

S & D REFLECTOR

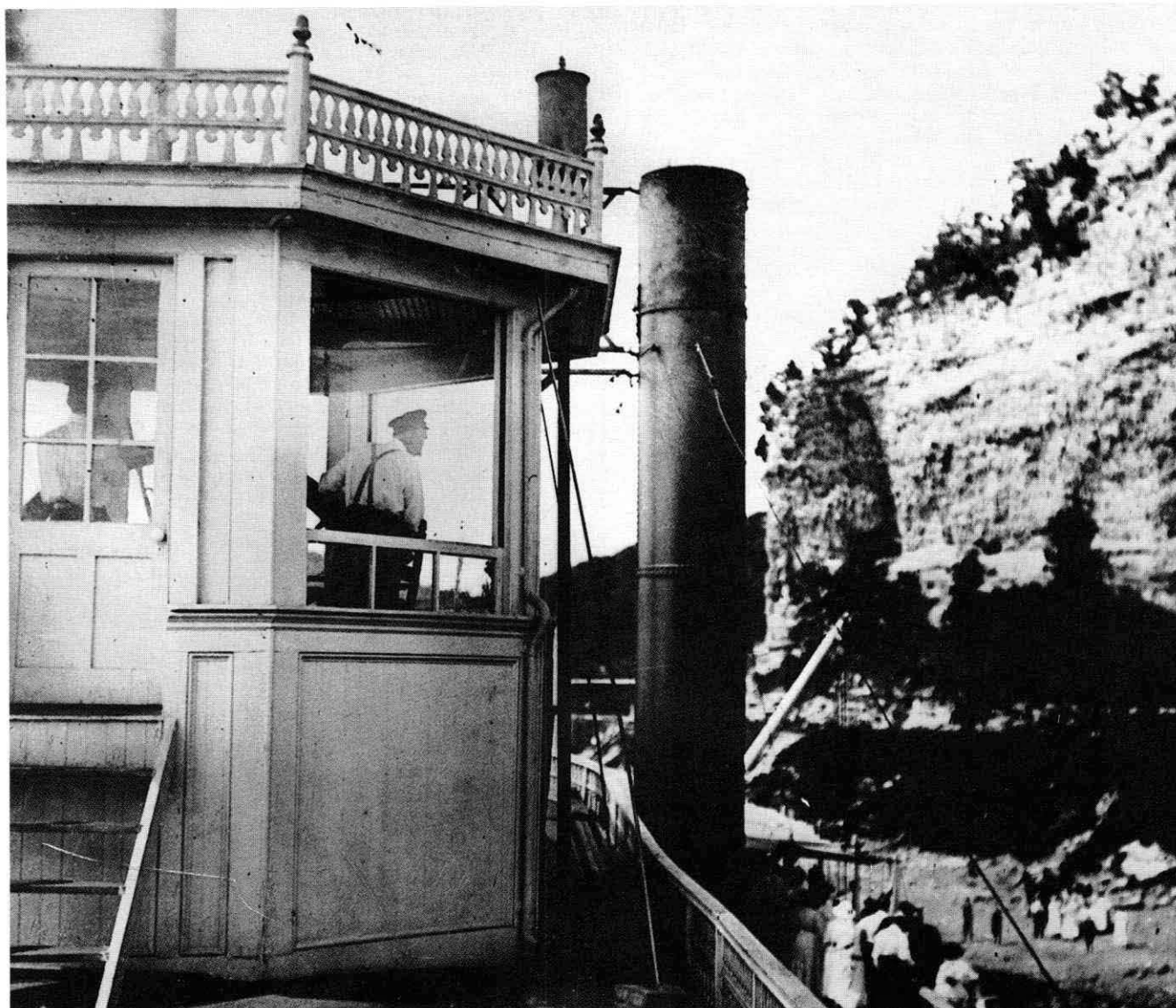
Published by Sons and Daughters
of Pioneer Rivermen



Vol. 29, No. 3

Marietta, Ohio

September 1992



ABOUT THE COVER PHOTO

We give credit to Ralph DuPae for suggesting this closeup photo aboard the ALTON (0207) as a cover photo. The scene is the Alton, Illinois landing and we surmise from the appearance of the folks on the hurricane roof that an excursion to Chatauqua, Illinois, 12 or 13 miles upriver is in progress. The ALTON was in the summer trade, St. Louis-Six Mile Island (Illinois River) with stops at Alton and Chatauqua.

The sidewheel ALTON was built in 1906 by the Howard Yard, Jeffersonville, Indiana for the Eagle Packet Co. She was designed for the St. Louis-Alton trade and her fast time from Eads bridge to Alton, 22 miles, was 1 hr. 44 min. She was the pride of the Eagle Packet Co. and commanded by Commodore Henry Leyhe, uncle of Henry W. and William H. "Buck" Leyhe; that just might be the Commodore standing to the right of the pilotwheel as he lands the boat. The ALTON was lost in the ice at Paducah, Kentucky while in winter quarters January 29, 1918.

The octagonal pilothouse is a distinctive feature and the drop windows look neat and practical. From other photos of this pilothouse, it appears that there was a drop sash in the front window also. The camera lens and angle makes the stacks appear lower than they actually were. The stack tops were considerable higher than the pilothouse roof although the top ring had been removed for some reason when the photo was taken. The single whistle has a look of deep-note authority.

From the National Waterways Collection, Mercantile Library, St. Louis.

S & D ANNUAL MEETING September 18-19, 1992 Marietta, Ohio

Headquarters for the annual meeting of S&D is Motor Hotel Lafayette, at the river, downtown Marietta, Ohio. Detailed information sheets about the meeting will be available at the front desk so pick up a copy.

Many members get into town early, for personal exploring and get-togethers. The first official event will be an informal reception in the hotel beginning 8pm, Friday evening. This is an opportunity to visit with old friends and meet other members.

The Board of Governors will convene in the ballroom at 9:30am, Saturday morning, September 19. All members are welcome, to hear reports on the status of the organization, projects completed or proposed, etc.

The boat rides aboard the VALLEY GEM have proved popular. The trip this year will be up the Ohio and through the Willow Island Lock. A buffet lunch will be served aboard. Good weather assured.

The banquet and election of officers will be held Saturday evening in the hotel ballroom. Speaker for the evening will be John W. "Jack" Gilbert, Marine Architect, Boston, Massachusetts. Jack has been responsible for the design of several of the more attractive gambling and dinner/cruise boats.

Tickets for the boat ride and luncheon will be available at the Friday evening reception. Banquet tickets should be purchased at the front desk of the hotel before noon Saturday.

Sirs - The photo of the WASHINGTON on the back cover of the June issue brought back many memories. When she was being dismantled, Francis A. Mesker purchased the pilothouse, stacks, etc. and set them up at his house overlooking the Missouri River in Florissant, MO. As a guest of Donald Mesker, I twice rode the GOLDEN EAGLE.

John D. Shipley
12085 SW 135th Ave., Apt. 92
Tigard, OR 97223

= We had temporarily forgotten about those mementoes from the WASHINGTON and hope that they are still in good shape. - Ed.

Sirs: Regarding the reference in the Doremus diary to Barnum's Hippodrome playing Red Wing Minnesota on August 19, 1875, I find that P. T. Barnum did have a "hippodrome" early in his career as a circus man. There is no indication that it was mounted on barges. It was playing Red Wing during a tour of the United States.

Walt Thayer
Box 2175
Wenatchee, WA 98807

= We didn't see any reference to the Barnum Hippodrome in Showboat Centennials Newsletter but speculated about the circus being on barges; glad to have confirmation that Barnum's was a land operation. Webster's says a hippodrome is an arena and Barnum liked big words. Ed.

PORTLAND RESTORATION

Our thanks to Glenn C. Lee, Jr., 409 Road 37, Pasco, WA 99301 for clippings about the restoration of the Str. PORTLAND, Portland, OR.

Built in 1947, the last steam, sternwheel harbor tug, the PORTLAND operated until 1981. She came within an ace of being scrapped, including removal of much of her upperworks before the Portland Maritime Museum stepped in. A successful fund raising campaign has permitted reconstruction and she now looks first class.

The PORTLAND participated (under tow) in the 1992 Rose Festival with steam up and whistle blowing.

**FROM LOUISVILLE TO CARROLLTON, KENTUCKY
ABOARD THE BELLE OF LOUISVILLE,
Monday, October 12, 1992**

By late bulletin, we are advised that the BELLE OF LOUISVILLE will take a limited number of passengers from Louisville to Carrollton on the above date. The BELLE will be enroute to the Tall Stacks celebration in Cincinnati; the continuing leg from Carrollton to Cincinnati is sold out.

Departure from Louisville will be 11:30 am., e.d.t., October 12, 1992, coffee and doughnuts provided. Arrival at Carrollton should be about 6:00 pm., e.d.t. Overnight lodging and transportation from Carrollton back to Louisville are the passenger's responsibility.

The fare for this rare opportunity is \$25.

Contact BELLE OF LOUISVILLE, 401 West River Road, Louisville KY 40202 (502) 625-BELL for reservations.



HAPPY BIRTHDAY

What could be more appropriate than to have S&D hold the annual meeting on the 95th birthday of its Honorary President Ruth Ferris, September 19, 1992. Ruth has made many friends while attending numerous annual meetings in Marietta and only the weight of years keeps her from being on hand this year.

We like the above picture of Ruth, taken by Bert Fenn, September 17, 1971 beside the marker to the JOHN PORTER tragedy in the park at Gallipolis, Ohio. Ruth liked nothing better than poking around in the river towns and finding odd bits of history and artifacts. On this 1971 trip she picked up several wooden casting patterns from the Point Pleasant Machine Shop and carted them home to St. Louis.

Miss Ruth Ferris presently resides in The Memorial Home, 3625 Magnolia Ave., Room 215, St. Louis, MO 63110.

* * *

BINDERS AVAILABLE

Secretary Bee Rutter has reordered binders for the S&D Reflector. These red, vinyl binders, gold leafed label on the spine, hold 12 issues, three years of the Reflector. Price, \$10.00 each, shipping included.

Binders should be available for purchase at the annual meeting.

* * *

Sirs - Any explanation for this ad from The Wall Street Journal, June 18, 1992?

Dick & Barbara Morris
4227 Chelsea Way
Anchorage, AK 99504

Sirs - Please forward this letter to John H. White; I definitely want a copy of his book referred on the ISLAND QUEEN.

My childhood memories include riding on the top of the ISLAND QUEEN with my grandmother who would point to the Cincinnati shore and say, "That's where my father built the first ISLAND QUEEN." Her father was Samuel W. Coffin, born in Canada 1843; lived in Madison, IN 1862-1864; boat builder in Cincinnati 1869-1896; steamboat inspector 1900; died 1905.

Donald J. Baker
240 Second Pooles Creek Rd.
Cold Spring, KY 41076

= John H. White, The Smithsonian, Washington, DC 20560 continues work on his book about the history of the ISLAND QUEEN (2nd) and welcomes correspondence with all who worked on her or have memories of the boat and her Coney Island trips. Mr. Baker's letter has been forwarded. Ed.

* * * * *

- OBITUARIES -

Nina Barrette Dowling, pg. 9

* * * * *

By Direction of C. J. Barlow and I. D. B. Bond of Cork Gully, Joint Administrative Receivers of Themes International Plc

**FOR SALE
THE WILLOW
A RESTORED
1927 MISSISSIPPI
PADDLESTEAMER**

(CURRENTLY LOCATED NEAR
ANTWERP, BELGIUM)

● Approximately 2,400m² of
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● Enormous potential for a variety of leisure
uses including bars, restaurants, nightclub,
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Contact: Stephen Evans

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London, UK W1X 1DA
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2 St Philip's Place,
Birmingham, UK B3 2QQ
Tel: +44 21 236 8236

= Last we knew the sidewheel lighthouse tender WILLOW (5848) was down in Florida, used as a restaurant. Next we'll hear that she has come back home as a gambling boat. - Ed.

S&D REFLECTOR

Published by Sons and Daughters
of Pioneer Rivermen



Vol. 29, No. 3

Marietta, Ohio

September 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.

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

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, treasuer.
10552 Breedshill Drive,
Cincinnati, Ohio 45231

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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

MORE ON THE ZANETTA

The article from the Zanesville Daily Signal in our June issue on the building and trial trip of the Muskingum River packet ZANETTA was a hit with reader Clyde Swift. Clyde has lived for years at 274 Newton Ave., Glen Ellyn, IL 60137 but still has Muskingum River water in his blood; Clyde was born at Stockport, Ohio on the Muskingum in 1909.

There is a hamlet called Swifts a short distance below Luke Chute lock and dam. When visiting his relatives at Swifts during the summers, Clyde hoed a lot of corn around there years ago. Swifts at one time boasted a railroad depot, post office, general store and ferry but now only a house or two and the cemetery remains.

Writes Clyde: "It is good to see the Muskingum River flowing on pages seven and eight of the June S&D Reflector. I can not keep from reminding you of the collisions involving the ZANETTA and the VALLEY GEM; here are copies of my notes:"

Democrat, July 1, 1898:
Three steamers, JEWEL, ZANETTA and VALLEY GEM, daily ply the Muskingum between this place (McConneville) and Zanesville. It achieves cheap transportation for both passengers and freight.

Democrat, July 1, 1898:
The sidewheeler ZANETTA was all day Tuesday getting to Zanesville where she will likely remain until rain comes to raise the river. The other two boats can get through shallow water because they can turn and back through, throwing water under them instead of drawing it away.

Democrat, July 15, 1898:
Tuesday, ZANETTA resumed regular trips.

Democrat, July 22, 1898:
The proprietors of the three boats and Z. & O. RR. had a conference Tuesday evening relative to rates to Zanesville. We understand that they could not agree.

The boats may yet arrive at an understanding among themselves.

Democrat, August 12, 1898:
ZANETTA now makes Stockport her starting place instead of McConneville. Capt. George Wallace says that the business has very materially increased and he thinks that the move was a very wise one. (Stockport is about 10 miles below McConneville; the ZANETTA left at 5 am. daily to match the VALLEY GEM's schedule of 6 am. at McConneville. By fall, the little JEWEL had dropped out of the competition. Ed.)

Democrat, Dec. 30, 1898:
A collision between the VALLEY GEM and ZANETTA at Gaysport on Monday injured the former slightly and delayed her several hours on the return trip that evening.

Democrat, May 12, 1899:
In entering the locks at Taylorsville Wednesday evening, the VALLEY GEM came into collision with the ZANETTA, damaging the latter boat to such an extent that it has been necessary to tie up for a few days of repairs. The crash was not accidental nor the first time.

Democrat; Jan. 25, 1901:
VALLEY GEM and ZANETTA collided Monday at the entrance to the draw of the Gaysport bridge; the GEM considerably damaged.

Herald, Feb. 20, 1901:
Capt. Price of VALLEY GEM and Mr. W. W. Richardson of the ZANETTA left last night for Wheeling, West Virginia to appear before the local inspectors in regard to trouble which took place at Gaysport a few weeks ago.

Herald, March 6, 1901:
There is rumor of compromise between the owners of VALLEY GEM and ZANETTA in the near future; only one boat to remain in the trade."

Well, we can now understand that the competition was rough-and-

tumble when three boats and a railroad operated in a trade only 27 miles long. Small wonder that the beautiful ZANETTA was gone in only five years. The little JEWEL went off to work in one of a dozen other short trades and the VALLEY GEM remained the McConneville-Zanesville daily boat.

Clyde reminds us that the whistle from the ZANETTA was installed on the National Battery Co. building in Zanesville in 1944 and as late as July, 1977 it was still being blown daily, the building then owned by Gould, Inc. On our next visit to the "Y-Bridge City" we'll plan to do some investigating about that whistle.

Sirs - Appreciated the good photo of the TELEPHONE in the March issue of S&D Reflector (page 6) which leads me to ask for more information. I am trying to put together an historical perspective of the TELEPHONE, have uncovered considerable but I still have serious gaps in my information:

Built by_____?

Original dimensions?

Engine size and builder?

Paddlewheel size?

Color scheme?

Jerry Canavit
2715 Gainesborough
San Antonio, TX 78230

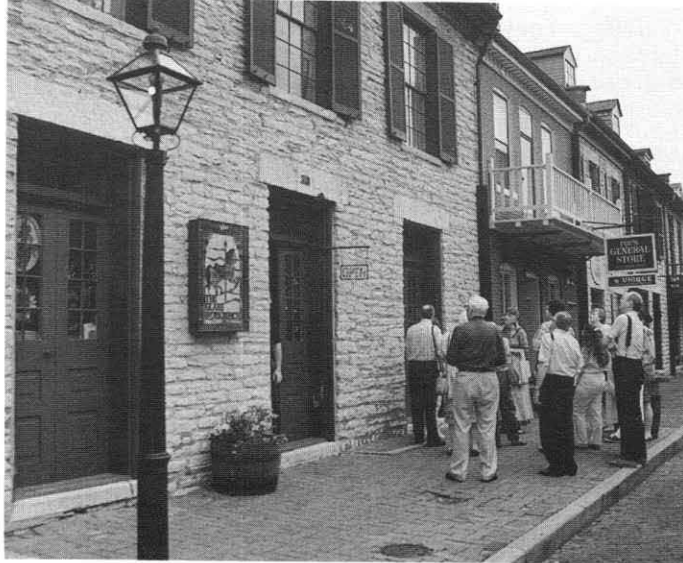
= Jerry says she was launched on October 30, 1884. Surely the Portland newspapers followed the construction and trial trip of the notable TELEPHONE. Perhaps one of our Northwest readers can find the "blow" in the papers of the time for Jerry and we'd like to see a copy, too. Ed.

MOR CHAPTER EXCURSION

The Middle Ohio River Chapter of S&D met in St. Charles, Missouri on Saturday, June 6, 1992. Although somewhat far afield, even for MOR, there were some fifteen members on hand for the morning walking tour of the St. Charles historic district.

Starting at the restored 1817 building which served as the state capitol from 1821 to 1826 our local guide led us along the blocks of brick and stone structures dating from the early 19th century. There are also two 1790 houses built by the original French settlers to be seen. St. Charles has a rich history connected with the early explorations of Lewis & Clark, Zebulon Pike and the fur traders. The well preserved and restored buildings pointed out by our guide made for an interesting and informative morning stroll.

After lunch, the group partook of a cruise aboard the SPIRIT OF ST. CHARLES, the local excursion boat. The size and swift current of the broad Missouri was a revelation to some of us more familiar with the pools of the Ohio. The



remainder of the afternoon was free time for more exploration of old St. Charles.

The evening program was one of culture aboard the showboat GOLDENROD which was acquired by the city of St. Charles in 1991. A dinner-theater is now offered and the excellent meal was followed by typical

showboat entertainment, the play being titled, "Nonsense".

Although the GOLDENROD has been installed on a steel barge since 1947 and was seriously damaged by fire in 1962 the auditorium is largely intact with fancy woodwork, Victorian mirrors, pressed tin ceiling, etc. The boat dates back to 1905 when it was built at Parkersburg, WV as MARKLE'S NEW SHOWBOAT with a seating capacity of 1,400. Looking at the interior of

the GOLDENROD was as much fun as the play.

The summer outing of MOR was a resounding success in spite of the small turnout. If the SAINTE GENEVIEVE, also moored at St. Charles, had just been open for viewing the trip would have been perfect.

- Reporter, Fred Rutter

OHIO & ERIE CANAL TO THE MUSKINGUM RIVER

During the canal boom of the early part of the 19th century, Ohio built about 1,000 miles of canal including two direct connections between Lake Erie and the Ohio River. There was also an indirect connection to the Ohio by means of connecting locks (three) at Dresden, Ohio into the Muskingum River at the head of slackwater navigation.

Peninsula, Ohio, located on the Ohio and Erie Canal between Cleveland and Akron, supported a boatyard which produced both typical canalboats and small propeller towboats which were used on the Ohio and elsewhere for towing produce boats, log rafts, around construction sites, etc. Way's Steam Towboat Directory lists 40 canalboat conversions to steam. Boats

built at Peninsula could most easily be taken out of the canal through the connection into the Muskingum where slackwater locks and dams had been completed in 1841

During the period 1905-07 there was an effort to rehabilitate the Ohio and Erie Canal between Cleveland and the Muskingum at Dresden and many of the locks were rebuilt at that time. This project was not completed, however, and there is some question as to how much of the route between Lake Erie and the Muskingum was useable after 1905. The entire canal system was heavily damaged by the 1913 floods which hit Ohio and the system officially ceased operation.

We have often wondered when the connection between river and canal at Dresden might last have been used.

The following clippings from the McConnellsville Democrat give a clue:

September 6, 1901:

Capt. E. W. Deming of Cleveland will attempt to travel to the Ohio River in a steam yacht. A bar where the Dresden Side Cut enters the Muskingum will have to be removed. (The Side Cut was the three mile connection from the main line of the canal to the village of Dresden. Ed.)

December 3, 1901:

Capt. Deming and his little boat ZETA passed McConnellsville on Sunday, making its way to home in New Orleans by way of the Ohio and Erie Canal and the Muskingum.

Was the steam yacht ZETA the last to transit from the O. & E. to the Muskingum? Our thanks to Clyde Swift, 274 Newton Ave., Glen Ellyn, IL 60137 for the clippings.

O-K CHAPTER MEETS

Early rain and an overcast sky didn't dampen attendance on June 14 at Pt. Pleasant, West Virginia for the meeting of the O-K Chapter of S&D. The quarterly meeting was held, as usual, in the comfortable meeting room of the Mason County Library with about 40 members on hand.

Among the new faces were George Woodward, Gallipolis, Ohio a son of Capt. Tom Woodward who was a well known master and pilot on the Ohio and Kanawha Rivers. Dave Massie, Akron, Ohio, Inland Rivers correspondent for Steamboat Bill, the quarterly of Steamship Historical Society of America, was enroute home from Huntington and detoured for the meeting.

Promptly at 2 pm. the meeting was called to order by Bert Shearer, Captain (president). Charles Henry Stone gave the invocation. The first order of business was the annual election of officers for the coming year. Clerk Howard Tyler declined to run for another term and June Bupp stepped forward to assume the secretarial duties. After spirited discussion (and no nominations from the floor), the following slate of officers was elected:

Bert Shearer, Captain
Jim Bupp, Pilot
Charles Stone, Engineer
June Bupp, Clerk

The O-K treasury, at low stage as usual, was replenished with a call for donations to cover postage costs.

Charlie Stone gave a report on the status of the proposed river museum in Pt. Pleasant, this being one of the original goals of the chapter. Approval has been received to use federal grant money to remodel the first floor of the old boat store building for the museum. The second floor will be retained for storage and non-public purposes. This action permits going forward with planning for use of the existing building rather than erecting a completely new structure.

The program was presented by Woody Rutter following introduction by Jim Bupp. Before showing a film made in September, 1955 on the last trip of the W. P. SNYDER JR. to Marietta, Rutter gave a brief history of the building of the W. H. CLINGERMAN at the Rees shop, Pittsburgh in 1918 for Carnegie Steel Co. It was pointed out that although the Rees firm had been a leader in constructing steel boats, the design and appearance of the CLINGERMAN was essentially the same as followed with wooden boats of earlier years complete with hogchains and the traditional poolboat cabin layout.

The W. H. CLINGERMAN was renamed J. L. PERRY in 1938 and retired by U. S. Steel (Carnegie Steel was a part) in 1945 at which time she was renamed A-1. Crucible Steel Co. acquired the A-1 in August, 1945 and renamed her W. P. SNYDER JR. in honor of William Penn Snyder, Jr., the chairman of the board. The SNYDER operated in the coal trade from Monongahela River to the Midland (PA) Works of Crucible Steel until she was laid up in 1954.

A letter from S&D president Fred Way to William P. Snyder, Jr. in 1955 suggested that the W. P. SNYDER JR. be preserved by the Ohio Historical Society at the River Museum at Marietta, Ohio. Favorable response by Crucible Steel Co. to this request led to a five day delivery excursion during the week of September 12-16, 1955 starting from Brownsville, Pennsylvania. The SNYDER was under steam and towed a two deck quarterboat for guests and reporters from Columbus, Marietta and Pittsburgh newspapers.

The 25 minute color film followed the 1955 cruise of the W. P. SNYDER JR. from Wheeling to Marietta. The first part of the film was taken aboard while the segment from Lock 16 to the final landing at the foot of

Sacra Via, Marietta was from shore vantage points. The SNYDER was the last steamboat through Lock 1, Muskingum River and the movie ended with the steamer going dead slow under the Putnam Street bridge and the last wisps of smoke coming from the stacks.

A number of familiar river personalities appeared in the movie including Jesse P. Hughes, Capt. Tom Kenny, Mack Gamble, artist William E. "Bill" Reed, and Fred Way. Other people known to many S&Ders were author Leonard Huber from New Orleans, Dean Cornwell the illustrator, Bob Fee, modelmaker with Newport News Shipbuilding, Clarence Smith and Jake Reiter who became custodians of the SNYDER at Marietta, Dud Chamberlain of the Columbus Citizen and Johnny Jones of the Columbus Dispatch, etc.

The meeting was adjourned at 3:15 pm. Charles Stone had some interesting photographs laid out for inspection. Coffee and lemonade was on hand and many members remained to visit for an hour or more.

Jim Wallen, O-K reporter.

Sirs: Please excuse if this letter is brief as I have arthritis in my hands and make a lot of mistakes in typing.

F. D. "Bill" Froh
33365 Coachman Lane
Solon, OH 44139

= Welcome to the club!
We remember "Bill" Froh as a young fellow in knee pants when the BETSY ANN was on the Madison (Indiana) Marine Ways, 1930. Bill included a folder for Discovery Cruises, Alaska: Capt. Jim Binkley operates the handsome sternwheeler DISCOVERY on the Chena and Tanana Rivers at Fairbanks, Alaska, two trips a day, mid-May to mid-September. - Ed.

* * *

BOOK REVIEW

University historians generally expend their research effort on subjects like wars or massive social change, but occasionally one of them tackles something really important like the impact of steamboats on the development of the nation. Published examples of such research would be books like Louis Hunter's Steamboats on the Western Rivers or William Petersen's Steamboating on the Upper Mississippi. While not as massive as these volumes, a new book, Steamboats and the Cotton Economy, by Harry P. Owens combines thorough research and a readable style to produce another top-caliber steamboat book.

Harry Owens is a history professor at the University of Mississippi so it is logical that his book covers the river trade on the Yazoo-Mississippi delta. Steamboats and the Cotton Economy is clearly a steamboat book but with emphasis on the business and economic aspects. The genesis for the book was some Yazoo River archaeological & historical preservation work which he did for the Corps of Engineers. This research piqued the author's interest, & research on the role of rivermen as businessmen and on the vital economic function of the river transportation system followed. Extensive information on boats, companies & people was developed & woven into the 10 chapters of the book.

The book's first two chapters cover the beginnings and pre-civil-war development of Yazoo River steamboating. Two chapters are devoted to the civil war period. The riverman as a businessman is illustrated through the experiences of Capt. Sherman H. Parisot and his company, The P. Line, in the 1870's and 80's. There are chapters devoted to: Yazoo boats, wrecks and river improvements, and the decline of Yazoo steamboating brought about by rail competition.

Approximately one-third of the book is devoted to summaries of research, notes and references. Separate appendices cover: steamboat listings (16 pages-full including name, type, years on the Yazoo, tons, & dimensions), wreck heaps on the Yazoo system, Yazoo and Tallahatchie river landings, and tables showing yearly cargo shipments by type & weight. Twenty-six pages of notes support the chapters and there is a seven page bibliography. There are 17 illustrations, two maps and several charts and graphs. The book has both table of contents and index.

In short, Harry Owens has spent countless hours in dusty court houses & libraries & burned much midnight oil to produce an excellent book which this reviewer can recommend without qualification.

Steamboats and the Cotton Economy by Harry P. Owens. Published in 1990 by the University Press of Mississippi - Jackson, MS. (Ph 601 982-6205) Size: 6 1/4 by 9 1/4 with 255 pages. ISBN 0-87805-436-7 \$32.50 and \$3.00 shipping.

Reviewed by Tom McKee

THOMAS A. MCKEE
104 WATER LEAF LANE
CARY, NC 27511-9728
July 10, 1992

Str. PEPIN

In the Doremus diary for 1875 there are several mentions of the PEPIN and Capt. Murry (sic). Ann H. Peterson of Minneapolis did some research and supplies the following detail:

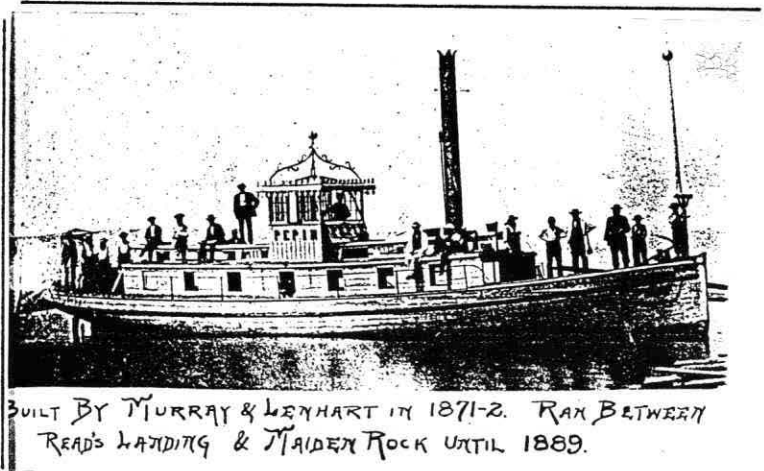
* * *

Propeller steamer of 26.47 tons built at Pepin, Wisconsin in 1872 by N. O. Murray and L. Y. Lenhart. N. O. Murray may have been of the family of steamboat engineers who lived at Pepin which included Charles, G. V. and O. L. Murray. She was built on the lines of alake vessel with deep draft to give her stability in the seaway kicked up by winds on Lake Pepin.

In the season of 1874 she was advertised to leave Maiden Rock at 8 am., touching all points on the lake and arriving at Read's Landing at 11:30 am. She left Read's at 1 pm. and arrived back at Maiden Rock at 5 pm.

Capt. L. Y. Lenhart commanded her from 1872 to 1889 with the exception of a short time in 1877 when she was working about the harbor at Stillwater, Minnesota in command of Capt. Henry Burkelo. Capt. Lenhart was born in Armstrong County, PA September 29, 1848 and came to Lake City, MN in 1857. He went on the river in 1868 and received his pilot's license in 1873. Capt. Lenhart worked on the river until 1917 and once operated the ferry between Lake City, MN and Stockholm, WI. He died April 27, 1922.

The PEPIN sank at Stillwater in 1891.



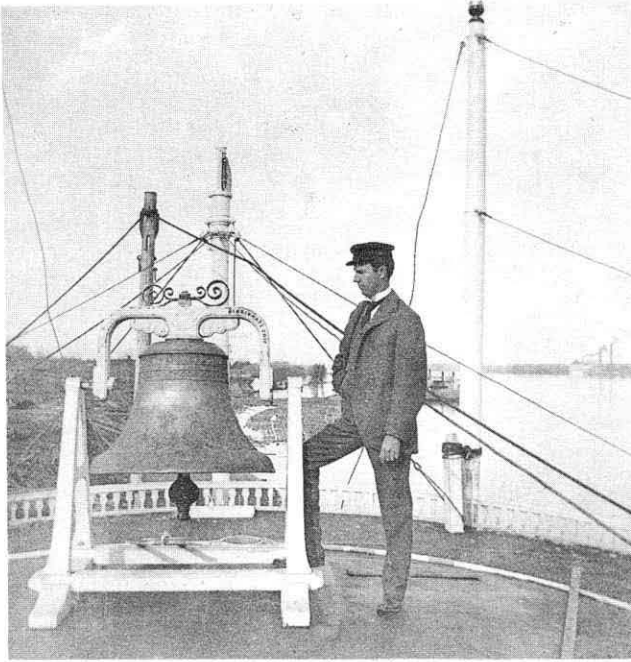
BUILT BY MURRAY & LENHART IN 1871-2. RAN BETWEEN
READ'S LANDING & MAIDEN ROCK UNTIL 1889.

Nina Barrette Dowling

Mrs. Nina Dowling, 95, died in Miami, Florida on April 1, 1992. Mrs. Dowling was a daughter of Thornton Barrette, the well known Ohio River photographer in the late 19th and early 20th century. Mrs. Dowling was the last surviving member of the Barrette family.

Mrs. Dowling's mother was Nellie C. Carner, a daughter of Capt. Anthony Wayne Carner who operated several packets and towboats on the Ohio, the last being the JESSIE (T1365). Nina Barrette was born in Russell, Kentucky and the family lived there and in Illinois prior to Thornton Barrette moving his family to Green Cove Springs, Florida in 1911.

In recent years, Mrs. Dowling made her home with her son Capt. Clarence Dowling, 9100 SW 120th Street, Miami, FL 33176. She is also survived by sons Carner Dowling of Cocoa, Florida and Jerome of Tallahassee.



CAPT. CLYDE HOWARD
1868-1942

We carried a review in the June issue of the book, "Scenes From Memory" by Francis Howard Kohlhepp who was the daughter of Clyde Howard. The photo of Clyde Howard was sent to us several years ago by Francis' younger sister, Esther.

We can't find any identification on the handsome bell, decorated with vines, harps and such, that Clyde is admiring but there are signs that the boat has been in service for some time. A log raft at the yard's sawmill is in the distance.

Clyde Howard was the eldest son of Edmonds J. and Laura Howard, seven years older than his brother James. Clyde spent his working life with the Howard Shipyards & Dock Company and was a competent marine architect, builder and licensed pilot.

On January 29, 1896 Clyde Howard married Miss Julia Thomson, daughter of Capt. J. W. Thomson. Following a two month honeymoon in Florida, Clyde and Julia moved into the Howard family home, now the Howard Museum. To this marriage were born three daughters: Laura Jean Howard (1898-1982),

Frances Howard Kohlhepp (1900-1987) and Esther Howard Kraus (1906-1990). The family remained at the Jeffersonville house until moving to Louisville in 1910.

Clyde worked closely with his father Ed. J. Howard and in 1901 he was placed in charge of the Madison Marine Railway, Madison, Indiana. Ed. J. Howard further expanded his operations by purchase in 1903 of the Paducah, Cincinnati and Mound City marine ways. Clyde found himself in charge of all four yards and marine railways and returned to Jeffersonville after two years living in Madison.

After the death of Ed. J. Howard in 1919, Clyde became Secretary-Treasurer of the Howard Shipyards Co. Much of Clyde's time was spent at the drafting table and he was largely responsible for the design work on boats built by the yard.

In 1925, Clyde Howard retired from the business and his brother James E. Howard became majority owner. In 1936 Clyde assumed ownership of the Madison Marine Ways in a settlement of claims against the parent company. After suffering several strokes, Clyde Howard died in 1942.

Sirs: The photo on page 20 of the June issue struck a responsive chord with me. We had three of those little boats in the Memphis District in 1929; had been used for survey boats and were tied up in the graveyard.

In the 1930s I was pilot on the KASKASKIA and we were trying to open the upper way at Grand Tower from Silica Light to the extreme point above Grand Tower. We had a big dipper dredge to pry out the rock and dumped it in the mouth of the present channel.

W. H. Tippitt
106 W. Commerce St.
Hernando, MS 38632

= Right you are; the KASKASKIA was also called U.S. ENGINEER NO. 9. In the 1940s the KASKASKIA became part of the Zubik fleet that offended the sight of some Pittsburghers. We don't find Silica Light on our charts but suppose that it might have been near the silica mine opposite the upper end of Grand Tower Island. Ed.

SALVAGE OF THE CITY OF BATON ROUGE

The story about the CITY OF HICKMAN by Bill Tippitt in the June issue reminded Ann Peterson, Minneapolis, of another story concerning that boat. Capt. Walter Blair wrote about riding the CITY OF HICKMAN in December, 1890 when she extended her trip from Natchez to New Orleans in order to salvage the furnishings from the CITY OF BATON.

The CITY OF BATON ROUGE sank at Hermitage Landing, Louisiana on December 12, 1890. A number of photos were taken of the sunken boat and in many cases these have been mistakenly identified as the sunken CITY OF HICKMAN. Mrs. M'elissa Kesterman of the Inland Rivers Library, Cincinnati researched the various photos in the library collection and made the correct identification.

But, there was still some mystery about the photos since the several views showed the apparently intact BATON ROUGE in several different positions. How could this sunken boat have obviously moved around the Hermitage Landing? Capt. Blair's story follows:

When we left Cairo (aboard the CITY OF HICKMAN) the boat had 1,400 tons of mixed cargo and 300 passengers on the deck and a few in the cabin. Nearly all the deck passengers taken aboard at St. Louis had been sent by a Chicago labor agency to work for the government on the levee contracts. They gave the HICKMAN's crew considerable trouble before they reached the different places to which their "Transportation Only" tickets entitled them. They ran out of money to buy grub in the kitchen and when hungry and cold got ugly and broke into the freight and threatened to do worse. Capt. (Henry) Keith quieted them and fed them enough to prevent any more trouble until they were discharged at their proper destinations.

There weren't very many passengers in the cabins when we left Cairo. There were two ladies who left us at Luna Landing and the Mulholland family got off at their home port of Vicksburg. Capt. Mulholland was operating some local packets on the Mississippi and Yazoo rivers from that city. There was also a Jewish bridal couple from Paducah who got on the CITY OF VICKSBURG when we met her above Helena.

Because of low water, we did not see any of the big Pittsburg coal towboats; they were all on the Ohio waiting for coalboat water. The Mississippi River was very low at Cairo with considerable ice running but the day after we left was lovely, clear, calm and warm. As the Ohio was at a good stage there was a fair stage on the lower Mississippi.

There are only three small towns between Cairo and Memphis but there were many landings where we stopped and put off freight as the HICKMAN's cargo was largely made up of feed, flour, groceries and pork for the plantation landings.

We reached Memphis the second morning out from Cairo. The Anchor Line warehouse was at the upper end of town near the Illinois Central passenger station. Before leaving Memphis, Capt. Keith got orders to proceed on from Natchez to New Orleans, stopping at Hermitage, Louisiana to pick up Capt. Horace Bixby and his crew and whatever of value could be saved from the CITY OF BATON ROUGE.

After discharging the last of her cargo at Natchez, the HICKMAN went over to Vidalia to load cotton. When we reached Hermitage Landing the cabin, taxis and pilothouse of the CITY OF BATON ROUGE, all entire and uninjured, was well up in the eddy and sustained by the load of cotton under the boiler deck. The hull, which was heavily loaded, and badly injured had torn

loose from the upper works and was never located. The GRAND REPUBLIC NO. 2 was on the port side of the BATON ROUGE with divers and a salvage crew to save the valuable cargo of cotton.

Pilot Henry Partee did a skillful piece of work putting the HICKMAN into the eddy and on the starboard side without the least jar. When made fast, Capt. Keith and his crew removed all they could of her furniture, bedding and other equipment including the handsome, sweet-toned big roof bell which had been presented to her by the capital city for which she was named. Capt. Horace Bixby with his mate, purser and few others who had remained with the wreck came on board with their valises and we soon took a last look at the proud flagship of the Anchor Line fleet.

* * *

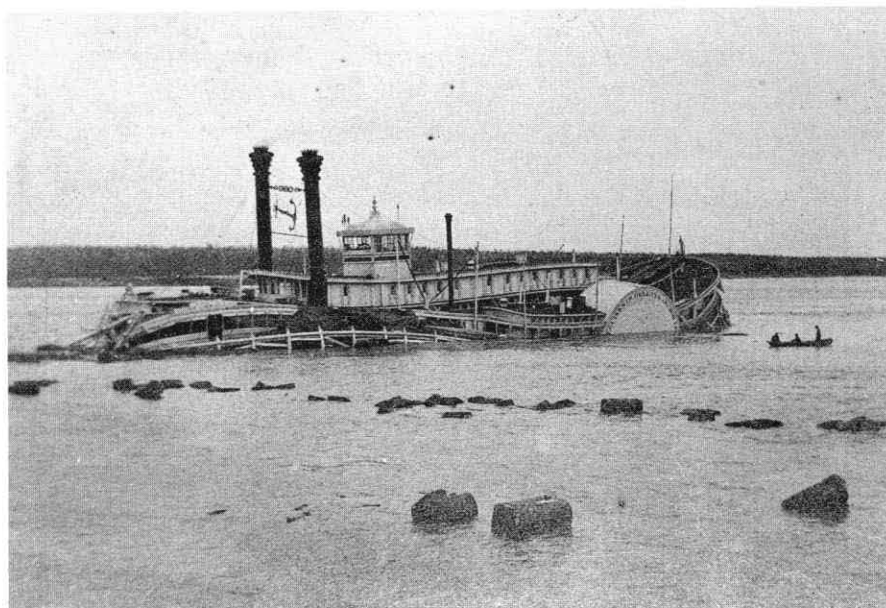
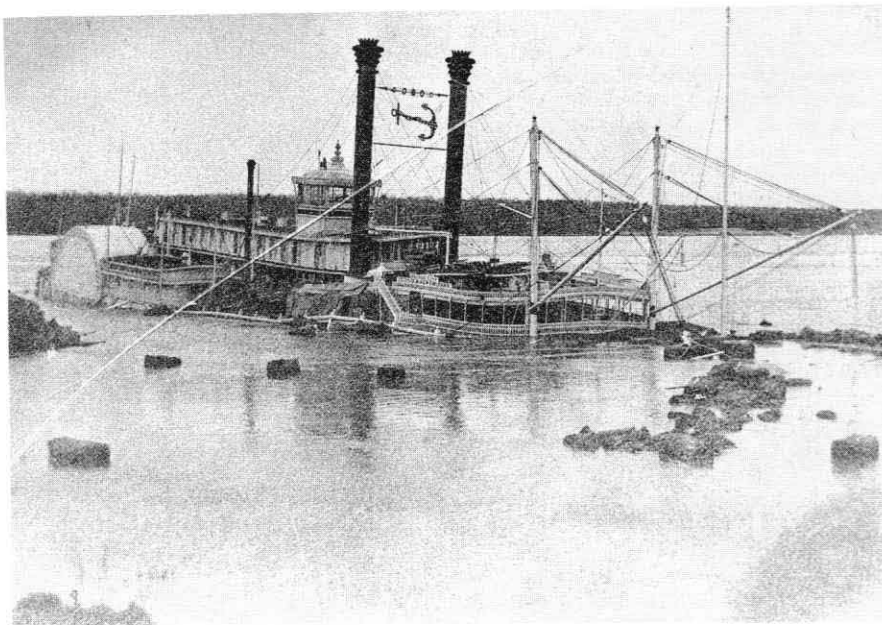
So wrote Capt. Walter Blair in, Recollections of Fifty Years on Western Waters, published by the Burlington Post, April, 1932. Although the CITY OF BATON ROUGE appears to be intact in the photos of the wreck there was evidently nothing but a raft of cotton bales under the boiler deck. We are unsure about the reference to GRAND REPUBLIC NO. 2, perhaps a salvage barge or freight boat.

In the February, 1931 issue of the magazine, National Waterways, an account of the loss of the CITY OF BATION ROUGE by H. E. Corbyn states:

"This fine boat sank at Hermitage, Louisiana at three P.M. on December 12, 1890 on exactly what is thought to be the same snag that wrecked the PARIS C. BROWN in the same spot in 1889.

She was backing out at the time and sank in 15 minutes. Her cabin parted from the hull and floated down stream where it was tied to the bank. Her cargo and the boat itself were a total loss and two deck passengers lost their lives."

RIGHT - Shortly after the accident with the boiler deck, roof, jackstaff, masts and booms still intact; we suspect that the hull has not yet parted from the upperworks. Cotton bales are afloat in the eddy created by the point of land at the left. If our geography is correct, the wreck is pointed downstream.



LEFT - Some time later with the masts and booms gone and the roof collapsing onto the boiler deck. The stern has raised as the cotton bales have been removed from the fore end. The numerous cotton bales floating in the foreground indicate an eddy with no current. There is still some freight covered by tarpaulins on the roof near the stack.

RIGHT - The wreck has changed position again and the CITY OF HICKMAN has collected the salvage: the bell and whistle are gone as is the sash from the pilothouse. The trademark anchor from between the stacks has also disappeared. Those look like tableclothes or sheets drying on the fence in the foreground and may still be around Hermitage, family heirlooms.



Sirs: I am a whistle collector and have some information regarding the whistle on the MINNESOTA (see the cover of the June issue and comment on the whistle mounted on the smokestack).

The vertical type, two bell chime whistle shown on the MINNESOTA is called a "gong whistle". That style was invented and patented in 1865 by Abraham Fitts. One of the companies who manufactured this type whistle was the Union Water Meter Co. of Worcester, MA and the company was owned by Benish Fitts, Abraham's brother.

The horizontal type of two bell chime whistle, such as was on the FOUNTAIN CITY (Way 2111) is also called a gong whistle and the type was made by Sinker-Davis Co., located in Indianapolis, IN. Both the vertical Fitts and the horizontal Sinker-Davis gongs were made in sizes up to 12 inch (!) diameter. It appears that the MINNESOTA is an 8 inch or 10 inch.

I have a 6 inch vertical gong which started out on the Chataqua Lake boat MAYVILLE in 1876; it was still blowing on the Ethan Allen furniture plant in Mayville, NY in 1984 when I made a swap for it.

Harry D. Barry
275 Windswept Dr.
North East, PA 16428

= Our thanks to Harry for the ads for vertical and horizontal "gongs" and the history on the tribe. Ed.

REEDS OR READS LANDING?

We are indebted to Ann H. Peterson, 9182 Vincent Circle, Minneapolis, MN 55431 for an answer to our question in the last issue about the spelling of the name of the Upper Mississippi town. Ann's sleuthing reveals the following:

Charles R. Read, born in England, came to the U.S. via Canada in 1839. He first settled on the Mississippi River at Nelson's Landing, WI, just

below the mouth of the Chippewa River. In 1847, after receiving permission from U.S. authorities, Read moved across the river into Minnesota Territory and began trading with the Indians, the place being known as Read's Landing.

In 1850 a post office was established with Charles Read postmaster and it was the postal service that committed the misspelling to Read's. In 1915, the Read's Landing Association of the Twin Cities called the error to the attention of the

Postmaster General and the official change in the spelling (Reed's back to Read's) was effective on July 6, 1916.


According to Ann, the prosperity of Read's Landing left with the decline of the lumbering industry. Then, modern Highway 61 carved the town in half and ruined much of the scenery. As Mack Gamble was wont to lament, "Oh that's progress. You can't stop progress!" We have to wonder why Mr. Read didn't protest; perhaps he did.

66 *H. A. Rogers, New York.* 1875.

STEAM GONGS AND WHISTLES.

Especially adapted for Fire Alarms or Fog Signals, and for large Manufacturing Establishments to designate the hours of labor.

FITTS' CELEBRATED STEAM GONG.



These Bells are so adjusted and tuned as to produce a musical fifth cord, or, with the addition of a third bell, a fifth and eighth. This entirely obviates the harsh sound of the whistle, and, by following the law of atmospheric harmonic vibration, while their tones are soft and pleasant near by, their power of sound is immensely increased. The different sizes are toned to different notes of the musical scale, and by various combination may be varied in pitch to a limited extent. They have been heard thirty miles, thus showing their vast powers of sound. It can be applied to any common boiler, as the quantity of steam required to sound it is trifling.

DIRECTIONS FOR CONNECTING TO THE BOILER.

1. Use a three-inch pipe if the steam be less than 75 lbs. to the inch; if above that, two and one half pipe will answer.
2. Connect to the main pipe of the boiler, or to the boiler itself, in such a way that the water caused by the condensing of steam will run back in the boiler.
3. Carry your pipe to the top of the buildings, place the Gong upon it, with the valve as near to the Gong in all cases as practicable.

1915.
W. D. ALLEN MANFG. CO., CHICAGO.

PATENT GONG WHISTLE.

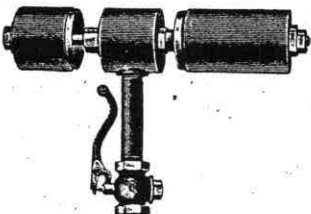


Fig. No. 1214.

It is made all of iron and will last forever.
It makes an entirely different sound from an ordinary whistle.
It can be heard distinctly from six to eight miles.

PRICE LIST.

Diameter of Gong, Inches.	Price.	Size of Steam Inlet, Inches.
4	\$12.00	1 1/4
6	16.00	1 1/2
8	20.00	2
10	30.00	2 1/2
12	50.00	3

The above prices do not include whistle valves.

A PHOTOGRAPHER'S DIARY

John P. Doremus - 1876

This is the third installment of the diary kept by photographer John P. Doremus during his project over several years to travel and photograph the sights of the Mississippi from the Falls of St. Anthony to New Orleans. Doremus lived and worked aboard his floating gallery SUCCESS which had been built at Minneapolis in the spring of 1874.

Mr. Doremus became fascinated by the scenic wonders of the St. Croix River and the logging activity on that stream so the SUCCESS spent most of 1874, the first season, on the St. Croix. By the end of the 1875 season the SUCCESS had progressed down the Mississippi as far as Minneiska, Minnesota, Mile 742. The gallery and its auxiliary boat fitted up for photographic printing were tied up in the the Whitewater River for the winter of 1875-76 with William Thompson and wife Mary aboard as caretakers.

We are indebted to Ralph DuPae for transcribing the Doremus diaries and also for locating the accompanying photographs, now in the Murphy Library, University of Wisconsin, La Crosse.

* * * * *

Friday, February 11, 1876:
- Left home last Tuesday morning. Went over the Erie and Atlantic & Great Western Railroads to Cleveland. Slept in the railroad cars. Went over Baltimore & Ohio Railroad to Chicago. Saw a man knocked down and killed by the train at Shiloh, Ohio. Engine run off the track 13 miles east of Chicago. Was there all night. Reached Prairie du Chien, Wisconsin last night at 12 o'clock. Bought my ticket of Van Duhover from New York City to Prairie du Chien for \$23.00

Had a good night's rest and have just taken dinner at the Casell House, Le Roy Post Office, Iowa. Am ready now to go with Charlie Arnold to Riceville.

(Doremus owned property in or near Riceville, Iowa, bought on speculation some years earlier. We find Le Roy, Minnesota on modern maps, very near the Iowa state line; perhaps there was also a Le Roy, Iowa in 1876. Ed.)

Sunday, February 20: - Arrived at Riceville Friday evening, the 11th. On Saturday, attended a convention of the teachers of Howard and Mitchell Counties. The citizens gave them a good dinner. Attended an exhibition of the Riceville school in the evening, admittance ten cents. The weather having been cold the past week, I visited in town, dining at Pierces Monday, Herrings Tuesday, Duntons Wednesday. On Thursday, Dan and Libbey went with me to I. Foster's. Friday night, I went home with Capt. Bennett and came back to Dan's today after attending the Methodist Church. Took dinner at Burkes on Friday.

Friday, February 25: - Went last Wednesday with Dan to Osage, Iowa. Had Blandin's buggy. Started at 3 p.m. and got there at six. Stopped at Judd's Hotel. Called on Mr. Graves and family. Called on Hattie Graves who married a Mr. Sprague and is living at the Dunton house. Started back in the afternoon. Weather very moderate.

Paid my Mitchell County taxes amounting to \$57.37. Sold the E ½ S.W. quarter, Sec. 13 to Nelson Jenks for \$10.00 per acre, amounting to \$800.00.

Saturday, February 26: - Sold the N.E. quarter, Sec. 12 to Charles C. Arnold, 160 acres at \$10 per acre, this being my last Howard County land.

Wednesday, March 1: - Left Riceville with Will Schoonmaker (15 years old) on Monday morning for Le Roy Post Office. Engaged a man to take us to Spring Valley, Minnesota on the Southern Minnesota Railroad, 18 miles from Le Roy. Weather very cold and snowing all the way. Reached there (Spring Valley) in time for the train and got to La Crosse, Wisconsin at night. Stopped at the Central Hotel (\$2.50 for two). Left La Crosse Tuesday at noon and reached Minneiska, Minnesota at 4 p.m. My goods arrived on the same train. Snow is very deep and weather very cold. Found my boat all right. Will and I commenced housekeeping at once.

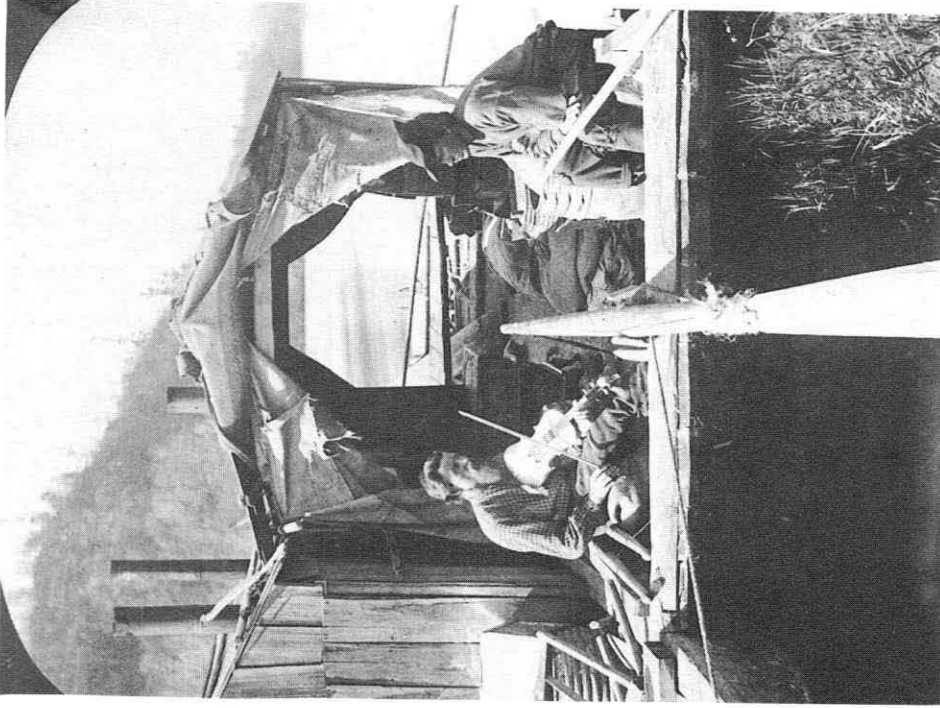
(No mention is made of William and Mary Thompson who had been left as caretakers on the boats in November, 1875. Will Schoonmaker was evidently hired as an assistant by Doremus. Ed.)

Monday, March 6: - Had a busy time this morning. It thawed all day yesterday and rained hard last night and this morning the Whitewater River was raging. The water about two feet deep rushed over the ice like a mill race, filling the WANEGAN.

(The auxiliary printing boat is now referred to by Doremus with the logging term for a sleeping, cooking or storage shack, usually spelled "wanigan"; the name may or may not have been painted on the printing gallery. Ed.)

I got out my skiff, caught in between lines from each boat to the shore. Hailing and raining from the north all forenoon. The oars were coated with ice half an inch thick.

Tuesday, March 7: - A good coat of ice in the WANEGAN this morning. Rigged the pump and have got about half the water out. Think she is safe now but it looked doubtful last night. It hailed all day yesterday and snowed all night so that it looks very wintery again.

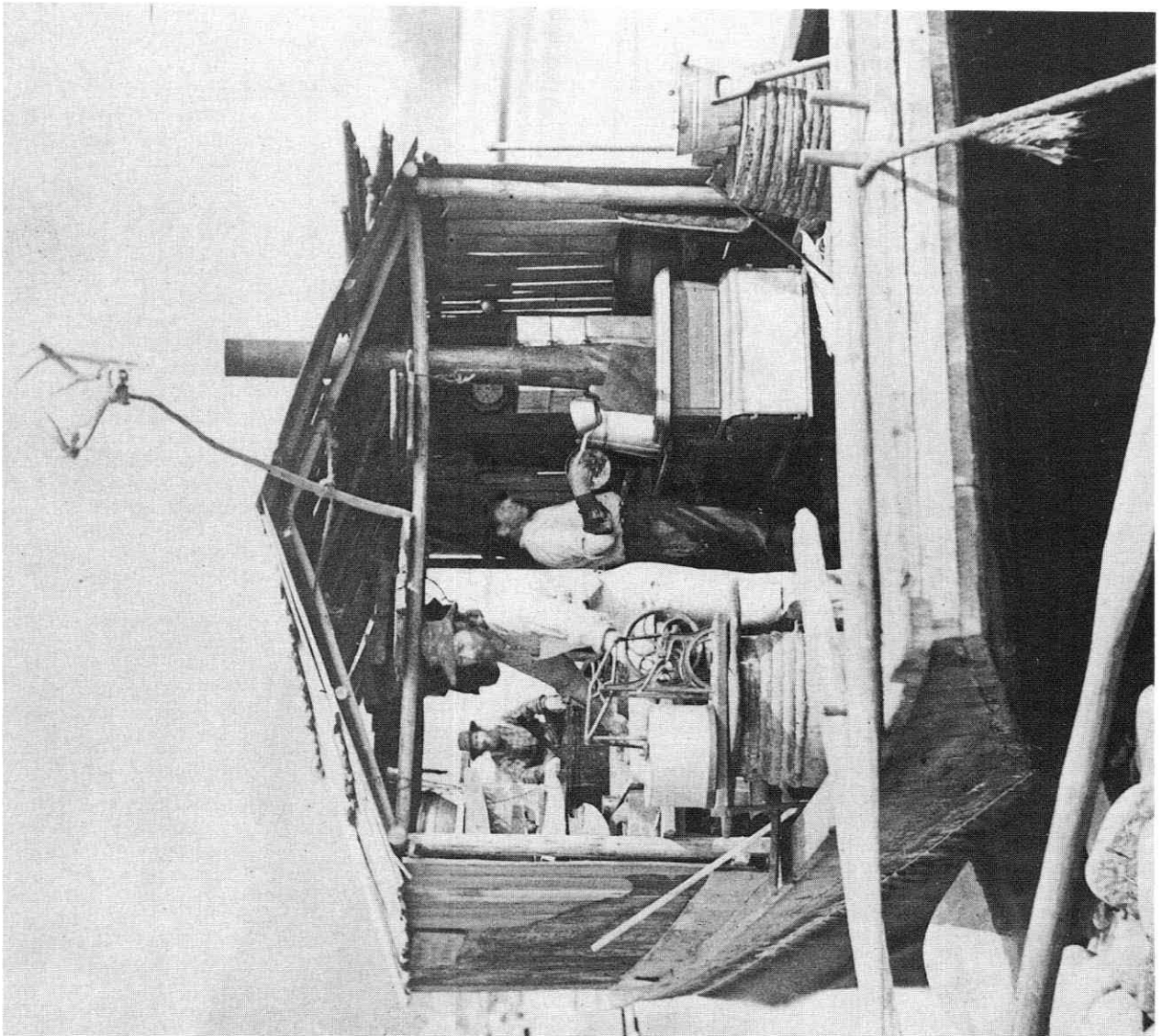


Here is a typical "wanigan" outfit such as followed the log drives on the river.

Left, the cookhouse on a gunnel hulled flat with the head cook in a plaid shirt in the background and two flunkies striking a pose. Our 1902 Sears catalog doesn't identify that contrivance with the walking beam in the foreground.

Above, an auxiliary wanigan, possibly for sleeping quarters and for supplies with a cookstove in the far corner.

From the collection of Mary Green.



Friday, March 10: - The railroad station was struck by lightning this morning and burned down. It has rained and thundered and lightinged very hard all day.

Tuesday, March 14: - Day before yesterday, went on skates to Buffalo City, Wisconsin. (About three miles up river and around Somerfield Island to the opposite shore, no short skate on the frozen Mississippi. Ed.) Today has been very stormy. Snowing hard and drifting very much.

Tuesday, March 16: - Snowing hard yet, making three days steady. I have a man helping me and am getting along well with my painting. My rowboat is the handsomest I ever saw.

Monday, March 27: - Sent \$20.00 home and sent \$30.00 a week ago, making \$50.00.

Thursday, March 30: - The boat (gallery SUCCESS) was afloat today for the first time. The WANEGAN is still stuck fast in the ice.

Friday, March 31: - The WANEGAN is afloat.

Sunday, April 2: - The river is open to the lake but closed below us. A brisk snowstorm today.

I was cook today and I think we had a fine dinner: In the steamer might have been seen the potatoes with their smooth coats resting lovingly side-by-side with the onions in their white vests. Lifting the steamer, you might see the chicken in the pot, nice and tender. On the hearth stood the graham gems, of a beautiful brown all over, and on the table a dish of minute pudding of graham flour, a can of tomatoes, just opened, fresh butter, milk, honey, etc. Will and I don't starve any.

Wednesday, April 5: - Went to Alma, Wisconsin yesterday with the LADY ANNIE (skiff). I sailed to within a mile of the town and had to row the rest of the way. Stopped at Lionhardy's Mapaport House.

Wind blowed very hard downstream this morning. Got back at 12:30. Found Will in trouble for the WANEGAN had sunk to the guard this morning. I will have to haul her out and caulk her.

Saturday, April 9: - Commenced hauling the WANEGAN out yesterday. Went today up the Whitewater River to Weaver, Minnesota to engage a caulker. Went with the LADY ANNIE under sail through woods and brush.

Tuesday, April 11: - Have got the WANEGAN hauled out. It was a hard job. Mr. C. Clough will see that it is caulked and put in the water. He has a mill just below the town. Linstrom Carpenter and George Short have been chopping wood, etc. Albert D. Barquist would like to learn the business.

Wednesday, April 19: - The captain of the SILAS WRIGHT promised yesterday to tow me to Alma but went past without stopping. I intended to go to Winona today to procure a towboat but the SAVANNA, Capt. Wm. Boland, of Dubuque came along. He towed me up for ten dollars. I had to work very hard to get out of the Whitewater River and down to the steamer as the wind blew upstream very hard. He had three large barges in tow, one of which had 550 tons of freight. He landed too far up for me and it is too windy today to get down to the old place. Took dinner on board the steamer with the captain.

Thursday, April 20: - Dropped down to the old place (at Alma) this morning. Got breakfast between 9 and 10 o'clock.

Thursday, April 27: - Went in the LADY ANNIE up Beef Slough yesterday morning. In the afternoon, went on the LION to Wabasha, Minnesota. Stayed at night with G.E. I went this morning to Reads Landing. Saw Gisell the photographer there. Saw Andrew Varnum at Wabasha and came back this afternoon.

Friday, April 28: - Sarah Dieter commenced today to do housework and learn the business.

Monday, May 1: - Sent a 50 dollar money order home.

Tuesday, May 2: - Concluded Sarah Dieter would not suit me so gave her money enough to pay her fare to Lake City, Minnesota.

Wednesday, May 3: - Will and I went on the LION to Wabasha, Minnesota intending to take a photograph of the LION. It was too windy.

Thursday, May 11: - Went up Beef Slough yesterday morning. It is six miles above here. (The six miles was the distance from Alma to the main operation of the Mississippi River Logging Co. Beef Slough was a cutoff from the Chippewa River to the Mississippi. Ed.) Got breakfast as soon as I arrived and went to work taking views of the works. I received great assistance from the Clerk, Fred Rowe. Came back this morning with eleven good negatives. The company is formed for the purpose of receiving and sorting the logs that come down the Chippewa and making them into rafts. Over 200 men are employed.

Tuesday, May 16: - Fred Rowe and Hiram Allen came down with a skiff from Beef Slough last Sunday and I took the LADY ANNIE and my photo kit and with Will we rowed up there. The next morning, it being cloudy and windy, Will and I went to Wabasha, Minnesota with the sail up. Today, it being still stormy, we came down with the butcher. Feel under great obligations to the clerk F. Rowe, the Supt. Geo. B. Stiles, the steward Chas. Kurkum of Camp No. 2 and Chas. Rosen of Camp No. 3. Sent a \$50.00 money order home, making \$150 this spring.

Monday, May 22: - Sent \$50 home, \$200.00 in all.



On April 13, 1876 the SILAS WRIGHT (T2305) was supposed to tow John Doremus' outfit from the Whitewater River to Alma, Wisconsin but she went by him like the Fast Mail passing a bum. Capt. C. M. Turner was her master in 1876.

This rafter was built at Minominee, Wisconsin in 1866 and bought by Porter & Moon in 1869. On September 3, 1892 the SILAS WRIGHT was acting as a bowboat on the head of a raft when she struck a bouy, sank and went under the raft.

Thursday, May 25: - Went Tuesday afternoon up the Slough on the LION. On Wednesday, took several negatives from a scaffold built upon a pier. This morning, rowed down in the LADY ANN to the lower landing and took some more negatives and then down to the boat at noon.

Monday, May 29: - Went up the Slough on the LION today. Took my boat along. Received a check of \$86.50 for pictures. Have sold over \$100.00 worth. Rowed down in the afternoon, a very hot day. Sent \$50.00 home this morning.

Tuesday, May 30: - Sent \$50.00 more home, making \$300.00 in all.

Friday, June 2: - This morning at five o'clock we started with the gallery for Minneiska, Minnesota, Will Schoonmaker and I being captain and crew. We got along very well for an hour when the wind rose and we

anchored and got breakfast, after which, as the wind lulled a little, we started going first rate. Then three steamers came along with rafts; we made nearly as good time as they did but one, the JULIA, had the owner aboard and he wanted some pictures so we hitched to the raft and I took three negatives by which time we reached Minneiska, Minnesota and let go. As the wind was off shore we landed below the town. We anchored in 6 feet of water at the same place we got aground last fall when the LION pulled us off. I will have her hauled up tomorrow.

Saturday, June 3: - I got fifteen or twenty men this evening and, although the wind blew hard downstream, they hauled her up to the old place pretty fast. They emptied nearly three decanters of whiskey for me. My WANEGAN is not caulked yet.

Monday, June 5: - Sent \$50 home; total \$350. Mr. Pardee commenced with me today as operator and retoucher at \$40 per month and board.

Sunday, June 11: - Had John Heerman from Wabasha, Minnesota and T. Butler from Weaver, Minnesota caulking the WANEGAN last week and this morning we launched it. This afternoon at 5 o'clock we started down the river. Had the boat sail on the SUCCESS part of the way. It was very pleasant. Reached Fountain City, Wisconsin a little after 8 o'clock.

Monday, June 12: - Took some views of the town from the bluff north of town. Took in over eight dollars for pictures. A very good opening.

Tuesday, June 13: - Took some views from the bluffs south of town and some from across the river.

Thursday, June 15: - Mr. C. Howard, his sister and her child Mattie, 12 years old, arrived from St. Paul today. He is to operate and she to keep house for me. I pay them \$40.00 per month.

Monday, June 19: - Mr. Pughe arrived from Red Wing to work for me but, not liking his looks or ways, as I had engaged him for three months, I paid him \$15 to go back by the next boat.

Wednesday, June 21: - Sailed in the LADY ANN down the river last Monday. Stopped at Winona for mail, at Homer for dinner and arrived at Trempealeau, Wisconsin in the middle of the afternoon, Mr. Pardee accompanying me. He left for La Crosse, Wisconsin and farther south. I put up some show pictures and on the next day took some pictures of the town from the bluffs. Went home Monday night with C. L. Legur and Tuesday night stopped at Melchoir Hotel. Took a view of the town from down the river this morning and then got on the steamer TIDAL WAVE with my boat for upstream. Took pictures on the boat until we reached Fountain City, Wisconsin. Got some good negatives.

Saturday, June 24: - Dan Schoonmaker and wife arrived this evening for a visit. While I was at Trempealeau, Wisconsin a raft ran into my boats at Fountain City, Wisconsin and smashed my skiff so that she is good for nothing.

Monday, June 24: - We started from Fountain City at six p.m. Sunday and arrived at Winona about midnight and, after passing under the railroad bridge, anchored in the middle of the stream. The next morning, got some goods and a sewing machine belonging to Mrs. Gould, Charley Howard's sister, and amid a suspicion of showers, went down to Homer, Minnesota.

Tuesday, June 29: - Left Homer at 5 o'clock this morning and arrived at Trempealeau, Wisconsin after dark.

Wednesday, July 5: - Have been doing pretty well at Trempealeau and there is prospect of a fair business. Dan (Schoonmaker) and his wife left last Sunday night. I start for home today.

Sunday, July 9: - Came home to Paterson, New Jersey by the P. & F. W. (Pittsburg & Fort Wayne) and Pennsylvania Central. Stopped at Alliance (Ohio) Thursday night and stayed Friday night.

Thursday, July 13: - Sarah, Mattie, Annie and I took the streetcars to Newark, New Jersey and the Steamer MAGENTA to Rockaway, Long Island, New York and Annie and I had a swim in the waves. Had a pleasant time.

Thursday, July 20: - Sarah and I went to Philadelphia last Monday. Took rooms at Congress Hall, Elm Ave., opposite eastern entrance of the main buildings. (Mr. and Mrs. Doremus are viewing the wonders of the Centennial Exhibition in Philadelphia. Ed.) Got our meals sometimes there and sometimes at T. Baneislars, 4246 Elm Ave. Had a pleasant time at the exhibition. Wednesday night, Sarah was sick so we came home on Thursday.

Sunday, July 30: - Left home Monday morning. Stopped at night at Osborne House, Hornellsville (New York). Took the Lakeshore Railroad to Cleveland, Ohio and then to Chicago, Illinois, arriving there Wednesday morning. Then to McGregor, Iowa on the Mississippi River. Met Lizzie Schoonmaker there and we arrived at LaMoille, Minnesota in the afternoon of Saturday. Crossed the Mississippi River in a small boat and arrived at my floating gallery about six o'clock. Four of us went for dinner at Mr. Legurs today.

Saturday, August 5: - Went with Mr. Seymour to Pickwick, Minnesota and took negatives.

Monday, August 7: - Sent a \$50.00 money order home. Sent \$50 last Monday. Will send another \$50 while here. Took \$150 home besides, enough for expenses, making \$300 which added to \$350 I had sent home in the spring, makes \$650 altogether.

We left Trempealeau, Wisconsin this morning at four o'clock. After we started it commenced to get foggy and about 6 o'clock we had to stop as we could not see across the river. After breakfast, we started again and the fog gradually dispersed. The wind was ahead some but by pulling we got to La Crosse (25 miles) about dark.

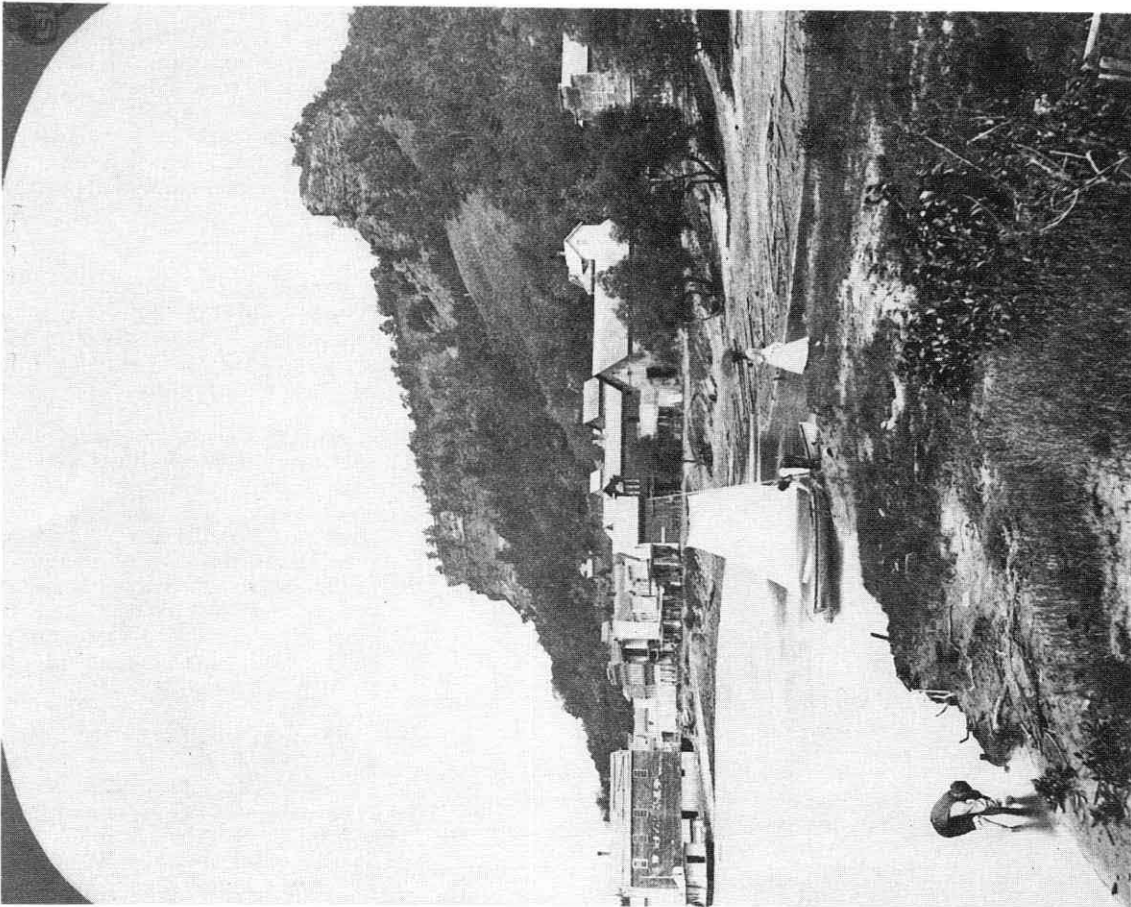
Tuesday, August 8: - About noon took some views of the steamer ARKANSAS with four barges in tow. Took dinner with Capt. Wilcox. He offered to tow me down so on we went past Brownsville where Scott's small floating gallery had been, past Bad Axe where Proctor's floating gallery built in imitation of mine was lying and on to Victory where Capt. Wilcox resided - arrived about dusk.

(This ARKANSAS, although towing four barges when John Doremus saw her, was a packet owned by Capt. "Diamond Jo" Reynolds who bought her in 1871. See Way's Packet Directory, #0348, for additional history. Ed.)

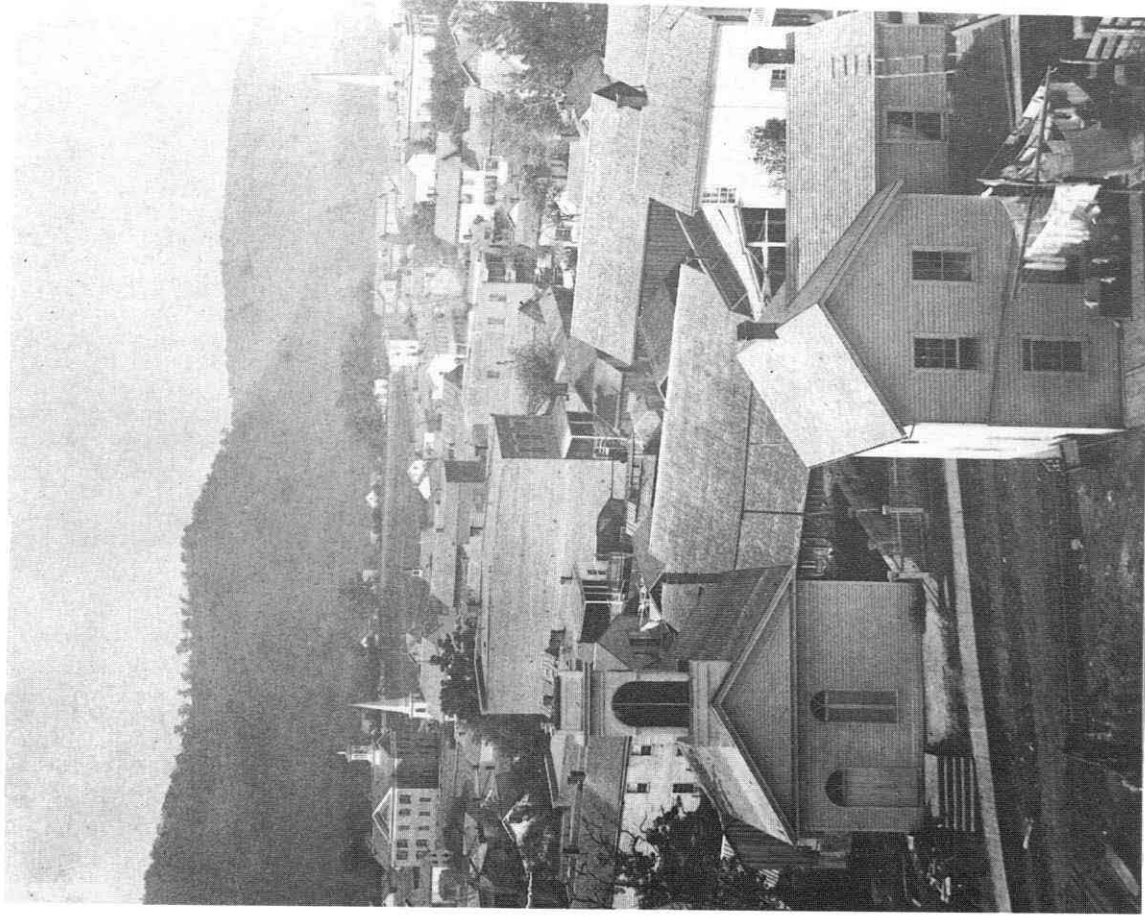
Wednesday, August 9: - Rowed down to De Soto, Wisconsin and put up some show pictures. Sailed back in the afternoon.

Monday August 14: - Left Victory, Wisconsin this forenoon. Reached De Soto, Wisconsin in about three hours. Yesterday, I took my rowboat in tow of the ARKANSAS and went to Bad Axe where Proctor's floating gallery is. Saw him and Will (who went with me) and I rowed down again.

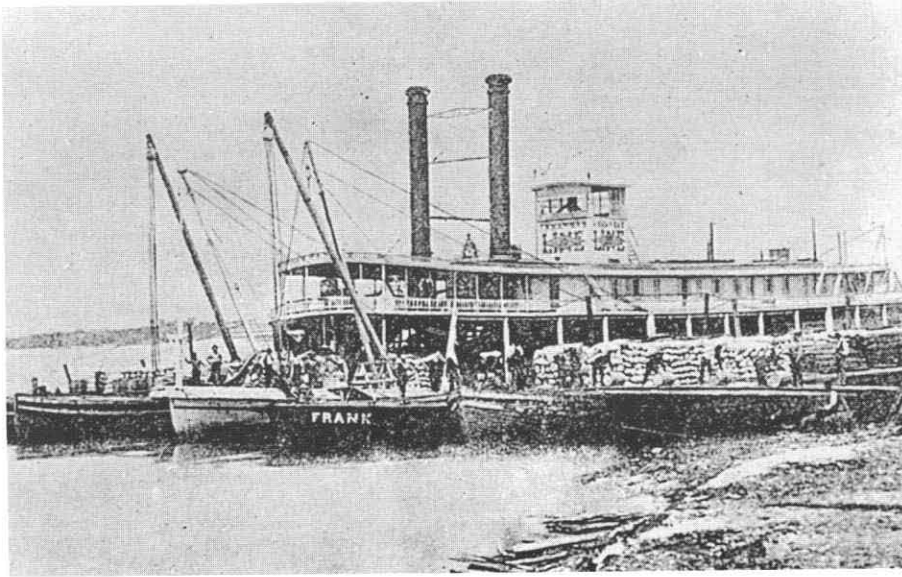
Friday, August 18: - Left with my fleet this morning in tow of the ferry boat from De Soto, Wisconsin to Lansing, Iowa. Left Lansing on my own hook. About 11,



Trempealeau, Wisconsin, July 1, 1876.
From the Mary Green Collection.



Lansing, Iowa taken October 18, 1876.
From the Mary Green collection.



This may not be the photo taken by John Doremus of the ARKANSAS but it shows her with the four model barges. The diary indicates that she was at La Crosse, Wisconsin when Doremus took his views on August 8, 1876. She could be landed head downstream to speed unloading.

went down the slough toward Harpers Ferry, Minnesota. The wind blowing us on shore pretty often. We are now tied up a few miles above Harpers Ferry, Minnesota.

(After a long day, Doremus was evidently a bit tired when he wrote this entry as Harpers Ferry is in Iowa. Ed.)

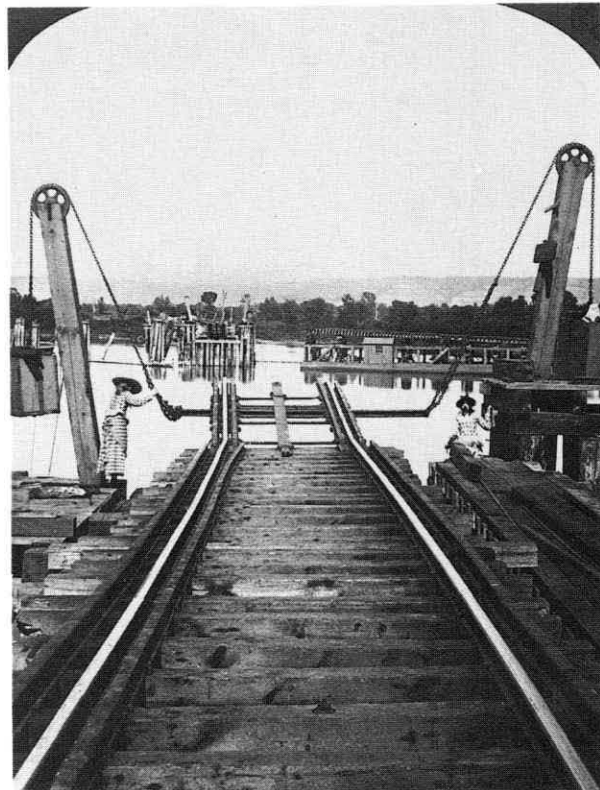
Saturday, August 19: - Arrived at Harpers Ferry this morning. The small gallery has been ahead of us, also a portable gallery, so we kept on and anchored to save the boats from going on a sand bar five miles above McGregor, Iowa. We were very much shaken up by an upward bound packet.

Sunday, August 20: - We arrived at North McGregor, Iowa this morning. This evening we floated down to South McGregor. (North McGregor is now known as Marquette, about opposite Prairie du Chien, Wisconsin, while South McGregor is just McGregor. Ed.)

Wednesday, August 23: - Charles Arnold and F. Tyrell from Riceville, Iowa came to see us Monday and remained until this morning. Lizzie Schoonmaker went home with them. Took in 80 cents in

three days in McGregor. Started and got a mile and a half below the town this evening.

Thursday, August 24: - The wind was upstream this morning but we managed to get half a mile further to the Pictured Rocks where I took several negatives. (Picture Rocks is a bluff opposite the mouth of the Wisconsin River. Ed.) Was just taking a picnic picture of the whole party when a heavy shower came up. Will and I went to the boat and the rest of them to a cave. On my way to the boat, a very tall tree blew down just as I passed it. We got the boat secure but was completely soaked through. We started again about four o'clock with the wind blowing downstream and to the east, blowing us on shore several times and one stump took the corner of the cabin of the WANEGAN and tore three or four boards off. We reached Wyalusing (Wisconsin) about dark.



The railroad bridge at North McGregor, Iowa, now known as Marquette. The swing span is on a float and is shown with the draw in the open position. Two young ladies are gazing at the river. The Doremus diary doesn't mention this photo; probably taken Sunday, August 20, 1876.



The view of McGregor, Iowa was taken in late August, 1876 by John Doremus. In most respects the town has the same appearance today; steep hillsides, one-street business district and the railroad snaking along the river bank. We can see the roof of the American House Hotel (1853) in the main street row, a very lively resort in 1876 and now the home of S&D members John and Ruth Bickel.

The sawmill on the point is similar to the mills found in most river towns in the 19th century. The conveyor for pulling logs into the mill from the river extends beyond the water tank and there's a good stock of lumber stacked. In the far distance may be seen the railroad bridge from North McGregor to Prairie du Chien with the swing span open.

From the Mary Green collection.

Friday, August 25: - Dropped down to Clayton, Iowa this evening; lost a small anchor and line trying to stop. Dropped the large one and then got a line to a raft and swung to the raft and then to shore. Got between the raft and got wet to my waist and did not change until the boats were safe but did not catch cold.

Saturday, August 26: - Took some negatives in Devils Hollow.

Saturday, September 2: - Went up on the ARKANSAS to Victory, Wisconsin on Thursday. Took some good negatives on the boat. Sailed on Friday to De Soto, Wisconsin. Got dinner there and started about one o'clock with a good wind down the river. About sundown, as the wind was down, I went on board the C. J. CAFREY raft steamer. Got my supper and went to bed in the captain's room until we reached Clayton, Iowa about one o'clock. Business is very poor here. Took some good negatives of a waterfall here today.

Monday, September 4: - Left Clayton, Iowa at 6:00 p.m. yesterday. Anchored about four miles below to keep off a sand bar. Got around it this morning and reached Guttenberg, Iowa about 9:00 a.m. Sent a \$50 money order home (\$700.00).

Tuesday, September 19: - Went with LADY ANNIE in tow of the little steamboat VIGOR to Glen Haven, Wisconsin, three and a half miles up on the other side of the river. Hiram Beam (my nephew) who came visiting last Saturday went along. Took 4/4 views of the town from a sand bar in the river and rowed back after putting up notices that I would arrive next Saturday.

(The "4/4 views" taken by Doremus produced a negative 6 1/2 x 8 1/2 inches, also known as a whole plate. VIGOR, Way #5577, was a 52 foot propeller boat which operated in short-trade packet service. Ed.)

Thursday, September 21: - Received a pass on the Chicago, Dubuque and Minnesota Railroad running from Clinton, Iowa to La Crescent, Minnesota and until December 31, from the Supt. J. G. Johnston.

Friday, September 22: - Went to Clayton on railroad and disposed of a few views.

Saturday, September 23: - We were towed to Glen Haven, Wisconsin today by the ferry boat.

Thursday, September 28: - Sailed on Monday to Guttenberg, Iowa. Took the freight train to Buena Vista, Iowa. Put up some show frames there and took the passenger train to Dubuque and found John Beam and Sarah all right. Emma is in Chicago. On Wednesday, I took the passenger train to Sabula, Iowa. Crossed on the ferry and took a photograph of Savanna, Illinois. Put up show frame there and left bills and went back to Dubuque, Iowa and today came back to the boat.

Sunday, October 7: - Business having been very dull for a good while, I paid off Charles Howard and he and his sister and her girl left on Tuesday. On Wednesday night Will and I started with our fleet. We went through the Devils Elbow, crooked place in the river very much dreaded by raftsmen, at midnight. We got along very well going on shore only once when a tree caught us and took one of the brackets off. We anchored at one o'clock a mile above Cassville, Wisconsin.

On Thursday morning the wind was very bad but we started and got blown on shore where we lay until Friday afternoon when we got off by means of a Spanish windlass and went on a jump with the wind down to Cassville. Saw Proctor there with his gallery; he was very much astounded at our coming through the Devils Elbow after dark as he had lain above it two nights and a day, the day

being too windy and he not daring to try it at night. We laid at Cassville all night and between three and four this morning we started and pulled across the river and down to Buena Vista Iowa where we now are.

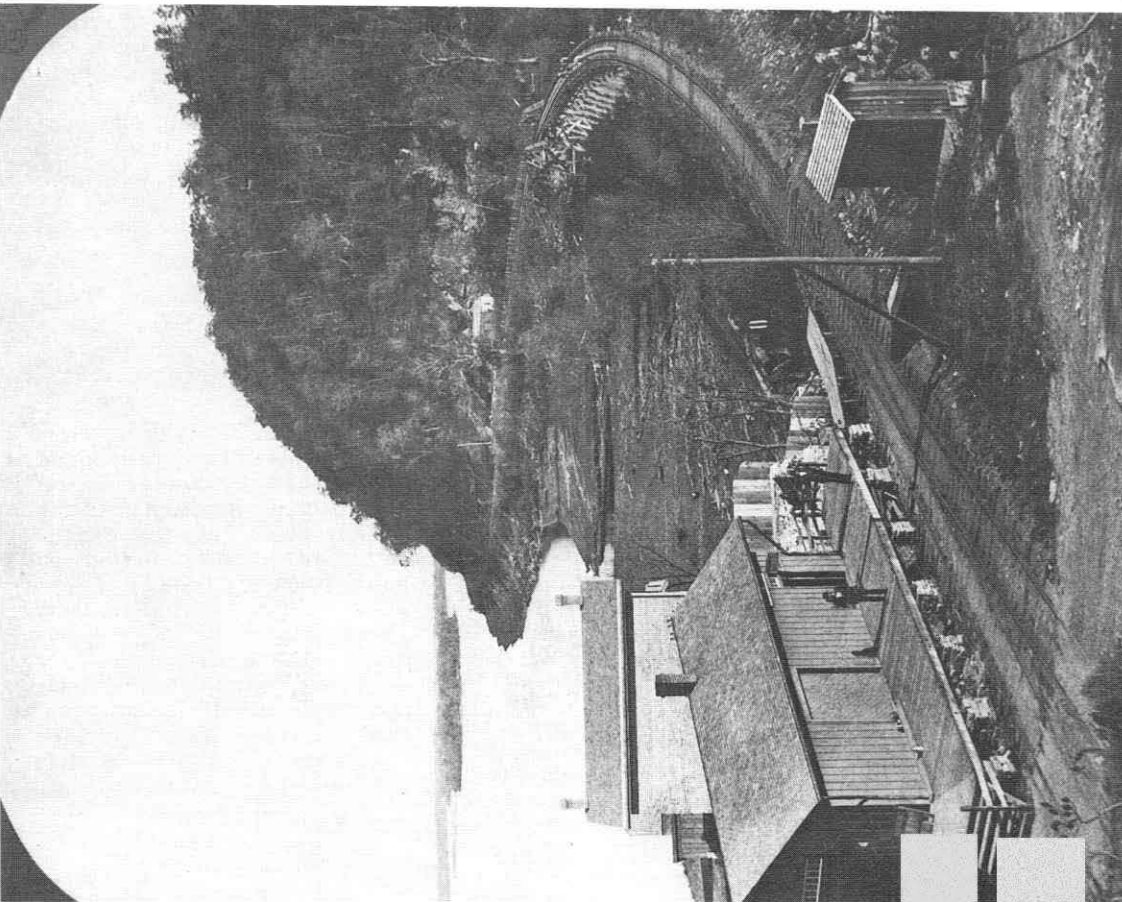
Thursday, October 12: - Took views about Buena Vista Tuesday and Wednesday. Today, I went on the ARKANSAS with the LADY ANNIE to Cassville. Rowed up the Turkey River (Turkey River is on the Iowa side of the river. Ed.), telegraphed down for my apparatus and took ten negatives of the bridge and bluff. Got back to the boat at 6 o'clock. Went back on the railroad cars, leaving my boat on Turkey River.

Friday, October 13: - Went on the freight train at 7 o'clock to Turkey River. Rowed to Cassville, getting pretty wet in a shower. Traded a gem camera for a fun little boat of Proctor's and, as it continued cloudy, I rowed back to the boat in time for dinner.

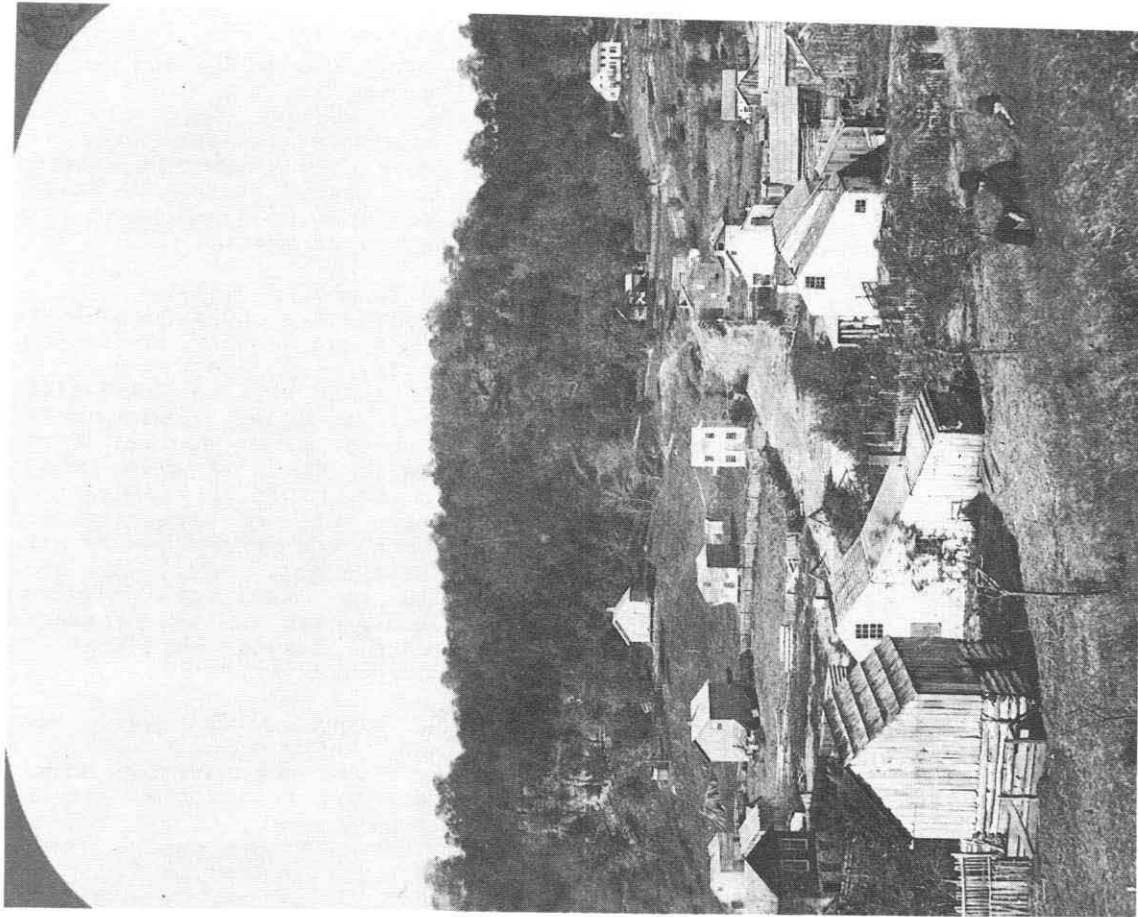
(A "gem camera" had four lenses and was designed to take 16 tintypes with four exposures and four moves of a single 3 1/4" x 4 1/4" plate. The small tintypes were mounted in paper holders about the size of a postage stamp; gems were very popular at the time. Ed.)

Saturday, October 14: - Put my small boat on the railroad cars and went to the Turkey River station. Rowed from there to Cassville, Wisconsin. Took some views from the top of the Dennison House where I had to tie my dark tent and camera fast on account of the high wind. Rowed back about four o'clock.

Wednesday, October 18: - Went yesterday in the railroad cars to Lansing, Iowa and took some views. Took some from another direction this morning. Stopped while at Lansing at the Hulschmidt House.



These views of Buena Vista, Iowa were taken on October 10-11, 1876. Buena Vista is now known as North Buena Vista, about four miles below Cassville, Wisconsin. According to Ralph DuPae, the town isn't any larger in 1992 than in 1876. Passaic County Library collection.



We surmise that this view was taken by young Will Schoonmaker, John Doremus, 15 year old assistant. Close inspection shows two figures lounging on the bank in the right foreground, probably John himself with full beard and his nephew Hiram Beam who was visiting.



The IOWA CITY towed the Doremus outfit from Buena Vista, Iowa to Savanna, Illinois. Capt. W. M. Wooden accepted photos, no doubt including this one, in full payment. Note the brails of logs connected with tie logs and pins.

This boat would be T1189 in Way's Steam Towboat Directory, listed as IOWA and so shown in the List of Merchant Vessels. A sidewheel rafter IOWA CITY (T1192) was also operating in 1876. From the Passaic Historic Library collection.

Saturday, October 21: - All ready to go down but it blew too hard so I rowed up to meet a couple of steamers which were coming down with rafts. The first one would not tow us so we went for the next which was the IOWA CITY, Capt. W. M. Wooden, who said he would tow us if we could get a line to him. I did so but it was a big job. I am to pay him in pictures. We got down to Dubuque, Iowa and tied up above the bridge. As the Capt. is willing to take me, I think I will go clear to Savanna, Illinois.

Monday, October 23: - Reached Savanna, Illinois about 9 o'clock. I was in my dark room developing and they cast off too soon and the wind took us on shore a half mile too far up. Laid there until sundown and started but ran upon a rock and stuck.

Wednesday, October 25: - Got off the rock yesterday morning but the wind was too high to get where I wanted to be. The wind did not go down until ten this evening and then we left and got down to a good place below the ferry landing.

Thursday, October 26: - Took some views of the town from a bluff, also some negatives of the school house.

Tuesday, November 7: - Sent to Capt. E. J. Chacey, Albany, Minnesota a tinted stereo of his boat HELENE SCHULENBURG and the M. WHITMORE towing rafts at Lansing.

Tuesday, November 14: - Went in the LADY ANNIE to Sabula, Iowa Junction about four or five p.m. Took the railroad cars to Dubuque.

Thursday, November 16: -
Went to McGregor, Iowa.
Stopped at the Flanders
House.

Friday, November 17: -
Went on the railroad to
Cresco, Iowa. Took dinner
at the Webster House. Went
in the stage to Riceville,
Iowa, arrived there about 8
o'clock. Stopped with Will
and Mary Thompson (The
Thompsons had been with
Doremus on the gallery
during the 1875 season.
Ed.)

Saturday, November 18: -
Went to Dan's this morning.
He was in Osage, Iowa on the
jury; he came home at night.

Monday, November 20: -
Took Dan's team and went to
Bennette. It snowed hard
all day.

Wednesday, November 22: -
Started with Charles Arnold
to Le Roy Post Office. Went
with wagon but the snow
drifts were very deep in
places. Got there in time
for a hearty dinner. Took
the railroad cars, changed
at McGregor and arrived in
Dubuque, Iowa at 7:30.

Friday, November 24: -
Left Dubuque at 6:25 a.m.
and arrived in Sabula, Iowa
at 8:25. Visited a large
pork packing establishment
there where they kill 1,000
hogs per day. (Sabula is
across the river from
Savanna, Illinois. Ed.)
Took the ferry at 10:30 and
was on my boat in time for
dinner.

Saturday, December 2: -
The river closed last night.
The ice has been running
pretty thick for several
days and the boat has been
frozen in three or four
days.

Monday, December 4: - Went
to the bridge that the
Western Union Railroad is
building from Sabula, Iowa
and took some negatives.



On September 19, 1876 the VIGOR towed the LADY ANNIE with John and his nephew Hiram Beam from Guttenberg, Iowa to Glen Haven, Wisconsin. The VIGOR had earlier provided ferry service between La Crosse and Brownsville, Minnesota as shown here.

Tuesday, December 5: -
Went to Sabula this morning
and took some negatives of
the pork packing
establishment. Will came in
a hurry to tell me there was
16 inches of water in the
hold so I walked back
leaving him to bring the
things by the train. Have
got the ferry pump in and a
man pumping her out now at
10:30 p.m.

Wednesday, December 6: -
Kept the man pumping last
night until 2:00 a.m. Had
four men working today. Got
the boat free from water.
Found the leak and stopped
it.

Friday, December 8: -
Bought 13 kerosene barrels,
being all there is in town.
Have painted the hoops on
them, intending to fasten
them in the hold.

Wednesday, December 13: -
The boat has been settling
down by the bow until this
afternoon. I put a man
cutting around it when it
settled more even.

Tuesday, December 21: -
Left my boat completely
frozen in. Left last Monday
morning on Western Union
Railroad to Chicago, fare
\$5.40. Found the fare from
Chicago to New York was
\$13.00 so bought a ticket
immediately for fear of a
rise in the price. In the
morning, started on the
Pittsburg, Fort Wayne
Railroad to Mansfield, Ohio.
Stopped overnight and next
morning took the Atlantic
and Great Western and Erie
home, arriving this morning.

So, at the end of 1876,
John Doremus left his
floating gallery SUCCESS,
printing gallery WANEGAN and
assorted skiffs at Savanna,
Illinois, mile 537. The
outfit had progressed a
little over 200 miles during
the season, from the
Whitewater River at
Minnesika, Minnesota. We
trust that Doremus made
arrangements for watchman
service during the winter or
he may find only those 13
kerosene barrels afloat when
he returns in the spring.

The Collision of the PENNSYLVANIA & VICKSBURG

Elsewhere in this issue you will find an account of the behavior of pilots on the Ohio River in 1838. It would seem that pilot attitudes and actions hadn't improved in 20 years judging from testimony following the collision of the PENNSYLVANIA and VICKSBURG on November 26, 1857. This accident took place near 30 Mile Point above New Orleans and Sam Clemens, among others, later gave a deposition in court.

The most recent Mark Twain Journal, Volume 28, Number 1, Spring, 1990 (mailed May, 1992) devotes the entire issue to an account of this accident. Samuel L. Clemens was steersman aboard the PENNSYLVANIA for pilot George Ealer but was off watch when the accident took place. Michael H. Marleau, an historical researcher and writer, has put together the story of the collision and its aftermath from original court documents in a civil suit brought by the owners of the PENNSYLVANIA.

The VICKSBURG (5559) was owned by Capt. John W. Cannon and others, captained by James M. White and with Allen Pell pilot on watch. The PENNSYLVANIA (4443) had John Simpson Klinefelter as captain and William T. Brown pilot on watch. Mr. Brown was described as a tyrant by Mark Twain in, Life on the Mississippi and it would appear that his actions were the cause of the accident. But, Allen Pell was an aggressive pilot too and no shrinking violet; in June, 1858 Capt. Cannon and Pell had an altercation on the Paducah wharfboat when Pell went to work with his penknife.

The two boats left New Orleans at about 5pm on a clear evening with the VICKSBURG about five minutes ahead of the PENNSYLVANIA. The latter boat got ahead when the VICKSBURG made a landing at Carrollton, a short distance above New Orleans and then it would seem that the race was on.

The passengers and many of the crew from both boats were out on deck after supper to watch the contest as the VICKSBURG gradually gained on her rival under bright moonlight.

A short distance below 30 Mile Point, the two boats were almost side-by-side. The VICKSBURG was closest to the left ascending shore with the PENNSYLVANIA crowding her after making a crossing from the opposite shore. The bow of the VICKSBURG was about up to the forward end of the wheelhouse on the larboard side of the PENNSYLVANIA when the band struck up the chorus of, "Wait for the Wagon - We'll take you all aboard," a popular song of the time.

When Pell didn't give way but held his course and the VICKSBURG had moved up alongside the PENNSYLVANIA, Brown started to straighten up but the boats came together. Contact was made between the starboard knees or fenders on the bow of the VICKSBURG, about 50 feet from her stem, and the PENNSYLVANIA's larboard paddlebox. The PENNSYLVANIA's gallows frame and the plumber block (pillow block) that supports the paddlewheel shaft were knocked down. The paddlewheel dropped about five feet and the rotating

wheel tore off the sheathing on the wheelhouse and broke off several wheel arms and buckets before stopping the engine. Pieces of the wheelhouse fell on the forecabin of the VICKSBURG damaging the boiler deck railing but no one was injured.

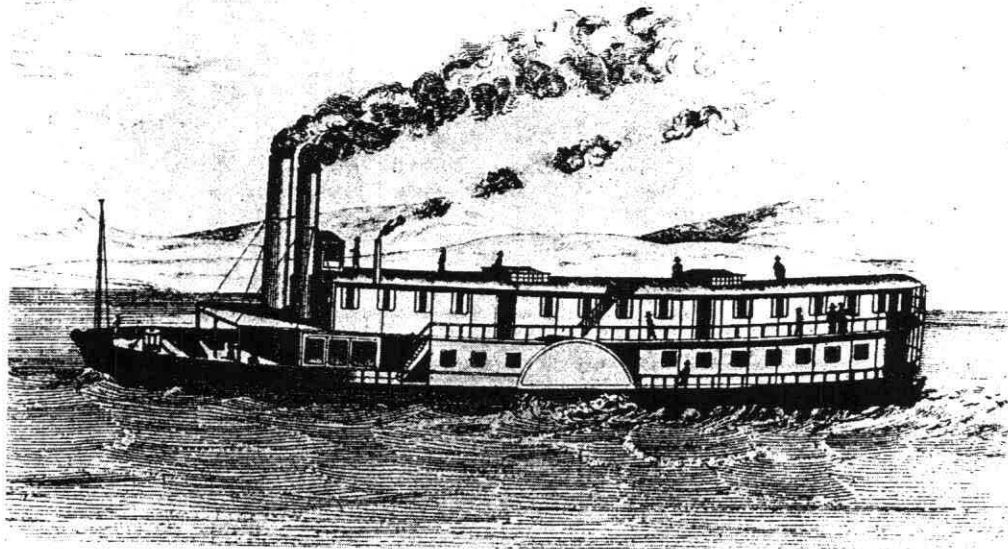
The damage on the VICKSBURG was minimal and she backed away. The captains, both out on their boat's roofs, exchanged a few words of mild reproof and then Capt. Klinefelter asked to be towed over to the opposite shore. The VICKSBURG continued up the river and the PENNSYLVANIA limped back to New Orleans for repairs which took six weeks.

Mr. Marleau's 36 page article with photos, diagrams, and testimony from major participants is a good first hand account of the serious competition in the Gilded Age. Clemens' deposition gives more information on piloting career of the Mark Twain we know from Life on the Mississippi.

Mark Twain Journal is published twice yearly, spring and fall, at a subscription price of \$18.00. Contact Thomas A. Tenney, Editor, c/o English Department, The College of Charleston, Charleston, SC 29424.



The DELTA QUEEN made an unscheduled stop at LeClaire, Iowa on June 10. Some submerged object had damaged one of her four rudders. The new, deep hull shows in this photo by Pat Welsh, Davenport, IA



AN OHIO RIVER STEAMBOAT, 1837
(David Stevenson, *Sketch of the Civil Engineering . . .*, London, 1838)

A STEAMBOAT JOURNEY
- 1838 -

A year or so back, we received a copy of a letter in the files of the Greene County Library, 76 East Market Street, Xenia, OH. This was sent to us by Julie Overton but we confess that Julie's address has gone astray so that we can't properly acknowledge her contribution.

The letter is dated at Pittsburgh, Pennsylvania, May 23, 1838 and the writer was Jane Ashley of Pittsburgh. Jane was reporting the events during her journey home after a visit with her cousin Susan A. Finney of Xenia, Ohio or near vicinity. We know not the ages of Jane and Susan in 1838 but judge from the matters reported that they had some maturity although no mention is made of husbands.

The letter is a blow-by-blow report of not so comfortable travel from southwest Ohio to Pittsburgh in the days before railroads. The route of choice was by stage coach through Waynesville and Lebanon, Ohio to Cincinnati and thence by steamboat up the Ohio River.

Xenia, by today's roads, is about 52 miles from Cincinnati. We shall spare the gentle reader the details of the late evening departure by stage coach but suffice to say it was, "dark as a dungeon, we could not see each other, and the driver rushing out such dreadful oaths to his horses."

With stops at Waynesville and Lebanon for breakfast and dinner, Jane and fellow passengers finally reached Cincinnati at dusk, April 24, 1838. Jane was traveling with a Mr. and Mrs. Rannels who were going to Elizabeth, Pennsylvania and the party stopped at the Galt House, operated by a Mr. Marsh, in Cincinnati.

On the morning of April 25, 1838, after visiting several of the stores, Jane and her companions Mr. and Mrs. Rannels got aboard the packet PIONEER for the comfortable trip upriver. The PIONEER was a sidewheeler built in 1835, operated in the Pittsburgh and New Orleans trade and was comparable in size to other boats then operating.

* * *

"We went aboard of the boat about 10 o'clock a.m. and started 15 minutes afterwards. We left in port at Cincinnati a large number of boats and among the rest there was a very large boat, famed for its quick trips. It was then on its way from Pittsburgh to Louisville (Cincinnati to St. Louis - Ed.) and its name was MOSELLE. I looked at the boat and remarked that it was so very crowded with passengers and a great number of children, both in the cabin and on deck.

There was a boat called the ONTARIO that left Cincinnati for Pittsburgh about ten minutes before we did and in about half an hour after we started we passed them. It appeared to spite them very much; they put in tar, bacon and rosin (sic) to pass us but they could not come near us. Our captain wished them (the ONTARIO) to get ahead of us, fearing they would overtake us and do us injury in the night but the engineers would not listen to him. At dark we could see nothing of the ONTARIO.

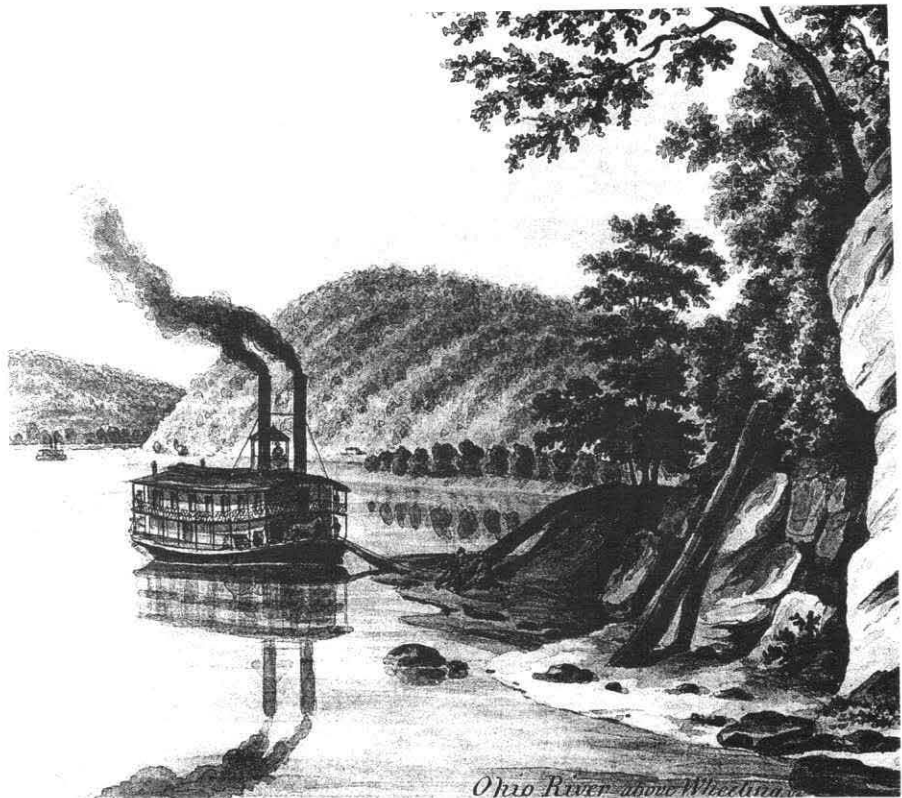
On Thursday morning (April 26) we tarried a short time at Portsmouth and when we started we seen the ONTARIO close behind and the next time we stopped it overtook us. The ONTARIO pushed us from shore to shore; our boat could easily have left it but our captain wanted them to go ahead to prevent mischief for he said that the pilot was a man of no principle and had been in jail several times for injuring other boats.

(Ed. Note: Miss Ashley's view that the PIONEER could have outdistanced the ONTARIO is in some doubt since the latter boat had somewhat greater power; see comparison of the two boats following the letter.)

When they (ONTARIO) came between us and the shore the captain of our boat ordered the pilot always to go to the opposite shore, out of their road. But, they followed us up and pushed us from shore as if for amusement. At last, they sort of halted and just whilst we sat at dinner the ONTARIO run against the back part of our boat, broke the yawl and jarred us very much. In a moment she was up by our side and struck us again (as) we jumped from the table, frightened almost into fits.

By this time, the pilot of our boat was enraged and loaded a gun to shot the other pilot but our captain prevented him. We ran through the boat in confusion but soon the other boat passed us. Our pilot was then determined to revenge himself and turned the bow of our boat into the ONTARIO. Our captain seen it and run to stop him but he was too late; our boat run into theirs and broke the deck guards off into the very hull of the boat and about three yards in length.

There was a little girl standing on the very place that was broke and had not sense enough to run; she was mashed almost to pieces; her skull laid open and her brains exposed to view, Still, the breath was in her, her head bound up and the boats went on. The ONTARIO was ahead and in a short time we was at a little town called



The Ohio River Above Wheeling, Va. c1840.
Artist, August Kollner, ink wash on paper
Collection of Huntington Museum of Art.

Guyandotte where they stopped and we learned for the first of it that we had injured some person on that boat.

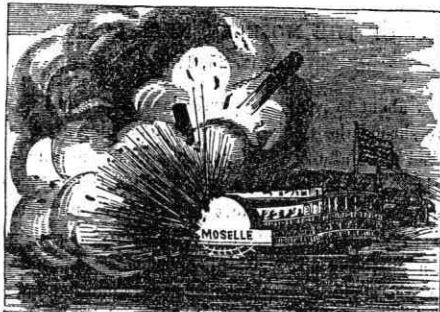
(Guyandotte, Virginia, at the mouth of the Guyandotte River, is now part of Huntington, West Virginia. Ed.)

The PIONEER pushed towards shore to see what was the matter but the whole boat crew (on the ONTARIO) hollered at us with the most terrifying oaths to keep on and not dare to stop to look at the child. Our boat then kept on up the river; we looked back and seen a whole string of men carrying the child up into town and most of the passengers following. The ONTARIO tarried there two hours, the child was not yet dead, but there was no hope of its recovery. A large collection of money was raised among the passengers and left them (the family) in that little town. They was deck passengers, just poor people that was moving and that was their only child, nine years old.

Our boat stopped at Marietta for freight and provisions so that the ONTARIO gained on us. On Saturday morning, a little after daylight, we got to Wheeling and tarried there a short time. While we was there, the other boat came up and stopped close beside us. Our captain, who had been in great distress about the accident and walked the cabin night and day and had very little to eat, thought he must go aboard of the other boat and see or hear the worst. The other captain was very clever to him and sorry for him and told him all that I have told you and told him that he would not touch his pilot until he got his boat to Pittsburgh and that he would then send an execution after him right on sight.

While our captain was in the ONTARIO the little bills came in about the MOSELLE. The news had come by express and was distributed in the boat as soon as it landed; it was printed on little handbills, there not having

been time to insert it in the papers until they would get a more minute account of the distressing and heart rendering accident that had took place on the MOSELLE.



(Ed. Note: The MOSELLE exploded her boilers at Fulton, Ohio, a short distance above the Cincinnati wharf, on the evening of April 25, 1838. Jane evidently reported the account of the explosion from the handbills passed out on the PIONEER at Wheeling and, therefore, her cousin's "sensibilities" were not spared the gory details. The MOSELLE explosion was the largest loss of life from a steamboat accident up to that time with 81 killed, 55 missing and 13 badly injured. Interested readers can find the same gruesome description as Jane copied from the handbill by reading the account in Lloyd's Steamboat Disasters.)

You may be sure I wished myself on dry ground once more. We soon left Wheeling and when we got to Steubenville we saw the remains of a boat that had been blown up the day before. (We haven't ascertained the identity of this boat; suggestions welcome. Ed.) At 11 o'clock at night we arrived at Pittsburgh; I had just got to sleep and they made such a noise landing that it waked me up.

It struck me on a moment that we was at Pittsburgh but the shutters was shut on the door that I could not see but I was so overjoyed that I could not lay in bed. I got up and walked the cabin; I forgot all my past sorrow and the dangers I had encountered."

* * *

The following morning, Sunday, April 29, 1838 Mr. Rannels engaged a boy to carry Jane's trunk (the drays weren't working because of the Sabbath) and walked her to the house of Mrs. Patterson which was shared by Jane Ashley's mother. Safely home at last!

From the account of the PIONEER's trip up the Ohio from Cincinnati, it is obvious that rivalry between crews of competing boats was intense and the operations reckless. The explosion of the MOSELLE gave urgency to the first Federal regulation of steamboats for safety of design and (to some extent) their operation, signed into law July, 1838. The licensing of crew members did not come about until 1853.

The PIONEER had been built in 1835 in Pittsburgh by A. Mason, a sidewheel boat 135'5"x17'8"x4'10". The engines were built by Arthurs & Co. and rated at 78 hp. She was owned by William Holmes & Co. In 1838 the captain was R. Crawford and the engineer was named Shaw. The PIONEER was dismantled in 1843.

The ONTARIO was built in Pittsburgh in 1836 by Noble, sidewheel, 149'x18'5"x5'6" and owned by The Good Intent Co. The engines were rated at 111 hp., built by Warden & Benny. The captain in 1838 was Thomas S. McKee and the engineer a Mr. Speer. The aggressive behavior of her pilot notwithstanding, the ONTARIO survived and was dismantled in 1846.

The Good Intent Packet Co. was one of the early "line" operators, beginning service between Pittsburgh and Louisville with 12 boats in the spring of 1836. The Pittsburgh and Louisville Packet Co. had organized with 12 boats a year earlier and the Ohio Pilots Line entered the same trade in the summer of 1836. In late 1837 and early 1838, these lines became victims of the Panic of 1837 and the boats sold at auction; the exact ownership of the ONTARIO in 1838 is questionable.

AMBROSE W. THOMPSON LT. FREDERICK DODGE

On page 19 of the June S&D Reflector we related the story of an explosion aboard the JOHN H. DICKEY, November 6, 1862. The letter detailing the accident and the death of Frederick Dodge, a passenger, had been located in the papers of Ambrose W. Thompson. We wondered who Ambrose Thompson might be and Nita Spangler, 970 Edgewood Road, Redwood City, CA 94062 quickly responded:

"Thompson was Dodge's father-in-law. He was a businessman who had a Philadelphia address at the time of the accident. Later, he organized several railroads in New York. In 1861 he was president of the Ciriqui Land Company which owned extensive lands in Panama."

Frederick Dodge had been the Indian Agent in 1858 at Carson Valley, Utah Territory, entering the Union Army in 1861. Dodge's friend "Hon. John W. Noel" referred to in the letter by Capt. Musselmann was congressman John William Noell, Perryville, MO.

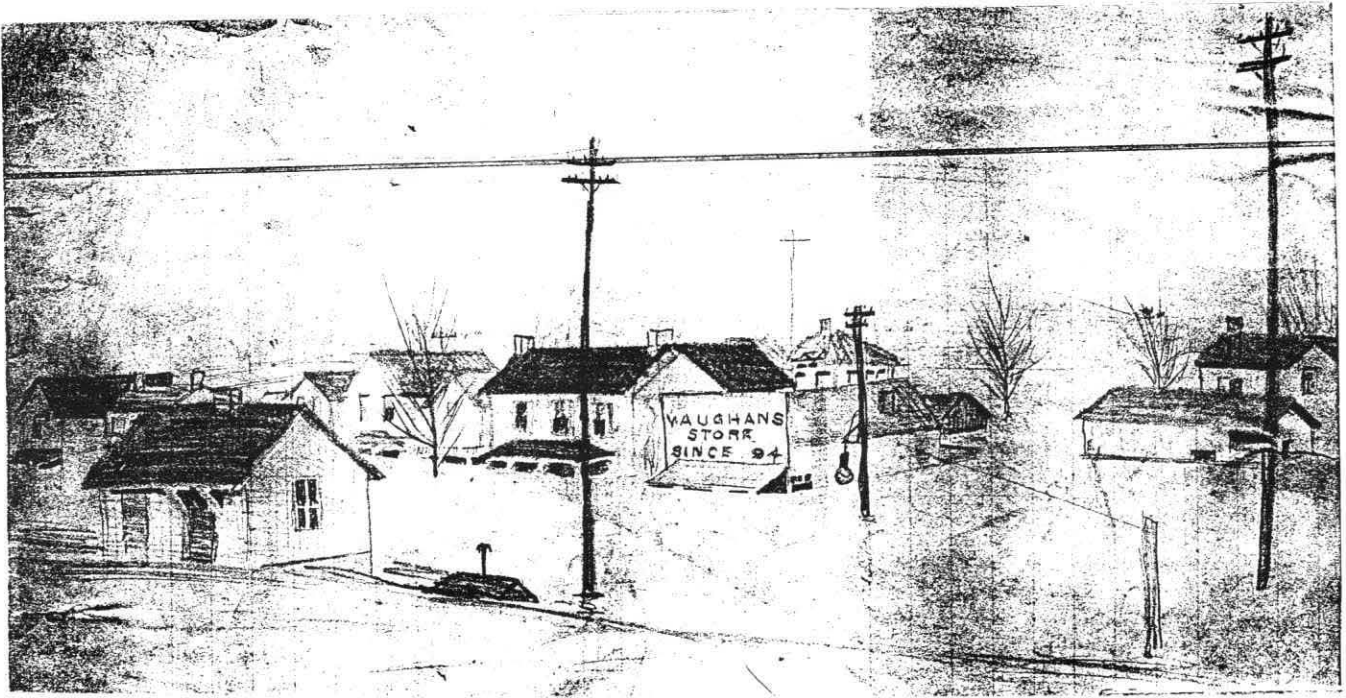
* * * SULTANA PAINTING

In the June issue we carried a review of the new book about the SULTANA, The Sultana Tragedy by Jerry O. Potter, but we didn't catch the fact that the illustration on the dust jacket was by an S&D member.

A number of years ago, artist Marion Sue Thompson did a painting of the burning of the SULTANA based upon the photograph of the boat taken at Helena, Arkansas. After seeing Sue Thompson's painting and selecting it for the dust jacket, author Potter suggested that it be reproduced as a color print.

Inquiries can be directed to Marion Sue Thompson, 4300 Brenda Drive, Jonesboro, AR 72401.

* * *



Above is a view of the Vaughan house and store in Catlettsburg, Kentucky where the Jesse Hughes diary begins in 1915. This pencil sketch was made by Jesse on March 30, 1913 when he was again helping the Vaughans, then with the highest flood ever at its crest,

In the foreground, left, is the watchman's shanty for the crossing over the C. & O. Railroad tracks. In later years the Vaughan Store site had a gas station on it with two tall pipes sticking up in front, a Jesse Hughes simulation of steamboat smokestacks.

JESSE P. HUGHES DIARIES

- 1915 -

by C. W. Stoll

The year 1915 began with Jesse Hughes at home in Catlettsburg, Kentucky due to the illness of his mother-in-law and another member of the Vaughan family. The river was reported full of ice and at a stage of 25 feet in Cincinnati. No boats were running until the COURIER came up on January 5 followed by the GREYHOUND.

Jesse spent some time working in the Vaughan store and also doing some painting. On Thursday, January 7 he got on the COURIER and stood watch to Gallipolis and back in place of Wilbur Chapman. The QUEEN CITY, STEEL CITY and R. DUNBAR were all at Pt. Pleasant where they had been laid up since the previous summer.

The diary notes on January 9 that Dave Vaughan and "Mother Vaughan" were both ill.

On January 12 it was noted, "Excursion steamer IDLEWILD down from Pittsburgh to Memphis - a new boat." [Ed. Note: The IDLEWILD had been built by James Rees and Sons and later was to become the AVALON and then the BELLE OF LOUISVILLE, still operating in 1992.]

Dave Vaughan died in Jesse's arms on January 16, 1915, ". . . of pneumonia and all sorts of complications - Mother Vaughan unconscious." Jesse helped keep the family store so other family members could prepare for Dave's funeral and to look after the sick. Mother Vaughan died at 7 am., Tuesday, January 19. Jesse personally prepared both gravesites and covered them up after the funerals.

The sad events of the Vaughan family over, Jesse got on the COURIER at Catlettsburg on January 25, replacing Capt. Ward who had a broken leg.

- FEBRUARY -

On February 6 the COURIER met the new HOMER SMITH upbound at Ripley, fresh from the shipyard at Jeffersonville and enroute to Pt. Pleasant. On February 7 the OHIO was met at Moscow, headed for the Mardi Gras in New Orleans with the river at 55.8 ft. at Cincinnati. The HOMER SMITH was at Pt. Pleasant, West Virginia on February 9, "Everybody inspecting her and Peter G. and Henry Holloway pilots." The COURIER passed the VAL P. COLLINS on February 12 with a broken shaft and then met the ALICE BROWN, VALIANT and several other boats with coal tows downbound. The bad news on February 16 was the burning of the ABIGALE at Cedar Farm Landing, Indiana the previous evening while enroute to the Pt. Pleasant docks from Evansville. Business was picking up and the COURIER loaded 820 sacks of corn and 200 sacks of wheat below Portsmouth on February 24.

- MARCH -

On March 1 Jesse went back to his regular command on the TACOMA and the Greene Line resumed regular departures from Cincinnati. Capt. Ward was back in command of the COURIER. The TACOMA left Cincinnati at 7 pm. March 2 with a nice trip and arrived at Portsmouth at 6 am. (!). On March 21 Jesse reported that the R. DUNBAR made her first trip in the Pittsburgh-Charleston trade under the management of Capt. William E. Roe. The CITY OF PARKERSBURG arrived in Cincinnati on March 25 ahead of the TACOMA and Jesse reported, "A hot race from Chilo up tonight."

- APRIL -

The TACOMA spent four hours at Gardner's Docks at Pt. Pleasant on April 5 repairing the rudder stocks and later in the day she got 350 sacks of salt at the new Ohio River Salt Works at Mason City, West Virginia. The boat laid overnight at Pomeroy, Ohio and Jesse had a sports note: "Jack Johnson whipped by (Jess) Willard at Havana."

[Ed. Note: Jack Johnson, a black, had become the world heavyweight champion on December 26, 1908 in Sydney, Australia by defeating Tommy Burns. Thereafter, nine challengers of Johnson's title were in turn called "The Great White Hope" but Johnson reigned supreme. Following legal trouble in the U.S., Johnson moved to Europe in 1912 and hence the championship fight with Willard was staged in Havana. Jess Willard was winner by a knockout in the 26th round.]

Spring had arrived in the Ohio Valley and Jesse's entry for April 9 reported: "Smoky, hazy and warm with the hills afire all along the river." On April 11 the TACOMA, returning from Charleston, went up the Ohio to the foot of Eight Mile Island where she met the R. DUNBAR and got her freight reshipping. The HOMER SMITH was out on her maiden trip in the excursion trade, Pomeroy to Huntington; the TACOMA met her at Dam 26. On April 13 Jesse comments on the big coffer dams for construction of Dam 25 (mile

260) and Dam 33 (mile 404) at Brooks Bar above Maysville, Kentucky. The departure of the STEEL CITY from Cincinnati to St. Louis on April 19 was noted and while laying overnight at Pomeroy Jesse notes the return of the HOMER SMITH after an excursion to Charleston, her only trip that far up the Kanawha River. Indicative of the importance of the salt trade at this time is the loading on the TACOMA of 450 barrels of salt at two mines at Pomeroy. The new tunnel screw INSPECTOR for the U.S. Corps of Engineers, Memphis was met at Brush Creek on April 23 which Jesse remembered as the birthday of William Shakespeare (1564).

Leaving Charleston at 5:20 am on April 25, the TACOMA met the R. DUNBAR upbound just below Lock 11, Kanawha River and received the reshipments for the Cincinnati trade. Later that day, the ISLAND QUEEN was met at Rome, Ohio on her way to Portsmouth on a tramping trip in the excursion trade, a sure sign of spring.

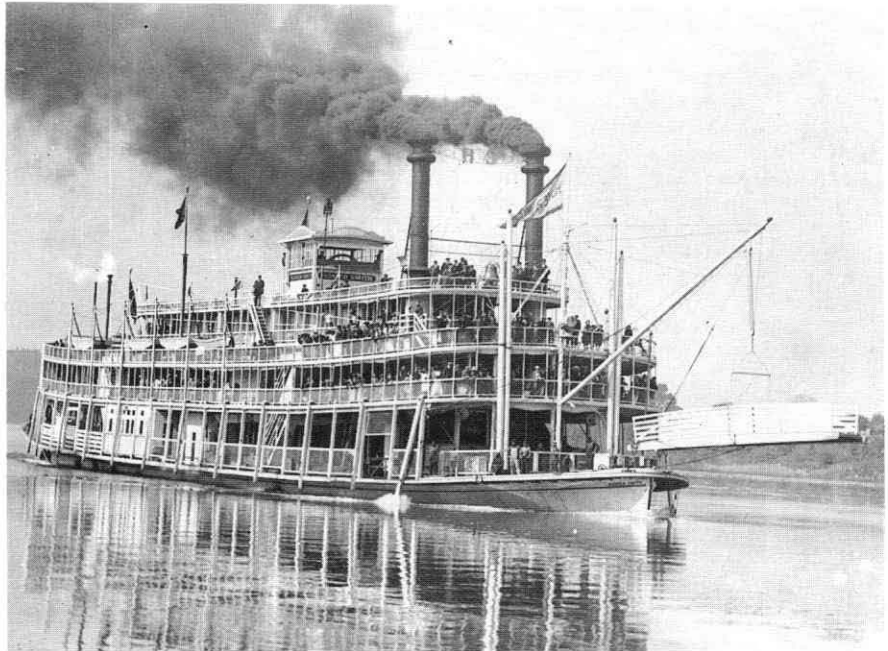
- MAY -

Saturday, May 1, 1915 and the wickets at Fernbank Dam (below Cincinnati) were down again and the KENTUCKY and the CITY OF LOUISVILLE were back at the wharfboat after a six months layup. The TACOMA met the HOMER SMITH at Ashland on Sunday, May 2, the latter with 2,500 people on a Portsmouth-Huntington excursion.

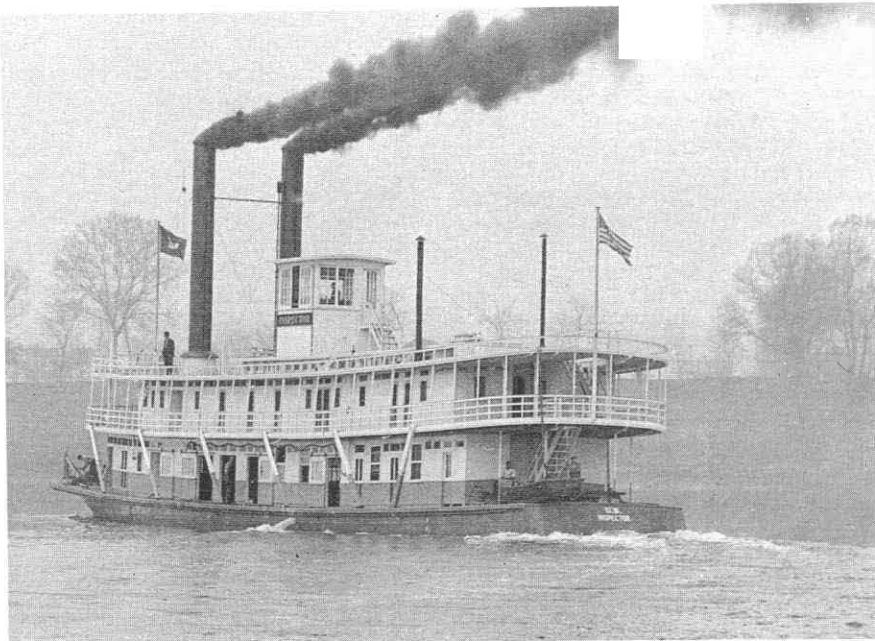
Always interested in world affairs, Jesse notes on May 7 that the British liner LUSITANIA had been torpedoed off the coast of Ireland with a loss of 1,200.

Capt. Dayton Randolph rode the TACOMA into Cincinnati on Sunday, May 9 to get on the HELEN BLAIR and take her to Pittsburgh. The TACOMA arrived at 9:03 pm. and the BLAIR departed at midnight with 40 passengers. [Ed. Note: This trip of the HELEN BLAIR from St. Paul to Pittsburgh in 1915 was a response to the 1914 trip of the JOE FOWLER from Pittsburgh to St. Paul.]

A rise in the river brought "coalboat water" and on May 27 the TACOMA met the downbound towboats TOM DODSWORTH, ALICE BROWN, CHARLES BROWN, JAMES MOREN and BOAZ. On May 29 the



April 13, 1915: The HOMER SMITH (2658) made her first trip in the excursion trade, Pt. Pomeroy, Ohio to Huntington and return. This view was taken by Capt. C. C. Bowyer at Pt. Pleasant after the TACOMA had met her at Dam 26.



The INSPECTOR (T1183) was an oddity in 1915 when completed by Ward Engineering Works. She demonstrated the ideas of Charles Ward for screw towboats, a design scoffed at by rivermen on the Ohio where low water every summer was still a problem. Photo by C. C. Bowyer.

HOMER SMITH left Cincinnati with 25 passengers for Louisville to begin the excursion season (for which trade she was built) and the Coney Island boats began running to the amusement park.

- JUNE -

June 7, 1915 was Jesse Hughes' 39th birthday. On June 13 the TACOMA met the CITY OF PARKERSBURG towing a water circus at Buena Vista, Ohio and again at Augusta, Kentucky on the 17th. The JOE FOWLER was met on June 17 on her first trip in the Pittsburgh-Louisville trade.

After picking up 250 barrels of salt at Pomeroy on June 20 the TACOMA returned to Pt. Pleasant at 2 pm. and waited until 1 am. Monday for the R. DUNBAR to receive the reshipping for Cincinnati. Three days later the KANAWHA, downbound, was met by the TACOMA at New Castle, West Virginia (about opposite Middleport), went on to Pomeroy for 200 barrels of salt and was back at Ashland, Kentucky by 11 pm.

- JULY -

July 7, a Wednesday, was noted with the entry, "A horrible cyclone at Cincinnati with great destruction and loss of life. The CONVOY and eight crew members were lost below Mill Creek, the FULTON sank below the Central Bridge and Capt. Williams was lost in the sinking; the wreck settled opposite the foot of Broadway."

On July 23 the Middleport wharfboat sank and the following day the TACOMA left Cincinnati with a special excursion of passengers who were turned over to the CHILO when that boat was met at Moscow.

- AUGUST -

August began with the TACOMA at Pomeroy waiting for the R. DUNBAR coming down from Pittsburgh for Charleston. The DUNBAR arrived at 2 pm. and the Cincinnati reshipping included four steel towers for Dam 26 and Dam 28. On August 6 the TACOMA delivered, "a big lot of steel" for the Sciotoville Bridge. The next day she landed at the Augusta,

Kentucky wharfboat and pumped it out (it had 19 inches of water in one quarter) before loading 12 hogsheads of tobacco.

Lock 6, Kanawha River was closed to navigation on August 9 in order to repair one of the gates so the TACOMA transferred the Charleston freight to the SHAMROCK and also took the R. DUNBAR's reshipping.

[Ed. Note: We suspect that this was the gasboat SHAMROCK (1906) or SHAMROCK NO. 2 (1907) built at Higginsport, Ohio, probably towing a flat to handle the Charleston freight.]

The EVERGREEN was laying at Gallipolis, her machinery being put on the "new boat", the little CHRIS GREENE. The following day, August 10, the TACOMA loaded 500 barrels of salt at Pomeroy, the largest amount reported in some time.

A heavy storm at Levanna, Ohio on August 11 caused the loss of a steer which the crew was unable to recover. On August 14 freight was again transferred at Lock 6, Kanawha River to the SHAMROCK. The next day the R. DUNBAR was met at Pomeroy and the Cincinnati freight and passengers transferred to the TACOMA. (Note that there was no through Pittsburgh-Cincinnati packet operating at this time which required the transshipping each trip.)

August 16 and the TACOMA met the ENTERPRISE towing the wreck of the FULTON (sunk in the Cincinnati tornado of July 7) enroute to a shipyard for rebuilding. On her next trip the TACOMA found that the wickets were up at Dam 28 and she locked through for the first time. August 28, when the TACOMA was about to leave Cincinnati, Jesse felt ill and Capt. Mary Greene came aboard to stand watch; Jesse stayed in bed until the boat reached Catlettsburg where he got off and called a doctor.

- SEPTEMBER -

Jesse was feeling some better on September 1 and he and wife Telia and the two girls took the train to visit his father Evan Hughes and family at Murraysville, West Virginia. While visiting at Murraysville, Lillian, the eldest daughter, age nine, contracted typhoid fever and ran a temperature of 104°.

Capt. Greene called on September 15 and asked Jesse to meet the TACOMA as the CHILO had broken a cylinder timber. Jesse took the B&O from Murraysville to Huntington, the C&O to Vanceburg, got aboard the KLONDIKE and met the TACOMA at Parris Landing, mouth of Elk Run below Manchester, Ohio and went back to work.

The diary for September 16 reports an altercation aboard the GREENLAND: engineer Wilson was killed by the cook. The next day it reports that Lillian Hughes is improving. The HOMER SMITH is noted on September 22 as returning from Louisville where she spent the summer excursion season and was at Portsmouth.

- OCTOBER -

On October 8 Jesse received word that both daughters, Lillian and Helen, were ill so he got off the TACOMA at Manchester and went home to Catlettsburg. He rejoined the TACOMA at Ashland on October 15.

By October 19 the river was getting low and all the wickets on the completed dams were up. There was much fog and the DOROTHY BARRETT was running in the Kanawha River-Cincinnati coal trade in place of the FLORENCE MARMET which had been "crossed out" by the inspectors.

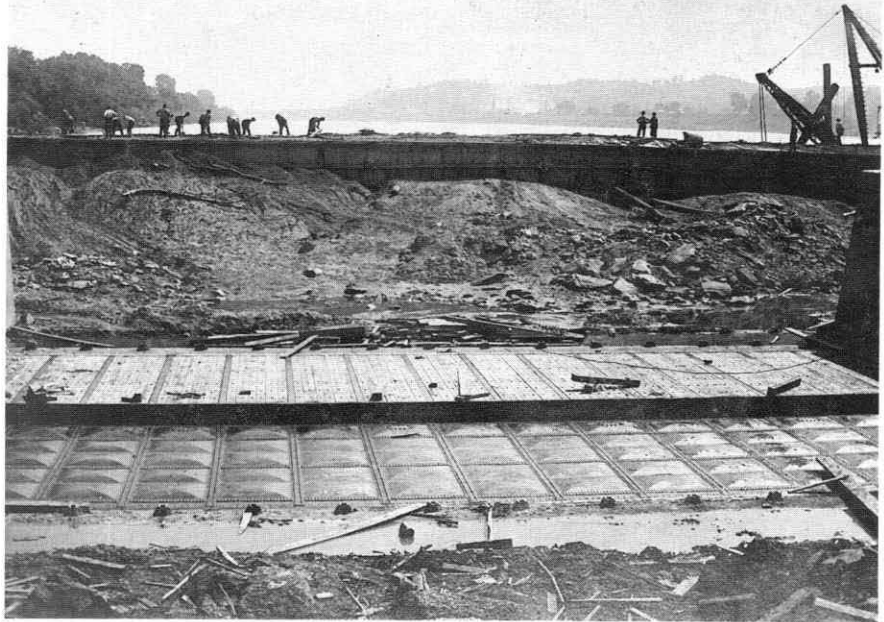
Jesse got off the TACOMA on October 28 at Pt. Pleasant to letter the name on the new CHRIS GREENE and his place was taken by Peter G. Holloway.

- NOVEMBER -

The trial trip of the new CHRIS GREENE (Little CHRIS) was held on November 6 when steam was raised and she went from Pt. Pleasant to Gallipolis. On Sunday, November 7, Capt. Greene took a party of guests aboard the new packet, departing Gallipolis at 8 am. for a trip up the Kanawha. The stage below Dam 26 (just above present day Gallipolis Dam) was only 2.6 feet.

Jesse was back on the TACOMA on November 9 and noted that after leaving Cincinnati at 6 pm. he ran the new dug chute on the Ohio side of Nine Mile Bar. The new CHRIS GREENE was having teething troubles and was repairing a broken pitman and cylinder head.

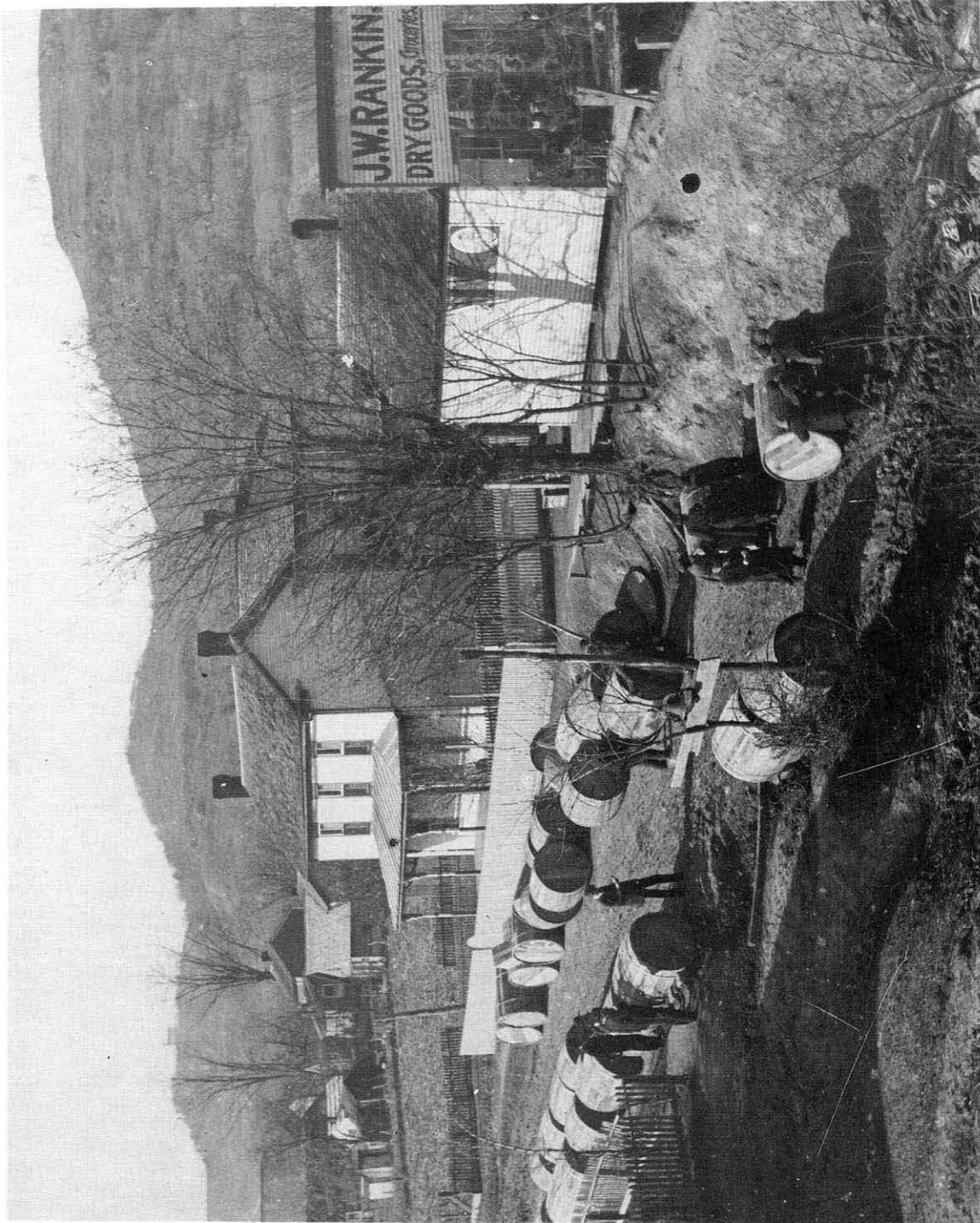
The TACOMA arrived in Cincinnati at 10:30 am., Sunday, November 14 with a boiler leak; laid over until Tuesday, November 16 when



The diary mentions a number of locks and dams under construction during 1915. Here is the scene at Dam 29, Ashland, Kentucky on August 27 showing a bear trap completed and in the "down" position.

BELOW: The upper bear trap leaf raised.





This is the landing at Crown City, Ohio, about 20 miles below Gallipolis. Jesse Hughes snapped this typical scene from the roof of the TACOMA one winter day when 32 hogsheads of tobacco were being loaded.

Four rousters are easing a 600 pound hogshead down grade to the landing stage. The clerk stands at the top of the grade making his count. On our last visit, the house with the picket fence still stood and with a fence; Rankin's store is gone.

she departed up river with, "a big trip; had to leave some freight behind." At this time, the GREENLAND was running in the Louisville trade because of low water.

By November 19 the river was rising and the TACOMA had to lay over at Portsmouth because of wind, not arriving in Cincinnati until 10 pm. on the 20th. "Worked all night unloading and loading and departed at 6:15 am. with a fair trip on Sunday morning, November 21."

Returning to Cincinnati on Thanksgiving Day, the TACOMA laid up, paid off the crew and the next day Jesse entered the hospital to have his tonsils removed. After spending the night in the hospital, Jesse returned to the boat with a very sore throat and had to return to the hospital for further treatment the following Sunday, Monday and Tuesday mornings. The TACOMA was back on schedule when she left Cincinnati again on the afternoon of Tuesday, November 30.

- DECEMBER -

The TACOMA was given her annual inspection at Gallipolis by inspectors Clark and Thomas on December 2. The inspectors concluded their work at 2 pm., steam was raised and, after picking up freight at Pt. Pleasant, the TACOMA departed for Cincinnati at 7:15 pm. with Henry Holloway standing Jesse's pilot watch. Arriving at Cincinnati it was learned that Jesse's father-in-law, Capt. Vaughan, had died from pneumonia at Catlettsburg.

Jesse visited his doctor for a treatment of his still sore throat and then caught the noon C&O train for home. Arriving in Catlettsburg at 4 pm., Jesse took charge of the funeral arrangements. Later, he spent four days as the administrator of Capt. Vaughan's estate before getting back on the TACOMA on December 11.

The TACOMA arrived at Pomeroy early the following morning and loaded 430 barrels of salt plus the reshipping from the R. DUNBAR. The river was rising rapidly when the TACOMA got back to Cincinnati at 7:30 pm., December 14.



Jesse noted an event of national interest: President Woodrow Wilson and Mrs. (Edith Bolling) Galt were married in Washington at 6 pm. on December 18.

When the TACOMA arrived in Catlettsburg on Christmas Eve, December 24, Jesse delivered his Christmas presents and then departed upriver for Pomeroy.

Christmas Day was marked by loading 500 barrels of salt at Pomeroy Bend and he noted that five Pittsburgh coal boats passed heading south. The event of interest on December 26 was the sinking of the towboat CASTALIA (T0359) at Huntington.

On December 28 Jesse gave Capt. Greene a purse and overcoat for a New Year's present. On December 30 the towboats BOAZ, A. R. BUDD and RANGER passed up for Pittsburgh; the packet C. C. BOWYER broke her main chain and rudder because of drift with the HELEN B. taking her place in the Gallipolis-Huntington trade.

December 31, New Year's Eve and Jesse got home to Catlettsburg for a brief visit. He also noted that the Bay brothers were reported ill and the GREYHOUND was laid up at Ironton.

So ended 1915, a year when there was mostly fair boating water and Jesse busy with the affairs of the TACOMA and the numerous odd jobs that Capt. Greene thought up for him.

ABOVE, A cold afternoon at the Vanceburg, Kentucky landing, a regular stop for the TACOMA in the Cincinnati-Pomeroy trade.

The shiny pile on the landing at left is a shipment of hogshead hoops for one of the local tobacco warehouses. Beside the hoops are kits of staves and heads ready for assembly; leaf tobacco was shipped in large hogsheads weighing about 600 pounds.

Photo by J. P. Hughes.

BACK IN PRINT

Welcome news from Alan Bates is the bulletin that his well known and amusing recital of the conversion of the AVALON into the BELLE OF LOUISVILLE is back in print. **BELLE OF LOUISVILLE**, paperbound, \$9.95 postpaid from: Alan L. Bates, 2040 Sherwood Avenue, Louisville, KY 40205.

We have known that Alan and Doc Hawley have been collaborating on a new book, this one about the excursion business, B.D. (before diesel). It appears that this valuable addition to river history (and possibly myth) will appear before the year is out. Stand by for future announcements.

EXIT THE DIAMOND LADY by Mike Giglio

July 8, 1992 was a sad day in Bettendorf. Iowa as the casino boat DIAMOND LADY leaves her home for the past 14 months to go to Biloxi, Mississippi. Competition in the Quad Cities area and wagering restrictions under Iowa law has forced the owners of the handsome DIAMOND LADY and her sistership EMERALD LADY from Fort Madison, Iowa to seek more favorable gambling waters in the south.

Faced up to her wharfboat for the long trip to her new base in Biloxi, the DIAMOND LADY entered Lock 15 in the early morning. As the Arsenal Island swing bridge opens the rival PRESIDENT ("The Big One") waits at her Davenport Landing for the LADY to pass down. After swinging out into the river to follow, the PRESIDENT's calliope blares out the old Air Corps song, "Off we go into the wild blue yonder", perhaps in mockery. The DIAMOND LADY responded with, Old Man River and Dixie.

I watch the two boats pass under the Centennial Bridge and then the swing span on the railroad bridge opens to allow them to pass. Over on the Rock Island side, the CASINO ROCK ISLAND is at her landing and a number of crew members are up on the roof waving, "Goodbye!". A business venture which started with great promise and fanfare a little more than a year ago in Bettendorf has ended.

* * *

Mike Giglio hustles an eighteen-wheeler over the highways for a living. It's uncanny how often his schedule includes a river stop, particularly when something is happening.

The good news (for the area) is the decision by Capt. Dennis Trone to keep the steamer JULIA BELLE SWAIN and handsome TWILIGHT operating from LeClaire, Iowa. (Ed. Note: The schedule for the JULIA BELLE SWAIN and TWILIGHT is available from River Cruises, P.O. Box 406, Galena, IL 61036)

DPC MATEUR RECYCLED

The Str. MATEUR (T1766) was the last complete example remaining of the 21 steam towboats built by the Defense Plant Corporation (DPC) during World War II. She was in service by the USE, Vicksburg District until 1978 and acquired by D. James Jumer in the spring of 1989.

In May of this year the MATEUR was opened to the public as a restaurant at Rock Island, Illinois, now called the EFFIE AFTON. The new restaurant is one of four boats making up the Boatworks development operated by D. James Jumer Enterprises. From the photographs, we would judge that the conversion has been made with minimal damage to the outside appearance and machinery. Applause!

The name EFFIE AFTON was chosen to commemorate the packet (1729) of the name. The original EFFIE AFTON hit the Rock Island bridge May 6, 1856 and resulted in the destruction of both boat and bridge. Abraham Lincoln represented the railroad in a well known court case.

Our thanks to Pat Welsh, Box 3671, Davenport, IA 52808 and to Quad City artist Michael Blaser for information regarding the recycling of the MATEUR. Mike has painted the scene of the destruction of the EFFIE AFTON at the bridge and prints are featured in the restaurant.

BOOK REVIEW

On a recent Sunday afternoon we stopped in the Oliver Tucker Historic Museum in the village of Beverly, Ohio and found an interesting display of local historical items. The museum is operated by the Lower Muskingum Historical Society and is located in the former home of a Beverly merchant, Mr. Tucker.

Beverly is not a large town, even today, but was one of the early settlements in the Muskingum Valley. Like most villages along the river, Beverly served as a trading center for the surrounding farming area and

THE BACK COVER

The KATE ADAMS (3217) ran in the Pittsburgh-Cincinnati trade during the summers of 1925 and 1926. Here she is at a farm landing somewhere on the Ohio loading a house moving. The neighbors are down to bid farewell to the owners or maybe just to see the fancy KATE.

Few passengers are in evidence, must be early in the season, but the KATE ADAMS took the bloom off the tourist trade for the likes of the BETSY ANN, GENERAL WOOD and SENATOR CORDILL. Orville Noll, a packet operator and the sage of New Martinsville, West Virginia, once said, "If you hang a sign on the KATE ADAMS and say, 'This boat to Hell, fare \$50', and hang a sign on the BETSY ANN saying, 'This boat to Heaven, fare free', the passengers will chose the Big Boat."

The KATE ADAMS burned at Memphis on January 8, 1927.

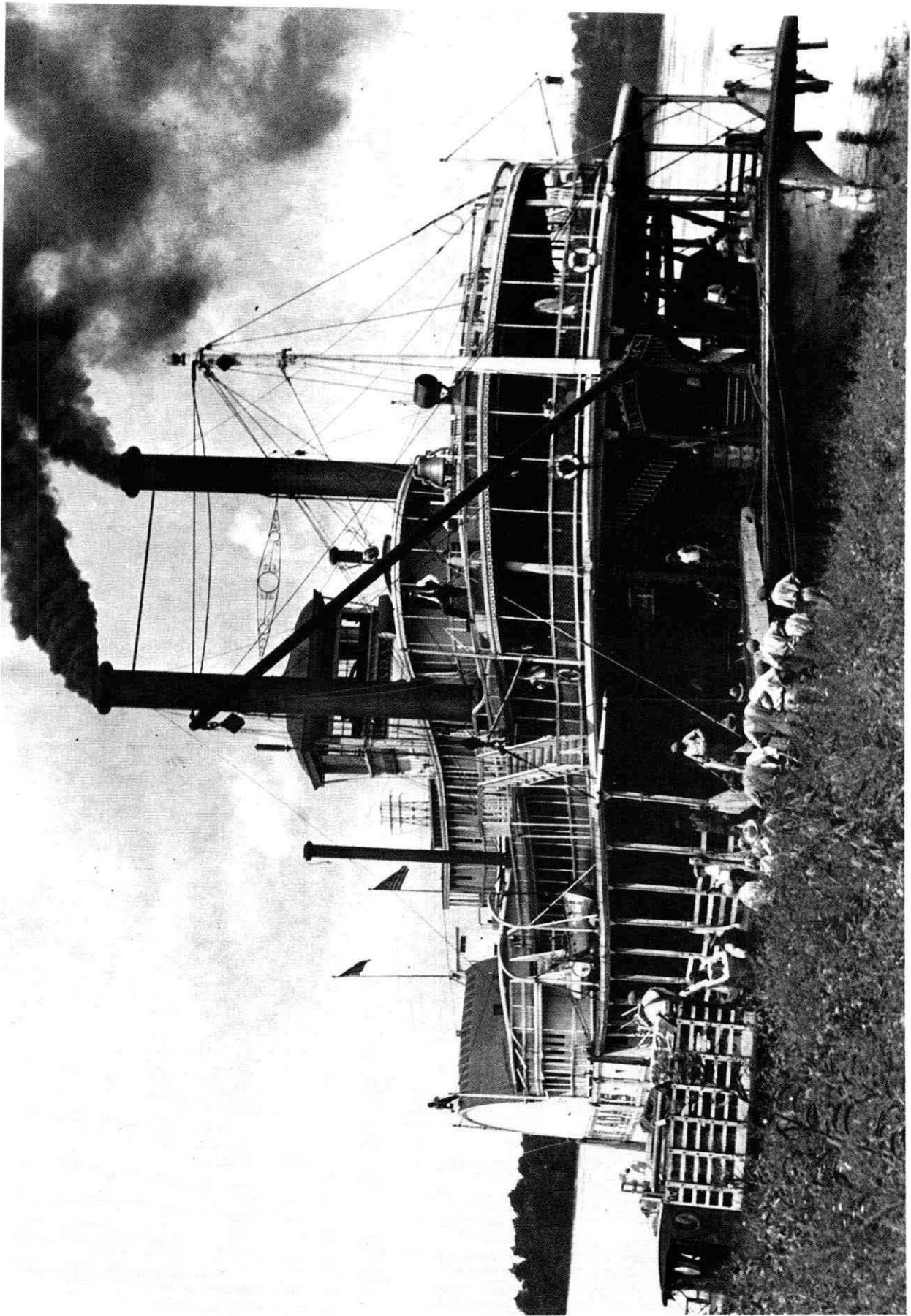
Murphy Library print, Bert Fenn collection.

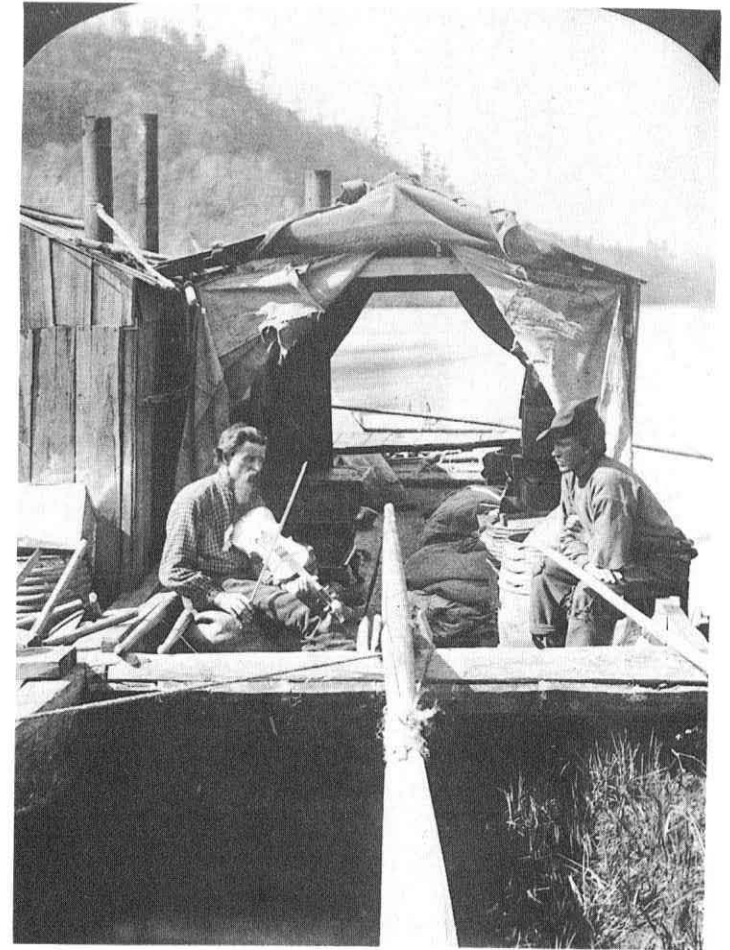
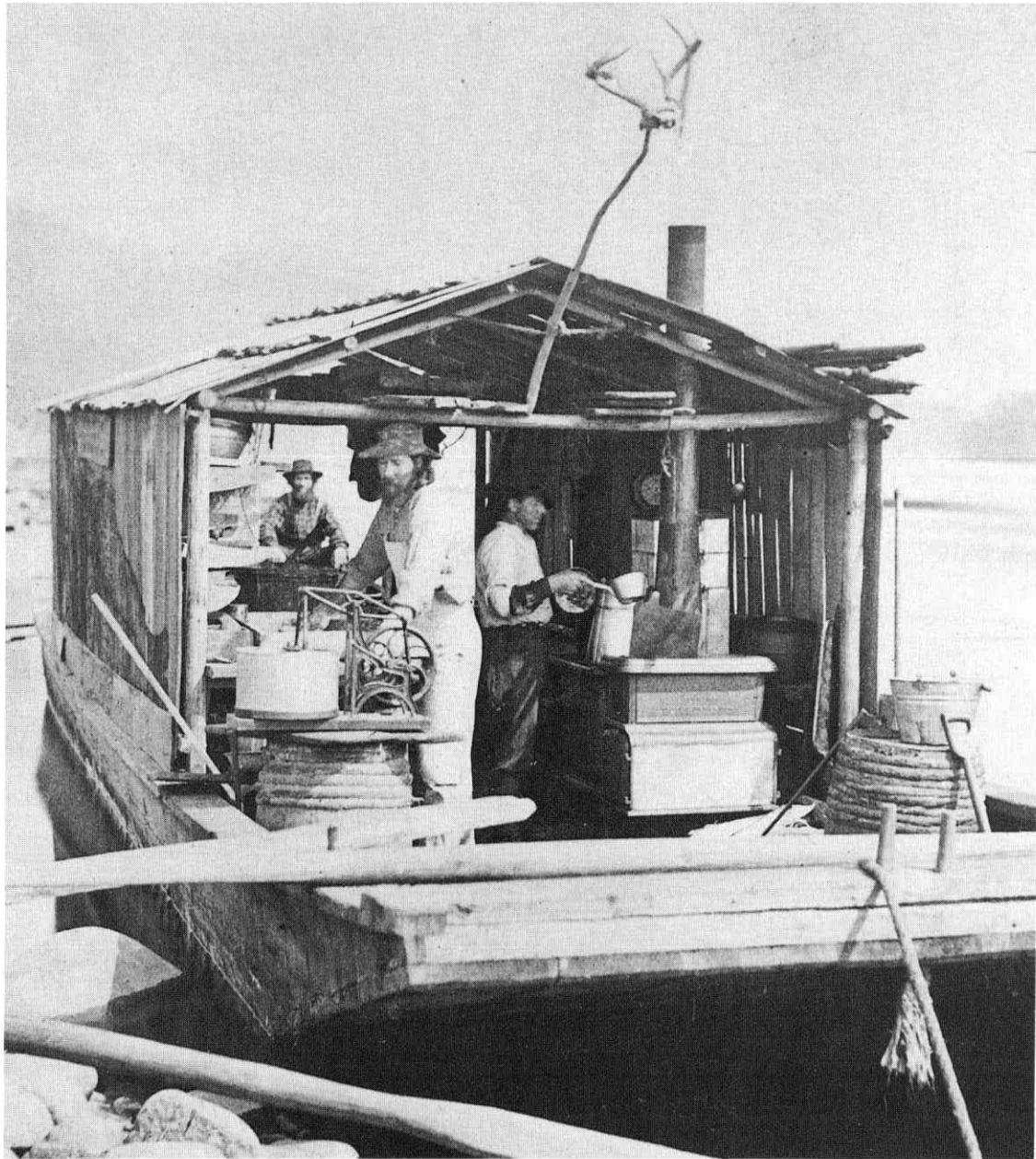
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supported regular packet service to Marietta for many years. Beverly was also the scene of the major steamboat accident on the Muskingum when the BUCKEYE BELLE exploded her boilers in the canal above the lock.

Elsewhere in this issue are articles about events on the Muskingum River, "The Hudson of the West," based upon newspaper clippings. In the Oliver Tucker Museum we ran across a 20 page booklet titled, **River Articles from Beverly Dispatch, 1868-1965**. This is a photocopy compilation of articles, some contemporary and others reminiscences, concerning river events, the people and boats over a period of almost 100 years. We found this booklet an interesting browse and well worth the price of \$3.00 (postage \$1.05).

Available from: Oliver Tucker Museum, Park Street, Beverly, OH 45715.



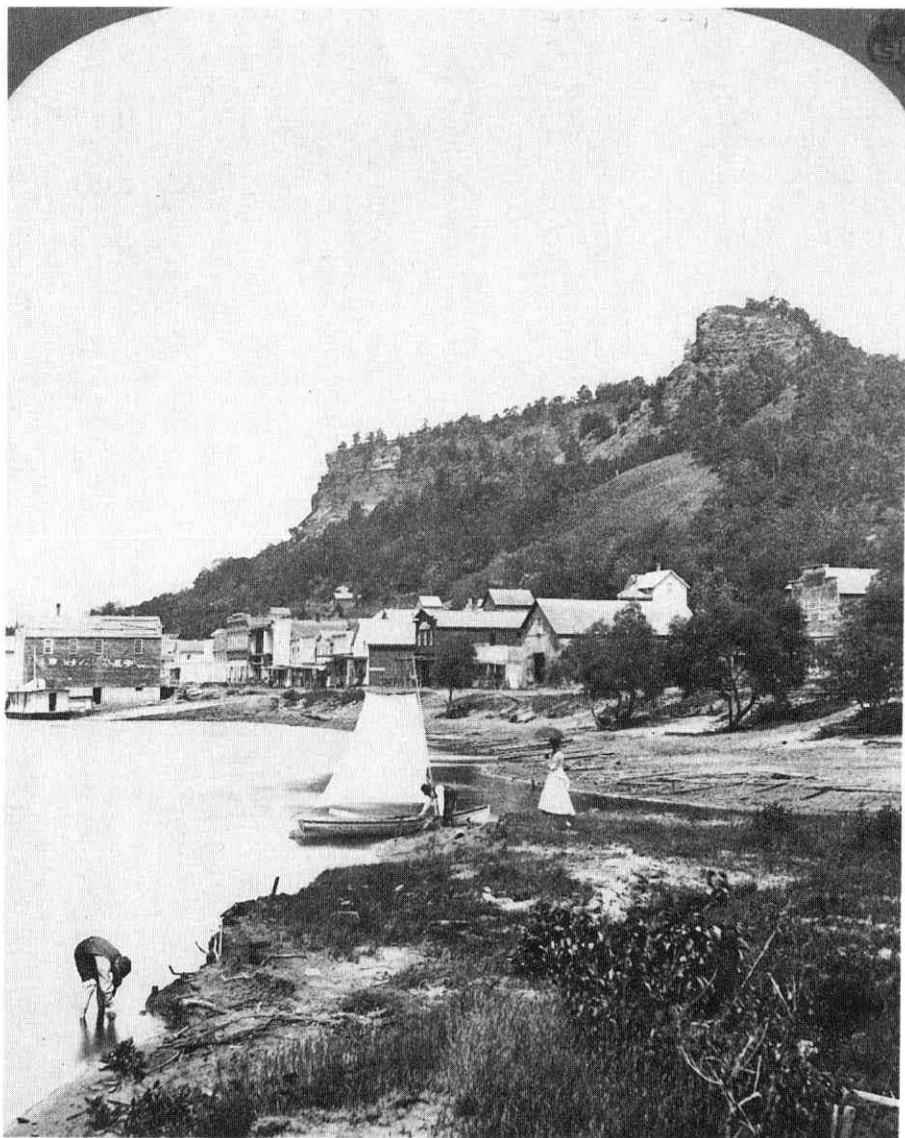


Here is a typical "wanigan" outfit such as followed the log drives on the river.

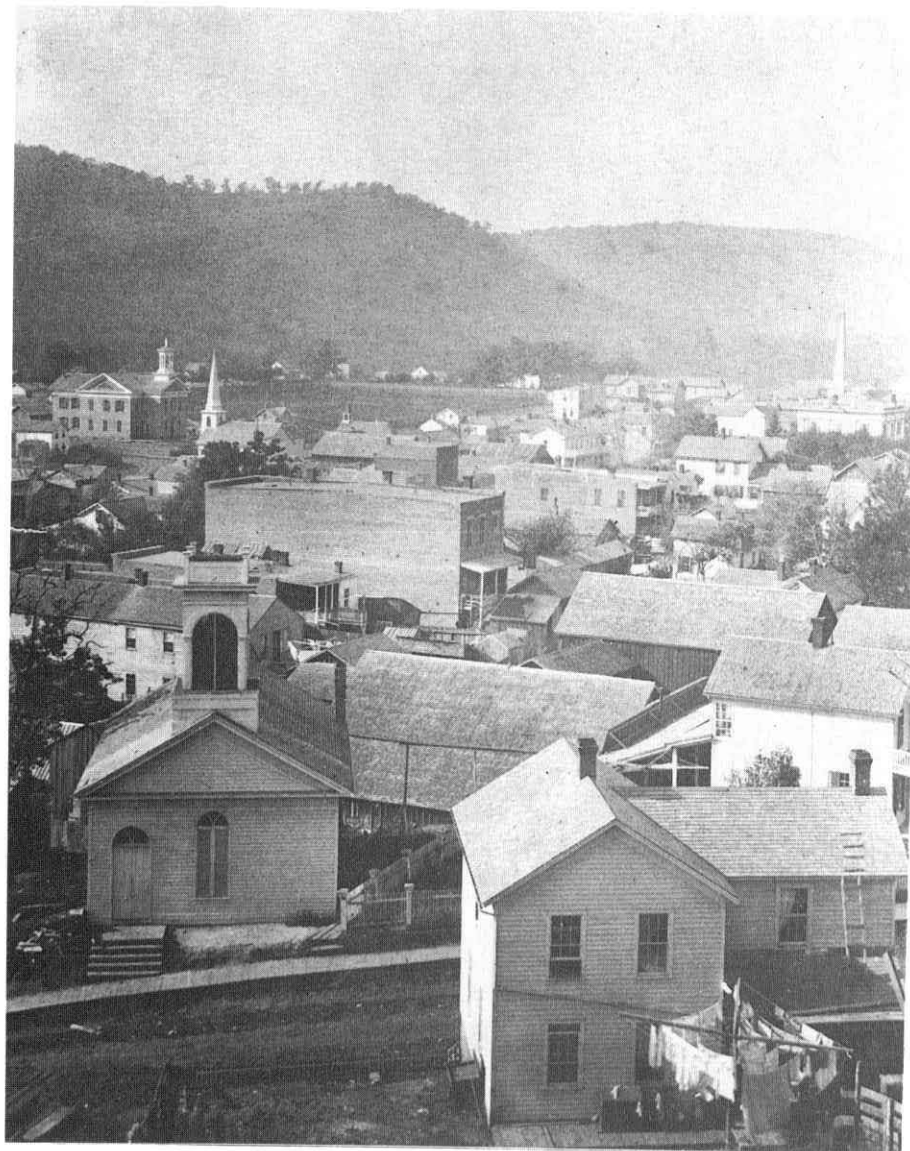
Left, the cookhouse on a gunnel hulled flat with the head cook in a plaid shirt in the background and two flunkies striking a pose. Our 1902 Sears catalog doesn't identify that contrivance with the walking beam in the foreground.

Above, an auxiliary wanigan, possibly for sleeping quarters and for supplies with a cookstove in the far corner.

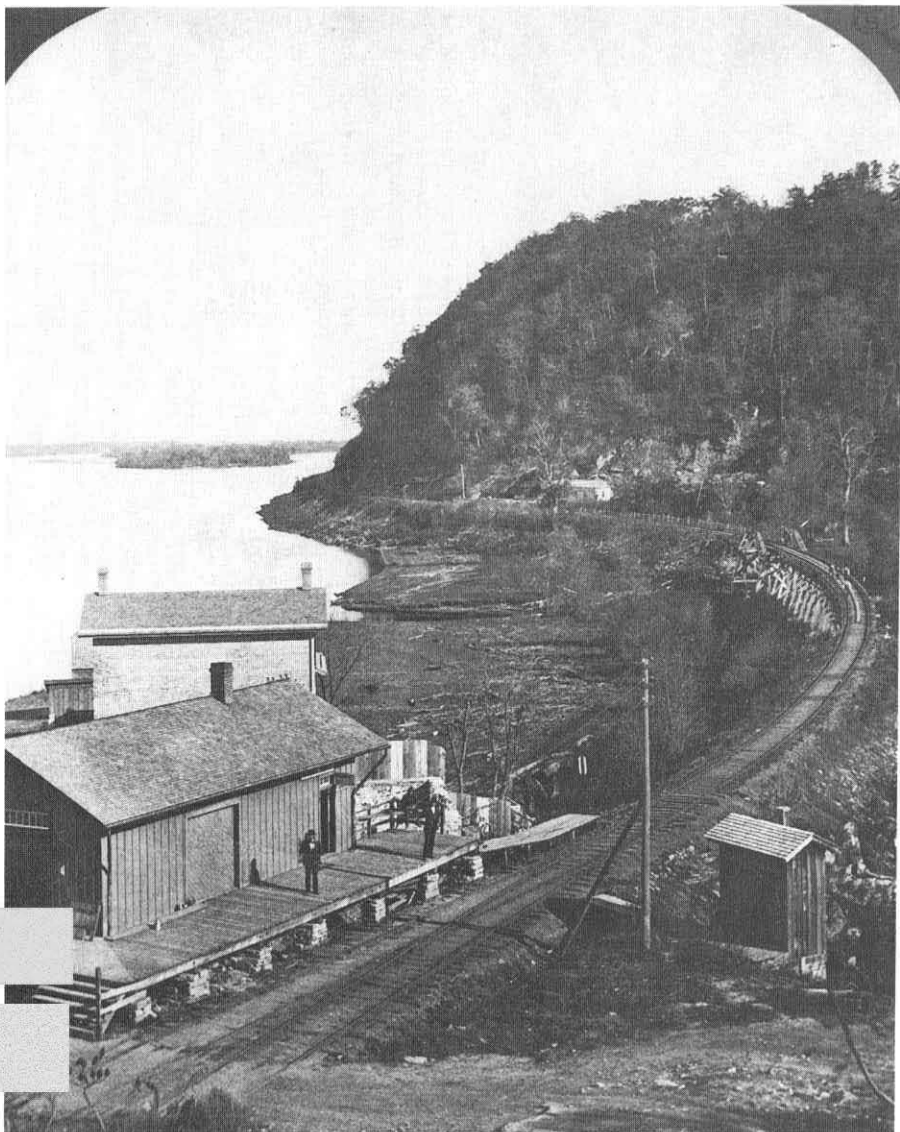
From the collection of Mary Green.



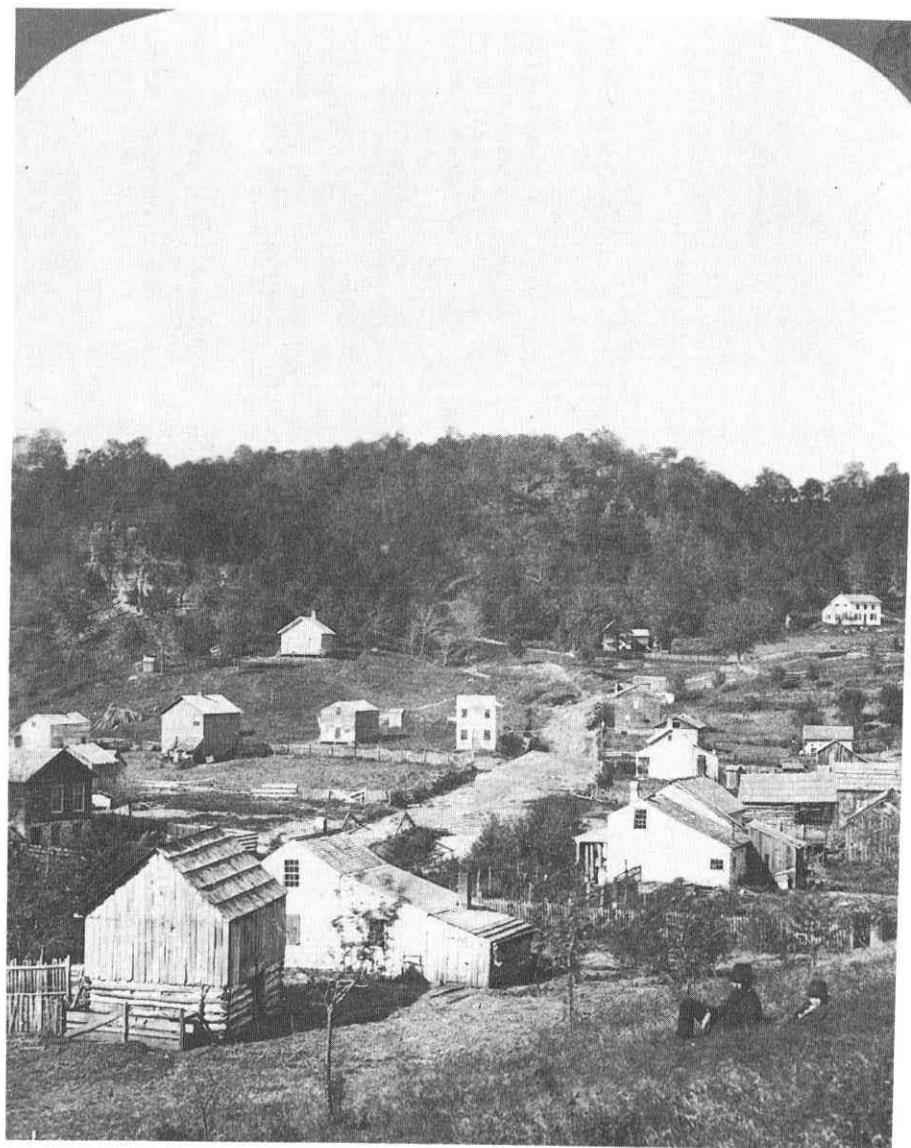
Trempealeau, Wisconsin, July 1, 1876.
From the Mary Green Collection.



Lansing, Iowa taken October 18, 1876.
From the Mary Green collection.



These views of Buena Vista, Iowa were taken on October 10-11, 1876. Buena Vista is now known as North Buena Vista, about four miles below Cassville, Wisconsin. According to Ralph DuPae, the town isn't any larger in 1992 than in 1876. Passaic County Library collection.



We surmise that this view was taken by young Will Schoonmaker, John Doremus' 15 year old assistant. Close inspection shows two figures lounging on the bank in the right foreground, probably John himself with full beard and his nephew Hiram Beam who was visiting.



This is the landing at Crown City, Ohio, about 20 miles below Gallipolis. Jesse Hughes snapped this typical scene from the roof of the TACOMA one winter day when 32 hogsheads of tobacco were being loaded.

Four rousters are easing a 600 pound hogshead down grade to the landing stage. The clerk stands at the top of the grade making his count. On our last visit, the house with the picket fence still stood and with a fence; Rankin's store is gone.

