences of Survivors*; portions of these stories are included in the new book.

Some might recall another book on this same subject, *Transport to Disaster* which was published in 1962. The earlier work is good but Jerry Potter has provided much more background and detail so that the reader can better understand this greatest of commercial maritime losses. Included is an appendix listing most of the boat's officers, the known civilian passengers and 2,317 soldiers with rank, regiment and state. Endnotes and bibliography are copious.

The book is well illustrated although no new images of the SULTANA itself appear, only the familiar one of the loaded boat at Helena the day before the loss.

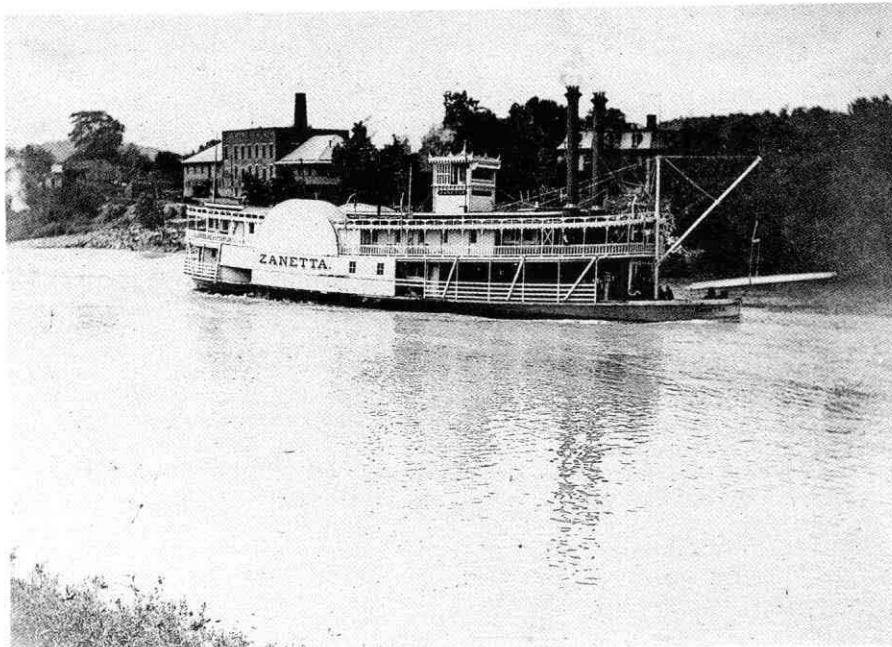
This is a book which should be of great interest to river historians and Civil War buffs alike. It fills in a number of blanks concerning a tragic event which has been largely ignored for more than 125 years.

The SULTANA Tragedy, Jerry O. Potter, hardbound, 312 pages, \$19.95 from: Pelican Publishing Company, 1101 Monroe Street, Gretna, LA 70053 (Add \$1.75 for mail orders).

Reviewed by J. W. Rutter.

The SULTANA disaster is certainly deserving of more exploration as performed by Jerry Potter's book. The event causing the greatest loss of life in marine history is mainly forgotten today. It all happened a long time ago yet we have a friend whose uncle was lost with the boat; he promptly bought a copy of the new book and found his uncle properly listed. One of the last survivors of the SULTANA lived in Granville, Ohio and died New Year's Day, 1936: Albert Norris, private, Company A, 76th Ohio Infantry.

The SULTANA was a notable boat of her day but the only full-view photo of her (to date) is the familiar one taken at Helena, Arkansas the day before she exploded.



ZANETTA downbound in the Muskingum at Zanesville.

ZANETTA FINISHED

The New Sidewheeler Will Make Her Trial Trip Today.

The Most Complete Vessel Ever Constructed for the Zanesville-McConnelsville Trade

The steamer ZANETTA will, after the arrival of the steamer LORENA from Pittsburg this afternoon, make her first trial trip a few miles down the river and return, landing at the new warehouse at Sixth St., from which place she will in a day or two commence making regular daily trips in the McConnelsville and Zanesville trade. This new and splendid sidewheel steamer was built by the Marietta Manufacturing Company. Her dimensions are: hull on deck, 150 feet; beam, 25 feet; width overall, 34 feet, 8 inches; depth of hold, 5 feet. She has a good capacity for carrying.

Her cabin is one of the neatest on the river. The sides and doors are of red sycamore, cherry, chestnut and quartered oak, finished in natural colors, oiled and varnished in the best of style. The panel over the main entrance to the gentlemen's cabin is adorned by a fine painting representing a scene at Blue Rock Bend. In the ladies' cabin is a scene representing the Stockport lock and dam with dredge boat MALTA, quarter boat and steamer HAZEL RICE. The ceiling is pure white.

The cabins are furnished in a most comfortable and luxurious manner. The exterior is white. She is certainly in general respects one of the prettiest boats ever floated on the blue Muskingum.

The ZANETTA article appeared in the Zanesville Daily Signal sometime in May, 1898 and was saved by B. D. Richardson, Malta, OH.

It is noted that Marietta Mfg. Co. is named as the builder rather than Knox as given in Way's Packet Directory. Marietta Mfg. Co. was primarily an engine builder located at 401 Gilman St., Marietta, OH and probably subcontracted the shipyard work. John Knox, Knox Boatyard historian, gives the place of building as the foot of Sacra Via, Marietta at the Marietta Chair Co. sawmill, a yard later operated by J. H. Hammitt. The HIAWATHA was built by the same owners at the same yard according to B. D. Richardson. - Ed..

The boat has been thoroughly inspected and tested in every way and found to be lacking in nothing. She will no doubt prove the fastest boat that was ever on the Muskingum or upper Ohio River. She has two of Captain Dana Scott's patent high pressure, non-condensing engines, new in marine circles, 15 inches in diameter, 6 feet stroke. The two boilers are 43 inches in diameter, 22 feet long, with ten 6 inch flues. The boilers were made of the best steel, 33/100 inch thick, double drilled and riveted and have stood a hydraulic pressure of over 250 pounds. Each boiler is so arranged as to be used separately, if so required. The boilers are fed by one Korting & Alto positive injector in place of the old fashioned doctors. The hoisting nigger engine is one of the new designs, working double steam capstan and handling a stage 30 feet long and 6 feet wide.

The diameter of the wheels is 24 feet, length of buckets 5 feet, 8 inches, varying in width from 30 inches to 10 inches. The object in the varying of the width of the bucket is that it turns over centers without material labor, being a great improvement over the old style of wheel, when the buckets were all of the same width.

The cabin is full length and a fine specimen of marine architecture and skilled workmanship. The staterooms are large and elegantly furnished, equal to any hotel apartments. All are richly carpeted in the same style as that of the cabins. A fine orchestral piano has been placed in the ladies' cabin. The pantry and kitchen departments are roomy and well provided. A large cooking range in the kitchen supplies the

Continued on page 8

BOOK REVIEW

Mary Augustine Starr has our thanks for sending a review copy of a new book on the Howard family titled, "Scenes From Memory." Author of the book is Frances Howard Kohlhepp, a daughter of Clyde Howard and grand-daughter of Edmonds John Howard, who spent her first ten years in the house which is now the Howard Steamboat Museum.

Frances Kohlhepp has written a delightful memoir of growing up in a family of comfortable means in the first decade of the 20th century. Frances and her older sister Laura Jean lived in the large house with three generations of the Howard clan where the shipyard bell regulated many of the daily activities. Frances clearly describes events from the perspective of children living in the security of an extended family. Most readers will identify with the author's view through events in their own childhood.

As might be expected in a memoir of the life of a young girl, the adult world of the shipyard and boats is on the fringe of the story. One chapter is devoted to the Howard Shipyard as the author remembers her own frequent visits and includes many details of the place which might not have been included in an adult's observation. There are good descriptions of typical launchings, layout of the various yard buildings, rides in father Clyde's motorboat to take the waves of the CITY OF LOUISVILLE, etc.

Frances Kohlhepp took care in setting down her memories and sometimes did a number of rewrites. Madelne C. Covi and Mary A. Starr are the editors of **SCENES FROM MEMORY**, paper bound, 153 pages with index and family photographs is available from **Howard Steamboat Museum, P.O. Box 606, Jeffersonville, IN 47131** for \$10.

Reviewed by J. W. Rutter.

ZANETTA cont'd. from page 7

staterooms and other parts of the cabin with hot water. The boat is lighted throughout by electricity. She draws with a fuel load about 35 inches and will carry 200 tons. The lower deck is roomy with wide guards.

Monday, May 2, 1898, her hull was surveyed by William H. Clark and the boilers given the severest United States government tests by Charles G. Thomas, inspector of boilers. She was allowed to carry 181 pounds of steam. In both cases, she was pronounced A-1. Her inspection papers were issued and she was pronounced ready to navigate the waters of the Muskingum or any other navigable stream for one year.

She is owned by the Muskingum and Ohio River Transportation Co. which consists of Capt. Dana Scott of Zanesville; messrs. Charles Beckwith and William Richardson of Malta; Capt. George Wallace of McConnelsville and Mr. John Rice, Taylorsville. All are gentlemen of long and successful experience in the Muskingum and Ohio River steamboat business. They have also filled all of the offices of their steamers LORENA and HAZEL RICE.

The boilers and machinery were built by the Griffith & Wedge Co., Zanesville, from original designs and plans furnished by Capt. Dana Scott who also furnished the plans of the hull and cabin and has had general supervision of the boat. Capt. Scott is peculiarly endowed and well versed in all matters pertaining to the designing and building of steamboats and machinery as well as possessing superior qualifications pertaining to the river business.

The ZANETTA throughout is the most complete boat ever built for the Muskingum. Her owners are to be congratulated for their enterprise in building such an elegant steamer for the Muskingum River trade and will no doubt be well and extensively patronized by shippers and the traveling public.

The ZANETTA (Way #5904) may well have been, ".the most complete boat ever built for the Muskingum" but she did not prove to be entirely successful. Side wheel boats had been on the river in earlier days but the vast majority of Muskingum River boats were sternwheelers. The pool depth was six feet and the channel narrow which restricted the value of the ZANETTA's power and advantage of side wheels in handling. Rivermen who saw her running said that the ZANETTA adopted a noticeable list when rounding some of the sharper bends.

The ZANETTA was to use a new warehouse at Sixth Street, Zanesville. This location on the Zanesville Canal requires a boat to transit tandem 160x36 foot locks, either backing up through them or backing down out of the canal, and would, we suspect, be a tricky operation for a sidewheeler. (See photo in December, 1987 S&D Reflector, page 20 of the ZANETTA at the M-M bridge.)

The VALLEY GEM was the competition in the 27 mile McConnelsville - Zanesville trade and was still there when the ZANETTA was sold to Capt. Gordon Greene in 1903. After only five years, the beautiful ZANETTA was dismantled. - Ed.

* * * * *

We have received a report from Ohio University Press regarding sales of the S&D sponsored boat directories through January 31, 1992, to wit:

Way's Packet Directory -
1,740 copies.

Way's Steam Towboat
Directory - 728 copies

S&D is now receiving a royalty on the Packet Directory since sales have exceeded the 1,500 copies required to recover production costs.

Copies of these two reference works are available from The Ohio University Press, Scott Quadrangle, Athens, OH 45701 for \$34.95 each or from your local book seller.

O-K CHAPTER MEETS

The Ohio-Kanawha Chapter of S&D held its spring meeting at the Mason County Library, Point Pleasant, WV on March 8. A sizeable group was in attendance including members from Ashland, Charleston, Belpre and Marietta, although the overcast skies may have deterred a few of the less hardy.

Capt. Bert Shearer opened the meeting promptly at 2pm, the invocation being offered by Jim Bupp. Capt. Shearer discussed the need for candidates to be chapter officers for the 1992-93 year and announced that Howard Tyler has asked to be relieved of the duties of Clerk. The slate of officers for the ensuing year will be offered to the members for consideration at the June meeting.

Capt. Charles Stone reported on the status of the proposed river museum in Point Pleasant. Federal and state financial grants have been obtained for construction of the museum, to be located on Main Street near the floodwall and park. There is some debate about proposals for remodeling the two story store building which was donated for museum purposes or razing the building and constructing a new, one story museum on the site.

Mr. and Mrs. Carr from Putnam, County West Virginia were welcome guests at the meeting. Mrs. Carr is researching the loss of the packet BLUE RIDGE on which one of the Carr ancestors was lost. The BLUE RIDGE was a fair size (138 tons) sidewheeler built in Cincinnati in 1844. She exploded her boilers near Gallipolis on January 9, 1848 with eleven persons lost. Mrs. Carr had found some contemporary accounts of the loss of the boat but is most interested in learning where the victims were buried; we will forward any pertinent information on the BLUE RIDGE disaster known to readers.

Capt. Stone was in charge of the entertainment and made some introductory remarks regarding the river career of Capt. T. Kent Booth and his long association with Ashland Oil and Refining Co. Capt. Booth supplied a video tape of movies he had taken aboard the Mv. VALVOLINE in the 1950s. The scenes on the film included the Valvoline Refinery at Freedom, PA and barge loading operations, the Ashland Oil landing at Kenova, a tow moving through the canal at Louisville, Cave-in-Rock, IL and other scenery along the Ohio River.

Capt. Booth had also taken a number of views of the lower Mississippi including the Baton Rouge area and a traffic jam at the Harvey Canal Lock, New Orleans. The VALVOLINE, after waiting its turn at the Harvey Lock, proceeded west through the Intercoastal Waterway to Houston to load crude oil and the film contained many views of sharp bends, narrow bridges and deep sea ship traffic in the Houston area.

All in all, it was an interesting view of scenes now vastly changed during the last 40 years. Capt. Stone used notes supplied by Capt. Booth to identify the various locations and actions. Many of the boats were identified by the audience as the film moved along.

The next meeting of the O-K Chapter will be held at the Mason County Museum, Point Pleasant on Sunday, June 14. The O-K Chapter always has a lively meeting and S&D members, whether Chapter members or not, and guests are most welcome.

Report by J. W. Rutter for Jim Wallen, regular scribe.

= Ye Ed. regretfully missed the O-K Chapter meeting and the Kent Booth movie. Kent Booth's career on the river started in 1928 when he became watchman on the packet LIBERTY with his father Walter C. Booth, master. After serving as mate on the Streckfus excursion boats WASHINGTON, ST. PAUL and SENATOR, Kent began his long association with Ashland Oil & Refining Co. in January, 1942.

We are reminded of a letter received last year from Kent which includes the following:

"Pilot routes of T. Kent Booth:

Tennessee River to Florence - 260
 Kanawha River to Charleston - 58
 Monongahela River to Floreffe - 25
 Ohio River to Cairo - 981
 Mississippi River, Cairo to Ostricia, LA - 932
 Mississippi River, Cairo to LaCrosse, WI - 718.4
 Illinois River to Lemont, IL - 300.7
 Atchafalya River, Old River to Morgan City, LA - 118
 Intracoastal Canal, New Orleans to Houston - 403
 Total - 3,771 miles.

"..I did not have license over all these rivers and the Intracoastal Canal, just the full length of the Ohio and Monongahela. You well know that (in those days) they did not require a license on diesel boats."

CHARLES E. CASON

Charles Cason, 70 Grant St., Ft. Thomas, KY 41075 died at St. Luke's Hospital, Ft. Thomas on April 16, 1992. Over the past 15 years Charles Cason has produced a number of wonderful steamboat models, most built to 1:96 scale and photos of many of them have graced the pages of S&D Reflector. Examples of Charles' excellent work include boats as diverse as the MAGNOLIA, HATTIE BROWN, CITY OF CINCINNATI, ISLAND QUEEN, WEBER W. SEBALD, BETSY ANN, FALLS CITY and TOM GREENE. Those who visited The Ohio River Odyssey exhibit in Huntington several years ago may recall the impressive diorama of a typical Kanawha River coal tittle with the LUCIE MARMET and barge, a creation of Mr. Cason. The models have been donated to the Cincinnati Historical Society.

Mr. Cason was a frequent correspondent with the editor of the Reflector and we shall miss his encouragement and comments.

Our thanks to Ken Pauly of Bellevue, Kentucky for the information.



Capt. Uriah B. Scott
1827-1913.

**MORE ON THE LIFE
OF
CAPT. URIAH B. SCOTT**

Our request on page 7 of the March issue for more information on Capt. U. B. Scott, builder of the fabulous west coast steamer TELEPHONE, elicited a prompt response from reader Robert W. Parkinson, Box 608, Berkeley, CA 94701 who writes:

"Probably by now several West Coast readers, mainly members of the Puget Sound Maritime Historical Society, have sent you information on Capt. U. B. Scott. In any case, here is what 'Lewis & Dryden' has to say about him. (Lewis & Dryden's Marine History of the Pacific Northwest, editor E. W. Wright, L&D Printing Co., 1895)"

This Uriah B. Scott was evidently an original and made his mark on both the Ohio River and the rivers and sounds of the West Coast. We reprint herewith the exploits of Capt. Scott from the Lewis & Dryden history. Although the West Coast locations are far afield from the Western Rivers, our usual grist, Capt. Scott was instrumental in bringing some Ohio River ideas to western steamboat design.

* * *

Capt. U. B. Scott was born in Lawrence County, Ohio in 1827 and commenced steamboating in 1859 on the Ohio River.

[Ed. Note: The author lists a number of boats in which Capt. Scott was interested on the Ohio River but with obvious mixup in names and descriptions; the list with Way Directory number follows: LILLY (3469), VICTOR (5563), VICTOR NO. 2 (5564), VICTOR NO. 3 (5565), VICTOR NO. 4 (5566), BEN GAYLORD (0567), CHARLEY BOWEN (0968), LIGHTWOOD (3463), CHESAPEAKE (0997), FASHION (2020) and the R. H. BARNHAM (a small sternwheel boat which burned at Louisa, KY in 1864). In some of these boats Capt. Scott served as master, in others he had ownership and in the case of the LIGHTWOOD, CHESAPEAKE and FASHION he is credited as designer]

In the fall of 1873 Capt. Scott disposed of his interest in the FASHION (which was running for the Bay Line in the Portsmouth and Proctorville trade) and relocated to Oregon.

Scott's first venture in the Northwest was the steamer OHIO, a craft which created much unfavorable comment before the ability of her designer was demonstrated. Associated with Capt. Scott in the OHIO were Samuel Brown and L. B. Seeley. The steamer made her initial trip December 12, 1874, going up river (Willamette River) light as far as Eugene City on a draft of eight inches. At Eugene she loaded 70 tons of wheat and returned to Portland where on arrival the man who had surmounted innumerable difficulties in securing money enough to build his new steamer found that he could then command unlimited capital to construct any kind of steamboat he desired.

No other boat on the river could approach within 40 miles of the upper Willamette points which the OHIO could easily reach. Capt. Scott had worked economically and many features of construction were unique: her pitmans were made of gas pipe and when subject to severe strain sometimes bent making it impossible to move the wheel; she had a wooden wheel lacking iron circles and the segments frequently dropped out to be followed by other portions of the wheel. Capt. Scott has always been regarded as master in the art of profanity and it is stated that this proficiency was acquired while chafing under the delays caused by the gas-pipe pitmans and wooden wheel on the OHIO. The steamer was 145x25x3.6.

The odd-looking craft was a success from the start, clearing \$10,000 during the first three months after going into service and furnishing her owners with the means to build the CITY OF SALEM. Capt. Scott followed this steamer with the FLEETWOOD which probably cost the Oregon Railway & Navigation Co. (the established competition) more in the way of lost business than any other three boats which were ever pitted against them. She was intended for the Cascade route (Columbia River) to connect with the steamer GOLD DUST for The Dalles but the GOLD DUST was sold and Scott ran the FLEETWOOD to Astoria; during the past 15 years, with her successors, enjoying a more lucrative traffic than any of the other steamers on the lower Columbia.

In 1883 Capt. Scott built the TELEPHONE, a boat which made a record for speed on the Astoria route that has never been equaled, covering the distance between Portland and Astoria in four hours, thirty-four and one-half minutes. The original TELEPHONE was destroyed by fire in 1887 and from her ruins rose the steamer which now bears that name (1895).

Continued on page 11

FROM TIONESTA TO NEW ORLEANS

On April 20 the 52 foot houseboat QUEST arrived at the Marietta Boat Club in the Muskingum River enroute to New Orleans. This expedition is unusual in that the trip started up on the Allegheny River at Tionesta, Pennsylvania, mile 154.6, and is inspired by the experiences of 19th century raftsmen who brought lumber from the Allegheny to downriver points.

The seven crew members of the QUEST paid us a visit to say, "Howdy" and to explain their ambitious voyage. Five of the crew are related to Fred Weingard who arrived in Tionesta by flatboat in 1863, namely: Jan Snyder, captain; Lew Weingard, mate; Paula Weingard, recorder; Nola Weingard Lyons, artist; Pat Lyons, engineer. Frank and Angie Zerad from Englewood, Florida, navigator and historian, respectively, complete the crew.

As Lew Weingard states, "The Search for Yesterday Expedition (official name) will trace as nearly as possible our forefathers' experiences and routes to New Orleans and return by river and overland to their homes in Emlenton, Oil City, Warren and Tionesta, Pennsylvania."

The trip down the Allegheny started with more 19th century authenticity than the modern houseboat QUEST. A 12 by 36 foot flatboat was built at Tionesta by Bert and Lannie Lehman and christened PINE KNOT, a term once given to log drivers and raftsmen on the Allegheny. With the help of additional volunteers manning sweeps and oars, the flatboat was floated down to East Brady, mile 69, head of slackwater navigation.

We gather that even the five day cruise of the PINE KNOT didn't blindly adhere to the 19th century experience; the crew looked up modern housing with steam heat and running water each night.

In April, the spring weather up in the Allegheny Mountains can be described as "fresh" and we can well understand the preference for warm beds as opposed to straw ticks on the flatboat. The PINE KNOT will be returned up the river to Oil City where it will become part of the Venango (County) Museum.

The houseboat QUEST was waiting at East Brady and so far has navigated on a leisurely schedule with little trouble except the annoyance of a few drift logs. The present estimate for arrival of the expedition in New Orleans is around June 1 to 15. It sounds like a wonderful idea and a few years back we would have signed up in a minute.

True to the experience of their Pine Knot ancestors, Lew and Paula Weingard hope to hitch a ride back up the river to Pittsburgh. These two then plan to walk the remainder of the way to Tionesta by way of the old Indian trail through Butler, Harrisville, Franklin and up the river road (Route 62). Watch out for those 18-wheelers on Route 8!

Sirs: I was especially pleased to see the photo of the AMY HEWES on the back cover of the March issue. About 45 years ago, while in Peoria, IL, I bought a necktie with a color photo of the HEWES on it, the same view. On the inside back of the tie there is a circle which reads, "Old Man River, Color Photo." Cotton bales are in the foreground on the tie.

Robert Miller, Curator
Keokuk River Museum
P.O. Box 400
Keokuk IA 52632

= Once upon a time, ties were wide enough for the AMY HEWES, imagine! Bob also advises that the Str. GEO. M. VERITY is being repainted from top to bottom following sandblasting of all steel work, opening for the season in April.-Ed.

Scott cont'd from page 10

A few years ago (1891) Capt. Scott constructed the FLYER which in the year 1894 traveled a greater number of miles than any other river or Sound steamer in the world. She was running between Seattle and Tacoma, making four round trips a day. (Ed. note: Scheduled running time for the single screw FLYER called for 18 mph.)

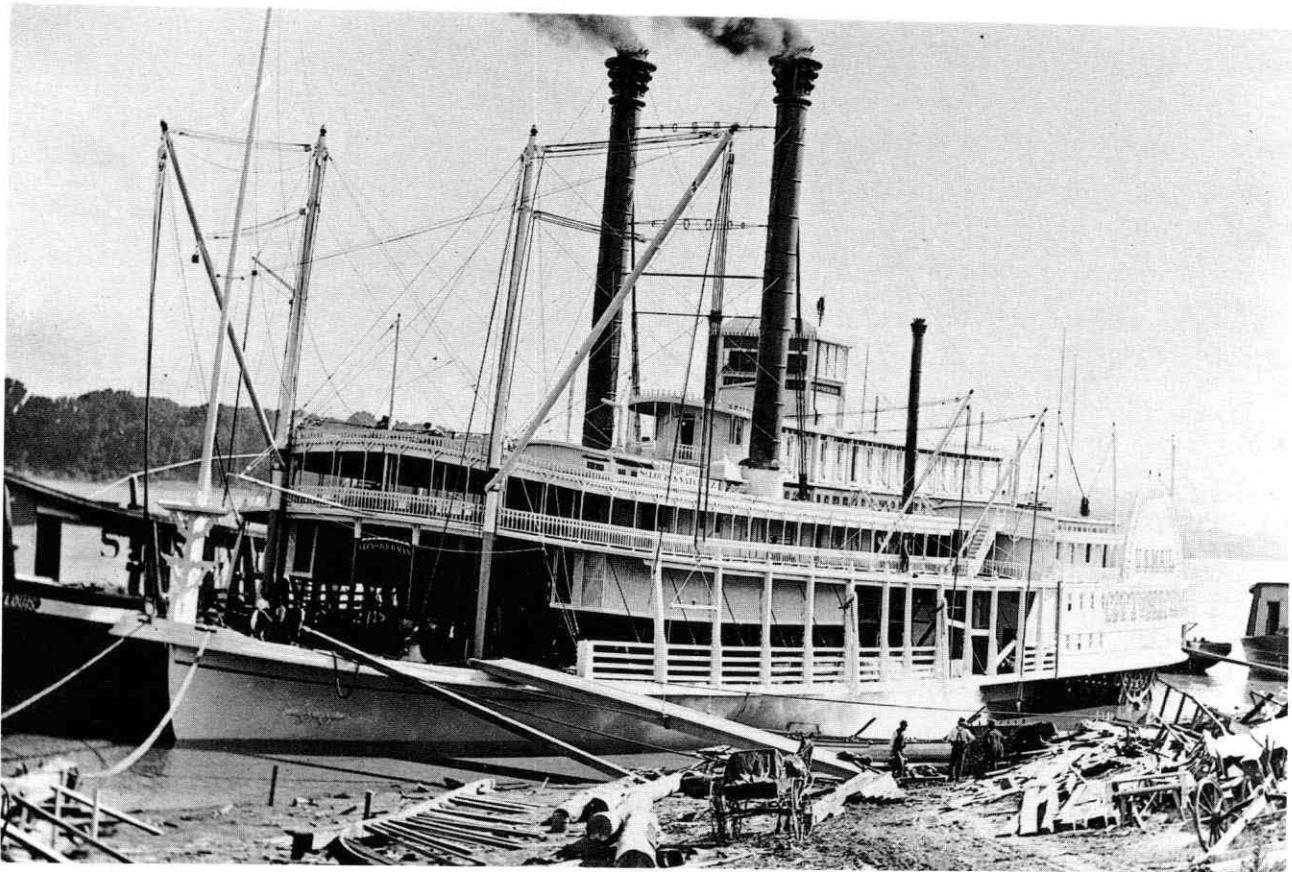
While Capt. Scott has met with many reverses in the business, he has always had the reputation of being a hard fighter and enjoys the confidence of the traveling public. The steamers in which he is interested have been operated during the past few years under the management of the Columbia River & Puget Sound Transportation Company, Capt. Scott being president of that corporation which owns the BAILEY GATZERT and TELEPHONE on the Columbia and the FLYER and FLETWOOD on Puget Sound.

Sirs: With much interest I have viewed the March, 1992 issue of S&D Reflector. I would like to enter my membership and hereby submit my check for \$16 for me and my husband, John M. Dilsaver.

My interest in steamboats stems from the fact that my father was co-owner of two vessels owned by the Norman-Breaux Lumber Co. of Morgan City, LA, namely, M. E. NORMAN and N. H. BREAUX. These boats were used to tow cypress logs from the Mississippi swampland to the sawmill here in Morgan City.

I am looking forward to receiving future editions of S&D Reflector and perhaps to purchase earlier editions.

Catherine Breaux Dilsaver
Morgan City Archives
P.O. Box 430
Morgan City, LA 70381



The CITY OF HICKMAN new at the Howard Shipyard, Jeffersonville, IN. Possibly taken June 9, 1890, the day of the boat's trial trip; she has steam up and the port lifeboat is about to be raised to its position outside of the railing on the boiler deck. The Christy chimney lowering jacks, a first for the Anchor Liners, are behind the stacks but no sign of the trademark anchor between the stacks. Photo by Capt. Jim Howard.

THE CITY OF HICKMAN

by Capt. W. H. Tippitt

 The sheet-iron anchor which once hung between the stacks of the palatial CITY OF HICKMAN now hangs in the Ohio River Museum, Marietta, a gift of Bert Fenn. "Bill" Tippitt, the indefatigable researcher of the Anchor Line, now provides a history of the HICKMAN with clues concerning the removal of the decorative anchor from the boat. This narrative provides some interesting insight to the problems of operating packets in the St. Louis-New Orleans trade in the 1890s.

The contract for the last boat of what could be called the (John A.) Scudder Fleet was let in the fall of 1889 to Howard's of Jeffersonville, Indiana. In appearance, the CITY OF HICKMAN was little different than the first boat built by the Anchor Line, a sidewheeler of pleasing proportions and impressive size. The machinery was of the same simple design, high pressure, and her boilers the standard river type. The HICKMAN's cabin followed the same design with a few modern improvements.

Capt. Scudder, still the dominant figure in the Line, held fast to his many statements that he would never build a sternwheel boat, this in spite of the changing conditions both in pattern of traffic and the nature of the river; the

nature of the river; the advancing settlement of mid-America had changed both drastically. The lessons learned in the past in the battles fought with the opposition were ignored.

The Line announced on January 26, 1890 that Capt. Thomas W. Shields would command the new boat and that George O. Walton would be her chief clerk. On April 8, 1890 the CITY OF HICKMAN was launched at Howard's as hull number 461, being 285 feet in length, 44½ feet in beam and a hold 9 feet deep. She had five boilers 44 in. diameter by 28 ft. length and her engines were 26's-10 ft. stroke. The HICKMAN's draft was 34 inches.

On June 9, 1890 the new boat made her trial trip at Louisville and on June 11 Capt. Shields with crew

arrived to accept the HICKMAN. She departed Louisville on June 12, passed Evansville on the 13th where she coaled and is reported to have two new lighters for the Line in tow. These lighters were barges Anchor Line 101 and 102, each 225x36x9 ft. and also built by Howard, hulls #462 and #463. The HICKMAN arrived at St. Louis on June 15, 1890.

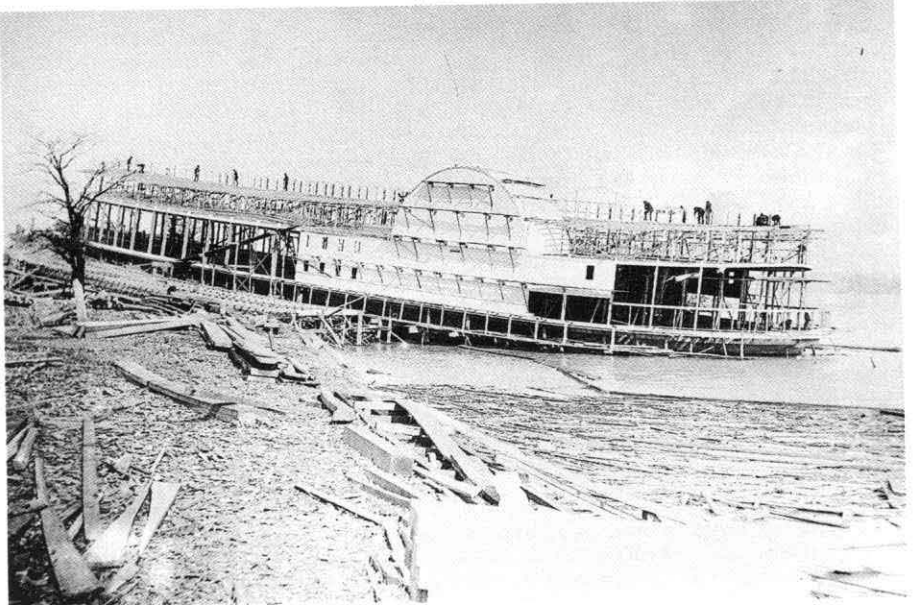
On June 18 Capt. Henry Keith took command and John Herman went to her as head clerk. Capt. Shields was transferred to the BELLE MEMPHIS. The new boat left St. Louis on July 2, her first trip being to New Orleans in place of the CITY OF NEW ORLEANS which went in for needed repairs.

The St. Louis newspaper reported as follows: "The new CITY OF HICKMAN left for New Orleans in charge of the following:

Captain, Henry Keith
Clerk, John Herman
Pilots, Henry Partee
and Lou Moon
Engineer, Lee Carver
Steward, J. Carrow
Mate, Wm. McClaskey

She is allowed 200 passengers - 150 in the cabin and 50 on deck. her tonnage is 1,555 17/100, carrying a load flattened out of 1,800 tons. She is the first steamer of the Line that has the improved Christy chimneys, hinged for lowering. This system of lowering the chimneys will be adopted on all of their boats for they will have to be lowered to get under the Memphis bridge in high water. (See S&D Reflector Vol. 28, No. 4, page 44 for drawing of the John Christy hoist.)

The CITY OF HICKMAN is the finest boat owned by the Line and the finest today on western waters. Her cabin is finished in white and gold and is perfect in architecture. The doors are walnut, bearing the trade mark of the anchor artistically wrought in the centers. She has 38 staterooms, 76 berths. Twenty of the staterooms aft of her pantry gangway, termed the ladies cabin, are 9 by 14 feet with sliding doors, elegantly furnished



CITY OF HICKMAN on the ways at the Howard Shipyard in the early spring of 1890. The framed hull of a small sternwheel boat is just visible on the near side, probably the JANIE RAE. Photo by Capt. Jim Howard.

with pure oak stationary bedsteads and trundle beds that can be brought into requisition for children, handsome dressing cases and washstands. The bridal chambers, six in number, are furnished with folding mirror bedsteads, stationary washstands, etc. with handsome and costly Kidderminster carpets and beautiful and exquisite trimmings.

The work overhead in the cabin is very handsome, the arches extending from either side with an extra gold drop and double circles which is a new departure from the cabins of the company's other boats. The cabin floor is covered with a velvet carpet. The ladies cabin is furnished with pure Honduras mahogany settees, divans and chairs and a rosewood piano. An elegant plate glass mirror, fifteen feet high, adorns the rear of the cabin with a beautiful gilded anchor resting on the center of the handsome frame. She has a large and comfortable nursery, pantry, cookhouse, barbershop and washrooms, furnished in keeping with the other departments.

She has a texas 50 feet in length and divided into three parts for her officers, a colored bureau and the cabin crew, furnished with as much expense and beauty as her rooms in the main cabin.

The steps leading to her forecastle are wide and easy and her boiler deck roomy and large. A handsome silver water cooler, resting on a stationary base of Tennessee marble, adorns her gentlemen's cabin. President Mason (Isaac M. Mason had now taken over management of the Anchor Line from John A. Scudder) extends a cordial invitation for all to visit her."

The HICKMAN held a grand reception and ball at Hickman, Kentucky on her way down and on arrival at Memphis on July 5, at the reception given to merchants of that city, she was presented with a set of colors. Upon her return from New Orleans, she left St. Louis on July 25 on her regular run to Natchez.

The CITY OF HICKMAN, on her up-trip on August 7, 1890, ran from Columbus (Kentucky) to Cairo in 1 hour 35 minutes, which time

was 10 minutes better than the CITY OF PROVIDENCE made on her last trip. The BELLE MEMPHIS on August 12 clipped one minute off this time and the following day the CITY OF BATON ROUGE, not to be outdone as fastest boat in the Line, made the same run in 1 hour 30 minutes. 'Twas said that her firemen saved all the choice lumps of Pittsburgh coal on this trip for the run.

On August 27, due to low water, the HICKMAN was down by Memphis running 24 hours late and had run daylight only from St. Louis to Cairo.

On December 11 she arrived at Cairo towing two lighters out from St. Louis and had 1,000 tons for Natchez. Due to the loss of the CITY OF BATON ROUGE (at Hermitage, Louisiana on December 12, 1890) she was ordered through to New Orleans to bring out the BATON ROUGE's trip. On her way up, the HICKMAN took aboard all of the furnishings and equipment saved from the BATON ROUGE. She arrived at Cairo on December 26 and laid up there on December 28.

On January 2, 1891 it was announced that Capt. Horace Bixby would be given command of CITY OF HICKMAN and that John Langloise and entire crew of CITY OF BATON ROUGE would take over. Capt. Bixby held more stock in the Line than any other employee. Capt. Keith and his crew went to the BELLE MEMPHIS.

On January 3, the CITY OF HICKMAN left Cairo for St. Louis; she left St. Louis on February 8 with 600 tons for New Orleans which she transferred to CITY OF NEW ORLEANS at Cairo and then returned to St. Louis. She again left St. Louis on February 12 for New Orleans.

March 1, 1891 she ran from Memphis to Cairo in 20 hours and had a cargo of 115,000 feet of lumber for St. Louis. The river was high and lumber was about the only freight offered the boats for the trip up while they averaged a little over 1,000 tons on down trips.

On June 6, the HICKMAN lost an hour when she attempted to back out from the upper wharf at Poydras Street, New Orleans. She was only drawing 5½ feet but there was not over five feet along the wharf for 200 yards out into the river.

On her up trip on August 19 the HICKMAN cracked a shaft and limped into St. Louis for repairs. She came out on September 1 on low water and had two lighters out to Cairo, passed Memphis on September 8, some 48 hours late and with 1,500 tons. On the down trip, September 30, she arrived at Memphis with two lighters which she took on to Helena.

Leaving New Orleans on October 9, 1891, she passed Memphis on October 16 and arrived at Cairo on the 18th where she laid up on the 20th. On October 29 she went to St. Louis light and was scheduled to leave for New Orleans on December 1 but the trip was cancelled due to cold weather and ice in the river.

The HICKMAN began 1892 by leaving St. Louis for New Orleans on February 10 with Capt. Horace Bixby, pilots Harry Eldridge and William Kelly, Walton clerk. She arrived at Cairo on the 11th and laid over a day. This is the first time in many years that an Anchor Line boat had to lay over waiting on freight; she was a day behind her advertised schedule leaving Cairo and three days late leaving Memphis.

On April 12 she left St. Louis with stump stacks; the patented Christy stack lowerers did not work satisfactory and the river was rising rapidly. High water prevailed during May and June that year. In September low water had set in and the boats were running only daylight coming out from St. Louis to Memphis, also were towing lighters that far south.

In October, on her up trip from New Orleans, Capt. Horace Bixby, after 30 years of service in the Anchor Line, was relieved of his command of the HICKMAN at

Vicksburg. The report stated that Bixby had a fight with a passenger by the name of Harrison from Biloxi. Upon arrival at St. Louis the boat was laid up and on October 29 she was towed down to Chester and placed in winter quarters there.

On January 1, 1893, a well known river reporter made the statement, "Things can't really be much worse on the river than they now are." On March 1 the CITY OF HICKMAN, dubbed by the rousters as Old Hickory, left St. Louis for New Orleans on her first trip of the year, Capt. R. J. Whiteledge in command, John Herman as clerk and Harry Eldridge and Tony Burbach in the pilothouse. She reached Cairo on the 6th, having 300 tons of freight on board and laid over a day and received 300 tons more.

In August she was having to use lighters as far south as Helena, Arkansas. On September 17 she passed Memphis with 40 people in her cabin and had 1,300 tons on herself and barges, her best trip south for the year.

On October 2 she was up at Memphis, discharged 200 bales of cotton and had 300 tons of merchandise and 270,000 feet of lumber for St. Louis. Upon reaching St. Louis on October 8, 1893, the HICKMAN laid up for low water. For the year she was out only seven months and a few days.

For the year 1894, the CITY OF HICKMAN operated only six months. She was laid up during January at St. Louis and was scheduled to leave for the south on February 13 but was held up until the 19th because of low water in the river out to Cairo. She left Cairo on February 23, receiving 300 tons there that flattened her out with all she could carry. Capt. R. J. Whiteledge in command with clerks Frank Perkins and E. Robinson in the office.

In July the river was so low between St. Louis and Memphis that the boats did not try to run down stream at night and few tried it up

stream. Arriving at St. Louis on August 10 the HICKMAN was again laid up and the company chartered a boat to take her place.

The HICKMAN lay at St. Louis until March 5, 1895 when she left for New Orleans with 1,100 tons, Capt. George F. Carvell in command, Eldridge and Burbach her pilots. On July 15 Capt. Carvell, a 17 year veteran in the Line, resigned when master's wages were cut from \$150 to \$125 per month; Capt. Thomas Shields took his place. On July 24 Capt. R. W. McCoy, late of the NEW SOUTH, replaced Capt. Shields.

On August 17, 1895 the HICKMAN broke her wheel shaft above Greenville and limped into St. Louis on one wheel. The Anchor Line is now under new management and she was back out on the first of September, again using lighters because of low water. On her up trip in October she stopped at Graves Bayou, below Memphis, and exchanged her trip with the towboat CHARLEY McDONALD which brought down 1,300 tons of freight from St. Louis on three barges. The HICKMAN was laid up in Harvey's Canal, New Orleans

until the latter part of November when left for Cairo. She left Cairo on December 14 with a big trip including two lighters for New Orleans.

1896 began with the CITY OF HICKMAN leaving New Orleans on January 1 with 600 tons, arriving at Cairo on the 13th and headed back to New Orleans on the 15th with a big trip. She was back at Cairo by February 1 and departed downstream on the 2nd, filled out with corn at New Madrid and passed Memphis on the 5th. On February 16 the HICKMAN was upbound from New Orleans at Memphis and on that trip went through to St. Louis.

The new management of the Anchor Line seemed to be successful in rebuilding the freight business and the HICKMAN departed St. Louis on February 22 with a near capacity trip for New Orleans. On March 6 she left New Orleans on the return trip to St. Louis.

The next departure from St. Louis was on March 14 and the HICKMAN was reported as passing Memphis on the 17th, "with about all the freight she could carry." She was again reported downbound at Memphis on May

11 and again on May 24, loaded with 1,200 and 1,400 tons respectively. The Anchor Line boats were again carrying big freight and making money.

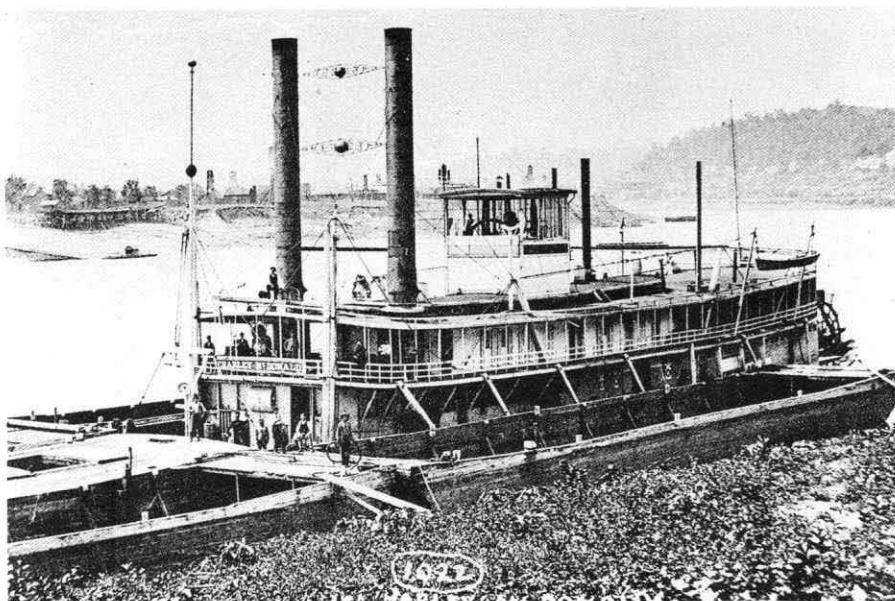
The CITY OF HICKMAN continued to operate on a 21 day schedule in the St. Louis-New Orleans trade during the summer of 1896 although encountering low water conditions by August. On August 20 she left St. Louis with a big trip of freight and the newspapers reported that preparations were being made to equip the HICKMAN's cabin and staterooms with electric fans and make other modernizations.

But modern electric fans in the CITY OF HICKMAN's cabin were not to be: on the afternoon of August 23, 1896, about 12 miles above Memphis, the boat sank.

The Memphis Evening Scimitar of August 24, 1896: "Anchor Line CITY OF HICKMAN, Capt. Robert W. McCoy, south bound, hit a hidden obstruction in chute of Island 40 yesterday afternoon about 1pm and sank in nine feet of water. She settled on a sand reef which was cut out from under her by a quartering current, causing the bow and stern to drop and to hump in the middle. This morning her hog chains have parted and she is rapidly going to pieces, will be a total loss.

She hit an obstruction that was so deep in the water that it made no break. She hit on the starboard knuckle, it slid along the hull to her smokestacks where it went into the hull; pilot Henry M. Eldridge felt the steamer strike, rise and then settle; knowing the location near by a sandbar, he ran her on it and there she stuck.

The accident occurred about 12 miles above here, a place very dangerous and it was near here where the LADY LEE went down. The HICKMAN put out her yawl on the Tennessee Point and they



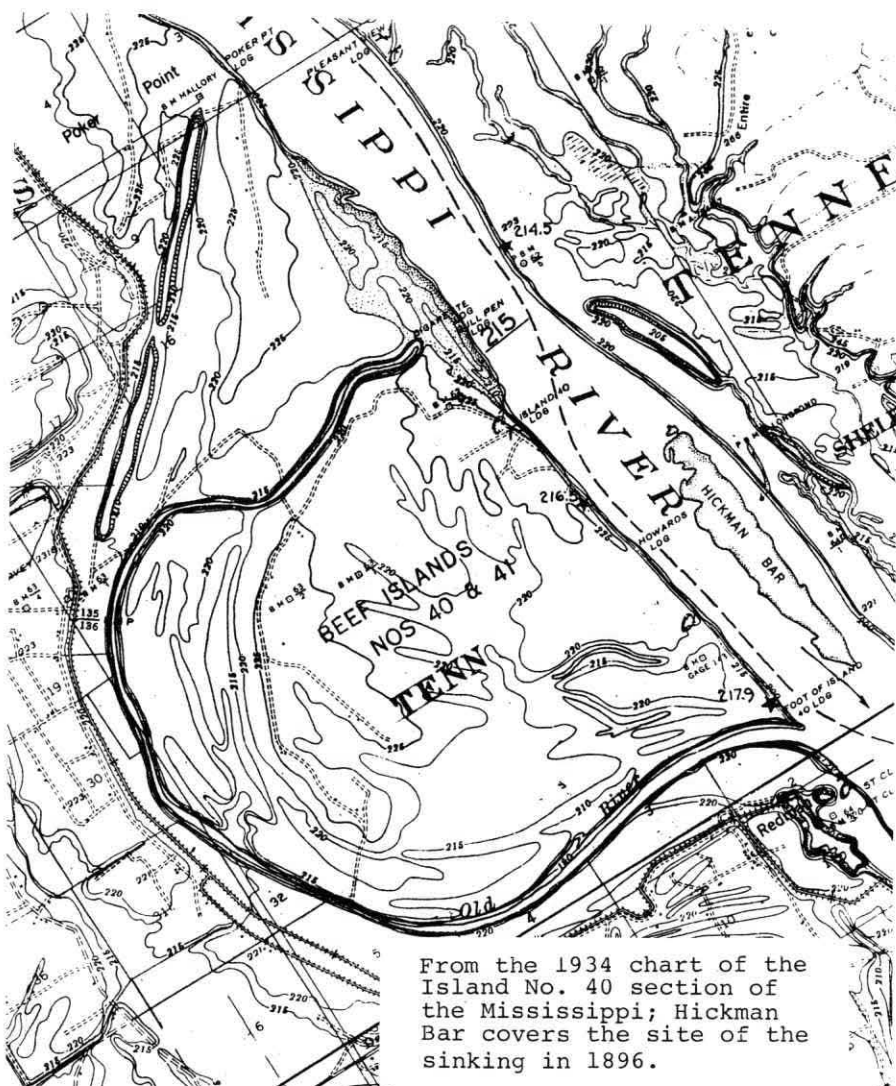
The CHARLEY McDONALD (T0397), shown here across from Hartford, WV, Mile 246 Ohio River, was owned by the Barrett Line when the Anchor Line chartered her to bring freight barges out from St. Louis during the low water season in 1895.

were sounding ahead of the steamer, reporting 13 feet and she was drawing 9½ feet. She had just made the crossing and was headed down the river when the accident occurred."

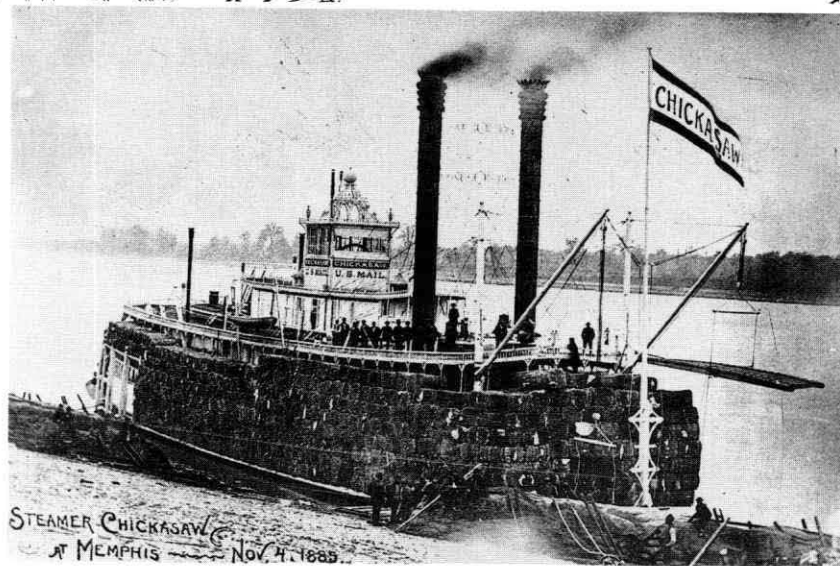
The Memphis Commercial-Appeal of August 24, 1896 contains some additional detail on accident: "The CITY OF HICKMAN left St. Louis on Wednesday, the 20th. Saturday night at 10pm she tied up at Island 26 in order to make the run through the chute of Island 40, which is on the Tennessee side of the island, in daylight.

As she neared the government light on the Tennessee side a yawl was lowered and a crew started out ahead of her sounding the channel over to the head of Island 40. They reported 22½ feet entering the chute. The channel follows the shore a short distance and then crosses over to the main bank on the left; it was in this crossing that CITY OF HICKMAN struck an obstruction on the larboard (starboard) knuckle and it grazed her back to her chimneys. Pilot Eldridge felt her hit, knew she was in danger, and headed her out on a reef; she struck on 9½ feet. She had on board 1,500 tons of freight, 22 cabin and 20 deck passengers; nobody was lost.

The passengers were at dinner, Capt. McCoy reassured them and in order to save her it was realized that the freight would have to be removed. Pilot James Grasty and clerk got a yawl and headed for Memphis for help. Capt. McNeely with tug N. M. JONES picked up two empty barges and went to the HICKMAN, arriving at 7:30pm. The CHICKASAW, south bound, arrived about an hour after the HICKMAN was grounded and she took off all of the passengers and hastened to Memphis. The yawl on the way down met the ORA LEE, she recently had strained a hog-chain and was on the way to Mound City ways, and she immediately went up to the HICKMAN and started removing freight.

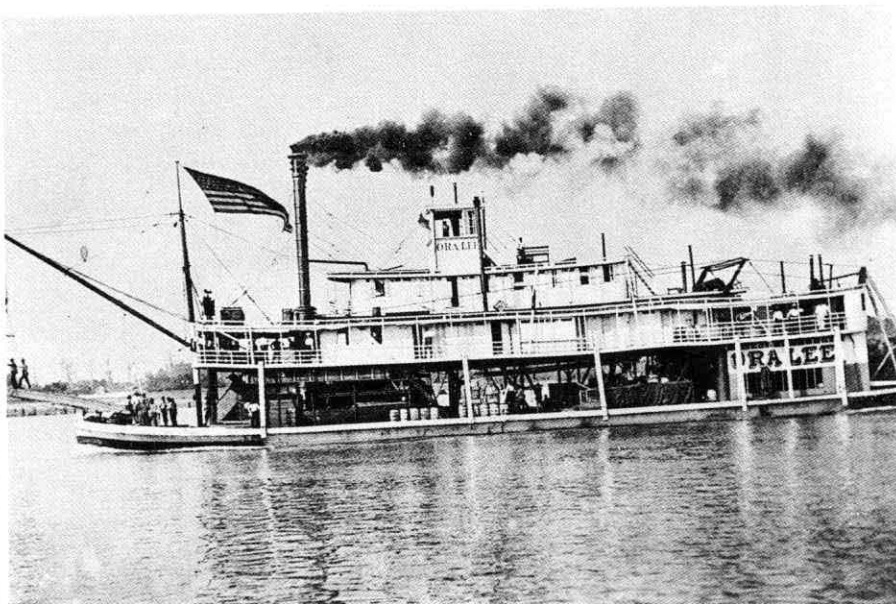


From the 1934 chart of the Island No. 40 section of the Mississippi; Hickman Bar covers the site of the sinking in 1896.



First on the scene of the CITY OF HICKMAN sinking was the CHICKASAW then owned by the Lee Line; she removed the passengers and continued on to Memphis with the news.

The N. M. JONES (below) with Capt. McNeelley at the wheel hastened up the river with two barges to unload the HICKMAN's freight. This iron hulled tug was owned by Brown's Line and stationed at Memphis in 1896.



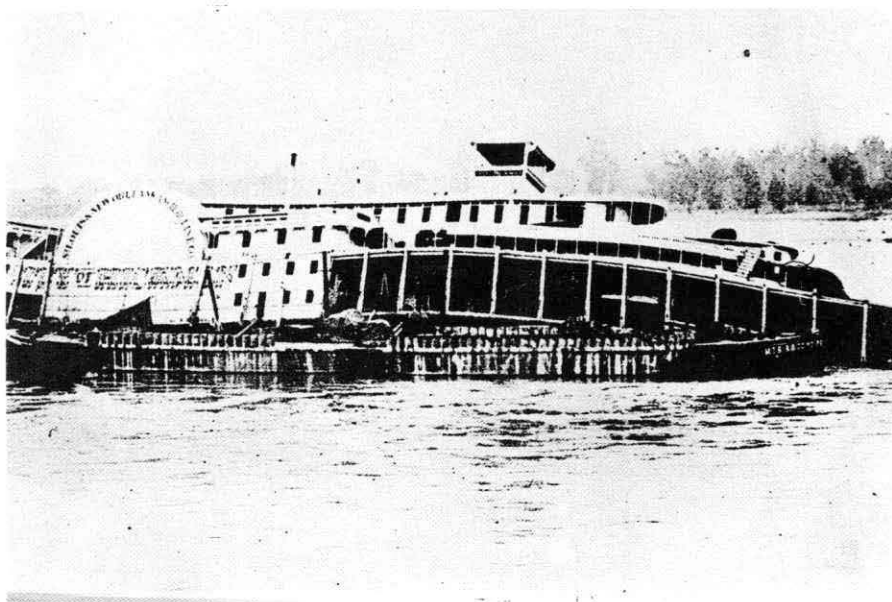
The ORA LEE was upbound when she was hailed by pilot James Grasty in the HICKMAN's yawl and directed to the wreck to remove freight. ORA LEE came from the Howard Shipyard in 1891, owned by Lee Line.

The deck crew stood on the forecastle, waist deep in water, loading the freight on the steamboat and barges. By 7pm the water was four feet deep on her main deck and Capt. McCoy hoped that she had settled. Pilot H. M. Eldridge has been with the Line eleven years."

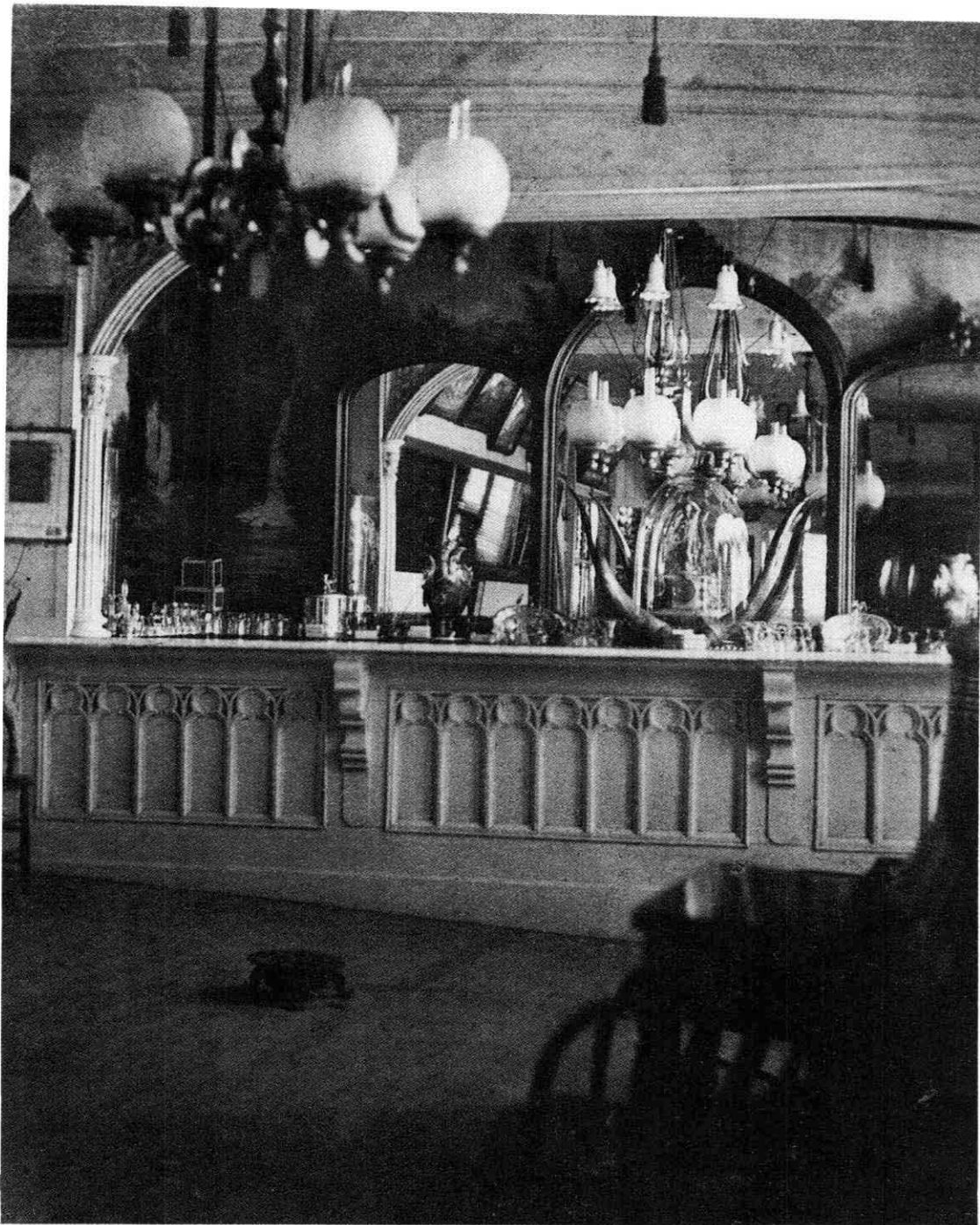
August 25, 1896: "The CITY OF HICKMAN has broken in two. She will be turned over to the Underwriters and her cargo is being taken out as rapidly as possible. The BELLE MEMPHIS will take the furniture and cabin equipment from the CITY OF HICKMAN on her way up today."

August 27, 1896: "Capt. Meissionier, general manager of Anchor Line, had the dredge JOHN GASTON and two barges sent to the HICKMAN yesterday to take all of the freight possible and to remove her machinery. The STATE OF KANSAS under charter by the Line is at the wreck to receive the freight for New Orleans."

So ended the CITY OF HICKMAN, a little over six years after she had been delivered to the Anchor Line by Howards.



The end of the CITY OF HICKMAN in the chute of Island 40, end of August, 1896. A model barge is alongside, loaded with the machinery and other salvaged equipment. It seems that everything useable including the sash from the pilothouse, cabin windows, doors and (of course) the trademark anchor from between the stacks has been removed.



Here is a prize! The barroom on the fabulous GREAT REPUBLIC (Way #2438) of 1867. If we have seen another photo of a steamboat bar we don't recall it; maybe one of a counter opening into the cabin opposite the purser's office.

Good photos exist of the main cabin of the GREAT REPUBLIC with all its elaborate overhead fretwork and here we have the bar done in equal style. The chandelier is similar in design to the ones in the main cabin but only a single tier of oil lamps; the bell-like soot catchers are reflected in the mirror on the backbar. Also visible in the mirror are pictures mounted high on the wall and a statue of a scantily clad nymph. Horns from a Texas longhorn adorn the backbar and a

spittoon is in a handy location; this is a male domain. James Simmons was barkeep.

In the March, 1967 issue of S&D Reflector we ran a long article about the maiden trip of the GREAT REPUBLIC from Pittsburgh to New Orleans. There were detailed descriptions of the cabin and furnishings including the size of the mirror (6'3" by 10' wide) but no mention of the bar. From the slope on the barroom floor, we judge the bar to be on the port side and the photo is taken looking toward the stern.

The original is a stereo card taken by Boehl & Koenig, 104 North Fourth St., St. Louis and found by Ralph DuPae in a collection in Florida. Our thanks to the Murphy Library.

Death on the JOHN H. DICKEY

Nita R. Spangler, 970 Edgewood Road, Redwood City, CA 94062, whom we met with her husband Ray aboard the DELTA QUEEN on a Stanford Alumni cruise several years ago, has struck paydirt in the files of the Library of Congress in her search for information on the death of Frederick Dodge, Sixth U.S. Cavalry. She had heard that Dodge died aboard the packet JOHN H. DICKEY but when and where was a question.

The JOHN H. DICKEY (Way #3068) was a large sidewheel packet built in 1858 for Missouri River service. She evidently was a troop transport at various times during the Civil War and in November, 1862 was downbound from St. Louis when she hit the bank in the vicinity of Fort Chartres Landing, mile 132, above Cairo. A boiler exploded and fire broke out but was extinguished and the boat saved to get into more scrapes later.

A letter from Capt. Dan Musselmann of the DICKEY to the widow of Frederick Dodge was found in the papers of Ambrose W. Thompson in the Library of Congress files. We have renewed respect for the Library's filing system and now wonder who Ambrose W. Thompson might be. The letter is reproduced below, an example of how such matters were handled in 1862.

* * *

Saint Louis, Nov. 17, 1862

Mrs. Frederick Dodge -
Dear Madam.

Your letter of enquiry concerning the death of your husband was received this morning. I can probably give you more information concerning his last moments than anyone else.

Your husband took passage on my boat at St. Louis for St. Marys, Mo. on a visit to the Hon. John W. Noel. The accident occurred about seventeen miles above St. Marys - he with others was sitting in the forward part of the cabin when the explosion took place, all of whom have since died.

Immediately after the explosion my time was occupied in saving the vessel but I was soon among the sufferers, assisting in caring for them. All was done that was possible under the circumstances to relieve them. Your husband called me to his side and requested me to forward a dispatch to his friend John W. Noel to this effect, that he should come immediately to St. Louis, wither he would be sent, as he wanted to see him badly that the welfare of his dear wife & child depended upon him seeing him before he died, that his business was in such condition that no one but Mr. Noel could settle it up & he could not without seeing him before he died. I wrote as directed but before I could send the dispatch he breathed his last.

Your husband was terribly scalded about the face, neck & head - of course it was inhaling steam which caused his death so sudden. He was sensible until the last. When I was at his side he spoke feelingly of his dear wife & child, frequently calling you by name & imploring the protection of God for his wife and helpless child & wished that he had been permitted to die upon the field at Antietam. This is in substance his last conversation as it gave him much pain to speak.

I requested him to be calm. The accident occurred at 1/4 before 2 o'clock of the 6th; he died at 8 1/2 o'clock same morning.

The company owning the vessel would have sent his remains to you but Col. Meyers volunteered to take charge of it & forward it to you.

Your most obedient &
most humble servent,
Dan Musselmann,
Capt. Str. J. H. Dickey

* * *

Sirs: I spent 18 summers on the Ohio River near Utica, Indiana and I will never get the river out of my blood.

Also, my great grandfather was T. C. Coleman, Jr. captian of the SALADIN (Way #4970) that "kidnapped" President Zachary Taylor. T. C. Coleman, Jr. and his father also operated the LOUISVILLE (Way #3599), and TELEGRAPH NO. 1 (Way #5322) and NO. 2 (Way #5323) out of Louisville in the mid-1800s.

Wish I had known about the Sons and Daughters before last year. Love the S&D Reflector and all the great pictures and lore it includes.

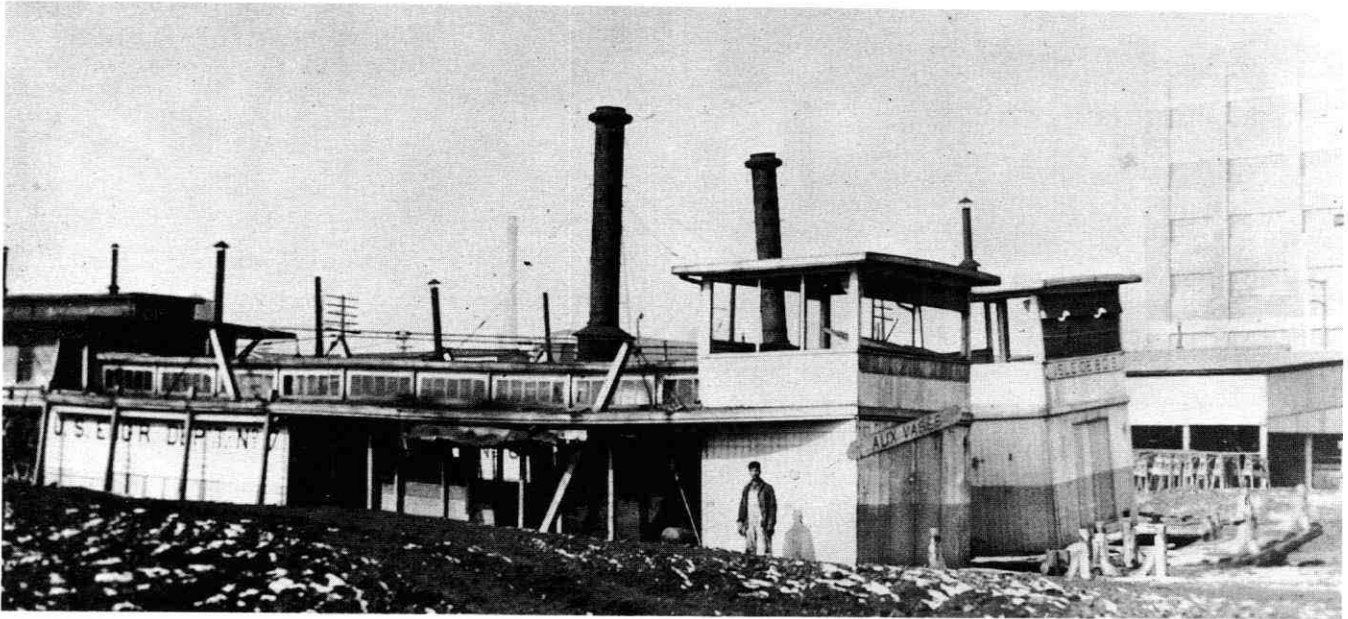
C. A. Straeffer
6100 Oak Grovew Road
Evansville, IN 47716

= SALADIN (Way #4970) just happened to be coming up the river by Zach Taylor's plantation and T. C. Coleman, Jr. offered him a ride, perhaps over a mint julip. The dignataries who had appointed themselves a committee to conduct the president-elect east to Washington, DC happened to be aboard a competition boat and were a bit miffed. Zach Taylor continued up the river from Cincinnati aboard the TELEGRAPH NO. 2 but had to get off below Moundsville, WV when the boat became stuck in the ice, this in February, 1849; a roadside sign marks the spot. - Ed.

Sirs: Mention should be made of the spark arresters on top of the stacks on the handsome AMY HEWES, March issue, back cover. On steam locomotives they were called "cabbage stacks", a sure indication of a wood burner.

Walt Thayer
"Tumbleweed Red"
Wenatchee, WA 98807

Ye Editor attended the Derby Week Steamboat Race in Louisville, May 3. We can report that the performance of the DELTA QUEEN seemed a bit livelier this year, even with the enlarged hull, as a result of extensive engine overhaul last winter. It was a perfect day for the DQ and the editor.



From the collection of Dorothy Schrader comes the above, rather nondescript, photograph with not much in the subject it would seem to commend the photographer's attention. The year is probably 1919 or 1920 and the two little towboats are being dismantled, probably at St. Louis. The sash is already gone from the pilothouses and the nameboard was coming down from the closest boat when the photographer yelled, "Hold it!" But there is something of interest here, evidence that the U.S. records are not always clear.

Ten sternwheel tenders were built for the U.S. Engineers in the period 1891-1899 and they were identified with numbers, NO. 1 through NO. 10. In 1911, the seven remaining numbered towboats

were given names (numbers were continued in the records only for U.S. dredges).

We assumed that renaming the boats meant just that but evidently they carried two names: in our example above, there is NO. 7 on the engineroom bulkhead while AUX VASES appears on the pilothouse nameboard. U.S. ENGINEER NO. 7 (T2188) was built at Jeffersonville, IN in 1891, 55x13x3.2, for the St. Louis District, was renamed AUX VASSES (T0180) and so appears in the List of Merchant Vessels for 1912. (The signboard painter painted the name AUX VASSES for reasons unknown.)

The ISLE DE BOIS (T1215) behind was a duplicate of NO. 7 built in 1894 as U.S. ENGINEER NO. 6 (T2487).

Our thanks to Ralph DuPae and the Murphy Library for an interesting (maybe unique) picture.

Sirs: - The March issue of S&D Reflector was avidly read and the photo of the boats tied up at Pittsburgh during the 1911 celebration was spectacular!

The Doremus diary and the accompanying photographs were of special interest to me and I really appreciate the time and energy devoted to preparing this material. (A tip of the editor's cap to Ralph DuPae and the Murphy Library.)

My curiosity was piqued by mention of individuals in the Minneapolis area who had contact with Mr. Doremus so I checked the city directory, 1873-74, and found the following:

W. H. Jacoby operated Jacoby's Photograph and Art Gallery at 46 Nicollet Ave. where he also lived.

David Wylie owned D. Wylie & Co., plumbers, steam and gas fitters on Nicollet Ave. near 2nd.

J. C. Goodwin, whom Doremus visited at Excelsior, MN on May 25, 1875, operated a billiard parlor at the Opera House and roomed in the Johnston's Block. The SUE GARDINER which carried the party from Wayzata to Excelsior was a 35 foot propeller launch on Lake Minnetonka, the first propeller boat on the lake when brought there in 1868 by Charles Gardiner.

G. A. Miller, the brewer, lived on Marshall St. between 13 and 14th Aves.

Regarding the G. B. KNAPP, after dismantling at Stillwater in 1889 she is reported to have become a floating boarding house for rafting crews on Lake St. Croix.

Ann H. Peterson
9182 Vincent Circle
Minneapolis, MN 55431

= Pleased to hear that the Doremus Diary struck a responsive chord with many readers; another installment will be found in this issue and more to come. Keep digging Ann! - Ed.

J. P. DOREMUS DIARY
- 1875 -

John P. Doremus had returned to his home in Paterson, New Jersey on November 18, 1874 after the first season aboard his floating gallery SUCCESS. The floating gallery had been left on the St. Croix River at Osceola, Wisconsin for the winter and the cameras, furniture, etc. were stored in a local drug store.

John Doremus must not have been discouraged by the financial results of the season of 1874 since the project of floating down the river to New Orleans, over a period of years, continued. The growing towns, logging activity on the rivers and natural beauty of the Upper Mississippi region continued to interest him during the second year.

Mr. Doremus went to Newark on January 7, 1875 to learn about a new dry plate process for photographic negatives. This was probably a modification of the wet-plate process since true dry plates were not available until about 1879. Photography was not a simple process in the days when the each plate had to be individually prepared and exposed while still damp; the quality of those old glass negatives and prints produced by the Doremus gallery the more remarkable.

Spring was in the air and on March 23, 1875 John Doremus left Paterson for the West and takes up his diary.

Our thanks to Ralph DuPae for finding and transcribing the diary.

* * *

March 30, 1875: - Started Tuesday, March 23rd from home and went by way of the Baltimore and Ohio R.R. to Chicago. Fare \$16.25. Stopped overnight with John Tallman and next morning started for Leroy Post Office, laying overnight at the Fremont House, Prairie du Chien. Breakfast and lodging \$.75. Reached Leroy Post Office (Minnesota) at 1 o'clock Saturday morning and

hired a man to take me to Dan's for \$2.00. Reached the Wapsipinicon River at Riceville (Iowa) about dark and found it too high to cross and stopped with Mr. Demster, crossing the next morning on horseback. We to Carpenter's yesterday for dinner and to I. Foster's overnight.

(The towns of Riceville, IA and Le Roy, MN are near the state border a short distance SE of Austin, MN. It would seem that the property Doremus sold below was in the vicinity of Riceville. Ed.)

Saturday, April 3: - Was to Capt. Bennett's yesterday and had a good time. Day before yesterday was to Sarah's.

Monday, April 5: - Sold to Wm. Howard the S.W. quarter of Sec. 26, Town 99, Range 14 W. being 160 acres for 10 dollars per acre to be paid for in from 3 to 9 years.

Wednesday, April 7: - Sold to Patrick Mulick the N.W. quarter, Sec. 26, Town 99 N., Range 14 W. 160 acres on same terms as Howard has. Took dinner and supper at Mr. Herring's.

Sunday, April 11: - Sunday morning, a fierce snowstorm raging. Have had a pleasant week. Was yesterday at L. Pierce's for dinner and Mary Thompson's for supper.

Tuesday, April 13: - Took dinner at Mr. Luley's in Riceville yesterday.

Wednesday, April 14: - Went to Leroy Post Office by wagon, then to St. Paul by rail. Stopped at the Sherman House.

Thursday, April 15: - Went to Hudson, Wisconsin by rail. Stopped at Seeley House. Presented a letter of introduction to H. J. Baldwin. Boarding at Mr. Gibson's; went riding with him. Called again in the evening and had a pleasant game of cards.

(The St. Croix River is the boundary between Wisconsin and Minnesota for more than 100 miles and joins the Mississippi at Prescott, about 30 miles downriver from St. Paul.

The St. Croix carried vast amounts of logs from the forests on the upper reaches at the time of the Doremus visit. Hudson, Stillwater, Marine, Osceola, Taylor's Falls, St. Croix Falls, etc. are all on the St. Croix River. Ed.)

Friday, April 16: - Took the stage for Osceola, Wisconsin, distance about 30 miles. It was the coldest day's ride I ever experienced. Heard bad news of my boat as soon as I arrived. About a week or more ago the river commenced rising. The ice had frozen so deep that my boat was frozen fast to the bottom of the river. They pumped her out and she let loose and came up like a cork but either a plank came loose or the caulking (was) torn out. As she commenced to fill, the people all went to work; put empty kerosene barrels under her guards and a barge on each side of her and so kept her up. Each man seemed as interested as though the boat was his own. They sent to other towns for more barrels and for blocks and tackle and secured her well.

Saturday, April 17: - Went down to my boat which had been floated below the island and got her ready and when the steamboat G. B. KNAPP came up, I signaled her and she came to and towed my boat to the Osceola levee where I intend to haul her out and repair her. It was cold work getting her loose from where she was moored as the ropes were about a foot below water.

Tuesday, April 22: - Have at last got my boat hauled out. It was a difficult job for want of proper conveniences. Am boarding at the North Western Hotel, Mr. Letterfield, \$5.00 per week.

Friday, May 1: - Got my boat back in the water yesterday. Took \$2.00 worth of pictures today.

Saturday, May 2: - Am through with ship carpenters and caulkers and hope my poor head will have a rest.

It has been full of nothing but spars, timberheads, blocks and tackle, jack screws, cards, crabs, chuck blocks, ways, snatch blocks, oakum, etc.

Friday, May 7: - Commenced sleeping on my boat tonight.

Monday, May 10: - Andrew J. Veum commenced with me today. Has been four or five years off and is taking tintypes. He comes under instructions and is to work for his board.

Tuesday, May 11: - Went by invitation of Capt. Knapp of the steamer G. B. KNAPP to Stillwater.

Saturday, May 15: - Took some good views of the town of Osceola, Wisconsin and took in \$12.75 in the afternoon on the boat.

Sunday, May 16: - Took a walk, two and half miles to the residence of Samuel Thomson. Had supper there and after supper caught three fine trout in his pond. He allows people to fish there, charging them fifty cents per pound for all they catch. Had baked trout for supper. It has been warm today but for the last two nights there was a pretty thick crust of ice on the water pails on deck.

Monday, May 17: - Mrs. Merrill washed for me today, the first I had done since leaving home.

Wednesday, May 19: - About 5 o'clock pm., started in tow of the steamboat G. B. KNAPP for Taylor's Falls. The river was full of logs but having a barge in front of us we got along pretty well until we reached Franconia, Minnesota. When the barge was left, we then had to catch it. The logs would come sideways and the boat felt as if we were on land being hauled over big logs for rollers. Then some would come endways and hit us, a terrible poke in the bow as though they would go clear through her but the one end would go down and the other up and away they would slide under us. They shook us pretty lively but things were pretty well stored and no damage was done except several ugly scars on the bow. She is



A group of log drivers on the St. Croix River pause while J. P. Doremus takes an "instantaneous" picture. Logs have piled up on a sandbar, possibly below St. Croix Falls, and the peaveys are being used to roll them back into the stream. The "peavey hook" was named for Joseph Peavey, its inventor. From the Mary Green collection.

very tight, however, and as the rest of our journey is down stream we will get along pretty well.

Friday, May 21: - The logs ran thicker than ever yesterday and today it seemed at one time that there was one continual raft on the river. Started at six this morning and took a lot of negatives of river drivers above St. Croix Falls. Took lunch at 10 and dinner at two with them (the log drivers), between which I returned to the boat and took in \$18.00 for negatives.

Saturday, May 25: - Wm. Thompson and his wife Mary arrived this evening from Riceville, Iowa on the steamer NELLIE KENT. He is to learn the business and she to do the housekeeping. I am to pay for her services 10 dollars per month for three months and 15 dollars per month for the next three months.

Friday, May 28: - Another big drive (logs) came down today and I went above the St. Croix Falls and took several instantaneous negs. There were over two hundred men and about ten wanigans. (*Lumbering term for the cook and sleeping shacks, often mounted on runners, wheels or afloat on flats. Ed.*) They are all camped on the shore of the river opposite us tonight and their campfires and wanigan lights make it look very lovely. The scene today has been a lively one; twenty or more batteaux, each filled with men shooting through the rapids and from point to point. The wanigans casting loose and darting over the falls and down the rapids, some with men to manage them, the older and weaker ones empty and picking their own way, some filling and some getting smashed. The batteaux, which are boats holding from 10 to 20 men, were carried around the falls on the men's shoulders. At lunch time, 10 o'clock, and dinner time, 2 o'clock, the shore was covered with men. Around the different tables, some sitting on the ground and others standing at the tables, each with his tin basin filled with tea or coffee and the tin plate filled with good and wholesome food.

Wednesday, June 2: - Went to St. Croix Falls and took some instantaneous views. It commenced to rain as we got through and we reached the boat thoroughly soaked. We caught four catfish yesterday weighing five or six pounds each.

Saturday, June 5: - Took some views of the town, etc. yesterday. About four o'clock this morning we started for Taylor's Falls, Minnesota and dropped down to Franconia, Minnesota. Took negatives of two houses and some portraits amounting to over \$15.00.

Sunday, June 6: - Took in today \$30.25 for stereos, tintypes, etc.

Monday, June 7: - Took some views of Franconia from a scaffold the citizens built for me.

Monday, June 14: - We got up at half past three this morning and at six were at breakfast in Osceola, Wisconsin. It is rather nice to be moving from town to town taking house, furniture, etc. with you, getting up in Franconia and taking breakfast in Osceola.

Wednesday, June 16: - Took my skiff on board the G. B. KNAPP this afternoon and went to Taylor's Falls.

Thursday, June 17: - Stopped with Capt. Knapp on board his boat last night and took breakfast with him this morning. Sold a pretty good bunch of views to Seymour, George and others. At 10 o'clock, started with my skiff having on board Mrs. A. Boucher and Miss June Soule and rowed to Osceola, mostly through the lakes and side channels of the river. Reached the boat at 12 o'clock. The ladies took dinner with us and went up in the G. B. KNAPP.

Saturday, June 19: - Rode out last evening to Mr. Samuel Thomson's with the intention of taking pictures of his trout ponds. The wind blew so this morning that I did not attempt to take any. Started back after breakfast taking Bertha (9 years) and Ada (7 years) with me. They stayed with me all day, their mother coming with the wagon for them in the afternoon.

Sunday, June 20: - Took in \$20.00 yesterday and \$30.00 today.

Monday, June 21: - Started with SUCCESS (the name of my boat) about four o'clock this morning. Stopped at the mineral springs, three miles below, and filled our barrel. Reached Marine (11 miles) about noon.

Saturday, June 26: - Took some negatives of the mill and a small waterfall near the mill.

Monday, June 28: - Started from Marine at four this morning. Went about five miles and met a head wind which made us lay up until 7 pm. Then started and in half an hour had to lay up again on account of wind.

Tuesday, June 29: - Up at 3:30 this morning and tried to go but no go. The wind was up so we went half a mile and tied up; crossed the river and took some negatives of river drivers. Started again about sundown. Pulled on tow lines, rowed, poled, etc. until 2½ miles from Stillwater when the G. B. KNAPP came along and took us in tow and brought us safely to Stillwater. So, I hope to have a good night's rest. Last night it was all work in my dreams: I having at one time a railroad photographer's car which I had to lay up on account of wind.

Thursday, July 1: - We have been printing today, doing but little business here. Gallery full of raftsmen looking at views of river drivers, etc., spitting tobacco juice over the floor. The chief of police came in today and commenced spitting. I took the mop and wiped it up while he stood there and he soon left. Would like to convince him that although he may choose to make a hog of himself, he has no right to make a hog pen of my establishment. Took a ride in the evening with Mr. Sinclair, the leading photographer here.

Saturday, July 3: - Took some views of Stillwater, Minnesota.

Monday, July 5: - Have done a good business the last two days but very poor before that.

Tuesday, July 6: - Visited the Masonic Lodge at Stillwater last night. About 12 o'clock midnight the NELLIE KENT took us in tow and brought us to Hudson, Wisconsin. We have left the river with its endless string of floating logs. We have left Stillwater where the lake is covered with logs in process of formation into rafts and are now at Hudson, Wisconsin where the lake is calmer and still.



Hudson, Wisconsin looking upstream from the hill on the lower end of town, July 7, 1875. A railroad bridge extends from the shore in the distance. From the Mary Green collection.

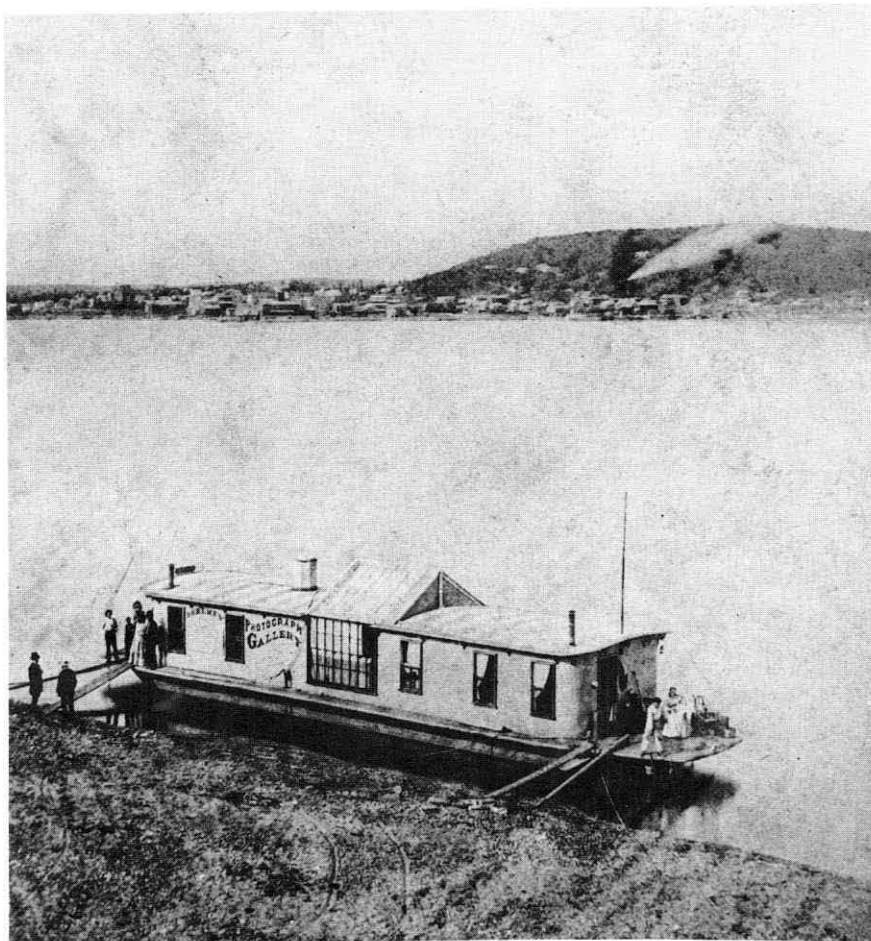
Wednesday, July 7: - Took some negatives of Hudson, Wisconsin.

Friday, July 10: - Went with a horse and buggy to Willow River Falls and took some negatives.

Tuesday, July 14: - NELLIE KENT took us to Lakeland, just across the lake. (*Hudson, Wisconsin is at the upper end of Lake St. Croix, a wide reach in the river. Ed.*)

Saturday, July 18: - Last Thursday I put a sail on my skiff and went with the speed of a race horse to Stillwater, Minnesota. Sold a lot of views there and at 6 pm. put my skiff on the NELLIE KENT and went to Taylor's Falls, Minnesota; reached there at one o'clock (and) roomed at the hotel with ex-governor Marshall. On Friday sailed and rowed

to Franconia, Minnesota. Took dinner with Mr. Munch then, accompanied by Mr. Munch and Mr. Groll, went in the skiff to Osceola, Wisconsin. Took tea with Mr. Merrill, then walked to L. Thompson's and in the morning back to Osceola. About 11:00, started on my trip again. Stopped at Marine for dinner and reached Stillwater, Minnesota, 24 miles from Osceola, about 7



From July 14 until July 26, 1875 the Doremus gallery lay at Lakeland, Minnesota as shown here. Across Lake St. Croix is Hudson, Wisconsin, just about one mile distant. The hill from which the view of Hudson was taken rises steeply at the lower end of town; the railroad bridge is out of sight to the left. Collection of Mary Green, courtesy of Murphy Library.

o'clock having used my sail most of the way. Met the KNAPP and NELLIE KENT on their way up and was loudly cheered by the latter. About 9:00, put my skiff again on the NELLIE KENT at Stillwater and reached the SUCCESS about midnight having had a very pleasant trip and taken in about \$60.00 for views and portraits.

Andrew said a big pickerel came by the boat and (he) hit him with the pike pole. We afterward secured him with a fish spear. He was 41 inches long. I took a negative of him. Sent a letter home with a \$50.00 money order in it making \$250 this summer so far.

(The photograph of the 41 inch pickerel appears on page 23 of our March issue; we believe experts would call this a pike because of the large size. Ed.)

Monday, July 19: - Visited the Masonic Lodge at Hudson.

Tuesday, July 20: - Waited until past midnight last night for the NELLIE KENT but she did not come to Lakeland so this morning, the wind being favorable, we put up a sheet for a sail and sailed to Afton, Minnesota.

Thursday, July 27: - The NELLIE KENT took us in tow about three o'clock this morning and took us to Prescott, Wisconsin.

Wednesday, July 28: - Went in a skiff to the mouth of the Kinnikinnic River, about six miles up the lake (St. Croix).

Saturday, July 31: - Started about 4 o'clock yesterday morning and rowed to Hastings, then took railroad to St. Paul. Bought oil cloth for dining and toilet room and a small washstand bureau. Started down in the afternoon on the ALEX MITCHELL. She got stuck just below Hastings and lay there until morning when I got the captain to put me ashore and walked to Prescott. Went up for my things about 5:00 pm.; shortly after that she got off and went on down the river.

Monday, August 2: - Took Mr. Thompson with me in the skiff and rowed to Hastings, Minnesota for the purpose of meeting Gene Ostrander and Lizzie Schoonmaker. They arrived at 7:30 pm. We had a fine row down the river arriving at my boat at 9 o'clock.

Wednesday, August 4: - Went yesterday afternoon with Mr. Pingree to River Falls, Wisconsin, 14 miles. We were caught in a very heavy shower and wet through. Today, I took several negatives of the falls on the Kinnikinnic River and also of a pretty falls on the south fork. Started for home at seven with Mr. Barrett, arriving at 11 o'clock.

Saturday, August 8: Received four boxes from home and two from Rochester, mostly frames. Received two from Buffalo, New York over a week ago.

Sunday, August 9: - Went with a team accompanied by Gene (Ostrander) and Lizzie Schoonmaker to Hastings to take a picture of Vermillion Falls.

Friday, August 13: - Started last night about 8 o'clock for Diamond Bluff. It was a beautiful night and we ran until 12, making about six miles. This morning we came the rest of the way. (The SUCCESS is now on the Mississippi and headed south, at last. Ed.)



From August 13 through August 18, 1875 the Doremus floating gallery was at Diamond Bluff, Wisconsin and this is one of the views taken there. Almost any business was taken to small towns by

river in steamboat days in produce boats, cooper shops, junk boats, dish boats, general merchandise, card parlors, photographers etc. and now an umbrella maker. Collection of George V. Allen.

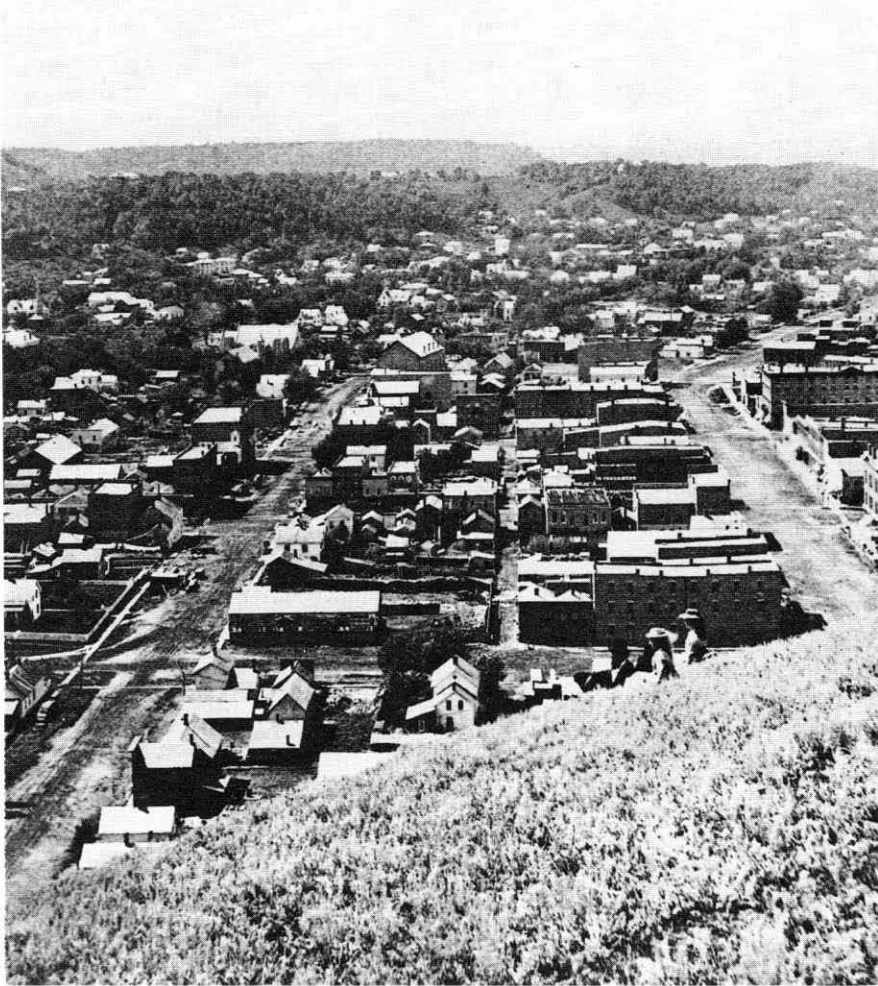
Tuesday, August 19: - We did pretty well at Diamond Bluff and last night about dark we started down the river. Will was sick and the girls all soon went to bed leaving Andrew and me to manage alone. We ran until 11:30 and then tied up and slept about 2½ hours. We then started again and reached Red Wing about five in the morning. Barnum's Hippodrome was there. We took in \$12.00 and went to the circus in the evening. Forgot to mention that Mary T. got a good wetting last night by falling in the river while getting into the

boat from the skiff. (We find no description of Barnum's Hippodrome but suspect it was a floating circus, on barges. Ed.)

Monday, August 30: - Have done very little trade at Red Wing. Have had a couple of carpenters to work. Got hog chains in and a big imitation camera made for the top of the boat. Took some views of the town last Thursday looking down the river and yesterday Andrew and I took some views from Barn Bluff. The girls brought our dinner up so we had a good picnic. Started this morning for down the

river but, after making half a mile, was blown onto the Wisconsin shore. Employed ourselves very pleasantly in work, swimming, etc. Rowed to town at night for some things but, with a shower coming up, we had a hard time getting back. The girls stayed on the gallery.

Thursday, August 31: - We started this morning and got half a mile farther and had to tie up until after dinner. Saw our Red Wing milk boy and the girls started in the skiff for milk. Andrew and I went on and soon ran upon a mud bank. We got off, after the girls came with the skiff, by using the anchor.



RED WING, MINNESOTA

Sunday, August 29, 1875

This is the view looking north from Barn Bluff taken by J. P. Doremus and his assistant Andrew Veum. The girls, Lizzie Schoonmaker and Gene Ostrander, are seated in the grass. Collection of Mary Green.

We then got down to Lake Pepin and tied up. After dark there came up a big storm which drove out gallery hard up on shore and ground our printing gallery against it. Fearfully, I went out and was wet through in less than a minute by the waves. Our skiff is on shore, filled with water. There will be work in the morning. Had plenty of hail also but no glass broken.

Wednesday, September 1: - We got off with but little trouble this morning and after I had rowed to Bay City (2½ miles distant) and back we put up a sheet and then sailed by new skiff,

which I bought of Mr. Falleng of Red Wing, and set sail for Maiden Rock, Wisconsin. After sailing, rowing, towing and poling until supper time, the girls passed the time pleasantly ironing, clearing up the pantry and doing numberless other things, singing and whistling as they worked. We stuck upon a sandbar within about a mile out of Maiden Rock, Wisconsin. We did not get off until after dark and anchored nearby.

Tuesday, September 2: - The wind was against us this morning and it was raining so we found it pretty hard to reach town, having to pole all the way. We are

pretty secure from the waves but they are heavy out on the lake (Pepin). It is raining terrible now.

Friday, September 3: - Andrew left this morning to be gone a few days so I am alone with the two girls. The lake is so rough that they are both seasick. I have to anchor out in the lake to keep us out from shore.

Tuesday, September 7: - Have had some pretty rough weather since I have been here. Had to get up at one o'clock this morning to make all secure. I have an anchor out in the lake so that I can keep off shore but my printing gallery beats so against the big boat that she broke both fenders this morning. I have not been able to take pictures half of the time. Will and Mary came back today and tonight we poled up Rush River where we find a good, safe place to lie but rather too far from town.

Thursday, September 9: - Did middling-well at Maiden Rock in the portrait business and got some pretty good views looking up and down the lake. Left there yesterday morning in tow of the propeller PEPIN which took us to Lake City where we now are. (*Undoubtedly a small log tug, probably under 20 tons; not found in Way's directories.* Ed) Took Lizzie with me yesterday and went to Red Wing on the railroad (fare for both \$1.05). Received a couple of packages by express. Took our supper at a restaurant and about 7:30 started back on the ALEX MITCHELL, arriving at Lake City about 10 o'clock.

Last Saturday I visited the lodge at Maiden Rock and worked an E.A. degree. Maiden Rock was first settled in 1855, John Turnbull and two brothers named Harris building a mill at that time. The town is about four miles from the rock from which it takes its name. The Harris brothers were Albert & Amos.

Saturday, September 18: - Last Thursday, the winds were very high and blew the waves upon us very bad. We could do nothing so I got the PEPIN to tow my boats to Reed's Landing. It was so rough they could not get up the anchor so had to let it go. Gene and I stayed on shore and took dinner at the Sherman House and then took the railroad for St. Paul. We put up at the Sherman House, Gene occupying room 14 in company with an old, fat lady - very nervous. I

took No. 13 opposite in company with a man who did not make his appearance until after I left, which was four o'clock. She (Gene) left at 5:10 in the morning. I called on Illingworth and saw his new operating (photography) wagon and left at 10:10. Arrived at Lake City in time for dinner.

Helped Capt. Murry of the PEPIN fish up the anchor after which he left me at Maiden Rock Bluff (not the town). I tried to take a negative but it was too late so I left my things in the bushes and looked for a supper and lodging. The first two or three persons I met could not talk English but, after going a mile and a half, I at last found an American family and got a good supper, lodging and breakfast. Borrowed a skiff in the morning and went back to the rock. It being stormy, I got my things and when the PEPIN came along I got on board and went with her to my gallery. They have not had a customer since they have been here (Reed's).

The first settler in Lake City was Jacob Boody who made a claim in the fall of 1853. The next year, his brother John Boody and Abner Duvelle arrived and made claims. A town was surveyed and platted in 1856, the proprietors being Messrs. Tibbets, Duvelle and Boughty.

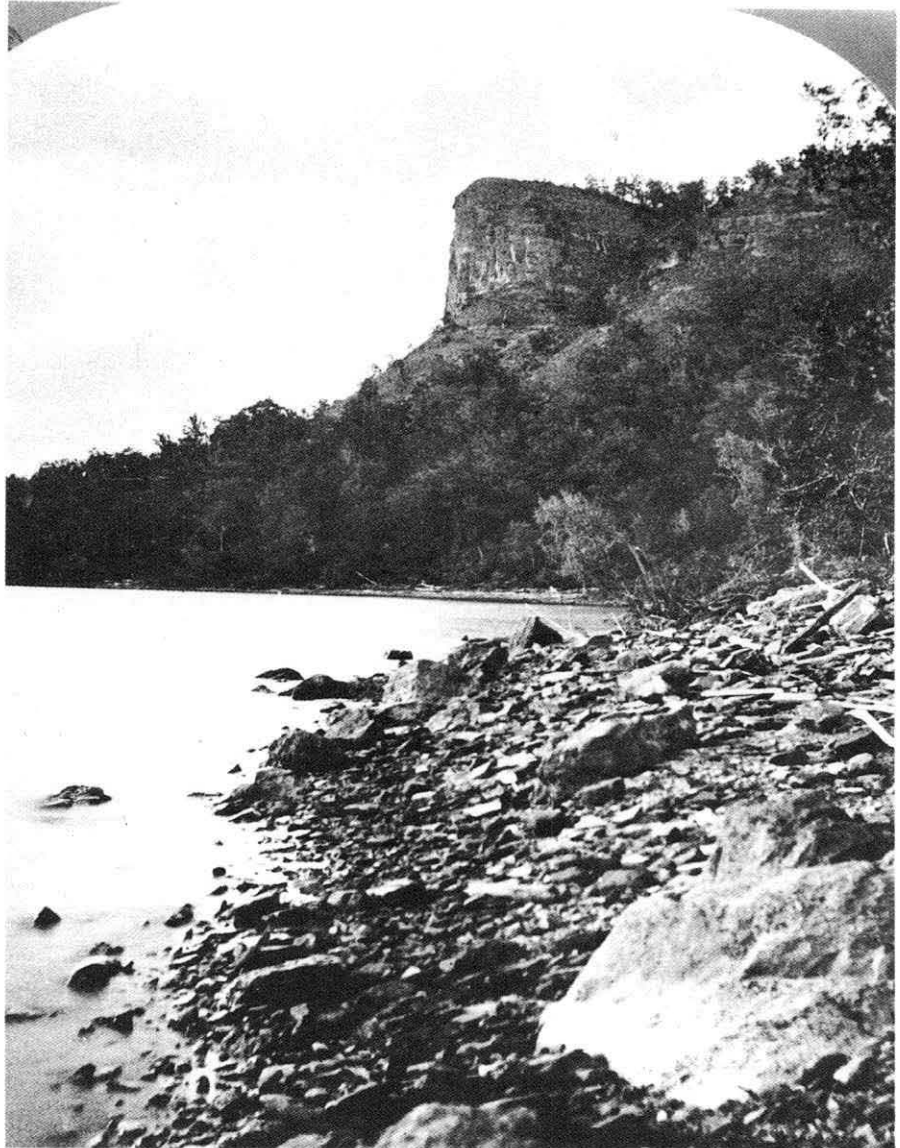
Monday, September 20: - We left Reed's Landing this morning and was seven hours getting to Wabasha, the winds blowing us on shore and me hauling us off with

the anchor. We are in still water in a slough back of the town. (We note that modern maps use "Reeds Landing" but the old-timers used Doremus' spelling; when did it change and why? Ed.)

Wednesday, September 22: - Went by stage yesterday to Reed's Landing, Minnesota. Put my skiff and outdoor apparatus which I had left there on board the PEPIN.

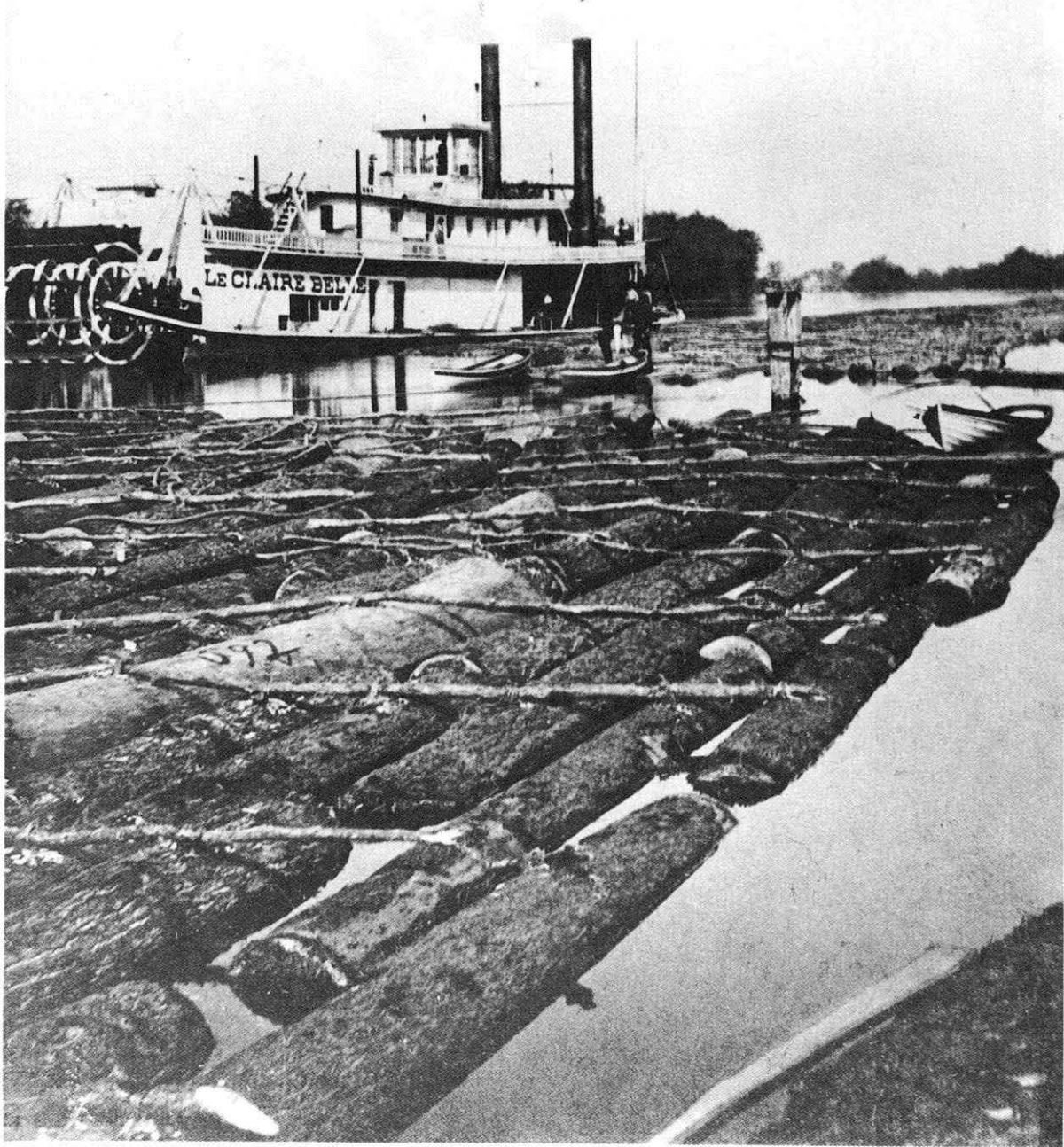
Got off at Stockholm. Rowed to Maiden Rock (Bluff) and took a couple of negatives with the PEPIN in. Weather cloudy just as I began to work so negatives not first rate. Bad weather today so went back to Wabasha.

Monday, September 27: - Andrew and I pulled up to Reed's Landing today and took some views of the town.



MAIDEN ROCK
September 21, 1875

This landmark is at Mile 760 overlooking Lake Pepin from the Wisconsin side. The bluff is about 400 feet in height with the sheer drop 150 feet. It is named for the Indian maiden Winona who, refusing to marry a brave not of her choosing, threw herself from the cliff. From the Mary Green collection.



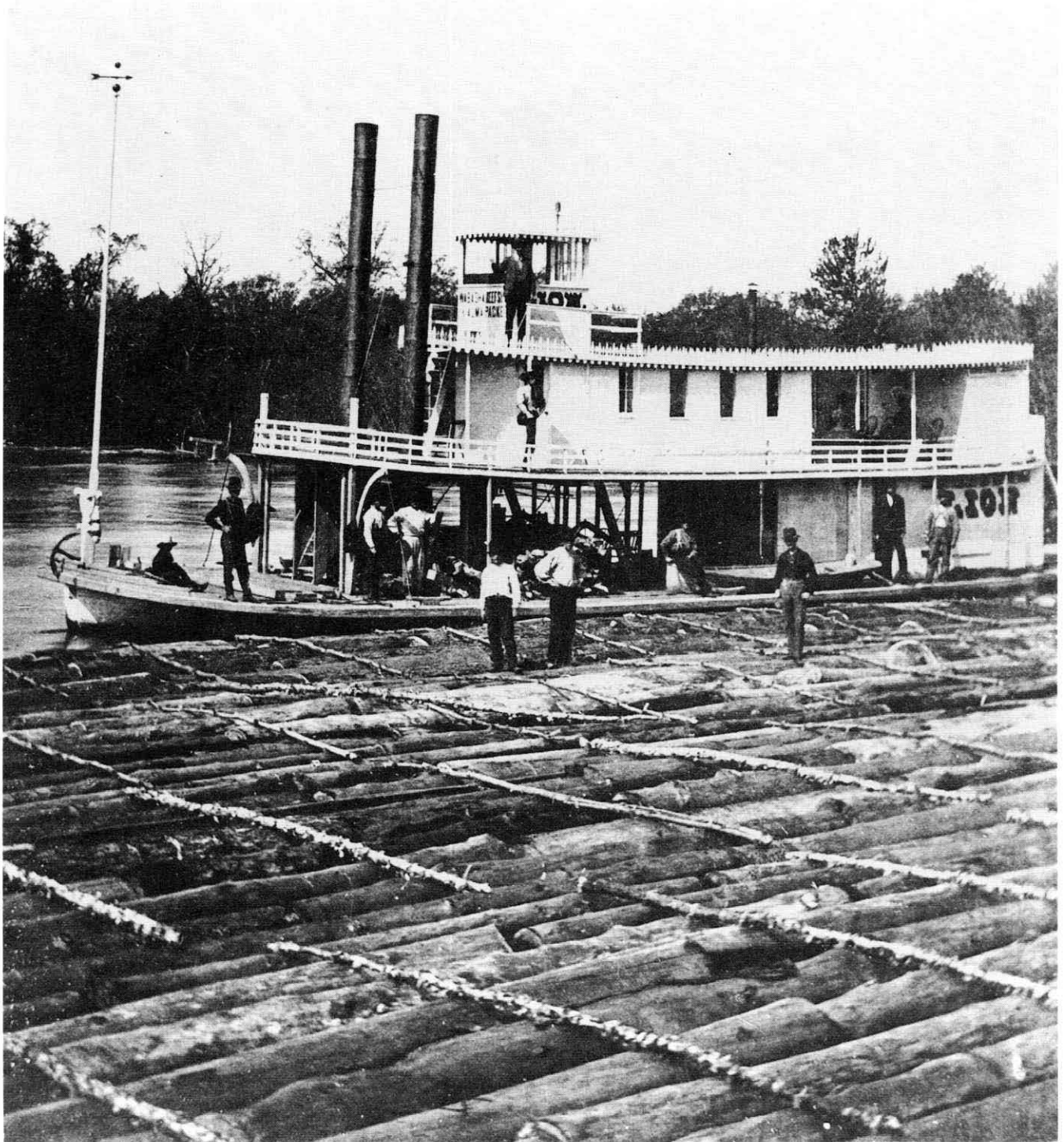
The LE CLAIRE BELLE (T1566) is seen here in Beef Slough, preparing to make up a raft and move it to the sawmill. The boat had been built in 1873 by J. W. Van Sant & Son and was one of more than 75 "rafters" moving logs south in 1875.

The raft boat will hook into three brails of logs (half a raft) which have been lashed together by the mate and his crew. A butting block, a big log chained to center brail, is located in the stern

of the raft and boat faces up to it with an array of lines to control the raft.

The half raft moves out of Beef Slough with a small tug lashed across the head to guide it through the opening in the log boom. When out into the Mississippi, the raft is tied up and the raft boat returns for the second half. A complete raft was 275 feet wide and 600 feet long.

From the collection of the Passaic County Historical Society, Paterson, NJ.



The packet LION (Way #3484) was new in 1875, operating in the Wabasha, Beef Slough and Alma trade, two round trips a day. The owner, Capt. Hiram C. Wilcox, is on the roof.

Beef Slough was a busy place when John Doremus took this photo. Between 1,200 and 1,500 men were employed in sorting logs, forming them into brails, 600 feet long and 45 feet wide, and then into rafts, two halves of three brails each. Mary Green collection.

Saturday, October 3: - Have been painting my other boat lately; it looks fine. On one side of it is lettered "Doremus's Photographic Printing Gallery".

Monday, October 4: - Took a 14x17 negative of my boats this morning.

Tuesday, October 7: - Took some negatives of Wabasha yesterday from the roof of Mr. Van Dyke's house. At 2 o'clock today we poled out of the slough at Wabasha and started on our downward journey. Got along pretty well; we had to anchor once and go forward in the skiff but got along without getting aground. Reached Alma (Wisconsin) about 8 o'clock and tied up at the upper sawmill.

Friday, October 8: - Took some views of Alma today, from one of the bluffs.

Wednesday, October 13: - Put the sail on my new skiff (which I have named the LADY ANNIE) and with Mary Thompson went to Wabasha. The wind blew pretty hard up stream so we went along finely with the exception of getting caught twice on the sand bars which forced us to retrace our way. Sold about ten dollars worth of views in Wabasha and at 3 o'clock started back and arrived at Alma at seven after four hours of the hardest pulling I ever did in my life as the wind blew very hard against all the way.

Thursday, October 14: - Lizzie received a dispatch from her father telling her to, "Come home quick", so she started by stage for Winona, Minnesota this morning, to go to Owatonna, Minnesota and then change for Leroy Post Office.

Monday, October 18: - Took some views of the upper sawmill and also of the town from a sandbar in the river. Sent a \$50.00 money order home, making \$350.00 this year.

Monday, October 25: - Sent another money order home: \$50.00, making \$400.00. We are doing very well at present. Have taken in over \$175.00 the past week. Andrew left today; he expects to start a gallery in Wabasha.

Monday, November 8: - Sent home a money order for \$50.00, making \$450.00 this year.

Friday, November 12: - Left Alma yesterday. Got stuck on a sandbar. Paid the steamer LION \$10.00 to haul us off. Got to Minneiska, Minnesota about 12 midnight by following a raft after dark. A wind coming up just as we reached town, blew us on the opposite side of the river.

Saturday, November 13: - We managed by using the anchor and our lines to get across the river. George Earl helping us. My weight today is 167½ lbs.

Sunday November 14: - The river begins to freeze. The Whitewater River, at the mouth of which we are lying, is frozen out and skaters have been on it all day.

Monday, November 22: - I have my trunk packed up and expect to leave for home this afternoon. William Thompson and Mary are to remain on board until I return in the spring. He is to have 50% for all pictures taken.

Saturday, November 27: - Left Minneiska, Minnesota last Monday afternoon. Stopped at night at Portage City, Wisconsin. Good Hotel. Tuesday night, spent with John Tallman, Chicago, then took Chicago, Peoria and Fort Wayne Railroad for Philadelphia. Stopped with Mr. Bateman Thursday night, leaving my stereo cutter with Wilson Hood to be sharpened, and arrived home last night.



ALMA, WISCONSIN

Monday, October 18, 1875

Taken from a sandbar in the river. Alma was busier than it appears; in 1875 there were at least two sawmills and a short distance upriver was Beef Slough where vast numbers of logs coming from the Chippewa River were formed into rafts. From the Mary Green collection.



JOHN W. CANNON MARKER

Bert Fenn sends us the recent photograph of a roadside marker re-installed by the Kentucky highway department to mark the birthplace of Capt. John W. Cannon. Writes Bert:

"Three of four years ago the Kentucky Historical Society put up a marker near Hawesville, KY regarding the birthplace of Capt. Cannon. Within a short time the sign disappeared but late last year it was replaced. This is located at a pull-over a few miles east of Hawesville, KY on Highway 60.

From this pull-over one can look down on the river, the Cannelton Locks and Dam and the river bottoms where Cannon was born. This spot also overlooks the scene of some spectacular coal spills back during the days of the Combine. When I was a boy, we used to row out to Fulton Bar and dive for the coal there."

The following account of one of the coal spills in the Cannelton, IN vicinity is furnished by Mike Rutherford, local historian:

Cannelton Telephone
Cannelton, Indiana,
December 14, 1905

As a result of the high wind about 7 o'clock last Saturday evening (December 9), 32 coalboats containing about 864,000 bushels of Pittsburg coal lie on the bottom of the Ohio River in front of Cannelton for a mile or more.

The RAYMOND HORNER with 27 boats came round the bend above town first and, in making a landing at Zellers' sawmill, lost 5 boats - swamped by the high waves and up-river swells. In landing, she tore loose nearly 300 saw-logs belonging to Zellers Bros., many of them getting away.

Following the HORNER closely was the HARRY BROWN and tow of 31 to 34 coalboats. Just as soon as they rounded the bend the high winds struck them with full force and waves rolled high over the entire fleet. In attempting to land below the HORNER the BROWN had to swing her fleet first toward the Hawesville shore then point it back towards the Indiana side, at which latter point the waves swamped boat after boat until it was necessary for men with axes to cut the BROWN loose from her sinking fleet.

Waves rolled high across the deck of the BROWN and the door to the engineroom, which was locked, was burst open by the swells. The wind was described as something terrible and for a few minutes it looked as if the entire boat, men and fleet would be lost.

Most of the barges, it is thought, sank in the deep water just above this city while two were seen to go down directly in front of Cannelton and one a few feet out from the Southern depot here. Just how many sank below here no one knows for it was a night of terror along the river.

A half hour later the BROWN followed the boats down and below Tell City caught two barges and a fuel boat which were taken back to the HORNER's fleet.

Two of the HORNER's boats were nearly full of water and both boats and crews spent the rest of the night in saving them. The lost fleets belong to the Combine and they carry their own insurance.

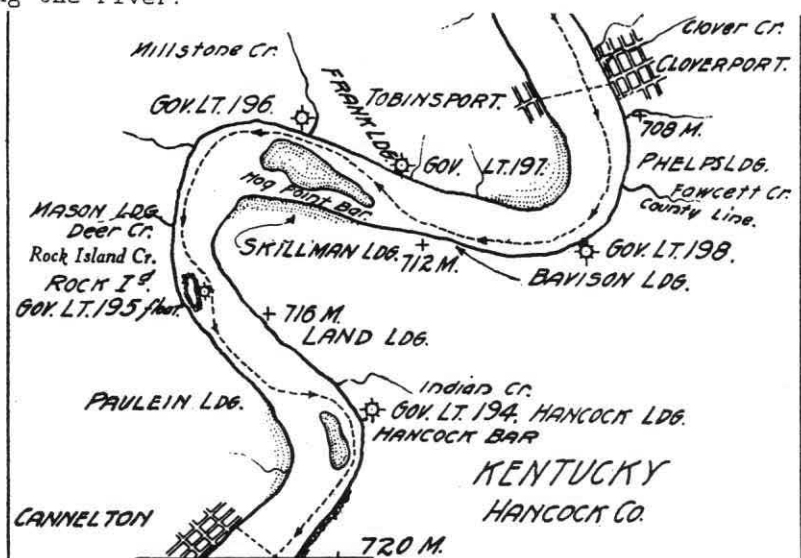
The HORNER was commanded by Capt. John Dippold, the BROWN by Capt. Fred Burroughs.

Sunday afternoon the O'NEIL (W.W.) came up from below with empties and the BROWN went on up the river with her while the HORNER left with 26 pieces for Cairo at 5 pm. that day.

This brings to mind the loss the BOAZ sustained in this same bend some six or eight years ago when she hit the bank with her tow in a fog and tore it to pieces. And also, the J. B. FINLEY, on March 21, 1903, in this same bend broke her wrist, her tow struck the bank and went to pieces. She lost 22 coalboats, two barges of iron and one of steel rails.

This bend is certainly one of the most dangerous on the Ohio and one which will now be talked about most by towboat pilots.

The Combine has done nothing so far towards saving this lost coal as the river is too high.



CAPT. TIMOTHY M PARKER

The Waterways Journal of April 27, 1992 brought us the sad news of the death of Capt. Tim Parker and reminded us of our one meeting, a pleasant memory of almost 50 years ago.

On the morning of June 25, 1946, aboard the yawl LADY GRACE (II), Woody Rutter and I came out into Bankhead Lake after spending the night under a cottonwood tree on Big Shoal Creek, way down in Alabama. Bankhead Lake is above the 90 foot dam and (then) tandem locks on the upper reaches of Black Warrior River but, in truth, we weren't sure where we were. The previous day had been spent coming down the Mulberry Fork of Black Warrior River from Blackwater Creek, vainly looking for Birmingham which was up another fork (Locust). We spent the night up Big Shoal Creek because there was a gas station up there, the only one for 35 miles so the locals said.

Entering Bankhead Lake we were somewhat astounded to see a sternwheel boat and a tow of coal barges about a mile to our left (we supposed that to be downstream). The boat proved to be the HELOISE and, after tying alongside, we went up to the pilothouse and were greeted with, "I thought the LADY GRACE was wrecked up the Allegheny River. You must be Fred Way." This was our introduction to Capt. Tim Parker, owner of the HELOISE which at that time was the last commercial sternwheel boat on the Black Warrior. Tim knew of other adventures with the LADY GRACE from the pages of The Waterways Journal.

Nothing would do but we stay aboard for lunch and then for the trip down through the tandem chambers of Lock 17 and Lock 16 another mile or so below. The HELOISE had a friendly crew and we all visited around the big table in the cabin and partook of a dinner fit for harvest hands.

**FOR SALE!**

The Capt. Elijah P. T. Hollcroft Mansion (sometimes called the Parr Mansion) in beautiful Alton, Indiana. House is approximately 100 years old in pristine, original condition on a 60x120 ft. lot. Antique furnishings included, all for \$60,000.

Capt. E. P. T. Hollcroft, February 15, 1828-July 23, 1898, was prominent in the Louisville and Evansville trade before and after the Civil War. He was master of the GREY EAGLE (Way #2462), LOUISVILLE (Way #3601), PALESTINE, (Way #4389), RAINBOW (Way #4672) and undoubtedly others.

This bulletin comes to us from Bert Fenn, Tell City, IN who comments that the house is so original that it probably does not have a bathroom. Ah, we always wanted to live in a house so obviously built by a steamboat man but this opportunity, sadly, comes a few years too late.

As we shook hands with Capt. Tim that hot afternoon on the HELOISE he handed us a set of navigation charts for the "Tombigbee, Warrior and Black Warrior Canalized System" and said, "Don't you get lost again now, hear!"

Over the years we have corresponded with Tim and talked with him on the 'phone but our one meeting was that very pleasant visit aboard the little HELOISE. Thanks for the charts, Cap.

Sirs: The AMY HEWES on the back cover of the March issue brings back a story I once heard about this photo.

The story told me is that the AMY is backing down Bayou Teche with a log raft. The wheel wash and the position of the yawl on the head of the boat shows her to be backing. I was told that she always backed her raft tows out because the sharp bends in the bayous made it difficult to shove a raft around.

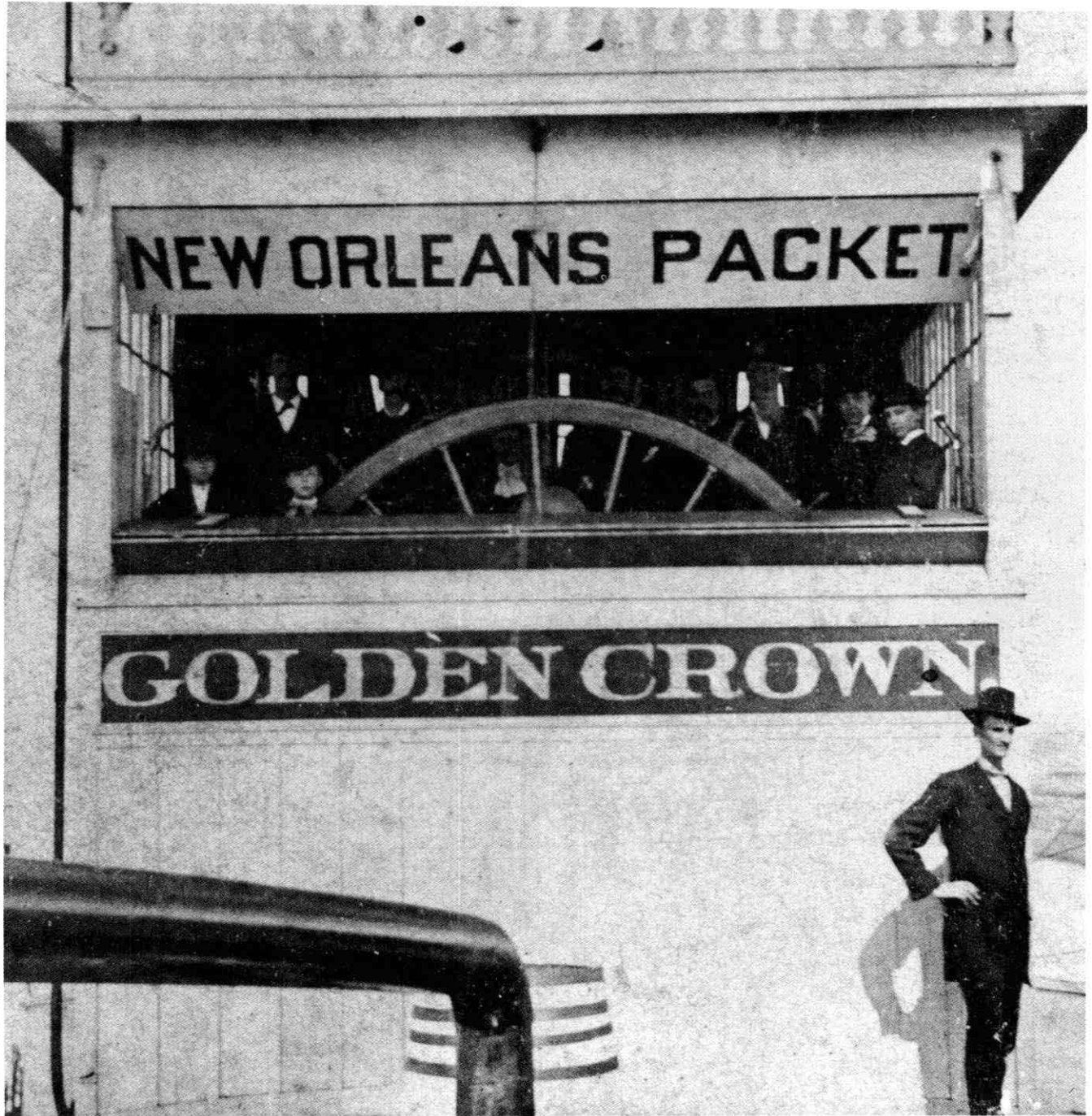
Allen K. Wisby
1608 Burke Road
Pasadena, TX 77502

= Right you are; a corner of the raft is just peeking out from under the branch on the live oak tree. - Ed.

MARIETTA - WILLIAMSTOWN BRIDGE

Good progress has been made this spring on the replacement span for the bridge connecting Marietta and Williamstown, West Virginia. The modern bridge does not have the roller coaster swoop of the 1903 span it replaces, strictly functional and probably more substantial.

Attendees at the S&D Annual Meeting just might be able to take a walk across the broad Ohio although the precise opening date for the bridge has not been announced. A sidewalk is provided on the downstream side with a stairway leading up to it from the River Walkway along Ohio Street.



Hobnobbing with stereo card collectors brought this photo to the hands of Ralph DuPae and the Murphy Library. The CROWN was evidently on some sort of an excursion when this view was snapped and we count eleven persons including the white-whiskered pilot in the pilothouse. The sternwheel GOLDEN CROWN (Way #2363) was built at Cincinnati in 1877, 261x41x7 and ran Cincinnati-New Orleans for the Southern Transportation Co. Later, the CROWN was renamed DE SOTO (Way #1519).

As soon as we saw GOLDEN CROWN, snatches of doggerel came to mind. A call to C. W. Stoll brought the words:

GOLDEN CITY and GOLDEN GROWN,
GOLDEN RULE and PARIS C. BROWN.

Yo' starts on da CITY,
And yo' meets da CROWN,
And yo' goes into Memphis
On the PARIS C. BROWN.

Now, we don't know where this beautiful poem is written down but we've seen it, someplace. Anonymous?

A NEW STEAMBOAT?

David Massie, Akron, Ohio, recently handed us a copy of the prospectus for the Delta Queen Steamboat Co. stock offering: 3,600,000 shares at \$13.50; proceeds to the company \$52,164,000. The latter figure caught our eye, a rather tidy sum indeed. Curious about the high finance, we perused the prospectus. Inside the front cover we found one reason for raising money, a rendering of the proposed BELLE OF AMERICA!

We read on: "Based in part on increased occupancy, high levels of advance reservations and the size of the Company's target customer base, the Company believes there is significant demand for additional capacity and plans to expand through the development and construction of a third paddlewheel passenger boat. The Company intends to design the new vessel to accommodate approximately 420 passengers, which would increase the Company's current cruise capacity by approximately 70%."

The proposed BELLE OF AMERICA is a right handsome boat in the now familiar "gambling boat" style. She has five decks, twin stacks ahead of the pilothouse and arches and frills on the tops of the stationaries between decks and feathers on the stacks. We are informed that the hull size is 360x90, larger than the MISSISSIPPI QUEEN (345x67).

It is our understanding that the propulsion system started out to be along the same lines as the newer gambling boats, i.e. diesels with twin props and a functional sternwheel. Now it seems that marketing experts see that steam on a steamboat (as in the name of the company) is a must. Calls are going out to locate sets of suitable engines or drawings by which to duplicate some with enough power to drive the sternwheel. Diesels for the twin props are still planned so, if this scheme matures, the BELLE OF AMERICA will be a new hybrid.

If all goes according to plan, a contract for the new boat should be let by the fall of 1992 and she will be available for service in the 1994 season. In 1991, the DQ and MQ carried approximately 32,000 passengers and a third boat will allow more flexibility in planning annual overhaul.

ARABIA STEAMBOAT MUSEUM

Sonie Liebler has sent us a brochure on the new museum in downtown Kansas City dedicated to the ARABIA (Way #0311). The museum is located in an historic building in the River Market area, 400 Grand Ave. between 3rd and 5th Streets and contains 30,000 square feet of exhibit space.

Large sections of the steamboat including the stern, port engine and paddlewheel, etc. are displayed in a realistic recreation of the boat's main deck. Tons of well preserved cargo were recovered from the ARABIA wreck in 1988, undisturbed since the sinking September 5, 1856. Commonplace (and not so commonplace) items from frontier life of the mid-19th century are on display, ranging from axes to Yellow Bark pipe tobacco.

The Arabia Steamboat Museum is open daily except Monday and most holidays. Admission \$5.50 for adults and \$3.25 for children. Phone: (816) 471-4030.

PHOTOGRAPHIC EXHIBIT

Allen Hess, 17 Sandpiper Lane, Pittsburgh, NY 14534, artist of photography, advises that some of his work is going on tour.

The collection of Hess landscape photographs is titled, "Between Home and Heaven". The first showing is going on at the National Museum of American Art, Washington, DC and ends June 22. From August 14 through October 11, 1992 the show may be seen at The Carnegie Museum of Art, Pittsburgh, PA and will then move to the New Orleans Museum of Art beginning February 6, 1993.

The show is sponsored by the Consolidated Natural Gas Co.

THE BACK COVER

STEAMER WASHINGTON

* * * * *

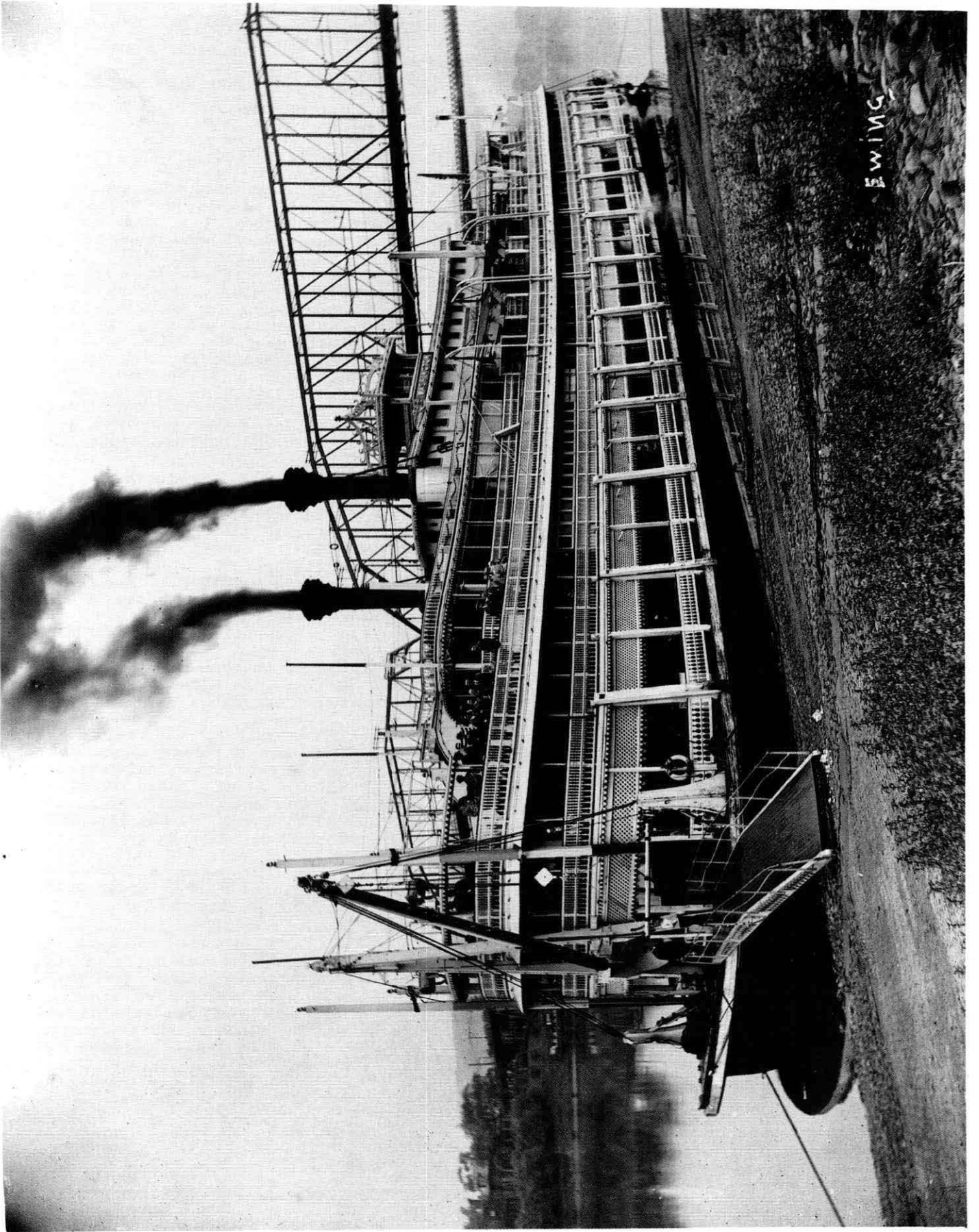
We had no trouble identifying the boat and location when this excellent photo was handed to us but it took a minute to understand what appeared to be "wrong".

The print is from an 8x10 glass plate negative taken by Ewing of Wheeling, West Virginia, probably 1930 or thereabouts. The location is wharf at Wheeling but for unknown reasons the WASHINGTON is landed headed downstream. Our days piloting the WASHINGTON with Bill Pollock date 1934-1937 and never do I recall landing downstream at Wheeling, or any other place for that matter. Odd, even though the river appears to be dead-pool without discernible current.

The WASHINGTON (Way #5711) started out as the SIDNEY (#5103) built at Murraysville, WV in 1880. In 1921, then owned by Streckfus and an excursion boat, the SIDNEY was rebuilt at Mound City, IL and renamed. Under manager D. W. Wisherd, the WASHINGTON became a summer fixture in the excursion trade on the Ohio River, based first at Cincinnati and then at Pittsburgh. She operated out of Pittsburgh in the 1930s including part of the 1937 season and then was replaced by the larger SAINT PAUL. Dismantled at St. Louis in 1938.

The bridge behind the WASHINGTON was built in 1891 and was called the Steel Bridge or the Ten and One-Half Street Bridge. It was removed some 20 years ago. The Wheeling Suspension (or Tenth Street) Bridge, built 1849, is visible just over the stern of the boat.

Our thanks to Richard Gumm, Marietta for the print.



EWING

