

S&D

REFLECTOR

Published by Sons and Daughters
of Pioneer Rivermen



Vol. 30, No. 2

Marietta, Ohio

June 1993



ON THE COVER

IDA REES NO. 2

This fine photo of the IDA REES NO. 2 (2718) at Fort Benton, Montana Territory was probably taken May 30, 1869 on the occasion of her first trip to the Upper Missouri. If we have the date right, the cargo is machinery, well covered with tarpaulins.

The IDA REES NO. 2 was built at Pittsburgh in the fall of 1865, owned by Thomas M. and James H. Rees, sons of James Rees the noted Pittsburgh engine builder. She was designed for the Allegheny River packet trade, Pittsburgh-Oil City, the "oil excitement" then at high pitch on the upper river. Capt. Rees was master, an uncle of the owners. This was considered one of the fancier packets on the Allegheny and her ladies cabin was graced with paintings by Emil Bott of Porters Island and two views of the James Rees machine shop.

Boats operating to Oil City, 134 miles above Pittsburgh, were designed for low water, narrow channels and fast current, conditions which also prevailed on the Missouri. After the opening of the Allegheny Valley Railroad on January 8, 1868 the packet trade on the Allegheny was dead and the IDA REES NO. 2 closed the era when she arrived in Pittsburgh from Oil City on May 28, 1868.

On April 1, 1869, now lengthened 20 feet and owned by James Rees after he bid her in at auction for \$3,800, she left Pittsburgh to enter the Missouri River trade. 1869 was a big year for traffic to Ft. Benton but we find the IDA REES NO. 2 listed for only a single arrival. She was back on May 28, 1870 and again on May 13, 1871, having left Sioux City on April 5 with Capt. John Gilham, master; Jack Hanna, clerk; J. A. Morgan, mate and Andrew Johnston, pilot. On her departure from Ft. Benton for St. Louis, the IDA REES NO. 2 is credited with

NOTICE OF ANNUAL MEETING

NOTICE IS HEREBY GIVEN OF THE ANNUAL MEETING OF THE SONS AND DAUGHTERS OF PIONEER RIVERMEN, SEPTEMBER 17, 18, 1993, HOTEL LAFAYETTE, MARIETTA, OHIO.

Planned functions include an informal reception and get-together in the hotel on Friday evening beginning at 8:00 pm. This is an opportunity to sign the registration book, meet old friends and welcome first-timers to the S&D meeting.

The Board of Governors will meet in the hotel ballroom at 9:30 am, Saturday to review the business of the Association. All members are welcome.

Other scheduled events on Saturday will be outlined in the meeting program available at the hotel front desk. Pick up a copy for final details.

The concluding event will be the annual business meeting and banquet on Saturday evening at the hotel, traditionally beginning at 6:30 pm.

Business to be covered is the election of officers and three members of the Board of Governors and any other matters requiring a vote of the members attending the annual meeting.

A speaker and/or entertainment will follow the business meeting.

Hotel Lafayette is reserved for S&D attendees on September 16, 17, 18 so please indicate that you are attending our meeting when making reservations. Rates this year are the same as 1992: \$42 single; \$47 double; 20% off on suites.

Telephone (614) 373-5522 or FAX (614) 373-4684.

We can also suggest the Best Western Motel, in town at 279 Muskingum Drive on the Muskingum River. Telephone (614) 374-7211.

Farther out of town, near Rt. 7 and I-77, are the Holiday Inn (374-9660), Knights Inn (373-7373) and Travel Host Inn (former Ramada) (374-8190).

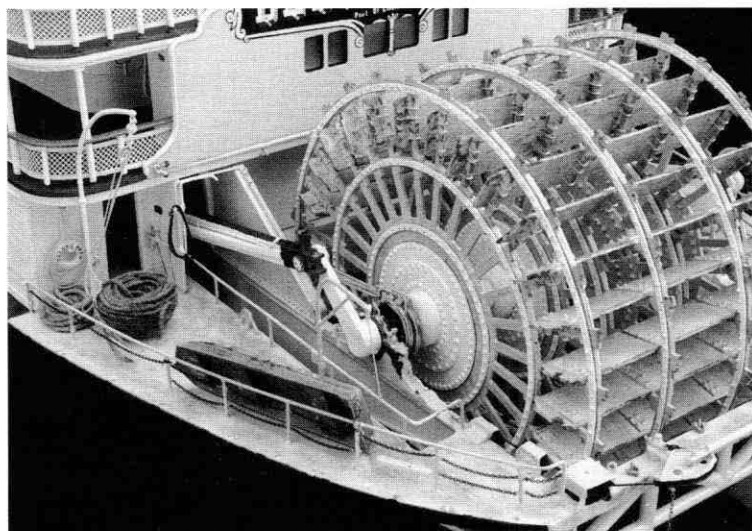
taking out 39,000 buffalo hides to Sioux City, some 500 tons or enough to fill 23 box cars.

The IDA REES NO. 2 was lost June 20, 1871 near Ft. Randall, Dakota Territory, then owned by Durfee and Peck. She was enroute from St. Louis to Ft. Benton with 208 tons of freight and 38 passengers.

The photo is from a stereo card in the John Saddy collection, courtesy Murphy Library. We note a statue on top of the pilothouse, an Indian with a raised

tomahawk perhaps. The rigging of the booms and spar poles shows up well, one spar used to hold the boat off the bank and its boom also used to handle the portable stage plank. The swinging stage with mast and fixed boom didn't make its general appearance until the early 1870s.

The history of the trade on the Upper Missouri is well documented in "Fort Benton, World's Innermost Port", 1987, by Joel Overholser, Box 69, Ft. Benton, MT 59442.



Here are two views of the stern of the DELTA QUEEN for those interested in paddlewheel and other detail. All looks shipshape but honesty requires that we inform our readers that this is a $\frac{1}{4}$ "=1' scale rendition and only about as long as you see. P. C. F. "Chad" Smith, 985 High St., Bath, ME 04530 is the artist, the same who several years ago produced realistic models of the interiors of the DQ's Texas Lounge and pilothouse. Chad says there are 2,300 pieces in the paddlewheel and it is operative.

Who is that person flying the kite from the roof?

BOOK REVIEW

A first-time attendee at the 1992 S&D meeting was Mary Virginia Heuser, a lively lady with her companion Catherine Radamar. Mrs. Heuser has an itchy foot and travels at the drop of a hat, a DELTA QUEEN fan of the first order. Her travels started at an early age when, as a child in Louisville, the family used the TELL CITY and TARASCON to make visits to relatives in southern Indiana.

Mrs. Heuser has set down some of her travel experiences by boat, plane, railroad and mule in a 32 page booklet titled, "Riding the Packet Boats and Other Stories" including even her visit to the last S&D meeting.

The childhood memories of trips from Louisville to Indiana towns such as Alton, Leavenworth and Peckenpaugh Landing in Paradise Bottom are interesting and we wish the segment had been expanded beyond the half dozen pages allotted. Mrs. Heuser's father was a Railway Mail Clerk and

filled in at times on the Louisville & Evansville Mail Line boats.

These sketches are of interest, most cover a period now long gone, but they beg for enlargement. More observations on the ordinary facets of life which the author can look back upon would have been welcome.

Riding the Packet Boats and Other Stories, 32 pages, 8 $\frac{1}{2}$ "x11", softbound is available for \$10 postpaid from Mrs. William P. Heuser, 7850 Benevu Rd., #120, Sarasota, FL 34238.

* * * * *

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- LATE NOTES -

Ohio University Press advises that as of 12-31-92, **Way's Packet Directory** has sold 1,830 copies; **Way's Steam Towboat Directory** 791 copies.

* * *

Murphy Library, University of Wisconsin, La Crosse is enlarging the building, construction underway. The Special Collections should have more space, late 1994.

* * *

For you who suggested the name AMERICAN QUEEN for the new Delta Queen Steamboat Co. boat, submitters' names were tossed in a whiskey barrel and a drawing held. Mr. & Mrs. Amos Harte, Los Altos, CA won a cruise on the new boat, all inclusive.

* * *

Chuck Parrish, District Historian, U.S. Corps of Engineers, Louisville has our thanks for a copy of **Builders and Fighters, U.S. Army Engineers in World War II** a 530 page, paperback history ranging far afield from the inland rivers and a fine reference work.

S&D REFLECTOR

Published by Sons and Daughters
of Pioneer Rivermen



Vol. 30, No. 2

Marietta, Ohio

June 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.

* * * * *

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

Officers:

Capt. C. W. Stoll, President
405 Mockingbird Valley Rd.
Louisville, KY 40207

Capt. Clare Carpenter, Senior V.P.
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Belpre, OH 45714

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Ohio River Museum, Marietta:

John D. Briley, Manager
(614) 373-3750

DELTA QUEEN STEAMBOAT CO.

The Proposed New Boat

Mike Giglio, who travels about the country in an 18-wheeler, has a strong streak of curiosity. Mike's rig is frequently off course as some boat or a new town on the river beckons. On a recent trip which did not include New Orleans, Mike couldn't resist picking up the 'phone to find out the latest news on the new tourist boat which has been announced by Delta Queen Steamboat Co.

Going to the top, Mike placed a call on March 1, 1993 to Townsend E. "Tom" Carman, Vice President Marine Operations. and shares the conversation with us, verbatim:

Mike: Thank you for talking with me. Are you really prepared to build her?

Tom: Yes, we are going forward in our planning every day.

Mike: Will it be built? (We can tell that Mike has observed the Washington press corps and picked up its technique. Ed.)

Tom: We are 90% sure we'll build it.

Mike: This new vessel is going to cost a lot of money, isn't it?

Tom: Yes, very much. Our total financial commitment will be 50-60 million dollars.

Mike: A steamboat?

Tom: Probably, yes.

Mike: Do you know which engines she'll carry?

Tom: Well Mike, we looked at the old MISSISSIPPI (Way 3977) steam engines here in storage in New Orleans. The NATCHEZ people have them, you know. We aren't too sure about them (size) and we couldn't come to terms on the price.

We got lucky and now have the engines from the ex-Corps of Engineers dredge KENNEDY.

Mike: What power are the KENNEDY's engines?

Tom: We guesstimate they are very nearly 1,500 hp. combined. We also got some other steam components. Plus, Mike, we are very interested in the ex-Corps dredge STE GENEVIEVE, now at Cape Girardeau, Missouri, I believe.

Mike: Just a few more questions and I'll let you go. I've wondered if you have any problems getting competent and experienced river pilots or engine room personnel?

Tom: We really haven't had too much of a problem in the people department. In anticipation of our third steamboat, we have been doing a lot of in-house training.

If and when, we'll be ready.

So, there you have it from close to the top; 90% certain and if and when. We're surprised that Mike didn't suggest a name or two for the new boat but he's no doubt thinking about the suitability of BELLE OF AMERICA as he drives the highways and byways.

Our thanks to Mike Giglio for sharing his interview with S&D Reflector.

* * *

No sooner had we set up the copy for Mike's interview with Tom Carman than Patti Young, V. P. Public Relations, Delta Queen Steamboat Co. sent us an official release about the new boat. Says Patti, "We have officially named her the AMERICAN QUEEN. We heard from quite a few of the S&D Reflector readers; their names were included with the rest of the submissions."

Pertinent facts about the soon-to-be AMERICAN QUEEN of most interest to our readers are:

"At 425 feet long, six decks high and accommodating 420 overnight passengers, the projected cost of the vessel is between \$50 and \$60 million..."

The steamboat company has entered into an agreement with McDermott Shipyard of Morgan City, Louisiana (a division of McDermott, Inc. of New Orleans) to build the vessel. Construction is expected to begin in March, 1993 and be completed in early 1995...

Al Luthmers, head of development for the steamboat company, describes the project as a melding of the past and present... 'While the boat's plans call for a swimming pool, elevators and many other newfangled amenities, the aim is for social warmth and domestic comfort. Our concept is residential...'

One of the exterior focal points will be a large covered deck complete with swings and rocking chairs... A number of cabins aboard the AMERICAN QUEEN will open onto wide promenade decks, an arrangement that Luthmers said is modeled after those aboard the DELTA QUEEN."

Obviously, the planners of the new boat have given a lot of thought to the features demanded by the majority of the cruise passengers. We are pleased that the planners have kept the old packet design of open decks, dear to DELTA QUEEN loyalists and sadly missing on the MISSISSIPPI QUEEN. The new boat will have double stages and wedding cake decorations; she should be spectacular.

We can't resist including the description of the Grand Saloon, in concept a miniature opera house of 1885: "It has a tall proscenium stage, framed by a decorated archway and flanked on the mezzine by private box seats. You can almost see Abraham Lincoln in his box at Ford's Theatre"

(But, aside from that Mrs. Lincoln, how did you enjoy the play?)

L E T T E R S

Sirs: On my rare visits to Cincinnati I usually stop at the Public Library to read back issues of the S&D Reflector. When I inquired about checking out a back issue I was told it was impossible because the Inland Rivers Library only had one complete set.

Noting the ad from the Marietta Times for a "nearly complete set" in the December issue (page 4) I thought, "What better memorial to Fred Way than his beloved S&D Reflector." The Cincinnati Library now has the "nearly complete set", my gift.

Fr. Alvin Zugelter
Cardinal's Residence
1555 North State Parkway
Chicago, IL 60610

= Father Zugelter has certainly found a fitting tribute to Fred Way and a significant addition for the Inland Rivers Library. We learned that the "nearly complete set" was saved by Fred Pettit of Marietta, a son of "Dude" Pettit who was engineer on the packet KANAWHA when she sank at Lock 19, O. R. in 1916. Ed.

* * *

MADISON, FIRST S&D CHAPTER

Sirs: Would very much like a copy of the 50 year old booklet on S&D history. I noted that C. W. Stoll was a founder of the Madison Chapter of S&D but the date was 1942, not 1941. Of the founding officers, C. W. is the only one living at this writing.

Louis DeCar
131 Hillcrest Drive
Madison, IN 47250

= Louis enclosed an item from the Madison Courier, April 13, 1942, from which we quote in part:

"Sons and Daughters of Pioneer Rivermen from near and far came to Madison yesterday to assist in the organization of the local chapter and recapture some of the pleasant memories of the 'good old days' on the Ohio River.

Temporary officers, chosen recently, were installed officially to serve for a year. They are: C. W. Stoll, Louisville oil executive as president; W. Hurley Ashby, Indianapolis artist-photographer and son of a river pilot as vice-president; Miss Alene Stottlebower, Madison, daughter of a steamboat engineer as secretary-treasurer; Arthur Layton, Madison, long a river enthusiast as chairman of the membership committee; Charles E. Heberhart, Madison, well known in Indiana Historical Society circles and a journalist, will serve as chairman of the museum committee; John Wolfe, Madison, clerk of the GORDON C. GREENE, chairman of the ways and means committee.

The Madison chapter is the first daughter chapter authorized. Like the parent organization, the local chapter seeks the preservation of data and relics of the romantic days of inland waterways; the advancement of fellowship and aims and ideals of the river fraternity."

The paper reports that the business meeting was held at the Hillside Hotel while about 150 attended the evening meeting at the Brown Memorial Gymnasium. Capt. Donald T. Wright, publisher of the Waterways Journal was the main speaker and pointed out many notable rivermen who came from Madison, including Capt. George A. Monroe, then the city police chief. Capt. Wright was followed by the showing of a reel of river movies loaned by Arthur Hopkins, river enthusiast of Louisville."

We thank Louis DeCar for the clipping and enlightenment on the Madison Chapter. The Chapter, we believe, held meetings for several years after World War II but then faded away along with the local founders. Ed.

S&D ANNUAL MEETING
September 17,18, 1993
Lafayette Hotel,
Marietta, Ohio, U.S.A.

WILLIAM H. OSBORN

Sirs: As a follow-up to the letter on Page 20, March issue, may I add that William H. Osborn (1820-1894) was a native of Salem, Massachusetts. He was a long time official of the Illinois Central RR and served as president for ten years.

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

= John enclosed several pages from the book "Main Line of Mid-America, The Story of the Illinois Central" by Carlton J. Corliss. No more detail on the biography of W. H. Osborn but it mentions that the transfer boat W. H. OSBORN (5639) was built (the book says 1875 but the List of Merchant Vessels gives 1884) to assist the carferry H. S. McCOMB (2503) handling I.C. trains at Cairo, a service which began December 24, 1873.

Unanswered is William H. Osborn's connection with the Western Union RR and the transfer boat WM. OSBORN (5826) at Savanna, Illinois captured by John Doremus. W. H. Osborn also had a packet W. H. OSBORN (5638) named for him. Ed.

Sirs: The photo of the ALTON on the cover of the September, 1992 issue is very familiar. The same view hangs in the Jefferson County court house, Hillsboro, Missouri and is in our county history, "Historic Sites of Jefferson County". The location is given as being at Sulphur Springs, Missouri, mile 156.7, Upper Mississippi. If the history is correct, could she be landing downstream?

During the 11 days I ran relief captain on our towboat THE ADMIRAL, the flag was flown at half mast to mourn Fred Way. When I was ten years old I first read "Pilotin' Comes Natural" and couldn't stay away from the river thereafter.

LETTERS CONT'D. NEXT PAGE

LETTERS continued -

Michael Coyle
5611 Montebello
Imperial, MO 63052

= Landing head downstream was sometimes done but we would bet on the location at Alton given by the Mercantile Library. Any other opinions? Ed.

* * *

Sirs: Your readers may be interested in the following item from the Tri-State Packet, a publication of the Tri-State Genealogical Society.

C. Leonard Schlamp
2911 Rugby Ave.
Evansville, IN 47711

Crittenden Co. Circuit Ct:
W. S. Cain, plaintiff,
Weston, Kentucky vs.
Evansville & Cairo Packet Co.

On or about 1 January, 1882, the steamer H. T. DEXTER negligently and carelessly ran against a portico to Cain's dwelling house in Weston, Kentucky and knocked down his coal house, wood house and about 12 panels of fencing, destroying them plus his coal and wood were lost. Cain states his property is situated on the bank of the Ohio River but not beyond extreme high water, in the backwater at the time.

Cain states that John Gibbert is the general agent and superintendent of the company and resides in Evansville and that T. N. Lamb is the general agent for the company in Crittenden Co. and resides in Weston, Kentucky. Cain prays for \$100 damages.

= We aren't surprised that Mr. Cain took exception to the DEXTER coming through his front yard, high water or no. Settled, dismissed and our thanks to Leonard Schlamp for the interesting item. Ed.

* * *

Sirs: My great, great grandfather was Capt. David DeHaven, captain and owner of several steamboats on the Mississippi prior to the Civil War. His steamer ALONZO CHILD was dismantled and the engines used in the Confederate ram TENNESSEE at Mobile. After serving as a contractor at Selma, Alabama to build ironclads for the Confederacy, David DeHaven stayed in the south and ran boats on the Alabama River.

So far, I have been unable to locate photographs of either Capt. DeHaven or the ALONZO CHILD.

Susan Fambrough
8006 Golfway Circl
Huntsville, AL 35082

= Welcome to S&D! The ALONZO CHILD (Way 0197) was a notable packet just before the outbreak of the Civil War; reputed to have run on high water from Kansas City to St. Louis between sunup and sundown, 400 miles or an average of 29 mph. Sam Clemens was pilot on the ALONZO CHILD during her last operating in the St. Louis-New Orleans trade, September 19, 1860 until May 8, 1861.

Capt. DeHaven was also master and owner in the packets SOUTH (Way 5143) and SOUTH WESTER (Way 5150). Ed

* * *

Madam Secretary: I would like to have five copies of the 1942 S&D booklet by Fred Way advertised in the March issue.

I give copies of S&D information to four libraries: King Library, Miami University; Smith History Library, Oxford; Harrison Branch, Cincinnati & Hamilton County Library; Franklin County Branch, Brookville, Indiana.

Richard C. Strimple
P.O. Box 571
Oxford, OH 45056

= We applaud Richard's public spirit. And, there are a few copies left of this 50 year old publication (the first in S&D's history) for anyone interested. \$2 postpaid from Madam Secretary. Ed.

Sirs: I would like to advise the S&D Reflector that the La Crosse County Historical Society and the La Crosse Convention Bureau will be sponsoring the first annual "WAR EAGLE DAY" on Saturday, May 15 at Riverside Museum, La Crosse. The focus will be the Str. WAR EAGLE which burned and sank 123 yedars ago, May 15, 1870. She still lies on the bottom of the Black River near the museum.

Robert B. Taunt
2325 Willow Way W.
La Crosse, WI 54601

= This WAR EAGLE (Way 5691) was a good size sidewheeler, built at Cincinnati in 1854. Burned with a loss of six lives and property damage of \$215,000. Closing date for S&D Reflector is 30 days before the issue month. Ed.

* * *

Sirs: The writer has been in collaboration with "Doc" Hawley for several years to produce a history of the excursion boat business. Now complete, the title of this opus is, "Moonlight at 8:30", excursion boats from the first to the present and including the many facets of the business, technical, musical and personal.

Researching and writing about the specialized world of excursion boats has been a joy for the authors. Naturally, we've included our own personal reminiscences of the excursion trade. Now we wonder how many will be equally interested in reading "Moonlight at 8:30"? The manuscript is undergoing review by a prospective publisher; we suspect the marketing types are scratching their heads. But, we hope!

A. Lawrence Bates
2040 Sherwood Ave.
Louisville, KY 40205

= With anticipation, we look for the results of the Bates/Hawley collaboration. A postcard to Alan will bring you announcement when publication is known. Ed.

JESSE P. HUGHES DIARIES

- 1918 -

by C. W. Stoll

As I have been reading and reporting the activities of Capt. Jesse Hughes as told through his diaries, I have anticipated with some interest what he might say during the Big Ice of the winter of 1917-1918. During that time, the ice destroyed so many notable vessel including the GREENLAND, CITY OF LOUISVILLE and CITY OF CINCINNATI.

We have already seen that the 1917 diary ended on December 11 with Jesse Hughes on the TACOMA and locked in the ice below the Gallipolis ice piers. Imagine my shock when first reading the 1918 diary and finding that, except for recording the temperature of 12 below zero on January 20, there had been no contemporary entries until Sunday, April 8. It was not until January, 1966 that Jesse wrote on the blank January and February pages as follows:

"All these lines are written while looking over these old diaries in January, 1966. I neglected these little books partly because I was too busy, could never fill out the vacant pages afterwards. Now, I am nearly 90 years old and write briefly an outline of, and a few of the results of, that breakup of 58 years ago.

1918 was a wartime year and everything was in a rush - unable to get a boat crew at all times and I was too busy to write my diary as I usually did. This is the biggest break I have ever allowed during the years since I started it in 1890. I had been on the TACOMA in the Cincinnati-Charleston trade since January, 1905.

It was along in the latter part of February, 1918 that the bad breakup came on the Ohio River. The TACOMA, COURIER, HELEN LANE, ferryboat FRANCIS and the first CHRIS GREENE were tied under the Gallipolis ice piers. A warm rain came and a quick rise in the Kanawha River caused great loss. The Ohio River ice broke and it ran for 48 hours before it broke at Cincinnati, then still later at Paducah.

None of the Gallipolis fleet was injured. The GREENLAND was lost off the Marine Railway at Cincinnati

and disappeared in a gorge below Mill Creek. Nothing was ever known where she went. The CHARLES BROWN towboat sank at Cincinnati as did many others all along the river. Four Eagle Packet Co. boats were lost at Paducah, the Coney Island PRINCESS lost at Carrollton, the JAMES LEE at Memphis, the HELEN E., swept out of the Kanawha River, went with the ice down the river, hit a pier at Cincinnati and left her wheel and was (finally) landed at Madison to be repaired and ran for many years afterwards."



Here is the big ice gorge at Cincinnati on January 27, 1918. On the left is the stern of CITY OF CINCINNATI and to the right is the smokestack and foredeck of the ferry SHORT CUT. The name on the houseboat is NO PLACE and her prospects of going any place rest with the ice gorge. Jesse Hughes said that the gorge was 200 miles long, reputedly the worst ice conditions seen for the length of the Ohio. The CITY OF CINCINNATI was sunk January 30 when the ice began to move but the SHORT CUT survived. The NO PLACE?

MORE ABOUT THE 1918 ICE

AND

THE GREENE LINE FLEET

In 1945, Jesse Hughes wrote about the "Big Ice" as a chapter of a proposed book which, unfortunately, never saw publication. Here are some of Jesse's recollections as he looked back some 27 years:

Just before the river closed, I had placed the TACOMA under the ice piers at Gallipolis where also were the partly dismantled COURIER, the CHRIS GREENE, a large wharfboat and a ferry, all the property of the Greene Line. There I waged a desperate fight to save them all. By the liberal use of dynamite to keep the ice loosened up around the fleet and constant work and toil, all was saved without damage. The GREENWOOD was tied up opposite Ripley, Ohio and was saved with only slight damage.

At Cincinnati, the situation was much worse, owing to the gorged ice. Large and small steamers clung to whatever ring bolts and other fastenings were within reach. The Greene Line wharfboat and two small boats, the CHILO and the GREENDALE, were sandwiched between the CITY OF LOUISVILLE above and the CITY OF CINCINNATI below them. Capt. Greene was right on the job but deeply concerned about his interests. He felt pretty secure about the GREENLAND, however, as she was under repairs at the marine ways in the East End and had been pulled to the very top of the bank.

The ice finally broke at Gallipolis and ran for two days and nights before anything happened at Cincinnati, then that great mass of water and ice piled up and raised the water level far above flood stage. This action widened the river greatly and shoved the boats in closer to the shore everywhere.

In the first big, bad squeeze at Cincinnati, Commodore Laidley's CITY OF LOUISVILLE, CITY OF CINCINNATI and LOUCINDA were all sunk right at the city wharf. Dramatic scenes were enacted and great crowds lined the shores and wharf to see what was happening. The rising waters at last reached the GREENLAND up on the ways and swept her out into the great gorge of ice where she turned part way over. Capt. Greene was notified by phone and stood in his wharfboat door and watched his flagship as she passed slowly out of sight. 'Well boys, there she goes. That's last we'll ever see of the GREENLAND.'

The GREENLAND moved along in the ice gorge and gradually disappeared beneath it a short distance below Mill Creek at the lower end of the city. Some river pirates visited her as she drifted along and secured a metal lifeboat, a bunch of cabin chairs and the whistle, one that had been made several years before at Cincinnati and used on the GREENWOOD. Police arrested the men and notified Capt. Greene who then said, 'Just tell them, if they will give me the whistle, they can have the other things and I'll not prosecute.' The GREENLAND proved to be his greatest loss; he also lost wharfboats at various places.

- JANUARY -
- FEBRUARY -
- MARCH -
- APRIL -

On April 8 a light rain was falling and all of the Greene Line boats were operating. Wednesday, April 10 was a snowy day and the TACOMA found the GREENWOOD in trouble above Dam 33, above Maysville. An attempt was made to tow her but finally she was left and the TACOMA came on to Cincinnati. The GREENWOOD received boiler repairs while tied up below Dam 33.

On Sunday, April 14 the GREENWOOD again ran into boiler trouble and repairs were carried out (probably at the Acme Boiler Works, Gallipolis). The TACOMA cooled down at the Pt. Pleasant wharf the following day and underwent her annual inspection, departing at 5 pm. with the COURIER in tow from Gallipolis to Ashland. (This was probably the last movement of the COURIER as she was later dismantled on the river bank at Ashland. Ed.)

No other entries were made in the diary for April.

- MAY -

Sunday, May 5, the TACOMA arrived at Pomeroy at 11 pm. and lay there until 11 am. Monday morning to paint the stacks. She arrived back in Cincinnati at 6:35 pm. on May 8.

At 9:10 pm., May 9, the TACOMA departed for up the river with a good trip of freight from Cincinnati. The LEROY with Capt. Greene aboard towed the ROBT. DODDS to Ripley that day. This was a period of high winds and rain and the TACOMA ran into a heavy storm at Winfield (WV) on her way into Charleston on May 12. All of the Kanawha River dams were down when the TACOMA came out of the river later that day.

She laid over at Gallipolis on Monday, May 13 and the U.S. towboat OTTOWA was also laying over there, enroute to Pittsburgh. On Thursday, May 16 Jesse notes the ROBT. P. GILHAM passing

Cincinnati upbound enroute to Parkersburg (WV) with the prison ship SUCCESS in tow. (The sailing vessel SUCCESS had been used as a transport from England to Australia and was then on an exhibition tour along the Ohio. Ed.)

The TACOMA was at Pomeroy on May 20 and Jesse notes, "Trouble with two drunks." On the 22 Capt. Greene got on the TACOMA at Manchester where he had been working on the wharfboat. The ISLAND QUEEN, on her customary spring tramping trip, had an excursion out of Manchester that evening.

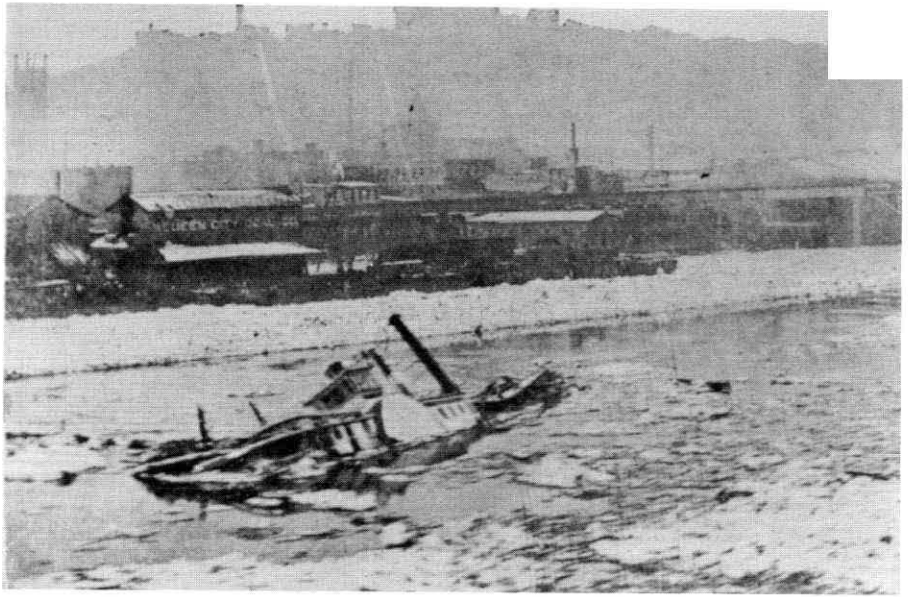
May 30, Cincinnati, and Jesse notes that the cotton boats OMAHA and the S. L. ELAM were there, "Bought by Wheeling parties." This was the formation of the Liberty Packet Line and the OMAHA would be converted into the GENERAL PERSHING while the S. L. ELAM would become the GENERAL WOOD.

On May 31 the QUEEN CITY entered the Louisville and Cincinnati trade, replacing the Mail Line boats lost in the winter ice breakup. She would be the regular in the L&C trade until 1930.

- JUNE -

June 1, 1918 found the TACOMA taking on coal at Porters Coal Yard, Ashland, Kentucky and Jesse went up the hill to view a train wreck on the N&W tracks. Back on the boat, he was informed that a break had been discovered in the shaft of the TACOMA's sternwheel, under the middle flange. She lay at the coal yard landing all day and on June 2 she was taken in tow by the CHILO and C. C. BOWYER to be towed up the river to Gallipolis.

The TACOMA was tied up under the Gallipolis ice piers, above the public landing, while Jesse and helpers removed the rudders. Jesse's 42nd birthday was on June 7 and he spent it digging out the shaft from the HENRY M. STANLEY. (The HENRY M. STANLEY had sunk near Gallipolis Island on September 3, 1907 and later burned before she could be raised. The machinery was



The end of the GREENLAND: Swept from the marine railway by the flood, she floats in the ice past the Cincinnati landing to disappear below Mill Creek.

salvaged and the shaft lay out on the river bank at the Acme Machine Shop below Gallipolis, waiting for just such use as this. Ed.)

The shaft was loaded on the TACOMA and the CHRIS GREENE towed her up to the Pt. Pleasant Machine Shop. Jesse and the engineers tore down the TACOMA's paddlewheel, preparatory to removing the broken shaft and installing the STANLEY's shaft with flanges when the machining work was done.

Ed. Note: Removal of a sternwheel, or the shaft, was accomplished by placing the boat at right angles to the river bank with the cylinder timbers overhanging the shore. The wheel was then rolled off onto cribbing of suitable height, hence the need to remove the rudders to get close into the shore.

Jesse made a trip up to Charleston as pilot on the LEROY and returned to Pt. Pleasant at 3pm June 12. It was noted that the LIBERTY came off the docks that day and the VERNE SWAIN was up for Pittsburgh.

With the TACOMA to be laid up for some time, Jesse took his family by train up to Long Bottom to visit his

father and family, arriving about noon on June 14 after crossing the river from the station at Murraysville. Jesse noted seeing the S. L. ELAM upbound, soon to become the GENERAL WOOD of the Liberty Line and French's NEW SENSATION showboat, downbound. The visit with relatives lasted until June 17 when Jesse and the family returned to Pt. Pleasant.

All was going well with the work on the new shaft for the TACOMA. The OMAHA arrived at Pt. Pleasant at 2pm enroute up the river. Jesse and brother Howard Hughes went to Gallipolis on the MARY JANE and returned at 7:30 in the evening during a heavy storm. On the 18th, Telia Hughes and the girls went back home to Catlettsburg aboard the LEROY.

Friday, June 21 - The shaft had been shortened to fit the TACOMA and the keyways cut. The GREENWOOD brought 20 gallons of paint for Jesse to apply on the TACOMA and, with machining completed, the shaft was rolled out to the top of the bank ready to be installed. The MARY JANE lay at the Point the night of June 22 and it was noted that the



The S. L. ELAM at Pittsburgh on her first appearance after being bought by the new Liberty Line. She had been built in 1913 and had compound, non-condensing engines 12's, 24's-6 ft. stroke. She made one round trip Pittsburgh-Cincinnati with her cotton guards before going to the Mozena boatyard at Clarington for rebuilding as the GENERAL WOOD. Photo by Fred Way.

HELEN E. had returned from down the river following her runaway escapade in the ice gorge of the winter.

Monday, June 24 - Jesse was busy painting the stacks and nosing on the TACOMA while Charles Bates began keying the shaft to receive the cranks. The river news concerned the S. L. ELAM sinking the Wheeling wharfboat, perhaps the beginning of the nickname, "Bull of the Woods" for the GENERAL WOOD. Jesse went pilot on the LEROY on June 25 and took her into Charleston during a heavy rain, all the dams down, arriving at 7:30 the following morning.

The LEROY went on up the river to Dana and departed there for downriver at 2pm. At Red House, Kanawha River, a main hog chain snapped about 8pm and the LEROY limped down to the Enterprise Docks at Pt. Pleasant, arriving at 11 pm. (Jesse may have been sizing up the LEROY during these piloting trips for later on he would buy her. Ed)

The heavy rains of the previous days were bringing more water into the Kanawha. The stage at Kanawha Falls was 10 feet on June 26 and had risen to 15 feet on June 27. The current in the river was too swift to hold the TACOMA in position so the new shaft could be swung onto the boat. The weather on June 29 is described as, "Hot! Hot! Hot!" but the river was falling, the current diminished and the boat was swung out at right angles to the river with the cylinder timbers at the bank to receive the shaft. The job was done by 6 pm and the TACOMA back at her landing by 8:00 o'clock.

During the next four days the men from the docks rebuilt the wheel while Jesse and his engineers rehung the rudders and coupled the pitmans to the cranks.

- JULY -

July 4, 1918 - The TACOMA departed the Enterprise Docks at 9 am., left Gallipolis at noon with the

new wheel performing satisfactorily and she was at Huntington at 6 pm. Coal was taken on at Ashland at 11 pm.; there was no deck crew and Jesse notes, "Coaling ourselves tonight, July 4." The TACOMA left Ashland at 8:30am and arrived in Cincinnati 10 pm, July 5.

Saturday, July 8 - The TACOMA departed Cincinnati with a good freight trip and a full deck crew. Capt. Greene stood a pilot's watch as far as Manchester, Ohio where he got off to look over the work on new wharfboats for Manchester, Rome, and Greenup. (These replacements were necessary to because of the wharfboats lost to the ice in January. Ed.)

The TACOMA arrived in Charleston 10:30 pm. Monday, July 8 but couldn't get unloaded for reasons not mentioned in the diary. She didn't leave for the return to Cincinnati until 8 pm., July 10, 1918.

After good boating water well into the summer, the Ohio was beginning to drop to low levels. The TACOMA left Ashland at daybreak on July 12 and was at Portsmouth by noon, rubbing on Bonanza Bar above town. Below the mouth of the Scioto (mile 356) she hit a lump and broke a rudder, rubbed hard at Brush Creek (mile 387) and at Manchester Island (mile 393), then found the Manchester wharfboat aground and pulled it off. The TACOMA finally got down to Cincinnati at 1:30 pm., Saturday, July 13.

After getting unloaded and the upbound freight partly aboard, the wharfboat laborers decided to quit. At 11 am., July 14 the boat got away for upriver, drawing 4.4 feet but rubbing at Lock 35 (New Richmond, Ohio) and was unable to get over Big Snag Creek Bar (below where Lock 34 was later built) and laid up at Foster, Kentucky. The crew was sent back to Cincinnati on the CHILO at 9:30 pm. while the passengers were put on the eastbound C&O train at 8:43, July 15, a vacation trip of only 33 miles.

July 17 - The river was back up to 6 feet so Jesse started the TACOMA out but was unable to get over Augusta Bar (mile 426) and had to lay up again with the towboat JULIUS FLEISCHMAN laid up just below.

July 19 - There was word of a "wave" coming down the river as a result of letting water out of the upper pools. The TACOMA didn't get over Augusta Bar until 3 am., Monday, July 22 and met downbound coal towboats at Brooks Bar. The river was falling at Portsmouth at 3 pm. but the TACOMA got through and entered the Kanawha River on Tuesday, July 23. The river stage below the completed Lock 26 (below Gallipolis) was back down to 2.8 feet.

Jesse gave up trying to get back to Cincinnati on the low river stage and, after taking on coal, laid up opposite the Ashland, Kentucky wharfboat. The crew was paid off on July 27. The Greene Line low water boat GREENDALE was aground at Bonanza Bar, the GREENWOOD was aground at Greenup and only the little LEROY was able to keep going.

- AUGUST -

The TACOMA lay opposite Ashland all of the month of August and Jesse stayed on the boat most of the time. A deckswep named Dad kept Jesse company and acted as watchman.

On Thursday, August 1 the sidewheel excursion boat VIRGINIA (Former I. C. WOODWARD, Way number 5594. Ed.) passed upbound enroute to Charleston to operate as a ferry for construction workers building the new munitions plant at Nitro, West Virginia. An artificial rise permitted the towboats ENTERPRISE, EUGENE DANA SMITH and others to proceed south to Cincinnati with coal tows. The LEROY, GREENWOOD and GREENDALE continued to operate and support the Greene Line trades.

August 8, Jesse went to view the wreck of the WENONA, the Ashland and Ironton ferryboat which had been sunk by the ice at Ashland on January 29, 1918. The pool behind Dam 29 (just above Ashland) was filling up but the river below the dam remained at 1.5 foot stage. August continued hot and dry and Jesse reported at one point the stage below Dam 29 was only .8 feet, lowest of the season.

The GREENWOOD laid up at Portsmouth and the LEROY at Ashland during the extreme low water; the GREENDALE was stuck on the bar at Greenup, Kentucky. But, a sudden rise brought the stage at Dam 29 up to 7.7 feet which permitted the GREENDALE to come up the river and on the 12th the GREENWOOD also came up to Ashland and, after coaling, continued on to Charleston. The U. S. towboat IROQUOIS had been tied up at Ashland but got away at noon on the 12th.

Jesse went home to Catlettsburg and painted the family store but still checked on the TACOMA every day. (The Ohio Valley Electric Railway operated an interurban line from Huntington, West Virginia to Ashland, Kentucky and Ironton and Hanging Rock, Ohio, 1900-1938. Ed.)

The river continued to slowly drop and by the last week of August even the LEROY was forced to lay up at Ironton. The GREENDALE was aground on Greenup Bar, again, but got off August 30 and was reported upbound.

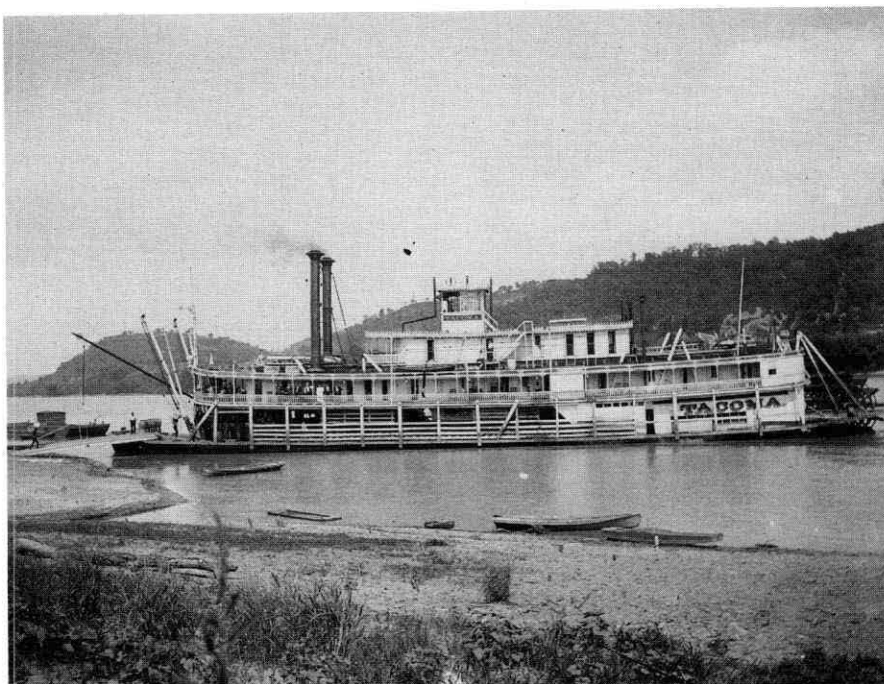
- SEPTEMBER -

Finally, on September 5, there was again a boating stage on the Ohio. Jesse raised steam on the TACOMA, coaled at Ashland and started down the river at 5:30 pm. on a towing job rather than in her regular trade. After laying overnight at Portsmouth, the TACOMA reached Maysville the following day and picked up "one Donald barge" to take back up to Pt. Pleasant. (John H. Donald was a towboat owner and operator at Maysville, Kentucky. Ed.)

At Manchester, the TACOMA took in tow the hull of the J. R. WARE (T1295) which had been sunk in the ice at that place on January 29, 1918 and perhaps some other floating equipment since Jesse states, "and other boats in tow". Started up the river at 3:15 pm., headed for Pt. Pleasant. Running single crew and laying up at nights, the TACOMA delivered her tow to the Enterprise Docks, Pt.



On August 1, 1918 the VIRGINIA passed by the TACOMA at Ashland, enroute to Charleston for ferry service to the new munitions plant at Nitro. This boat had been the I. C. WOODWARD, renamed in 1914. In 1917-1918 she operated as an excursion boat between New Albany, Indiana and Sugar Grove picnic grove, as seen here.



A warm summer day in 1918, the river low and the TACOMA has landed at Athalia, Ohio, about nine or ten miles up the river from Huntington. The bar of Two Mile Creek shows on the left. Capt. Lee Willis, mate, stands on the head of the boat. The spar poles are rigged and ready to help the TACOMA over the next thin place; Dam 27 below was then building. Hughes photo.

Pleasant at noon, September 9. The Hughes family had been along on this unusual expedition to Maysville but got off at Catlettsburg so that Helen Hughes (Prater) could begin her first day of school.

September 10 - At Pt. Pleasant, the LEROY was undergoing repairs and the TACOMA picked up several crew members before proceeding up the river to Pomeroy. There were 550 barrels of salt to load at Pomeroy but Jesse went back to Catlettsburg on the train to register for the military draft, catching the boat again at Huntington at 9 pm.

The following day, September 11, the TACOMA stuck on Bonanza Bar above Portsmouth and was there for five hours before getting off and on down to the wharf at 11 pm. She continued on down to Cincinnati and found a big load of freight waiting to go up the river.

Departing Cincinnati on Friday the 13th, the TACOMA carried a full load of freight, 20 passengers but

only a single deckhand; she got some more when she met the LEROY. The GREENDALE was at the bark above Rome, Ohio with a broken cylinder timber. There was an artificial rise to help the coal towboats down to Cincinnati but the TACOMA was too late for it to help her over Greenup Shoals on Sunday, September 15. Nothing to do but lay up at Coal Branch Station and send the passengers back home on the C&O while Telia and the children went home to Catlettsburg on the 4:40 pm. train. (Coal Branch is at mile 336.7 on the Kentucky side of the river, about two miles above the location of Dam 30 which was then under construction. Ed.)

The river below completed Dam 29 was down to 2.75 feet but rain came and the TACOMA was able to start up the river on September 18 along with the towboats D. T. LANE and SALLIE MARMET. The TACOMA shortened her trip and laid over at Catlettsburg at 11 pm. After transhipping her

upriver freight, she started back down the river loaded with 700 barrels of apples and got into Cincinnati at 4:45 pm. on September 24. The GREENDALE arrived at 8 pm. the same evening but was unable to unload because of a shortage of laborers. The AMERICA of the Louisville & Cincinnati Mail Line was also delayed because of lack of laborers.

The month of September drew to a close with the TACOMA delayed by fog on the Kanawha River on Sunday, the 29th, arriving at Charleston at 6:00 pm. and then going up to Dana, arriving at 11 pm. Jesse noted that the VIRGINIA (the sidewheel excursion boat in service as a ferry between Charleston and Nitro) was out on an excursion that evening. The Kanawha River pools were being drawn down to create another "coal wave" on the Ohio for the coal fleets.

- OCTOBER -

October 1 - Below Gallipolis, Jesse reported, "Plenty of apples and cider." When the TACOMA got down to Ashland and coaled she was drawing 4.2 feet and there was only 3.0 feet in the river below Dam 29; nothing to do but lay up outside the idle COURIER at 1:00 am. October 2.

Next day, October 3, the stage was down to 1.8 feet and the LEROY came in and also laid up. By Friday, October 4 the stage at Ashland, Dam 29, was 5.5 feet so the TACOMA departed downstream. She rubbed for half an hour at Bonanza Bar above Portsmouth, Ohio and stopped for the night at Vanceburg, Kentucky, a long day to make 55 miles. This low water trip continued the following two days with the boat rubbing at Brush Creek, Brooks Bar, Charleston Bar (below Maysville), Augusta Bar, Snag and New Richmond Bars before arriving in Cincinnati at 10:30 am. on Sunday, September 6.

With a quick turn around, the TACOMA departed for up the river at 1:00 pm., on the 6th but with no deck crew. The low river level caused her to hit hard below California, Kentucky (above New Richmond) and she laid

up for low water at Foster, Kentucky at 7 pm., 31 miles for the day. She did not get away until Wednesday morning, October 9 when the river began to raise but it was a slow trip, running daylight only, on up to Portsmouth. The return trip from Pomeroy was made on a "splash rise" for the towboats with the TACOMA again running daylight only, arriving in Cincinnati on October 16.

A conference was held with Capt. Greene on the GREENWOOD at Ashland and it was agreed that the TACOMA should not start up with river stages as low as they were; she remained in Cincinnati until October 22.

Jesse comments that the city was suffering an epidemic of Spanish influenza with churches, schools and many stores closed. With the promise of higher stages, the TACOMA started back up the river on the 22nd but was unable to get over Dam 35 at New Richmond and tied up to the lock wall that evening. It began to rain on October 23 and the boat left Dam 35 at 2:30 pm. but by the next day the river was again falling and the TACOMA joined a fleet of laidup boats at Augusta, Kentucky. This fleet included the J. T. HATFIELD, GEORGE MATHESON and ROBT. P. GILHAM.

Ed Note: As this is transcribed, Ye Editor begins to wonder at the faith of the boat owners in believing a living could be made on the Ohio River. Navigation before the completion of the lock and dam system was a hit and miss proposition for packets and towboats alike.

October 24 - The river began to rise and the ROBT. P. GILHAM got over Augusta Bar at 11 pm, followed by the rest of the laid up boats. There was a big rise in New River, the headwaters of the Kanawha, which put all the Kanawha dams down and also Dams 26, 28 and 29 on the Ohio. At Huntington, the TACOMA took all upriver freight from the LEROY and

proceeded on to Charleston and Pomeroy; the stage was 19 feet at Charleston and the GREENWOOD was there, too.

Leaving Pomeroy at 8 am. on Wednesday, October 30, the TACOMA laid over at Gallipolis until 6 am. on the 31st. (Reason not given; perhaps to get back on her regular schedule. Ed.) Departing Gallipolis at 6 am. the boat was at Crown City, Ohio at noon, Catlettsburg at 6 pm. and Portsmouth at midnight, arriving at Cincinnati at 6pm, November 1.

- NOVEMBER -

November 2 - Saturday, the TACOMA got away from Cincinnati at 5:50 pm. (50 minutes late but, in view of the earlier low water delays, of little note. Ed.) She proceeded up to Dam 33, above Maysville, Kentucky where she laid up beside the GREENWOOD, unable to stem the current in the gap in the coffer dam. At daybreak the following day the TACOMA proceeded through the under construction dam but Jesse notes that the GREENWOOD, CHILO, D. T. LANE, VERNIE MAC and ENTERPRISE all remained below at 6 am.

In Huntington until 9:30 am. on November 4, Capt. Greene instructed that the TACOMA's Charleston freight should be reshipped on the GREENWOOD, evidently to get the TACOMA back on her schedule.

November 5 - Election Day and the boat was in Gallipolis when Jesse reported that James Cox was the Ohio Governor and the state had voted "dry". The GENERAL WOOD came by on her first trip with her new name in the Liberty Line and with Capt. W. D. Kimble, master.

The TACOMA was back in Cincinnati on Thursday, November 7 at 4:30 pm. and found the LEROY, GREENDALE, AMERICA, MORNING STAR and QUEEN CITY also there. The Coney Island ISLAND QUEEN was not in sight, being on the Mound City, Illinois marine ways for repairs.

November 11, 1918 - The armistice ending World War I was became effective on Monday, November 11 at 11am and Jesse reported from Huntington, "A blowout all day in town." The TACOMA left for upriver and arrived in Gallipolis at 11 pm.: "Wonderful celebration everywhere today and tonight on account of close of the war. Armistice with Germany signed and fighting ceased."

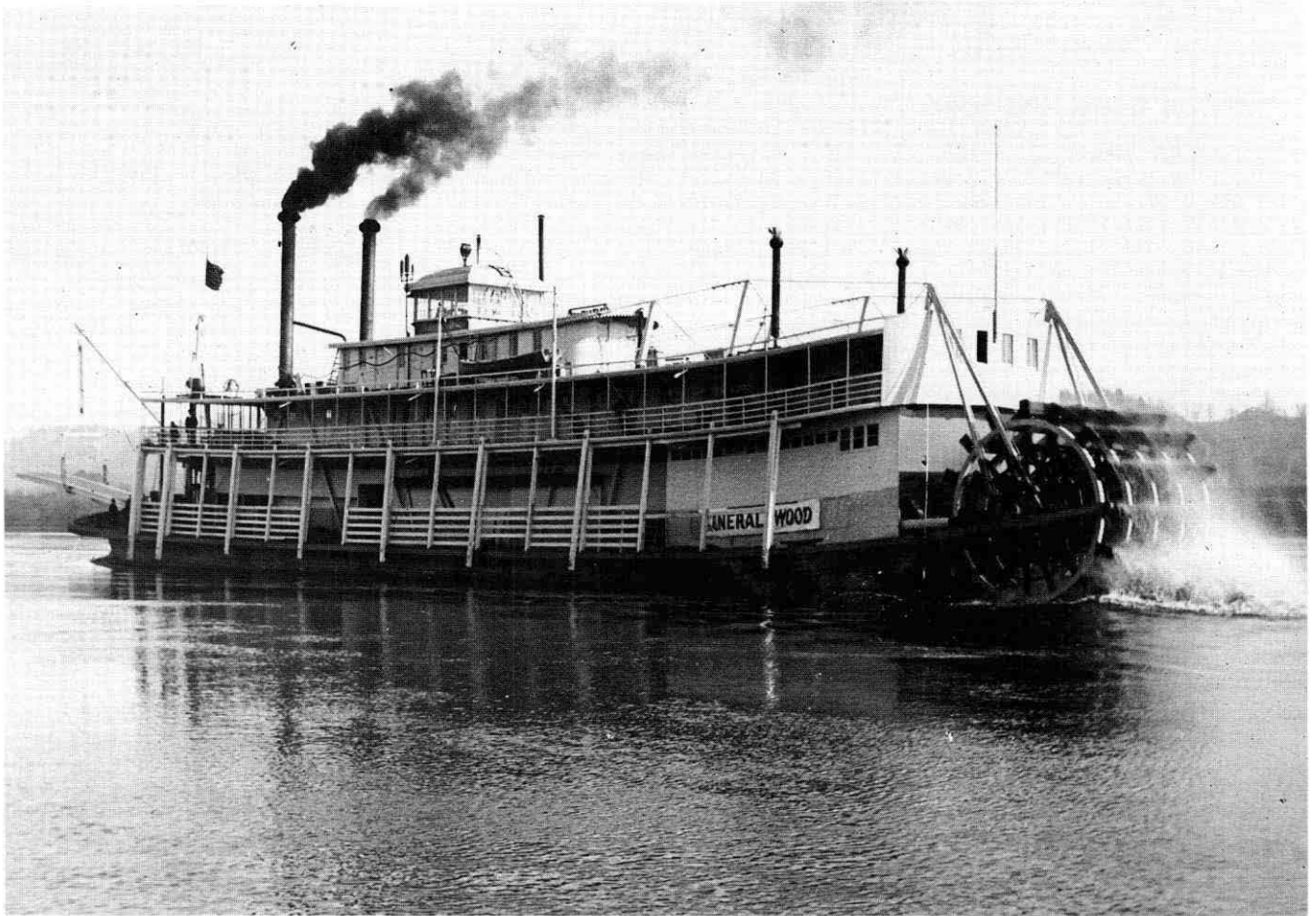
- DECEMBER -

The first snow of the season was noted on December 3. The CHRIS GREENE was towed from Gallipolis to Pt. Pleasant on December 6 for her annual inspection. The current through the gap in the coffer dam at Dam 33 was a real problem at lower stages of the river; the TACOMA couldn't stem it on December 13. She lay over from 7 am. until 3 pm. when the river had come up enough to allow her over.

On December 21 Jesse traded his stock in the Greene Line company to Capt. Greene plus \$2,000 for full ownership of the LEROY. Still in charge of the TACOMA, Jesse notes on December 23 that she made 19 landings coming down the Kanawha River from Charleston, leaving Dana at 9 am. and Nitro at noon.

Jesse continued in command of the TACOMA throughout 1918. Arriving in Cincinnati at 5:30 pm. on Christmas Day the final arrangements were made to complete the trade of stock for the LEROY. (It is our impression that Jesse's interest in the Greene Line was a partial ownership in the TACOMA, built up over the 14 years he had been on her. We recall that Jesse once said he owned 25% of the TACOMA but it may have been somewhat more. Ed.)

The TACOMA headed back up the river on Thursday, December 26 with a light freight trip. At Gallipolis Jesse engaged Jimmie Wright as pilot on the LEROY and on December 30 the TACOMA pulled the Gallipolis wharfboat off the bank



November 5, 1918 and the TACOMA was at Gallipolis. Jesse Hughes unlimbered his \$5 box camera and caught the GENERAL WOOD going up the river on her first trip after rebuilding. Elmer and Bob Thomas were aboard finishing up.

The Mozena boatyard crew had widened the boiler deck guards, moved the bulkheads out to give her a wider cabin and built the stationaries and bull rails. She's had a coat of paint but needs lettering the engineroom bulkhead.

before proceeding down the river at 7 am. On the last day of 1918 a light rain was falling and a pitman strap broke when the boat was above the Sciotoville Bridge. The TACOMA laid up at Portsmouth for repairs but Jesse noted, "Unable to get anything done on New Year's Eve."

There is a concluding summary statement in this 1918 diary: "GREENWOOD leaving Cincinnati tonight; CHILO laying up there (Chilo); LEROY laying up at Charleston; CHRIS GREENE leaving there in her (LEROY's) place in the Cincinnati trade; QUEEN CITY

and AMERICA are the Louisville - Cincinnati packets, laying up at Cincinnati; GENERAL WOOD (formerly S. L. ELAM) in Pittsburgh and Charleston trade; GENERAL PERSHING (formerly OMAHA) in Pittsburgh and Parkersburg trade; GENERAL CROWDER (formerly R. DUNBAR) at Kanawha docks getting new hull and general repairs."

* * *

The withdrawal of his interest in the Greene Line by Jesse Hughes is without explanation. However, in three letters written by Capt. Greene to Jesse in

June and August of 1918 which this scribe has been privileged to read, it seems apparent that Jesse was pessimistic about the future of the packet business. He wanted to take one of the Greene Line boats and go into the towing business. Capt. Greene, obviously a very close friend and trusted colleague of Jesse's as well as the boss, was considerate and willing to help his younger friend with this transaction. The saga of Jesse's flirtation with the LEROY will be revealed in future chapters of his diary.

GAMBLING EXPLOSION

Gambling Boats Everywhere

Or so it seems to some of us who are at some distance to all of the action out there on the Mississippi and (now) on the Illinois coast of the Ohio.

Excursion and gambling boat operator John Connelly was featured in a story in the March 1, 1993 issue of Forbes magazine (page 70). There's a picture of genial John at the blackjack table and holding a king and an ace, apparently at his latest Biloxi location. The article indicates that John usually holds a good hand but the writers focus on the rapid proliferation of gambling countrywide, sometimes with unpleasant results for the communities involved.

Casino gambling is now legal in some form in 20 states, up from just two in 1989. And 70 Indian reservations have, or are building, casinos. Forbes opines that the gambling bubble is nearing the bursting stage, at least for investors if not for the eager politicians. An Ohio legislator introduced a bill recently to allow riverboat gambling and then learned that West Virginia and Kentucky had some other ideas about who owned the Ohio River. Unfazed, he thought that Lake Erie would be good enough since he represented Lorain.

Reports Forbes, "In December, John Connelly floated stock in his President Riverboat Casinos at \$18.50 a share. It traded recently for 42¢, valuing his 50% of the company at more than \$190 million. President's revenues for the first three quarters of this fiscal year came to \$70 million."

Continuing the exploration of the gambling phenomenon, the magazine looks at New Orleans under the title, "Fantasyland" (page 62). "Whether they want it or not, the citizens of New Orleans are getting a gambling casino. The

numbers don't add up but Governor Edwin 'Silver Zipper' Edwards has his own kind of arithmetic." To us, the interesting aspect of this article is the absence of mention of riverboat gambling; maybe even Forbes missed them.

Well, all this gambling business has produced some fine looking boats and we hope river folks continue to make a little money. Pat Welsh, Davenport, Iowa and David Massie, Akron, Ohio keep us posted on the new boats, moved boats and gone boats, to our astonishment. If the S&D Reflector doesn't keep up on the gambling boats it's because the action is too fast.

Now, why don't those state legislators protect their citizens by inserting "steam" into the boat requirements?

VIDEO REVIEW

"Paddle Parade" is the title of two videos (Volumes One and Two) which have recently been brought to our attention. The subjects are the sidewheel steamers which once were numerous in Great Britain, providing ferry and excursion service in coastal waters.

The two volume video is based upon the 8mm movies taken by Bernard Cox, a paddle steamer enthusiast, as these boats were beginning to disappear from the scene. To our eyes, the European sidewheelers appear a bit strange but they were designed for coastal or even cross-channel service, far different conditions from the Ohio, Mississippi or even Wild Missouri. More like the designs found on lakes of the eastern U.S. with feathering paddlewheels and hulls of fine lines and good freeboard to handle the conditions of open water.

One or more of the boats date back to the 19th century, the Victorian era in England, while several were constructed after World War II. It would appear that the basic design changed little over the

years. Readers may be familiar with the WAVERLEY, a two stacker built in 1947, which generated considerable correspondence in these columns when a photo seemed to show the stacks side-by-side (they aren't).

Bernard Cox began capturing these steamers in 1960 and includes through the 1963 season on Volume One. Volume Two takes the viewer through 1964-1980. The locale for much of the filming is on the south coast of England where the sidewheelers were a summer fixture running to the Isle of Wight from Bournemouth, Portsmouth and other coastal ports to Ryde and Cowes. There are many views of the interior cabins and the inclined engines working the cranks on the stiff shaft connecting the wheels.

The quality of the video reproduction of the 8mm film seems better on the second volume but we suspect that it is because of the change appearance of Kodachrome II film early in the 1960s. Our own earlier 8mm movies suffer from the same grainy appearance but, at this late date, we are lucky to have the now vanished steamers preserved in any form.

If you like smoke, steam and sidewheelers of any design whatsoever, you may enjoy these quiet scenes from the past. The commentary is well done if typically understated while the background music adds little. All footage is in color; Volume One runs 48 minutes and Volume Two 58 minutes. They are available from: Plato Video, P.O. Box 176, Stillwater, MN 55082-0176.

S&D REFLECTOR BINDERS

Binders to hold your copies of the Reflector are available from the Secretary. Each red vinyl binder with gold letters holds 12 copies of the magazine. \$10 each, postpaid from Bee Rutter.



Scenes from the Quad Cities, riverboat gambling capital (1992):

Top, the PRESIDENT (4578) at her Davenport, IA landing at night and headed toward the Crescent RR bridge.

Above and left, the CASINO ROCK ISLAND arrived in 1992 claiming to be the gambling boat totally paddlewheel powered. (The white squares on the fantail are concrete ballast, we are told.)

Left below, EFFIE AFTON at Rock Island is the gussied-up MATEUR (T1766), DPC towboat now a restaurant.

Photos by Judy Patsch.

MARY VIRGINIA EVERSMAN

Mary Eversman, 66, of Fairfield Glade, TN died February 8, 1993. She was born in Columbus, a daughter of the late G. Arthur and Virginia McCoy Howard Snashall. She was a former computer programmer for BancOne, Columbus and had also been employed by the Ohio Bureau of Workers Compensation.

Mary and husband Jim were regulars at the S&D annual meetings for many years and were frequent passengers on the DELTA QUEEN. Mary and Jim were aboard Bill Bowell's VIKING EXPLORER in 1985 on its first downbound trip through the newly opened Tenn-Tom Waterway.

The Eversmans had lived in Columbus until they moved to a new retirement home in Tennessee about two years ago. Mary was stricken ill before they could move into the new house and she has been a resident of the Cookeville Health Care Center, Cookeville, TN.

In addition to husband Jim, a daughter Karen Eversman, Bucyrus, Ohio survives.

Burial was in the McCoy Circle, Greenwood Cemetery, Sistersville, West Virginia.

* * *

GEORGE HENRY DABBS

George Dabbs, 71, 112 Park Street, Woodbury, Kentucky died on January 8 at the Medical Center, Bowling Green, Kentucky.

Mr. Dabbs was born September 20, 1921 in Butler County, Kentucky, the son of George Henry and Sally Glenn Dabbs. George grew up at Morgantown, Kentucky and his father, George Sr., was an artist and photographer who documented many of the Green River scenes and steamboats.

George Dabbs was the business manager for the Green River Museum in Woodbury, old Lock and Dam No. 4, and had been a member and former chairman of the Green River Museum Board of Directors.

Previously, George Dabbs had been an educator in Florida and was a past president of the Florida Education Association.

Survivors include his wife, Colleen Arnold Dabbs, three sons, Glenn, Richard and David, and a daughter, Susan E. Hampton.

Our thanks to Mrs. Gerald (Dabbs) Wadleigh, 122 W. 81st Street, Indianapolis, IN 46260, a cousin, for the information.

* * *

MICHELLE KINGSLEY

Word has come to us that Michelle Kingsley, 44, died March 9, 1993 at her home in Union City, New Jersey. Many S&D members will recall Michelle attending annual meetings in the past, always with her camera at the ready and sometimes offering her artistic river photographs for sale.

Born Misha Pelickovna, the family later shortened the name to Pelick and Misha became Michelle. Michelle became interested in river matters, we believe, when exposed to the JULIA BELLE SWAIN and worked on the boat during her vacations in the mid-1970s. She became an avid collector of river memorabilia, sometimes to the distraction of friends who had to help haul it home. Michelle was for several years active with the Middle Ohio River Chapter and became editor of the newsletter, The Riverview, in 1979. A talented photographer, many of her color photographs appeared on the covers of the S&D Reflector.

In 1983 Michelle became associated with Lagerfeld, a purveyor of cosmetics, and traveled widely as an education representative to retailers. More recently, she was the owner and operator of Kingsley Productions, a photography studio in Union City.

Ms. Kingsley is survived by her father and stepmother, John and Eulane Pelick in Jacksonville, Florida, sister Ellen Schultz and brothers Loren, William, Robert and John. Burial was in Jacksonville.

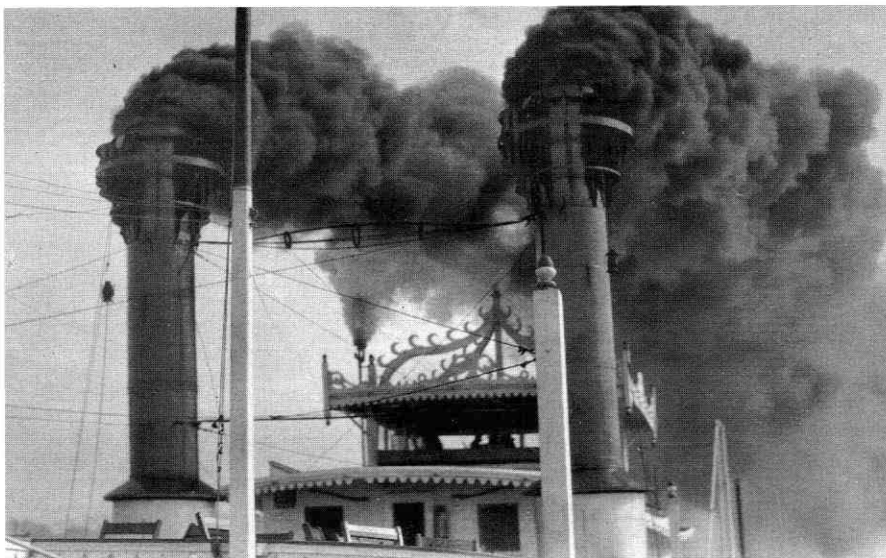
MUD ISLAND UPDATE

Good news for fans of Mud Island, Memphis is the announcement that the park will be open April 10. The Mud Island complex and other attractions in Memphis have been under a cloud for several years during the management of private promoter Sidney Schlenker who blew into town in 1989. Mr. Schlenker has gone back to Denver and the city has worked out of its financial entanglements with him, at least with regard to Mud Island.

The Commercial Appeal reports that general manager Jimmy Ogle expects that the 52 acre park will attract about 300,000 during the season from April thru November 28. Tax dollars are required to support Mud Island (as with any public park) and it is hoped that the operating deficit won't exceed \$445,000. This would be the smallest subsidy since the the park opened July 3, 1982. Annual deficits have run as high as \$1.6 million.

Manager Ogle states that Mud Island, including the river museum, has been spruced up following cut backs in maintenance during the past several years although the chronic problem of water leaks through the River Center roof have not been solved. (Seems to us that architects haven't yet learned how to design roofs for museums; maybe they should go back to steep pitched and thatched.) The city has allocated \$1.1 million for roof repairs in the River Center building and other needed maintenance. In any event, the reports of damage to the priceless exhibits in the museum have been exaggerated; an audit last year showed that all were accounted for and in good condition.

Mud Island Update concluded on page 30, bottom left.



The WASHINGTON; look out for the cinders!

Musing about an article for this issue while Marietta was in the gloom of winter, I came across a photo of the bow of the excursion steamer WASHINGTON while in drydock at Dravo's. We were taken back to a bright summer day in 1936 when two of us rode bikes from Sewickley, PA to Neville Island just to peek through the fence and see that very scene. The WASHINGTON, the Pittsburgh excursion boat, was undergoing repair after hitting a lock gate.

That incident should make an interesting story but who would remember the details? Kent Booth, the mate of the boat and a hero of that accident of almost 57 years ago was the only crew member we could recall, at least this side of the River Styx. A letter to Kent brought a prompt reply by telephone. "Yes, I well remember that night, but Fred wrote a better story than I could. Besides, I was down in the hull all night and didn't know about all that stuff he saw. I'll send you a copy of The Sewickley Herald; it's all there in Fred's style."

Our thanks to Kent for saving the August 21, 1936 article and providing the copy. We had completely forgotten about the writeup in The Herald.

* * *

EXCURSION BOAT WRECKED

Local Pilot in Accident

A little Green Buddha sat inscrutably in the pilot house of the excursion steamer WASHINGTON late Sunday afternoon, as he had rested for the past three years, guarding, according to the superstition of the members of the crew, the huge river steamer. When, for no reason or other, the crew members thought they needed a little luck, up they would come to the pilot house to rub the little green god. The statue was given to Frederick Way, Jr., 121 River Avenue, Sewickley by his wife when he first took over the position as pilot three years ago.

The Purser, who takes care of the Buddha during the winter, was in the pilot house Sunday afternoon. Clarence "Heavy" Elder remarked to pilot Way who was lounging on the wide seat at the rear of the pilot house, "Fritz, it looks like your little green god needs a bath." "No," replied the pilot, "It's gotten along three years without a bath; better leave it alone." But, the Purser pursued the subject until permission was granted and the Buddha had a bath.

Half an hours later, the WASHINGTON on its return trip from an all-day excursion to Rock Springs Park, Chester, W. Va., carrying a crowd of about 650 men, women and children from Wheeling and vicinity, approached the lock at Dam No. 8, in the Ohio River near Newell W. Va., opposite Wellsville, Ohio.

Pilot William "Bill" Pollock, formerly of Sewickley but now a resident of Beaver, was at the wheel and Pilot Way was reading a newspaper in the pilot house. Hardesty's nine-piece orchestra, which has been on the boat for three seasons, was playing snappy dance music. Many of the passengers were dancing, others were at the rails enjoying the perfect summer evening and watching the boat approach the locks.

At the usual distance from the open gates, Pilot Pollock rang the engine room telegraph and the huge wheel stopped turning. Travelling by its own momentum, the large craft glided into the locks. Pilot Pollock then rang "reverse" to bring the boat to a stop but nothing happened. Bill, muttering, "There's nothing like taking all night to do it," waited for a second, then rang, "Full Astern". Still nothing happened so he quickly phoned the engine room and was informed that the reverse gear wouldn't work.



Clarence "Heavy" Elder, the Purser, just had to give the Green Buddha a bath.

While the engine room crew was working frantically to bring the hand reverse mechanism into operation, Pilots Pollock and Way shouted to Captain Edgar Mabrey to attempt to stop the steamer with ropes snubbed about the anchoring posts on the lock walls. With the aid of the mate, Kent Booth of Pittsburgh, the captain and crew got out two lines and the headway of the boat was somewhat checked. One of the lines snapped and the mate had most of the skin torn off the palms of his hands putting out and trying to snub the boat with a third line.

But, the lines were not enough to stop the WASHINGTON, which has a capacity of 2,000 persons, and the boat rammed into the lower gate with a jarring crash that tore a big hole in the prow but did little damage to the lock gate. A possible panic among the passengers, many of whom were knocked from their feet, was averted by the cool headed officers and crew, who swung the gangplank to the lock wall and stood by to make sure that no nervous passengers would make a mis-step. The orchestra, although they could not see what had happened and knew only that the boat was sinking, kept on playing dance music until the last of the passengers had stepped off on the lock wall, six minutes after the crash. There was no disorder, the crowd was very well behaved and took it all in good humor.

Meanwhile, led by the injured Kent Booth, the remainder of the crew carried mattresses, pillows, bedding and almost any other bulky thing they could lay their hands on and stuffed it into the gaping hole, working steadily even though they were aware that the boat might capsize at any moment. The pumps were started at once but the water pouring in taxed their capacity. For a long three hours, it was a question whether or not the boat would sink.



The view from the pilothouse of the WASHINGTON, here entering the canal at Louisville. Fred Way photo.



Capt. William S. Pollock on watch on the WASHINGTON, 1936. Note the sound tube from the engine room and the telephone to the right. Fred Way photo.

Two women were reported slightly injured. Miss Florence Osterin of St. Clairsville, Ohio was injured, it was reported, when she fell down several steps on shore after landing. She was taken to a hospital in East Liverpool, Ohio, when too many passengers wanted to ride to Wheeling in the ambulance. Mrs. Henry Mars of Wheeling collapsed on shore, according to Miss Mary Mitchell, a nurse, who took care of her.

The only thing that worried most of the passengers was the problem of returning to Wheeling, 45 miles away. They grouped about on the lock walls and esplanade, watching the fight to keep the WASHINGTON afloat or slept. They were served with steaming coffee by Lockmaster Ellis of Dam No. 8 and his men. The passengers were finally rescued by a special Pennsylvania Railroad train which was sent down from

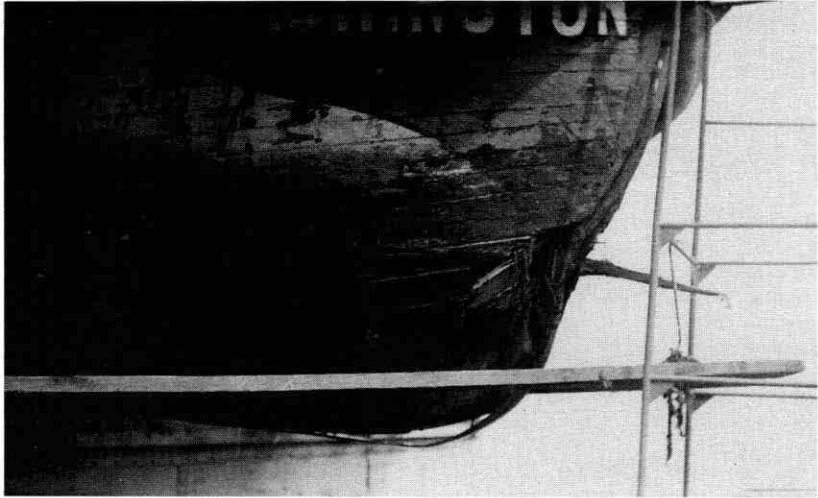
Pittsburgh and arrived at the lock about 2 am.

Meanwhile, the steamer JOHN G. BRITTON, which had tied up at the lower guide wall waiting for the WASHINGTON to go through, had tied up its tow and came into the lock, the level of water in which had been lowered by the lockmaster and his men. With the aid of the BRITTON's pumps and those of the Carnegie towboat CLAIRTON, which had also pulled into the lock, the water in the WASHINGTON's hold was pumped out, lightening the boat until the hole was above the surface of the water.

A tarpaulin, supplied by Lockmaster Ellis, was placed over the hole and the BRITTON towed the WASHINGTON out of the lock and beached her on shore. Then, with lumber supplied by Lockmaster Ellis, a bulkhead was built across the bow by the crew who worked all the rest of the night at the task.

At eight o'clock Monday morning, accompanied by the BRITTON as far as Vanport, the WASHINGTON, with flags flying, started triumphantly upstream towards Pittsburgh, her whistle sounding and the calliope playing, to the amazement of many residents along the Ohio who had read in their morning papers of the accident. The steamer passed Sewickley at about three o'clock, whistled several times and continued to the marine ways of the Dravo Contracting Company on Neville Island where men worked 24 hours a day on the repairs so that the steamer could proceed with her regular schedule of excursions in the Pittsburgh district.

While the expenses and loss from the accident are fully covered by insurance, the cause will have to be officially set by the U.S. Steamboat Inspectors. The shearing of a pin in the reversing gear is being blamed by the crew. Just why the pin sheared at that particular moment is a



Two views of the damage to the WASHINGTON's bow after she was up on the ways at Dravo, Neville Island, PA. Wooden hulls were not in the Dravo line but repairs were completed in a week.



mystery. But there is one thing sure, the little green Buddha will never have another bath as long as he guides the declines of any boat on the river.

Kent Booth spent a week in the Marine Hospital in Pittsburgh following this accident. His hands became infected after the night of working in the river water in the hull and infections were not to be trifled with in the days before antibiotics. Kent's blue serge uniform was no longer up to Streckfus standards after that night, either,

and the company agreed it should be replaced.

The green Buddha became a fixture in the living room at 121 River Avenue after Fred's excursion boat career ended in 1941, when the steamer SENATOR laid up. Without fail, Clarence Elder would look around for the Buddha whenever he visited and could always get a prompt reaction from Grace Way by loudly announcing, "I think that green god needs another bath!" The Buddha is a family institution and now resides with Fred Way, III in Cleveland Heights, Ohio.

A PHOTOGRAPHER'S DIARY

John P. Doremus - 1879

We find John Doremus and his crew aboard the gallery *SUCCESS* in the ice at Columbus, Kentucky as 1879 begins. The river was high, floating ice battered the floating gallery and the printing boat *WANEGAN* with the outcome in doubt. If John Doremus didn't wish he had laid up to wait out the winter, as he had done in previous years,, we miss our guess.

From an article by Paul C. Juhl in *The Palimpsest*, summer 1992 issue, State Historical Society of Iowa we have gleaned additional information on John Doremus.

John was born July 21, 1827 near Paterson, New Jersey and his first career was that of a painter-glazier. He was married to Sarah Schoonmaker in 1852 and in 1856 they moved to Riceville, Iowa with Sarah's brother. After two years in Iowa (during which time John probably bought the property mentioned in his diary) the family moved back east to Paterson.

In 1863 Doremus took up photography and by the mid-1870s had built a successful portrait business with his sons Harry and Leonard working in the studios. The popularity of stereo views beginning in the 1870s prompted the Mississippi River trip to acquire scenes of interest to the market.

John and Sarah had seven children. John Doremus died in January, 1890.

Our thanks again to Charlotte E. Doremus, New York City, John's great, great-granddaughter, and to Ralph DuPae who copied the diary and found so many Doremus views.

* * * * *

Thursday, January 2, 1879 - We have been having a hard time of it with the boat lately. The ice is pressing us onto the shore each night so that it took nearly all of each day to get it off and in trip again. Last evening the river was nearly clear and the weather

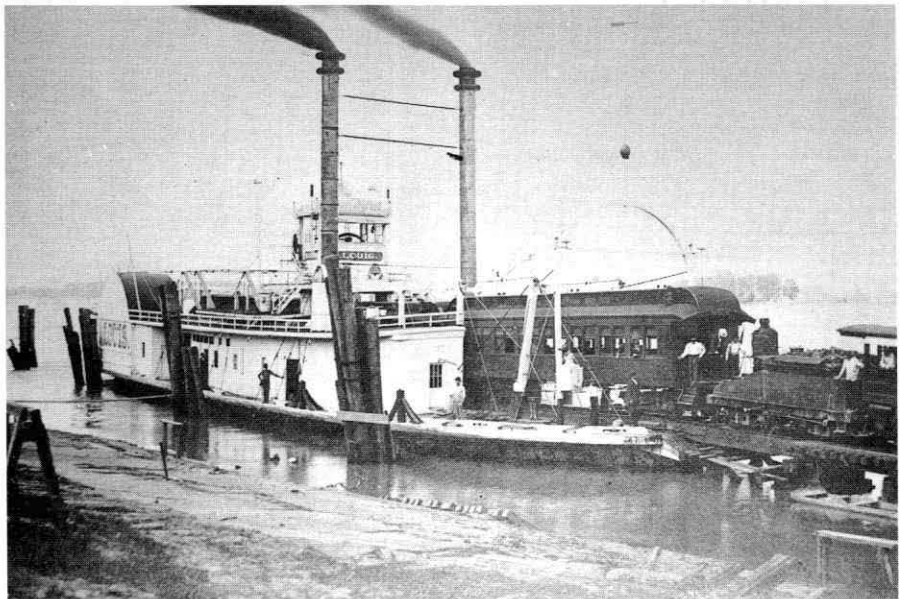
moderate but about midnight there came a fierce north wind with snow driving us badly on shore and filling the river in front of us with drift ice which froze, hemming us in so that spars and windlass and blocks could not get us off as the ice froze as fast as we broke it loose.

The water was shallow under the bow and stern of the boat and very deep under the middle and was falling fast. I knew if she remained there a few days she would break in two by her own weight so I went to the Capt. of the railroad transfer boat which carries cars over the river and he came. (This was the ST. LOUIS, Way 4950, a connection between the Mobile and Ohio and the St. Louis, Iron Mountain and Southern RR. Ed.) Broke through the ice, pulled us off and across the river through the floating ice (a terrible passage pulling both timberheads out) and left us below a big sternwheel steamer and a lot of barges. We are now in Belmont Landing, Missouri.

Tuesday, January 7 - The steamer with the barges is named JOHN DIPPOLD. The CHARLEY McDONALD came in a few days ago and lies inside of her. Yesterday, the PARIS C. BROWN tried to get to Cairo but had to stop here and lies just outside of us. We were on her to dinner today; the captain, J. V. Reynolds, and pilot Wash Tenly were on our boat last night and we had a good social time. The captain sent us a quarter of a deer this morning which came in good as meat was scarce with us.

Wednesday, January 15 - The ice is loose from Cairo down. The steamers and barges have all left and we had to find a safer place. We took the boats today down between the piles that the ferryboat, or transfer boat, run against when making a landing.

Saturday, February 1 - My little wanegan was carried off in the ice some time ago. (This was probably a small flat rather than the printing boat *WANEGAN*. Ed.)



The railroad transfer steamer ST. LOUIS saved the Doremus fleet at Columbus, Kentucky. She was owned by the St. Louis, Iron Mountain & Southern which became part of the Missouri Pacific. The ST. LOUIS was built at Freedom, Pennsylvania in 1869; here at Columbus.

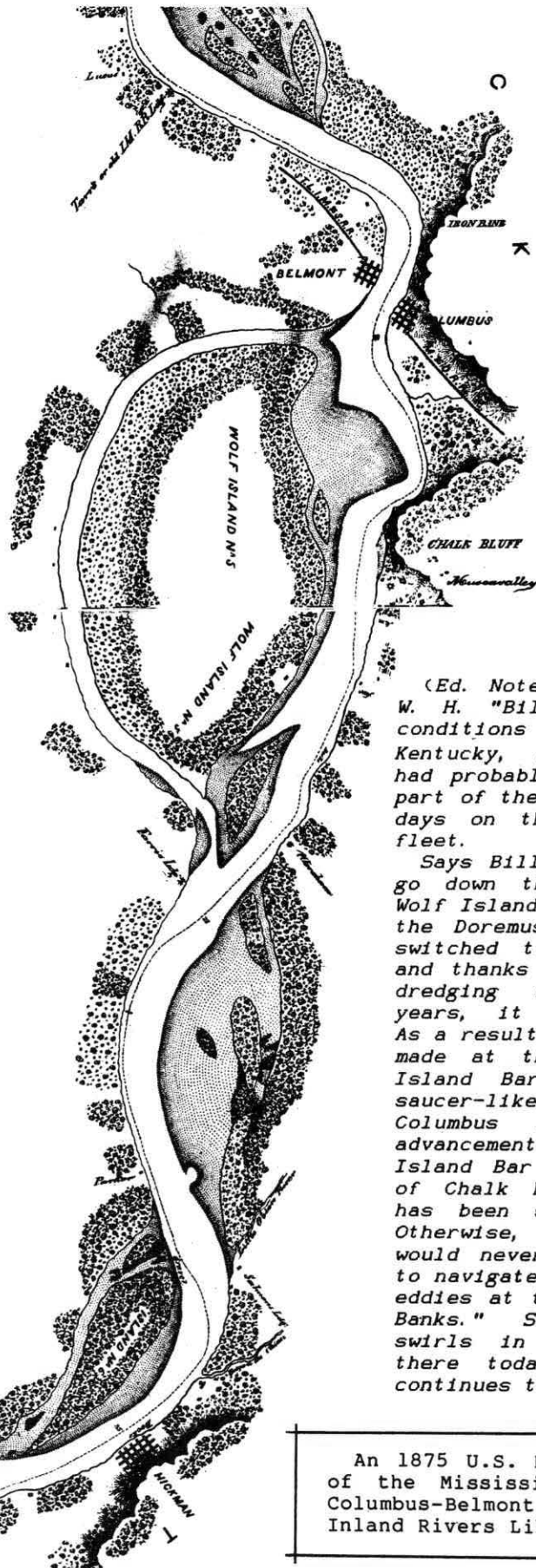
Mrs. Marsh received some money from home which she does not want so I gave her a note today for fifty dollars.

Monday February 3 - Was towed back to our old place in Columbus, Kentucky by the railroad transfer. Frank Diran left us Monday, January 20, and H. B. Bruistar, a young man from Grand Tower, Illinois, arrived the same day. He is to learn the business.

Monday February 17 - Hays and wife and boy (five years old) came on board today. He is to learn the business and canvas for me, getting 25 percent of all the orders he receives. Mrs. Hays is to receive five dollars a month for her services as housekeeper. Sent a \$50 money order home today.

Wednesday, February 19 - River full of floating ice. Left Columbus, Kentucky yesterday at 12:30 and ran until twelve at night, making over 50 miles. We are at the head of Island No. 10.

Came near getting into a swirl at the Chalk Banks, five or six miles below Columbus. The men went to bed early and I ran the boat until midnight and then called them. It was very dark and as the wind was getting up we anchored for the night. As we had to get around a bad sand bar (the remains of Island No. 10) I lashed (?) the boat sail on her and crossed to the Tennessee shore as the wind was hard up stream.



(Ed. Note: We asked Capt. W. H. "Bill" Tippitt about conditions around Columbus, Kentucky, knowing that he had probably looked at that part of the river during his days on the U.S. Engineer fleet.

Says Bill, "The river did go down the west side of Wolf Island one time (before the Doremus trip). Then it switched to the east side and thanks to the Engineers dredging for about four years, it is still there. As a result of the deep cuts made at the head of Wolf Island Bar and the deep, saucer-like bend down under Columbus Point and the advancement of the Wolf Island Bar down to abreast of Chalk Banks, the river has been stabilized there. Otherwise, those big tows would never have been able to navigate against the twin eddies at the foot of Chalk Banks." So, the eddies or swirls in 1879 are still there today as the river continues to cut and build.)

An 1875 U.S. Engineer map of the Mississippi in the Columbus-Belmont vicinity. Inland Rivers Library copy.

Thursday, February 20 - Took the SUCCESS a little over a mile down stream to Stevens Landing, a slough landing where the wind blew so hard that we could get no farther. Mr. Hays started out canvassing. (This is shown on later charts as Old Slough Landing, the location of the ordnance depot for Confederate batteries during the defence of Island No. 10. Ed.)

Friday, February 21 - The prospect for work being good, I concluded to stop two or three days. So, this morning I started with Texas (Texas Tennessee Jeanette Ridge from Grand Tower) and took her to her sister's at Tiptonville, Tennessee. It is five miles by land, 45 miles by water.

Wednesday, February 26 - We had a lively time last night. It was like a summer day yesterday but about dusk there came up a thunder shower with fierce gusts of wind which continued all night, raising a heavy wave which continued all night and driving us onshore in spite of our spars.

The bank is about 40 feet high, nearly perpendicular, and the bank is wearing away at the rate of half a mile in three or four years. The danger was great that it would cave in on us and sink the boat. When morning dawned, we managed to get her a little farther down where the bank was more sloping.

Thursday, February 27 - Started again this morning and got within a mile and a half of Point Pleasant, Missouri when we had to anchor on account of wind.

Friday, February 28 - Got a deck load of firewood and managed to get a mile farther down stream.

Monday, March 1 - Wind up stream again this morning. Got the little ferry boat LARK to tow us down to town.

Tuesday, March 11 - Left Point Pleasant, Missouri about 11 o'clock and arrived

at Tiptonville, Tennessee at 8:00. Wind partly up stream.

Thursday, March 20 - Mr. Hays and I went up to Point Pleasant, Missouri in the LADY ANNIE. We sailed up; the wind was very high. It is ten miles. Was two going up and one rowing down. I took in over twenty dollars for views of the U. S. Engineers stationed there.

Tuesday, March 25 - Started in the LADY ANNIE yesterday. Took dinner at Guyon, Missouri, 21 miles. It is a small town, half a mile from the river.

Then, to Caruthersville, Missouri. Found a photograph tend there (Retty J. Watson), then past Booth's Point, Tennessee, eight miles below Caruthersville, and reached Cottonwood Point, Missouri after dark.

Wednesday, March 26 - Left Cottonwood Point about nine, being delayed by a hard shower. My big overcoat blew overboard but I recovered it. Stopped at Lintdale, Arkansas, two miles below. Passed Hales Point, Tennessee (and) went 18 miles farther and got my dinner on a flat boat loaded with hoop poles. The country begins to look beautiful. The peach trees in bloom look like great pink balls in the distance.

Rowed pretty hard this afternoon in order to reach Osceola, Arkansas. Used the sail with good effect in some of the bends. Met the GOLDEN CITY before Hales Point. She shifted for me to take the right; I had the sail up.

Saw a landing about five miles below Hales Point, in Arkansas, (Barfield? Ed.) but it was too much out of my way. Stopped at Ashport, Tennessee, 15 miles above Osceola. Left bills at J. W. Duncan store.

When about 8 miles above Osceola, was hailed from a flatboat that was tied to the shore and found Lucian V. Gorley, Wm. L. Robert and W. Dan Morrel of No. 8 West Jefferson, St., Louisville,

Kentucky. I had helped them get their boat off a bar at Island No. 10. They were very glad to see me and forced me to stop one night with them; I was tired enough to do so.

Thursday, March 27 - Left my flatboat friends about 8 o'clock. Saw Stewart, a photographer, with his boat at Osceola, Arkansas. Got my dinner at Fulton, Tennessee, 12 miles below Osceola. Passed the mouth of the Hatchie River three miles below Fulton, Tennessee.

Stopped at Randolph, Tennessee which will be a good point for me. Saw a pretty large swirl at Richardson's Landing, six miles below Randolph, and stopped at night at Golden Lake Landing, six miles further down. The bank was about three feet high and perpendicular. I had to procure a long rope to tie the LADY ANNIE to a stake in the cornfield.

Friday, March 28 - Left at 7:30 am. Stopped at Pecan Point, Arkansas, six miles. Found the trading boats there. They seem to be permanently located there, or at least for the season, as the only store on shore does not seem to amount to anything.

Rowing was pretty hard today on account of an upstream wind. When near the great cutoff, I was puzzled to find the way so I landed in a canal break, through which I made my way with difficulty and found a house and a man who set me right. I started again and the wind was so bad that I tied to a large, drifting tree and took it easy, eating pecans for dinner as I did not expect to find a stopping place short of Memphis. When through the great cutoff, I inquired again and found another cut and, as my log did not seem disposed to go that way, I left it with regret.

I soon began inquiring the distance to Memphis. The first man told me 15 miles; a mile farther I was told 12 miles; then, half mile

farther on, a colored man told me 10 miles; a mile farther a colored girl told me five miles. That was getting along too fast for the three miles I had gone. I hailed a house and the woman told me 10 miles and she was about right. I got there (Memphis) about five o'clock, thoroughly tired out.

Tuesday, April 1 - Left Memphis, Tennessee yesterday about 5 pm, towed by the steamer SHIELDS (T2297) to Tiptonville. Fare for myself, SUCCESS and LADY ANNIE five dollars.

(The SHIELDS was engaged in towing a barge between New Madrid and Memphis, evidently a regular freight service. We don't fathom the reference to the SUCCESS here. Doremus left in the LADY ANNIE on March 25 and there was no mention of the SUCCESS during the trip down the river; we assume he just mis-wrote in his diary. Ed.)

Friday, April 4 - Sent \$50 home from Columbus, Kentucky, \$50 from here a week or so ago and \$50 today, making \$150 this year.

Saturday, April 5 - Went to the Tiptonville Masonic Lodge this evening. Visited the Point Pleasant Masonic Lodge, a Luna, a month ago. (Luna? Perhaps a good Mason will enlighten us. Ed.)

Saturday, April 12 - Mrs. Marsh, Gertie and I went visiting to Mr. Cronars, five miles out. We went Thursday afternoon and got back this morning. We had a very pleasant visit.

Monday, April 14 - Started from Tiptonville, Tennessee this morning. Went about 18 or 20 miles and then tied up on account of wind at nine o'clock am. Took in about ten dollars before one o'clock, for pictures.

Tuesday, April 15 - Had a very hard shower last night. Cast loose this morning and arrived at Yazoo about 8 o'clock. We are lying in a

small bayou, the boat tied at each corner. It is a beautiful place, nearly a mile from town. Took in five dollars for ferrotypes (tintypes) today. (Yazoo must have been near Caruthersville, Missouri but we don't find it on our map. Ed.)

Tuesday, April 22 - Left Yazoo about noon. Met the steamer SHIELDS; they blew their whistle and made a line fast to us and landed a couple of boxes which had been sent to me from home by way of Memphis. Went down to a beautiful chute and tied up about half way to Cottonwood Point.

Monday, April 28 - Left Cottonwood Point about sundown. Made about 6 miles and tied up.

Tuesday, April 29 - Reached Hales Point, Tennessee at the mouth of the Obion River, this morning.

Friday, May 2 - Left Hales Point about dark yesterday and ran until one o'clock this morning.

Monday, May 12 - Did a poor business at Ashport, Tennessee and left there May 5 for Fulton, Tennessee. Did a good business there and on the 11th started again. North wind coming up, we anchored on a sand bar above Randolph, Tennessee. We had a swim in the river this afternoon. In the evening, we rowed the SUCCESS down to Randolph.

Saturday, May 17 - Last Monday I turned the SUCCESS over to Mrs. Marsh and Mr. Hays. They furnish their own provisions and I the photo materials. They to have each 25 percent of the proceeds and I to have 50 percent. (Doremus uses both "Hays" and "Hayes" as the spelling of his helper's name; we standardized on Hays. Ed.)

We reached Randolph, Tennessee the same evening and I gave Mr. W. J. Chapman a power of attorney on the boat which is not to go

below Randolph before I return from a visit home.

About noon today, I went on steamer BELLE OF MEMPHIS and reached Memphis in time to take the VINT SHINKLE, a stern wheeler from Cincinnati. Fare, \$12.00 with meals.

Monday, May 19 - 10:00 am. Passed the steamer STE GENEVIEVE just above Island No. 10.

Wednesday, May 21 - 11:00 am. Have just left Evansville, Indiana. I got off at the first landing and had quite a run about town.

Thursday, May 22 - The boat ran aground yesterday about noon on the Scuffletown Bar. She had to be lightened to get her off. Found myself at home with the pilots who are brothers, over fifty years old, named Carroll. Capt. McIntyre is in command. (Sterling C. McIntyre was the son of Pittsburgh riverman William McIntyre and in 1896 was the first captain of the ISLAND QUEEN (Way 2799). Ed.)

Friday, May 23 - The boat went through the canal at Louisville last night and left that city about daylight this morning. We are now passing through a beautiful country, no shanties like those on the Mississippi but neatly painted houses and handsome farms. The banks are sloping and flatboats are innumerable. Every little town has its wharfboat.

Saturday, May 24 - Reached Cincinnati before daylight this morning. Bought \$15.00 worth of frames and convex glass at Gatchel & Hyates and shipped them on steamboat VINT SHINKLE to Randolph, Tennessee.

Took passage this evening on stern wheel steamer EMMA GRAHAM for Pittsburgh (\$7.00).

Tuesday, May 27 - 2:00 pm. Have just passed Steubenville, Ohio. The country is getting more hilly. The water is so clear that the bottom of the river can plainly be seen.



The VINT SHINKLE was the boat John Doremus took from Memphis to Cincinnati, May 18-24, 1879. Seen here at the Memphis wharf, the SHINKLE appears to be just in from Cincinnati with barrels of salt pork and beef among other cargo. The SHINKLE (5580) was built in 1874 and ran in the Memphis & Ohio River Packet

Co. She was named for Capt. Vincent "Vint" Shinkle, Covington, Kentucky, an owner in a number of boats. Vint Shinkle died of a stroke, age 64, November, 1885 on board the GOLDEN CROWN at Cairo.

The VINT SHINKLE was destroyed by fire on Christmas Day, 1884 at the Belmont, Missouri landing.

Wednesday, May 28 - Arrived in Pittsburgh last night. Took the Penn Central Railroad and arrived home about midnight.

Monday, July 14 - Have enjoyed myself at home very much. My goods are all ready to ship for my boat and this morning started on the Erie Railroad and arrived at Hornellsville, New York where I intend stopping overnight.

Thursday, July 24 - Arrived at Riceville, Iowa last night. Was three days in Chicago with Harvey Beam, two days in Dubuque, Iowa with my sister Sarah and one in McGregor, Iowa. Fare to Chicago \$17.00; to McGregor \$8.75; to Leroy Post Office (Minnesota) \$3.45.

Thursday, July 31 - Went with Charlie Arnold last Sunday to Saratoga, Iowa to

see Mrs. Marsh's father. Stayed to dinner.

Went visiting today at William and Mary Thompson, one mile south of Riceville, Iowa.

Saturday, August 2 - Visited Relief Masonic Lodge this evening and slept at Charlie Arnold's.

Friday, August 8 - Went last Tuesday with Dan to Osage, Iowa. Stopped at night with Gib at the mill. Next night, with Dan in Osage and took dinner with Graves on Thursday and came back with Dan at night.

Sunday, August 10 - Took a ride to Wentworth's with Charlie Arnold.

Tuesday, August 12 - Went yesterday to Carpenters for dinner, then to J. Foster's and back to Dan's this morning.

Friday, August 15 - Went to Bennett's yesterday. From there, went riding with old Mr. St. John to his place and then to see Mr. Jenks at the 80 acres I sold to him. Do not think he will be able to pay for it.

Sunday, August 24 - Have been visiting at Will Thompson's, Carpenter's and L. Pierce's last week.

Went with Dan to Osage, Iowa on Friday. Dan, Libby, Lizzie, Dora Harlow and I went to Hilltown (the name has been changed from that lately). We went to a Grove Meeting of the Methodists. M. Hayward was the preacher. Took a picnic dinner along but before we could sit down to it, Mr. Hunt, an old time resident, came along and took us to his house for dinner.

Thursday, August 28 - Went to Capt. Bennett's

yesterday. Saw Doolittle and Buckingham and got notes from them, each for a year's interest. Back today.

Friday, August 29 - Dan had a house warming; about 30 couples present. House enclosed but no partitions.

Friday, September 5 - Went yesterday in the stagecoach to Osage, Iowa. Took supper with the widower French who used to live five miles from Storeyville. Stopped until today at Grave's and returned in the stagecoach.

Saturday, September 6 - Charles Arnold and I went riding to Wentworth. Stopped for some time at Mr. Kinbal's.

Tuesday, September 9 - Went yesterday to Capt. Bennett's. This morning, walked to Saratoga, Iowa and then south to Mr. Wallace's. Saw Mrs. Marsh who has returned home from Cincinnati, Ohio. Went back with her and Gertie to Saratoga.

Wednesday, September 10 - Returned this morning to Dan's house with T. Gibbons.

Saturday, September 13 - Went with N. Pierce to Osage, Iowa. Put up at Merchant's Hotel and went about borrowing money. Got \$400.00 from J. M. Haney and \$300.00 from Osage National Bank on two month's time. Back to Riceville, Iowa at 10 pm. Stopped with N. Pierce.

Today, called at C. C. Arnold's for Mrs. Marsh and Gertie and went with Dan's horses and Pierce's buggy (the same that we used yesterday) to Capt. Bennett's, leaving Mrs. Marsh there. I drove to Doolittle's, Buckingham's and Jenk's to hurry them up with their interest. Back about 5 pm. to Riceville, Iowa.

Saturday, September 19 - Bought a horse, wagon and set of harness of Wm. Thompson.

Tuesday, September 23 - Took some negatives of Capt. Bennett's sorghum mill today.

Thursday, September 25 - I have been leading a vagabond life lately and when I eat one meal do not know where I am to get the next and my sleeping arrangements are about of the same plan.

This morning, I got my breakfast at Dan's. There was to be no one home through the day so I walked to town expecting to get dinner there. Saw a wagon going out and took a ride to near Bennett's. Went there, saddled a three year old colt. Went lickety-split to Jenk's, nearly four miles; got dinner. Walked to Bennett's then walked to P. Mullack's; got \$30 of him. Rode back to Riceville, Iowa and walked to Dan's, one mile. Got supper. Walked again to Riceville for letters. Walked back and to bed.

Monday, September 29 - Went to Cresco, Iowa by stagecoach. Met Mrs. Marsh. Received \$200.00 of her. Gave my note for \$250 then destroyed a note of \$50 she held against me.

We started for my floating gallery. Got to McGregor, Iowa and found that the steamboat CARRIER had passed a few hours before. Took the train down the river and caught her at Dubuque, Iowa.

(The CARRIER, Way 0888, was new in 1879, a large sternwheel packet owned largely by the James Rees & Sons, Pittsburgh. She ran Pittsburgh, St. Louis and New Orleans, largely freight, and evidently was trying out business or under charter on the Upper Mississippi when John Doremus and Mrs. Marsh caught her. Ed.)

Tuesday, September 30 - Our steamer spent all night on a sand bar a little above Savanna, Illinois.

Wednesday, October 1 - The steamer was all night at Le Claire, Iowa at the head of the rapids.

Friday, October 3 - Tied up all night seven miles below Burlington, Iowa.

Saturday, October 4 - Spent night on the sand bars between Keokuk, Iowa and La Grange, Missouri.

Monday, October 6 - Arrived in St. Louis about 5 pm. Mrs. Marsh went on the MONTANA for Randolph, Tennessee. Bought her ticket and she was at home at once on the boat. I tried to get in a hotel but they were all full on account of the state fair. Took my old berth on the steamboat CARRIER.

Thursday, October 9 - Had a pretty hard time looking for my freight from New York and Paterson, New Jersey, it having gone to the wrong depots.

Saw the play "Veiled Prophets" last night. Stayed last night on the CARRIER. She is chartered from Memphis, Tennessee so I have taken passage on her. Bought over \$40 worth of groceries, 1,000 feet of backboards and one box of plates. Have them all on board the CARRIER. Will leave tomorrow night. (The "backboards" would be backers for mounting photo prints, evidently sold by the foot to be trimmed out as needed. Ed.)

Saturday, October 11 - The CARRIER left East St. Louis at daylight this morning, full to overflowing.

Sunday, October 12 - CARRIER laid over last night at Grand Tower, Illinois.

Monday, October 13 - CARRIER laid over last night at Cairo, Illinois.

Tuesday, October 14 - Left Tiptonville, Tennessee about 6 pm on the FANNIE TATUM. My freight did not all get on the CARRIER. Some of it is on the FANNIE TATUM (Way 1992).

Wednesday, October 15 - Arrived on my boat at noon. Found it all right.



The HENRY C. YAEGER (2588) was photographed by John Doremus on the Lower Mississippi, probably 1879. We include this photo because the YAEGER was an unusual looking craft and, so far, few Doremus photos below Cairo have been found. Another view of the YAEGER at this location is on the cover, June, '85.

HENRY C. YAEGER was a freight boat, 234x50x8, rated 1,673.47 tons which is greater than the famed racer NATCHEZ or ROBT. E. LEE. This is the head-end of the YAEGER, landed at a bluff bank with the rigging from the boom to portable landing stage visible (left).

Photo from Mary Green, Murphy Library.

Sunday, October 26 - Left Randolph, Tennessee about 10 o'clock and tied up just above Golden Lake Landing (Arkansas).

Monday, October 27 - At night, tied up about twenty miles above Memphis.

Tuesday, October 28 - In a very bad fix. Got along very well this morning until in view and six miles above Memphis when wind suddenly rose and drove us in among a lot of snags and then against a large upright sycamore tree which had slid down in the river.

The little wood flat was crushed into the side of my boat and she filled with water in a little over five minutes. I got her to the bank and got out the heavy articles and got help and tried to caulk the break and pump and bail her out. But, the water came in over the guards and we could do nothing.

At last, we pushed her into deep water and she floated just even with the guards. I signaled a steamer and she towed us to a sand bar across the river where there is a ship carpenter living in a boat. He thinks he can raise her.

I have been sick for several days and have to lie down most of the time.

Wednesday, October 29 - The men found they could do nothing this morning so I sent them with two large skiffs to Memphis for empty oil barrels. The could not get them but borrowed some blocks and tackle. We will cut poles for derricks tomorrow and shove her as much on shore as possible.

Thursday, October 30 - We got one end well up on the bar and then put the derricks on the other end and raised it up as much as possible. Will get more help tomorrow and try to pump her out. The river is falling slowly which is a help to us.

Friday, October 31 - Had six men nearly all day pumping and bailing. Finally got the water out

and pried the boat to the shore and listed it to get at the break. It is clear down to the bottom of the boat. It is not a bad one to fix, however, and I hope soon to have it all right.

Saturday, November 1 - Got the leak or break fixed this forenoon but the water had fallen so fast that it seemed impossible to get her into the river again. We at last succeeded and I hope she is as good as before the accident.

Tuesday, November 4 - Started this morning and am now anchored about four miles above Memphis. A young man named William Henderson is to go with us to our first landing place below Memphis.

Wednesday, November 5 - Tied to a sand bar opposite Memphis.

Thursday, November 6 - Anchored tonight near a sand bar 25 miles below Memphis.

Friday, November 7 - Upstream wind all day; made about ten miles.

Saturday, November 8 - Made between five and ten miles today. Wind upstream and very hard part of the time. Ran through a very bad lot of snags just before dark and onto one that was under water. It raised the boat up considerable but she bounced over it without harm.

Sunday, November 9 - Anchored tonight on a sand bar about 40 miles above Friar's Point, Mississippi which is the town we are bound for.

I am getting well enough now to have a good appetite and my mind is full of roast turkey, veal cutlet, tender rare beef steak, etc. But, the reality is pork, beans and graham flour; no butter, milk, potatoes or fresh meat of any kind.

Monday, November 10 - Went a couple of miles and then ran hard aground on a sand bar. Have been working hard all day but it seems

hopeless unless the river rises.

Tuesday, November 11 - Had a strong upstream wind to help us this morning and at last we got her off. And now, with the usual inconsistency of human nature, we want the wind to stop.

Wednesday, November 12 - Made a start this afternoon. Got in the wrong chute. Had to stop and pull and pole around a point and then it was dark.

Thursday, November 13 - Made about eight miles today.

Friday, November 14 - Hard wind all day. Rowed in LADY ANNIE to Helena, Arkansas, two miles below, for groceries. Got caught in a hard shower coming back.

Saturday, November 15 - Arrived at Friar's Point, Mississippi about noon.

Saturday, November 29 - The wind blew very hard on shore last night and the river went down suddenly so, we found ourselves aground this morning. I managed to get the stern around until the boat was due east and west and then rested as it was impossible to get her off. The ground is very level so I think the boat will take no harm. We are doing a first rate business here so it will not matter if we can't get her off for a month or so.

Wednesday, December 3 - Went this evening to Coahoma Masonic Lodge No. 104.

Friday, December 5 - The water has been rising for the last two days and we are again afloat.

Thursday, December 25 - The river has been falling fast for a few days making great trouble for me as the ground is almost flat. Mr. Hays and family left about three weeks ago. He has a photograph tent about 15 miles from here.

Two young men named Jones and Kraper who are here in a

Doremus Diary Continued -

large sailboat will help us on our next start down. We are all ready to go and are anchored a considerable distance from shore, waiting for still weather. It is very cold but clear. It has been very stormy for the last two to three weeks.

Saturday, December 27 - Started about ten o'clock yesterday. Ran until ten at night. Started at four this morning and am now windbound on a sand bar six or seven miles from Concordia, Mississippi, having made 80 miles in one day of 24 hours. It is 10 am. now.

Sunday, December 28 - There is a little town here called Laconia, Mississippi. We have hauled the boat to the landing and will remain a few days.

* * * * *

On our 1930 map of the Mississippi we find no sign of Laconia but did locate Concordia, off on a meander near Gunnison and about 10 miles from Rosedale. The SUCCESS and crew had floated about 360 miles since leaving Columbus, Kentucky February 19, 1879.

MUD ISLAND UPDATE Cont'd. -

Mud Island, as those who have visited will recall, is much more than the museum itself. New promoters have been hired to book acts in the amphiteater; several new shops will open this year; a different food service will take over the restaurant and fast food booths. The River Walk, Cairo to the Gulf, has received needed work. No mention is made of the fate of the WWII B-17 "Memphis Belle" but we trust that it is still on exhibit under a protective canopy.

There's lots to see at Mud Island and river enthusiasts should be relieved that it is reopening with better prospects. Our thanks to Emmitt Lewis, Tiptonville, for sending the Commercial Appeal article.

THE WM. DUFFEY ACCIDENT:

How Much Did She List?

In the March issue we told the story of the ill-fated excursion aboard the single deck packet WM. DUFFEY. Three passengers lost their lives when they were pushed or fell overboard as the boat listed. Survivors said there was, "two or three feet of water over the larboard guard." Alan Bates has responded to our query (page 34, March issue) as to what the angle of list on the boat might have been, accepting the reported conditions.

Writes Alan:

"The question will remain moot because no one knows the exact shape of the WM. DUFFEY's hull. The estimate of the depth of the water at the gunwale of the DUFFEY is subject to some penchant for embellishment by amateur observers who were also affected by profound fright. I claim infallibility by reason of intuition.

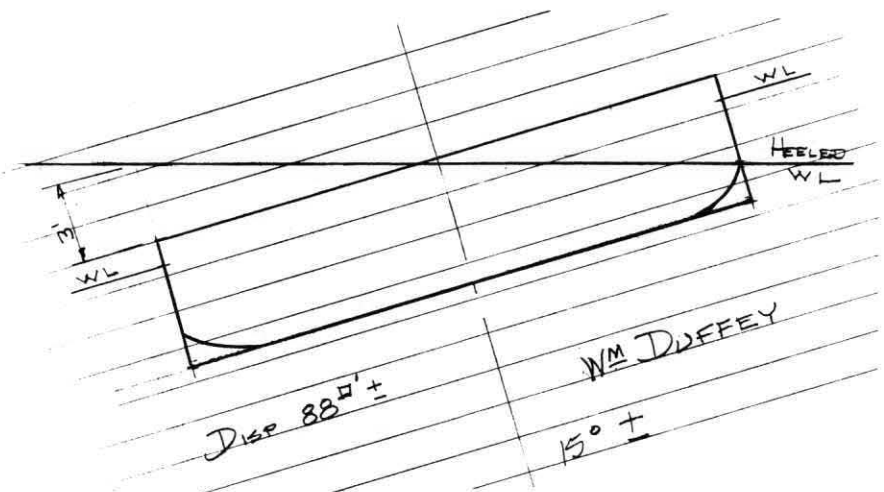
When heeled, a hull displaces the same amount of water as when it is level but it can rise or drop

slightly as affected by the shape, a model bow or a raked stern, both of which the DUFFEY had. Most often, a heeled hull will rise owing to the flare of the hull but not much, certainly not enough to detect in a moment of terror. I skirted these technicalities by considering the WM. DUFFEY's hull as a box barge.

With the average waterline three feet above the gunwale and maintaining the same volume of displacement, a trifle less than half of the deck was submerged and she heeled about 15°. The U.S. Coast Guard's rules for the Simplified Inclining Test limit the heel to 14°; at 15°, the typical layman feels she is a goner.

Wide, shallow hulls are very stiff and fight heeling vigorously, even when overloaded as the DUFFEY. But, when they reach their limit they do not roll; they flip upside-down..."

Thanks to Alan for answering our question. It could have been worse, - she could have flipped.



Sketch by A. Lawrence Bates

THE JOHN PORTER ORDEAL
and
SARAH MARIE HALLIDAY

by James A. Wallen

This story could be entitled, "A Tragedy Within a Tragedy" for it brings out another involvement in the story of the long, agonizing "Yellow Fever Trip" of the towboat JOHN PORTER from New Orleans up as far as Gallipolis, Ohio in the late summer of 1878. It was a trip with death hovering over the steamboat and its crew. The PORTER had been heading for its home port of Pittsburgh but few aboard realized just how far that would be.

Most of the JOHN PORTER story is known to those interested in river history (S&D Reflector, September, 1965) but this particular aspect of it has just been brought to light after extensive research by Mr. and Mrs. James T. (Clara) Knight. The Knights live in an historic house facing the Ohio River at Greenbottom, WV, mile 293, Ohio River.

This story has a heroine and against the dismal background of what happened to the PORTER and its crew, it also reveals a bright element of human courage and a selfless determination to go to any length to help those who were in desperate need. That heroine was Sarah Marie Halliday, formerly Knight. She was 28 years old at the beginning of the story, a daughter of Capt. William A. Knight of Millersport, Ohio (now Miller) and wife of Capt. Alexander M. Halliday, a prominent and esteemed Gallipolis river man.

When the JOHN PORTER left New Orleans in early July of 1878, the yellow fever epidemic was raging in the lower Mississippi valley and the crew of the PORTER had hoped to get far enough north soon enough to escape the dreaded disease, but it was an agonizing slow trip. The PORTER had only gotten as far as Plaquemine, Louisiana, a little more than 100 miles above New Orleans when it stopped for

one of the crew to be sent to a hospital. At Vicksburg, Mississippi, two men with yellow fever were put off to go to the Marine Hospital there. The steamer left Vicksburg but soon returned to bury one of its firemen.

The going continued to be slow. The PORTER was pushing a big tow of barges of which one, the covered barge named MINGO, was utilized as a "hospital" for those of the crew who had already been stricken. The medical attention they received must have been minimal but at least they were being kept separated from those of the crew who were still able to keep the boat under way.

At Memphis a health officer came aboard and the steamer was given a bargeload of fuel coal. So the PORTER was under way again to plod its slow way up the river, its engines panting rhythmically through the sultry night air as its smokestacks sent up twin columns of black smoke. Many river towns had declared prohibitions against any packets landing there and the White River in Arkansas and the Yazoo River were quarantined. At both Memphis and St. Louis many boats were laid up to await the end of the epidemic.

The PORTER was allowed to remain for several days at Cairo, Illinois to make boiler repairs and health officers had the boat disinfected and bedding that had been used was thrown into the river. Farther up the Ohio the PORTER was delayed by low water.

At Louisville the captain and one of the mates left the boat and a replacement for the captain came aboard. The first engineer died aboard and many of the crew were ill.

At Cincinnati real help was offered as two young doctors, Dr. Carr and Dr. Slough, came aboard and stayed. The PORTER plodded up the Ohio until the breaking of a rocker arm operating a valve on one of

the engines brought her to a halt on August 19, 1878 at Gallipolis. The reaction of the local populace was one of complete fright and the steamer, with its desperately ill crewmen, was quarantined forthwith.

But many Gallipolis people responded by sending food, medicine, bedding and clothing to the boat and two of its doctors, Dr. Reuben A. Vance and Dr. Needham, went aboard to do their best for those who were suffering from the often fatal yellow fever. Also going aboard was a young woman who had volunteered to nurse the sick and that courageous and compassionate woman was Sarah Maria Halliday.

Maria Halliday knew well what the consequences could be but that knowledge did not cause her to waver in her will to give the help that was so urgently needed.

Despite the quarantine, many residents of Gallipolis became ill of the "Bronze John," as it was often referred to. Life in Gallipolis was totally disrupted. Coal tar was burned at the street corners at night in the belief this would kill the yellow fever infection, business came to a stop and many people left town. The streets were deserted and those who tried to go elsewhere had to submit to being fumigated before being allowed into any other community. Before it was over, 51 people in Gallipolis had been stricken and 31 died. Dr. Vance was among those who contracted the disease but he recovered.

While all this was going on, Maria Halliday was continuing her work aboard the PORTER undaunted, even though she saw some of those who were dying. Her husband, Capt. Alexander M. Halliday, was away on a trip.

And it is from this point that the research carried on by Jim and Clara Knight brings out the remainder of the tragic story.

Continued next page -

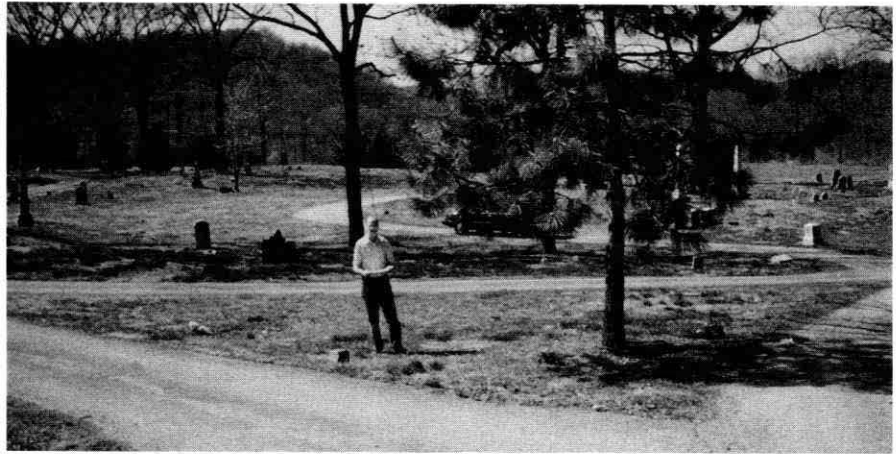
An early frost in September brought the epidemic to a gradual close and Mrs. Halliday, her work of mercy completed, made arrangements for a trip to Evansville, Indiana where she was to meet her husband. On the evening of October 7, Maria left Gallipolis on the packet TELEPHONE, bound down the river for Evansville.

But by the time the TELEPHONE reached Cincinnati, Mrs. Halliday was violently ill and was removed from the boat to the home of Capt. O. Perry Tharp where she could be treated by some of the best of the Cincinnati physicians. Those around her were soon making every effort to reach her husband. The efforts were meeting only with failure and on the night of October 13 Maria died at the home of Capt. Tharp, a prominent Cincinnati steamboatman who lived in the Fulton riverside neighborhood in the east end of Cincinnati.

With the assistance of Robert A. Tonnies, a volunteer researcher for the Cincinnati Historical Society, it was found that Mrs. Halliday had been buried in the Wesleyan Cemetery at 4003 Colerain Avenue in Cincinnati. The cemetery records list her as, "Mrs. Capt. Halliday, 29 years old," with the date being recorded as October 16, 1878.

So, the Knights went to the Wesleyan Cemetery and though they found the plot for which the grave of Maria is recorded, the stones were broken and they could not be exactly sure which grave was that of the heroine.

Capt. Alexander M. Halliday was a descendant of William and Janet Laurie Halliday, who had lived in Dumfriesshire County, Scotland. He was master and owner of some of the prominent packets of the 1860-1880 period including the GOLDEN ERA (2370), JENNIE HOWELL (2990), MARY SWAN (3840), OHIO NO. 4 (4281) and PARIS C. BROWN (4391). Capt. Halliday is thought to have remarried some years after the JOHN PORTER tragedy.



Wesleyan Cemetery, Cincinnati: Maria Halliday's grave.

A report of Maria Halliday's illness along with two obituaries appearing in Cincinnati newspapers made up the final part of the story as found by Alfred Kleine-Kreutzmann in the files of the Cincinnati library.

On October 18, shortly after Mrs. Halliday had died, the Cincinnati Daily Gazette reported tersely that, "Capt. A. M. Halliday is here," and on the same date the Cincinnati Daily Enquirer stated that, "Capt. A. M. Halliday arrived from St. Louis yesterday," adding that "Capt. Halliday has the sincere sympathy of his many friends in this vicinity in his severe affliction."

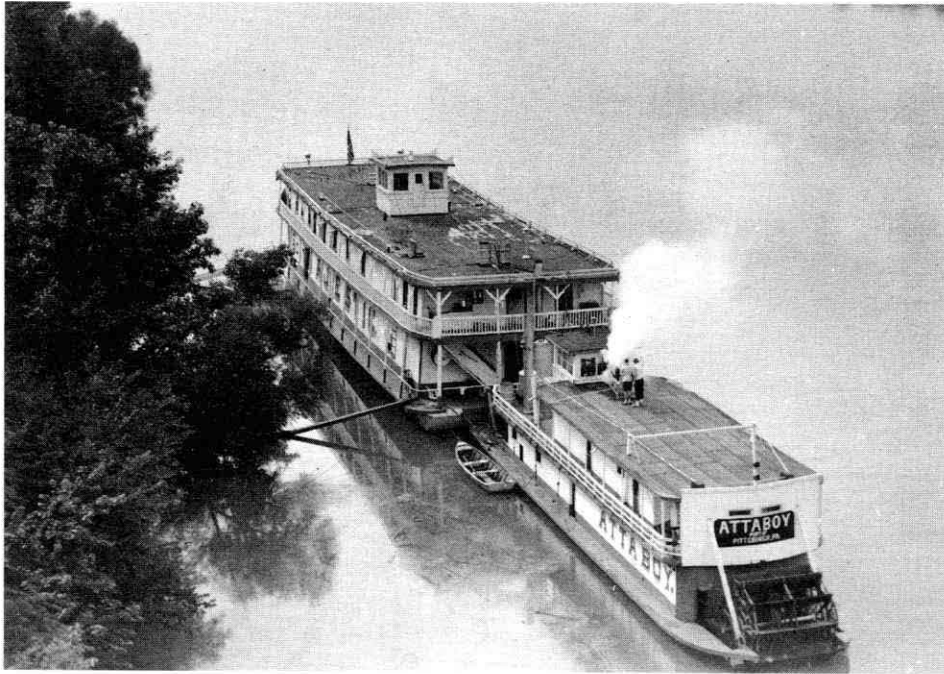
In an extensive obituary, the Daily Gazette let it be known that, "Different points on the Illinois and Mississippi Rivers were telegraphed yesterday with the hope of communicating with her husband but without success, and he may first know of his wife's death when this paragraph reaches his eye. Mrs. Halliday was a daughter of Capt. Wm. Knight, an old time steamboatman, long since retired by reason of inability to walk, on account of rheumatism." Also in that obituary, the Gazette reported that Mrs. Halliday, "...died at the residence of Capt. O. Perry Tharp, northeast corner Hazen Street and Eastern Avenue, First Ward, Sunday night." (Capt. O. Perry Tharp was superintendent of the Cincinnati Marine Ways,

in charge when the racer NATCHEZ was built there in 1869. Ed.)

The Gazette went on to say that, "Several weeks ago, as heretofore stated in this column, Capt. Halliday went up to one of the northern lakes to purchase and bring to this river a propeller via the Illinois and Mississippi Rivers. A few days ago this column also announced the arrival here, on the steamer TELEPHONE, of Mrs. Halliday enroute to Evansville with friends, where she intended to join her husband. She became ill on the day of her arrival here but it was not supposed that her illness would prove fatal."

The broken rocker arm from the engine of the JOHN PORTER, which caused the PORTER to come to a stop was mounted atop a monument in the riverfront park at Gallipolis, put up in memory of those who died in the yellow fever epidemic. The rocker arm later disappeared but Mrs. Halliday's name is on the monument along with the names of the town's other 30 victims.

Jim and Clara Knight had a particular interest in bringing together the story of that heroine, Maria Halliday, as she was Jim Knight's great aunt. Jim Knight is also the grandson of Barlow Knight of Miller, Ohio who was a pilot on Capt. William Knight's fast, side-wheel steamer C. T. DUMONT, running in the Cincinnati and Pomeroy trade in the 1860s.



The showboat MAJESTIC and ATTA BOY at the Sewickley, PA landing, 1941. This town had an ordinance against showboats

after a visit by the GOLDENROD in 1937. The MAJESTIC's reputation lifted the ban. Note somebody practicing on the calliope.

BOOK REVIEW

"Cargo of Memories" by Catherine Reynolds King is a very personal view of showboat life by one who lived it, as a child and later actress and musician. This is an almost day-by-day account of the life of Thomas Jefferson Reynolds, the author's father, and his family aboard the MAJESTIC. The family's unique showboat experiences aboard its earlier boats ILLINOIS, SUPERIOR and AMERICA provide the background for the life Catherine King remembers on the MAJESTIC for some 18 years.

During the years 1910 to 1960 when the Reynolds were operating their succession of floating theatres, the family and boat routines were influenced by the river, usually smooth and constant but then suddenly changed by high winds, high water and unexpected submerged obstructions. The author shares with the reader many of her personal recollections about the families of the Reynolds brothers, Thomas and William Henry. The brothers operated their separate showboats but were rarely far apart and

almost every winter their boats were moored together until spring.

For the most part, Catherine King's story is of her growing up during the "Last Hurrah!" of the showboat era. Her observations give the reader an insider's view of the difficulties confronting the Reynolds families, their triumphs and their sorrows. Tom Reynolds managed to keep the MAJESTIC operating and in the black even during the tough times of the Great Depression, evidence of his good judgement and unswerving confidence in the entertainment he provided the towns along the rivers.

Catherine Reynolds, as a child of five, watched her father and helpers build the MAJESTIC at Glenwood, Pennsylvania on the Monongahela River. She provides a good picture of the operation and the layout of the completed boat, all the work of a remarkable river character. Later, she recounts T. J. Reynolds designing and building a new hull for the MAJESTIC in 1939 with enough detail to satisfy the technical readers. Tom Reynolds

managed to put a new hull under the towboat ATTA BOY and then the MAJESTIC without resorting to a dock or shipyard.

Those familiar with the Muskingum River will be fascinated with the 1941 trip of the MAJESTIC to Zanesville. Forty-four photographs illustrate this trip and many other events in the long life of the last of the tramping showboats and the Reynolds family.

The MAJESTIC still presents oldtime melodramas, mysteries and comedies during April-October at the Cincinnati riverfront. Since 1967 the boat has been owned by the city and operated by the drama department of the University of Cincinnati.

Cargo of Memories by Catherine Reynolds King, paper bound, 200+ pages with notes and index, is available from Mountain State Press, The University of Charleston, 2300 MacCorkle Ave. S. E., Charleston, WV 25304-1099. The price is \$16.95; mail orders are requested to remit \$2.50 for handling and postage.

Reviewed by Don McDaniel.



B. D. RAIKE

The article in the March S&D Reflector about Capt. Ben Raike and his examination for a Gasoline Engineer's license brought a response from Bill Smith, 912 Innis St., Oil City, PA 16301. Writes Bill, "I rode the B. D. RAIKE on the Allegheny River in the early 1950s, wished later that I had bought her. I liked sternwheel boats."

The B. D. RAIKE was built at Pt. Pleasant, WV in 1925 for Capt. Ben Raike, 65.0x16.0x2.2, 54 hp. gas engine. She was rebuilt at Newell Cochran Docks, Parkersburg, WV in 1942. In 1946 she was given a 135 hp. Caterpillar diesel engine replacing a 120 hp. Bethlehem diesel installed in 1942. The RAIKE was dismantled in 1952, then owned by Valentine & Todd, Blawnox, PA.

The photo above was taken by C. C. Bowyer when the boat was new, upbound in the Ohio opposite Glenwood, WV with the steam ferry NORA BELLE in the background.



Fred McCabe, Hannibal Ohio has our thanks for this print (left) from a negative by Larry Geisler, Duffy, Ohio. Larry caught J. Mack Gamble and Fred Way on the head of the LADY GRACE at the Valley Boat Docks, Duffy on a summer afternoon, circa 1958-1960. Two lifelong friends, just looking at the river.



EDEN PARK REACH ON A SATURDAY AFTERNOON

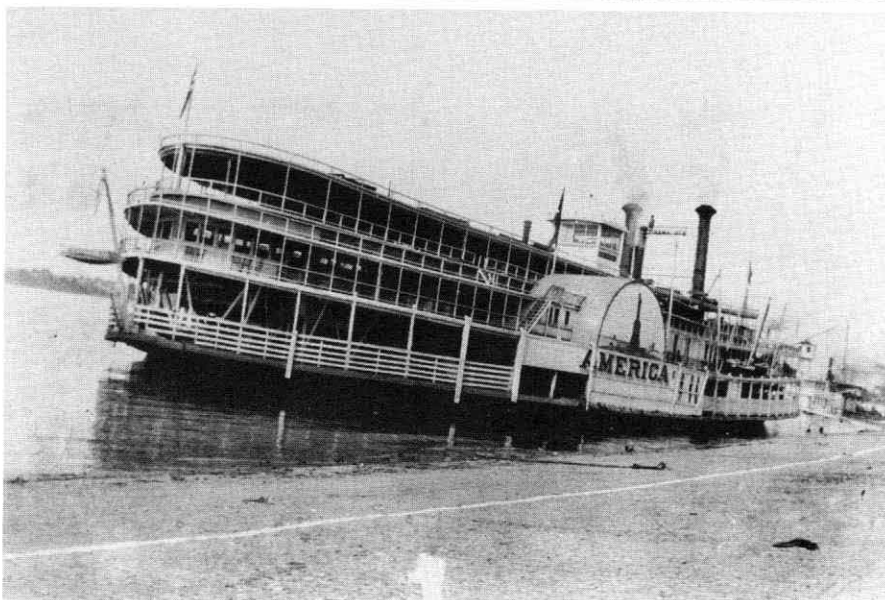
Sirs: Perhaps some of the S&D Reflector readers in the Cincinnati area would be interested in visiting Small Stacks some weekend. There are four or five of us locally who build radio controlled paddle wheelers and during the summer months we can be found most Saturday afternoons at the pond in Eden Park.

The photo shows my model of the W. P. SNYDER JR. and Bob Kamp's DESTREHAN on the pond last summer. Several years ago I brought the W. P. SNYDER JR. to the S&D

meeting in Marietta. I can be reached at (513) 791-4272 if anyone wants to arrange a showing or demonstration. We can come up with 10-15 boats; hauling them is the problem.

Harry R. Burdick
6030 Belleview Ave.
Blue Ash, OH 45242

= This is a serious historical journal but we couldn't resist "Small Stacks". Call Harry if you want some barges moved. Ed.



THE BACK COVER

The Jesse Hughes diary for the year 1918 will be found in this issue of S&D Reflector and the photo on the back cover is true packet boating of that year. Jesse unlimbered his \$5 box camera and exposed one glass plate to capture the TACOMA at a farm landing in early spring. The location was described by Jesse as on the West Virginia shore, opposite Bladen, Ohio where a moving was being loaded.

The boat has a big trip of freight from Cincinnati and destined for Gallipolis, Pt. Pleasant, Pomeroy and reshipping to Pittsburgh. Lighter freight has been stacked on the boiler deck and a tarpaulin stretched around the guard to protect it from rain.

The household goods have been squeezed into the deck room with the chickens, ducks and the family dog. A rouser prepares to lead a docile looking cow onto the stage. The packets could accommodate everything on the farm when the owner decided to move from one location to another.

The mud from recent high water has been churned up in the foreground. The details of the TACOMA stand out in the light from a wan morning sun, early March we would guess. Hurley Ashby, a noted photographer who lived in Indianapolis, once declared this as one of his favorite scenes of typical packet boating and it is one of our favorites, too.

AMERICA

Donald C. Stewart, 4904 Ithaca Lane, Sarasota, FL 34243 found the negative to the photo on the left and inquires, "Which AMERICA?"

The 1917 AMERICA (0241) was built on the hull of the burned L&C packet INDIANA. After operating in the L&C trade for a time, the staterooms were removed and she became the excursion boat at Louisville as shown here. The extended Texas dates the photo to her latter days; burned Sept. 8, 1930 while laid up.

