

# S & D

# REFLECTOR

Published by Sons and Daughters  
of Pioneer Rivermen



Vol. 32, No. 2

Marietta, Ohio

June 1995



**THE FRONT COVER**

A week or so before Easter in 1916 the HOMER SMITH was preparing to depart from Pittsburgh on an Easter trip to New Orleans. She is landed at the old wharfboat used by the Monongahela River packets and her stacks are broken back to clear the bridges below.

The HOMER SMITH (2658) ran a Mardi Gras trip in 1916 and it proved so successful that she came back to try the Easter trip which did not prove to be so popular. Just below the SMITH is the excursion boat SUNSHINE (5235) owned by Capt. William McNally; her stacks too are folded back, just a little early for the excursion season. At the lower wharfboat is the R. DUNBAR (4668).

Fred Way took the photo from the Smithfield Street bridge which still stands. The Wabash Railroad bridge visible in the distance was removed in the 1950s.

Print by William E. Reed.

**- LETTERS -**

Sirs: In regard to the photo of the J.S. (2882) on page 27 of the March issue showing the boat with scant freeboard, I believe there is more than a full passenger load involved. It is my opinion that the J.S. had just been refueled and the weight of coal and stores put her rather deep in the water; the good load of passengers used up the remaining freeboard.

I was pleased to see that the Wells Inn at Sistersville, West Virginia has been restored and back in business.

William V. "Bill" Torner  
1119 Kent Circle, Apt. 209  
Waterloo, IA 50701-4489

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Sirs: My family enjoyed the story on the J.S. Deluxe by William V. Torner. My wife Betty, the oldest of Capt. Joe's (Streckfus) three daughters, often talks about helping her mother with the decorations for the boat.

Capt. Bill Carroll  
6342 Waterman Ave.  
St. Louis, MO 63130

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Sirs: It was good to see a photo of the PORTLAND II on page 5 of the March Reflector. I rode the PORTLAND from Pasco to Ice Harbor Dam on the last trip she made from Portland to the Lewiston on the Snake River. There were a lot of "big shots" from the tri-cities area of Pasco, Richland and Kennewick who also got aboard at Pasco and my friends wondered how I managed to ride the steamboat. (Knowing the PR man helped!) I'd just finished picking apples the day before getting on the boat so took a 40 pound box of Golden Delicious apples along as my contribution; well received, too.

Walt Thayer  
P.O. Box 2175  
Wenatchee, WA 98807

= Ice Harbor Lock and Dam is the first one on the Snake River above its junction with the Columbia. See news elsewhere in this issue on the debut of the QUEEN OF THE WEST in the Columbia, and Snake river trades. Ed.

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**- CONTENTS -**

Jesse Hughes Diary	Pg. 6
U.S. R. E. DeRUSSY	Pg. 11
S&D Chapters	Pg. 14
Steamboat 'Round Bend	Pg. 20
S&D Early History	Pg. 25
This and That	Pg. 27
Pilotin' the CHICKIE	Pg. 28
Obituaries	Pg. 35

Mary Burnside Reynolds  
Robert "Bob" Ashley

Sirs: I would like to thank the Sons and Daughters of Pioneer Rivermen for the copy of Way's Packet Directory, 1848-1994 donated in memory of Ben and Fannie Richardson. This donation is now a circulating part of our local history collection.

Melissa Wagner, Director  
Kate Love Simpson Library  
McConnelsville, OH 43756

= Ben Richardson was first treasurer and the second president of S&D (1940). Ben and Fannie are buried in the McConnelsville Cemetery along with a number of other Muskingum rivermen. Ed.

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Sirs: The GEO. M. VERITY Museum will open April 1 for the 1995 season. Brett Longenecker is still working on the conversion of the mv. JAMES T. BELCHER into a floating restaurant to be located at the foot of Bank Street near the VERITY. The restaurant plus the Trans-Mississippi trolleys will draw more visitors to our area. The Keokuk waterfront has been much improved with a new brick wall from the stern of the VERITY up to the new bridge.

Bob Miller  
729 Hazelhurst  
Keokuk, IA 52632

\*\*\*

= In the same mail Secretary Bee Rutter received a letter from new member Joe E. Brown, Western River Workboats, 1010 Turley Ave., Flatwoods, KY 41139 with a picture of Joe's radio controlled model of the VERITY and a beaming Bob Miller. Wife Jane Brown joined her husband up in S&D as a Christmas present last year. Joe's "workboats" are scale, radio controlled and the GEO. M. VERITY will be running at the R/C Model Show in St. Louis August 19, 20. Ed.

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LETTERS CONT'D. ON PAGE 3 -

## LETTERS CONT'D. FROM PAGE 2

Sirs: I must put in a correction on the story about Yamhill River boating on page 21, March issue of S&D Reflector. The date in the caption for the photo of the BONITA in the lock should be September 24, 1900.

An interesting story about the Yamhill River, "From Dream to Demolition", is available from the Oregon Historical Society, 1230 S.W. Park Ave., Portland, OR 97205.

Thomas C. Graves  
2253 C Sunset Dr.  
Forest Grove, OR 97116

\* \* \*

Sirs: The photo of the WILL H. ISOM on page 34 of the March issue is one that I had not previously seen. I wonder if it might not have been taken on launching day in Ballard, Washington: The sign painter is finishing the shading of the boat's name on the engineroom bulkhead; a couple of ladders are still leaning on the upper works; the fir trees behind the boat look more like Seattle than the Yukon.

The trip up the Inside Passage, across the Gulf of Alaska, through Unimak Pass and across the Bearing Sea to Norton Sound must have been an epic voyage. There must be a log of the trip in existence somewhere.

Joseph C. Dobler  
4 Park Place  
Manhattan Beach, CA 90266

= The delivery trip of the WILL H. ISOM (T2645A) was 5,000 miles according to the James Rees & Sons catalog, a long way for a steamboat of inland rivers design. Ed.

\* \* \*

Sirs: Thank you for your interest in my plans service. I have just published a new, expanded catalog listing plans for thirty-five vessels.

John L. Fryant  
6508 Dorset Dr.  
Alexandria, VA 22310

Sirs: I am preparing a history of Murraysville, WV and wish to include as much information as possible on the boatyard that operated there during the years 1838-1885. I would greatly appreciate any information or photographs concerning the boatyard or the village that you readers could offer.

Daniel D. Bonar  
237 W. Elm St.  
Granville, OH 43023

= Good luck! We would like to know more of the history of that boatyard to share with readers. Ed.

\* \* \*

Sirs: It was a pleasure to read the explanation about the FREDDIE belonging to Strteckfus Steamers in the words of Capt. Bill Carroll. (Page 13, March issue.)

It should be noted that Bill Carroll is celebrating 50 years on the river.

Capt. James Blum  
9740 Colony Drive  
St. Louis, MO 63137

= John E. Connelly sponsored a reception for Bill Carroll aboard the BECKY THATCHER at St. Louis on May 6, 1995 in recognition of his 50 years of river service. Ed.

\* \* \*

Sirs: I bring greetings from Capt. Philip Ritchie, master of the GRAND VICTORIA floating casino cruising on the Fox River at Elgin, Illinois.

The GRAND VICTORIA is larger than the new AMERICAN QUEEN, cruises a couple of hundred feet and employs the latest in modern technology, six electrically driven props.

There is no turning around at either end of a cruise; the Fox River is narrower than the 400 ft. length of the boat.

Dave Hollein  
Oakwood Enterprises  
101 Old Dundee Rd.  
Barrington, IL 60010

Sirs: I am a geologist doing research on earthquakes in the midwest and interested in locating photos of earthquake damage to structures, roads, bridges, etc.

There have been damaging earthquakes in 1891 Mt. Vernon, IL; 1895 Charleston, MO; 1903 Mississippi River valley; 1917, 1922 and 1968 in Southern Illinois; 1925 Wabash River valley; 1934 Rock Island, IL; 1955 Sparta, IL; 1955 Finley, TN; 1974 Wabash Co., IL; and 1987 Olney, IL.

I have, so far, found few photos of damage caused by these events and suspect they may exist in private collections. Help!

Phyllis Steckel  
P.O. Box 2002  
Washington, MO 63090

\* \* \*

Sirs: I liked the color pages in the March issue.

You might be interested to know that the PORTLAND is the boat that was used in the filming of the movie "Maverick". Also, the movie "Huckleberry Finn" was on TV recently and I spotted the JUBILEE I (now BELLE OF NEW BERN) and the BONNIE BELLE (ex-BORDER STAR) pretending to be Mississippi River steamboats.

Enclosed is a list of gambling boats that you might find of interest. Am in the process of putting together a sort of guide on gambling boats which, hopefully, will be finished by early summer.

Dave Massie  
952 Annapolis Ave.  
Akron, OH 44310

= A timely letter from Dave in view of the article on "Steamboat Round the Bend" which appears elsewhere on these pages. The gambling boat list Dave sent contains 63 floating vessels devoted to games of chance but we refuse to call all of them "boats"; a number are stationary barges. Biloxi, MS leads with ten casinos followed by Tunica, MS with nine establishments. Ed.

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June 1995

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

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

\* \* \* \* \*

## SONS & DAUGHTERS OF PIONEER RIVERMEN

### Officers:

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

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

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

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

Guy C. Anderson, Treasurer  
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Cincinnati, OH 45212

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Anne Mallinson

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

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(513) 369-6957

Ohio River Museum, Marietta:  
John D. Briley, Manager  
(614) 373-3750

## NOTICE OF ANNUAL MEETING

### THE ANNUAL MEETING OF THE SONS AND DAUGHTERS OF PIONEER RIVERMEN WILL CONVENE AT THE HOTEL LAFAYETTE, MARIETTA, OHIO ON SEPTEMBER 15 AND 16, 1995.

As customary, an informal get-together will be held in the ballroom on Friday evening beginning at 8pm. Stop by for registration of members and guests. Exhibitors of models, paintings, plans and whatever related to steamboats and the rivers are welcome. Light refreshments and legal potables available.

The detailed schedule of events during the weekend will be found at the front desk of the hotel. Pick up a copy first thing and also your tickets for the Saturday evening banquet.

The S&D Board of Governors, after deliberations reported elsewhere in this issue, has made a change in the order of business on Saturday. The annual business meeting of the S&D corporation will take place Saturday morning beginning at 9:30. The usual reports by the officers and committees will be delivered including the report of the nominating committee. Election of officers and members of the Board of Governors will take place at this meeting rather than as part of the Saturday evening banquet meeting.

The official functions will conclude Saturday evening with a table service banquet in the ballroom followed by a noteworthy speaker.

### NOMINATIONS COMMITTEE

Pursuant to Section VII of the Constitution of the Sons and Daughters of Pioneer Rivermen, the following members in good standing have been appointed to the 1995 Nominating Committee: R. Dale Flick, Chairman, Dorothea Frye and Jane Greene. The three nominating committee members are all residents of the Greater Cincinnati area, long-time members of S&D and well known to most of the membership.

It is the duty of the Nominating Committee to select a slate of officers and three candidates for the Board of Governors. Officers serve a one year term while members of the Board of Governors serve three years.

The committee shall consider active, qualified and interested members for the various offices. The committee's recommended slate of officers and Board members will be presented to the general membership at the annual business meeting, September 16, 1995.

S&D members who wish to propose either themselves or other members for nomination to a particular office should send the name and resume, not later than August 15, to:

R. Dale Flick, 1444 Burney Lane,  
Cincinnati, OH 45230; after June  
18, Dale may be contacted: c/o  
G.P.O., Lake Leelanau, MI 49653.  
\* \* \*

### BOARD OF GOVERNORS MEETS

At the request of the president, the S&D Board of Governors held a meeting on April 2, 1995. The purpose was to review various facets of S&D operations and to acquaint the Board members with the operations of the offices of Secretary, Treasurer and the trustees of the J. Mack Gamble Fund.

This general review resulted in the Board changing some features in the conduct of the annual meeting of the corporation this next September. Motions were adopted to: (1) Name the nominating committee by June of each year rather than at the annual meeting; (2) Hold Board meetings twice a year, spring and fall; (3) Board of Governors to select its chairman from among its members following each S&D annual meeting; (4) The September meeting of the Board of Governors will be held on Friday afternoon rather than attempting to hold it as part of the general business meeting.

A motion was adopted to prevent any S&D officer from also acting as chairman of a standing committee, the Board of Governors or chairman of the J. Mack Gamble Fund trustees. Officers may serve on such committees and boards, however. This restriction was thought desirable to minimize the possible dislocation to the S&D organization should an officer become incapacitated.

A membership committee, led by a Board of Governors member, was established to look into ways of expanding the S&D membership. Catherine Remley has been appointed chairman of the committee assisted by Jeff Spear and John Briley. A report is due at the annual meeting this September.

The J. Mack Gamble Fund trustees were asked to prepare a written policy statement and a standardized application form for all grants. A report is to be submitted to the Board of Governors at its September, 1995 meeting.

The special meeting of the Board of Governors lasted about four hours and seemed to serve the purpose of acquainting all with an appreciation of the various interests and viewpoints represented by the S&D membership. Procedures adopted should improve the S&D annual meeting and the election of officers with greater participation by members in the affairs of the association.

The founders set a tone for our organization which has been one of its charms, a family gathering dedicated to saving river history. But, S&D has changed over the years in both its membership interests and financial status so some greater formality in conducting the association's business is inevitable.

\* \* \*

## JESSE P. HUGHES DIARY

- 1923 -

by C. W. Stoll

At the end of Capt. Hughes' 1923 diary is the following statement:

"I was busy every day and failed to write every day. Now, in 1968, it looks very bad to see all these blank pages and no chance to fill them now. This book has 250 blank pages in it - the worst shape I have ever placed a diary in. Don't know why I did it. Will pick such items that are of any interest."

At the end of the 1922 Jesse had noted that the new packet TOM GREENE had been towed to Cincinnati from Gallipolis where her machinery and boilers had been installed. On the last day of 1922 the GREENWOOD had come up the river on her regular trip to Charleston. Jesse was in charge of the Ashland wharfboat, living in Catlettsburg and commuting to work on the street-car.

This might be as good a place as any to bring up a rumor about the building of the TOM GREENE which we have heard from several sources over the years: After the TOM's plans were completed and agreed upon between Capt. Greene and the Marietta Manufacturing Co., the builders suggested certain hull design changes that would reduce the building cost. Capt. Greene is reported to have agreed to these design changes and the boat was built. But, even with big power - 22 inch cylinders and 7 ft. - the TOM never achieved the speed she was designed to have, fast though she was. This writer has always wondered what the changes were and how much the TOM GREENE's top speed expectations were actually affected. We recall one evening in the engine room when engineer George Wise "opened her up" to demonstrate what the TOM could really do but he quickly shut her down to her normal scheduled speed. Wise stated, "If you ran her that way she would burn up all the coal on the boat."

C. W. Stoll

- JANUARY -

On Tuesday, January 23, with the river rising steadily and drift running, the GREENWOOD was up at 1:30 pm. and the ANDES, under charter from the L&C line, was due down. Douglas Fairbanks in, "The Three Musketeers" was playing at Hall's Theatre in Catlettsburg.



ANDES (0253) and QUEEN CITY (4615)

The ANDES had been built out of the wreck of the LOUCINDA by the Louisville and Cincinnati Packet Co. to run in the Cincinnati-Madison trade. After the big fire at Cincinnati in 1922, the Greene Line had her under charter in early 1923, until the TOM GREENE came out in April and possibly thereafter.

Capt. Tony Meldahl was reported dead at his home in Neville, Ohio and his funeral scheduled to be aboard the U.S. CAYUGA, his old command.

On the 29th Jesse met Capt. Greene at 4:15 am. (!) at Charleston and later they went to the Charles Ward plant to discuss a steel hull, 190'x37'x6', for the new CHRIS GREENE. Jesse took the 5:40 pm. C&O train back to Huntington and then by street car to Catlettsburg.

- FEBRUARY -

On the 12th, Jesse and wife Telia went to Ironton, Ohio and bargained for a new player piano which was delivered the following day.

February 14 saw the towboat JAMES MOREN upbound on her first trip since being repaired at Paducah. "Capt. Greene has contracted with Ward for his new boat - \$48,350 for hull and boiler deck."

- MARCH -

No entries in the diary for this month.

- APRIL -

Monday, April 2 Jesse went to Cincinnati on the early train and began lettering on the new TOM GREENE, staying at the Greene house

on Shaw Avenue, Hyde Park. He worked on the lifeboats and then did the engine room bulkheads. On April 6 the TOM's furnaces were fired for the first time and Jesse tried to tune the whistle but, "Did no good." The wheel was rolled over but, for whatever reason, they were unable to make a trial trip.

Jesse returned home on the 9:10 pm. C&O on Saturday, April 7. Although he didn't get to Catlettsburg until 2:10 am. on Sunday morning Jesse was down at his desk on the Ashland wharfboat that afternoon.

The TOM GREENE finally made her trial trip on April 14 but blew out a side pipe on one engine and had to return to the wharfboat. Capt. Greene called to let Jesse know how the new boat performed. The ANDES of the L&C line was still operating under charter to the Greene Line.

The Hughes family took an excursion aboard the HOMER SMITH on April 15, leaving Ashland at 1:30 pm. and rode up to Huntington, returning at 8:00 in the evening. Capt. John Douglas was in charge of the SMITH.

Jesse and older daughter Lillian (age 16) left Catlettsburg aboard the 4 am. train on April 30 for Cincinnati. They arrived at Newport, Kentucky at 8 am. and were down at the Cincinnati wharf by 8:30 for the first departure of the

new TOM GREENE to Huntington. There was much whistle saluting and the TOM was working well with Jesse and Capt. Greene sharing the piloting. She was at Augusta Bar (mile 429 Ohio River) at 11 pm. and became "fogged at Kinnie" (Kinniconnick Creek, mile 367) at 3:00 am. May 1 where she tied up until daylight.

The river was falling and the Ashland wharfboat was caught out on the bank on April 30. The towboat COMET pulled the wharfboat back into the river without damage.

(There were two sternwheel gasboats named COMET NO. 2 and COMET NO. 3, rated at 40 and 50 horsepower respectively, around Ashland at this time. Which COMET came to the aid of the Ashland wharfboat we know not. Ed.)

- MAY, JUNE, JULY, AUGUST -

The diary pages for these months are blank and we wonder what kept Jesse Hughes so busy during that summer of 1923. Was he working on drawings for the new CHRIS GREENE under construction at the Ward Engineering Works in Charleston; busy with the affairs of the Ashland wharfboat; piloting? We'll never know in detail. Too bad.

- SEPTEMBER -

Saturday, September 1, 1923 and the river stage at Lock 29 (above Ashland) was at 1.9 ft., rising. The TOM GREENE was laid up at Cincinnati but the GREENWOOD made it up to Ashland at 1 pm. on Sunday and continued on to Charleston.

On September 4 the J. T. HATFIELD with Capt. Harry Burnside in charge sank in Poage Shallows at 10 am. (So far, we haven't located Poage Shallows and would be interested in knowing. Ed.)

Capt. W. E. Roe of the Louisville and Cincinnati Packet Co. requested that Jesse serve as pilot on the big 285 ft. excursion steamer AMERICA on her first trip to Pittsburgh. Capt. Greene agreed and September 10 found Jesse collecting bills at the Ashland wharfboat and making arrangements to leave Frank Price in charge during his absence.

On September 11 Jesse caught the 4 am. C&O train to Newport, Kentucky where he found that he had missed the AMERICA's departure up the river by an hour. He reported to Capt. Roe and then caught the noon train back to Maysville where he arrived at 1:30 pm. The AMERICA came up at 4 pm. with Capt. Charles

Brasher in charge. She took out "a crowd" on a moonlight excursion at 8:30 pm.

Departing Maysville on the morning of September 12 at 7:30, the AMERICA was at Buena Vista at noon and at Portsmouth at 2:30 pm. A moonlight excursion was run from Portsmouth the same evening only to get caught in fog. Apparently, the fog caused only a delay in getting back to the landing as no other incident is noted.

The AMERICA moved up the river from Portsmouth to Huntington on September 13. She ran from Portsmouth, mile 355, to Lock 29, mile 319, in four and a half hours. (Dam 30 at Greenup, Kentucky would not be placed in service until later in 1923 so the AMERICA was running on open river. Ed.)

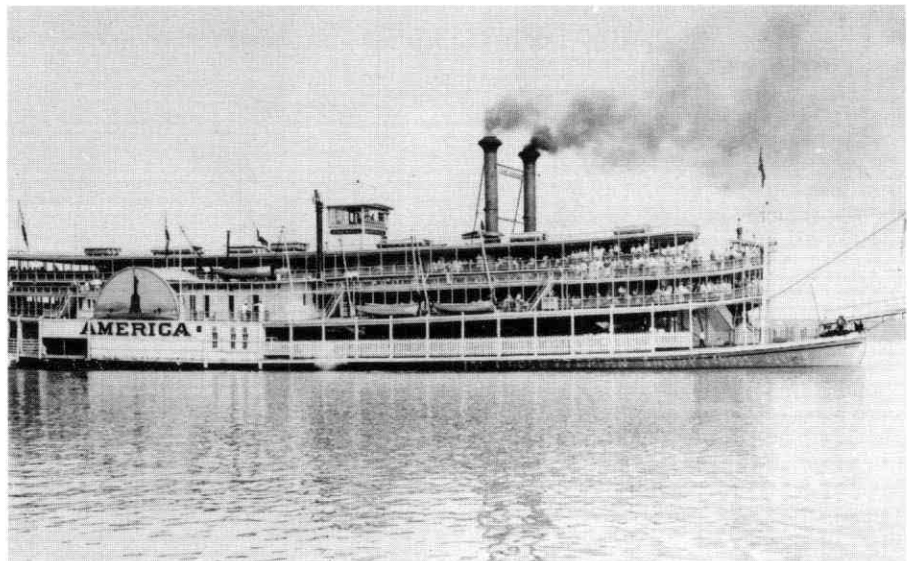
Coal was taken on at the Island Creek Coal Co., Huntington until 7:30 pm. and then the AMERICA loaded for an 8:30 moonlight excursion, returning at 11 pm. Tella Hughes and daughters Lillian and Helen accompanied by Jim McLaughlin came up for the trip on the big boat.

The AMERICA left Huntington at midnight for Parkersburg. She was at Crown City, Ohio at 1:00 am. September 14; Middleport at 7:00 am.; Shade River at noon and arrived in Parkersburg at 6 pm. There was

a Parkersburg-Marietta excursion that evening departing at 8 pm., picking up at Marietta at 9:30, back to Parkersburg at 11:30 pm. and then back to Marietta to lay overnight. Pilot William Agnew is noted as getting off at Lock 24 and Capt. W. E. Roe left the boat at Parkersburg.

On Saturday, September 15 the AMERICA continued up the river from Marietta to New Matamoras, Ohio. That evening there was a joint excursion between New Matamoras and Sistersville, West Virginia. After returning the Sistersville passengers at 11:00 pm. the AMERICA started up the river for Wheeling but was forced to lay up for fog at Stewart's Landing. (This Stewart's Landing was on the Ohio side and only a mile or so above Sistersville.) Jesse commented that he had met a lot of old friends this day. (It will be recalled that Jesse lived with his grandmother Louderback at Rea's Run, Ohio nearby and began his river career in the Upper Ohio trades.)

Leaving Stewards at 8:00 am. on September 16 the AMERICA proceeded up the river. She was at Pipe Creek by noon and arrived in Wheeling at 1:30 pm., just in time to take out an afternoon excursion at 2:30 to Kate's Rock, located five



THE AMERICA AS SHE LOOKED IN 1923

The AMERICA (0241) had been built at the Howard yard, Jeffersonville, Indiana in 1917 using the hull and machinery from the INDIANA (2754) which had burned in 1916. She operated in packet service Cincinnati and Louisville for several years before her staterooms were removed and she became an excursion boat.

or six miles down river between Benwood and Moundsville. That same evening there was a moonlight trip from Wheeling, 8:30 to 11:00 pm, following which the AMERICA went up to the Richland coal tipple for the night to coal and wash boilers. (We are scratching our head over "Kate's Rock"; was there an historical significance, a picnic ground or what? Ed.)

On September 17 the AMERICA ran another moonlight trip at Wheeling and laid up for the night above Lock 12.

Moving up the river to Steubenville on the morning of September 18 the AMERICA had a small crowd that evening on a trip to Wellsville, Ohio, returning to Steubenville at 11 pm. For reasons unknown, she lay overnight at Wellsburg, six miles downriver from Steubenville, and left at 7:30 am. the following morning, September 19, for East Liverpool. Jesse notes a "fine church crowd" for the moonlight trip that evening from East Liverpool and then laid up for the night above Mark's Run, a few miles upriver opposite Babbs Island.

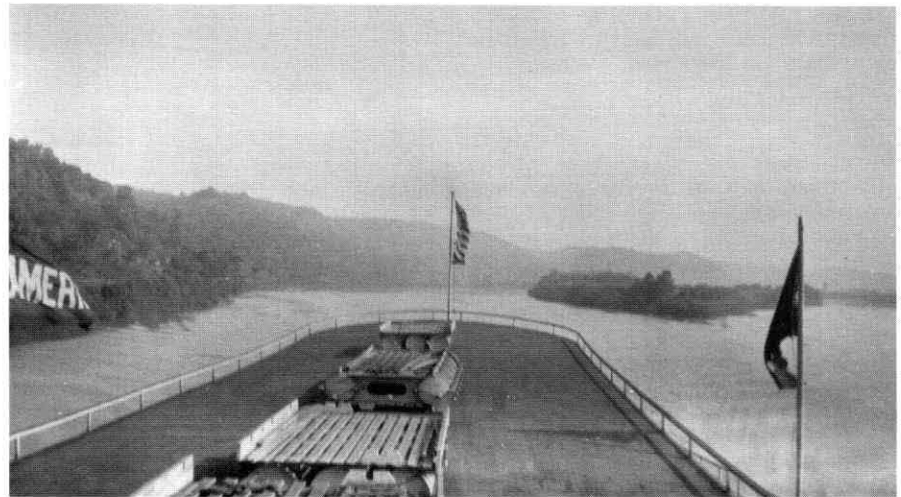
On September 20 the AMERICA went up to Rochester, Pennsylvania where she arrived at noon. There was an evening trip that day but only 500 people were aboard on account of rain. Returning to the landing at 11 pm. the AMERICA moved up to Baker's Run, about two miles above Rochester on the opposite side of the river to tie up for the night.

(We suspect that the practice of tying up for the night away from the city wharf was to save paying for another day's landing fee which were some cities assessed. Ed.)

The AMERICA arrived in Pittsburgh at 11 am. on Friday, September 21. She was the largest steamboat to arrive in the city in many moons and there was a big celebration. That night she took out 2,500 people at 8:30, returning at 11:30. The HOMER SMITH and EAST ST. LOUIS were also, ". . . out with passengers on this beautiful night."

The AMERICA ran only the single excursion at Pittsburgh. She left for Rochester, Pennsylvania at 8:30 am. on September 22 and that evening took out 300 people on an excursion to Mingo and return. After discharging the Rochester passengers, the AMERICA went back down the river and laid up for the night at the old coal tipple across from Steubenville.

Sunday, September 23 the AMERICA moved on down the Ohio to Wheeling to make two trips, the first at 2.30 pm. down river to McMechen,



#### THREE VIEWS FROM THE AMERICA'S PILOTHOUSE

Jesse Hughes took these photos from the AMERICA. The location of the top one we'll leave to the pilot experts; the smoke visible from the stack on the right shore might indicate the boat is upbound. The view over the roof toward AMERICA's stern could be the lower end of Grape Island, mile 152 below Pittsburgh.

The lower photo of the Monongahela wharf, Pittsburgh would be September 21. The LIBERTY (3454) is at the Independent Wharfboat. Prints by C. W. Stoll.



returning at 6:00 and then a moonlight leaving at 8 o'clock. Jesse mentions that the LIBERTY was at Wheeling fixing boilers and the J. P. DAVIS was also in port.

For the next three days the AMERICA was kept busy running public and charter trips from Wheeling and Wellsburg. On September 25 she departed Wheeling at 7 pm. with, "a rich man's stag party" for Steubenville and dropped them off there at 11:30 pm. before crossing the river to lay up opposite the wharf.

There was fog on September 26 but the AMERICA went over to the wharf at 9 am. to await her passengers who were probably staying at the Ft. Steuben Hotel. She got away from Steubenville at 11 am. and was back at Wheeling at 3:15 pm. After discharging the passengers, the AMERICA proceeded down the river to Sistersville (47 miles) where she loaded an excursion at 8:15 pm. She picked up more passengers at New Matamoras, returned to Sistersville and then back to New Matamoras to lay up for the night.

On September 27 the AMERICA left New Matamoras at 8 am. and was at Marietta by noon. Jesse went over to Williamstown, West Virginia where his mother was then buried (later removed to the Louderback family cemetery at Rea's Run, Ohio) and also visited with Capt. Brady Morgan, an old friend. A moonlight excursion was run from Marietta that evening with Jesse reporting a "nice party" aboard.

The AMERICA departed Marietta at 8 am. on September 28, arrived at Parkersburg at 9:30 and picked up a special charter for a ride down to Dam 19 and then to Blennerhassett Island. A public excursion was run from Parkersburg that evening and then the boat dropped down to "McMechen Light", a location we are unable to find, to tie up for the night.

On September 29 the AMERICA got away from her overnight landing at 6 am. for Pt. Pleasant. After spending two hours at the coal tipple at Carr's Run in the upper end of Pomeroy Bend the boat reached Pt. Pleasant at 5:30 pm. That evening there was another of the joint excursions between two towns: departed Pt. Pleasant at 7 pm., picked up at Gallipolis at 8 pm., unloaded at Pt. Pleasant at 10:30 and back to Gallipolis at 11:30. After unloading the Gallipolis passengers the boat continued down the river about

eight miles to tie up for the night at Ben Lomond, West Virginia.

Sunday, September 30, the AMERICA got away from Ben Lomond at 7:30 and arrived at Huntington at noon. Excursions were run both afternoon and evening with good crowds. Telia Hughes and the girls were up for the evening trip and the TOM GREENE is noted as having passed at 7 pm. Typically, the AMERICA did not stay at the public landing but laid up outside of the Island Creek Coal Co. coal fleet for the night.

After cleaning boilers at the coal fleet on October 1, the AMERICA left at one o'clock in the afternoon for Portsmouth. She was at Pine Creek at 6 pm., (about 40 miles in five hours) and arrived at Portsmouth at 7 pm. Jesse noted that the stage at Lock 29 (Ashland) was four feet. An excursion was run at Portsmouth from 8 to 11:30 pm. that evening.

The morning of October 2 found fog on the river but the AMERICA got away at 7 am. for Maysville which was reached at 2:30 pm. There was a joint Maysville-Ripley excursion that evening but the crowd was disappointingly small. After lying all night at the Ripley landing the AMERICA started for Cincinnati at 7:30 and arrived in the Queen City at 1:30 that afternoon. Jesse left the boat at Cincinnati and went out to Capt. Greene's home while Capt. Roe and Capt. Brasher took the AMERICA down to Louisville to lay up after a most unusual tramping trip for the big sidewheeler.

The TOM GREENE arrived in Cincinnati at 3 pm. on October 3 but was unable to get out on her trip to Charleston until October 5 on account of low water. She left upbound on an artificial rise and was drawing 5½ feet. The water was falling at Chilo, Ohio and when the TOM got to Maysville Jesse got off. He visited with the Charles Stalders and then caught the 11 pm. C&O train for home, arriving at 1 am.

October 6 found Jesse at the Ashland wharfboat at 8 am., notwithstanding the late night before. The river stage at Lock 29 was .6 feet and falling slow.

Jesse reported the raising of the wickets for the first time on Dam 30 (Greenup, Kentucky) on October 18 and the next day there was "light rain and a rise from Dam 29". Traffic was reviving on the river and the coal towboats were again downbound. The TOM GREENE, running single crew, was up at 1 am. and departed at 2:30 pm.

It rained all day on October 24 and the pools behind the dams were filling up slowly. The GREENWOOD had been laid up during the low water period but resumed her trade, Cincinnati-Charleston, on October 30.

As the year 1923 drew to a close Jesse noted that the BETSY ANN was operating in the Pittsburgh-Ironton trade and was down and up on November 27. Heavy rains early in December put the river at 20 feet at Ashland on December 6 and 25 feet, rising, on the 8th.

Also on December 8, the J. B. BATTLE, "an oil boat built by Wards" passed down the river for Mobile. (The J. B. BATTLE was a sternwheel, diesel-electric towboat, 100x23x5 with two 110 hp. Winton engines, owned by the U. S. Corps of Engineers. Ed.)

This was the last entry of boat movements in the 1923 diary.

\* \* \*

#### LITTLE KANAWHA RIVER TOUR

The Canal Society of Ohio ventured into strange territory on April 22 when 61 members and guests explored the Little Kanawha River in the wilds of West Virginia. The Society sponsors twice yearly field trips, spring and fall, to explore canal sites and learn about canal era history, mainly Ohio.

Brad Bond, Marietta, was the planner and leader for the Little Kanawha tour. A comprehensive, illustrated guide was furnished to the participants, describing the sites visited and gave a history of navigation and importance of the river.

Two busses were provided and hauled the canallers down roads where no bus had gone before. Stops were made at the five lock locations and at the towns of Elizabeth, Burning Springs and Creston.

A lunch stop was made at Grantsville where Robert Bonar, president of the Calhoun County Historical Society regaled the group with stories of gasboat days on the Little Kanawha. The river was important for the hauling freight into the 1930s at Grantsville.

The Canal Society of Ohio publishes a quarterly newsletter. Membership info is available from: C.S.O., 550 Copley Rd., Akron, OH 44320.

## ROMANCE ON THE RIVER

*We asked for more stories of romances that started aboard the DELTA QUEEN (see Jim Haley's letter, page 2, March issue) and we got some quick responses. Romance is just a natural ingredient when young people chance to meet on a steamboat, when the moon is full, the breeze wafting over the decks is balmy and there are empty chairs in up on the darkened top deck.*

Bob and Sharon Reynolds, Memphis, Tennessee, met on a trip to St. Paul. Here's Bob's account:

While working as a deckhand on the DELTA QUEEN in 1975 during vacation from high school I was approached by then 16 year old Sharon Shrake. She had some candy to throw to spectators at the locks and offered a piece to me, by way of introduction. We began talking and then later writing back and forth. Romance bloomed.

Sharon's grandfather, Irv Shrake of Savanna, Illinois, was an old friend of Capt. Ernie Wagner from the time of the AVALON. Irv had been a passenger train conductor on the Milwaukee Road but loved the river and steamboats, liked to treat his grandkids to a ride on the D.Q. when she came to the Upper Mississippi.

Sharon too got a job on the DELTA QUEEN in 1977 and we were married in 1979. We both continued to work on the boat until 1980 when I left to go towboating, a quicker route to the pilot house.

Sixteen years later and we are still happily married, two more who fell in love with the DELTA QUEEN and on the boat as well.

\* \* \*

Vernon Colbert of Pittsburgh, Pennsylvania thinks back to the big, sidewheel excursion steamer SAINT PAUL and a particular summer night:

I met my wife on the Str. SAINT PAUL on June 30, 1938 on an evening excursion out of Pittsburgh. At the time, I was a deckhand and had worked the previous year on the

Str. WASHINGTON but we came up the river only as far as Rochester. Kent Booth was the mate and one of the finest men I ever worked for.

Suitably impressed, I invited my new friend to return the following July Fourth on an all-day trip to Rock Springs Park, Chester, West Virginia. She accepted and that was the beginning of a romance that lead to our marriage December 30, 1939. Four children and seven grandchildren later, we look forward to celebrating our 56th anniversary this fall.

In 1940 I was on the Str. SENATOR (SAINT PAUL rebuilt and renamed) and had the prestigious job of roof watchman. We had a room in the texas and had access to the pilothouse. Captains Tom Posey and Fred Way were the pilots and both were very accomodating in letting the roof watchman ride with them when the boat was traveling. Capt. Way frequently chided me for

taking pictures of people rather than of boats.

Other officers during the three years that I worked for Streckfus were master Capt. Eddie Mabrey and purser Clarence Elder. Capt. Mabrey's brother Owen Mabrey was best man at our wedding. It was a great life and I enjoyed every moment.

- - -

*Chester West Virginia is 42.8 miles below Pittsburgh with four locks to pass, a regular Sunday excursion for the Streckfus boats. Rock Springs Amusement Park is now long gone, remembered for a very fine merry-go-round with a big Wurlitzer organ.*

*We had forgotten that both the WASHINGTON and SAINT PAUL were on the Upper Ohio in 1937; perhaps Kent Booth will shed some light on the schedules. Ed.*

\* \* \*



**Mary and Vernon Colbert  
September, 1994**

The deckhand was smitten when Mary took a trip on the SAINT PAUL one June evening

**R. E. DeRUSSY,**

**HISTORY OF A SNAGBOAT**

*The following article is based upon information researched from the National Archives by Gerald W. "Jerry" Sutphin. Jerry also corresponded with Dr. Leland Johnson, author of several of the U.S. Corps of Engineers district histories and we have dipped liberally into Dr. Johnson's letter. Our thanks to both!*

In the December, 1992 issue of S&D Reflector is published Addenda and Errata No. 2 which added (among others) a listing for the U.S. snagboat **R. E. DeRUSSY (T2088A)**. There is also a photograph of the DeRUSSY on page 16 of the same issue. That photo shows the R. E. DeRUSSY late in her career, rather decrepit and much changed from how she appeared when new. This snagboat lead an interesting life.

The **R. E. DeRUSSY, COL. J. J. ABERT** and **S. H. LONG** were built to the same twin-hull design in 1867. For about ten years and including the years of the Civil War there had been little money spent on the maintenance of the navigation channels on the Western Rivers. The need for work to remove hazards such as snags and sunken wrecks was great. The U.S. Congress, in the Rivers and Harbors Act of 1866, reestablished the Office of Western River Improvements and funded it with \$550,000. The three new snagboats were part of the rebuilding of the river improvement fleet.

The designer of the three boats was mechanical engineer **E. M. Shields** who had the title of Assistant in charge of Construction of Boats and Machinery and worked under the direction of Col. John N. Macomb, Corps of Engineers, Superintendent of the Office of Western River Improvements.

The boats were twin hulled, each 150x25 and spaced 12 feet apart for an overall width of 62 feet. A heavy, forward beam was shaped for guiding snags (trees) up and back onto rollers where the power driven saws could cut them up. There were six pairs of engines: one pair for the sidewheels; a set for the snag-saws; a set for the capstans and chain hoists. The **S. H. LONG** and **COL. J. J. ABERT** built at Cincinnati with the **S. H. LONG** completed at Madison, Indiana. The **R. E. DeRUSSY** was built at New Albany, Indiana.

The DeRUSSY was launched at New Albany on December 11, 1867. The Ohio River was rather low, too low for the DeRUSSY to be towed up over the falls to Louisville to have her machinery installed. Dennis Long, builder of the boilers and machinery, offered to do the work at the Portland landing (below the falls) but asked an additional \$1,257 to cover moving the machinery from Louisville to Portland and to cover the time lost by the longer travel distance for his employees. The size of the locks on the Louisville and Portland Canal at this time were 183x49½ feet. The extra cost to permit completion of the boat at Portland was endorsed by Col. Macomb to avoid delay in the completion of the badly needed snagboat.

In the Reports of Chief of Engineers for 1868, **E. M. Shields** provides the following: "The **R. E. DeRUSSY** left Portland, Kentucky April 30. I accompanied the DeRUSSY from Portland to St. Louis, Missouri. Her machinery worked well and her speed much faster than was anticipated. The officers and crew filled the various positions assigned with ability equal to any employed on Western steamers. The stagnation of the western boating interest has thrown a larger number of men out of employment than has been idle since the first year of the war; it has been a delicate and difficult task to make selections from so large a number of applicants without giving offense to those not employed."

Mr. Shields commented that Dennis Long, the builder of the machinery on the DeRUSSY, had executed the work in a superior manner and recommended him for future such contracts. He then went on to observe that giving contracts for steamboat machinery to the lowest bidder was not always in the best interest of the government: "No samples save the reputation of the builder can be furnished and it is impossible, no matter how closely or clearly specifications may be drawn or the work inspected, the inferior mechanic will evade the proper execution of the work."

When not at work removing snags and wrecks the DeRUSSY was first based at Mound City, Illinois, a short distance up the Ohio from Cairo. The Corps of Engineers annual report for 1869 shows that the boat worked on both the middle Mississippi and Missouri Rivers. She was working near Omaha when Maj. C. R. Suter inspected her and commented that the river was so low

the DeRUSSY, "looked like a whale in a mill pond" and a turn-around had to be dredged for her before she could head downstream. During 1869, the DeRUSSY removed 928 snags with a total weight of about 10,000 tons, cut down 4,727 trees on the banks and removed four drift piles.

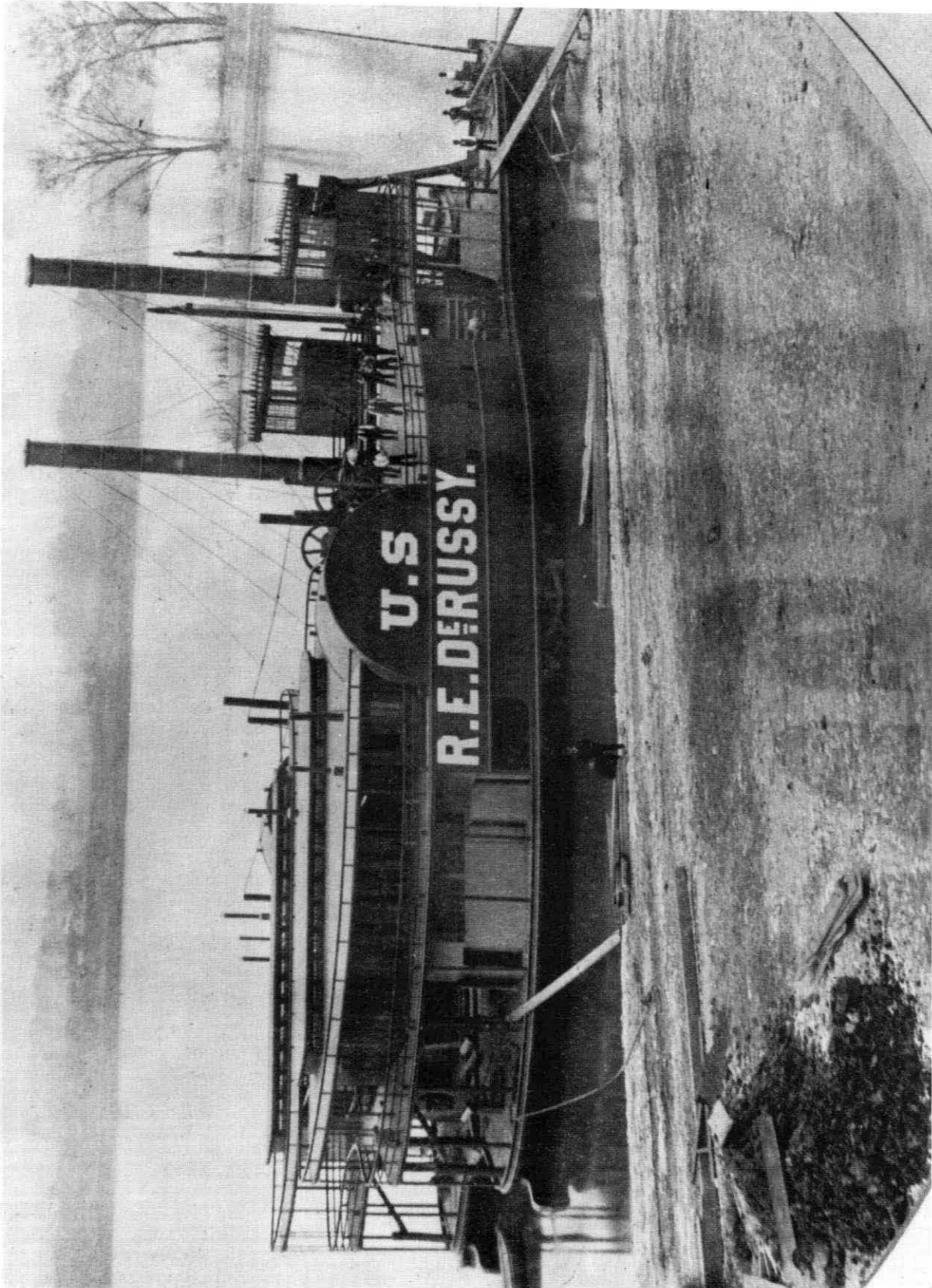
An idea of the size of these snags and the problems of their removal is given in a description of the work on the **J. J. ABERT** provided by Henry Clay Long, son of Col. Stephen H. Long, during a visit to the boat near Island 37. "At that time, she had a snag on her rollers - cottonwood tree - measuring, exclusive of very heavy and spreading roots, one hundred and thirty feet in length, sixteen feet in circumference at the large end and eight feet in circumference at the small end. The captain of the boat informed me that it took them three and a half hours to get this snag onto the boat and that it would take about as much longer to cut it up and put it out of the way."

Of the three identical snagboats built under the direction of Macomb and Shields in 1867-68, the **R. E. DeRUSSY** lasted the longest. The wooden hulls were subject to much abuse in the work of pulling wrecks apart, running up over snags and then lifting them aboard and by 1878 only the DeRUSSY and the newer, iron hull, **J. N. MACOMB** are mentioned as operating from St. Louis. The hulls **J. J. ABERT** and **S. H. LONG** had worn out. In 1882 the DeRUSSY was still in service but the District Engineer recommended spending \$50,000 on repairs if the boat was to be kept in service much longer. In 1887 it was recommended that if repairs were not to be made then the machinery might be used on a new wrecking boat hull.

The **R. E. DeRUSSY** was finally dismantled in 1892 at the Gasconade Boatyard, Missouri where her cabin was used as an office. The 1910 annual report states that the snagboat **H. G. WRIGHT**. "broke up parts of he wreck of the snagboat DeRUSSY at Bridgewater Island." On October 5, 1912 a fire destroyed the office and whatever else remained from the old boat at the Gasconade Boatyard.

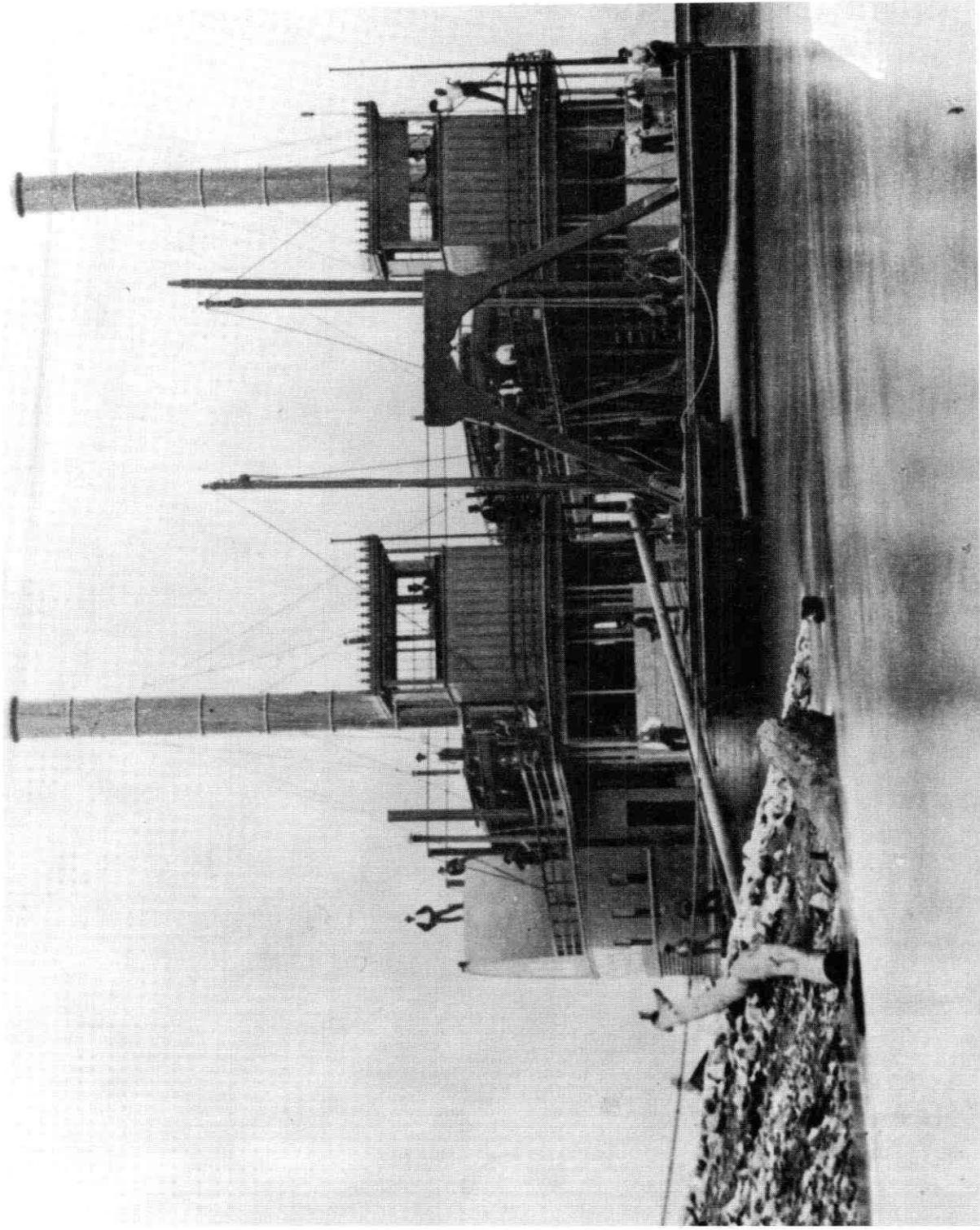
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**COLUMBIA RIVER CRUISES**  
The 149 passenger **QUEEN OF THE WEST** begins service on June 17, 1995. The 36 page brochure is worth a call to 1-800-434-1232



**R. E. DeRUSSY (T2088A)** just completed at the Portland, Kentucky landing, April, 1868. She is built almost as two separate boats, twin hulls, twin pilot houses, twin rudders, etc. The rollers for carrying

the sawn logs out the stern of the boat are visible. The tiller beams on top of the rudder stocks show clearly and the curved railing and bridge between the boiler decks is artistic. Sand Island shows ahead.



The business end of the **R. E. DeRUSSY** when completed at the Portland, Kentucky landing in 1868. The A-frame above the shaped "snag beam" was fixed but later replaced by a higher, movable A-frame to give better

leverage and flexibility in raising snags. The photo in the December, 1992 S&D Reflector reveals a number of other changes to improve the boat if not the looks.  
Office Chief of Engineers photos from G. W. Sutphin.

## S. & D. CHAPTERS

### OHIO AND KANAWHA CHAPTER

The regular quarterly meeting of the O-K Chapter of the Sons and Daughters of Pioneer Rivermen was held at the Mason County Library, Pt. Pleasant, West Virginia on the afternoon of March 12.

Writes Engineer Charlie Stone, "Thirty-three members and guests turned out and most of us brought Arthritis with us. We had coffee and lemonade for refreshments but most of us needed 'Joggin in a Jug', I think."

Sad news at the meeting was notation of the passing of Ed Young, well known on the river and the brother of Capt. Charles Young and an uncle of Dana Young. Mary Burnside Reynolds, active in the formation of the O-K Chapter, had died on March 8 (see obit in this issue).

Bob Gray, retired from the Marine Department of Ashland Oil and Refining Co., had the program for the day and brought three interesting videos. The tapes shown were: 70th Anniversary of the Ashland Oil & Refining Co., River Sweep, the annual bank cleanup project supported by Ashland Oil, and "From Flatboat to Towboat", an older video filmed largely aboard the MV. WILLIAM F. PLETTNER with Capt. Tom Hardman and Jim Coomer of the Cincinnati Historical Society museum. The combined show was well received and the coffee and lemonade refreshments consumed in the midst of general conversation prompted by the videos.

Inquiry was made for the condition of the well known O-K treasury. Clerk June Bupp reported a positive balance so the members were able to sit on their pocketbooks, at least until the June meeting.

Next meeting date is June 4, 2pm. at the Mason County Library, Pt. Pleasant. Jerry Sutphin has a new river program and is the scheduled speaker. All S&Ders are always welcome at the O-K meetings.

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### MISSISSIPPI RIVER CHAPTER

The spring meeting for the Mississippi River Chapter was scheduled for May 20 at Dubuque, Iowa. The meeting was held in conjunction with the annual meeting of the National Rivers Hall of Fame induction and awards.

Capt. Bill Bowell, member of the Chapter Board of Directors, was the

recipient of one of the Hall of Fame achievement awards.

A full account of the chapter meeting should appear in our September issue.

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### MIDDLE OHIO RIVER CHAPTER

The spring meeting of the Middle Ohio River Chapter of S&D took place April 7-9, 1995 in Covington, Kentucky. Rick and M'Lissa Kesterman, president and secretary of the chapter, invited the members to their westside Cincinnati home on Friday evening. Thirty-six enjoyed an evening of visiting and snacking.

Saturday activities commenced with lunch aboard the former steam towboat JOHN W. HUBBARD/CHARLES DORRANCE, now the Mike Fink Restaurant. Sixty members gathered for the luncheon with a fine view of the Cincinnati skyline. Following lunch, the group drove to the top of the hill overlooking Covington to tour the Behringer-Crawford Museum.

Miss Virginia Bennett was the hostess for the afternoon and introduced the director of the museum for a brief history of the building and the two Covington characters for which it is named. Mr. Behringer was a big game hunter, taxidermist and geologist who willed his collections to the city. The Behringer material was stored in a farmhouse in Davou Park which is now the site of the museum. Mr. Crawford served as one of the original trustees of the museum and added his own collection of local artifacts. The result is an interesting mix of rocks, fossils, stuffed animals, Native American artifacts and photographs.

One room of the building is devoted to the river. It contains items from the WAKEROBIN and other steamboats. Recent additions are from the Greene Line, articles which had been gathered up by Mickey Frye from the old Greene Line wharfboat some years ago. For the past two years Virginia Bennett has been going through the river material, cataloging it and putting together the present river display. The museum also possesses over thirty Harlan Hubbard paintings and prints, nearly all with a river theme.

The evening dinner and business meeting was held aboard the former diesel towboat NEVILLE, now a restaurant called Barleycorn's, in Newport, Kentucky. There was an excellent turnout of old and new members of the chapter, a total of eighty-one on hand. The business

meeting was opened by president Kesterman with reports from the officers. Judy Patsch reported for the nominating committee: all standing officers were nominated and duly elected for another term.

Speaker for the evening was Jane Greene who recounted some of her memories of life aboard the Greene Line steamboats. Jane, the youngest of the children of Tom and Letha Greene, dedicated her talk to her father's memory. She admitted to stage fright, this stemming from her father hoisting her up in front of a crowd of thirty-five passengers on "concert night" aboard the GORDON C. GREENE. Jane observed that probably only ten of the thirty-five were paying passengers, testimony to Tom Greene's love of people.

Jane also admitted to some hesitation in addressing the M.O.R. group since there were probably many in the crowd who knew much more about the history of the Greene Line than did she. Jane pointed out that she had no choice about living on the river while those in the audience the river was their love or work.

Some of Jane's recollections included considering Jesse and Telia Hughes as an extension of her family and an image of her father as a big, boisterous man with a love for jazz. Tom had been playing with the boat's band the night before he died and Jane recalled the trip up the river to Cincinnati afterwards when people were tossing flower petals over the paddle wheel. Jane paid tribute to her mother who had been busy raising four children and wasn't involved with the operation of the boat but quickly took the helm of the Greene Line when Captain Tom was gone. Jane's talk was both moving and humorous and universally enjoyed.

Jane's brother Tom Greene displayed an interesting Greene family heirloom in the form of an oxen yoke. According to tradition, Capt. Gordon C. Greene, grandfather to Jane and Tom, kept the yoke after selling a team of oxen to raise the down payment on the steamer H. K. BEDFORD in 1890. Thus concluded a very interesting day and another successful M.O.R. field trip.

About a dozen members joined Rick and M'Lissa on Sunday afternoon for a visit to the history museum in the old Union Terminal Building. The simulated Cincinnati riverfront of circa 1850 with a sidewheel packet at the landing is most interesting.

Fred Rutter, Scribe.



The replica of an 1860s sidewheeler can hardly damage the reputation of Natchez Under-the-hill, can it?

### IS THE "LADY LUCK" BAD FOR NATCHEZ?

Arthur La Salle, president of The Historic Springfield Foundation, Route 1, Box 201, Fayette, MS 39069 sent a copy of a guest editorial he recently wrote for The Natchez Democrat on the general subject of gambling and the "Lady Luck" moored at Natchez in particular. The "Lady Luck" is a barge, a floating casino without power and doesn't move. There is 12,000 sq. ft. of casino space holding 550 slot machines and 30 tables for games of skill.

Mr. La Salle points out that while it is fashionable in river buff circles to run down gambling boats, the proceeds from the gambling taxes has helped both Vicksburg and Natchez acquire and restore historic properties to enhance the advertised images of the Old South. Even a barge such as "Lady Luck" can pretend to be a packet and not detract from the Natchez picture of magnolias and hoop skirts.

### NATCHEZ LUCKY TO HAVE "LADY"

I think it is rather a shame that many people in Natchez don't appreciate or even completely understand what a splendid addition they have in "the boat", the name everyone has given the Lady Luck Casino.

Of course, it is typical that people always are looking for the blue bird and don't see it when it is in their own back yard.

The Lady Luck Natchez is magnificent. She is the only full scale, authentic recreation of a great 1870s-1880s sidewheeler of the Western River (Mississippi) ever built. I am not going to argue with them on this point because I am the lifetime historian who first came to Natchez by steamboat in 1945.

A fine marine historical architect was retained to design this boat so that it would be authentic, especially for Natchez. All of the cabin work, fore and aft of the paddle boxes, is correct. And none of these other boats have any of that.

The railings and upper (boiler deck) fretwork is authentic to steamboat railings. Other boats simply have house-balcony railings.

Some things still need to be done such as a roof bell such as the one from the steamer BETSY ANN now displayed on the grounds of Stanton Hall, and mahogany with gold lettering nameboards, "Lady Luck", for the front and sides of the pilothouse and a few other minor details.

The boat is beautifully built. I have toured it top to bottom. The magnificent smokestacks, which tower more than 101 feet above the river, along with the fairly correct feather tops, are massive and very real, with all their guy wires. There's just no smoke to go through them. The steam 'scape pipes are nice too; a bit large but nice nevertheless.

Of course, it is typical, especially in a small town, for people to be against anything in which they are not personally involved.

The Natchez Democrat quoted two different people with negative views on this subject recently. One said that Silver Street used to be 'decent'. Translation: Everything was falling apart and he and his cronies could sit around undisturbed and guzzle their beer. The other said that Silver Street has been 'messed up'. How? It has never been so pretty, landscaped and restored.

I take school classes down to see the boat so that they can see what a great sidewheeler was like. Natchez is very fortunate, and some do not realize that.





**MADISON, INDIANA, May 1930:** The BETSY ANN, SAM P. SUIT and VOLCANO are out on the ways together. The SAM P. SUIT is

having a bow skeg installed. The VOLCANO (T2542A) is being rebuilt to become the MENGEL (T1793). H. M. Flora photograph.

## THE BIG RACE, SIXTY-FIVE YEARS AGO TOM GREENE AND BETSY ANN

*We have been reminded by Louie De Car, 131 Hillcrest Drive, Madison, IN 47250 that the last race between Fred Way's BETSY ANN and the Greene Line boats occurred sixty-five years ago come June 28, 1995. That was the second race between the BETSY ANN and TOM GREENE and turned out to be a one sided contest with the TOM walking away with the honors.*

*In Madison, Indiana in the spring of 1930 there was particular interest in the BETSY ANN as she was on the local marine ways for a complete overhaul preparatory to entering the Pittsburgh-Louisville tourist trade.*

*Mr. De Car supplied the following article from the Madison Courier, June, 1930:*

It's been many a day since the Madison shipyard turned out a boat which carried a big, gold anchor between the smokestacks. But the BETSY ANN is going to have one. Capt. Jake Heatherington has his pencil and his rule out this morning measuring it up. Captain Jake, you know, is boss down there. This anchor is going to measure a full six feet long, with flukes five feet apart. The best grade poplar lumber is going into the ornament - and when it is painted and gold leafed, it is to hang high in the air between the smokestacks of the BETSY ANN. Hang high is right. It is just exactly 52½ feet from the water line to the fancy feathered tops on the BETSY's stacks.

Capt. Frederick Way, Jr., says the anchor isn't going to help win the race, as far as he can see. In former days, he says, it was customary for boats to have some sort of an emblem between their stacks. The Brown Line of coal towboats carried an anchor in days gone by. The Walton's, on the other hand, had a maltese cross. One boat, the sternwheel CHEROKEE, had an eight foot Indian with drawn bow

and arrow perched up there. Of late, it seems the old custom has been coming back into favor. The SAM P. SUIT, now on the Howard ways for repairs, has the emblem of the Island Creek Coal Company hanging on high.

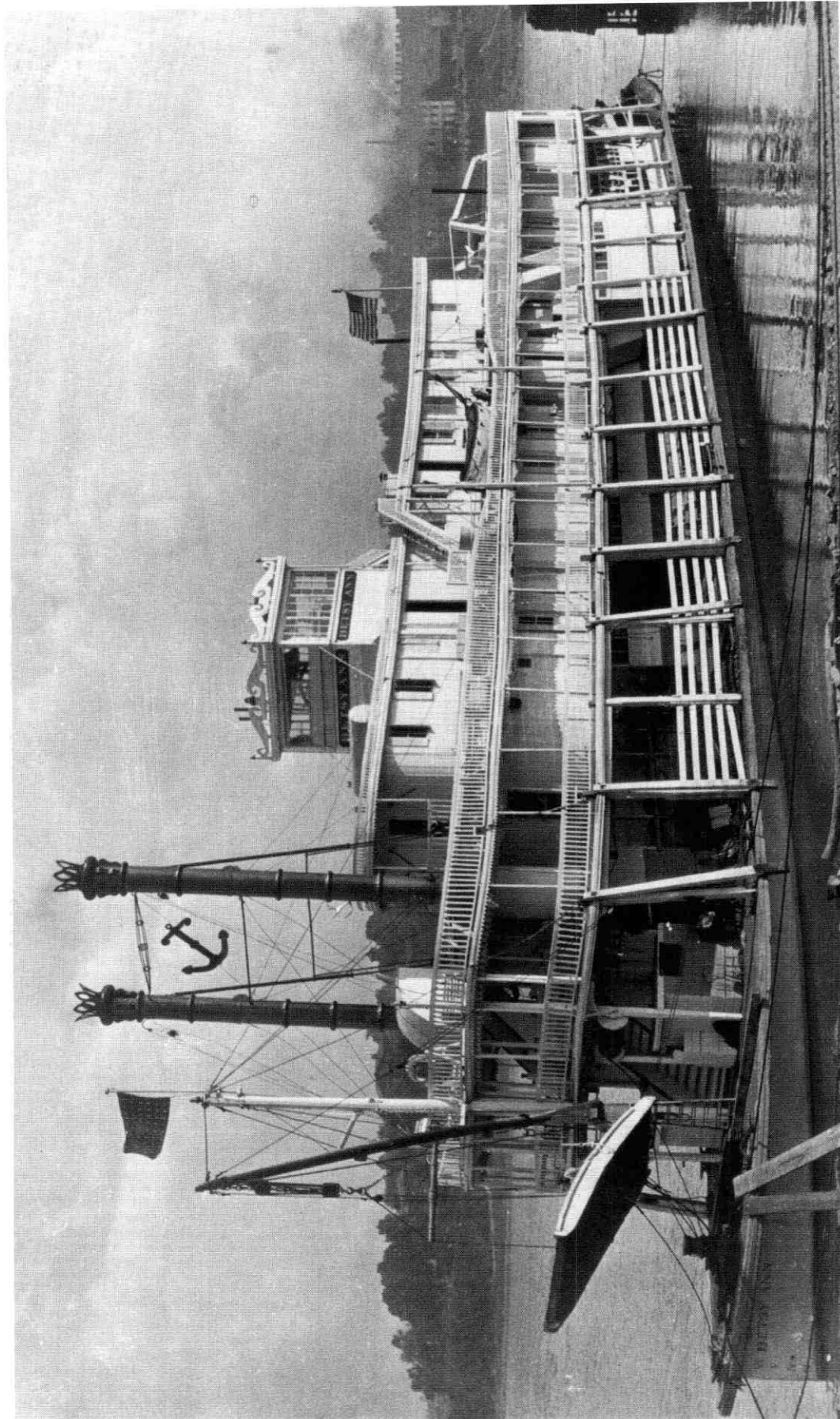
And about that race that is coming - - -. Capt. Tom Greene hasn't greased the inside of the smokestacks of his boat, but he did engage a staff of men from New York to go over his super-heaters, whatever they are. Super-heaters are designed to make the steam hotter, so they say, and if that is the case the TOM will be a "hot customer" when she lines up alongside the BETSY at Fernbank, June 28. Way says the paddlewheel on the BETSY is going to be the hottest thing on the day of the contest, "We just painted it up bright red with white trimmings and it looks pretty warm already," he remarked.

And here's something pretty hot, too. Miss Betsy Ann Grimsley is coming down to be a guest of honor the day of the race. The young lady will undoubtedly be the talk of the day. She was named for the boat, lives in Manchester, Ohio and is the cutest thing in that town, at least her mother says so. Anyhow, Miss Betsy Ann is three years old. Her father, it is said, grumbled a good bit when he heard that the family was set on naming the daughter for the boat. He is said to have remarked that had the baby been a boy he might have been "General Wood" or "Senator Cordill." But, he's learned to like it now.

In about a week the repair work on the BETSY ANN will be completed down at the Howard shipyard and then there will be some trial trips before leaving for Cincinnati. It is expected that the famous racing boat will clear this port about June 26 for Cincinnati. After the contest the BETSY is entering the regular passenger and freight trade between Pittsburgh and Louisville and will pass Madison twice weekly. The first trip has been sold out completely, this attesting the popularity of the boat and of river trips in general.

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**CINCINNATI WHARF, June 28, 1930.** The BETSY ANN has returned to the landing after losing her second race with the TOM GREENE. The excitement of the race is over and the crowds have gone home, not a soul in sight. On July 4 she has a charter trip to Pittsburgh.

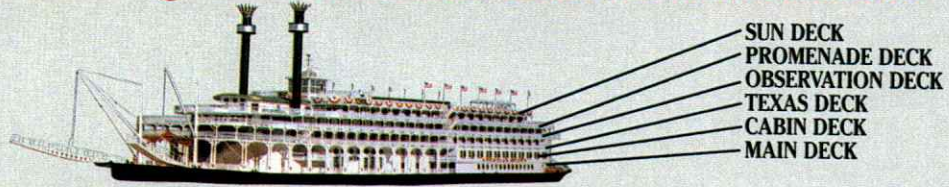
The BETSY ANN never looked better and the late afternoon sun lights her fresh white paint in bright contrast to the shadows. The boat had just been refurbished at the Madison, Indiana Marine Ways at a cost of some \$6,000 even unto a wooden anchor between the stacks. She is about to become a tourist boat and hopes are high, even as the shadow of the Great Depression is about to creep across the land.

The BETSY ANN had been squeezed out of the Pittsburgh-Cincinnati trade in 1929 by the entrance of the SENATOR CORDILL and QUEEN CITY. Now, she was to try to find a niche running Pittsburgh-Louisville but carrying passengers only, no freight.

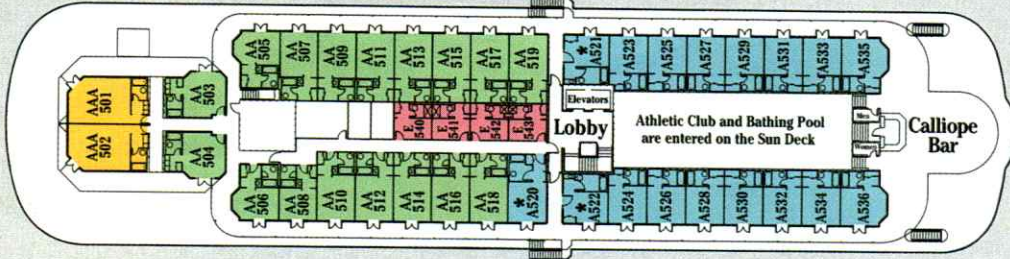
The schedule called for six departures from Pittsburgh and seven from Louisville, eight days for a fare of \$40, plus two charter trips from each city. The BETSY ANN could carry about 60 passengers with the crew doubling up. There was good response from the public but without freight revenue, the operation was not a financial success.

Photo by Fred Way, Jr.; print courtesy Dick Rutter.

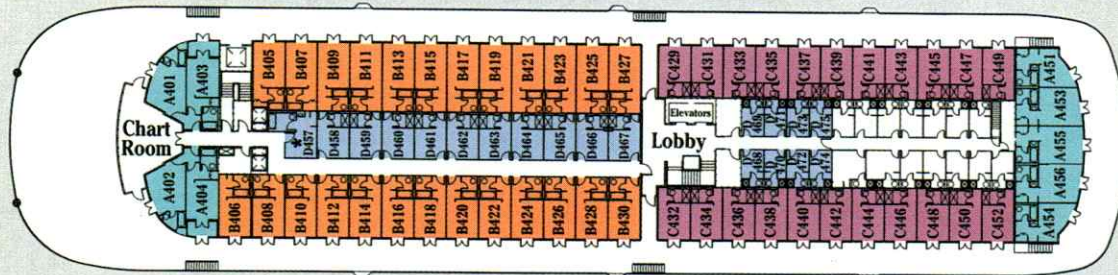
# American Queen Deck Plans and Accommodations



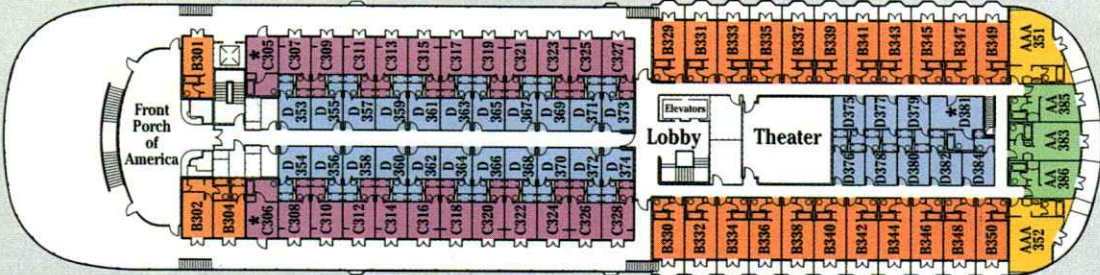
PROMENADE DECK



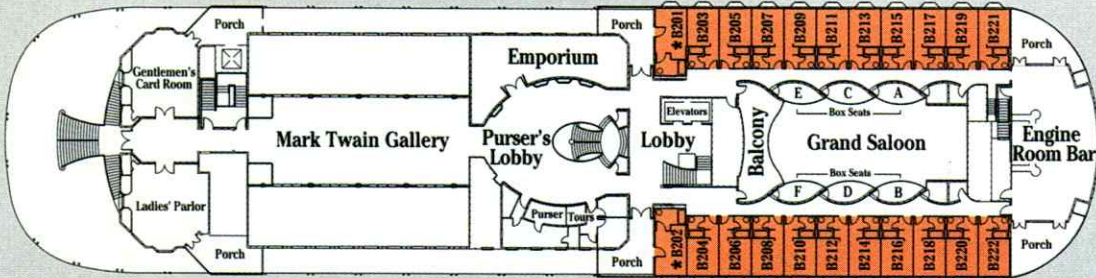
OBSERVATION DECK



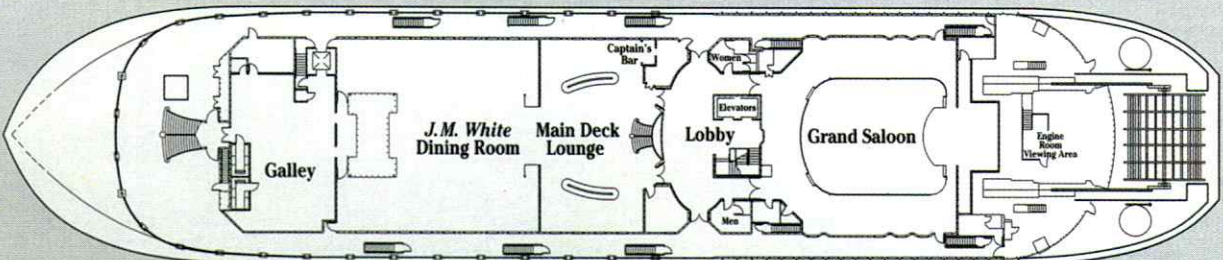
TEXAS DECK



CABIN DECK



MAIN DECK



Note: Amenities available on the Sun Deck (not pictured) include a bathing pool, the Athletic Club, a recreation area and a "Crow's Nest" observation platform.  
 \* These staterooms are specially designed for wheelchair accessibility.



**AMERICAN QUEEN ON HER TRIAL TRIP.** In March the new palatial steamboat of the Delta Queen Steamboat Co. moved out of the McDermott Shipyard, Amelia, LA under her own power. Much outside work yet to be done.

We note the swimming pool on the top deck; the whisp of steam at the stern must be the location of the 37 note calliope. Interior finishing and installation of furnishings will be done at New Orleans. Some punkin!

## STEAMBOAT 'ROUND THE BEND

**JOHN BURNS, BOB PARKINSON, DICK RUTTER**  
 assisted by Stan Garvey

One day, it must have been 1928 or 1929, a gentleman and his wife boarded the BETSY ANN at Cincinnati and booked round-trip passage to Pittsburgh. After a day or so acquaintance, the crew privately labeled the man a bit strange because of his apparent fixation with river ghost stories. The wife too seemed to turn each conversation toward the supernatural and both seemed distinctly disappointed if the crew member didn't come up with a recollection of strange happenings and unexplained disasters. The couple made only one trip aboard the BETSY ANN with her crew who lacked imagination and found more productive fields to plow aboard the TENNESSEE BELLE owned by Capt. Dick Dicharry. The TENNESSEE BELLE became the stage for many well received river stories appearing in "The Reader's Digest" and other national publications.

This couple who rode the BETSY ANN and TENNESSEE BELLE were Ben Lucien Burman and his wife Alice Caddy Burman of Covington, Kentucky. Burman became a prolific author of river tales, many of which were illustrated by his wife who signed her drawings, "Alice Caddy". In 1933 Burman published his first book titled, "Steamboat Round the Bend". It was a best seller. Given such a title, one would expect that steamboats would inhabit every page and that several races would add to an exciting climax. In fact, there is little about steamboats within the book's pages and there is no race at all.

In 1935, Twentieth Century Fox released a movie directed by John Ford, starring Will Rogers, Irvin S. Cobb and Anne Shirley, titled, "Steamboat Round the Bend". The movie, although based upon the book, differed from the source markedly. Instead of a few boats the movie contained stirring scenes of many boats and there were some scenes showing steamboats racing four abreast. There was lots of smoke, steam and whistle blowing.

In the movie, some of the book's characters remained but others were omitted entirely. In no Rogers film did Will have a romantic partner so a major book character, Miss Robbie, was banished. Peppermint, an old and very loyal colored friend was replaced in the movie by the black character actor Stepin' Fetchit. Barefoot Charlie in the book, a witness to the self-defense killing of a bully by one Duke does not appear by that name in the movie and neither does Big Harm, the bully nor Judge Monday, the "hanging judge".

Two stars of the movie are the CLAREMORE QUEEN, Will Roger's boat and named for his hometown of Claremore, Oklahoma, and the PRIDE OF PADUCAH, Irvin S. Cobb's boat, named for his hometown in Kentucky.

These supposedly Mississippi River steamboats are Hollywood make-overs of Sacramento River steamers. The jailer in the movie was Capt. A. E. Anderson, the popular Chairman of the Board of the River Lines, owners of the DELTA KING and DELTA QUEEN. Dressed up in Hollywood "steamboat gambler" trappings, whiskers and all, was Jim Burns, Port Engineer of the River Lines but don't look for Jim as his big scene landed on the cutting room floor.

By 1935 the transition from silent to successful sound movie was nearly complete. "Talkies" had done wonders for Will Rogers' movie career which had not been all that



Irvin S. Cobb all diked-out as Capt. Eli, the pompous master of the PRIDE OF PADUCAH, a.k.a. PORT OF STOCKTON

successful in the silent films. Twentieth Century Fox was created in 1935 by the merger of Joseph Schenck's Twentieth Century Pictures and William Fox's Fox Film Corporation. In 1927, Fox had secured the patents to a sound-on-film process they called Movietone. Later that year, they introduced the first sound newsreel, "Fox Movietone News" which soon became a regular part of theater programs, appearing between the trailers of coming attractions and the main feature of the evening.

Lee de Forest, developer of the vacuum tube amplifier and "Phonofilm" which recorded sound and picture on the same strip of film, had shared equipment and ideas with Theodore Case and Earl Sponable who developed "Movietone". Litigation over the rights to "Movietone" dragged on from 1927 well into the 1930s. Will Rogers was under contract to Fox Film Corporation when in March, 1929 they announced that they were discontinuing the production of silent films entirely.

Passenger and freight carrying steamboats were in danger of extinction by the time "Steamboat Round the Bend" was shot. In California, the Great Depression was hard on the river trades. The California Transportation Co., due to an ICC ruling, had been forced to run the DELTA KING and DELTA QUEEN between San Francisco and Stockton, offering full passenger service whether passengers were on them or not. They had renamed their CAPITAL CITY to the PORT OF STOCKTON in hopes of capturing more of the dwindling passenger trade which the ICC would not let them abandon.

The LEADER, known as "Jim Burns' Yacht" after a complete rebuilding following a devastating fire in 1910 at Stockton, no longer carried passengers. She was the "potato boat", carrying produce out of the rich Delta farming region to markets in San Francisco. The LEADER was under the command of Capt. Howard King with Johnny Ryan Chief Engineer and John Burns (Jim Burns' son) one of the firemen. Capt. King had talked company management into bringing the LEADER out of layup by guaranteeing a small profit using, if necessary, his own funds.

In 1930 The California Transportation Co., in good financial condition from profitable operations and good management during the Roaring 20s, bought all the river steamers put up for sale by Southern Pacific Transportation Co. (the railroad). They promptly laid

the boats up at Banner Island which was practically in Stockton and thus eliminated a potential source of competition. In 1932 California Transportation Co. merged with Sacramento Navigation Co. and Fay Transportation Co., consolidating into an entity known as The River Lines.

On August 28, 1932 a fleet of eight steamboats and numerous freight barges laid up at Broderick, across the river from Sacramento, caught fire and became a total loss which substantially reduced the amalgamated, depression-caused "mothball fleet". On Christmas Day, 1932 the J. D. PETERS made her last run from San Francisco to Stockton, thus ending the San Joaquin River passenger trade. The PETERS joined the growing Banner Island mothball fleet which would later supply six boats for the production of "Steamboat Round the Bend".

During the period 1916 into the early 1940s, Hollywood produced a number of steamboat related movies. These included "Jim Bludso" released in 1917, Buster Keaton in "Steamboat Bill, Jr.", 1927, "Huckleberry Finn" released 1931, "Steamboat Round the Bend" in 1935 and "Dixie" in 1943. Each of these films used Sacramento River boats. Other films during this era such as "Uncle Tom's Cabin" of 1926 used the KATE ADAMS and "Gone With the Wind" the GORDON C. GREENE, boats more in keeping the the

locale of the film.

Since the scripts were always stories about the colorful past in the South on the Mississippi the Sacramento River boats endured some horrific Hollywood make-overs having little to do with visual or historic accuracy. Single stacks behind the pilothouse, common Sacramento River practice, could be made "double" although still behind the pilothouse but the enclosed freight decks didn't lend themselves to accurate modeling of cotton guards. Similarly, freight houses and bulwarks at the bows hampered the installation of swinging landing stages and associated rigging.

The combination of decades-old wooden construction and California's hot and thirsty climate made the boats highly flammable stage sets. Movie directors delighted in increasing the drama of a steamboat coming up a fictitious bayou by the use of smoke pots and other pyrotechnics artfully placed by the visual effects crew. The possibility of creating fire where only smoke was desired was high.

Boat owners liked the rental income from appearances in the movies but were naturally at odds with the directors during the filming of many of those stirring scenes. In 1916, during the filming of "Jim Bludso", the sternwheeler GRACE BARTON was mistakenly set afire by smoke pots. Very quickly the fire became an inferno as the



The LEADER became the CLAREMORE QUEEN by the addition of twin stacks, fancy railings and new nameboards; here's the one on the stern. The Kerr-McClellan Waterway was a dream in 1935 but the Port of Catoosa is seven miles from Claremore today. Hollywood foresight! Photo by John Burns.



**STOCKTON, CALIFORNIA: READY TO SHOOT THE BIG SCENE.**

The filming of "Steamboat Round the Bend" in 1935 was about the last chance to catch a lineup like this. One of the cameramen has set up on the platform to the left and smoke is beginning to roll from the stacks.

Not all of these boats were in condition to operate in 1935. Identified from left to right: **NAVAJO, T. C. WALKER, PORT OF STOCKTON (ex CAPITOL CITY), CHEROKEE, LEADER, PRIDE OF THE RIVER.** From John Burns collection

cameras kept rolling. The film sequences of panicked passengers (extras) fighting for their lives to get off of the burning boat was the real thing rather than great acting. The GRACE BARTON burned to the waterline, a total loss.

John Ford, director of "Steamboat Round the Bend", was born Sean Aloysius O'Feeney in Cape Elizabeth, Maine. He was the thirteenth and youngest child of an Irish Catholic family who went to Hollywood to join his brother Francis Ford, a director-writer-actor working for Universal. John adopted a name similar to that of his brother and quickly rose through the movie production ranks. He appeared as a Klu Klux Klan extra in D. W. Griffith's "Birth of a Nation" produced in 1915. John started directing in 1917 and then moved to Fox in 1920. A populist by sentiment and a poet when directing the grand master shot, John Ford became known as the maker of the quintessential "western", a sentimentalized vision of America's then not so distant past.

Will Rogers was born on a ranch at Oologah, Oklahoma Territory, not far from present-day Claremore. After working on his father's ranch and becoming an expert horseman and rope twirler, Will went on the road with a wild west show. By 1912 Will Rogers was a popular figure on the vaudeville circuits and in 1917 was discovered by Flo Ziegfeld and joined the Ziegfeld Follies.

Irvin S. Cobb was a popular short story writer, playwright, journalist and humorist who had a law degree from Dartmouth. Having been born and raised in Paducah, Kentucky, Cobb was familiar with steamboating and river life. His autobiography, "Exit Laughing", mentions the Fowler family and their boats at the turn of the century when Cobb was a reporter for the Paducah Daily News. At age 19 Cobb was managing editor of the Daily News and, later, was a war correspondent during World War I. Cobb was best known for his colloquial handling of familiar situations with an ironic, penetrating humor.

Irvin S. Cobb's "Judge Priest" stories were the basis for John Ford's 1934 film of the same name starring Will Rogers. Cobb went to Hollywood for the filming of "Judge Priest" and he became great friends with both Ford and Rogers.

Will Rogers' first attempts at acting in silent movies fell short since his homespun humor and droll commentary was the essence of his rope twirling act. With the advent of sound, Will Rogers' movie

fortunes changed completely and he enjoyed great popularity in the early 1930s. Besides acting, Will Rogers wrote a syndicated newspaper column which poked fun at the inflated figures, most often politicians, of the day. Many of his articles were written while Will sat on the runningboard of his car on a movie set somewhere.

And so, we now come to Stockton, California in the spring of 1935. Twentieth Century Fox had contracted with The River Lines for the use of six steamboats for the filming of a movie with the working title, "Steamboat Bill". Four of the boats to be used in the movie were in excellent shape and could be put to use on short notice. These were the PRIDE OF THE RIVER, CHEROKEE, LEADER and PORT OF STOCKTON. Two others, T. C. WALKER and CAPT. WEBER, were towed when they had to be moved and never raised steam during the filming. The NAVAJO appears in one scene and she was in cold-iron condition, too.

The LEADER was all gussied up to be the CLAREMORE QUEEN, the boat of "Doctor" John Pearly who was the purveyor of the world-famous, pure alcohol cure-all, "Pocahontas Remedy". The PORT OF STOCKTON (whose design inspired the DELTA KING and DELTA QUEEN) was made over into the PRIDE OF PADUCAH, owned by Capt. Eli and would ultimately race the CLAREMORE QUEEN. Dr. Pearly was, of course, played by Will Rogers and Captain Eli by Irvin S. Cobb. The female interest was a young and beautiful swamp girl named Fleety Belle who was played by Anne Shirley. Fleety Belle traveled aboard the CLAREMORE QUEEN on many a misadventure. The script was very loose with both Rogers and Cobb devising lines to which the other would respond ad-lib.

Movie production at the time "Steamboat Round the Bend" was made was run very much as it is today. Security was tight to keep all but those directly involved with the filming off of the set. Trades people such as lighting and visual effects technicians, set builders, stunt doubles and stage hands were highly professional and accomplished in their crafts. Special effects people provided the proper atmosphere for each scene and smoke pots to spew "atmosphere" from the tops of the smokestacks were in high demand for steamboat scenes.

The emphasis on smoke grated on Jim Burns, the River Lines' Marine Operations Coordinator. Every steamboat man knows that a well-fired boiler gives off hardly any smoke at all. The smoke pots also

created a fire hazard that was a very real concern. Jim Burns had to approve all arrangements for expert smoke making to assure that none of the River Lines boats ended up like the GRACE BARTON.

There were plenty of "retakes" and much sitting around waiting for the crews operating the PRIDE OF PADUCAH and the CLAREMORE QUEEN. The movie people frequently tinkered with plot, the various effects and script. Because of the rather remote locations picked for filming, the opportunities for the steamboat crew members to get into town while waiting for production to resume were rare.

Many times the boats would be readied for a "shoot" only to be held for several days until "shooting" actually occurred. The steamboat scenes on location took three weeks to accomplish and were completed by July, 1935. The movie people went back to Hollywood where the remaining scenes would be shot on a sound stage. Jim Burns reclaimed his river fleet and his crews removed the Hollywood trappings to restore the boats to their honest Sacramento River appearances and names.

Will Rogers was an aviation enthusiast and a good friend of Wiley Post, a pioneer in long distance and high altitude flying. Post had planned a great circle navigational route to the Orient and Rogers agreed to accompany him after the picture shooting was completed. On August 15, 1935 Post and Rogers were killed when their plane crashed a few miles short of Point Barrow, Alaska. The loss of two popular public figures shocked the nation.

"Steamboat Round the Bend" was completed but had not been released when Will Rogers was killed. Twentieth Century Fox considered postponing the premier, fearing adverse public reaction. The movie to open as scheduled on August 24, nine days after Will Rogers' death. Pleased with initial audience response at Grauman's Chinese Theater and Lowe's State in Los Angeles and theaters in the Chicago area the film was then released country-wide. On September 19, 1935, "Steamboat Round the Bend" opened at Radio City Music Hall in New York.

Only one scene in "Steamboat Round the Bend" was cut. The original closing showed Will Rogers on the stern of the CLAREMORE QUEEN waving farewell as she steamed off up the river. Twentieth Century Fox executives justified their

decision to drop this nostalgic ending because, "It wouldn't do to send the audiences away from the theater crying."

Will Rogers may not have waved a last farewell to the world in the ending of his last movie but the old steamboats that starred with him did. After filming on location was completed, each of the boats in turn blew a long, mellow blast from

her whistle as she backed out, hung for a moment in the current and then with the hiss of steam, a fop-fop-fop of bucket planks striking the water disappeared 'round the bend and back to the boneyard.

"Steamboat Round the Bend" brought together a scene of operating, vintage steamboats that was never to be repeated.

\* \* \*



**AFTER THE BALL WAS OVER**

The LEADER's starring role in "Steamboat Round the Bend" was a fleeting moment of glory. Here she is laid up at Martinez, California although how she came to be there is unknown to Ye Editor; did she return to the potato trade after the movie?

John Burns took this photo on October 27, 1940 and she is in sad shape with the guard rotting away, most of the fancy railing missing and salt grass growing all around her. The name LEADER is on the pilothouse name-board while CLAREMORE QUEEN is on the bow.

#### **CAPT. T. P. LEATHERS, DEMOCRAT**

Capt. T. P. Leathers was a partner in the cotton packet GENERAL QUITMAN (2270) and on May 30, 1868 became half owner and master. Capt. Leathers required all crewmen, including the roustabouts, to swear to vote Democratic as a condition of employment. This requirement became well known and the San Francisco Alta Californian for Thursday, October 15, 1868 had this news item:

*"We hear a great deal about the rights of American citizens, and especially of the rights of workingmen, but it has been reserved for the Democracy, the most dishonest party of modern times, to take a high stand in opposition to the right of workingmen to have political opinions of their own. One Captain Leathers, commanding a steamboat on the Mississippi River, discharged all his hands who would not promise to vote the Democratic ticket. Whereupon a Seymore and Blair Club in St. Louis passed the following:*

*WHEREAS, it has become the settled policy of this State not to give employment or support of any kind to members of the Radical party, and*

*WHEREAS, it is announced by the New Orleans press that Captain T. P. Leathers of the Vicksburg packet GENERAL QUITMAN, has discharged from employment on his steamer all persons not members of the Democratic party, therefore, be it*

*RESOLVED, that the thanks of this Club are due and are hereby returned to Captain T. P. Leathers of the steamer GENERAL QUITMAN for being the first among steamboatmen to take this important step which is calculated to contribute largely to the success of the Democratic party in this State."*

*The so-called Democracy does this very thing whenever it has the chance. It is held by such men as those who thanked Leathers that a laboring man has no right to political opinions of his own."*

No question about the politics of the San Francisco Alta Californian. Horatio Seymour and Francis Blair were the unsuccessful Democratic candidates in 1868 when Ulysses S. Grant was elected president.

Our thanks to Californians Bob Parkinson and Dick Rutter for bringing forth this tidbit.

\* \* \*



### SOME ANCIENT HISTORY, S&D, The First Year

Some months back, Jennie McNally, Pittsburgh, sent an envelope of S&D records which had turned up in a cleaning of the McNally attic. The late Bill McNally was Secretary of S&D for a time in the 1940s and among the moldy files were the minutes of the first organizational meetings of S&D.

To Elizabeth Litton, a Clarington, Ohio school teacher, goes the credit for visualizing an association, "As a memorial to Pioneer Rivermen." The Litton family had been prominent in early steamboating on the Upper Ohio and in 1939 three of Elizabeth's brothers were active pilots. "Lizzie" Litton called the first discussion meeting together in the ballroom of the Hotel Lafayette in Gallipolis on June 3, 1939

The "Second Business Meeting" was held on September 10, 1939 at the Hotel Lafayette, Marietta. The name suggested was, "Sons and Daughters of Pioneer Rivermen of Inland Waterways" but this was soon shortened. An honorary membership was conferred by Miss Litton upon Capt. George Hamilton, Gallipolis, who had been associated with the White Collar Line. Steps were taken to formalize the association and eligibility for membership was defined to include, "All persons related to river pioneers and others who by occupation or special interest are desirous of having membership."

With the groundwork laid for S&D, the Secretary was authorized to plan a "Social Meeting" to generate interest and enthusiasm for the fledgling river group. Miss Litton called this meeting for November 18, 1939, 8 pm., Riverview Room, Hotel Lafayette, Marietta. The present bar of the Lafayette was the Riverview Room and the usual meeting place for S&D until the ballroom wing was added to the hotel under ownership of S&D member Harry Robinson.

To the astonishment of Miss Litton, upwards of 150 people appeared and filled the Riverview Room to overflowing. We quote at length from the minutes for this first social meeting:

*Pres. J. Mack Gamble in Charge. Welcome extended by Elizabeth Litton. Mrs. B. D. Richardson brought greetings from the Muskingum Area.*

*A group of songs, On the Road to Mandalay, Bells of St. Marys and Old Man River were rendered by Capt. W.*

*C. Dugan, Vanceburg, Kentucky accompanied on the piano by Elaine Litton Rea.*

*Address, Capt. Frederick Way, "A Museum."*

*Address, Atty. J. G. Devol, "Early History of the Ohio River, the Influence of the Steamboats and the River Pioneers in the Winning of the West."*

*There was a burst of spontaneous applause when Capt. Charles B. Litton, master of the Str. D. W. WISHERD, passed down with a Campbell Line tow and saluted the association with blasts of the whistle; answered by blinking the hotel lights.*

*The Secretary announced the charter membership had exceeded 100. The first 100% boat was the Str. RELIANCE, Capt. W. C. Booth, master. The Harry Maddy family and the Charles Litton family, all 100%.*

*Main address by C. W. Stoll, Louisville, Kentucky who made a spectacular trip - flying from Louisville to Charleston, poor visibility forced him to disembark after landing in Huntington, caught the B&O train up the river to Williamstown opposite Marietta and hiked over the bridge! Speech was brief, witty and full of pep - well received.*

*Excellent views of the Ohio River locks and dams during flood stage and under ice conditions were shown by representatives Rowland R. Castle and William C. Steele from the U.S. Engineers, Huntington. One film was a liberal education, showing the location and finished dams in the Muskingum Watershed. To see them gives one more confidence in the great project for flood protection.*

*Another film of interest to all was the U.S.L.H.S. Str. GREENBRIER shown by Arley Kisinger of Brownsville, assisted by Dr. Henry D. Wilkins.*

*Four steamboat models by the builder Robert Thomas were on display, adding beauty and interest to the meeting. The boats, built on a scale of one quarter inch to the foot are complete in every detail and works of art.*

*The meeting, which proved a successful and enthusiastic one, closed near the midnight hour. Those who attended felt it was the happiest evening spent in a long time.*

*Elizabeth Litton.*

The enthusiasm of those early organizers continued with a business meeting held June 2, 1940 at the B. D. Richardson residence, Malta, Ohio.

A museum committee was appointed consisting of Capt. R. J. Hiernaux, Robert Thomas, James A. Wallen, Elizabeth Litton, Capt. William B. Rodgers, Mrs. B. D. Richardson, C. W. Stoll, Eleanor Tilley Frederick and Andrew J. Lodder. This committee was to study plans for the proposed river museum and make recommendations to the Executive Committee regarding location.

To write a charter for submission at the annual meeting, the following were named: Mayor W. C. Dugan, Vanceburg, Kentucky, J. Mack Gamble, Clarington, Ohio, Dr. Henry D. Wilkins and A. W. Kisinger, Brownsville, Pennsylvania and Attorney Randolph Walton.

A pin of distinctive design was authorized and plans laid for the next annual meeting to be held at New Martinsville, West Virginia around Labor Day. J. W. Zenn, Capt. R. J. Hiernaux and A. W. Kisinger were delegated to plan a steamboat excursion for the group.

A second business meeting was held at the Bert Noll residence in Sistersville, West Virginia on August 4, 1940. Here, the officers, "Partook of the delicious chicken salad, angel food cake and other delicacies." The light repast no doubt mellowed the outlook of attendees when the business meeting was called to order at 2:30 pm.

Mayor Bruce of New Martinsville extended an invitation to S&D to meet at the Hotel Wright on Sunday, September 1, 1940. The facilities of the city Memorial Building and the Magnolia Yacht Club including use of its "fleet" were also extended. President J. Mack Gamble named B. L. Barton, Bellaire, Ohio, B. W. Noll, Sistersville and J. W. Zenn, McKeesport, Pennsylvania to the nominating committee, "To appoint officers for the coming year."

The secretary was authorized, "to order 100 bronze pins @ 30¢ each, die charge of \$20. Selling price of the pins would be 50¢ each to new members of the organization."

Other planning for the 1940 annual meeting included an invitation to Judge Bernard Witten, St. Clairsville, Ohio, to be the main speaker, the judge from the the family of Wittens who were noted Ohio River pilots. Loretta M. Howard, Jeffersonville, Indiana and Harry Maddy, Gallipolis, Ohio were invited to make short addresses,

CONTINUED NEXT PAGE -

S&D HISTORY FROM PAGE 25 -

Mayor Robert Bruce to give a welcoming address. Mayor W. C. Dugan, Vanceburg would sing and Donald T. Wright of The Waterways Journal was invited to take a part in the program.

Miss Litton reported on her attendance at a meeting of river enthusiasts in Louisville. This gathering was held on July 20 under the sponsorship of Andy Lodder and Roy Barkhau of Greene Line Steamers and was followed on November 9, 1940 by a similar affair at the Netherland Plaza, Cincinnati; the turkey dinner cost \$1.50. The Louisville and Cincinnati meetings, according to the invitation letter, ". . . has been arranged for steamboat fans and river enthusiasts by river fans and is connected with no organization."

Enthusiasm for the new Sons and Daughters of Pioneer Rivermen was in high gear. The annual meeting at New Martinsville was successful in attracting a good attendance, in adopting the formal framework of a constitution and in treating the audience to a very long speech by Judge Witten, a real stem-winder.

But, there was some discord regarding the location of the proposed river museum. B. L. Barton of the Executive Committee promoted locating the museum in the Jacob Heatherington house, "The House That Jack Built", in Bellaire, Ohio; the majority on the museum committee favored the offer of the Ohio Historical Society to locate in the Campus Martius Museum, Marietta.

Ben D. Richardson was elected the second president and in 1941 the river museum in Marietta opened.

\*\*\*



Here are two of the gracious ladies active in the formation of S&D, Frances Richardson and Edith Reiter.

Following the death of her husband Ben Richardson in 1944, "Fannie" was a regular attendee at meetings until her death in 1954. Edith promoted the basement of Campus Martius Museum for the first River Museum and abetted the Ohio Historical Society acceptance of the W. P. SNYDER JR. in 1955. Photo taken on the DELTA QUEEN at the Dravo Shipyard, September, 1947 while looking over the freight book from the GREAT REPUBLIC.

S. Durward Hoag, photo.

19



33

VACATION SEASON

All Fares on the

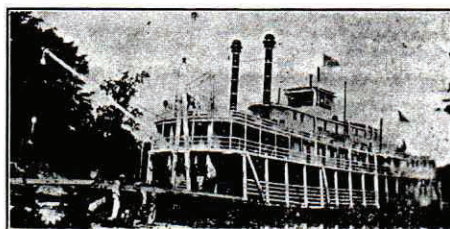
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via

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have been greatly reduced for the Summer Season of 1933

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## THIS AND THAT

### JULIA BELLE SWAIN AT LA CROSSE

For one not acquainted with Wisconsin legislative procedures it seemed that there were a lot of hoops to jump through before the La Crosse city council approved the docking of the JULIA BELLE SWAIN at Riverside Park. Planning Committee, Judiciary Committee, Administration Committee and Finance Committee - all seemingly had to look upon the potential problems arising from the handsome steamboat docking on the waterfront before the city council got a chance to vote. But at last all "i's" were dotted and "T's" crossed and the JULIA BELLE SWAIN has a new home for at least three years.

In truth, there were some improvements needed before the JBS could conveniently and safely dock in La Crosse. The city will install some needed piling and navigation lights at Riverside Park and arrangements for utility hookups must be completed before the JULIA BELLE can move up to La Crosse from its winter harbor at East Dubuque. This move should take place by the end of May in readiness for beginning the day and overnight cruise schedule in June.

Robert Kalhagen, 44, and wife Lori of Madison, Wisconsin bought the JULIA BELLE SWAIN from Dennis Trone in October, 1994. Kalhagen is president of Ideal Crane Rental Co. of Madison and Milwaukee and became entranced with the steamboat several years ago when riding the boat on the Trone cruises from LeClaire, Iowa to Galena, Illinois. The operation of the boat has been set up as the Great River Steamboat Company with offices at 200 Main Street, Suite G, La Crosse WI 54601, managed by Christine Hall.

The 200 Main Street building is now called Powell Place, named for Dr. Frank "White Beaver" Powell who occupied the building in 1881. We understand "White Beaver" was a colorful character in the last two decades of the 19th century and four-time mayor of La Crosse. Dr. Powell's medical skills were apparently subject to differing opinions but he was popular with the Winnebago Indians and the public at large. Sounds like an appropriately historic address for a steamboat company.

The schedule for summer 1995 calls for two-day trips with overnight lodging included; one day, one way trips between La Crosse and Prairie Du Chien; one day trips between La Crosse and Winona, Minnesota and return. The destination of the overnight cruises had not been disclosed at press time but the format seems to be similar to the popular Galena trips developed for the JULIA BELLE SWAIN under Dennis Trone's ownership. A brochure and cruise price list is available from the Great River Steamboat Co. at the address above or call 1-800-815-1005

The other La Crosse excursion boat, the LA CROSSE QUEEN, has run daily trips from the Riverside Park location for a number of years. The QUEEN will continue to operate her short-trip schedule and the two boats with the differing offerings should be complementary.

\* \* \*

### GEO. M. VERITY MUSEUM OPEN

Curator Robert "Bob" Miller reports the Str. GEO. M. VERITY at Keokuk, IA opened for the season April 13, 9 to 5 daily.

## CINCINNATI'S TALL STACKS COMING BACK

The 1988 Tall Stacks was designed to celebrate Cincinnati's bicentennial and turned out to be a success beyond the expectations of many of the planners. Perhaps it was the Purple Flying Pig Symbol which was adopted.

A repeat Tall Stacks effort in 1992 proved the Cincinnati promoters were on to something when seventeen vessels participated and attracted an estimated million plus visitors in four days. This year, the Tall Stacks celebration will be held on the Cincinnati waterfront from October 11 thru 18 and twenty boats will participate, five steamboats included.

Bill Judd, Co-Chair River Operations Committee, provides the following list of boats signed up:

AMERICAN QUEEN, DELTA QUEEN, MISSISSIPPI QUEEN, BELLE OF LOUISVILLE, JULIA BELLE SWAIN, BECKY THATCHER, BONNIE BELLE, CAPT. ANNE, CREOLE QUEEN, ISLAND QUEEN, JONATHAN PADEFORD, JOSIAH SNELLING MAJESTIC, MEMPHIS QUEEN III, MUSIC CITY QUEEN, P. A. DENNY, QUEEN OF HEARTS, SOUTHERN BELLE, SPIRIT OF CINCINNATI, TOM SAWYER.

Mark your calendar! \* \* \*

### OLYMPIC GAMES IN ATLANTA - STEAMBOAT BERTH IN CHATTANOOGA!

The Travel Department of the March 3, 1995 edition of the Wall Street Journal discusses the problem of finding beds for those attending the 1996 Olympic Games in Atlanta. The 56,000 hotel rooms in Atlanta won't nearly accommodate the 250,000 expected daily crowd. There is a solution, and especially attractive for steamboat buffs:

"But the recent emergence of Tennessee riverboat berths as hot accommodations for the Games indicates that many visitors will be going farther afield (than Georgia). Delta Queen Steamboat Co. of New Orleans, showered already with offers from tour operators, hopes to park three vessels next summer along the banks of the Tennessee River in Chattanooga. The setup will provide beds for about 1,000 people, many of whom will be bused 120 miles to Atlanta."

Our thanks to Richard Brown, Bakersfield CA and Glenn C. Lee, Jr., Pasco, WA for alerting us to this innovative housing opportunity in next year.

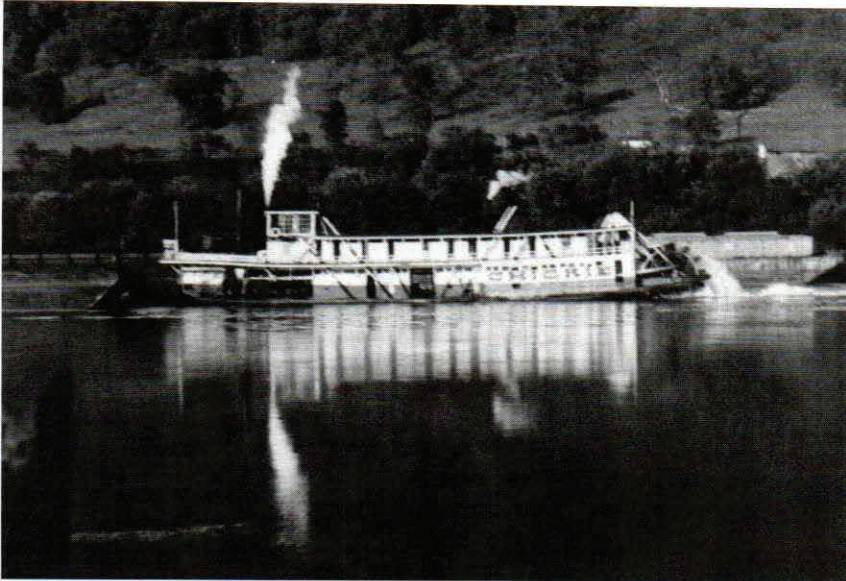
\* \* \*

### HAWLEY, HAMMETT DUO BACK AT WORK

By way of an up-date on the news item on page 22 of the March issue, the departure from the NATCHEZ by Capts. Hawley and Hammett did not mean the popular excursion masters were leaving New Orleans. Word from "Doc" Hawley advises that the pair are again gainfully employed on the new twin casino boats CRESCENT CITY QUEEN and GRAND PALAIS.

The G.C.Q. and G.P. are real boats, 360x99 stern-wheel monsters built by Bender Shipyard, Braithwaite, LA. They have six diesel engines driving electric generators which in turn supply two 900 hp. DC motors on twin sternwheels and twin Z-drives. Each boat's passenger (read "gambler") capacity is 2,000. The outside appearance is somewhat in keeping with packetboat design; open guards around both main and boiler decks, a bit of fancy-work, twin stacks and the sheer line of a carpenter's level.

The Waterways Journal has our thanks for details on these boats which had a "grand opening" May 10.



**CHICKIE (TO412).** The CHICKIE was an old boat in 1937 when Jimmy Walker piloted her down the river from near Sistersville. She was wood hull, built at Elizabeth, Pennsylvania in 1899 as the TITAN (T2442) for the Jones & Laughlin Steel Co. The hull size was 135x24x6, a bit narrow which may have contributed to her flopping over on her side in 1925 and again just after rebuilding. The TITAN was renamed J. F. DOUGLAS in 1929 and W. L. MCKINNEY, 1930, and CHICKIE, 1935. J. Mack Gamble photo.

## PILOTIN' ON THE CHICKIE

### Jimmy Walker

*Jimmy Walker was born in 1916 at Lock 11, Kanawha River. His mother died when he was nine months old and Jimmy lived with various relatives while growing up in the Point Pleasant-Henderson, West Virginia area. In the 1930s Jimmy worked as deckhand and coal passer on the Kanawha River towboats D. T. LANE (TO550), ROBT. P. GILLHAM (T2182), J. F. BUTTS (T1245) and for one trip to Cincinnati on the JULIUS FLEISCHMANN (T1476). Learning that deckhands on boats in the Pittsburgh area made \$90 a month while the scale on the Kanawha River was \$54, Jimmy moved on.*

*The following account was written in 1969 to Capt. Joe Goold who also grew up in Point Pleasant. The words are Jimmy's own.*

- - -

In 1937 I was on a boat called the CHICKIE. I think she was one of the old J&L boats that a man by the name of (Capt. A. C.) Lyons bought and he also bought one of the old Barrett boats and called her the KATIE LYONS. That's the boat that Harry Woomer got his license on. I was in the (KATIE LYONS) wheel one time, laying at New Matamoras, and

Harry was on her. The engineer turned the wheel and I went clear around, hanging onto the bucket plank. All I got was wet and a cold; it was winter.

Well, one time the CHICKIE was supposed to take nine big Jumbo barges that had been converted into coal hoppers down to Point Pleasant. We were running single crew and tied up down there across the river from Sistersville or some place. We went across the river light (boat) to coal the head.

The captain and the engineer went up the hill and really got drunk. They came back and the captain went up to the pilothouse and blowed to turn her loose and I did. We started across the river and I was standing up on a (towing) knee to put the face wire on. He was coming about half-head and I never did hear him ring the bell to back her; you could tell in those days what the boat was going to do by the bells.

Well, I didn't hear nothing so just as she was about to hit, I jumped over onto the barge and went clear down inside. I came crawling up out of the barge and looked at the knee and it was really bent backwards; the brace went clear through the deck. Anyway, I got her faced up with a makeshift knee and down the river we went.

The captain blowed for me to come up and he said, "Hold her. I'm going down to get a cup of coffee." What I didn't know was he had a bottle in his room. He never did come back up and here I was with no licensed pilot on the boat. Homer Austin was firing on her and he came up and said that the engineer and pilot were both passed out in their rooms and that he was handling in the engineroom.

There was no other engineer on the boat and I said, "What are we going to do?" We had a lot of daylight left and I knew if we tied up before watch time that night the company would want to know why. I said, "Let's go on down the river 'till dark," so away we went with me in the pilothouse, Homer in the engineroom, the other deckhand firing. Homer's mother cookin' and not a license among us.

We were doing pretty good 'til I came to an island and started down the wrong side. I saw a Wheeling Steel boat coming up and about that time I looked down the river and saw I was on the wrong side of the bouys. Albert Gilmore was pilot on the other boat and he hollered over to me. Anyway, I stopped her and backed up and went down the other side and we made it OK.

I saw Capt. Gilmore a few months later in Pittsburgh on Market Street and he asked, "Where in the world were you going?" I said, "If you hadn't come along I would have went right on down the back side of that island."

Anyway, when I would ring a bell, Homer would look out the engineroom door and see what I was doing and then run back and handle (the engine). Then it got dark and I didn't want to risk it so I hollered down to Homer to get ready to tie up for the night. Into the willowes we went and found a nice tree. The only thing I did was knock the light stands down on the barges.

I was sitting up in the pilothouse when the captain came to and here he came sneakin' up the steps. He asked, "Where are we, Sistersville?" I said, "No, we're way down the river where we would have been if you had been on watch." "But, how did you get tied up?" "Me and Homer did it. Anyway, it all turned out OK." The captain made me promise I would never tell about it or he would lose his license and be blackballed from the river.

The captain is gone now but I'll always remember my first pilot job. I had steered a lot but not by myself.

\* \* \*

## SMITHLAND REVIVAL

The September, 1994 issue of S&D Reflector revisited the H. Bennett Abdy book, "On the Ohio" and readers might recall the Abdy party spent a week in Smithland, Kentucky. (Two photos of Smithland taken by Abdy in 1915 appear on page 24.) Chuck Parrish, District Historian, brings us up-to-date on Smithland in an article in the Falls City Engineer,

newsletter of the Louisville District, February/March 1995.

Smithland, Kentucky at the mouth of the Cumberland was an important trade center in the heyday of steamboat traffic, its wharves teeming with boats and goods. Until the era of railroad construction, Smithland held promise of becoming a metropolis of the region.



### JIMMY WALKER

By 1969, Jimmy Walker from Lock 11, Kanawha River had come a long way from being a deckhand on the CHICKIE in 1937.

Jimmy made a trip on the towboat JULIUS FLEISCHMANN in 1929 as a "flunkie" for \$20 a month, his first job on the river. Later, he became a deckhand on towboats and also learned to play the guitar. For a time he operated a restaurant called the 17 Drive-In near Henderson, West Virginia and started to perform on the WWVA, the country music station in Wheeling.

In 1963 Jimmy Walker quit the river to try his luck as an actor in Hollywood and soon began appearing in a number of "westerns". Jimmy looked back to his days on the river and commented, "I'd have to carry a lot of riggins' for the money they are paying me now."

We understand that Jimmy died several years ago. Should you hear the song, "De-tour, there's a muddy road ahead , ," it just might be Jimmy Walker, pilot of the CHICKIE, singing and picking.

\* \* \*

Wealthy southern planters came to Smithland in the 19th century, staying in the well-known river hotels and inns. In its boom period, Smithland had a population of about 3,000 people; when railroads replaced river transport, the town declined dramatically and it became a small agricultural community. In 1990 the population was 384.

One of Smithland's landmark inns is the Gower House, believed to have been built in 1780. Originally constructed in a U-shape with verandas overlooking a central courtyard, a fire in 1857 destroyed half of the building leaving the present L-shape. Much of the original woodwork and flooring remains in the twelve room structure and it still provides a grand view of the Ohio and Cumberland.

The Gower House has hosted many famous visitors including presidents Jackson, Polk, Taylor and Lincoln; authors Charles Dickens and Lew Wallace (Ben Hur), Red Cross founder Clara Barton, the notorious Aaron Burr and Benedict Arnold. The painter John James Audubon also stopped here.

When the county courthouse burned in 1831, the Gower House served as a temporary courthouse where Henry Clay presided and on hot summer days administered justice beneath a huge elm tree which stood in the yard. The elm tree is also reputed to have been the "hanging tree." Recently, a statue of Clay has been carved from the remains of the old elm and stands in a pavilion in a lot next to the inn.

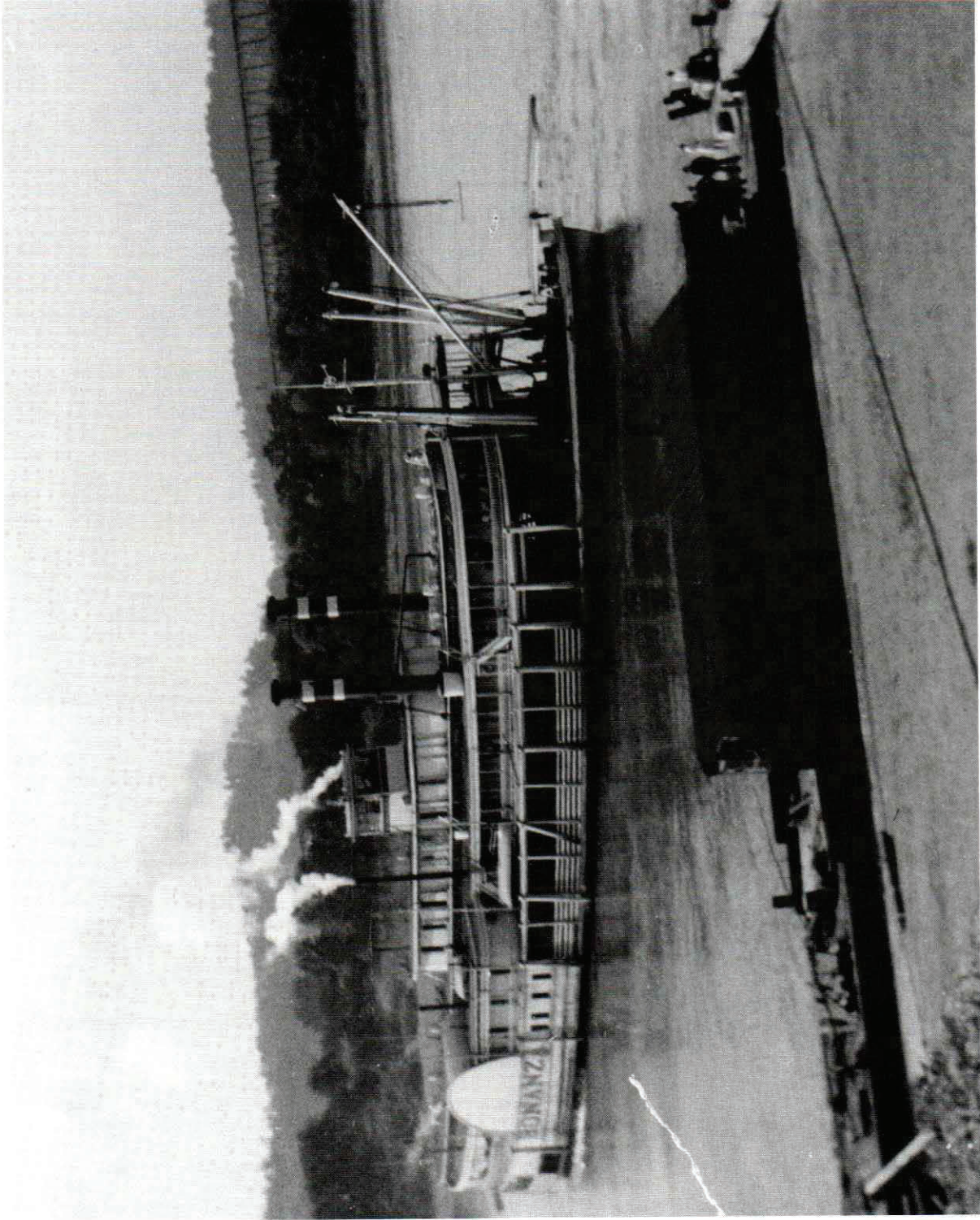
There is a local effort to revitalize Smithland's riverfront and the present owners of the Gower House plan to restore it as an inn and dining place. Smithland may again become a place of note at the junction of the two rivers and a tourist destination.

\* \* \*

### TWO WICKET DAMS REMAINING

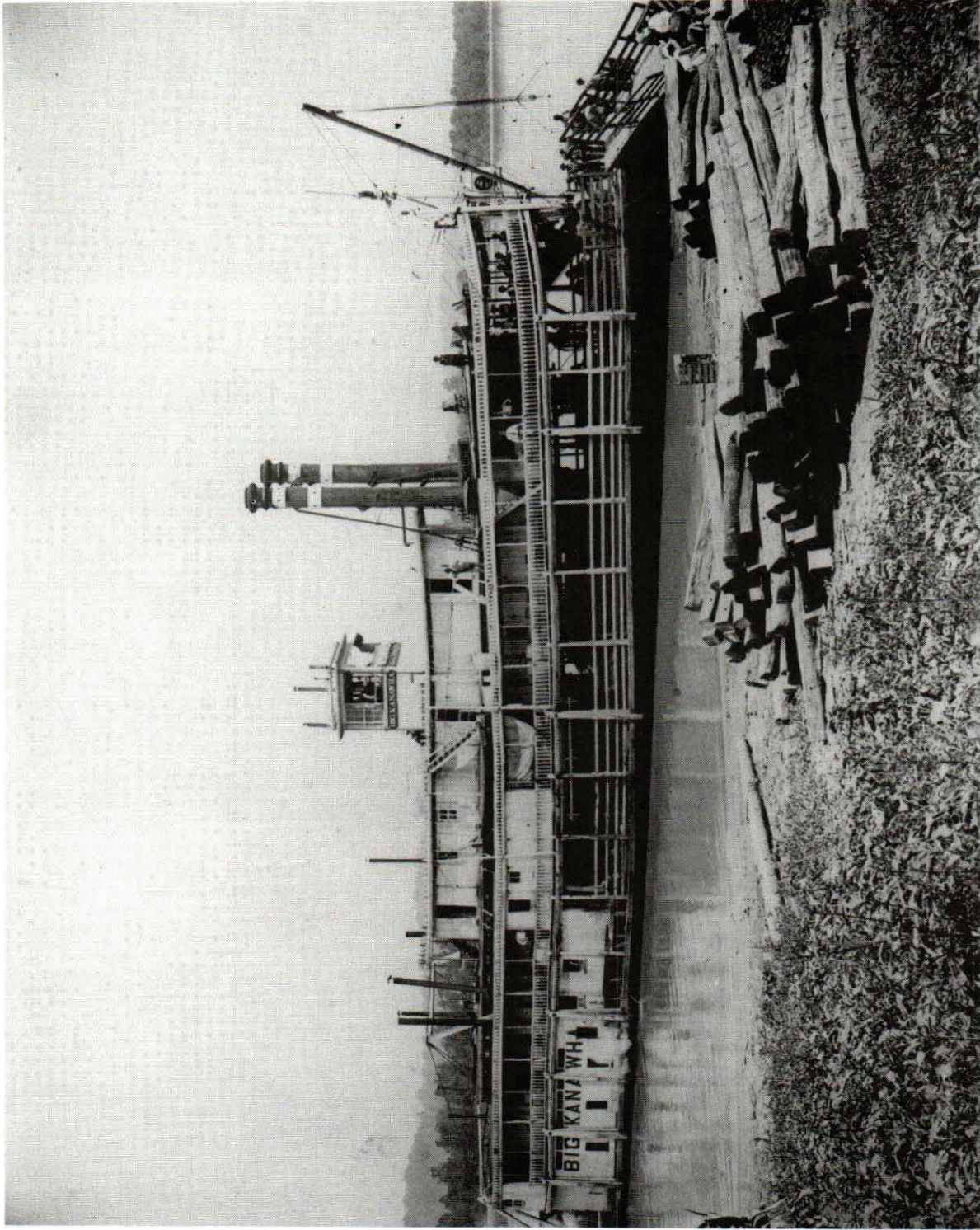
We sometimes have to be reminded that two movable wicket dams from the original Ohio River canalization project are still in operation on the lower river. Lock and Dam 52 and 53, completed in 1929, will be replaced by the new Olmsted Lock and Dam under construction near Olmsted, Illinois.

The Olmsted project will not be completed for several years yet so there's time to take another look at functioning, low wicket dams.



**BONANZA (0665)** landing at Pt. Pleasant, West Virginia sometime prior to November 8, 1904 when the Big Sandy Packet Co. sold the upriver trades to Capts. Gordon Greene and William Roe but retained the BONANZA. Book reviewer Jim Wallens grandfather, Julian F. Davey, was purser and master of the BONANZA at various times.

The BONANZA was launched at Mack's Yard, Cincinnati on January 17, 1885, 267.5x42.8x6.7 feet in size with engines 22's-7½ ft. stroke. It is remarkable that the salt shipments from Pomeroy Bend to the packing houses of Cincinnati were such as to support a big boat such as this. From a film negative, photographer unknown.



**BIG KANAWHA** (0619) while owned by the White Collar Line and running in the Louisville-Madison trade. This photo supplied by Michael C. Begole shows her down at the stern, perhaps an indication of a hogchain system that was inadequate for her 152x30x4.5 foot hull. She was built in 1887 for Capt. Marlin Brown, for the

Pomeroy-Gallipolis-Charleston trade but was soon sold to the White Collar Line. In early 1905 the **BIG KANAWHA** entered the Cincinnati-Maysville trade and was caught by ice at Maysville, January 24; sank when the ice went out February 24. Capt. Samuel Fearn is said to have had an interest in the boat at one time.

### THE VOLCANO HAD HER TROUBLES

On May 30, 1929 the VOLCANO (T2542A) overturned at Dunlevy, Pennsylvania on the Monongahela River; she was righted and raised on June 5. A telephone call from Indianapolis caused us to look up these photos and it was also a reminder that this VOLCANO, second of the name, was overlooked in the printing of Way's Steam Towboat Directory. (See Addenda No. 2 to the Towboat Directory on page 31, December, 1992 S&D Reflector.)

The VOLCANO had been built at Dravosburg, Pennsylvania in 1916, 126.5x25.8x4, for the Diamond Coal & Coke Co. of Pittsburgh. She had the distinction of taking the last tow of Pittsburgh coal south in wooden coalboats, departing on May 10, 1919. She was later bought by the Hillman Coal & Coke Co. and was owned by them when she caught fire at the Lock Four Boatyard on Monongahela River, August 19, 1927. She was rebuilt only to upset two years later.

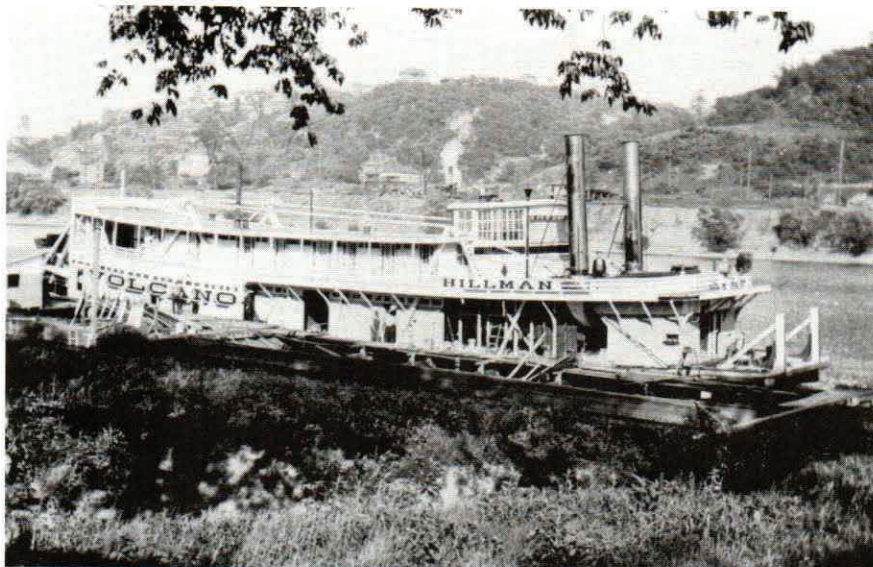
A year after the accident in 1929 and salvage, the VOLCANO was sold to the Mengel Box Co. and taken to the marine ways at Madison, Indiana for rebuilding. A photo of the VOLCANO on marine ways appears with the article concerning the BETSY ANN's 1930 season in this issue. She was renamed MENGEL and operated under this name until she was sold in 1938 to the Tresler Oil Co. Her name was changed to BOB TRESLER.

Accidents followed the boat under her new name and she sank near La Crosse, Wisconsin in July, 1940. At that time she was engaged in towing oil products from Cincinnati to St. Paul. In 1941 the BOB TRESLER was towing between Cincinnati and East St. Louis and made trips to the Upper Ohio in the fall of 1943.

During high water in 1944, the BOB TRESLER was beached out at the Madison Marine Ways and dismantled.

And what about the call from Indianapolis? The Cataract Yacht Club in Indianapolis acquired the pilotwheel from the BOB TRESLER and in 1954 built a new clubhouse around it. Today, the wheel from the VOLCANO, either before after the fire, hangs from the clubhouse ceiling and serves as a back drop for the club's exclusive table reserved for the Commodore.

\* \* \*



The VOLCANO when owned by Hillman, probably as the rebuilding is about completed following the 1927 fire. The painter is finishing the name on the engineroom.



The scene at Dunlevy, Pennsylvania after the VOLCANO rolled over on May, 30, 1929. Below, she has been righted and is ready to be pumped out and raised.





## - BOOK REVIEW -

*The long awaited product of Stan Garvey's research on the DELTA KING and the DELTA QUEEN is now in print. We're indebted to Jim Wallen for the following review of a rush copy of the galley proofs.*

DELTA KING! DELTA QUEEN! There must be a reason, or perhaps several reasons, why a pair of 285-foot, sternwheel river steamboats would attract so much public interest and good will throughout all their years and even in those later times when their future, if any, seemed quite uncertain at best.

Particularly in the case of the DELTA KING, when it was being shunted from pillar to post and its condition continued to deteriorate, there were always enthusiastic groups and individuals ready to give time, effort and even money to help with salvage and renovation efforts. Folks who had not been passengers would gather at places along the river banks and salute their passing favorite with hand waving and cheering.

That such enthusiasm for these two fine steamboats right up to the year of 1995 is made clear as author Stan Garvey progresses with his discerning story of those two California natives, the DELTA KING and DELTA QUEEN.

Of course, those two steamboats established themselves in the favor of uncounted thousands of folks who had been their passengers when they were making their nightly trips between San Francisco and Sacramento on the Sacramento River. They were "million-dollar" boats, an enormous sum to pay for a steamboat in the 1920s, but they could advertise comfortable accommodations, the best of dining service, orchestra music and pleasant scenery along the passing shores.

And the schedules were convenient, too, for those traveling on business who could expect a comfortable night's sleep and a good breakfast in the morning before disembarking, ready for a good day's activities. There was excitement in such a trip, too, excitement for which the round-trip fare between San Francisco and Sacramento was just \$3.00 in the late 1920s and early 1930s. Yep, just three dollars!

Some of the excitement of boarding one of these boats, the DELTA KING in this case, is conveyed in the clearly descriptive writing style of the author:

"As you start up the gangplank on the KING's port side you become aware of the tongue-and-groove siding painted glossy white, the colorful stained glass panels above the windows and rich dark wood of the deck railing, window trims, outside benches and doors. When you reach the top, elbow to elbow with other smartly dressed passengers, you catch your reflection in the plate-glass windows and polished brass.

Once on aboard you hesitate, tempted to stop on the outer deck for a moment and join a high-spirited group calling and waving to friends and family on the dock below. It's like a gala party. Yet, you're eager to explore the inside.

Curiosity wins out. You walk through the double doors and enter the lobby. Here is a further taste of the festive atmosphere aboard the DELTA KING as officers, crew and wide-eyed passengers prepare to depart on the boat's first trip from San Francisco to Sacramento.

The grand staircase - with its ornate bronze filigree and its large, curving Honduran-mahogany handrails flaring out into the lobby - seems to beckon you to the deck above."

The author evidently not only knew his boats well but heard many personal reminiscences of those who had been passengers, officers and crewmen on both the DELTA KING and DELTA QUEEN.

For the construction of the DELTA KING and DELTA QUEEN at a time that was not particularly favorable for water transportation, the author gives credit to Capt. E. A. Anderson, president and majority stockholder of the California Transportation Co. Anderson not only sponsored the idea of building two of the most impressive steamboats but selected some of the interior decorating materials. As a result, early in June, 1927 the DELTA KING left San Francisco on its first trip to Sacramento, to be followed the next evening by the DELTA QUEEN.

Construction work on these two boats was begun early in 1924 at the Stockton, California shipyard on the San Joaquin River, with the KING and QUEEN to be the first California riverboats to be built with steel hulls. On December 28, 1924 the KING began to take shape as the galvanized steel plates, fabricated in Scotland and bolted together there to insure proper size and fit, were laid out and rivets driven home. The launching into the

channel of that first hull at Stockton took place on May 9, 1925. The launching cleared the way for work to begin on the DELTA QUEEN.

There were some wonderfully good years from 1927 to 1940 with the two boats running on their nightly schedules, usually well filled with passengers and carrying several hundred tons of freight. They were navigating slightly more than a hundred miles of a river that was narrow for the most part and yet achieved an excellent safety record. Heavy fog was frequent but the two sister boats continued to pass each other near midnight amid shouted greetings and cheers.

As an added safety measure, the pilots made use of a navigational chart called "Pathfinder". It was a scroll stretched between two reels with the scroll marked to show the stretches of river on which the boat was moving. A red light illuminated the chart and the pilot turned a crank to advance the scroll as needed. The chart showed every compass course and the number of seconds to be spent on each course for the entire trip.

But, the handwriting was on the wall. New bridges and highways were constructed in the late 1920s and the riverboats' share of the freight business declined.

After a long lay-up of nine months in 1935-36 the KING and QUEEN resumed operation under the bankruptcy laws. When they appeared under way again, the boats were greeted with great celebrations at both San Francisco and Sacramento. But regardless of their friends and efforts made to keep them going, the KING and QUEEN made their last trips for a long time on September 29, 1940. The two California night boats had made their final runs after a thirteen year reign on the Sacramento River.

The country had come through the Great Depression and the dark clouds of the war in Europe were gathering closer. Soon to begin were the years of valuable service for the Navy. The two big sternwheelers performed their Navy duty well and without ever leaving the San Francisco Bay area.

Navy service brought forth many interesting anecdotes, some of them humorous and some quite grim. The author was evidently well acquainted with many of the men who served on both boats during the war years.

After the end of the war in 1945, both the KING and the QUEEN were laid up in the vast, mothball

fleet of 500 ships that were no longer needed.

It looked to many in the summer of 1946 that this was about the end for the two sternwheelers but late that year Capt. Tom Greene of the Greene Line Steamers appeared on the scene. After bidding unsuccessfully on the DELTA KING, Capt. Greene purchased the DELTA QUEEN. With the assistance of his friend and experienced steamboatman Capt. Frederick Way, Jr., arrangements were made to take the QUEEN to the Fulton Shipyard at Antioch, California to have her made ready for the trip down the Pacific coast, through the Panama Canal and on to New Orleans and Cincinnati.

The DELTA QUEEN reached Cincinnati under her own power from New Orleans on July 26, 1947. She took on a crew of volunteer deckhands (the million dollar crew, Tom Greene called it) and headed for the Dravo shipyard, a short distance below Pittsburgh, for the extensive renovation that would bring forth a comfortable and very attractive steamer for carrying passengers on the rivers of the midwest. Basic features of the DELTA QUEEN were retained but it was found that more changes and improvements would have to be made than were originally contemplated. The DELTA QUEEN eventually went into service for the Greene Line in June, 1948, making long cruises that proved attractive to passengers.

It was a severe loss to all river people when Capt. Tom Greene died in 1950 at the age of 46. Commenting on the challenge left her, Tom's widow Letha is quoted as commenting, "The DELTA QUEEN presented the problems of a ship, a restaurant, a night club, a motel and government rules and regulations done up in a neat wrapping of wind, fog and rain tied with a fancy wide bow of fun, romance, pleasure and restful vacations for thousands of river travelers."

Letha Greene faced all the challenges well, remaining as president of the company until it was sold in 1969 to G. E. Steedman Hinkley of the Overseas National Airways. As many river people have said, "Tom Greene would sure be pleased at the outstanding success his DELTA QUEEN has become; she's one of the best known vessels flying the flag of the United States."

Meanwhile, the DELTA KING just escaped being sold for use as a fish cannery. Early in 1952 the KING was sold to Kitimet

Constructors for use as a workmen's dormitory and, because her boilers were still operational, as a power source at a construction site at Kitimet, British Columbia. The 1,500 mile trip to the site was completed in early May, 1952.

At high tide, the KING was floated into an enclosure made with a coffer dam and a long, narrow trench on the landward side. After the DELTA KING was floated into this enclosure the water was pumped out and she settled down to rest on solid ground. At this location the KING must have been a fairly sad sight for it was without a smoke stack and sternwheel. But she was welcomed by the workmen who would call her home while the power plant for an aluminum smelter for the Aluminum Company of Canada (Alcan) was under construction.

In April, 1959 the KING was returned to Stockton, California, arriving there late at night to be welcomed by a crowd of 200 riverboat fans and supporters. The April 30th edition of the Stockton Record did its part in the welcoming with the headline, "DELTA KING Back Home Again, Minus Paddle Wheel, Paint." This was followed by an editorial the next day headed, "Welcome to the DELTA KING." The KING had been gone for seven years.

What followed was several more years of contention, controversy, failed fund-raising efforts and legal entanglements to reach a decision as to whom really had claim to the boat. But, through it all, the friends of the KING gave their time and effort by helping with painting, cleaning and other maintenance work. During this period the KING was "stolen" late one night in the spring of 1969, sank once in shallow water and once in deep water.

Troubles continued to surround the KING with contention and legal maneuvering continuing until early in 1985 when two responsible men, Walter Harvey and Ed Coyne, became the owners. They began the expenditure of the large sums of money needed to make the DELTA KING into the high class restaurant and hotel that would become the centerpiece for Old Sacramento, the restored and redeveloped tourist area of the city.

The grand opening of the refurbished DELTA KING took place on May 20, 1986 and it was a gala event. Coyne and Harvey counted up the final cost to ten and a half million dollars but the KING looked like a beauty, crowds were coming to help celebrate and the restaurant was at

its best. Balloons and pennants added to the festive air. There was a musical to be enjoyed in the Delta King Theatre and there was dancing in the Paddle Wheel Saloon.

The DELTA KING again had a red-painted paddle wheel and a smokestack and lacked only its engines and boilers to be its former, powerful self. Generally speaking, it was said that the KING never looked better nor was ever more welcome.

So now the DELTA QUEEN and the DELTA KING are, after all these years and so many adventures, better looking and more popular than ever; their complete story is now told in Stan Garvey's book. The book is liberally illustrated with views of the steamboats, some of the people involved, passengers and officers who were aboard when the KING and QUEEN were busy, passenger-carrying steamboats.

In addition to the definitive story for which the book was planned, it contains some interesting background information on the active steamboating on the Sacramento and connecting waterways which were so much a part of life in northern California during the past century and the earlier part of the present.

"King and Queen of the River" is available from River Heritage Press, Dept S, P.O. Box 7441, Menlo Park, California 94026. The price is \$27.95 in the United States, \$35 in Canada, plus \$3.50 shipping and handling for one book and \$1 for each additional. The book is hardbound, 288 pages including index, 150 photos, nine maps and bibliography.

Here's a book that should have a place in history but is also good for reading right now.

James A. Wallen, 111 Eleventh Ave., Huntington, WV 25701,

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## THE RIVER LINES

### SCHEDULE OF SERVICE

SAN FRANCISCO—SACRAMENTO

*De Luxe Steamers*

#### DELTA KING and DELTA QUEEN

DAILY

LEAVE	ARRIVE	ARRIVE	
San Francisco (Fier 3)	6:30 P.M.	Rio Vista 11:15 P.M.	Sacramento 5:30 A.M.
Sacramento (Foot of M Street)	6:30 P.M.	Rio Vista 10:45 P.M.	San Francisco 1:30 A.M.

PASSENGERS CAN REMAIN ABOARD UNTIL 9:00 A.M.

FARES: San Francisco—Sacramento

One Way .....	\$1.80
10 Day Round Trip .....	\$1.95
30 Day Round Trip .....	\$3.00
Fare for Children between the age of 5 and 12 years, one-half of adult fare shown above	
Automobile (with passenger) .. One Way ..	\$5.00
Round Trip ..	\$7.50

#### STATEROOMS

With 2 single berths .....	\$1.00
Double beds .....	\$2.00 and 2.50
Double bed with bath or shower ..	\$3.00, 4.00 and 5.00
Twin beds with bath or shower ..	\$4.00, 5.00
Rooms may be arranged in suites of two or three rooms	
Every room air-cooled in summer—warmed in winter	
Hot and cold running water in all rooms	

Pottery

## - OBITUARIES -

**MARY BURNSIDE REYNOLDS**

Mrs. Wendell S. Reynolds, 94, died in her home at Presbyterian Manor, Huntington, West Virginia on March 8, 1995. Mrs. Reynolds was truly a daughter of pioneer rivermen and long a member of S&D.

Mary Reynolds was born in Mason County, West Virginia July 13, 1900, the daughter of Capt. Edwin A. Burnside and Minnie Belle Morris Burnside. Her father, E. A. Burnside, was the superintendent of the Campbell's Creek Coal Co. river fleet for many years and lost his life in the capsizing of the towboat HELPER (T1084) on March 16, 1922. Mary was the granddaughter of Capt. Joe Reynolds, a master and pilot of Kanawha River towboats in the coal trade which developed after the Civil War.

Mrs. Reynolds was educated in the Point Pleasant, West Virginia schools, was a graduate of the Marshall Lab School, attended the Conservatory of Music in Cincinnati and West Virginia University. After her marriage in 1925 to the late Wendell S. Reynolds they resided in Huntington where Mr. Reynolds was long the editor of the Herald Advertiser. She was a member of the D.A.R., the Woman's Club of Huntington, the First Presbyterian Church, and Colonial Dames of the XVII Century for which she served as West Virginia state president.

Mary Reynolds was a member of the National Genealogical Society and collaborated with her brother, Don G. Burnside, in compiling several volumes of family history. She was very proud of her river heritage and took considerable satisfaction from the ornate silver water pitcher and attached cup which was presented to her grandfather Capt. Joseph Burnside by the residents of Middleport, Ohio. Capt. Joe Reynolds was master of the towboat THOMAS W. MEANS (T2423) and performed heroic rescue work at Middleport during the 1884 Ohio River flood. At a meeting of the O-K Chapter of S&D in November, 1985 Mary donated the water pitcher to the Mason County Library where it may be seen today on display in the main reading room. (See S&D Reflector March, 1986, page 53)

Mary Reynolds and husband Wendell were instrumental in the formation of the Ohio and Kanawha Chapter of S&D. They extended an

invitation in 1974 to the late Jerome Collins and Herschel Burford accompanied by Jim Wallen to meet at the Reynolds home to formulate plans to establish the chapter.

Mary Reynolds is survived the several nieces, nephews and cousins. Burial was in Woodmere Abbey of Peace.

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**ROBERT D. ASHLEY**

Robert Drew Ashley, 74, Letart Falls, Ohio died Wednesday, April 5 at his home.

Bob Ashley was born March 29, 1921 in Parkersburg, West Virginia to Ralph Dennis and Naomi Belle Sayre Ashley. Bob worked for the Union Barge Line Co. for some years and often said that the PEACE was the favorite of the several boats he worked on. He later went with the U.S. Corps of Engineers as a lockman on old Lock and Dam 23, Apple Grove, Ohio and retired as head lockman at the Racine Locks after a total of thirty-five years of service.

Bob served in the U.S. Army for three and a half years in Europe during World War II, participating in the Normandy invasion and the Battle of the Bulge. At one point during his army service, Bob sang with the Glenn Miller Orchestra.

Mr. Ashley belonged to a large number of service and historical organizations in Meigs County, Ohio including the Pomona Grange 46, charter member for life of the Racine American Legion Post 602, charter member for life of Tupper's Plains Veterans of Foreign Wars, past commander and member of the Meigs County, Disabled American Veterans, charter member of the Meigs County Genealogical Society, charter member of First Families of Ohio, Meigs County Pioneer and Historical Society and the Ohio Society War of 1812. He had been a member of the Sons and Daughters of Pioneer Rivermen since 1977 and was a regular in attendance at the meetings of the O-K Chapter.

Surviving are his wife June Ashley, sons Clifford Ashley of Morning Star, Ohio, Keith of Rock Springs, Ohio and daughter Heidi Smith of Chatfield, Ohio, brother Bud S. Ashley, Springfield, Missouri and sister Jeane Ashley of Ravenswood, West Virginia.

Burial was in the Letart Falls Cemetery.

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**THE BACK COVER**

The PRIDE OF PADUCAH and the CLAREMORE QUEEN stage a race in this publicity photo for "Steamboat Round the Bend". The original single stacks on the boats have been turned into Mississippi River twin stacks with a "T" fixture; just above the Texas roof on the PRIDE OF PADUCAH. The "T" seems to have been made inside the Texas on the CLAREMORE QUEEN with the horizontal pipes protruding from the bulkheads.

The CAPITAL CITY (PRIDE OF PADUCAH) was built in 1910 at San Francisco, wood hull, 220x44x9.3. The LEADER (CLAREMORE QUEEN) was built in 1884 at Stockton, wood hull, 144x32x6.5. Had the movie been filmed on the Ohio River in 1935 the GORDON C. GREENE and the LIBERTY could have made a comparable matchup.

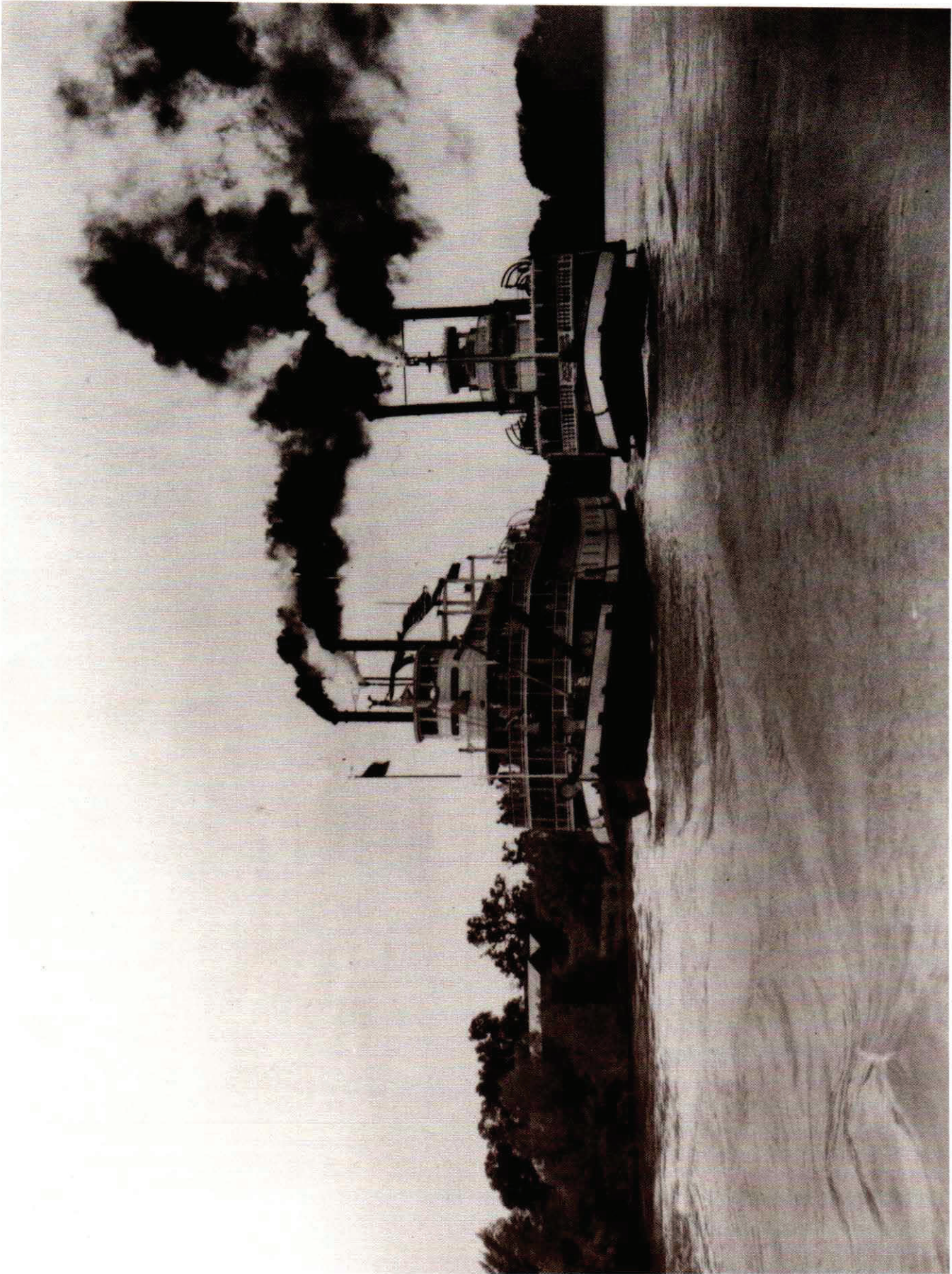
Note the attempt at a swinging stage on the PRIDE OF PADUCAH; not very functional with all the clutter on the bow of a Sacramento River boat.

We wonder when "Steamboat Round the Bend" will show again on the movie channel?

**WAY'S PACKET DIRECTORY SALES REPORT**

The publisher of the Way directories, Ohio University Press, has provided the final report on Way's Packet Directory, 1848-1983. Published in 1983, the packet directory had royalty sales of 1,891 copies before the stock was exhausted in 1993. Sales of the revised edition, Way's Packet Directory, 1848-1994 which became available earlier this year will be reported at the end of June.

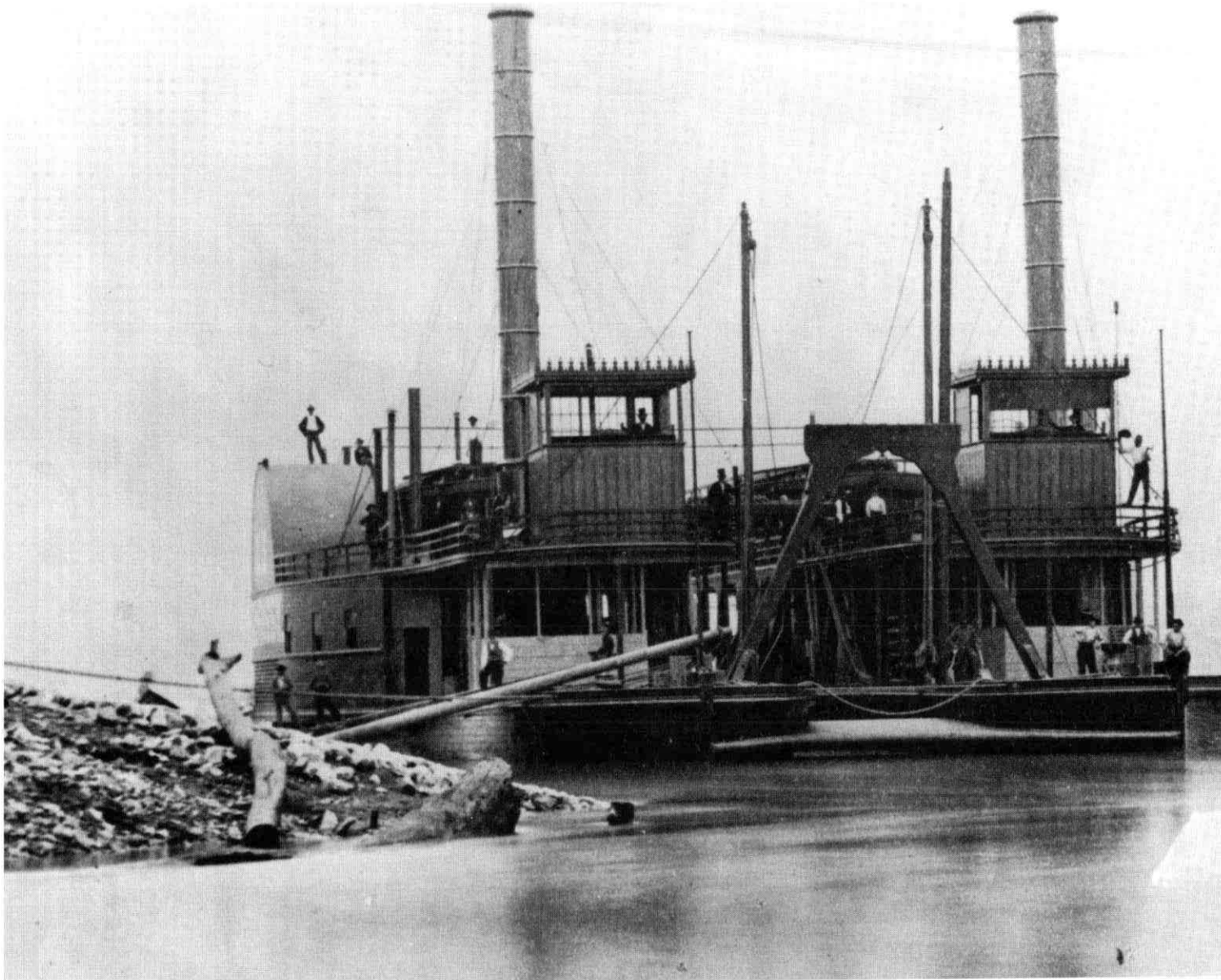
Way's Steam Towboat Directory went on sale in September, 1990 and had sold 884 copies Dec. 31, 1994.





R. E. DeRUSSY (T2088A) just completed at the Portland, Kentucky landing, April, 1868. She is built almost as two separate boats, twin hulls, twin pilot houses, twin rudders, etc. The rollers for carrying

the sawn logs out the stern of the boat are visible. The tiller beams on top of the rudder stocks show clearly and the curved railing and bridge between the boiler decks is artistic. Sand Island shows ahead.



The business end of the **R. E. DeRUSSY** when completed at the Portland, Kentucky landing in 1868. The A-frame above the shaped "snag beam" was fixed but later replaced by a higher, movable A-frame to give better

leverage and flexibility in raising snags. The photo in the December, 1992 S&D Reflector reveals a number of other changes to improve the boat if not the looks. Office Chief of Engineers photos from G. W. Sutphin.



**CINCINNATI WHARF, June 28, 1930.** The BETSY ANN has returned to the landing after losing her second race with the TOM GREENE. The excitement of the race is over and the crowds have gone home, not a soul in sight. On July 4 she has a charter trip to Pittsburgh.

The BETSY ANN never looked better and the late afternoon sun lights her fresh white paint in bright contrast to the shadows. The boat had just been refurbished at the Madison, Indiana Marine Ways at a cost of some \$6,000 even unto a wooden anchor between the stacks. She is about to become a tourist boat and hopes are high, even as the shadow of the Great Depression is about to creep across the land.

The BETSY ANN had been squeezed out of the Pittsburgh-Cincinnati trade in 1929 by the entrance of the SENATOR CORDILL and QUEEN CITY. Now, she was to try to find a niche running Pittsburgh-Louisville but carrying passengers only, no freight.

The schedule called for six departures from Pittsburgh and seven from Louisville, eight days for a fare of \$40, plus two charter trips from each city. The BETSY ANN could carry about 60 passengers with the crew doubling up. There was good response from the public but, without freight revenue, the operation was not a financial success.

Photo by Fred Way, Jr.; print courtesy Dick Rutter.



**AMERICAN QUEEN ON HER TRIAL TRIP.** In March the new palatial steamboat of the Delta Queen Steamboat Co. moved out of the McDermott Shipyard, Amelia, LA under her own power. Much outside work yet to be done.

We note the swimming pool on the top deck; the whisp of steam at the stern must be the location of the 37 note calliope. Interior finishing and installation of furnishings will be done at New Orleans. Some punkin!

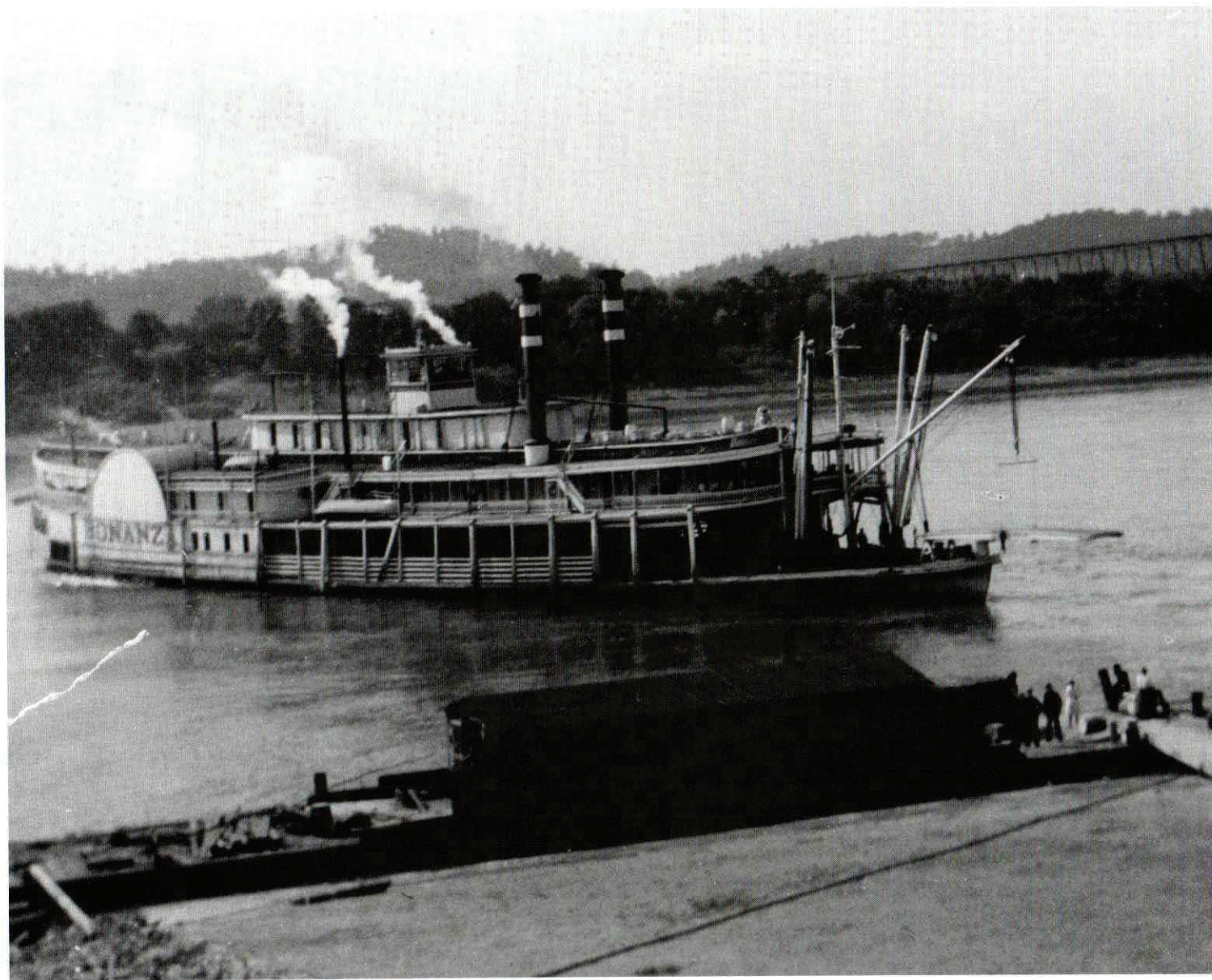




**STOCKTON, CALIFORNIA: READY TO SHOOT THE BIG SCENE.**

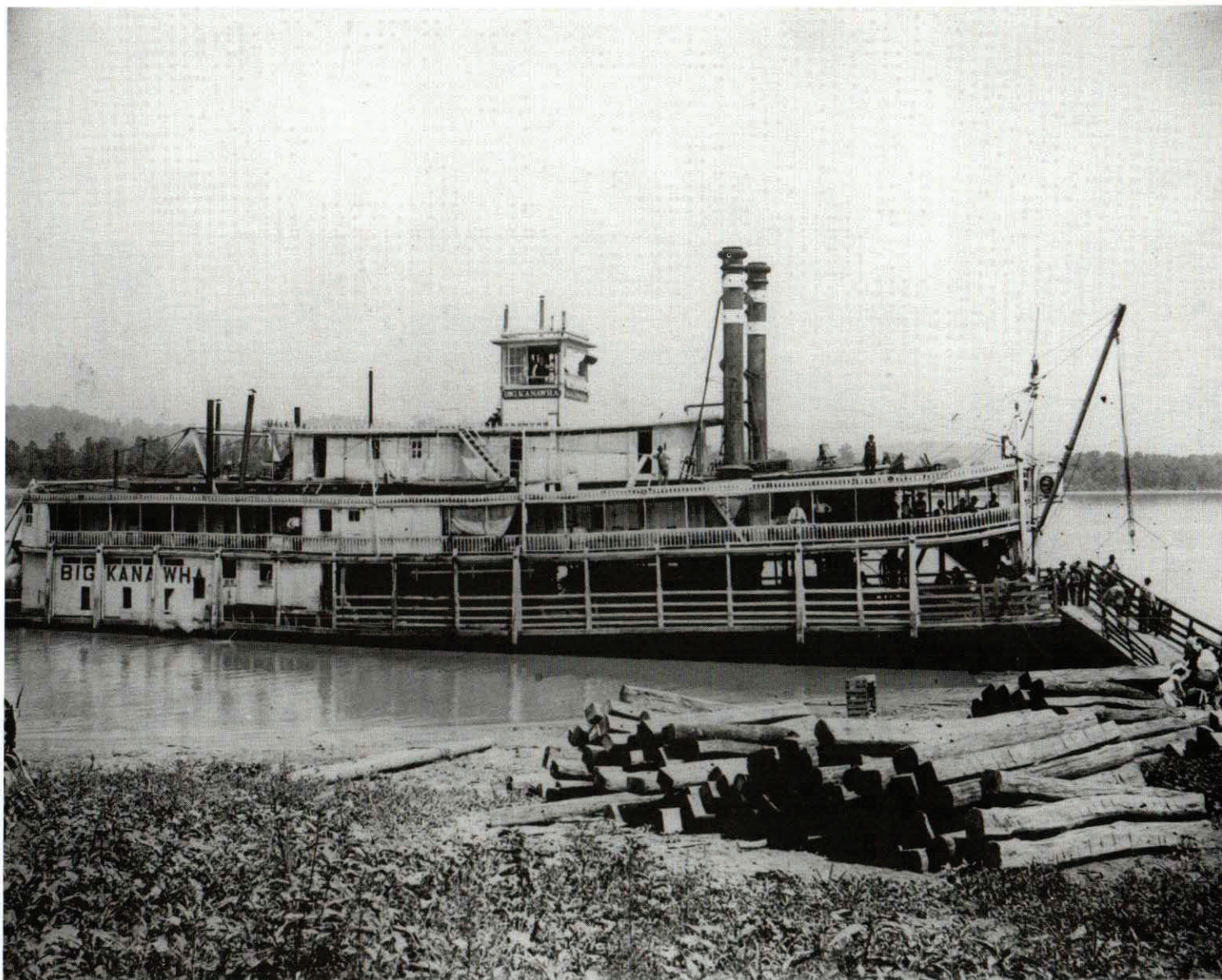
The filming of "Steamboat Round the Bend" in 1935 was about the last chance to catch a lineup like this. One of the cameramen has set up on the platform to the left and smoke is beginning to roll from the stacks.

Not all of these boats were in condition to operate in 1935. Identified from left to right: **NAVAJO**, **T. C. WALKER**, **PORT OF STOCKTON** (ex **CAPITOL CITY**), **CHEROKEE**, **LEADER**, **PRIDE OF THE RIVER**. From John Burns collection



**BONANZA (0665)** landing at Pt. Pleasant, West Virginia sometime prior to November 8, 1904 when the Big Sandy Packet Co. sold the upriver trades to Capts. Gordon Greene and William Roe but retained the BONANZA. Book reviewer Jim Wallens grandfather, Julian F. Davey, was purser and master of the BONANZA at various times.

The BONANZA was launched at Mack's Yard, Cincinnati on January 17, 1885, 267.5x42.8x6.7 feet in size with engines 22's-7½ ft. stroke. It is remarkable that the salt shipments from Pomeroy Bend to the packing houses of Cincinnati were such as to support a big boat such as this. From a film negative, photographer unknown.



**BIG KANAWHA (0619)** while owned by the White Collar Line and running in the Louisville-Madison trade. This photo supplied by Michael C. Begole shows her down at the stern, perhaps an indication of a hogchain system that was inadequate for her 152x30x4.5 foot hull. She was built in 1887 for Capt. Marlin Brown, for the

Pomeroy-Gallipolis-Charleston trade but was soon sold to the White Collar Line. In early 1905 the **BIG KANAWHA** entered the Cincinnati-Maysville trade and was caught by ice at Maysville, January 24; sank when the ice went out February 24. Capt. Samuel Fearn is said to have had an interest in the boat at one time.

