

S&D

REFLECTOR

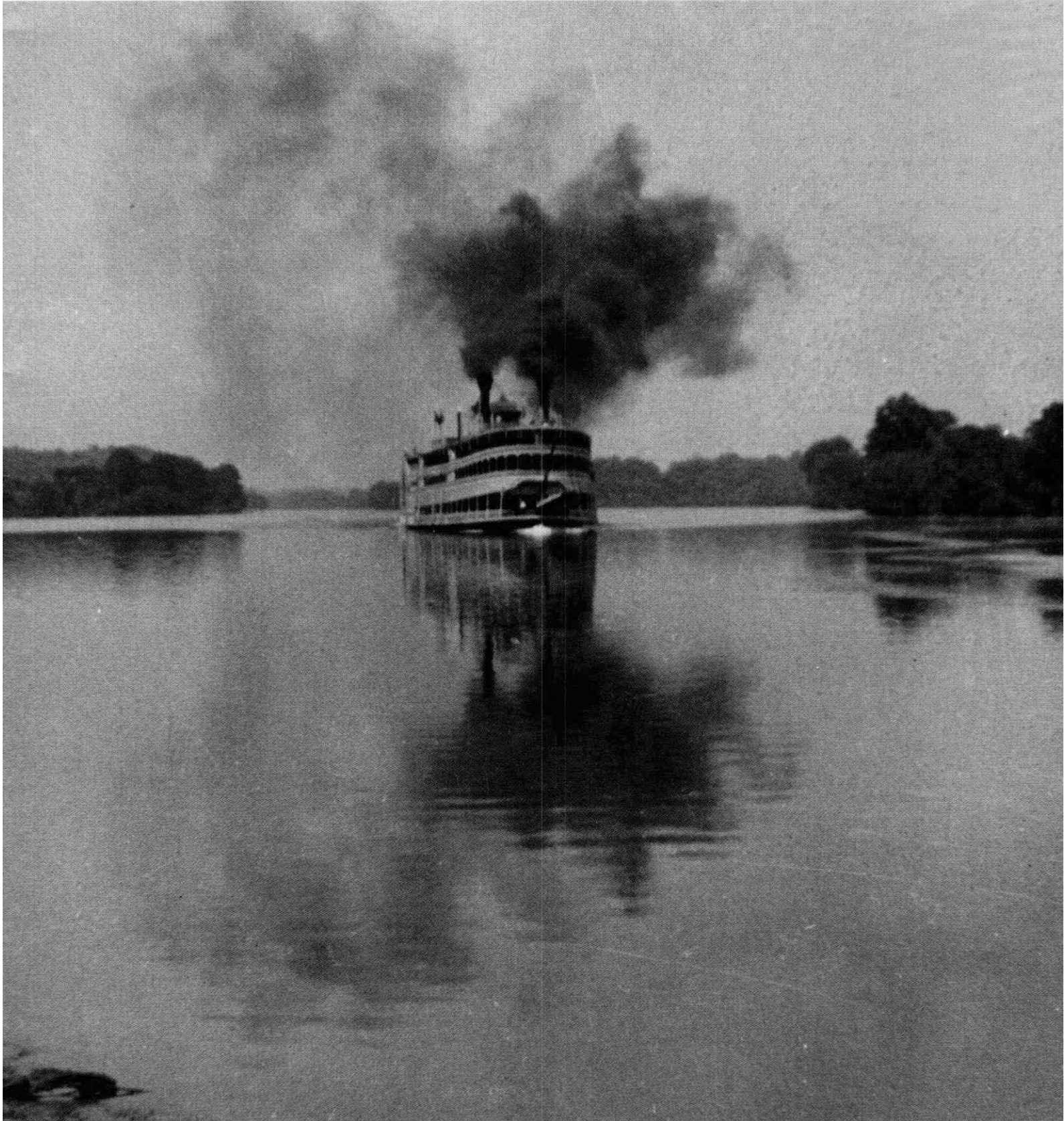
Published by Sons and Daughters
of Pioneer Rivermen



Vol. 32, No. 1

Marietta, Ohio

March 1995



THE FRONT COVER

William V. "Bill" Torner took this photo of the excursion steamer J.S. on a May morning in 1934. She's coming up the river "full 'head" with Blennerhassett Island showing on the distant left and the West Virginia hills behind. Bill was standing at the old ferry landing in Parkersburg, just above the mouth of the Little Kanawha River.

The WASHINGTON was the regular Streckfus boat on the Ohio. We can only suppose that the high school prom business was such as to warrant the big J.S. being sent up to Parkersburg in 1934; she was up to New Martinsville, West Virginia in the spring of 1935.

Either Jesse Hughes or Fred Way is on watch as they brought the J.S. up from Huntington to Parkersburg and return. This was, we believe, Fred's first sidewheel piloting and he described the view from the pilothouse as, "looking out over acres of tarpaper."

Bill Torner's story of working on the J.S. in the summer of 1934 will be found elsewhere in this issue.

- LETTERS -

Sirs: I liked the DELTA QUEEN Revisited story in the December issue.

Jeanne Burke and I met on the DELTA QUEEN in September, 1961 on a St. Paul trip. We were married in November, 1962 and are still together 32 years later.

I know of one other couple who met aboard the DELTA QUEEN and I wonder how many others there are.

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

= Are there any other couples out there who were swept away by the moonlight aboard the D.Q.? We wonder, too. Ed.

Sirs: The December, 1994 issue of the S&D Reflector was great. The colored photos taken at the annual meeting are a real treat.

In the picture with the stack of beer cans, the unidentified gentleman with the glasses is William J. "Bill" Shive, Belleville, Illinois, a valued member of the Mississippi River Chapter.

Sorry, I don't know the distinguished gentleman standing behind "Doc" Hawley.

James V. Swift
7330 Colgate Ave.
St. Louis, MO 63130

Sirs: What a surprise to receive the December S&D Reflector and see so many photos in color. And a full page of the rededication of the Ernie Wagner Park here at New Richmond, too.

But there are some inaccuracies in the story about the park at New Richmond which should be corrected.

I wasn't instrumental in establishing the park: that was done in 1814 when the village plat was laid out. The park was called the "Promenade" until 1980 when the late Betty Blake arranged to have a stone memorial built there in honor of Cap. Wnie Wagner who had lived in the house directly opposite.

The Promenade became "The Captain Ernest E. Wagner Memorial Park" on July 27, 1980 by mayoral proclamation. Some years later, Betty arranged for the company to donate the two eight foot air scoops from the DELTA QUEEN and they were installed alongside the memorial. The air scoops had been mounted on the texas deck of the boat and supplied air to the lower decks prior to the installation of air conditioning in all areas.

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Patti Young, V.P. Public Relations, The Delta Queen Steamboat Co., headed the recent project to place the explanatory plaque about the air scoops. The stop by the DELTA QUEEN was a feature of the Reunion Cruise to honor the memory of Ernie Wagner, an old friend to many of the passengers aboard.

Approximately 1,500 people attended the dedication of the plaque in Capt. Ernest E. Wagner Memorial Park. Mayor Betty Hinson read a proclamation, a band played, other speeches were short, the sun shone and some three months of hectic arranging came to a beautiful conclusion.

Mayor Hinson and I got to ride down to Cincinnati as guests of the boat. We hope our historic town of New Richmond will become a regular stop for the DELTA QUEEN.

Delly Robertson
844 Old Route 52
New Richmond, OH 45157

= Aside from chiding village council about neglect of the park, writing letters, designing the plaque, arranging security, blocking off streets, rounding up volunteers in period costumes and sending bulletins to the boat about arrangements, Delly had nothing to do with New Richmond Day. Well done!

Those air scoops were put on the D.Q. some time after the overhaul at Dravo's in 1947-48; wonder when? Ed.

Sirs: Tom Groves of Forrest Grove, Oregon has asked me about a Frederick Remington painting of a steamboat being pulled up over a rapids. There is a long hawser attached to a four-horse team.

I've never seen such a painting nor a photo of it although I'm interested in Western art. A Remington painting of a steamboat would be worth seeing and perhaps a reader knows of it.

Walter Thayer
Box 2175
Wenatchee, WA 98801

LETTERS CONTINUED -

Sirs: The December issue of the S&D Reflector came along and I particularly liked the DELTA QUEEN Revisited piece. I could almost hear the D.Q.'s whistle as she passed under the Sewickley Bridge.

William S. Hanable
P.O. Box 1464
Westport, WA 98595

= Bill Hanable grew up in Sewickley but lived in Anchorage, Alaska for some 25 years where he was engaged with various historical societies including Director of the Alaska Historical Commission. Bill is the author of several books on Alaskan history and presently is working on, "Case Studies on the Use of Land-Based Aerial Forces in Maritime Operations" for the U.S. Air Force. Mr. Hanable is now director of the Westport Maritime Museum. Ed.

* * *

Sirs: Let me tell you about our new boat here in Huntington, West Virginia. The JEWEL CITY is a 149 passenger sternwheel excursion boat christened by Mayor Jean Dean on September 15, 1994.

She was built by R&D Associates of Catlettsburg, KY and the operating sternwheel is powered by a 170 hp. John Derre marine diesel. The main cabin has seating for 60 passengers and is equipped with a snack bar. There is seating for 40 passengers on the roof. We plan to operate April-December and offer four cruises daily except Tuesdays.

We had good response to our Fall Foliage Cruises in October and will be available for charters and scheduled trips come spring.

Capt. Harry Batten
Twelve Pole Packet Co.
Huntington, WV 25530
(304) 453-5544

= Twelve Pole Creek enters the Ohio River at mile 313, just below Huntington at Ceredo, WV. Our best wishes to member Harry Batten with his new boat. Ed.

Sirs: You might be interested to learn that our book on the ISLAND QUEEN is now in the hands of the publisher, University of Akron Press. This will be the first in a series of book the Press intends to publish about Ohio history and culture.

Editing is well along and the book is scheduled for sale in September, 1995.

Robert White
7929 Gaines Rd.
Cincinnati, OH 45247

= Robert and John White have labored for several years over a definitive history of the ISLAND QUEEN (2800). Our book reviewer is looking forward to a copy. Ed.

* * *

Sirs: On a recent visit to the Howard Museum, Jeffersonville, IN my wife and I met a very enthusiastic gentleman who made us feel right at home. He suggested that I might be eligible to be a member of S&D.

My great grandfather was Capt. G. W. Hill of Alton, IL and a partner in the Eagle Packet Co. Unfortunately, I never met Capt. Hill but my father and uncle told many stories of traveling with him when they were boys on the Mississippi and Illinois Rivers.

James G. Hearne, Jr.
30 Bopp Lane
St. Louis, MO 63131

= A great grandson of the famed G. W. Hill surely qualifies for S&D membership and Mr. Hearne might look up Tom Dunn for a Mississippi Chapter application. Ed.

* * *

Sirs: It was interesting to read my father's account of his encounter with the DELTA QUEEN in "The Seduction" (December, 1994, pg. 25). Typical of many temptresses, the DELTA QUEEN made him false promises, emptied his pockets and led him to an early grave.

Today, the QUEEN sweeps by in high-toned glory, her fancy combs still glittering and perhaps luring others to the murky lands of her promise.

Letha Jane Greene
1304 Morton St.
Cincinnati, OH 45208

= We're pleased to have Jane Greene's reaction. Miss D.Q. is getting a little long in the tooth but still "charming" passengers if not suitors. Ed.

QUEEN OF THE WEST

Western correspondent Richard "Rich" Brown, Bakersfield, CA. has our thanks for information on a new, overnight sternwheel tourist boat for the Columbia River trade. The Seattle Post-Intelligencer business section for January 4, 1995 reports:

M/V QUEEN OF THE WEST now under construction at Nichols Brothers Boat Builders, Inc. on Whidbey Island is a true paddle wheel-propelled craft, unlike some excursion vessels with stern wheels that are merely decorations.

At 230 feet with a capacity for 149 overnight passengers, the QUEEN OF THE WEST for the Columbia River near Portland isn't much smaller than some of the well-known vintage stern-wheelers on the Mississippi and Ohio Rivers.

"It's one of the larger projects we've done," acknowledged Bryan Nichols, general manager of the Freeland boatbuilding firm. It's also one of the more complex with staterooms and a hydraulic system driven by two diesel engines connected to pitmans that turn the 26 foot diameter stern wheel. The cost of the project wasn't disclosed. The QUEEN OF THE WEST will be launched this summer and will have a top speed of 14 knots.

Once launched and completed, the boat will be run down the coast to Portland where it will be owned by Sternwheeler Boat Co. (Robert Giersdorf, founder of the old Exploration Cruise Line, Inc. of Seattle) for operation by American West Steamboat Co.

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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.

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

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* * * * *

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THIS AND THAT

REDDEN'S LANDING, KENTUCKY

Our query on page three of the December issue about the location of Redden's Landing, Boone County, Kentucky caused Marjorie Byrnside Burress, 3289 Triplecrown Dr., North Bend, OH 45052 to do a little research.

John N Redden had signed a contract to build a steamboat hull in 1823 and referred to the site of building as Redden's Landing, Boone County. Mrs. Burress poked in the 1820 Federal census for Boone County and found one John Reddon (Redden) listed as head of a household but place of residence not given.

Then she looked in the 1825 Cincinnati Directory and located William Gordon who was the other party in the 1823 contract with Mr. Redden. William Gordon was listed as. " native of New Jersey, master steamboat builder, residence Columbia by the boat yard." Columbia is the area where the early boatyards and later the Cincinnati Marine Railway Co. were located. Redden apparently was the sub-contractor for the steamboat hull for boat builder Gordon.

Next, Mrs. Burress took a look at the J. Strader who witnessed the contract and the Piatt family who owned the GENERAL PIKE and which, we speculated, might have been the hull under consideration. Jacob Strader (1795-1860) was a son of of John and Frances Piatt Strader. Robert Piatt (1769-1857) was a brother of Frances Strader, uncle to Jacob Strader, and he lived at East Bend or Piatt's Landing, Kentucky. Robert Piatt called his home "Winfield Cottage" and in addition to farming he also ran a ferry over to Indiana, this just below the present-day metropolis of Rabbit Hash.

Concludes Marjorie Burress, "An early boat building yard stood two miles below Piatt's Landing at Big Bone Creek."

We can now visualize boat owner Piatt throwing a little business to his neighbor Redden with nephew J. Strader taking care of the details. Was John Redden the operator of the boat yard at Big Bone? Some reader will know.

* * *

THE RANKIN HOUSE?

More than one reader took issue with our placing the Rankin house at Rome, Ohio rather than on the high hill overlooking Ripley, Ohio. S&D Reflector for December, page 32, column two states: "The J. W. Rankin house still stands on the high bank at Rome (Ohio) but the higher pool levels have eaten away at the bank;". The more noted Rankin House (sic) does in truth overlook Ripley but we didn't see it since the DELTA QUEEN steamed by during dark of night.

The J. W. Rankin house at Rome belonged to a local merchant and is pictured on page 33 of the September, 1992 S&D Reflector. J. W. Rankin's general store stood beside his home on the high river bank above the landing but no longer exists. An 1877 map shows that W. J. and H. Rankin owned much acreage behind Crown City toward the hills and W. J. Rankin had platted four blocks of the village. In 1891 Vincent Armstrong Rankin operated the wharfboat, a large two story affair to handle the freight generated in the busy market town of Crown City and the farmers and tobacco growers in the surrounding area.

The Rankin House at Ripley was owned by the Rev. John Rankin, an abolitionist, who may or may not have been related to the saloon-keeping Rankins of Rome. It is said that the Rev. Rankin kept a lantern burning in the attic window so escaping slaves from across the river in Kentucky could find their way to the first stop on the Underground Railway. Elizia, after crossing the frozen Ohio River pursued by baying hound dogs is said to have stopped at the Rankin House. The Rankin property is maintained today as a museum.

An excellent, well illustrated history of the village of Crown City, Ohio appeared in the November-December issue of "Timeline", the publication of the Ohio Historical Society.

* * *

WHITHER THE JULIA BELLE SWAIN?

Both La Crosse and Prairie Du Chien, Wisconsin are lusting to have the JULIA BELLE SWAIN based at its water front. Bob Kalhagen, owner of Great River Steamboat Company which bought the boat at auction, is listening to blandishments from both cities.

La Crosse has applied for a \$250,000 matching grant from the Wisconsin Waterways Commission to improve the city waterfront to attract both the JULIA BELLE and the Delta Queen Steamboat Co. boats. The lineup of organizations interested in having owner Kalhagen base his steamer at La Crosse includes the Park Board, Downtown Mainstreet, Inc., Area Convention and Visitors Bureau and La Crosse County Historical Society.

Prairie Du Chien mayor Bill Farnum responds by pointing out that riverboat gambling across the river at Marquette, Iowa will be a big tourist draw for the JULIA BELLE SWAIN. Furthermore, "The city is willing to provide whatever help it can," said Mayor Farnum and, "We're giving them beauty; that's the best thing."

We depend on La Crosse booster Ralph DuPae to keep us posted.

* * *

JESSE P. HUGHES DIARY

- 1922 -

by C. W. Stoll

There has been a two issue hiatus in the saga of Jesse Hughes as revealed through the diaries he kept during his career as pilot and owner. The 1922 diary was at first believed to be missing but, fortunately, turned up and we thank C.W. for the usual fine summary.

At the close of the year 1921 (June, 1994 issue) we found Jesse finishing up carpentry work on the new Greene Line wharfboat at Ashland, Kentucky. Capt. Greene had contracted with Marietta Manufacturing Co., Ft. Pleasant, West Virginia for a modern steel packet which would be called TOM GREENE.

On New Year's Eve, at home in Catlettsburg, Jesse had reported the river falling after high water a few days earlier.

- JANUARY -

Jesse Hughes worked on the new Ashland wharfboat during the early part of January.

On Sunday the 29th Jesse arranged for Stanley Miller to handle the wharfboat books. Going home to Catlettsburg early that day, Jesse and wife Telia got aboard the upbound TACOMA and rode to Huntington where they transferred to the GREENWOOD for Cincinnati.

The GREENWOOD got into the city at 8:30 the evening of January 30 and Capt. and Mrs. Hughes went with Capt. Greene to his home on Shaw Avenue.

Jesse accompanied Capt. Greene and son Chris to the Cincinnati wharfboat on January 31 while Telia and Mrs. Greene went shopping. The GREENWOOD departed upstream for Pomeroy at 5:30 pm. but Jesse had earlier in the afternoon boarded the towboat CROWN HILL to pilot for Capt. Tanner. The CROWN HILL laid up at Blairsville Landing (just below New Richmond, Ohio) and Jesse was picked up by the GREENWOOD as she came along. Jesse and Telia were back home in Catlettsburg at midnight on February 1.

- FEBRUARY -

February 2 was noted as Groundhog's Day, then as now, and Jesse also noted that the Liberty Line's GENERAL CROWDER came down past Catlettsburg in place of the



The PEACE (T2016) was not a new boat when Jesse noted her passing Catlettsburg in 1922 but she was still a novelty in towboat design. Built in 1917, 107.8x22x5.2, she was the Dravo answer to the prop designs of Ward Engineering beginning with the JAMES RUMSEY (T1337). W. S. Pollock photo.

GENERAL WOOD. The LIBERTY was running in place of the BETSY ANN in the Pittsburgh-Portsmouth trade.

On February 8 the CHRIS GREENE was upbound for Pomeroy in place of the regular TACOMA, she being, "At Frisbie's fixing cylinders."

February 10 saw the Dravo built propeller towboat PEACE pass down and then return upstream on Sunday, February 12. Dravo Contracting Co. was building Lock and Dam 32 at Rome, Ohio and the PEACE brought down equipment and materials to that location.

On February 14 the packet J. P. DAVIS was at the Catlettsburg landing after coming down the Big Sandy from Paintsville. The GENERAL WOOD broke her shaft above Pt. Pleasant on February 20, more trouble for the struggling Liberty Line.

- MARCH -

On March 7 the J. P. DAVIS was the scene of a dance while tied up at the Catlettsburg landing. Afterwards, the DAVIS departed for "Pike", the local term for Pikeville, 115 miles up the Big Sandy on Levisa Fork.

Jesse took the 7:15 morning train up the river to Pt. Pleasant on Sunday, March 12. Arriving in Pt. Pleasant he was met by Capt. C. C. Bowyer, local banker, who took Jesse in his Buick touring car up to the Marietta Manufacturing Co. plant. Jesse's purpose was to inspect the hull of the new TOM GREENE and he noted, "Most all set up and bolted." Jesse took some photos and then

caught the downbound GREENWOOD at Pt. Pleasant at 3 pm., arriving home in Catlettsburg at 7 o'clock that evening. The GENERAL WOOD was laid up at Pt. Pleasant waiting for a new shaft to be installed.

The diary entry for March 16 reports the capsizing of the towboat HELPER (T1084) in the Cincinnati Harbor with the loss of Capt. E. A. Burnside, master and pilot, and Mrs. A. J. Schletker who was the cook and wife of the engineer.

The GENERAL WOOD was down on March 23, the first trip after getting a new shaft. The J. P. DAVIS passed the Hughes home at 7 am. to enter the Big Sandy enroute to Pike County and Jesse notes this as her fifth trip in the trade. On March 27 the DAVIS is reported to be in trouble near Grave Shoals, some 20 miles up the Levisa Fork.

Ed. Note: The Davis family had an amusement park at Fullerton, Kentucky, opposite the upper end of Portsmouth, Ohio and had rebuilt the former GREENDALE into an excursion boat and renamed her J. P. DAVIS (2873). In 1922 an attempt was made to revive the packet trade on Big Sandy. The C&O Railway had been completed up the Big Sandy valley prior to 1910 and the J. P. DAVIS gave up after five trips and the sinking at Grave Shoals.

- APRIL -

Tom Greene, age 18, and friend Stogie White arrived at Catlettsburg aboard the CHRIS GREENE on Saturday evening, April 8. They stayed

overnight with the Hughes family and then, accompanied Jesse and Telia, the following morning boarded the B&O to Pt. Pleasant. The afternoon was spent inspecting the progress of construction on the TOM GREENE.

On April 12 the BETSY ANN passed up on her first trip after extending her route from Portsmouth to Cincinnati in the Pittsburgh trade.

A sure sign of spring appeared in the form of the HOMER SMITH running an excursion out of Huntington on April 16. Capt. Walter English was master of the popular excursion boat. On April 19 the W. W. and showboat were at Catlettsburg. (Ralph Emerson Gaches seems to have been the owner of the W.W. in 1922 and was towing the GOLDENROD with her. Ed.)

- MAY -

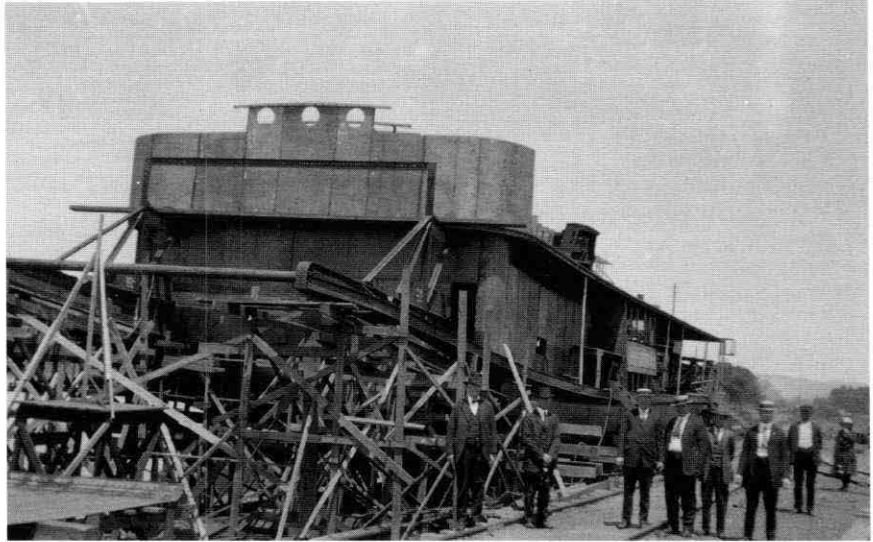
On Sunday morning, May 14, Jesse took the train to Pt. Pleasant where he met Capt. Greene and Charles Atkinson. They went up to the Marietta Manufacturing Co. to check on progress on the new TOM GREENE. In the afternoon the three attended a large funeral service in Pt. Pleasant for Capt. E. A. Burnside who had been drowned on the HELPER on March 16. Following the service, they got aboard the TACOMA which was downbound from Charleston and Jesse got off at home in Catlettsburg.

The EAST ST. LOUIS (1676), formerly the VIRGINIA, was at Catlettsburg on May 20 and left at 5 pm to go up the river to Huntington. The EAST ST. LOUIS had been converted from a packet into an excursion boat in 1918.

Another Sunday excursion to Pt. Pleasant to check on the TOM GREENE was made on May 28. Jesse and daughter Lillian, age 16, left on the 9:30 morning train from Kenova, West Virginia and met Capt. Greene, C. C. Bowyer, Charles Arthur to inspect the new boat. At noon Jesse and Lillian caught the TACOMA at the landing in Pt. Pleasant and got off at Ashland after supper. Jesse improved his time by writing up bills on the wharfboat until the GREENWOOD came along at 8 pm. and took them home to Catlettsburg.

- JUNE -

June 7 was Jesse's forty-sixth birthday. For several weeks he had been involved in supervising improvements on the family home including brick veneer.



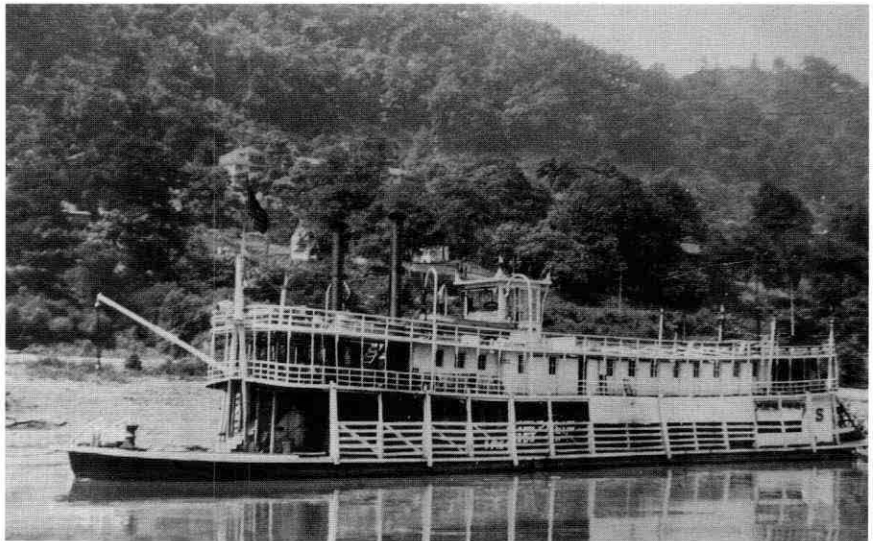
TOM GREENE (5415) under construction at the Marietta Mfg. Co. marine ways, Pt. Pleasant, WV. The Hughes family made numerous Sunday excursions by train during 1922 to check on the progress of construction. This could have been taken on May 28, 1922: Capt. Gordon Greene and Jesse Hughes on the left, Lillian Hughes in distance, right. C. C. Bowyer photo.

Sunday, June 18 he went up to Pt. Pleasant with Capt. Greene and, with Bob Heslop of the Pt. Pleasant Machine Works, they went to inspect the TOM GREENE. They had lunch in the Spencer Hotel at noon and Jesse and Capt. Greene caught the GREENWOOD at 1:30 for Huntington, reached at 6 pm. At Dam 28, just below Huntington, they met the upbound TACOMA; Capt. Greene went back up the river on the TACOMA while Jesse continued on to Catlettsburg and home.

- JULY -

On Sunday, July 23 Jesse was again at Pt. Pleasant and the TOM GREENE was now at Gardner's Docks in the Kanawha River. She had been launched sometime between June 18 and July 23 but the diary is silent on just when. After looking over the progress on the new boat, Jesse caught the TACOMA at 2 pm. for Huntington and from there went home to Catlettsburg on the street-car.

Upbound on this same day, the GREENWOOD hit the lock wall at Dam



The J. P. DAVIS (2873) tried to revive the packet trade on the Big Sandy River in 1922 but failed. She had been the GREENDALE before remodeling into an excursion boat by the Davis family and operated from Portsmouth to the Coney Island picnic grove and park at Fullerton, Kentucky.

35 opposite New Richmond, Ohio and did some damage to her bow.

- AUGUST -

The month started with the excursion boat G. W. HILL at the Catlettsburg wharf, Capt. Hazlett in charge. August 6 was noted as the birthday of Jesse's father, Evan D. Hughes, 73, who lived on his farm up at Long Bottom, Ohio.

On August 12 the GREENWOOD was in Cincinnati "fixing boilers" and the BETSY ANN was "broke down" at Pt. Pleasant with no other details provided.

Jesse and his family went by train to Murraysville, West Virginia and then crossed over the river to visit with his father and stepmother at Long Bottom. They stayed four days and then got aboard the SENATOR CORDILL at one o'clock in the morning of August 19 and arrived at Pt. Pleasant at noon.

The Hughes family went up to see the new TOM GREENE and found Capt. Greene and Mrs. Greene there. In the evening, Jesse joined Capt. Greene, Charles Rowland and C. C. Bowyer aboard the G. W. HILL for the evening excursion to Pomeroy. This foursome visited in the pilothouse with Capt. Hazlett and pilot Roscoe Strother.

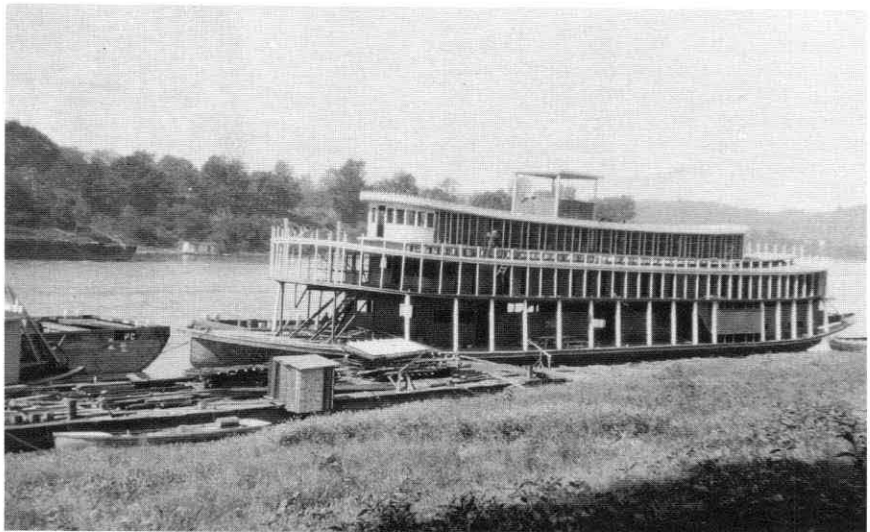
The following day, Sunday, August 20, Jesse spent the day aboard the TOM GREENE with Capt. Greene. The GREENWOOD didn't come down the Kanawha River to Pt. Pleasant until 8 pm. when the Hughes family and the Greens boarded for the ride back home. The Hughes family got off at Catlettsburg about 5:30 am. and by noon Jesse was down at the Ashland wharfboat.

- SEPTEMBER -

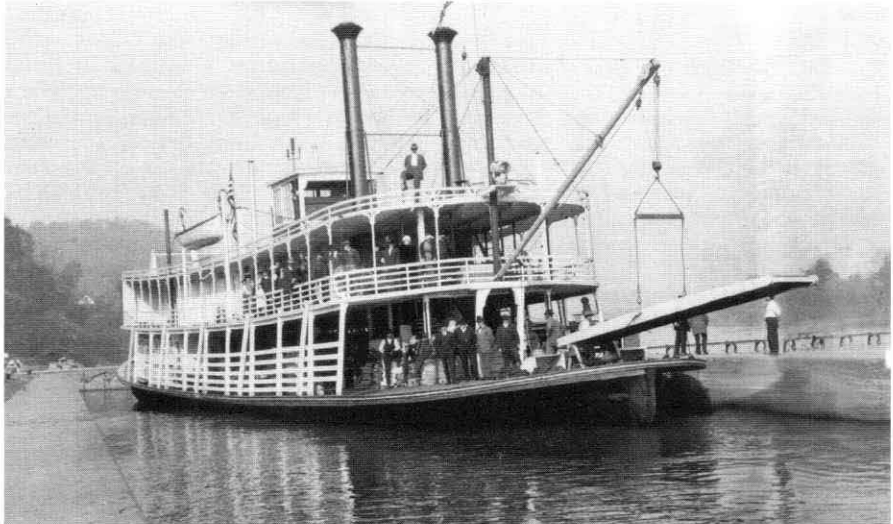
Saturday, September 2, and Capt. and Mrs. Greene with Bob Heslop of the Pt. Pleasant Machine Works arrived in Catlettsburg in the middle of a rain storm. Capt. Greene and Bob Heslop left by train for Pt. Pleasant at 7 o'clock that same evening, the train running two hours late. Mrs. Greene stayed over and attended church services with the Hughes family on Sunday.

On September 4 the CHRIS GREENE came down on her way to Cincinnati and Mrs. Greene joined Capt. Greene aboard. (The CHRIS GREENE was running in the Cincinnati-Huntington trade. Ed.)

There was much activity in making improvements to the Hughes home at Catlettsburg at this time including laying floors, painting,



The TOM GREENE at Gardner's Docks during construction following launching at Marietta Mfg. Co. C. C. Bowyer photo.



CHRIS GREENE (1026) was the first of the name, often called "Little Chris"; was built at Pt. Pleasant in 1915. She ran for several years in the Gallipolis-Charleston trade before going to the Cincinnati-Huntington run in 1919. She is frequently mentioned in the 1922 Hughes diary; shown here in a Kanawha River lock, possibly No. 11. C. C. Bowyer photo.

etc. By September 21 the river had fallen to the point where all of the Greene Line boats were laid up. On September 25 the U.S. Engineers created an artificial rise ("splash rise") by letting water out from completed dams above which allowed the EAST ST. LOUIS with Lee Willis pilot to come down to Ashland to take coal. Departing down the river, the EAST ST. LOUIS stuck on the rocks at Hanging Rock, Ohio where the TACOMA was also stuck. The artificial rise brought enough water by 4 pm. for both boats to float free and the TACOMA came up to Ashland by 7 am. on September 26, after the fog rose.

The stage at Dam 30 on September 27 was 1.4 feet but the light draft GREENWOOD came up to Ashland on a "cleanup trip" to catch freight waiting. Capt. Greene delighted in low water work and was in charge of the GREENWOOD with son Chris Greene, fresh with license, as pilot. The GENERAL WOOD was reported laid up at Marietta with a broken crosshead and cylinder head.

September 28 the river rose somewhat the the towboats ROBT. P. GILHAM, EUGENE DANA SMITH, J. T. HATFIELD and W. C. MITCHELL came up with empties for the Kanawha River mines. The GREENWOOD hit a lump below Dam 29 and broke several timbers.

- OCTOBER -

The improved river level at the end of September was apparently created by another artificial rise from the upper pools. By October 1 the stage was back to the lowest of the season, .7 feet at Dam 29. On October 2, enough water was let out above to allow the TACOMA to come down at 3 pm. on a "cleanup trip". The GREENWOOD was left at Pt. Pleasant for hull repairs and her crew was going home on the TACOMA.

Considerable improvement in the water levels for a short time could be caused by these artificial rises; the stage was five feet at Ashland on October 2 and the packet KENTUCKY (3268) passed Ashland at 2 pm., downbound from Pt. Pleasant.

A day later, however, the OTTO MARMET, JULIUS FLEISCHMAN and D. T. LANE were caught at Lock 29 by low water and sank two barges in the shuffle. October 4 and the river was back down to the one foot mark at the Ashland wharfboat.

Jesse took his usual Sunday excursion up to Pt. Pleasant on Sunday, October 8. Capt. Greene was on the new boat and they walked down to the Kanawha Docks to view the LEROY with her hull "all torn out". After supper with the C. C. Bowyers, Jesse returned to Huntington on the 6:15 B&O train. Jesse's father was then in Huntington recovering from an operation and after a visit, Jesse got home to Catlettsburg at 10 pm.

Ed. Note: Jesse Hughes wrote later about the LEROY's ending on the docks at Pt. Pleasant:

"In 1922 the LEROY was owned by Grover Gill, a huckster from Gallipolis who had her running in the Gallipolis-Charleston trade. Some hull work was indicated and Mr. Gill, thinking that it would be only a trivial matter, ordered the boat to the Smith-Hubbard docks at Pt. Pleasant. The LEROY was lifted out on the floating docks and the iron sheeting was pulled off the bow while another gang removed considerable planking on the side. Capt. Smith came along just then and, noting how soft the whole hull appeared, stopped the work.

Mr. Gill was sent for and, after he was shown the condition of the hull, was informed that an entire new hull would have to be built at a cost of \$15,000. No patching was possible. Mr. Gill looked at the LEROY and then turned to Capt. Smith and said, 'Well, you can have her. I'm done,' and walked away.

The LEROY had been abandoned by her owner, an unheard of case, and it was evident that Mr. Gill had seized the opportunity to escape the payment of a big dock bill. The astounded Capt. Smith had to build a new hull just to get the LEROY off his docks and Mr. Gill was careful never to come back."

The LEROY never ran afterwards.

On Friday, October 13, 1922 the CHRIS GREENE left Cincinnati on her first regular trip since the low water period. Jesse's father had recovered from his operation and he and wife Annie went home by train.

Another splash rise by the Corps of Engineers permitted the Kanawha River towboats to depart downstream on October 22. The TACOMA came out and was up for Charleston.

Capt. Jimmy O'Brien and clerk Homer Mozena of the GENERAL WOOD were at the Ashland wharfboat on October 23 to catch their boat. The WOOD came along at 7:30 pm. on her first trip since since the low water period.

By October 25 the rise had passed and the river stage was back to .2 foot at Dam 29. The TACOMA laid up at Pt. Pleasant, the ferry CHESAPEAKE (0999) tried to get back to Portsmouth but laid up at Ironton and the CHRIS GREENE laid up at Ashland.

On October 29 Jesse wrote: "River lowest I ever saw it - .03 below zero at Lock 29 but a splash rise coming." The splash rise provided 5.0 feet at Lock 29, allowing the CHRIS GREENE to depart at 7 am. and the TACOMA to come down, arriving at 10 am.

On October 30 the towboats SALLIE MARMET, OTTO MARMET, D. T. LANE and CATHARINE DAVIS come up from Cincinnati with empties and on the 31st the CARBON was down with loads. The entire month had been one of low water interspersed with splash rises of short duration.

- NOVEMBER -

The Big Cincinnati Wharf Fire

Saturday, November 4 was the date of a river catastrophe long remembered in Cincinnati. About 10 am., while heating tar on the kitchen stove for roof repairs on the MORNING STAR (4043), a fire started. It spread quickly and both the MORNING STAR and the ISLAND QUEEN (2799) which was tied alongside were soon completely involved. The fire then spread to the Greene Line boats CHRIS GREENE (1026) and TACOMA (5292) which were at the wharfboat just below. The CHRIS GREENE was cut loose and floated down the river, not sinking but the upper works were burned off. The TACOMA burned and sank.

Capt. Greene had been at Gallipolis supervising the installation of boilers on the new TOM GREENE when news of the fire reached him. He came down to Jesse's home at Catlettsburg, arriving about 9 pm. These two caught the 4:10 am. C&O train for Cincinnati and arrived in the city at 10 am. on Sunday, November 5 to assess the damages.

Jesse's laconic comment: "Bad sight on the levee - CHRIS GREENE is afloat." In the evening Jesse



The LEROY (3427) as she lay at the Smith Docks following abandonment by owner Grover Gill; no wheel, no stage and she ran no more. The head of the towboat just visible below the LEROY is the J. F. DOUGLAS (T1246) of the Elsey Trans. Line so the date is 1929, seven years after Grover walked away.

and Capt. Greene went to the Greene home and, after supper, went to a lumber yard to look for material to repair the damage to the Greene Line wharfboat.

Monday, November 6 found Jesse looking over the wreckage of the TACOMA which had been his command for so many years. He took the nigger boiler off the wreck and then prepared to, "Scrap the whole thing." Later, the TACOMA's machinery was also salvaged.

A crew was tearing off the damaged roof on the wharfboat on Tuesday morning to make repairs and that evening at the Greene home Jesse and Capt. Greene discussed what was to be done to replace the lost boats. Capt. Greene decided on a new steel hull packet for the TACOMA machinery and thereby set the stage for the new CHRIS GREENE (1027). The Greene family took Jesse downtown to catch the 9:10 C&O for Catlettsburg.

November 9 saw a river stage of 10 feet from a "splash rise" and the PLYMOUTH, CATHARINE DAVIS, TRANSPORTER and D. T. LANE went down the river with coal tows. (Coal was still king in the 1920s, needed in Cincinnati and Louisville for industry, homes and manufactured gas. Until the dams were completed in 1929, the splash rise got the coal to market when needed. Ed.)

On November 10 Jesse talked with Capt. Greene by telephone and learned that he was getting the TACOMA machinery out of the river and was still committed to building a new steel-hulled boat.

Capt. Greene came up to Catlettsburg on November 15 and he and Jesse went to Huntington and then on to Gallipolis where the GREENWOOD was laying above the "new boat". The towboat W. C. MITCHELL was laying outside of the TOM GREENE to get a patch on one of her boilers.

Junius Greenwood, Gordon Greene's brother-in-law and a stockholder in the Greene Line, came down from Newport, Ohio on November 16 and accompanied Capt. Greene and Jesse on the B&O train from Pt. Pleasant to Charleston. They stayed at the Fleetwood Hotel and at 8 am. the following morning were at the door of the Charles Ward Engineering Co. to discuss the construction of a new steel packet.

After the meeting with Charles Ward and company, Greenwood, Greene and Jesse caught the 3 pm. B&O back to Pt. Pleasant where Junius Greenwood caught the 5:30 Ohio

River Division B&O train up the river to go home to Newport. Capt. Greene and Jesse stayed in Pt. Pleasant to talk to C. C. Bowyer about the plan for a new boat.

On November 18 Jesse caught the 10:30 morning train down the river to Kenova and home. Capt. Greene returned to the TOM GREENE at Gallipolis.

After the fall dry spell, the river began to rise slowly. On November 14 the GREENWOOD resumed her trade and the Liberty Line's GENERAL CROWDER was back out in the Pittsburgh-Cincinnati trade. On November 29 the GREENWOOD was upbound at Ashland with the wreck of the CHRIS GREENE in tow for Pt. Pleasant.

- DECEMBER -

Jesse continued working on the Ashland wharfboat during the fall of 1922. Ashland was the source of much freight traffic for both the Greene Line boats in the Huntington and Kanawha River trades and the Liberty Line boats running to Pittsburgh. It was an important job of managing the shipments and collecting accounts but occasionally there were unexpected breaks.

Henry Holloway had asked Jesse to get a pilot to take his place on the GENERAL CROWDER so that Henry could attend the funeral of Fred Holloway. The replacement pilot didn't show, however, so Jesse got aboard the CROWDER on December 4 and took the boat up the river. Getting off the CROWDER on December 6 at Wheeling, Jesse came back down the river on the GENERAL WOOD and got off at 5 am., December 8 at Gallipolis.

Charles Arthur ran the Acme Boiler Works at Gallipolis and was still engaged in installing the boilers on the TOM GREENE. Jesse and Capt. Greene visited with Mr. Arthur before Jesse caught the morning train for Kenova. Arriving at home about noon, Jesse was back at work on the Ashland wharfboat that same afternoon.

The TOM GREENE was nearing completion at Gallipolis. On December 12 Jesse noted that he was working on the lettering of the pilothouse nameboards for the new boat.

On December 16 the GENERAL WOOD was in need of a pilot to replace Capt. Walter English. Although Jesse had arranged for the replacement he was not in sight when the GENERAL WOOD arrived at Ashland. Jesse stepped aboard the WOOD and did the work up the river

as far as Parkersburg. Capt. Scott Heathrington agreed to meet the boat at Marietta and relieve Jesse so he could return home.

Christmas, December 25, a Monday, and Jesse spent the day at the Ashland wharfboat. He got home at 7 pm. but learned that the GREENWOOD had left Gallipolis earlier with the TOM GREENE in tow for Cincinnati. Jesse was at Huntington when the two boats arrived and then left at 10:30 pm. while Jesse went home on the "traction".

The TOM GREENE stuck on some obstruction at 12 Pole Creek Bar just below Huntington. The GREENWOOD was unable to pull the TOM off until wickets were lowered at Dam 28 and the river raised about a foot. The GREENWOOD and the TOM GREENE passed Ashland about 2 pm. the day after Christmas and Jesse noted, "She bent up her bottom some." The boats were at Ironton by dark, Capt. Greene and Wilbur Chapman the pilots.

December 31, the last day of 1922 found Jesse down at the Ashland wharfboat as usual. The river was rising slowly and was at 18 feet. The GREENWOOD came up in the morning and the GENERAL WOOD was due down, - sometime.

Looking back on his 1922 diary at the end of the year, Jesse wrote, "This is the closing day of old 1922 and I have not written up this book as I should. Half blank - the worst record I have made. I have been busy, though."

Happy New Year!

* * *

**NORRINGTON'S RIVER ROOM
MAKES THE NEWS**

Member Keith Norrington, a frequent contributor to these pages, was the subject of a full-page spread in the Courier-Journal, Louisville on Nov. 7, 1994.

"Awash In History" is the headline and the article highlights Keith's 30 year love of river history. Five photos of Norrington's basement museum, The River Room, illustrate the article. Artifacts include Doc Hawley's cap from his days as master of the BELLE OF LOUISVILLE.

It's a well done and interesting peek at Keith and his collection.

S. & D. CHAPTERS

MISSISSIPPI RIVER CHAPTER

The Chapter members went to Memphis for the fall meeting on October 22, 1994. A meeting place easily found by all attendees was the Coors Brewery where a luncheon and business meeting was conducted. There was also a sampling of the local product but this was not the principal reason for selecting the meeting site.

The exterior of the Coors Brewery is reminiscent of the bow of a steamboat with the roof bell from the big towboat TOM DODSWORTH (T2445) in the forefront. Inside, there is a replica of a steamboat cabin with a number of photos and artifacts on display. Included in the exhibits is the pilotwheel from the towboat TWILIGHT (T2477). At the stern of the cabin is a revolving paddle wheel while a large mural of the Memphis riverfront covers one wall.

Follow the important business at the brewery, the group visited the river museum on Mud Island. Reports some months back of the Mud Island River Museum being dismantled are untrue. Members who had seen Mud Island several years ago felt that, if anything, the exhibits have been improved and appeared to be in good shape. The replicas of a packet cabin and the Civil War gunboat remain impressive and popular features of the museum.

Final event of the busy day was a late afternoon cruise aboard the excursion boat MEMPHIS QUEEN.

The first 1995 meeting of the Mississippi River Chapter was scheduled for January 14 at Washington, Missouri. Featured are the Gary Lucy Gallery of river art and a John Hartford concert at the Calvin Theatre. We may or may not have a report of this event elsewhere in this issue.

* * *

MIDDLE OHIO RIVER CHAPTER

The M.O.R. faithful journeyed to Nashville for a ride on the GENERAL JACKSON on November 6, 1994. Some 38 members made the trip with headquarters at the Shoney Inn on I-65 north of Nashville. Saturday evening was cool and wet but hosts Jim and Judy Schenk had soup and chili plus picnic food for the whole gang.

Sunday morning was overcast but the rain had moved on by the 7:45 boarding time at the GENERAL JACKSON at the Opryland landing. There was a comfortable crowd, about 600, on the big showboat that morning. Although the breeze was cool out on deck most of the M.O.R. group was outside after finishing their buffet breakfast. The Cumberland above Nashville is a narrow, winding street and the GENERAL JACKSON seemed to take up most of the channel in places over the scenic route.

The land wall at old Lock 2 is visible and the location is identified as "Lock Two Park" on maps. A short distance above the site was an intriguing row of wooden pilings sticking out of the water. Local guide Jim Schenk remarked that the river level was about two feet lower than usual for those pilings to show; they clearly outline about the dimensions (280 feet by 52 feet) of the early Cumberland navigation locks. We suspect that those pilings may have been the first site chosen for Lock 2; the U.S. Engineer history of those locks built before the turn of the century indicates that several were moved when foundations proved unsuitable.

The sun came out as the morning progressed and after locking up 60 feet into Old Hickory Lake the day was warm and perfect for boat riding. The GENERAL JACKSON paddles up the lake for about four miles before turning around. The

trip - river, locking through and lake - is ideal for interest but there was talk that Opryland management might discontinue it on future schedules. Well fed by the luncheon buffet, we were back at her dock at 3:30 pm.

Christmas decorations at the grand Opryland Hotel drew a number of the M.O.R. group over for a look-see. The hotel atriums full of tropical plants are a sight to see at any time and with Christmas lighting they are spectacular. Another successful field trip of the M.O.R. jet-set was concluded.

* * *

OHIO AND KANAWHA CHAPTER

The same Sunday that found the Middle Ohio River chapter folks enjoying the sunshine and entertainment aboard the GENERAL JACKSON was the quarterly meeting of the O.K. Chapter. About twenty members and friends gathered at 2 pm. at the Mason County Library, Pt. Pleasant, West Virginia.

We understand that a boat video was shown for the enjoyment of the group. Capt. Charles Henry Stone reported little or no progress on the proposed river museum for Pt. Pleasant although the project hasn't (officially) died. The clerk reported, "some money" in the famous O.K. treasury and there was no need to pass the hat for postage just yet.

This chapter remains a dedicated and friendly group with quarterly meetings always with programs of interest to river buffs. The refreshments and animated conversations before and after the programs make the meetings much like family gatherings.

Next meeting is scheduled for the second Sunday in March at the Mason County Library, Pt. Pleasant. Stop by if you get this notice on time. (The editor is becoming relaxed like the O.K. Chapter.)

* * *

WAR EAGLE DAY IN LA CROSSE

The 125th Commemoration of the dramatic fire and sinking of the Steamboat WAR EAGLE will be held at Riverside Museum in the City of La Crosse, (WI) on May 12 and 13, 1995. Saturday the 13th will be open day for the public.

SIERRA NEVADA,

San Francisco Ferryboat

Richard E. Brown, S&D member in Bakersfield, California was most interested in Tom Greene's story of his first introduction to the DELTA KING and DELTA QUEEN (see December, 1994 issue, page 25). The ferry SIERRA NEVADA carried Tom and Letha Greene and George Wise across the San Francisco Bay from Oakland to San Francisco in 1946 and Tom was lyrical about the boat's cabin, thought he could have been aboard a Leeliner or perhaps the CITY OF WHEELING in the dreamy days of youth.

Rich has provided some information on the SIERRA NEVADA:

The SIERRA NEVADA began life in 1913 as the EDWARD T. JEFFREY, 218x42x16.6., built at Oakland, California to replace the former Columbia River sternwheeler TELEPHONE which had become the Western Pacific Railway's ferry to meet trains in Oakland. (TELEPHONE photo, etc. in S&D Reflector, March, 1992.) In those days, Western Pacific and the Denver & Rio Grande Western had the same ownership. She was renamed FEATHER RIVER sometime after 1925.

When the depression began after the stock market crash of 1929 the Western Pacific ended their own ferry service and contracted with Southern Pacific to use theirs. West Pacific turned their only ferry FEATHER RIVER over to SP in 1933 and the boat was renamed SIERRA NEVADA.

In 1939 and 1940 Southern Pacific leased the SIERRA NEVADA to the Key System which ran various passenger and railroad ferries connecting a number of terminals on San Francisco Bay. The SIERRA NEVADA was used to carry passengers to and from the Golden Gate International Exposition on Treasure Island. Like the DELTA KING and DELTA QUEEN, the SIERRA NEVADA was acquired by the U.S. government for military use during World War II.

During 1945-46, Southern Pacific embarked on a major renovation of its beam-engined sidewheeler SACRAMENTO, 268x42x18.8, which had been built as the NEWARK in 1877. The SIERRA NEVADA was then back in SP hands and was used as the substitute for the SACRAMENTO. Later, she went into the ferry service between Richmond and San Rafael, California until a bridge was completed in 1956.

After a checkered career as a floating shopping center known as Ports-O-Call in the Los Angeles area in the 1960s and 1970s, dry rot finally got the better of her deckhouse. She was scrapped in 1980-1981.

Only the ornamental staircase which Tom and Letha Greene climbed to that beautiful cabin on the SIERRA NEVADA in 1947 remains today. It was incorporated into excursion boat SPIRIT OF SACRAMENTO which operates from the dock just behind the restored DELTA KING at Old Sacramento.

* * *

LATEST ON THE NATOMA

The history of the elusive steamer NATOMA continues to unfold. It began in the June, 1994 issue when we ran a freight bill (page 17) of the packet NATOMA and could find no official record of a boat by such name. In the December, 1994 issue (page 35) we reported some later findings showing that NATOMA truly operated under that name, noted in the New Orleans Daily Picayune on May 14, 1870 but the origins of the NATOMA and her disposition remained a mystery.

The resources of the Inland Rivers Library, Cincinnati were brought to bear on the question and reports as follows:

On December 31, 1865 the Cincinnati Commercial reported that Capt. Robert Carnes had a boat named TEMPEST at the Eureka Docks for overhaul. Capt. Carnes had purchased the U.S.S. TEMPEST at government auction on November 29, 1865 at Mound City, Illinois as shown in Official Records of the Union and Confederate Navies. The TEMPEST is described in this publication as a sidewheel boat built in Louisville in 1852 and purchased at Cincinnati on February 10, 1865 for \$55,000. The boat had been remodeled and repaired for government service at a cost of \$27,815. The TEMPEST is described in the ad for the auction as being 162.7x32.8x5.8, engines 17½s-6½ ft. Capt. Carnes paid \$12,300 for the TEMPEST, an apparent bargain.

The Cincinnati Commercial for February 19, 1866 announced that Capt. R. Carnes' new side wheel packet NATOMA would make a trial trip on the 19th and then commence loading for the south. On the 21st the Commercial reported, ". . . new side wheel steamer NATOMI (sic)

made a short trial trip yesterday, performing successfully, and came down to the levee and is now loading and will leave for Memphis tomorrow evening in the 'Dean Line' in place of the NAUGATUCK (4121). The NATOMI (sic) was formerly the TEMPEST, Admiral Lee's flagship. The name NATOMI (sic) is the Indian for 'sweet water.' Capt. Carnes has spared no pains or expense in furnishing her capacious and tidy cabin in the most modern and approved style. Capt. Carnes has superintended the building and fitting out of nine steamers during the past six years, viz: LOUISIANA BELLE, DELTA, BELLE CREOLE, ROSE HAMBLETON, MARY COOK, NAUMKEAG, JOHN SWASEY, MOLLIE HAMBLETON and NATOMI (sic). The NATOMI (sic) is valued at \$35,000.."

Later newspaper reports of the comings and goings of the NATOMA spelled the name correctly. The office was in charge of Capt. Thad Wirthlin. The NATOMA got away on her first trip a day late on February 23, 1866 and operated in the Dean Line until May when she was reported as running excursions from Cincinnati, continued doing so during the entire summer.

The NATOMA reentered the packet trade in September. She departed Cincinnati for Memphis on September 15, 1866 and on September 28 was reported sold for \$30,000 to a Capt. Cummings, owner of the NORTHWEST, which boat was taken in part trade. Capt. Carnes and Henry Morton, formerly president of the Cincinnati Underwriters, had formed the Arkansas and White River Wrecking Co. and Morton took over the NORTHWEST to be outfitted as a salvage boat with pumps, etc.

Capt. Cummings, the new owner of the NATOMA, entered his boat in the Memphis-St. Francis River trade and she departed on her first trip in late September. Capt. Riley Kinman was master of the NATOMA January, 1870, she then being in the White River. She was operating out of New Orleans on May 14, 1870.

The TEMPEST is found in the Lytle List, Merchant Vessels of the U.S. with official number 24556, sternwheel (sic), but she is not listed as the NATOMA. The TEMPEST is shown as (revised), "Burnt 12-27-69, Tattoo Landing, Ouachita River" but must have been 1870.

Our thanks to M'Lissa and Rick Kesterman for their diligence.

* * *

FIRST OF THE STRECKFUS EXCURSION FLEET

FREDDIE/MAC REVISITED

On page 35 of the December, 1994 S&D Reflector we explored the background of the U.S. Corps of Engineers towboat MAC, built as the FREDDIE in 1891. Over the years there has been confusing information about this boat, an excellent photo of which appears on the back cover of the June, 1994 issue. Several writers name the FREDDIE as the first boat in the Streckfus fleet, the beginning of the well known excursion steamer company which announced its centennial year in 1984. But, the dates given in the accounts mentioned in the December, 1994 issue and on the Streckfus calendar have not fitted with any boat shown in the List of Merchant Vessels so "FREDDIE" has remained a doubtful mystery in our minds.

Now comes Capt. William F. "Bill" Carroll, former president of Streckfus Steamers, Inc., with the authoritative explanation:

"In 1984 Streckfus Steamers, Inc. celebrated the 100th Anniversary of the founding of the company. A calendar was issued with the picture of the MACK with the name obscured and the boat identified (correctly) as the FREDDIE and (incorrectly) as the first boat of the Streckfus Company. At the time, we believed this information to be correct.

The oral history handed down in the Streckfus family held that the company had its start with the purchase of the FREDDIE by John Streckfus in 1884. This story appeared several times in Streckfus Line magazines from the 1930s through the 1970s.

Fred Way's Packet Directory, 1848-1983 lists the FREDDIE (2149) as having been built at Kahlke's Yard in 1891. This makes the 1884 date impossible. Way lists an earlier FREDDIE (2148) of approximately the same dimensions as having been built at Cairo in 1875 and last reported passing Memphis headed for the White River in 1876.

The possibility of this boat having made its way to Rock Island and being the boat purchased by John Streckfus in 1884 was considered. Ron Deiss, Geologist and Historian with the Corps of Engineers, Rock Island District searched a listing of boats owned both by the Corps and by outside

contractors operating in the area and could find no listing of a FREDDIE prior to the 1891 boat.

One date that can be established with certainty is August 13, 1889. On that date Captain John Streckfus purchased the steamer VERNE SWAIN (5551). A copy of the mortgage agreement and the boat's documents, located by Herman Radloff in the National Archives, Kansas City, MO, are in my possession.

The obituary of John Streckfus published in the Rock Island Argus dated October 13, 1925 gives a long account of his career. It states that his first boat was the VERNE SWAIN in 1889 followed by the FREDDIE and the CITY OF WINONA (1147).

The St. Louis Post-Dispatch, Star-Times, Globe-Democrat and The Waterways Journal are all in agreement that the VERNE SWAIN was the first boat of the Streckfus Line and the FREDDIE and CITY OF WINONA came later. Several of these accounts also state the John Streckfus was 20 or 22 years old at the time of the purchase of the VERNE SWAIN in 1889, a gross inaccuracy since he was born July 2, 1856.

In an interview given to Marguerite Martyn of the Post-Dispatch on May 24, 1940 prior to the opening of the ADMIRAL (0071) we find Roy M. Streckfus repeating the story of the FREDDIE as Capt. John Streckfus's first boat but giving the year as 1878.

The lengthy obituary of John Streckfus in the Rock Island Argus is based upon information obtained from people who knew the Commodore well, were familiar with the river and the Streckfus family. Hence, I would consider this the most authoritative account. Other publications are in agreement on the fact that the VERNE SWAIN was the first boat purchased although they are not in agreement on some other details.

The date of this purchase (1889) is confirmed by the above cited documents and I would have to consider this chronology to be the most probable."

Thank you Capt. Carroll! The 1984 calendar photo has been a puzzle we couldn't explain.

Jerry Canavit, San Antonio, TX also wrote about FREDDIE: Capt. John Vize, East Moline, IL attributes the name as being in honor of Fred Kahlke, ten years old in 1891, son of Peter Kahlke.

* * *

SAM CLEMENS' EARLY YEARS

The latest issue of the "Mark Twain Journal" contains another well researched article by Edgar M. Branch, Oxford, Ohio which uncovers new information about Sam Clemens, steersman. It now is evident that the young Sam Clemens began his education as a cub pilot about two months earlier in 1857 than previously believed and confirms recollections fifty years after the fact by Capt. Horace Bixby, Sam's tutor.

Through the musty files of the St. Louis Court of Common Pleas, October, 1857 term, we learn of a suit by Capt. Horace Bixby for damages against Capt. John W. Carroll of the packet CORA ANDERSON. The testimony presented in that jury trial show that Sam Clemens left Cincinnati (and his life as a printer) on February 16, 1857 aboard the PAUL JONES rather than on the boat's later trip beginning on April 15, 1857.

Furthermore, when Sam began his apprenticeship under Mr. Bixby it was not aboard the PAUL JONES as stated in "Life On The Mississippi". The PAUL JONES (4409) was returning to the Ohio River and Cincinnati while Mr. Bixby and his new steersman were then aboard the COLONEL CROSSMAN (1217), a much larger and grander boat bound for St. Louis. This adds another steamboat to the list on which Sam Clemens served, documented in an earlier article by author Edgar Branch.

The testimony taken during the trial of Bixby vs. Carroll provides interesting reading on the operation of packets during the 1850s. The collision between the CORA ANDERSON (1313) and the BEN FRANKLIN (0560?) on the Mississippi some fifty miles above New Orleans figures into the basis for the lawsuit. Rates of pay for pilots, informal agreements for hire and the acceptance of steersmen are factors entering into the judge's charge to the jury.

The Mark Twain Journal is published twice yearly and is devoted to the study of the life and writings of Sam Clemens. Subscriptions are available at \$18.00 annual from:

Mark Twain Journal
c/o Dept. of English
The College of Charleston
Charleston, SC 29424

MEMORIAL

OF

A NUMBER OF CAPTAINS OF WESTERN STEAMBOATS,

PRAYING

The construction of a canal around the falls of the Ohio, on the Indiana side.

DECEMBER 29, 1843.

Referred to the Committee on Roads and Canals, and motion to print referred to the Committee on Printing.

JANUARY 2, 1844.

Ordered to be printed.

To the honorable the Senate and House of Representatives in Congress assembled :

We, whose names follow, captains of steamboats navigating the waters of the Ohio and Mississippi, beg leave, most respectfully, to urge upon Congress the earliest possible consideration of Western commerce, in which our national interests are so deeply involved, and to express the sanguine hope, that, as soon as practicable during the present session, and in order effectually to promote the prosperity of our trade, measures may be adopted for the construction of a *free and competent canal on the Indiana side of the falls of the Ohio.*

Our petition rests its claim upon—

1. That a canal is actually necessary, because any channel, formed by cutting away the rocks in the bed of the river, would lower the level of the water, and destroy the navigation for many miles above the falls.

2. That it ought to be placed at *Jeffersonville*, because at that town there is always deep water; and, as we conceive, a fine entrance can there be made to the canal. Whereas the present "Portland canal" is not merely incompetent, but has a *crooked and inconvenient* channel leading to it; and, moreover, the opening is necessarily so situated, that it is continually and irremediably exposed to *filling up* with the *mud, drift, and brushwood*, brought down by every rise of the river.

3. That it ought to be a **FREE** and **NATIONAL** work, in order to relieve the trade from its present *distressing* embarrassments; and, also, that it may be a useful and eligible work for all **NATIONAL PURPOSES** and in all **NATIONAL EMERGENCIES**! Relying upon the desire of Congress to benefit the commerce of the country, we commit the measures for the accomplishment of this noble undertaking to their **ENERGY, PATRIOTISM, and WISDOM.**

A PATRIOTIC APPEAL!

Tom Cottrell, Swansea, MA is a collector of "paper" and finds some interesting bits from time-to-time.

The above "Memorial", sent by Tom, was introduced in the First Session, 28th Congress on behalf of 76 masters of steamboats. The request for a canal around the Falls of the Ohio at Louisville to be constructed on the Indiana side of the river would seem to be a worthy public project for all the reasons given. Note that improving the river channels over the Falls is opposed; the Portland Canal is a mess; a **FREE** canal is desired. Surely, a noble undertaking.

The Louisville and Portland Canal on the Kentucky side of the Falls opened in 1830, just 14 years earlier. When built, the three 183x52 foot stone locks and the canal were a notable engineering achievement. The longer canal route on the Indiana side had been surveyed several times but discarded, being three times as costly as on the Kentucky side.

The steamboat owners/masters were advocating the new canal mainly to avoid the Portland Canal tolls. The 1844 congress was reluctant and no new canal was built. The U.S. assumed ownership of the Portland Canal in 1874 but tolls continued until July 1, 1880.

UPPER MISSISSIPPI RIVER
RAFTING BOOK

The spring catalog from Ohio University Press is at hand and we see that author Edward A. Mueller has produced another title. This one is called, "Upper Mississippi River Rafting Steamboats" and it should be available in April, 350 pages, same page size as the Reflector and 250 illustrations.

The blurb: "Mueller's extraordinary collection of over 200 contemporary photographs and illustrations depicting the river rafting era are accompanied by short histories and anecdotes that preserve the story of the 'rafters,' the workboats that literally helped build a nation after the Civil War."

We'll aim for a complete review in our June issue.

AND MORE BOOKS

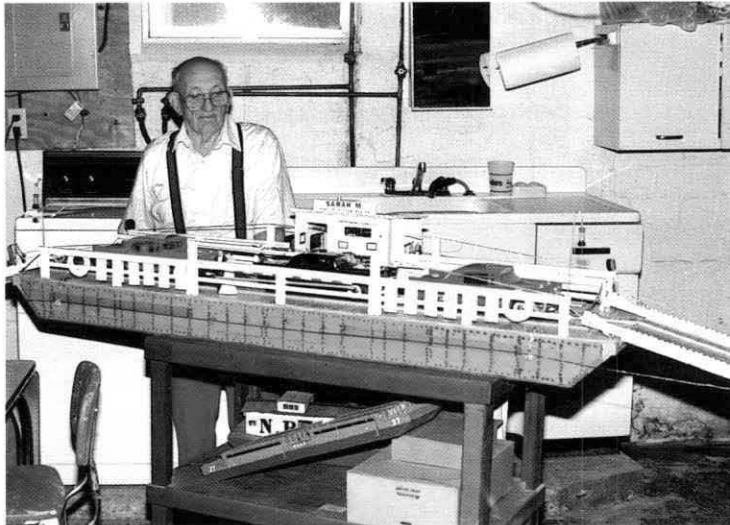
"King and Queen of the River", Stan Garvey's history of the DELTA KING and DELTA QUEEN is about to see the light of day. The title selected is as given in a flyer Stan has mailed out announcing the early appearance of his book. "King & Queen of the River - available in early 1005. Watch for it!" concludes the flyer.

No further detail as to publisher, price or where to order available at press time but watch for it we will.

Rita Kohn is identified by most readers with the highly successful "Always A River" project of several years ago. Rita is now a volunteer with the "Continuation of Always A River", 1500 N. Delaware, Indianapolis, IN 46202; as the name implies, a follow-up to projects spawned by Always A River. She is also co-editor with William Lynwood Montell on the Ohio River Valley Series books published by University of Kentucky Press, Lexington, KY.

The first book in the Ohio River Valley Series was the well received "Here Comes the Showboat" by Betty Bryant, reviewed on these pages in the September, 1994 issue. In the spring of 1995 the second book in the series will be released, this being, "Towboats on the Ohio" by James Casto, an inviting title and we trust as good as the showboat volume.

RIGHT - The PORTLAND in the Willamette River at the Oregon Maritime Center and Museum, Portland, OR looks as good as when launched in 1947 but interior restoration continues, we understand. The boat was partially dismantled when restoration began in 1989 and the boiler deck cabin had to be rebuilt, now the location of the kitchen and a large exhibit and meeting area. PORTLAND specs.: Hull 219x44x7; engines 26s-9 ft., 1,800 hp., water tube boiler, 250 p.s.i., wheel 25'x26'.
Photo from Dick Rutter.



LEFT - Ernest S. Gabler, County Box 301, Greensboro, PA is a mainstay of the Monongahela River Museum, Monongahela, PA and here displays his model of the ferry SARAH M. Ernie worked on the SARAH M. for about eight years in her trade Greensboro-New Geneva. She was 60x16x4 and had a four cylinder Le-Roi gas engine.

Monongahela River Buffs dedicated two historical markers in 1994: At California, PA the site of the boatyards is noted and at Brownsville the epic trip of the ENTERPRISE, first boat to ascend the rivers from New Orleans to Pittsburgh (1815).

RIGHT - The JULIA BELLE SWAIN at the LeClaire, Iowa landing on October 29, 1994. A little later and Capt. Dennis Trone took the boat out to mid-stream to open bids which resulted in the boat's sale to Robert Kalhagen, Butler, WI.

Dennis Trone built the J.B.S. in 1971 at Dubuque, Iowa and the boat became a favorite of all who enjoy the smell and sounds of a steamboat. Mr. Kalhagen is hopeful of running the type of two-day trips that were successful with the boat in the past. Judy Patsch photo.



CAPTAIN JOHN PORTER

The story of the towboat JOHN PORTER (T1434) and her tragic trip up the Mississippi and Ohio Rivers in 1878, dispensing yellow fever in her wake, has been often told. In the September, 1965 S&D Reflector there is a day-by-day log of the fateful trip of the JOHN PORTER; a portrait of Capt. John Porter, the boat's owner, appears in the December, 1966 issue. But, John Porter's connection with the ill-fated boat of the same name was only an incident in an otherwise illustrious life.

Reader William A. Carney, Jr., 122 North 18th St., Wheeling, WV 26003 has our thanks for a copy of John Porter's obituary from the Wheeling Intelligencer of February 8, 1922.

PIONEER BRICKMAKER, FORMER LEGISLATOR SHERIFF AND RIVERMAN IS DEAD

"Newell, W. Va., February 7: Captain John Porter, aged 83, oldest paving brick manufacturer in the United States, former riverman, ex-member of the West Virginia legislature and former sheriff of Hancock County, died at his home in Kenilworth near here at 5 o'clock tonight following a two week illness.

From the humble beginnings made by Silas Freeman back in 1830 when he dug into a hillside overlooking the Ohio River in Hancock county and discovered a vein of fire clay came the formation of the Globe Brick company of which Captain Porter was the head, near New Cumberland. In later years he established a plant at Kenilworth, W. Va. in the upper end of Hancock County and sold his New Cumberland holdings.

First Used in Wheeling

Despite the opinion of his friends, "Huh!, put bricks in streets for horses and wagons to race over? Never!", Captain Porter (who earned the prefix by reason of the fact that he at one time operated a line of Ohio River packets and towboats) persisted in his determination to establish the paving brick industry. At first he and helpers made brick by hand, turning out about 3,500 brick a day and firing about two kilns a year. Today, his firm is producing 100,000 brick a day, firing several kilns a week.

He originated vitrified brick for paving purposes and brick manufactured by Captain Porter's firm was used for paving for the first time in Wheeling, W. Va. when A. J. Sweeney was mayor of that city.

Credit for the introduction of paving brick in Ohio belongs to Captain Porter who engaged in the manufacture in a commercial way in 1882. It was well vitrified and exceptionally durable.

At first, city councils were not inclined to accept brick as a paving material, arguing that brick would not stand the wear and tear of traffic. To convince skeptics, Captain Porter made a gift of a nominal number of brick to towns and municipalities so that a portion of a street could be paved for testing purposes.

The first of the paving brick used in Ohio came from the Porter plant near New Cumberland. It was used to pave a section of Third Street near the present city building in Steubenville in 1884. In 1910 the Steubenville authorities wrote Mr. Porter a letter to the effect that the job had proved so satisfactory that not one dollar had been spent for repairs in the 26 year period in which the paved portion had been in use except when taken up to lay water or other pipes and street car lines.

In 1884 and 1885 he furnished brick for street paving in Zanesville, Ohio and in later years for similar work in Cleveland, Columbus, Springfield, Cincinnati, Bellaire, Newark, Dayton and East Liverpool.

Captain Porter had been in ill health for almost two years. However, he did not become bedfast until two weeks ago. Old age caused his death. He was born in Martins Ferry, Ohio August 7, 1838, the son of Moses Porter. He and Miss Carrie A. Mahan of Arroyo, West Virginia were married December 7, 1870. To this union were born four sons and one daughter, Fred G., J. B., J. Ness, at present a member of the West Virginia senate, and Sidney C., all of Kenilworth and Mrs. Fred B. Lawrence of Newell, West Virginia.

Captain Porter, who took an active interest in politics being a staunch Republican, was sheriff of Hancock County in 1891-95 and served two terms in the West Virginia legislature from 1911 to 1913. He was a member of the First Presbyterian church of Newell. Burial was in Riverview Cemetery, East Liverpool."

For all his success in the brick business, John Porter was remembered in somewhat the same manner as the Irish cook Mary Mallon who was "Typhoid Mary" until her death in 1938. The secondary headline over John Porter's obituary identifies him as:

OWNER OF THE YELLOW FEVER JOHN PORTER CRAFT IN SENSATIONAL DEATH VOYAGE ON OHIO

Next time you run across a "Globe Paving Brick" think kindly of Capt. John Porter.

CAPT. ALEXANDER M. HALLIDAY

Related to the tragedy of the JOHN PORTER is the part played by Sarah Maria Halliday who went aboard the boat at Gallipolis to nurse those ill with yellow fever. Maria Halliday was the wife of Capt. Alexander Halliday and the story of her self-sacrifice and death was told in the June, 1993 issue, page 31.

Little was known about Capt. Halliday beyond his being the owner and master of a number of notable packets after the Civil War. Jim Knight, Rt. 1, Box 452 Lunsford Lane, Lesage, WV 25537, great nephew of Maria Halliday, found Capt. Halliday's obituary in the Gallipolis Bulletin, July 3, 1919:

ALEX HALLIDAY DEAD

Capt. Alex M. Halliday, New Orleans steamboatman of prominence, died Sunday at Cape May, New Jersey as a result of an injury, the nature of which was not disclosed in brief telegrams received by relatives here.

Capt. Halliday was born here about 79 years ago, the son of Laing and Margaret Halliday. He was first married to Miss Maria Knight of Proctorville who is now deceased. He was later married to Mrs. Hettie Pickles of New Orleans who with her daughter by a former marriage and daughters Josie and Tom of their(?) first marriage survive.

Capt. Halliday leaves the following sisters and brothers: Mrs. Myrta Hanson, Mrs. C. H. McCormick and Miss Margaret Halliday of this city and James of Biloxi, Mississippi. A sister Mrs. Alice Hamilton and brother Lewis are dead.

Capt. Halliday was on the OHIO NO. 4 and was connected with other famous Ohio packets before he located in New Orleans. There he became president and manager of the Union Ferry Company, operating ferryboats from Algiers to New Orleans and amassed a great deal of wealth.

Burial will be at New Orleans.

Another chapter of the long and tragic JOHN PORTER story is closed with this obituary.

* * *

BOATS ON THE MOVE?

Richard E. Brown, Bakersfield, California has our thanks for two news items dealing with boats out west. The first deals with the well known DELTA KING, info from the Sacramento Bee:

Last summer there was a possibility of the DELTA KING would become a landing boat for a prospective gambling casino operation at Madison, Indiana. Moving the DK to the Ohio River would have been quite a feat given the structural changes made over the years and not just the same as the odds when the DELTA QUEEN was towed to the Mississippi in 1947. The chances for the DELTA KING surviving the high seas were not tested when Madison citizens chose not to become involved with gambling interests.

The possibility of the city of Sacramento losing the boat caught the attention of the city fathers. The KING is a featured attraction of Old Sacramento, the popular tourist area on the Sacramento river front. To assure the DELTA KING remains in Sacramento there has been active consideration for some governmental entity to buy the boat.

The Coyne family, owners, spent more than \$12 million to renovate the KING before opening her as a hotel, conference center and restaurant. The city spent about \$2 for dock improvements. Some taxpayers are disenchanted with the city's operation of another boat, the GLOBE, which has become a sink hole for city dollars.

The headline in the Sacramento Bee, November 24, 1994 reads: "City's bid for DELTA KING fails to float." The city offered \$6 million and Charles Coyne, representing the owning interests, sniffed, "The city has apparently had a change of heart regarding its interest in the DELTA KING." Stand by for further developments but, in the meantime, be sure and stay on the DELTA KING the next time you are in the vicinity. (Coins for the Coynes.)

The second western boat which is on the move is the JEAN which has been moored at Hells Gate State Park on the Snake River near Lewiston, Idaho. The JEAN is a 168 foot steamboat, all steel including the deck house, built in 1938 with twin sternwheels. She operated on the Willamette and Columbia Rivers until being brought to the state park 18 years ago.

The Idaho Historical Society had title to the JEAN when that organization decided it was not prepared to maintain her. JEAN was put out for bids in the spring of 1994 with the emphasis on preserving the boat. Elmer Earl and Howard Winroth bid her in for \$5,001 and intend opening her for visitors at Mulberry Beach, Lewiston.

We recall seeing the JEAN, tied up on the Snake River and looking a bit decrepit, in the spring of 1987. Did someone tell us she had been a U.S. Corps of Engineer's boat at one time? Perhaps a reader can fill in more of the history of this sizeable sternwheeler.

Information from the Spokane, Washington Spokesman-Review of October 19, 1994.

* * *

THE WELLS INN BACK IN BUSINESS

Sistersville, WV. The 100 year old Wells Inn closed in 1993 and it appeared that the hostelry built during the Sistersville oil boom was gone at last.

The Wells Inn was rescued by Walker Boyd, retired former manager of the Union Carbide plant at Long Reach, WV. Aided by a grant from the state Historic Preservation Office, Mr. Boyd undertook restoration of the hotel. A grand re-opening took place in January this year and some 1,500 well-wishers came to look. The unexpected throng cleaned out the dining room by early evening.

The 35 guest rooms are being refurbished including mostly new furniture and reasonable rates include breakfast. A new indoor pool has been installed and limousine service is available from the Pittsburgh airport.

DELTA KING CENTERFOLD

With an item elsewhere in this issue about the possible relocation of the DELTA KING from Sacramento it is appropriate that she is accorded centerfold status. She looks about as close as she could to the day she departed on her maiden trip from Sacramento, now almost 70 years ago. (Well, there was a cover over the paddle wheel but it would be a shame to hide that impressive brush pile.)

The photo was taken by Stan Garvey, June 9, 1989, just two weeks after the DELTA KING opened as a hotel, restaurant and convention center at Sacramento's Old Town. The DELTA KING had been a sunken derelict before the Coyne family undertook her rebuilding; for a "before" view, see the photo on page 5, March, 1992 S&D Reflector. Today, the DELTA KING is a magnificent example of dedicated restoration and innovative adaption for commercial purposes.

The DELTA KING is a focus and real asset for Old Sacramento and we hope she can stay there.

* * *

The Delta King has:

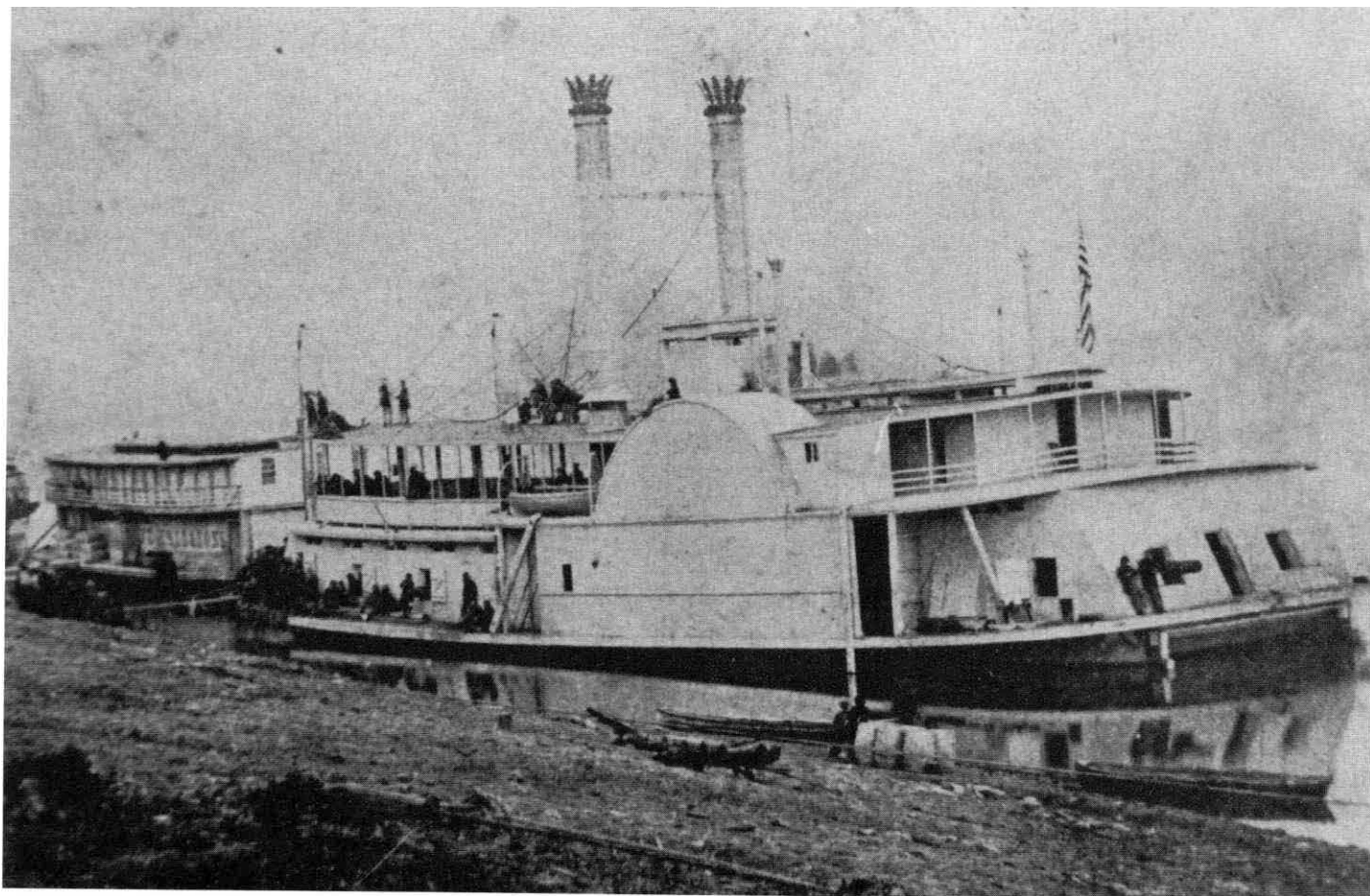
- 43 Deluxe Staterooms
- Sacramento's most elegant suite - the "Captain's Quarters"
- The acclaimed Pilothouse Restaurant
- Delta Lounge and Paddlewheel Saloon with live entertainment and dancing
- Delta King Theatre

*The Perfect Location
for a Romantic Getaway or
Private Group Meeting*









U.S.S. NAUMKEAG
TINCLAD #37

This photo attracted the attention of Jerry Devol, Marietta, Ohio. It is from a journal kept by George C. Racer who lived in Marietta and Lower Newport, 1845-1915. The journal is now owned by Joseph Thornily, Lower Newport who is related to George Racer.

The NAUMKEAG (Way 4122) was photographed at the Marietta landing in late July, 1863 by J. D. Cadwallader, local photographer. The gunboat, with five or six others, had participated in the chase of Rebel Gen. John Hunt Morgan up the Ohio River during the famous raid earlier in July.

After crossing the Ohio River at Brandenburg, Kentucky on July 8, 1863 and burning the packets ALICE DEAN and JOHN T. McCOMBS, the Morgan Raiders headed generally northeast through Indiana and into Ohio north of Cincinnati causing a great ruction. On July 19, 1863 the Battle of Buffington Island was fought and Morgan and his men retreated from the river to continue north and eventually surrender near Lisbon, Ohio on July 26.

George Racer enlisted in the 46th Regiment Ohio National Guard on July 13, 1863, a company formed at Marietta under the threat of the approaching Morgan. Racer had served for three months in the Bloomfield Guards in the summer of 1862 but because of his small stature was turned down by the volunteer infantry companies being formed. The Marietta company was quickly dispatched down the river as the Rebels were heading for the Ohio in the vicinity of Pomeroy.

George Racer and his patriotic neighbors did not get to Buffington Island but instead guarded roads at Little Hocking. The NAUMKEAG was guarding the ford at Eight Mile Island below Middleport, Ohio on

the night of July 18, the VICTORY and SPRINGFIELD at Pomeroy, REINDEER at Goose Island crossing near Apple Grove, Ohio while the MOOSE and ALLEGHENY BELLE were at the foot of Buffington Island, the only gunboats effective in the battle.

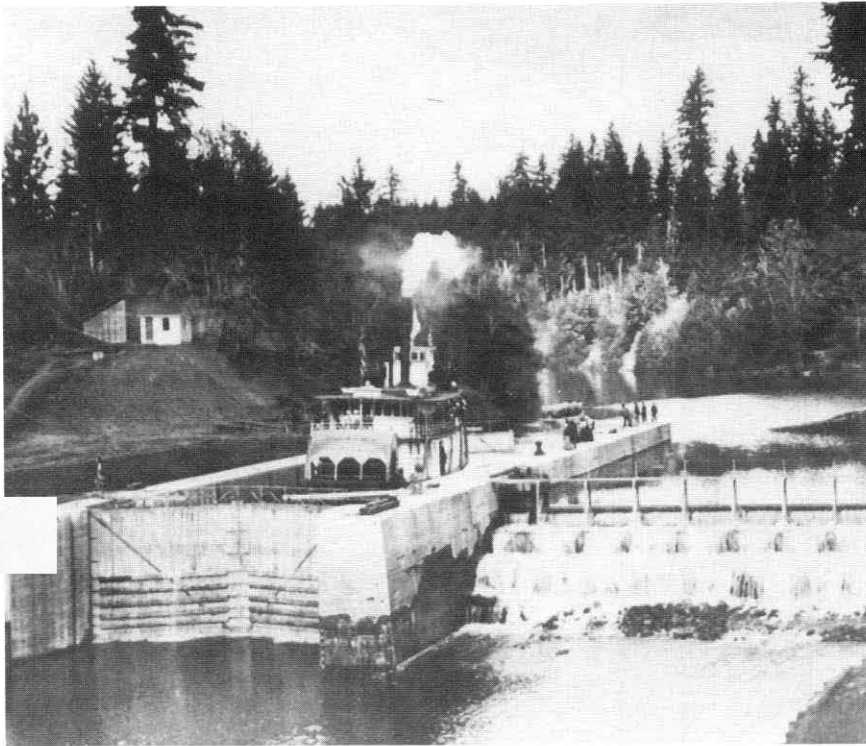
After the brush with Morgan at Buffington Island the NAUMKEAG and other boats moved up the river. The Marietta National Guard company moved back upriver to Parkersburg and the NAUMKEAG brought the Marietta heroes back home. According to George Racer, this was the only gunboat seen so far up the river during the war: "Seemingly, the whole town was on the bank to see it and welcome us. Heart and head still swelling, I was scared half to death when the gunboat fired a salute without warning and I was standing not more than ten feet from a sixty pounder - WOOF!"

The official records for the NAUMKEAG show her as "sternwheel" but very obviously she was sidewheel. She was built in Cincinnati and commissioned as a gunboat April 16, 1863. From the design of the hull she could have been intended as a freight boat; the flat stern and two skeg rudders are not typical packet practice of the time. The battery of the NAUMKEAG included two 30 pounders.

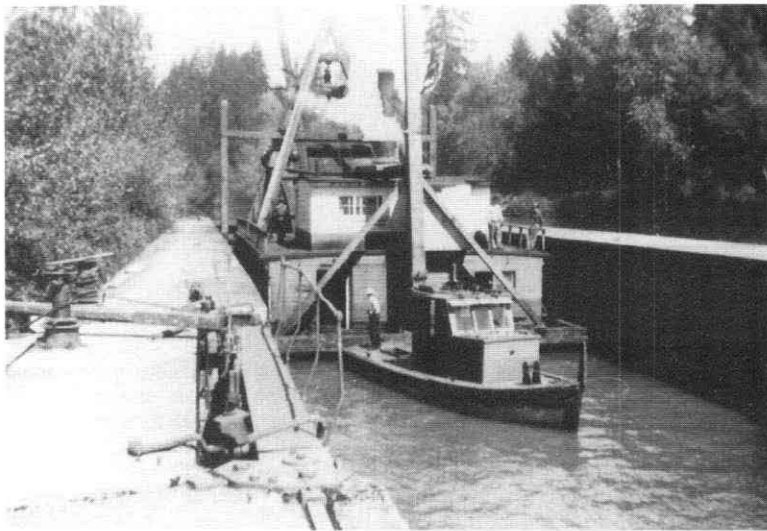
Ahead of the NAUMKEAG is the Marietta wharfboat operated by J. T. Hall, Jr. and J. Henry Best. The wharfboat evidently was a converted sternwheel packet but her history is unknown to us; the sternwheel boat at the extreme left likewise cannot be identified.

Sold for \$8,100 in 1865, the NAUMKEAG was renamed MONTGOMERY (Way 4030), burned at Erie, Alabama January 19, 1867.

* * *



First boat through the Yamhill River lock September 24, 1908 was the sternwheel BONITA. She was built in Portland 1900, 109x24.4x4.8, rated 200 hp. She was renamed METLAKO and in 1925 was the B. F. SMITH, JR., owned by the Long Bell Lumber Co. of Longview, Washington.



Tom Graves worked as a dredge operator for Williamette Tug and Barge Co. and took these photos May 5, 1947. The company had a contract to remove snags and accumulated silt from the channel. Each year there was about 3,000 cu. yds. to be removed below the lock by the bucket dredge COWLITZ.

ABOVE: The COWLITZ and the tug JUDY are about to exit the lock downstream after working above the dam. The white shirt of Capt. Al Meyers shows at the stern of the tug. On this trip, lockmaster Steve Taylor asked that the build-up of silt at the opening of the passage above the lock used to fill the chamber be cleaned out. Expecting to work a full ten hour shift, operator Graves dropped the bucket and on the first grab pulled up a large hemlock log stuck in the fill passage and all was clear.

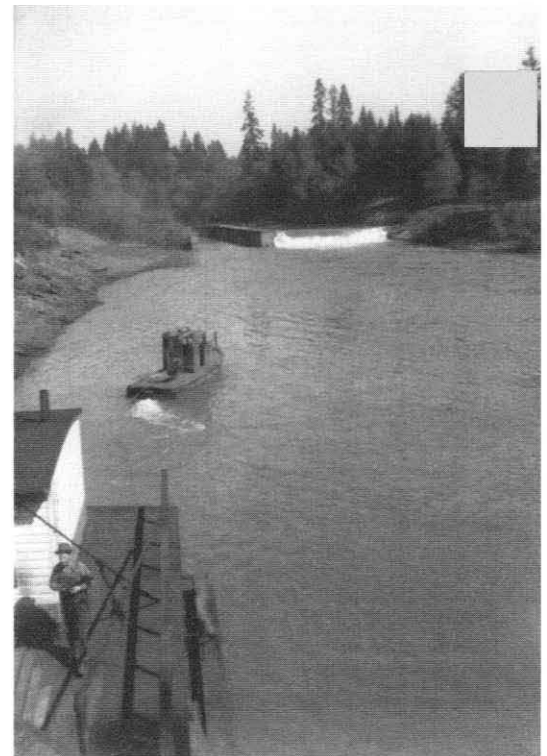
YAMHILL RIVER BOATING

We are indebted to Thomas C. Graves, 2253-C Sunset Dr., Forest Grove, OR 97116 for the introduction to the Yamhill River of Oregon. It takes a sharp eye to find the Yamhill on the Oregon highway map but, easier to find, is the head of navigation at McMinnville, S.W. of Portland. The Yamhill is a tributary of the Willamette River.

Writes Tom Graves: "After forty years and seven attempts by local interests, a lock and dam was built on the Yamhill near Lafayette to provide navigation to McMinnville. Here, seven miles of slackwater ended at a low, rock falls which had been a ford since human travel began. The lock was opened to traffic on September 24, 1908.

Steamboat traffic continued until 1916. After that, there was on and off traffic of rafted logs until 1953 when a fire destroyed a log dump about a mile upstream from the dam. The U.S. Corps of Engineers declared the facility not worth maintaining.

There followed ten years of political bickering between pleasure boaters, fisheries and farmers with nothing settled. Finally, in 1963 the dam was destroyed with explosives."



It is 6am, May 5, 1947 as the JUDY starts pulling the dredge COWLITZ toward the lock. Man on dredge's deck is John Riedel.



CHANGES ON THE NATCHEZ

For 20 years, since she came out a new boat, the NATCHEZ has had the same master and alternate master in Clarke "Doc" Hawley and Robert J. "Roddy" Hammett, respectively. New Year's Eve in New Orleans welcomed 1995 and also new commanders for the big excursion boat.

We quote from some thoughts jotted down by Judy Patsch, a summer crew-member and present on the New Year's Eve:

"The NATCHEZ is of course still here but not as we have come to know her these 20 years. Doc and Roddy were her heart and soul and she was their child whom they nurtured from the shipyard and brought in safely to the Toulouse Street Wharf over 17,000 times since April, 1975.

I have been lucky to not only be a friend of Capts. Hawley and Hammett but to have been a member of their crew for 11 years. They both measure up to their reputations as fine and respected steamboatmen. They were the consummate team for 20 years on the NATCHEZ and for 10 years prior on the DELTA QUEEN and on the BELLE OF LOUISVILLE. I am very proud to call each 'Friend' and 'Captain'.

The NATCHEZ is left in the good hands of Capts. Steve Nicoulin and Don Houghton, both longtime officers on the boat and both trained by Doc and Roddy. Fittingly, Capt. Houghton was the pilot on Capt. Hawley's New Year's Eve farewell trip."

We thank Judy for her tribute to two of our loyal members still active on the river. We can't believe either Doc or Roddy will be hanging up their caps anytime soon.

* * *



TOP: Cruising through the crowded New Orleans Harbor is not a pleasure excursion for the pilots. Doc and Roddy (with Judy Patch in the background) on the 11:30 trip, December 28, 1994. We trust that the name of the freighter (?) the NATCHEZ is passing is an omen.

MIDDLE: New Year's Eve, 1994 and the deck crew with Doc Hawley one last time:

L to R - Troy Delaney, Clarence Jordan and David Doresey, watchmen; Cedric Washington, mate; Doc; deckhands with Byron Jackson in front.

LOWER: The midnight concert to welcome in the foggy New Year. A very appropriate send off since Doc's first steamboat job was calliope player.

Photos by Judy Patsch.

* * *



BOOK REVIEW

The Ohio River Division, U.S. Army Corps of Engineers: The History of the Central Command. Leland R. Johnson (Cincinnati, 1992) 484 pp., indexed, soft-bound.

A knowledge of the corps' work is absolutely essential for anyone trying to understand the Ohio River and its tributaries. Leland Johnson has devoted much of his professional life as the historian of the engineers.

This volume is a summary history of all the districts within the Ohio River Division. Johnson has written separate histories of all the districts, Pittsburgh, Huntington Louisville and Nashville.

In this volume, more than in the detailed district histories, he names names. Sometimes the details slow the story but it makes a valuable record. He writes primarily for the engineers, not the general public. It has been the custom to give district histories to retiring corps veterans.

While he writes "authorized" histories he does not conceal the corps' mistakes. Dam 26 on the Ohio is a case in point: Built at mile 278.5, its wickets were raised for the first time in July and the dam failed in August. The wickets moved downstream. Investigation showed that the builder had failed to key the concrete adequately to the underlying rock. The entire project had to be rebuilt.

Like all federal activities, the corps underwent periodic re-organization, for whatever reasons. The Ohio River Division was established Dec. 1, 1933. Its borders were identical to the earlier Central Division which are the boundaries of the drainage basin.

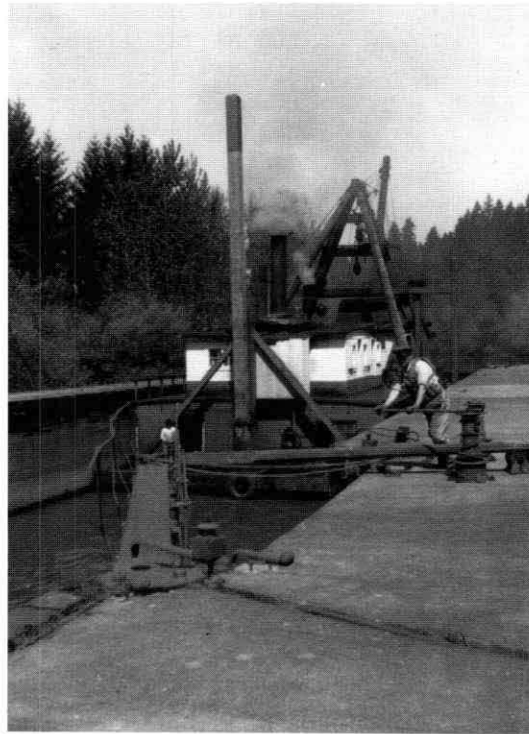
Johnson takes us through the changes in corps missions, from navigation to flood control to construction projects. He is familiar with the territory and the people and does it well. A book of interest I recommend.

Reviewer James L. Stephens, Marietta, Ohio.

"The Ohio River Division, U.S. Corps of Engineers: The History of the Central Command" is available for \$15 plus \$2 shipping from: **U.S. Corps of Engineers, Louisville District, Box 59, Louisville, KY 40201.**

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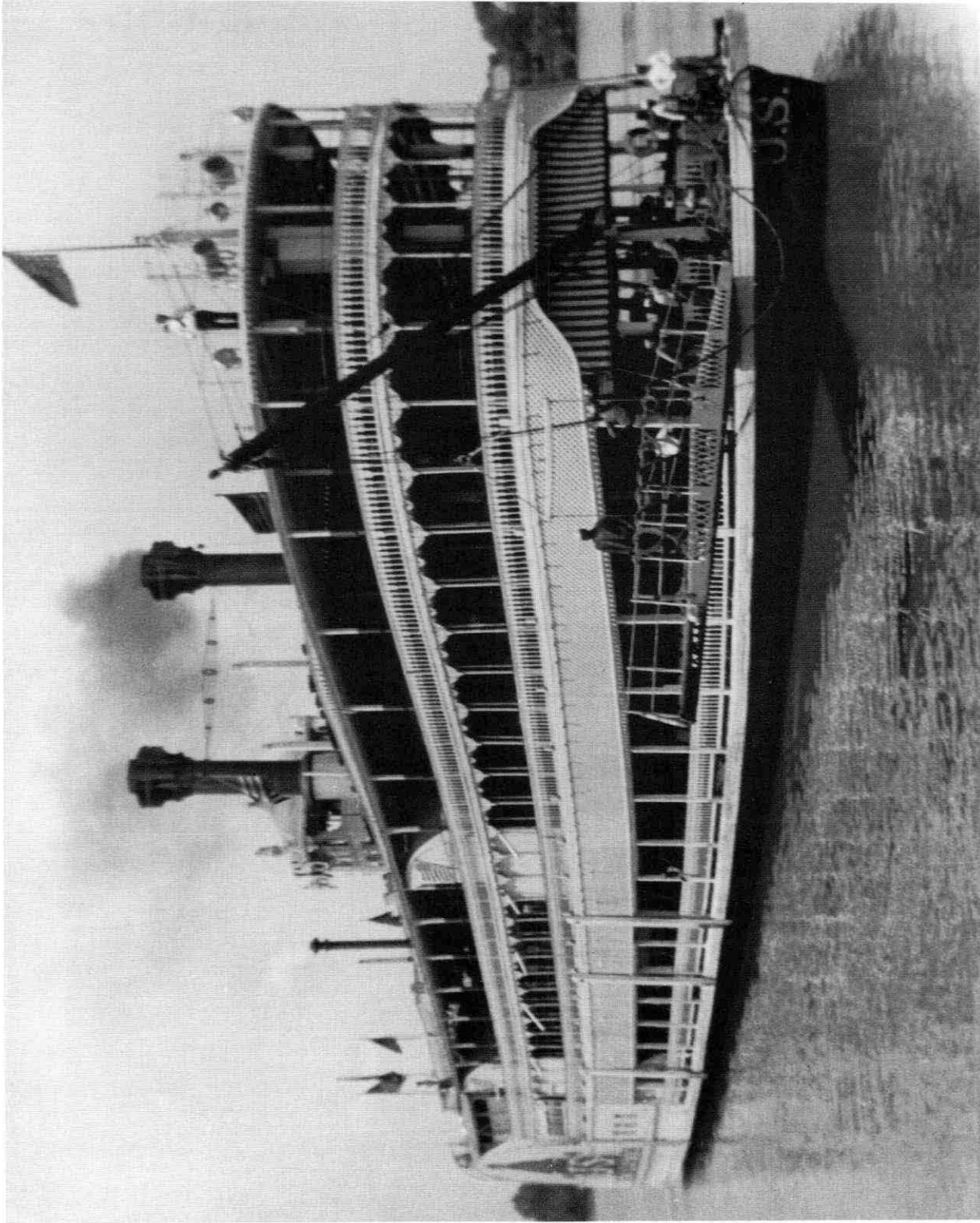
MORE VIEWS OF THE YAMHILL RIVER



Another scene of the lone Yamhill River lock on May 5, 1947 with the steam dredge COWLITZ in the chamber. Lockman Shaefer is closing the hand operated gate preparatory to raising the dredge to the upper pool. Lock walls look to be concrete and the lock gates steel framed. The geared track operating the gate appears similar to on the Muskingum River locks.



The Yamhill River looks about like this today. On July 4, 1968 Tom Graves revisited the Yamhill with his steam launch BEATRICE which is tied on the left bank below the site of the old dam. Between the lock and where the BEATRICE is tied there was about one foot in the channel and a couple of snags are visible.



Young Bill Torner snapped this photo as the J.S. drifted into the Parkersburg, West Virginia landing in May, 1934. She was an impressive sight: 264 feet long and 42 feet wide a white wedding cake topped off with those typical Streckfus stacks with massive crowns. She also came up the Ohio in 1935.

The J.S. (2882) was built from the QUINCY (4625) which had been built for the Diamond Jo Line in 1896. The machinery had been on the GEM CITY (2222) and on the ALEX. MITCHELL (0123) built in 1870 before that. The J.S. "DeLuxe" was the prime St. Louis excursion boat until the PRESIDENT came out.

WORKING ON THE J.S. DELUXE

William V. Turner

In the spring of 1934, after the leaves on the willow trees had turned dark green and the air was balmy, the impressive excursion boat J.S. DELUXE made its way up the Ohio. Towns on the Upper Ohio had come to expect the seasonal appearance of the sternwheel excursion steamer WASHINGTON but here was the huge sidewheeler J.S. in her place, all 264 feet of her. I was living in Parkersburg, West Virginia at the time and was down at the Point to watch the big boat's arrival.

A friend of mine, Ken Smith of Vienna, West Virginia, hired on the J.S. when she landed at Parkersburg and I was a bit envious. Parkersburg was as far up the Ohio as the big boat came and after running several excursions she began her return trip downriver. May and early June are the time for high school proms and in 1934 there was nothing more glamorous in the river towns than to hold the Junior-Senior Prom on an excursion boat on a moonlight night. The WASHINGTON came up the Ohio later that summer for her regular season in Pittsburgh.

A little later that same summer I was in Waterloo, Iowa and saw posters advertising an excursion on the J.S. out of Dubuque. The J.S. was the regular Streckfus boat on the Upper Mississippi in the summertime so I packed my grip and headed for Dubuque hoping to join my friend Ken Smith.

Going on board the boat at Dubuque, I inquired for Ken only to learn that he had left the boat the day before. His job in the steward's department had not yet been filled so I promptly applied and became Ken's replacement. The J.S. was on a tramping trip from St. Louis to St. Paul and return.

I was shown where to stow my grip, was handed a white jacket with yellow piping and was now a crew member. My assignment was to assist in the food service areas including the cafeteria and also at the refreshment bar on the Roof Garden deck. In other words, I was a not so glorified busboy; my first steamboat job and we had the evening excursion to work.

When the Dubuque excursion was over, the last passenger ashore and the usual cleanup work completed I was handed one single, cotton bed sheet and a very thin pillow. "But, where do I sleep," I asked. Replied

the Steward (whose name I can't remember), "You can sleep anywhere you want on the dance floor." It turned out that the dance floor became a dormitory of sorts for most of the crew below the officer level. Thus ended my first day on an excursion boat.

The crew on the J.S. ate their meals on the main deck. All of the water on the boat came directly from the river and the pressure filters did little more than strain out the lumps. A glass of water at your place at the table would be cloudy when you first sat down to eat. You learned to let the water stand until most of the suspended mud settled to the bottom of the glass while you ate your food. This cloudy water gave me a real incentive to drink coffee; the color hid the mud and the water had been boiled.

The Streckfus menu was high on hotdogs and beans and even some of the preparation of that fare was a bit chancey. When we would get the "river trots" the prescription was a dose of oil of peppermint; to this day, sixty years later, I can't stand anything with a peppermint flavor. A different remedy for "river trots" which I later learned on the towboat RELIANCE was a tin cup of the water flowing across the ashpan under the boilers.

At the time of this trip on the J.S. in 1934 the lock and dams on the Upper Mississippi were under construction. The construction provided some navigational problems at several places and I recall the J.S. running a very narrow channel between the end of a cofferdam and the Wisconsin shore. The space was so narrow that the starboard wheel actually ran up on the bank and that really shook things up. The glassware and china dishes on the shelves of the cafeteria began to clatter and then began bouncing down onto the deck, comparable to a china shop in an earthquake.

The documented name of the J.S. was just those initials; the "Deluxe" was lettered on the wheelhouse to add a touch of class, I suppose. She was the pride of the Streckfus fleet at the time and to live up to the deluxe identity the crew was constantly scrubbing and painting. The appearance of the boat had to meet the demanding standards of master Capt. Verne W. Streckfus. Every day the tables and chairs in the Cafeteria and Roof Garden were washed. A table or chair with the paint worn off or otherwise damaged was painted with a mixture of paint thinner and just

enough paint to give some color and permit fast drying. All the furniture was painted green and orange and chairs and tables which may have been painted in the morning were dry enough for use by the time of the afternoon trip, or at least it usually worked out that way.

With all the effort to keep everything spic and span and putting up with sleeping on the dance floor there were still times when riding on the J.S. was a bit of magic: a warm June morning, not hot but warm enough to welcome the air passing through the boat as she steamed up the river, an azure blue sky decorated with fluffy white clouds. Our cleaning and painting chores were done, the noon meal would soon be served and the calliope started to play an announcement concert for La Crosse, Wisconsin.

A high stone cliff on the Wisconsin side of the river is known as Grandad Bluff and the clear tones of the calliope bounced off of that bluff. The river front at La Crosse has always been well kept and a row of square columns across the width of the landing each had a box of bright, blooming lawn with a scattering of large trees stretched back from the river. The calliope was belting out "Sweet Sue" as the J.S. drifted into the landing and it's my most cherished memory of my time on the J.S.

Arrival at the landing with its pleasant prospect gave way to the urgency of work to be done. Trucks with supplies had to be unloaded while the crowd was gathering for the afternoon trip. Stores had to be stowed in the cafeteria and refreshment bar but all was completed as the J.S. backed out at 2:00 pm. with a good crowd aboard.

Beer was sold on the boat only when she was out in the river. As soon as we reached midstream the beer began to flow but never when there was a line ashore. For those passengers desiring something stronger than beer a visit would be paid to the men's room on the main deck. Here a vendor could usually be found, equipped with two rubber hot water bottles draped around his neck and hidden by his coat. Rubber tubes extended through the vendor's shirt in front and, for an agreed price, one of two varieties of libations would be dispensed into a paper cup.

In the 1930s people seemed to take considerable pride in their appearance when out in a crowd. No

matter what their financial status might be it was expected that you would "get dressed" for an excursion on the J.S. White duck pants and white shirts were usual summer wear for men and boys while flowered summer frocks, high heels and large straw hats were seen on women. Sometimes, the clothing was obviously the Sunday-best and on some occasions, usually on evening trips, it would be party attire or even formal.

There would be times when a passenger would in some way soil or damage their clothing and the Streckfus policy was to pay for a cleaning or for a repair. On one of the trips out of La Crosse the public relations policy was stretched beyond the usual limits. Somebody, not me, had painted a chair orange without observing the usual mixture of mostly thinner and little paint. The chair was still very wet when a man in a white linen suit sat in it and he quickly became a very irate passenger. The steward attempted to reason with the gentleman and assure him that the boat would pay for a cleaning bill but to no avail. Capt. Verne Streckfus came upon the scene and quickly agreed to buy the man a new suit.

One afternoon I noticed a lady sitting in a deck chair watching the scenery go by. By-and-by she engaged me in conversation, mostly about what I did on the boat and how I liked working on the J.S. I told her what my work was and commented that working on the J.S. was enjoyable enough but sleeping on the dance floor was not; there wasn't a board of soft wood to be found. All of us relegated to sleep on the dance floor, I said, would appreciate cots. Later it occurred to me that this lady was not really a passenger but was in some way part of the Streckfus organization, perhaps the wife of Verne Streckfus himself. In any event, no cots ever appeared while I was aboard the J.S. and we continued to sleep on the polished boards with only a thin pillow and single sheet for comfort.

Lake Pepin was a surprise to me after the narrow and shallow Mississippi below Reads Landing. There was wide and deep water for over twenty miles and then we were back in the narrow channel below Red Wing. When the J.S. landed at Red Wing there was an impressively large teak and mahogany yacht named NORTH STAR tied up just below the public landing. This was, of course, the private yacht of the Doctors Mayo of Mayo Clinic fame in Rochester, Minnesota.

The J.S. made a moonlight trip out of Red Wing and then stayed at the landing over night. The river was at a low stage and falling (this before the time of locks and dams, remember) so Capt. Streckfus decided to cancel the remainder of the trip to St. Paul and announced that the J.S. would be heading back down river to St. Louis. There was no trouble retracing the five and a half miles back down the river to Lake Pepin and without incident we entered the narrow channel above Reads Landing.

Somewhere below Wabasha, Minnesota I got a lesson in the division of responsibilities in a steamboat crew. I had just finished my noon meal and was still down on the forward main deck when the J.S. hit a submerged object of some sort, a solid sharp crack that made the whole boat shudder. Being young, eager and curious I was the first one down into the hold to see what the damages might be. Some one in the deck crew followed me into the hold and, after a quick look around, I commented that there didn't seem to be any water coming in. That's when I was told that it was none of my business and to get back to my work area.

The next day there was a fire and lifeboat drill and I got another lesson. The J.S. carried lifeboats aft of the wheelhouses on each side of the boat. Two boats were lowered into the river and in the boat on the port side was a young fellow who was obviously terrified of his situation. Being proficient in handling a skiff after growing up on the river bank at Newport, Ohio, I went over the side and dropped down into the lifeboat. Picking up the oars I tried to move the lifeboat away from the steamer to help this young fellow out of his predicament but he held onto the deck nosing with determination and pulled us under the guard behind the stationary wheel. About that time Capt. Verne Streckfus appeared on the grating aft of the wheel after witnessing this fiasco and vented his anger on me, both verbally and physically.

I managed to move the lifeboat from under the guard and the now panic stricken kid climbed up over the rail onto the boat. Chagrined, I sat in the lifeboat until the deck hands were ready to hoist it back aboard. I had now learned, the hard way, that the master of a Streckfus Line boat was not only the master as defined by his license but was a hands-on director who knew every job on the boat. The most humble

crew member needed the word of the "master" before following their instinctive impulses, however well intentioned.

On almost every excursion trip there there were one or more humorous incidents which the crew recalled for days afterwards. It was on a moonlight trip that a bartender bumped a glass pitcher full of beer against a spigot and broke the pitcher handle. I was told to throw the pitcher and beer over the side and proceeded out to the edge of the Roof Garden to do so. Instead of walking down a couple of steps and out to the guard and dropping the pitcher over the side I attempted to toss it over the lifeboat sitting on chocks outside of the railing. The pitcher slipped from my fingers and crashed against the side of the lifeboat with the beer splashing down on the deck. Instantly, a pair of love birds, somewhat flustered, rose up from between the boat and the railing and hurried off while buttoning various garments. My next chore was to get a broom, dustpan, mop and bucket and clean up the mess I had made.

One day, as we continued to work our way down the river, the Steward called us together to announce that we would be out of jobs when we got back to St. Louis. It seemed that the regular black crew did not like to work "up north" but they would be coming back on the boat to replace our pick-up white crew. We had been hired at various places along the way just for the St. Paul trip which had now been cut short.

When the J.S. arrived back in Dubuque and the passengers were going ashore after the moonlight trip I was among them, grip in hand. Thus ended my time on the J. S. DELUXE, pride of the Streckfus Line, in that far away hot summer of 1934. Steamboating was the resonance of a mellow toned stem whistle; the voices and laughter of happy people; the aroma of coal smoke, cylinder oil and steam; the jingle-jangle of engineroom bells; the "Shee, shee" of steam exhaust in the stacks; the thup-thup, thup-thup of paddle wheel buckets. And all climaxed by the strains of a calliope drifting across the water.

* * *

The
"J. S."
STEAMER DE LUXE
The Ocean Liner of Inland Waters



Looks like a big trip on the J.S. judging by the scant rivals any ballroom in St. Louis." The J.S. was dismantled in St. Louis the winter of 1939-1940. Photo from William E. Reed. freeboard. "The eight thousand feet of polished floor space

Cincinnati Enquirer, 11-5-22

CINCINNATI'S BIG FIRE!**FOUR STEAMERS DESTROYED****in SPECTACULAR HARBOR FIRE**

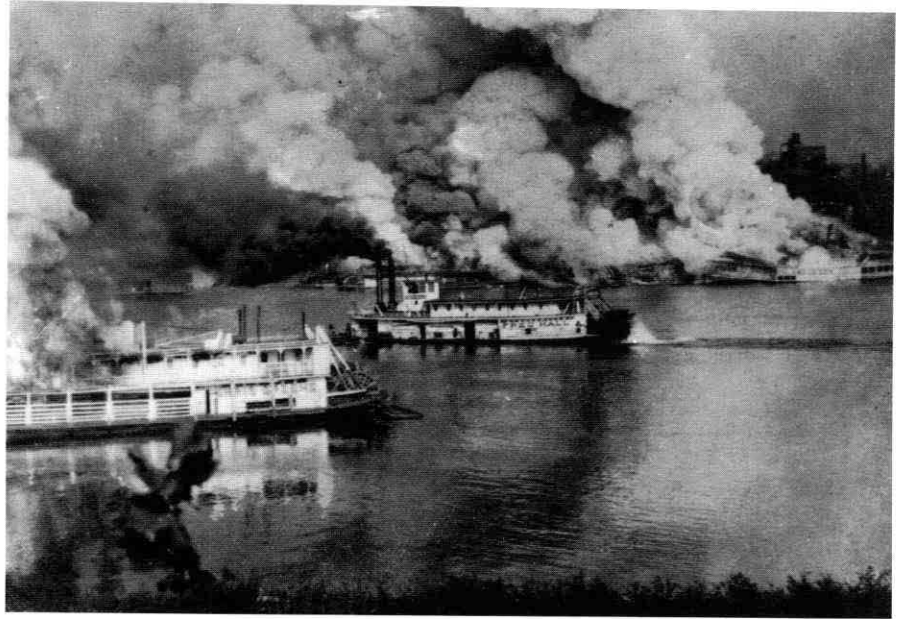
Thousands of persons dotted the Ohio River banks and thronged the bridges in the Cincinnati harbor yesterday to view the blazing hulks of the river steamers ISLAND QUEEN, CHRIS GREENE, MORNING STAR and TACOMA as they were destroyed at their moorings by fire which also swept through part of two wharfboats.

The fire, it is said, originated when pitch, to be used in caulking the vessel's seams, boiled over in the galley of the MORNING STAR and caught fire. The resultant damage is estimated at \$264,000. The loss of the Coney Island pleasure steamers ISLAND QUEEN and MORNING STAR is covered by insurance. The CHRIS GREENE and TACOMA, owned by the Greene Line, were not insured.

The first alarm of fire was sounded on the bell of the MORNING STAR.

Capt. Clarence Sandburn and crew, after battling the flames for several minutes, found that the fire gained headway too rapidly for them and they sought assistance. Capt. Benjamin Pattison of the ISLAND QUEEN, Capt. C. Chapman of the TACOMA and Elmer Fancher, purser of the CHRIS GREENE, also sounded their fire signals and soon several Cincinnati fire companies were on their way to the public landing. A ten-blow alarm later summoned all first line companies in the basin of the city.

The four boats lay alongside the wharfboats in close proximity to each other. Flames from the MORNING STAR reached the ISLAND QUEEN and in almost an incredibly short time both vessels were in flames. With pumping apparatus drawing water from the river, dozens of streams were poured onto the burning vessels and firemen boarded the ISLAND QUEEN to fight the flames rapidly forcing their way through the five decks of the



A familiar view of the Great Cincinnati Steamboat Fire from the Covington shore. The CHRIS GREENE, floating free astray, is in the left foreground with the towboat FRED HALL in midstream. Dimly seen in the smoke beyond the CHRIS GREENE is the end of the Mail Line wharfboat. The sternwheel of the TACOMA shows just ahead of the stacks on the FRED HALL. The doomed ISLAND QUEEN is at the upper right while the MORNING STAR has sunk just aft of her.

boat. Firemen on the upper deck felt the boat quiver and they turned back and reached the shore just as the upper decks aft collapsed to the promenade deck.

Little by little the flames consumed the hull of the sinking vessel. There was a hiss of steam as the burning timbers touched the water's edge and then the larger part of the famous pleasure steamer disappeared, only the two stacks and the pilot house, which was almost completely destroyed, remaining above the water line.

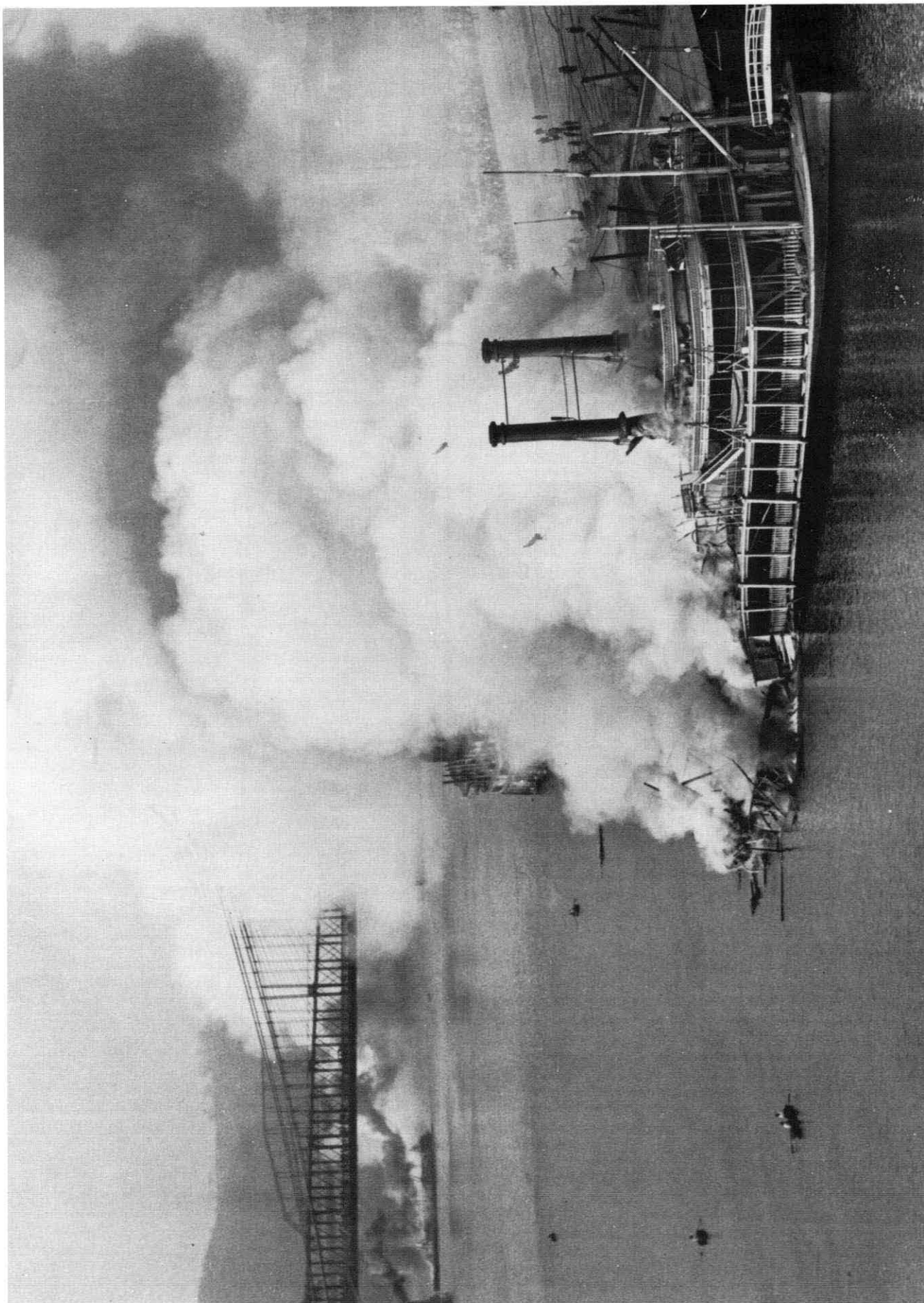
While Cincinnati firemen were fighting the fire on the ISLAND QUEEN and the wharfboats, Covington (Ky.) firemen were quenching the fire in the CHRIS GREENE. The cabin of the CHRIS GREENE was destroyed but the hull was saved. Saviors of the CHRIS GREENE were the crew of the towboat FRED HALL, which towed the Greene Line boat from its moorings on the Ohio side to the Hatfield Coal Company's harbor on the Covington side of the river. From the banks of the river Covington firemen poured water into the boat, saving the hull.

Meanwhile, on the Ohio side, the fire had spread through the wharfboats of the Coney Island Co. and the Greene Line. Under command of Fire Chief Barney J. Houston the Cincinnati firemen massed their forces in a thrilling battle with the flames in the wharfboat and the ISLAND QUEEN, MORNING STAR and TACOMA. The firemen fought their way through the Coney Island wharfboat on the east and the Greene Line wharfboat on the west, finally extinguishing the flames in the wharfboats, enabling them to get closer to the burning river craft.

Boats Burn Rapidly

The MORNING STAR and TACOMA burned rapidly. A mate of the TACOMA had cast the boat adrift, hoping that it would be gripped by the current and carried beyond the fire line of the other boats. Forty men manned a cable seeking to move the steamer out of danger but to no avail. The fire continued to spread as it fed on the wooden decks of the Coney Island boats.

CONTINUED ON PAGE 30 -



**STEAMBOAT FIRE, CONTINUED
FROM PAGE 28 -**

The tall stacks of the STAR fell with a crash. The white-hot cylinders coming into contact with the water sent up clouds of steam. Next, the tall foremast of one of the boats fell, crashing into the burning boat. The TACOMA's stacks were next to fall. Soon nothing but the hull was left of the TACOMA.

The steamer CHRIS GREENE held the attention of thousands who swarmed over the river banks and the Central and Suspension bridges to view the fire. The CHRIS GREENE, which had been towed down the river by the FRED HALL, was carried out by the current before it could be made fast to the shore. The blazing steamer began to drift down stream and for a brief time it was feared it might crash into the shore near the Suspension bridge. As the burning steamer passed under the Suspension bridge it sent a furious wave of heat upward and persons standing on that part of the bridge scurried to places of safety.

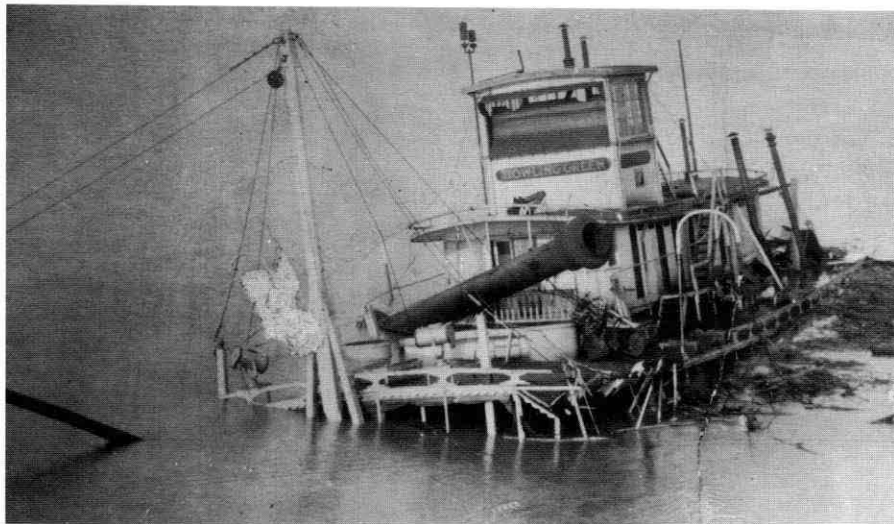
Slowly, the gallant little towboat tugged at its load, finally swinging the flaming steamer into the Kentucky current and landing it in the Hatfield Coal Harbor away from other shipping. From there, Covington firemen fought the fire.

* * *

The full page photo was taken by an Enquirer photographer on the Central Bridge, looking downstream.

On the left, the burning remains of the CHRIS GREENE with the FRED HALL standing by is visible below the Suspension Bridge. The ISLAND QUEEN is in the right foreground; the MORNING STAR and the TACOMA are both sunk and hidden in the smoke. The boat just visible in the smoke (center) is the QUEEN CITY at the Mail Line wharfboat which was undamaged. The wonder is that the fires on the Coney Island and Greene Line wharfboats were extinguished.

From the files of the Inland Rivers Library, Cincinnati.



The Green River packet BOWLING GREEN was built at the Howard Shipyard, Jeffersonville, Indiana in 1904. She was a small boat, 122x32x5, as dictated by the size of the Green River locks but had all the features of her big river cousins; texas, tall stacks with fancy tops, fancy railings and a nicely trimmed cabin. Photo from the Capt. Charles H. Ellsworth collection.

BOWLING GREEN SINKING

C. Leonard Schlamp, 2011 Rugby Ave., Evansville, IN 47711 has our thanks for a copy of the front page of the Evansville Courier, January 22, 1916 reporting the sinking of the Green River packet BOWLING GREEN (0699). This caused us to look up the photo taken of the boat after the sinking and the above deplorable spectacle is what we found.

The following report is extracted from the newspaper account:

The BOWLING GREEN was tied up at the Evansville wharf and cooled down. She had been out of service for about a month waiting to go on the docks for hull repairs after the high water level had gone down some. Her regular summer trade was Evansville-Bowling Green on the Green and Barren Rivers with the partner boat EVANSVILLE (1923) running to Mammoth Cave.

About 8 pm. on January 21 a small stream of water was noticed, apparently by the watchman, coming from the supply pipe leading into the well for the boiler supply pump. The leak was considered minor and Capt. Thomas A. Williams, superintendent of the Evansville and

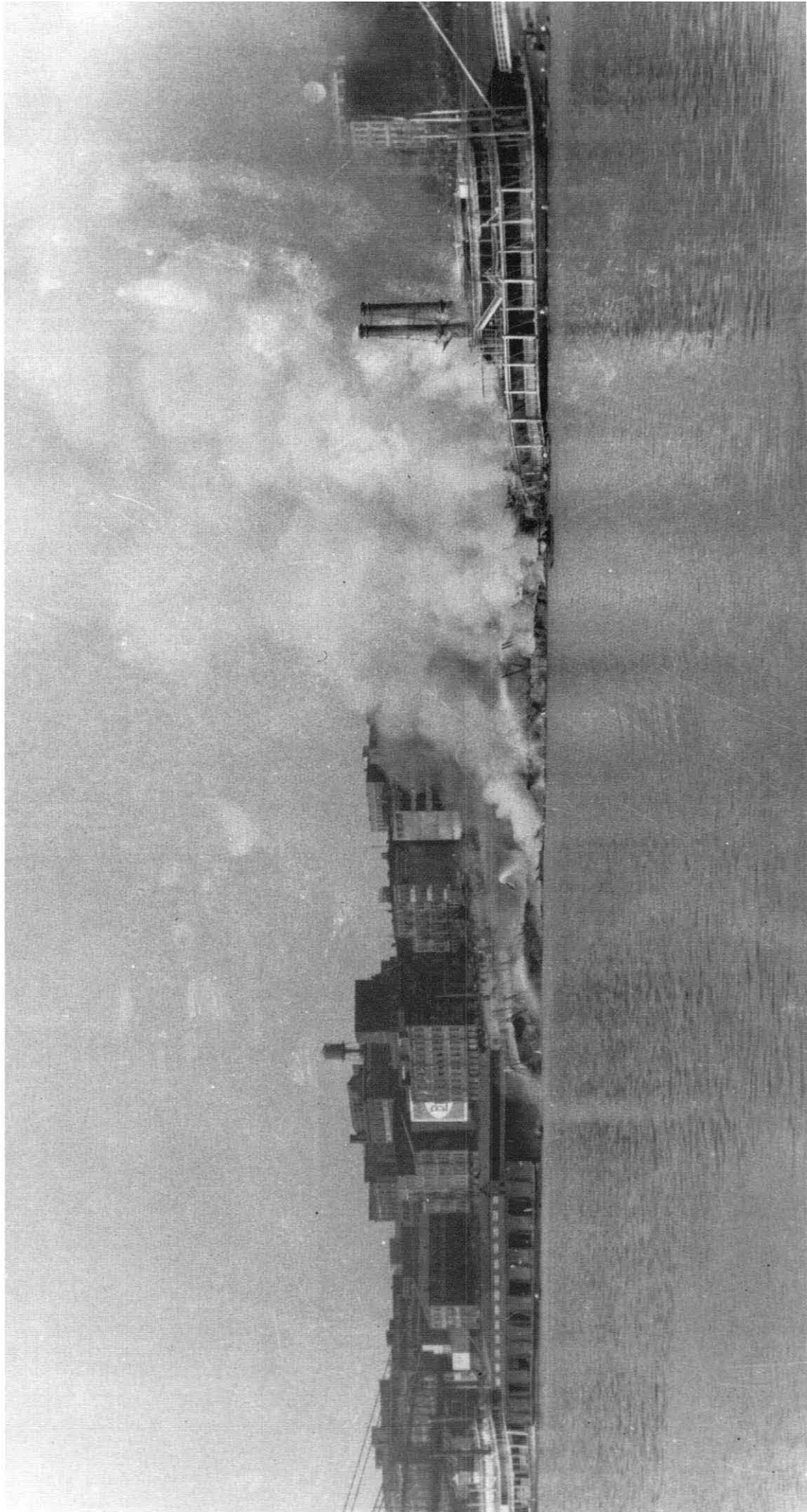
Bowling Green Packet Co., took his ease at home that evening. At 11 pm. watchman Dick Wittman became concerned by the amount of water coming in and called the captain.

The boat was rapidly filling with water from two pipes in the hull which had frozen and broken. Capt. Williams called for help from the crews of other boats tied up nearby and attempted to raise steam to operate the BOWLING GREEN's pumps. Too late! Too late! The BOWLING GREEN filled and sank in about 25 feet of water just above the wharfboat.

The river was falling rapidly and the current past the Evansville wharf was reported to be five miles an hour. There was concern that the wreck might be swept out from the landing and broken up but she stayed where she sank as the river receded. Considerable damage has been done by the port stack falling overboard but otherwise the BOWLING GREEN is intact and on almost an even keel.

The BOWLING GREEN was later raised, repaired and continued operating until another and final sinking March 31, 1920 on the Green River.

* * *



THE CINCINNATI WHARF, NOVEMBER 4, 1922:

The view from out in the river during the Great Steamboat Fire, photographer unknown and taken from a boat with wire railing but also unidentified. The ISLAND QUEEN (right) looks to be in about the same shape as in the view taken from the Central Bridge, probably about the same stage of the disaster.

Just below the burning ISLAND QUEEN are the steaming remains of the MORNING STAR where the fire started. The TACOMA was tied up below the MORNING STAR and has also sunk with just the stern bulkhead and hogchain braces showing above the big Mail Line wharfboat. Just below the wharfboat is the QUEEN CITY, apparently cooled down and in no danger.

**ANOTHER REPORT
ON
THE STEAMBOAT FIRE**

JESSE HUGHES LOOKS BACK

Our current interest in the Great Steamboat Fire of November 4, 1922 began with the reporting in Jesse Hughes' diary. Much later, probably in the 1950s, Jesse set down his recollections of the fire in more detail and it seems appropriate to include this expanded view of The Great Steamboat Fire. It was one of the most severe steamboat losses, albeit without loss of life, that occurred on the Ohio River.

It was early in November one forenoon, four years after the great ice disaster, that fire swept the Cincinnati riverfront at the foot of Broadway. Starting on the sidewheel MORNING STAR the fire quickly leaped over onto the big excursion boat ISLAND QUEEN which was lying just above her. At the same time, the TACOMA and CHRIS GREENE caught fire immediately below the MORNING STAR.

The CHRIS GREENE was quickly cut loose by her young captain, Chris Greene, in a last effort to save her but she burned as she floated down through the harbor. The boat drifted to the Kentucky shore below the Suspension Bridge where the fire department met her at the river shore. The blaze was extinguished but only the partially burned hull was saved.

The TACOMA burned rapidly, the stacks fell and the boat sank right where she lay in shallow water. The MORNING STAR soon went up in smoke and there was but little visible after the hull sank, only the boilers, twisted pipes and machinery and the charred remains of her wheels showed above the water.

Capt. Ben Pattison, master of the ISLAND QUEEN, tried to prevent a conflagration but without avail as the fire spread quickly to his boat. The entire forward portion of the ISLAND QUEEN was saved from burning by the many streams of water played upon the boat. The great high stacks still stood there proudly as if nothing had happened while everything aft of them was burned away. Only the boilers, engines and parts of her wheels were visible after the hull sank.

There were thousands of spectators watching the fire from the many points of vantage along

the river front and on the bridges. It was said that some fifty streams of water were played upon the fire but the wooden portions of the boats that were saved were of no account. All four boats were "laid-up" for low water at the time and, with no steam, none could be moved away from the spreading flames in time to save them.

Capt. Greene and I arrived at the scene the next morning, day after the fire, and it was a sad looking sight that was presented. The wrecks of three boats lay huddled together right where they sank. Twisted masses of pipes and machinery were exposed to view and the gaunt, black, charred wheels stood up above the water like ghostly skeletons.

On the TACOMA masses of partly burned wood lay around on every hand. Bent and flattened smoke stacks stretched out right where they had fallen. Warped and cracked hog chains had dropped down where the wooden braces had burned away beneath. The mixed up wire lines that held the fallen mast and stage rigging were piled up in strange shapes and the iron bell frame lay where it had fallen when the roof burned away. The big bell had flattened out under the terrific heat and looked like a big side of bacon.

Anyone familiar with any of the burned boats could quickly recognize many of the things that still remained, mute evidence of the swift destruction that had come upon them. The hulls escaped with slight damage and the parts of the boats within reach of the hosemen on the shore were prevented from burning but were entirely worthless. The wooden wharfboats were both badly burned with great portions of the roofs and siding entirely missing.

From the TACOMA we salvaged a set of machinery and the paddle wheel shaft but nothing more. Capt. Greene sold the burned hull and machinery of the CHRIS GREENE just as it was. Later on, derricks lifted the boilers out and then pulled up the hulls and other wreckage to clear the landing for use again.

This disaster left Capt. Greene with no steamboat except the GREENWOOD, now considered as being old. Capt. William Roe, manager of the Louisville and Cincinnati Packet Co. which had sustained no loss, offered his new but small steamer ANDES for use. This offer was

gladly accepted and Capt. Chris Greene went aboard as manager. The Greene Line business would be carried on with these two boats. Work was also hastened to complete the new steel boat under construction, named for Tom Greene, now eighteen years of age and attending college in Columbus.

While the wreckage from the fire was being cleaned away Capt. Greene and I began the plans for another boat. Three months later Capt. Greene, Junius Greenwood (Capt. Greene's brother-in-law) and I were in Charleston closing the contract with Charles Ward Engineering Works for the construction of a new steel steamer to carry the machinery recovered from the TACOMA. She would be the new CHRIS GREENE.

Six months after the fire the new TOM GREENE went into service. She overshadowed anything yet seen in the steamboat line around Cincinnati. Steel construction throughout the cabin made it the first of its kind to be built. It had fine new boilers, massive machinery, elegant equipment and cabin furnishings with fine quarters for Capt. and Mrs. Greene and the crew. All were proud of the speed and performance of the new flagship and Capt. Greene and I were pilots on the first trip of the TOM GREENE. It would be almost a year later that Capt. Roe's Louisville and Cincinnati Packet Co. would put a steel steamer into service, the new side-wheel CINCINNATI.

* * *

REVISED PACKET DIRECTORY

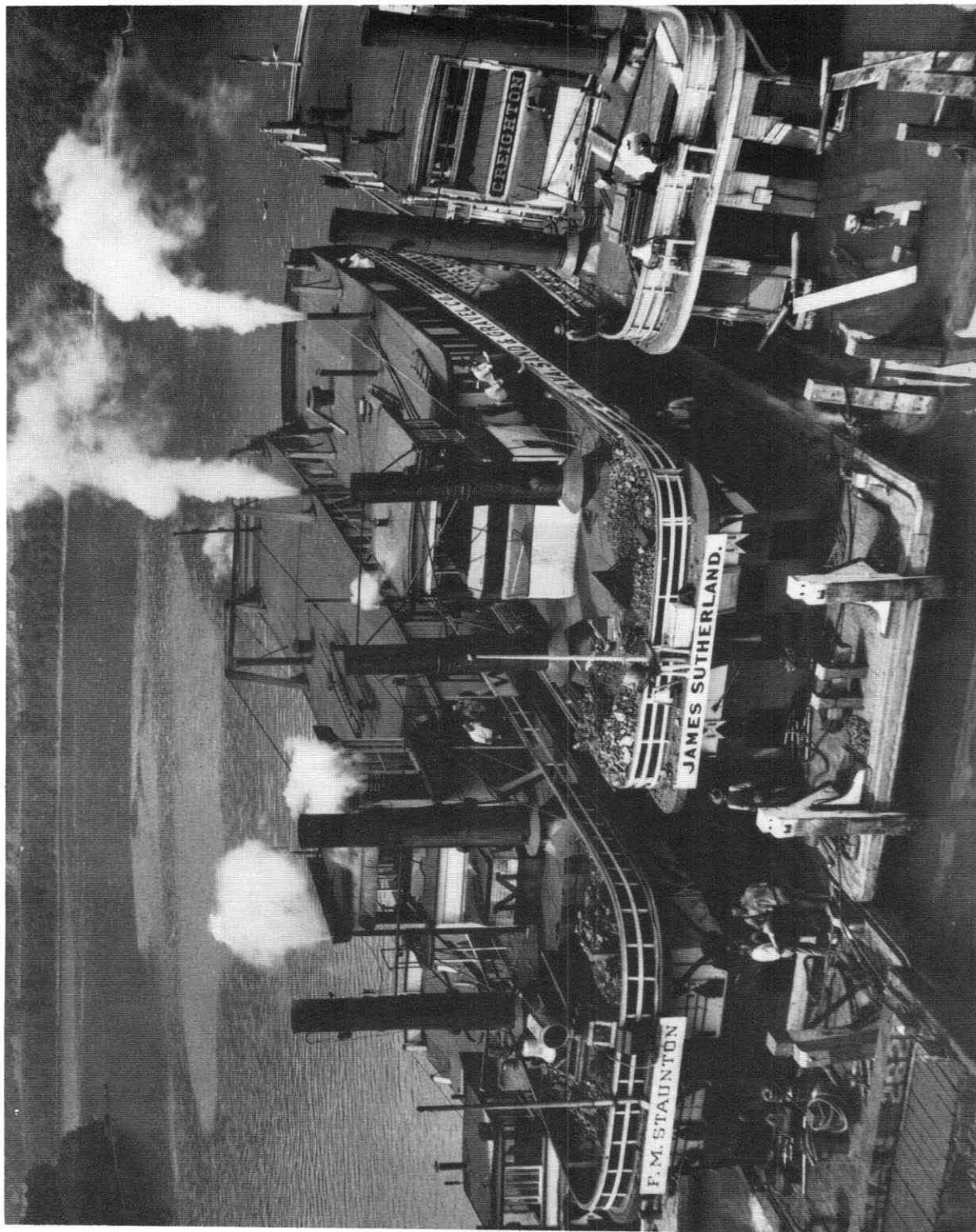
FIRST REPORT

Got the new Packet Directory. Was happy and relieved to find that all the new entries were grouped together - saves a lot of searching.

Also, was delighted with the picture and information on the AMERICAN QUEEN. Thumbs up!

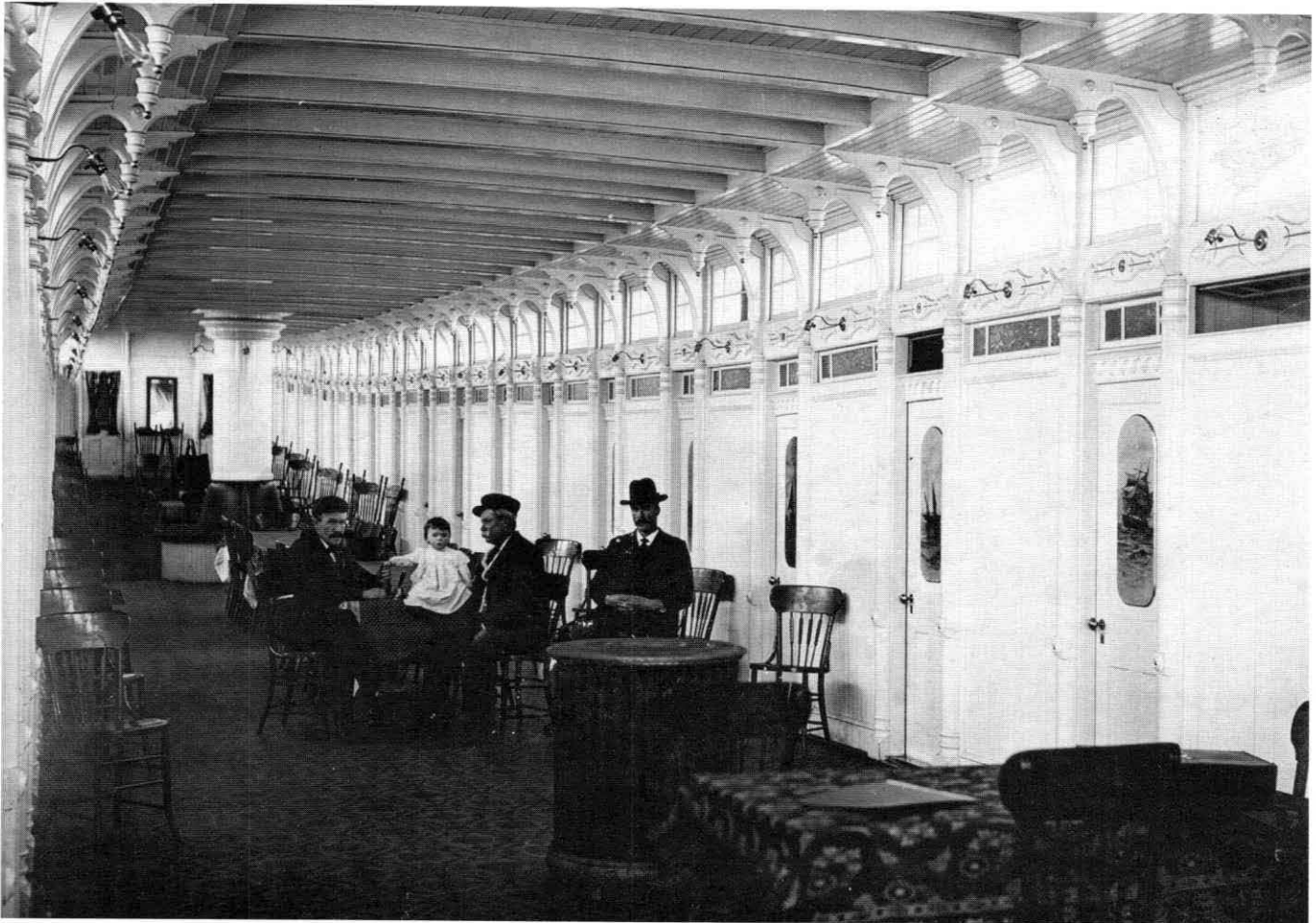
William R. Smith
5708 St. Rt. 7 South
Gallipolis, OH 45631

= Good to hear! Sorry we didn't learn NAUMKEAG (4122) and TEMPEST (5332) were side-wheel earlier. Ed.



This trio of poolboats is on the Kanawha River in September, 1930, just below the coal tipple at Hugheston (Houston), WV. The CREIGHTON (T0517), nearest the shore, sank on September 7 and the JAMES SUTHERLAND (T1338) and F. M. STAUNTON (T0784) are on hand to assist with the raising. The small gas-boat is named VIRGINIA but her history is unknown to us.

The CREIGHTON had a long history dating back to the Muskingum River packet MINK NO. 2, built at the Knox yard, Harmar, Ohio in 1877. She was rebuilt into the Allegheny River towboat CLARA CAVETT and renamed CREIGHTON in 1908 when owned by the Pittsburgh Plate Glass Co. who had a plant at Creighton, PA. The boat was raised. Jerry Sutphin collection.



THE WILL H. ISOM: TOWBOAT DELUXE

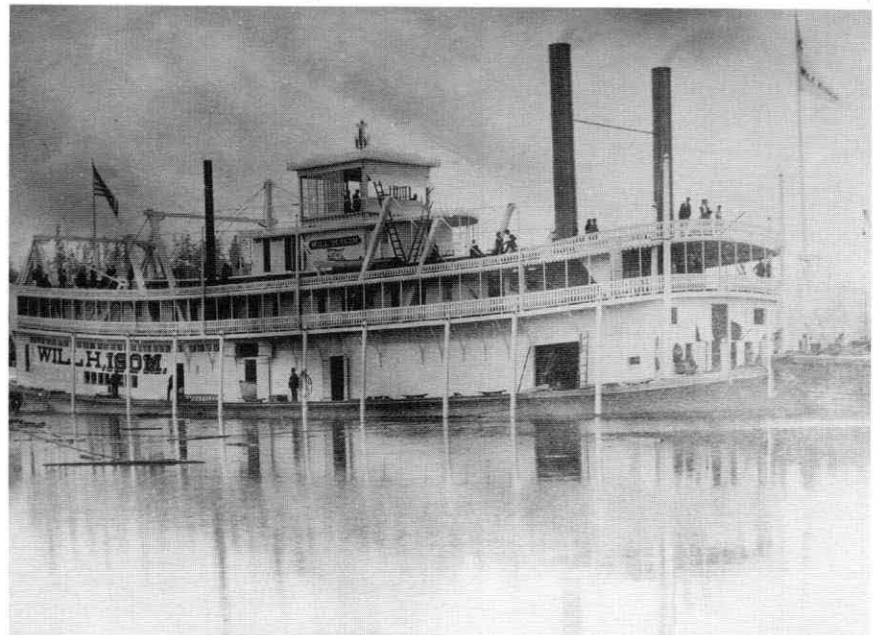
This view of the cabin of the towboat WILL H. ISOM is the equal of most packets that were her contemporaries. She was built in 1901 and has electric lighting fixtures (with no kerosene backup) between every stateroom door down through that long cabin finished in gleaming white enamel. Each stateroom door has an oil painting of a nautical scene. A high skylight provides ample natural light; this was no grubby poolboat.

The photo of the cabin comes from Joseph "Joe" C. Dobler, 4 Park Place, Manhattan Beach, CA 90266. Joe's father, Capt. W. J. Dobler, is the gentleman in the felt hat who was master of the ISOM for several seasons on the Yukon River. Most Yukon River steamers carried passengers as well as pushing barges and although the WILL H. ISOM (T2645A) was built and powered as a towboat of the largest class she was licensed as a passenger vessel. She was designed for Yukon River service shortly after the Gold Rush.

James Rees & Sons Co., Pittsburgh were the general contractors who built this boat for the North American Transportation & Trading Co. The hull and other main structural components were prefabricated by Axton & Son boat yard at W. Brownsville, PA. Engines were

Rees, 24s-8'8" stroke with six boilers and she was set up and completed at Ballard (Seattle), WA.

She went up the Inside Passage and to St. Michael, AK, under her own power. She was laid up at St. Michael about 1915. Still shown in the 1943 L.M.V. of the U.S.



- OBITUARIES -

CLAIRE E. FITCH

Mrs. Claire Fitch, wife of former S&D vice president Gene Fitch, died on November 17 at Guntersville, Alabama. Claire was 87.

Claire Martin married Gene Fitch in 1933 and they lived at Hebron, Ohio and nearby Buckeye Lake. She helped in the family contracting business based at Hebron.

In 1966 Claire and Gene bought the diesel sternwheel towboat DIESEL and over a period of a year or more turned her into a pleasure boat. The hull of the DIESEL had been built by Dravo in 1926, 90x16x4, and completed at Sardis, Ohio. She was a familiar sight on the upper Ohio in the Pittsburgh area until Claire decided a boat on the river would be an attractive place to live. Gene always gave Claire credit for the vision of converting the boat into their home, the CLAIRE E., and she supervised much of the conversion work carried out below the ferry landing at Fly, Ohio.

Eventually the Fitches moved onto the CLAIRE E. as their full-time home. In 1971 Gene and Claire took a trip to the Tennessee River and in 1975 began spending their winters at Guntersville, Alabama and the summers traveling on the Ohio, usually all the way to Pittsburgh. Claire and Gene were originals at the Charleston and then Marietta Sternwheel Races and Festivals which have become fixtures on the summer calendar.

The CLAIRE E. was sold to Harley Noland, Marietta, Ohio in 1988 and since then the Fitches have made their home at 2305 LuJames Lane, Guntersville. The CLAIRE E. is now moored on the Muskingum River and has been remodeled into a popular bed-and-breakfast by Mr. Noland. The boat still looks much the same as when the Fitches operated her and were the goodwill ambassadors, known far and wide. Claire was the hostess who welcomed one and all to "Come and look around my house."

Mrs. Fitch is survived by husband Gene and two sons, David Fitch of Fairfax, Virginia and James Fitch of Tulsa, Oklahoma, three grandchildren and a brother, Charles Martin.

We thank Jan Dicarolo for sending the writeup from the Guntersville paper.

* * *

YEATMAN ANDERSON, III

Yeatman "Andy" Anderson, 3939 Erie Avenue, Suite 206, Cincinnati, OH 45208 died in Cincinnati on January 11, 1995. Andy had been battling leukemia for several months and died in his sleep while in the hospital for some testing. He was born in Greenville, South Carolina February 10, 1922.

Yeatman was curator of Rare Books at the Public Library of Cincinnati and Hamilton County prior to his retirement several years ago. He was instrumental in developing and expanding the Inland Rivers Library during his tenure and became a respected authority on river history, particularly with respect to written materials and resources.

He served in the 339th Fighter Squadron, Eighth Air Force in England during WW-II. Following the war, Yeatman received a masters in history at University of Cincinnati and then a masters in library science at University of Illinois, Champaign-Urbana.

Yeatman Anderson was always "Andy" in S&D circles and a regular at our annual meetings for more than 30 years. He came by his love and knowledge of history naturally as a descendent of the first tavern keeper on the site of present-day Cincinnati. Griffin Yeatman was the owner of the, "best tavern and sometimes court house on the Ohio River" at the founding of Cincinnati, the location being termed Yeatman's Cove. He was also descended from Nathaniel Chesebrough, a settler of Connecticut who fought in King

Philip's War in the 17th century, which qualified Andy for the Society of Colonial Wars, State of Ohio. This was a membership in which Andy delighted and referred to as, "A gentlemen's drinking society."

Andy was long a member of the Cincinnati Literary Club, a prestigious organization with its own club house not far from Yeatman's Cove, replete with heavy drapes, library with dark woodwork and leather overstuffed chairs. A ritual of the Literary Club requires members to periodically prepare and deliver serious papers of merit. Typical of Andy's sense of humor, one of his papers on social life in the 19th century was titled, "The Sin in Cincinnati".

At the time of his death, Andy was one of the trustees of the J. Mack Gamble Fund of S&D. He is survived by his wife Harriet, daughter Lynn Conaway, grandson Mark Conaway, son Yeatman Anderson and brother Guy "Coke" Anderson, present treasurer of S&D.

THE BACK COVER

"Now isn't this a fine mess!" Well, it was and one that THE NEW ERA did not survive.

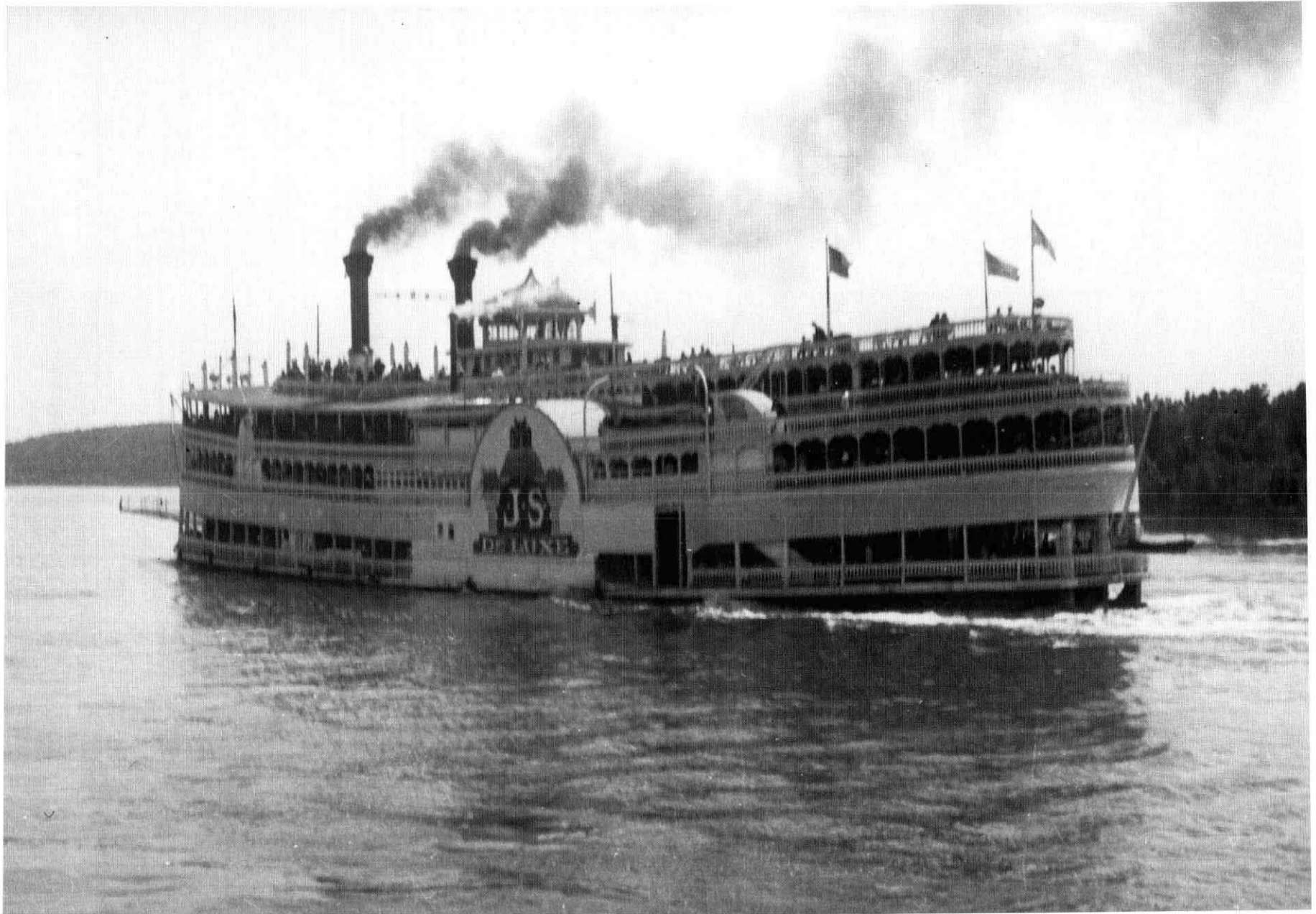
THE NEW ERA (5351) had been rebuilt at Clarington, Ohio in 1918 from the sidewheel ferry TRANSIT (5439). The TRANSIT was built at Murraysville, West Virginia and completed at Wheeling in 1878, had operated at several locations on the Upper Ohio including Sistersville. THE NEW ERA had a wooden hull 64.7x20x4 and operated between Wellsburg, West Virginia and Brilliant, Ohio. In 1946 she was sold to Lee Van Tilburg, Steubenville, Ohio and ran until caught in the gorge of ice at the Brilliant landing.

In this last view of THE NEW ERA there is still hope: she has steam up and her wheel is still in the water although the piled up ice has lifted the bow four or five feet. The ice moved and THE NEW ERA turned turtle on January 30, 1948, a total loss. This left the ferry at Augusta, Kentucky the only remaining steam operation on the Ohio River (AUGUSTA, 0390).

Bob Thomas collection photo.

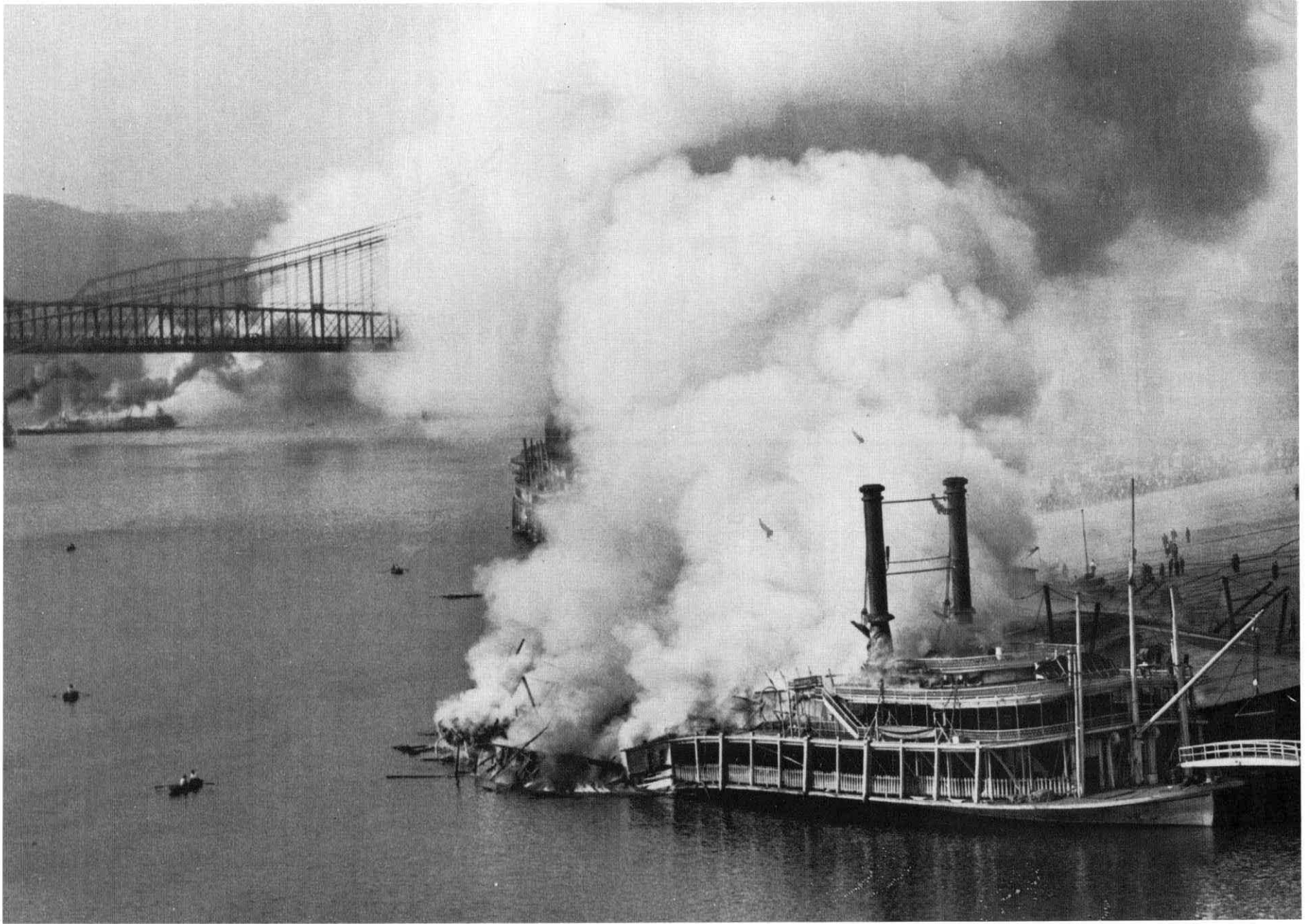






Looks like a big trip on the J.S. judging by the scant freeboard. "The eight thousand feet of polished floor space

rivals any ballroom in St. Louis." The J.S. was dismantled in St. Louis the winter of 1939-1940. Photo from William E. Reed.

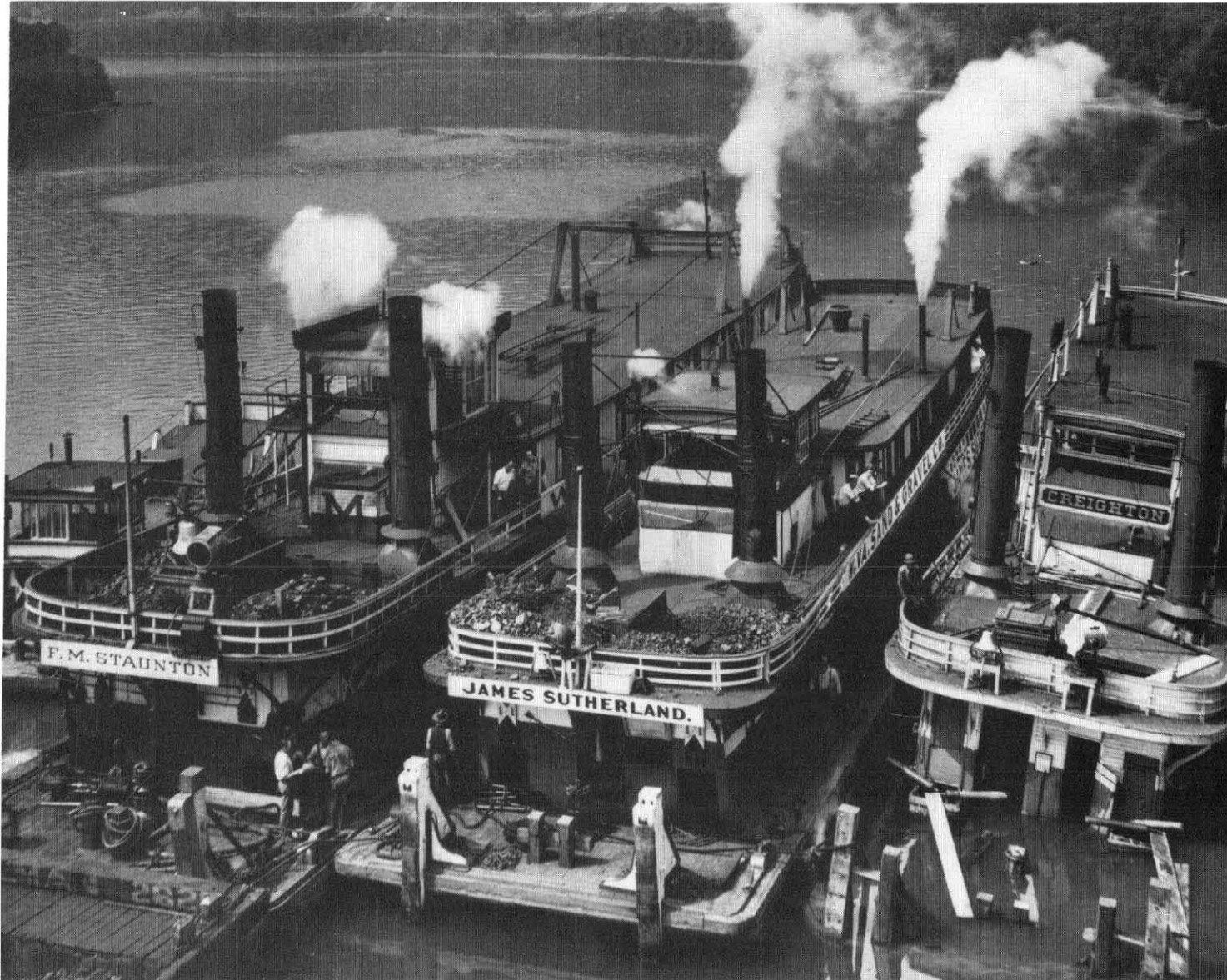




THE CINCINNATI WHARF, NOVEMBER 4, 1922:

The view from out in the river during the Great Steamboat Fire, photographer unknown and taken from a boat with wire railing but also unidentified. The ISLAND QUEEN (right) looks to be in about the same shape as in the view taken from the Central Bridge, probably about the same stage of the disaster.

Just below the burning ISLAND QUEEN are the steaming remains of the MORNING STAR where the fire started. The TACOMA was tied up below the MORNING STAR and has also sunk with just the stern bulkhead and hogchain braces showing above the big Mail Line wharfboat. Just below the wharfboat is the QUEEN CITY, apparently cooled down and in no danger.



This trio of poolboats is on the Kanawha River in September, 1930, just below the coal tipple at Hugheston (Houston), WV. The CREIGHTON (T0517), nearest the shore, sank on September 7 and the JAMES SUTHERLAND (T1338) and F. M. STAUNTON (T0784) are on hand to assist with the raising. The small gasboat is named VIRGINIA but her history is unknown to us.

The CREIGHTON had a long history dating back to the Muskingum River packet MINK NO. 2, built at the Knox yard, Harmar, Ohio in 1877. She was rebuilt into the Allegheny River towboat CLARA CAVETT and renamed CREIGHTON in 1908 when owned by the Pittsburgh Plate Glass Co. who had a plant at Creighton, PA. The boat was raised. Jerry Sutphin collection.



THE NEW ERA

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