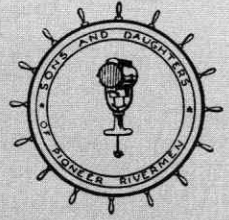


S&D

REFLECTOR

Published by Sons and Daughters
of Pioneer Rivermen



Vol. 33, No. 2

Marietta, Ohio

June 1996



THE FRONT COVER

The TRANSPORTER was the last survivor of the big Combine towboats with the pilothouse on the roof. She had been the VALIANT (T2505) and before that the JOS. NIXON (T1459), built in 1877 but in 1921 was given a rebuild and saved to run until 1938.

The Water Transport Co., in which Charles T. Campbell had an rebuilt the VALIANT into the TRANSPORTER (T2465) at Elizabeth, Pennsylvania. She was fresh from the yard when this photo was taken by W. S. Pollock early in the summer, newly painted, not a scuff mark on the towing knees and the name still to be lettered on the engineroom bulkhead. Close inspection of the sign hanging on the railing on the roof reveals, "Water Transport Co., Pittsburgh, St. Louis, Memphis & New Orleans".

The TRANSPORTER is tied up at about the T. J. Wood Coal Co. landing on the south side of the Ohio at Pittsburgh. The stacks of the Painter Mill show in the background and the Point Bridge in the distance is across the mouth of the Monongahela. There are two new sand barges just completed by the American Bridge Co., Ambridge, Pennsylvania waiting for delivery. Two empty wooden coal barges are in the foreground.

The Water Transport Co. as a long distance contract towing operation was ahead of the times. The Ohio River lock and dam system had not yet been completed and delays were common during the summer months. The TRANSPORTER was sold to Wheeling Steel Corporation (LaBelle Transportation Co.) on October 4, 1922 and was then used to move pipe and other Wheeling Steel products south.

We call your attention to the TRANSPORTER's whistle, a real Christmas tree with no less than five chimes showing and perhaps a sixth hidden behind. Photos taken later in 1921 show a more conventional three chime whistle.

* * *

- CONTENTS -

Capt. William R. Hoel	Pg. 8
S&D Chapters	Pg. 15
Book Reviews	Pg. 21
SANTA LUCIA to Florida	Pg. 24
Obituaries	Pg. 30
William H. Tippitt	
Russell E. Quillen	
Going to the Circus	Pg. 31
Late Bulletins	Pg. 34

- LETTERS -

Sirs: Would you explain the repeated trips made by the HENRY M. SHREVE on Monday, May 3, 1869 in going back and forth over that bar? It appears they off-loaded freight to lighten the boat, picked up a load of wood and then came back over the bar to pick up the freight and go back over. Advantage?

Fred Way
1258 Castleton Road
Cleveland Hgts, OH 44121

= Rereading of this passage of Clerk Edwards indicates the SHREVE was "double tripping" in this instance (not using a lighter). She off-loaded half of her freight and parked it on the sandbar in order to over the riffle on scant three feet of water. At the woodyard above the bar the SHREVE put off the other half of her freight and also took on wood, then dropped back over and picked up the freight left. After again climbing over the riffle they had to stop at the woodyard again to pick up the freight left on the first trip and also take on 15 additional cords of wood. Oh, to be a roustabout on a Missouri River boat! Ed.

* * *

Sirs: Some time back in the S&D Reflector (December, 1985) mention was made of plans that Fred Way had drawn up for a tourist boat, the OHIO VALLEY, with private facilities in each room. Would like to see this published.

Also, remember that Dick Rutter and others were working on plans for the BETSY ANN; hope that is still in the works.

Robert L. Miller
729 Hazelhurst Circle
Keokuk, IA 52633

= Plans for a proposed tourist boat were indeed drawn up by architect Tom Dunbar, Pittsburgh about 1929 for the Pittsburgh-Cincinnati Packet Line. Fred Way and Bill Pollock were optimistic with the BETSY ANN and GENERAL WOOD running full every summer but the OHIO VALLEY was not to be. Some drawings for this boat exist at the Howard Museum, left from an invitation to bid requested of the Howard Shipyards about 1929. We believe the Inland Rivers Library may also have some of the drawings in its Fred Way collection although we would be surprised that a full set exists after some high water in the Way basement in Sewickley. Ed.

* * *

Sirs: The article on gasboats in the March issue (pages 14-16) answered many of my questions regarding the designs worked out by Fred Way for his sternwheel pleasure boats. But, what became of the last LADY GRACE and her running gear?

Mark J. McCracken, USCG
1011 Broderick Court
Crofton, MD 21114

= LADY GRACE VII succumbed to rot in the hull and after ten years service was dismantled. The engine and reverse gear plus other mechanical parts were sold. The sternwheel, railings (originally QUEEN CITY) and stacks are on display at the Ohio River Museum, Marietta; see page 17, this issue. Ed.

* * *

LETTERS CONTINUED PAGE 3 -

LETTERS CONTINUED -

Sirs: Would appreciate any information on the steamer RANGER which was operating around 1909-10. Supposedly, the master of the RANGER at this time was a Capt. Divinney and the mate Jule Handley.

Barbara P. Doody
36 Cypress Road
Covington, LA 70433

= The mail brings inquiries about family members to the S&D Reflector several times a month. We include this request as typical and in the faint hope that someone in the Pittsburgh area may help Ms. Doody. Way's Steam Towboat Directory is the source for information on the RANGER (T2111) and her crew members; look to your library, Barbara. Ed.

* * *

Sirs: Enclosed is a clipping from the Seattle Post-Intelligencer, February 16, 1996 concerning the effort to save the VIRGINIA V, the last steamboat remaining from the Mosquito Fleet. These elevator boats once served 215 communities on Puget Sound until about 1938 when larger ferries were placed in service.

Walter Thayer
Box 2176
Wenatchee, WA 98807

= We had to ask Walt to explain the term Elevator Boats: "They got the name from the adjustable deck sections on each side of the bow. This could be raised or lowered to suit the dock height and permitted loading and unloading without gangplanks at a steep angle."

VIRGINIA V. was built at Olalla, Washington 1922, 115.9x24.1x7.1, rated 400 hp. The boat has been operating on Lake Union but the Coast Guard pulled her license to carry passengers pending about \$600,000 in hull work. Andrew Price, Jr. is heading the fund raising campaign to save the last Elevator Boat. Ed.

* * *

Sirs: Thanks so much for the article on Gas Boats in the March issue. One of the boats mentioned is the NEW HANOVER. I saw this boat many times during the late 20's and early 30's. Our summer place was washed out in the 1937 flood and we didn't go back after that. I always thought the NEW HANOVER had a Fairbanks-Morse diesel of around 40 hp. This is the first I knew it was gas powered.

Roy R. Worrall
8487 SW 108th Pl.
Ocala, FL 34481

= "Gasboat" is a generic term used by many old-timers for any boat with an internal combustion engine. We were mostly referring to the early one-lung boats in the March issue articles; you are correct that many of the boats mentioned were truly equipped with diesel, direct fuel injection engines.

The real expert, the mongrel Rags who resided on the TOM GREENE, would respond to the cry, "GASBOAT, RAGS!" whether it was a 20 hp. one-lunger or the throbbing Wintons in the 750 hp. PEACE or NEVILLE. Ed.

* * *

Sirs: Looking closely at the photo of the BEN FRANKLIN locking through, bottom page 6, March issue there is a little boat on the outside. The lettering "ARD" on the pilothouse behind the big rigging box makes me think it to be the STANDARD, another gasboat. I saw the STANDARD many times locking through Lock 1, Big Sandy River. This is now the DONALD B. and still in operation.

John J. Rous
3505 Thompson Dr.
Ashland, KY 41102

= Undoubtedly the STANDARD, built 1923 by Marietta Mfg. Co., Pt. Pleasant, 79.6x18x3.5. She had a gas engine when new, owned by Standard Oil of Ohio, and a 100 hp. Fairbanks-Morse diesel by 1945, later a 160 hp. F-M. Ed.

* * *

Sirs: I'm still keeping track of the gambling boats and it's becoming a bigger job all the time. Right now there are 71 floating casinos in the United States and Canada. Mississippi leads the way with 28 vessels, Illinois and Louisiana have a dozen each, Iowa - 9, Missouri - 8 and Indiana and Windsor, Ontario each with one. The take for the casino boat industry in 1995 was \$4.66 billion (with a B!) with Mississippi leading the way at \$1.7B and Illinois and Louisiana each over a billion.

David F. Massie
952 Annapolis Ave.
Akron, OH 44310

= Our thanks to Dave for the frequent up-dates on the still booming gambling boats. The astronomical sums quoted easily explains the proliferation of boats; why gambling must take place on "floating vessels" is a mystery.

The latest issue of River Ripples, edited by Pat Welsh for the Midwest River Buffs, contains an excellent history by Dave Massie of the DPC towboat fleet. Ed.

* * *

LAST MINUTE ITEMS

William Trout, III, Richmond, VA has forwarded the Social Science Catalog by Dover Books announcing the reprint of Bill Petersen's, "Steamboating on the Upper Mississippi." This is the 1968 edition, 640 pages, soft cover. Item 28844-7 Pa. at \$15.95 plus \$4 shipping: Dover Publications, Inc., 32 East 2nd Street, Mineola, NY 11501.

* * *

A CRUISE WITH JOHN STOBART

The October 10-14, 1996 cruise on the MISSISSIPPI QUEEN from Pittsburgh to Cincinnati will feature artist John Stobart as the guest lecturer. John will produce one of his incomparable paintings during the trip and some fortunate passenger will win it. The M.Q. has been redecorated from top to bottom for a 19th century look. Call Adams' World, 1-800-240-2144.

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June 1996

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.

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

Joseph W. Rutter, editor,
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* * * * *

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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 13 AND 14, 1996.

If you have become accustomed to the same old thing at the S&D annual meeting we have some changes this year!.

- The Friday evening informal get-together will be on the river rather in the hotel. The VALLEY GEM has been reserved for a moonlite excursion beginning at 8 pm. Departure will be from the landing in front of the hotel.
- Saturday morning, 9:30 am. Annual business meeting of the corporation with reports and election of officers.
- Saturday lunch will be a picnic affair served on the new VALLEY GEM landing barge, next to the Ohio River Museum, rain or shine. Afternoon social program at or under the museum; exhibitors welcome.
- Evening banquet with table dinner service and speaker at the Hotel Lafayette.

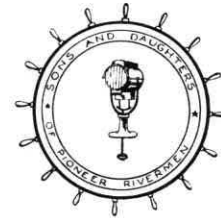
The detailed meeting program including any late changes in arrangements will be available at the front desk, Hotel Lafayette so pick up a copy.

Hotel Lafayette - (614) 373-5522. 1-800-331-9336 or 9337(OH)

grant application form and informational brochure at the request of the Board. The application form will assure uniform information from those seeking grants and that the recipient is an I.R.S. tax exempt organization.

The president was authorized to review the possibilities of setting up river exhibits in museums other than the Ohio River Museum to better utilize the materials now in storage. More than a single museum is provided for in the S&D Constitution but some funding will probably be needed.

* * *



NOMINATIONS COMMITTEE

We are pleased to announce that Dale Flick has accepted appointment to again serve as chairman of the Nominating Committee. He will be assisted by Jim Schenk, Hendersonville, TN and Ed Mueller, Jacksonville, FL. All three are regulars at S&D annual meetings; Jim has been active in the M.O.R. Chapter and Ed the author of several river books including "Upper Mississippi River Rafting Steamboats" released in 1995.

The committee is charged with drawing up a proposed slate of officers and three members of the Board of Governors from qualified and interested members to be submitted to the annual meeting. Members who wish to propose either themselves or other members for nomination should contact Dale Flick by not later than August 15, 1996.

R. Dale Flick, 1444 Burney Lane, Cincinnati, OH 45230.

After June 20, c/o G.P.O., Lake Leelanau, MI 49653.

* * *

BOARD OF GOVERNORS MEETS

The spring meeting of the S&D Board of Governors was held on April 27 at the Hotel Lafayette, Marietta. A quorum was present although three members were unable to attend.

The Board, Chaired by Bill Judd, spent considerable time reviewing the report of the By-Laws Committee chaired by Fred Way, III. The committee had been requested to review the actions and positions taken by the Board over the years so that, where appropriate, these could be a guide for future Board positions. The final report should be available for the September meeting of the Board.

Procedures for conducting S&D Annual Meeting elections were discussed since changes had been initiated at the 1995 meeting. Some minor revisions in the conduct of the election were suggested to make the process fair and clearer to all concerned.

The J. Mack Gamble Fund trustees submitted a proposed

ITASCA! ITASCA!

On page 10, March issue a correction was noted for the place of destruction of the ITASCA (2803): You should please ignore. Douglas Connell, 2508 S 13th Place, La Crosse, WI 54601 sends a clipping from La Crosse Daily Democrat, December 30, 1868, to wit: "White Collar ITASCA Burned. News was received here yesterday that the steamer ITASCA, being overhauled at Paducah, Ky. ship yard, had been burned, a total loss. She was just ready to have her boilers put on new hull. Two other of these old hulks are being tinkered over there, the NORTHERN BELLE and KEY CITY.

This is a severe loss to Davidson, right on top of losing so heavily last season, no one caring to ship by his old line."

Mr. Connell identifies the location of the photo on page 8 as St. Paul rather than La Crosse. Our thanks for the corrections; Lytle List and others evidently in error.



For Roy Worrall of Ocala, Florida (see Letters) who inquires about "gasboat" packets NEW HANOVER and REVONAH of 1920s-1930s:

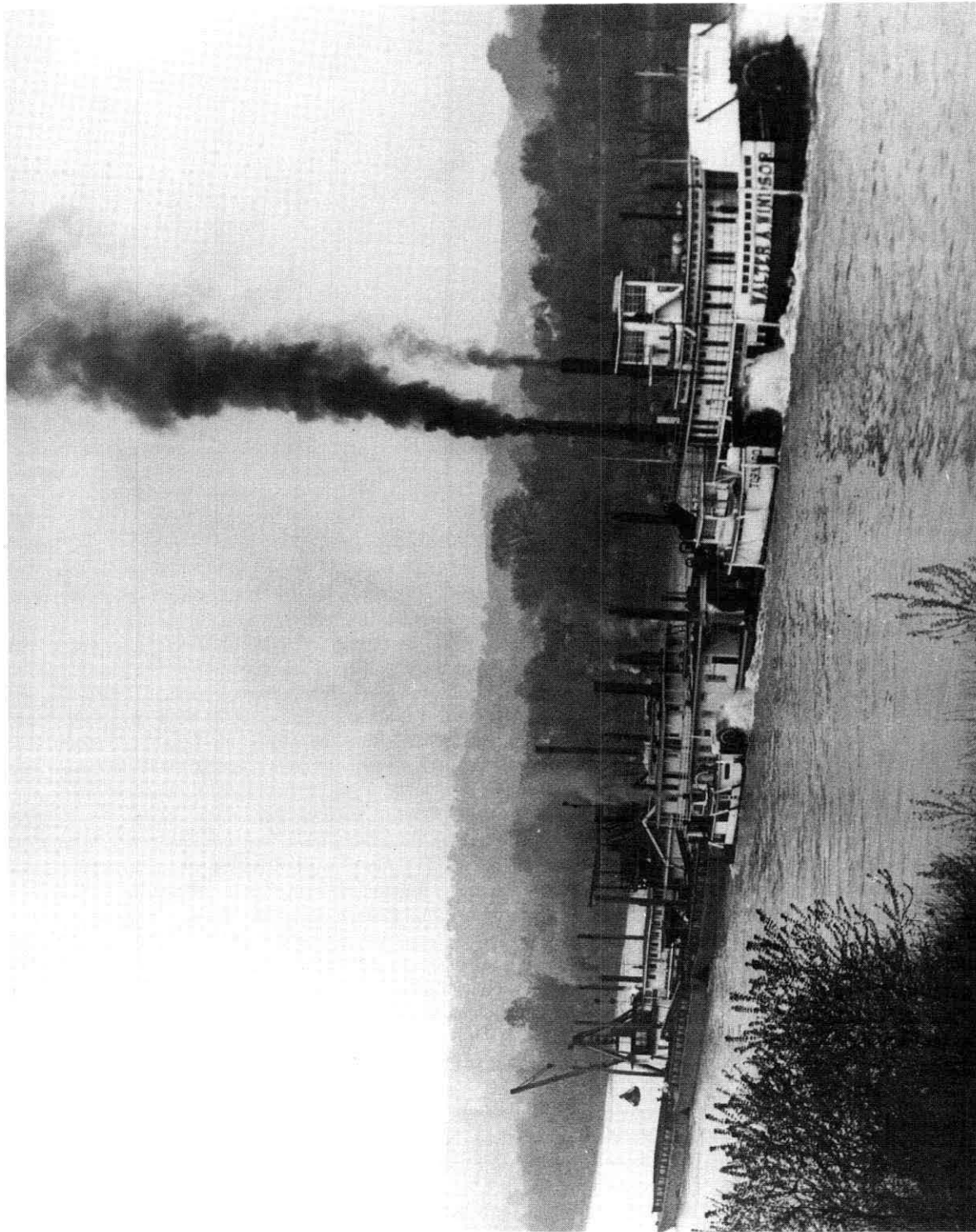
NEW HANOVER No. 2 (above), built at Madison, 1924, 85x16x3.6 with a 57 hp. engine, owned by Sandord B. Smith of Bethlehem, Indiana. Operated Bethlehem-Madison and then Madison-Louisville and to Monterey on Kentucky River. She was converted to a towboat by Jas. R. Hines Co., Bowling Green, KY, then equipped with a 100 hp. F-M diesel. Dismantled 1949.

NEW HANOVER No. 1, built at Madison, IN, 1914, 64.6x14x3.7, 32 hp. engine. Her history and disposition is unknown to us.

REVONAH (below), built at Madison, IN, 1921, 110x21.5x3.3, 50 hp Kahlenberg diesel, owned by John W. Turner. Ran Louisville-Madison and Monterey. Bought by Ohio River Transit Co. for Louisville-Evansville trade after the SOUTHLAND (5159) burned in 1932. Dismantled at Louisville 1936; engine went to the towboat MISS STERLING.

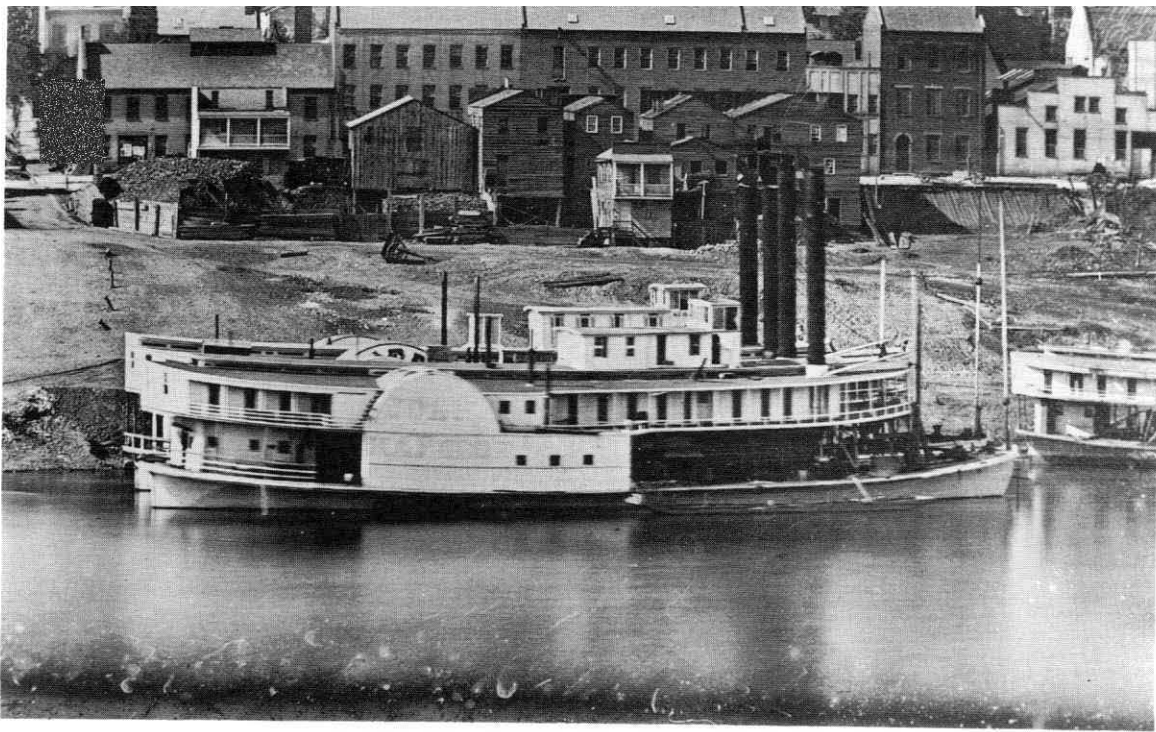
J. Mack Gamble photos, August 28, 1936.





GASBOATS MOVE THE HIRAM CARPENTER FLEET. A scene from the early 1930s and a mixed tow if there ever was one. On the head is a derrick boat with a clamshell, the dredge with a tall spud showing is the PELICAN, General Contracting Co., a quarterboat and assorted barges and flats.

The tow is being pushed by the mighty 60 h.p. PROMPT (beside the quarterboat) and the powerful 110 h.p. TORNADO. Incidental power is provided by the WALTER A. WINDSOR (T2602), engines 18's, 32's-8 foot stroke, owned by Capt. Rush Burnside at the time. Photo from Walter Carpenter.



CINCINNATI, OHIO, Sunday, September 24, 1848. Part of Plate IV, one of eight daguerrotypes taken by Fontayne & Porter that day, shows the JOHN HANCOCK, piloted for a time by W. R. Hoel. The location is the foot of Lawrence Street and these are the earliest views of Western Rivers steamboats of which we are aware.

The JOHN HANCOCK is being painted so her name shows dimly. She was built in 1845 while the GENERAL SCOTT, behind, came out in 1847 with same hull size but displaying a larger pilothouse, texas with stateroom doors and shutters, etc. The stern of the METEOR, built 1844, is at the right. Cincinnati Library photo.

CAPT. WILLIAM RION HOEL,
The Life of a 19th Century Riverman
Part I

Writing down the many facets of the life of Capt. William R. Hoel has been a story waiting to be told for a number of years. In 1949 Capt. Hoel's son, Rion Hoel, offered a number of his father's books and his Civil War uniform coat to S&D. Although at that time the notable achievements of Capt. W. R. Hoel during the Civil War had not come to our attention the offer of the uniform, log books, official letters, etc. was a unique collection and most welcome.

But, no more was heard from Rion Hoel and three years later we learned that he had died at age 81 in 1952. Fortunately, Mr. Hoel had conveyed his wishes regarding disposition of his father's effects and they eventually came to S&D through Rion Hoel's daughters. To date, we have seen no photo of Capt. W. R. Hoel although undoubtedly there had to be several taken of the notable gentleman and someday one will appear.

William Rion Hoel was born March 7, 1824 at Sharon, now Sharonville, Hamilton County, Ohio to Edmond and Emiline Hoel. Edmond Hoel, the father, was a well known early Ohio and Mississippi pilot and at the age of sixteen years the son William began learning the river under tutelage of his father. W. R. Hoel's Personal Account Book notes, "Left Cincinnati on the 15th of October, 1840 to learn the river from Cincinnati to New Orleans."

The SAMSON was the boat which Capt. Edmond Hoel was piloting at the time he took his son on as cub pilot but her history is clouded. The Lytle List shows a SAMSON of 198 tons built at Cincinnati in 1832 but states she burned at New Madrid June 28, 1836. Had this SAMSON been rebuilt and was running in 1840? Possibly or perhaps Lytle is in error concerning her destruction.

Only a single trip was made by the cub pilot Hoel and his father on the SAMSON and then over the next three years there was a succession of boats, typical of the pilots of those days who were usually hired by the trip. These packets of the 1840s piloted by the Hoels were smallish sidewheelers of 200 to 400 tons, of a size to fit the locks of the Louisville and Portland Canal. One of them, the SWALLOW was advertised in New Orleans newspapers in 1842 as a regular New Orleans-Vicksburg packet "for the season" but we cannot be sure of her trade when William Hoel records making five trips on her. By June, 1843 Hoel had completed 21 trips over the Cincinnati-New Orleans stretch including four one-way flatboat trips and was considered a qualified pilot.

On June 26, 1843, at age nineteen, William R. Hoel commenced piloting on his own. His first berth was on the new sidewheel CONGRESS, 334 tons, which had been recently completed at the Murraysville, Virginia boat yard. The pay was \$50 per month and Hoel worked until August 9,

1843 when the boat laid up at Caledonia (location?). On September 14, 1843 he got back on the CONGRESS at Cairo and worked until December 12 when he left the boat at St. Louis. For his second stint at piloting Hoel was paid \$60 per month and records total earnings of \$166.68.

In less than a week, on December 18, 1843, Hoel was piloting on the VALLEY FORGE but made only a single trip. Now, this VALLEY FORGE is notable as being the first iron hulled steamboat on the western rivers; we can imagine that the youthful Capt. Hoel wanted to sample the cutting edge of technology but perhaps it was just the first job available.

The VALLEY FORGE was built at Pittsburgh in 1839 by the Washington Iron Works, later known as Robinson, Rea Manufacturing Co. She had an iron plated hull on iron frames, an iron main deck with iron cylinder timbers and supports for the side wheels. The hull measured 180x29x5½ feet and was plated with quarter inch Juniata boiler plate. An iron bulkhead ran down the middle of the hull and divided it into eight water tight sections. The VALLEY FORGE was about sixty years ahead of her time in design and the cost was \$60,000, about twice as much as for a wood hull boat. She operated until July, 1845 and was then dismantled; not considered a financial success.

Hoel left the VALLEY FORGE on January 12, 1844 with the reason, "Quit to go to Pittsburgh" where he took a job on the BELLE AIR(E) at \$100 per month. Probably, he was interested in learning the upper Ohio River as the boat was at that time attempting to operate from Pittsburgh to the Illinois River but the trade was not successful and she quit the trade after two trips.

The profession of steamboat pilot was a good one in the years before the Civil War. Not only was the pilot respected for his mystical abilities to know the channels and read the waters and the three year apprenticeship to learn his trade but his skills were in high demand. From 1840 to 1860 the number of packets operating on the western rivers increased from 536 to 735 and the increasing size of the boats brought an almost doubling of total tonnage. Wages increased from the \$50 per month accepted by Hoel on his first job in 1843 to \$250 per month which he records in 1854.

By 1848 William Hoel was an established and accomplished pilot from Cincinnati to New Orleans and up to St. Louis. He was pilot on the JOHN HANCOCK (which captured by a photographer at Cincinnati on September 24, 1848) from the fall of 1848 and made six trips Cincinnati-New Orleans and two trips Cincinnati-St. Louis. On July 26, 1849 William Hoel left the JOHN HANCOCK and on August 1 was married to Miss Mary Riley of

Cincinnati. We have no information about a wedding trip but note that Capt. Hoel did not go back to work until the latter part of October. The young couple established their home in Cincinnati.

One of the longest periods of Hoel's employment on the same boat was between October 1849 and March 1851. The boat was the OHIO, a sidewheel packet of 348 tons built in Cincinnati and came out new in 1849. It appears that the OHIO switched from Cincinnati-New Orleans to New Orleans-St. Louis early in her career for Hoel notes that he paid off Isaac Gough who had been assisting him in St. Louis on June 22, 1850.

Hoel remained on the OHIO until March 4, 1851 and the reason for leaving seems to have been the relocation of the boat to the Upper Ohio where William Hoel was not posted. The Marietta Intelligencer in March, 1851 carries an advertisement, "The steamer OHIO, Capt. Cooley, takes passengers to Cincinnati to hear Jenny Lind; three days at Cincinnati; \$6 the round trip."

In December, 1851 Capt. Hoel was on the R. H. WINSLOW, a sidewheeler which had been completed earlier that year at Newport, Kentucky. Upbound on the Ohio, the R. H. WINSLOW became stuck in the ice a short distance above Uniontown, Kentucky at Poker Point, about 140 miles above the mouth of the river. What follows is a report of travel in the winter time in a very rural part of Indiana in 1851. The spelling is Capt. Hoel's.

December 19, 1851. Left steamer R. H. WINSLOW at poker point froze up in the ice, walked to Mount Vernon, and crossed the river on the ice where we stopped all night.

20th Myself and five others (Messrs Handlan, Woodward, Leut Parks, Chapman and Mitchell) chartered a two horse waggon and started for Indianapolis, made 24 miles the first day and stopped with Col Whiting, for the night at a village called Cynthiana. Left Chapman, at Springfield sick with the ague, same day.

21st Filled the waggon with straw and started, passed through Owenville 7 miles from Cynthiana, next place Princeton 8 miles where we stopped and got a blanket apiece as it had commenced snowing very hard; got to White river, 12 miles, where we ferried our team across by means of a flat boat but crossing ourselves on the ice; continued five miles further where we stopped for the night with Mr Westfall.

22nd Turned out at 5 o'clock in the morning so as to get an early start, got to Vincennes in time to breakfast; made Merom by 3 o'clock in the afternoon, a distance of 42 miles (from where we started in the morning); lay by there all night

for fear of using our horses up; got a most miserable supper, poorer lodging and a worse breakfast.

(23rd; not marked in diary) Started by daylight and stopped at a Mr Gross' to get another breakfast, as we did not very well relish the first; the second made amends as it was hard to beat; started again and made no halt until we got into Terre Haute, (32 miles from Merom) where we arrived at 4 o'clock and stopped at Brown's Hotel; settled with our driver, paid him \$42 for bringing us here, concluded to take the railroad to Indianapolis.

24th Left Terre Haute at 6 o'clock in the morning on the railroad to Greencastle, got dinner and then staged it for 2 miles when we again took the railroad to Indianapolis, making the distance from Terre Haute 75 miles; arrived at Indianapolis at 7 o'clock in the evening where we had to stop for the night as we could not get a stage to leave with us that night; put up at the Wright house. Had to buy a pair of overshoes at Terre Haute, as I had galled my feet so by walking that I could not get my boots on.

25th Took the Madison railroad to Edinburg, from there we took the branch to Rushville where we arrived at dark and then chartered a waggon to take us on that night to Connersville, a distance of 16 miles; got there at 11 o'clock and found the taverns all full on account of there being two balls in town; visited one until two o'clock and then turned in on the floor at the tavern until daylight.

26th Took seats in the stage for three (as we had parted company with Woodward & Mitchell at Indianapolis on account of their going on an other route) to Hamilton, where we arrived in time to get supper and to take the cars for Cincinnati which we reached at 9 o'clock after a rather hard trip.

William R. Hoel"

In August, 1852 the U.S. Congress passed steamboat inspection legislation that applied comprehensive requirements (for the times) on passenger vessels. In general, the new regulations addressed the mechanical safety of boilers and machinery, life safety equipment and means of escape for passengers. These regulations would be enforced by annual inspections of steamboats by a team of hull and boiler inspectors. In addition, both engineers and pilots were required to pass an examination to qualify for a license. The new law went into effect January 1, 1853 and Capt. W. R. Hoel was examined at Cincinnati and received his license on January 11. Also taking his examination that same day was Isaac Gough who had worked with Hoel in 1849 on board the OHIO.

The marriage of William and Mary Hoel was, by several accounts, a very happy one. Unfortunately, it was destined to last less than four years when Mary died during childbirth. Capt. Hoel was piloting the NORMA in the Cincinnati-New Orleans trade in 1853 and left New Orleans upbound on February 24. Mary Hoel was confined at her home in Cincinnati for the birth of her first child the night of February 23 and died on the afternoon of Friday, March 4, 1853. The NORMA reached Cincinnati on March 8 and Capt. Hoel received the worst tidings.

The death of his young wife was a severe blow to William as recorded in his small account book:

"Passed Columbia about 2 o'clock on the afternoon of the 4th of March; at the foot of Island No. 82, 15 minutes before 3. My dear wife's last words - 'I shall never see William any more. It's a clear sky. William; tell; tell. Sarah! Tell; Ponto.'" The account book records the funeral as being held on March 16 with the burial on Saturday, March 26, 1853. The son, Edmond, lived until August, 1853 and lies beside his mother in Lot 184, Section 35, Spring Grove Cemetery, Cincinnati.

Capt. Hoel returned to the NORMA on March 31 and continued on her until August 6, 1853. The NORMA had been built in Cincinnati in 1852 and was 178x31x7½ feet. This size was about the limit for passing through the locks (183x49½ feet) of the Louisville and Portland Canal around the falls of the Ohio, a problem for boats operating out of Cincinnati at the time. In the spring of 1853 the master of the NORMA was Dunning M. Foster who was a brother of the composer Stephen Collins Foster. Capt. Dunning Foster died in the Broadway Hotel, Cincinnati on March 31, 1856 and his body was returned to Pittsburgh aboard the PHILADELPHIA.

In the fall of 1853 Capt. Hoel was again piloting the R. H. WINSLOW which we last heard of when frozen in the ice at Poker Point in 1851. After two trips in the Cincinnati-New Orleans trade at a wage of \$200 per month Hoel quit the boat upon its return to Cincinnati with the comment, "Too hard to steer." Maybe only coincidentally Capt. Hoel shortly thereafter took the new SOUTH AMERICA on a round trip Cincinnati-New Orleans-Cincinnati and was paid \$300, a 50% increase in wages, for the twenty-six days.

Balloon ascensions were a popular feature of fairs and such around the middle of the nineteenth century. The required mark of the balloon "aeronaut" was either the title "Professor" or a foreign handle of some kind to denote expertise not possessed of ordinary mortals. The Cincinnati newspapers of the 1850s frequently had announcements for balloon ascens-

ions. It could be expected that William Hoel, the skilled steamboat pilot, would have an interest in this very popular and somewhat exotic attraction of ballooning.

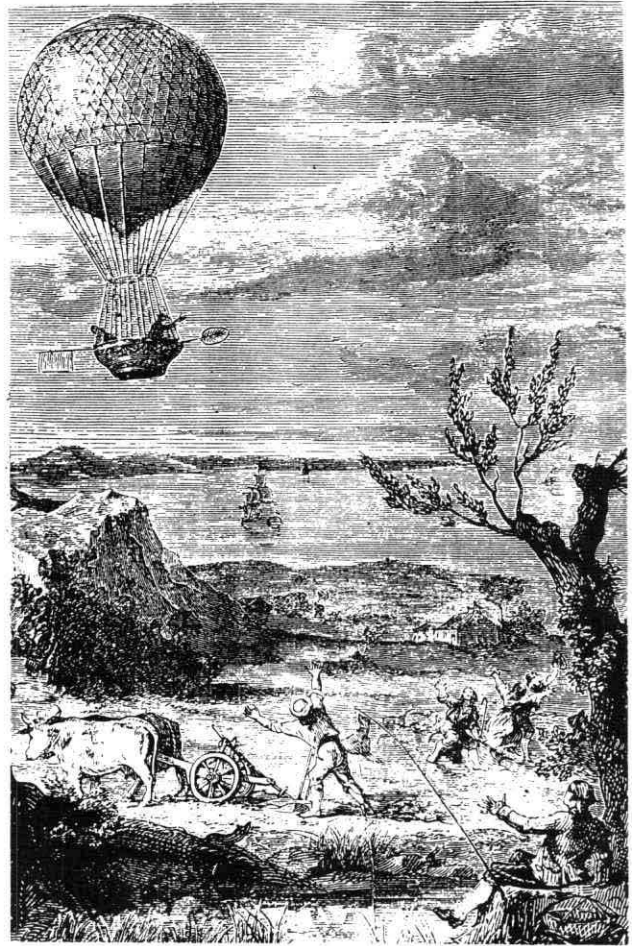
An advertisement on September 19, 1855 announced that, "Mons. and Mad. Godard, the world renowned Aeronauts, have arrived; look out for the grand and novel Balloon Voyages." On September 23 there were details of the Godard's giant balloon christened "Ville de Paris" which was 99 feet in height, 37 feet in diameter at the center and had a capacity of 32,500 cu. ft. of gas. This impressive balloon had crossed the English Channel and had traveled 460 miles on a single voyage, according to the promotors.

Mons. Godard gave an ascension on September 24 and the report seems to be from a reporter who was on board. At 5:45 pm. the balloon rose to about 1,200 feet whereupon the fearless aeronaut put on a performance on a trapeze. Rising to 4,000 feet there was a pause and then the balloon rose to 9,000 feet where dinner was served to the guests or passengers. After passing over Mt. Pleasant more ballast was thrown overboard and the balloon rose to 15,000. The height was confirmed when it took a champagne bottle three minutes and 23 seconds to reach the ground. At 9 pm. the balloon reached Hamilton at 2,000 feet and landed three miles beyond. Rounding up the curious who came out to view the aerial visitors, Mons. Godard let the balloon rise to 60 feet and it was towed back to town. The balloon was deflated by means of a net, placed in a large sack and shipped back to Cincinnati.

In the Cincinnati Gazette, October 1, 1855 there was the following tantalizing ad under, Amusements:

"A Call to the People of Cincinnati!
Admission reduced to twenty-five cents!
City lot, corner 9th & Plum Sts.

First time in America, Monday afternoon, October 1, 1855, Mons. and Mad. Godard, the world renowned aeronauts, will make their 266th grand aerostatic festival! Mons. Godard, making his tour around the world, wishes that his immense balloon AMERICA should be known as the most majestic, elegant and gigantic craft that ever floated through the ethereal regions of the heavens. This aerial ship contains 95,000 cubic feet of city gas! which is more than the consumption of the city for three days and will carry with it, for the first time in America, having just been received from Paris, an elegant three story frame house known as Godard's Hotel and eight ladies and gentlemen, amateurs of this city, who will take their seats in the reception



The English Channel was first crossed by air in 1785. John Jeffries and Francois Blanchard made it in two hours as here depicted.
From "American Science and Invention"

room on the second story. A splendid table will be dressed up, also in the second story, and half an hour previous to departure the dwelling will be brought to exhibition together with the dining table on which the following bill of fare will be exhibited to visitors and partaken only by the passengers when 12,000 feet high at 6 o'clock precisely."

The menu for the dinner in the sky would do justice to the bill of fare on the QUEEN CITY if not the GRAND REPUBLIC and was capped by, "Wines - Claret, Champagne, Sherry, Cordial. Desserts - Fruits and Pastry." The lot where this extravaganza was exhibited and from which the promised rise into the heavens would take place was surrounded by a canvas screen. Obviously, the large gasbag would be visible to the curious as soon as the filling began and the excitement of watching the balloon rise above the Queen City would be hardly less for spectators

standing outside the enclosure. Mons. Godard had put on this act 265 times (according to his ad) and so was aware of the attitude of those too cheap to pay 25¢ and added:

"PARTICULAR NOTICE - Mons. Godard, at the solicitation of the whole community, although his expenses are most enormous, has felt it his duty to put the price of admission at only 25¢ and in case he could not receive inside of the canvas the immense quantity of people that will like to witness not only the interesting inflation and preparation of the balloon but also the exhibition of the three story house and the dining room all dressed up under these circumstances, then, Mons. Godard has decided to make through the intermediary of different gentlemen, a collection among the people that could not be admitted by a too large a crowd, and hopes he will find among the citizens of the Queen City a liberal patronage."

Under the heading, City News for October 1 we find: "The grand aerostatic festival takes place this afternoon on the city lot. All the seats but one have been taken and the price of passage, fifty dollars, paid by the amateur voyagers. This will be the finest ascension ever witnessed in the United States, and we will not be at all surprised to see fifty thousand persons present, all of whom we hope to see inside the canvas. Persons who cannot crowd within the enclosure will be waited upon by Col. A. M. Robinson, Messrs. J. A. Stevens and J. C. Belman for contributions."

The Grand Ascension on October 1, 1853 was not without some excitement before the mammoth gasbag left the ground. Some four thousand excited Cincinnati citizens are reported to have paid their two-bits to get inside the enclosure, a few less than the predicted number. Just as the clock in the nearby cathedral struck five o'clock there was a crash and screams as a section of the temporary seats collapsed. Some 240 spectators were dumped onto the ground but by a miracle only two women received injury: one had a crushed bonnet while the other lost her veil.

The eight passengers who were supposed to take the flight (and eat the dinner at 12,000 feet) got cold feet and backed out. An interested observer in the preparations for the ascension was William Hoel and when the balloon left the ground he was aboard. Mons. Godard and William G. Crippin, J. C. Belman and Col. William Latham were the other passengers. A Herman Hipp was also supposed to be a passenger but for whatever reasons didn't actually climb into the basket. Madame Godard wasn't required on the flight since dinner would not be served.

When the AMERICA left the ground at five o'clock and forty minutes on October 1, 1855 Mons. Godard and his passengers were headed

for more excitement than they knew. J. C. Belman was a reporter for the Cincinnati Gazette and a friend of Capt. Hoel's, perhaps explaining why the good captain came to be aboard. Mr. Belman's first-hand account of air travel appeared in the Gazette on October 3, 1855 and is headed "Aerial Voyage No. 2", evidently the writer's second ascent which would confirm that he was aboard the flight of September 24. Mons. Godard knew how to generate free publicity by inviting the press along when the \$50 seats went begging.

Reports J. D. Belman in his letter to the Editor of the Cincinnati Gazette:

AERIAL VOYAGE NO. 2
Balloon AMERICA
Monday, October 1, 1855

At the earnest solicitation of Mons. Godard, the celebrated aeronaut, your reporter made another aerial voyage this evening through the skies. We cut loose from the earth at twenty minutes to six, the passengers for this trip being Mons. Godard, Col. William Latham, General Agent of the Great Miami Railway, Mr. William R. Hoel, river pilot, William G. Crippin of the Daily Times and your reporter.

As we ascended heavenward, the thousands of human beings on the city lot, streets, houses, etc. were again the first objective of attention, then the panoramic view of our flourishing city, Covington and Newport and the Ohio and Licking Rivers. The scenery thus presented having been described in my former letter, I will refrain from repeating the grandeur and sublimity of matters terrestrial as we viewed them when at an altitude of 1,200 feet above the city.

The sensation experienced in the ascent was one of undefinable pleasure. Striking a current of air, our mammoth balloon bore off to the northeast, passing over Mt. Auburn, Sharon, Lockland and Reading. The passengers frequently had chitchat with the farmers upon political and other topics and many amusing incidents occurred. We were invited down to take tea, to a drink of hard cider and, at one time, to come down and wait until the storm which was approaching had passed, all of which were respectfully declined, and with a fierce rushing our monster globe hurried us above the clouds.

Previous to darkness gathering around us, the landscape was the object of our unbounded admiration. Turnpikes and roads were like chalk lines crossing at irregular intervals while upon them horses and wagons were plainly seen moving to and fro, very diminutive in appearance and resembling mites drawing crumbs of bread.

Villages were passed over in rapid succession and at half past six o'clock we were over Lebanon.

By this time the storm was rapidly nearing us and all eyes were turned to our heroic commander. He relieved the balloon of the miniature house surrounding our car and on we sped. Below us the clouds appeared like heavy fog and around us on every side we were encompassed with mist. As the storm drove us onward, we distinctly heard the rain pouring down upon mother earth, the sound resembling the passage of a train of cars.

Relieved of more ballast, we gained an altitude of 17,500 feet. Here sensations of chillness came over us and, the atmosphere being damp, our party experienced very unpleasant feelings. Overcoats, shawls, wines, cordials, etc. were not sufficient to keep us from shaking and for a time the "chills" had control. The storm was terrible; lightning leaped from cloud to cloud accompanied by peals of thunder. The gloom was fearful. Never had I beheld such warring of the elements. It seemed as if the storm was tearing and rending its way through the path our balloon had taken and had brought all the artillery of heaven into action. If by chance our Captain or one of us uttered a word there were airy tongues below mocking us from every side. The wind which drove the clouds onward so rapidly also hurried us on at the rate of seventy miles an hour.

In a few minutes we sailed by the clouds and the lights of farmhouses were again visible. Mons. G., deeming it best to descend, notice was given for all to crouch down in the bottom of the car. The valve rope was pulled and down we went. Our anchor caught and for a moment held us but a strong gale of wind caught our balloon, snapped the cord to which the anchor was attached and we were left to the mercy of its fury. The night was "visibly dark", our party at no time being able to recognize each other and the rain all the time pouring upon us in torrents.

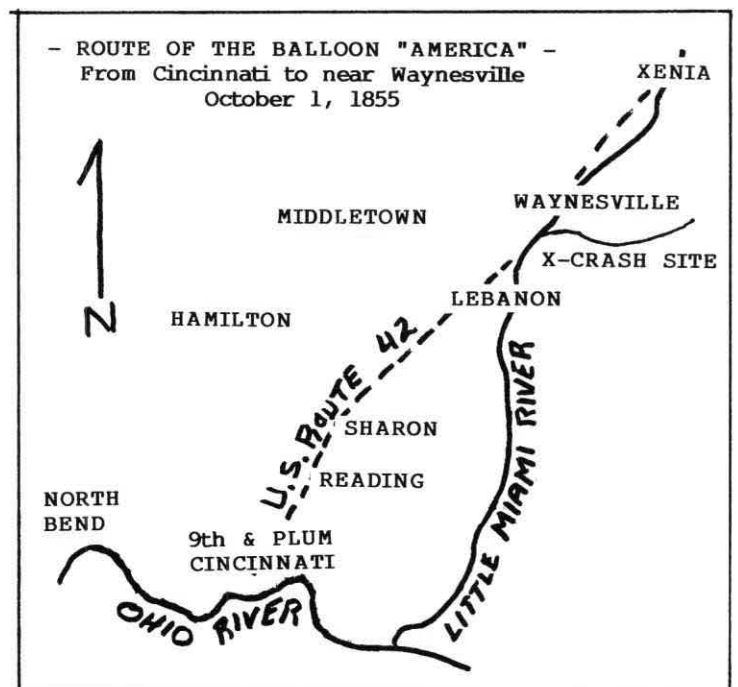
Suddenly, we felt our car rushing over the tops of trees, crashing and tearing the limbs as the balloon was driven along. Mons. G. gave us the valve rope and, mounting the side of the car, he ordered us to hold fast. In another moment we landed in a corn field and by the force of the wind we were dragged and bumped along the ground a distance of half a mile, through a fence, then striking a stump or tree or whirling through the cornstalks at a fearful velocity. Our heads rapped each other and not infrequently we saw stars all around. Up and down we went and when the car struck a tree Mons. Godard was hurled to the ground, a distance of thirty feet. The next moment we were crashing against a tall

stump of a tree when Col. Latham and Mr. Hoel were thrown with great violence from the basket, the former on the back of his neck and shoulders and the latter on his breast. Mr. Crippin and myself were left in the car.

Mr. Crippin obeying instructions to keep in the bottom of the car and I holding with all my might to the valve rope, up we mounted. Fortunately we dashed into the limbs of a tall, dead tree and so, in an instant, balloon, car and aeronauts were flat on the ground. Mr. C. was beneath the tree, insensible, while I lay covered up by the basket. By digging the earth beneath Mr. C. with my hands, I soon extracted him from his position and dragged him from beneath the heavy tree. Mons. Godard and Messrs. Latham and Hoel then came up.

Mons. G. had his hip badly cut and the flesh lacerated on one of his limbs. Col Latham, an ankle sprained, head, shoulders and body generally bruised; Mr. Hoel, his breast crushed in, three ribs broken and otherwise badly bruised; Mr. Crippin, his head and neck "skewed" and generally scratched and bruised. I was bruised somewhat but not materially injured.

The rain continued to pour down in sheets when it was decided that Col. Latham and I should go in search of a farmhouse. Clinging to each other and after a perambulation of about three miles through brush, mud, etc. we found the residence of Mr. Geo. E. Smith who gathered together several of the neighboring farmers and went with us to the relief of those mostly injured. The only way of finding the remainder of our party was by screaming at the top of our voices and receiving from them a similar response.



At nine o'clock we were all comfortably seated in Mr. Smith's pleasant home in front of a large, blazing fire. Every attention was given us by Mr. Smith and ladies and the neighbors. Drs. Adams and Dilley of Waynesville, who had been sent for, soon arrived and the Messrs. Crippin and Hoel were promptly attended to. We were informed that our landing place was east of the (Little) Miami River, one fourth of a mile south of Caesars Creek and about three miles south of Waynesville or about fifty-one miles from Cincinnati.

We remained with Mr. Smith until morning when four of us, placing ourselves under the care of Mr. A. P. Cole, the clever conductor on the Little Miami Railway, we arrived safely in Cincinnati, all of us having the appearance of just getting off a "bender". Mr. Hoel was left behind, his injuries being of such a character that his physicians did not think it best to move him. His condition, however, is not dangerous. The wreck of the balloon will be gathered up on Wednesday and brought back to this city.

I am in no mood to describe the scene which we have just passed through - it is really indescribable and can never be thought of by me without a kind of shuddering.

Respectfully, J. C. Belman.

The wreckage of the AMERICA was gathered up and returned to Cincinnati on the evening of October 3. Mons. Godard was supposed to move on to Louisville but, after the excitement and publicity generated by the report of ballooning in

the Gazette, decided to spend more time in Cincinnati. Another ascension was announced for Monday, October 17 since it would not be possible to obtain enough city gas to fill the balloon in time for an ascension on Columbus Day.

The attraction for Mons. Godard's next performance would be to rise aloft on the back of his favorite horse Young America; "Admission Same As Before." The event took place on October 18 (reason for the delay not stated) with the horse suspended under the car. The balloon drifted over the city and descended at about the city limits to drop off Young America and take on Rocky Thompson, mail agent, Mr. Sharp of the Enquirer and the again the brave Mr. Belman. This trip ended at Ruffner's Farm, one mile from West Chester, Butler County. Having checked his navigation, Mons. Belman arose to 800 feet and landed again at 7:55 pm. at the John Cox farm, 16 miles from Cincinnati.

Our William Hoel spent several days in bed and another week or so resting with the Smith family near Waynesville. By December 8, 1855 Hoel had sufficiently recovered from his broken ribs and other injuries to go back to work at \$250 per month on the MONONGAHELA. This boat came out new earlier that year and was in the Cincinnati-New Orleans trade. Capt. Hoel made three round trips to New Orleans, lost a month when the boat was laid up, and left the MONONGAHELA April 10, 1856

The adventurous life of Capt. Hoel will be continued in the next issue.

* * *



**SEPTEMBER
IN THE
RAIN**

Bud and Eileen Dailey share an umbrella by the reflecting pool at the 1995 S&D meeting during a pause in the activity with the boat models, an image of winsomeness if we ever saw one.

Photo by Fred Way

REPORT FROM THE FROZEN NORTH

Capt. John Leonard of St. Catharines, Ontario, Canada brings us word of his survival of another northern winter. In late April ice was still coming down the Niagara River and ice breakers are still at work on Lake Superior but the 1996 boating season is open.

Friends of Everett "Buzz" Longrod (Big John's traveling buddy to S&D) will be saddened to learn that he has been hospitalized for the past three months as a result of an automobile accident. Buzz's home address is 11921 Ridge Rd., Medina, NY 14103.

* * *

- S&D CHAPTERS -

O-K CHAPTER

About thirty members and guests of the Ohio and Kanawha River Chapter, S&D were on hand at the Mason County Library in Pt. Pleasant, WV on March 10. The day was cold, temperature in the single digits in the morning, but it had warmed nicely to 40 degrees under clear skies by the time that the faithful gathered.

The meeting was called to order by Pilot Bert Shearer promptly at 2 pm. Engineer Charles Stone was called upon for the invocation, a tradition at O-K Chapter meetings.

The March issue of S&D Reflector was on display for the benefit of guests and the coverage of early gasboats and thier engineering generated a number of stories. Capt. Shearer did some reminiscing about his first days on the river aboard the 15 hp. gasboat WILDWOOD, built at in 1918 at Bethlehem, Indiana, 55x12x2.3. This small towboat was crewed by Bert age 10 and big brother Oliver, about 12. It was a joint effort by Bert and Oliver to start the one lung engine, using a piece of 2x4 lumber between the spokes to roll the flywheel. When backed up on compression, a quick turn of the magneto fired the spark plug and the onelunger usually took right off, according to Bert. When some doubt was expressed about the wisdom of sticking a 2x4 through the spokes of a flywheel, Bert responded, "You had to be quick!"

The Shearer outfit was towing on the Kentucky River in the 1920s, mostly coal flats and saw logs to Frankfort and Boonsboro. New to us was the method of unloading and measuring out coal for sale: Coal was shoveled into a metal washtub placed upon a scale; each tub was loaded with 100 pounds of coal and a marker hung on a board; 20 markers and you had a ton.

This recitation evoked comments by others familiar with gasboats, one being that those sliding belt transmissions were too sophisticated and in his experience was with a single belt; just slip the belt off the big pulley a and give it a twist when "astern" was required. (This may explain the single belt set-up on the J. G. OLES, page 23 of the March issue.)

Clerk Jim Bupp was called upon the report the amount of the treasury. After the collection at the last meeting netted \$62.36 and less postage expended, the coffee can now contains \$70.80 plus six stamps.

Jim Bupp introduced a film on the Yukon River voyage of the new excursion boat DISCOVERY III. This is a handsome boat in the traditional Yukon River design and was built in Seattle, Washington. If the dimensions were stated we missed them but the boat appears to be around the size of the JULIA BELLE SWAIN (150 feet) and licensed for 1,000 passengers. She is diesel powered through hydraulic motors with a heavy, notched belt drive to the paddle wheel.

The DISCOVERY III was built for Capt. Jim Binkley who operates a tours at Fairbanks, Alaska. The new boat complete was moved by submersible barge to St. Michael which is about 50 miles up the coast from the delta of the Yukon. The film showed the launching of DISCOVERY III by sinking the barge and then followed the delivery trip of some 1,000 miles up the Yukon and Tanana Rivers.

The scenes of the modern river were beautiful and supplemented with vintage photos and some movie footage showing the steamboats which brought the gold seekers from the coast to the diggings in the 1898 gold rush. There were several shots of the packets designed and built by the Howard Shipyard in 1898 for Yukon River service, the SUSIE, SARAH and HANNAH, twin-stack

boats with texas that would have been right at home in the Pittsburgh-Cincinnati trade. Other old photos showed the more typical western-style boats with single stacks, both in operation and pulled out on the bank in winter lay up.

This was a most interesting program with interviews with former crew members who worked on the Alaskan rivers before and after WW-II. Three generations of the Binkley family are now involved in the tour operation at Fairbanks and have a good looking, traditional Yukon River boat in the new DISCOVERY III.

We were pleased to see Bill and Darlene Judd from New Richmond in attendance as well as regulars Clare and Mabel Carpenter from Belpre. Charles and Jean Stone are always the gracious hosts.

* * *

M.O.R. CHAPTER

The Middle Ohio River Chapter of S&D celebrated the 20th anniversary of the chapter's founding on the weekend of April 12 and 13 at Covington, Kentucky. About seventy members and guests participated.

The program included a luncheon cruise up the Licking River on Saturday on the B.B, excursion boat MARK TWAIN. Although it had been promised that the boat would go to, "the head of the hollar" we understand that the three hours allotted wasn't long enough to reach the end of slackwater.

The commemoration of the chapter's significant milestone of twenty years was capped with a dinner and entertainment by John and Gwenn Noftsgger and Lois Kidd. Jack and Sandie Custer were recognized as the founders and long time president and secretary respectively of the chapter. Jack and Sandie are, of this writing, busy with details for a "Steamboat History Conference" they are sponsoring at Louisville, Kentucky June 20 through 23.

CHAPTERS CONTINUED -

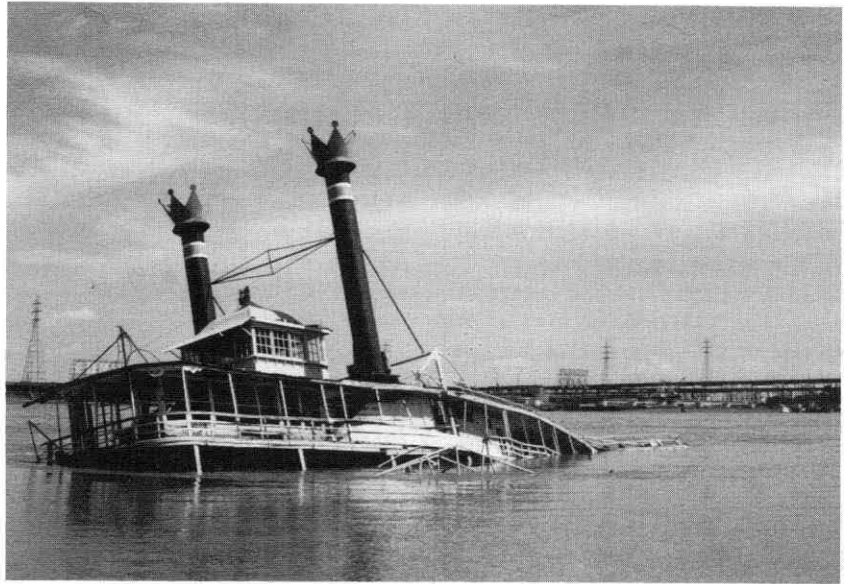
The anticipated event of the evening was the drawing for a copy of the latest river print by artist Michael Blaser. The print is titled, "View of Covington, Christmas, 1917" and it shows the Cincinnati landing and Suspension Bridge just before the period of heavy ice which took out so many notable steamboats. The doomed CITY OF CINCINNATI is in the foreground while the CITY OF LOUISVILLE is over on the Kentucky side, all in wonderful color and detail. The print was remarked with a likeness of Fred Way and his BETSY ANN. Aloria Reade-Hale drew the winning ticket for Fred and Tammy Rutter.

The annual election of Chapter officers was held with all officers retaining their seats. Rick Kesterman and M'Lissa (president and secretary), Barb Hameister (1st V.P.), Fred Rutter (2nd V.P.), Ann Zeiger (Treas.), Jim Schenk and Frank Prudent (Board Members).

But the weekend was not yet over. In a moment of expansive weakness, Bill and Darlene Judd invited the gang to join them for Sunday breakfast. About 55 were at the Judd's riverside home in New Richmond, Ohio the following morning to enjoy a real country spread.

Over the years the M.O.R. Chapter has traveled widely to visit significant river communities and some not so significant. Withal, a fine comradery has developed between the members and the enthusiasm for the next meeting place continues. Full of the Judd breakfast, the gang drifted homeward.

* * *



THE END OF THE SNAGBOAT C. B. REESE

The photo of the C. B. REESE in action on the cover of the December, 1995 issue of S&D Reflector attracted the attention of Keith Norrington, New Albany, Indiana. Writes Keith, "The beautiful photograph of the C. B. REESE reminded me of this picture, taken by Ruth Ferris in 1965, when the boat was the BECKY THATCHER (1st) at St. Louis. Frank Pierson converted the boat into a restaurant and bar in 1964. The pilothouse was gone so he hired a carpenter, Clarence Miller, to build a new one. Mr. Miller took pictures and measurements of the GOLDEN EAGLE's pilothouse at the Missouri Historical Society museum and built a fine reproduction.

BECKY was caught out on the levee at St. Louis and when the river rose again it came in through open hatches and flooded the boat. The superstructure was a total loss but the pilothouse was saved and placed atop the GOLDENROD showboat which had lost her original one in a fire, June, 1962. The steel hull became the landing barge for the second BECKY THATCHER, formerly U.S. MISSISSIPPI and went with her to Marietta in 1976, scrapped 1984."

WAY'S DIRECTORIES

Sons and Daughters holds the copyrights on Way's Packet Directory and Way's Steam Towboat Directory. Royalties are paid after 1,500 copies have been sold.

Nine hundred and seventy-two copies of the Towboat Directory have been sold as of the end of 1995. The Packet Directory, now in its second edition, sold ninety-nine copies in the last six months of 1995 for which a royalty of \$168.88 was paid. A total of 439 copies of the latest edition have been sold as of the latest report.

THE BUSIEST LOCK

In 1994, the lock site handling the greatest tonnage (93.3 million tons) and greatest number of barges (94,640) was the Ohio River lock 52 at Brookport, Illinois.

The oldest operating river locks in the United States are Kentucky River Lock 1 and 2, built 1839. The Muskingum River locks were completed in 1841; several operating canal locks are older.

From Chuck Parrish, Corps of Engineers, Louisville District.

* * *

CHANGES AT RIVER MUSEUM

It is to be hoped that most if not all who attended the S&D annual meeting last September took a good look at the special photo exhibit then hanging in the third building at the river museum. Manager John Briley arranged to have 44 photographs taken by the historian Reuben Gold Thwaites in 1894 brought to Marietta for a three month display and the show was worth traveling a few miles to see. Mr. Thwaites captured a wide variety of ordinary scenes of the time as he traveled down the Ohio by skiff.

The exhibit, "Afloat On The Ohio, 1894," moved on when the River Museum closed last fall and that presented an opportunity to do some rearranging of exhibits. Jeff Spear has been itching to pull some of S&D's river relics out of storage and he pitched in when John Briley gave the green light. Bill Reynolds of the museum staff did some remodeling of the exhibit cases to accommodate the additional displays.

Photos on pages 18 and 19 show some of the items that you will see on your next visit to the River Museum and some of them have not been on view before. A collection of river photographs by S. Durward Hoag, last seen when the river museum was in the basement of Campus Martius, has been dusted off and hung to replace the Thwaites photos.

The Civil War navy uniform coat worn by Acting Volunteer Lieutenant Commander, U.S.N. William R. Hoel is on display for the first time. W. R. Hoel's story is beginning with this issue of the S&D Reflector and readers will later learn of the deeds which earned him the highest Union Navy rank for a Volunteer. Several Civil War re-enactors were seen to genuflect in front of the case, viewing the uniform as the most notable exhibit in the place. May be.

The steamboat medicine chest which belonged to Henry Fearing of Marietta hasn't been seen since the Ohio River Odyssey exhibit in Huntington almost ten years ago. The donor of the chest was Mrs. Charles G. Dawes, daughter of Capt. Fearing. Capt. Fearing's river career is unclear but mentioned in his obituary; he was known principally as a merchant and trader, father of a Civil War general and father-in-law of a U.S. vice president.

A recent gift to S&D is a large, well executed painting of the racer ROBT. E. LEE. This belonged to Capt. Charles Stalder who was a partner with Gordon Greene in several boats and then in the Maysville-Aberdeen ferry. The painting was done in 1883 by G. Malloney (or possibly Malloner). So far, we haven't located any information on the artist but he knew his steamboats as evidenced by his ROBT. E. LEE.

Other odds and ends which have been brought out of the closet are the Chinese dinner gong from Capt. Ben Pope's JOE FOWLER and two examples of Bill Pollock's uniform caps, one from the GENERAL WOOD and the other from the WASHINGTON. And while we are mentioning uniform caps, Paul Bennett, Beaver, PA donated his mud clerk's cap from the last year (1933) of the QUEEN CITY which will be found with Capt. William B. Miller's and engineer "Skyjack" Turner's caps.

The Ohio River Museum complex was opened in 1973 to architectural acclaim but it was and is an unusual design for a museum. The layout and display design doesn't admit of much tinkering. There is little incentive for the general public to visit the same old exhibits which are predictable, year after year. Hats off to Jeff, Bill and John for stirring up at least part of the river museum.

In 1974 Fred Way described the then new Ohio River Museum as, "a Reader's Digest condensation of the lavish spread S&D had in

Campus Martius" and the same evaluation could be made today. We hope the Ohio Historical Society soon recognizes the potential of its Ohio River Museum and gives it the attention it deserves. Expansion and remodeling is long overdue.

* * *



STACKS FROM LADY GRACE VII

These stacks on display at the Ohio River Museum are from Fred Way's last sternwheel pleasure boat. The 30 foot hull was built by J. W. "Boone" Weaver at Racine, Ohio and the boat built by Fred during the winter of 1956-57 at 121 River Ave., Sewickley, Pa.

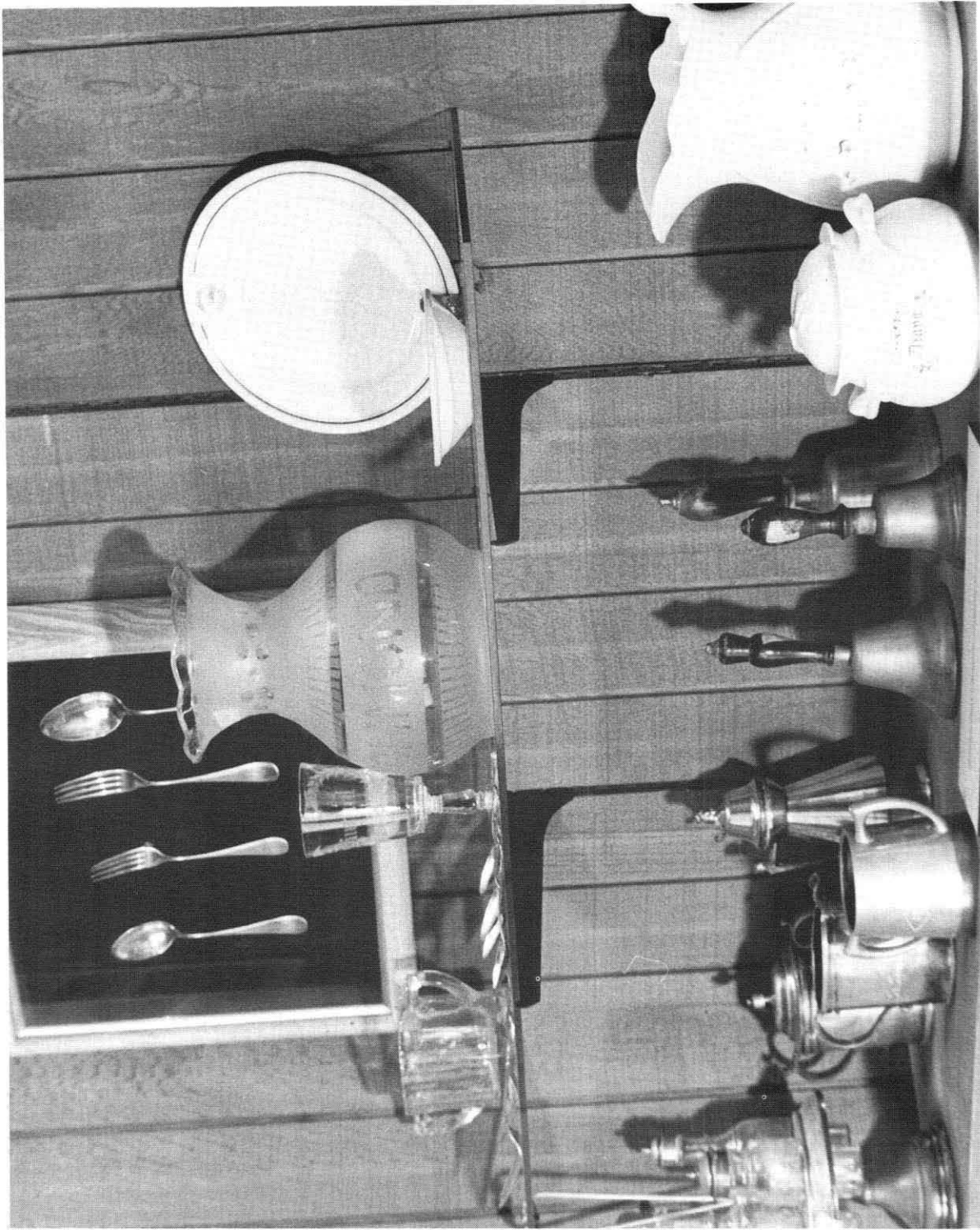
This LADY GRACE project was a partnership with Harold C. Putnam ("Putty") providing encouragement and financial support. The goal was to demonstrate that the Allegheny River was still a navigable stream and should not be blocked by the proposed Kinzua Dam. At the time, the Seneca Indian tribe was taking legal action to block the dam which would flood its reserve.

The stacks, complete with hinges to permit lowering for low bridges, and spreader bar were fabricated by Kenyon Arndt of Sewickley. LADY GRACE was launched May 23, 1957.

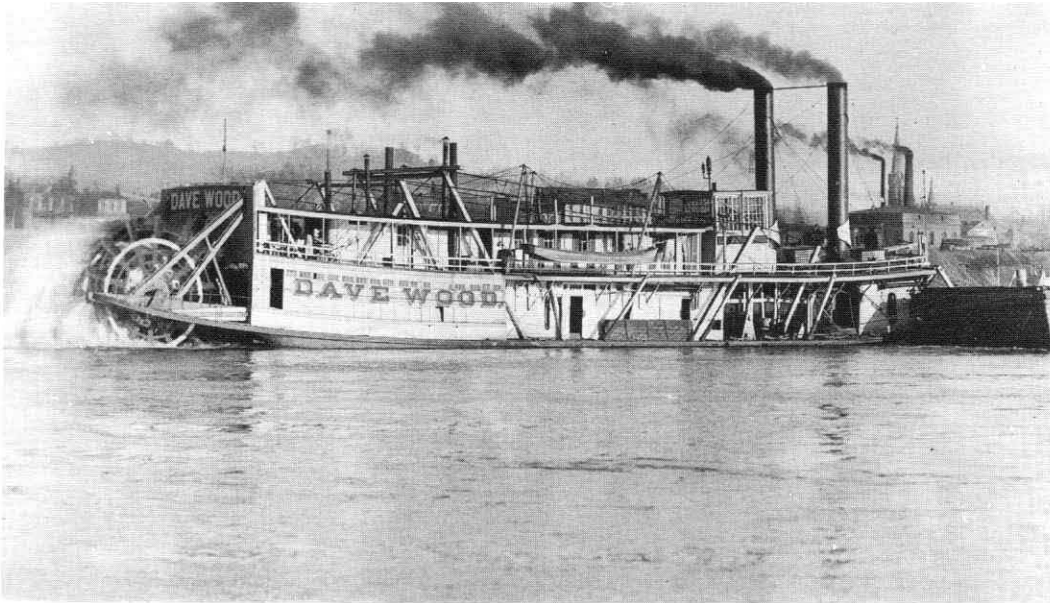


OHIO RIVER MUSEUM, THIRD BUILDING: Many of the exhibits in this building have been changed for 1996 and this is a sampling of just one side of the large, center case. The subject is boatbuilding and displayed from left to right are acorns from the S.H.H.CLARK, a stateroom sign "Missouri" from the OUACHITA, the bust of a nymph which graced the stairway of the FRANCIS J. TORRANCE, decorative eagle, switch and door hardware (1926) from DELTA QUEEN, wall plaque from sidewheel SCIOTO and, above, a carlin from TOM GREENE's cabin.

from left to right are acorns from the S.H.H.CLARK, a stateroom sign "Missouri" from the OUACHITA, the bust of a nymph which graced the stairway of the FRANCIS J. TORRANCE, decorative eagle, switch and door hardware (1926) from DELTA QUEEN, wall plaque from sidewheel SCIOTO and, above, a carlin from TOM GREENE's cabin.



OHIO RIVER MUSEUM, SECOND BUILDING: Tucked away next to the exit door is an expanded display of table service from various packets, some pieces on display for the first time and others with new labels. The frame of silverware is from the J. M. WHITE, the goblet just in front is from a chandelier on the RICHMOND and just in front is from the DIURNAL. A QUEEN CITY sugar bowl is on the left edge of the shelf and a plate from the California Transportation Co. The DELTA QUEEN on the right. Bottom left is a caster set from the TACOMA and on the right a DIANA sugar bowl and pitcher. Look around for other improved displays.



The DAVE WOOD was making good time up the river with a tow of coalboats as in this photo when the day was spoiled at Legionville, just 19 miles from Pittsburgh.

WICKET DAM DANGEROUS DAVE WOOD SUCKS 'EM UP

In the Marietta Times, Friday, January 15, 1909 there is the headline, "Dave Wood is Sunk at Dam No. 4, Ohio River" The story reports only that the boat sank suddenly to the bottom and the crew escaped with only the clothes on their backs; no other explanation. In the January 19 edition there was a related story which discussed a problem with wicket dams that we hadn't thought about for a very long time.

The DAVE WOOD (T0578) dated from 1890 when the JOSEPH WARNE (T1463) was rebuilt. The WOOD was equipped with big power for a pool-style towboat of the time, 20's-6 foot stroke, and was often used to bring empty coalboats back to Pittsburgh from the south. She was engaged in just such a job when she passed over the lowered dam at Legionville, Pennsylvania on that January day. The DAVE WOOD was making good time with her empties when the passage of the tow created currents which stirred up the lowered wickets; one caught the bottom of the towboat's hull, pivoted upright to spear through the bottom and DAVE WOOD went down.

In 1909 the lock and dam system was just in its beginnings

of construction and Lock 4 was new, completed in 1908. The movable wicket type dam had been selected with the idea of providing an open river during times of high water. This would accommodate the movement of fleets of coal barges south, one of the principal tonnages on the Ohio at that time.

The wicket used in these movable dams is described as follows:

"Each wicket is 3.75 feet in width and from 15 to 18 feet in length (varying at different dams). The wicket proper is in reality a heavy timber shutter pivoted to a link-like frame called a 'horse' which in turn is pivoted to the foundation of the pass. When not in use the wicket lies flat on the pass foundation at such depth below low water as to offer no obstruction to free navigation through the pass."

An excellent exhibit of these old dams and how they worked is maintained at the Hannibal Lock and Dam, Hannibal, Ohio. Well worth a stop to study just how ingenious was the design.

Living with the new dams would require some changes in piloting practices; boats being speared by rising wickets was not so unusual as it might be assumed. The DAVE WOOD's accident was the second that

same week; the towboat DARLING (T0572) had sunk a barge of railroad ties by spearing. The week prior empty barges were speared at Dam 18 below Marietta.

The U.S. Engineers responded to concerns expressed by the pilots by suggesting that when passing upstream over a lowered dam they should do so on "slow bell" rather than "full head". "It is said that the wickets will not pull if the steamers will go slowly over the dams." The first responses by the "lightning pilots" to the suggestion that they slow down when crossing dams can be imagined. Then, a few spearings by errant wickets might be cause for some calmer reflection. Except for two examples on the Lower Ohio, the days of the wicket dams are fading in memory.

The 24 members of the DAVE WOOD's crew escaped from the sinking at Legionville unharmed. Although the river was rising the damage to the boat was limited to a good soaking up into the cabin and the broken timbers in the hull. Repaired, the DAVE WOOD lasted until 1912 when she burned at Pittsburgh.

Our thanks to Jerry Devol for alerting us to the dangers inherent in wicket dams.

* * *

- BOOK REVIEWS -

THE ISLAND QUEEN
Cincinnati's Excursion Steamer

Few steamboats have ever held the affection of the people of their home port city more than did the second ISLAND QUEEN (1925-1947). She was wide, she was long, she was painted pristine white and she had five decks on which her passengers could be comforted by summer breezes while enjoying the contents of the picnic lunch baskets they had brought along.

The ISLAND QUEEN's regular season's work was that of making scheduled trips up the few miles of winding river from downtown Cincinnati to the Coney Island amusement park, a trip that usually took less than an hour. But that trip was thoroughly enjoyed by so many thousands of Cincinnatians and visitors from elsewhere that the ISLAND QUEEN was regarded as a regular, pleasant feature of the city, a beautiful craft offering both comfort and pleasure in addition to the excitement of the amusement park at the destination.

The excitement of getting this big steamboat under way from her place at the Cincinnati Public Landing involved activities that were always both routine but effective in stirring the anticipation of the newly boarded passengers. The authors used good descriptive power in describing this scene:

"Standing tall behind the wharfboat is the great white steamer whose multiple decks make it look like a giant wedding cake. A light haze of oil smoke drifts lazily from her short twin stacks. Steam is up and the engines roll the wheels over in a lazy fashion as part of the warm-up exercise, long before the lines are cast off and the huge steamer begins her ponderous journey upstream. The captain and the pilot can be seen on the upper deck repeatedly checking their watches between long gazes up the cobbled slope to see how the boarding is progressing. Meanwhile, the crowds amble across the gangway onto the wharfboat where tickets are purchased - - thirty-five cents for adults and twenty-five cents for children. Only the round-trip

tickets are sold and the only ticket booth is at the city end of the run.

Counters of passengers, as many as four or five on a busy day, stand near the doorway that leads out to the boat's stage or gangplank to make a record with hand-held counters of how many passengers board. (At one time the QUEEN's capacity was 4,100.) More passengers load. The ticket sellers work at a fever pitch, dispensing tickets and change with remarkable speed and efficiency.

"As 2:30 P.M. approaches, the captain paces slowly on the bridge. He stops, glancing at his watch one last time. The pilot rings up the engine room on the ship telegraph to stop engines and to stand by for departure. The signal is answered and the giant wheels stop their spinning within a few seconds. Black smoke is now pouring out of both stacks as the fire room pours on the oil to build up a good head. The captain nods to the mate standing by the massive bell on the forward end of the top deck to commence ringing it as a signal that the boat is about to depart - - latecomers break into a run and fly over the cobblestones, hoping to scamper aboard before the stage is pulled up. They laugh and wave to the captain as they run in the hope that this powerful and majestic figure will delay the boat's sailing for just a few more precious seconds. The deck crew pulls in the stage and casts off all lines just seconds before the final flurry of latecomers scampers aboard. The pilot rings up the engine room and the engineers open up both throttle valves (each engine had its own throttle). As the lumbering giant pulls away from the landing the pilot pulls on the whistle cord and with a deep, majestic roar the ISLAND QUEEN announces her departure. Eighteen hundred tons of steel, wood and glass moves out across the brown waters of the Ohio. Most passengers are well settle on the upper decks before the boat leaves its wharf."

The descriptive powers of the authors, so evident in this passage, also show in the descriptions of other parts of the QUEEN, particularly the engine

room with its mass of machinery. Passengers were allowed to visit the engine room as there were safety railings around the units of moving machinery.

But on her innumerable trips back and forth to Coney Island, the QUEEN was not immune to the troubles most river boats encounter. She was at times beset by low water and sand bars, fog, winds and ice. With a shallow hull and high superstructure she was vulnerable to the forces of the wind and sought refuge in the mouth of the Little Miami River on more than one occasion.

So, "Big Liz", as the QUEEN was sometimes referred to in familiar fashion by local rivermen, suffered the usual mishaps including at one time a broken shaft. But withal, she maintained a good safety record and without any fatalities until the final explosion and fire that ended her career.

Most humiliating of her mishaps, especially since it occurred so near Cincinnati, happened one Saturday night when the QUEEN was trying to land at Coney Island with a pre-season crowd aboard. A capricious wind blew her onto a mud flat on a falling river. She was stuck fast and despite the efforts of her own crew and those of passing boats who tried to help, she stuck hard and fast in the mud from May 11th to May 27th. Even though other efforts had failed, Mother Nature lifted the QUEEN gently off by providing the rains that brought a rising river.

This book is complete in giving the history of the ISLAND QUEEN from the negotiations, planning and financing that resulted in her construction to the sad ending. Every aspect of her normal operations is told and even those early spring, pre-season and autumn, post-season tramping trips which took her as far down the Mississippi as Memphis and New Orleans and as far up the Ohio as Pittsburgh. Often an attraction at these river towns away from Cincinnati were the evening "Moonlite" trips on which many of the passengers enjoyed dancing to the music of Clyde Trask and his orchestra in the immense second deck ballroom.

But after being away for a while, the QUEEN always returned to her home port to continue being just as symbolic of Cincinnati as Fountain Square or the Cincinnati Reds.

The unusual page format of 8½ by 11 inches horizontal proves useful in accommodating the wide range of photographic views of the QUEEN and some of her contemporaries. From beginning to end, the story is liberally illustrated with interesting and meaningful photos; many of those views introduce us to the officers of the QUEEN, all of whom were notable for their characteristics that made them such dependable river navigators. All were well known in Cincinnati and along the rivers in their day and are still remembered now.

As might be expected, the final chapter, "Tragedy in Pittsburgh", covers in detail the explosions and fire that destroyed this queen of the rivers in such a short span of time. In a few minutes the QUEEN which had been proclaimed as, "Absolutely fireproof and unsinkable," was destroyed with 20 of her crew members, even though the boat was right against her wharf at the time. That others escaped was due in part to the fortunate presence of the towboat CHARLES T. CAMPBELL whose crew responded so quickly to the emergency.

A clear picture of just how some of the QUEEN's crew escaped is given in personal accounts. The orchestra leader, Clyde Trask, was on an upper deck and ran through flames to jump clear of the superstructure and land in the river right alongside William Smith, fireman. They both made it to shore under their own power although Trask suffered some serious burns.

This book is packed with interesting reading for those who knew "Big Liz" and for those who would like to make her acquaintance.

The co-authors, brothers, are native Cincinnatians and well equipped to undertake this impressive story, from the boat's planning and financing (an interesting part, too) until the final destruction. Their story is helped by their interest in various forms of transportation and in Cincinnati history.

John H. White has a B.A. degree from Miami University, Oxford, Ohio and was Curator of

Transportation at The Smithsonian Institution, Washington, DC. He is now Senior Historian Emeritus and lives in Falls Church, VA. John is the author of nine books and is the recipient of an honorary degree, Doctor of Humane Letters from his alma mater Miami University in recognition of his attainments in the fields of railroad history and technology.

Robert J. White, Sr. lives in Cincinnati where his career was as a design engineer. He has a B.S. degree in design from the University of Cincinnati.

This book, hard cover, 113 pages of text, bibliography is an excellent production including drawings of the engine and machinery layouts. The attractive dust jacket is embellished with a waterline drawing of the ISLAND QUEEN by John Fryant.

The publisher is: The University of Akron Press, 374B Bierce Library, Akron, Ohio 44325-1703. Price \$39.39 plus Ohio sales tax and shipping or available from your local book seller including the Ohio River Museum, Marietta, OH 45750.

With the release of this volume, The University of Akron Press announces a new series of books on Ohio history and culture. The intent is to bring readers vivid stores of Ohio's past and present, written for a general audience but supported by serious scholarship.

Reviewed by James A. Wallen, Huntington, WV.

* * *

DICTIONARY OF TRANSPORTS AND COMBATANT VESSELS STEAM AND SAIL 1861 - 1868

This book is an outgrowth of the research for "Assault and Logistics: Union Army Coastal and River Operations, 1861-1866" which was reviewed in September, 1995 issue of S&D Reflector (Page 28). It is the third volume of The Army's Navy Series of books published by Ensign Press, Camden, Maine which documents the use of vessels by the army beginning in 1775.

We note that this volume is not called "Volume III", however, and there is a reason for this. When the authors were researching various records, official and contemporary, for the this series there was much valuable information found beyond that required

for the tabulations and descriptions of use of boats in the various operational theaters that became Volume II (Union Army Coastal and River Operations). Such detailed information might include the dates and cost of purchase or charter of a vessel, the campaigns in which a boat served or the manner in which it might have been lost or disposed of if owned. Sometimes several reported versions of such events were found. The "Dictionary", rather than standing alone, is in our mind a worthwhile expansion for Volume II.

The arrangement is alphabetical by boat name, usually with some detail to help in identification, viz. "sidewheel steamer, armed, 862 tons" for the AUTOCRAT (Way 0400). The second column gives the pertinent information regarding the boats employment by the Union army and a third cites the source.

The information provided is in no way a history of the particular boat but is limited to its acquisition and use by the army; if a boat was transferred from the army to the navy, as a number of the steamboats were on September 30, 1862, that is the end of the record. The information given for the AUTOCRAT is representative:

"Purchased by Quartermaster either in Nov or Dec of 1862 for support use of the Mississippi Marine Brigade. Was part of Red River expedition in spring of 1864. Located at Memphis as of June 30, 1865. Condition rated as ordinary."

The condition of the boat is usually found in connection with its being offered for public sale.

We can't resist including another example of the information available in the Dictionary which expands on the condensed biography found in "Way's Packet Directory". The D. A. JANUARY (1405) was a notable packet before The War:

"Purchased by the Quartermaster Department. Expedition to Fort Henry and Fort Donelson. Expedition to Pittsburg Landing - Shiloh, Apr 1862. Became the most utilized hospital boat on western rivers, having all told carried 23,000 patients in the period Apr 1862 to Aug 1865. Cut-away plans showing her configuration as a hospital ship

DICTIONARY OF TRANSPORTS
BOOK REVIEW CONTINUED -

are within The Medical and Surgical History of the War of the Rebellion. At time of a June 30, 1865 report, she was located at New Albany; her condition was serviceable."

The JANUARY was taken under forced charter for the 1862 campaigns cited above and purchased by the USQMD June 1, 1864.

The authors have made use of many sources of information including the S&D sponsored, "Way's Packet Directory, 1848-1983." We note that they were unable to find a number of inland rivers vessels in "Way's" although they were mentioned in the Official Records; we can only assume that "Way's Steam Towboat Directory" had not come to hand.

There are thirteen pages of photographs showing examples of the various types of boats used by the Union Army. This is followed by eleven illustrations of the types of sailing rigs in use on the high seas, an area of fog and haze for this editor. All sources of information are described as well as listed.

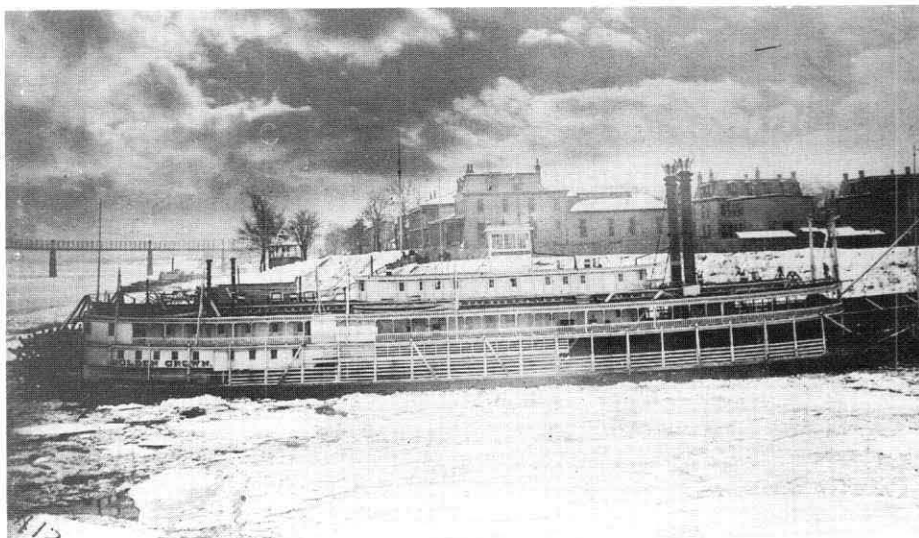
There are two essays that will be of interest: "Vessel Ad-measurement. Some explanation of the tonnage puzzle of 1861-1868" and, "A Guide for Tracing Vessels Before and After the Civil War."

At a guess, fewer than 25% of the listings on a typical page deal with inland river steamboats, the remainder being sea-going tugs, steamers and sailing craft. In places where the Dictionary's identification is vague, it is easy to make the connection to the Way directories. For instance, the "CHOUTEAU" listed would be the HENRY CHOUTEAU or the HOME, with the clue of towing barges, will be T1119 in the Towboat Directory.

Charles Dana and E. Kay Gibson are the authors of a valuable reference for students of the army's operations on waterways during the Civil War. The book is on slick stock, dust jacket.

Dictionary of Transports and Combatant Vessels, Steam and Sail, Employed by the Union Army, 1861-1868 is hard bound, 8½x11 inches in size, 348 pages. It is available from: Ensign Press, P.O. Box 638, Camden, ME 04843. \$43 per copy plus \$4.00 shipping.

* * *



GOLDEN CROWN in the mouth of the Licking River opposite Cincinnati dodging Ohio River ice. Her length of 261 feet in the hull is evident in this photo taken when she was new and possibly just before leaving for the 1878 Mardi Gras.

THE GOLDEN CROWN
WORE A CROWN

When changing some of the displays in the river museum this past spring Jeff Spear brought out a handsome silver plated water pitcher and cup. Engraved on the pitcher was, "Capt. H. H. Drown, February 6, 1878" but what was the occasion which generated this presentation piece of silver for the good captain.

Capt. Drown (1827-1883) lived in Marietta, Ohio and during his career was the owner and/or master of some eighteen packets starting with the FREESTONE (2157) and ending with the GOLDEN CROWN (2363). He was the builder of the famed WILD WAGONER (5789). After trying his luck in the oil business around Marietta from 1866 to 1871, Capt. Drown went back into the packet business.

In May, 1877 Henry Drown contracted for the building of the GOLDEN CROWN at Cincinnati. This was a big sternwheel packet which ran in the Cincinnati-New Orleans trade under the umbrella of Southern Transportation Co. with the GOLDEN CITY, GOLDEN RULE, GUIDING STAR and others. Given the month she was contracted, it is likely that the GOLDEN CROWN was very new in her trade when the fancy water

pitcher was presented to Capt. Drown, probably by passengers well pleased with the accommodations and service.

The Marietta Register for February 21, 1878 reports: "Capt. Drown has had a large, gilt crown placed between the chimneys of his boat as emblematic of the name GOLDEN CROWN. She leaves Cincinnati this Thursday for New Orleans with an excursion party from this place.

.....A splendid excursion party is on the tapis, from this city to New Orleans and return. The party, we learn, will consist of W. Vrooman and lady, Dr. S. Q. A. Burche and lady, G. W. Thompson and lady, Misses Eva and Annie Neal, Miss Margarot Coffey and Miss Linda Steinbergen. The party will leave Parkersburg on the 20th inst. on the ANDES and will take the steamer GOLDEN CROWN at Cincinnati, in charge of that popular son of Neptune, Capt. H. H. Drown. They will spend some four or five days at New Orleans and will witness the carnival of Mardi-Gras while there [Parkersburg Journal]."

Capt. Drown's water pitcher is on display in the third building of the Ohio River Museum and, we might add, with a lot of other items from the storage vault.

* * *

SAGA OF THE SANTA LUCIA

NELLIE GOES SOUTH

by
Edward A. Mueller

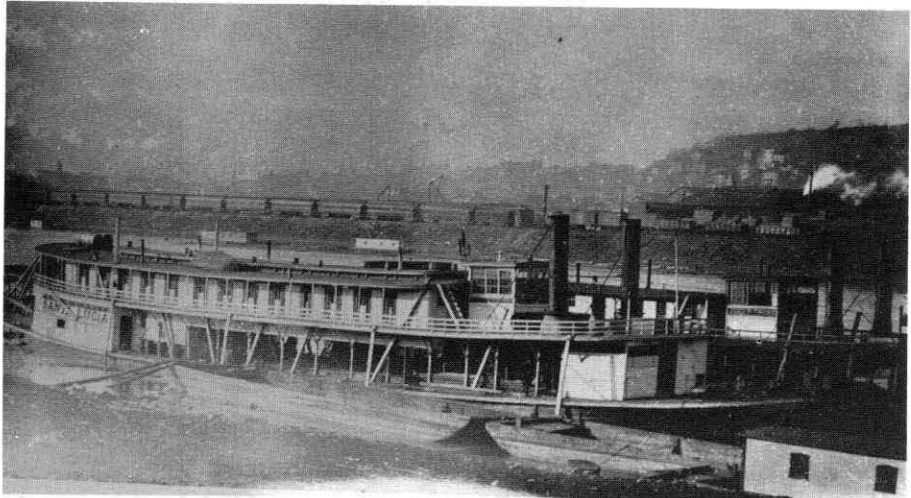
This is the story of a rather homely Western Rivers steamboat that left the Allegheny River up in Western Pennsylvania, went to Florida and had some interesting times, to put it mildly. NELLIE HUDSON NO. 2 (4135), built in 1889 for the Pittsburgh-East Brady packet trade was named for the daughter of Capt. John S. Hudson. In 1892 her name was changed to SANTA LUCIA (5033) and then her adventures began.

One of Florida's great developers was Henry Flagler. He was not content with just his Florida railroad and hotel holdings, which had started in the St. Augustine area, but by the end of the 1890s his interests had extended somewhat farther south.

In 1893 the Florida legislature granted 8,000 acres of land for each mile of railroad completed. The previous figure had been 3,840 acres per mile and this change may have been the added inducement Flagler needed for a 175 miles extension of his railroad along the east coast. His immediate goal at this time was Palm Beach and the building of a magnificent hotel there.

During the course of his life in Florida, Flagler would purchase many steamboats and steamships. He used these vessels as adjuncts to his railroad and hotel interests or as the means of getting somewhere that could not be done otherwise. Apparently, one of Flagler's first purchases was the NELLIE HUDSON NO. 2 in 1892. He wanted to use her in service on Florida's Indian River and he also needed a shallow draft boat to help transport goods and materials farther south beyond the end of the railroad.

Flagler named his new purchase SANTA LUCIA. She was 158x28.6x3.4 feet in size with



SANTA LUCIA (5033) had been built in 1889 as the NELLIE HUDSON NO. 2 for the Pittsburgh-East Brady packet trade on the Allegheny River. NELLIE HUDSON (4135) and other Allegheny packets had the design of a pool towboat, required to get under the low bridges in the Pittsburgh area.

SANTA LUCIA is at the James Rees & Sons landing, painted and ready to go; towboat JOHN P. THORN is on the outside.

James Rees and Sons engines, 12s-5 ft. stroke, and two boilers. She was relatively cheap and well suited for the shallow draft operations needed in Florida.

Flagler needed to move materials to Palm Beach where he planned to build his large Royal Poinciana Hotel. He had used the steamboats of the Indian River Steamboat Company (ST. AUGUSTINE, ST. LUCIE and ST. SEBASTIAN) for this purpose. These vessels ran to Jupiter and from there a small, narrow gauge railroad, the so-called "Celestial Railroad", carried the materials to Juno. Flagler may also have used the newly acquired SANTA LUCIA to provide some leverage against the Indian River Steamboat Co. and Celestial Railroad combination which, in effect, had a monopoly for hauling the building materials.

Having acquired the SANTA LUCIA the next task was to get her to Florida under her own steam. She would have to travel down the Ohio and Mississippi, across the Gulf of Mexico and through the Straits of Florida before moving up the east coast to her new home. Flagler

commissioned a veteran Indian River steamboat captain, Richard P. Paddison, to go to Pittsburgh to bring the SANTA LUCIA around to the east coast.

Capt. Paddison was a Confederate veteran and had successfully operated the 260 ton steamer ROCKLEDGE on the Indian River after a decade and a half of steamboating in North Carolina. Richard Porson Paddison was born at Leesburg, Virginia in July, 1839. At the age of 12 he was apprenticed to a chemist-druggist at Harper's Ferry, Virginia. He left this position when his employer failed after five years. He then went to Boston where he stayed, presumably in the same field, until 1860.

In late 1860, seeing that war was inevitable, Paddison went to North Carolina to be with his father, a school teacher. In March, 1861 Paddison and his brother joined a North Carolina military company. In December, 1862 he was appointed as a hospital steward and went to a Wilmington, North Carolina hospital where he served until June, 1865.

The war over, Richard Paddison established a business at Point Caswell (N.C.) and in 1866 married Mary Simpson. In 1868, Capt. Paddison established a steamboat line between Point Caswell and Wilmington. In 1886, the naval stores business in which Paddison was evidently involved, was on the decline so he moved to Florida. The Jacksonville, Tampa and Key West Railroad hired Paddison to operate a steamboat on the Indian River to connect that road with Titusville. Paddison rebuilt the GOVERNOR WORTH and renamed her ROCKLEDGE for the service.

The ROCKLEDGE operated for several years and Paddison recalled one occasion when President Cleveland, his wife, and Secretaries Whitney and Lamond and their wives were on the boat when it stopped at the orange grove of Senator R. G. Hardee. Mrs. Cleveland, using a ladder, plucked some oranges and christened the tree, "Cleveland." Afterwards the tree was pointed out to visitors as, "Cleveland's Tree."

In the fall of 1892 Capt. Paddison undertook to bring the SANTA LUCIA from Pittsburgh to Titusville and he presumed this was, "The most hazardous trip ever attempted by a light draft boat." Mrs. Paddison accompanied her husband to Pittsburgh by rail. The crew was probably picked up around Pittsburgh.

Captain Paddison relates: "When the steamer was ready to sail I was troubled to get a cook. An Irish woman made application for the job, her recommendations were good and after consulting my wife, I hired her. The second day out I was summoned to the main deck. When I got there I found a regular panic. The cook was raving mad, cursing and swearing and brandishing a large butcher knife and had the whole crew at bay.

What to do? The idea of tackling a drunken Irish woman with a huge knife did not appeal

to me but I knew that to show the white feather at this time would not do. So, I put on a bold front and ordered her to give me the knife which she did. I took her to her stateroom where she remained shut up for two days. In the meantime, we had very little to eat. However, we put a deck hand in the galley and we certainly did fare tough. When we got to Paducah, I shipped the cook back by rail. This was a great experience for my wife who had never seen a drunken woman nor heard a woman swear."

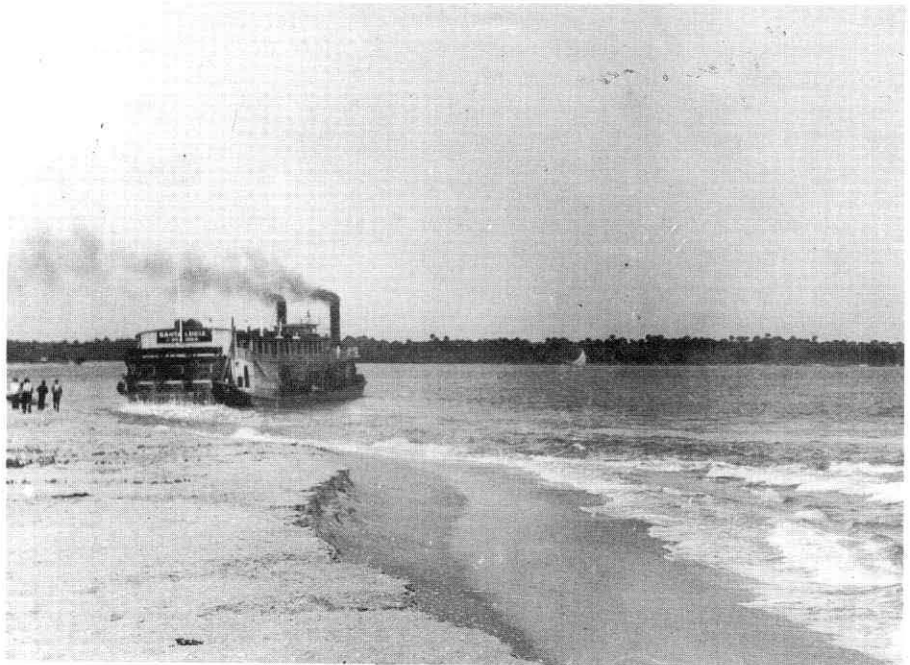
*It took 30 days to go from New Orleans to the Indian River. Details are lacking on the trip but it was certainly an eventful one. Along the way, the SANTA LUCIA destroyed a dock at Fort Dallas (Miami) and disabled a small boat.

The SANTA LUCIA served her purpose for Flagler in hauling construction materials for his Palm Beach hotel. Later on, in March, 1896, she brought some of

the first equipment and supplies for the building of the next magnificent Flagler project, the Royal Palm Hotel in Miami. After the hotel's completion in August, 1898 the SANTA LUCIA was laid up at West Palm Beach and a few months later at New River in the Fort Lauderdale area.

Yellow Fever was a deadly problem in Florida and other parts of the south at that time. The Spanish-American War had shed new light on how to combat the disease and to control it fumigating areas were set up in Florida's coastal communities. The main targets were incoming Cubans and others as well as the crews of foreign and some domestic ships.

A fumigating station in the Miami area was established in the Bay of Biscayne, just off the coast, and the SANTA LUCIA was chosen to be the floating fumigating station. In April, 1899 she was stationed at Cape Florida near Miami as a disinfecting station during the summer and



The SANTA LUCIA at Jupiter Inlet, north of Palm Beach, on her arrival after the trip from Pittsburgh. There are some interested spectators as the boat works her way through the channel from the right. Capt. Fred W. Swerger of Brentwood, Pennsylvania was on for the entire trip to Indian River, Florida

served in that capacity at least until the fall of 1899. Certainly around the end of October or early November she was still serving that function and several small vessels were clustered about her awaiting the end of their quarantine period. This area was nicknamed, "Camp Francis P. Fleming" after Florida's governor.

Flagler may have donated the SANTA LUCIA for the fumigating station or she could have been chartered from him. Yellow fever was introduced into Miami by the cattle steamship LAURA which arrived from Nuevitas, Cuba on September 10, 1899. In mid-November SANTA LUCIA was moved to the Miami waterfront and citizens were advised to take articles there for sterilization.

In 1901 the SANTA LUCIA was sold to the Public Health and Marine Hospital Service of the Treasury Department for use as an official quarantine and disinfecting vessel. She was renamed USMCS McADAM, undoubtedly for physician William E. McAdam, a young Assistant Surgeon of the Marine Hospital Service who had died of yellow fever at Key West on October 12, 1899.

The Surgeon General's Annual Report for Fiscal Year 1905 describes the McADAM as follows:

"The McADAM is a flat-bottom river steamer. The disinfecting plant consists of a separate boiler for furnishing steam to the disinfecting plant when the steamer's boilers are not in use. The disinfecting plant consists of a steam sterilizing chamber. Creating a vacuum on the sterilizing chamber is done by a steam jet. A sulphur furnace is supplied with a power fan and a hose so that the generated gas can be conveyed to a vessel alongside undergoing disinfection. A bichloride tank holds 500 gallons and there is a steam tank and hose for dispensing purposes.

The apparatus described above is located on the main or lower deck of the McADAM and is easily accessible to a vessel brought alongside for disinfection. Part of this deck is also fitted with a galley and dining room for the crew.

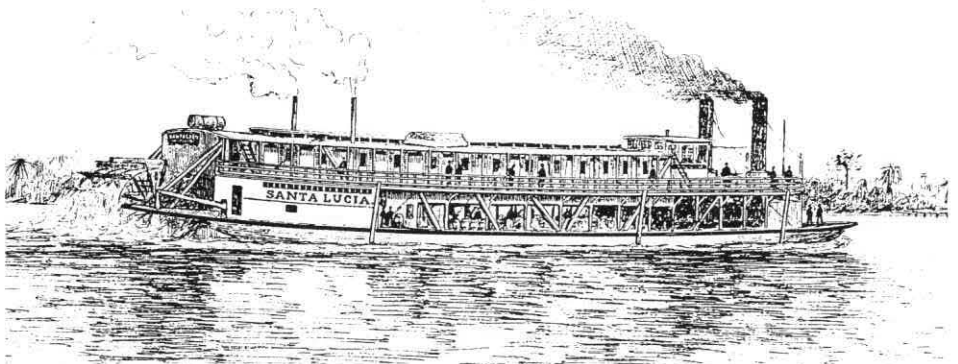
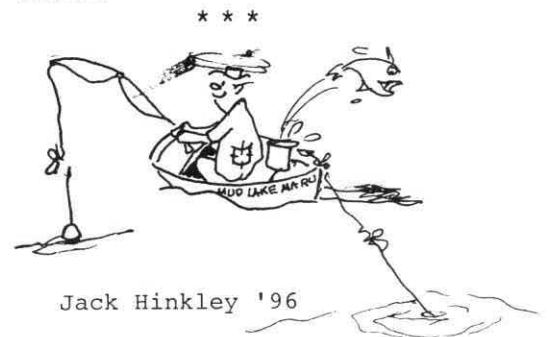
The upper deck is divided into a saloon and 28 staterooms, each of which has double-decked berths. Crews of the vessels being disinfected could be housed while work was being done on their vessel. Above this deck was the hurricane deck is equipped with stanchions and awnings which could be stretched to make a comfortable assembly area. Also, a tent could be set up and patients isolated in cases of suspected illness."

The quarantine anchorage of the McADAM was two and a half miles down Biscayne Bay at the entrance to the channel then used. She was moored to a first-class iron sinker with 15 fathoms of 1.75 inch chain during the active quarantine season. The location commanded a full view of

Biscayne Bay and all vessels were required to call and report before entering the port.

Transactions at the Miami quarantine station in fiscal year 1905 included speaking and passing 658 vessels. Crews on steamers were 3,650 while on sailing vessels they totaled 1,009. Passengers on steamers were 6,218 and on sailing ships 168.

In 1909 the McADAM was tied up at a wharf in Key West when a severe storm hit the area in mid-October. The McADAM damaged a number of smaller boats when the wind broke her loose and then she was driven along before the gale with anchor dragging. She finally sank but all the crew were saved. The Marine Hospital Service had valued its quarantine vessel at \$13,000.



Artist Samuel Ward Stanton made this drawing of the SANTA LUCIA as she would have looked upon arrival in Florida, 1892. S. W. Stanton was lost in the sinking of the TITANIC in 1912.



BEN HUR (0568) was built by the Knox Boatyard at Harmar, Ohio when she was very new. BEN HUR was 165x30x4.8 but with her (Marietta), named for the popular novel of the time. She had a flat sheer and tall stacks looks somehow larger. She had a whistle which was a favorite in her trade, so much so that the builder willed it be left behind when the boat was sold in 1909.

THIS AND THAT

JOHN H. WHITE, JR. HONORED

John White, speaker at the 1995 annual meeting of S&D and co-author of the new book, *The Island Queen, Cincinnati's Excursion Steamer*, reviewed elsewhere in this issue was honored by his alma mater Miami University recently. Jack White spoke on the subject, "Early Travel in America," sponsored by Miami University's Friends of the Library and the history department at Oxford, Ohio on March 4 and was awarded the honorary degree, Doctor of Humane Letters.

Jack White's Honorary Degree Citation reads in part, "You have been known as one of the world's premier authorities in the study of railroad history and technology," and continues on with many well deserved superlatives. All that but no mention the history of the Cincinnati inclines, subject of Jack's S&D presentation last September.

Our congratulations to Dr. John H. White, Jr.

* * *

ENGINEER ROOM CYCLOPOEDIUM COMING

Since 1968 Alan Bates', *Western Rivers Steamboat Cyclopoedium* has been a standard reference for those interested in steamboat design, construction details, nomenclature or building a boat model. Many have wished for a similar illustrated compendium covering the details of the machinery unique to the rivers that made the steamboats operate so successfully and now it is coming.

The new, *Western Rivers Engineer Room Cyclopoedium*, 64 pages, 8½"x11" size with 120 illustrations should be available by June 1, 1996. Announced price is \$16.00 per copy plus \$2.00 handling and postage. Orders or inquiries may be addressed to A. Lawrence Bates, 2040 Sherwood Ave., Louisville, KY 40205.

Capt. Bates also informs us that he has again dabbled into fiction with ten short stories, titled, "Harley Tryon Tales." Inquiries for this volume may be addressed as above, \$5.25 plus \$1.50 postage, we understand.

* * *

TWILIGHT SCHEDULE

Capt. Dennis Trone continues to operate his elegant diesel TWILIGHT on the Upper Mississippi from Le Claire, Iowa this summer. The schedule calls for overnight trips to Chestnut Mountain near Galena, Illinois beginning in May and running through October. Departures from Le Claire are Sunday, Tuesday and Thursday and

returning from Chestnut on Monday, Wednesday and Friday.

Advance reservations are required and a brochure or information may be obtained from: River Cruises, P.O. Box 406, Galena, IL 61036 or call 1-800-331-1467.

* * *

A FERRY AT MADISON IN 1996?

Capt. Charlie Stone, Pt. Pleasant keeps the Reflector posted on many sidelight developments along the rivers that don't seem to come to us otherwise. The proposal to operate a ferry service between Madison, Indiana and Milton, Kentucky is one such item.

The Ohio River bridge at Madison was built in 1929. It carries U.S. Route 421, about 2,400 vehicles a day, and is now in need of major renovation which requires closing the bridge. The closest alternate river crossing is at the Markland Dam, 24 miles upriver.

Better check with your auto club before planning to cross the Ohio at Madison this summer.

* * *

BELLE OF LOUISVILLE GETS A COMPANION

Louisville and Jefferson County (Kentucky) has acquired the Mv. HUCK FINN from President Casinos, St. Louis to operate as a downriver companion to the venerable BELLE OF LOUISVILLE.

The HUCK FINN was built for Streckfus Steamer by Dubuque Boat & Boiler Works in 1964, 89x31x5, with twin diesels and props. HUCK FINN, which is likely to be renamed, will be based below the McAlpine Locks and canal at the Farnsley-Moremey Landing for regular excursions. She will be available for small group charters.

Capt. Mike Fitzgerald will oversee operation of both the BELLE OF LOUISVILLE and the new addition.

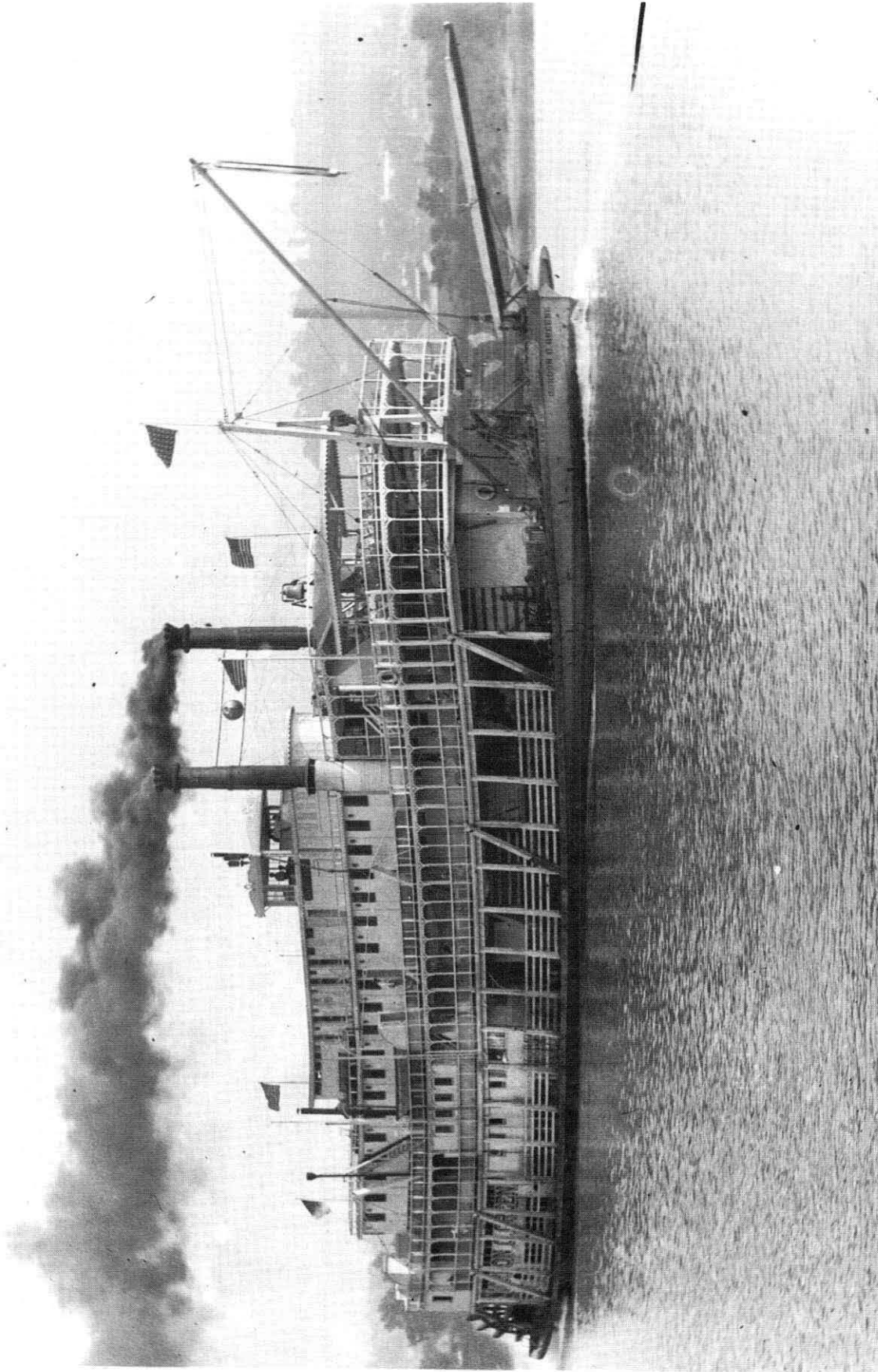
* * *

A WINDFALL FOR THE RIVER MUSEUM

When John A. Johnson, 396 Fairview Road, Industry, PA drew up his will in November, 1994 he had kindly thoughts for Marietta's river museum. John died in 1995 and his first bequest was: "To the Marietta River Museum I give the sum of \$25,000 and all my radio controlled tow boats or river tow boat related items."

John Johnson was associated with his father and uncles in an extensive towing business at Shippingport, PA.

* * *



The GORDON C. GREENE first appeared in the Pittsburgh and Cincinnati tourist trade in 1935, a questionable proposition except in the minds of Tom R. and his mother Mary B. Greene. Passengers were plentiful and a second texas was added for the

crew in the 1936 season. Passenger cabins in the big texas were deluxe with double deck beds, not berths. The upper texas (here) was replaced with a more substantial and larger one for the 1938 season. Photo at old Lock 3, August, 1937.

- OBITUARIES -

CAPT. WILLIAM H. TIPPITT

William Henry Tippitt, 95, of Hernando, Mississippi died at the Allenbrooke Nursing Home in Memphis, Tennessee on Monday, March 11, 1996. He had been in declining health for several years but had stayed in his home in Hernando until about a year ago.

"Bill" Tippitt will be missed by many for over the years he maintained a wide correspondence with young and old who were interested in steamboats or railroads. He will be remembered for his frequent contributions to The Waterways Journal in the period 1920-1980. articles and letters which in the early days report river news from Cairo or Memphis and later on boats and stories from the past which he had researched.

Bill Tippitt, Fred Way, and Mack Gamble were all contributors of river news to the "Journal" just after WW-I and, as aspiring writers, held a friendly rivalry for who would receive the most inches of copy in each issue. Donald T. Wright was also part of the rivalry until he won the contest by buying The Waterways Journal in December, 1921.

During 1921 through 1924 Bill was the writer of a column of river news for the Cairo Evening Citizen under the heading, Snagboat River Ripples. In The Waterways Journal Bill usually signed his articles, "Huck Finn."

Bill Tippitt grew up in Cairo and became fascinated with steamboats at an early age after hanging around the big Halliday Wharfboat and riding the local Ohio River ferries and railroad transfer boats. By 1924 Bill had his pilot's license and he told tales of piloting on a Cairo ferryboat at that time. The first Florida land boom was on and the automobile traffic to and from Chicago and the south provided busy times at Ohio River crossing at Cairo.



A youthful Bill Tippitt stands in the pilothouse door of some steamboat now long forgotten, about 1922 we judge.

Capt. Tippitt, we believe, worked for various barge lines and as a trip pilot during the 1920s and early 1930s. He was pilot on the JOHN BARRETT (T1393) and involved in flood rescue work during the 1927 flood on the lower Ohio and Mississippi. He worked for the U.S. Corps of Engineers for many years and was stationed with the levee building fleet at West Memphis, Arkansas both before and after World War II. During the war, Bill was with the U.S. Coast Guard based in St. Louis as part of the "Catfish Navy", the crews responsible for taking sea-going ships from the inland shipyards where they were built down to New Orleans.

Cairo, Illinois was a busy railroad town when Bill Tippitt was growing up there and railroads were also his life-long interest. Bill had an extensive collection of toy electric trains in a variety of makes, most of which had been modified to improve their operation or to utilize more realistic two-rail track.

Bill Tippitt was an avid researcher of river history through the files of newspapers in river towns. He produced two paste-up books titled, "Steamboats, 1870-1872" and "Steamboats, 1873-1879" and also microfilm "books" on the Anchor Line and the Lee Line histories. Bill's entire collection of books, research notes, photographs, audio tapes, etc. were acquired by the Inland Rivers Library, Cincinnati in 1988.

Capt. Tippitt was preceded in death by his wife Hughleen Walker Tippitt and he is survived by two sons, William L. Tippitt of Nashville, TN and John W. Tippitt of Hernando, MS. He is also survived by seven grandchildren and four great-grandchildren. Burial was in Hernando Memorial Park.

We thank Ralph DuPae, Bill Halliday and Keith Norrington for contributing to this remembrance of Bill Tippitt,

* * *

RUSSELL E. QUILLEN

Russell Quillen, 90, of Racine, Ohio died May 1, 1996 at Veterans Memorial Hospital, Pomeroy, Ohio.

Mr. Quillen was born at Pt. Pleasant, West Virginia to the late John Allen and Florence Gaches Quillen.

Mr. Quillen spent most of his life as a storekeeper and farmer. He was related to Ralph Emerson Gaches and worked on steamboats and showboats as a deckhand in his youth. He recalled working on several showboats owned by Ralph Waldo Emerson Gaches and in 1923 was on a towboat which took two coal barges from Marietta to Zanesville on the Muskingum.

Russell Quillen was a member of S&D since 1965 and was on hand for the 1994 annual meeting.

Mr. Quillen was preceded in death by his wife, Velma Chapman Quillen and one brother, Harold Quillen. Burial was in the Letart Falls, Ohio Cemetery.

* * *

GOING TO THE CIRCUS KENTUCKY RIVER TRAVEL IN 1886

The following story is from a newspaper clipping kept in a scrapbook by the Preston family of Oregon, Kentucky. Oregon village is located about a mile above present Lock 6, Kentucky River; that lock was completed 1891, after the time of the story.

Capt. Squire Jordan Preston (1852-1919) operated a store at Oregon and his landing is still shown on charts, a short distance upriver from the village. Capt. Preston was master of CITY OF CLARKSVILLE (1067) on Kentucky River in 1892 and probably had had an interest in other boats including, perhaps, the GRACE MORRIS.

The GRACE MORRIS (2409) was small, 110x20x3.8, built in 1882, one boiler and engines 10s-3½ ft. stroke. She was rebuilt into the towboat PETER HONTZ (T2035) in 1896 with two boilers and larger engines. The trip from Oregon to Frankfort to see Barnum's Circus would have been about 30 miles by river. The "Democrat" newspaper may have been in nearby Harrodsburg, Kentucky.

Our thanks to Mr. and Mrs. Charles W. Siddaway, 1915 Carrigan Ave., Winter Park, FL 32792 for the clipping.

- - -

A Trip From Oregon to the Capital and back on the Steamer Grace Morris

Editor, "Democrat":

Saturday, May 22 was Barnum's day in Frankfort. At 6 o'clock Saturday morning the beautiful steamer "Grace Morris" departed from Oregon, bearing quite a number of people from Salviss and vicinity, from Oregon and from Woodford county. At first, the fog was so intense that we could only see the outlines of the shore and the towering cliffs above us, but soon the sun rose and shed his radiance upon the scene, dispelling the silvery mists and revealing a rare picture of

sparkling waters shut in by charming heights of emerald green and overhung by a canopy of deepest blue.

At every landing we passed, and at numerous residences along the river, our party was augmented by large additions. At Tyrone, in Anderson county, about eighty persons got on board. As we were skimming along over the placid waters a young man became so absorbed in studying the scenery about him that he leaned too far overboard and lost his hat but the genial clerk, Mr. W. D. Preston, soon supplied him with another and the harmony of the occasion was unimpaired.

Before we reached Lock No. 5, (About two miles below Tyrone. Ed.) we received intelligence that a large coal barge was hung in the lock-pit, which would prevent our passing through. Much anxiety was manifested, but when we reached the lock, after a considerable delay, the obstruction was removed and we passed through and went on our way rejoicing. At the lock a large empty flat boat was attached to the steamer for the accommodation of passengers and both were soon teaming with life, presenting and interesting spectacle.

When we arrived within four or five miles of Frankfort, the attention of all on board was attracted to the vast number of rafts that lined the shore on either side, until only a narrow channel was left in the middle of the river for the passage of steamers. These rafts continue in an almost unbroken line from the point I have mentioned to Frankfort, containing unnumbered thousands of the finest logs that ever floated to market, representing an item that is of commercial interest to the entire state if not, indeed, to the whole civilized world. If anyone has any doubt of the value of improvements on the Kentucky River, a single trip along the quiet stream will give

him an ocular demonstration that will be of practical utility in dispelling his delusion.

Soon, the reverberating thunder of the steam whistle informed us that we were about to effect a landing at the City of Hills and shortly about two hundred and seventy-five persons were scrambling ashore, while the stentorian tones of the clerk rang out, "Prompt departure at six o'clock this evening - no delay."

After an enjoyable day in the city "Seeing the sights" and witnessing the exhibition, we returned to the boat at the appointed hour and started for home. On our return home through the cool shades of the evening, some of the party proposed dancing, the large flatboat affording a suitable place and soon a number of young men and maidens were "tripping the light fantastic" to the enchanting strains of a couple of French harps, no other instruments of music being on board. (French harp? Ed.) To the credit of the entire party it must be said that all were remarkably quiet, there being no disturbing element on board, a circumstance rather unusual in such a promiscuous gathering and on such an occasion.

At ten o'clock the boat arrived at Oregon, all her passengers having been safely delivered at their respective landings and all departed for their homes feeling that it had been a day not spent in vain.

W. L. J.

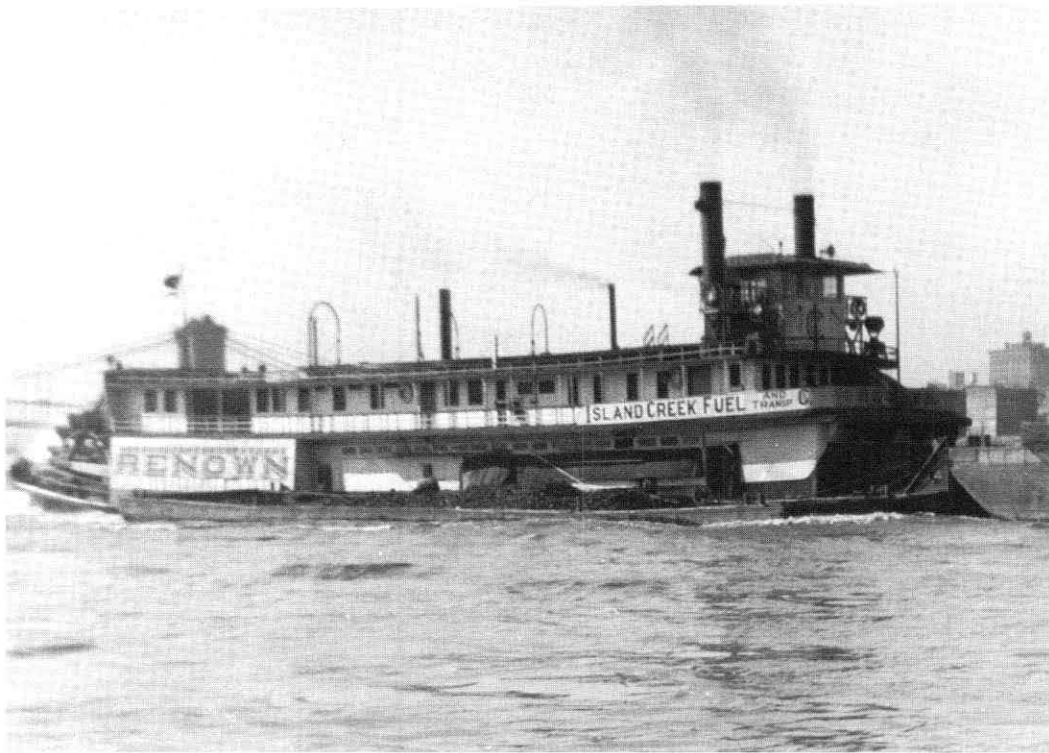
P.S. I must not omit mentioning one young man who forgot to get his dinner in Frankfort. About six o'clock in the afternoon he said he felt as if "corn cob on toast" would be a delightful menu.

* * *



RIVERBOAT GAMBLERS: THE FINAL SOLUTION!

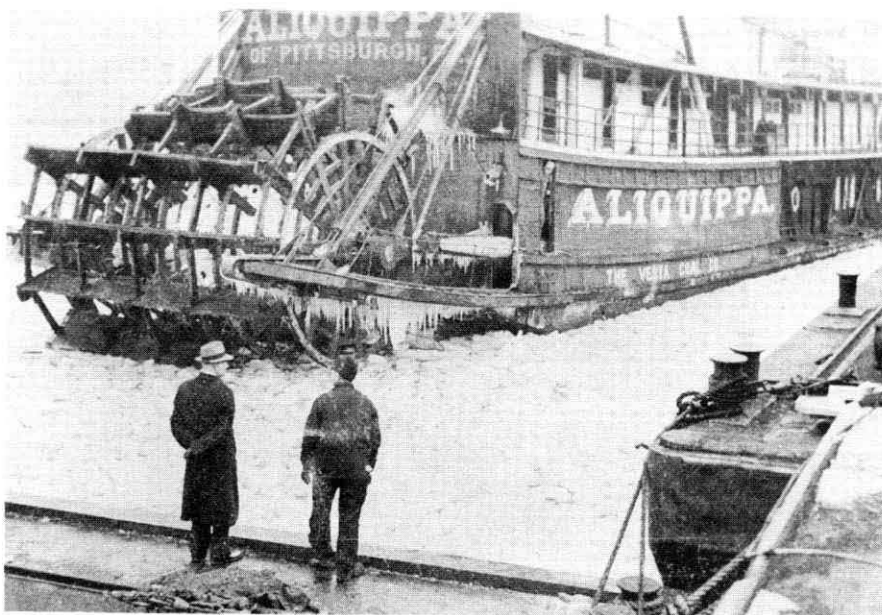
The most educational section of the Sunday edition of a Hearst newspaper in the 1930s and 1940s was "The American Weekly." This is an illustration from a "true story" on steamboating; racing, explosions, gambling and other mayhem.



The RENOWN (T2139) began life as the SARAH EDENBORN (T2270). The hull and some of the superstructure were built at Ambridge, PA in 1909 by the then new plant of the American Bridge Co. (Not difficult to figure how the name of the town was derived.) She towed railroad transfer barges at Angola, Louisiana until 1941 when she was renamed by Sohio Petroleum Co. In 1945 she went to Island Creek Fuel Co. to move coal from Huntington to Cincinnati as seen above in a photo taken by William E. Reed..

The RENOWN was retired in 1949 and dismantled for use as a floating workshop. Sixteen steamboats went out of service that same year. In 1964 the RENOWN became the landing, office and quarter boat for the BELLE OF LOUISVILLE at Louisville. This lasted until 1983 when she was sold to Wayne McBride for use as an office boat below New Albany, IN. In 1995 the remains of the old RENOWN were beached out at Bridgeport, IN and then scrapped. Keith Norrington furnished the story and last photo.



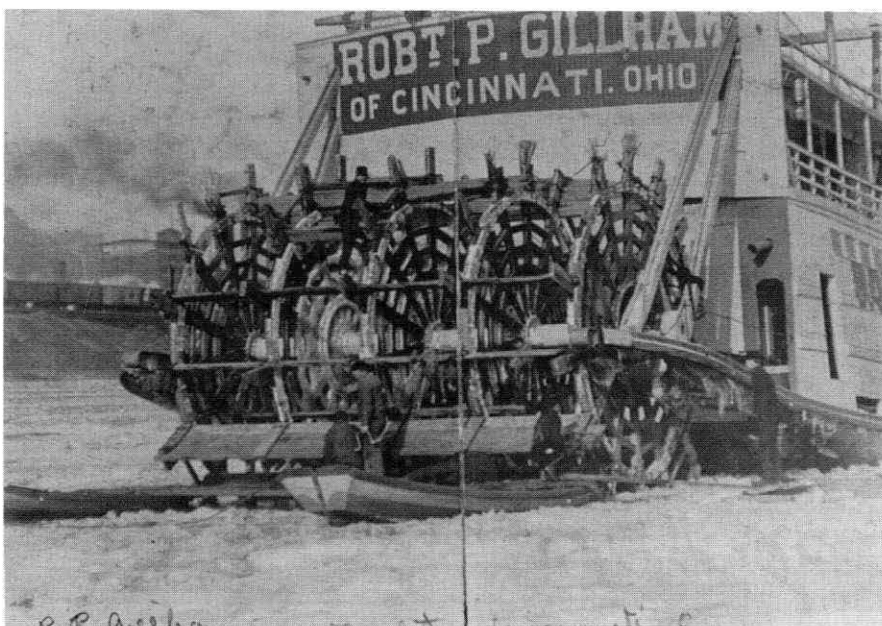


ICE AND PADDLEWHEELS

Some time back, Mark Eberspecker, Rockford, MI called our attention to steel edges that were evident on the bucket planks of sternwheel towboats in the Pittsburgh Coal Co. fleet. Marine Supt. Robert Eberhart tried the steel edges (or extensions) during the winter of 1948 when much ice was encountered on the Monongahela River. At the time, rivermen expressed skepticism that "steel buckets" would work; too much bending, cracking and higher cost of replacement.

But the experiment ~~was~~ a success. Capt. Eberhart's design was not for the buckets themselves to be steel but only a narrow edge, four or five inches in width, at the outer lip of the wooden bucket. It was tried first on the sternwheel RANGER (T2113) and then used on the other boats in the Pittsburgh Coal fleet.

After looking at Steve Mackinack's photo of the ALIQUIPPA (T0103) above and the ROBT. P. GILLHAM (T2182), below, the wonder is that Capt. Eberhart's solution wasn't adopted earlier.



- LATE BULLETINS -

S&D SPEAKER CONFIRMED

We are pleased that Allen Hess has agreed to be the speaker at the S&D annual banquet on September 14. In his some twenty years of attendance at S&D gatherings he has become well known and respected for his excellent, sometimes unusual, photographs of river subjects.

In February, Allen's latest program, The River's Green Margins, was very well received at the Mariners' Museum in Newport News, Virginia. We are fortunate and look forward to seeing Allen's program in Marietta.

* * *

VALLEY GEM OVERNIGHT CRUISES

Capt. Jim Sands has announced a program of overnight cruises for this fall which might interest some of the S&D annual meeting attendees, either before or after.

These are two day trips from Marietta to Sistersville, West Virginia and return including all meals and overnight at the famous Wells Inn which has undergone an impressive rejuvenation; all guest rooms redecorated, many enlarged or joined into suites, indoor pool.

For further information, contact VALLEY GEM, 123 Strecker Hill, Marietta, OH 45750. Phone (614) 373-7862.

* * *

THE END OF BEATTY'S NAVY

The late Capt. John Beatty called his assorted fleet of salvage boats and barges "Beatty's Navy". The flagship was the towboat CLARE E. BEATTY, named for John's wife and the apple of his eye but all is now gone.

The CLARE E. BEATTY and several other former Beatty craft lie sunken at Maysville, Kentucky, the victims of neglect and high water.

Our thanks to Lois Kidd, Manchester, Ohio for a first-hand report and photo of the remains.

* * *

BOATS ON THE KANAWHA RIVER

From 1820 to the Present Date

A yellowed and crumbling clipping has come to hand from the Pt. Pleasant, West Virginia newspaper of August 1, 1901. The article is from the Charleston Gazette earlier that month and if we don't preserve it here it will soon blow away.

- - -

The Gazette is indebted to the veteran pilot and steamboat captain, William F. Gregory, for the following complete list of passenger steamers that have navigated the Great Kanawha River between the years 1820 and up to the first of July, 1901:

LITTLE KANAWHA, by Capt. Bill Keese and Riley A. Finney, pilot; ELIZA, Andrew Donnaly; KANAWHA, PAUL PRY, WASP, HORNET, SALEM, WAVE, DANIEL WEBSTER, EMIGRANT, HENRY LOGAN, LELIA, MARTHA, DAVID CROCKETT, JULIA GRATIOT, LOY, LEVI WELCH, VIRGINIA, TUCKAHOE, LYNCHBURG, YUCATAN, OSCEOLA, TUSSAWA, TRIUMPH, FREEDOM, JOHN GOLONG, JIM, GREENWOOD, blew up at Malden; CATAWBA, ENTERPRISE, SKIPPER, LAURENCE, LAUREL, ESSEX, ARK, LADY MADISON, POTOMAC, THAMES, BLUE RIDGE, CUMBERLAND VALLEY, PRINCETON, MEDIUM, EFFORT, CLIPPER, JUSTICE, FREESTONE, RETURN, HOPE, BALTIMORE, JANE FRANKLIN, OLIVIA, A. W. QUARRIER, COLLIER NO. 2, HERMAN, KANAWHA VALLEY, KANAWHA VALLEY NO. 2, JULIA MOFFIT, HURRICANE, WILLIAM LANGLEY, MINOR, SPRAY, HARRY TOMPKINS, NASHVILLE, RALEIGH, W. F. CURTIS, MARMORA, JAMES WADTSON, COTTAGE NO. 2, blew up at Johnson Shoals, W. F. Gregory at the wheel at the time; ROSE HAMILTON, MOLLIE NORTON, ANNIE LAURIE, R. W. SKILLINGER, KITTIE HEGLER, MOUNTAIN BOY, LIDA NORVELL, LECLARE, FAWN, KANAWHA BELLE, C. P. HUNTINGTON, ACTIVE, JULIA, T. J. PICKETT, MARKET BOY, ELK, W. P. THOMPSON, CLARA SCOTT, WEST

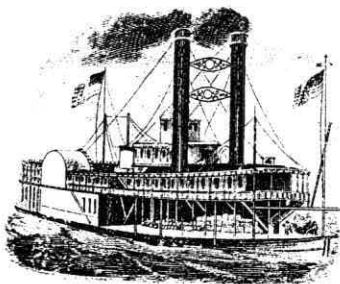
VIRGINIA, TROUT, FLEETWING, SALLIE FREEZE, MALTA, IKE BONHAM, FANNIE FREEZE, TOM HACKNEY, J. OSBORNE, SILVER LAKE, OIL HUNTER, EMMA GRAHAM, VIRGINIA HOME, VIRGIE LEE, BOONE, LITTLE BOONE, TELEPHONE, HIBERNIA, W. N. CHANCELLOR, SNAKE HUNTER, CLARA, CLARA BELLE, VICTOR NO. 3, KATYDID, BELLE, VIOLA, HERE'S YOUR MULE, KOSSIMER, RESORT, IANTHE, JOHN E. KENNA, MODOC, WILD GOOSE, LAME DUCK, BEN COURSON, WINONA, CAROLINE, CAPITOL CITY, MOUNTAINEER, KANAWHA BELLE, HENRY M. STANLEY, SPEEDWELL, KANAWHA, H. K. BEDFORD, URANIA, T. D. DALE, NETTIE HARTEEPE, COLUMBIA, BIG KANAWHA, IDA SMITH, LEXINGTON, JENNIE NEBRASKA, NANNIE BYERS, J. J. CADOT, GREENWOOD, ? AURILLA, WOOD, AVALON, OREGON, ESTOLA, W. F. NESBIT, DANIEL BOONE, DICK BROWN.

Capt. Gregory is the second oldest licensed pilot living. He has been captain and pilot since 1855. He was the first pilot to take a boat to the Falls of Kanawha, the VIRGINIA HOME in 1858. He also brought the biggest boat up here in 1863, the MOSES McCLELLAN, a sidewheel boat 290 feet long with twelve hundred ton for Camp Piatt.

- - -

Wonder why Capt. Gregory didn't include the MOSES McCLELLAN in his list? As with all such lists, Capt. Gregory may have missed one or two.

* * *



BACK COVER

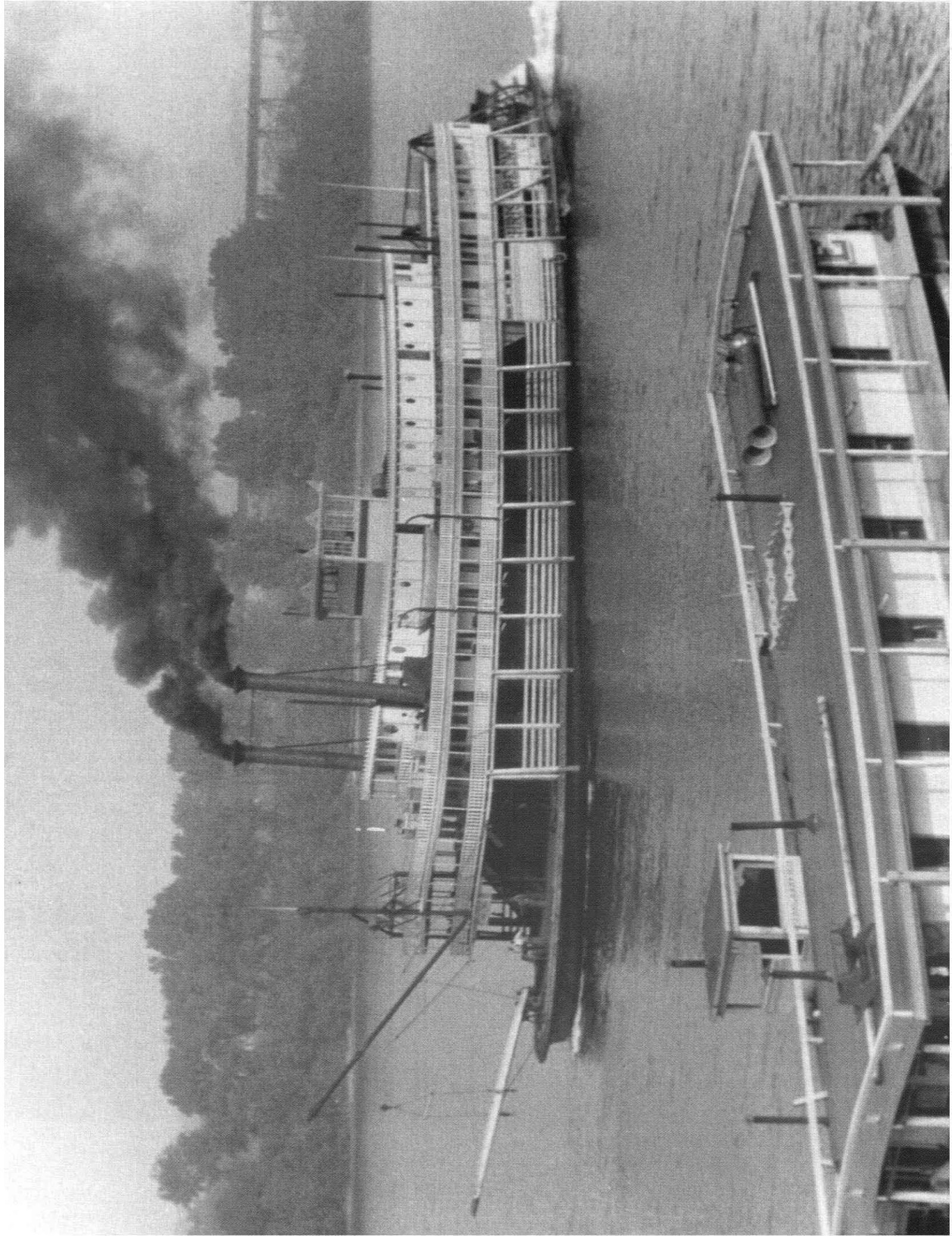
For Father Alvin Zugelter, Chicago, we are pleased to use this view of the CHRIS GREENE, taken when she was fairly new in 1925. (See Fr. Zugelter's letter in March, 1996 issue.)

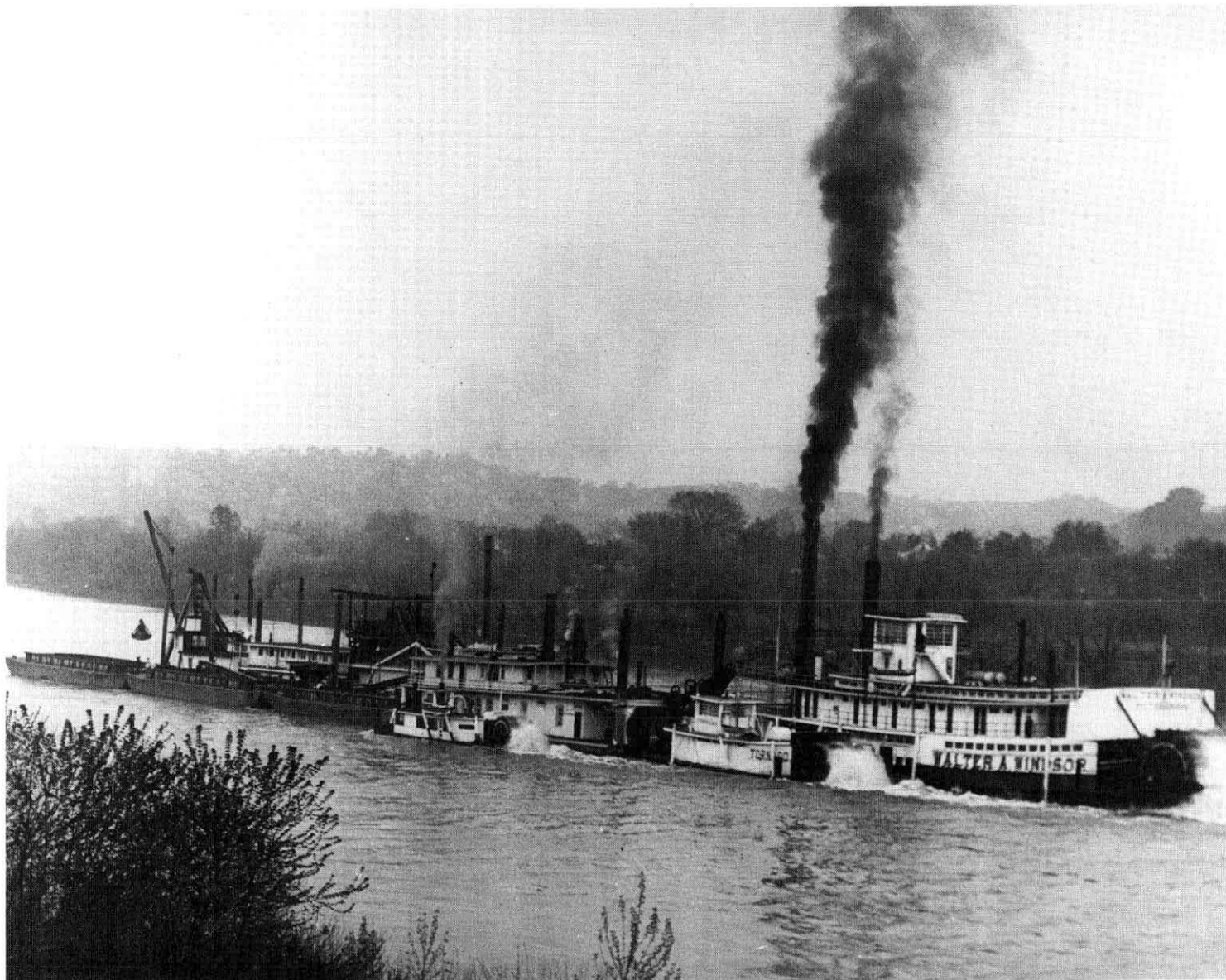
Capt. C. C. Bowyer was a interested observer of the construction of the CHRIS GREENE at Pt. Pleasant, West Virginia during the summer of 1924 and took a number of photos of her then and later. The CHRIS' steel hull, complete including the boiler deck, was built by the Charles Ward Engineering Co. at Charleston and then moved down to Pt. Pleasant for building on the cabin, texas, etc., the design and work supervised by Jesse P. Hughes.

This Bowyer photo of the CHRIS was taken just below the Pt. Pleasant public landing on the Ohio River. She has backed around from the landing and is heading downriver, still looking very neat and everything in good order. She had been in service a few months, though, judging from the scuffed-up set of bull rails which have frequently been removed to handle freight at the Cincinnati and Charleston wharfboats.

Dimly showing in the haze up the river is the Ohio end of the K. & M. Railway bridge. The Silver Bridge for automobile traffic would not be built until 1928.

The houseboat in the near foreground has some style including a railing around the roof. On the outside of the houseboat there is a small, sternwheeler under construction with the uncompleted pilothouse showing. The fancy trim for the pilothouse roof is laid out complete and a pair of stacks with feathered tops and the jackstaff lie ready for installation. A name on the pilothouse is tantalizing but not clear enough; we can make out "JANE" or perhaps "JACK" but the full name. What was she?





GASBOATS MOVE THE HIRAM CARPENTER FLEET. A scene from the early 1930s and a mixed tow if there ever was one. On the head is a derrick boat with a clamshell, the dredge with a tall spud showing is the PELICAN, General Contracting Co., a quarterboat and assorted barges and flats.

The tow is being pushed by the mighty 60 h.p. PROMPT (beside the quarterboat) and the powerful 110 h.p. TORNADO. Incidental power is provided by the WALTER A. WINDSOR (T2602), engines 18's, 32's-8 foot stroke, owned by Capt. Rush Burnside at the time. Photo from Walter Carpenter.

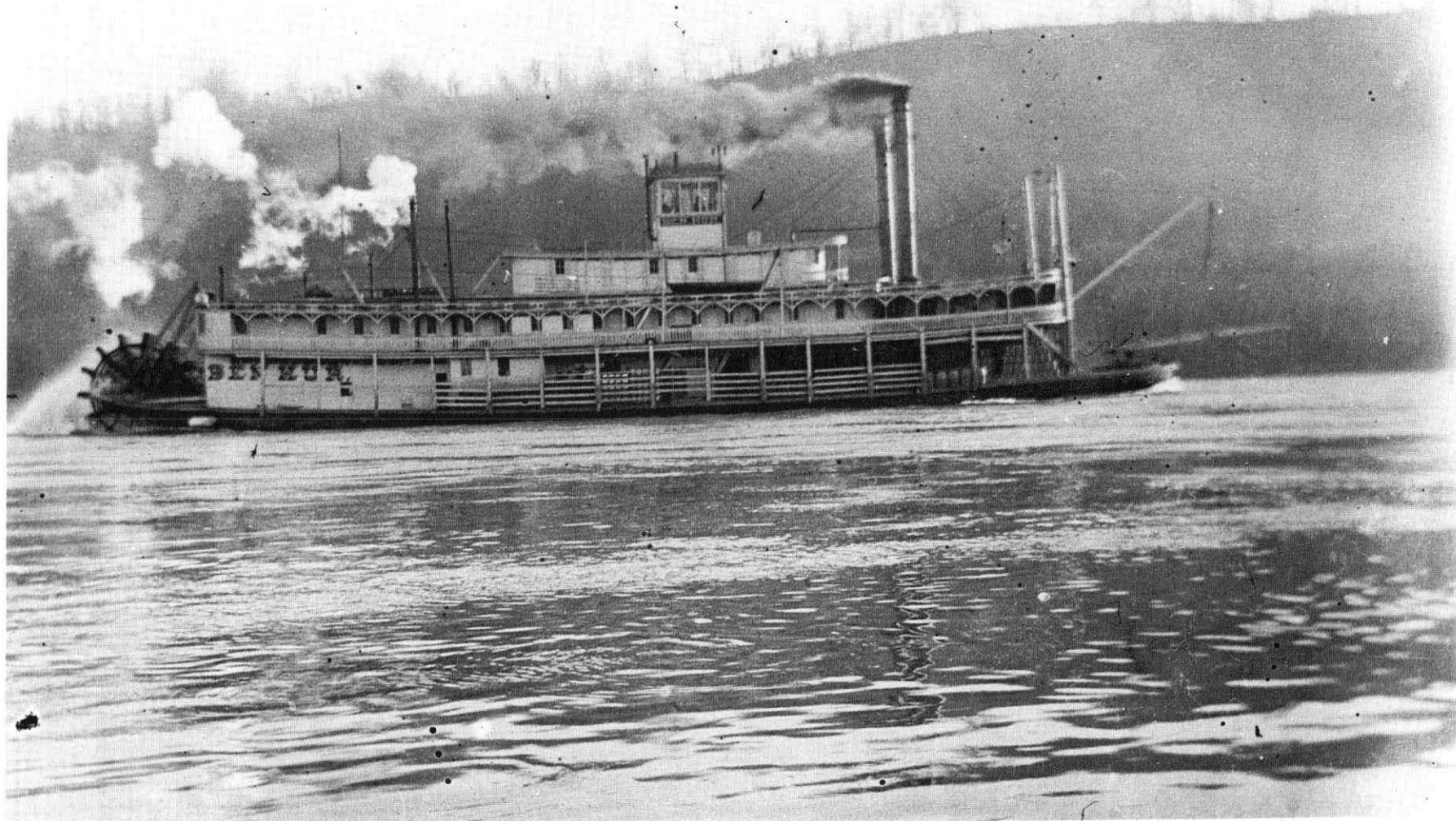


OHIO RIVER MUSEUM, THIRD BUILDING: Many of the exhibits in this building have been changed for 1996 and this is a sampling of just one side of the large, center case. The subject is boatbuilding and displayed from left to right are acorns from the S.H.H. CLARK, a

stateroom sign "Missouri" from the OUACHITA, the bust of a nymph which graced the stairway of the FRANCIS J. TORRANCE, decorative eagle, switch and door hardware (1926) from DELTA QUEEN, wall plaque from sidewheel SCIOTO and, above, a carlin from TOM GREENE's cabin.

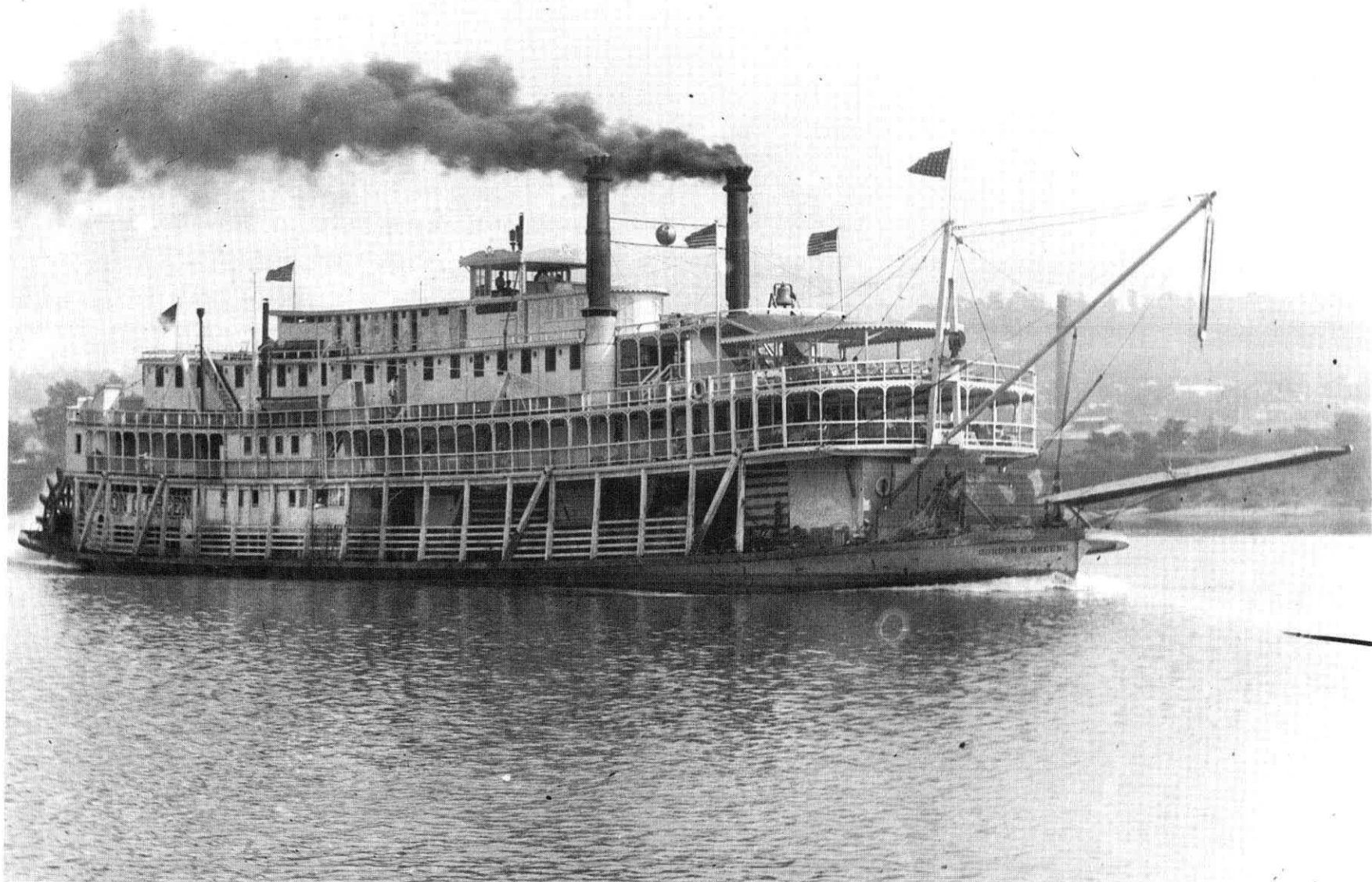


OHIO RIVER MUSEUM, SECOND BUILDING: Tucked away next to the exit door is an expanded display of table service from various packets, some pieces on display for the first time and others with new labels. The frame of silverware is from the J. M. WHITE, the globe beside the goblet was on the DIURNAL. A QUEEN CITY sugar bowl is on the left edge of the shelf and a plate from the California Transportation Co. DELTA QUEEN on the right. Bottom left is a caster set from the TACOMA and on the right a DIANA sugar bowl and just in front is from a chandelier on the RICHMOND and



BEN HUR (0568) was built by the Knox Boatyard at Harmar, Ohio (Marietta), named for the popular novel of the time. She began operating in the Wheeling-Parkersburg trade in December, 1887 and this photo by an unknown photographer was probably taken

when she was very new. BEN HUR was 165x30x4.8 but with her flat sheer and tall stacks looks somehow larger. She had a whistle which was a favorite in her trade, so much so that the builder willed it be left behind when the boat was sold in 1909.



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