

S&D

REFLECTOR

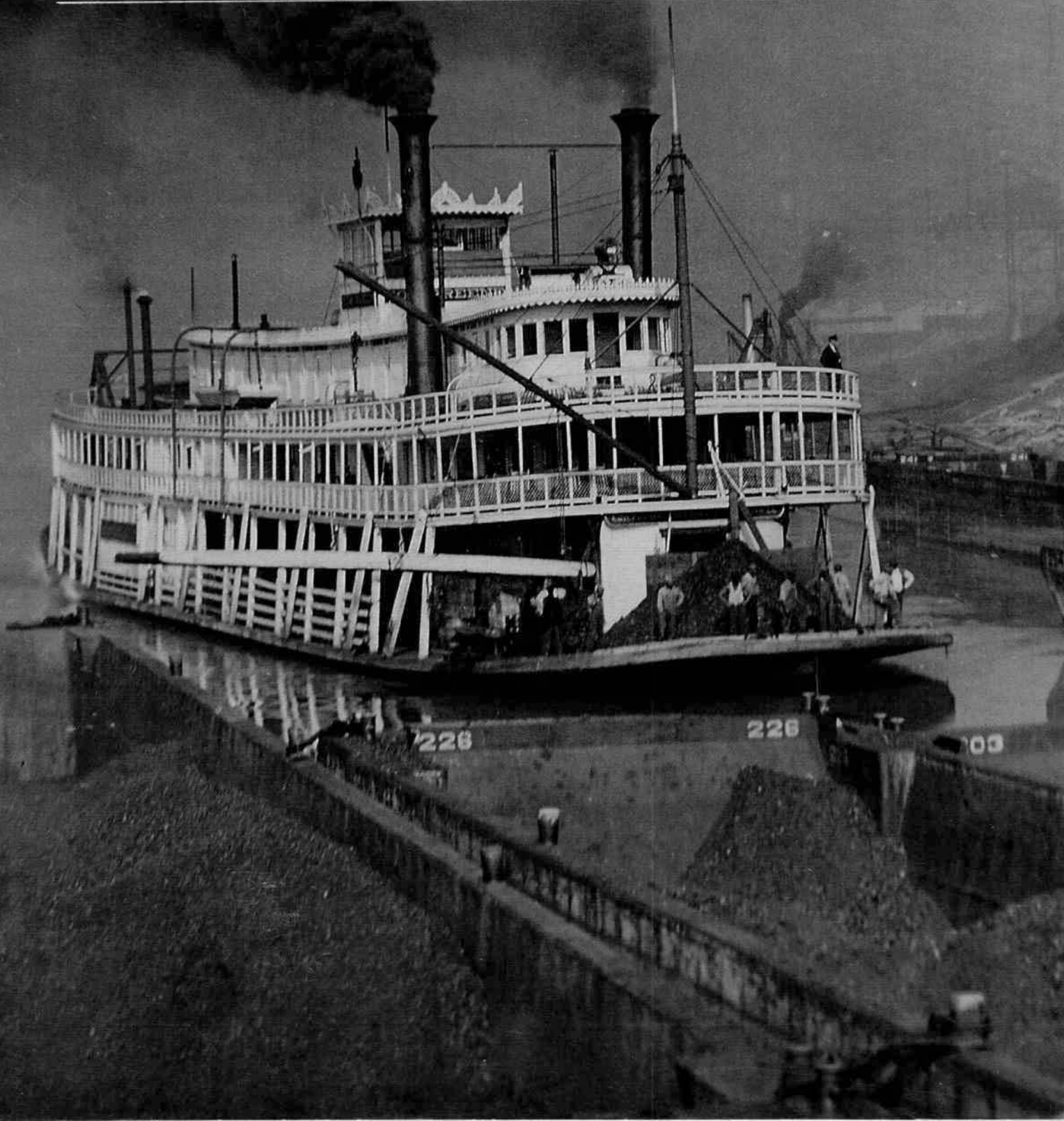
Published by Sons and Daughters
of Pioneer Rivermen



Vol. 31, No. 2

Marietta, Ohio

June 1994



ON THE COVER

Early one hazy summer morning in 1935 or 1936 the TOM GREENE dropped down to the Ohio River Co. coal dock at the lower end of Cincinnati. After taking on several clamshells of coal on the head of the boat, the TOM GREENE dropped slowly back out of the fleet of coal barges to go back up to the Greene Line wharfboat.

The excursion steamer WASHINGTON was also in the Ohio River Co. landing that morning to pick up fuel and pilot Fred Way had his postcard size Graflex camera handy. The foggy background accented the white painted boat illuminated by the low sun beginning to burn through the haze. It will be a warm day when the sun gets higher.

The TOM and CHRIS GREENE began operating in the Cincinnati-Louisville trade in 1931 and continued to carry passengers until the fall of 1936. The passenger cabins were removed to make space for the year-round trade of carrying new automobiles between the two cities; Chevrolets down and Fords upstream.

The Jesse P. Hughes diary for 1921 in this issue noted that on November 5 Capt. Gordon Greene signed a contract with the Marietta Manufacturing Co., Pt. Pleasant, West Virginia to build the steel hulled TOM GREENE. The contract price was \$43,500 and she would be completed in 1923.

The TOM GREENE was 200x38 feet in size and intended to operate in the Cincinnati and Charleston trade where she stayed until the Greene Line bought out the L&C Packet Co.

The TOM was the flagship of the Greene Line until the purchase of the GORDON C. GREENE in 1935. Capt. Mary B. Greene lived in the apartment in the front of the Texas.

That could be Capt. Joe Heath up on the roof in full uniform. We count ten roustabouts and the mate down on the head of the boat; must be a lot of freight up at the wharfboat.

NOTICE OF ANNUAL MEETING

THE ANNUAL MEETING OF THE SONS AND DAUGHTERS OF PIONEER RIVERMENT WILL CONVENE AT THE HOTEL LAFAYETTE, MARIETTA, OHIO ON FRIDAY AND SATURDAY, SEPTEMBER 16-17, 1994.

The first planned event of the weekend will be an informal reception and registration. This will begin at 8:00 pm. Friday evening at the Hotel Lafayette. Display tables will be available for models and other items of interest.

A detailed schedule of other events taking place will be available at the hotel front desk. Pick up a copy without fail.

The Board of Governors meeting will be held 9:30 am. Saturday morning in the hotel ballroom. The business of the association will be reviewed and plans for the future discussed. All members are welcome to sit in.

The annual dinner, and business meeting of the association will be held at the hotel at 6:30 pm., Saturday, September 17. Election of officers and three Board members will be conducted to be followed by a noteworthy speaker on a topic of river interest.

It is suggested that dinner tickets be purchased on Friday evening at the hotel front desk or other arrangements made with the hotel for reservations.

The Hotel Lafayette is reserved for S&D the nights of September 16 and 17, 1994. This year, the room rate is \$52, single or double; rates on suites are 20% off. When making reservations, please indicate that you are attending the S&D Annual Meeting.

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

The Best Western motel on Muskingum Drive is operated by S&D member Harry Fitzgerald. Phone: (614) 374-7211.

MUD HEN'S LAST FLIGHT

The centerwheel ferry MUD HEN (4061) operated at Nebraska City, Nebraska on the Missouri.

Nebraska City News, July 27, 1872: Last Wednesday, July 24, Thomas Hanlon, F. P. Pratt and one hand had landed the MUD HEN at a landing three miles below Bellevue, Nebraska with 1,100 bushels of oats and rye for Hanley and Worthing of Brownsville. They were just leaving, the wheel making a revolution or two, when the boiler exploded, blowing everything to pieces and sinking the MUD HEN and cargo almost immediately in four feet of water.

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LETTERS

Sirs: In your writeup of the COTTON BLOSSOM in the March issue mention should have been made of her celebrity status. She was used in the forthcoming movie, "Interview With A Vampire" starring Tom Cruise. The COTTON BLOSSOM will be a southern cotton packet in the movie which will be released later this year. A photo taken from the NACHEZ pilothouse is enclosed.

Capt. Don Houghton
4225 Touro Street
New Orleans, LA 70122

= The photo won't reproduce but there is the COTTON BLOSSOM loaded with cotton, sho'nuf. She is dragging her guards with bales piled all around and halfway up the pilothouse, 83 bales visible. The loaded COTTON BLOSSOM should be an interesting addition to Interview With A Vampire even if she doesn't compete with the HENRY FRANK (9,226 bales). Prospective buyers please note. Ed.

* * *

Sirs: I was recently asked to write a 119 line article on the subject of Steamboat for a new edition of Compton's Encyclopedia. Topics to be covered in the article included the "Age of Mark Twain and Romance of the River".

High school students shouldn't be told that the steamboat is identified with romance and my article will probably be a surprise for the editor. Earning one's living, even for a short time, on old-time riverboats tends to knock romantic notions galley-west. The enervating heat, the searing cold, the primitive living conditions, the weight of every trifling piece of machinery, the dirt from coal dust and smoke, the absolute knowledge required to do even simple things, the danger and the desperation are all missing from the romantic view of river life. It is hard to understand where the notion arose.

Romance has nothing to do with loading crossties on the Tennessee or bathtubs on the TOM GREENE. Firing a coal burner is not the sort of work one dreams about. Wrestling a ton of garbage ashore after every BELLE OF LOUISVILLE excursion isn't anyone's idea of fun, is it?

Compton's devotes 14 pages to "Ship" and three columns to "Steamboat". This is an irony which I pointed out to the editor. The "steamboat" served the Pacific Northwest, Alaska and half of Canada; the Mississippi System was only part of it.

After doing my best to knock crinoline and Gaylord Beaugard from the Compton editor's mental picture, I'll not be surprised if the article is rejected.

Alan L. Bates
2040 Sherwood Ave.
Louisville, KY 40205

= Oh, boy! We can hardly wait to see what Compton's will do with Alan's unvarnished discussion of subject heading STEAMBOAT.

The encyclopedia business has changed with the times: printed books are going the way of the wash basin and slop jar of the packets. Compton's is available on compact disks replete with sound effects. A blast of the SPRAGUE's whistle on the digital version of Compton's should keep the students awake in study hall. Ed.

* * *

Sirs: After the excitement of the Flood of '93 on the Upper Mississippi things became dull. Enclosed is a video I put together of steamboat pictures and music background, just to fill in time. You may find viewing it of interest on cold winter evenings.

J. W. Ewinger
P.O. Box 926
Burlington, IA 52601

= Mr. Ewinger has put together about 45 minutes of calliope music and whistles (from Whistle Echoes) with a parade of photographs from the pages of S&D Reflector and other sources. Ed.

* * *

Sirs: I'm puzzled by the caption beneath the photo of the cabin of the PLANTER on page 21, March issue. What is the significance of the date, "June 15, 1863"?

Ralph DuPae
2222 Onalaska Ave.
La Crosse, WI 54601

= Yes, well that was the date that the PLANTER was captured from the Rebels by the Union Forces. She was sold after the war by the U.S. Quartermaster Dept. on March 24, 1866 and redocumented. We should have explained; sorry. Ed.

* * *

Sirs: Thanks for Don Naish's reminiscences in the March issue. His comments on working for the Greene Line ring so true, particularly the comment about the cats and dogs.

When my mother, Letha Greene, was managing the DELTA QUEEN the boat kept a dog on board, perhaps one of the great-granddaughters of the infamous Rags. One day my brother Tom, the dog and I were following mother through the cabin when she was stopped by one of the lady passengers. The lady looked at me and said effusively, "Oh Mrs. Greene, your daughter has such pretty eyes!"

Mother was evidently thinking of some problem she had to solve and thought the lady had commented about "Your dog ..., etc." She replied, "Oh, what a nice thing for you to say. Well, we found her on the levee at Memphis when she was starving and homeless. We fell in love with her and brought her on board and fed her up. Now, she can fetch, shake hands and eats the leftovers in the diningroom. She's like one of the crew."

As we moved on through the cabin, the passenger looked very confused and Tom and I were struggling to confine convulsions of laughter.

Hope we see some more of Don Naish's recollections.

Letha Jane Greene
1304 Morten Street
Cincinnati, OH 45208

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S&D REFLECTOR

Published by Sons and Daughters
of Pioneer Rivermen



Vol. 31, No. 2

Marietta, Ohio

June 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: 1964-68; 1969-73; 1974-78; 1979-83; 1984-88; 1989-93. The indexes 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

* * * * *

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THIS AND THAT

S&D REFLECTOR AND GENEALOGISTS

From time to time in years past, the S&D Reflector has been mentioned by writers in genealogical periodicals as a source of reference. The prestigious recognition has been appreciated but we have been largely unable to respond to the inquiries which followed. Genealogy is indeed fascinating stuff but we aren't equipped to answer arcane questions about begats.

A few months ago the Allen County Public Library, Ft. Wayne, Indiana ordered back issues of the S&D Reflector to complete a full set. Our interest was piqued by a comment in the order letter that the magazine was to be dissected into some sort of database which sounded like computer talk. An inquiry of the Allen County Library to the point of, "What do you intend doing to our honorable historical journal," brought a response from Mrs. Jennifer Doerflein Hines, PERSI Supervisor at the Library.

Writes Mrs. Hines, "Your periodical will now become a part of the genealogical resources in our library, including being a part of the Periodical Source Index (PERSI). PERSI is a locality, subject, and family name index to genealogy and local history periodicals published in the United States and selected other countries.

With more than 3,200 current subscriptions and more than 4,100 titles in our library, PERSI gives the genealogist and local historian a key to accessing the valuable information in these periodicals. We are very happy to now be able to include your quarterly in our indexing project."

The listing of records indexed and microfilmed in the Historical Genealogy Department of the Allen County Public Library is impressive. We see that we could have found when our forebearers arrived on these shores through the port passenger lists from the National Archives and that is about the extent of our personal genealogical research.

A brochure and information for ordering copies of documents may be obtained from:

Allen County Public Library
900 Webster Street
P.O. Box 2270
Ft. Wayne, IN 4680

DELTA KING IN MADISON, INDIANA

Well, at least an excellent model of the DELTA KING had made it to Madison, Indiana when Keith Norrington snapped this photo in mid-March. The question of "riverboat gambling" was heating up in anticipation of a referendum vote at the May primary. Madison Landing Associates proposed to enhance the historic appearance of the river city by bringing

the DELTA KING around from Sacramento to use as a landing for a new slot machine carrier.

An earlier proposal for an 800 room hotel and convention center had brought cries of outrage from citizens proud of Madison's 19th century historic preservation. The DELTA KING has 45 hotel rooms, a 120 seat theater and a 200 seat banquet facility, probably enough for weary gamblers.

The possibility of the DELTA KING being successfully towed around through the Panama Canal as was the DELTA QUEEN might be doubtful. The DELTA KING no longer has the weight and balance of her engines and boilers nor the integrity of her compartmented hull.



Model of the DELTA KING in Madison, IN.

DELTA KING IN SACRAMENTO

In almost the same mail as the foregoing item, Richard E. Brown, 6404 Casper Way, Bakersfield, CA 93309 sent us the 1994 Amtrak schedule. The Vacation Package for California destinations on page 63 lists the DELTA KING as one of two Sacramento hotels, rated "Very good accommodations, acceptable location and amenities." In the center of Old Sacramento and with the California Railroad Museum within gunshot, we would term the location excellent.

Dick Brown points out that by taking Amtrak to Sacramento you can stay aboard the DELTA KING for \$56 per night rather than the \$85 tariff. Dick stayed on the DK last year and found meals being served in the original, boiler deck dining room at reasonable prices.

How can they move the DK when she is listed in the nationally distributed Amtrak schedule? Contact Amtrak Great American Tours (800) 321-8684 or, if you are a big spender, call Riverboat Delta King (800) 825-KING. Sorry, no gambling.

And if you are in Sacramento and want to ride the steamer ELIZABETH LOUISE you can contact Mrs. Betty Wilmunder, wife of the owner at (916) 638-7212 to check the schedule.

JULIA BELLE SWAIN IN HUNTINGTON!

As we prepared to send the copy for this issue to the printer a news report brought word that the city of Huntington, West Virginia and the Cabell County commissioners intended the purchase of the JULIA BELLE SWAIN. Huntington has been looking for a replacement boat for the summer excursion trade since the WEST VIRGINIA BELLE departed to become a gambling boat.

An unexplained puzzle is the recent payment by Mary Gantz, ex-owner of the WEST VIRGINIA BELLE, for continuation of exclusive use of the landing at Harris Riverfront Park, Huntington. One way or another, it appears that the prospects for a boat this summer are brightening.

DONALD T. WRIGHT

Following the death of Donald T. Wright on Thanksgiving Day, 1965 there was much speculation about the disposition of his vast collection of river books, manuscripts, photographs, etc. Donald had operated The Waterways Journal from 1921 until 1964 and had been enamored with the river and its boats since his childhood at Oil City, Pennsylvania. Donald rode a bicycle, the original from when he was a teenager until his last day, and kept a log of all trips. He also was a diarist and crammed every detail onto daily 6x9 inch pages; his correspondence, his finances, business triumphs and frustrations with his often very personal feelings.

The Wright river collection was eventually appraised and sold to Tulane University of Louisiana, New Orleans. Everything went south including the venerable bicycle and its logs. However, we learned later that the Donald Wright diaries were not a part of the Tulane collection. Some mystery surrounded what became of the diaries and good authority had it that they had been destroyed.

We were startled by a recent phone call from St. Louis: "We have received forty-two diaries kept by Donald T. Wright. Do you know anything about him?" Source of the diaries was unclear; they were brought to The Nursery Foundation as a contribution for their annual book fair. The Book Fair is a fund raiser for inter-racial day care centers in the St. Louis area. The forty-two volumes cover from July 4, 1912 until D.T.W.'s death in November, 1965.

The set of diaries was offered on a sealed bid basis with a minimum bid being \$2,000. The successful bidder on April 25 was Tulane University, a very fitting repository with the rest of the Wright collection.

But, the years 1914, 1918, 1922 thru 1930 and 1942 are missing. This deepens the mystery of where the diaries have been hidden since 1965. Should you run across the missing volumes at some flea market please don't fail to let us know.

TWILIGHT IS RUNNING IN 1994

River Cruises, Galena, Illinois sent us a folder for their Mississippi River cruises just before press time. We were startled to see that the folder was for the 1991 season. This must be some sophisticated merchandising technique and we jumped to the happy conclusion that 1991 fares still prevailed in 1994.

River Cruises is the corporate name for the Str. JULIA BELLE SWAIN and MV, TWILIGHT operated by Capt. Dennis Trone. A telephone inquiry brought confirmation that 1991 prices did in fact prevail but the advertising technique was simply having some left-over 1991 (and 1993) brochures.

At this writing, the JULIA BELLE SWAIN is still for sale although Huntington, West Virginia is salivating to have her operate in that city. This season, Capt. Trone will be operating the newer and equally appealing TWILIGHT in the Le Claire, Iowa-Galena, Illinois trade as described in whatever year brochure you may have seen. Departure from Le Claire is on Sundays, Tuesdays and Thursdays from May 29 through October 13, 1994. Overnight is spent at the Chestnut Mountain Resort near Galena with the following morning free to explore this attractive 19th century commercial center, once larger than Chicago we are told.

To receive the folder with applicable 1991 fares you may contact River Cruises, P.O. Box 406, Galena, IL 61036 or call 1-800-331-1467.

LA CROSSE COUNTY RIVERSIDE MUSEUM

Visitors to the La Crosse area on the Upper Mississippi are reminded to look up the Riverside Museum tucked away at the upper end of the Riverside Park in downtown La Crosse. Featured in the free museum are artifacts from the WAR EAGLE (5691) which burned and sank in the Black River near the museum on May 15, 1870.

Robert B. Taunt, 2325 Willow Way W., La Crosse, WI 54601 is active with the museum, a joint effort of the La Crosse County Historical Society and the Mississippi Valley Archeological Society. Plans are afoot to do more dives on the WAR EAGLE wreck and recover the remaining artifacts. In the meantime, the wreck is protected from moonlight artists by a city ordinance.

The museum is open 10 to 5 daily from Memorial Day through Labor Day.

A NEW BOOK FROM JACK WHITE

One of our favorite magazines is Invention & Technology, a quarterly published by American Heritage. The Editor's Bookshelf section of the Spring, 1994 issue reviews a new book from Johns Hopkins Press with the modest title, "The American Railroad Freight Car From the Wood Car Era to the Coming of Steel" by John H. White, Jr. Jack and brother Bob are regulars at S&D meetings.

- OBITUARIES -

ROBERT D. LATTA

Robert "Bob" Latta, 74, 241 Morewood Avenue, Pittsburgh, PA 14213 died in Allegheny General Hospital, Pittsburgh on January 21.

Bob was the grandson of Pennsylvania's first lieutenant governor, John Latta, and grew up in Greene County, Pennsylvania, not far from the Monongahela River. Bob worked as a carpenter for Crucible Coal and after his retirement built store displays.

S&Ders will remember the precisely detailed boat models which Bob Latta brought to several annual meetings, all seemed to be built of solid metal with every moving part working. Bob's last model was of the W. P. SNYDER JR., a photo of which is on page 35 of the September, 1993 issue. We asked Bob why he didn't bring the model to our last meeting and received a lecture about how heavy it was and how he would need a U-Haul and some help. "Maybe next year," said Bob.

We'll miss Bob Latta and his cigar. A real craftsman whose models were about as close to being made with materials identical to the original as you could get.

* * *

SCOTT V. SCHRIVER

Scott V. Schriver, 80, of Marietta died February 16, 1994 at the Marietta Convalescent Center.

Scott was born September 19, 1913 at Wilkesburg, PA to Virgil C and Leota Swiger Schriver and moved to Marietta with his parents in 1921. After graduation from Marietta High School in 1932 he was employed by Marietta Dyestuffs.

Scott and Gertrude Schultheis were married on July 4, 1936 and operated a neighborhood grocery store in Marietta. After serving as an aircraft gunner in the navy during WW-II Scott went to work for Union Carbide at Marietta and was a shift foreman at the time of his retirement in 1975.

Scott enjoyed the outdoors and a challenge. In the early 1970s he and his son built a raft and put it in the Ohio at Pittsburgh. The raft was supported by eight oil drums and powered by two outboards for a modern-day Huckleberry Finn trip. The Schriver's made the trip from Pittsburgh to Marietta one year and then on down to Cairo the following year.

After his retirement in 1975, Scott built a small sailboat with an outboard auxiliary and christened her THE GREAT PELICAN. With this rig, Scott navigated solo from Marietta to New Orleans, across the Gulf and then up the east coast to Arlington, VA. A portage across the Allegheny Mountains put THE GREAT PELICAN into the Monongahela River at Morgantown and thence back down the rivers to Marietta. The trip took 137 days and covered 4,578 water miles and 661 miles of portage.

Scott Schriver has been a member of S&D since 1964 and attended many of the annual meetings. After his retirement, Scott served as a deckhand aboard Jim Sands VALLEY GEM excursion boat for several years. In 1988 Scott suffered a stroke but, in his wheelchair, he was on board the VALLEY GEM for the S&D boat ride during the 1992 S&D meeting.

Mr. Schriver is survived by his wife Gertrude, son Alan of Paris, TN, daughter Lynn Schriver Woods of Salem, VA and three sisters. A memorial service was held February 19, 1994 at Christ United Methodist Church, Marietta.

* * *

WILLIAM HENRY BAUER

William Henry Bauer, 71, Crescent Hill, Louisville died March 5, 1994. Bill Bauer and his wife Mary Bill will be remembered by many S&D members through their numerous trips aboard the DELTA QUEEN and attendance at our annual meetings in years past.

Bill was a retired engineer for WAVE-TV, Louisville where he worked for 25 years. He was a life

member of the Kentucky Railway Museum, a member of the Amateur Radio Operators Club, Kentuckian Organ Historical Society, American Theater Organ Society, National Railway Historical Society, Ol' Time Radio Club and Antique Automobile Association.

Mr. Bauer is survived by his wife, the former Mary Bill Coomes and a brother, Thornton E. Bauer.

Thanks to Keith Norrington for forwarding the notice.

* * *

JOHN J. KNOX, JR.

John Jasper Knox, Jr., 62, 435 Front Street, Marietta, Ohio died of an apparent heart attack on January 21, 1994.

John Knox was born in Marietta, a son of the late John Jasper and Edna Plumly Knox, Sr. He received his bachelor's degree in music from Ohio State University in 1954 and in 1956 graduated from Manhattan School of Music, New York with a master's degree in composition. For 29 years prior to his retirement in 1985, John taught music in the Marietta schools and for 24 of those years was the director of the Junior High School Band. He composed the "Special Forces Brigade March" which is heard regularly at Ohio State University football games.

John was of the Knox boatbuilding family in Marietta and a frequent contact for Ye Ed when the subject of local boat building, Marietta landmarks or the Knox family came up. Many S&D members benefited from John's research into the Knox Boatyard and received the several lists of boats built in local yards or operating on the Muskingum River which he produced for S&D annual meetings. John provided the research for the large descriptive, historical plaques located along the walkway above the Marietta landing.

In addition to his interest in local river history, John was a student of World War II and had an impressive library on the

JOHN KNOX Obit. Cont'd. -

subject. He was proud of his Knox family roots and lived on the bank of the Muskingum where he grew up. John kept a canoe in the backyard but often cited his father's dictum, "If you are going to live along the river, always have a boat large enough to move the piano."

Mr. Knox is survived by his wife of 40 years, Giovanna Miller Knox; one son, John Knox III of Tampa, Florida; a daughter, Prudence Knox of Los Angeles, California; a sister, Marjorie Wagner of Marietta and two granddaughters. Burial was in Oak Grove Cemetery, Marietta.

* * *

DAVID MIARS

David H. Miars, 61, of 1779 Greene Road, Martinsville, Ohio died at his home on March 25, 1994.

David Miars was born January 1, 1933 in Wilmington, Ohio, the son of Ralph Jay and Sylvia Sanders Miars. He retired from Champion Bridge Co., a family business in 1982. He was employed by Airborne Express at Wilmington at the time of his death and lived at Sparrow Creek Farm which he had operated.

Mr. Miars was a 1954 graduate of Earlham College, Richmond, Indiana with a Bachelor of Science in Agriculture. Mr. Miars was a past president of the Clinton County Historical Society, member of the Clinton County Farm Bureau, Cincinnati Historical Society, Ohio Historical Society, member of the Board of the Cincinnati Council on Aging, a past master of the Martinsville F&AM No. 391, member of Scottish Rite Valley of Cincinnati, Wilmington Chapter No. 63, Wilmington Council No. 116 and Wilmington Commandery No. 37 K.T.

When announcing his retirement from farming in 1982, David said he was running off to the river, one of his several hobbies.

His house has a bookcase wall with a design similar to the main stairs of a packet, complete with arched signboards between the uprights. If there was a river book published in the past 50 years which was not in David's collection he hadn't heard of it. An engineroom telegraph stood in the parlor and two kevels adorned the front porch.

Miars was known as a historian and author. In 1977 the Wilmington (Ohio) News-Journal published an article he wrote about a trip aboard the towboat COOPERATIVE SPIRIT. David was a frequent attendee at S&D annual meetings and a great admirer of the paintings of John Stobart. His friend Vic Tooker participated in David's memorial service, Dixieland music being another of his hobbies.

David Miars is survived by a sister Martha Anson, Crows Landing, California; a nephew Mark J. Miars, Wilmington; four neices, Jeanie Kleen, Carolyn Walker and Jane Copeland, all of California and Rebecca Miars of Cincinnati. He was a birthrite member of the Wilmington Friends Meeting and services were held at the Friends Church. Burial was in Sugar Grove Cemetery.

Mr. Miars directed that his collection of river books and artifacts be given without restriction to the Sons and Daughters of Pioneer Rivermen. Memorial contributions, if desired, may be made to the Inland Rivers Library, Public Library of Cincinnati & Hamilton County, 800 Vine St., Cincinnati, OH 45202.

We are indebted to Barbara Hameister for the obituary from the Wilmington News-Journal.

REFLECTOR INDEXES

The latest five year index (1989-1993) is now available as are the indexes for earlier years. Each index volume covers five years of the S&D Reflector, six indexes altogether.

Available at \$5 each, post paid from the Secretary.

MEMORIES OF CHICK LUCAS

Capt. Lucas' obituary in the March issue reminded me that he piloted on the E. D. KENNA before he owned her.

In 1927 my dad was engineer on the KENNA and I got to make a trip from Addyston, Ohio up the Kanawha River and back. I experienced the fulfillment of the fantasy of any boy who grew up along the river.

Sitting on the lazy bench, listening to the world series on the radio, with my dad in the engineroom and Chick Lucas at the wheel: all was right with the world.

Emerson N. Cox
117 South River Lane
Geneva, IL 60134
+ + +

THE FIRST CHESAPEAKE

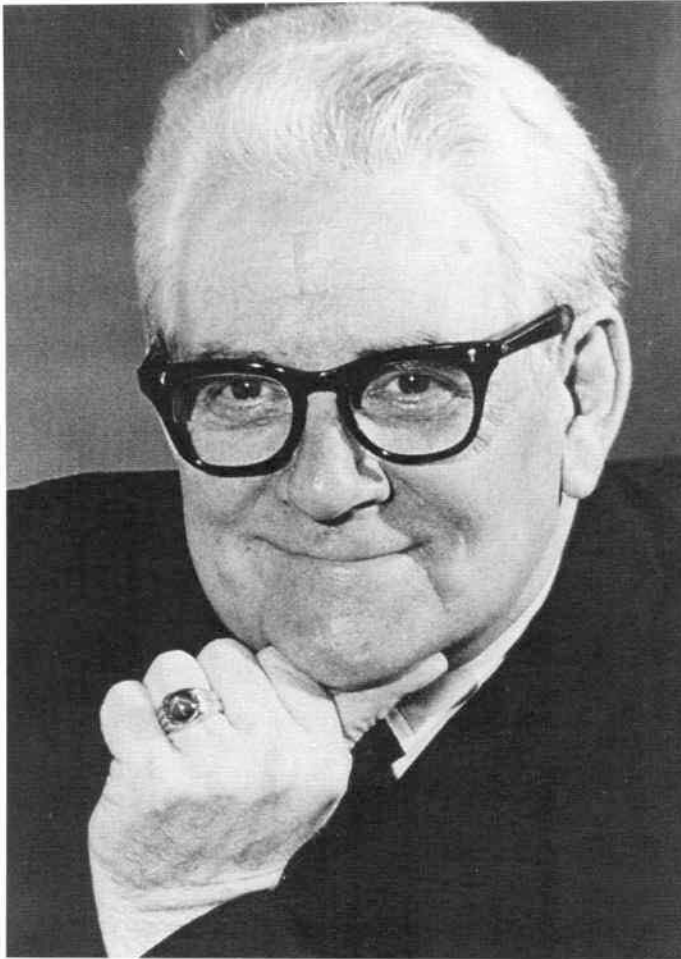
We ran across a note written by George Knox, steamboat engineer, for his grandson William Knox Richardson. This was the Marietta Knox family and W. K. Richardson was the organizer of the first S&D river exhibit in Campus Martius Museum, Marietta in 1941. The CHESAPEAKE was built in 1871.

The first CHESAPEAKE was built at Portsmouth, Ohio by Uriah Scott and when I went on her she was owned by Capt. Williamson. Capt. Chancellor (E. P.) was captain of her. She was making three trips a week between Marietta and Gallipolis. Had a lot of business and carried the mail.

She was 157 feet in length overall, 28 feet beam, 4½ feet hold. She had two boilers, 38 inches dia., 24 ft. long, two 12 inch flues in each boiler. Her engines were 14 inch cylinders, four foot stroke. Made 28 and 29 revolutions per minute and made a lot of steam on dirt coal. Made nine miles an hour upstream and she was a money maker.

I was on her nine years before the new CHESAPEAKE was built.

Signed, George Knox



ONCE A SHOWBOATER

The Life and Times of

Tommy Windsor
(Thomas Lowry)

Dr. James Hoy, 124 Seneca Dr., Marietta, Ohio has long been interested in magic. He was a friend of Tommy Windsor, a Marietta magician and actor who spent several years aboard showboats in the 1920s. Dr. Hoy has supplied the photos of Tommy Windsor accompanying this article and also a copy of the Windsor interview from the Parkersburg High School publication "Mountain Trace".

Mountain Trace attempted to collect local history as made popular in the "Foxfire" books and credit for the following account goes to the enterprising

young interviewers. We have also used an interview Windsor did with Pat Gilvery of the University of Dayton to try and correct dates and clarify sequence of events. Tommy Windsor could tell a good story, facts aside, and we'll rely on Don McDaniel of Showboat Centennials to give us any correction as might be indicated.

Thomas Isaac Lowry was born in Marietta, Ohio July 5, 1906, the son of Jess and Jennie Grass Lowry. He met Dorothy Jeanne Anders while working with his magic act, after his showboating days. Jeanne was a gifted ventriquist and became his wife and part of his act.

Showboating was a distinct side of river life. Before the days of paved roads and rural electrification which didn't reach many communities until the 1940s, the showboat brought entertainment and a little

glamor to the smaller river communities. Until World War II, the annual visit by a showboat was looked upon with anticipation along the Ohio and its tributaries and even on the Mississippi where settlements were sometimes far between.

I was born a few minutes past the Fourth of July, 1906 in an apartment building Second Street in Marietta, Ohio. In 1926 I was 19 years old and while still in high school had developed a chalk-talk program which I gave around Marietta. I went about 3/4 through high school and I was very bored. I didn't care for the subjects and I either wanted to be in show business or to be a cartoonist; I finally quit without graduating.

I hadn't been far from home but saw an ad in Billboard magazine for performers on a showboat. Answering the ad, I soon got a telephone call from Capt. Norman F. Thom in Beverly, Ohio, almost in my backyard. Capt. Thom had the PRINCESS and spent the winter months with the showboat at his home in Beverly. "If you want the job, you will have to come up and talk to me," said Capt. Thom. The streetcar ran from Marietta up the Muskingum River to Beverly in those days with a car every hour and I was soon in the presence of Capt. Thom.

Capt. Thom was a big man, a very fine chap, a good actor and very good director who some called "The John Drew of the River". He had been up and down the river on much bigger showboats than the PRINCESS as leading man, a dashing figure in showboat lore. At one time he had owned part of the large showboat WONDERLAND.

Spring was in the air as I was being interviewed on the front deck of the PRINCESS in the Beverly canal. One of the local citizens stopped by to inquire when the showboat would start out. Capt. Thom told him in a couple of weeks and the

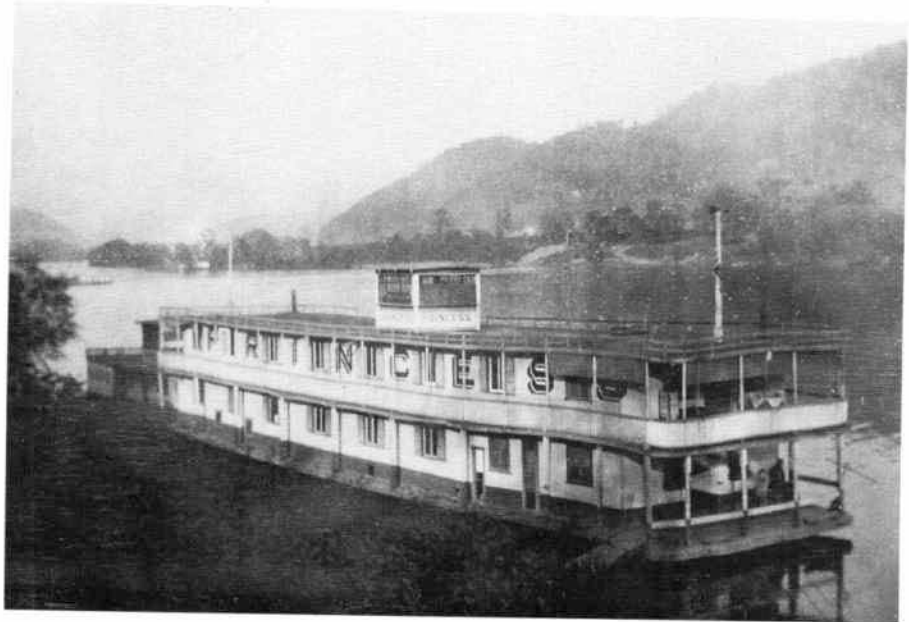
citizen then asked, "Is this one of your actors?" I held my breath to see what the answer would be and then Capt. Thom replied, "Yes, he will be with us this year," so I had the job.

I went on in April, 1926 and I would have been 20 in July. I had never been on a showboat before, never saw a show on a showboat, never been near a showboat. Norman Thom hired me to act in the play and also to do my chalk talks specialty. We did one play for 13 weeks and then we would put on a new play and go right back over the same territory (on the way back) and I would change my specialty from chalk talk to magic.

The PRINCESS was a small boat with 300 seats. It was pushed by a gasboat named FLORENCE. The reason why I remember the name of the FLORENCE was the first thing I did was to letter it. I did this on all the showboats I was on; they all had poor lettering jobs and to get a regular sign painter down there would cost them a lot of money. I lettered the PRINCESS also and the HOLLYWOOD.

We left Beverly and opened on April 28, 1926 at Lowell, the next town below on the Muskingum. The play was The Tenderfoot and we then played back at Beverly and Waterford, then Coal Run and out into the Ohio; didn't play Marietta. We worked our way down the Ohio River with stops at Little Hocking, Belleville, Long Bottom, Ohio, Portland, Ravenswood, West Virginia, Millwood, Syracuse, Ohio, West Columbia, West Virginia etc. The PRINCESS went down the Ohio to the Kentucky and then up the Kentucky River before returning to Beverly.

I could never figure out just how Capt. Thom decided where to stop for our one-night stands. He just had the experience, I guess, to know where there would be a good crowd and no trouble. We would play some places with just a name, nothing there but a name - no town, just so and so's landing. The deckhands would have to carve steps in the bank with mattocks so the people could



The PRINCESS was built at Pt. Pleasant by Sam Bryant in 1907 on a 16x90 ft. dump scow. The gasboat FLORENCE is just visible at the left, named for Sam Bryant's daughter. In 1922 the PRINCESS was acquired by Norman Thom and seating increased to 300. Mack Gamble photo.

get down. When dark come, you could see lanterns just coming like fireflies from every direction, lanterns and flashlights and they would fill the boat. We moved early in the morning unless there was a fog, in which case we had to wait for it to lift before moving on.

Our shows featured a play and included bits between acts, the candy sale at intermission and a concert or other act after the main show. One of the fellows was singing parodies as his specialty. He would come out and say, "I want to sing you a song" and would launch into, "A Little Hocking Woman Made a Fool Out of Me," using the name of whatever town we were in. When he tried it at Long Bottom it broke up the house.

We were out touring for 24 weeks during 1926 and 26 weeks in 1927. (The PRINCESS was dismantled in 1928. Ed.)

In 1927, the second year I was on the PRINCESS, three of my buddies also got jobs on there. There was John Parsons from Williamstown, West Virginia who was an escape artist and became

very good at it. John was always buying locks and taking them apart to study them; had a big display board of locks. That was when Houdini was the popular escape artist. Mr. Thom took John on as a deckhand and let him do his escape act as a specialty; John had to sleep on three seats in the balcony.

Next, a buddy of John's wanted to come on the boat and that was Zeke Leppin. He was kind of a cartoonist but Mr. Thom took him on as a deckhand and gave him a bit part of the minister in "Mrs. Wiggs of the Cabbage Patch."

Now my third friend, Paul Gouldsberry, was the real character. He went under the name of Demon Paul and did a strong man act, bent iron bars and stuff. Paul also let cars run over him. So, for a free act for the showboat, he let trucks run over him. A "free act" was up in the public square; we didn't have a band to put on a parade (to advertise the show).

I had to go up town and hand out free passes and arrange for somebody to bring a truck to the public square at six o'clock. At

the appointed time, I would go out with a megaphone and announce what Paul was going to do and tell the crowd about the good show we had. So, Paul would lay down under the wheel of this truck and it would run right over him, right over his stomach with no plank or nothing.

Part of Paul's act was to say his prayers before the truck ran over him. The crowd was waiting and Paul would get down on his knees, put his hands together and say, "Our father who art in Pt. Pleasant (or whatever town we were in), hallowed be thy name. Thy kingdom come, a bottle of rum, hi-low, jack and the game." Then he would lie down and yell, "Go ahead!" Paul abused his body so that he died at 34.

When I was going away from home to work on the PRINCESS I went to see my buddy Eugene Eisenbarth who graduated from high school a few years before I did; he was a musician, played piccolo and got a job with Al G. Fields and J. A. Coburn's minstrel shows. "What advice would you give me on going on the showboat?" and he said, "Be good to the cook." I thought that was a joke but I found out that was a good idea.

They had this old woman that was a good cook. She had never been away from home before she got this job. She was lonesome, you know, so I would go up and call for her mail and bring it down to her. She found out I liked waldorf salad and lemon pie so every time she had lemon pie she would save me her piece. She was in her 60s and I was only 19 and she got to making waldorf salad. One day Thom says, "Aunt El, how does it come we have lemon meringue pie and waldorf salad every time I turn around? Now listen, this is a showboat and we don't have that kind of food on a showboat. We have beans and potatoes and meat and stuff."

One morning about six o'clock Aunt El come banging on my room door and says,



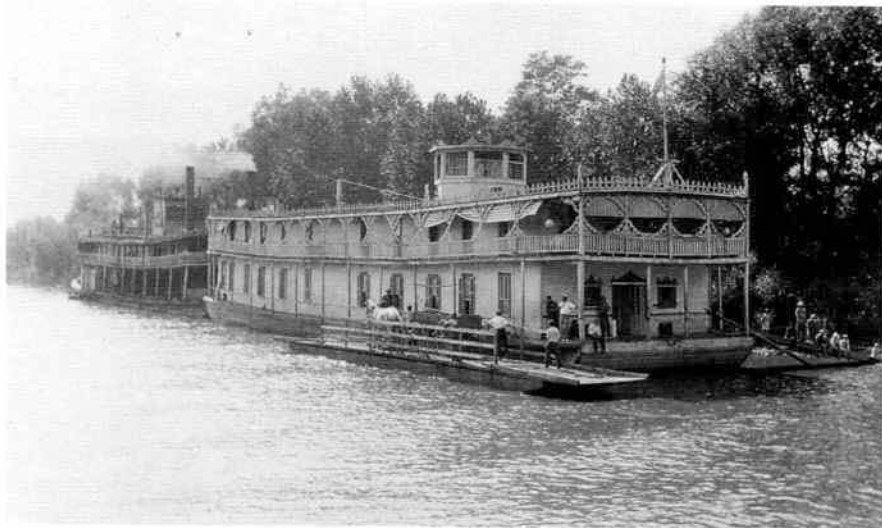
A youthful Tommy Windsor, nattily draped in a chalk striped double breasted suit, does his magic shtick between acts. He appears to be holding a feather duster but the routine is unknown to us.

"Get up! The boat's sinking - get up!" I beat it up out of there and found we had run onto a sunken tree while going into the next stand. It just came right through that hull and laid down the center aisle of the auditorium, about six or eight feet of it.

Well, the boss opened staterooms and grabbed the blankets and bed clothes off the beds and we went down into the hull and stuffed it around where the tree came in. We kept the water from coming in any more and then the boss got hammers and saws and broke up old boxes; built a box around this tree and stuck more bed clothing in around the box and got the water stopped. Then they sawed off the tree trunk, the part that was in the auditorium.

He sent the deckhands ashore to find the lockmaster and tell him what had happened. The lockmaster let the water out of the pool and left us sitting on the sand. He left the water down long enough for us to get down there and cut this tree trunk out of there and fix the boat. The deckhands repaired the hole and stuffed it all with oakum between the boards and nailed big pieces of tin all over the bottom. Called the lockmaster to let the water back in and away we went. It didn't take long and we made the next town, didn't miss a show.

The WATER QUEEN owned by Roy Hyatt was the second boat I worked on. The boat wintered on the Muskingum at Lowell, Ohio. She was much



The WATER QUEEN was built in 1900 at Leavenworth, Indiana for E. A. Price, 140x30x5. She had a seating capacity of 1,000 and became the property of Roy and Josie Hyatt in 1910. The former packet ARGAND was the towboat; she burned at Lowell, Ohio December, 1927.

Photo by Fred Way, location unknown; a farm ferry flat is alongside carrying a white horse and wagon.

larger than the PRINCESS and could seat 1,000 customers. Later, the WATER QUEEN was used in the Gloria Swanson movie "Stage Struck" which was filmed at New Martinsville, West Virginia. Another fellow and I hitchhiked to New Martinsville; we saw the showboat but never did see Miss Swanson.

Ed. Note: From the above, it would seem that Roy and Josie Hyatt, owners, were operating the WATER QUEEN in 1928 when Tommy Windsor was aboard but in fact the boat was leased to O. D. Hitner and he called it the COTTON BLOSSOM NO. 2. Hitner was planning on operating two boats that season. Windsor reported to the WATER QUEEN after answering an ad in Billboard magazine. He started to rehearse on the new boat but never performed on her. Otto D. Hitner decided to put Tommy Windsor on his other boat, the original COTTON BLOSSOM, which was at Paducah and took him down there in his "house car", an early motorhome.

By the time I got into the showboat business a lot of those boats were old, waterlogged, soft and leaky.

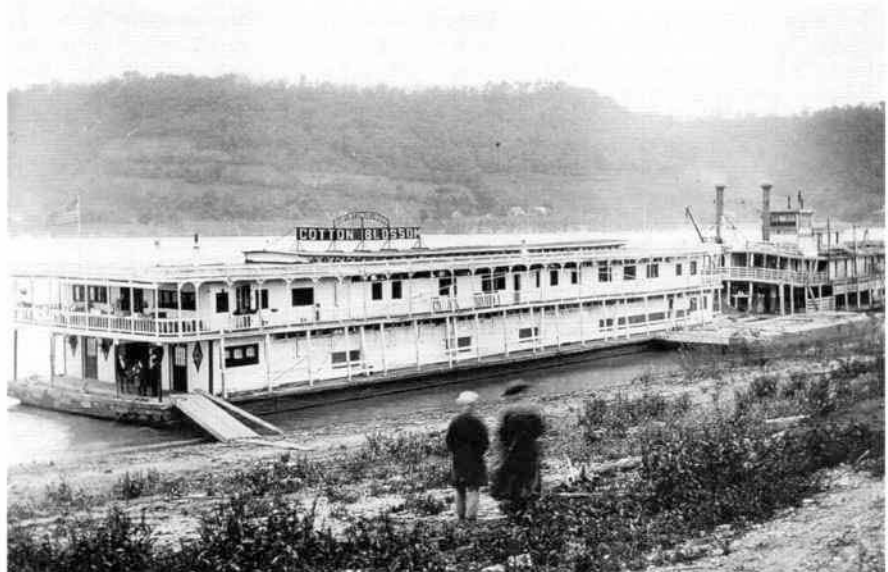
The COTTON BLOSSOM owned by Otto Hitner was the largest boat I was on, had 1,200 seats but was in rather bad shape. The old caretaker on the boat said, "Mr. Hitner is not going to like this: I had to go to the boat store and buy an electric pump to keep the boat from sinking. She is leaking so

bad I couldn't keep up with a hand pump." Hitner got the deckhands and went down into the hull with a bunch of oakum and plugged up all the cracks.

I didn't go to the COTTON BLOSSOM because I liked her any better than the PRINCESS but thought it would be better from a career standpoint if I could say I had worked on the larger boat. The COTTON BLOSSOM seated about 1,000, had an eight piece band and the name was spelled out in electric lights in a big sign up on the roof.

So, we rehearsed on the COTTON BLOSSOM and I played the juvenile lead in The Holdup Man. I was also the prop man and had to keep the gun oiled up and cleaned, lettered the reward notice that was posted on a tree on the set for this holdup man; lettering was right up my alley. I also had to go out along the river bank and cut branches from small trees to nail on the set tree and it looked real; only trouble, they would die over night and next day I'd have to cut more branches.

We worked our way up the Ohio, making all the usual towns but we had a big show and were playing to about half houses. On July 24 we



Otto Hitner's COTTON BLOSSOM was built in 1924 at Mound City, Illinois, 180x45, with 1,200 seats. This photo was taken at Madison, Indiana, towed by the GRACE DEVERS. The illuminated sign is prominent on the roof.

were at Millwood, West Virginia (Mile 230, Ohio River. Ed.) when the boss gave notice that he was going to close the boat. He wasn't making money and we understood that there was no use bucking the tiger. We had been out 9½ weeks.

(This appears to have been the end of the 1928 season for Windsor and he went back home to Marietta to work at chalk talk and his magic act. Ed.)

The HOLLYWOOD was the last boat I was on. She was owned by Bill Menke and was the last showboat to go down the length of the Mississippi; that was in 1929. I imagine that I answered an ad and then there came a telegram from Bill Menke that told me to come to Paducah. I talked to Menke on the phone and he said that he would meet me at the Western Union office in Paducah so there I went.

I asked at the Western Union desk, "Is there anybody around here named Menke?" and he replied, "No, nobody here by that name." All the time Bill Menke was hanging back unnoticed, looking me over. Finally he came over and said, "I'm Menke." There were three Menke brothers and Bill was the main one; his wife was

an ex-burlesque queen but Bill only came around once in awhile from Pittsburgh. The ones who really ran the HOLLYWOOD were Ben Menke and Charlie Menke, his brothers.

I would say that the HOLLYWOOD would seat 800-900 and she was a little more ornate and better outfitted than some of the others. They (the Menkes) had bought this COLUMBIA boat off Cap Price (1928) and they put a brand new hull under it and fixed it up pretty good. The boat wasn't lettered when I joined so that was my first job, lettered a little here and there during rehearsals, etc.

No boat had worked the Lower Mississippi for several years and they (Menkes) wanted to go down south so they had a new hull built. It had been several years since a showboat went down south up to 1929 and nobody ever went down after that. I was just lucky to make that trip.

(We leave it to experts to verify Windsor's statement about showboats operating in the south after 1929. Ed.)

We had packed houses, 500 to 700, her capacity (780 Ed.), every other night. I was on the HOLLYWOOD for 34 weeks and we went down into the Cajun Country on Bayou

Plaquemine, Bayou Tech and up the Atchalaya River.

We worked our way back up the river and were back in Marietta by early summer. After 34 weeks I was kinda tired of it and so that was the end of my showboating.

Tommy Windsor was on the PRINCESS the seasons of 1926 and 1927; the WATER QUEEN (briefly) and then COTTON BLOSSOM in 1928 for a shortened season; in 1929, the HOLLYWOOD for his longest season, 34 weeks. In the 1930s, Tommy spent seven years touring the eastern U.S. with a tent repertoire group including performances with the Chataqua circuit. During the off seasons Tommy performed a magic act.

By 1945 Tommy Windsor was an entertainment fixture in his hometown of Marietta. He had developed his magic act and was available for performances before groups, parties and private entertainments. Tommy was in demand as an after dinner speaker, either with his "chalk talks" or one of two talks he had developed, "Night at the River Landing" and "Showboat Specialities". He was also a sign painter and could often be seen around town doing lettering, large or small.

In 1953 Tommy began a television program on the new WTAP, Parkersburg, West Virginia. This was called "Tommy Windsor's Party" and was a daily half hour program for 167 performances. His wife Jeanne was frequently a guest on the program.

Tommy Windsor, for that is how he was known by everybody, died at age 72 on September 2, 1978 at Marietta Memorial Hospital. Jeanne had died January 18, 1971 and a son, Bruce, on April 16, 1971. Tommy was survived by son David W. Lowry of Longview Texas. Burial was in East Lawn Memorial Park, Marietta.

By happy chance, most of Tommy Windsor's papers, magic illusions, costumes, etc. were saved for posterity, representative of the life of the actors on the showboats. A year after



The HOLLYWOOD was rebuilt by the Menke brothers from the AMERICAN, later named COLUMBIA. She had a new hull 120x38 and noted for her fine interior and large calliope. Tiller lines lead from the octagonal pilot house back to the towboat. Photo could be at Nashville where the HOLLYWOOD had a long run in 1931.

Tommy's death, during an S&D meeting, Don McDaniel drove by the Windsor house and was horrified to see barrels and bags stuffed with posters, suits, dresses and props ranged along curbside.

Jan Clement was then involved in planning the new Mud Island River Museum at Memphis and was called to the scene of the desecration by McDaniel. The bulk of the material was soon overflowing the back of Jan's station wagon and taken to Memphis. Mud

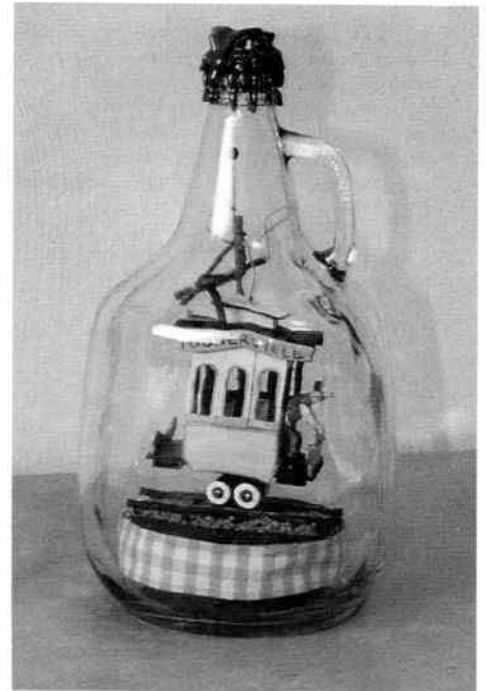
Island Museum opened with a major display of showboat life which included manikins of Tommy and Jeanne Windsor.

In preparing this article from the Mountain Trace rough manuscript we have made frequent use of the Showboat Centennials Newsletter. Subscriptions for the Showboat Newsletter beginning with Number One, September, 1979 are available by contacting:
Don McDaniel, 76 Glen Drive, Worthington, Ohio 43085.



Well over six feet in height, Tommy Windsor looked the image of a leading man or magician. Here, he uses an oversize bill to emphasize, "I've always made BIG money!"

A Windsor after dinner story concerned attending church when he was young. On this occasion, a very fetching member of the choir fell out of the balcony and was caught, upside-down, on a lighting fixture. The minister, witnessing the accident, intoned, "We shall bow our heads and pray. Anyone who looks up may be struck blind." After due pause, Tommy admitted, "I leaned over to my father and told him that I thought I would risk one eye."

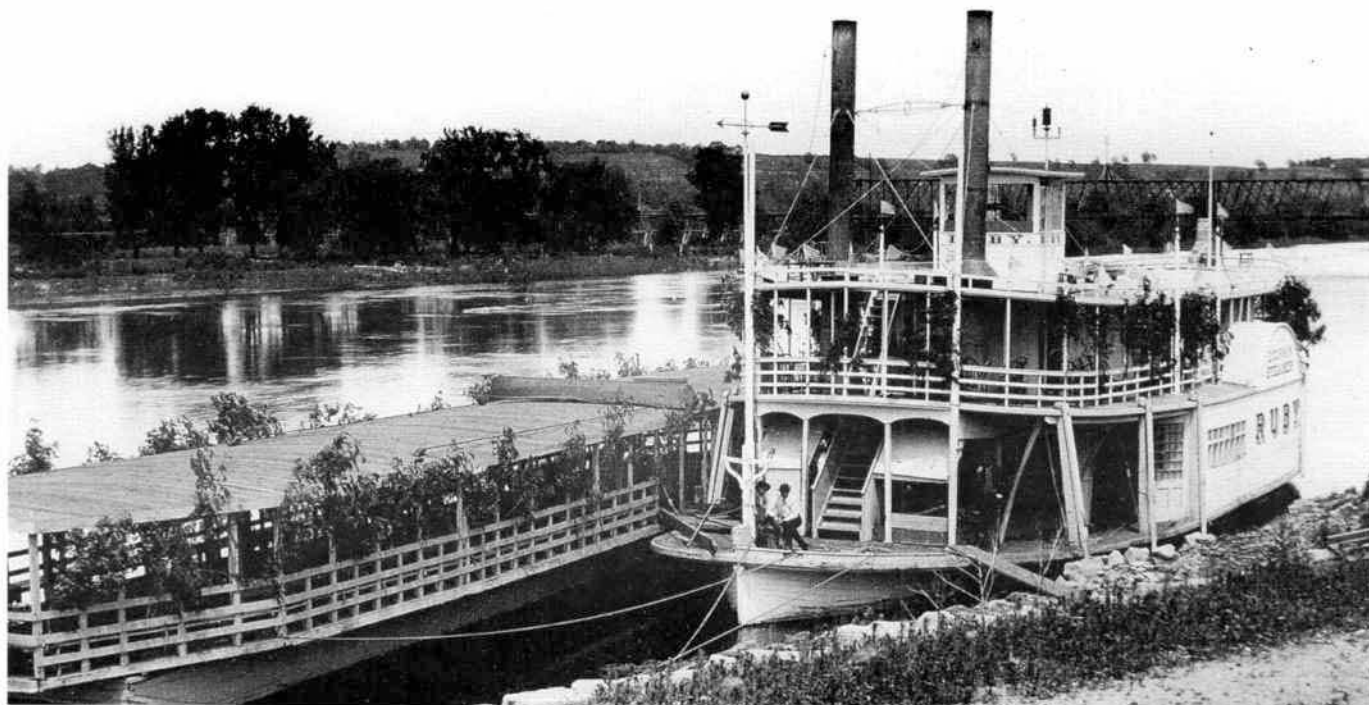


What does the above photo have to do with steamboats and nostalgic visions of life on the river? Well, not a thing but members of S&D have more than a narrow focus and Jack Hinkley likes to insert ships, and the Toonerville Trolley, into bottles.

On page 23 of the June, 1988 issue of S&D Reflector there is a photo of a toy Toonerville Trolley acquired by Mr. Hinkley.

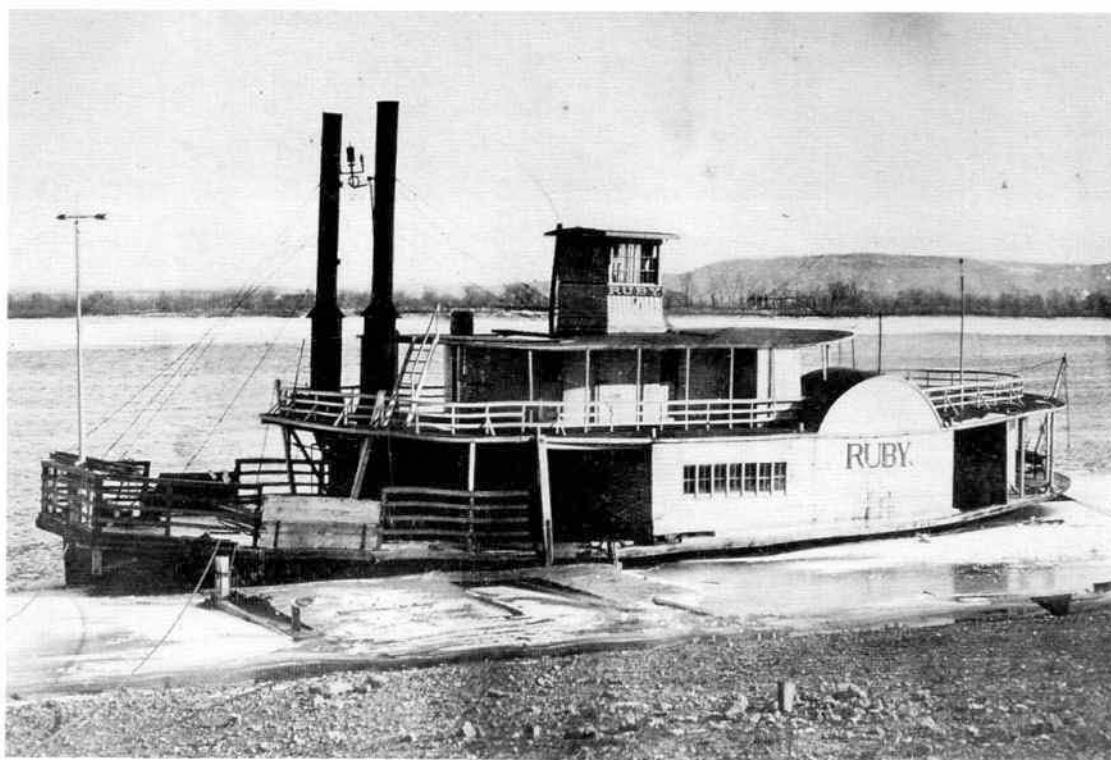
How to place a trolley in a bottle: "I took the measurements from the toy Trolley and then reduced them to a size with which I could work. The Trolley is made from white pine. The sides were thin pieces which, to attain the necessary curves, were wet and then bent by clamping on to wooden forms and left to dry. The track is made of wood and rests in model railroad ballast. There were some anxious moments but, by devising some special tools and methods, I managed to get the job done in two months last winter."

Jack is presently president Ships-In-Bottles Association of America. Any orders for the SPRAGUE with tow inside a chianti bottle may be placed with: Kai-Cho Models, Jack Hinkley, 403 Amherst Avenue, Coraopolis, PA 15108



This is the story of an ugly duckling growing into a beautiful swan or did it happen the other way around? We don't know, but the excursion steamer RUBY, above, beautified with the full boiler and hurricane decks and fresh paint is the same boat as the ferry RUBY below. Photo at Hastings, MN, Geo. Winans collection.

The ferryboat RUBY (4871) is shown in Way's Packet Directory as built in 1880 at De Soto, WI. In 1895 her home port was Dubuque, Iowa but we don't know that she actually ferried there. Those stack breechings look higher than necessary; after due consideration, this must be a decline to ferryboat status.





The CHAMPION (T0366) in this photo was one of the early sidewheel rafters, a unique type of towboat that persisted in the rafting trade long after it had been abandoned elsewhere. The first attempts at handling log and timber rafts down the Upper Mississippi with steamboats began about 1863 and utilized these small sidewheel sawmill tugs. When the technique for guiding rafts was perfected, larger sidewheel rafters were built although soon replaced by sternwheel boats.

The CHAMPION was built at Reads, Minnesota in 1867 by Benjamin Seavey & Polley and rebuilt at Durand, WI in 1869 by Knapp, Stout & Co. as a rafter. She had a slide-valve engine connected to a stiff shaft driving the sidewheels. Lasted until dismantled in 1879. We like the fancy top on the pilothouse and fancy spark arresters on the stacks.

We believe this view is looking down the river toward Reads Landing, Minnesota but if we're wrong a correction is invited. The sidewheel boat with the tall stacks at the landing is the ROB ROY. The ROB ROY is out of her regular trade but the name can be read from the Murphy Library print.

The ROB ROY (4769) was built at Madison, Indiana in 1866, 253x41x6. She had engines 26's-7 ft. stroke and was built for the St. Louis-Keokuk trade. She last operated in the summer of 1880 and was then dismantled.

The photo is from a stereo card located by Ralph DuPae at the National Stereo Association convention several years ago. Some of the information regarding the CHAMPION comes from a new book on raft boats by Ed. Mueller, soon to be released by Ohio University Press we understand.

New Orleans, Opelousas, and Atchafalaya Packet.	
<i>M. KENISON, Captain.</i>	<i>T. JOBIN, Clerk.</i>
<i>M. I. & A. Peredon</i>	<i>May 1st</i> 1870
To Steamer NATOMA, Jr.	
<i>1 Bl Oil</i>	<i>1 -</i>
<i>Storage</i>	<i>20</i>
	<hr/> <i>120</i>
<small>T. FIDWILLIAM & Co., Stationers, N. O.</small>	

This freight bill from the Steamer NATOMA was recently sent to John Briley at the Ohio River Museum by David W. Givens, Rt. 1, Box 614, Pollock, LA 71467 and raises some questions. There is no record of a boat named NATOMA but she existed, delivered a barrel of coal oil to I. & A. Peredon on May 1, 1870.

In 1870 Capt. M Kenison and clerk Theodore Jobin were operating a boat called ANNIE WAGLEY in the New Orleans-Opelousas trade, over in the bayou country. The ANNIE WAGLEY (0298) was a small sidewheeler and she was snagged and lost May 1, 1870, the day this bill is dated. A change of name was never to be.

FLOATING RACETRACKS

Pat Welsh, Davenport, IA favors us with an editorial from the Quad-City Times, March 10, 1994:

"Richard Duchossois, owner of Arlington International Racecourse, says Illinois horse racing cannot compete with the riverboat casinos. A few weeks ago, he said the struggling racetracks should be subsidized with \$40 million in annual riverboat winnings.

Now he says the state should also allow track operators to construct lakes and ponds at their tracks in which they can float their own "riverboat" casinos.

Fairness, of course, dictates that all riverboat casinos should then be allowed to offer horse racing. So, perhaps, additional legislation is needed: Riverboats could be modified to include floating racetracks. Live, on-board horse races could be offered on the observation decks. Just imagine the thundering hooves of life-jacketed horses as they round the boat's stern and head for the photo-finish near the pilothouse.

Sound unlikely? Remember, this is the state that will consider subsidizing one gambling industry with the profits of another. The state where legislators "forgot" to impose betting limits when they approved riverboat gambling. The

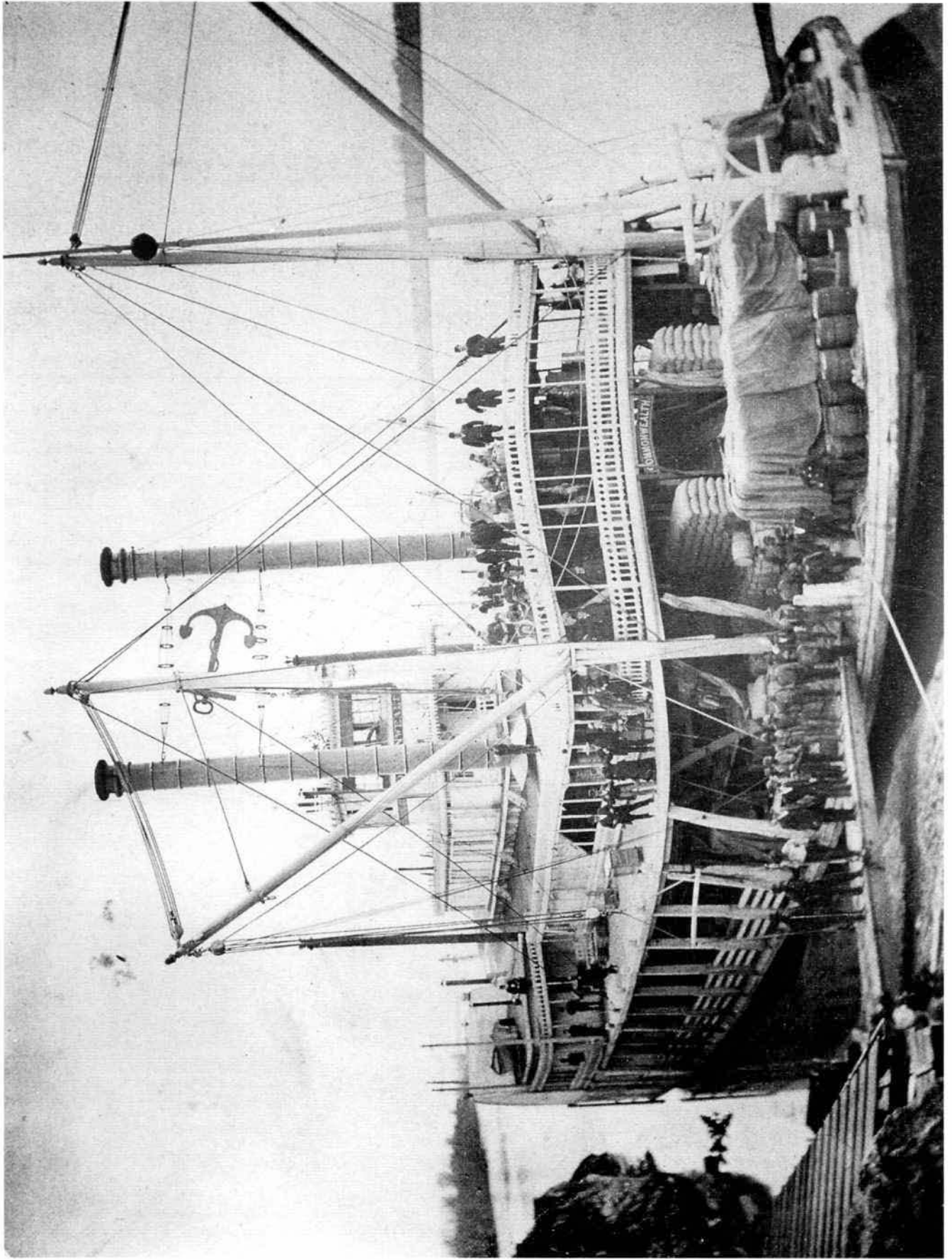
state where lawmakers define riverboats as buildings with paddlewheels.

The Duchossois proposal seems far-fetched but this is Illinois, the state where you can always say that stranger things have happened."



At last we've seen a REAL houseboat! It is a house, complete with front porch and rocking chairs, a dormer on the shingled roof and double hung sash. How else should a houseboat be built?

The photo was snapped by Judy Patsch at the Bienville Street Wharf, New Orleans during Sugar Bowl week. Judy reports that the house-on-a-boat has appeared for the past two years but she knows only that it and the towboat are licensed in Louisiana.





The COMMONWEALTH is the feature for the center of this issue. The view opposite is of particular interest because the photographer was John Doremus and few views taken by him on the Lower Mississippi have been found. The photo is from a stereo card, obviously posed with care but location unknown.

The COMMONWEALTH was built in 1864 at Shousetown, now Glenwillard, PA on the upper Ohio and lasted 25 years. She was big, 261x43x8.6, with engines 22's-9 ft. She ran St. Louis-New Orleans and also Cincinnati-New Orleans under several owners before becoming part of the Anchor Line. Photos are from Murphy Library.

The cabin of the COMMONWEALTH above is another stereo card, this from the John Saddy collection; may or may not be a Doremus photo. The four lamp chandeliers are decorated with statuettes and smoke bells are suspended from the ceiling above. The second chandelier appears to have a fan suspended below, to be slowly wafted back and forth at mealtime to keep the flies moving; 1864 air conditioning.

The COMMONWEALTH is reported to have gone up the Wabash River to New Harmony, Indiana (51 miles), a sight to contemplate. She ran in the Coney Island excursion trade in 1888 and 1889 and burned at Cincinnati, August 25, 1889.

BOOK REVIEW

STEAMBOAT LEGACY

Mary Louise Miller Heckmann, who lived from 1848 to 1909 would undoubtedly be delighted to see "her" book in such attractive and readable form as has recently appeared under the title of "Steamboat Legacy." It is, "The life and times of a steamboat family" as Mary Heckmann recorded faithfully and accurately over a period of 43 years, during most of which she was the wife of William Lewis Heckmann of Hermann, Missouri. The Heckmanns were a large steamboating family on the Missouri and the Gasconade Rivers.

The book, a recording of lively events on the rivers and elsewhere, has been put together from Mary Heckmann's daily journal, news clippings, letters and observations by the granddaughter she did not know, Dorothy Heckmann Shrader. Much credit must also be given to Mary Heckmann's sons, Norman and Edward, who took care of Mary's historic material and made sure it was placed in the hands of Edward's daughter, who was to become the very capable author.

In putting the book together, Dorothy Shrader has given a comprehensive story of those boats and their crews that carried on the navigation of the winding Gasconade and, to a lesser extent, the Obion and Missouri Rivers in the years from 1869 to 1920. The Gasconade reaches the Missouri a short distance above Hermann and flows through a valley of productive farms. It was the wheat and corn and other produce from the farms that the Heckmann boats and others carried to market while also transporting the travelers in an area of poor roads and no railroads.

The boats that provided this necessary service were not the grand, floating palaces famed in song and story; they were small, plainly built, hard-working

sternwheelers of light draft well suited for utilitarian service. Often, the boats substituted as ferryboats or excursion boats for outings and fishing trips. There were as many as thirty-two of these little boats operating during the period between 1869-1920. Most of the boats operating out of the town of Hermann were owned under the name of the Hermann Ferry & Packet Co.

Light draft was a necessity for it took some knowledgeable piloting to run the Gasconade River in the late summer. The Gasconade was navigable for a length of something less than a 100 miles at a good stage of water. Two of the better known of these little steamboats provide good examples: The DORA had a draft of six inches light and a freight capacity of 100 tons; the FAWN could carry 70 tons on 16 inches.

The principal downbound cargos from the many farm landings along the Gasconade were sacked wheat, livestock, eggs, pine and walnut lumber, shaved barrel hoops, railroad ties and miscellaneous produce. Freight going up the river consisted largely of farm machinery and household necessities.

There were many adventures in steamboating on the Gasconade and the Missouri with ice to contend with in winter time and low-water groundings in the summer. There were tragic accidents and high points when these Gasconade boats were able to take part in rescues. The spring break-up of ice in the Missouri River brought most of the population of Hermann to the riverfront to see the huge ice floes go by, grinding and crunching and a worrisome time for the owners and crews of the steamboats.

In February of 1905 young George Heckmann and three companions were caught on a runaway barge that was being carried away on the swift current of the ice-clogged Missouri. Unable to get a line ashore, they drifted all through the cold night and after daylight their

plight was recognized by an attendant at the water intake tower above St. Louis. Calling ahead, a harbor tug was standing by at St. Louis when the barge reached there and pushed its way through the ice to come to the rescue of the Hermann boys. The St. Louis newspapers had also been notified and young George and his fellow river travelers found themselves celebrities when they stepped ashore.

But, most memorable were those summer-time excursions when the boats, crowded with happy people, would make excursions trips along the river, stopping at other nearby river towns where a warm welcome was assured. On these occasions, there would be concerts by the Apostle Band and music for dancing by Schaumberg's String Band or maybe other musical groups such as Rebsamen's String Band or the Harmonie Singing Society.

The wharf at Hermann was a focal point of interest for the local citizens because it was also a center of commercial activity. The big steamboats from St. Louis often stopped and at one time there could be as many as eight steamboats, large and small, loading and unloading at the wharf. Capt. Will Heckmann was prospering in the spring of 1887 and was able to purchase a nice, two-story brick house on a bluff overlooking the Missouri River. There was room for all of the children, eleven of them at that time, and it was a happy time for Mary as she had plenty of ground to raise all the vegetables and flowers she loved.

Mary Miller Heckmann was a person of varied attainments. For her large family she did all the cooking and sewing and some way or another she found time to read good literature. She wrote for publication in the local newspapers and farm journals, she belonged to literary and musical societies, was a good, amateur pianist, was known

for her knowledge of effective home remedies, able to serve as cook on the boats whenever necessary and active in the Methodist Church including the Womens Christian Temperance Union.

As a member of the last organization mentioned, Mary had a leading part in the closing of Hermann's saloons on Sundays which incurred for a time the enmity of a certain element in the town.

In 1900, Will Heckmann was a member of a new steamboat company that bought two larger boats for service on the Missouri River with St. Louis as homeport. They were fairly good-sized boats by Gasconade standards and were quite successful for a time. In the record-breaking flood of 1903 the Heckmann boats engaged in rescue and relief work for a long period of time without any compensation; after the flood subsided the valley was so devastated that there was little business for steamboats.

In their later years Will and Mary faced hard times with the same spirit, acceptance and determination they had always shown. Will had built a large flour mill near the Gasconade River which incurred considerable indebtedness. There were other losses too but they continued to help and encourage their family, fourteen children living.

Of the eight boys in the family, seven followed the river, notwithstanding Mary's efforts to direct them toward teaching or preaching. Those who followed the river started out just as their father had in taking whatever job was available: deckhand, cabin boy, cook, fireman or assistant engineer; all went on to become licensed officers.

One of the last of the Heckman river exploits was that of son Edward who had an idea that a sternwheel steamboat could be built with a divided wheel, each side powered independently. Not only would this scheme improve maneuverability but Edward believed that the cost of repairs to damaged

mechanical parts should be less. The JOHN HECKMANN was completed in 1920, a good sized boat 165 feet in length with engines and sternwheels from two U.S. tugs, ISLE DE BOIS and the AUX VASSES. The JOHN HECKMANN started out as a packet but then was changed into an excursion boat and operated on the Missouri until it was dismantled in 1929. The boat operated just as Ed said it would but it was not a financial success.

Mary Louis Miller Heckman, the keeper of the journal, was not a native of the Hermann area. She was born in Pennsylvania, the daughter of a prosperous horticulturist. Her father, Samuel Miller, had been quite successful in raising grapes and had moved to the riverside town of Bluffton, Missouri, on the north bank of the the river a few miles above Hermann, to establish a winery. Enroute to Bluffton in the spring of 1867 aboard the packet POST BOY Mary first saw her future husband when the boat landed at Hermann. She was a young woman of 19 and Will soon was courting, traveling up and down the river by skiff. Will and Mary Heckmann were married February 23, 1868. It was a long and constant marriage with Mary as a dedicated and caring wife and mother and Will working hard to support his large family. Will died in 1907 and Mary in 1909.

The town of Hermann is a central part of the story, a backdrop for all the events that affected the lives of the Heckmanns. It was a substantial Germanic town with singing groups, orchestras, strong churches and both German and English newspapers. Today, Hermann is listed as having a population of 2,658, probably close to what it was during the time of Mary Heckmann's life.

As the reader progresses through this book there is a growing realization that the lives of real people are being revealed here. The story is well presented by a quality production job which

adds to the attractiveness of the book.

Steamboat Legacy, The Life and Times of a Steamboat Family, 276 pages, illustrated, with extensive appendix of boat listings, maps, etc. is available from Wein Press, Inc. 514 Wein Street, Hermann, MO 65401. The hard cover edition is \$27.95 and softbound \$12.50. Add \$1.50 per book for shipping and for Missouri residents there is a 6.925% sales tax.

Reviewed by James A. Wallen, Huntington, WV.

* * *

BOOK REVIEW

MOONLITE AT 8:30

For considerably more than a century, folks along the rivers of the Mississippi System have been trooping happily down to the landings for an afternoon or evening of carefree enjoyment aboard an excursion boat. They were looking for a changes of scenery, dancing, romance or maybe just a picnic but, in any case, they were not disappointed.

These excursion boat rides have been enjoyed by so many over the years that they have become part of Americana. Today, interest in such river boat outings is seeing a revival on many rivers and with many different kinds of boats. The immense steamboats that were able to carry passengers in the thousands have often now replaced by smaller, diesel powered craft but some attractive steamboats for this service have also been built in recent decades.

The whole story, from the excursion boat's advance man to the musicians in the dance bands has now been encompassed in the newly published, 223 page book, "Moonlite at 8:30" which tells the story so thoroughly that it is certain to become a source of reference far into the future. But, more importantly, for the present it is an interesting story of a colorful aspect of American life, written in an

easy-to-read, descriptive style.

A good example of the style of writing is found in the first chapter, a picture of the scene at the river landing where the excursion boat awaits: "Early guests are already aboard, leaning on the rails and watching later arrivals. A long line of couples winds down the levee, over the stage and into the ticket booth. You hear the dance band, brassy, loud, wailing a late hit tune against the murmur of the crowd and the scrape of a fireman's shovel. The boat itself makes tiny living noises and you would swear she is breathing gently like a sleeping infant. A solid, competent uniformed man wearing a navy blue officers uniform and cap marked CAPTAIN or MATE is greeting the line of passengers as affably as if they were guests in his home. He speaks to you some pleasant inanity to be sure, but spoken with sincerity."

Farther along in the book mention is made of that most important part of bigger excursion boats of the past: "On the boiler deck there is a long, highly polished dance floor terminated hard aft at the bandstand."

The book is made more readable not only by its use of clear-face type but also by being marked off in chapters, each devoted to a particular aspect of life on an excursion boat. Chapter 6 is devoted to "Music", telling about the importance of good dance bands to attract the crowds and also relates some of the problems of calliope playing. Both of the authors are masters of the calliope and have made use of their skills on the BELLE OF LOUISVILLE.

An idea of the many aspects of excursion boating that are covered can be given by mentioning a few of the chapter titles: "The Advance Man" which describes the many arrangements which had to be made by the one who went ahead to advertise the boat's coming; "Operations"; "The Crew"; "Officers" and such lighter subjects as "Pranks and Jokes" and "Excitement,

Fights and Disruptions."

Particularly interesting is the chapter on Officers which includes not only accounts of the careers of such well known officers as Capt. Ernie Wagner but also relates some personal anecdotes, complete with quotes, indicating that the authors had a close acquaintance with many excursion boat captains, pilots, engineers and mates.

Crew members, penned up on the same boat so much of the time, came to know each other's foibles and idiosyncracies, leading to some very laughable practical jokes. Under the heading of Pranks and Jokes is related one of the most effective of these, staged on a sudden impulse by a pilot on the big sidewheeler AMERICA during one of its trips out of Louisville, its home port. It was a black night and the extreme darkness made the whole thing possible and no harm done, a story that has been told and retold along the rivers.

The careers of many excursion boat officers are outlined in the chapter on Officers. Capt. Dennis Trone is known for his ability as a naval architect. He designed and supervised the construction of two of the finest looking excursion boats presently active, the sternwheel steamer JULIA BELLE SWAIN and the diesel propeller TWILIGHT: "He builds the graceful sheer and crown shapes that made the steamboats of the past so elegant. He is a master of architectural illusion and his boats seem to be much larger than they are." Holding licenses as master pilot and engineer on steam and motor passenger vessels, Dennis Trone is a graduate of the United States Naval Academy at Annapolis.

Under the heading Excursion Boat Disasters, it is reported: "Boats built specifically for excursion work have a very fine safety record," and "A safe guess would be that no more than 400 passengers have died from all causes on inspected excursion boats on the

western waters." In recent history the complete destruction of the second ISLAND QUEEN at Pittsburgh in September, 1947 is remembered. The big sidewheeler, designed to carry passengers from Cincinnati to Coney Island, was all steel but 19 crew members lost their lives in the quick-spreading fire.

In the chapter on Excitement, Fights and Disruptions we are reminded of the days when those big excursion steamboats had a jail located on the main deck between the boilers and the engine room. The job of putting troublemakers into these brigs sometimes resulted in some interesting incidents. A good sized mate or watchman was usually able to take care of whatever trouble might break out but sometimes members of the orchestra had to become involved, too. The boat's crew learned what towns were most likely to produce rowdy behavior and they were usually passed by but, considering the many thousands of passengers who crossed the stage planks every season, serious trouble was rare.

Other chapters hold fascinating stories of life on an excursion boat. Practically every excursion boat on the rivers of the Mississippi System has its place and there is some interesting information with each one. One note of interest is that the first ISLAND QUEEN, so popular in Cincinnati and vicinity for many years, was the first boat to be specifically built for the excursion trade. All previous boats had been converted from packets and some packets running excursions without any structural changes.

With "Moonlite at 8:30", the two authors, Capt. Clark C. Hawley and Alan L. Bates, have created a masterful piece of work here. Both had already been widely known on the rivers for many years, "Doc" Hawley having begun aboard the AVALON under the wing of Capt. Ernie Wagner. Today, "Doc" is master of that beautiful queen of the Mississippi at

BOOK REVIEW cont'd. -
MOONLITE AT 8:30

New Orleans, the NATCHEZ. Capt. Bates, a highly successful designer of excursion boats, prepared the drawings for the NATCHEZ. He has written other successful books including "The Belle of Louisville" and "The Western Rivers Steamboat Cyclopedium".

Near the end of the book there is a discussion of that touchy subject, the relations between rivermen and the United States Coast Guard which is in charge of inspection and regulation of all river boats. In this chapter the authors conclude, "As it is, every passenger on an inspected vessel may rest easy knowing that the boat and crew are fit" and that the boat "is one of the safest vehicles ever built."

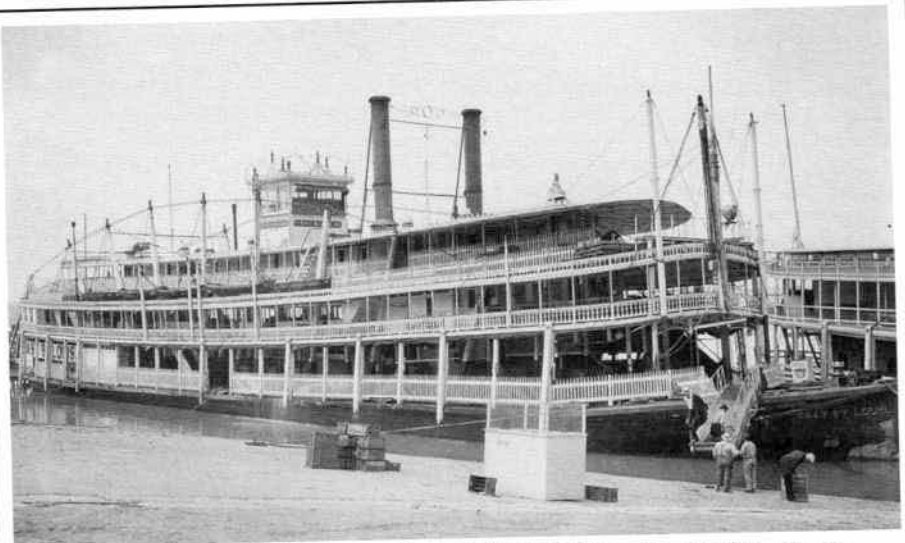
The book is hard cover, profusely illustrated with extensive appendices and a comprehensive index. **Moonlite at 8:30** may be ordered from: **Bates-Hawley, 2040 Sherwood Avenue, Louisville, KY 40205.** Price is \$35 plus \$2 for autograph by both authors (if desired) and \$2 for U.S. postage. Overseas orders require \$7 for surface postage or \$17 via air.

Reviewed by Jim Wallen.

= Alan Bates calls to our attention a misstatement on page 79: The wife of Capt. A. J. Schletker was killed in the upset of the HELPER, March 16, 1922 rather than in the sinking of the G. W. McBRIDE, February 22, 1942. An insert correction is being mailed to known purchasers of the book. Ed.

BOOK SALES

Ohio University Press reports that through 1993, sales of Way's Packet Directory totaled 1,891. A royalty of \$36.95 was paid to S&D for 24 copies sold in the last half of the year. Way's Steam Towboat Directory had sales of 805 copies through 1993.



The review of the new book "Moonlite at 8:30" gives us an excuse to run this photo of the EAST ST. LOUIS. Jesse Hughes mentions seeing her at Gallipolis in May, 1921; she began as the VIRGINIA (of corn field fame) in the Pittsburgh-Cincinnati trade. In 1912 she had been renamed STEEL CITY before being sold to St. Louis parties in the fall of 1916 and again renamed. After running a year as a packet in the St. Louis-New Orleans trade, the cabins were removed from the EAST ST. LOUIS for excursion service.

Following the destruction of the first ISLAND QUEEN by fire in 1922, the Coney Island Co. bought the EAST ST. LOUIS and renamed her ISLAND BELLE a name she carried until 1927. She was sold to New Orleans and then was called GREATER NEW ORLEANS.

Photo at Louisville, August 14, 1920 by W. S. Pollock

NEWS FROM S&D CHAPTERS

O-K CHAPTER MEETING

The spring meeting of the O-K Chapter was convened at the Mason County Library, Pt. Pleasant, West Virginia on Sunday, March 13. About thirty members and guests were in attendance.

Capt. Nelson Brown, Marietta, spends his summers operating the excursion boat LORENA at Zanesville and provided the afternoon's program. Slides were shown of the Muskingum River locks and Nelson described the difficulties of maneuvering a boat of such size around the bends and over the sandbars.

The Muskingum River Parkway is operated as a state park by the Ohio Department of Natural Resources. Although considerable money has been spent in recent years to rebuild dams and rehabilitate the 160 year old lock structures the channel has maintained to

accommodate only the typical recreational boater. The design channel depth of six feet is not available in many places, especially in the canals. Although the state does have a dredge working in the trouble spots during the summer months the river's length of 85 miles above Devol's Dam is a large maintenance task.

The LORENA, Nelson Brown's command, was rebuilt as an excursion boat in 1976 from the diesel, sternwheel towboat BRYCE M. She is 68x17.5x2.5 and built in 1950 at Morrilton, Arkansas by Mobley Construction Co. The LORENA runs daily excursion through the summer months and dinner cruises into October at Zanesville, above the famous "Y Bridge". Nelson had a video of the LORENA in operation on a section of the Muskingum above the Zanesville Canal that most viewers thought was no longer accessible to boats of this size.

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S&D CHAPTERS CONT'D -

The LORENA departs from a dock behind the Zanesville Tourist Bureau which is located in a former railroad freight house, about two blocks north of Main Street. The boat is a little difficult to find but signs are posted and there's ample free parking.

There was no report on the balance in the famous O-K treasury but Jim Bupp did not pass the hat so everything must be alright.

Report submitted by Charles Henry Stone.

* * *

MISSISSIPPI RIVER CHAPTER

The first annual meeting of the Mississippi River Chapter was held in St. Louis on February 26, 1994. The planners for the meeting were confounded by another of the winter storms for which 1994 has been infamous throughout most of the midwest. Notwithstanding poor driving conditions and a move from the restaurant boat LT. ROBERT E. LEE to Lucius Boomers at Leclède's Landing, some 35 members were in attendance. Included in the letter of announcement for the meeting was a copy of a strip map, 35 inches long, of the Mississippi from the book, "Down the Great River" published in 1887.

The afternoon began at 2:30 when the group met at the Eads Bridge, now 120 years old, for a ride across to the Illinois shore on the new Metro Link transit system. Returning across the bridge, the Metro Link took the group to the History Museum in Forest Park to view a special display on the Eads Bridge.

Since the theme of this meeting was to be the Eads Bridge, the relocation of the meeting to Lucius Boomers Restaurant was most appropriate: Lucius was a 19th century engineer and bridge builder who predicted that the Eads plan for the crossing at St. Louis would not work. The restaurant is housed in part of a five story former warehouse

building built in 1844 and has the distinguished address of Clamorgan Alley.

The business meeting of the Chapter was conducted and all officers reelected for a second term. They are: J. Thomas Dunn, president; David E. Cassens, treasurer, Daniel E. Martin, secretary. Board members are: Capt. William Bowell, Capt. William Carroll, Capt. Doc Hawley and James V. Swift.

The Chapter voted to contribute \$100 toward the production costs of the new river book, "Moonlite at 8:30" which is being privately printed by the authors, Alan Bates and Doc Hawley. (This long looked for volume was officially introduced at author's receptions on April 12 aboard the NATCHEZ in New Orleans and on April 14 aboard BELLE OF LOUISVILLE in Louisville. Ed.)

Speaker for the evening was Joseph Vollmer, St. Louis area engineer, who presented an illustrated talk on the construction of the famous bridge. Mr. Vollmer brought a piece of the bridge with him for display, it having been knocked off when the towboat ELAINE JONES went under one of the arches on a sudden rise October 14, 1969.

Dinner followed Mr. Vollmer's talk but the evening was still young. John Hartford was performing at the St. Louis Convention Center and a number of the S&Ders went there to catch his act. A surprise from John was a new song titled "Jimmy Swift" in honor of the retired journalist of The Waterways Journal.

No date has been set for the summer meeting of the Mississippi River Chapter. Our thanks to Tom Dunn and Jimmy Swift for the report.

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M. O. R. CHAPTER MEETING
AT
LAWRENCEBURG

The Middle Ohio River Chapter faithful gathered at Lawrenceburg, Indiana at the Riverside Inn on the evening of April 8. The Riverside

Inn is misnamed since it is not on the riverside nor within sight of the river. A good sized meeting room was available for general visiting, looking at photos, plans and a display of showboat material set up by Don McDaniel and son Todd.

A surprise visitor was Ralph DuPae with surplus Murphy Library steamboat photos and a number of duplicate books from the library's collection for sale. Another surprise was Mike Giglio in a suit and tie with an attractive young lady from Loveland, Ohio in tow, soon to become Mrs. Giglio. Later, Bela Berty appeared and whispered that he was going to marry the sister of the lady from Loveland, having explored the territory after his flatboat LIVING WATERS went aground on a falling river near the mouth of the Little Miami River. Loveland, indeed!

Saturday was a bright spring day in Lawrenceburg with the morning free to explore the town. A high levee now protects the downtown business district and some determination is required to see the Ohio River. But, the main street has been attractively improved with new paving, walks and light fixtures and the handsome brick store buildings restored.

Lunch had been arranged at the Aurora Tree House Restaurant, located off of Rt. 50 west of Aurora. Afterwards, the pilgrimage continued on to Rising Sun.

The Ohio County Historical Society Museum houses the 1920s, slim-jim speedboat HOOSIER BOY which was known as the fastest thing afloat when driven by her owner J. W. Whitlock. An interesting collection of artifacts and photographs associated with Southern Indiana is also housed in the museum which is located across from the former site of the Whitlock furniture factory, now occupied by a number of apartment buildings.

Rising Sun is far enough from the beaten path to still maintain a viable business district on the

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M.O.R. CHAPTER CONT'D. -

street leading down to the old river landing. There is no floodwall to block the view and Water Street has been improved with flower plots and benches for river watchers.

The evening dinner was held at Hillforest Mansion Museum in Aurora where covers had been set for 46 in the west parlor and reception hall. Hillforest was built in 1855 by Thomas Gaff whose family lived there until 1891. Thomas Gaff and his brother James were the tycoons of Aurora in the 19th century and owned a distillery, brewery, the Aurora Gas & Coke Co., the National Bank, a fleet of steamboats, a Cincinnati jewelry store, plantations in the south after the Civil War, etc.

Following the dinner, a tour of the mansion was given and Hillforest is well worth a special trip. The building is perched on the side of a hill overlooking Aurora with semi-circular porches on two levels. The view up the Ohio River from the topmost circular belvedere is spectacular. Furnishings are of the 1850-1890 period with many original Gaff pieces.

The business meeting for the Chapter was held down the hill from Hillforest in the sanctuary of the First Presbyterian Church (founded by the Gaffs, of course).

It was announced that the Fred Way memorial display case at the Cincinnati library has been paid for by the generous donations of members and a letter of appreciation from the head librarian was read. The balance in the Chapter treasury was reported at a healthy \$2,492.22.

Under old business, a revision to the by-laws of the chapter permitting the president to call a meeting of the Board of Directors as necessary was discussed and approved. Officers elected for the year were: Rick Kesterman, president; Barbara Hameister, first vice president; Fred Rutter, second vice president; Ann Zeiger, treasurer; M'Lissa

Kesterman, secretary.

The evening's program was a slide show titled, "Modern Boating on the Danube" given by Woody Rutter. This was a tour of the Danube from Passau, Germany to Budapest aboard the D.D.G.S. company THEODOR KORNER, a 286 foot diesel cruise boat with vertical, cycloidal props.

There are eleven dams with hydro-electric plants and double locks, 900'x111', on the Danube, the first being completed in 1953. Towboats similar to U.S. designs have come into use since about 1960 as the locks and dams made the old system of towing barges on a line impractical. Low clearances at eight bridges above Vienna require lowering pilothouses; on the THEODOR KORNER the pilot, at times, utilizes a trapdoor in the pilothouse roof to see ahead.

The S&Ders departed the Riverside Inn on Sunday morning with rain falling. It turned out to be a frog strangler and later in the day roads in eastern Ohio were closed by high water. Ye Ed. toured the backwoods of Vinton and Jackson Counties from closed Rt. 50 east of Chillicothe before reaching the high ground. It was a great weekend.

* * *

NEW ORLEANS FIREBOAT
TO BE RETIRED

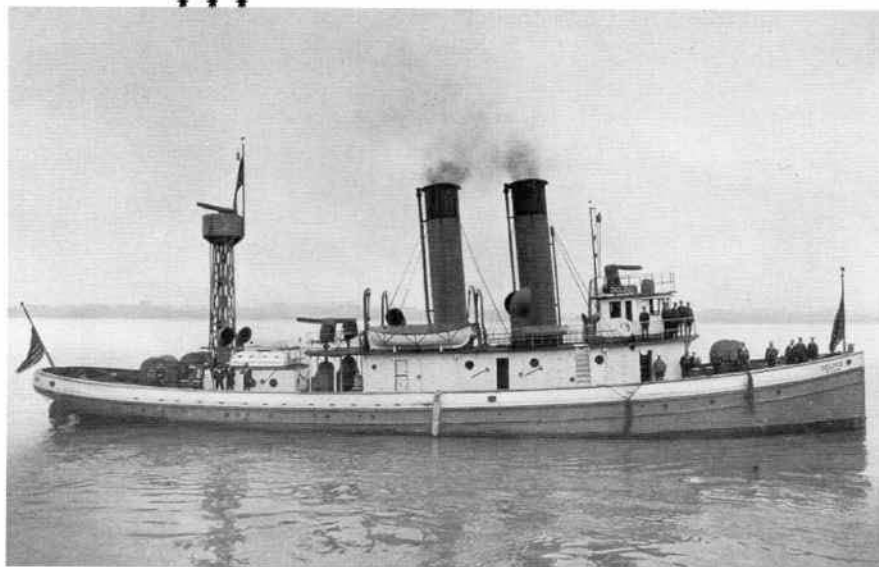
The New Orleans harbor fireboat DELUGE is to be retired this year by the New Orleans Dock Board. In addition to her main job of protecting ships, wharves and waterfront property the DELUGE has served as a tour boat for guests of the Crescent City.

The DELUGE carried Princess Margaret when she visited New Orleans and for many years has given an official welcome to the harbor for vessels making their first visits. She greeted the NATCHEZ when new in 1975 with the traditional salute of streams of water thrown 150 feet into the air.

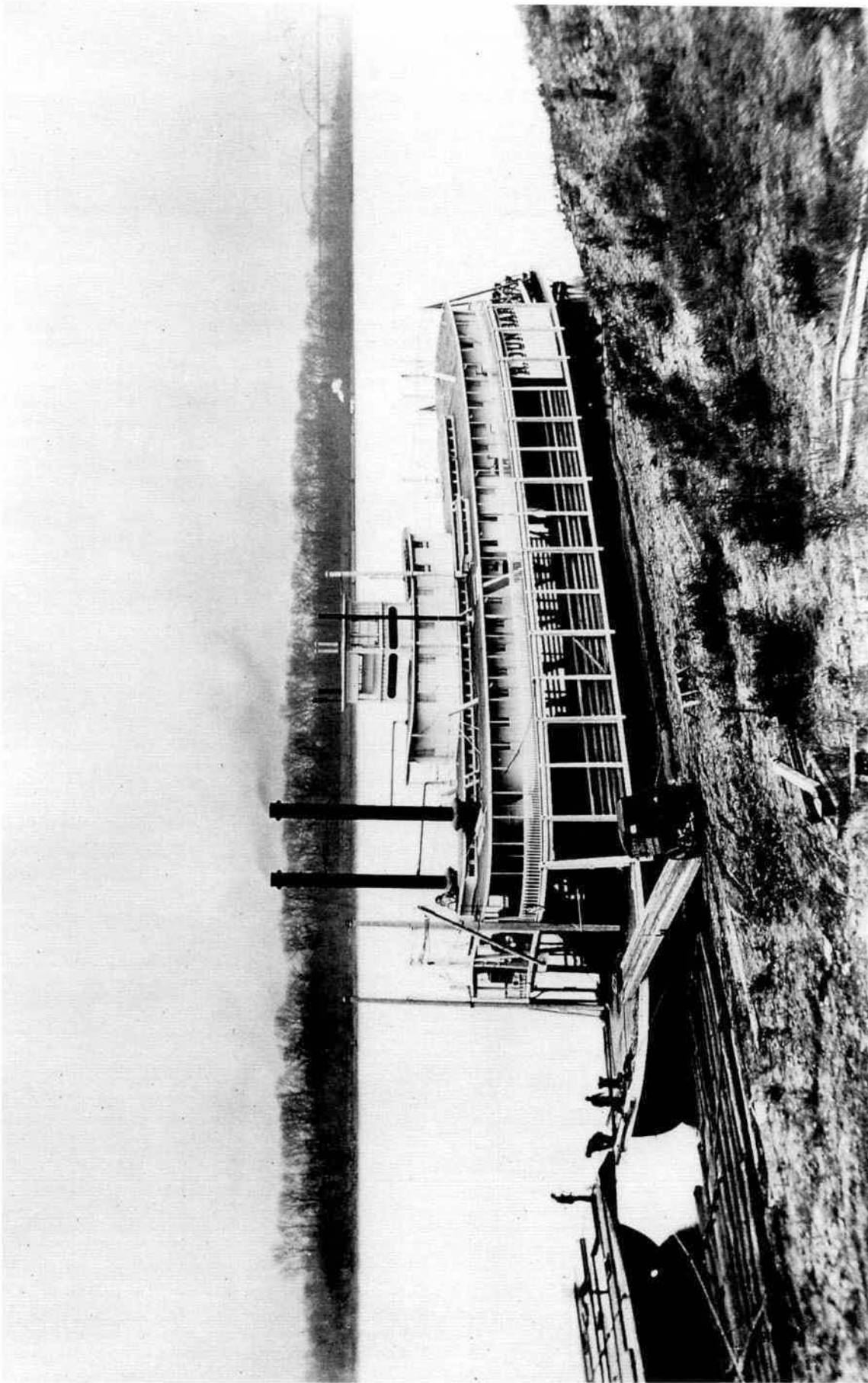
The DELUGE was built in 1923 by the Johnson Iron Works, New Orleans, 125.7x29x14.6 ft. She was originally steam, rated at 1,300 hp.; converted to diesel-electric drive in 1963 and lengthened to 138.7 feet.

The DELUGE might well be the fastest boat for her size in the New Orleans Harbor. She is trimmed in natural wood and has lots of brass. At this time, her final disposition is unknown.

Roddy Hammett, Str. NATCHEZ.



The handsome fireboat DELUGE in her steam days with two tall stacks venting her Babcock & Wilcox boilers. There is an elevated monitor nozzle toward the stern, another just aft of the lifeboat and one on top of the pilothouse. Her fire pumps produce 5-6,000 gpm.



This is another excellent photo from the Howard Museum collection by Capt. Jim Howard, Murphy Library print. The R. DUNBAR is ready for her trial trip, a wisp of smoke coming from the stacks. A delivery wagon of some type is at the end of the stage. She looked somewhat different as the GENERAL CROWDER with a longer texas, railings on the roof, etc. See Hughes diary..

The R. DUNBAR (4668) was built for Capt. T. G. Ryman in 1895 by the Howard Shipyard, Jeffersonville, Indiana. She was 160x28x4 according to Howard measure, designed for the Cumberland River trades and almost a duplicate in hull size to the WILL J. CUMMINS (5792) built at the same time for same trade. Her engines were 12 $\frac{1}{2}$ -4 ft. stroke, enough power for a light boat.

JESSE P. HUGHES DIARY

- 1921 -

by C. W. Stoll

Jesse Hughes began the New Year at home in Catlettsburg, Kentucky with no commitments other than to develop detailed plans for a new packet being considered by Capt. Gordon Greene. After selling the LEROY in August, 1920 Jesse had been kept busy with several projects for the Liberty Line but was not in charge of any of the Greene Line boats at this time.

- January -

New Year's Day in Catlettsburg was gloomy, "Rough with high winds; very little winter weather so far," says the diary.

Jesse spent that evening down at Hall's movie theatre, "working around the booth." He had been going down to this theatre since the last weekend in 1920 and he was learning to operate the projector. From January 1, Jesse's new routine was to operate as projectionist every weekday except Sunday and this would continue until April. We suspect that the theatre wasn't open on Sunday, a practice in many small towns on the Lord's Day well into the 1930s.

On January 2 the GREENDALE was reported for sale in Frank Sibley's river column in the Gallipolis paper. The GENERAL WOOD was running in the Pittsburgh-Ashland trade but other Liberty Line boats were laid up. The LEROY, then operating in the Wheeling-New Matamoras daily trade, was reported sold by William F. Hammell on December 29, 1920 to Capt. Brady Litman for an undisclosed price; she would continue in the trade with Capt. Eb. Cline in charge.

Jesse got on the GREENWOOD at 8:30pm, January 5 to show Capt. Greene his plans for the "new boat" and returned home from Huntington at 10pm.

Capt. John Lindburn, 55, died at Newport, Kentucky on January 6 and was buried at Bellevue, Kentucky, his old home. Mr. Hall of Hall's Theatre left on a business trip, leaving Jesse in charge. Also on January 5 the West Virginia Capitol building in Charleston was destroyed by fire. Jesse reported that his daughter Lillian was playing the piano at the theatre (this was the era of the silent movies and a musical background set the tone for the various scenes).

On January 6 Jesse received a call from Capt. W. E. Roe asking him to pilot the QUEEN CITY from Cincinnati to Pittsburgh to load for the Mardi Gras trip but Jesse declined because of his duties at Hall's Theatre. The QUEEN CITY passed up the river on January 20.

Jesse methodically listed the films shown at Hall's Theatre and on January 26 recorded, "Movie Day: 'Fatty Arbuckle at Coney Island', six reels, with all salaries and income going to European Relief." "The Revenge of Tarzan" brought darkest Africa to Catlettsburg.

- FEBRUARY -

February 11 - Jesse went to Ashland to meet with Capt. Greene who offered him a place on the CHRIS GREENE, which Jesse declined. The following day he noted, "Have lots of splices to make on films." Frequently, the films had to be held over day beyond the usual two day stand because the replacement film had not arrived. Jesse evidently saw a future in the movie business since he continued to operate the Hall's Theatre; no mention is made of the Vaughan Store but as far as we know it was still operating and providing income to the family.

- MARCH -

Jesse was initiated into the first part of the Masonic Lodge on March 22.

On March 28 he received three telegrams from J. W. Brown, manager of the Liberty Transit Co., requesting him to go pilot on the GENERAL PERSHING. This offer was evidently too good to refuse or else Jesse had satisfied his curiosity about running a movie house; on April 3 he caught the 7:15am B&O for Pt. Pleasant and got aboard the PERSHING later that morning.



After spending the winter at home in 1921, Jesse Hughes went back to piloting on the GENERAL PERSHING, the Liberty Line packet in the Pittsburgh-Charleston trade. The PERSHING came to the Upper Ohio in 1918 as the OMAHA, remodeled at the Mozena boatyard, Clarrington, Ohio. Photo by W. S. Pollock in July, 1921 passing Pittsburg-Lake Erie R.R. bridge, Beaver, PA.

- APRIL -

Capt. Will Guthrie was master and William Weldon the other pilot aboard the PERSHING. The GENERAL WOOD broke a wrist pin on the starboard side of her paddlewheel shaft at Antiquity on the morning of April 3 and limped down to Henderson, West Virginia to lay up and await repairs by the Heslop Machine Shop. This accident caused the WOOD to run through herself with serious damage to the starboard cylinder.

April 12 - The lighthouse tender GOLDENROD was met at New Matamoras and then the VALLEY BELLE towing a showboat at Marietta; the PERSHING was in the Pittsburgh-Charleston trade at this time.

On April 14 Jesse noted that the John Eichley, Jr. Co. (noted in river circles for moving the VIRGINIA out of the cornfield in 1910) was engaged in moving a brick and wood eight story building on Wood Street, Pittsburgh.

At Lock 10, Kanawha River on April 17 they met the excursion boat W.W. and a showboat with a towboat having a "broken wheel". When the PERSHING left Pittsburgh on April 21 she carried a new cylinder for the repair of the GENERAL WOOD's engine at Pt. Pleasant.

Jesse left the GENERAL PERSHING on Sunday, April 24 and took the train home to work on the plans for the new boat for Gordon Greene. Capt. Greene stopped by the next day to confer on the plans and by that evening Jesse recorded, "I finished the plans tonight." Jesse still had some connection with Hall's Theatre since he took the time from the drawing board to post some bills for a Douglas Fairbanks six reeler that was coming.

April 25 found Jesse back on the PERSHING, catching her at Hartford, West Virginia on her way up the river. The HOMER SMITH was running an excursion at Parkersburg and Jesse reported, ". a fine crowd."

- MAY -

May 3 - Jesse got off the GENERAL PERSHING at Pt. Pleasant and Walter English replaced him as pilot. The GENERAL CROWDER was on the docks and Mr. Brown, Liberty Line Manager, had engaged Jesse to oversee a complete rebuilding of the CROWDER.

All work on the GENERAL CROWDER stopped at noon May 4 for the funeral of Capt. Henry Stone at 2pm.

May 8 - The CITY OF CHARLESTON burned at the Acme Boiler Shop, Gallipolis and was a complete loss; valued at \$18,000.

May 9 - The new, steel hulled Federal Barge Line towboat ST. LOUIS made her trial trip to below Lock 26, below Gallipolis, and then left the following day for downriver.

The work on the GENERAL CROWDER included practically a new hull and an overall rebuilding; Jesse went to some length to describe what all was being done.

May 11 - It was noted that the towboat JULIUS FLEISCHMANN was backed into the bank so that the cylinder timbers would be caught out and the slack taken out of her hogchains. (Certainly an effective way of putting a little more sheer in those limber, wooden hulls. Ed.)

May 13 - Jesse mentions the EAST ST. LOUIS being at Gallipolis, the first time that the VIRGINIA and then STEEL CITY appears under this name. Later, she would carry a fourth name, GREATER NEW ORLEANS before ending her days. Low water prevented the EAST ST. LOUIS from starting up the river to Marietta.

The new Federal Barge Line towboat VICKSBURG came down the Kanawha River from her builder, Charles Ward Engineering, Charleston, on May 20. She was aground on the sand below Lock 11 (the first lock and dam on the Kanawha River above the mouth) but she was freed two days later by a "lock swell" of letting water out from the pool above. Monday, May 23 saw the VICKSBURG headed down the Ohio and towing the new towboat CAIRO which had

been built by the Marietta Manufacturing Co.

- JUNE -

Saturday, June 4 - The new hull under the GENERAL CROWDER was completed and she was put back in the water at 4pm. No leaks were found and she was drawing 21 inches. The river was so low that the GREENWOOD could not get up to Charleston on June 6 and Jesse celebrated his 45th birthday on June 7.

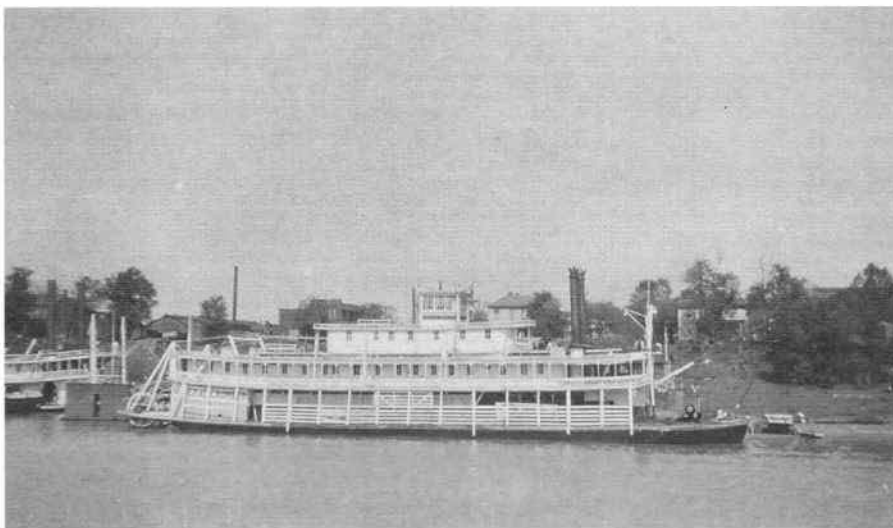
The activity around the docks and machine shop at Pt. Pleasant has been commented upon in our review of other years of the Hughes diary. The following

notations bear out that the mouth of the Kanawha River continued as a steamboat center in 1921: On June 11 the F. W. SMITH was at the landing to be inspected, departing for New Boston, Ohio; the U.S. CAYUGA came in with a loose crank which was removed on June 14; June 16, the GENERAL PERSHING arrived with new stacks and breechings; the GREENWOOD towed the TACOMA up to be taken out on Gardner's Docks on June 20; later on the 20th, the GREENWOOD towed the new ferryboat OWEVA into the Kanawha to receive her machinery; the new towboat LA BELLE arrived in Pt. Pleasant, fresh from the Howard Yard on her delivery trip to Wheeling Steel Corp.

- JULY -

The refurbished GENERAL CROWDER was inspected on July 5 and steam was raised. Jesse continued painting the nameboards and any other lettering required. On July 12 the CROWDER made a trial trip: on 165 p.s.i. steam pressure the wheel now turned 23-25 rpm.; the wheel diameter had been reduced by 10 inches and more buckets with less dip added.

Jesse returned home to Catlettsburg on July 20 where he stayed until the end of the month. On July 31 he got aboard the GREENWOOD in place of Capt. Greene who with Mrs. Greene and two other couples left the boat at Charleston for a vacation at Pence Springs.



The rebuilt GENERAL CROWDER just off the docks at Pt. Pleasant, drawing 21 inches of water. The 10 inch smaller diameter paddlewheel with added buckets is accented with a white circle, a Jesse Hughes touch. Photo July, 1921 by Fred Way, clerk, GENERAL PERSHING.

- AUGUST -

Jesse noted that the Kanawha River dams were all up and the pools filled as the GREENWOOD started back to Cincinnati on August 1, 1921.

August 7 was the 72nd birthday of Jesse's father, Evan D. Hughes. The GREENWOOD arrived at Charleston at 3am, August 7 but continued on to Dana before returning to Charleston at 7am. where Capt. and Mrs. Greene and friends rejoined the boat. The GREENWOOD was back in Pt. Pleasant that same evening on her return trip to Cincinnati.

At Maysville, August 10, Jesse reported, "The melon season is here." Melons were raised in the vicinity of Manchester, Ohio; the little gasboat that carried them to the Maysville market was named the WATERMELON KING.

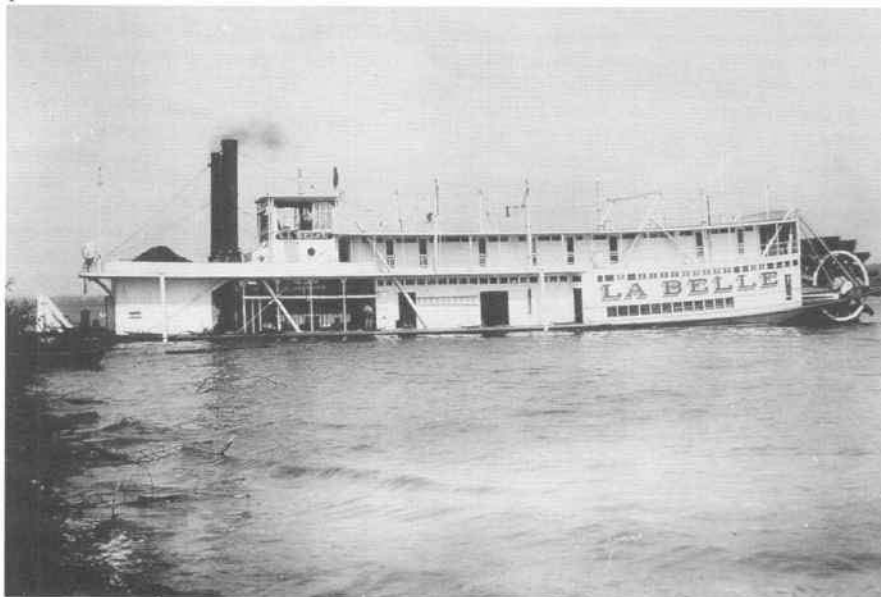
The GENERAL WOOD had been behind the GREENWOOD in leaving Cincinnati on August 9 but overtook her at Middleport, Ohio. Jesse and family got aboard for a trip up the river to visit Jesse's father at Long Bottom.

A threshing machine stopped at the Hughes farm at Long Bottom and Jesse

reported that it threshed 28½ bushels of wheat in one hour. That same evening the BETSY ANN stopped for the night at Long Bottom, she being on her way up the Ohio for the first time. The BETSY ANN departed for Pittsburgh the following morning with E. E. Varian as pilot.

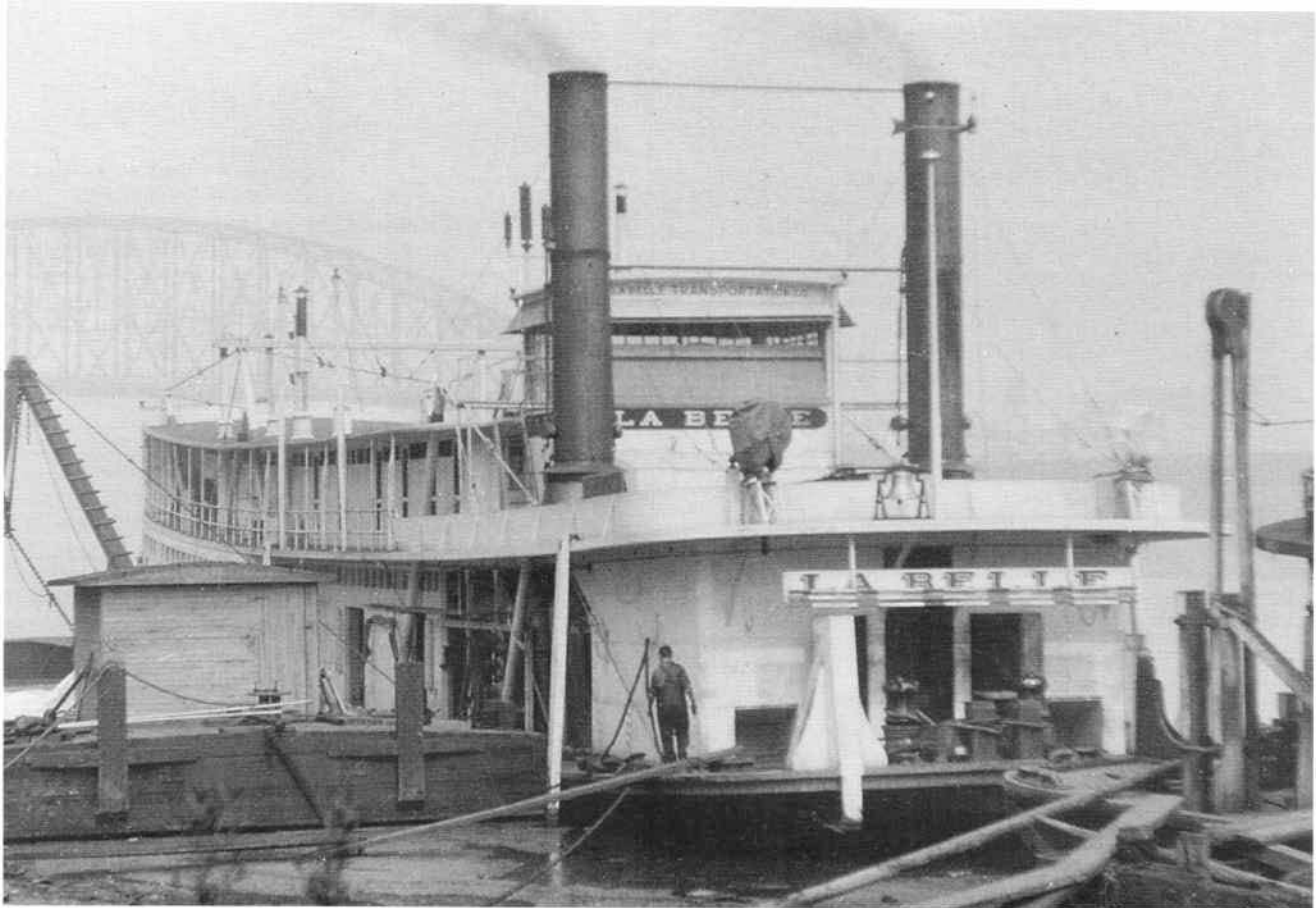
It was reported on August 18 that the LIBERTY was downbound for Pt. Pleasant to enter the LEROY's old trade in the Kanawha River. Jesse received a call from Capt. Harry Donnally, one of the principals in the BETSY ANN, to meet the boat on her down trip; Jesse declined. The BETSY ANN came by Long Bottom on August 21 and on the 22nd Jesse and family boarded the B&O train for a visit with relatives in Parkersburg.

The Hughes family stayed at the Capitol Hotel in Parkersburg. Herbert and Ida Vaughan, relatives of Tella Vaughan Hughes, took them out to Shattuck Park in their new Oldsmobile auto and then to Williamstown, West Virginia the following day to visit the grave of Jesse's mother. (This scribe has also taken Capt. Jesse to that grave in Williamstown; in 1942 the grave was removed to the Louderbach family cemetery at Wade, Ohio.)



The Howard yard at Jeffersonville, Indiana built the LA BELLE for Wheeling Steel Corp. in 1921; she stopped at Pt. Pleasant in June on her delivery trip. The LA BELLE was steel hull, 148.5x28.4x5.6, with four boilers and engines 14's, 28's-7 ft. stroke. She was a Rees design with Rees engines, similar to the ALIQUIPPA.

Photo when new after trial trip at the Howard yard.



The LA BELLE, new in 1921, is described and pictured on the preceding page but here's another photo of her when new. This one was taken by C. C. Bowyer, the LA BELLE in the Monongahela, Pittsburgh.

The Point Bridge shows dimly through the summer haze. Just above the pilot house visor is "La Belle Transportation Co.". The boat was named for the La Belle Mill in Steubenville, Ohio.

On August 28 the Hughes family boarded the GENERAL WOOD at Parkersburg to return home. Jesse stood a pilot watch in place of Edgar Brookhart who got off to spend some time at home in Belpre, Ohio. The river was dead low and the WOOD laid over at Ravenswood (Dam 22) from 1am to 9:30am; the stage was 1.4 feet below zero on the gage. A bear trap was lowered and they were able to get away at 10am and were down at Letart at noon. The WOOD rubbed on the dam at Millwood, West Virginia (Dam 23 was still under construction) but got down to Dam 26 by 6pm, arriving in Cincinnati at 10pm, August 30. Jesse notes that the new Barrett Line towboat JOHN DONALD, JR. was met at Utopia and the GENERAL WOOD had rubbed in sand at Brush Creek and at Manchester, Ohio.

- SEPTEMBER -

Low water caused the GENERAL WOOD to lay up above the foot of Broadway in Cincinnati. Telia Hughes took the girls shopping in the big city while Jesse got on the ISLAND QUEEN (first of the name), Capt. Ben Pattison, and made two trips to Coney Island and then stayed overnight on the QUEEN.

The GREENWOOD also laid up when she got in on September 1 and Jesse reported, "We all went out to Hyde Park with Capt. Greene this evening and built boats on the front porch."

The following day September 2, Jesse and Capt. Greene took a busman's holiday: they boarded the QUEEN CITY with a big trip of people for the overnight ride to Louisville. Capt. Jack Lindenburn was master

with Harry English and Jim Brasher pilots.

The QUEEN CITY arrived in Louisville at 10am, Saturday morning and laid over until Sunday morning. This was the regular L&C Mail Line schedule and Jesse and Capt. Greene spent the day, "out in town", visiting the new locks in Portland, riding the big ferryboat HENRY WATTERSON to Jeffersonville and then made the trip to Fern Grove on the sidewheel excursion boat AMERICA that evening: "500 people on board; left at 8:30pm and returned at 11."

Sunday, September 4 - The QUEEN CITY left Louisville at 9am for Cincinnati and was at Madison at 1:30pm. She met the KENTUCKY at Ethel's Landing and received a lot of "Meet the Boat Trip" passengers from Cincinnati. It would be a longer day

than the "Meet the Boat" passengers anticipated: the river was falling fast and the QUEEN CITY didn't get into her landing until 3am on Monday morning.

With the boats laid up for low water, the Hughes family caught the 11:30am C&O train home to Catlettsburg, arriving at 3:45pm.

Wednesday, September 7 was the first day of school and for Lillian it was the first day of high school. Little sister Helen was in the 4th grade.

Capt. Gordon C. Greene was 59 on September 8.

Jesse returned to Pt. Pleasant on Saturday, September 10 and went on the TACOMA to paint. Capt. Jack Ward was in charge of the TACOMA at this time. The packet JOHN W. HUBBARD, Capt. Roe in charge, was let into the river from Smith's Docks that afternoon.

More water was in the Ohio and the GENERAL WOOD left Cincinnati on September 13, it's first trip in a month. The BETSY ANN was upbound on the 14th with Capt. Lee Willis aboard as pilot. Jesse stayed on the TACOMA, busy cleaning and painting until the 18th when he went pilot on the JOHN W. HUBBARD for Cincinnati.

The river was falling; the the HUBBARD, drawing 3½ feet, rubbed on Straight Creek Bar and got into Cincinnati at 10:40pm on September 19, reporting a bad sandbar at Twelve Mile Creek.

Jesse returned home by train on the 20th and declined a request to go pilot on the GENERAL PERSHING. Evidently, Jesse was again on the Greene Line payroll to get the TACOMA back in service and he returned to the boat at Pt. Pleasant on September 22. On the 25th the TACOMA was towed down to boiler shop at Gallipolis by the GREENWOOD.

There was big excitement in Gallipolis on September 27 when a seaplane arrived from Huntington. "It layed right below the ferryboat," and, after staying overnight, took off the following morning at 8am. Jesse was obviously intrigued by



The JOHN W. HUBBARD was on the Smith Docks at Pt. Pleasant and Jesse Hughes was recruited by Capt. William E. Roe on September 18, 1921 to take her back to Cincinnati. The HUBBARD had been built in 1910 as the cotton packet J. H. MENGE and later bought and remodeled by the L&C Packet Co. In size she was 188x38x5.8 but, with her long texas, appeared to be a larger boat. Photo by J. P. Hughes.

seeing an "aeroplane" on the river at close range.

On September 29 the GENERAL PERSHING was on her regular trip up the Kanawha when she was stopped at Lock 6 where some repairs were under way; freight had to be reshipped. The diary for this date mentions that Capt. Greene had received some letters regarding a steel hull for the proposed new boat but provides no details.

Ed. Note: Jesse Hughes once discussed the planning which eventually resulted in the building of the TOM GREENE. Capt. Greene believed strongly in wooden construction for ease of repair while Jesse, on the other hand, had decided that steel was the economical and preferred material. "Only steel will do," stated Jesse in one of his discussions with Capt. Greene.

Capt. Greene appeared surprised at this position and said, "Jesse, I just assumed we were talking about a wooden boat and I've already ordered all the western lumber we'll need for her. What's to be done?"

Jesse held to his point that only steel construction

could be justified and responded, "Well Capt. Greene, you still have a lot of wooden boats and wharfboats and now you have all the repair lumber we'll ever need." With an amused smile, Jesse observed that, "We were still using that lumber pile ten years later."

- OCTOBER -

Fourteen pages of the diary are blank for the month of October, 1921.

On October 22, Jesse and his half brother Harry Hughes and wife drove up to Long Bottom from Gallipolis to visit their father, Evan Hughes. Mr. Hughes was, "feeling badly". Returning the following day, the TACOMA was still at the boiler shop and Jesse went back to painting on her. The towboat W. C. MITCHELL was also at the shop having some boiler rivets installed. Jesse sent a big cushioned chair up to his father.

The TACOMA was inspected by Clark and Thomas, local hull and boiler inspectors, on October 31 and Jesse boarded the morning train with Capt. Greene and went to Charleston to see Charles

Ward about the new steamboat. After the discussions at Wards, Jesse and Capt. Greene caught the GREENWOOD which left Charleston at midnight. At Pt. Pleasant the following morning they met with, "Windsor (Walter A.) at Marietta Manufacturing Co. about new boat."

At 3pm, Jesse and Capt. Greene went down to Gallipolis to discuss with Charlie Arthur a possible new location for the Acme Boiler Shop in the upper end of town. Charles Arthur was a long-time friend of Capt. Greene's and at times was on his boats, usually as mate. He and Capt. Greene shared a financial interest in the Acme Boiler Shop.

- NOVEMBER -

November 2, 1921 - Capt. Greene and Jesse returned to the Marietta Manufacturing Co. and met with Walter Windsor, Mr. Holman and Mr. Charles O. Weissenberger and figured on boat plans. Following this meeting, Capt. Greene left for Cincinnati on the 6pm train and Jesse returned to the TACOMA.

November 3, 1921 - The CHILO returned from a trip to Pomeroy and laid up at Gallipolis, outside of the SALLIE MARMET at the boiler shop. The CHILO crew took over the TACOMA and raised steam, moved up to the Gallipolis wharfboat and departed down river at midnight with Jesse aboard. Jesse got off at Catlettsburg at 5:30am the following morning.

November 5 - Jesse caught the GREENWOOD in the morning and rode up to Huntington where he met Capt. Greene. The two took the B&O train back to Pt. Pleasant and met again with officials of Marietta Manufacturing Co. Capt. Greene and Walter Windsor signed a contract for a new, steel hulled boat 200 ft. by 38 ft. for a price of \$43,500, to be completed in 1922. This was to be the TOM GREENE.

November 8 was Election Day and the diary notes, "All the girls voting."

Jesse spent the day painting the house. (The 19th amendment to the U.S. constitution which gave the vote to women had been ratified on August 26, 1920. Ed.)

Jesse relieved Wilbur Chapman of the TACOMA for one trip on November 17. That evening, at 9pm, the CHILO with a big trip hit a pin on the guidewall at Lock 35 opposite New Richmond, Ohio and turned over. The boat was a total loss but all crew and passengers were saved in lifeboats and returned to Cincinnati by the U.S. MIAMI. Capt. Jack Ward was in charge of the CHILO at the time of this accident. The TACOMA landed at the wreck at 5pm the following day and Jesse reported, "The edge of the bottom of the hull is all that is visible."

November 19 - The TACOMA left Cincinnati upbound at 5pm with Capt. and Mrs. Greene and son Tom aboard. The CHRIS GREENE was met at Lock 30, below Greenup, Kentucky, and Mrs. Greene and Tom returned to Cincinnati.

The GENERAL CROWDER had been laid up and came out on November 25 to take the place of the GENERAL PERSHING in the Pittsburgh-Charleston trade.

On the 27th the U.S. Engineer fleet was at Lock 35 removing the wreck of the CHILO.

- DECEMBER -

Early this month Jesse spent several days on the Ashland wharfboat making arrangements for its replacement. Capt. Greene called him on December 10 to come up to Pt. Pleasant so he got aboard the TACOMA and was at Pt. Pleasant at 10am the following morning.

Jesse and Capt. Greene went to the Marietta Manufacturing Co. offices to see the plans prepared for the new boat. After this meeting, which merited no comment in the diary, Jesse got back on the TACOMA at Pt. Pleasant and rode up the river to Pomeroy with his father and stepmother (Anne

Williamson Hughes). He returned home to Catlettsburg by train, arriving at 11pm.

December 14 - The TACOMA brought the new wharfboat to Ashland from Manchester, Ohio where it had been built. Jesse was, "Busy all day changing over; building bulkheads and fixing the stove." The BETSY ANN was operating in the Pittsburgh-Ironton trade as a huckster boat at this time and brought Jesse a bucket of sorghum from Long Bottom, a present no doubt from his father.

Most of the carpentry work on the wharfboat was completed by December 22 but Jesse was cleaning up details until 2pm on Christmas Day. The river was rising rapidly and got up to 53 feet on December 26 before beginning to fall.

The final entry in the Jesse Hughes diary for 1921: "Clear and cold - freezing this evening - river falling again - high winds - New Year's Eve."

So, another active year for Jesse Hughes closes and Capt. Greene evidences continued faith in the packetboat business by ordering a modern, steel boat for the Cincinnati-Charleston trade.

* * *

AMERICAN QUEEN

The big new tourist boat now abuilding for the Delta Queen Steamboat Co. will have a big whistle to match. The whistle from the SPRAGUE will be copied for the new boat, large enough to rattle the teacups in the posh diningroom and raise Cain.

We understand Morecraft Mfg. Co., P.O. Box 638, Peru, IN 46970 will build both the giant whistle and the calliope for the newest tourist boat. Should you want to order a duplicate for use or porch decoration, the SPRAGUE's three barrels measure 10"x41", 10½"x23" and 8½"x32". Weight of the original is 480 pounds.

Dave Morecraft played one of his smaller calliopes at the S&D Whistle Blow, 1993.

LETTERS Cont'd. From Pg. 3

Sirs: I received the March S&D Reflector several days ago and enjoyed it, especially the article by Don Naish and, as usual, the Jesse Hughes diary.

Regarding the caption under the photo of the COTTON BLOSSOM on page 31, if you mean an electric transmission line in the background it is incorrect. The pylon is the West Bank tower of the ill-conceived and ill-fated aerial gondola ride that was built about the time of the New Orleans Fair. It was thought that people would love to ride over the river; they didn't and the ride folded.

Larry Walker
10552 Breedshill Dr.
Cincinnati, OH 45231

= Don Naish's story was a hit with many readers. We hope he has some more tales for a future issue. Ed.

Sirs: I enjoyed every word of Don Naish's story about the ISLAND QUEEN and TOM GREENE.

Beginning in 1933, the ISLAND QUEEN made a trip each summer from Augusta, Kentucky to Coney Island and I made several of them. These were sponsored by the Herbert M. Hill Post, American Legion but were discontinued after 1941 because of WW-II. One time, coming up the river from Coney Island, BIG LIZ bumped into the tow of the SAM P. SUIT but without damage to either.

James A. Haley
33 Belle Monte Ave.
Lakeside Park, KY 41017

= The ISLAND QUEEN was reputed to be a handful in a wind; Jeff Spear reminded us of the time she even got away from Capt. Jesse Hughes when he was partner with Fred Way to and from the Dravo yard in 1941. Ed.

Sirs: I continue to enjoy the S&D Reflector. Having published the Toronto Marine Historical Society "Scanner" for 25 years, I am appreciative of the effort it takes.

Winters up here in the Frozen North are long but I'm looking forward to making the DELTA QUEEN trip from Little Rock to Memphis this coming September.

Jay Bascom
100 Whitehall Rd.
Toronto, Ont. M4W 2C7
Canada

= Jay has been a member since 1969 and keeps warm up there in the Mountie Country by thinking "steam". Ed.

Sirs: Please send me the new S&D Reflector Index, 1989-1993. I have found the indexes indispensable, viz:

A copy of a letter written by my great uncle showed up. He traveled deck passage in 1884 on the U. P. SCHENCK from Patriot, Indiana to Cincinnati. Using the index, I easily found the SCHENCK photo, p81d20.

Thanks to Alan Bates for his good work and to the J. Mack Gamble Fund for such worthy projects.

Tom McKee
104 Water Leaf Lane
Cary, NC 27511

= The latest five year index for Volumes 26-30, 1989-1993, is available from the Secretary, \$5 per copy. Ed.

Sirs: Please send me the indexes to the S&D Reflector. I am working on a collection of information on the 13 boats in which Capt. George M. Berry (1844-1900) had an interest. Capt. Berry was my husband's grandfather and the S&D Reflector and Way's Packet Directory have been a great help.

Mr. E. Fant
104 Bayou Circle
Gulfport, MS 39507

= You might want to look

in Way's Steam Towboat Directory, also. Capt. George M. Berry was master of the EAGLE (T0665) in 1870 when she operated for a time as a packet on the Muskingum River between Marietta and Zanesville. Ed.

Sirs: Of all the publications I get, yours is the most enjoyed and appreciated.

Anthony E. "Tony" Pitfield
802 2181 W. 38th
Vancouver, B.C.
Canada V6M 1R8

= Of all the letters we get, yours is the most appreciated. Ed.

Sirs: Yesterday, I received the parcel which was insured for \$50. The S&D Reflectors are great as ever. Again, the December issue with Mr. Stobart's painting of the WILD WAGONER was wonderful, an impressive atmosphere of the post-bellum era.

The Steamboatin' Schedule of the Delta Queen Steamboat Co. is much appreciated and a great surprise for me; color photographs of the boats as well as pictures of New Orleans and the Dixieland jazz bands I love.

In January there were discovered the postal mafia thieves. They are now in prison. No need to send packages insured any longer.

Zbynek Macha
Mosnova 2
15000 Praha 5
Czech Republic

= Mr. Macha has been an enthusiastic S&D member for more than 20 years. The Vltava River flows through the middle of Prague, has locks and dams and boat traffic but the sidewheel steamboats are now only restaurants and such. All of the 1993 Reflectors were lost in the Prague P.O. and we are pleased that the culprits are now doing hard time. Ed.

LETTERS Cont'd. Pg. 34

LETTERS Cont'd. From Pg. 33

Sirs: I have been perusing Way's Steam Towboat Directory and find that the tonnage of the SPRAGUE is shown as 20,000 tons (paragraph three). Is there a misplaced decimal point; my calculations give about 2,000 tons.

John W. Gilbert
199 State Street
Boston, MA 02109

= Jack Gilbert is right, of course. The inadvertent exaggeration of the size of the SPRAGUE dates back to the 1954 edition of Way's Directory of Western River Steam Towboats. The List of Merchant Vessels shows 1,489 registered tons.

We note that Jack Gilbert has moved his office, for the benefit of those needing the services of a marine architect. Ed.

Sirs: I had an interesting talk with Alan Bates at the Howard Museum on April 16. I'm now enjoying the book, Moonlite at 8:30. It is good to know that the prediction, ". probably never will be (written) ." in the caption for the picture of the AVALON on page 46, June, 1990 S&D Reflector did not hold up.

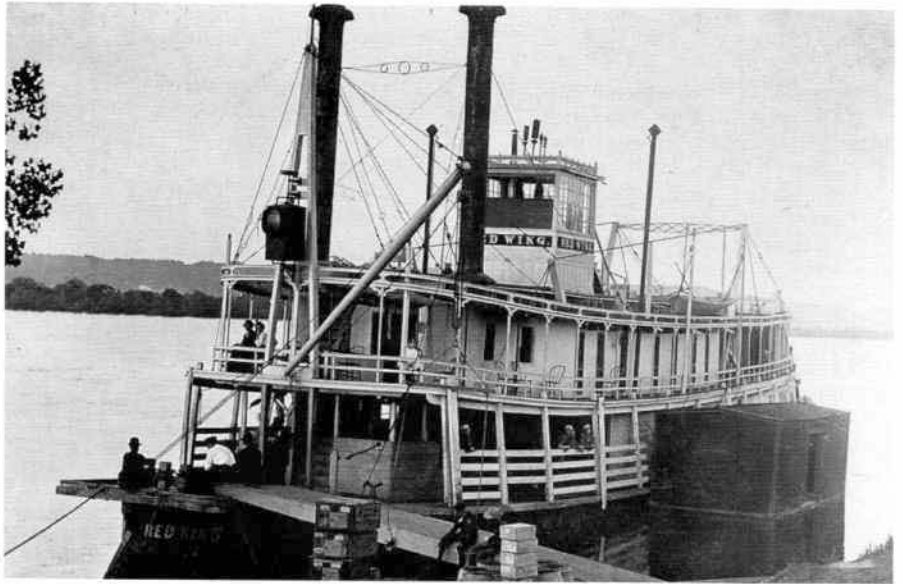
N. J. Gulick
6923 Cypress Rd.
Plantation, FL 33317

BERT FENN SALE

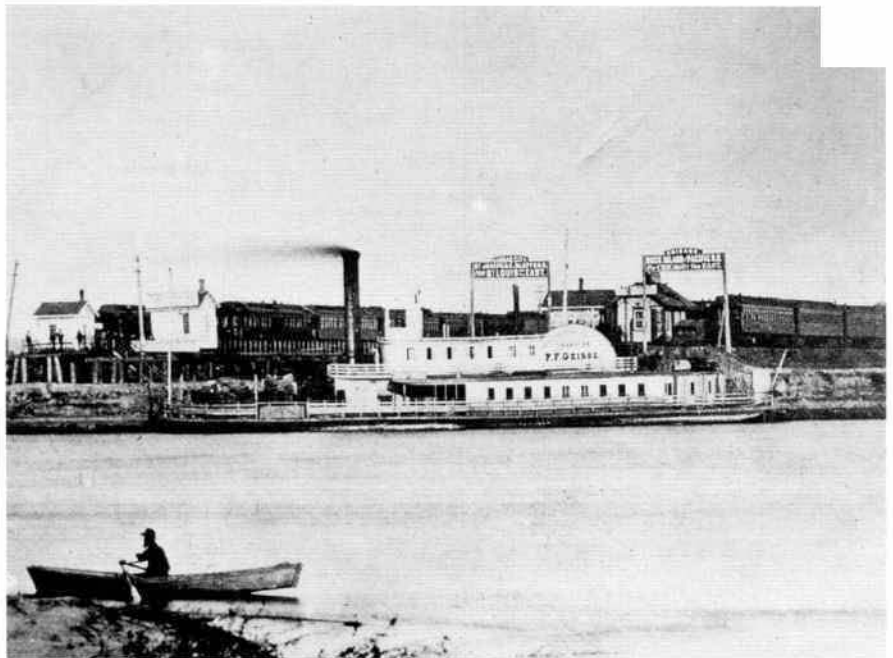
There will be an auction sale of the Bert Fenn river collection on June 24 and 25 at Garth Auction, Inc. This well known auction house is located at 2690 Stratford Rd., Delaware, Ohio, 43015. Telephone (614) 362-4771.

It is our understanding that Bert's book collection will be disposed of at a later sale. A catalog of sale items will be available at a later date.

The auction house is a short distance north of Rt. 23, south side of Delaware.



The RED WING will be one of forty-seven additions to the forthcoming revised edition of Way's Packet Directory. As a rafter and, after 1916, the towboat for the excursion barge MANITOU the RED WING appears in Way's Steam Towboat Directory (T2430). In this photo she sports a landing stage and was running in the Wabasha-St. Paul packet trade, about 1907-1915. The photo is taken at Wabasha, Minnesota by Clifford; freight is stacked ready for loading. Thanks to Ralph DuPae for nominating the RED WING (4707A) as a packet.



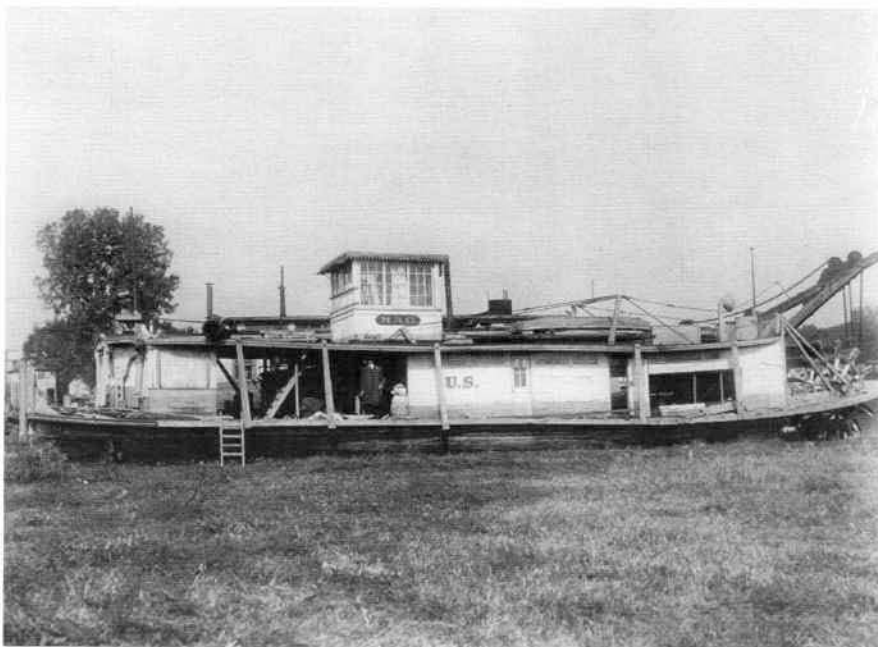
The P. F. GEISSE (above) and her partner ferry IRENE are both listed as sidewheel boats in Way's Packet Directory. Shown here at the railroad landing, Council Bluffs, Iowa, the P. F. GEISSE (4365) is obviously a centerwheel boat as was the IRENE (2771). Eastbound passenger trains are ready to depart for St. Louis (left) and Chicago (right). The boats were used for freight and passengers, not railroad cars. Corrected information will appear in the revised Directory, thanks to Clint Orr, 3029 Redick Ave., Omaha, NE 68112.

The photos below of the steamer MAC relate to the story about the photo of the MACK on the back cover (right).



This is the MAC somewhat late in her career. The fence trim is gone from the top of the pilothouse and the overall height has been reduced. The aft hogchain braces are somewhat higher than on the original "MACK" and they have a cross brace. A large metal ventilator rises above the stern bulkhead. This would be after 1912 when she had a new, longer hull, 85x16x3.3.

Photo from the Buffalo Bill Museum, LeClaire, IA.



The value of the MAC had dropped to \$1,270 in 1922, the last year she was carried on the U.S. Corps of Engineer list. Here she is in the early stages of being dismantled, probably 1923, with only the stack and whistle gone. The open front of the pilothouse has received glass sash at some point but the original scallop trim along the edge of the roof remains.

U. S. Corps of Engineer photo, Wm. Talbot collection.

THE BACK COVER

The U.S. Engineer towboat MACK on the back cover comes from the William "Bill" Sailor collection by way of the Murphy Library, University of Wisconsin, La Crosse. MACK is resplendent in fresh paint, as neat as a pin, just waiting for her likeness to be taken. She appears to be tied up to the wall in the Des Moines Rapids Canal, above Keokuk on the Upper Mississippi. The paint on the hull has not yet been stained by the Mississippi mud and the smoke pipe for the pilothouse stove is still clean. She's ready to go to work moving flats and barges in the Rock Island District.

Ralph DuPae accompanied the photo with the question, "The MACK is not in the Towboat Directory but is she identical with MAC (T1685)? And, if so, why the difference in the spelling of the name?"

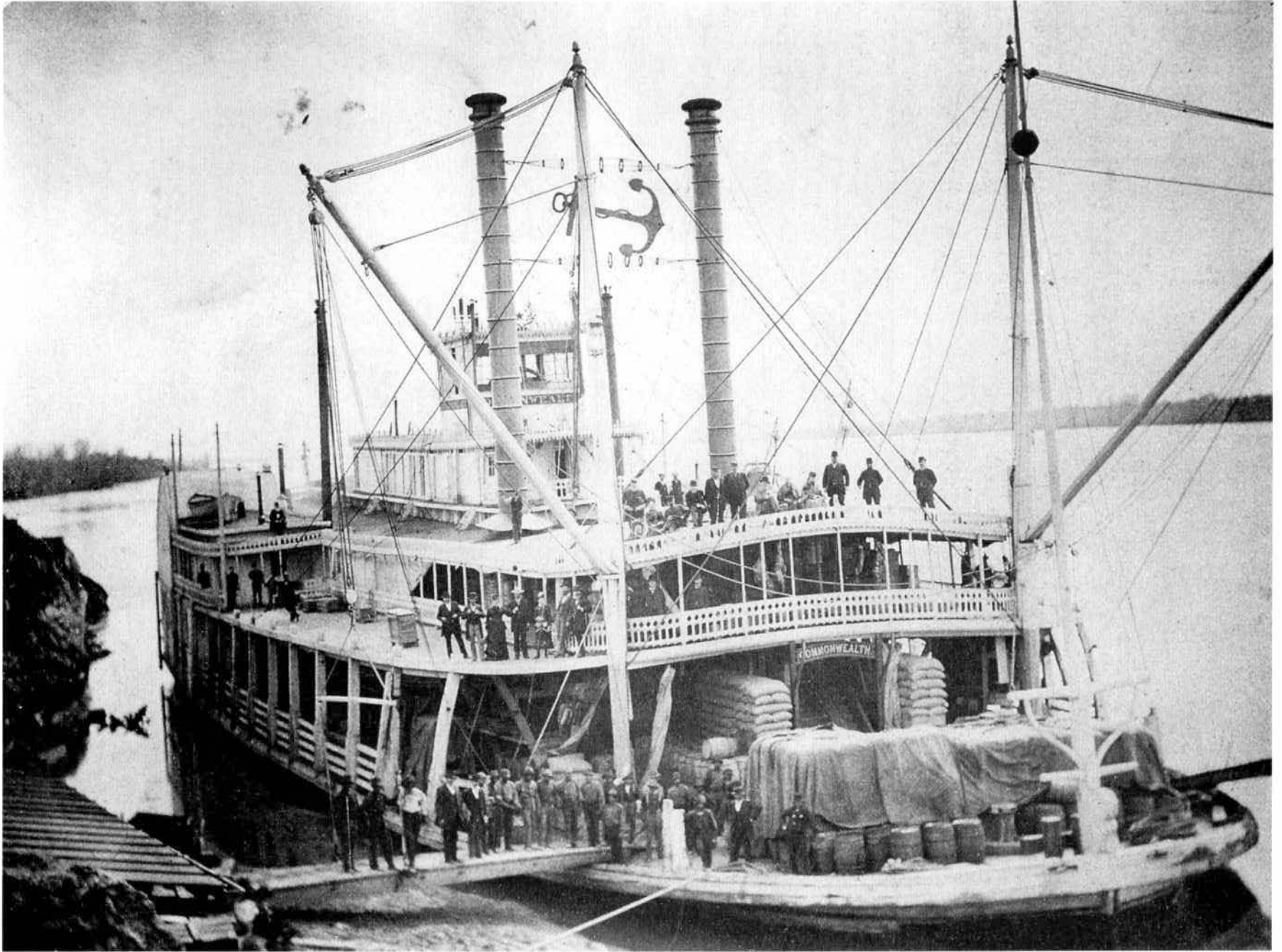
There is no listing for "MACK" in the tabulation of U.S. Corps of Engineer boats. The "MAC" first appears in the 1894 list, built at Rock Island, Illinois in 1891 as the FREDDIE and purchased by the U.S. in 1893. FREDDIE must have been renamed sometime during 1893 or early 1894, probably after refurbishing at the dry dock in the Des Moines Rapids Canal.

Two photos of MAC (left) accompanied the one of MACK and it is the same boat although there are subtle differences. When first purchased the FREDDIE/MAC is shown as valued at \$2,500 and hull size is 73x16x3. This valuation is continued until 1912 when the value is increased to \$3,525, a clue that some improvements have been made. Indications are that a new hull, 85x16x3.3, was put under the MAC at this time. Just maybe the signboards were repainted at this time too.

We can only speculate that she carried "MACK" on her nameboards for some time although the official name was MAC, probably one of those mixups in directions given to the sign painter.

* * *







This is another excellent photo from the Howard Museum collection by Capt. Jim Howard, Murphy Library print. The R. DUNBAR is ready for her trial trip, a wisp of smoke coming from the stacks. A delivery wagon of some type is at the end of the stage. She looked somewhat different as the GENERAL CROWDER with a longer texas, railings on the roof, etc. See Hughes diary..

The R. DUNBAR (4668) was built for Capt. T. G. Ryman in 1895 by the Howard Shipyard, Jeffersonville, Indiana. She was 160x28½x4 according to Howard measure, designed for the Cumberland River trades and almost a duplicate in hull size to the WILL J. CUMMINS (5792) built at the same time for same trade. Her engines were 12½-4 ft. stroke, enough power for a light boat.

