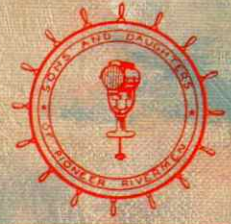


# S&D

# REFLECTOR

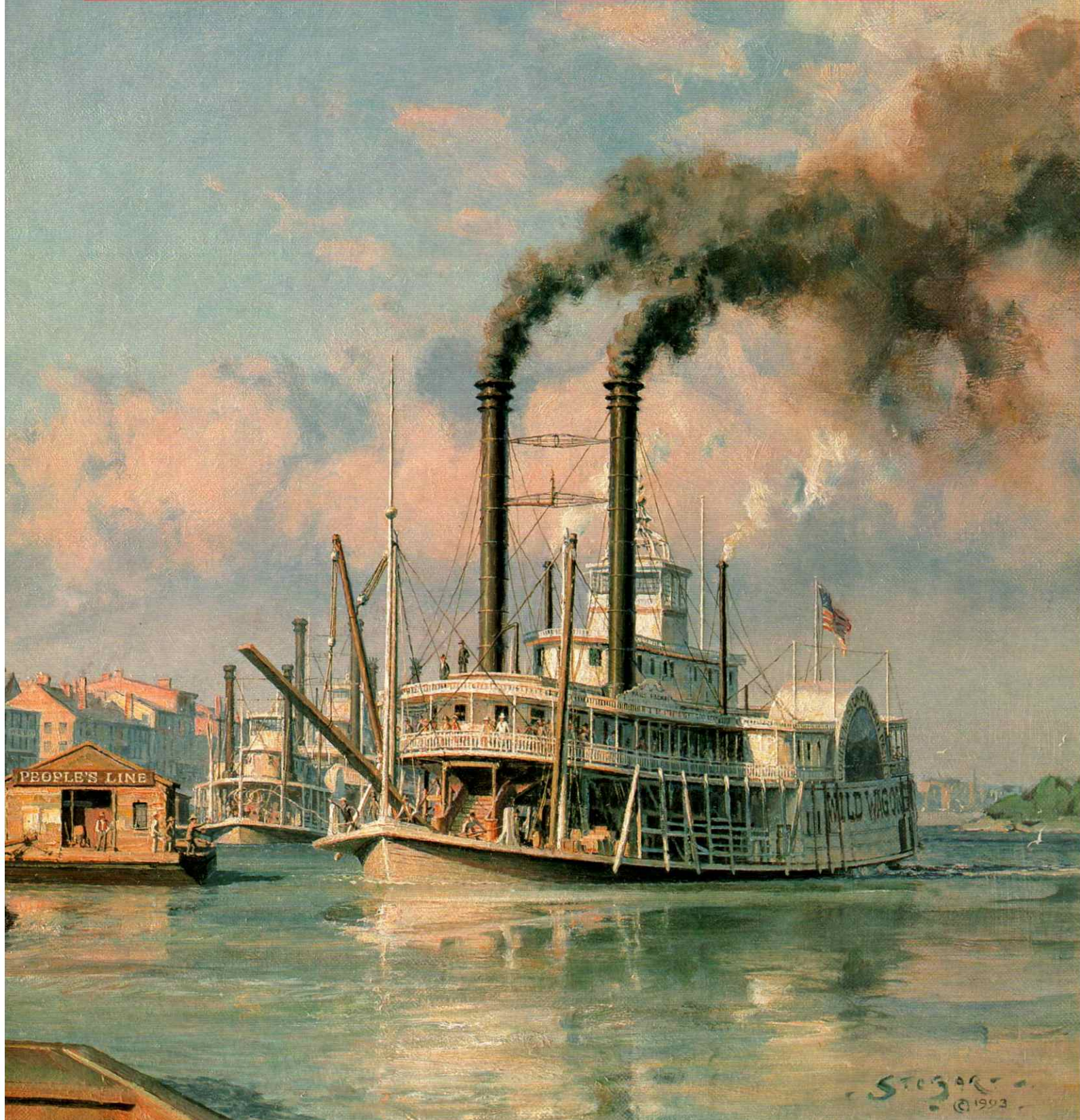
Published by Sons and Daughters  
of Pioneer Rivermen



Vol. 30, No. 4

Marietta, Ohio

December 1993



## ON THE COVER

John Stobart permits us to bring you one of his latest paintings, this one of the WILD WAGONER (5789) arriving at Louisville from Cincinnati. In the morning light, the arrival is perhaps a little later than usual and it appears to us that she is going to first put off a shipment of freight on the shore. The boat will then drop back to land alongside the People's Line wharfboat where drays and carriages are waiting on the landing.

The WILD WAGONER was built at the Litherbury Yard, Cincinnati for Capt. Henry H. Drown of Marietta, David Gibson and Alfred Hoff. She was designed for the Wheeling-Cincinnati trade, size 180'x39'x5.5', and came out in 1864. In the fall of 1865 she was sold to the Ohio and Mississippi Transportation Co., otherwise known as the "People's Line" which competed with the U.S. Mail Line between Louisville and Cincinnati. This line failed and the WILD WAGONER and companion boat ST. CHARLES (4916) went to public auction in November, 1866. (The original Stobart print may show the date as "1868", an unfortunate typo.)

This is a very accurate depiction of the Louisville waterfront between about 1860 and 1870. The swing bridge on the left crosses Beargrass Creek but today the creek has long since been diverted farther upstream. Corn Island and the entrance to the Portland Canal shows in the distance on the right. The artist gleaned the names of the businesses on the buildings from a period city directory.

On the boat, the portable landing stage is suspended from a boom footed on the forecastle. The swinging stage suspended from a boom on a mast first appeared about 1869-70, reputedly on the racer NATCHEZ. The whistle on the WILD WAGONER is mounted on the lower spreader bar between the stacks.

## ISLAND QUEEN TRAMPING

Harry H. Stockdale, a native of New Albany, IN, was a music teacher and a calliope player on several excursion boats including the last ISLAND QUEEN. Harry died in 1983 and recently his daughter passed Harry's scrapbooks and photos to Keith Norrington. No sooner had the September issue with its cover picture of the ISLAND QUEEN (2800) gone to press than Keith sent us photocopies of two of the schedules for the tramping trips of "Big Liz".

The tramping trips before, and after the summer season at Coney Island Park near Cincinnati, went south in both spring and fall, at least in some years. Harry Stockdale saved the itinerary for the Fall, 1944 trip which is summarized below:

Sept. 6 - Lawrenceburg, IN  
 Sept. 7 - Madison, IN  
 Sept. 8 - Louisville, KY  
 Sept. 14 - Tell City, IN  
 Sept. 15 - Owensboro, KY  
 Sept. 16 - Evansville, IN  
 Sept. 19 - Mt. Vernon, IN  
 Sept. 20 - Paducah, KY  
 Sept. 21 - Caruthersville  
 Sept. 22 - Memphis, TN  
 Oct. 9 - Blythville, AR  
 Oct. 10 - Hickman, KY  
 Oct. 11 - Cairo, IL  
 Oct. 12 - Paducah, KY  
 Oct. 13 - Mt. Vernon, IL  
 Oct. 14 - Evansville, IN  
 Oct. 17 - Owensboro, KY  
 Oct. 18 - Tell City, IN  
 Oct. 19 - New Albany, IN  
 Oct. 20 - Louisville, KY  
 Oct. 23 - Madison, IN  
 Oct. 24 - Cincinnati.

The Fall, 1944 tramping trip included 49 days of operation.

The last tramping trip of the ISLAND QUEEN was, of course, in 1947 and up the Ohio to Pittsburgh. The schedule was:

Sept. 2 - Portsmouth, OH  
 Sept. 3 - Gallipolis, OH  
 Sept. 4 - Marietta, OH  
 Sept. 5 - Steubenville, OH  
 Sept. 6 - Pittsburgh  
 Sept. 9 - **Explosion!**

The boat was scheduled to stay in Pittsburgh for ten days and start her return trip on September 16 with stops at Rochester, PA, Wheeling, WV, Parkersburg, WV, Pomeroy, OH, Huntington, WV, Ashland, KY, Portsmouth, OH and Maysville, KY.

On the building of the ISLAND QUEEN, Alan Bates has supplied us with some new information on the transfer of the unfinished hull being built by the Louisville and Cincinnati Packet Co. to the Coney Island Co. The ISLAND QUEEN (2800) was built on a hull originally intended for a new L&C boat to be called LOUISVILLE, a partner boat to the CINCINNATI (1033). Writes Alan:

"In researching for the book MOONLITE AT 8:30 we came across a tape by Capt. Walter Wisherd. Capt. Wisherd's boat MAJESTIC (3712) had burned and he was looking for a new boat when he stopped in to visit John W. Hubbard in Pittsburgh. When Hubbard heard of his plans he suggested that Wisherd buy the LOUISVILLE hull which was then at the Midland Barge Co. boatyard. Wisherd did but the next thing you know he is a vice president of the Coney Island Co. and has sold his G. W. HILL (2188) to the company along with the LOUISVILLE hull. Capt. Wisherd supervised the construction of the ISLAND QUEEN for the Coney Island Co.

So, Coney Island did not buy the LOUISVILLE hull from the L&C company, at least not directly."

Our thanks to Keith and Alan for their contributions to the ISLAND QUEEN history.

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## LETTERS

Sirs: In less than a year the river world has sadly lost three of its most devoted historians: Capt. Fred Way, Ruth Ferris and, now, Bert Fenn.

Bert's Christmas cards were always a delightful and humorous tale, told as only Bert Fenn could tell it. At S&D meetings, he often kept groups in stitches with his hilarious stories. A favorite was his recollection of seeing "Uncle Tom's Cabin" aboard the showboat MAJESTIC at Tell City. Bert's animated description of the scene where Little Eva goes to heaven always had his audience rolling on the floor with laughter.

Bert was truly a gentleman and a scholar. He will be greatly missed by his many friends up and down the river.

Keith Norrington  
629 Roseview Terrace  
New Albany, IN 47150

= Elsewhere in this issue we have Bert's 1993 Christmas story.

A recent project of Bert's was to compile his famous Christmas stories into book form with illustrations. It is our understanding that the manuscript is in the hands of a prospective publisher and we trust that it will soon be in print. Ed.

\* \* \*

Sirs: A note to let you know how much I enjoyed the S&D Weekend, seeing old friends and meeting those I've read about for years in the S&D Reflector but had never met.

I especially enjoyed the Whistle Blow. Now, I can't figure out why it took me twenty years to finally come to a meeting; hopefully, we'll make it an annual deal.

The article in the September issue on the first radar on the river was just Great!

I got back on the HAL D. MILLER on September 21 and today (the 27th) we are at

Wood River, IL loading asphalt for Chattanooga and Knoxville. Looking outside, the river is still high and just doesn't want to go down for these poor people.

Robert G. Reynolds  
580 South Prescott St.  
Memphis, TN 38111

+ We trust that Capt. T. Kent Booth will continue to paw through his trunk for more interesting articles such as the almost sinking of the WASHINGTON and the first use of radar. Ed.

\* \* \*

Sirs: I received the S&D Reflector today plus my membership card. I can hardly express my feelings of gratification for these items and the childhood memories they brought back.

I lived on the river a number of years with my foster parents at the east end of Cincinnati, near the gas works. My Dad made a living getting shells from mussel beds. When he had a shipment, the TOM or CHIRS GREENE would pull in and pick them up for a button factory up the river.

In 1934 I worked on the OUACHITA under Capt. (Fred) Hornbrook and continued when the boat was sold to the Ohio River Transit Co. who had the FROMAN M. COOTS, CARY BIRD, VIXEN and the RAMONA. The Greene Line wharfboats were next to ours in both Louisville and Cincinnati.

William Halscott  
Rt. 1, Box 75 A1  
Glade Valley, NC 28627

= Welcome Aboard! It's good to add a former packet boater to the S&D fold; their likes are getting scarce.

The COOTS, RAMONA and VIXEN were diesel and gas engine powered; the FROMAN M. COOTS started out as the sidewheel steam ferry W. S. MCCHESENEY, JR. Ed.

\* \* \*

Sirs: Since you started the Doremus Diary articles and photos in the Reflector I have been wondering whether or not he met up with the French's or other floating theatres. You can imagine my pleasure in reading the diary entries of January 1 and 3, 1880 in the September issue. Doremus' details match up well with the sketchy information from my other sources.

The view of THE NEW SENSATION on page 24, would have to have been taken prior to the change to the larger hull in the spring of 1880, after the showboat sank at Vidalia, Louisiana. The main distinguishing feature is the shuttered windows: eight on each side with the shorter hull but nine afterwards.

My guess is that the photo was taken at Elizabethtown or Cairo in 1879. The persons on the roof are: Capt. A. B. and Callie French, Sidney Allen, Maurice Dolen, Ed and Caroline DeHaas, Newton Mowry and Fred Webb.

Don McDaniel  
Showboat Centennials  
76 Glen Drive  
Worthington, OH 43085

= The photo used in the September issue was not attributed to Doremus. We do have a Doremus showboat portrait in this issue. Ed.

\* \* \*

Sirs: The Whistle Blow was great! It took me back to the first Long Reach whistle blow May 1, 1965.

On the day before the Great Whistle Blow, Walter McCoy and I did our bit to insure identification. Walter had a hammer and a set of steel numerical dies; I had a clipboard with yellow pad and lots of enthusiasm. Walter numbered each whistle and I put down the number and name. We started with number 10 and went thru number 49. The enclosed yellow sheet is the original.

William V. Torner  
1119 Kent Circle, Apt. 209  
Waterloo, IA 50701

# S&D REFLECTOR

Published by Sons and Daughters  
of Pioneer Rivermen



Vol. 30, No. 4

Marietta, Ohio

December 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

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John D. Briley, Manager  
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## THE ANNUAL S&D GET-TOGETHER

This year, the S&D weekend started earlier than ever, in fact a week earlier. The LAURA J. with the hull of the former U. S. Engineer towboat FORT ARMSTRONG in tow arrived in Marietta on September 11. Nelson Jones, Madison Coal & Supply Co. of Charleston had offered to provide the equipment and muscle for an S&D Whistle Blow. An ex-Corps of Engineers boiler was mounted on the barge, all ready for business.

The LAURA J. participated in the sternwheel races at the Marietta Sternwheel Festival, held each year the second weekend of September. Even pushing its barge, the LAURA J. acquitted herself well in competition and added some old-time sound effects by blowing the whistles from the KATHERINE, JASON and ELLEN HATFIELD during the race.

Again this year, Bill Torner, Waterloo, Iowa, was the first of the regulars to check in for the annual meeting. Bill paused in Marietta early in the week then drove on to New Tazewell, Tennessee to pick up brother Chuck and neice Sheryl before returning for the meeting. We had thought Bill might be slowing down at age 78 but there's no sign of it.

### FRIDAY EVENING

The faithful were drifting into the Hotel Lafayette all Friday afternoon. It is always gratifying to be on hand in the lobby to see who might be next coming up the stairs or approaching from the back doors. A few fortunate souls were even able to pick up a cancellation at the Lafayette although the house had been "sold out" for several weeks.

The doors of the ballroom opened for the Friday Night Mixer at 8pm. This year there were a goodly number of models and other exhibits set up which prompted comment and conversation.



S&D President C. W. Stoll and Eileen Daily at the Friday evening Mixer. Photo by Bud Daily.



Anne Mallinson, Catherine Remley and daughter Susan Wielitzka, a cheerful threesome. Eileen Daily photo.

Guy Williams had his radio controlled models of the DELTA QUEEN and GORDON C. GREENE and wife Dee displayed some attractive needlework. John Fryant brought a model of the hull of the BETSY ANN, modeled from hull lines found at the Smithsonian. John also had the radio controlled tug CHOCTAW and Florida-style packet SUSIE plus the hull of the fast ROYAL (4860); we wanted to ask about the unusual four rudders on the model.

Charles Alden displayed a model of the NEMACOLIN, a diesel towboat owned by the Corps of Engineers in the 1930s and 40s and now the LAURA J. mentioned earlier. For many years Capt. Charles D. Alden, father of the model builder, was in charge of the NEMACOLIN. Mike Giglio builds models among his other activities and showed two whimsical boats, the RUTH FERRIS and VIC REEVES. Mark Eberspacher brought the working towboat ALLIANCE back again.

Several asked Bob Latta why his newest model, the W. P. SNYDER JR. wasn't on display and we missed it, too.

Several artists displayed their recent works out in the meeting room lobby. First timer Marion Sue Thompson had a number of attractive watercolor paintings and in several sizes. Forrest Steinlage has done a fine rendering of the MISSISSIPPI (3977) for Keith Norrington and nearby Dr. Martin Striegel displayed the showboat NEW FLOATING THEATRE and the packet BOB BLANKS (0657)

Tom Greene was back with Greene Line posters and tee shirts. Tom had some attractive block prints of several boats, reproduced full size and also reduced for note paper; how the picture can be carved as a negative without a mistake in the lettering is a mystery. Was it Betty White who displayed the broadstitching; the editor is getting beyond his depth.

John Hartford stopped in for the evening although he was supposed to be at Gettysburg, PA the following day. John visited with his many friends and entertained with his guitar and songs before getting back on his bus for the trip to Pennsylvania.



Stan Garvey, John and Sean Weise with John Burns. Photo by Eileen Daily.



Eileen Daily captures the mood of John Hartford.

#### BOARD OF GOVERNORS

Notably missing from the lineup of the Board of Governors this year was Bert Fenn. Bert died August 23 and his obituary is included in this issue. A strong and valued voice in the affairs of Sons and Daughters has been silenced.

Treasurer Larry Walker had decided to retire at the conclusion of this fiscal year. The balance in the S&D treasury as Larry retires was \$21,778.77, a healthy increase from the \$15,600+ balance of a year previous. Larry has ably served S&D for 17 years and has the thanks of all for keeping the association solvent.

Secretary Bee Rutter sent out 1,040 copies of the September S&D Reflector and reported that the membership continues at about the same level as for the past five years or so. For those needing binders for the magazine they are again available. Each binder holds 12 issues, three years worth and can be ordered from the Secretary at \$10 each, postpaid.

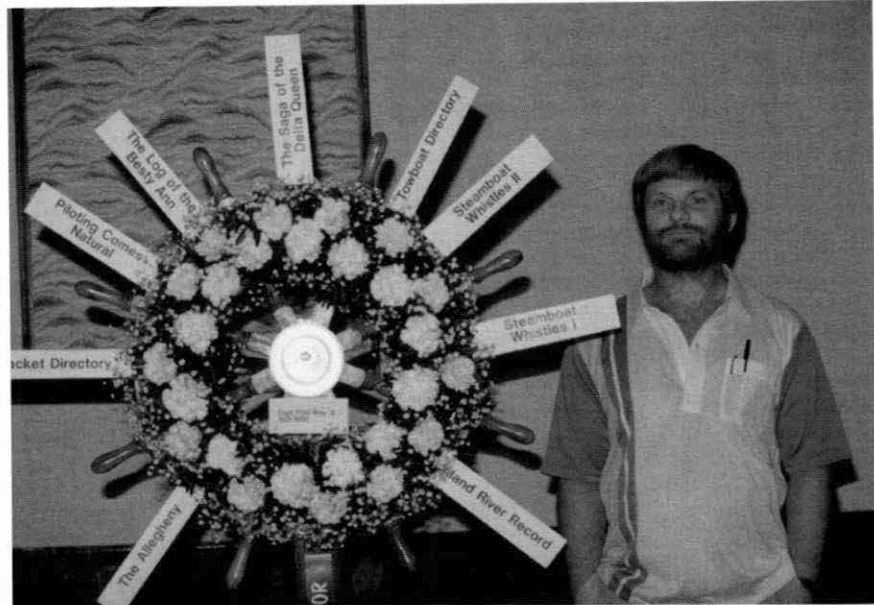
Yeatman Anderson read the report for the J. Mack Gamble Fund trustees. Awards for the year totaled \$16,800 and went to the W. P. SNYDER JR. maintenance fund, Murphy Library steamboat photo project and the Mercantile Library, St. Louis for microfilming and indexing of The Waterways Journal. (As of September 30, 1993 the market value of the Fund investments was \$393,543.93.)

Alfred Kleine-Kreutzmann gave a report on the Inland Rivers Library. A display of the works and collections of Fred Way, Jr. was featured on the third floor of the Public Library building using a new display case donated by the Middle Ohio River Chapter of S&D. The Don McDaniel showboat collection is now a part of the Inland Rivers Library. In the department of Rare Books, the Inland River Library collection generates the greatest amount of international mail.

Attendees at the meeting were encouraged by manager John Briley to walk through the River Museum. Several changes have been made during the year and the W. P. SNYDER JR. is now in close to its 1955 condition, thanks to the dedication of Lowell Warden, boatkeeper.

#### AN OFFICIAL S&D FLAG ADOPTED

The subject of an official flag for S&D was brought up when Anthony Eichhorn of Cincinnati presented his latest, refined design. Anthony had suggested a possible flag design at the 1992 meeting and now had a firm proposal for reproducing a printed flag at reasonable cost. After reviewing his attractive



Mike Giglio designed and presented this floral tribute in memory of Fred Way, a pilotwheel with white and yellow carnations, baby's breath and three red roses in the hub of the wheel. The white spokes are for Fred's books, the Inland River Record and two steamboat whistle albums. Eileen Daily photo.

blue and white design with the S&D logo in the center, the Board of Governors voted to accept it as the "official" S&D flag. A print of the flag and list of prices should appear elsewhere in this issue, space permitting.

#### NEW BUSINESS

Member Alan Bates asked the Board to direct the J. Mack Gamble Fund trustees to consider making grants to authors for book publication. Alan and Doc Hawley have prepared a manuscript on the early excursion boats and their owners but have not (yet) found a publisher. Alan was under the impression that there had been a change of policy regarding book publication by the Trustees.

In response, Rutter and Anderson (JMG Fund trustees with the late Bert Fenn) reported that the Fund has considered the complexity of publishing new books and also reprints. After study, the trustees recognized that judging the merit of

manuscripts was best left to professional publishers who have experienced editors. Promoting, marketing and the distribution of books is also beyond the capability of S&D.

Grants have been made to non-profit presses to make river books available as was the case with Ohio University Press and the Way Directories. These two reference books were S&D projects based on earlier editions and S&D holds the copyright. Requests from non-profit publishers such as universities and historical societies for assistance with river related projects have and will be considered.

After lively discussion Alan asked that his request be tabled.

#### S&D CHAPTERS ACTIVE

Reports were received from the Ohio and Kanawha, Middle Ohio River and the new Mississippi River Chapter. Rick Kesterman, Charlie Stone and Tom Dunn gave the respective reports of

chapter activities during the year. The quarterly meetings at various river locations have been well attended although the floods on the Upper Mississippi have somewhat restricted the newest chapter. Any S&D member or friend of the rivers is welcomed at any of the chapter activities.

Mrs. Dorothy Heckmann Shrader was given the floor to announce the publication of her book, "Steamboat Legacy". This is based upon the diary kept for 43 years by Dorothy's grandmother, Mary Heckmann, and should be available in December.

A most impressive and attractive floral display honoring Fred Way stood at the front of the meeting room during the Board's deliberations. This was in the form of a pilotwheel and was the idea and work of Mike Giglio. Mike was given a round of applause for his unexpected and beautiful contribution.

#### THE WHISTLE BLOW

Nelson Jones, Tony Holbrook and crew returned to Marietta on Thursday the 16th and moved the LAURA J. and barge up to the Washington Street landing on Friday morning. The Ohio Historical Society crew, Lowell Warden, Bill Reynolds and Mike Dimmins, had readied the whistle collection for removal to the barge and back-and-bellied the lot down the hill. The W. P. SNYDER JR.'s whistle was removed with the aid of a very long handled wrench and the CHRIS GREENE, GREENWOOD, SPRAGUE and GORDON C. GREENE whistles were retrieved from storage at Campus Martius Museum. All hands groaned at the prospect of setting up the mighty SPRAGUE's three chime whistle; would the steam manifold bend under that 480 pound monster?

Dave Morecraft, P.O. Box 638, Peru, IN 46970, builder of callopes, had driven into town late Thursday night. Dave had one of his fine instruments in pieces in the back of a pickup truck for assembly on the



A tulip poplar tree (called genus Populus along the Kanawha River) dedicated to the memory of Fred Way was planted alongside the Ohio River Museum building. Bee (Way) Rutter and Fred Way III man the shovels while John Briley signals to blow the whistle from the W. P. SNYDER JR. Photo by Eileen Daily.

barge. The work of preparing for the whistle toot was still going on at 5pm Friday and the LAURA J. crew was in no shape to appear at the evening Mixer.

All was ready when the townspeople and S&Ders drifted up to the Ohio River Museum Saturday afternoon. Steam was up on the Madison Coal and Supply Co. boiler, the whistles were assembled (except the SPRAGUE) and laid out ready for mounting on the steam manifold, the sun was shining and 150 chairs were available under the shade of the museum.

John Briley had arranged the planting of a tulip poplar tree along the Front Street side of the River Museum in memory of Fred Way. The planting took

place promptly at 2 pm. and, following remarks by John, Frederick Way III and Bee Way Rutter turned several spades of dirt to the applause of the crowd.

The 1993 WHISTLE BLOW commenced with the W. P. SNYDER JR. first off. A score sheet listing the whistles was available but even so we were unable to keep a reliable notation in order of blowing. The following order is close:

W. P. SNYDER JR.  
JOS. E. RANDELL  
ALLEGHENY  
JOHN W. HUBBARD (packet)  
J. T. HATFIELD  
GORDON C. GREENE  
CHRIS GREENE  
SAM CRAIG  
SWEET CAKE  
DETROITER



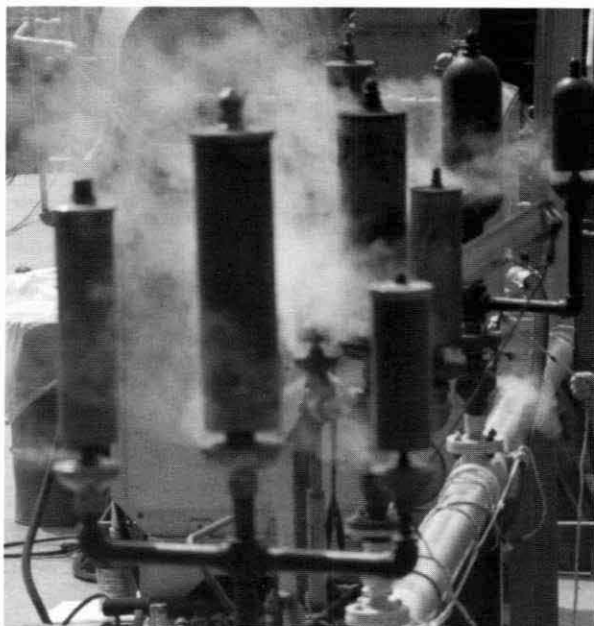
ELLEN HATFIELD  
 TOM GREENE  
 A Bob Latta "screecher"  
 VULCAN  
 New Richmond "Mystery"  
 (found in the river long  
 ago, identity unknown)  
 CAYUGA  
 LIZZIE CASSEL  
 EVERGREENE  
 TACOMA  
 Island Creek Coal pumpboat  
 KATHERINE

And somewhere the GREENWOOD and QUEEN CITY fit in here with the SPRAGUE's deep rumble last of all, heard clear to the Lafayette. The GREENWOOD whistle was an unknown when blown but identified by a dim, chalked notation when it was being returned to the museum; it's a rather crude looking job with three dark, cast iron chimes and sounded very melodious.

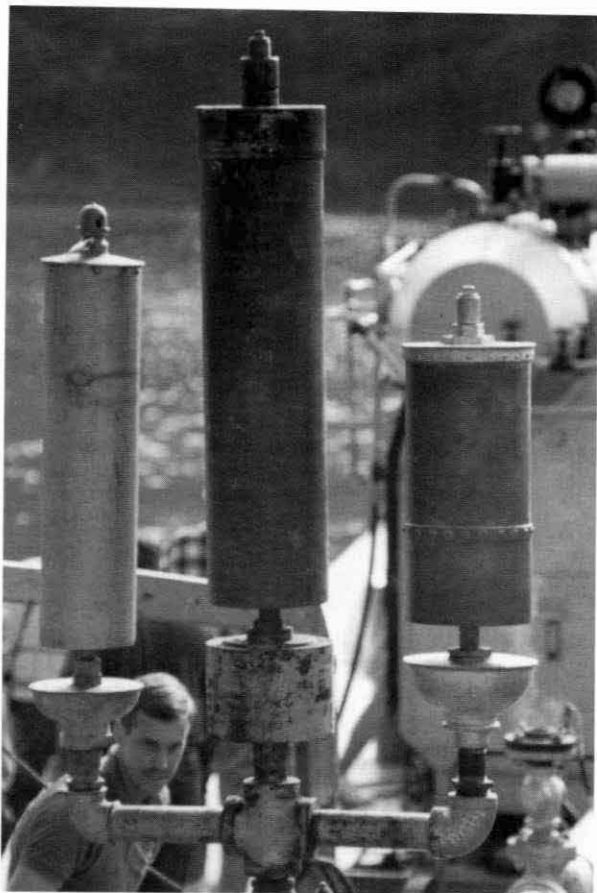
Unfortunately, the lever valves on the steam manifold didn't hold as well as expected so the main steam line had to be shut down when changing whistles. Dave Morecraft gave several entertaining demonstrations of his calliope (which we learned is an "instrument"). Bob Metts, former owner of a Marietta skating rink, also gave a short, lively concert on "the instrument" and was mightily pleased. Bob is one of the dedicated volunteers on the W. P. SNYDER JR.



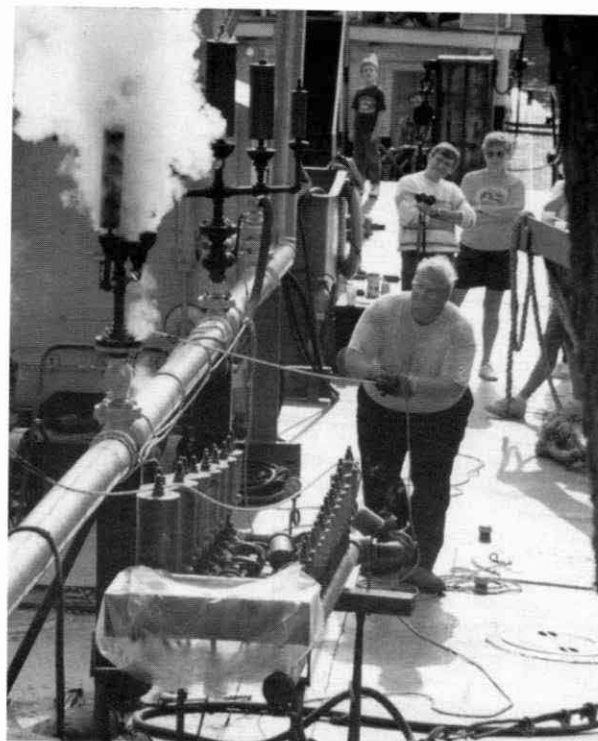
Some of the delighted audience on the banks of the Muskingum on a bright September day. Refreshments of doughnuts and assorted veggies were donated by the local Republican Club (leftovers) to keep the crowd happy until supper. Above and lower left by E. Daily.



Nelson Jones steadies a Lunkenheimer as it is mounted on the flange to the steam line. The boys worked up a perspire to give a great show. Annie Rutter photo.



Nelson Jones checks the bolts on the 480 pound SPRAGUE whistle. Annie Rutter pic.



"Tiny" Tony Holbrook blows a salute. The Morecraft calliope, foreground.



Tom Greene and Jane Greene by the Capt. Tom R. Greene light. K. Norrington photo



Keith Norrington took this view of the Fred Way case in the river museum.

## ANNUAL MEETING AND BANQUET

Almost 200 filled the ballroom of the Hotel Lafayette for the banquet and annual business meeting. The buffet menu provides several choices and was followed this year after favorable comment last year. John Burns and Stan Garvey from California, researchers and writers of DELTA QUEEN and DELTA KING history, sat at the head table.

President C. W. Stoll was chairman for the evening, a post he has ably and entertainingly filled for low these many years. Before calling for the report of the nominating committee, President Stoll announced the appointment of Frederick Way III, Cleveland Heights, Ohio to fill the unexpired term of the late Bert Fenn on the Board of Governors. Fred has been a member of S&D since 1941 and is retired from Case-Western University, Cleveland.

The Nominating Committee, Jane Greene, Larry Walker and James V. Swift, offered the following officers for the ensuing year: President, J. W. Rutter; Senior Vice President, C. W. Stoll; Vice President, Clare Carpenter; Treasurer, Guy Anderson; Secretary, Bee Rutter; Board of Governors term ending 1996, Jack Custer, Catherine Remley and C. W. Stoll. There being no nominations from the floor, the Committee's report was adopted unanimously.

It seemed fitting that Letha Jane Greene, daughter of Capt. Tom and Letha Greene, was selected by the Nominating Committee to deliver its report. Jane introduced herself to the group with humorous remarks but admitted to deeper feelings about the changing of the guard at S&D after 51 years under the leadership of Fred Way, Jr. Said Jane later, "Goodnight, Cap. Thanks for having touched all of our lives so profoundly."



### SPEAKER, M'LISSA KESTERMAN

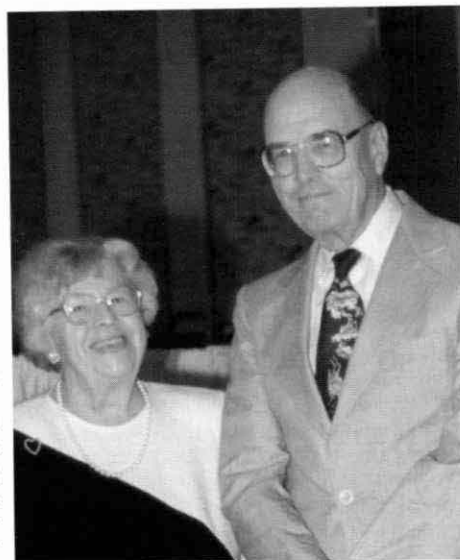
M'Lissa Kesterman of the Rare Books Department, Public Library of Cincinnati and Hamilton County, was introduced as the speaker of the evening. M'Lissa and husband Rick had assembled a number of photographs representative of the work of ten noted river photographers. M'Lissa gave brief histories of each of the photographers followed by some of their most interesting river scenes. The photographers discussed included Thornton Barrette, Richard Hunster, Huber H. Flora, Harry Feiger, Clarence Brooks, W. H. Brown, Tony Meldahl, Hazael C. Williams and Jesse P. Hughes. M'Lissa had traveled to the towns where the professionals had operated to locate portraits of them and research their lives while most examples of their work came from the files of the Inland Rivers Library. Many of the boat pictures have appeared in these pages but the lives of the artists have often been hazy until M'Lissa did her research.

Too soon, the meeting was over but the visiting and boat talk continued much longer. On Sunday morning the word was out that the DELTA QUEEN was upbound for Marietta, being off schedule because of the high water on the Upper Mississippi. A number of people delayed leaving town until the boat landed a little after 1 pm. S&D members were welcomed

aboard to visit, another benefit of carrying the S&D membership card.

Walter Carpenter had agreed to lead another expedition up Raven Rock to view the carvings by several steamboat crew members including Jesse Hughes. The arrival of the DELTA QUEEN delayed departure of the hikers and no report has been received at press time.

It was another interesting and enjoyable S&D meeting, testimony to the draw of the rivers, the steamboats and the people who ran them. S&D has grown and changed since 1939 when a small group of real sons and daughters got together in Gallipolis but the river holds us together. The annual meeting really is like a family reunion.



Jennie McNally kindly extended congratulations to Ye Ed upon being elected president of S&D for the coming year. Jennie is the widow of Bill McNally, a one-time secretary of S&D and builder of the small scale ROBT. E. LEE model in the river museum collection. Jennie keeps moving and was off by plane after S&D to attend the annual meeting of the OX-5 Club, a pioneer flyers organization.

Photos by Eileen Daily.

## S&amp;D MEETING ATTENDEES

If you signed the register at the Friday evening reception at the Hotel Lafayette on September 17 last your name and hometown should appear herein. The register was not passed around during the banquet so, unfortunately, the list will not include everyone who participated in the annual meeting. We apologize for any inadvertent oversights or misspellings.

Bee & Woody Rutter, Marietta, OH  
 Arron J. Richardson, Cincinnati, OH  
 Dr. & Mrs. Martin C. Striegel,  
 Louisville, KY  
 Forrest & Dorothy Steinlage,  
 Louisville, KY  
 Grace Vance, Marietta, OH  
 Gerry Vance, Marietta, OH  
 Walter Carpenter, St. Marys, WV  
 Anthony L. Eichhorn, Jr., Cincinnati, OH  
 Guy C. Anderson, Cincinnati, OH  
 John & Mary Lou Wunderle,  
 Cuyahoga Falls, OH  
 Charles & Ila Alden, Marietta, OH  
 Jeanne & James Haley, Lakeside Park, KY  
 Mark Eberspeaker, Rockford, MI  
 Paul & Dorothy Pryor, Dayton, OH  
 Allen Hess, Pittsford, NY  
 Dick & Annie Rutter, Alameda, CA  
 Robert W. Rutter, Alameda, CA  
 Alan N. Rutter, Alameda, CA  
 Ralph Brem, Wexford, PA  
 Lena Muldowney, Bridgeport, OH  
 Judy Patsch, Rock Island, IL  
 Jim Pickens, Columbus, OH  
 Julia Thomas, Powhatan Point, OH  
 Eileen & Bud Daily, Toronto, OH  
 Dorothy & Jim Pirtle, Indianapolis, IN  
 Jim & Florence Rea, Sebastian, FL  
 Charles Henry Stone, Point Pleasant, WV  
 Bob Booth, Bethel Park, PA  
 Yeatman Anderson III, Cincinnati, OH  
 George & Maxine McClentock,  
 Pt. Pleasant, WV  
 Alfred Kleine-Kreutzmann, Cincinnati, OH  
 Jennie McNally, Pittsburgh, PA  
 Bert & Jack Mettey, Rabbit Hash, KY  
 Dorothy & Les Woeflin, Wilmington, NC  
 Guy & Dee Williams, Columbus, OH  
 Betty White, Cambridge, OH

Kenneth Wrobleushi, Cambridge, OH  
 Bill & Dorothy Shrader, Hermann, MO  
 Les & Sally Hanlon, Mechanicsville, VA  
 Don & Todd McDaniel, Worthington, OH  
 Clare & Mabel Carpenter, Belpre, OH  
 Phillip & Karoline Golovin, Columbus, OH  
 Paul D. Richardson, Cincinnati, OH  
 Jim Swift, St. Louis, MO  
 Larry Walker, Cincinnati, OH  
 Dorothy Frye, Cincinnati, OH  
 Capt. William & Darlene Judd,  
 New Richmoned, OH  
 Capt. & Mrs. T. J. Cramer,  
 Williamstown, WV  
 Max L. Harter, Tipp City, OH  
 Bill & Elaine Rist, Huntington, WV  
 Bill & Dona Dunn, Marietta, OH  
 Bob & Virginia Smith, Sewickley, PA  
 Tom & Barbara Rist, Boaz, KY  
 William V. Torner, Waterloo, IA  
 Sheryl L. Torner, New Tazewell, TN  
 Charles G. Torner, New Tazewell, TN  
 John H. Briley, Marietta, OH  
 Catherine Wilson, Springfield, OH  
 Lois Kidd, Xenia, OH  
 Capt. John Leonard, St. Catherines,  
 Ontario, Canada  
 Bus & Jeanie Longrod, Medina, NY  
 Pauline Savage, Pittsburgh, PA  
 Bob Latta, Pittsburgh, PA  
 Claudia Pickens, Gahanna, OH  
 Catherine Remley, Marietta, OH  
 Susan Wielitzka, Marietta, OH  
 Rick & M'Lissa Kesterman,  
 Cincinnati, OH  
 R. Dale Flick, Cincinnati, OH  
 John Burns, Oakland, CA  
 Hazel Rule, Bonita, CA  
 Don & Kathy Hill, Walton, KY  
 Bill & Gayle Hindman, Cincinnati, OH  
 J. Thomas Dunn, St. Louis, MO  
 Gloria Winters, Cold Spring, KY  
 John & Sharon Fryant, Alexandria, VA  
 John & Sean Weise, Cincinnati, OH  
 Jerry & Lenora Sutphin, Huntington, WV  
 Catherine Rodamar, Venice, FL  
 Fred & Nell Way, Cleveland Heights, OH  
 Barbara L. Hameister, Blanchester, OH  
 Ann Zeiger, Cincinnati, OH  
 Mary Virginia Heuser, Sarasota, FL  
 Helen Hughes Prater, Ft. Walton Beach, FL  
 Dick Prater, Ft. Walton Beach, FL  
 Lil Prater Smith, Lakewood, CO  
 John & Nancy Gilbert, Scituate, MA



Left, Debbie Orlandi was introduced around by Bill Barr, S&D Board of Governors member and eligible batchelor. Debbie and Bill were married on September 24 and now reside at 1910 Redstone Rd., South Charleston, WV 25309. Photo by Bud Daily.

**S&D MEETING ATTENDEES Cont'd. -**

Lucy & C. W. Stoll, Louisville, KY  
 Susan Burks, Fayetteville, NY  
 Anne Putnam Mallinson, Russell, PA  
 Jim & Judy Schenk, Hendersonville, TN  
 Jim & Sherley Greenwood, Newport, OH  
 Margaret Robinson, Cleves, OH  
 Cornelia Reade-Hale, Covington, KY  
 Tim & Aloria Hale, Covington, KY  
 Melissa Eldridge, Covington, KY  
 Delly & John Robertson, New Richmond, OH  
 Lela Vornholt, New Richmond, OH  
 Ruth and "Butch" Guenther, Ross, OH  
 Bob Reynolds, Memphis, TN  
 Jeffrey L. Spear, Marietta, OH  
 Jack & Sandie Custer, Louisville, KY  
 Ralph R. DuPae, La Crosse, WI  
 Keith E. Norrington, New Albany, IN  
 John & Joan Spear, Marietta, OH  
 Fred & Tammy Rutter, Lithopolis, OH  
 William Barr, Winfield, WV  
 Debbie Orlandi, Charleston, WV  
 Pat Welsh, Davenport, IA  
 Victor J. Canfield, Covington, KY  
 David Massie, Akron, OH  
 Kay & Don Klein, Rock Valley, Iowa  
 Ernie Gabler, Greensboro, PA  
 Ralph Hendricks, Reno, OH  
 John Knox, Marietta, OH  
 O. Nelson Jones, Charleston, WV  
 Tony Holbrook, Charleston, WV  
 Mike Giglio, Marietta, OH  
 John & Marie Hartford, Madison, TN

So, there you have the majority of those attending the S&D festivities, at least those who signed the register or were otherwise spied by Ye Ed. Going over the register is a wonderful exercise since it brings back so many conversations, long and short. And, the listing also makes us wonder how we missed seeing some old acquaintances and some we don't know from unlikely places; here's hoping we all get the chance to meet again.

**PORTLAND IN THE MOVIES**

Richard E. Brown, S&D member in Bakersfield, CA, has our thanks for a clipping from the Bakersfield Californian.

The Oregon Maritime Center and Museum, Portland, Oregon has completed the restoration of the harbor boat PORTLAND, the last steam sternwheel towboat built in the U.S. (1947). Icon Productions has chartered the PORTLAND to portray a Mississippi River boat in a new film titled, "Maverick" and starring Mel Gibson and the delectable Jodie Foster. William Peterson, director of the museum, says: ". . . added 30 feet to the upper deck, put on a lot of froufrou and a lot of guy wires" to make PORTLAND look the part.

We hear environmentalists objected to "fake smoke" coming from the tall stack.

**CALLING ALL COOKS!**

From Patti Young, Vice President, Public Relations, Delta Queen Steamboat Co. comes the following bulletin:

A cookbook for The Delta Queen Steamboat Co. will be published by Morrow Publishing Company next year. The author of this book would like to hear from anyone who has old menus, recipes or recollections of steamboat dining. Please send any information or materials you want to share to: Mr. Rick Rogers, 544 Palisade Ave., Jersey City, NJ 07307.

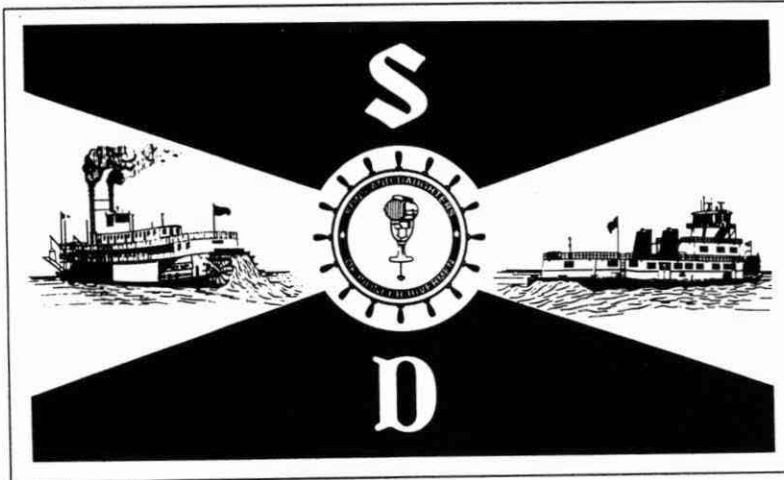
Right: The LAURA J. and barge with steam generator and the HENNY COOK alongside head down the Ohio on Sunday, September 19. The LAURA J. was once the NEMACOLIN, built by Dravo in 1929 for the U.S. Engineers and renamed in 1970 by Charles Jones, Madison Coal & Supply Co.  
 Photo by Mark Eberspecker.



# PROPOSED S&D HOUSE FLAG

## MY FELLOW S&D MEMBERS:

Last year I created two unofficial S&D house flags which were flown aboard the DELTA QUEEN and MISSISSIPPI QUEEN at the Tall Stacks '92 celebration in Cincinnati. Due to the interest generated by those flags I updated my design and have found a reasonably priced flag maker. I will sell the flags at no profit to me. The flags will be made of nylon with the design dyed onto it. I have viewed several sample flags and they are of high quality.



Below is a list of sizes and cost per flag plus shipping and handling.

SIZE	COST/ per flag
3ft. x 5ft.	\$64.95
20in. x 30in.	\$34.95
3in. x 5in.	\$ 6.95

In order for me to purchase the flags from the flag maker, I must buy them in lots of 25 or more which makes it necessary to receive a sufficient number of orders and money prior to purchase. If not enough orders are received in an acceptable amount of time, all money will be refunded to you as soon as possible.

Sincerely,

Anthony L. Eichhorn, Jr.

## S&D HOUSE FLAG

Left, is the design for the S&D flag which was officially adopted by the Board of Governors. The colors are blue and white.

Those interested in buying the S&D flag, in one or more of the available sizes, should contact Anthony Eichhorn, Jr. using a photocopy of the order blank.

## THISSA, THATTA & ERRATA

Vol. 30, No. 2 - Photo of the S. L. ELAM on page 11 has mystified Pittsburgh readers. The boat appears to be landed on the Allegheny River side of town but it is really the Monongahela wharf; photo negative was reversed.

\* \* \*

Vol. 30, No. 3 - Our explanation on page 13 of the LOUCINDA-LOUCINDIA-ANDES question is possibly a little opaque. We had more than one comment that the Editor's intent was only understood after close scrutiny and twice reading; we try again:

The very new "LOUCINDIA", shown bottom of page 12, is really the ANDES as a comparison with the photo on page 13 demonstrates. The "LOUCINDIA" photo was probably taken on the boat's first trip, fresh from being built on the old LOUCINDA's hull. The sign painter evidently proceeded with the wrong information on the name to be given to the rebuilt boat, later to be told that the official name was to be ANDES.

\* \* \*

## STEAMBOAT CALENDAR

A handy reference for river related events is the annual calendar published by Jack and Sandie Custer. The 1994 edition, just received, is printed on heavy, glossy stock, 8½"x11" with 13 photos; includes mailing addresses of river groups.

Available at \$9 each from: Steamboat Masters & Associates, Inc., P.O. Box 3046, Louisville, KY 40201

To Order: Complete the order form and return it with a check or money order payable to: Anthony L. Eichhorn, Jr.

SIZE	QUANTITY	PRICE
TOTAL		

SEND TO:  
ANTHONY L. EICHHORN, JR.  
845 GREENWICH AVE.  
CINCINNATI OH 45238-5005  
Allow 6 to 8 weeks for delivery

## BOOK REVIEW



CAPT. JOHN LEONARD

In May, 1993 the Marine Historical Society of Detroit named John Leonard, St. Catharines, Ontario its Historian of the Year. The award has been presented annually since 1969 and is symbolized by custody for the year of a cased model of the Great Lakes sidewheeler CHICAGO.

John brought the model to S&D for all to see, a very

impressive award with brass plates for each honoree. We identify the CHICAGO as the Goodrich Transit Co. boat of 1874-1919 on Lake Michigan.

John began on the lakes as deckhand at age 17 on the VICTORIOUS. He was on the EMPEROR when she sank in 1947 with the loss of 32 lives. He became a master in 1958 and retired in 1983 from newsprint carriers of Quebec & Ontario Paper Co.

Well deserved, John!

A recent vacation trip included some time in Vancouver, B. C. Canada where I came across a recently re-published book about steamboating on the rivers and lakes of British Columbia and the Yukon. British Columbia - Yukon Sternwheel Days, by Art Downs is a 1992 reprint of the 1972 book, Paddlewheels on the Frontier

This 160 page soft-cover book has one or more pictures on every page and text covering the history of the steamboat era in western and northwestern Canada and on the Yukon in Alaska. The photographs show boats which were very similar to western river steamboats except that a single stack was the rule.

The book has ten chapters. The first is devoted to information about the boats & how their design evolved. The other nine are devoted to the history of steamboating on the various rivers and lakes of the region. There are several maps and a four page index.

I was particularly impressed by the quality of the photographs and their reproduction. It is excellent with most pictures being sharp and clear. The majority of the photos include one or more boats.

Unfortunately, there is no information about the author. However, the quality of the book speaks volumes about his competence. It's a job well done. Therefore, it's easy to recommend this book to S & D members. You will enjoy exploring the similarities, and the contrasts, between steamboating on our inland rivers and steamboating in B.C. Canada.

British Columbia - Yukon Sternwheel Days by Art Downs Published in 1992 by Heritage House Publishing Co. Ltd., Box 1228, Station A, Surrey, BC V3S 2B3 Canada (Ph 1-800-665-3302 or 604 574-7067) Size: 8 3/8 by 11, 160 pages. ISBN 0-919214-63-0 - \$14.95 + \$1.00 S&H.

Reviewed by Tom McKee

## A PHOTOGRAPHER'S DIARY

John P. Doremus - 1881

**W**e come now to the last installment of the diary of John Doremus' trip down the Mississippi River. Mr. Doremus began his diary in 1867, when he and his family were living at Riceville, Iowa, but we have reproduced in these pages only the 1874-1881 years. Later volumes of this fascinating journal perhaps still exist but they have not yet been found. Perhaps 1881 was the last year that John Doremus operated his floating gallery on the Mississippi.

We do know that in 1883 he had moved back to Riceville, Iowa from Paterson, New Jersey where he had lived for ten or more years and operated several successful photo galleries. The Mitchell County (Iowa) Press of August 16, 1883 reported that Doremus was, "commencing the erection of the largest set of farm buildings in the county" and that an architect was preparing house plans. Two months later the newspaper reported that Doremus was outfitting a storeroom as a photo gallery.

Two years later the family was back in Paterson, New Jersey and it appears that John Doremus did not return to Iowa to live afterwards although he continued to have some financial interests there. He died in January, 1890 "in the south" of acute gastritis, age 62.

Few Doremus photographs taken below Cairo, Illinois have been found, yet the diary shows that he did a flourishing portrait trade at some of his stops on the way south. Doremus published at least seven series of stereo cards totalling 197 photographs. The last of the Seventh Series ends at Rock Island, Illinois, a view of the cabin of the GOLDEN EAGLE (2365), a sidewheel packet that burned May 31, 1880. Should you come across any Doremus single or stereo views, particularly of scenes below Rock Island let out a "Whoop!" and Ralph DuPae will come running.

Our eternal gratitude to Ralph for locating and transcribing the 1874-1881 diaries and the Murphy Library for making photos available. Thanks also to Paul C. Juhl and The Palimpsest, quarterly of the State Historical Society of Iowa, for the background on John Doremus and his family.

\* \* \* \* \*

Wednesday, January 5, 1881 - Left Rodney Landing this morning and reached Waterproof, Louisiana. Found Ed there with his boat. They have had very poor success.

(Ed Lower and his wife from St. Joseph, Louisiana had joined the Doremus party at Rodney, Mississippi on December 21. The Lowers had been outfitted with a boat to live on and a photographer's tent before proceeding to Waterproof to drum up business. Ed.)

Thursday, January 6 - Left Waterproof this afternoon and got about five or six miles down the river.

Friday, January 7 - Collected a lot of firewood this morning and then started. Reached Good Hope Landing about dark.

Monday, January 10 - Left Good Hope, having done a fair business there, and reached within about three miles of Natchez, Mississippi. Weather very cold. Had frozen ropes to handle.

Tuesday, January 11 - Reached Natchez, bought groceries, etc. and left before dinner. Anchored for the night on a sand bar about 18 or 20 miles below Natchez.

Max shot a goose with my big revolver. The banks where we stopped last night were caving badly, giving us a big wave now and then during the night.

Wednesday, January 12 - Went but a few miles today and was driven into a mud bank. Put the anchor out in the stream and hauled out to it.

A wounded goose came down with the drift and I shot it with my revolver and Max took the skiff back and got it.

About sundown pulled up and went down to Green's Landing (about mile 726), 22 miles below Natchez.

Friday, January 14 - Took in \$5.00 at Green's. Left about 4 pm. Stopped four miles below on a sandbar and gathered a good lot of firewood.

Saturday, January 15 - Reached Fairview, Louisiana this morning.

Sunday, January 16 - Left Fairview about 5 pm. Ran until 12 o'clock and tied up.

Monday, January 17 - 3 pm. Started this morning, wind down stream. The SUCCESS' sail is up and we are going finely.

An old colored woman asked just now from the shore, "What have you got to sell?" The answer was photographs. "Well," says she, "stop at the next landing and I will come and see them and if I like them will buy some."

Night reached us about a mile below the mouth of Red River.

Tuesday, January 18 - Reached New Texas Landing.

Wednesday, January 26 - Left New Texas Landing and reached Red Stove Landing.

Friday, January 28 - Started again and got to Bayou Sara, Louisiana about 10 o'clock.



Sunday, February 6 - Had a terrible time last night. The wind and waves were very high. The bumping shook the glass out of the skylight and bottles from the shelves. Broke the hogchain that held up the forward guard. Looked toward morning at though we would be wrecked but the SUCCESS did wonderfully well.

A flatboat right by us on which are three men selling framing goods and also having a photograph tent was completely wrecked. The coal fleet had some of them (coalboats) sunk and carried down the river. The damage must have been very great among flatboats up and down the river.

The bayou here is up and raging. One of the men on the flatboat is named Tom Smiler.

Thursday, February 17 - The river is thick with medicine boats. There came one down yesterday owned by Thompson and Waters and today Dr. Atwell came with his.

Friday, February 18 - Left Bayou Sara, Louisiana this morning and reached Waterloo Landing in two hours. Saw peach and plum trees in blossom today. Left Max Hoffman at Bayou Sara.

Monday, February 21 - Started at 8 am. down the river in the LADY ANNIE. At 8:45 left an advertising card at Hermitage Landing. 9:45, left another one at Port Hudson Landing.

Stopped at Kisions and was well received. A mule railroad runs three miles to the False River. Big eddy below. 2 pm. I left Grossman's Landing. Spencer's sternwheeler was here three weeks and left three weeks ago, another big eddy.

3 pm., left Belleville store and plantation. Spencer left a week ago after stopping three or four stormy days. A beautiful plantation.

3:30 pm., stopped at Quorner store and another store nearby. Many fine plantations along here.

Tuesday, February 22 - Have just left Baton Rouge, Louisiana. Arrived there at 4:30 yesterday afternoon and went to post offices and mayor's office and to see the wharfmaster; \$200 wharfage fee but no license.

Put up at Capitol House. Left LADY ANNIE with Mr. Killer. They had a flatboat 12x37 with sail 22 feet square and have leeboards on the boat.

Left at 9:30; current very slow on right bank. At 20, left Bausly, Louisiana and Spencer left here this morning. At 11:00, have just left Spencer at Gassies Landing.

At 12; man has post office and a good store on left bank, other stores nearby. One nearly a mile below has the American flag flying. Big eddy in front.

At 1:45, Medira (Medora?) Plantation, two miles above Plaquemine, Louisiana, a noble looking house, rather dilapidated; a very large plantation.

Wednesday, February 23 - Left Plaquemine. A resident photographer charges \$2.00 per dozen for cartes and 25 cents for tintypes, a business looking place. At 4 pm. I stopped at Forlorn Hope post office. Plenty of stores nearby. At Byer Pond, some stores, a first rate point; a big painted produce boat there.

Thursday, February 24 - At 8:30 (departed). Reached Bayou Goula, Louisiana about dusk last night; some large stores there. The people seem to wish us to stop.

At 9:15, at J. P. R. Store, Texas Landing. (Texas Landing is just below the present town of White Castle, Louisiana. Ed.) At one store I was introduced to Mr. Stone by the proprietor of a produce boat.

At 10, reached Gueymard store and island post office, also other stores.

At 10:30, stopped where there was a steam thresher threshing rice and had a talk with a gentleman planter.

At 11, passed New River

Landing, a supply place for a considerable back country. At 11:30, reached Ashland Landing. At 1:30, boarded Dr. Mallory's boat just in time for dinner.

At 2:30, the shore lined with hundreds of niggers, male and female getting very high. Arrived at Donaldsonville, Louisiana about 3 o'clock. Put up at the Robert E. Lee House.

Friday, February 25 - Left Donaldsonville yesterday at 7 am. on steamer CITY OF YAZOO. (CITY OF YAZOO [1148] was a 200 foot sternwheel boat owned by S. H. Parisot and designed for the New Orleans-Yazoo River trade. She was built by Howard at Jeffersonville, IN and launched July 23, 1879. Ed.)

Arrived on my boat at Waterloo Landing about 8:30 this morning.

Monday, February 28 - Left Waterloo Landing this morning and reached Hermitage, Louisiana, three miles below.

Tuesday, March 1 - Left hermitage about sundown and reached Port Hudson Landing in about an hour.

Monday, March 14 - Luck's long and shabby photograph gallery is three miles below us.

Mr. Butler passed this morning just as we were "tying loose". He has another boat a few miles above.

Floated a little over ten miles and tied up at Solitude Landing.

Tuesday, March 15 - Fought the wind and fog today until we got to West Baton Rouge, Louisiana. Will and I crossed in the LADY ANNIE and got our mail, a market basket full.

Wednesday, March 16 - Made about seven miles today.

Thursday, March 17 - Four miles today and arrived at Manchac, Louisiana.

Monday, March 21 - Took some negatives outside and inside of Mr. Von Phul's



**J**ohn Doremus took this view of the JOHN W. CANNON, a downdraft catching the plume of steam as he snapped. We wonder why more Doremus photos of the grand packets haven't appeared by they are few, to date.

The JOHN W. CANNON (3126) was built at Jeffersonville, Indiana by Howard in 1878, perhaps in detail Cannon's finest

boat and unique with a boiler deck extending over the forecastle. She was launched on January 29, the larger J. M. WHITE following on April 3, two queens.

Capt. Cannon ran his boat in the New Orleans-Bayou Sara trade, catering to the wealthy planters. Doremus was in the area in spring, 1881. The CANNON was dismantled 1886. Murphy Library print.

sugar house at Hollywood Landing. Leon's Circus arrived and put up alongside of our boat.

Wednesday, March 23 - Leon towed us down about two miles. (We find no reference to "Leon's Circus" but the outfit seems to have included a towboat of some sort. Ed.)

Sunday, March 27 - Started about sundown and got four miles down the river.

Monday, March 28 - We arrived at Forlorn Hope, Louisiana about 9 o'clock this morning. (Forlorn Hope, - what a place to be from. Don't find it on our maps but it must have been 10-15 miles upriver from Plaquemine. Ed.)

Thursday, March 31 - Went down to Bayou Paul. (Bayou Paul comes in at Manchac Landing, six miles above Plaquemine. Ed.)

Monday, April 4 - Went down to St. Gabriel Post Office (eight miles below Palquemine).

Wednesday, April 6 - Started before daylight this morning and went to St. Gabriel Church, one mile down. We are doing very well in this bend.

Thursday, April 14 - Have done a good business in this bend. Took some negatives for Mr. Williams today of his sugar house, residence quarters, etc. amounting to forty one dollars. Started tonight after dark and landed a little above Bayou Goula.

(Bayou Goula, LA is mile 867.0 from Cairo on the 1897 Corps of Engineers mileage list; 19 miles above Donaldsonville.. Ed.)

Monday, April 25 - Received 25 dollars this morning for outdoor work. Left Bayou Goula about noon and stopped at Island Post Office on left side of the river.

Thursday, April 28 - Mr. Stith and Will rowed up to Bayou Goula (6 miles) and came back in the evening with Mollie Calvert, Mrs. Lower's sister. She arriving then from Vicksburg, Mississippi on the NATCHEZ (4110). We left Island Post Office about 6 pm. and got to Hohem Solems Post Office in about an hour and tied up for the night.

Friday, April 29 - Floated about a mile and then stopped and took some views of the Henry S. Duffell's residence, 7:00; also, of Woodstock Store at 4:50; also, Calvert, John and of Dr. Ed Duffell & wife (\$8.00).

Then went in a buggy with Dr. Ballard and took views of his residence, two miles up the river (\$8.00). He has 500 acres, 20 miles of ditches and over one hundred and fifty bridges.

Saturday, April 30 - Floated to within two or three miles of Donaldsonville, Louisiana and stopped at a large plantation belonging to McCabe and brother. Did a hard day's photographing and laid up for the night.

Sunday, May 1 - Started early this morning but the fog soon grew very dense. I went in for a few minutes and Will let the SUCCESS get out of sight of land. Before we could sight it again, we were below the mouth of the Bayou at Donaldsonville and landed nearly a quarter of a mile below. I went up and got the ferry man with his little propeller boat to tow us up to the Bayou (Lafourche), price \$2.00 and three tintypes.

Thursday, May 12 - Got the little tug to haul us out of the Bayou this morning. She took us pretty well out in the river. We soon lost sight of land in the fog, got in a big eddy and started on a voyage in search of the North Pole.

Got aground again and after fighting with the wind all day, finally reached Convent Post Office.

Monday, May 16 - Did considerable business this morning and started about 3 pm., making about eight miles.

Tuesday, May 17 - Reached Edgard Post Office and, leaving the SUCCESS there, I started about noon to walk to the railroad 1 1/4 miles back. Got in a rice field and they were just flooding it so had to walk around. Had a hot time, signaled the train and was in New Orleans about 5 pm.

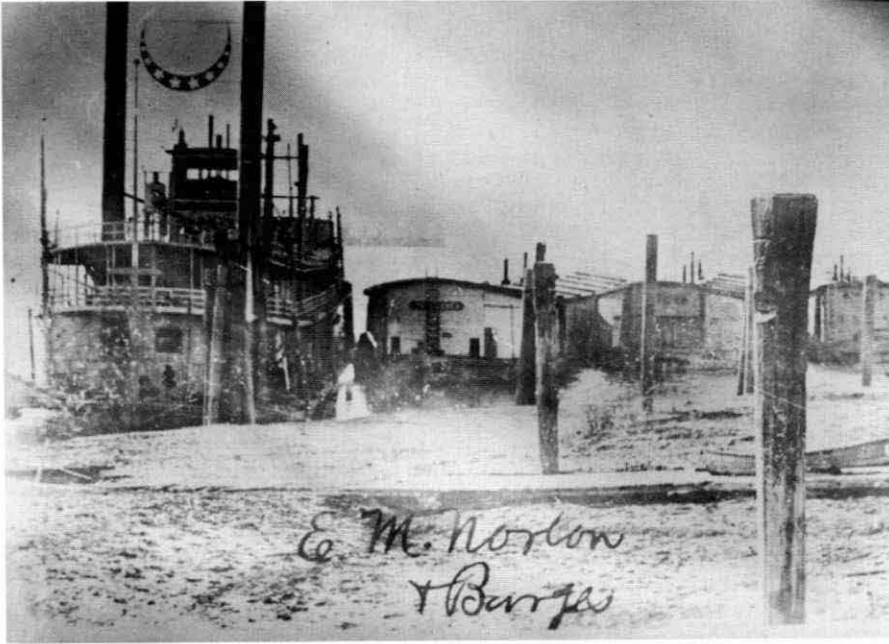
Wednesday, May 18 - Was at Alpha Home Masonic Lodge last night and was admitted after an interview with Dr. Grand, Secretary of Grand Masonic Lodge of Louisiana. Went this morning to Carrollton, Louisiana and found Holly there with his boat. Visited George Washington Masonic Lodge No. 65 this evening.

(Carrollton was then about eight miles upriver from the New Orleans wharf and still identified by Carrollton Bend. Ed.)

Friday, May 20 - Stopped with Holly last night and came back to the SUCCESS on the Str. BELLE OF THE COAST this evening. They had taken in over \$30 while I was gone.

Monday, May 23 - Floated down about a mile last night and started again this morning, getting to Carrollton about 3 pm. Dr. Atwell's boat, Mr. Luck's photo boat, Holly's two boats and a showboat were there.

Saturday, June 4 - The towboat NORTON went up shortly after my arrival. The flatboatmen congregated here all went for her but she would have nothing to do with them. He (the captain) was making arrangements to take Butler's boat (which



Capt. John H. Long was master of the E. M. HORTON when Doremus visited with him June 4, 1881. This rather dim view of the NORTON shows the trademark crescent of the St. Louis & Mississippi Valley Transportation Co. suspended between the stacks. Alongside are typical M.V.T. Co. model barges used for grain and general merchandise.

The E. M. NORTON (T0657) had been built at Middleport, Ohio in 1875 and later sold to M.V.T. Co. She was destroyed by fire at Belmont, Missouri on May 2, 1893.

arrived here shortly after we did) but, finding out it was not mine, he refused to have anything to do with him. They all came back swearing. No one could get towed up the river but Doremus. I went down and found it was my old friend Capt. John Long of the MAB. I was sorry I could not go with him.

(Ed. Note: Doremus is writing retrospectively about events following his arrival at Carrollton, Louisiana on May 23, 1881. The towboat referred to above was the E. M. NORTON [T0657] owned by the Mississippi Valley Transportation Co. Her captain at this time was John H. Long whom Doremus had met earlier, November 28, 1878, at Grand Tower, Illinois when he was in charge of the MAB [T1682].

*Evidently, Doremus was not ready to be towed upstream when the offer was made by Capt. Long of the E. M. NORTON and the captain didn't want to be bothered with other flatboats whose owners were anxious to be towed north.)*

I succeeded yesterday (June 3) in getting Capt. George Clark of the towboat JAY GOULD (T1347) to take my boat to Cairo for one hundred dollars. Could not have got taken at all if I had not found Capt. Wilcox on board; he is acting as mate at present.

(See photo of the JAY GOULD on page 29, S&D Reflector, September, 1993 which was probably taken on this trip. George Clark was from Paducah and a master/pilot on a number of the notable towboats of the larger class, W. W. O'NEIL, HARRY BROWN, etc. Ed.)

They came to Carrollton, Louisiana about midnight. We ran a small line to them and was fast in a short time. We were troubled at first with water coming in the rakes above the usual water line but soon stopped it and today we are going merrily upstream.

Wednesday, June 8 - We all took dinner with Capt. Clark on Sunday (supper also). Yesterday, we passed Vicksburg, Mississippi. The ferry boat brought out a coal barge to us and Mrs. Stith left for home.

French's showboat, THE NEW SENSATION, was also taken in tow. They were glad to see us. We were there to dinner today and after dinner we went into the show room and had some good music and singing.

Capt. Clark is all business when business calls him and all fun and jollity at other times. Mr. French is a good talker and sharp witted and there is a perpetual war of fun between them.

Our additional load makes our progress very slow so that it will be a two week trip at least.

Thursday, June 9 - Had Mr. and Mrs. French and Capt. Clark to dinner today.

Saturday, June 11 - The boat was stopped last night to clear boilers and this morning a scaffold was put up on shore and I took some negatives of the town.

(Did he also take the view of the JAY GOULD, page 29, September, 1993 issue? The town may have been Helena, Arkansas judging from the GOULD photo. Ed.)

Monday, June 13 - Arrived at Memphis about daylight. Went with the Capt. on shore in the tug which came out for us. Bought meat, eggs, potatoes, etc.

Thursday, June 15 - Thermometer 102 degrees in the coolest room in our boat.

Saturday, June 18 - We arrived in St. Louis just before dark. Left French's boat at Cairo.

Sunday, June 19 - Was awakened out of a sound sleep last night by the breaking of glass and the crashing of timbers. Found that the towboat PETREL (T2038) had backed down on the forward guard, tearing it clean off, breaking the glass of the door into thousands of pieces and not breaking the sash. The wheel was against the front door when I opened it.

Friday, June 24 - Have had Samuel Baxter repairing the boat at a cost of \$28.16. Will now try and get my money back from the owners of the PETREL.

Saturday, June 25 - Started down the river with the SUCCESS and reached Kiniswich (Kimmswick, MO), 22 miles. Lizzie Schoonmaker started for home yesterday on the MARY MORTON (3834).

Monday, June 27 - Left the SUCCESS about noon and took the railroad for St. Louis.

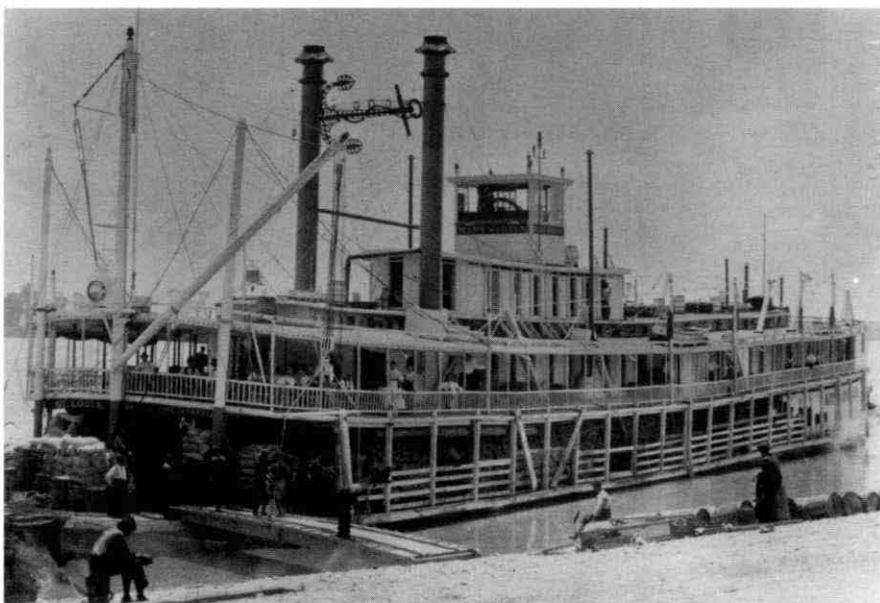
Thursday, June 30 - Arrived home this morning, coming through Cincinnati, Ohio and over the A. & G. W. (Atlantic and Great Western) and Erie Railroad.

Tuesday, August 2 - Left for the West this evening. Have had a quiet time home, going to New York a few times accompanied by Sarah. Also, once to Brighton and Manhattan Beach by steamer & rail.

Thursday, August 4 - Was in Chicago, Illinois and stayed with Henry Beam.

Monday, August 8 - Arrived in Dubuque, Iowa Friday night. Found Sarah Beam much improved in health. Left this morning and arrived at Osage, Iowa about 4 o'clock pm. Am staying with Mr. Graves.

Tuesday, August 9 - Got to Riceville, Iowa this evening.



The MARY MORTON (3834) was a new boat when Lizzie Schoonmaker boarded her at St. Louis on June 24, 1881. Lizzie was going back home to Riceville, Iowa and probably rode the MORTON up the river to Dubuque or McGregor, Iowa before catching the train to Leroy Post Office.

This handsome packet was built for Diamond Jo Reynolds at Dubuque, Iowa in 1880 and named for his wife. The boat was later sold to the Anchor Line and lost at Crain's Island, about 20 miles above Grand Tower, Illinois, 1897.

Monday, August 15 - Left Riceville at 8 am., D. Schoonmaker taking me to Cresco, Iowa. Took railroad cars and arrived in McGregor, Iowa at 5 pm.

Tuesday, August 16 - Travelled all last night, going through Dubuque, Iowa, Savanna, Illinois and to Rock Island Junction. Then, on the Chicago, Burlington and Quincy Railroad to St. Louis, Missouri, getting there at 6 pm.

Thursday, August 18 - Took the train this morning for my boat at Crystal City, Missouri. Found everything all right.

Tuesday, August 23 - Went to St. Louis yesterday; got my freight from home and New York. Bought a coil 1 1/4 inch rope and over \$50 worth of groceries. Came down today on steamboat COLORADO (1238).

Thursday, August 30 - Sent a 50 dollar money order home yesterday. The SUCCESS has done very well during my absence. Have been waiting here for some gasoline and kerosene oil which has arrived by rail today. Will leave tomorrow if the wind will permit.

Wednesday, August 31 - Left about eight o'clock this morning; two French boys, Emile and John, going with us. Wind up stream. Went about eight miles.

Thursday, September 1 - Got an early start and went as far as Chester, Illinois. Got there at 10 pm.

Friday, September 2 - Wind up stream. When about as far down as Liberty Island we ran upon a very firm snag which lifted the forward bottom corner of the boat about level with the water. Was about five hours getting

her off which we did at last by cutting a large pole or spar and lifting it with crab and block.

Saturday, September 3 - Had a fine day and reached Wittenburg, Missouri about noon.

Wednesday, September 7 - Hired a man to help me and after dark went over to Grand Tower, Illinois.

Monday, September 12 - A flatboat which had been built at St. Paul, Minnesota named CAST APRIL came down today. It is owned by a Mr. Kadas and is run as a junk boat, buying rags and old iron.

Monday, September 26 - A little over a week ago, the JAY GOULD towed us to Cairo. I was very sick for a few days afterwards with Malarial fever but am getting better. Mrs. N. D. Stith left for her home in Vicksburg, Mississippi last Friday on steamer GOLD DUST (2359).

On Saturday there came a man named Newton Walters with his wife and sister. We tied our boats together this morning and started, making about 11 miles against a hard head wind.

Tuesday, September 27 - We were blown on a flat sandbar yesterday afternoon. Put out the anchor and pulled off and remained at anchor all night.

It is now half past eight. Wind blowing too hard for us to move, dull and cloudy. Walters is on shore with his boat for greater convenience in getting firewood, etc.

I am so weak I can hardly move and my heart is way below zero. All alone. I got my solitary breakfast, too weak to do anything more. The time drags heavily.

Tuesday night we pulled out about 3 pm. and stopped about dark, just above the eddy at Columbus, Kentucky.

\* \* \*

And so ends the John Doremus diary, September 27, 1881. To date, no diaries for later years have been found nor do we know just what happened to the SUCCESS. With his heart "

way below zero," perhaps our photographer called it quits and went back to New Jersey; it would seem likely, if only to regain his health.

But, even without the subsequent diaries, the evidence indicates Doremus was back on the Mississippi a few years later. In the files of the Ohio River Museum, Marietta are two original Doremus prints taken at Donaldsonville, Louisiana, one being of the Eugene Robinson Museum and Theater boats. This places the date 1889 and the second print shows a Doremus gallery boat named FLORA.

Where and when did Doremus acquire the FLORA and what was her history? There must be another chapter in the John Doremus adventures and we hope that sometime we can bring it to you.

## BOOK REVIEW

### WORLD OF THE RIVERMAN

Rachel Edwards, 351 pages, hardbound, bibliography, index, (Flats Publishing Co., P.O. Box 698, Sunbury, OH 43074, \$35.)

If you ever harbored the notion that river people are just plain folks except for their workplace, read this and learn. Rachel Edwards was driven to test this idea and this book goes a long way to show the differences between river people and people on the bank.

This is a large (8½"x11"), unique and sometimes puzzling book. The bulk of the cargo is Rachel Edwards' account of her trips as an observant passenger on four different towboats during the decade of the 1980s.

Ms. Edwards is a librarian from Sunbury, a town about as far away from river life in Ohio as possible. But she claims river roots and in 1976 she and her husband returned to her mother's hometown, Middleport, Ohio. That visit sparked her urge

to learn more about the life of the riverman.

She was able to make connections with a towing company and got permission to ship on a working tow. She made several trips in the early 1980s and this book details four of those.

Character sketches are great. Captains Paul Byus and David Williams get full treatment. But mates, deckhands, wipers and cooks also come alive; one cook is an aspiring writer. Some refuse to let her use their names; the river is still a refuge for a lot of men who find the pressures and restrictions of bank life unwanted.

The social life of a working towboat is not as simple as a population of 10 or 12 would lead you to believe. The added complications of 30 days on

and 30 days off heats up the mix. Towing companies often forbid any excursions to the bank where temptations lurk. That rule was broken once and Edwards relates the horrific effect on the crew.

I liked the author's preference for Ohio River scenery over the Mississippi's. She made round trips from Cairo to below New Orleans but found the lower river's sameness tiresome compared to the towns and farms from Bellaire, Ohio to Cairo.

Once she got off the sandbars of Freud and Jung early in the book the going became much easier. Edwards is observant, able to write and is not bashful about asking good, digging questions. She is a librarian and bookish, as could be expected, but unlike so many of us she was not content to adventure on paper. She went out and learned about the life of the riverman and we all are better off for that.

We have to carp a bit: why no pictures? She always talks about her camera but no results show.

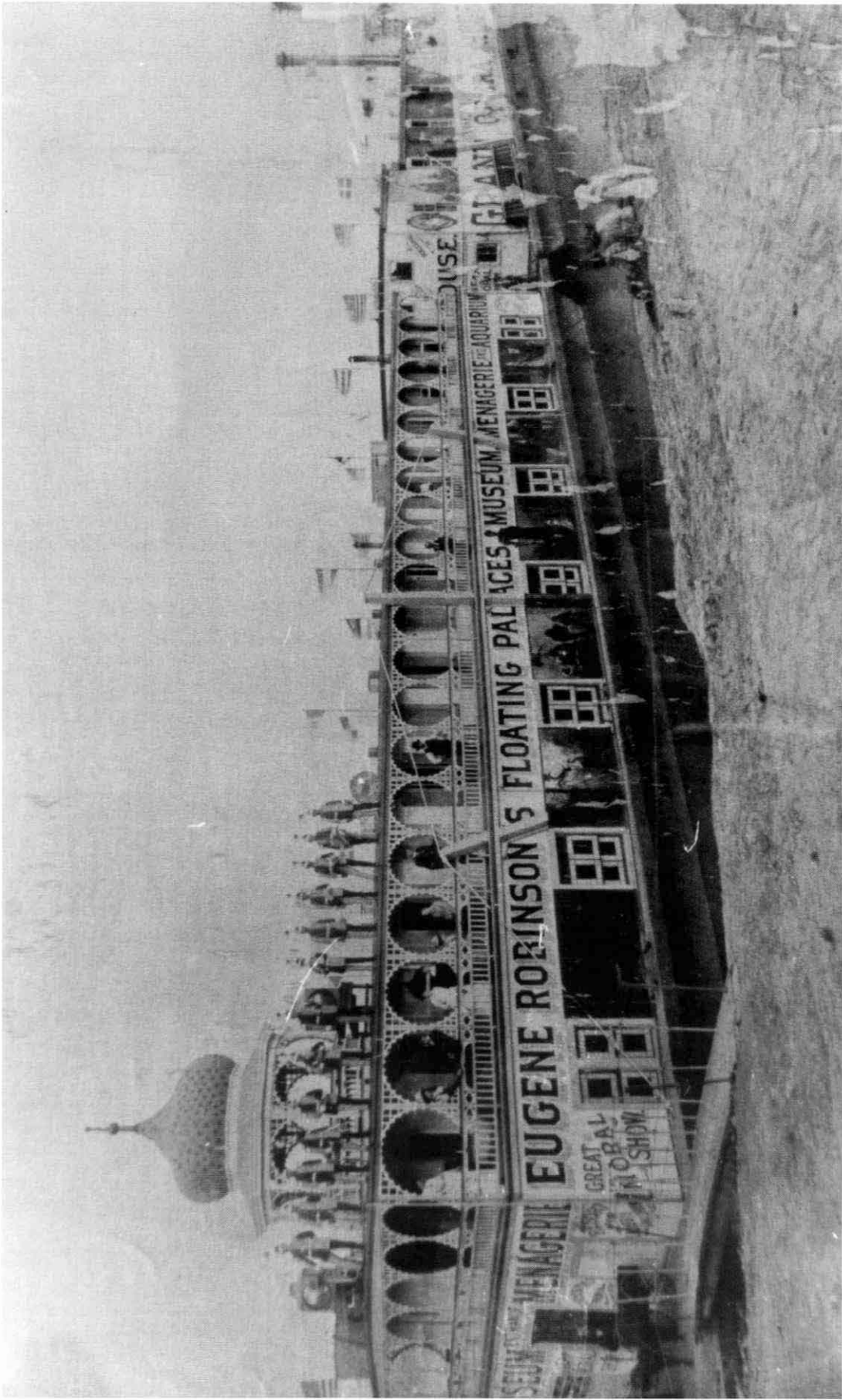
Here's a nifty bonus. Hold the book, riffle the pages and watch a towboat voyage around the margins.

Jim Stephens, Marietta.



**H**ere is the Doremus photo gallery FLORA, a successor to the SUCCESS, at Donaldsonville, Louisiana, 1889. It is one of two Doremus photos brought to John Briley at the Ohio River Museum by Robert K. Ford of Denver, Colorado. The prints are each  $13\frac{1}{2}$ "x $16\frac{1}{2}$ " brown tone enlargements mounted on canvas.

The FLORA appears to be a somewhat larger boat than the SUCCESS with a forecastle and wider guards, possibly a former steamboat hull. A mast with boom and furling sail at the front of the cabin can be used with favorable wind; an anchor shows at the stern. The portrait on display could be John himself.



This Doremus enlargement is somewhat deteriorated but good evidence that the photographer was on the lower Mississippi circa 1888-1890 and possibly later. Since the companion print of the photo gallery FLORA is identified as Donaldsonville, Louisiana we believe that the Eugene Robinson show was taken at the same location. The band is lined up on the roof and the actors and actresses pose in the decorative openings on the second deck, a formal publicity photo no doubt.

EUGENE ROBINSON'S FLOATING MUSEUM, MENAGERIE & AQUARIUM AND THE GRAND OPERA HOUSE, two boats, were built by Howard Shipyard, Jeffersonville, Indiana in 1888. The boat with stacks just showing is THE NEW IDEA (5352), also built for Robinson by Howards. This elaborate entertainment complex survived until 1895, then auctioned off. The GRAND OPERA HOUSE became the showboat FRENCH'S NEW SENSATION NO. 2, the museum boat a sugar barge and THE NEW IDEA a Cairo ferry KATHERINE.



## - OBITUARIES -

## DELLA KATHARY HOAG

Many readers will recall Della Hoag through the photos of her at S&D events appearing in these pages over the years and her presence at our annual meetings. Della died at 7:30 pm., Tuesday, August 10 at Marietta, Ohio Memorial Hospital, age 78.

Della was the widow of S. Durward Hoag and active with her husband in the running of the Hotel Lafayette, Marietta until they retired from the business in 1973. She was born and grew up in the small community of Whipple, Washington County, Ohio, about ten miles north of Marietta. She was a 1933 graduate of Marietta High School and was a secretary and office manager before marrying Steve Hoag.

Guests of the Lafayette during the Hoag management might not have been aware that Della was responsible for housekeeping and much of the room decoration. Steve Hoag designed his trademark bathrooms with tile in sometimes startling colors on floor, walls and ceiling but Della selected the drapes and made them all herself. Steve's photos were on the walls throughout the hotel but the colored ones were all hand tinted by Della.

Della enjoyed telling amusing stories about her hotel adventures. Shortly after taking over as hotel housekeeper Della discovered that most of the beds couldn't be moved by the maids when vacuuming the rugs. "Steve, get me a bumper jack," demanded Della and a somewhat bemused Steve went out and bought one. Thereupon, Della jacked up each bed and replaced all casters.

On one occasion, Della was showing several lady friends the wonderful view from the top of the hotel and locked herself out on the roof. Her calls for help to startled passersby on Front Street brought only waves and laughs. The descent of Della and her guests (in

party frocks and high heels) down the ladder of the firescape could have been a chapter in The Perils of Pauline.

After marrying Steve Hoag, Della shared his interest in travel and railroads. They made annual trips to Colorado for a number of years to ride the Durango-Silverton narrow gauge. The Hoags once made a trip on a Denver & Rio Grande freight from Denver to Craig, the route being through Yampa Valley. One of Della's handsome collies, seen with her at all events and in the hotel diningroom, was named Yampa.

Della is survived by her stepson, Stephen D. Hoag of Marietta, three grandchildren and five great-grandchildren.

Also surviving are three sisters, Margaret Sprague, Marietta; Francis Van Liere, Beverly, Massachusetts; Ida Cope, Madison, Indiana and one brother, Donald Kathary, Beaver, Pa. She was preceded in death by her husband, two brothers and one sister.

Entombment was at Eastlawn Mausoleum, Marietta.

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## BERT R. FENN

Bert Fenn, S&D Board member and a trustee of the J. Mack Gamble Fund, died on August 23, 1993, age 75, at Evansville, Indiana.

Bert was born June 25, 1918, the son of Christian Frederick and Frieda Margaret (Engelbrecht) Fenn. He grew up in Tell City, Indiana and had been president of the Tell City Chair Co. from 1967 until his retirement.

The Fenn family has been associated with the Tell City Chair Co. since its founding in 1865 as The Chair Makers Union. Bert's grandfather, A. P. Fenn, and his father, C. F. Fenn, had both headed the firm. Bert joined the company upon graduation from Indiana University in 1940 with a degree in business administration.

During World War II, Bert served in the army from 1942

until 1945. At I.U., Bert was the drum major for the Indiana University Marching 100 and he was in an army band for most of his army service. Bert could always see the humorous side of a situation and this included his contribution to winning the war; "We played for recruiting drives and bond rallies, usually with a show involving some explosions. We were responsible for blowing big holes in half the athletic fields in Kentucky, Tennessee, Georgia and Alabama."

Bert's love of the river and history started at an early age. Tell City had been a major stop during the packet days and the SOUTHLAND was still stopping there when Bert was in school. Bert was an avid researcher and collector of river history, particularly photographs, books and manuscripts but also steamboat silverware. He was a benefactor of the Ohio River Museum and the Inland Rivers Library with donations of a number of important river items. Bert's office at the Chair Co. was a wonderful, cluttered museum of river memorabilia and he delighted in showing visitors around. Bert was a past trustee of the Indiana Historical Society and a past president of the Tell City Historical Society.

Bert Fenn became a member of the S&D Board of Governors in 1970, filling the seat of J. Mack Gamble. In 1976 he was appointed a trustee of the J. Mack Gamble Fund and continued until his death. Bert was a regular at S&D meetings since joining in 1956 and particularly enjoyed the old style picnics at the Boat Club, swapping stories.

In 1944 Bert married Mary E. Halbruge of Rockport, Indiana who survives. He is also survived by son John Fenn, Joliet, Illinois, daughter Emily Wilson, Greensboro, North Carolina, brother Paul Fenn, Tell City and granddaughter Emily Proctor Smith.

Services were held in Tell City on August 26 with

## OBITUARIES cont'd. -

burial in Greenwood Cemetery. The only music at the service was a barbershop quartet, a favorite of Bert's. His granddaughter Emily Smith read two verses from a John Hartford song, "I Must Go Down On The Levee Again", the last is:

I must go down on the levee again  
For the river's up and she's wide.  
And hear some lonesome whistle,  
A call that can not be denied.  
And step on board some south-bound boat  
And sail all the way to the sea.  
At home on a muddy old river is where I want to be.

\* \* \*

## HENRY F. DIXON

Capt. Henry Dixon, 85, of 2237 Crest Street, Ashland, Kentucky died September 16, 1993. Capt. Dixon was a retired master and pilot for Ashland Oil, Inc.

Henry Dixon was born November 27, 1907 in Ashland, a son of the late Cyrus Ezra and Maggie Johnson Dixon. His wife, Allene Clutter Dixon, died in 1971. He is survived by a daughter Patricia Porter and a son Henry of Lexington, Kentucky, two sisters, two brothers and five grandchildren.

Henry is mentioned in the story in the September, 1993 S&D Reflector when he was with Capt. Kent Booth aboard the Mv. TRI-STATE playing with the first radar installation. We remember meeting Capt. Dixon as partner with Fred Way aboard the Mv. ASHLAND in the winter of 1943 during a trip from Pittsburgh to Ashland. In particular we recall Henry wearing kid gloves when on watch, a point of elegance not lost in 50 years.

\* \* \*

## RUDOLPH V. GERBER

Rudolph "Rudy" Gerber, 86, died October 16, 1993 at Deaconess Hospital, St. Louis.

Rudy was a river enthusiast and historian whose interest went back many years, a fan of the GOLDEN EAGLE and frequent contributor to the Waterways Journal. Rudy rode the packet DUBUQUE in 1914 and was hooked by the river. He became a member of S&D only in 1982, apologizing for his late enrollment with the excuse that friend Ruth Ferris had provided access to the S&D Reflector. Thereafter, Rudy was a frequent correspondent.

Mr. Gerber was advertising manager for a St. Louis drygoods firm for almost forty years. He is survived by his wife Isabel Bauer Gerber of Kirkwood, Missouri.

\* \* \*

A short time after the lights were in operation, a man standing near the rail saw the heavy smoke pouring out of the cabin window. He peered into the cabin and saw the garments smoldering on the light fixtures. Realizing that a cry of alarm would cause a panic, he quietly notified the officers of the boat and the then blazing wraps were tossed overboard and very few of the passengers were aware of the danger. A few minutes more and the woodwork would have been afire.

Commodore Lee H. Brooks (president and owner of the Coney Island Co.) was aboard and made an investigation. The owners of the garments demanded payment for their loss but it was refused by Mr. Brooks, declaring that they were to blame not only for their loss but for endangering the lives of the passengers by their culpable carelessness.

Said Brooks, "I shudder when I think what might have happened had the fire communicated to the light woodwork, necessitating the use of the fire apparatus. A panic would have surely resulted and no one knows what the results might have been.

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The reporting by the Madison Courier in 1910 lacks the sensitive, non-sexist phrasing to be politically correct today. We can just picture Commodore Brooks blowing cigar smoke and glaring in indignation as he replies to the ladies demanding restitution for their "wraps" but we hesitate to go farther and speculate on his terminology.

The ISLAND QUEEN (2799) was in fact destroyed by fire at Cincinnati on November 4, 1922. The same fire also destroyed the TACOMA (5292), MORNING STAR (4043) and CHRIS GREENE (1026).

## ALMOST FIRE ON THE ISLAND QUEEN

## Thoughtless Conduct of a Few Women

Madison Courier, May 25, 1910:

Passengers who arrived in Cincinnati Monday night on the return excursion trip to Louisville on the steamer ISLAND QUEEN were loud in their praise of the officers of the boat who put out a threatening fire without attracting the attention of the 1,500 passengers, possibly preventing a panic.

Several women hung their wraps on the electric light fixtures in the cabin on the third deck, covering the light globes. The women then wandered off to another part of the boat and neglected to remove the wraps before dark when the lights were turned on.

## MORE GAMBLING COMING

Indianapolis, Indiana, September 11, 1993. The first six of a possible eleven licenses for "Riverboat Gambling" in the state of Indiana were announced. The betting seems to be that more money is to be made close to Chicago than along the Ohio River, the place where "riverboats" might be found. Five of the six license applications were for Lake Michigan locations with one received for Evansville.

The Indiana gambling law provides for five licenses in locations bordering Lake Michigan, five along the Ohio River and one for Patoka Lake. Undoubtedly the remaining five licenses available will be sought within a short time. We've heard rumors about planning for boats at Lawrenceburg and Aurora to take care of the eager sports in the Cincinnati area.

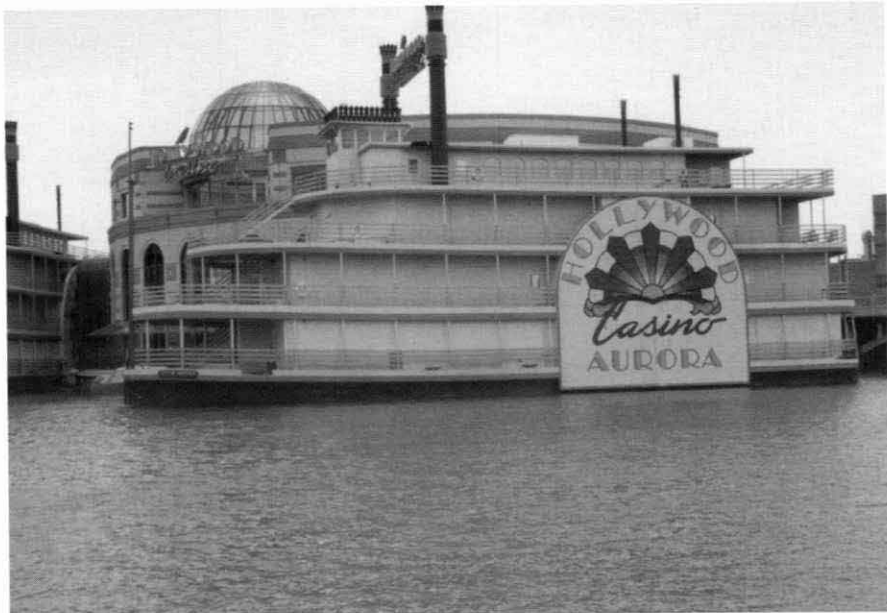
The announcement indicates that the Indiana law was a part of a deal to get a new state budget which says something for the high minded deliberations of our state legislators. Do you suppose that there may have been some horse-trading done to get Patoka Lake included?

If you hadn't heard that those romantic riverboats once operated on Patoka Lake you are not alone. We found it to be a reservoir in southwestern Indiana near the metropolis of Jasper. Too bad nearby French Lick couldn't have been given a license; there is some real gambling heritage there and the wonderful West Baden Springs Hotel could have been restored as a bed and breakfast.

\* \* \*

## FRENZY IN N. W. INDIANA!

After calmly reporting the adoption of "riverboat gambling" in the Hoosier State above, we received a call from retired newsman and S&D member Bill Warrick. Bill was amused by the high level of agitation among the politicians of northwestern Indiana as Election Day,



The very latest in gambling boats and truly functional - the CITY OF LIGHTS-I operates with a twin on a pond in downtown Aurora, IL, west of Chicago. The windowless design is promoted to patrons with, "You won't even know that you are on a boat!"

Pat Welsh photo, July 4, 1993.

1993 approached. The voters of the six cities along Lake Michigan will decide, yes or no, whether to have floating casinos in their backyard and the pressure is high.

The Warricks live in Portage, Indiana and sent us the special supplement on gambling from the Post-Tribune of Sunday, October 24. My, my! This is exciting stuff with color photos and graphic maps showing the locations up for grabs Election Day. In the approximately 25 miles of Indiana shore on Lake Michigan, five licenses are allocated: Hammond, East Chicago, Gary (2) and either Portage or Michigan City.

This is an industrial area where employment in the steel mills is way down so the attraction of casino receipts and jobs is understandable. The results of the EMPRESS casino boat at Joliet is strong bait: For the year 1993, 1.97 million people visited the EMPRESS, lost an average of \$82 apiece (\$136,940,000).

The various headlines in the Sunday Supplement give the flavor of the debate.

"Sin or Savior?"

"Pipe Dream or Panacea?"

"How Many Boats Can the Region Keep Afloat?" (the guess was 10-15!)

"Bettendorf: A Riverboat Ran Through It" (boats can move away, too)

"Mayors Already Counting the Profits" (20% tax plus \$1 per passenger)

"Gary Gambles on a New Image" (the Sheraton Hotel and convention center are presently closed).

Voters along the Ohio River will also be deciding on floating casinos on November 2. All counties bordering the Ohio are eligible for the available five licenses but referenda are being held in only six of them, near Evansville, Louisville and Cincinnati. We could wish that the drafters of the Indiana legislation had required all boats to be of classic design, even steam powered.

The possible casino boat in Portage will have a charming resort location in Burns Ditch. A new train station will be built to deliver the Chicago tourists direct to the dock. By the time you read this you will know where there will be new boats to ride (eventually), if you feel lucky.

## JESSE P. HUGHES DIARY

- 1919 -

By C. W. Stoll

Capt. Hughes' 1918 diary was carried in the June, 1993 issue of S&D Reflector. On December 21, 1918 Jesse had traded his stock in the Greene Line Co., primarily an interest in the TACOMA, for full ownership of the small packet LEROY. The LEROY was part of the Greene Line fleet and operating in the Gallipolis-Charleston trade.

On the last day of 1918, Jesse was downbound in charge of the TACOMA when a pitman strap broke just above the Sciotoville Bridge. The TACOMA was laid up at Portsmouth, Ohio until repairs could be made.

\* \* \*

## - JANUARY -

New Year's Day: "Rain and plenty of it - colder tonight, light snow, windy."

The TACOMA was laying at Portsmouth, Ohio repairing a broken pitman strap. She departed for Cincinnati at 1:30 pm. with the river rising fast. She met the GREENWOOD at Rome, Ohio with Capt. Gordon C. Greene in charge and arrived in Cincinnati January 2.

Capt. Jesse began buying supplies for the LEROY which he had purchased from the Greene Line. On the night of January 4, shortly after midnight, Capt. Lee Willis got over on the TACOMA from the downbound GREENWOOD to take over Jesse's long held command.

At 1 pm., January 5, Jesse caught the K&M train and arrived in Charleston at 6 pm. The LEROY was lying above the Charleston wharfboat when Capt. Jesse Hughes took charge of her.

(Jesse evidently left the TACOMA when she reached Pt. Pleasant, WV; the Kanawha & Michigan Railroad was part of the New York Central system and operated between Columbus, OH and Charleston, WV. Ed.)

January 6, 1918 - Theodore Roosevelt died at Oyster Bay New York. Steam was raised



Capt. Jesse P. Hughes took over management of the LEROY (3427) January 1, 1918. The boat had been built at Levanna, Ohio in 1896 for Capt. Oscar J. Webster, Beverly, Ohio, and named for his son. In size and design, the LEROY was a typical local packet on the Upper Ohio, 126'x26.6'x4', the hull being rebuilt in 1910. Note the cross-braced gate in the boiler deck railing, common on Muskingum River packets for boarding passengers from lock walls. Photo by W. S. Pollock.

on the LEROY and she began taking freight, departing on her first trip under Jesse's ownership at 7:20 am. the following day. There was ice in Elk River and the CHRIS GREENE had arrived in Charleston at 7:00 am., January 7, she then running in the Charleston-Cincinnati trade.

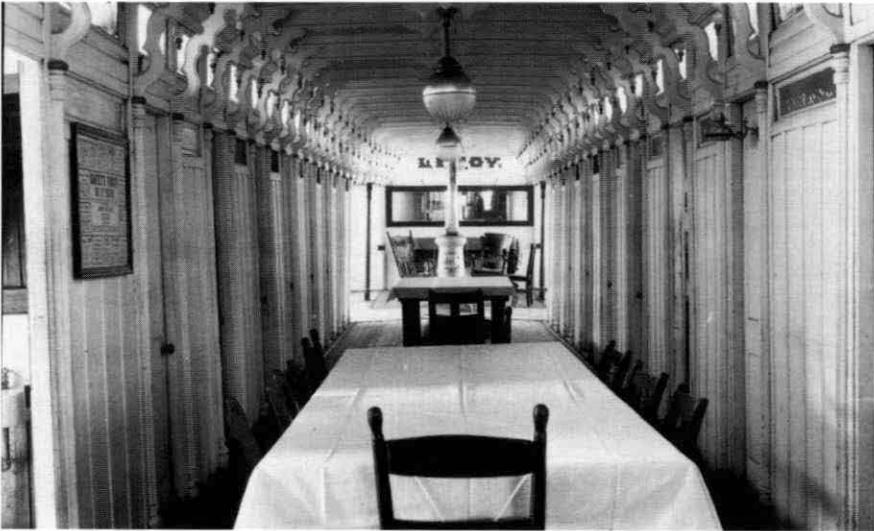
The LEROY arrived in Gallipolis at 8:15 pm. and washed boilers that night. She departed Gallipolis at 5 am. the following day on her return trip and encountered considerable ice in the Ohio, arriving at Charleston at 8:30 pm. The LEROY was the regular boat in the Gallipolis-Charleston trade, up one day and down the next, taking care of local business and feeding Kanawha River freight to the Ohio River packets at Gallipolis. She would leave Gallipolis about 5 am. and arrive at Charleston about 8 pm., depending upon the number of landings and business transacted. On the down trip from Charleston the LEROY would arrive in Gallipolis about 6pm.; three round trips a week and laid over Sunday at Gallipolis.

On January 12 the LEROY went to Pt. Pleasant and had a new crank pin installed on the starboard side. That completed, she dropped down to the wharf to load and then laid up alongside the showboat WATER QUEEN at the Gardner's Docks.

January 19, a typical Sunday, the crew was busy loading freight, working on the wheel and cleaning boilers.

On Saturday, January 25 the LEROY picked up the Charleston freight from the GENERAL CROWDER which was back in service after dry docking. (The GENERAL CROWDER was the Liberty Line boat in the Pittsburgh-Charleston trade at this time. By reshipping her freight on the LEROY at Pt. Pleasant, the CROWDER could get back on her regular schedule day. Ed.)

On January 29 there was a good cargo of hay and straw upbound. The KATHERINE arrived at the Acme Boiler Shop (Gallipolis) where the boilers from the OTTO MARMET were installed on January 30. The LEROY came into Gallipolis with 19 hogsheads of tobacco on the 30th.



The cabin of the LEROY looking aft with the office on the left. A sink just shows through the open doorway so there was running water while some contemporary boats still used pitchers and basins. We make out seven staterooms on each side and then a comfortable recess at the rear of the cabin with chairs around the potbelly stove. Photo by W. S. Pollock.

- FEBRUARY -

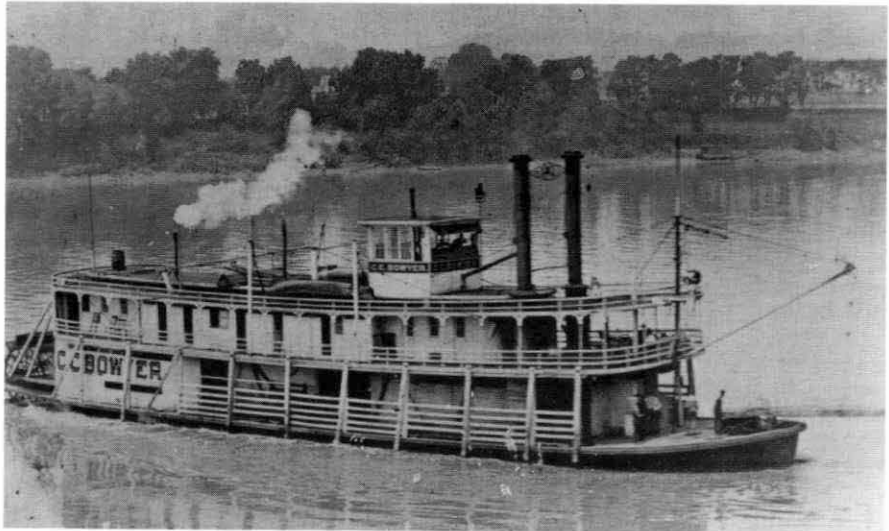
The packet C. C. BOWYER was out on her first trip since the holidays on February 4. The GENERAL WOOD, after receiving hull sheeting, came off the docks on February 5 to be replaced by the GENERAL PERSHING.

While laying at Pt. Pleasant on Sunday, the 9th, Jesse saw the MARGARET coming down at 6 am. with the Sheridan-Kirk contractor outfit moving from Lock 24 to Lock 31. (Lock 24, one mile below Racine, Ohio, and Lock 31, 3.3 miles below Portsmouth, Ohio, were both opened to navigation during 1919. Ed.)

Jesse watched the LEROY leave Charleston on her regular schedule on February 18 and then went to the offices of the Public Service Commission on boat business. Later, he caught the 11:35 C&O train for Catlettsburg and arrived home at 1:30 pm. Jesse spent four days at home doing repairs around the house and working in the garden, then returned to the LEROY at Charleston on the 21st. It took until midnight to load a big trip of lumber. Jesse notes that

the CHRIS GREENE entered the Cincinnati-Huntington trade that day on a three trip per week schedule with Capt. Greene in charge.

The CHRIS GREENE (1026) was a fast little boat and was originally sized for two boilers. Capt. Greene, we have been told, decided to put three boilers on her, giving her plenty of steam and making her one of the fastest packets on the Upper Ohio during her lifetime.



The C. C. BOWYER (0752) was the local packet in the Gallipolis-Huntington trade, 40 miles each way daily. Freight traffic must have been getting light since Jesse notes the BOWYER was laid up during January.

MARCH

On March 5 the GENERAL WOOD left Charleston for Pittsburgh to enter the Pittsburgh-Cincinnati trade on the VIRGINIA's old schedule, in charge of Capt. W. D. Kimble. (The Pittsburgh-Charleston trade would now be served by the GENERAL CROWDER. Ed.) On March 5 the C. C. BOWYER came out in the Pt. Pleasant and Huntington trade.

In addition to working regularly as master and pilot on the LEROY, we note that Jesse got off the boat once each month to contact shippers and collect bills. Successful operation of a packet required many skills.

- APRIL -

The diary records that on April 12 Captains Greene and Charles Stalder bought the Maysville ferryboat LAURANCE from Capt. C. M. Phister.

The career of the C. C. BOWYER in the Pt. Pleasant-Huntington trade was short lived: she was sold to Paducah on April 15.

Jesse noted that on April 17 the LEROY met the TACOMA which was now in charge of Capt. Ben Pattison. On the 18th she met the sidewheel excursion boat VIRGINIA below Lock 8, Kanawha River, enroute to the docks at Pt. Pleasant.

On Sunday, April 20, the LEROY laid over as usual at Gallipolis. The crew was busy with maintenance which included putting angle irons on the cylinder timbers. Jesse went home to Catlettsburg on April 22 to work on various projects - the garden, fences, screen doors, etc. He tried to get an excursion permit for the LEROY (from the U.S. Inspection Service) but was unsuccessful.

On Friday, April 23 Jesse took the 7:15 am. B&O train back to Pt. Pleasant and caught the LEROY, arriving in Charleston at midnight. He noted that on Sunday, April 27 the TACOMA had an excursion to Farmers Landing (Farmers Landing, Ohio is about two miles below Cheshire. The attraction for running an excursion to this place is unknown to us. Ed.).

The LEROY was, as usual, in Gallipolis with the crew again working on the cylinder timbers. Jesse spent considerable time the following week collecting freight charges from shippers, getting on and off the boat at various locations.

The HOMER SMITH ran an excursion at Gallipolis on April 29.

- MAY -

On May 5 the LEROY took the TACOMA's Charleston freight (probably reshipped at Gallipolis) and arrived at 10:45 pm. High water was reported on the Kanawha River on May 10 with the Elk and Poca Rivers both running out.

Capt. Charles F. Stalder and wife moved to Maysville on May 11 aboard the TACOMA where Capt. Stalder took charge of the Maysville ferry operation. The river was running lots of drift and the stage was 27.9 feet at Gallipolis. The GENERAL WOOD was noted as passing down on May 12 for Cincinnati.

On Tuesday, May 13, Jesse took the early morning C&O train from Charleston to Catlettsburg. The Hughes family then rode the CHRIS GREENE from Catlettsburg to Huntington and back home. This trip was prompted by the serious illness of Capt. Rector Vaughan, uncle of Telia Hughes, who died, age 99, at 5 am. the following Sunday, May 17, 1919. After the funeral on the 19th, Jesse returned to the LEROY at Charleston.

The LEROY went on the Gardner Docks at Pt. Pleasant on Friday, May 23 for the replacement of some

planking around the bow and nosing. This was evidently a small job and she went on down to Gallipolis and loaded the same afternoon. She returned to Gardner's on May 31, Saturday, for bracing and repairs to the starboard cylinder timber.

(The LEROY, originally built in 1896, had been extensively rebuilt in 1910 when her hull was increased in size to 126x26.6x4.4. The life of a wooden hull was usually about twenty years and, after ten years of service, repairs were becoming more frequent. Ed.)

- JUNE -

After three full days at the dock, the LEROY departed for Gallipolis at 10:30 pm., Tuesday, June 3 and loaded for Charleston. She left at 5 am., June 4 for the upriver trip with only one man on deck.

June 7, 1919 and Jesse Hughes celebrated his 43rd birthday.

- JULY -

We have no explanation for the omission of diary entries for this month.

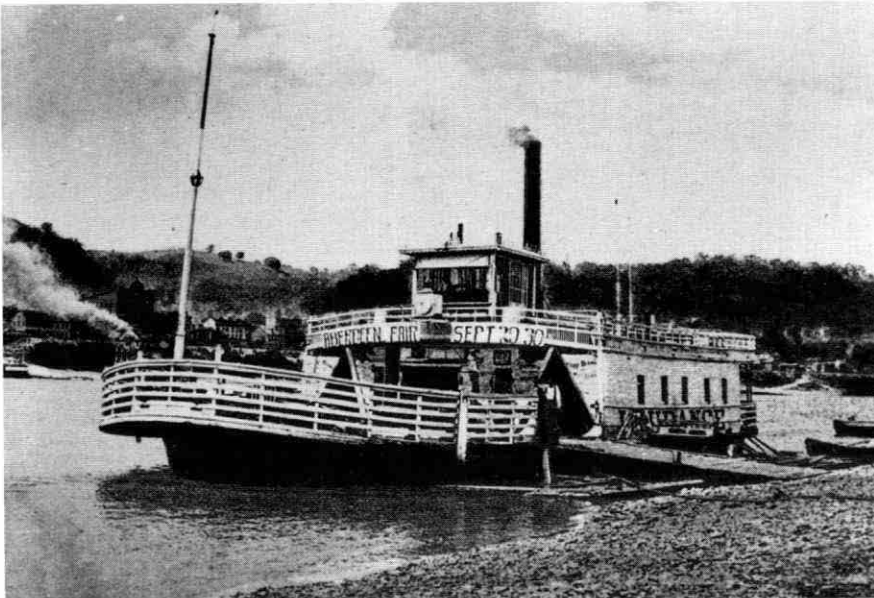
- AUGUST -

On Sunday, August 10, Jesse and his family got on the TACOMA at Gallipolis and rode her back home to Catlettsburg. After picking up a lot of wheat, the boat arrived at Catlettsburg at 8:30 pm. On the following day, Monday, Jesse and Telia spent the day canning two bushels of peaches.

Jesse left on Friday, August 15 by C&O to rejoin the LEROY at Charleston. At St. Albans, West Virginia, 12 miles below Charleston, the LEROY was seen at the landing so Jesse got off and boarded her there.

The TACOMA was also headed for Charleston that day and a race developed with the LEROY. The LEROY got to town first which was "news" since the TACOMA had the reputation of being the fast boat of the Greene Line, if she had enough water under her.

Going down the river on Saturday, August 16 the LEROY picked up 718 sacks of wheat at Tallman's Landing



Capt. Gordon Greene and Capt. Charles F. Stalder bought the Maysville-Aberdeen ferry in the spring of 1918. The LAURANCE (3381) is shown here at the Aberdeen, Ohio landing; operated until the highway bridge was built in 1931. Capt. Stalder died in 1933.

for Huntington. The TACOMA was also noted as picking up two big wheat shipments totalling 600 sacks that day. The LEROY went on to Huntington to deliver the wheat, arriving at 2:00 am. Sunday; she was back at Gallipolis at 10 am.

- SEPTEMBER -

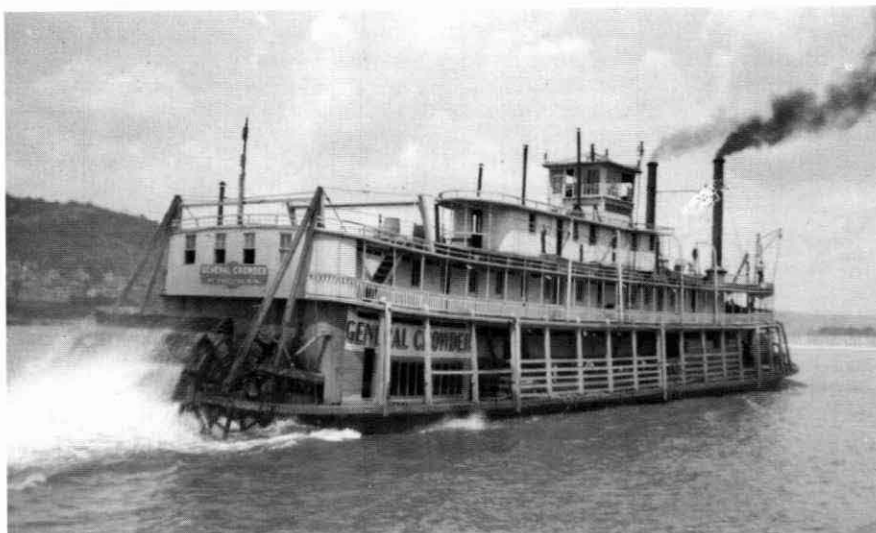
September brought fog to hinder river navigation. On September 5 fog held until 9:30 am. but the LEROY left Gallipolis at 6 am. and "felt her way along", reaching Pt. Pleasant at 8 am. and Lock 10, Kanawha River by noon. The GENERAL CROWDER was so late that she reshipped her freight on the GREENWOOD at Pt. Pleasant and returned to Pittsburgh.

On September 12 Jesse got off at the Pt. Pleasant docks and arranged for repairs to the LEROY. He then caught the 10:45 B&O from Pt. Pleasant to Catlettsburg and arrived home at 1:30 pm. At home, Jesse and Telia worked at making covers for life preservers. He returned to the boat on September 18, catching the B&O train at Kenova for Pt. Pleasant, arriving at 4 pm. The LEROY came in at 7 pm.

The LEROY made one more round trip to Charleston and arrived back at Gallipolis on Saturday, September 20. Unloaded the next morning by 6 am., the LEROY went to the Gardner Docks in Pt. Pleasant. After taking off the pitmans, the wheel was rolled off on the shore and the LEROY went on the docks, pumped out and ready for repairs by 9:30 am. Monday, the 23rd.

(Removing the sternwheel by disconnecting the pitmans and bearing caps and then rolling it off onto the river bank was a common practice. Removing the weight of the wheel with its shaft reduced strain on the hull and no extra bracing would be needed to support the cylinder timbers when the boat was in the floating drydock. Ed.)

The river was dropping to low levels, forcing the TACOMA to lay up; Capt. Greene brought out the



The GENERAL CROWDER (2236) is frequently mentioned by Jesse Hughes, the LEROY handling reshipping for Charleston to enable the CROWDER to get back on schedule. Built as the R. DUNBAR in 1895 and renamed when bought by the Liberty Transit Co., she was a light draft, economical boat, 160'x29.4'x6.4' with small engines, 12½s-4 ft. stroke. W. S. Pollock photo.

GREENDALE in her place, first time she had operated since 1918. The dock crew removed siding planks from the LEROY's hull preparatory to installing new top timbers and fetlocks. The old well under the firebox was removed and Jesse went to Gallipolis to order a new one. (The well was probably the ash well which extended from the ash pan under the boilers through the bottom of the hull. A new one would have been fabricated by the Acme Boiler Works, Gallipolis. Ed.)

- OCTOBER -

Rain brought a slight rise and the towboats were again busy.

On Monday, October 6 sheet iron was being attached to the port side of the bow of the LEROY and carpenters and caulkers were working on the hull. Sheeting was finished on October 8 and the boat was back in the river at 10 am. The LEROY was back in the river with the wheel reinstalled by 6 pm.

Thursday, October 9 the LEROY was laying outside the ferryboat EMILY (1808) at Gardner's Docks while the men completed work on the deck, nosing and rails. The

engineer was lining up the engines. Last to go on were the rudders and the pitmans. Meanwhile, Jesse went to Gallipolis to take a color blind test for renewal of his pilot's license.

Saturday, October 11, inspectors Clark and Thomas came up from Gallipolis and carried out the inspection of the LEROY. A new temporary license to operate was issued and Jesse received his Master-Pilot renewal.

Sunday, October 12, in decidedly colder weather, the LEROY left Pt. Pleasant at 9 am. and dropped down to Gallipolis to load Kanawha River freight.

Monday, October 13 was cloudy and rainy. The LEROY left Gallipolis at 5 am., encountering some fog but was at Buffalo at noon and arrived at Charleston at 10:00 pm. Jesse reported that lots of wickets were down at all six Kanawha River dams.

Tuesday, October 14, after leaving Charleston at 7 am., the LEROY passed Scary at noon and arrived at Gallipolis at 10 pm. In landing at Gallipolis, there was a collision with the ferry FRANCIS, breaking the

head chain and one stationary.

October 19, Sunday, the LEROY towed the GREENWOOD from the Acme Boiler Works to the docks at Pt. Pleasant and then returned to Gallipolis to load freight. Jesse noted, "Something remarkable - the river about 18 feet and rising." Jesse took the train to Catlettsburg for a deserved rest and to have some dental work done. He was back on the LEROY on Saturday, October 25.

The TACOMA came up from Cincinnati to Gallipolis on Sunday, October 26. She had been in the Louisville trade during the low water period. The SPEED, a fast little boat that later was on Green River, was at Pt. Pleasant on October 30 preparing to enter the Pt. Pleasant and Huntington trade. The sidewheel excursion steamer VIRGINIA was at Charleston on October 31 with a colored excursion.

(The SPEED (5162) had been acquired by Capt. Lewis Tanner in a swap for the HAZEL RICE. Capt. Tanner tried the Pt. Pleasant and Huntington trade for three weeks and gave up. This was the last packet to operate in this 40 mile run. Ed.)



The neat ferry EMILY (1808) was at the Gardner Docks in October when the LEROY had extensive hull repair. The EMILY had been built by Howards in 1891 for the Ceredo Land Association, Kenova, WV, 89'x32'x3' with engines 8's-3 ft. stroke. She lasted until 1926 and, after Kenova, operated at Wheeling, WV, Wellsville, OH, Portsmouth, OH and Henderson, KY. EMILY had style.

- NOVEMBER -

Saturday, November 1 and the river was rising rapidly. The wickets on the Kanawha River dams were down and at Pt. Pleasant the stage was 20 feet and rising 6 inches an hour. The LEROY towed the GREENWOOD from the Pt. Pleasant docks to the Acme Boiler Works at Gallipolis where new boilers were to be installed the following day. Jesse noted that Capt. Greene and Tom Butcher had painted the floor of the boiler room.

The high water left, ". . . awful mud everywhere". On Sunday, November 9 Jesse reported, "Lots of visitors inspecting the SPEED today" and we suppose that the owners were holding open-house in hopes of attracting trade for their Huntington service.

A rapidly falling river caught the Gallipolis wharfboat and the stern of the GREENWOOD aground. Jesse loaded the LEROY in the forenoon of Sunday, November 16 and spent the afternoon painting in the GREENWOOD's cabin. The SPEED was cleaning boilers alongside the LEROY.

On November 30, the TACOMA tried to pull the wharfboat back in the river but was unable to do so.

- DECEMBER -

Thursday, December 4 found the LEROY downbound from Charleston with the wickets going up at Dams 7 and 8. There was only 4½ feet in the channel below Lock 6 but there was backwater from the Ohio all the way up to Lock 9.

By December 9 the Kanawha was rising fast and all the dams were down except No. 11. The stage at Pt. Pleasant was 25 feet and rising at a foot an hour. A miners' strike resulted in a shortage of coal and the LEROY would lay at Gallipolis for two days waiting on a supply. Jesse notes that Capt. Greene was, ". . . talking about his new boat."

December, 14 and Jesse reported that the AMERICA burned at Cincinnati. By December 20 the ice in the Ohio River was heavy. (Reported burning of the AMERICA was a false alarm. Ed.)

Saturday, December 20 the towboat JOHN ROSS was towed into the Kanawha River by the M. T. EPLING, perhaps to avoid the ice although Jesse does not elaborate.

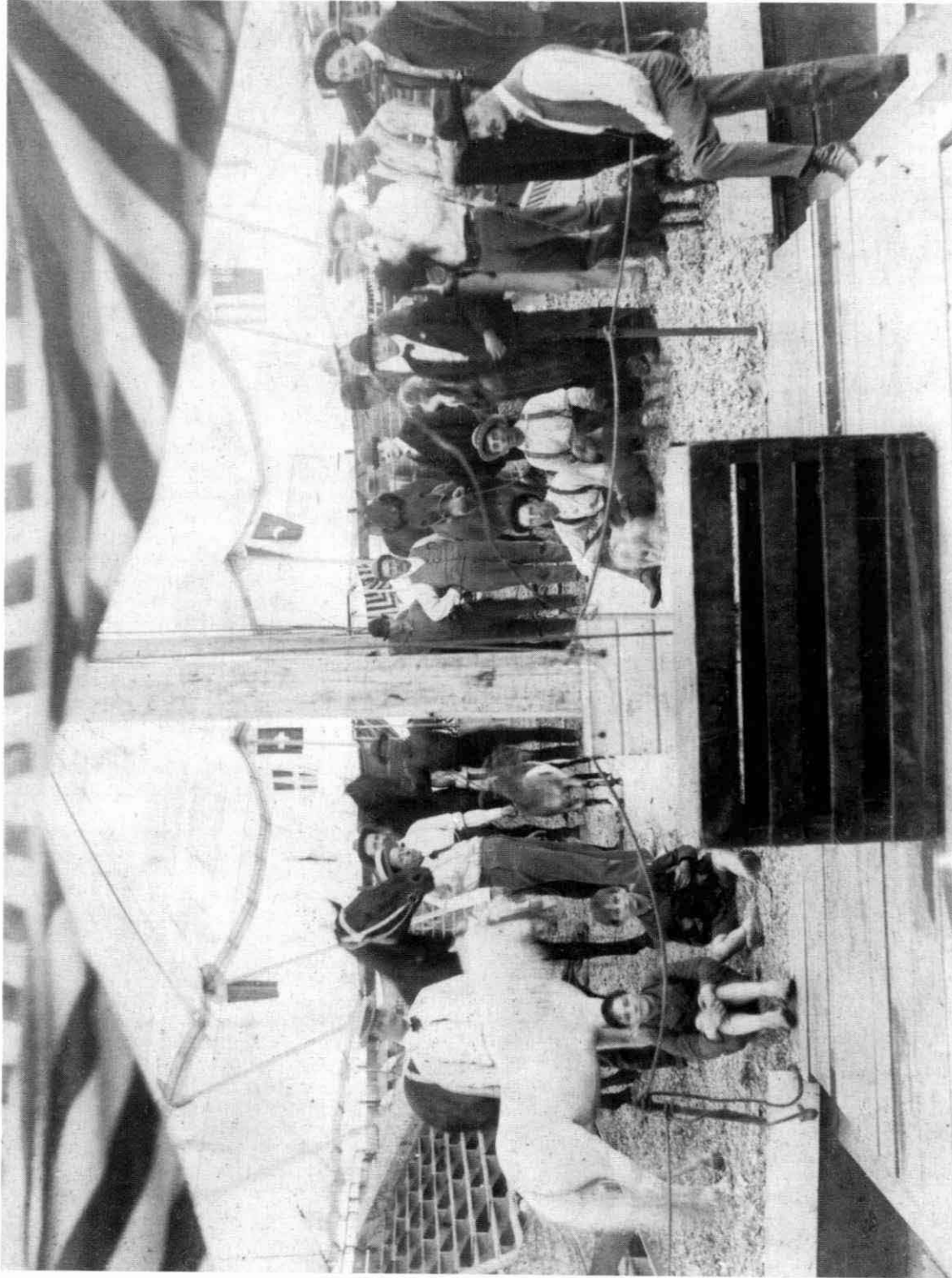
On December 23 the LEROY picked up 200 sacks of wheat at Henderson, West Virginia. The ice in the Ohio was now so heavy that the GENERAL CROWDER laid up above the B&D bridge at Pt. Pleasant and the LEROY laid up outside of the GREENWOOD and above the Gallipolis wharfboat at the Gallipolis ice piers; the GENERAL PERSHING and the J. T. HATFIELD were just ahead of the LEROY.

Capt. Greene was putting up new stacks on the GREENWOOD with the boiler shop crew.

On December 24 the boilers on the LEROY were drained, a watchman installed and the crew went home for Christmas. Jesse took the 3:15 pm. B&O train for Catlettsburg, arriving at 7 pm. On Christmas Eve the CHILO and CHRIS GREENE were up past Catlettsburg for Huntington and returned to lay up.

Jesse's final entry for 1919 was: "At home - everything all right - well and happy."





**T**he Great American Water Shows was one of several attempts to bring the thrills of the circus to river towns. This view is from the main entrance looking toward the ring. The outfit was built on two standard coal barges, 28'x150' spaced 10 feet apart. Overall size of the three pole tent was about 60'x120'. We suspect that W. P. Newman, owner, is on the right.

The CRICKET (1373) towed the GREAT AMERICAN for three months in 1903, from New Martinsville, West Virginia to Metropolis, Illinois and back to Ironton, Ohio. Great American Water Shows met with mixed success during 1903 and the towing bill was paid by Valentine Newman, father of W. P. Newman.  
Bert Fenn collection photo. Print by Murphy Library.

## SPECIAL CHRISTMAS GREETINGS

FROM THE PEN OF BERT FENN

For more than 30 years Bert Fenn sent out Christmas greetings in the form of short stories. The stories were sometimes a single page and sometimes longer, always reproduced on whatever color of paper happened to be available and eagerly anticipated by those on Bert's mailing list. Usually, these tales woven by Bert had a river or steamboat background and invariably included a humorous twist along with the historically accurate facts.

The Holiday Season was only occasionally a factor in the selection of the subject for Bert's tales. One time he wrote about discovering an operating steam elevator in a girls school, a feature of much greater significance than the academic credentials of the institution. Another "Christmas" story included a photo of a tombstone in the Hawesville, Kentucky Cemetery which purported to be the final resting place of the Steamer REINDEER, blown up in 1854.

Bert Fenn left us on August 23 this year but he had been getting ready for Christmas and had completed the story for this year. Mary Fenn has allowed us to bring Bert's 1993 story to all his friends who read the S&D Reflector.

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### CIRCUS DAYS

The circus played a prominent role in entertaining the citizens of our river towns, a role that has not been fully recognized. This wasn't the first entertainment that traveled our Inland Rivers, but circuses appeared very early. And they differed from the floating theaters we've come to know as showboats; most of the circuses that traveled the river performed on land. I'd like to tell you about four of the many circuses which touched my hometown, or a neighboring community, between 1851 and 1885.

The first circus to travel the Mississippi River System with its own steamboat was the North American Circus, a partnership of Dan Rice and Dr. G. R. Spalding. This was in 1848. When they couldn't agree about finances, they sat down to a game of cards to settle the matter. Rice walked away from the table sole owner of the circus, which included the steamboat ALLEGHENY MAIL they had recently purchased. This was the start of the Dan Rice Circus which showed for years.

Dan Rice was so talented that he could almost put on a circus by himself. He trained horses, performed a strongman act and was a clown. As a clown, he called himself Yankee Dan and wore a costume of his own design. He naturally wore a beard and his costume was red and white striped pants, a blue coat and a high hat. Years later, when artist Thomas Nast of Harper's Weekly was asked to create a cartoon figure to represent the United States, he thought of Yankee Dan Rice. He drew a man with a white beard, wearing striped pants and a tall hat. Other cartoonists liked this concept and copied his figure. And that's how we got Uncle Sam.

In 1851 the Dan Rice Circus played Hawesville, Kentucky and it was at Hawesville that Rice found his horse Excelsior which became the star of the show. While the circus was setting up on the river bank, a chubby, barefoot boy rode in on a white horse to watch. He rode that horse right up to the top of a wood pile. Dan Rice saw this and invited the boy and his horse inside the tent. Here he was shown many tricks the horse could perform. That evening, the boy, William S. Thomas, sold the animal to Rice for two hundred dollars and another horse.

Dan Rice named his new horse EXCELSIOR and she became one of the most famous horses ever to perform in a circus. Excelsior went blind a year or so later but continued to perform for years. She had a colt that was a carbon copy of herself. Rice named the colt Excelsior, Jr. and trained it to follow in its mother's footsteps. Strangely enough, Excelsior, Jr. went blind also but was still able to star in the circus.

G. R. Spalding managed to stay in the circus business after splitting up with Dan Rice. In 1849 he formed a partnership with Charles J. Rogers that lasted for many years.

The Spalding & Rogers Circus came up the river in 1860 and played Evansville on May 2nd, Cannelton May 4th and Louisville May 7th, 8th and 9th. That year the big come-on in their ad promised that, "The Celebrated English Court Jester, Mr. Tom Watson, will sail down the river in a Wash Tub, Drawn by Four Geese, in full view of the public, about 11 A.M. at everyplace of exhibition." This feat was illustrated in the ad.

Although the Cannelton Reporter stated -- before the show -- that this ride in a wash tub pulled by four live geese was a

"fact," subsequent issues did not follow up with a report of either the show or the wash tub trick. Nor did the Evansville Daily Journal give it a review. But Mr. Watson did take a ride in his tub at Louisville, on May 8th, with unexpected results.

Three newspapers in Louisville reported on the tub ride and what follows is compiled from all three. The levee was crowded from the foot of Fifth up to Second Street. One paper estimated a crowd of 4,000; another said at least 5,000 people were on the levee.

Mr. Watson set out on his voyage from a raft at the foot of Brook Street. "He had a tub and it was a wash tub to all appearance." When he stepped into the tub, the band played The Girl I Left Behind Me. "The music sang and the crowd shouted, the geese cackled and pulled the tub with its passenger out into the river.

The wind was blowing off shore at the time, and before Mr. Clown was aware of his peril he was in the swift current of the falls, unable to stem it." The skiffs that were keeping him company followed; they passed the first riffle of the falls, headed for Corn Island. The clown, "and greater number of his attendants had to take water goose fashion and wade ashore, all coming out safe, tired and very wet, most of them excessively frightened. The sail boat and its crew went over the falls and landed at Shippingport."

None of the papers reported what happened to the geese.

Buffalo Bill -- in person -- came down the river in 1884 on the steamboat W. P. THOMPSON with his Wild West Show. He played Tell City at the old Fair Ground. The cast was extensive: More than 100 men, including Indians, over 100 horses, an assortment of steers, buffalo, elk and mountain sheep and the old bullet riddled Deadwood Stage coach. Old Timers were still talking about that show when I was a kid.

There was trick riding, bronco breaking, Indian war dances and marksmanship. One of the most popular events featured William F. Cody (Buffalo Bill), Major John M. Burke and Big Indian Chief Cornplow. Three men rode ahead of this trio tossing glass balls into the air. The three marksmen followed abreast -- on a trot -- and shattered the glass balls in mid-air with their rifles. Out of 24 trials every shot was a hit which was quite a feat while mounted and at a trot.

For the finale of the show, the Old Deadwood Stage Coach drawn by four horses, with driver on the roof and passengers inside, came galloping past the grandstand with Indians in war paint hot in pursuit. At the crucial moment, Buffalo Bill and his men appeared and rescued the stage amid the noise of many rifle shots.

Tell City had a local resident intimately involved with this next circus. Capt. G. W. Lyon owned and operated steamboats at Tell City. He did towing work and also dealt in produce and livestock which he took down the river to sell.

In 1885 he contracted to transport a circus with his steamboat PAROLE. Unfortunately, the name of this circus hasn't come down with the story that has been passed along by my elders. But, according to the story, he towed this circus until it ran out of money and Capt. Lyon found himself holding a substantial towing bill that was uncollectable. But, he was a resourceful man. The circus property was towed in his boat, in his possession, so to speak. So Lyon headed up the river for home.

Thus it was that one fine morning the PAROLE landed at Tell City and unloaded a circus into Capt. Lyon's warehouse and stock barn on Seventh Street, spilling over into the back yard of his home next door, much to the delight of the neighborhood children. There were wild animals, horses, wagons and tents -- the whole bit. And the Lyon girls played circus all summer long.

The children weren't the only ones entranced by this circus. We had in Tell City at that time several bands, the most famous of which was the Mechanics Band. As soon as those musicians saw the band wagon that was part of the plunder Capt. Lyon had brought home, they had to have it and somehow they acquired it from the good captain.

The Cannelton Enquirer and Reporter for April 11, 1885 noted that the Mechanics Band had driven up to Cannelton on Easter Sunday to show off their new band wagon. The Mechanics Band, "is a whole team now with a big dog under the wagon."

The next year the circus moved on. The Memphis papers, in March of 1886, reported that the Str. PAROLE was tied up there with Spaulding's Dime Circus. And in October it was reported that the PAROLE was chartered at Evansville by the "10 Cent Circus." Either the circus of the prior year was reorganized, with Capt. Lyon having an interest in it, or he sold out to another circus. (This Spaulding was a different man than the G. R. Spaulding mentioned above.)

But when the circus moved on, the band wagon stayed behind to become a tradition in Tell City. Of course the Mechanics Band broke up long before I came along but I remember that band wagon. When I was a boy, it sat rotting away in the vacant lot next to the merry-go-round building on Seventh Street, directly across from the blacksmith shop.

MERRY CHRISTMAS\*\*\*\*HAPPY NEW YEAR 1993

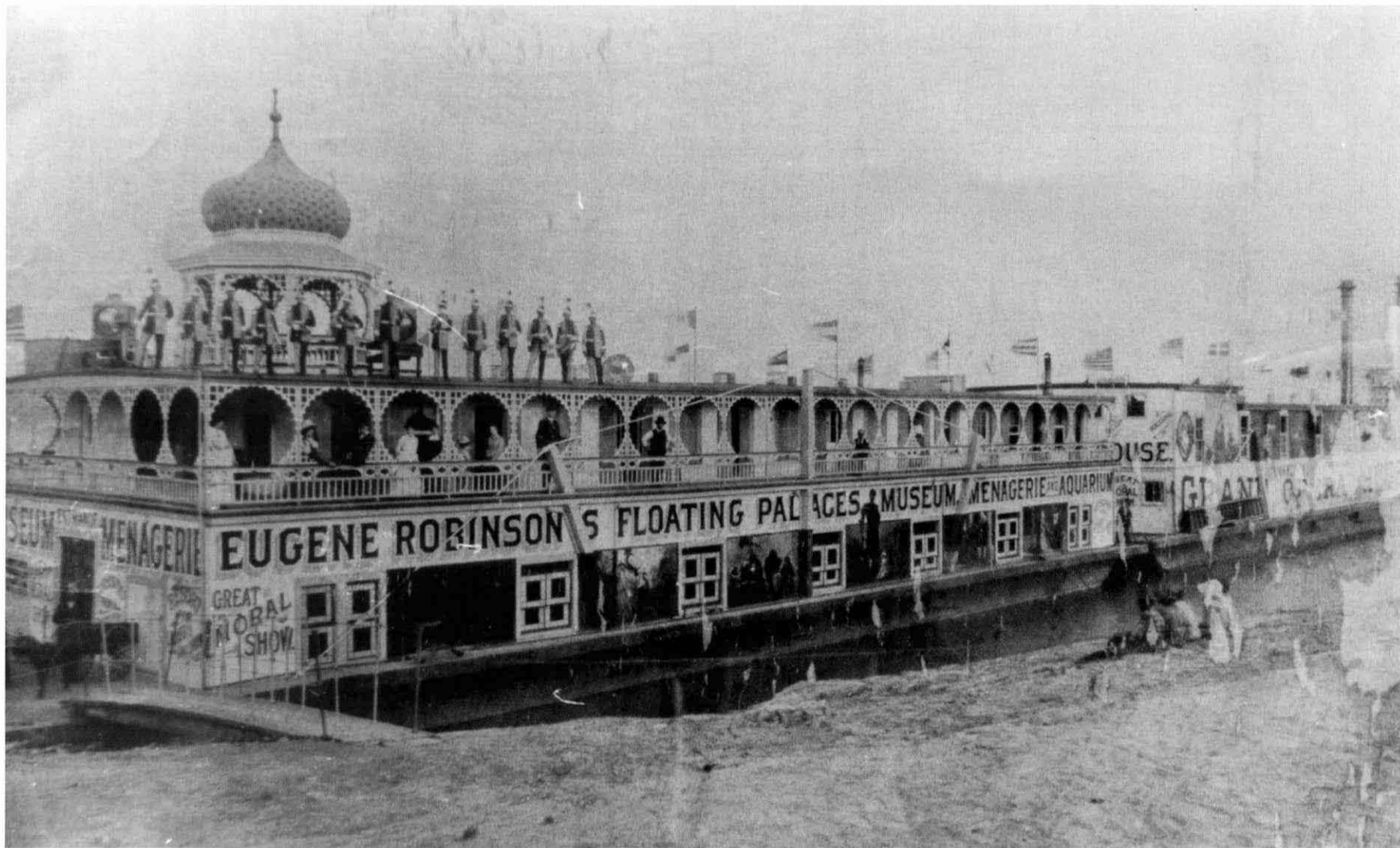
*But Fern*





**H**ere is the Doremus photo gallery FLORA, a successor to the SUCCESS, at Donaldsonville, Louisiana, 1889. It is one of two Doremus photos brought to John Briley at the Ohio River Museum by Robert K. Ford of Denver, Colorado. The prints are each  $13\frac{1}{4} \times 16\frac{1}{2}$ " brown tone enlargements mounted on canvas.

The FLORA appears to be a somewhat larger boat than the SUCCESS with a forecastle and wider guards, possibly a former steamboat hull. A mast with boom and furled sail at the front of the cabin can be used with favorable wind; an anchor shows at the stern. The portrait on display could be John himself.

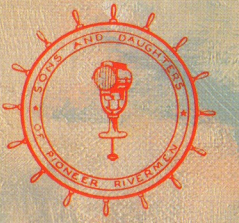


This Doremus enlargement is somewhat deteriorated but good evidence that the photographer was on the lower Mississippi circa 1888-1890 and possibly later. Since the companion print of the photo gallery FLORA is identified as Donaldsonville, Louisiana we believe that the Eugene Robinson show was taken at the same location. The band is lined up on the roof and the actors and actresses pose in the decorative openings on the second deck, a formal publicity photo no doubt.

EUGENE ROBINSON'S FLOATING MUSEUM, MENAGERIE & AQUARIUM AND THE GRAND OPERA HOUSE, two boats, were built by Howard Shipyard, Jeffersonville, Indiana in 1888. The boat with stacks just showing is THE NEW IDEA (5352), also built for Robinson by Howards. This elaborate entertainment complex survived until 1895, then auctioned off. The GRAND OPERA HOUSE became the showboat FRENCH'S NEW SENSATION NO. 2, the museum boat a sugar barge and THE NEW IDEA a Cairo ferry KATHERINE.

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