

# S&D

# REFLECTOR

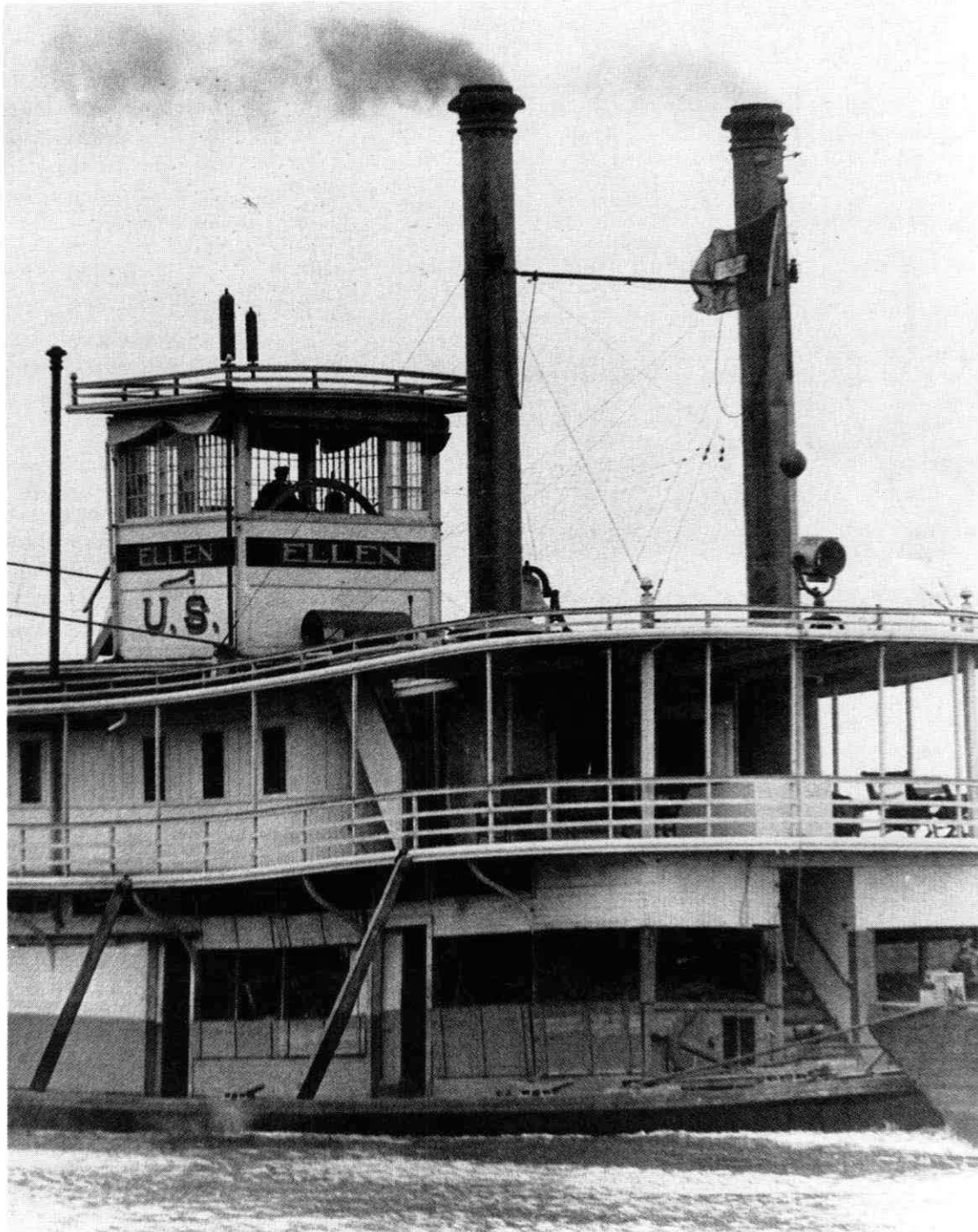
Published by Sons and Daughters  
of Pioneer Rivermen



Vol. 30, No. 1

Marietta, Ohio

March 1993



## ELLEN, ON THE COVER

The photo on the front cover is by John Long who, we understand, worked for the Missouri highway department rather than on the river. Mr. Long took a goodly number of photographs of the steamboats operating on the Upper Mississippi in the 1920s and 1930s, many of them in the U.S. Engineer fleet so perhaps he had some connection there. John Long produced some excellent postcard-size negatives and the enlargement of the ELLEN is from one of them. (We hope some reader will tell us more about John Long.)

The ELLEN (TO724) was built at La Crosse, Wisconsin in 1907 for the Sawyer Austin Lumber Co. of La Crosse. In addition to being a rafter, W. W. Cargill of the lumber company used the ELLEN as a pleasure boat, it having been named for Mrs. Cargill. Austen Cargill was bitten by a rattlesnake while ashore from the ELLEN at Trempeleau, Wisconsin and Capt. Charles White, Sr. took care of things by cauterizing the bite with a heated sluice bar.

The Corps of Engineers bought the ELLEN in 1911 and she was used in the St. Paul and Rock Island Districts. When built, the ELLEN had a wooden hull, 145.5x26x4.5, but this was replaced with a new steel hull in 1927, 150x30x5.2. This policy of putting new steel hulls under old boats kept them around into recent times, witness the MISSISSIPPI which also got a new hull in 1927 and today is the BECKY THATCHER at Marietta.

Sometime during the 1930s, President Franklin Roosevelt scheduled a trip on the Upper Mississippi. In anticipation of the event, the ELLEN received an elevator and the cabin was air conditioned but, to our knowledge, the trip never came off.

In 1943 the ELLEN was sold to Standard Oil of Ohio who then sold her a year later to Industrial Marine Service of Memphis. The new owners converted the ELLEN to twin prop, diesel and she continued to operate with the original cabin, etc. until rebuilt in 1965 with a new steel cabin. We find no record of ELLEN after 1967.

So, here's to the ELLEN! Her Corps of Engineers flag flying and a little smoke showing from the starboard stack; maybe the fireman is cleaning out a little. Up in the pilothouse the pilot feels like a king, seated on a high chair behind the pilotwheel and enjoying a fresh spring breeze coming through the open front. There are several wicker chairs and a rocker or two on the boiler deck, just waiting for customers.

## HOWARD MUSEUM ANNIVERSARY

The Howard Steamboat Museum, 1101 E. Market Street, Jeffersonville, Indiana will celebrate the 35th anniversary of its opening on May 15-16, 1993.

The celebration's theme will be, "A Victorian Chatauqua." Featured will be arts and crafts, vintage clothing exhibit, talks on roses, historic landscaping, etc. plus a tour of the Howard Mansion Museum, all for \$1.00. Hours will be 10-6 on Saturday and 12-5 on Sunday.

Notwithstanding a limited budget, a fire and other vicissitudes, the Howard Museum, with the help of spirited volunteers, has reached a notable anniversary.

\* \* \* \* \*

## - OBITUARIES -

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La Rie Greene Mueller	pg. 6

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# JOIN MISSISSIPPI RIVER CHAPTER

For those who enjoy, live, and work on the mightiest of all waterways—the Mississippi River, a new chapter has been formed and sanctioned by the honorable Board of Directors of the Sons and Daughters of Pioneer Rivermen.

## - PURPOSE -

No gatherings are to be considered unless to encourage the common interest and knowledge of the rivers, and to preserve the renowned camaraderie of fellow members.

## - CHARTER MEMBERS -

Those Sons and Daughters, in good standing, may now become Mississippi River Chapter-Charter Members, thereby entitling them to participate in special events within our region. Charter members will receive official documentation proclaiming their unique position in the river community, thus becoming the envy of their peers.

## - ENROLLMENT -

Membership can be attained for the mere sum of \$5 payable to "Mississippi Chapter Sons and Daughters", c/o David Cassens, Purser, Mercantile Library, 510 Locust, 6th Floor, St. Louis, MO 63101.

## - QUERIES -

Additional information? Contact Tom Dunn (800) 878-7411. Don't be left standing in the mud —



Sirs: In the December issue, page 31, you say that the MARTIN J. MURPHY (which preceeded the SENTINAL in towing FRENCH'S NEW SENSATION) was a steam launch. Duane E. Reed's dissertation, "A History of Showboats on the Western Rivers" includes a picture of the MURPHY and she has twin stacks and a sternwheel. Wasn't she a little towboat or packet?

Bill Smith  
5708 Route 7 South  
Gallipolis, OH 45631

= Good point, Bill. We called her a "launch" because of the size (tiny) and the typical launch shape to the hull without guard or towing knees. To tow the NEW SENSATION, a V-shaped block had to be fitted to the showboat.

Some launches were good sized sternwheelers and we call attention to the one carried aboard the snagboat E. A. WOODRUFF, the TENDER E. A. W., T2398 in Way's Towboat Directory. Ed.

\* \* \*

Sirs: Dover Publications, 180 Varick St., New York, NY has agreed to reprint Dr. Louis C. Hunter's classic, "Steamboats on the Western Rivers". The new edition should appear by October, 1993; price and other details will be forwarded as soon as available.

John H. White  
Division of Transportation  
Smithsonian Institution  
Washington, DC 20560

= Good news indeed. Louis Hunter's book, first published in 1949, is a mine of information. Although reprinted 20 or so years ago, the book has been a scarce item.

John also alerts us to an article in the December, Poplar Mechanics magazine, "Mississippi Express." Look this up if you hanker to travel from New Orleans to St. Paul in a bass boat. To each his own. Ed.

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**The Journal of Commerce,  
December 15, 1992:**

Jeffrey Krida will become president of Delta Queen Steamboat Co. on January 1. He will succeed Patrick Fahey, who resigned his post last week. Mr. Fahey said he wants to become more involved in the operation of a riverboat gaming company.

Mr. Krida, 48, has been a board member for the past year. He joined Delta Queen in 1989 as executive vice president and chief operating officer. He previously worked for Continental and Eastern airlines.

Delta Queen operates two paddlewheelers on the Mississippi River and is the only provider of overnight paddlewheel steamboat vacations in the United States. The company is on the verge of choosing a shipyard to build a third, \$60 million, sternwheeler.

Mr. Fahey joined Delta Queen in 1985 as executive vice president and chief operating officer. He was instrumental in moving Delta Queen's headquarters from Cincinnati to New Orleans when he became president in 1988.

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Tannis J. Grugel, 647 Meadowlane Dr., Richmond Heights, OH 44143 has our thanks for sending an article from Equinox magazine on steamboats on the Canadian prairies. We are informed that Equinox is a Canadian answer to the National Geographic and the article, "Fabulous Fire Canoes," covers the use of sternwheelers on the Red River (of the North), Assinboine and Saskatchewan Rivers in the days before railroads reached the prairies.

The steamboat era on these Canadian rivers was mainly in the 1870s and 1880s. A railroad reached Winnipeg from St. Paul in 1879 although the GRAND FORKS operated on the Red River (of the North) until 1909.

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**THE WALL STREET JOURNAL,  
December 21, 1992:**

DELTA QUEEN ORDERS  
STEAMBOAT, SEES NET ABOVE  
SOME FORECASTS

New Orleans - Delta Queen Steamboat Co. agreed to have McDermott Industries, Inc. build its third steamboat, a 420 passenger paddlewheeler scheduled to begin cruises in late 1994, Delta's chairman S. Cody Engle, said.

Construction on the BELLE OF AMERICA will begin February 15, 1993, taking 20 to 24 months. It will increase the company's capacity 70% and will be the largest paddlewheel boat ever built, Mr. Engle said in an interview.

Separately, Mr. Engle said the company expects net income in the fiscal third quarter ending December 31 will be "a little bit above" analysts' expectations of 23 cents a share, because of a one time tax benefit of \$450,000.

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= Attendees at the 1992 S&D meeting will recall the comments by Delta Queen Steamboat Co. vice pres. Patti Young that the name BELLE OF AMERICA was not etched in stone (nor steel). Name suggestions for the new boat were invited; send them to:

Delta Queen Steamboat Co.  
Public Relations Dept.  
30 Robin Street Wharf  
New Orleans, LA 70130

\* \* \*

Madame Secretary: Herewith, my check in the amount of \$25 for a set of indexes for S&D Reflector. Again, I must tell you that I enjoyed the gathering at Marietta and was very pleased to have met you and many others.

L. W. Bordwell  
724 Highland Ave.  
Kutztown, PA 19530

= Indexes for the Reflector, in five year segments, are available from the secretary at \$5 each. If we survive the year it will be time for the 1989-1993 index. Ed.

# S&D REFLECTOR

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of Pioneer Rivermen



Vol. 30, No. 1

Marietta, Ohio

March 1993

Established in 1964 as the official publication of the Sons and Daughters of Pioneer Rivermen, edited and published by Capt. Frederick Way, Jr. through 1992. The S&D Reflector takes its name from a newspaper published in 1869 by the management of the sidewheel packet FLEETWOOD, Parkersburg-Cincinnati trade.

Membership in S&D is not restricted to descendants of river pioneers. Your interest in river affairs makes you eligible and welcome. Full membership entitles the holder to the S&D Reflector and admission to the Ohio River Museum including the W. P. SNYDER JR., Marietta, Ohio.

Membership dues are currently \$15 per year for a full membership; \$1 per year for associated memberships for spouses and children under 18. Please list full names of children so that each may receive a membership card.

Applications for membership in S&D together with your check should be sent to:

Mrs. J. W. Rutter, Secretary  
126 Seneca Drive  
Marietta, OH 45750

Memberships are for a calendar year including four issues of S&D Reflector. Renewal notices are mailed out near the end of the 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 the addressee's consent.

Additional copies of the current issue are available from Mrs. Rutter at \$5 each. Back issues through 1979 (Vol. 16) are available at \$5 each; for older years, check with Mrs. Rutter.

**THE INDEX FOR THE S&D REFLECTOR IS ISSUED EVERY FIVE YEARS.** Currently available are: 1964-1968; 1969-1973; 1974-1983; 1984-1988. The Index volumes are the same page size as the magazine and may be ordered at \$5 each, postpaid, from Mrs. J. W. Rutter, address above.

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The S&D Reflector is entered in the post office at Marietta, OH as Third Class matter, Permit No. 73. It is printed and mailed by the Richardson Printing Corp., Marietta, OH. Please send address changes to the S&D Secretary, Mrs. J. W. Rutter, 126 Seneca Dr., Marietta, OH 45750.

Correspondance is invited by the editor. Please do not send unsolicited photographs on a loan basis.

Joseph W. Rutter, editor,  
126 Seneca Drive  
Marietta, OH 45750  
(614) 373-7829

\* \* \* \* \*

## SONS & DAUGHTERS OF PIONEER RIVERMEN

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Ohio River Museum, Marietta:  
John D. Briley, Manager  
(614) 373-3750

### NEW S&D PRESIDENT CHARLES W. STOLL

With the passing of Frederick Way, Jr. on October 3, 1992, Senior Vice President C. W. Stoll moved into the position of S&D president. The S&D constitution, as revised and adopted at the annual meeting in 1989, provides for the advancement of the senior and 2nd vice presidents in the event of a vacancy occurring in the next higher office.

Our new president is a charter member of S&D, being one of those joining on or prior to September 2, 1940. He has been vice president of S&D since 1941 and has served as a member of the Board of Governors beginning in 1975. Capt. Stoll ("C.W.") is a very familiar figure to the S&D membership through his articles in the Reflector including editing of the Jesse Hughes diaries. For those who attend the annual meetings, C.W. has presided at many luncheon meetings and is the regular master of ceremonies for evening banquet. But now, as the president of S&D, we feel that some expanded biography of C.W. is in order.

C.W. grew up in Louisville and, except for a time during his service in the Coast Guard, has lived there all his life. The Stoll family operated the Stoll Oil and Refining Company which had been started by C.W.'s grandfather, C. C. Stoll, in 1896. C.W. took an interest in the river and the boats when visiting and then working summers in the company refinery while in high school.

At the age of 15, C.W. became the Louisville correspondent for The Waterways Journal and took his first steamboat trip aboard the SOUTHLAND, then operating in the Louisville-Evansville trade. The SOUTHLAND, a favorite boat, burned in December, 1932 but C.W. soon came under the wing of Capt. Tom Greene, his wife Letha and mother Capt. Mary B. Greene. The Greene Line had begun operating the TOM and CHRIS GREENE in the Louisville-Cincinnati trade in May, 1931.



Fred Way and C. W. Stoll.  
Photo by Gary Frommelt.

C.W. entered Carleton College at Northfield, Minnesota in 1934. Tom and Mary B. Greene bought the CAPE GIRARDEAU in 1935 to operate in the summer tourist trade between Cincinnati and Pittsburgh. Renamed GORDON C. GREENE, C.W. was 3rd Clerk on the GORDON that first season.

Upon graduation from Carleton College in 1938 with high honors and membership in Phi Beta Kappa, C.W. entered the family business. Stoll Oil and Refining Co. operated 41 service stations in Louisville and prospects for a young college graduate were much brighter on shore than on the river. But, there is a strange and strong fascination about the river, the boats and the people and C.W. continued to write for The Waterways Journal and ride the boats whenever the opportunity presented itself. At Carleton, C.W. had come under the spell of Marijane who would become his first wife.

With the start of World War II, the Coast Guard began looking for people

with river experience to provide delivery crews for ships then being built on the inland waters. C.W. enlisted as a Boatswain's Mate, 2nd Class in August, 1942 and was assigned to the Cincinnati C.G. office.

One of the largest shipbuilding programs during World War II was for the Landing Ship Tank, commonly called LST. LST No.1 left the Dravo Shipyard, Neville Island, Pennsylvania on December 6, 1942 and C.W. was one of the crew. In all, he served as steersman or assistant pilot on 57 LSTs before the war was over.

The war won, C.W. and Marijane went back to Louisville and the family oil business. In 1952 Stoll Oil was sold to Sinclair Refining Co. and C.W. traveled Kentucky and southern Indiana as a lubrication engineer. Sinclair became part of Atlantic Richfield and, rather than relocate to Nashville, C.W. elected to take early retirement in 1971.

With his piloting in the Coast Guard and experience on the Greene Line boats, C.W. became a licensed pilot and master. In 1962 Jefferson County, Kentucky bought the excursion boat AVALON at public auction with an operating board appointed, C.W. chairman. The AVALON became the BELLE OF LOUISVILLE, a steamboat operating as a county park with all the problems of both. Over the years, C.W. has served as pilot and master of the BELLE as needed in addition to serving on the operating board.

Marijane and C. W. Stoll had two children, Christine (Christy) and Charles, both now married and living in Owensboro and Louisville, respectively. Marijane died in 1969.

In 1971 C.W. and Lucy Miller Burks were married. Both Lucy and C.W. have been active in the Middle Ohio River Chapter of S&D. Matter of fact, C.W. goes back to the first chapter of S&D which was formed at Madison, Indiana in 1941.

**WILLIAM E. KELLEY**

William E. "Bill" Kelley died at 12:10 pm., Thursday, August 6, 1992, after a lengthy illness.

Bill was born April 23, 1913 in Cincinnati, son of William E. Kelley, Sr. and Elsie Beck Kelley. He attended Cincinnati public schools and was a resident of Cincinnati until he retired in 1986 and moved to Jefferson, Texas. Bill had been a junior engineer on the DELTA QUEEN for eleven years.

During the 1930s, Bill Kelley worked for the U.S. Engineers aboard the dredges MARIETTA and CINCINNATI on the Ohio River. He had started his river career as an underage water boy on the dredges and, when looking over the Thompson skiff replica at the Ohio River Museum, commented to us that he sometimes had to row a similar skiff 10 or 12 miles a day.

For a period of 26 years Bill was a salesman for Metropolitan Life Insurance Company. He also had worked at the Gulf oil refinery in Cincinnati and was a veteran of World War II.

Bill Kelley is survived by three children, several grandchildren and a brother.



"Bill" Kelley, who died August 6, 1992, was a regular at S&D annual meetings. Above, in the hotel during the 1990 meeting, we have Jim Eversman and Bill Kelley, talking about the DELTA QUEEN, no doubt. Photo by Gary Frommelt.

**DR. CARL R. BOGARDUS**

Physician, writer, historian and genealogist Carl R. Bogardus died Wednesday, December 16 following a short illness. Carl was 86.

A native of Warsaw, Kentucky and a self-admitted "river rat", Dr. Bogardus carried on a life-long love affair with his hometown roots and with the Ohio River. Although he traveled widely and practiced medicine in Austin, Indiana (away from the river) for 39 years it was to Warsaw and the banks of the Ohio that he returned when he retired in 1977.

Carl Bogardus was born May 1, 1906, son of Oren Arthur and Nancy Ballard Bogardus. He graduated from Warsaw High School in 1924 and received his premedical education at Hanover College. He graduated from the University of Louisville School of Medicine in 1930 and then spent 15 months as intern at Gorgas Hospital in the Panama Canal Zone.

He was a contributor to the Gallatin County News where his popular column "Glimpses Into the Past" ran each week. He was a contributor to the handsome hardcover River Book published by the City of Cincinnati several years ago, his "Sounds in the River Night" appears in Volume II, "OYO an Ohio River anthology" and he published several booklets on river history including Shantyboat and one on the collision of the UNITED STATES and AMERICA in 1868.

Although blind for the last five years, this did not stop Carl writing. Using his prodigious memory and a dictating machine he was able to continue his historical sketches for the newspaper. Dr. Bogardus was active with the Always A River project in 1991. Two years ago he donated his extensive collection of Ohio River memorabilia to the Steeles Library, Northern Kentucky University, Highland Heights, Kentucky.

Dr. Bogardus is survived by his wife Sue McDarment Bogardus, son Carl R., Jr., Oklahoma City, and daughters Nancy B. West and Rhoda Jane Cornwell, both of Falls Church, Virginia.

We thank Mrs. Bogardus for furnishing a copy of the obituary from the Gallatin County News, first we had learned of the loss of a frequent contributor to these pages. Mrs. Bogardus wrote, "He was a true river man. He enjoyed every day he lived."

\* \* \*

**LA RIE (GREENE) MUELLER**

The former Mrs. Chris B. Greene died in Cincinnati on January 4, 1993, age 90. Mrs. Mueller had been the popular hostess on the packet CHRIS GREENE during the 1920s and 1930s.

She was born La Rie Albertine Stickel in Cincinnati on August 10, 1902. La Rie met Chris Greene on the GREENLAND when they were teenagers; her father, Vernon Stickel, was a riverman and may have been working on the GREENLAND at the time. La Rie and Chris Greene were married June 19, 1922 and she quickly became a very active member of the Greene family, a particular favorite of Capt. Gordon Greene.

Chris and La Rie lived aboard the CHRIS GREENE during their early married years and she served as the hostess during the passenger seasons. In 1926 the Greenes had a son, Gordon, who lived only nine days. La Rie was with Chris Greene when he suffered a fatal heart attack on the Cincinnati wharfboat in the early morning of October 20, 1944.

In 1945 La Rie married Louis D. Mueller, a Cincinnati newspaper man. Louis Mueller died in 1977 and La Rie continued to live in the Cincinnati area. In her 89th year she moved to Salem Parke Nursing Home.

Our thanks to Tom Greene, Jr. for this tribute.

## JACK CONNER BURDETT

Jack Burdett, 84, of Pt. Pleasant, West Virginia died on Thursday, January 21, 1993. Jack was a long-time member of S&D and had been active with the Ohio-Kanawha Chapter since its formation. Jack was very active in civic projects in Pt. Pleasant including the Mason County Library, coordinator for the 1974 Bi-Centennial Celebration, River Museum Board of Directors, etc.

Jack was born August 2, 1908 in Mason County, West Virginia, the son of Capt. Pearl T. Burdett. Pearl and his father Joseph F. Burdett operated the Kanawha Dock Co. at Pt. Pleasant before selling out in 1918 to William Finley Smith, grandfather of William "Bill" Smith of Gallipolis.

Jack was educated in the Mason County schools and was an outstanding athlete in high school. He went on to attend Marshall College, Huntington where he was freshman class president. Later, Jack transferred to West Virginia University where he received both his A.B. and J.D. degrees, being president of his law class. Jack was a member of the West Virginia bar and had been associated with Musgrave and Musgrave in Pt. Pleasant.

During a 33 year career with the U.S. Corps of Engineers, Burdett served as Chief of Real Estate Divisions, Baltimore and Washington, DC Districts. In 1963 Jack transferred to the Corps of Engineers office in Huntington and served as Chief of the Real Estate of the Huntington District.

Jack is survived by his wife of 53 years, Margaret C. (Hill) Burdette, three nephews and two neices. He was preceded in death by his brother Joseph F. Burdett, former West Virginia Secretary of State, and sister Alice Reynolds Burdett Orr.

Funeral services were conducted January 23 at the Presbyterian Church, Pt. Pleasant with burial in Kirkland Memorial Gardens.

## TRIBUTES TO FRED WAY, JR.

Although we tried in the December issue to cover the many kindnesses extended on the occasion of Fred Way's passing, there were some other tributes we would like to share. Bee Rutter has made a list of some of these gestures, all much appreciated by Fred's family.

\* \* \*

Lois Kidd, Xenia, Ohio wore a different steamboat shirt each day for a week in Fred's memory.

Flags were flown at half-staff on the NATCHEZ, DELTA QUEEN, MISSISSIPPI QUEEN, BELLE OF LOUISVILLE and BELLE OF ST. LOUIS.

In Hawaii, shortly after Christmas, Julia Belle Swain Shelton placed a flower lei in the Pacific Ocean in Fred's memory.

The Middle Ohio River Chapter of S&D received \$950 in contributions for a dedicated display case for the Inland Rivers Library.

Church organist Keith Norrington dedicated the hymn, Now Thank We All Our God to Fred, played it on an 1886 organ.

Capt. Doc Hawley played Fred's favorite, Beautiful Dreamer, on the calliope aboard the NATCHEZ at Algier's Point.

There were seven donors to the Sewickley Tree Fund, Sewickley, Pennsylvania. A nice dogwood would please Fred.

The Fred Way, Jr. Memorial Fund for the preservation of the W. P. SNYDER JR. had thirty-two donors, almost \$15,000 to date.

Our appreciation to Bill Smith for sending along the obit from the Pt. Pleasant Register. We'll miss Jack's friendly greeting at the O-K Chapter meetings.

The Board of Directors of the Howard Steamboat Museum, Jeffersonville, Indiana made a resolution in tribute to Fred Way.

In Natchez, Mississippi, Don Sanders walked over to the BETSY ANN bell in the courtyard of the tea room at the Natchez Garden Club and gave it three taps.

Father Al Zugelter in Chicago offered a Mass for Fred.

The Lafayette Hotel, Marietta, donated the room and refreshments for the memorial service with Banquet Manager Donna Jolliff overseeing all.

Just at the time of Fred's death, a group of volunteers in Marietta was hard at work on a community project called The Incredible Playground. A feature of the playground is a symbolic sidewheeler and the pilothouse nameboards are carved, "FREDERICK WAY".

\* \* \*

## ALICE BROWN CUSTER

As it must to all cats, death came to Alice Brown Custer on December 28, 1992. Miss Custer was 17 years of age and had been in declining health from arthritis complications for some time.

Alice was a card carrying member of the Sons and Daughters of Pioneer Rivermen and the M.O.R. Chapter. She was named for the famous towboat ALICE BROWN and was a native of Nashville, Tennessee. In addition to her foster parents Jack and Sandie Custer, Alice is survived by an adopted sister, Hattie Brown.

Services were private with interment at Louisville, Kentucky.

## JESSE P. HUGHES DIARIES

- 1917 -

by C. W. Stoll

*Capt. Jesse Hughes was running master on the GREENLAND when the year 1916 came to a close. He had been called from home at Catlettsburg by Capt. Gordon Greene on December 29. The new year came in without fanfare as the GREENLAND was upbound at Proctorville, Ohio on her regular run from Cincinnati to Pomeroy.*

\* \* \* \* \*

- JANUARY -

New Year's Day. Dawn found the GREENLAND plowing through floating ice at Eight Mile Island (eight miles above the mouth of Kanawha River) and she arrived at Pomeroy at noon. After loading 160 barrels of salt at Mason City, West Virginia and taking on 900 bushels of coal, the GREENLAND started back down the river and arrived at Pt. Pleasant at 11 pm.

The LEROY was out and running (Gallipolis - Charleston) on January 1 after the holiday layup but the GREENDALE and CHRIS GREENE were still at Gallipolis while the COURIER remained at Cincinnati. The TACOMA was still on Gardner's docks (undergoing hull rebuilding) at Pt. Pleasant; the R. DUNBAR and HOMER SMITH were also laid up there.

On January 2 the CITY OF LOUISVILLE and CITY OF CINCINNATI resumed their schedules in the Louisville - Cincinnati trade after being laid up since November.

Heavy fog delayed the GREENLAND on January 3 and 4 and she didn't get into Cincinnati until 6:45 pm., just as the CITY OF LOUISVILLE was arriving, some 10-12 hours late. The GREENLAND left the Cincinnati wharfboat at 7 am. on January 5 with Jesse still in command.

Ice continued to be a problem for the boats and on January 15 the GREENLAND laid up with the GREENWOOD above the Coney Island wharfboat at Cincinnati. The Mail Line boats had also laid up because of ice conditions.

Jesse went home to Catlettsburg on January 16 and spent some time collecting due bills on freight.

January 22 found Jesse back on the TACOMA on the Gardner docks. Toward the end of the week the ice moved out of the Ohio River and navigation resumed. The GREENLAND had been laid up in the Kanawha River after coming up from Cincinnati (no mention of who was master in Jesse's absence) and Jesse used her to move the Pt. Pleasant wharfboat from the ice harbor in the Kanawha back around to the landing on the Ohio side. The GREENLAND then continued on her trip back to Cincinnati. Jesse got off at Proctorville, Ohio on Sunday, January 28 to take the traction line back home to Catlettsburg.

Monday morning, January 29, Jesse was back on the TACOMA at Pt. Pleasant where he found the men installing sheeting on the hull. (Iron sheeting was installed on wooden boats to protect the bow, usually back to about the beginning of the hull model. Ed.)

- FEBRUARY -

Ground Hog Day, February 2 and bitter cold. Jesse got back on the GREENLAND which then lay overnight at Gallipolis before starting down the river. Jesse got off at Huntington and took the traction line to Catlettsburg and Ashland, collecting \$35 in freight bills. Home for the weekend, Jesse attended Sunday School, despite the 4 degree temperature. The following day it was -3 degrees and the boats were laying up while Jesse continued to make calls to collect freight bills, noting that the Big Sandy was blocked by an ice gorge.

On February 8 our diarist returned to the TACOMA on the docks at Pt. Pleasant. (Few places can be colder that a cooled down steamboat in zero weather. Ed.)

On the 13th Jesse notes that the QUEEN CITY was caught out on the bank (at Pt. Pleasant?) and pulled off by the towboat BERTHA. Both the Ohio and Kanawha Rivers were running full of ice. Jesse was called to Catlettsburg because of the illness of daughter Helen and returned to the TACOMA on February 18.

On February 20 he notes, "Ice in the Ohio River nearly gone." The boats were back out running by February 22 but the cold weather and some heavy snows persisted until the end of the month.

- MARCH -

On March 9, 1917 the TACOMA was off the Gardner Docks and back in the river. The TACOMA had been on the docks since May, 1916 and, although there had been delays because of a dock workers strike and then high water during the summer, this was certainly a very long time for even a complete rebuilding of the hull. (Capt. Greene must have put a very low priority on getting the TACOMA back in operation and thus probably effected a favorable price for the work from Mr. Gardner. Ed.)

On March 20 the TACOMA, with her sternwheel off, was still lying at Gardner's. The WABASH was tied up alongside while undergoing repairs to her wheel and rudders. (The WABASH, T2596, was an old boat which had been bought for \$700 in 1915 by Capt. Ben Pope, Parkersburg. In March, 1917 she had been sold to the Chicago Mill & Lumber Co. and was headed for Greenville, Mississippi. Evidently, the WABASH needed a little work before tackling the long trip south. Ed.)

On March 22 the small, short trade packet GONDOLA was beached out at the mill yard at Pt. Pleasant for



dismantling. Jesse noted on March 28 that there were soldiers guarding the railroad bridges in the Pt. Pleasant area.

(Ed. Note: Germany had declared unrestricted submarine warfare on January 31, 1917; U.S. broke diplomatic relations on February 3. The U.S. would declare war on the Central Powers on April 6, 1917.)

- APRIL -

April 1: An attempt was made to reinstall the wheel on the TACOMA but she got aground in some manner. The towboat GEORGE MATHESON tried to pull her off but was unsuccessful and then the EUGENE DANA SMITH made an attempt and got the TACOMA off at 9 pm. (We suspect that the rebuilt paddlewheel was resting on shore. The procedure would be to ease the stern of the TACOMA close up on the shore and roll the wheel onto the supporting cylinder timbers. Ed.)

On Thursday, April 15, Jesse notes that the TELL CITY had sunk at Lock 19 at 6:10 am. with one man losing his life. The dock men were working on the TACOMA's rudders that day. (The TELL CITY sinking occurred on April 6, 1917, the same day the U.S. declared war. Ed.)

Finally, on April 20, all the details on the TACOMA were completed. The boat was inspected and ready to go back into service after almost twelve months at the Gardner Docks. On April 26 the TACOMA departed Pt. Pleasant at 1 pm., stopped at Gallipolis and got away at 4:30 pm for Cincinnati where she arrived at 2 am. April 28 to load for her upstream trip.

- MAY -

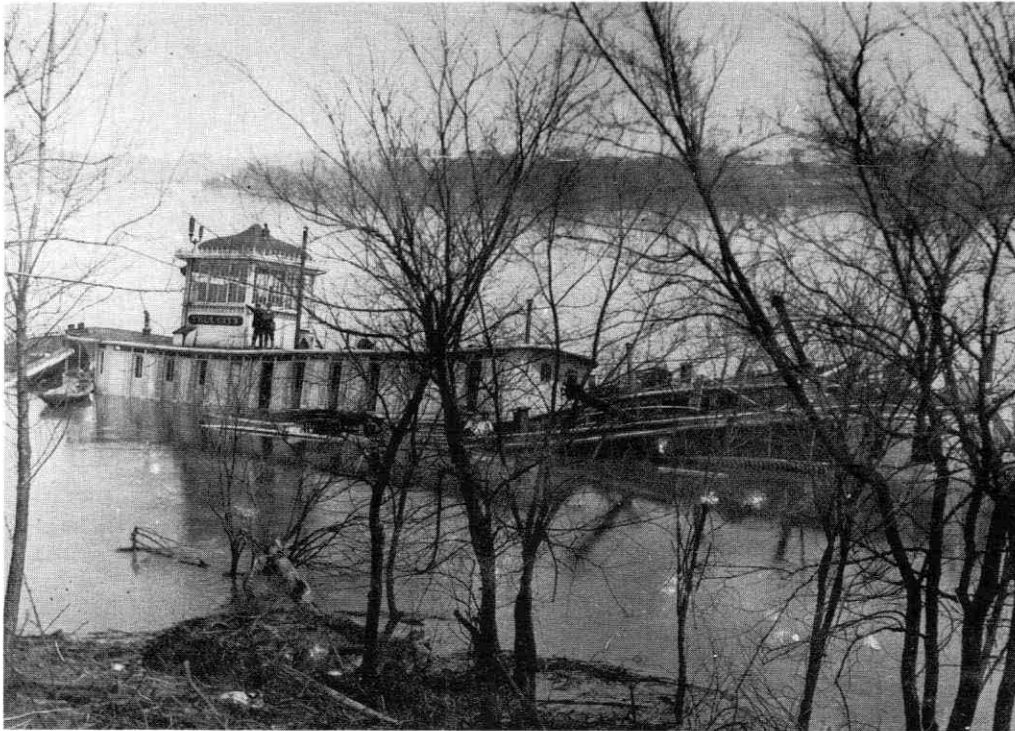
On May 1 Capt. Greene took over the W. B. Donally wharfboat at Charleston. The COURIER left for Pittsburgh under charter to replace the RUTH, laid up for boiler repairs. The

TACOMA arrived at Pomeroy on May 9 and picked up 210 barrels of salt at White Rock, Ohio and Mason City, West Virginia. Jesse reported that the U.S. Engineer steamers GUYANDOT and IROQUOIS were taking out the old ice piers. (The ice piers were at the upper end of Middleport, Ohio and later replaced with new ones. Ed.)

The CITY OF LOUISVILLE arrived at the Cincinnati Mail Line Wharfboat on the morning of May 19. Jesse Hughes watched her arrival and then, after she discharged her freight, watched her cross the river for lay up in the mouth of the Licking River. As it turned out, the CITY OF LOUISVILLE would never run again.

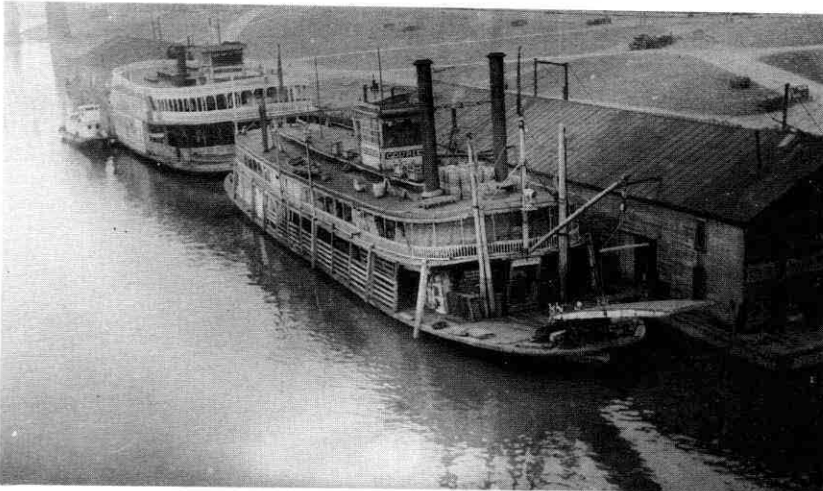
In late May the weather was rainy, foggy and stormy causing the Huntington coal fleets to break loose on one occasion.

May 31, while loading at John Hanley's Landing (below



April 6, 1917: The TELL CITY wreck at Little Hocking, Ohio after backing through the weir at Dam 19, rubbing a pier and then hitting the bank with force enough to knock the stacks down.

Two people were lost, a crew member and a passenger hit by a falling stack. The TELL CITY pilothouse is today at the Ohio River Museum. Unmentioned in the Hughes diary is U.S. entering war on this date.



In May, 1917 the COURIER made two round trips Pittsburgh-Charleston under charter in place of the RUTH. The COURIER had been the regular for 22 years in the Cincinnati-Maysville trade, known as "The Midnight Rambler". Here she is at the Pittsburgh wharfboat with the SUNSHINE below, the last running for the COURIER. Photo by Fred Way.

Huntington and just above Twelve Pole Creek), the TACOMA crew lost a hog in the river and were unable to recover it.

- JUNE -

Draft registration for all men age 21 to 31 was held on June 5 and on June 7 Jesse celebrated his 41st birthday. On June 12 it was noted that the WONDERLAND SHOWBOAT, towed by the VERNIE MAC, was enroute to the docks at Pt. Pleasant after being tied up at Ironton, Ohio for three months.

(Ed. Note: The lack of entries in the diary for the latter part of June and most of July, 1917 is unusual. We can only surmise that Jesse was just too preoccupied with the problems of operating the TACOMA in the low water season and with the summertime scarcity of deck crew to routinely write in his diary. Roustabouts could find higher paying jobs working on the roads in the summer and avoided the boats.)

On July 5, 1917 the diary notes that the GREENLAND arrived in Pittsburgh for the first time in ten years. The sinking of the TELL CITY had left an opening in the Pittsburgh-Cincinnati trade and the light draft of the GREENLAND permitted her to get by on a scant stage of water and successfully operate in the Pittsburgh trade.

A sixteen year old Fred Way jumped at the chance now presented to ride the sidewheel GREENLAND. Fred's log of that trip will serve to fill in the the blanks that Jesse Hughes left for us.

\* \* \* \* \*

In the spring of 1917, Capt. J. Orville Noll had bought the Muskingum River packet VALLEY GEM for the Pittsburgh-Fairmont trade on the Monongahela River. Fred Way, a sophomore in high school at the time, had signed up to ride the VALLEY GEM during his summer vacation and then the GREENLAND appeared on the scene. The round trip to

Fairmont ended when the VALLEY GEM got back in to Pittsburgh at 3 am., Wednesday, July 11. Fred's account of his GREENLAND trip follows:

July 11, 1917 - Had breakfast on the VALLEY GEM. Went to see the wharfboat agent (about the GREENLAND trip) and met Donald Wright.

Went home with Tom Noll and had lunch. (Tom Noll, age 13, was Capt. Orville Noll's son, lived at Hammibal, Ohio and had been on the VALLEY GEM trip. Ed.)

Returned in auto and went on the GREENLAND.

4 pm. Left wharf.  
5:00 Sewickley.  
6:30 In Lock No. 4.  
7:00 Rochester. Donald Wright left me here.  
9:00 East Liverpool.

Thursday, July 12 - Arrived at Marietta 8:20 am.

9:20 Parkersburg. CROZET (T0527) on the docks.

10:15 Dam 19 and the wreck of the TELL CITY.

11:05 Dam 20. VERNIE MAC here; showboat WONDERLAND sunk just below on the West Virginia side.

1:47 pm. Light 458, Letart Islands.

2:30 Racine, Ohio.

3:15 Landed Minersville, Ohio for coal. Loaded with a chute; turned around and loaded the other side. Left 4:25 pm.

5:05 Pomeroy, Ohio.

5:10 Landed at Salt Works; left at 5:30 pm. The LITTLE BEN is the ferry at Middleport.

6:30 Dam 25. MARY JANE here.

6:45 Pt. Pleasant. Mr. Bowyer and three Pt. Pleasant women boarded the boat here and rode down to Gallipolis.

7:20 Gallipolis. The GREENWOOD came in while we were here; I went on and saw her. COURIER laid up above at the ice piers and the HELEN LANE is laying below.

Mr. Bowyer says some New Orleans parties are inspecting the CITY OF PARKERSBURG today with a view of purchasing her. If the deal is closed Capt. Klein aims to bring out the QUEEN CITY. (This sale did not materialize; the CITY OF PARKERSBURG ran excursions at Pittsburgh later in 1917, Capt. Robert Hasley. Ed.)

Someone was drowned at the Gallipolis wharfboat and they were dragging the bottom for the body this evening.

Friday, July 13 - At Greenup, Ky. at 7:45 am.

9:00 Portsmouth. Mailed a bunch of cards here. Got some nice cards here. Left at 10:30 am.

12:45 pm. Vanceburg.

2:10 Rome, Ohio.

2:40 Stouts Landing.

4:30 Manchester, Ohio.

The TACOMA here.

Saw where the old sternwheel packet FASHION hit the bank full head (1890) and sank after breaking in two. This accident occurred above Manchester Island when the pilot mistook a light in a window for the government light which is about 500 yards below. Left at 5:30 pm.

6:20 Passed Dam 33 which is under construction.

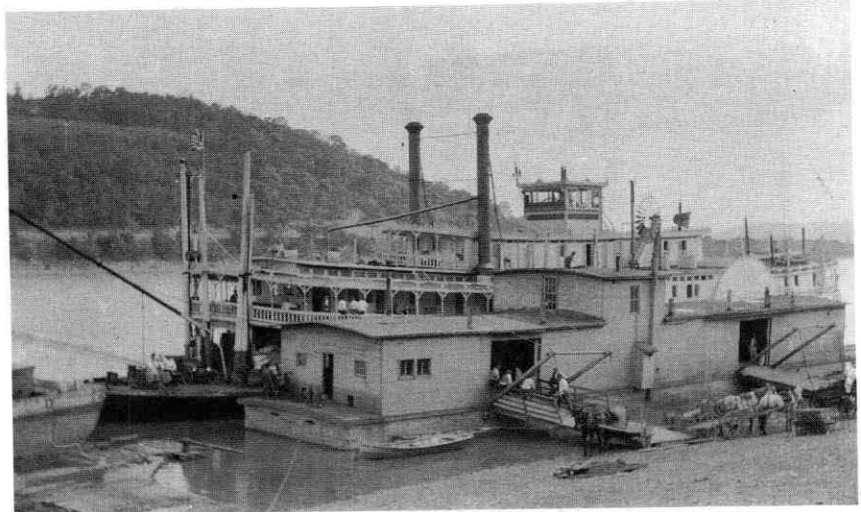
6:50 Arrived Maysville.

7:30 Left Maysville; Eliza crossed the ice at Light 322.

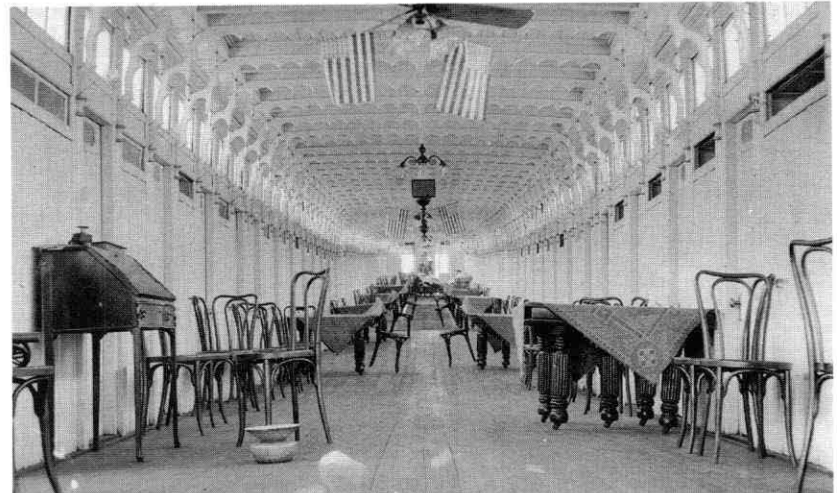
8:30 Ripley, Ohio. Ferry RELIEF here; temporarily replacing the PROCTOR K. SMILEY.

Thunder storm came up here. Witnessed a peculiar incident: Much electricity in the air and I was sitting near the stern flag pole when there was a streak of lightning. I could then hear a spark jumping from the pole into the air. It lasted about 20 seconds. This was the first time I ever witnessed the pranks of St. Elmo's fire.

Saturday, July 14 - Arrived at Cincinnati at 3 am. After breakfast, I went up town and found Mr.



The GREENLAND arrived at Manchester, Ohio at 4:30 pm, Friday, July 13, 1917. Note the windmill on the wharfboat, used to keep the hull pumped out. Below, the cabin of the GREENLAND, looking aft with a spittoon prominent. Fred Way photos.



Hunster at 1076 Gilbert Avenue. (Richard L. Hunster was the well known photographer of steamboats in Cincinnati. Ed.).

Bought \$7 worth of photographs which were worth \$100, or will be some day.

Mr. Hunster showed me around town and took my picture at Fountain Square.

The CITY OF LOUISVILLE, CITY OF CINCINNATI, GREENLAND, HERCULES CARREL, FRED HALL and E. A. WOODRUFF in port and I got several pictures here.

Loaned Mr. Hunster my view of the ANNIE LAURIE. Left Cincinnati at 6 pm.

9:30 Left New Richmond.

Sunday, July 15 - At Manchester at 8:00 am.

9:25 Rome, Ohio.

10:30 Vanceburg, Kentucky. At Rockville Light (No. 342) is the highest hill (999 ft., Kentucky side) between Pittsburgh and Louisville.

4:00 Portsmouth; left at 4:45 pm.

8:30 Ironton. Had my watch swiped today. Capt. W. C. Lepper boarded the boat at Portsmouth and told stories up in the pilothouse during the afternoon.

Have been on the TACOMA, GREENWOOD, GREYHOUND, CHILO and TARASCON since I got on this boat. (This is the first mention of the

Louisville-Evansville packet TARASCON (5310); she may have been at Cincinnati under charter. She was chartered to the Valley Navigation Co., Memphis when lost December 26, 1917. Ed.)

Monday, July 16 - Got up feeling better this morning. Landed at Gallipolis at 11 am. and left at 11:15.

11:45 Pt. Pleasant. Was up at the Merchants National Bank to see Mr. Bowyer's picture collection while here. Mr. Bowyer gave me a paper. We left at 1:05 pm.

3:00 Middleport, Ohio.

3:30 Pomeroy. Coaled at Minersville and left at 4:20 pm. Passed the KLONDIKE above here.

Tuesday, July 17 - At Newport, Ohio at 8:00 am.

8:30 St. Marys, W. Va.

10:00 Matamoras, Ohio.

11:00 Sistersville, W. Va.

2:00 pm. Clarington, O. Str. TROUBADOUR here; left with us for Pittsburgh. (The TROUBADOUR was a 74 foot yacht built for Capt. S. S. Brown and at this time owned by Capt. William B. Rodgers, Pittsburgh. Capt. Rodgers had been born in Clarington. Ed.)

5:15 Moundsville, W. Va.

Wednesday, July 18 - At Rochester at 5:50 am.

8:00 Sewickley

10:00 Pittsburgh

While lacking some details we now would like to know about, the foregoing log gives a flavor of packet travel in 1917. Capt. Mary B. Greene was on the GREENLAND at this time and we find her name and address in the notebook, - 3534 Shaw Ave., Hyde Park, Cincinnati. No mention of low water in Fred's log and the TACOMA is reported out and running. We resume the Jesse Hughes diary and the gap in the entries remains a mystery.

\* \* \* \* \*

- AUGUST -

Early in the month, the TACOMA was carrying lots of cattle into Cincinnati but on the 11th she laid overnight at Ashland because the stage was only 2.2 feet below Lock 28 (upriver at Huntington).

On August 12 the boat managed to get away at 7 am. and started up the Kanawha River at 11 pm. that night, meeting towboats downbound on an artificial rise (water released by throwing the dams).

Upon returning from Charleston on August 13 the TACOMA laid up at Gallipolis although the GREENLAND was able to make it to Pt. Pleasant and up the Kanawha to Charleston. The EMERSON SHOWBOAT was at Gallipolis and Jesse reported a good attendance.

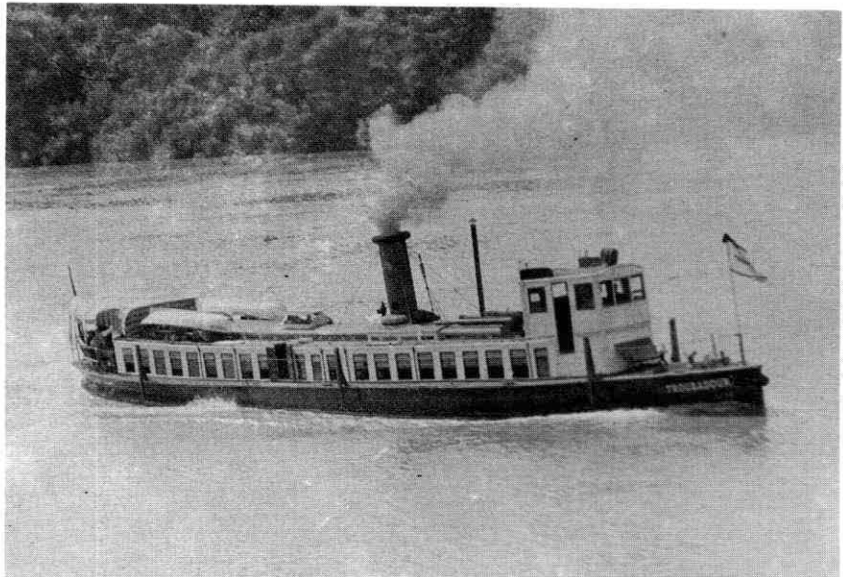
On the following day the TACOMA received reshipping from the RUTH (from Pittsburgh), raised steam and headed for Cincinnati. Most of the deck crew had left and Jesse reported, "Telia and I were clerks today."

The TACOMA arrived in Cincinnati after many delays due to fog to find the wharfboat laborers on strike for 35¢ an hour. The boat was unloaded with the few deck crew available but the CHILO arrived at 3 pm. and was unable to unload. The GREENLAND came in from Charleston the following day and Capt. Greene then agreed to the 35¢ an hour wage.

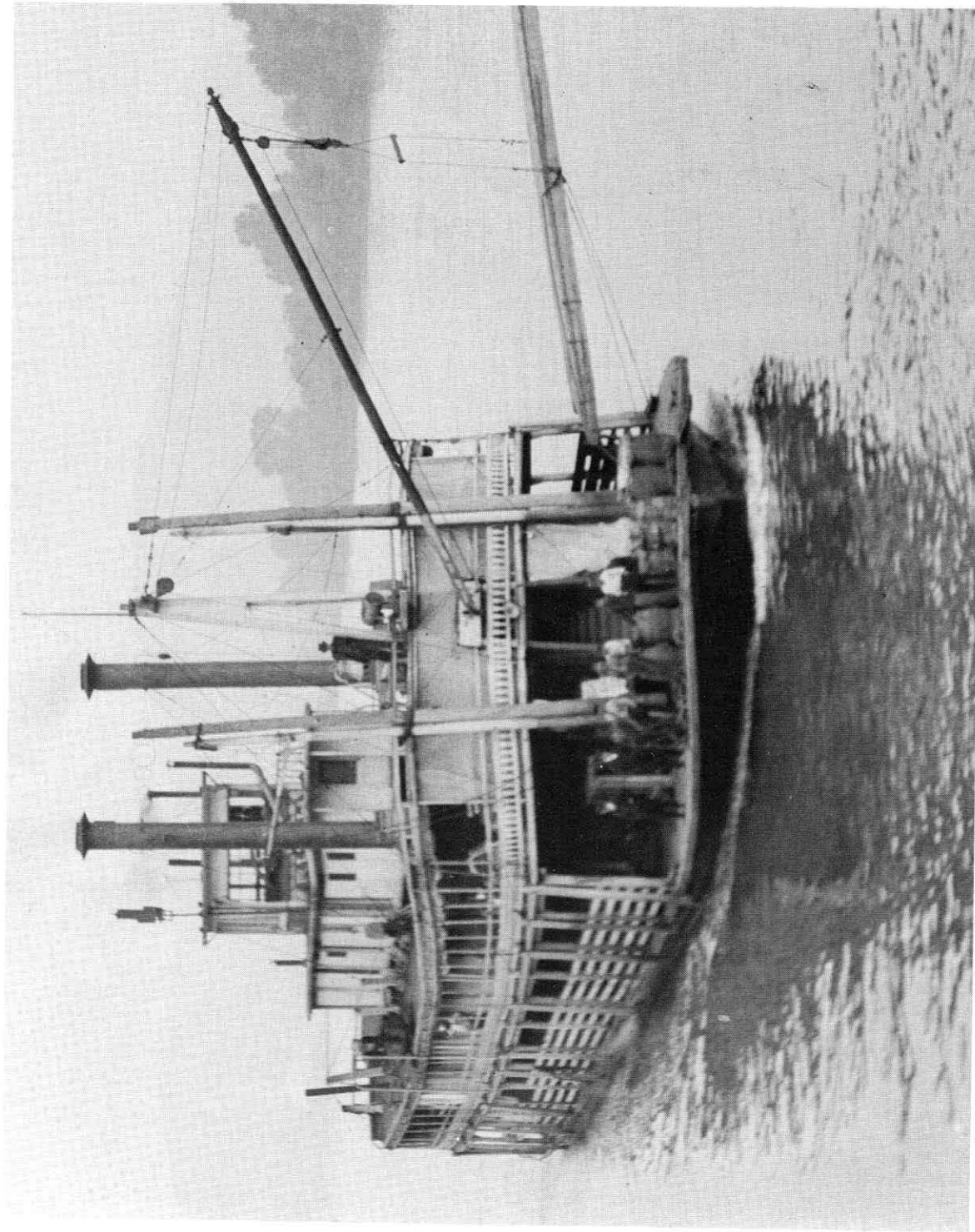
With the wharfboat laborers again working, the TACOMA was able to load freight and departed upriver at 11:10 am. August 17. with a fair trip.

The TACOMA was carrying good freight trips for the Kanawha River and Jesse reports going above Charleston to Dana most trips. Deck crew continued to be in short supply and departing Cincinnati with, "Only three deckhands" was not unusual.

On August 31 the TACOMA laid up at Portsmouth because of low water and the GREENLAND had been aground at Greenup, Kentucky since the previous day.



The 74 foot steel yacht TROUBADOUR owned by Capt. William B. Rodgers must have caused a stir at Clarington, Ohio when the hometown boy paid a visit in 1917. In this Fred Way photo the yacht is keeping pace with the GREENLAND, somewhere above Clarington. After Capt. Rodgers' death in 1925 the TROUBADOUR worked as a towboat on the Monongahela.



**B**ehold the RUTH, coming up the Ohio River on a hazy summer afternoon in 1917. Passengers and crew are out to see the GREENLAND which hadn't been in this territory for ten years. The RUTH was built in 1893 at the Knox yard, Marietta as a single deck packet. By 1896 she had a boiler deck and cabin added. Capt. J. Mack Gamble owned the RUTH 1906-1910 and dressed her up with a flag, 9 ft. by 17 ft., now in the River Museum.

In 1912 the RUTH went to Evansville for the Paducah trade, a Texas was added and the RUTH was now a very respectable looking packet. Capt. Fred Hornbrook brought the RUTH back to the Upper Ohio in 1916 and entered the Pittsburgh-Parkersburg trade and then Pittsburgh-Charleston. The RUTH was lost in the ice of January, 1918 at McMechan, West Virginia.

Fred Way snapped this photo from the GREENLAND.



Here's the WABASH mentioned in the Hughes diary March 20, 1917. She sold for \$700 in 1915 when Capt. Ben S. Pope bought her at a U.S. Marshal's sale. Undoubtedly, the WABASH was overhauled at the Parkersburg Docks after Capt. Pope bought her for she looks in good shape here. Photo by C. C. Bowyer at the Pt. Pleasant wharf, probably April, 1917.

- SEPTEMBER -

At 11 am. September 1 the GREENLAND passed down for Cincinnati and the TACOMA crew took heart and left for upriver at 11:30. The river was reported as falling fast but the TACOMA got to Ashland at 11 pm. (33 miles). The river stage dropped 1.5 feet while the TACOMA was at Ashland so she went only as far as Lock 29, just above town, and laid over for the night. (Dams 29, 28 and 26 were in operation at this time, leaving low water conditions for about 25 miles before reaching Dam 26 and the Kanawha River. Ed.)

On September 2 the TACOMA continued up river at 6 am. and reached Dam 26 at 6 pm. Entering the Kanawha River at 9:30 pm she was in Charleston at 7:15 am. the following morning.

The GREENLAND was in need of a hull rebuilding and Capt. Greene elected to have the work done at the Cincinnati Marine Railway. (Maybe Mr. Gardner had stretched Capt. Greene's patience with the TACOMA project but work on the Greene boats was usually performed by Gardner. Ed.)

The GREENLAND was ready to go to the marine ways on September 6 and this proved to be the end of her operating career. The gentle reader will have to await the 1918 diary for the fate of the GREENLAND.

By September 10 the GREENDALE (the Greene Line's prize low water boat) was reported as being readied to leave the Gallipolis boiler shop. She departed from Cincinnati on September 22 for Pomeroy with a big trip, her first trip since December 16, 1916.

The TACOMA picked up 368 sacks of fertilizer at Southside, below Lock 8, Kanawha River on September 17, went out of the Kanawha and up to Pomeroy, then down to Catlettsburg and tied up overnight because of low water (stage 2.0 feet below Dam 29). Water was let out of the pool above Dam 29 on September 17 and the TACOMA ran down to Portsmouth, keeping on top of the rise.

But Thursday, September 20 was a different story. The TACOMA left Portsmouth at 7 am., reached Rome (27 miles) at noon, Manchester (14 miles) at 2 pm. where she stuck until 3:30 pm., rubbed

hard at Brooks Bar and finally arrived at Maysville. She left Maysville at 6 pm. with the river stage 3.7 feet and then laid up for the night at Augusta, Kentucky (17 miles) waiting for a rise.

Leaving Augusta at 4:45 am. on September 21 the TACOMA made only a mile or so before laying up again. Started out at 8 am. but in another mile she rubbed hard at Augusta Bar, at Bradford (6 miles), at Snag Bar (1 mile), at Richmond Bar (13 miles) and in the chute at Dam 35 (2 miles). She was at Five Mile at noon and tied up at Cincinnati at 1:45 pm., 43 miles for the day.

On September 22, Jesse noted that the TACOMA put off the shaft for the new JOHN BARRETT (T1393) at the Levanna boatyard (just below Ripley, Ohio), this apparently on the way down from Maysville on the evening of the 20th.

The river continued to fall and the GREENWOOD was laid up at Gallipolis on September 23. Mrs. Greene is reported in Newport, Ohio to attend the wedding of Mary Greenwood to Alan Riddle.

Jesse worked in the wharfboat office on the GREENWOOD's books for several days. On September 25, he rode the SEA LION to Brown's Landing and back (probably Brown Coal Co. near the Newport, Kentucky water works) and caught the 9 pm. C&O train to Catlettsburg and home.

The river continued to fall above Cincinnati. Capt. Greene stopped in Catlettsburg on September 30, stayed overnight at the Hughes home and left the next morning on the C&O for Cincinnati.

- OCTOBER -

While the river was at a low stage and the boats laid up, Jesse caught up on chores around the Catlettsburg house, cleaning out the cistern, painting the roof, etc. There was an artificial rise on October 4 to get Kanawha River coal

down to Cincinnati; the towboats D. T. LANE, EUGENE DANA SMITH and GEORGE MATHESON were noted as passing down.

On October 8 Jesse was doing some lettering on a new gasboat but, unfortunately, he doesn't give us the name.

Sunday, October 21, Jesse and his brother Howard Hughes went to Cincinnati on the 2 pm. train, arriving at 7:30 pm. and spent the night on the TACOMA. On October 22 steam was raised on the TACOMA and she left Cincinnati at 8 pm. with a big trip but no roustabouts. There was some trouble the next day in stemming the current at the coffer dam for Dam 33, then under construction upriver from Maysville, but no other mention of navigation problems.

The TACOMA returned to Cincinnati from Pomeroy at 8

pm., October 29 which Jesse notes was wife Telia's birthday.

Evidently, there now was labor available to work the freight on the wharfboat at Cincinnati. The TACOMA made a normal turnaround and left on October 30 with another big trip for Pomeroy, however, there was again no deck crew. The TACOMA did not return to Cincinnati from this trip until November 11 so the river stage must have fallen again.

- NOVEMBER -  
- DECEMBER -

From November 11 when the TACOMA returned to Cincinnati until November 27 we are left to wonder about the daily life of Jesse Hughes. At 6 am., November 27, 1917 the TACOMA left Pomeroy, stopped at Pt. Pleasant to pick up the CHRIS GREENE (1026) and

towed her down to Gallipolis. Cold weather had set in and the temperature was -7 degrees on December 8.

December 11, the TACOMA pulled the Gallipolis wharfboat off the bank and laid up under the ice piers above town. The COURIER and the HELEN LANE were already laid up there. The ice was heavy and all of the Ohio River dams were being lowered. The ROBT. P. GILHAM, D. T. LANE and HELEN E. passed upstream, probably to lay up in the Kanawha at Pt. Pleasant. Jesse stayed on the TACOMA and pumped her out.

These were critical times on the river and there are many blank pages. In January, 1966, less than ten years before Captain Jesse passed away, he wrote the following in this 1917 diary:

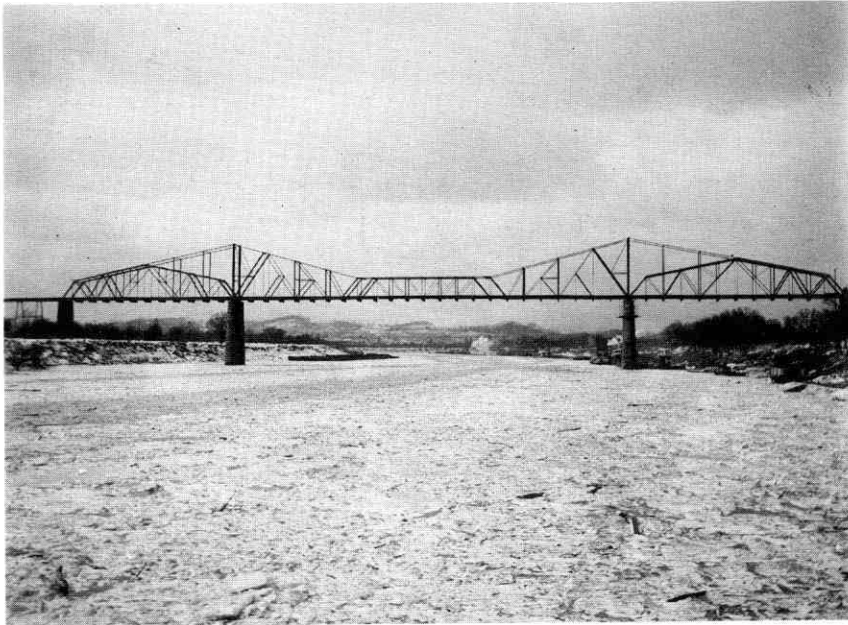
"While looking over these diaries in 1966, I write down these lines to explain these long vacant spaces - when I am an old man. Those days were very cold, the river was frozen solid. The TACOMA, COURIER, HELEN LANE, FRANCIS, CHRIS GREENE and the big Gallipolis wharfboat were under the ice piers, all in one fleet.

The CHRIS GREENE kept steam up and a canal was kept clear from the ice piers down alongside the fleet. Used dynamite and moved the boat (CHRIS) up and down every day. U.S. Engineers sent two men to handle the dynamite. I was too busy to write in this (diary) each day. Got behind and just neglected it for this whole period. The longest break ever found in this daily record."

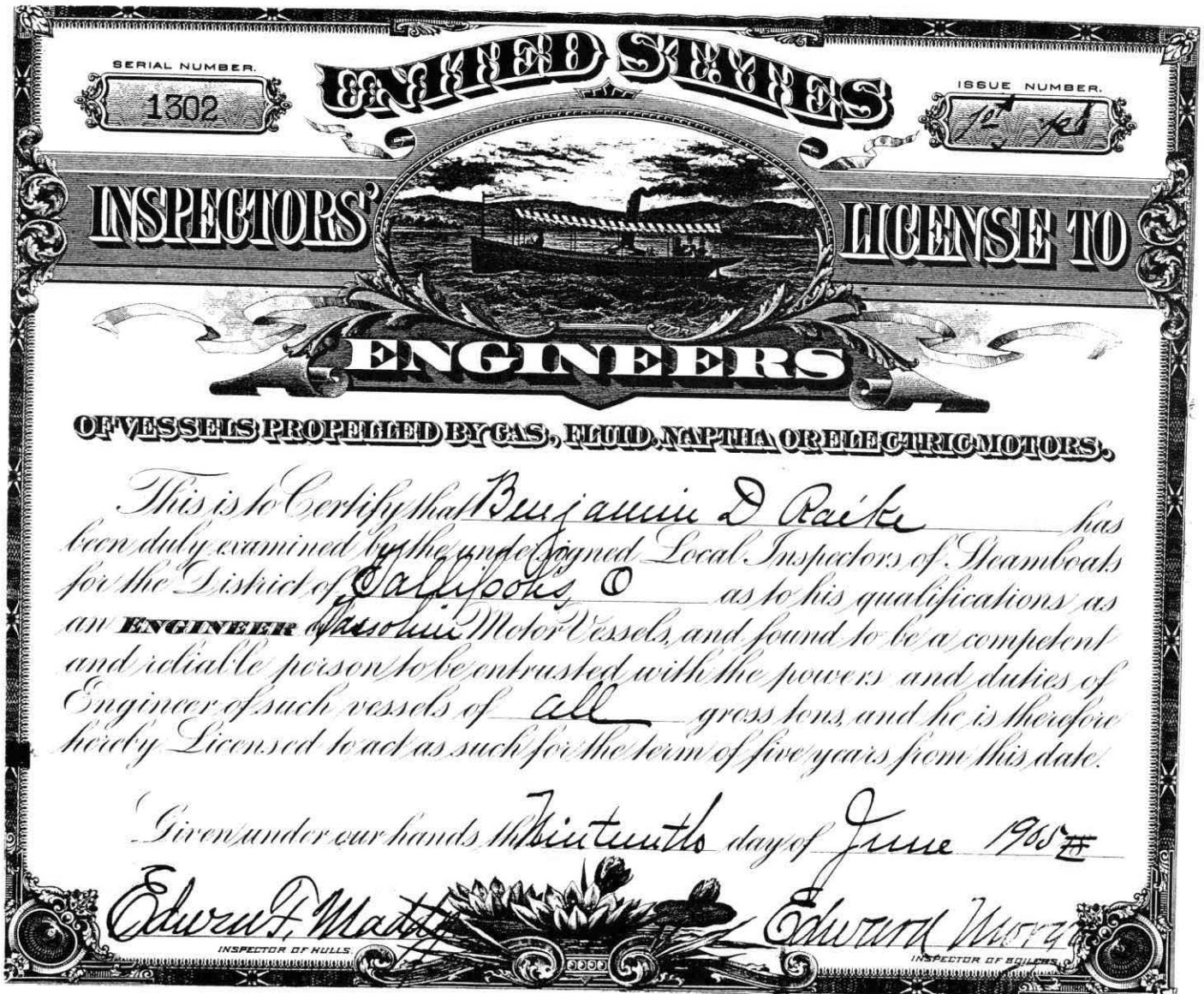
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OHIO UNIVERSITY PRESS

As of June 30, 1992, Ohio University Press has sold 1,779 copies of Way's Packet Directory. A royalty check in the amount of \$66.97 has been deposited in the S&D account.

Way's Steam Towboat Directory has sold 759 copies. No royalty is payable until 1,500 copies have been sold.



Ice gorged in the Kanawha River from above the B&O Railroad bridge, looking downstream. Gardner's Docks are just below the pier on the right, white smoke showing from a towboat there. Farther down on the same side is more white smoke from a towboat about where the Smith Docks would be. This photo taken in 1911 by Jesse Hughes; typical of 1917, too.



#### THE GASOLINE ENGINEER

Some time back, when assembling material to go to the Inland River Library, we ran across an interesting item relating to early licensing of non-steam engineers. To be honest, we had forgotten that those experimenters with gas engines on boats 90 years ago had to be licensed by the U. S. Inspection Service.

Some shade-tree builder with a little knowledge of single cylinder gas engines on oil wells decided to try one on a boat and the gasboat was born. But, it evidently didn't take long for some observer of this development to sound the alarm; without steam, there

was no need for a licensed engineer. A license for "engineer of motor vessels" was required January 1, 1897.

We associate several of the Raika family with gasboats: John Raika, owner of the B. F. SEARCY and EDWARD BOGGS; William Raika, owner of the RANGER NO. 2; Ralph Raika, had the very neat, diesel engined ERNESTINE and LELIA in 1945. Capt. Benjamin D. Raika, long a resident of Kanauga, Ohio, was a builder and trader of towboats, both steam and motor powered. Ben Raika built the gasboat B. D. RAIKE in 1925 and owned the steam towboats CLAIRMONT (T0429) and VALLEY BELLE (T2507) in the 1930s.

But, the interest here is in the technical examination required for those aspiring to be licensed as, "Engineer, Motor Vessels." On June 19, 1905, Benjamin D. Raika made application to the Gallipolis inspectors, Edwin F. Maddy and Edward Morgan, for a license as engineer on gasboats. Ben gave his address as Greenup, Kentucky, where he had been born in 1873, and listed his experience as two years with the gasoline boat J. P. LIGHTNER which had a 22 hp engine. The license requested was available at that time for, "vessels propelled by gas, fluid, naphtha or electric motors" which causes us to wonder



what fluids might have been included. Perhaps gasoline, casing head, crude oil, kerosene, coal oil, moonshine and other fluids were all included.

We suppose that, as boiler inspector in the Gallipolis office, Edward Morgan administered the test to applicant Raike. There is no indication where the questions were formulated but they don't seem to have come from an engineering textbook.

Herewith, the test:

1. Explain the principal of the working of a gasoline engine.

Answer: Works by compressed air with gasoline.

2. Why is it necessary to compress the air and gasoline?

Answer: It would not ignight (sic) unless it was compressed.

3. What is the safest way to store gasoline?

Answer: In drums on the roof or in the head of the vessel where it would not be confined too much.

4. What is the best way to pipe gasoline from tank to engine?

Answer: The best way would be with lead pipe connected with a union. The lead pipe is soft and will stand the jar of the engine without breaking.

5. What would be the result of having a leak in the confined space such as the hull of a vessel and going into or near with and open light?

Answer: The gas would take fire and have an explosion.

6. How is the charge in the cylinder discharged?

Answer: By a sparker or ignighter (sic) and, sometimes, by a hot tube.

7. About what pressure is there in the cylinder when the explosion occurs?

Answer: About 200 pounds pressure.



Capt. Benjamin D. Raike sitting on the skylight roof of the LIBERTY (3454) at his landing, Kanauga, Ohio on September 30, 1938. Capt. Raike installed the LIBERTY engines on the VALLEY BELLE (T2507). Photo by Sheldon Scott.

8. What is meant by 2-cycle or 4-cycle?

Answer: ??

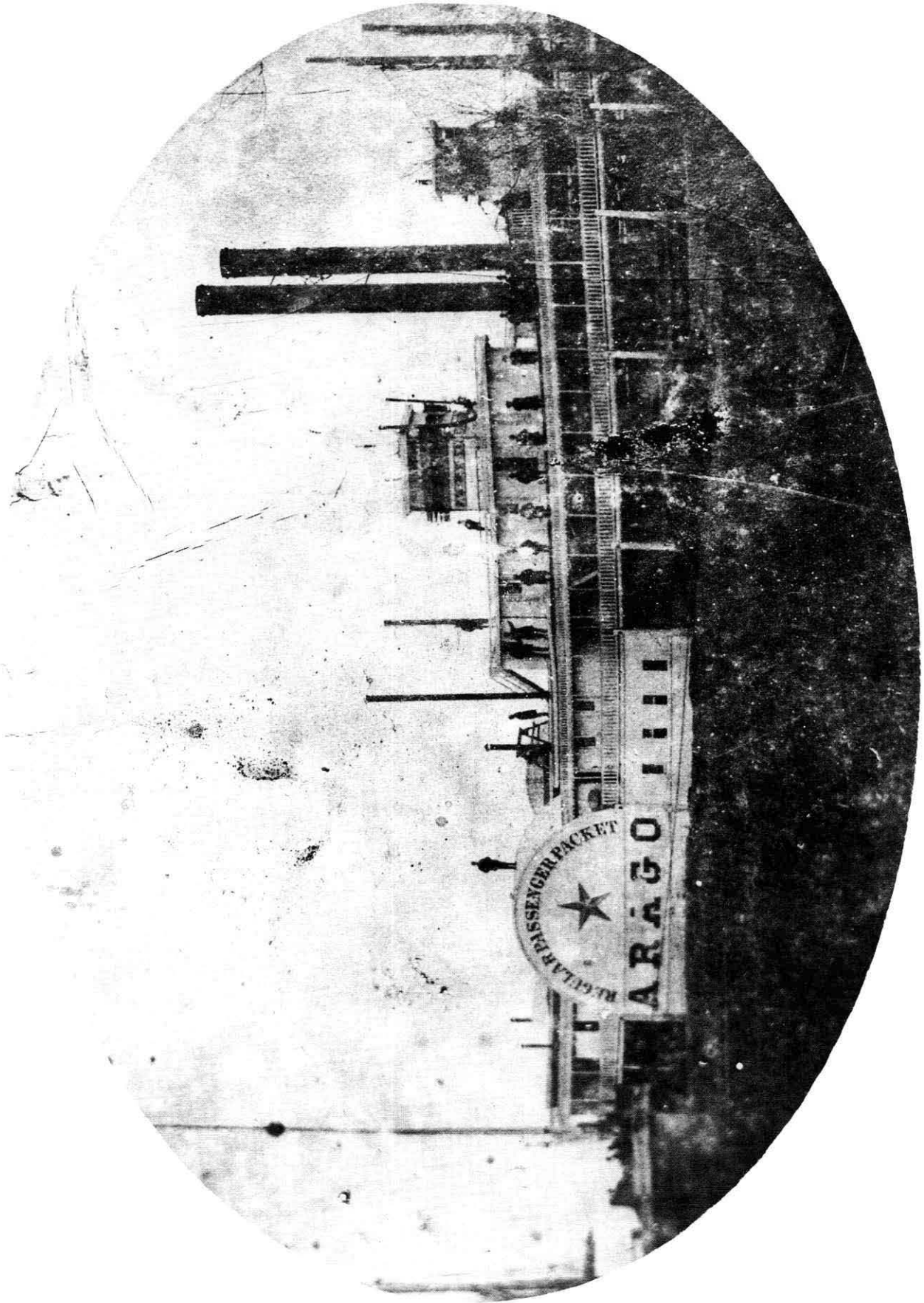
9. What are some of the causes of the failure of gasoline engines working?

Answer: Sparker fails to work because dirty; pipes stop up from tank to engine; engine gets hot from water not circulating around the cylinder; tank empty; no compression from leaking rings.

Successfully answering eight out of nine questions, although the correctness may be open to debate, Ben Raike received the first issue of his license for engineer, gasoline motor vessels, all

gross tons and good for five years. The license was renewed on June 10, 1910 at which time Ben was living at Montgomery, West Virginia.

If the questions on the test seem rather elementary, please recall that when inspector Morgan scratched them out with his nib-tipped pen the practical internal combustion engine had a history of only ten years or so. In 1905, an automobile was still a cause for excitement on the streets of Gallipolis. The engines which Ben Raike was expected to operate were those one-lung types with two large flywheels that had only recently been adapted to river boats.



## ABOUT THE PHOTO ON THE PAGE OPPOSITE

**W**e declare this photo to be a real find. The ARAGO is one of the packets piloted by Samuel L. Clemens and of which we have not previously seen a likeness. No apologies for the quality of the photo; the Murphy Library did a remarkable job from a dim, bent tintype.

The ARAGO was built at Brownsville, Pennsylvania, 176x33x6, and came out in March, 1860. Her principal owner (2/3) and master was Capt. George P. Sloan and her first trip was Pittsburgh - St. Louis, arriving in mid-April. She made a trip to St. Paul as a tramp packet and then went with three other boats to form the St. Louis, Arkansas River and Vicksburg Line.

On July 31, 1860 the ARAGO left St. Louis for Vicksburg with Sam Clemens standing pilot watch. His partner was J. W. Hood and George Sloan master. The boat returned as far north as Cairo on August 11, 1860 and then departed on the following day for New Orleans. Arrival at New Orleans was on August 20 with the return back up the river on August 22.

The ARAGO arrived in St. Louis on August 31 and it was during this trip that Sam Clemens, assisted by J. W. Hood, concocted the "Pilot's Memoranda" of August 28 from the ARAGO: "Also, met the GLADIATOR above New Madrid with the pilot factory in full operation." (See review of, Mark Twain and the Starchy Boys, elsewhere in this issue.) Clemens left the ARAGO after being on her a month, apparently because he didn't get along with Capt. Sloan and the mate. On her next trip south she sank on September 9 after hitting a snag near Powers Island, a short distance below Commerce, Missouri. The ARAGO was raised after this mishap.

Sam Clemens next went to the ALONZO CHILD on September 19, 1860 and this proved to be his last piloting berth. Because of the beginning of the Civil War with the firing on Ft. Sumter on April 12, 1861, the owners of the ALONZO CHILD decided to keep her in the South. Clemens left the ALONZO CHILD in New Orleans on May 10, 1861 and went back to St. Louis as a passenger on the NEBRASKA, his river career now ended.

Richard Green, Marietta, Ohio found the old tintype and we might guess that it was taken at Memphis. No question that it was taken after the start of hostilities; note the railroad iron around the lower part of the pilothouse to fend off cannon balls and such. The ARAGO survived the Civil War and burned after sinking in Dogtooth Bend near Commerce, Missouri, February 6, 1865.

The information on Sam Clemens' piloting on the ARAGO comes from Edgar M. Branch, Miami University, Oxford, Ohio. His article, "Mark Twain's Steamboats" appeared in Volume 24, Number 2 of the Mark Twain Journal.

*The*  
**SONS and DAUGHTERS**  
 of PIONEER RIVERMEN



*Lighting Up the Past, Present and Future of the  
 Mississippi River System*

1942

**H**ere is an historical document you might be interested in having. It was prepared by Fred Way early in 1942 after he had become S&D president on August 31, 1941. The 25 page booklet includes the history of S&D and the officers to that time. Also listed are all members of the organization then in good standing, a few of whom we are pleased to note are still with us.

The River Museum had been opened in March, 1941 and there is a listing of 72 notable donations and donors.

Recently, a box of these now 50 year old booklets was discovered, somewhat dusty and perhaps a little darkened but unused. If you would like one, send \$2 to cover shipping to Secretary Bee Rutter. First come, first served!

### DELTA QUEEN ON TENN-TOM

We didn't have space in the December issue to mention the epic event (in our eyes) of 1992, the DELTA QUEEN going to Mobile via the Tennessee-Tombigbee Waterway. That was a trip we would have loved to join, even contemplated a fast trip south just to watch the DQ navigate some of those sharp bends and low bridges.

The trip came off with only minor hitches, according to all reports. Bill Bowell introduced us to the Tenn-Tom on his VIKING EXPLORER several years ago and even on that 112 foot cruiser the canal and river looked small at spots. (We would hope that the DQ didn't try to explore all the spots found by Bill Bowell.)

The DELTA QUEEN departed Chattanooga on September 11 and entered the Tenn-Tom on the 13th with stops scheduled at Fulton, Mississippi, Waverly Plantation (Columbus), Aliceville Lock and Dam visitors center, Demopolis and then Mobile on September 18. The channel width of the Tenn-Tom is 300 feet and the Divide and Canal sections are about 75 miles long, much of it being a cement lined ditch, not the usual habitat for the DELTA QUEEN.

The trip down to Mobile was chartered by the Stanford Alumni Association and Betty and Jep Wade, 8007 River Place, Carmel, CA sent a short report: Even with the stack shortened, antenna and whistle removed there was a scant one foot clearance under the Natchez Trace bridge. The hospitality of the folks at Fulton, Columbus and Pickensville, Mississippi and Demopolis, Alabama was outstanding. Reports of the DQ on the Tenn-Tom brought throngs of folks from the countryside to see her at the several stops and in the locks.



The DELTA QUEEN at the Tom Bevill Visitors Center above the Aliceville Lock and Dam, Pickensville, Alabama, September 15, 1992. Inshore is the snagboat MONTGOMERY (T1866), now part of the Visitors Center. Photo by Betty Wade.

Our thanks to D. Perry Moran, retired C.E.O. of Delta Queen Steamboat Co., the Wades and C. A. Danner, 1101 Gatsby Dr., Montgomery, AL for supplying us with reports on this historic trip. We'll be watching the schedule and hoping for a repeat, sometime.



Jep and Betty Wade, Carmel, CA, dressed for deep water aboard the DELTA QUEEN on the Tenn-Tom trip.

Sirs: The photo of Savanna, Illinois on page 18 of the December issue attracts my attention, particularly the ferry WM. OSBORN. Close inspection of the boat shows a structure extending forward toward the bow which is similar to that seen on railroad car ferries. I suspect that the OSBORN was a railroad transfer boat.

Thomas E. Way  
14719 Bellflower Blvd.  
Bellflower, CA 90706

= Sharp eyes indeed and we think you are right.

The WM. OSBORN at Savanna was shown as W. H. OSBORN in some inspection records, 1873-1883 and W. H. Osborn was once president of the Illinois Central Railroad, perhaps a connection.

The Western Union Railway connected Savanna with Racine, Wisconsin and extended north and south along the river. Ed.



When first seeing Mark Eberspeaker's model at the S&D meeting, Capt. Doc Hawley innocently asked, "Where did the Grand Valley Barge Line operate?" No wonder! In this summer boating scene we even note that the fireman is out on the guard for air. Look's real to to us.

Sirs: I had a great time at the S&D meeting. It felt more like a big family reunion; everyone was so friendly and interesting to talk with. I felt right at home even though it was my first time to attend.

I'm glad I brought the ALLIANCE with me (see photo, page 8, December '92 issue) and was pleased that it seemed to pass muster with the experts. Doc Hawley did question where the Grand Valley Barge Line operated, owever.

When is the 1993 S&D meeting so I can put in for my vacation?

Mark W. Eberspeaker  
159 Cahill Drive  
Rockford, MI 49341

= We're delighted that Mark and the mythical towboat ALLIANCE made it to Marietta. The 1993 S&D meeting will be the third weekend of September, 17 & 18. Ed.

\* \* \*

#### VIRGINIA THORPE HATFIELD

Miss Virginia Hatfield, 92, died November 25, 1992 at Bethesda Scarlet Oaks Retirement Community in Clifton, Cincinnati.

Miss Hatfield was a daughter of James T. Hatfield, a coal mining magnate who founded the Hatfield Coal Co. in Covington, Kentucky. The Hatfield company was a big river shipper of Kanawha River coal to the Cincinnati market. In 1945, Hatfield and Campbell's Creek Coal Co. merged. Two towboats were named for J. T. Hatfield.

Miss Virginia and her sister Louise Hatfield Stickney attended several S&D meetings in the 1960s. They also were on hand for one or more of the famous

Whistle Blows at Long Reach, West Virginia and in 1969 presented the whistle from the last J. T. HATFIELD to S&D for display in the Ohio River Museum, Marietta.

Miss Hatfield served as president of the Northern Kentucky Boy Scout Council for the past two years, was a member of the Daughters of the American Revolution, the Cincinnati Historical Society, the Cincinnati Art Museum and the board of directors of the Covington Ladies Home. She was a graduate of Smith College, Northampton, Massachusetts.

Graveside services were held December 1, 1992 at Highland Cemetery, 2167 Dixie Highway, Ft. Mitchell, Kentucky.

We appreciate Dorothy Frye sending us the information from the Cincinnati papers.

**A BOY'S FIRST  
STEAMBOAT RIDE, 1917**

William P. Carlin addressed a letter to Fred Way on November 9, 1992 from his home at Rives Bleues, En Cretaz, CH 1605 Chexbres, Switzerland. The 1915 installment of the Jesse Hughes diary in our September issue mentioned the maiden trip of the HOMER SMITH and, the same day the Reflector arrived, Mr. Carlin ran across the first letter he ever wrote:

*Dear Mother, Were on a boat excursion on the H. S. We saw two iselands and went through two locks. One man was too late. With love from Billy".*

Bill Carlin tells us the story of a child's wonderful day on the HOMER SMITH. Ed.

\* \* \*

In the late Spring or early Summer of 1917, my grandmother, Jeannetta Poschmann, woke me at dawn, rigged me in my best bib and tucker: knee pants, a belted velvet jacket, starched Eton collar with a silk Tartan bow, white stockings and Buster Brown shoes. We lived at 3963 Brighton Road, on the North Side of Pittsburgh, a short block above where the street car tracks diverged from the road to go to the High Bridge over Jack's Run. Across the street lay the farm of John Forester, a Carnegie partner.

We waited at the street car stop in front of the house while the vicious red, green and yellow parrot on our neighbor's porch squawked warnings of the car's approach. I know the time of year because I can still see that open red and yellow Number 6 Summer Car, open sided, no doors or windows with seats running the width of the car and a footboard for the conductor who collected the fares.

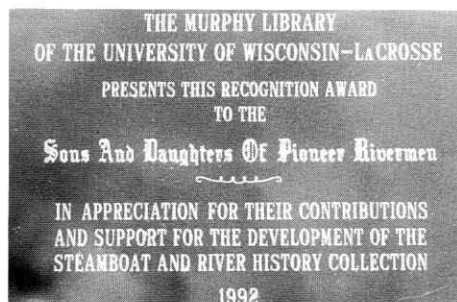
Grinding its way by the Highwood and Uniondale Cemeteries, passing the parks along North Avenue to Federal Street, we got off at the Sixth Street Bridge over the Allegheny and walked down the wharf to board the HOMER SMITH.

I never knew who sponsored the excursion; it may have been the Order of the Eastern Star, the Women's Christian Temperance Union (known to my grandfather as the WE SEE TO YOU) or the Women's Suffragette League, to all of which my grandmother subscribed.

As we stood on the upper deck and the vessel began to feel the current of the Allegheny, a short, fat man with coat tails flapping as he ran down the wharf, shouted, "Wait! Wait! Wait for me." Like time and tide, the HOMER SMITH waited for no man and he missed the boat.

This trip influenced my life: it inspired my first literary effort; it created an insatiable desire to travel by water; it gave me a phobia of missing whatever transportation for which I might be scheduled. Seventy-five years later, I still must get to the dock, the station, the airport long before departure time. That picture of a frustrated fat man standing on the Allegheny wharf sticks in my mind to this day.

Why did this gentle old lady take a young imp for a ride on the river? She was a traveler and a river person, born on the Bluff in Pittsburgh, overlooking the Monongahela wharf, and raised on the banks of the Ohio not far from where the Western Penitentiary now stands. My grandmother's uncle, James Dickey, owned the ADVANCE NO. 2 (0079) operating on the Allegheny River during the oil excitement and once took her and her sister to Oil City, quite an adventure for young girls.



Sirs: I hope to be in a position, in about 1½ years, to retire from the Army Corps of Engineers - 31 years is long enough - and return to the Monongahela Valley where I was born and raised. Is there any effort underway to return the W. P. SNYDER JR. to operational status?

Since I am an experienced owner and operator (and builder) of steam items, I can think of no better retirement project than the SNYDER! Traction engines on the roads are frowned upon by the highway department; steam locomotives are rather difficult to move around; but, steamboats are not subject to the above problems.

Mahlon C. Hawker  
8009 Cardiff St.  
Lorton, VA 22029

Ah! Here's another live one for John Briley's dream of seeing the SNYDER under steam again. For starters, build a new hull complete with rudders and slide the upper works over onto it; it has been done many times before. Maybe Dale Flick will be inspired to start another letter writing campaign. Ed.

\* \* \*

Spokane (WA) Skokesman-  
Review, 9/5/92: **HISTORICAL  
SOCIETY GIVES UP RUSTING  
LEWISTON STEAMBOAT**

+ The above came to us from Glenn C. Lee, Jr., 409 Road 37, Pasco, WA 99301 by way of Richard E. Brown, 6404 Casper Way, Bakersfield, CA 93309. Mr. Brown advises that the boat is the JEAN, built at Portland in 1938 and operated as a log tug until 1957. The engines and boilers were removed in 1962 and the boat given to Lewiston, WA, head of navigation on the Snake River, by the Western Transportation Co. in 1975.

The JEAN was unusual in having twin sternwheels, independently powered. Ed.

\* \* \*

## A PHOTOGRAPHER'S DIARY

John P. Doremus - 1878

**T**his is the fifth year of John Doremus' voyage down the Mississippi on the floating photo gallery SUCCESS. As we have seen from the earlier installments of the diary, taking portraits of the locals and sales of scenic photos at the towns along the river paid the living expenses for Doremus and his crew of helpers with some left over for family back east. But, Mr. Doremus was also very interested in capturing local industry and scenic wonders as stereo views for later sale in his Paterson, New Jersey studio. Made into stereo cards, such scenes were the stock-in-trade for the 19th century commercial photographer.

And, yes, John Doremus enjoyed his life on the houseboat and the challenges of traveling on the river. His diary reveals his enjoyment in visiting with friends, new and old, and anticipation for the next town along the shore.

On November 13, 1877 Mr. Doremus left his floating gallery SUCCESS out on the river bank at Alexandria, Missouri. Doremus' stay at home in Paterson was shorter than in previous years; without explanation, he is on his way back to the river shortly after New Year's, 1878.

Again, our thanks to Charlotte Doremus, New York City for permission to use the diary and to Ralph DuPae for locating and transcribing it. Few Doremus photos for this section of his river journey and later have been located. We urge readers to keep an eye out for J. P. Doremus stereo cards and particularly locations below Keokuk. New Doremus finds do turn up in "flea markets" and card collector gatherings; Ralph and the Murphy Library stand ready to make copies.

\* \* \* \* \*

Monday, January 7, 1878 - Left home this morning. Stopped overnight at Osborne House, Hornellsville, New York. (Hornell, New York is located southwest of the Finger Lakes, on the line of the Erie Railroad. Doremus frequently stopped over at Hornell, apparently to visit relatives. Ed.)

Monday, January 14 - Arrived at Cresco (Iowa) Saturday, 12th. Got a ride with Mr. Rand to within two miles of Capt. Bennett's and walked to there, stopping overnight. Went with them to church Sunday and then went home with Dan. Took dinner today with Will Thompson. (Cresco, Iowa is in the NW corner of the state, 23 miles east of Riceville where Doremus had friends and at one time owned property. Ed.)

Tuesday, January 15 - I visited at Mr. Arnold's.

Thursday, January 17 - Took dinner at Arnold's and then went to Carpenter's. Had a very good time at Robert St. John's Tuesday night and another one at a donation party in the Methodist Church Wednesday night.

Monday, January 21 - Had a good time at a party at Jim Porter's on Friday night, turkey dinner at Arnold's Saturday and Sunday dinner to Adam Thompson's (oysters and turkey). Stopped at Will Thompson's Sunday night. Walked to Burke's and Richmond's this forenoon.

Wednesday, January 23 - Dan took Lizzie, Will and I to Osage, Iowa. We all took dinner at the Dunton House. He then returned and we stopped overnight at Mr. Judd's. I took supper at Graw's.

Thursday, January 24 - We went to Farley, Iowa and stayed overnight with Charles Howard and Mrs. Gould. They were very glad to see us.

Friday, January 25 - We went to Dubuque, Iowa and stayed overnight at my sister Sarah's.

Saturday, January 26 - We went to Sabula, Iowa, crossed to Savanna, Illinois and took the Western Union Railroad to Davenport, Iowa. Lizzie stayed at Ballon's and Will and I at George B. Adams, 168 Bridge Avenue.

Sunday, January 27 - We all took dinner at Ballon's and stopped overnight at Adams'. (Mrs. Ballon was a niece to John Doremus. Ed.)

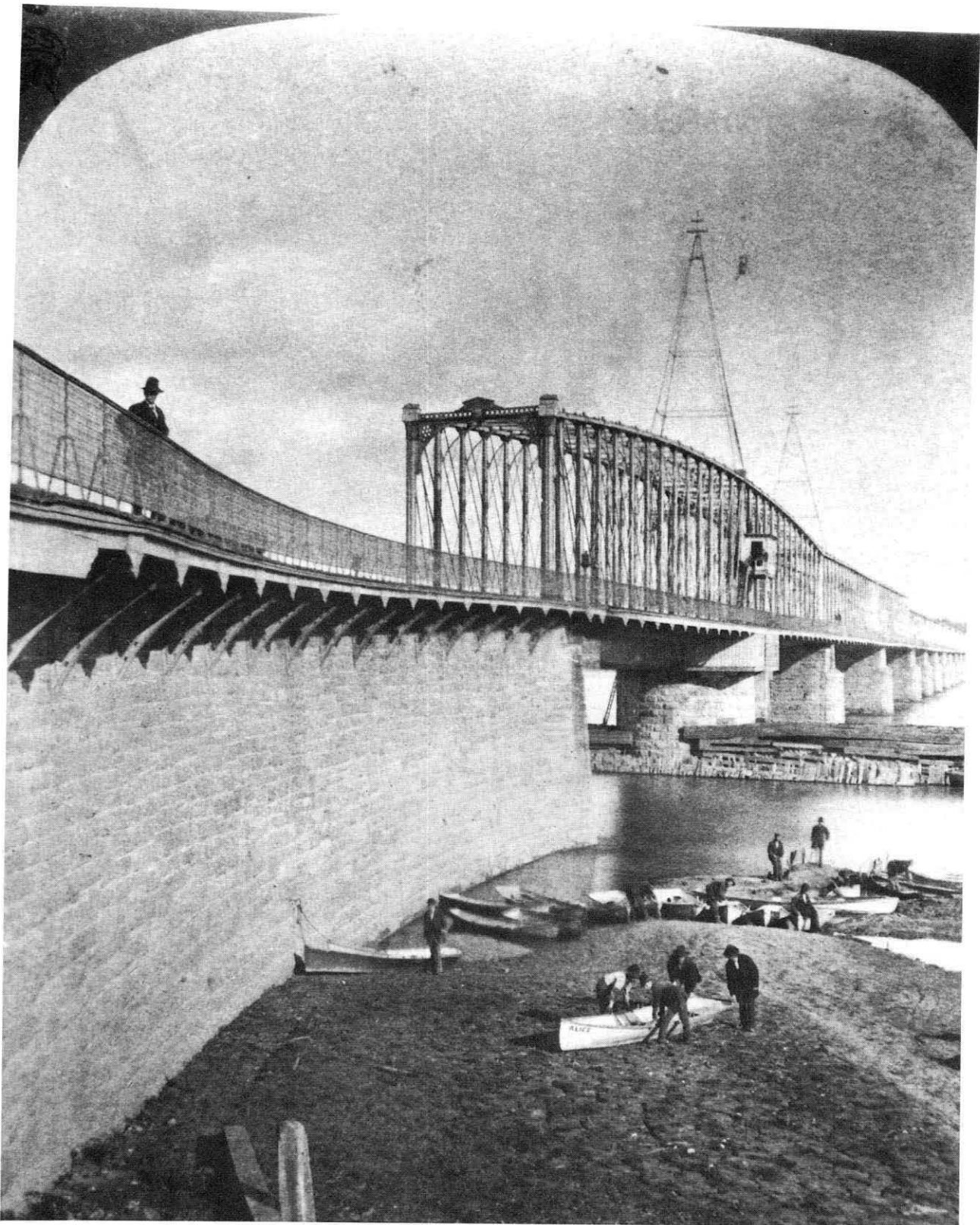
Monday, January 28 - Took C. B. & D. Railroad to Bushnell, Illinois, fare \$3.10, and Wabash Railroad to Keokuk, Iowa, fare \$2.45, then to Alexandria, Missouri. Found boat all right.

Saturday, February 9 - Have had two caulkers named Nye at work for three days. The weather has been very warm and pleasant but now we are having a big snowstorm.

Friday, February 22 - The caulkers were through last Sunday and we started at launching the boat on Wednesday but did not get her into the water until today.

Tuesday, February 26 - We left Alexandria, Missouri about 11 this forenoon. About 12 o'clock, as the wind was driving us too near a sandbar, we anchored and got our dinner.

About two o'clock, we started again but had hard work to keep off shore. We finally ran on shore pretty hard as the current was very strong and a projecting log ran through the side of the WANEGAN, tearing out three or four boards. We took the hint and stayed there until the wind went down, then cut the log through and went merrily on our way, reaching Gregory's Landing, Missouri about dark.



John Doremus took this view of the Toledo, Wabash & Western Railway bridge at Keokuk on October 10, 1877. The view is from the Keokuk side. The lower lock of the Des Moines Rapids canal is a short distance above, through the swing span which rests on its round pier.

Keystone Bridge Co., Pittsburgh, built the bridge in 1876, single track with wooden deck for wagon traffic and sidewalks. Keystone Bridge was formed in 1865 by Andy Carnegie from an earlier firm, Piper and Shiffler. The two dimly seen towers carry telegraph lines.



Tuesday, March 5 - Sailed up to Alexandria and Warsaw, Illinois. Bought some groceries and other things and rowed back down a side slough, getting back at dark.

Wednesday, March 6 - Left Gregory's Landing at daylight this morning. A thunder storm came up shortly afterward and then an upstream wind so we are tied up two miles below at a wood yard.

Thursday, March 7 - Started again this morning and reached Canton, Missouri and was again stopped by an upstream wind.

Friday, March 8 - The wind was blowing hard upstream this morning so Lizzie and I rowed down to La Grange, Missouri this forenoon and put up a show frame and bills.

We then sailed back. It was very rough. The wind tonight, instead of going down with the sun, has increased so I have both anchors out and a line to shore, also.

Sunday, March 10 - We started about sundown and reached La Grange, Missouri about 10:30.

Monday, March 18 - Have done a fair business at La Grange

Was ready to start but received a letter from Mrs. J. W. Marsh that she was on her way to us so I concluded to wait for her.

Tuesday, March 19 - Mrs. Marsh came this evening so we start tomorrow, if wind will permit. She had her little girl with her.

Wednesday, March 20 - Left this noon and got to within two miles of Quincy, Illinois.

Tuesday, March 21 - Got to Quincy, Illinois this morning. Found Proctor (Another photographer with a floating gallery. Ed.) and family there yet with his boat. He talks of sailing back upstream.

Friday, March 22 - A young man, 17 years old, Eugene Farris, has joined us to go as far as St. Louis. We started about noon and reached Hannibal, Missouri, 20 miles.

Saturday, March 23 - Started this morning and, as the wind was down stream, I put up the boat sail. We soon reached Saverton, Missouri but the wind took us to the opposite shore where we now are at anchor at 3:00 pm.

Sunday, March 24 - A very heavy wind last night. The small WANEGAN was swamped and a great deal of the firewood washed out. Called the boys up at midnight and put it at the stern of the large boat. The wind was heavy downstream all day. Pulled up anchor about 5 pm. Put up boat sail and sailed about six miles before dark.

Monday, March 25 - Reached Louisiana, Missouri before noon and again stopped by wind. The boats are now in a snug little corner close by the bridge.

Tuesday, March 26 - Started out again about 5 pm. and made about three miles.

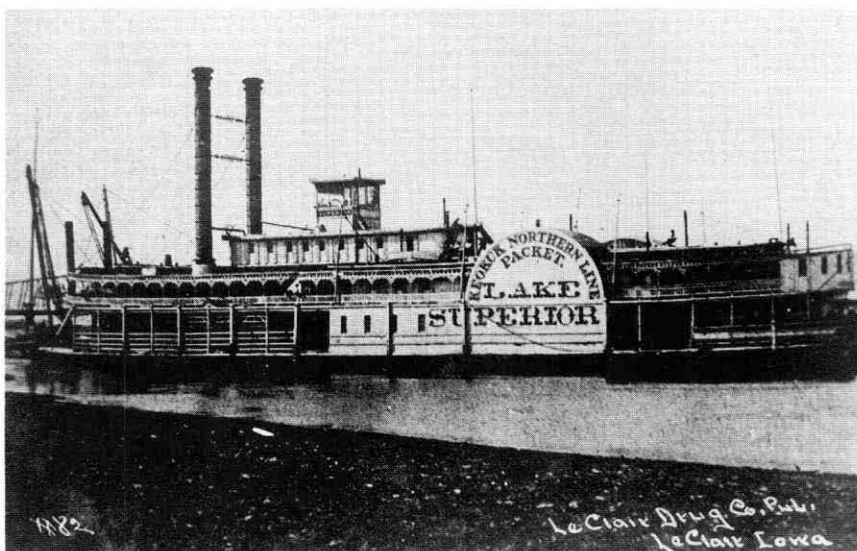
Wednesday, March 27 - Reached Clarksville, Missouri this morning. Have concluded to stop a few days.

Wednesday, April 10 - Tried to make a start yesterday but found the large WANEGAN was aground. We worked nearly all day with anchor and windless and jack screws. Finally, I went for the steam ferryboat and they tried it but broke my boat rope. They tried it again this morning and succeeded. Paid them one dollar.

Thursday, April 11 - Started about 5 pm. Got aground on a sand bar about 9:00 but soon got off. About 10:30 we got in very shallow water and anchored.

Friday, April 12 - Found a side chute, very narrow, this morning leading past Moser's Landing to Hamburg, Illinois and arrived at the latter place about 9:00 am. Was shaken up badly before we got there by the steamboat LAKE SUPERIOR; had the guard stove in by the little WANEGAN striking against it.

A young man named William Wesley Allred commenced working for me last Monday.



The LAKE SUPERIOR, built in 1870, passed the Doremus fleet in the narrow channel below Mosier Landing, Illinois on April 12, 1878. Those 28 foot wheels with buckets 12½ feet churned up the river in great style, no small problem for John Doremus and his photo gallery.

Monday, April 22 - Left Hamburg, Illinois about five or six o'clock and reached Falmouth after dark. (We don't locate Falmouth on our chart; Missouri or Illinois? Ed.)

Monday, April 29 - Left Falmouth about 3 pm. and got within a mile of Cap Au Gris (Missouri).

Tuesday, April 30 - Reached Cap Au Gris, Missouri this morning.

Thursday, May 4 - Left Cap Au Gris, Missouri and reached Dogtown, Illinois, two miles below on the Illinois side, before breakfast. (Dogtown Landing is at Mile 240, about a mile and half downriver from present Lock & Dam 25. Ed.)

Friday, May 10 - Started in the LADY ANNIE with Will and Lizzie for St. Louis, Missouri. Wind soon began to blow upstream so we only reached Madison, Missouri. Found Mr. Stewart there with his floating gallery. Reached St. Louis Tuesday; found Maggie and Fred Bradley there. On Thursday, we started in steamer NORTH WESTERN and I got back to my boat about two o'clock Friday morning. Will and Lizzie keeping on up the river on their way home.

Sunday, May 12 - Left Dogtown, Illinois and reached Beach's Landing (less than a mile below).

Monday, May 13 - Dropped (a short distance) down to Hastings, Illinois.

Friday, May 17 - Have taken views for Mr. Beach, half a mile above Hastings, Illinois, and also here for Gen. E. B. Brown. Started this morning for Martin's Landing (Illinois side, mile 234. Ed.) and, when near there, the wind took us to shore opposite where we are now anchored.

This afternoon, Mrs. Marsh and I sailed in the LADY ANNIE up opposite Hastings, Illinois and brought back with us Miss Rutia Calloway. She is to do the housework, \$2.00 per week.

Saturday, May 18 - Tried to get over this morning but got on a sand bar and had hard work to get off. It commenced raining soon afterward and has rained hard all day.

Sunday May 19 - Anchored the WANEGAN and then pulled up with the sweeps and then anchored. Wesley fell out of the boat with the anchor once and went to the bottom with the anchor on top of him; but, he got out from

under it and came up like a cork.

We pulled over to Martin's Landing with the sweeps and then went back with the LADY ANNIE and towed the WANEGAN over.

Took in \$10.50 today.

Monday, May 20 - Took in \$9.75 today.

Tuesday, May 21 - Waited until 3 pm. for customers but none came so we floated down to Fruitland Landing (Illinois), seven miles.

Got my boats in good shape, so I thought, but about bedtime the WAR EAGLE came rushing along, broke the biggest spar and threwed all three boats high on shore.

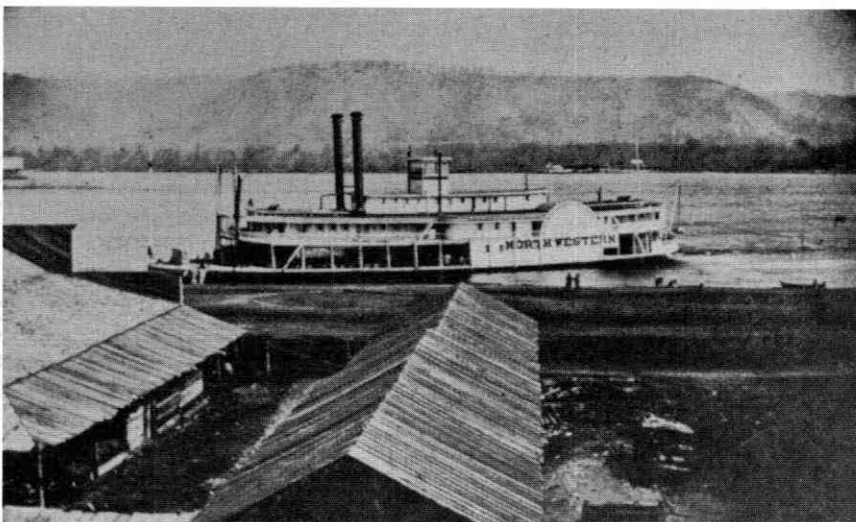
Wednesday, May 22 - Managed, with the help of two other men, to get my boats off but it looked very doubtful for a while.

Monday, May 27 - Floated down to Point Landing. (Illinois side, mile 225. Ed.)

Tuesday, May 28 - Mrs. Marsh and I went in the LADY ANNIE to Grafton, Illinois (five miles) to make purchases. Rowed there and back.

Wednesday, May 29 - About midnight last night the WAR EAGLE came up and sent such a swell as to fill the small WANEGAN and send it across the bow of the SUCCESS. After trying to secure it, I went astern and found the big WANEGAN gone. We had the LADY ANNIE but no oars so we took poles and went after it. We found it about a quarter of a mile down on a big drift pile. We secured it and rowed back.

(After reading this, we can understand why some packet boats were unpopular with shantyboaters. Incidents of shantyboat dwellers indicating their displeasure by resorting to firearms were not uncommon. Ed.)



On May 9-10, 1878 John Doremus, Will and Lizzie Schoonmaker rode the NORTH WESTERN from St. Louis. This Keokuk Northern Line boat was 245 feet long, built in 1870 at Cincinnati.

Friday, May 31 - The WAR EAGLE caused such a wave last night as she went by that the hog chains of the after guard gave way and I went down with it. The boat looks now as if a quarter of it was gone. I will have to get a new guard all around at Grafton, Illinois.

Sunday, June 2 - Left Point Landing this evening and got halfway to Grafton.

Monday, June 3 - Started early this morning but, when near Grafton, the wind took us to the opposite shore and I had to anchor.

Tuesday, June 4 - I hired help and, by using the anchors, we warped the boat to Grafton.

Monday July 1 - Last Saturday I discharged W. W. Allred, he having been making too free with things that were not his own.

This morning, after breakfast, we left Grafton, Illinois; Rutia Calloway remaining there. Mr. Burton and family accompanying us. He is a carpenter who has worked a couple of weeks for me and is to work a week or so at Portage (des Sioux), Missouri for me.

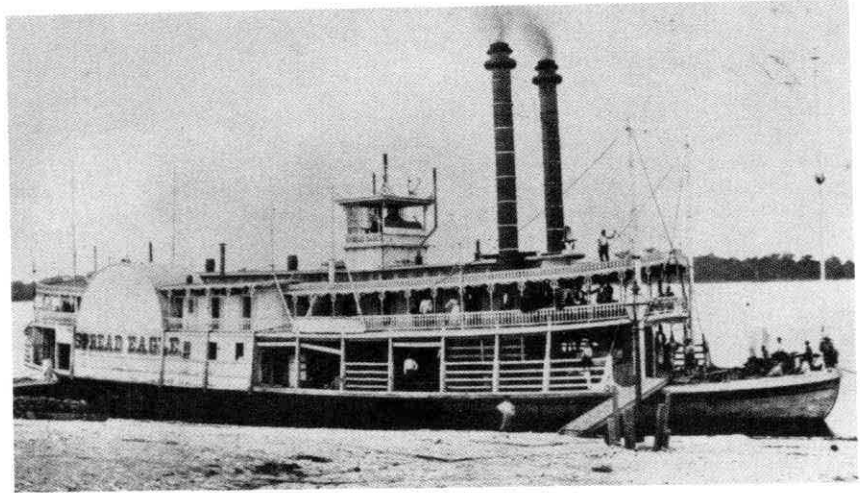
When near Jersey Landing had to anchor on account of wind blowing us toward the Illinois shore.

In the morning, pulled up anchor and went up Missouri shore. When near the shore, as the wind was blowing hard, Mr. Burton threw the anchor over and it caught in a snag so that it will be hard work to pull it up.

Tuesday, July 2 - Could not raise the anchor today and could not get away on account of the wind.

The steamer SPREAD EAGLE coming up in the evening threw the boats together and sent the smallest WANEGAN into the bow with such force as to break the hog chain that supported the guard and broke the forward guard down.

We cast loose and floated down to Portage, Illinois. (Portage, Illinois was evidently in the stretch



This is the boat that shook up the Doremus outfit on the evening of May 30, 1878. The SPREAD EAGLE was owned by the Eagle Packet Co., built at Madison, Indiana in 1873. The boat was new in this photo and later a Texas was added.

between Portage des Sioux and Alton but doesn't show on our chart. Ed.)

Thursday, July 4 - Repaired the guard yesterday. Took in \$9.00 today.

Tuesday, July 23 - Started for St. Louis about 10 am. James Tersen going with me. I am to pay his expenses back.

Had a head wind all day. Anchored just below Alton, Illinois. Did not stop there on account of wharf charges.

Wednesday, July 24 - Started again this morning. Head wind again; finally, blowing us several times on the Missouri shore. Tied up for about three hours.

Started again. Failed to make a landing and had to anchor half a mile or more above the St. Louis bridge. Current very strong; am a little afraid of the line breaking before morning.

Thursday, July 25 - Paid a tug five dollars to tow me into St. Louis this morning.

Tuesday, August 13 - Left St. Louis yesterday and reached an island opposite Crystal City, Missouri, about 30 miles. Had a young man to help me as far as Sulphur Springs, Missouri.

Monday, August 19 - Pulled down the river in the MATTIE (one of Doremus' skiffs). Left bills at Rush Tower. Got my dinner at Ivy Landing; reached St. Genevieve, Missouri about dark.

Tuesday, August 20 - Stopped last night at the Arlington House. The hotel was crowded with delegates to the state Democratic convention.

Started after breakfast and pulled to St. Marys. (St. Marys is about 10 miles below Ste. Genevieve by the river channel of 1878; now cut off from the main river by Kaskaskia Island. Ed.)

Left show frames and bills there and at 4 pm. started back in the steamer ELLIOT, arriving at Crystal City, Missouri about 4 am.

Thursday, September 3 -  
Left Crystal City, Missouri  
this morning and arrived at  
St. Marys this evening.

Tuesday, September 8 -  
Left St. Marys for home  
yesterday.

Thursday, October 10 - Had  
a pleasant visit home and  
arrived back on my boat  
today.

(Ed. Note: It will have  
been observed that this  
diary for 1878 seems to have  
more gaps in it than  
previous years. Now, we  
have a gap during good  
traveling weather while  
Doremus went home for a  
visit. In previous years he  
stayed on the SUCCESS during  
the fall and aimed to lay  
her up before really cold  
weather. We wonder about  
the change in Doremus  
pattern of operation and  
wish he had made us privy to  
his plans. We also wish we  
could see more photographs  
for the 1878 period as a  
clue to his activities;  
surely Doremus took numerous  
photos of Eads Bridge and  
other wonders at St. Louis.)

Saturday, October 12 -  
Left St. Marys and arrived  
in Chester, Illinois, 3 pm.

Saturday, October 19 -  
left Chester, Illinois and  
arrived at Allen's Landing  
about 2 pm.

Tuesday, October 23 -  
Headache; legache; sick.

Friday, November 8 - Went  
about two miles in the  
country to take some views  
for a Mr. Glendenin. On  
returning, the horses ran  
away. The reins broke and  
Mr. Glendenin and Frank  
partly fell and partly  
jumped out.

I remained in for about  
half a mile, the horses  
going at full run from side  
to side of as rough a  
country road as ever I saw.  
As we were nearing a steep  
hill, I got out over the  
back of the wagon but hurt  
my back and tore my clothes  
pretty badly.

The horses, wagon and my  
things landed in a heap at  
the bottom of the hill. My  
new camera, worth nearly  
forty dollars, smashed as  
well as all my bottles, dark  
tent, etc. (This excitement  
evidently took place in the  
vicinity of Rockwood,  
Illinois. Ed.)

Monday, November 11 - Left  
Rockwood, Illinois about 10  
o'clock and reached Star  
Landing or Bailey's Landing  
(Missouri, mile 88) about  
dark.

Wednesday, November 13 -  
Took in \$27.00 at Star  
Landing. Left there today  
about 3 pm. and got halfway  
to Grand Tower, Illinois.

Thursday, November 14 -  
Started a couple of hours  
before daylight and reached  
Grand Tower, Illinois before  
breakfast.

Thursday, November 28 -  
Have done considerable  
photographing at Grand Tower  
for T. M. Williamson, Supt.  
of the coal company, Mr.  
Stevens, cashier and others;  
took views of Grand Tower  
Rock and the Devils Bake  
Oven.

Have a girl with us named  
Texas Tennessee Jeanette  
Ridge, 14 years old. I am  
to board and clothe her for  
her work. Her mother lives  
in Grand Tower, Illinois and  
has other girls, all younger  
than Texas and one or two  
married and living down the  
river.

Pulled out about noon  
today and fastened on the  
MAB, a towboat owned here by  
the iron company, John H.  
Long captain. She is to  
take us to Cape Girardeau,  
Missouri. She has a couple  
of large barges and a  
coalboat.

The largest barge got  
aground about the middle of  
the afternoon and is not off  
yet.

Friday, November 29 - The  
barge was got off this  
morning with the assistance  
of the towboat JOHN MEANS.  
As the captain was willing  
to take us to Cairo,  
Illinois, we kept on with  
him and are now tied up  
eight miles above Cairo.

Saturday, November 30 -  
Capt. Long (on the MAB) went  
back up the river this  
morning and the JOHN MEANS  
took us down to Cairo.

(Ed. Note: The MAB,  
T1682, was a smallish  
towboat, 122x20.6x4.8, built  
at Grand Tower in 1876. The  
JOHN MEANS, T1422, was much  
larger, 170x28x5.5, owned by  
the Cincinnati & Ironton  
Barge Line Co. and engaged  
in towing iron ore from St.  
Louis to the upper Ohio  
River. It would appear that  
there was an arrangement for  
the MAB to assist the JOHN  
MEANS and her tow out to the  
Ohio River on this  
occasion.)

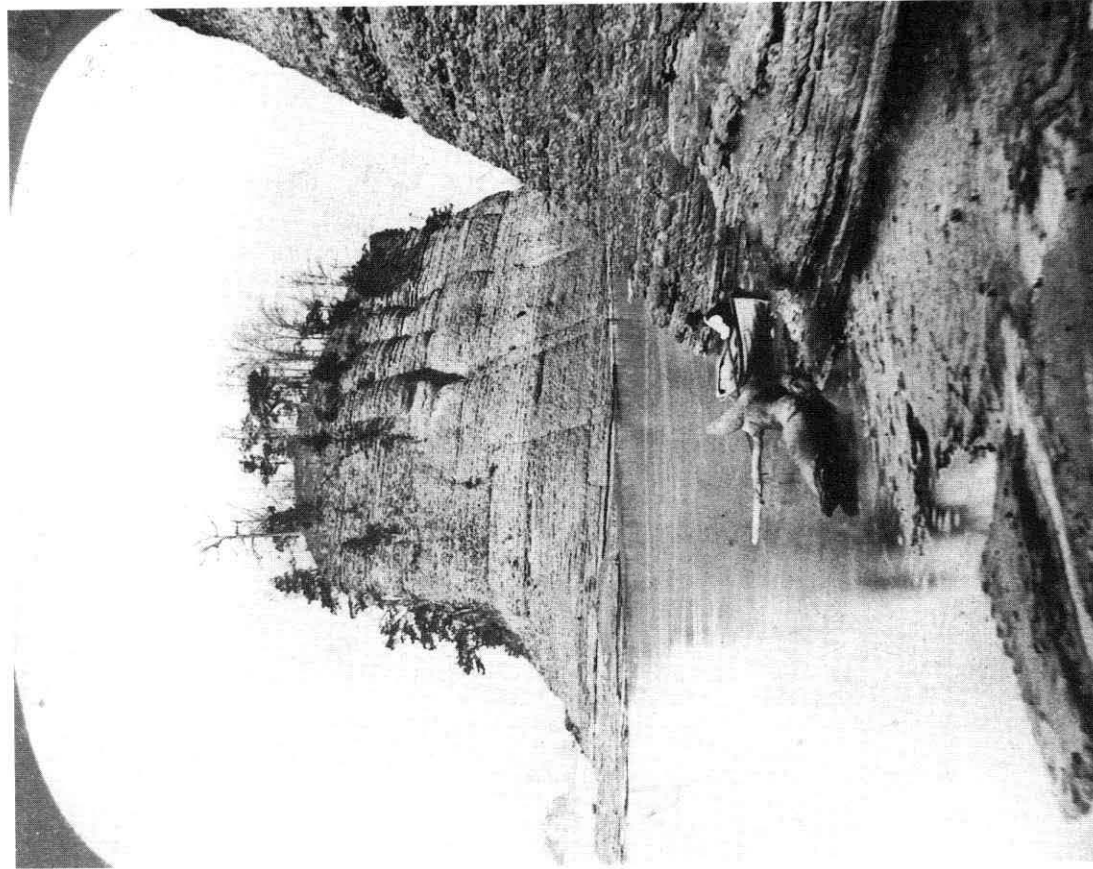
Tuesday, December 3 -  
Started down the river this  
morning. Tied up five miles  
below (Cairo) on the  
Kentucky shore on account  
of wind. The Ohio is very  
high and the current sets  
very strong toward our boat;  
we are surrounded by  
drift wood.

There have been eight  
floating galleries passed  
(sic) Cairo since the yellow  
fever ceased so the prospect  
for portrait work is not  
very good.

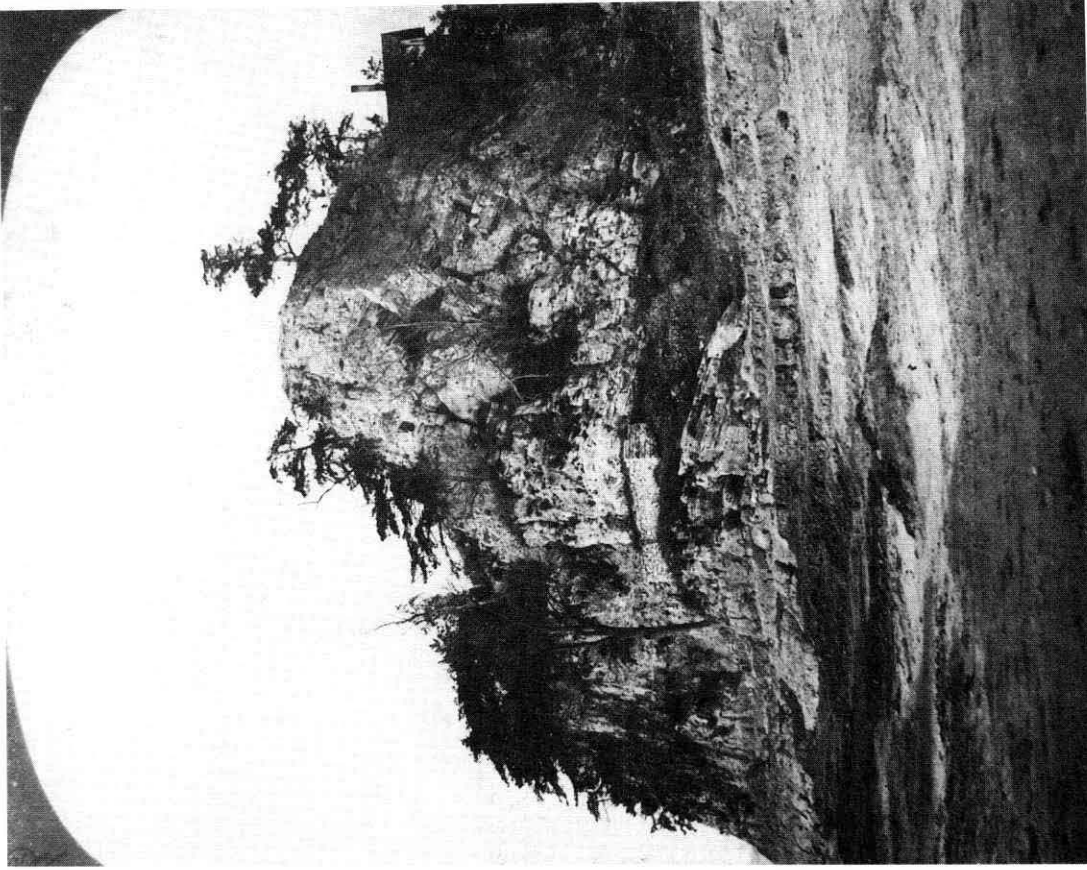
(Ed. Note: 1878 was a  
year when yellow fever was  
at epidemic levels all along  
the Lower Mississippi and  
well up the Ohio River; 31  
deaths in Gallipolis, Ohio.  
The spread of the disease by  
mosquitoes was not then  
understood and an outbreak  
would usually last until the  
first frost.)

Wednesday, December 4 -  
The wind was too high to  
start until the middle of  
the afternoon. We then  
started and got about two  
miles.

Thursday, December 5 -  
Started again and got to  
Columbus, Kentucky, or just  
above the town when we had  
to stop for fear the wind  
and current would take us to  
the other shore.



Tower Rock, opposite Grand Tower, Illinois, was photographed by John Doremus in November, 1878. The Rock is an outcropping of sandstone somewhat more resistant to erosion than the surrounding strata. For a modern view by Allen Hess, see the March, 1989 S&D Reflector. The skiff LADY ANNIE is at the shore.



The Devil's Bake Oven is about a mile upriver, on the Illinois side, from Tower Rock. Prior to the Civil War, Herod M. Jenkins operated a large warehouse at Grand Tower known as Jenkins Landing, a busy shipping point for livestock and produce going south to New Orleans by flatboat and steamboat.



## BOOK REVIEW

From time to time we have reported findings about the river career of Samuel Clemens as unearthed by students of Mark Twain. The September, 1992 issue of the S&D Reflector (page 25) contained Sam Clemens' view of the collision of the PENNSYLVANIA and VICKSBURG in 1857.

Now we have another facet of Sam Clemens' river associations, this time from Elmira College Center for Mark Twain Studies at Quarry Farm titled, "Mark Twain and the Starchy Boys" by Edgar M. Branch. Mr. Branch is also the author of, "Call Me Lucky. Mark Twain the the PENNSYLVANIA" (which we thought had been reviewed in the S&D Reflector some years back but can't locate just now).

Dr. Darryl Baskin, director of the Mark Twain Center has favored us with a copy of this latest work, a history of the pilots union(s), mainly the Lower Mississippi pilots in St. Louis, during the period 1853-1875. The Western Boatmen's Benevolent Association, chartered in 1859, was the final evolution of earlier pilots' organizations and Sam Clemens was a member during his time as an active pilot, 1859-1861.

Associations of pilots and engineers with real power stemmed from the licensing act of 1852. Earlier craft unions to set wage rates for pilots and engineers did not have the government issued license as a factor limiting the number of men available to fill the jobs. After 1853, supply and demand permitted the Western Boatmen's Benevolent Association (WBBA) to raise the "union" wage scale and also to control the number of new cub pilots being trained. Under these conditions, the difficulty in being accepted to "learn the river" recited by Sam Clemens in "Life on the Mississippi" is better understood.

In developing the history of the WBBA as a pilots union, the author brings in a good deal of detail regarding the founders and those prominent in the organization. Many pilots and the boats they were connected with in the 1850s and 1860s are mentioned in outlining the wide scope of the WBBA membership. There is also background on those pilots who did not join the WBBA, one of the notables being Capt. Isiah Sellers. Clemens wrote a satire of Capt. Sellers and his newspaper river reports titled "River Intelligence" and then adopted his nom de plume, Mark Twain. Sellers remained outside the WBBA but, with a sterling reputation as pilot and captain, had no difficulty keeping himself employed.

The WBBA members dismissed those with less experience or non-members as, flood pilots and six week engineers" but boat owners could hire them, if they so chose. WBBA members would not work with a non-union partner and this gave the boat owners great difficulty at times. By refusing to teach new men the piloting art, the supply of licensed pilots was often not sufficient for all the boats by the late 1850s. Capt. John Klinefelter, John N. Bofinger and William J. Kountz were prominent owners and captains who fought the power of the WBBA.

Capt. Klinefelter's PENNSYLVANIA was destroyed by a boiler explosion in 1858 and he then bought the GLADIATOR. In August, 1860 the Missouri Democrat reported that Klinefelter had not been able to secure a pilot to stand watch with the non-union Capt. Boyce so was standing pilot's watch himself. "Capt. Klinefelter requested us to state that if there are any young men who wish to learn the river as pilots, he will take from 15 to 20, giving them free passage and affording them every facility at his command until they have learned the river." Sam Clemens, a WBBA member since receiving his license in 1859, wrote a burlesque

titled "Pilot's Memoranda", which includes a bulletin dated August 28, 1860 from the ARAGO, "Also met the GLADIATOR above New Madrid with the 'pilot factory' in full operation."

This is an interesting history of the strongest pilots' union of the 1859-1875 period. The approach of the author is scholarly, suitable for a history of this type, but a little tedious as the numerous players in the WBBA are brought in.

We wish that a serious book with the wealth of information in it such as this one had an index. The reader is left to surmise that, "the Starchy Boys" refers to the princely pilots of the WBBA (in their starched shirts) but we found no direct reference to the term in our reading of the book. (A rereading of Chapters XIV and XV of "Life on the Mississippi" didn't reveal "Starchy Boys" either; must be elsewhere.)

**Mark Twain and the Starchy Boys** by Edgar M. Branch, paper bound of good quality, 100 pages with notes. Available from: **Center for Mark Twain Studies at Quarry Farm, Box EC 900, Elmira, NY 14901.**

\* \* \* \* \*

LIBRARY GETS ITS DUE  
Richmond, VA - A woman decided the library and the Twain should meet when she returned a book inscribed by the 19th century writer to the Virginia State Library where it was 67 years overdue.

Virginia Mayes, 85, found the book while dusting her late husband's books recently.

The book was checked out by an L. R. Yancey. Mrs. Mayes said she didn't know Yancey and didn't know how her husband got the book.

The book, "Mark Twain's Library of Humor," is an 1888 collection of stories by Twain and other writers. The book may be worth \$1,000, library officials said.

Library officials forgave the \$1,219 overdue fine.

Good for Mrs. Mayes!

## A DEPLORABLE CALAMITY!

Three Lives Lost

THE MARIETTA TIMES,  
Wednesday, June 29, 1898:

Saturday, June 25, is a day long to be remembered in Marietta, for on that date cruel calamity came upon the whole city and joy and happiness went out of some of our homes.

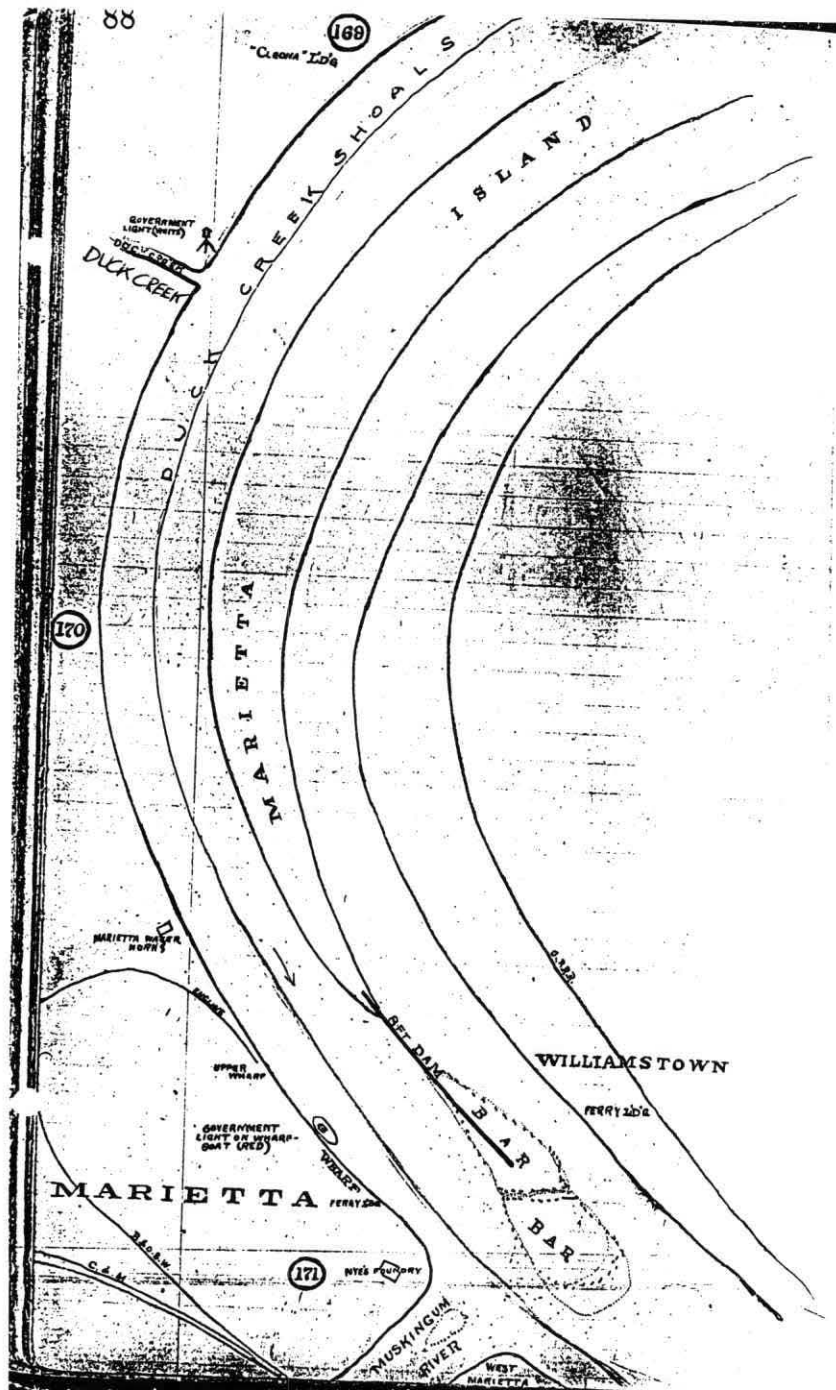
At almost exactly 1 o'clock, Central Time, a cyclone passed over a portion of the city, leaving very visible marks of destruction along its narrow pathway. But, it is not the destruction of property that brought our sorrow.

It was the day for the annual picnic of Marietta Council, United Commercial Travelers which was to be held at Buckeye-Eureka Park. Members and their guests were to be transported thither by the steamer WM. DUFFEY. (Buckeye-Eureka Park was a picnic ground built on the upper end of Marietta Island by the Buckeye Pipe Line Co., a popular place for family reunions, Sunday school picnics and company outings. Ed.)

The boat had taken up a large number in the forenoon and the others were to go at 1 o'clock. The number on board as the steamer left the wharf just at the beginning of the threatening storm was about 200, anticipating the pleasure they would have.

The wind was very strong when Fourth Street was passed (Upper Landing, just above the present bridge), the boat, according to the pilot's statement, being about in the middle of the river while others say that it was nearer the island shore. But, the boat was getting along alright with the wind helping her up the river and doing no damage.

All at once her course was changed and she was headed for the island. Whether this was due to the abandonment of the wheel by the pilot, as is claimed by some of those on board, or to his attempt to land her,



In 1898 the river at Marietta looked like this. Jesse P. Hughes made the drawing in February, 1897, one page of a set from Pittsburgh to Ironton, Ohio.

The excursionists were loaded from the wharf, probably below the wharfboat, and the WM. DUFFEY proceeded up the channel between the island the Ohio shore.

The exact location where the wind caught the boat broadside is not known but probably in the vicinity of Duck Creek or a little beyond.

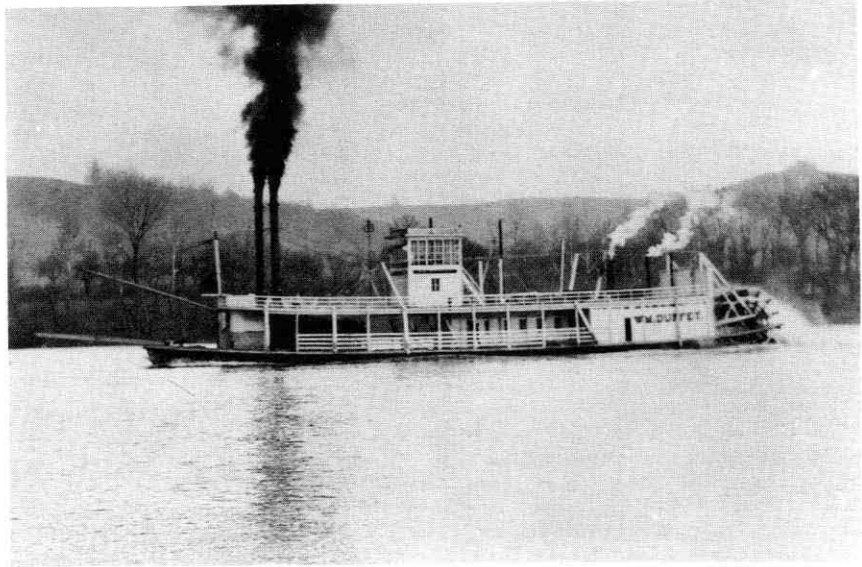


as he claims, we will not attempt to decide at this time. But it is certain that as soon as the boat turned quartering in the river, the rain blew in on the down river (starboard) or island side and those on that side, to avoid getting wet, rushed toward the other side. This action slightly careened the boat which was then caught by the severe wind and she was badly careened toward the upriver or Ohio side.

In nautical terms, the wind caught the boat on the starboard side and careened her to the larboard side. Those on board differ as to the depth of water on the larboard guard, some saying two or three feet and others say four or more. They also differ as to the number of times she careened, some claiming the she went over two or three times while the pilot says but once.

The scene that followed the boat's taking water on the larboard guard cannot be fittingly described by one who was not present and even those who witnessed it and did not lose their presence of mind can tell very little about it; there was considerable confusion. Many were thrown down, some going into the water which covered half of the deck and were in danger of being drowned where they were if not washed overboard. People, baskets, chairs and benches were indiscriminately piled up against the railing around the deck.

Men who had wives and children with them were holding on to them and trying to get to a place of safety. Young men were trying to save everyone they could and mothers were grasping their little ones. Some were hysterical while others were perfectly cool and were lending a helping hand to all whom they could reach. To these latter, among whom was Mr. Hiram Johnston, it is no doubt due that no women and children were washed overboard or drowned where they were thrown. Everyone was trying, of course, to get to the starboard side of the boat which was now out of



**T**he WM. DUFFEY was built in 1897 at Higginsport, Ohio using the hull and machinery from the SILVER WAVE (5127) which had burned at Portsmouth, Ohio on July 21, 1897. The DUFFEY was owned by A. P. Duffey of Marietta and in 1898 her trade was Marietta-Waverly (WV), four round trips a day.

the water and that added to the confusion. Some, if they had not been restrained, would have jumped overboard.

The boat was run into the island bank and everyone was anxious to get ashore although it was raining hard. The crowd remained there but a short time when they went back on board and the boat returned to the city. The appearance of the passengers upon their return was very different from what it had been when they left only an hour before. While all had apparently regained their composure, we verily believe a more disconsolate looking lot of people never went up Front Street. First, there would be a man without a hat, hair badly mussed and a pair of white trousers wet their entire length; then you would see a woman, hatless, hair down and dress wet to the waist, and so on.

When the boat had landed on the island, inquiry was made as to whether or not any were missing. John Gerken, Louis A. Bevan, Malcom Nye and Lawrence Buell could not be found

although all were known to have been on board at the start. Mr. Buell had been thrown overboard but he had grabbed two chairs as he went, held onto them and with their aid made it to the Ohio shore although the current carried him clear under the DUFFEY.

Upon the return of the boat to the city, the loss of the four was reported and that news caused hundreds of people to congregate on the landing. News of Mr. Buell's safety soon came but nothing could be heard of the others. It was not long until skiffs were out dragging the river but no trace of the missing or their bodies was found that night.

Mr. Bevan's body was recovered the following day. Next, the body of Mr. Nye was found and not long afterward that of Mr. Gerken, the two latter not far from the first but nearer the West Virginia side. The bodies had evidently floated down in the swift current in the channel, passed over the bar and into the hole below it, where they remained.

Mr. Bevan's body was very little disfigured but Mr. Nye's showed a fracture on the head and bruises about the face; Mr. Gerken had been struck on the nose and his neck was broken. As all of them had, no doubt, gone into the water on the upriver side of the boat, they had been carried under it by the current and the two latter had been struck by the wheel. Messrs. Gerken and Nye were expert swimmers and would have saved themselves had it not been for the work of the wheel. Mr. Bevan, we are informed, could not swim.

\* \* \*

There you have it: typical 1898 reporting of an unusual boating accident. From the account, we understand that the bodies floated down below the end of Marietta Island and then across toward the West Virginia shore. There was an eight foot dike extending from the end of the island with the bar at its end being about opposite the mouth of the Muskingum.

John Gerken was born in Germany, April 1, 1850 and had spent all but the first two years of his life in Marietta. In 1887 he had married Miss Carrie Strecker of a prominent Marietta family and worked at the Marietta Chair Co. Burial was in Oak Grove Cemetery.

Louis A Bevan, age 37, had been raised in Morgan County and for a time served as clerk on Muskingum River packets. Upon completion of the Zanesville & Ohio River Railroad in 1888, Mr. Bevan became a passenger conductor and at the time of his death was in the merchandise brokerage business. Louis Bevan was unmarried and buried in McConnellsville.

Malcolm M. Nye, 24, was the son of Col. R. L. Nye of Marietta. He had worked in Boston for about six years and was home on a visit when lost from the WM. DUFFEY.

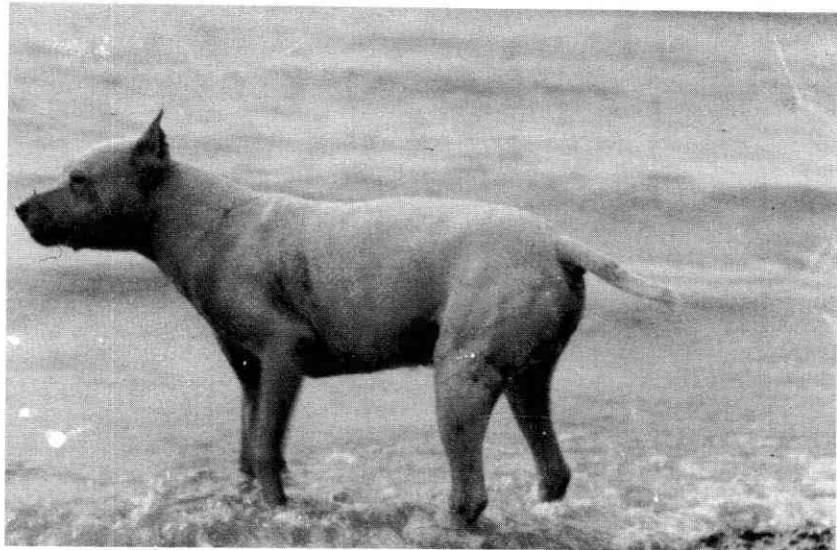
#### A TECHNICAL QUESTION

After reading the story of the WM. DUFFEY and eyeing her photograph, we wonder what the angle of list might have been when there was two or three feet of water over the larboard guard. The hull size given for the SILVER WAVE is 115x21.6x4.7 and the WM. DUFFEY had that hull. Shall we assume that with the load of 200 carefree picnickers the freeboard was one foot?

We toss this problem out to our readers.

\* \* \*

From Richard E. Brown, 6404 Casper Way, Bakersfield, CA 93309 comes word that the sternwheel PETALUMA QUEEN has recently gone into service on the Pataluma River, north of San Francisco. The last commercial steamer there was in 1950 by the sternwheel PATALUMA. We are intrigued that the new boat was built at Fort Bragg, CA; there's a lot of open water from there to the Golden Gate. Ed.



TUG

This not very handsome dog is standing in the Ohio River at Edgeworth, Pennsylvania. We thought the photo interesting for what Fred Way wrote about it: "This is an old bulldog we had while living on Hazel Street, Edgeworth and I can't bear to throw this away. Tug was an English bulldog and his short tail is by reason of having been run over by a PRR train at Quaker Valley station. He went under the cowcatcher and came out from under the wheels of one of the cars, but not quite soon enough.

Tug went up to the Way Homestead with us in 1915 and became mighty rheumatic and feeble and pitiful. Finally, I had the task of taking Tug up to "Doc" Jackson, the vet, who had a place on Beaver Street, Sewickley. I said 'Goodbye' to Tug right there and, if there really is a Hereafter, this old dog is the only animal I'll be anxious again to meet; I'd give him precedence over a good many two-legged humans."

### NATIONAL RIVERS HALL OF FAME

The National Rivers Hall of Fame, Dubuque, Iowa has scheduled its annual induction ceremony for Saturday, May 29, 1993. This year, Frederick Way, Jr. will be honored for his lifetime contribution to the preservation of river history.

Information on the events scheduled for May 29 will be released a little later. Those interested in attending the Hall of Fame induction ceremonies should contact:

Jerome A. Enzler  
National Rivers Hall of Fame  
P.O. Box 305  
Dubuque, IA 52001  
(319) 583-1241

### VIDEO REVIEW

A stranger at our S&D meeting last September was Brian D. Griffin of Finis video, Cincinnati. Brian then was planning a documentary film on the Tall Stacks whoop-de-do being held October 15-18, 1992. Brian quickly became acquainted with the S&D folks and we are glad that he and wife Susan had a good time with our friendly group.

Now, Brian has favored us with a copy of, "Rising From the River", the Tall Stacks 92 official video.

Right off we noted that Brian had made good use of his time at S&D: John Hartford is the narrator for "Rising From the River". The artistic opening scene of a river bathed in the gold of a setting sun was an eye-catcher. More than just a promotion for Tall Stacks, this film turns out to be an education on the development of the Ohio River from the ice age down to October, 1992.

With a discussion by a National Park Service ranger standing on the limestone at the Falls of the Ohio we get a quick study of how the river developed and why it looked the way it did when first seen by the white man. John Hartford, with the aid of a number of still photos and old-time boat movies tells the story of the steamboat age in a manner worthy of the acclaimed Civil War series on Public Television last winter.

The coverage of the Tall Stacks festival itself brings to the fore several other S&D contacts: C. W. Stoll visits from the pilothouse of the BELLE OF LOUISVILLE, Doc Hawley gives the history of the calliope in his inimitable style and Gordon Greene relates anecdotes about his father Tom Greene and the DELTA QUEEN. Alan Bernstein is seated comfortable on a barge as he relates, with relish, the statistics on the number of meals served. The film comes back to these speakers several times, whenever their comments are appropriate.

There is a people approach to telling the story of Tall Stacks which we found refreshing. We hear from the lady who runs the operations center for volunteers, the police providing security, the fire department medics and comments by visitors enduring the rain. A number of operators of the food stands appear, all seeming to have a sense of humor and a secret recipe, even for hotdogs.

The film is again artistic when it closes with the now empty Cincinnati waterfront, Tall Stacks and its whoopla over. Even your maiden aunt from Terre Haute or Kalamazoo will enjoy this boat film,

**Rising From the River** runs about 45 minutes (we guess) and is available for \$19.95, postpaid, from: **Finis, Longworth Hall, 700 West Pete Rose Way, Cincinnati, OH 45203**

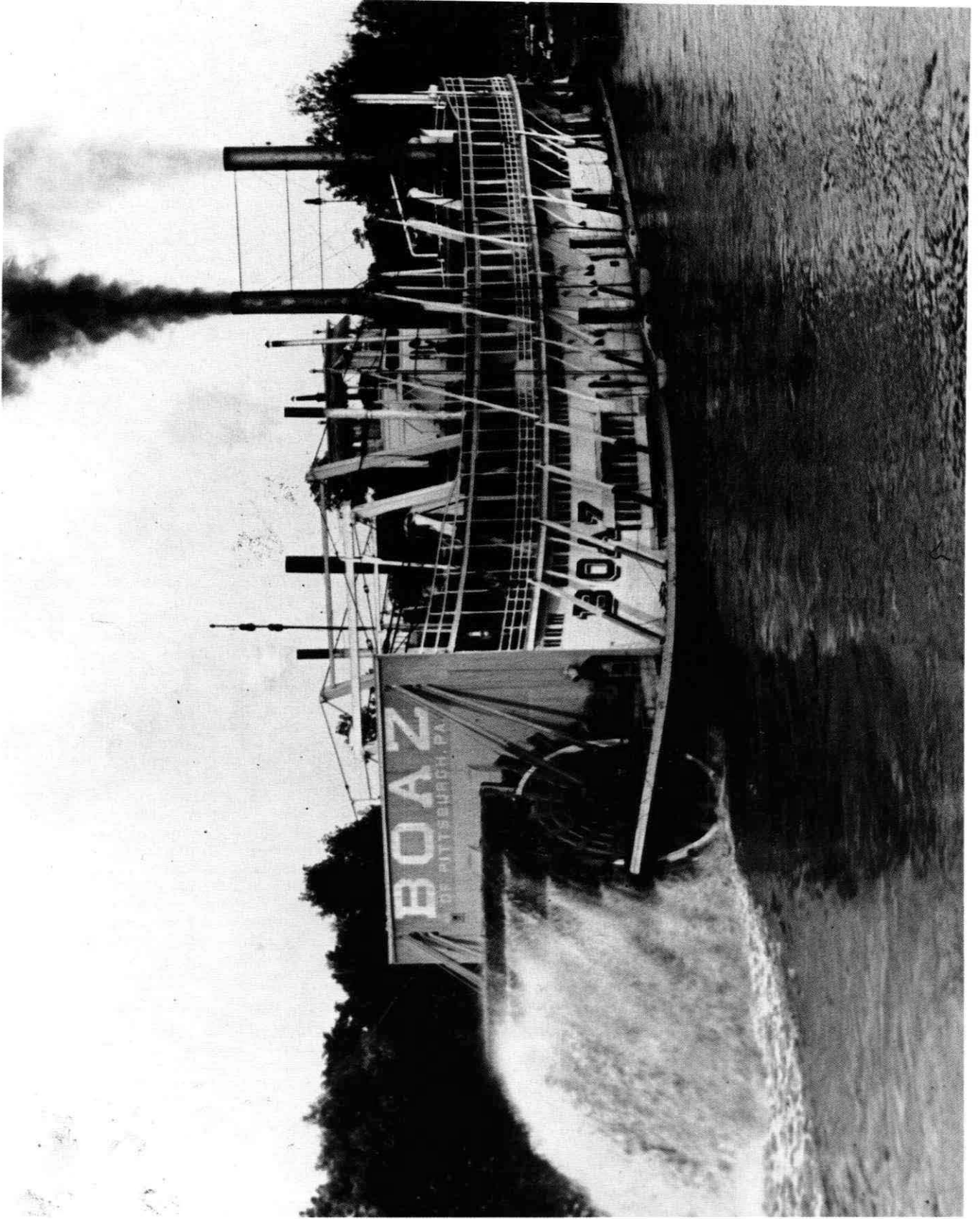
### THE BACK COVER

Bill Smith up in Oil City, Pennsylvania has become exercised over the lack of towboat pictures in recent issues (rafters don't count, apparently) so we dedicate the BOAZ to Oil City Smitty. Jesse P. Hughes caught this action view of the BOAZ on her way up the river above Pt. Pleasant with a tow of empty coalboats for Pittsburgh. The year was 1905.

The hull for the BOAZ (T0277) was built at the boat yard at Sewickley, Pennsylvania, then towed to Pittsburgh for completion in 1882. Her hull measured 193x44.4x6.5 and she had engines 28's-8 ft. stroke. The paddlewheel was square, 28 ft. diameter and 28 ft. wide, and the BOAZ was rated at 1,433 hp. She was one of the larger class of towboats engaged in the southern coal trade from Pittsburgh although she seemed plagued with accidents resulting in the loss of much coal.

One of the relatively minor mishaps overtaking the BOAZ occurred on February 26, 1896 when the Memphis papers reported: "The towboat BOAZ with 25 barges struck a pier of the bridge over the Mississippi River at this point today. The barges containing 75,000 bushels of coal went to the bottom of the river. A fourth barge was wrecked in a chute below the bridge. The loss is something over \$10,000, property of the Crescent Coal Co., Roscoe, Pa." In truth, when reviewing river reports to find this item it appeared that some contemporary towboats had as frequent or larger losses during the run south from Pittsburgh.

The BOAZ operated until 1916, the end of the Combine shipping coal south from the Upper Ohio. She languished in the boneyard on the Monongahela River until 1925 when she was dismantled at Brown's Station.





**B**ehold the RUTH, coming up the Ohio River on a hazy summer afternoon in 1917. Passengers and crew are out to see the GREENLAND which hadn't been in this territory for ten years. The RUTH was built in 1893 at the Knox yard, Marietta as a single deck packet. By 1896 she had a boiler deck and cabin added. Capt. J. Mack Gamble owned the RUTH 1906-1910 and dressed her up with a flag, 9 ft. by 17 ft., now in the River Museum.

In 1912 the RUTH went to Evansville for the Paducah trade, a texas was added and the RUTH was now a very respectable looking packet. Capt. Fred Hornbrook brought the RUTH back to the Upper Ohio in 1916 and entered the Pittsburgh-Parkersburg trade and then Pittsburgh-Charleston. The RUTH was lost in the ice of January, 1918 at McMechan, West Virginia.

Fred Way snapped this photo from the GREENLAND.

