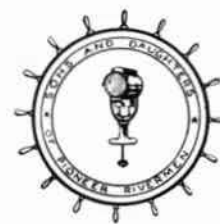


S&D REFLECTOR

Published by Sons and Daughters
of Pioneer Rivermen



Vol. 31, No. 1

Marietta, Ohio

March 1994



ON THE COVER

The cover photo was taken by Jesse P. Hughes on Monday, August 16, 1920 at Morgantown, West Virginia. The LEROY, now owned by William F. Hammell and George F. Bauersmith of Pittsburgh, is at the landing.

Messrs. Hammell and Bauersmith aimed to resurrect the Monongahela River packet trade, no service having been available since the sinking of the VALLEY GEM in the ice at Morgantown in February, 1918. Until just before World War I, packets had operated very successfully on the Monongahela with the business supporting two lines. Service was provided from Pittsburgh twice weekly to Brownsville and Morgantown and weekly to Fairmont, West Virginia.

But, it was too late by 1920 for the LEROY to pay her way in the Morgantown trade. Morgantown, 100 miles above Pittsburgh, and Brownsville, 56 miles, were sizeable towns with other busy smaller towns in between but railroads followed the river shore and interurban service connected Pittsburgh with Brownsville and Charleroi. Jesse noted the LEROY departing Pittsburgh with a very light trip on September 15 and on December 1 she left for good to enter the Wheeling and New Matamoras trade.

So, the photo on our cover is a last scene of packet boating on the Monongahela. Jesse had his family aboard the LEROY on this trip and a close examination of the photo shows two small girls wading in the river, just beside the small houseboat or floating boat house. Could be that Lillian and her younger sister Helen Hughes were cooling off that August day with mother Telia watching close by.

* * *

A DATE TO REMEMBER

The 1994 annual meeting of S&DPR will the weekend of September 16-18, 1994.

GERALD W. SUTPHIN, Esq.,
Senior Vice President,
S. & D. of P. R.

Jerry Sutphin needs no introduction to readers of the Reflector but gremlins crept into the production of the December, 1993 issue.

The color cover turned out just right. Most of the black and white photos turned out fine and none were printed backwards. Typos were no more numerous than usual and mistakes in translating handwriting were mercifully overlooked by most readers. But, the editor was alerted early-on to an error. No, a compound error, repeated twice, almost egregious.

The list of officers on page four of the December S&D Reflector omits G. W. Sutphin as the new, duly elected Senior Vice President. C. W. Stoll appears on the list in that spot, one C.W. has held for 50 years and our typewriter went on automatic. The report of the election during the annual business meeting (page 11) also has the results wrong although we heard the report of the nominating committee given loud and clear by Chairwoman Jane Greene.

Jerry Sutphin has been a loyal member of S&D since 1968 and a member of the Board of Governors since 1971. For 18 years he was with the U.S. Corps of Engineers, Huntington Dist., involved with public affairs, unit history and publications. Since 1982 he has operated his own consulting service, Visual Information, Ltd., which specializes in river themes.

Jerry worked with Richard Andre, Charleston historian, in 1991 to write and publish "Sternwheelers on the Great Kanawa River", a well received photo history.

Sorry Jerry, the editor goofed.

* * *

W. P. SNYDER JR.

DRAWINGS AVAILABLE

Model builders and others may obtain detailed drawings of the W. P. SNYDER JR. from John Briley, Campus Martius Museum, 601 Front Street, Marietta, OH 45750.

These were drawn by Alan Bates following his survey of the boat and are drawn to $\frac{1}{2}$ "=1' scale. 10 sheets. \$20.00 postpaid. All proceeds to the maintenance fund for the SNYDER.

- CONTENTS -

Hughes Diary	Pg. 22
River Life Don Naish	Pg. 8
Tinclad Codes	Pg. 16
Obituaries	
Gene Grate	Pg. 6
Argil Nohe	Pg. 6
Kermit Lane	Pg. 7
Chick Lucas	Pg. 6
Wamp Poe	Pg. 7
S&D Chapters	
M.O.R.	Pg. 15
O-K	Pg. 29

HOWARD MANSION BIRTHDAY
1994

On December 1, 1894 Edmonds J. and Laura Burke Howard moved into their new home across from the Howard Shipyard in what was then called Port Fulton. This is the mansion that is now the Howard Steamboat Museum.

A number of special events are planned to celebrate the 100th year of the architecturally outstanding Howard house. These include a charter cruise aboard the BELLE OF LOUISVILLE on the afternoon of April 16, Victorian Chatauqua on May 21-22 and a Steamboat Art and automobile exhibit September 25-25.

For more information, contact the museum at P.O. Box 606, Jeffersonville, IN 47131 or call (812) 283-3728.

* * *

LETTERS

Sirs: In the report on the S&D annual meeting in the December issue, mention is made of the model of the hull of the BETSY ANN displayed by John Fryant. (Page 6, top). The plans for the BETSY's hull found in the Smithsonian were just the starting point for John's creation.

The Smithsonian drawings are dated 1938 and were taken from the hull when the boat was laying at St. Louis at the end of her towboating career. John supplied these drawings together with the original 1899 construction drawings which had been saved by Dennis Trone. Combining this information I made a new set of hull lines 1/4"=1' scale for John's concurrence and use in building the model.

Eventually, complete plans for the BETSY ANN will be available for model builders and detailed enough for duplicating the original boat, should any lottery winners be so inclined.

Richard Rutter
2205 Clinton Ave.
Alameda, CA 94501

= Yes, our report may have omitted the detail that led to the BETSY ANN's hull model. Dick is finalizing the preparation of a detailed set of plans for the BETSY ANN, aided and abetted by John Fryant, Jim Wallen and Kent Booth. Ed.

Sirs: The cover of the December issue is superb. John Stobart is up to his usual excellence.

Look closely and you'll see a deckhand throwing a line to the wharfboat. The engineers had better start backing her hard or the WILD WAGONER will have her nose in that muddy bank.

John Fryant
6508 Dorset Dr.
Alexandria, VA 22310

= The deckhand is indeed making a good toss of that line. We had missed seeing him when examining the transparency before sending it to the printer. Ed.

Sirs: While at Hanover College in 1939, the college sponsored a May Day boat ride and our fraternity had a dance on the moonlight trip. I think it was the last dance the fraternity was permitted to hold as an exchange student from England was "dared" into swimming ashore at Madison. She almost made it before the crew of the boat picked her out of the water; she was by then sober.

This boat was a sidewheeler and I'll be forever grateful if you can tell me what it might have been.

Chester McKamey
7162 Lion Drive
Nineveh, IN 46164

= It could have been the ISLAND QUEEN but our guess is that she was the SAINT PAUL. Hanover Landing was a regular stop for both the WASHINGTON and SAINT PAUL. Perhaps Kent Booth will recall fishing the young lady out of the river. Ed.

Sirs: I would like to correspond with anybody interested in swapping photographs of diesel boats, switch boats, excursion boats on the Ohio or Lower Mississippi for boats in this area. I have some steamboat photos, too.

Curt Smith
760 Fremont, Apt. 6
Dubuque, IA 52003

Sirs: I've been a "yard man" for many years but never have I heard of a "tulip poplar tree" which you purport to show on page 9 of the December, 1993 issue. These tulip trees are really magnolias and are found in many parts of the U.S. They are a hardy species of flowering tree and are quite common here in the Northwest.

Walt Thayer
Box 2175
Wenatchee, WA 98801

= We'll take your word for the analysis, Walt. The

book, An Introduction To Nature says, "For some strange reason, this tree is called the Yellow Poplar in the lumber industry." Ed.

Sirs: The 1993 S&D meeting was my first and I enjoyed it. Ken grabbed the December Reflector as soon as it arrived so I retreated to my sewing room and resigned myself to several hours of silence.

After reading about the meeting, Ken appeared to announce, "I'm mad! I've been to I don't know how many meetings and you go once and get a writup in the Reflector. Worse, he spells my name wrong."

Betty Wroblewski (White)
62729 Barbara Lane
Cambridge, OH 43725

= Our apologies to Kenneth Wroblewski (not Wrobleushi). We're glad to have met Betty White who brought two examples of her art to S&D, the W. P. SNYDER JR. and the NATCHEZ.

As for "broadstitching", Betty writes, "You work from the wrong side of the material with a long needle. You punch the needle all the way into the material and bring it back out. You then move the needle just a little and punch again; this forms a loop on the front side of your cloth. You can make the loops long or short, depending on the number you choose on your needle." OK, Betty. Ed.

Sirs: I welcome every new issue of the Reflector, especially when one of John Stobart's magnificent paintings grace the cover, as on the recently arrived December issue.

Jim Trott
Box 1264
Ft. Benton, MT 59442

= J. E. "Jim" Trott is the artist with his own magnificent paintings of scenes in Montana. Ed.

S&D REFLECTOR

Published by Sons and Daughters
of Pioneer Rivermen



Vol. 31, No. 1

Marietta, Ohio

March 1994

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

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

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

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

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

Memberships are for a calendar year including four issues of S&D Reflector. Renewal notices are mailed out near the end of the year. Respond with a check promptly as this notice will be the only one sent to you. Delay in remitting may require removal of your name from the mailing list. Postal regulations prohibit the mailing and billing of material without the addressee's consent.

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

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

* * * * *

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

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

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

* * * * *

SONS & DAUGHTERS OF PIONEER RIVERMEN

Officers:

J. W. Rutter, President
126 Seneca Drive
Marietta, OH 45750

G. W. Sutphin, Senior V.P.
204 Chestnut Street
Huntington, WV 25705

Capt. Clare Carpenter, V. President
816 George Street
Belpre, OH 45714

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

Guy C. Anderson, Treasurer
2838 Colonial Ridge Ct.
Cincinnati, OH 45212

Board of Governors:

Term Ending 1994 -
William Judd
J. W. Rutter
Frederick Way III

Term Ending 1995 -
Gerald W. Sutphin
William Barr
Anne Mallinson

Term Ending 1996 -
Jack E. Custer
Catherine Remley
Capt. C. W. Stoll

Trustees J. Mack Gamble Fund:

Yeatman Anderson, III
J. W. Rutter
G. W. Sutphin

Affiliated Chapters:

Ohio-Kanawha Chapter
Capt. Bert Shearer, President

Middle Ohio River Chapter
Rick Kesterman, President

Mississippi River Chapter
J. Thomas Dunn, President

Inland Rivers Library, Cincinnati:

Alfred Kleine-Kreutzmann, Curator
(513) 369-6957

Ohio River Museum, Marietta:

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

THIS AND THAT

W. P. SNYDER JR., 75th ANNIVERSARY

During this past summer there was a large banner displayed from the boiler deck of the W. P. SNYDER JR. announcing the 75th birthday of the boat. The Marietta Times had a writeup and photo commemorating this milestone and a decorated cake was cut at the Ohio River Museum.

Then Manager John Briley thought up a postal commemorative cachet and the U.S. Postal Service set up the Ohio River Museum Station for a special cancellation to add to the celebration. Only 200 copies of the cover (an envelope with appropriate stamps, cachet notation of the event and special cancellation) were available and these quickly sold out to philatetists.

For interested stamp collectors who missed the first offering and steamboat buffs, John offers you a second chance: "We have decided to issue a second set of 200 with a green cachet. The special stamped covers with the pictorial cancellation and cachet are \$2.00 each, first come, first served. Each cover will have one of the 25¢ steamboat stamps and the "Louisiana statehood" stamp which features a steamboat.

People should send a self-addressed, stamped #10 envelope to the Campus Martius Museum, 601 Second Street, Marietta, OH 45750 along with a check or money order for as many covers as they might want.

All proceeds from this offering go directly to the W. P. SNYDER JR. restoration fund."

DELTA QUEEN CONTINUES SEWICKLEY SALUTES

While Fred Way was in residence at 121 River Avenue, Sewickley, Pennsylvania the pilot on watch seldom missed giving a toot on the whistle at the Sewickley Bridge. Occasionally, the D.Q. would miss on this ritual and Fred would muse that someone new must have been on watch.

But, the citizens of Sewickley came to expect the whistle of the DELTA QUEEN as she passed by too. The hillside echoes of those deep notes reminded folks up at Beaver and Broad Streets that a bit of history was passing by and all was well down on the Ohio. After Fred moved to Marietta the whistle salute and occasional calliope concert at Sewickley seemed to have been overlooked and some of the good people missed it.

Word was passed to New Orleans and, for whatever reason, all is again well in Sewickley and down in Way Park in Edgeworth. Mrs. Peggy Rea, the unofficial park dandelion plucker,

reports: "On Tuesday, October 26, at 8pm, I was standing in my garden when the DELTA QUEEN's calliope pulsed through the darkness, giving Sewickley a memorable case of goosebumps." Ah yes, the magic.

STEAMBOATS: GLORY DAYS ON THE BIG MUDDY

History and steamboat buffs should be aware that the program "Real West" on the Arts and Entertainment cable TV channel will be broadcasting a segment on steamboats on the Missouri River this spring. Featured with much other material will be 22 steamboat paintings by S&D member J. E. "Jim" Trott, Fort Benton, MT. If you don't have this premium channel on your TV you might want to accidentally drop in on a friend.

HOW MANY WHISTLE BLOWS?

The Whistle Blow held on the banks of the Muskingum on the afternoon of September 18, 1993 was the sixth sponsored by S&D. The previous performances were held at the Union Carbide plant, Long Reach, West Virginia as follows:

1. May 1, 1965
2. May 7, 1966
3. June 21, 1969
4. June 1, 1970
5. June 19 1976

Walter McCoy, Sistersville, West Virginia was the originator of the first whistle blow at Long Reach and responsible for the arrangements with Union Carbide. So successful was the first event that Union Carbide encouraged and Walt managed three more whistle blows.

Walt McCoy died September 4, 1971 and it appeared that S&D whistle blows were ended. Then, Adam Kelly, Editor of the Tyler Star News, Sistersville, thought up the 1976 "Walt McCoy Tootenanny." Walt and Adam had been partners on the newspaper and projects in Sistersville.

Somewhere, we are sure, Walt McCoy and Adam Kelly, the Country Editor, were listening on September 18, last.

BATES-HAWLEY BOOK COMING

Cpts. Alan Bates and "Doc" Hawley are anticipating the release of their new book on the excursion boat business, *Moonlite at 8:30*, early in April. Reports Alan:

The book will be hardbound, 200+ pages, 8 1/2"x11" size with about 165 illustrations (many never before published), a map, Doc Hawley's 1961 log of the AVALON, listing of about 500 rivermen and the boats identified with them, index, bibliography, five appendices, etc. The dust jacket will bear a painting of the Rose Island Company's AMERICA by Dr. M. C. "Pete" Striegel.

Pre-publication price of \$30 plus \$2 postage will be honored until March 31, 1994. Regular price will be \$35. More details may be obtained by writing to Alan L. Bates, 2040 Sherwood Ave., Louisville, KY 40205.

OBITUARIES



GENE GRATE

Raymond Eugene Grate died at his home in Middleport, Ohio on December 15, 1993. He was 81, born February 23, 1912, the son of Jasper H. and Lenora Belcher Grate.

After graduating from high school in 1930, Gene served as secretary to the superintendent of Middleport schools for ten years. He joined the staff of the Citizens National Bank in 1942 and retired as Assistant Vice President in 1980. For thirty years Gene was the clerk-treasurer of the village of Middleport. He was a member of Middleport-Pomeroy Club of Rotary International. Gene was treasurer of S&D for several years until 1960 and the S&D account was kept in the Middleport bank for a number of years, until a merger with Central Trust of Cincinnati.

We first met Gene Grate on a summer evening in 1946 aboard the houseboat used by the Middleport Boat Club. Fred Way and Ye Ed were headed for Cincinnati on a camping trip aboard the LADY GRACE II. Gene invited us to set up our cots on the houseboat and stay the night.

Gene Grate was a bachelor and a man of many hobbies. He collected clocks and was a member of the National Association of Watch and Clock Collectors. He once became interested in candy making and took classes to learn the art of filled,

hand dipped chocolates, subsequently turning out hundreds of pounds in great variety each Christmas. He decided that he could make a better fruit cake and then favored dozens of friends annually with his product, solid with candied fruit in great variety and the choicest nuts. Gene was skilled at woodworking and one year he built five grandfather clocks, each of different woods and finishes. At a Christmas dinner, cooked by Gene, the clocks were presented to his brother and sisters by a blind draw.

Gene's father had operated a creamery and milk business in Middleport during the 1920s and '30s. The Purity Ice Cream Co. building extended along Cole (or Coal, spelled either way) St. to the river and when it was torn down Gene set out to build a house on the foundation. We don't mean that Gene hired a contractor: he started with his own plans, laying block, sawing boards and nailing studding. Admiring carved panel doors in a photograph, Gene carved his own for the china cupboard and for the closet enclosing the telescoping dining table. A wood inlay artwork for over the fireplace was unaffordable so Gene taught himself the technique and made a duplicate. The bathroom and kitchen were the last word in lighting and gadgets; the appliance dealers sponsored an open-house to showcase their products. The result was a very modern brick structure with flat roof, a touch of Frank Lloyd Wright complete with a huge picture window overlooking the Ohio. Gene called the place "Grateview" and surrounded it with flower gardens, another of his hobbies.

Gene was preceded in death by a brother William and sisters Frances McCormick and Ruth Tewksbury. He is survived by his sister Mary (Mrs. Leland) Brown of Middleport, Ohio. Burial was in Riverside Cemetery, Middleport.

ARGIL M. NOHE

Argil Nohe, 83, of 246 6th Ave., W, Huntington, West Virginia died September 11, 1993. He was born August 29, 1910 at Belleville, West Virginia, son of William D. and Rose Grey Nohe.

Argil was a regular in attending meetings of the O-K Chapter at Pt. Pleasant. He had worked for the Corps of Engineers in Huntington for over 43 years and, after retirement, as a security guard at Camden Park for 22 years. He once was a crew member on the SENATOR CORDILL.

Argil is survived by his wife Pauline Rollyson Nohe, two sisters, Dona Toalston, Canton, Ohio and Ocie Allison, East Liverpool, Ohio and a brother James Nohe, Hillside, New Jersey. Burial was at Woodmere Memorial Park.

RUSSELL C. "Chick" LUCAS

Capt. Russell C. "Chick" Lucas, master and pilot, died at his home in Manchester, Ohio December 29, 1993.

"Chick" Lucas was born at Stout (Rome), Ohio on May 15, 1903. He went on the river as a cabin boy in 1919 and received his pilot's license in 1921, at that time the youngest pilot licensed. He worked for the Greene Line for a number of years, serving on the ANDES, CHILO, GREENWOOD and TOM GREENE. He also worked on the packets KENTUCKY and QUEEN CITY and then took up towboating on the JULIUS FLEISCHMANN, CATHARINE DAVIS, W. K. FIELD, J. H. DONALD, A. I. BAKER, A. C. INGERSOLL, JR., J. D. AYERS, G. W. McBRIDE, CHARLES T. CAMPBELL, JOHN W. HUBBARD and ERNEST T. WEIR.

"Chick" formed the Lucas Towing Co. about 1944 and operated the WACOUTA, D. W. WISHERD and then the E. D. KENNA, a boat Chick is identified with by many and his last steamboat. The

OBITS. Cont'd. From Pg. 6

KENNA was traded to Hillman transportation Co. in 1952 for the diesel HENRY L. HILLMAN which Chick renamed LUCY JANE LUCAS, for his mother.

In addition to his river career, "Chick" was also a banker, becoming president of the Farmers Bank of Manchester in 1959. He remained active in the bank until 1979.

Russell Lucas was a good story teller and appeared in the documentary, "Flatboats to Towboats". He was featured in the Ohio magazine, September, 1983, and in 1992 S&D member Lois Kidd wrote an article about Chick for Ohio Southland, a regional history magazine.

He is survived by his wife Doris, 315 E. 8th Street, Manchester, OH 45144, son J. Edward, two grandsons, several nieces and nephews. He was preceded in death by two brothers, Gordon and Capt. Coleman Lucas, and a sister. Burial was in the IOOF Cemetery, Manchester, Ohio and Lois Kirschner Kidd gave the eulogy.

Our thanks to Lois Kidd for alerting us to the passing of "Chick" Lucas.

EDGAR ALLEN POE

Edgar Allen "Wamp" Poe, 62, Nashville, senior master-pilot of the Opryland showboat GENERAL JACKSON, died on December 28, 1993.

Capt. Poe had been a riverman since leaving home at the age of 13 for a summer job as a cabin boy. He grew up in Wolf Lake, Illinois. After completing high school he went on the river fulltime and rose to be Port Captain for Nilo Barge Line from 1973 until 1985. Rivermen who worked with Capt. Poe recall his easy way of getting any job done and leading by calm example.

"Wamp" came out on the GENERAL JACKSON as a new boat in 1985. About that same time he found out that he had cancer. A practical philosopher, "Wamp" said

that the news, "Taught me more about how to enjoy life and how great life is than anything else ever did."

A great storyteller, "Wamp" was popular with passengers and crew members alike and acted as a consultant for the CBS TV series, The Mississippi. He also appeared with John Hartford in the video, GENERAL JACKSON produced by Opryland.

Capt. Poe is survived by his wife Arlene Poe of Nashville, two daughters, Richelieu Holden and Dana Cavaness and two grandchildren. Burial was in Walker Hill Cemetery, Grand Tower, Illinois.

Our thanks to Jim Swift, Jim Schenk and John Hartford for the information on Capt. "Wamp" Poe.

KERMIT A. LANE

Mailing of the S&D dues notices often brings sad tidings in return. We have learned of the death of Kermit Lane, 81, in Marietta on May 29, 1993.

Kermit Lane was born at Caywood, Washington County, Ohio June 25, 1911. He married Grace Duvall in 1935 and was retired from Remington Rand. Kermit and Grace lived on a ridge not far from the Little Muskingum River and were the source for the story on the building of the steamer MECHANIC, March, 1988 issue and S&D members thereafter.

Kermit is survived by wife Grace, daughter Mrs. Donald (Kay) Caltrider of Marietta and brothers, James and Lloyd Lane of Marietta.



GOING! GOING! GONE! The steamboat replica that has graced the waterfront of Covington, KY since 1990 will soon be recycled into a floating den of gambling iniquity on the Missouri River at Parkville, MO., close by the high rollers in Kansas City.

The SPIRIT OF AMERICA is a realistic recreation of a southern packet in the era of the J. M. WHITE, soaring stacks, 'scape pipes and gingerbread everywhere. The SPIRIT held five restaurants but never attracted trade enough to pay its way and went bankrupt.

From the Kentucky Post, courtesy Virginia Bennett:

"The Covington Landing Limited Partnership on December 28 signed papers to close on the sale of the steamboat replica for \$7.8 million cash to Sahara Resorts of Las Vegas, which will dock it at Parkville.

Sahara will renovate the boat at a cost of between \$3.5 and \$4 million, said Chris Lowden, president of development for Sahara. The work will include safety changes and improvements to allow the boat to hold 1,000 gambling machines."

Photo by Dave Thomson.



Saturday morning, August 6, 1938: The ISLAND QUEEN (2800) is loading her first trip for the run up the river to Coney Island amusement park. Striker Don Naish is still learning things about the engine room, having joined boat that spring. Just visible at the Greene Line wharfboat is the GORDON C. GREENE.

REMINISCENCES OF RIVER LIFE

By Don Naish

I graduated from high school in 1936. Times were tough and jobs were scarce. My grandfather was a tinner and I worked for him for a while but when I was offered a job as striker engineer on the steamer ISLAND QUEEN I jumped at it.

The job offer came in a roundabout way. Harry Flesher was the Boiler Inspector in the Cincinnati office of U.S. Inspection service and lived next door to us. Harry didn't like to drive so, if he had to go to Huntington or some other river port and I was available, I would drive for him. We became great friends and Harry was like a father to me.

Some explanation of the operation of a sidewheel excursion boat like the ISLAND QUEEN might be helpful; she has been gone now since 1947. The ISLAND QUEEN was enormous and spent most of her life running between downtown Cincinnati and Coney Island Amusement Park, about eight miles up the Ohio. Her hull was 285x45.6x8 and with her sidewheels was almost 90 ft.

wide overall. She was allowed to carry 4,000 passengers and had a dance floor 250 feet long, about 50 feet wide and two decks high.

Being a sidewheeler, it took two men to handle the engines, each wheel having an independent engine. This is where the "striker" enters the picture. At sea or on the Great Lakes he would be known as an oiler but on the QUEEN he handled one engine while the licensed engineer handled the other. This was how a striker became an engineer and after three years he could sit for the written examination as first assistant engineer. A striker or fireman sitting for the engineer exam had to bring letters from all of the engineers for whom he had worked. In those days, licenses were based upon gross tons and could be for condensing or non-condensing steamers.

The ISLAND QUEEN was non-condensing but was large enough to qualify a person for all gross tons. Now, the single engines on a side wheel boat so the momentum had to carry the crank over center in order to keep

running, sometimes a tricky business when running dead slow and maneuvering when the valves were operated by hand through a system of pulleys. I was told that in the old days the valves were at times operated by the swing of a club or strike, hence the term "striker".

The QUEEN operated each year from April 1 until November 1 and laid up during the winter months. This meant that I had to find other employment for five months of the year and we will get into that later. She carried a crew of two engineers, one striker and two firemen when running in the Coney Island trade, laying up (usually) twelve hours. When "tramping" in the spring and fall, she shipped another striker to make up a full double crew.

There was no lack of work for the striker. The engine room was wide open to the public and was kept spotless, the striker tended the water levels, did all the lubing, polished brass and steel and handled one engine. As Mark Twain might say, "It kept a body busy," but it was a good life for a young guy. When we were running in the Coney Island trade I lived at home and worked from eight in the morning to eight at night; I could have lived on the boat if I had wanted. For this, I received \$75 per month and my meals, a not inconsequential sum in those days.

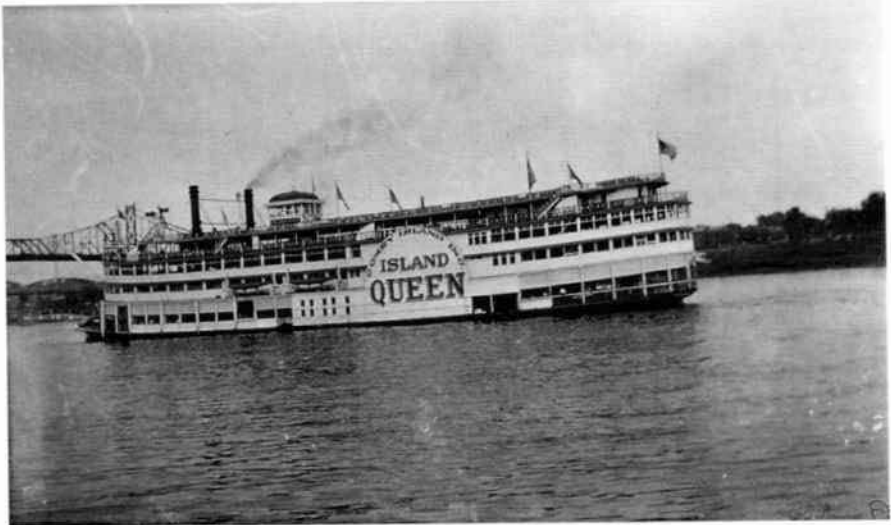
Before proceeding farther with these ramblings I should set down that I went on the river in the spring of 1938; got my license in 1941; left the river and went to sea in 1943. Please don't ask me for any other dates; I kept no journals. I am stretching my memory to the limit to remember the events I'm writing here but aim to report them faithfully.

Coney Island was an immensely popular place in the 1930s and the QUEEN usually ran four trips per day. On weekends, holidays and special days she ran five trips. We also had

special days when we would pick up passengers at Covington, Newport and even Lawrenceburg and Aurora, Indiana. Those trips to Lawrenceburg and Aurora made for long days. I remember one time when picking up passengers at Lawrenceburg that all the passengers were congregated on the port side, waving to their friends and causing the boat to list heavily to port. We were stuck in the mud and practically washed Indiana off the map getting out of there.

There was quite a contrast between the people going to the park in the morning and those coming home late at night. In the morning they could be pretty bolsterous but they were dragging when coming back to town. We never had much of a problem with listing when we had a big crowd, they couldn't move around much, but a partial crowd could cause problems and the listing would slow us down. When passing Dayton Beach, canoeists would come out and try to catch the waves behind the wheels, riding for miles when successful. This would cause the passengers to gather at the stern to watch and the QUEEN, notwithstanding her huge size, would stand on her tail and push the river ahead of her. We would stop the wheels briefly and this caused the canoes to stand on the bows and lose the wave. I recall a motorboat or two that stalled ahead of the QUEEN and went under the wheel but don't believe we killed anybody.

Most of the crew of 100 on the ISLAND QUEEN worked in the Steward's Department running the food service, concession stands, and otherwise caring for the passengers. Many of these crew members were southerners who came back year after year and one I recall in particular was called Poor Chance (he stood a poor chance of amounting to anything). This fellow ran a concession stand that sold small, green turtles with a picture of the QUEEN on their backs for 25¢ apiece. The steward



Back from Coney Island and drifting into the Coney Island Co. wharfboat. Passengers with picnic baskets in hand are waiting for the ride on BIG LIZ and a day at the park. Wonder who named her BIG LIZ but that's what the Cincinnati natives called the ISLAND QUEEN.

directed Poor Chance to clean the aquarium and came back later to find him lifting the turtles individually with a teaspoon. "Poor Chance, why don't you just reach in there and grab a handful?" "Cause one of those suckers bit me," replied Poor Chance but they could hardly manage to gum rolled oats.

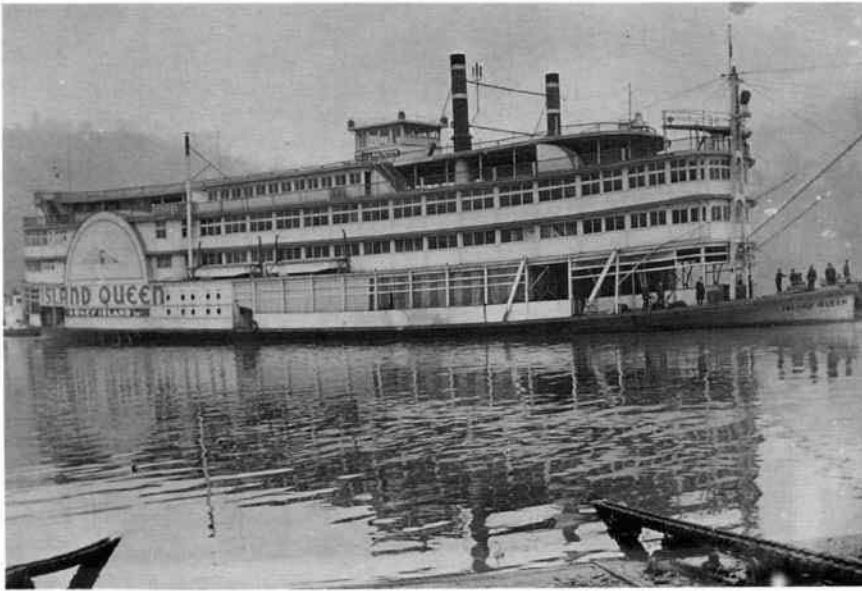
Occasionally, some of our crowds became a little rowdy and the QUEEN had two jail cells for those folks. This usually happened on "moonlight excursions". Maintaining order with a large crowd could be a problem when they were feeling festive but the crew on the QUEEN could do it. Ernie Wagner was mate when I was on the ISLAND QUEEN and later became captain of the DELTA QUEEN. He and his watchmen and deckhands were always equal to the task of keeping order.

We might say something about the nicknames that seemed to follow a number of men on the river. Two of the deckhands were called Little Bedtick and Big Bedtick because they that's what they were wearing when they came down out of the hills. For a while we had a first assistant engineer named Paddlefoot Taylor because of his shoe size. A watchman with the real

moniker of Andy Schott became the butt of numerous practical jokes, principally because of his violent temper; one day all of Andy's shirts were seen floating down the river.

Some of the practices we followed in those days would lead to a heavy fine today. For instance, we took our drinking water aboard through a garden hose that was routinely coiled up on deck, unsealed, when not in use. Except for drinking and cooking, river water was used and this was true on all of the boats at that time. The only times when we took some interest in the source of the water was when we lay at Memphis in Wolf River which in those days was just an open sewer.

The QUEEN was strictly a summertime boat. The only heat was the galley range and a woodstove in the deckhands bunkhouse. After the end of the season in 1940 we took the QUEEN to Dravo Shipyard, Neville Island, Pittsburgh in January, 1941 for some hull work. While the boat was on the drydock the black gang was kept busy doing repair work and a cooled down steamboat in the middle of winter is the coldest place you can imagine. Fred Way had been one of the pilots bringing the boat up the



The ISLAND QUEEN arrived at the Dravo Marine Ways, Neville Island at 6pm January 4, 1941 for hull work. Sponsons were added to the hull which increased her width from 45.6 feet to 51.6 feet.

river and on Sunday afternoons some of us went to Fred's house to look at boat pictures and get warm. Returning to Cincinnati in February it was necessary to keep salamanders burning alongside the boilers to keep the blowdown valves from freezing.

Fred Dickow was Chief Engineer on the ISLAND QUEEN all the time she ran. I think Fred had been on the CITY OF LOUISVILLE earlier; he was from Carrollton, Kentucky and his whole life was wrapped up in the QUEEN. It was ironic that Fred Dickow was killed when he attempted to do some welding on the boat in 1947. After Paddlefoot Taylor left the first assistant was Harry Charlton. Harry was a prankster and anyone who ever knew him will agree that a book could be written about his wild escapades (and maybe even printed now, in 1993).

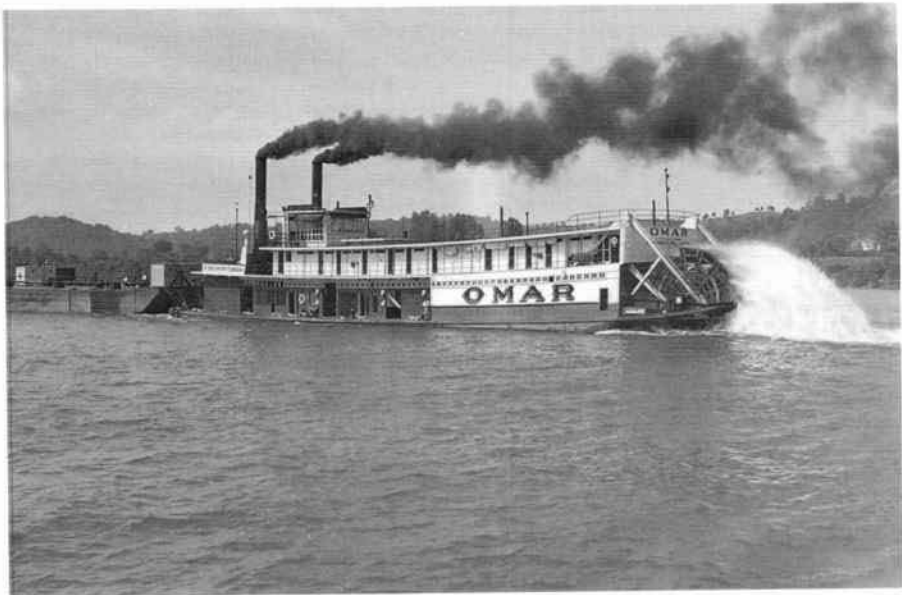
As the QUEEN only ran seven months a year, and I wanted to get my license, I had to find other employment for the rest of the year. In those days, jobs were few and far between so I talked to Mr. Marting, manager of the Ohio River Company, and

he let me ride the OMAR to get time in for my license. I suspect that neighbor Harry Flesher had something to do with the favorable response to my request. After several trips on the OMAR, I was able to fill in when the strikers and

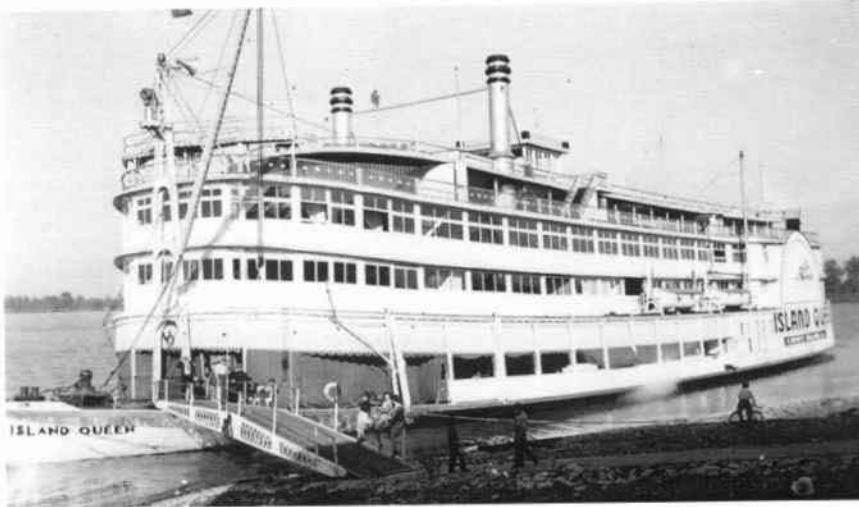
firemen would take days off. Also, because the OMAR was a condensing boat I was able to qualify for a condensing license when the time came for examination.

Bill Fuller was Chief Engineer on the OMAR and later became a boiler inspector. The OMAR was the flagship of the Ohio River Company fleet and she was always kept clean and shipshape. Buck Chapman was captain and it seemed like all of the rest of the crew were Stouts from up around Manchester, Ohio. The OMAR was a powerful boat and while I was on her she never left Huntington for Cincinnati with less than 21 barges. That was the limit for a double lockage. On open river we sometimes took more and on some trips I remember that we started backing at New Richmond and continued backing through the Cincinnati harbor until the fleet was landed at Addyston (35 miles). Coming up on open river we once met the G. W. McBRIDE broken down with eight barges and a flat. The OMAR picked up the whole shebang and took her into Huntington.

In the spring, before Coney Island opened on Memorial Day, and in the



The OMAR of the Ohio River Co. had compound engines 16's, 32's-8 ft. stroke, condensing and gave Don Naish the experience to qualify for a "condensing license". The OMAR (T1958) took a 28 barge tow from Huntington to Cincinnati in 1939. Photo by Capt. Grover Litton.



Spring and fall, before and after the season at Coney Island, the ISLAND QUEEN tramped the river towns offering high school proms and moonlight excursions. An itinerary for the Fall, 1944 trip can be found on page 2, December, 1993 issue. The boat is resplendent with fresh paint in this photo taken May 9, 1940, location?

fall after Labor Day the QUEEN tramped taking out afternoon and moonlight excursions at the river towns. We tramped from Memphis on the Mississippi to Pomeroy on the Ohio. Small towns close together were handled the same night as for instance Gallipolis and Middleport-Pomeroy; I can't recall what we did about Pt. Pleasant which is between. Larger towns were played more than one night, Louisville and Evansville, and we stayed ten days in Memphis. Combining two or more towns on one trip could lead to some interesting times if there was a rivalry, especially if they were in different states such as Evansville and Mt. Vernon, Indiana with Uniontown, Kentucky. The oil field roustabouts from around Mt. Vernon were spoiling for a fight and almost took over the boat before we got them landed back at Mt. Vernon.

The ten days spent in Memphis were always enjoyable. The only drawback was laying at the landing in Wolf River. That piece of river had the worst pollution that I ever saw or smelled. In particular, it was bad when washing boilers with river water. At

Memphis a pastime was "jugging" for fish. Fellows used to save syrup jugs and put a line, sinkers and hooks on them. Jugging involved going up the river about ten miles, throwing the jugs into the Mississippi and following them with a boat as they floated along. When a jug bobbed they would start the motor, pick up the jug to remove the fish and then continue. Sometimes they came back with a whole boatload of fish.

It was difficult to pick up qualified sidewheel engineers for the double crews needed on these tramping trips. One of the ones we got was Isaac "Ike" Betts, the retired boiler inspector from Louisville who was a grand old man. Harry Charlton used give Ike a hard time but he would just grin and say, "Now, Harry." Regular pilots on the QUEEN were Capt. Harry Doss and his son Wes. Harry had been born in 1864 but was still an active pilot on the QUEEN in my time. Harry was licensed from Pittsburgh to new Orleans and we only took on another pilot when we went tramping. In a high wind the ISLAND QUEEN could be a bear to get into a lock and sometimes we would hit

those walls pretty hard. I've seen it take over an hour to coax that boat into a lock.

After three years of working on the ISLAND QUEEN, OMAR, O. F. SHEARER and the TOM GREENE, I sat for my examination and obtained my license as first assistant engineer, condensing steam vessels, all gross tons, Mississippi River and its tributaries. Now, I had to get in one year's experience as a first assistant engineer before sitting for the examination for chief engineer. I was lucky enough to get on the TOM GREENE.

THE GREENE LINE

The ISLAND QUEEN returned from the Dravo Shipyard, Neville Island, Pittsburgh at the end of January, 1941. The work on the hull included three foot sponsons on each side which brought the boat's width to 51.6 feet. After cooling down and some cleanup work the ISLAND QUEEN went into hibernation until about the middle of April when cleanup would begin for another excursion season.

Capt. Tom Greene called me and asked me to come and see him about a job. I went down and hired on as striker engineer on the TOM GREENE, unusual in that the Greene Line boats didn't carry a striker. The Chief on the TOM at that time was Jake Brooker, then 84 years old. Capt. Tom didn't want Jake to stand a watch alone and I was hired under the proposition that Jake was to "learn" me everything about running the TOM, to be able to fill in when needed. There was no retirement plan in those days but the Greenes took care of their loyal employees.

Springtime 1941, and I was on the TOM GREENE which operated with the CHRIS GREENE in the overnight freight trade between Cincinnati and Louisville. At that time the Greenes were also operating the EVERGREENE in freight service to Huntington, West Virginia, the GORDON C.

GREENE as a tourist boat all over the Mississippi River system and the CARY-BIRD, a spare freight boat which was usually laid up below the Cincinnati wharfboat.

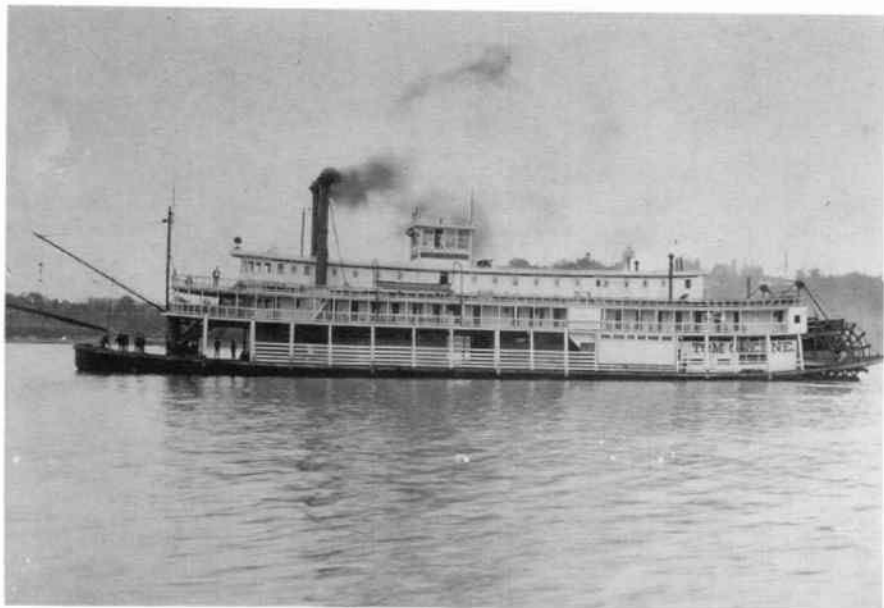
The cabins had been removed from the CHRIS and the TOM at the end of the passenger season in 1936 so that automobiles could be carried. General Motors automobiles were assembled at the Norwood, Ohio plant and shipped to Louisville while Ford products came upstream from Louisville.

I spent most of my time with the Greenes on the TOM GREENE. Except when acting as striker with Jake Brooker, I was second engineer and always stood the after watch, that is, noon to five and midnight to seven. It was customary on all river boats that the Chief stood the forward watch. The working day was 12 hours and a week was seven days.

The Cincinnati-Louisville run was an easy one. We left Cincinnati on Monday, Wednesday and Friday at 5pm. and Louisville on Tuesday, Thursday and Saturday. The daylight hours were spent discharging and loading freight. On Sunday we laid over at Cincinnati.

Every bit of freight that went on and off those boats was loaded and unloaded by hand. Twenty to twenty-five roustabouts were carried on each boat. Most of these men were black, but not all of them. Some of them were with the Greenes for 50 years or more. The roustabouts slept on the freight and ate from tin pans served from large pots.

Roustabouts were a tough breed and had their own language, an education for me. If a piece of freight took two men they "back and bellied" it; if they took a carton under each arm they "winged" it. One word they all used was, "signify" and this covered almost everything. If you were bragging you were "signifying"; if you were goofing off you were "signifying"; an almost universal word.



The TOM GREENE embodied the ideas of Gordon Greene and Jesse Hughes for a modern packet for the Cincinnati-Huntington trade. Her size and layout had been refined over several years before the keel was laid at Marietta Mfg. Co., Pt. Pleasant, in 1923, 200x38x6. The TOM and CHRIS GREENE were partners in the Cincinnati-Louisville trade from 1931; the passenger cabins were removed in 1936 so that new automobiles could be hauled.



In March, 1939 the TOM GREENE was taken to the Dravo Shipyard, Neville Island, Pittsburgh for a new, deeper hull. The bottom of new hull was fabricated and the boat located over it before being pulled out on the marine ways for removal of the old hull, April 1, 1939.

The master of the TOM was Joe Heath. His father, John Heath, was mate and Joe's father, Frank, was chief engineer on the GORDON C. GREENE. Captains Chris and Tom Greene, brothers, ran the whole shebang but their mother, Capt. Mary B. Greene was very much in the picture. I was told that the TOM GREENE belonged to

Mary B. personally and she lived on the boat whenever the GORDON C. GREENE was laid up. She had her living quarters in the forward end of the texas and kept me busy maintaining her sewing machine and other accouterments. Mrs. Greene was known by all as "Ma" Greene but I never heard anyone call her that to her face.



NW-10956 - Greene Line Steamer TOM GREENE after reconstruction at Gray Marine Ways - Pittsburgh Pa.

The work on the TOM GREENE was completed and a trial trip was run on the afternoon of May 24, 1939. The new hull was deeper with a fuller bow than the original and the new paddlewheel had one foot greater diameter to accommodate the increased freeboard. There was a decrease of about one mph. in the TOM's speed.

The roof over the boiler deck aft on each side was raised at the automobile loading gangways.



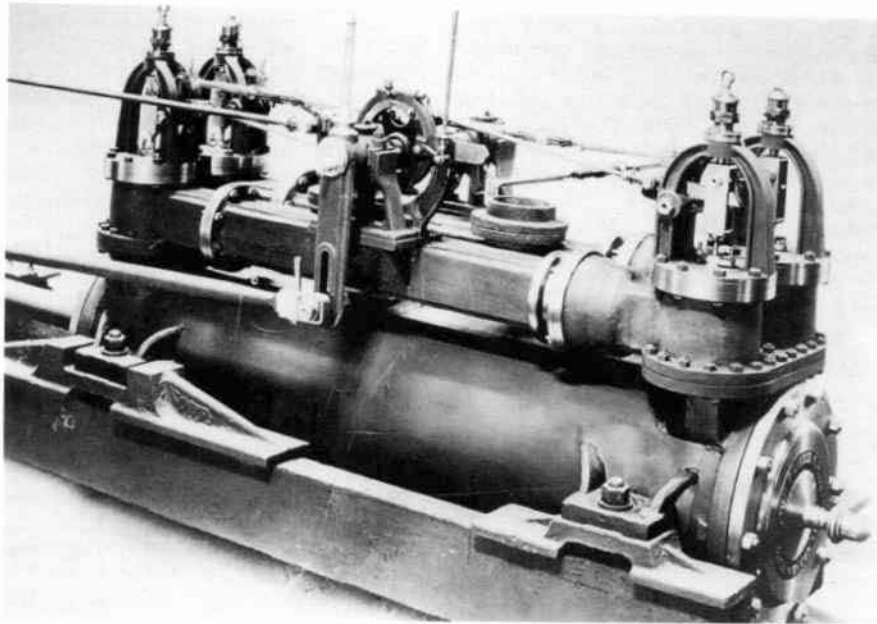
TOM GREENE in Dashields Lock on the evening of May 24, 1939 on her way back to Cincinnati. The front stairs leading up to the boiler deck have been replaced by a new coal bunker and the outside stairway to the roof installed. The front room in the texas was Capt. Mary B. Greene's sometime apartment.

Mrs. Greene and Aunt Telia Hughes, wife of Capt. Jesse Hughes, used to sew a lot of aprons, etc. for, I believe the Presbyterian Church. They used to stock up once a year on yard goods and other supplies at a big department store in Louisville. Now, they could have had their pick of cars and drivers but on their big shopping day they walked up town, followed by Ham and Mose, the texas tenders. All were in their best bibs and tuckers. Shortly before sailing time the foursome would return, Ma and Aunt Telia unencumbered but Ham and Mose loaded flat.

Charley Kirby and Clarence Kelly were the pilots on the TOM. Charley was a crack pilot and was known as "Grumpy", with good reason. We could always tell in the engineroom which pilot was on watch by how much the rudders got used. On one trip down from Cincinnati, we pulled a pitman strap in two and had to go into Louisville on one engine. Charley rounded to and landed without ringing a bell.

The TOM GREENE had powerful engines, 22's-7 ft. stroke, and was quite fast for a sternwheeler packet. She had four boilers but still did not have enough boiler power for her engines and was tough on firemen. For this reason, the firemen stood a four hour watch and there were three of them. They changed from time to time but I remember Big Jack, Little Willy, Willy Mobley and Walter Lee. Big Jack and Little Willy were both six feet eight inches and weighed 240 pounds apiece. Walter Lee weighed about 110 pounds ringing wet and all were good firemen.

I used to love sunup on a still morning in June when we would be snoring up the river, breaking its glass-like sheen and everything was quiet, pink and blue. At that particular moment there just couldn't be anything wrong anywhere in the world. Then, there were the nights coming up out of Louisville in the spring and fall when we would get fog bound. This would usually



Engines on the TOM GREENE were by Frisbie Engine and Machine Co., Cincinnati, 22's-7 ft. stroke. For comparison, engines on the larger GORDON C. GREENE were 18's-8 ft. stroke; the TOM had "big power".

happen about Sugar Creek around one in the morning. I would let the fireman clean his fire, then come back to the engineroom while I went out on the guard and fished. Used to catch a lot of catfish, flip them into the engineroom and the fireman would clean them.

In those days there were three locks and dams in the 132 miles between Cincinnati and Louisville, 37, 38 and 39. According to the stage of the river, these dams could be open with the wickets down or up and we would have to lock through. On open river, we often ran to Louisville in eight hours. Upstream, on open river it didn't take much longer because the pilots would run the shore and take advantage of all the eddies.

Whatever time we got in to Louisville, even at one in the morning, unloading would start immediately. I used to have to go out and move all the trucks off of the wharfboat, they were Bulldog Macks with "armstrong" starters but started easily. As soon as we got into either port we plugged into the city water and shore current and shut down the engineroom.

That reminds me of a remarkable incident. The Greens were very fond of animals and had dogs and cats all over the place. The wharfmaster at Louisville asked me if we had any extra cats at Cincinnati. I told him that there was a litter on the wharfboat that had just been weaned and he said, "Bring a few down here." I brought down half the litter and put them in the furnace room. Several trips later, I was plugging into the city current and saw something jump over onto the wharfboat from the TOM. Sure enough, it was Momma Cat and she made a beeline for the furnace room and her kittens. Thereafter, she commuted for quite a while looking after her split family.

One of the real characters of the Greene Line was the TOM's mascot, Rags. Rags was a Greyhound mix and was five or six years old when I first knew him. He spent his entire life on the boats, most of the time on the TOM. He lived in the engineroom and Charley Kirby was the only pilot he would tolerate. He had been trained to scratch out anything smoldering and was

known to knock cigarettes out of smoker's hands.

Rags hated gas and diesel boats which were at that time relatively few and usually noisy. If he heard one or even just the horn, get out of Rags' way because he was headed for the forecandle or the guard to bark at them.

The Lighthouse Service tender GREENBRIER had a dog named Shawnee. Shawnee and Rags were mortal enemies and Rags knew the GREENBRIER's whistle. If we were at Cincinnati and the GREENBRIER came in Rags knew just where she would tie up and he was out on the bank to meet her. Shawnee would jump overboard and the two would meet in the water for a scuffle. I never saw the dogs really hurt each other but they used to run the other back on their respective boats. This contest would go on as long as the TOM and the GREENBRIER were in port.

(We first met Rags when the TOM GREENE was at the Dravo Shipyard in 1939 for a new hull. Jesse Hughes was aboard and on occasion would begin a rhythmic thumping on the texas bulkhead, then yell, "Gasboat, Rags!" Without fail, Rags would appear and spring to the rail with fur up and barks of authority, looking for the despised gasboat. Ed.)

Oh yes, Rags was a real sailor with a girl in every port. He missed a couple of trips on the TOM to be with his girl friend up under Frisbie's machine shop in Cincinnati. He got on the GORDON GREENE, headed for Pittsburgh, by mistake because he knew one of the firemen on there. He made such a nuisance of himself that they put him off on the wharfboat at Huntington, tied him up with the intention of picking him up on the return trip or letting him ride down on the EVERGREENE. Rags was a free spirit and chewed the rope in two, took off never to be seen again. We had one of Rags' sons on the TOM after that but he was never the man his daddy was.



Capt. Charley "Grumpy" Kirby on watch, TOM GREENE. Photo by Don Naish.

One winter there was heavy ice in the Ohio and there were ice gorges as far south as Memphis; the year must have been either 1940 or '41. We were coming up the river from Louisville, meeting heavy ice all the way. We met the CHRIS GREENE just coming out of Lock 38, locked up, and proceeded toward Cincinnati. At Laughery Island, a mile and a half above the dam, we ran into heavy ice on the channel side of the island. I had just come off watch and was up in the pilothouse with Charley Kirby. Charley backed her down and started up behind the island on the Indiana side. Just then, Joe Heath came into the pilothouse and said, "My God, Charley, is there enough water in here for us?" "I don't know but we're going to find out pretty quick," replied Charley. Well, there was enough water and we went on up the river, coaled at Addyston and went into Cincinnati. I'm still amazed at the size of the chunks of ice the paddlewheels would throw in the air without damage to the buckets.

Working for the Greene

Line was a good life. You would never get rich but you would always be taken care of. The Greenses were just about the finest people I ever knew. I would like to know how many people they fed every day because anyone around at meal time got fed. I was free to take my mother on a trip anytime and even took my care with me occasionally. I spent two weeks on the GORDON and met my wife, Bee, on there.

In pursuit of an engineer's license. I was lucky there was a Greene Line. With a First Assistant engineer's license I had to have a year's experience before I could sit for the Chief's license and I was able to get my time on the TOM. As soon as I received the Chief Engineer license I sat for the examination as First Assistant, Ocean. At a very tender age I had a wide open license, thanks to Greene Line.

By this time, the war was on. In 1943 I went to work on salt water and did not return to the rivers. But, those were indeed happy years.



This young lady worked on the Louisville wharfboat in 1942 when she posed with Rags No. 2. The son couldn't hold a candle to his old man when it came to adventures. D. Naish photo.

**MEETING DATES
GOLDEN GATE CHAPTER
S.S.H.S.A.**

S&D members in the Bay Area may attend meetings of Steamship Historical Society at the Treasure Island Museum, Treasure Island, San Francisco. Held Saturdays, 1:30 pm., April 2, June 4, Aug. 6, Oct. 1, Dec. 3, 1994

Robert W. Parkinson
Secretary-Treasurer
Box 608
Berkeley, CA 94701

M. O. R. CHAPTER

(Report delayed by high water.)

The Middle Ohio River Chapter returned to Madison, Indiana for its summer meeting, June 25-26, 1993. The charm of the generally well preserved 19th century architecture of this beautiful river town is enough to bring river buffs to it and there was a good turnout of the faithful.

Headquarters was the Hillside Inn and over 30 members were on hand Friday evening. After dinner, there was an informal gathering to visit, look over boat photos and visit with old friends.

Saturday was unstructured so each could pursue his or her interest: antique hunting and the many, well stocked shops, exploring the Lanier Mansion and the local museum, looking for the site of the old boatyard and marveling at the railroad grade up the hillside at the lower end of town.

The evening dinner and program was held on Poore's Party Boat down at the wharf. Speaker for the evening was Jack Custer, past president of the M. O. R. Chapter who reviewed his favorite subject, the history of the towboat SPRAGUE.

M.O.R. Cont'd. Pg. 34

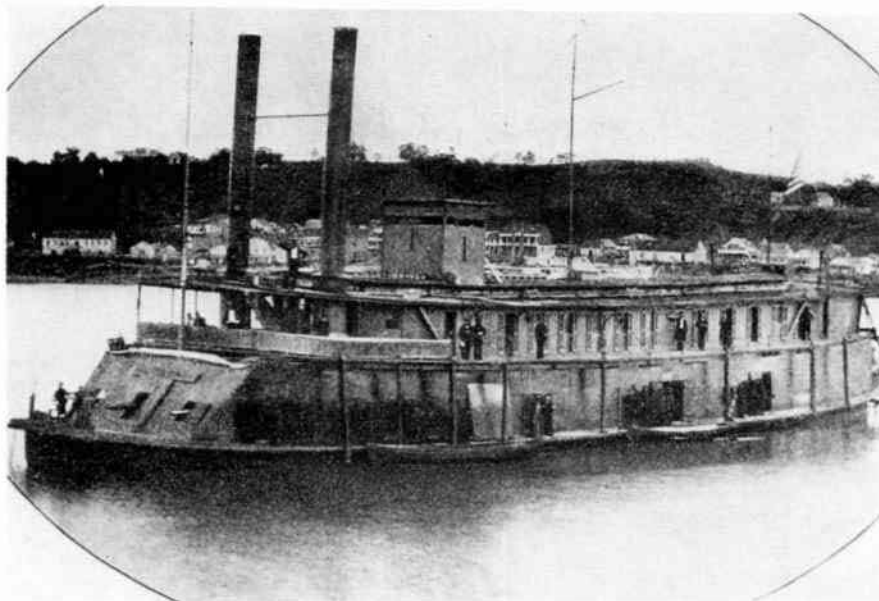
KEY TO NUMBERS
OF
UNION TINCLADS

At the beginning of the Civil War, the U.S. War Department bought a number of packets and towboats to be converted to military use for operation on the Western Rivers. This fleet, including the new-built gunboats (ironclads), was called Mississippi Flotilla, operating under the War Department but the crews were Navy. On September 30, 1862 the fleet was transferred to the Navy Department with the name changed to the Mississippi Squadron.

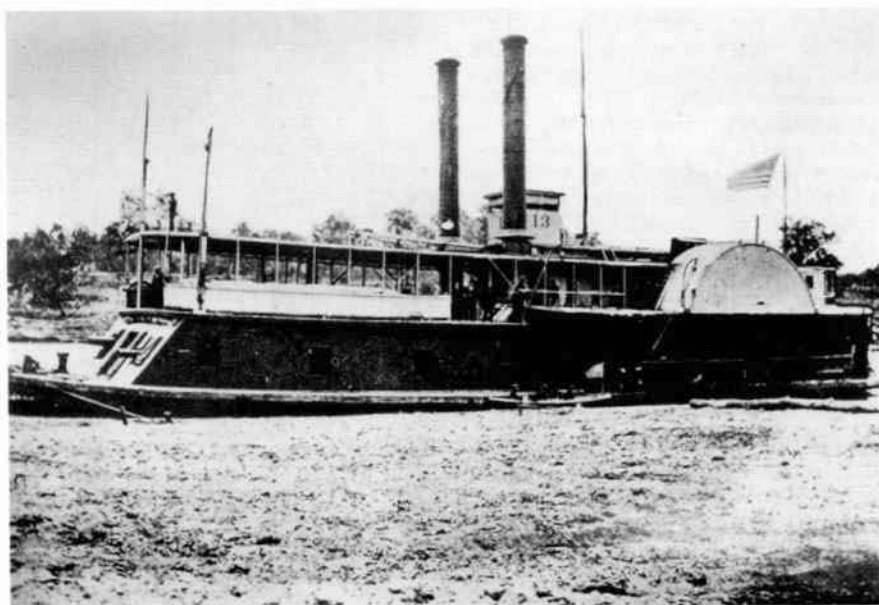
Included in Way's Packet Directory are "tinclads" of the Union gunboat fleet. These were packets converted into armed gunboats by removing the passenger trapings and the texas if there was one, building wooden bulkheads up to the boiler deck to protect the boilers and machinery and covering this with sheet iron. The pilothouses were also protected with sheet iron and in some instances sections of the boiler deck. This armor was intended to deflect light arms (rifle) fire but not much more, hence "tinclad" as contrasted with the heavily protected "ironclads".

Armament consisted of three or more light cannon suitable to the size of the vessel. The first packet converted to a tinclad was the ALFRED ROBB which went into service as the ROBB on June 3, 1862. Before the war was over more than 60 boats were converted and, with their light draft, proved very useful in patrolling and supporting troop operations in general.

Tinclads were identified by numbers painted on the pilothouses; the names did not usually appear on the boat. The following list of tinclad numbers and names was obtained from, Official Records of Union and Confederate Navies, the General Index Navy Registers, 1862-1866 and from a list maintained by Capt. William R. Hoel, master of the U.S. Gunboat PITTSBURG.



Both RATTLER and TEMPEST carried the number "1" on the pilothouse. However, this is the RATTLER, the former packet FLORENCE MILLER which was sold to the U.S. November 11, 1862. She participated in the unsuccessful Union effort to reach Vicksburg through the back door of Moon Lake, Yazoo Pass, Coldwater, Tallahatchie and Yazoo Rivers. RATTLER was later lost off Grand Gulf, Mississippi, December 30, 1864.



The number "13" on the pilothouse shows this to be the FORT HINDMAN. She was built as the ferry JAMES THOMPSON and purchased by the U.S. April 16, 1863. After conversion, her size is given as 150x37x5.7. Engines 16s-5 ft., two boilers. This was one of the larger Tinclads and two sizeable cannons protrude from the casemate, forward. The FORT HINDMAN was sold to Pink Varble in 1865 and renamed JAMES THOMPSON.

KEY TO U.S. TINCLADS

Where a name is enclosed by parenthesis it indicates a reassignment of the number from the original to this boat:

- 1 RATTLER (TEMPEST) - RATTLER lost Dec. 30, 1864.
- 2 MARMORA
- 3 ROMEO
- 4 JULIET
- 5 PETREL (FAIRY) - PETREL lost April 22, 1864. See Note 1.
- 6 CRICKET
- 7 NEW ERA
- 8 SIGNAL (FANNY renamed GROSBEAK) - SIGNAL lost May 5, 1864.
- 9 FOREST ROSE
- 10 LINDEN (IBEX) - LINDEN lost Feb. 22, 1864.
- 11 PRAIRIE BIRD
- 12 CURLEW
- 13 FORT HINDMAN
- 14 KENWOOD
- 15 HASTINGS
- 16 LITTLE REBEL - A prop tug captured from Confederates on June 6, 1862. See Way's Steam Towboat Directory (T1611).
- 17 FAIR PLAY
- 18 BRILLIANT
- 19 ST. CLAIR
- 20 GENERAL PILLOW - Captured June, 1862 as the B. M. MOORE; evidently Rebel built
- 21 ROBB
- 22 SPRINGFIELD
- 23 SILVER LAKE
- 24 CHAMPION
- 25 COVINGTON (COLOSSUS) - COVINGTON lost May 5, 1864.
- 26 QUEEN CITY (MIST) - QUEEN CITY lost June 12, 1864.
- 27 ARGOSY
- 28 SILVER CLOUD
- 29 TAWAH (COLLIER) - TAWAH lost Nov. 4, 1864.
- 30 FAWN
- 31 PAW PAW
- 32 KEY WEST (ABEONA) - KEY WEST NO. 3 lost Nov. 4, 1864..
- 33 VICTORY
- 34 MOOSE
- 35 REINDEER
- 36 PEOSTA
- 37 NAUMKEAG
- 38 EXCHANGE
- 39 TENSAS
- 40 ALEXANDRIA - Captured July 13, 1863 as ST. MARY, evidently Rebel built; may have also been known as YAZOO.
- 41 NYAWZA
- 42 STOCKDALE
- 43 GLIDE
- 44 METEOR
- 45 WAVE
- 46 TALLAHATCHIE
- 47 ELK
- 48 RODOLPH
- 49 CARRABASSET
- 50 GAZELLE
- 51 FAIRY (AVENGER) See Note 1.

- 52 ELFIN (MILLER) (ORIOLE) - ELFIN lost Nov. 4, 1864. See Note 2.
- 53 NAIAD
- 54 NYMPH
- 55 UNDINE (PORTER) (KATE) - UNDINE lost Nov. 4, 1864. See Note 3.
- 56 SIREN
- 57 PERI
- 58 HUNTRESS
- 59 SYBIL
- 60 GAMAGE

Note 1: The Capt. Hoel list gives FAIRY the numer five spot but "5" is not written in; she originally was "51". Likewise, AVENGER is shown in fifty-one spot but the number is omitted; we suspect renumbering of these boats probably pending; may or may not have taken place.

Note 2: ORIOLE had been the FLORENCE MILLER NO. 3 and the Capt. Hoel list indicates she may also have been MILLER in U.S. service.

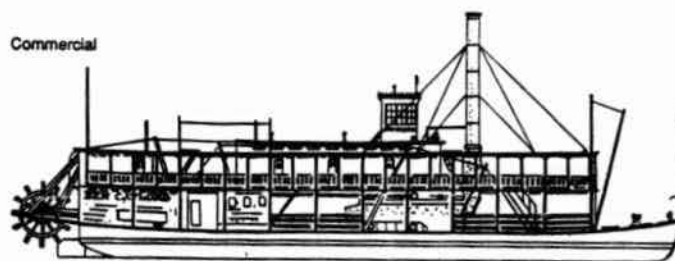
Note 3: KATE had been KATE B. PORTER: may have been named PORTER before renamed KATE according to the Capt. Hoel listing.

Boats in the Mississippi Squadron usually had the original named shortened under U.S. ownership: viz, ALFRED ROBB became ROBB, WILLIE GAMAGE became GAMAGE, etc. When boats were sold after the war and returned to civilian use the shortened name was sometimes retained by the new owner; they were often renamed, too

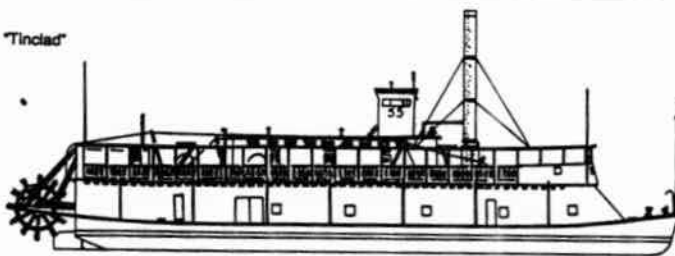
* * *

U.S.S. Undine

Commercial



Tinclad

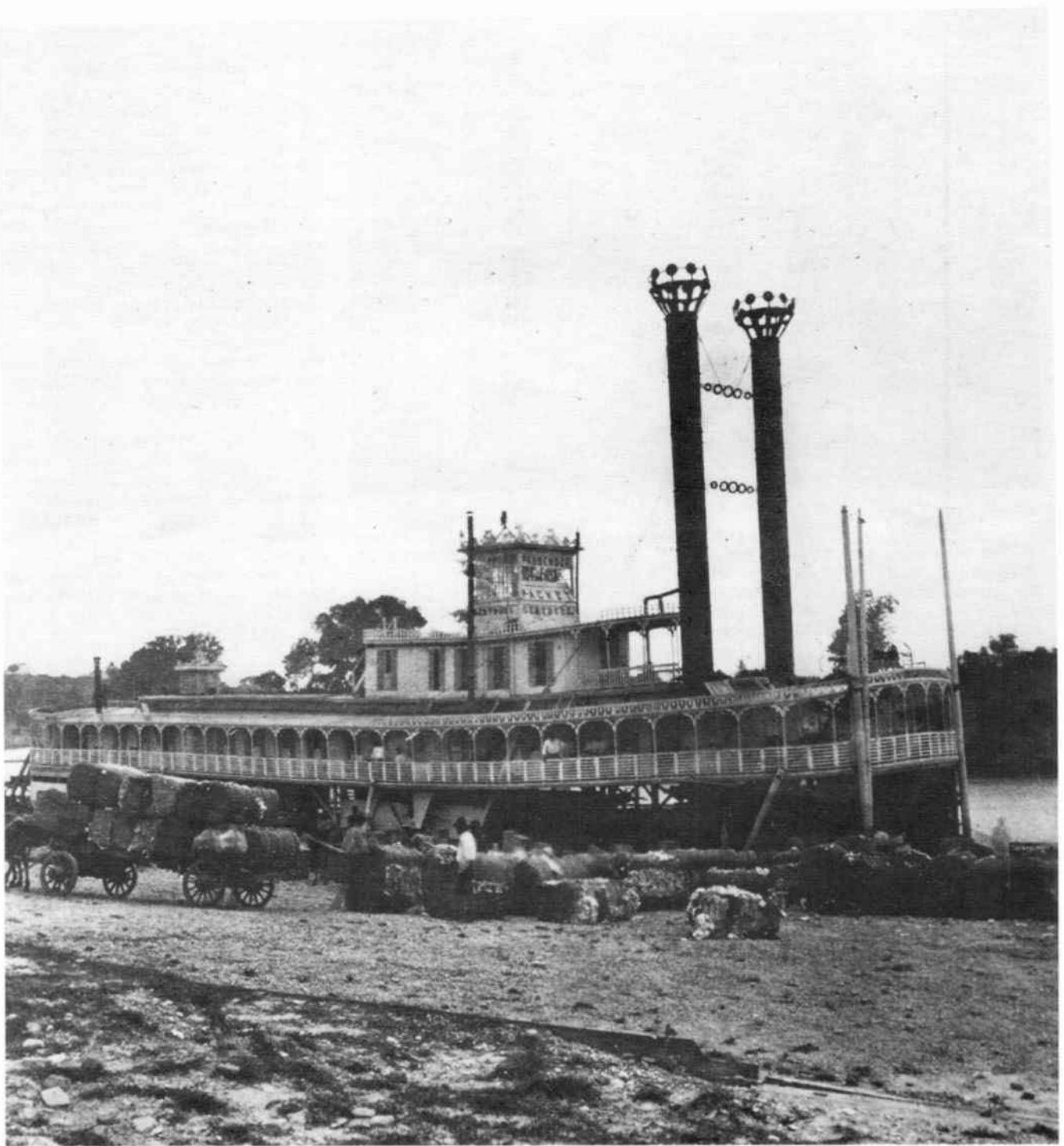


David Meagher, 208 Thach Lane, Meridianville, AL 35759 provides this graphic of a typical Tinclad conversion and invites comment on "55", UNDINE.



This photo caught our eye as soon as we saw it but it has caused all sorts of trouble and questions. The GERTRUDE is a shapely maiden with her high crowned roof, sweeping sheer line, tall stacks and pilothouse embellished with grapevines topped by a finial and ball, probably gold leafed. There is some fine fancywork around the roof of the texas and in the low rail around the roof, however, the boiler deck railing is unusually plain and functional. When and where did this GERTRUDE operate and what was her history?

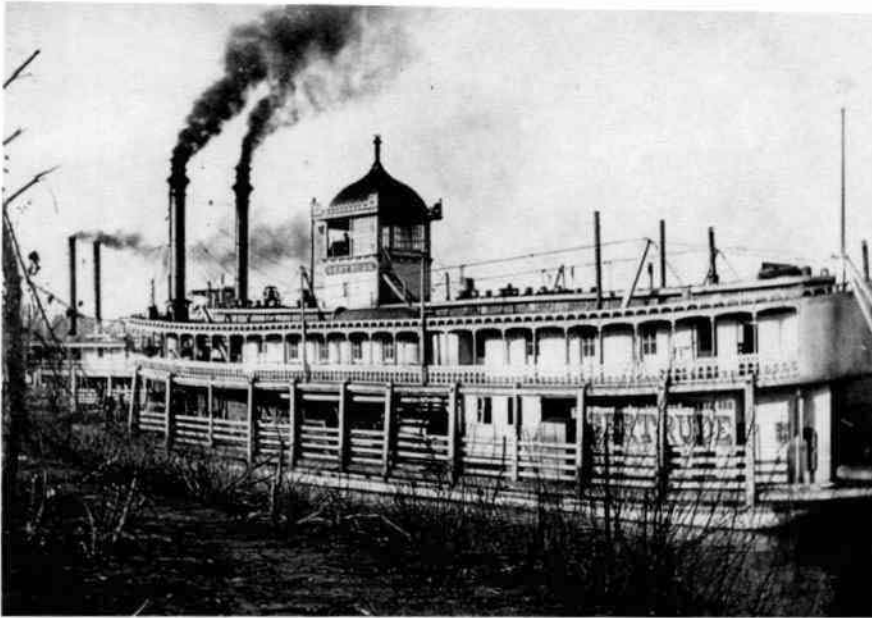
Two boats named GERTRUDE are listed in Way's Packet Directory but this is neither of them. GERTRUDE (2325) is listed as a sidewheeler, gone in 1864, while GERTRUDE (2326) dates from 1895. The high stacks label this boat before the advent of forced draft, prior to 1875 or so. The lack of swinging stages agrees with a date prior to the early 1870s; the yawl is hung on the port side. The load of cotton bales means "deep south" so, if not on the Mississippi or tributaries, perhaps this GERTRUDE is on the Alabama, Chattahoochee or Warrior.



As we wrestled with the mystery of the identity of GERTRUDE, a second photo was found by Ralph DuPae and taken at Montgomery, Alabama. Alabama River! The Lytle List shows a GERTRUDE built at Mobile in 1865, 202 tons, but no other details; shown as "sidewheel" but could be in error. The Inland Rivers Library found some snippets: The Report of Supervising Inspectors for 1865 shows GERTRUDE inspected. Mobile was established as the 10th District that year, had operated without a supervisor and many records had been lost.

The Mobile GERTRUDE was inspected in 1867 and the boiler condemned until repairs were made. She was inspected on December 31, 1869 but is not on the list for 1872. The fate of the GERTRUDE is unknown to us but perhaps an Alabama researcher will further unravel the story. In this view, fancy tops have been installed on the stacks and the decorations removed from the pilothouse. "Passenger Packet" is lettered on the pilothouse visor and breastboards; looks like she's sagging at the stern, too.

Photos from Richard Rydell collection.



GERTRUDE (2326)

The center of this issue (pages 18 and 19) is devoted to newly discovered photos of a fine packet named GERTRUDE. She bears some resemblance to the boat above, about the same size judging by the same 27 stationaries along the boiler deck, roof railing somewhat similar, hogchain braces in about the same relative locations, domes on the pilothouses but different, etc. Close, but no cigar; other distinctions will be apparent by a comparison of the photos of the boats.

This GERTRUDE (2326) was built in 1895 at Hawesville, KY, 145x28.5x5.6 and she did end up down in the same part of the country as the boat recently discovered. Our subject had engines 14's-4 ft. stroke and two boilers, 40"x24 ft. She was built for the Hawesville-Owensboro trade and also ran Tell City-Evansville.

In 1902 GERTRUDE was brought to the Monongahela River and refurbished with added staterooms and a texas. By July, 1903 the operation was bankrupt; she was sold to Samuel W. Carpenter of Allegheny City, Pennsylvania.

In October, 1903 GERTRUDE was bought by Capt. L. A. Chitwood and others and taken to the Apalachicola River in Florida. GERTRUDE

appeared at Columbus, Georgia, Chattahoochee River on January 21, 1904 with T. A. Smith, master; S. Smith, mate; L. A. Chitwood and Will Carpenter, pilots; Hair and Killebrew, engineers; L. B. Jones, purser; Willis Cole, clerk. The local press enthused: "She is strongly built and has the latest improved machinery. The cabin is very neat, containing 31 staterooms and is lighted by electricity."

In May, 1905 the GERTRUDE was operating tri-weekly between Apalachicola and Chattahoochee, Florida. She made 154 round trips that year and carried 13,110 passengers.

In the summer of 1906 the GERTRUDE's luck ran out when she sank on August 2. Then later, at night, she knocked her stacks down on a tree and caused great excitement among the passengers. Repaired, she sank again on her next trip up the river. In 1907 the JOHN W. CALLAHAN was built at Apalachicola using much of the equipment from the GERTRUDE.

The adventures of this boat in the deep south are not included in Way's Packet Directory which is largely limited to the Mississippi River system. Credit goes to Ed Mueller and his book, *Perilous Journeys: A History of Steamboating on the Chattahoochee, Apalachicola, and Flint Rivers, 1828-1928.*

Jack Killean photo; B. Fenn

STEMBOAT LEGACY

Just at press time we received a copy of the new book, *Steamboat Legacy* by Dorothy Heckmann Schrader. This is the story of the steamboating Heckmann family of Hermann, Missouri with the diary of Mary Louise Miller Heckmann, the author's grandmother, as the thread to weave it together.

This book, paperbound, is a handsome production by The Wein Press of Hermann, 276 pages with many photographs plus maps, family genealogy, a list of steamboats operating out of Heckmann, boat histories, etc. We look forward to a complete review in the next issue.

For those impatient, *Steamboat Legacy* may be ordered from The Wein Press, 514 Wein Street, Hermann, MO 65041; soft cover \$12.95 and hard cover \$27.95 plus \$1.50 for shipping.

* * *

HOWARD STEAMBOAT MUSEUM

The Howard Steamboat Museum, 1101 East Market St. in Jeffersonville, IN will host another "A Victorian Chautauqua" on the weekend of May 21 and 22. This will be the second year for the event which proved very popular last year. This is the 100th anniversary of the completion of the Howard mansion. Admission \$1.00.

TRANSPORTATION CONFERENCE California U. of PA. April 23, 1994

The History Department of California University of Pennsylvania will hold the Fifth Annual Conference on local and transportation at the University. Contact J. K. Folmar, Dept. of History and Urban Studies, 250 University Ave., California, PA 15419 for details. Telephone: (412) 938-4053



Cabin views with passengers or crew are always interesting and this one is an early example, probably taken in the 1860s. The boat is the PLANTER (4532), a sidewheeler which was built at Wheeling, (West) Virginia in 1860. One of the PLANTER's owners and master was Capt. Charles V. Wells of Sistersville. Capt. Wells and his boat were evidently on the Lower Mississippi at the beginning of the Civil War and she was taken over by the Confederates.

The view of the camera is from the aft end of the Ladies Cabin, denoted by the carpeting. Three spittoons are in sight for the convenience of invited males. A high sideboard with pieces of art below and vases of flowers above marks the beginning of the main cabin. The cove ceiling is not often seen; each hanging chandelier has stay cords attached. The U.S. flags above the sideboard means the photo was taken after June 15, 1863.

Bill Lee collection from Murphy Library

JESSE P. HUGHES DIARY

- 1920 -

SECOND YEAR OF THE LEROY

By C. W. Stoll

- January -

Jesse was home at Catlettsburg, Kentucky as the new year began. The temperature dropped to -10 degrees by Friday evening, January 2 and no boats were running. The LEROY was laid up at Gallipolis where the GREENWOOD was getting new boilers. The Kanawha had "lots of ice" but no ice was reported on the Ohio until January 4. The TACOMA, CHRIS GREENE and CHILO were laid up at Cincinnati.

January 10 found Jesse back on the LEROY with the ice running heavy. Boilers were being washed and freight received preparatory to starting out in the Charleston daily trade on the morning of January 11. Loading completed, the LEROY went to Pt. Pleasant and picked up reshipping from the GENERAL CROWDER (2236), which presumably started for Pittsburgh to get back on schedule. (The GENERAL CROWDER was the Pittsburgh-Charleston boat for the Liberty Line at this time. Ed.)

After laying overnight at Pt. Pleasant, the LEROY departed for Charleston at 5:30am, Monday, January 12 with one of her biggest trips - 1,580 sacks of flour. She left Charleston the following day with another big trip including 34 hogsheads of tobacco. Back into Charleston on January 14 with ten tons of hay and three automobiles included in the cargo. The weather was typically winter with sleet, snow and ice to contend with.

The prosperity of good trips of freight was dampened by the discovery of a crack in the after end of the port cylinder on January 18. The LEROY continued running and a new cylinder was ordered on the 22nd.

The TACOMA was reported laid up in Cincinnati for high water and on the 29th

the LEROY towed the KENTUCKY from the Kanawha Docks at Pt. Pleasant. (This would be the L&C Line KENTUCKY (3268) which had been on the docks for repairs. Ed.)

On January 30 the port cylinder on the LEROY became too dangerous and she was running on one cylinder; laid up at Pt. Pleasant to await repairs.

- FEBRUARY -

February 1, 1920: The J. T. HATFIELD (T1306) sank below the Gallipolis wharf. Jesse, who had been visiting at home in Catlettsburg, returned to Pt. Pleasant on February 3 only to discover that the machine shop had made a new cylinder for the wrong side so another had to be cast and machined. The LIBERTY (3454) arrived at the docks towing the VERNE SWAIN (5553). Heslop Machine Shop had the new cylinder ready by the 5th and it was installed and lined up by February 12. The LEROY dropped down to the Gallipolis wharfboat on the 13th and started loading a big trip.

Jesse noted that the GENERAL WOOD (2283) arrived in Pt. Pleasant enroute to Charleston on her first trip in place of the GENERAL CROWDER which, evidently, was undergoing some repairs on the docks. On February 8 the CROWDER was back in the water and headed for Parkersburg while the SCOTIA (T2280) went on the docks. The LEROY went up to Cheshire (about seven miles up the Ohio) that day to pick up 50 barrels of flour and other freight for Charleston, picked up more freight at Pt. Pleasant and started up the Kanawha River. She only had one deckhand aboard and laid up for the night at Marmet.

On February 16 LEROY left Charleston at noon with a big trip, laid overnight at Red House and arrived in Gallipolis at 4pm on the afternoon of the 17th. Operating his boat with the vicissitudes of winter weather, scarce deckhands and mechanical breakdowns were a strain. Jesse wasn't feeling well and took to his

bed on the LEROY. Finally, he gave up and went home sick on Saturday the 27th.

- MARCH -

Jesse noted that he was feeling some improved by March 3. There was a big fire in Catlettsburg on March 8, destroying the Alger and Central Hotels and a grocery; Jesse was feeling up to going downtown to look at the destruction. On March 14 he returned to the LEROY.

There was much ice running in the river and the GENERAL WOOD was now at the docks with broken cylinder timbers. The LEROY took reshipping from the GREENWOOD on Monday, March 15 and went to Charleston. The LEROY maintained her regular Gallipolis-Charleston schedule, up one day and back the next, through the end of the month.

- APRIL -

April 20, 1920: "Rough sledding - river 22 ft. at Charleston, 44½ ft. and rising at Pt. Pleasant, 48 ft. at Gallipolis.

April 21, 1920: River falling slowly."

The SPEED (5162) was up at 2pm. on the 22nd and the W. K. FIELD (T2577) went up and then back down. On the evening of April 23 the LEROY was tied up at the Pt. Pleasant wharfboat, holding steam and the river falling faster. Jesse reported, "Wonderful Northern Lights in the sky until midnight."

- MAY -

May 6, 1920: "Upbound. Have big trip - hay, straw and two autos." Downbound on May 8 the LEROY hit the K&M RR bridge and sustained slight damage. The LEROY had now developed a schedule of laying over at the coal yard (location?) on her up trips and continuing into Charleston in the morning to arrive by noon.

S&D REFLECTOR BINDERS

Red binders with the S&D logo, each holding 12 issues are available from the Secretary. \$10 each.



On January 29, 1920 the LEROY towed the KENTUCKY away from the Kanawha Docks. The KENTUCKY (3268) had been undergoing hull repairs since the previous fall, evidenced by this C. C. Bowyer photo. Built in 1907, 185x33x5, with engine, boilers and other parts from

the LEVI J. WORKUM, the KENTUCKY was short on style and often in need of paint and maintenance but was a money-maker for the L&C Line. Her cabin was reported to be out of plumb and the aft rooms (and beds) shorter than others, a legacy from the WORKUM. Operated until 1932.



The SPEED (5162) was brought to the Upper Ohio by Capt. Lewis Tanner in the fall of 1919 to run in the Gallipolis-Huntington daily trade. The attempt to revive this service failed after a few weeks but she was used as a pinch-hit packet and towboat around Pt. Pleasant for a year or so. Built in 1886 as the VERNE SWAIN, the SPEED was 120.7x21.8x4, engines 12's-6½ ft., and speedy. Photo at Pt. Pleasant by C. C. Bowyer.

- JUNE -

Sunday, June 6, the LEROY left Gallipolis at 9am and went up to Pt. Pleasant and Gardner's Docks to have the stemband replaced. June 7 was Jesse's 44th birthday and the river was falling but the LEROY was still waiting to get on the dry dock; the current was too swift to safely sink the dock. The boat was put on the dock at 9am., June 9, the new stemband was made and installed, and the LEROY was back in the water by 6pm. (We wonder if perhaps this stemband work might have related to the brush with the K&M bridge a month earlier. ED.)

At 6am on June 10 the LEROY left Pt. Pleasant and went down to Gallipolis (five miles) where she loaded freight until 2pm. Back to Pt. Pleasant and she loaded more freight until 4pm. Started up the Kanawah River, laying over for the night at Lock 10 (20 miles). Jesse received a report that the ROBT. P. GILLHAM (T2182)

had sunk a barge in the foot of Scary Chute but does not say that he laid up for that reason; could be.

By June 21 the Ohio River was high and water had backed up into the Kanawha past Lock 9, 26 miles; dams 11, 10 and 9 were all down. The next day it rained in the Kanawha Valley and dams 8, 7 and 6 were lowered. By June 26 all the dams were back up as was Dam 26 below Pt. Pleasant on the Ohio.

As suddenly as the rivers had raised the water had dropped and low water was the problem; below Lock 8 on the Kanawha there was only 1½ feet in the channel.

- JULY -

On July 22 the LEROY was advertised for sale in The Waterways Journal. This event cannot be foretold in reading Jesse's diary entries. The LEROY was in an easy trade with slackwater from Gallipolis to Charleston, reshipping from the Ohio River boats

was a steady source of freight to supplement the local shipments. Although there had been some expensive repairs needed they were no more than to be expected on a wooden packet now 24 years old. The hull had been rebuilt in 1910. This decision by our diarist to sell the LEROY came as a complete surprise to your transcriber.

Editor's Note: Visiting with Jesse Hughes one day about 1964 the subject of his becoming owner of the LEROY after selling his interest in the TACOMA, came up. Jesse's recounting of the events of July, 1920 went something like this:

One Sunday when we were laying over at Gallipolis I was wandering around the LEROY checking things and seeing what might have to be done. I went down in the hull and everything seemed in good order. But, just before climbing back out of there, I idly punched the planking with my penknife: it went in to the handle. I could hardly believe it, punched another place and the same thing happened. I kept checking and you know that whole hull was soft.

Well, what was I to do? All my money was tied up in the LEROY and she was going to need a complete new hull, and soon. I couldn't see how she could make enough money to pay for a hull and I was about to lose everything. The only thing to do was to sell the LEROY.

The decision made, I started repainting her name on the engineroom bulkhead with lots of fancy shading and some gold leaf. The LEROY might have been the only boat on the river with a gold leaf name on the engineroom. And then I advertised her for sale in The Waterways Journal.

On Sunday, July 25, in anticipation of a sale of the LEROY, Jesse and crew were, "Fixing her up, painting rooms, putting new flooring in the wash rooms and working on the rudders."

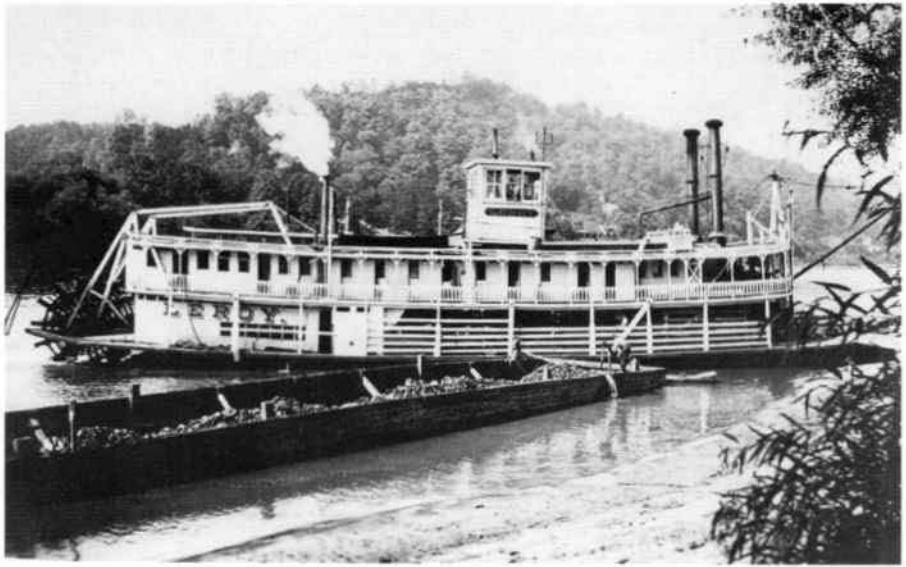
The SENATOR CORDILL (5080) arrived in Gallipolis from Vicksburg on that Sunday and the SPEED passed downstream with a barge.

The first departure of the SENATOR CORDILL from Gallipolis under her local owners was accompanied by music and a big time generally. Pittsburgh parties were in Gallipolis that day to look over the LEROY and Mr. George Bauersmith rode the boat up to Charleston.

(The SENATOR CORDILL had been purchased by a group of Upper Ohio River produce dealers headed by Grover Gill of Gallipolis. She was entered in the Charleston-Pittsburgh huckster trade taking truck farm products and livestock to market, a very successful venture. Ed.)

- AUGUST -

A telegram was received on August 3 stating Wm. F. Hammell, "has accepted the LEROY". On August 6 the papers were signed in Attorney Sommerville's office in Pt. Pleasant transferring the LEROY to Hammell and Bauersmith. Bond was provided and the check delivered. (The new owners planned to revive the Pittsburgh-Morgantown trade on the Monongahela River.



Jesse Hughes decided that he couldn't afford the foreseeable repairs on the LEROY so cleaned her up for sale. The shaded and gold leafed name on the engineroom bulkhead shows to advantage. LEROY was 126x26.6x4 with engines 12's-4 ft. stroke, a neat and economical day packet. Photo by J. P. Hughes.

The trade had been vacant since the VALLEY GEM was sunk by ice at Morgantown early in 1918. Ed.)

After making another trip to Charleston, Jesse undertook to deliver the LEROY to Pittsburgh for Hammell and Bauersmith. She left Gallipolis at 6am, August 7, 1920 with Jesse piloting and George Bauersmith in charge. They

stopped at 5:15pm at the Evan Hughes farm landing, Long Bottom, Ohio to attend a birthday party for Jesse's father.

The delivery trip was an excursion for the Hughes family with Telia and the girls, Lillian and Helen, on board. Mr. Hammell and family got on at Wheeling. Running single crew, the LEROY laid up each night and arrived at the Liberty Transit Company wharfboat, Pittsburgh at 10:30am, August 12.

Jesse reported that he met a lot of acquaintances and then took his daughters out to see the sights of Pittsburgh. On Saturday, August 14 the LEROY went up the Monongahela and arrived in Morgantown at 7:30pm on the 15th. There were lots of visitors to look over the boat and she stayed over until 5pm Monday, August 16 before departing back for Pittsburgh, arriving at 4:20 the following afternoon. The LEROY picked up no freight on this first trip, indicative that the packet trade on the Monongahela was moribund if not dead. Jesse took his family out on the evening excursion on the HOMER SMITH at Pittsburgh.



The SENATOR CORDILL made her debut in the Pittsburgh-Charleston huckster trade in 1920. She still carried double stages from the Vicksburg-Natchez trade. A stack of poultry crates is in the foreground, others are stacked on deck; she was usually a floating barnyard. Belleville, WV, Aug. 6, 1920, Bill Pollock.

The next day, August 18, the Hughes family boarded the SENATOR CORDILL and left Pittsburgh at 4pm for Gallipolis and home. This was to be a slow trip as the tiller line broke shortly after departure, not repaired until 6pm and the CORDILL didn't get to Lock 6, 29 miles, until 11pm. The tiller line broke again the next day at Lock 15 and repairs had to be made before she go on. The repair lasted only 20 miles, and the tiller line broke at Grape Island, 6am, August 20. The SENATOR CORDILL floated down to Newport, Ohio where a repair was made so she could cautiously get down to Parkersburg and have a new line installed.

Jesse and the family got off at Parkersburg and went to the Capitol Hotel. On August 21 Jesse went with his aunt Kate Bailey to Williamstown to visit his mother's grave (an electric interurban line operated between Parkersburg and Williamstown-Marietta until 1947).

On August 24 they took the B&O train down the river to Murraysville, West Virginia and crossed on the ferry to Long Bottom to visit with Jesse's father. The CORDILL with its new tiller line came along on August 27 and the Hughes family got aboard to continue the trip to Gallipolis. Caught the B&O at Gallipolis Ferry, Ohio and were back home in Catlettsburg at 6pm.

No sooner was he home than Jesse received two telegrams from J. W. Brown, general manager of the Liberty Transit Co. (Liberty Line). On August 31 he got on the GENERAL BEACH (2227) of the Liberty Line as pilot with Walter English, master. The BEACH was at Pt. Pleasant with barges of pipe destined for Oklahoma; these had to be taken down to Hanging Rock, Ohio for unloading onto railroad cars.

- SEPTEMBER -

After arriving at Hanging Rock with the BEACH and barges Jesse went back home to Catlettsburg. Unloading didn't commence until



The GENERAL BEACH of the Liberty Line was about the same size as the LEROY, 130x30x3.7, but lacked some frills and style. Jesse came aboard on August 31 and got into an adventure with barges of pipe and an overload of tinplate. This photo taken at Wheeling on May 22, 1921 by Bill Pollock, the BEACH for Zanesville.

September 3 and was completed on the 5th. The GENERAL BEACH started back up the river and Jesse got on at the "coal yard". (Probably at Ashland where the reader will recall the Greene Line boats often took coal. Ed.)

There was much fog and the BEACH didn't get into Pittsburgh until 5pm September 8. She left the next day at 1:30pm for Parkersburg and encountered rain and thunder storms before arriving at 3pm September 11. Upbound, Jesse noted they passed the VERNE SWAIN loading an excursion trip at Wheeling and got into Pittsburgh the next morning at 9:40am, having been slowed by fog. The BEACH had to move the ALICE BROWN hull to above the Smithfield Street Bridge before tying up at the wharfboat.

(The towboat ALICE BROWN (T0095) had been dismantled and the hull was now owned by the Liberty Transit Co., used as a model barge. Ed.)

The Pittsburgh landing below Smithfield St. on the Monongahela River was a busy place in 1920. Jesse notes that the SENATOR CORDILL and the GENERAL PERSHING (2263) arrived after the BEACH while the GENERAL WOOD was

undergoing boiler repairs there. The LEROY is noted as leaving for Morgantown with "a very light trip".

September 15: The GENERAL BEACH left Pittsburgh at 10am and was at Rochester at 6pm where the VERNE SWAIN was running an excursion. The BEACH was at Steubenville at 5am on the 16th and stayed until 2pm. The GENERAL PERSHING and GENERAL CROWDER were also noted at Steubenville. The BEACH completed her trip to Parkersburg, arriving at 5am, September 18 and left for the return to Pittsburgh at 5pm. She was back in Pittsburgh at 11pm, September 20.

On September 22 the BEACH went up to "the Tube Works" (up the Monongahela but to which tube mill is unclear) with the hull of the ALICE BROWN to load pipe. Jesse used the time while the pipe was being loaded to oversee repairs to the rudders of the GENERAL CROWDER and making signs, one of them being "LIBERTY TRANSIT CO. #2" for the ALICE BROWN barge.

It was intended that the BEACH, with barge #2, would drop down to Weirton, West Virginia to pick up barge #1 and a load of tinplate, then take it all to Hanging Rock,

Ohio for reshipment by rail. When the BEACH arrived at Weirton, it was necessary to load the 147 tons of tinplate onto the boat since barge #1 had started to leak. This delayed them until 4pm Sunday, Sept. 26 when barge #1 was towed down to Richland Mine, Warwood, West Virginia and the BEACH took on coal.

Monday, September 27: While taking coal, the GENERAL BEACH was discovered to be also taking water, the boat being down in the river below the usual load line with the load of tinplate. She sank in eleven feet of water, nobody hurt but all of the tinplate except for 160 boxes now under water. Jesse stayed on the boat while the balance of the crew went up river to Yorkville, Ohio to get the towboat H. P. FLESHER (T1023). The chartered FLESHER arrived at 9am September 28, coaled and then left with barge #2 and the load of pipe for Hanging Rock, Capt. Mike Davis in charge and Jesse piloting.

The H. P. FLESHER arrived at Hanging Rock at 5am September 30 having passed the TACOMA and GREENDALE laidup at Gallipolis for low water. The FLESHER landed below the Hanging Rock iron furnace, most of the crew was sent home but Jesse and

Charles Cooper, an engineer, supervised the unloading of the tinplate. (Was there anything connected with the river and boats that Jesse Hughes wasn't willing to tackle? Ed.)

- OCTOBER -

Sunday, October 3: The GENERAL CROWDER arrived at Hanging Rock, with the balance of the tinplate. Barge #2 was unloaded by noon and the CROWDER towed it up to the coal landing. Jesse went home to Catlettsburg to stay for the rest of the month, catching up on such chores as painting the house and store and working on the roof.

October 23, the GENERAL BEACH had been raised after the sinking at Richland Mine on September 27.

- NOVEMBER -

J. W. Brown of the Liberty Line evidently recognized the wide ranging abilities of Jesse Hughes and called him to come to work. On November 7 Jesse took the 10pm B&O train from Kenova, West Virginia (just across the Big Sandy River from Catlettsburg) for Pittsburgh. Charles Arthur joined him at Pt. Pleasant and they arrived in Pittsburgh at 8:45 Monday morning. Jesse noted that Harding had won the

presidential election held November 2.

The GENERAL BEACH was towed in from the Elizabeth docks at 3pm and the following day Jesse put a crew to work cleaning the boat. Jesse was busy doing "a good deal of lettering" and the cleaning crew was scrubbing until the end of the week.

There was more bad news for the Liberty Line and Mr. Brown when the inspectors looked at the GENERAL CROWDER. On November 15 hull repairs were ordered.

- DECEMBER -

December 1 the LEROY, having given up on reviving the Monongahela River trade, left Pittsburgh to run in the Wheeling-New Matamoras trade. The GENERAL BEACH, repairs completed, was inspected on December 3 and approved; Jesse was still engaged in painting and lettering.

Tuesday, November 7 the BEACH raised steam, loaded a light trip of freight and departed for Charleston at 2:30pm in place of the GENERAL CROWDER. The SENATOR CORDILL left at 4pm and caught the BEACH at E. Liverpool at 9pm. (The CORDILL was the competition for the Liberty Line in the Pittsburgh-Charleston trade at this point. Ed.)

The BEACH left Wheeling at 8am on December 8 but blew out a steam joint below Pipe Creek and was delayed. Jesse got off at Pt. Pleasant on December 9 and caught the B&O for Catlettsburg.

December 14 found Jesse aboard the GREENWOOD for Cincinnati with Capt. Gordon C. Greene and went out to the house with him later. The CHILO and CHRIS GREENE were laid up and the ANDES and QUEEN CITY laid up the following day, December 16. The JOHN W. HUBBARD (3128) was the Louisville boat and Jesse noted that although she was delayed by work on her paddlewheel got away late.

Jesse noted, also, that Donald T. Wright was in town on December 15, trumpeting that he would be taking over



The H. P. FLESHER became the pinch-hitter when the GENERAL BEACH sank. The FLESHER, 127.5x27.4x5.7, was owned by Wheeling Steel & Iron Co. when chartered by the Liberty Line. Photo by Fred Way.



The VERNE SWAIN is mentioned several times in the 1920 Hughes Diary. She was built 1913 in Stillwater, Minnesota by Capt. David M. Swain. In 1918, Capt. Fred Hornbrook brought the SWAIN to the Ohio River for the Pittsburgh-Wheeling packet trade. She was an excursion boat with a dance floor and by 1920 was back to running excursions. Bill Pollock photo, 1921, Marietta, Ohio.

ownership of The Waterways Journal in the new year.

December 17, Jesse returned home to Catlettsburg aboard the GREENWOOD. The river was rising fast with most of the water coming out of Kanawha River.

December 18, the U.S. Corps of Engineers towboat MARGARET (T1716) sank below Augusta, Kentucky with the loss of thirteen lives. Jesse began working on plans

for a new packet which he and Capt. Greene had discussed in Cincinnati; this would eventually be the TOM GREENE.

On Christmas Day, Jesse noted, "Everybody happy with presents - Lillian with a ukalale (sic.) and Helen with a doll buggy."

December 31, "Everything as usual. River 12 ft. and falling. No boats. New Years Eve, 1920."

* * * * *

MURPHY LIBRARY EXPANDING

Ed Hill, Librarian, Special Collections of the Murphy Library, University of Wisconsin, LaCrosse advises that plans for the library expansion have been sent out for bid. Before the first of the year a contractor should have been selected and ground broken.

The Special Collections, including the rivers photo collection of 40,000 plus, should be one of the first units to move into the new addition, hopefully by the spring of 1995. This will give much expanded storage and processing space and research space.

Special attention in design planning will provide better security, attractive visual effect, pleasant seating and lighting for the comfort of visitors. The room will have a large bay window facing north with new computer and microfilm equipment.

* * *

GREETINGS ENJOYED

We really enjoyed hearing from so many S&D friends at Christmas time. Thank you, thank you!

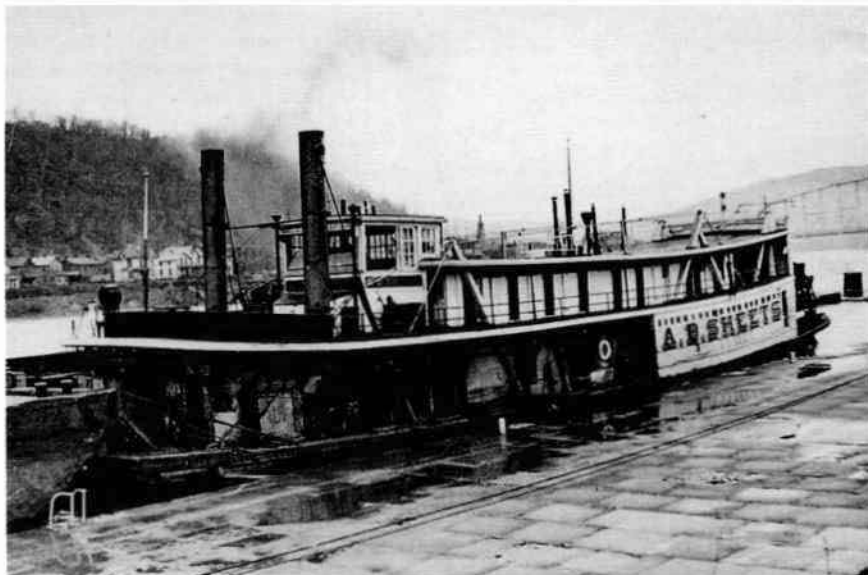
Bee Rutter

A. B. SHEETS

Well remembered in the Pittsburgh area is the first A. B. SHEETS (T0005), shown here in old Lock 5 on the Monongahela River (left). She was built as the SAM BARNUM in 1918 by Capt. Cumberland Posey. Capt. Posey was one of the few black men engaged as a boat owner and operator, well respected as the builder of a number of good poolboats.

The BARNUM was renamed in 1921 when bought by Hillman Transportation Co. The SHEETS was a regular in the coal trade and known up and down the Mon Valley by the distinctive high note of her always highly polished whistle. In 1947, she was traded to Charles Zubik for the second A. B. SHEETS.

Bill Stinson, Port Vue, PA provided the photo.



A. B. SHEETS WHISTLE

After setting up the photo of the A. B. SHEETS (T0005) on the page opposite, we came across a history of the distinctive SHEETS whistle. The writeup is believed to be by Capt. Alan C. Gumbert who sent the A. B. SHEETS whistle to the Whistle Blow held at Long Reach, WV on June 21, 1969.

This whistle was originally on the SAM BARNUM (T2238) of the Diamond Coal Co. Capt. William Cowan was master of the SAM BARNUM and had complained to Albert R. Budd, President of Diamond Coal Co., that the BARNUM's whistle could not be heard very well, particularly at night (?), because the tone was too low.

Mr. Budd consented to trying several different whistle bells to come up with a combination that would be on the shrill side but still have a nice tone. When he heard the present combination blown, Mr. Budd said, "Stop! Don't try any more combinations; leave it just as-is." When the Hillman Transportation Co. was formed by the purchase of the Diamond Coal Co. the SAM BARNUM's name was changed to A. B. SHEETS.

On one occasion a bell from the A. B. SHEETS whistle blew off and was lost in the river. Two brothers, Samuel S. and George H. Pangburn, were engineers on the SHEETS at various times and both had a reputation for carrying, "A ton of steam!" and were given credit for blowing the bell overboard. The lost whistle was replaced by a duplicate but experts said they could detect just a subtle difference in tone.

The A. B. SHEETS was dismantled in 1947 and Capt. John L. Howder, Supt. of Hillman Transportation Co., (an uncle of Alan Gumbert) gave the whistle to Capt. George T. Griffiths, then Superintendent of River Transportation, U.S. Steel. Capt. Griffiths had the whistle installed on the DUQUESNE (T0645) of the U.S. Steel fleet. When Capt.

Griffiths retired in 1958 the DUQUESNE was still in operation, under the command of Paul R. Cowan, son of the William Cowan who had first devised the whistle. Capt. Griffiths directed that the whistle should be on whatever boat Paul Cowan might be on and, when there were no longer steamboats in the U.S. Steel fleet, the whistle should become the property of Capt. Gumbert.

So, the high note of the whistle from the A. B. SHEETS was heard at the 1969 whistle blow, blown by Paul R. Cowan who was the last man to blow it on the boat. Alan Gumbert would now be ancient of years and we wonder where the whistle might rest.

* * *

O-K CHAPTER MEETING

Sunday, November 14, 1993 was the fall meeting for the O-K Chapter at the Mason County Library, Pt. Pleasant, West Virginia. About 40 of the faithful were on hand by 2 pm. when the meeting was called to order by President Bert Shearer.

Charles Henry Stone had some disappointing news about the proposed river museum for Pt. Pleasant. Although a state grant has been awarded to hire an architect and begin detailed plans for the conversion of the donated store building, some local opposition to the project has surfaced. One or more town taxpayers are objecting to spending local funds required to match the state grant. This has given the city officials pause and there is now danger of losing the original grant.

G. B. McClintock of Pt. Pleasant brought two of his latest models to the meeting for display. Mr. McClintock works entirely in plastic and his current efforts are two of the Neale boats of Vienna, West Virginia, very detailed and with a few odds and ends yet to be completed. Mr. McClintock

is also a modeler of airplanes and provided the model collection for the Neal Armstrong Space Museum, Wapakoneta, Ohio.

The program for the afternoon was far afield from the Ohio and Kanawha Rivers. A slide show of river traffic on the Danube River was presented by J. W. Rutter. The Rutters had traveled from Passau, Germany to Budapest, Hungary aboard a 100 passenger cruise boat in May, 1993 (see September, 1993 S&D Reflector).

The Danube is the second longest river in Europe at 1776 miles, only the Volga being longer. Beginning in 1952, locks and dams have been built along the upper reaches of the river with the latest just below the Austrian-Slovak-Hungarian border going into operation in the fall of 1992. Eleven locks and dams are now in operation, each with two lock chambers 110x900 feet. Channel depth is 11.5 feet.

Since about 1960, push towing with towboats similar to those seen on U.S. waterways has taken over from the European style of towing barges on a line astern. The standard tow is limited to four jumbo barges because of the narrow and twisting channels in several areas above Vienna. Slides included views of the locks, river traffic and several of the scenic locations along the way.

Refreshments were provided by Charles and Jean Stone and there was general visiting after the program.

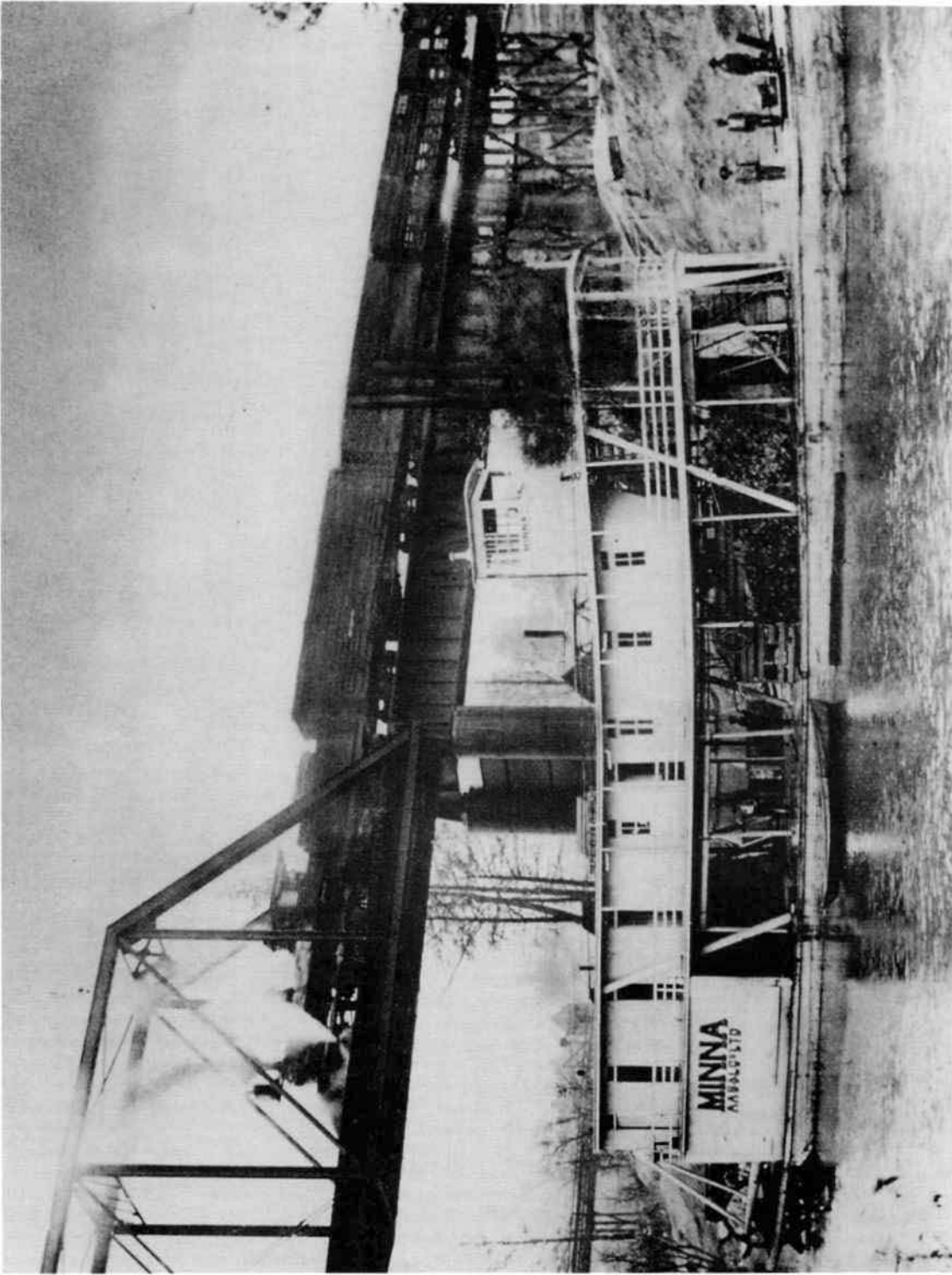
* * *

WAY'S PACKET DIRECTORY Second Edition

Way's Packet Directory, 1848-1983 is now out of stock and Ohio University Press is planning a reprint.

The new edition will include changes which have been noted on these pages, several new illustrations and additional boats which have turned up. The second edition will probably be paperbound.

Watch for more news later.



The MINNA, shown here at Logansport, LA on the Sabine River, was built there in 1897 for the Austro American Stave & Lumber Co., 111x26.6x4.4. Her trade was hauling oak staves for wine barrels to Orange, Texas but by 1900 she had gravitated to Shreveport on Red

River, a 500 bale cotton carrier and low water boat for Red River Lines. We like the picture and MINNA will make the next edition of Way's Packet Directory. Last documented 1900, disposition unknown. Photo from Dick Gibbens, 100 Palmeto St., Schriever LA 70395.



The COTTON BLOSSOM shows her 1928 lines but little else seems to be original, like the old family axe with five new handles and two new heads. That is not a wrecking boom on the stern; a high-line pylon on shore.

THE COTTON BLOSSOM EVOLUTION

In the late 1920s and early 1930s the U. S. Corps of Engineers ordered a number of small sternwheel towboats from builders. These were diesel engined boats, replacing some of the older steam towboats in the Corps' fleets but, aside from the power, designed very much along traditional lines. Sixty years after launching a number of these attractive boats are still around.

Charles Ward Engineering Works, Charleston, West Virginia built at least three boats we can think of for the Corps of Engineers at this time: the FORT ARMSTRONG, SCOTT, and TECUMSEH. The NEMACOLIN was a similar boat built by Dravo for the Corps, all were around 100 feet in length with diesel engines of 120 to 300 horsepower.

The COTTON BLOSSOM began life as the TECUMSEH, built in 1928, 110x23x5.5. She had a diesel-electric drive with a Lombard eight cylinder diesel of 300 hp.

and belonged to the Louisville District Office, U. S. Corps of Engineers.

In June, 1950 Capt. Harry F. White of Belle, West Virginia bought the TECUMSEH at public sale for use as a towboat on the Kanawha River. In 1954 she was renamed the boat W. C. WHITE to honor Capt. White's father.

In November, 1970 the W. C. WHITE/TECUMSEH was sold to P. A. Denny, Dunbar, West Virginia for conversion into a pleasure boat. Mr. Denny rebuilt her in the winter of 1970-71 with extensive hull work at Point Pleasant and then a new superstructure including the pilothouse from the steam towboat DETROITER. A Caterpillar D-342, 200 hp. diesel engine replaced the ancient Lombard. The rebuilt boat was renamed ROBIN D in honor of a Denny granddaughter.

In 1973, Capt. Wilbur Dow was looking for a boat to use for the harbor cruise business in New Orleans in anticipation of building the steamer NATCHEZ. A deal was

struck and in October, 1973 the ROBIN D. was heading south. Mr. Denny promptly bought the TECUMSEH's sister boat SCOTT and converted her into the ROBIN D-TOO.

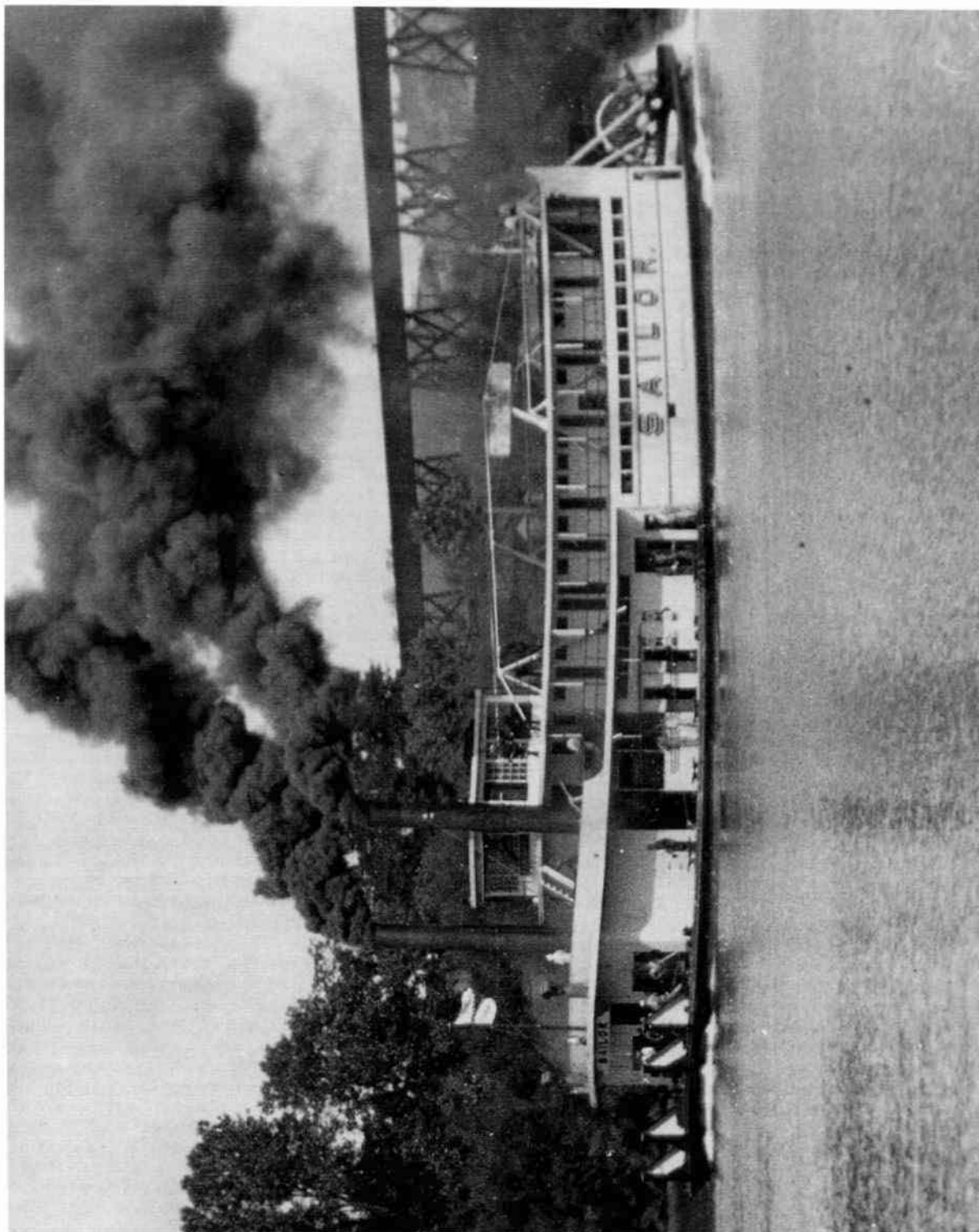
Extensive work was needed to meet Coast Guard specs if the attractive ROBIN D. was to be used for paying passengers. In 1974 the boat was again rebuilt including lengthening the hull to 130 feet. Numerous other changes were made to license the boat for 347 passengers. The name was changed to COTTON BLOSSOM and she ran New Orleans harbor cruises until the NATCHEZ came out in the spring of 1975.

The COTTON BLOSSOM moved into the Bayou cruise trade. She went down the river to the Algiers Canal, then to Bayou Barataria, returned through the Harvey Canal and back down river to the Toulouse Street Wharf. She received another engine in 1980 and, of course, has air conditioning, radio and plastic chairs, necessities not dreamed of in 1928.

For the past year the COTTON BLOSSOM has offered a Discovery Cruise, appealing to history and the ecology interests. Now, there's a big cloud on the horizon for all excursion boats in New Orleans: gambling boats are coming. As attractive as the COTTON BLOSSOM is and as interesting as her cruises might be, history shows that many tourists will go for the new boats, nine of them, which offer crap games, blackjack, slot machines and other such high culture.

The beautiful COTTON BLOSSOM is now looking for a new home and New Orleans Steamboat Co. has her for sale. After her nine lives since being launched at the Ward Engineering Works in 1928 she surely will land on her feet again. Interested parties might want to call Bill Dow, New Orleans Steamboat Co., (504) 586-8777 or FAX (504) 587-0708.

Come to think of it, the COTTON BLOSSOM is only ten years younger than the W. P. SNYDER JR. and would be just right for an annual S&D weekend cruise; we'll check with Treasurer Anderson.



The SAILOR (T2226) was strutting her stuff on her trial trip when the camer of C. C. Bowyer captured her in the summer of 1924. The SAILOR was built by Marietta, Mfg. Co., Pt. Pleasant, West Virginia for Jones & Laughlin Steel Co., 133.8x36x7.1 with engines

16's,32's-8 ft. stroke. They called her the "Little Sprague" around the Pittsburgh pools, noted for her large wheel, engineroom and pilothouse. In the days when boats still blew for the lock and the SAILOR blew for Dashields, Fred Way would say, "The BETSY ANNI!"

BOOK REVIEW

Filled with activity on many boats and several different rivers is "Led By The River," a 108-page story of a river career that began humbly and reached success at the top of a profession as the result of a persistent determination to become a river pilot, and a good one.

This is a brand new book, just arrived from the printers. It is the story of the more-than-half-century career of Capt. Vernon K. Brynside who came from the small Kanawha River community of Buffalo, West Virginia, a town that has produced innumerable able rivermen.

The story is a labor of love for the author, Mrs. Majorie Byrnside Burress of North Bend, Ohio, who shows a remarkable knowledge of many of the details of towboating, an explanation of which makes this book of maximum interest to those who have any connection with the activity of towboats on the Kanawha and Ohio Rivers and, yes, on the Mississippi too. An example:

"In those days when a towboat needed a deckhand the pilot would blow three long whistles as the steamer neared a town. Men desiring work would listen for the signal, hurry down to the riverbank and hail the boat. A yawl, with several deckhands at the oars, would be rowed to shore to pick up the prospective crew member. Often the boat's mate rode along to look the fellow over."

In 1919, as a youngster of 14, Vernon Byrnside was recruited by the well known Capt. Charles A. Gebhardt to become a cabin boy on the sternwheeler PLYMOUTH in the Kanawha River coal trade. There, young Byrnside became acquainted with some of the hard, endless work that was necessary to keeping a steamboat going but he also found that his tentative love for the river, its boats and its people was with him to stay. He subsequently became a deckhand, working on those other well known steamboats

in the coal trade, J. T. HATFIELD, ROBERT P. GILLHAM, D. T. LANE and EUGENE DANA SMITH. In time, he progressed to watchman and mate.

But the story is not confined to the Kanawha and Ohio Rivers alone, nor to towboating exclusively, for much of Vernon Byrnside's interest was in his family, their joys and sorrows, their triumphs and moves to different river towns as Vernon's work required. They are all a part of the story so, actually, "Led By The River" can have a much wider appeal than provided by its great interest for those connected with the river and its boats. It is just as much the story of an American family in the middle years of the 20th century..

While working as a deckhand and later a watchman on the steamer A. B. SHEETS in the Pittsburgh pools, at a time when they were swarming with towboats, Vernon Byrnside earned his first pilot's license. That was in the summer of 1929 after having found a helpful friend in Capt. John L. Howder, transportation superintendent for the Hillman Coal & Coke Co.

It was during this period that Vernon did his only steering on a packetboat when he stayed in the pilothouse of the GENERAL WOOD from Pittsburgh to Steubenville, Ohio. Aboard the WOOD, Vernon had found two old schoolmates from the home town of Buffalo, Dan and Jesse Patchell, who were regular pilots on the boat. The two Patchells signed Vernon's first issue of license as, "First Class pilot on towing steamers."

By late 1928 the Byrnside family had moved to Glassport, Pennsylvania. In the fall of 1930 they moved across the river to Dravosburg, closer to the Hillman landing, a return to Glassport and again to Dravosburg, typical of many renters of the time. The author has included many anecdotes of growing up in the 1930s which round out the story of her family and

its relationships, adding much to the interest of the reader.

The beginning of the Great Depression in 1930 had severely affected the fortunes of the Byrnside family as the A. B. SHEETS was laid up, followed shortly by the the J. H. HILLMAN. But the river was to have much better things in store for the Byrnsides. Charles T. Campbell, the prominent riverman and financier of Pittsburgh who lost heavily in the market crash, purchased the SHANNOPIN in 1931 hoping that he was launching what would be a successful venture in towing gasoline upstream from the Gulf Oil refinery at North Bend, Ohio, near Cincinnati and he asked Capt. Byrnside to go captain and pilot. It was a venture that was to prove successful and hauling Gulf gasoline was a turning point in the lives of both men.

The SHANNOPIN was renamed FAIRPLAY in 1932 and continued its work for years, sinking one time without serious damage. The Byrnside family, guided by Vernon's very capable wife Elizabeth, "Betsy", moved to North Bend where they all found friends, a welcoming church and a satisfying life. For Capt. Byrnside it meant more time at home and he liked the FAIRPLAY and its crew. For Charles Campbell it meant again having a successful business despite the depression and the beginning of the expansion of his river transportation operation into the larger Campbell Transportation Co.

So, as the Campbell Line grew, with the additions of such fine, big and powerful sternwheelers as the CHARLES T. CAMPBELL and JOHN W. HUBBARD, it also used other chartered towboats at times. This experience enabled Capt. Byrnside to extend his license to the lower Mississippi.

Rather than just a recitation of the history of the boat, Jack filled in the development of the coal industry in Western Pennsylvania and the large market for coal which developed in the South. The southern trade and the increasing demand caused by the thriving southern cities after the Civil War called for a system to move and distribute coal from its source to market.

Even in the unimproved state of the Ohio River and the problems of low water and ice, barges (coalboats) were the economical choice to move the great amount of coal fuel needed. Coal shippers developed fleets of towboats designed to handle large loaded tows south and bring back fleets of empty coalboats for reloading. The SPRAGUE was the ultimate development of the large towboats which moved the coal fleets south from below the Falls of the Ohio. Jack took his audience through the design and execution of the mammoth SPRAGUE and then all of the trials and adjustment needed to make her perform as intended.

Jack is a good storyteller with all the facts and details. Some were surprised to learn that the mighty SPRAGUE just might not have been as "great" in the speaker's view as they had assumed.

Another enjoyable meeting was concluded. We believe that a spring meeting is being planned for Aurora, Indiana and environs on the weekend of April 9, 1994. For details, contact M'Lissa Kesterman, Secretary, 3118 Pershing Court, Cincinnati, OH 45211.

* * * * *

REFLECTOR INDEX

The new index for Volumes 26-30, years 1989-1993, should be available shortly after you receive this issue. Priced \$5, postpaid, from Secretary Bee Rutter.

Sirs: Following up on the prospective Indiana vote on "riverboat" gambling report on page 27 of the December issue, be advised that in the northwest corner of Indiana, gambling passed in Michigan City and LaPorte County. Voters in Porter County turned gambling down so we will not have a chance to sail upon Burns Ditch.

The current gambling boat fleet consists of: Three vessels in Iowa; ten in Illinois; one in Louisiana; a dozen floating but not moving in Mississippi. By the beginning of 1994, two new vessels will be delivered to Illinois, one in Louisiana and eight "dockside casinos" in Mississippi. According to my count, under construction or conversion are 32 vessels with another 44 vessels in the planning stage.

David Massie
952 Annapolis Ave.,
Akron, OH 44310

= Mind boggling! Thanks, Dave, for the frequent bulletins on the gambling boats, even the "dockside" ones. The business is moving too fast for a quarterly publication to more than mention; locally, the WEST VIRGINIA BELLE just left the excursion trade for a new life of sin at Caruthersville, MO. Ed.

* * *

Sirs: I have never been to a meeting but I always think, "Perhaps next year." Still, I have been on the DELTA QUEEN three times (once on my second honeymoon) and MISSISSIPPI QUEEN once. I have been a river and canal buff for many years and am now in my 90th year.

Eric Leigh
4128 Brookside Blvd.
Cleveland, OH 44135

= Eric, we realize you're busy but please try and fit the 1994 S&D meeting into your schedule. Thanks for the letter and clips. Ed.

Years later, with the Mississippi Valley Barge Line and the Ohio Barge Line, Vernon was in charge of the big and powerful sternwheel MONONGAHELA in the last year that it ran.

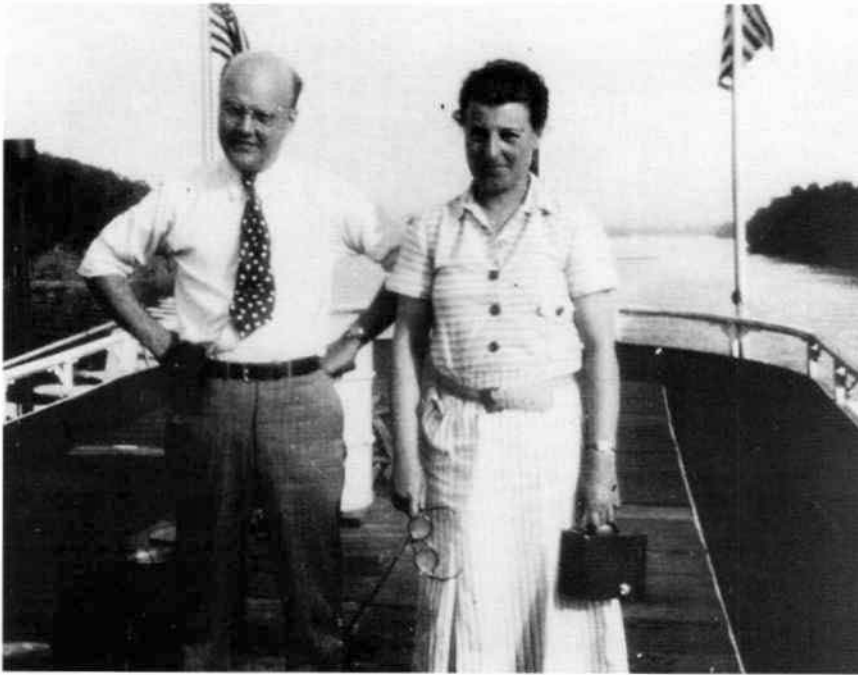
And then, as diesel power came on the scene, Capt. Byrnside moved on to the powerful long-haul boats such as the STEEL RANGER, STEEL TRADER, STEEL EXPRESS, STEEL CLIPPER and STEEL PIONEER. He made his last river trip in 1973 and returned home to help out as needed (his wife Betsy was not well at the time) and to enjoy his family.

During his many active years Vernon Byrnside encountered some of the adventures that always befall riverboats, such as being involved in rounding up a fleet of runaway barges carried away by a swift current and being aboard the FAIRPLAY when she was frozen in the Ohio River ice for 35 day. On September 9, 1947 Capt. Byrnside was on watch aboard the CHARLES T. CAMPBELL, working in the Monongahela River at Pittsburgh, when the immense sidewheel excursion steamer ISLAND QUEEN caught fire at its landing. Capt. Byrnside and his crew were close to the scene and were able to save many lives. They were commended for, "... having made rivermen everywhere proud of river traditions being upheld so valiantly."

The author of "Led By The River" has written in a clear and direct manner and illustrated many of the stories with photographs of boats and people. Although this book is a tribute to Mrs. Burress' father, it is a personalized history of the era it covers and is thoroughly readable from beginning to end.

Soft bound, 108 pages, well illustrated, no index, \$15 postpaid, "Led By The River" may be ordered from Marjorie Burress, 3289 Triplecrown Drive, North Bend, OH 45052.

Reviewed by Jim Wallen.



This happy picture is of two of the S&D faithful lost during 1993: Rudolph "Rudy" Gerber died October 16 and Ruth Ferris on July 8. Rudy and Ruth were St. Louis steamboat fans of the first order over many years.

Dick Lemen captured Rudy and Ruth on the Texas roof aft of the pilothouse on the CAPE GIRARDEAU sometime before 1935. Ruth is holding her ever present Kodak box Brownie and today her multitude of photographs and other river mementos are part of the Mercantile Library in St. Louis. Keith Norrington supplied the print.

MEMORIES OF THE BETSY ANN

Members of S&D attending the mixer on Friday evening at our last meeting will probably recall the set of drawings for the packet BETSY ANN on display. Dick Rutter continues to refine his BETSY ANN renderings, aided and abetted by John Fryant, Jim Wallen, Kent Booth and others.

Discussion of the details of life aboard the BETSY ANN (and the collaborators are recalling crew members, cabin furniture and the Maxfield Parrish print in the Office) has brought forth some interesting anecdotes.

In a note from Mrs. Mary Kleine Geiselhart, 207 Van Buren Circle, Pittsburgh 15229 we learned that she had been office manager for the Pittsburgh & Cincinnati Packet Line, Park Building, Pittsburgh., 1929. "Before accepting the position I had to make the trip on the BETSY ANN to Cincinnati and

back in order to be able to point out the places of interest along the way to the (potential) passengers. My sister accompanied me and I think we each gained five pounds with all the good food. The price of the trip was \$38, I believe, unbelievable in today's world."

Mrs. Geiselhart's comment about the food tied in with the same subject on Jim Wallen's mind. Writes Jim, "We had a steward on the BETSY ANN, Oran Milligan, black, who was a real gentleman, well liked by all and who did a good job of serving delectable meals attractively. Oran lived in one of the smaller river towns above Cincinnati, probably Higginsport. He lived close to the river and had an extensive garden at his home. His family looked after the garden while Oran was gone.

Occasionally, the boat bought some produce from the

garden and once in a while Oran would come up with his specialty, blackberry ice cream, probably using berries from his own place. Those who had Oran's blackberry ice cream can never forget it."

Jim Wallen was clerk on the BETSY ANN during summer vacations from Marshall College, 1928 and 1929. In August, 1929 the boat was pushed out of her trade by the entry of the QUEEN CITY and Jim recalls. "All of us from farther down the river came home on the QUEEN CITY." We guess that Jim hasn't had blackberry ice cream since.

THE BACK COVER

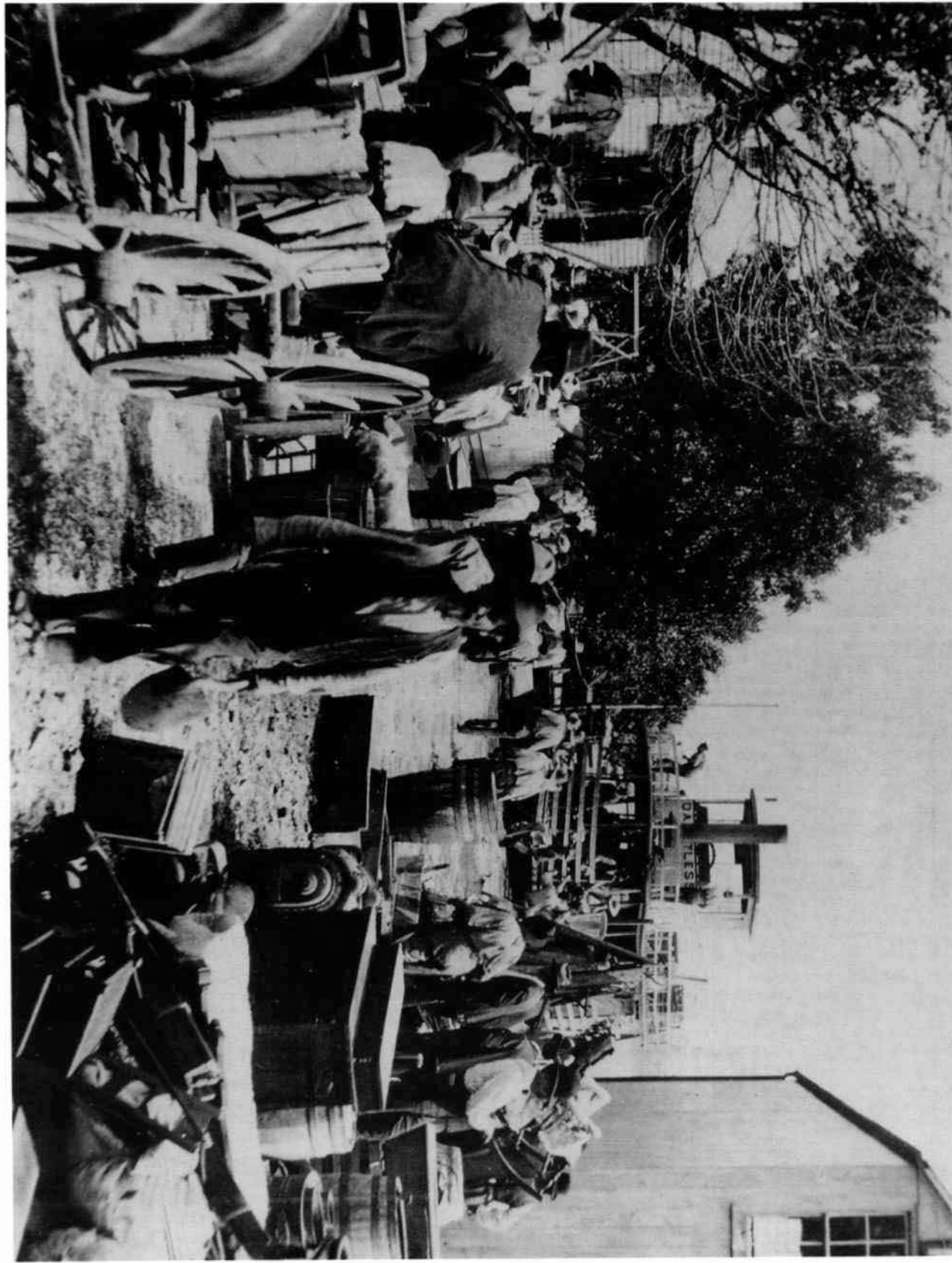
Ninety years before the flooding on the Upper Mississippi in 1993 the scene on the back cover was captured at New Haven, Missouri on the Missouri River. There's high water and the little ferry DAUNTLESS has just returned from another rescue to some of the nearby farms.

Evident are the stacks of household plunder brought to New Haven on earlier trips: trunks, barrels, several heating stoves, a cane seated chair and a wall clock in the right foreground. The water is just about even with the street and several men are wading through the water to unload the DAUNTLESS. There are lots of spectators waiting to hear the latest news about levee breaks and rising water and the gentleman walking toward the camera has his long handle shovel at the ready.

The DAUNTLESS was built at Tuscumbia, Missouri in 1898, 59.3x11.9x3.1. She operated at New Haven until 1905 and afterwards was documented at Memphis, last listed in 1910. She was doing yoeman service in 1903, obviously. The photo is from the E. B. Trail Collection, University of Wisconsin LaCrosse, Area Research Center.

The DAUNTLESS and several other similar small ferryboats will be included in the revised edition of Way's Packet Directory reported elsewhere.

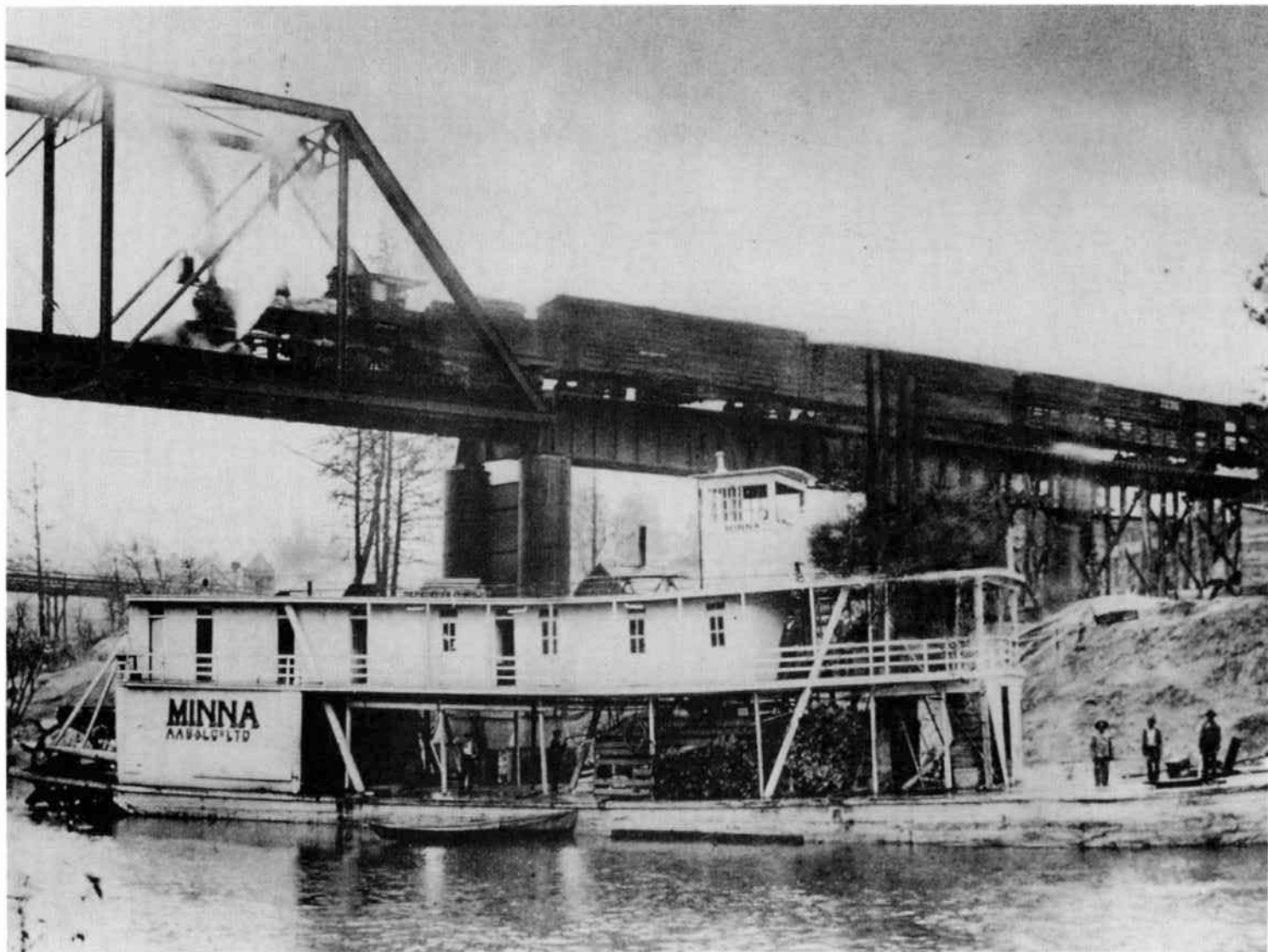
STEAMER DANVILLE-NEW HAVEN, NO. - FLOOD- 19





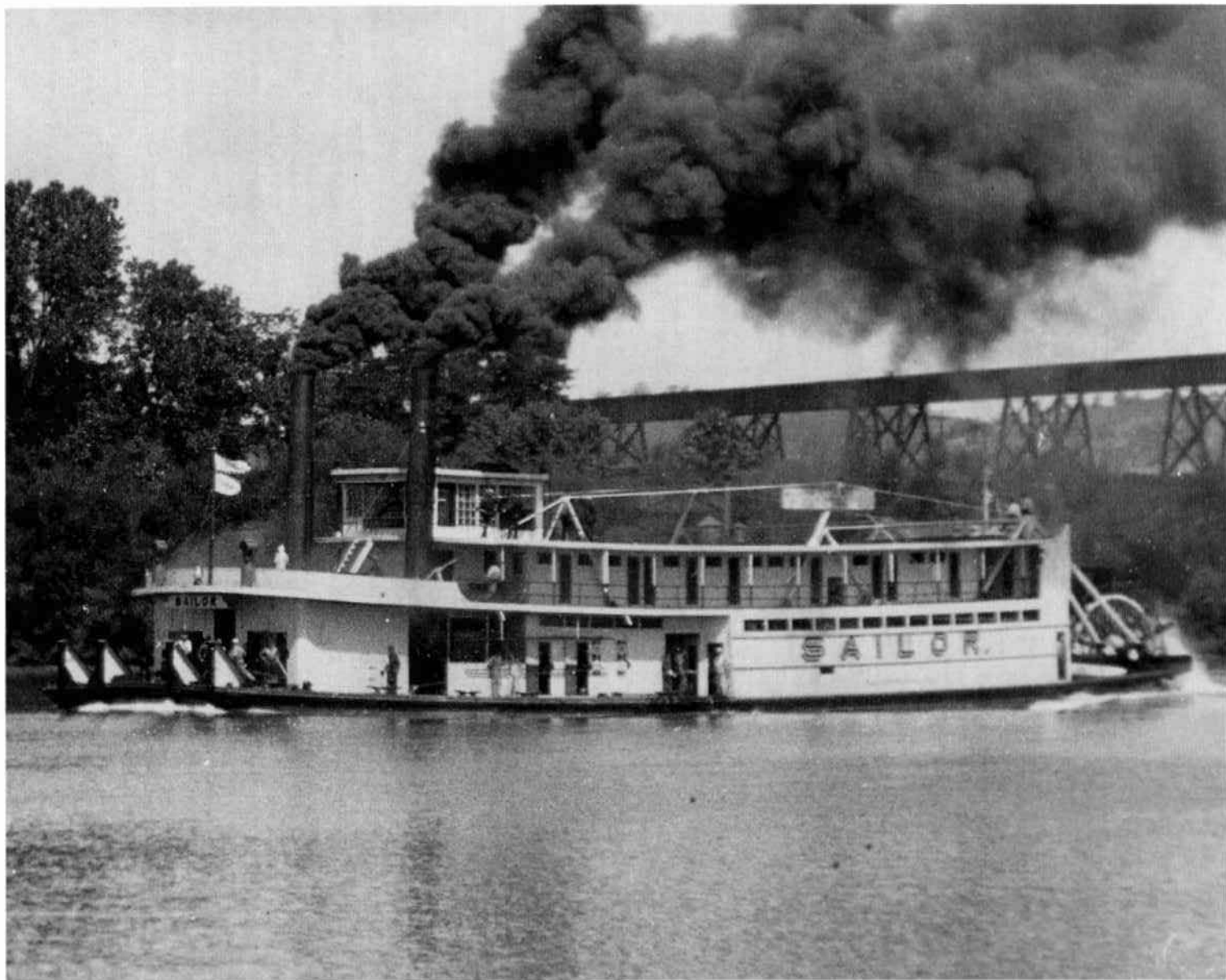
On January 29, 1920 the LEROY towed the KENTUCKY away from the Kanawha Docks. The KENTUCKY (3268) had been undergoing hull repairs since the previous fall, evidenced by this C. C. Bowyer photo. Built in 1907, 185x33x5, with engine, boilers and other parts from

the LEVI J. WORKUM, the KENTUCKY was short on style and often in need of paint and maintenance but was a money-maker for the L&C Line. Her cabin was reported to be out of plumb and the aft rooms (and beds) shorter than others, a legacy from the WORKUM. Operated until 1932.



The MINNA, shown here at Logansport, LA on the Sabine River, was built there in 1897 for the Austro American Stave & Lumber Co., 111x26.6x4.4. Her trade was hauling oak staves for wine barrels to Orange, Texas but by 1900 she had gravitated to Shreveport on Red

River, a 500 bale cotton carrier and low water boat for Red River Lines. We like the picture and MINNA will make the next edition of Way's Packet Directory. Last documented 1900, disposition unknown. Photo from Dick Gibbens, 100 Palmeto St., Schriever LA 70395.



The SAILOR (T2226) was strutting her stuff on her trial trip when the camer of C. C. Bowyer captured her in the summer of 1924. The SAILOR was built by Marietta, Mfg. Co., Pt. Pleasant, West Virginia for Jones & Laughlin Steel Co., 133.8x36x7.1 with engines

16's, 32's-8 ft. stroke. They called her the "Little Sprague" around the Pittsburgh pools, noted for her large wheel, engineroom and pilothouse. In the days when boats still blew for the lock and the SAILOR blew for Dashields, Fred Way would say, "The BETSY ANN!"

STEAMER DAUNTLESS-NEW HAVEN, MO.- FLOOD- 19

