

S&D

REFLECTOR

Published by Sons and Daughters
of Pioneer Rivermen



Vol. 34, No. 1

Marietta, Ohio

March 1997



The "Mississippi Queen" at Marietta

FRONT COVER

The view of MISSISSIPPI QUEEN on our cover shows the boat at the Marietta landing on a foggy October morning. It was created by John Stobart while collectors of his prints and local citizens watched. John was on the MQ from Pittsburgh to Cincinnati with a contingent of eighty of his fans.

Unbeknownst to Stobart, Marietta's mayor, Joe Matthews, had been tipped that the noted marine artist would be in town sketching. John was nonplussed when genial Mayor Joe came down to the forecastle and read an official proclamation, complete with gold seal and red ribbon, declaring October 12, 1996 as JOHN STOBART DAY in Marietta.

The diffused light of a foggy morning could as easily be April on the Ohio River as October so welcome spring.

- LETTERS -

Sirs: Having read a copy of your excellent S&D magazine in our local library, I'd like to subscribe for myself and a friend.

Ronald H. Leitch
Cleveland, OH

Sirs: I had the opportunity of reading an issue of the S&D Reflector dated March, 1995. Although not a son of a riverman I enjoyed the issue very much and would like to become a member.

Michael Douglas
Blooming, IN

= Membership in S&D is open to all interested in the history of the rivers and boats (no subscriptions). Welcome Michael, Ronald and friend John Grecol into the fold and thanks to the library also. Ed.

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Sirs: My wife's great uncle Capt. Squire Jordan Preston was master of the GRACE MORRIS and her grandfather, William Dixon Preston, was clerk and part owner. Capt. Jordan Preston's records were lost in a fire at his residence and he died in Mercer County, Kentucky in 1919. We wonder what ever happened to the GRACE MORRIS?

Charles W. Siddaway
Winter Park, FL

= The GRACE MORRIS was built in 1882 at Evansville, IN, a combination packet-towboat which ran on the Kentucky and Wabash Rivers before going to the Green River. In 1896 the MORRIS was rebuilt at Paducah with two boilers and larger engines as the towboat PETER HONTZ. Capt. Jordan Preston was master of the CITY OF CLARKSVILLE (1067) when she sank on the Kentucky River, May, 1892 Ed.

* * *

Sirs: As part of the volunteer crew of the Str. PORTLAND I have been involved in the rebuilding of the sternwheel. Enclosed is a status report on the wheel rebuild project.

I have a special interest in boat nameboards and would appreciate any source of information on the construction of curved nameboards.

Don Chalmers
Oregon Maritime Center
Portland, OR 97204

= Don's report in part: "As a result of a generous grant from the Sons & Daughters of Pioneer Rivermen, J. Mack Gamble Fund,

S&D ANNUAL MEETING
September 12-13, 1997
MARIETTA, OHIO

Once again, the Annual Meeting will be the second weekend of September at the Lafayette Hotel. Details to follow in the June issue.

Mark the calendar!

the final phase of the wheel update was started in July 1996."

The curved nameboards were required on the rounded pilot-house fronts of tugs and Western-style steamboats. Ed.

* * *

Sirs: This past year, the President William Henry Harrison Memorial site at North Bend, Ohio was extensively restored by the Ohio Historical Society. On December 7, 1996 the American flag was raised on a new flag pole, visible to all who navigate past this historic spot a short distance below Cincinnati.

Years ago, it was the custom for steamboat pilots passing the grave of "Old Tippecanoe" (1773-1841) to sound a salute to the ninth president of our country. Local residents and historians would like to encourage the resumption of the tradition.

Marjorie Byrnside Burress
North Bend, Ohio

= "Tippecanoe and Tyler Too" was the slogan of the Log Cabin and Hard Cider Campaign in 1840. Pres. Harrison caught pneumonia at his inauguration and served only 31 days but without scandal. He deserves a salute. Ed.

* * *

Sirs: What a great color painting in the December, '96 Reflector. I identify with "View of Covington, December, 1917" as I was born in 1917.

My grandfather Samuel Jackson Reno died in Cincinnati in 1950. In Way's Steam Towboat Directory it mentions that a son, Sam J. Reno, master of the PACIFIC NO. 2 (T1988), had been an aid to Gen.

LETTERS CONTINUED -

MORE ON FRANKLIN

U.S. Grant at the time of Lee's surrender. I wonder where Capt. Way got the information?

Ed. M. Reno
Monroeville, PA

= Try looking for Capt. Reno's obituary in one of the Pittsburgh newspapers (1905). Much of the information found in both Way's Packet and Towboat Directories was the result of months (no, years) of research in newspapers in the larger river cities.

Sam J. Reno left a widow, four sons and two daughters. Ed.

* * *

Sirs: My apologies for omitting identification of the workers appearing in the photo on page 34, top, of the December, 1996 issue. From the left; Don Chalmers, Paul Riseley and Al Landau. All were full-time crew members during the eight days the Str. PORTLAND starred in the filming of "Maverick" in the Columbia River Gorge area.

Don Chalmers
Oregon Maritime Center
113 S.W. Front Ave
Portland, OR 97204

* * *

Sirs: I especially enjoyed the "center-fold" in the December issue showing the Cincinnati scene in 1917. My father, Capt. Francis E. Wright, was on the CITY OF LOUISVILLE for a very short time when he was a cub pilot on the ROBT. P. GILLHAM. He was on the J. T. HATFIELD in later years.

Eileen Smith
Atlanta, GA

= Michael Blaser's cold view of the river at Cincinnati in December, 1917, just before the big freeze-up, was popular with many readers. Ed.

* * *

On the back cover of the December, 1996 issue we had the first view (to our knowledge) of the sidewheel FRANKLIN (2141). Way's Packet Directory is brief in its sketch of this boat but the late Dr. Harry D. Wilkins recorded much of her history. This was gleaned mostly through newspapers of the day and not all of it is complimentary to the crew of the FRANKLIN.

FRANKLIN was built at Brownsville, PA and first enrolled at Pittsburgh August 1, 1860. She was owned by the Pittsburgh & Brownsville Packet Co. and her first master and part owner was Capt. Elisha Bennett. Capt. Bennett died aboard the FRANKLIN after suffering a stroke on December 3, 1863. On Saturday, September 27, 1862 the FRANKLIN blew a cylinder head on a trip to Pittsburgh and although two soldiers were seriously scalded there were no deaths.

Brownsville is about 60 miles above Pittsburgh and slackwater navigation was provided by four locks and dams owned by the Monongahela Navigation Co. On November 11, 1867 she ran from Pittsburgh to Brownsville in six hours and fifty minutes including landings and 25 minutes lost at the locks, one of the fastest trips recorded on the Monongahela River. In 1867 the FRANKLIN is noted as going up to Morgantown on high water.

There was competition with the Peoples' Line in the Pittsburgh-Brownsville trade and racing for the locks and an occasional collisions were not unknown. Departing from Pittsburgh on the evening of August 4, 1868 pilot William Breathwaite on ELECTOR of the Peoples' Line attempted to get ahead of the FRANKLIN whereupon pilot Craven Hoge placed her bow against the ELECTOR's wheelhouse and held it there up to the lock. There was a repeat occurrence on August 6 and the U.S. Inspectors

took note. Craven Hoge was found to be at fault and his license was suspended, indefinitely. At this time Capt. Z. W. Carmack was master and John M. Baker engineer.

The U.S. Inspectors requested a grand jury investigation of the intense competition between the packet lines which had resulted in several confrontations at the locks. The grand jury found the companies guilty of endangering public safety and authorized the U.S. Marshal to seize the offending boats until full security was provided to assure there would be no more racing. This action resulted in a consolidation of the Peoples' Line and the Packet Company.

The FRANKLIN was offered for sale on October 20, 1868 but no buyer appeared. She was laid up until chartered in 1869 by D. D. Stine who ran her in the Pittsburgh-New Geneva trade.

1870 was FRANKLIN's last year of operation and Capt. Peter Donaldson was master. She was dismantled at Brownsville with her machinery and possibly other parts going to the GENEVA which came out in 1871.

* * *

REFLECTOR BINDERS AVAILABLE

These binders for the S&D Reflector have red plastic covers with the S&D logo and lettering in gold and a clear label pocket. Each binder holds twelve (12) issues or three years, the magazines attached with included spring wires. There may be some slight difference in the shade or finish of the covers but they are otherwise identical with the binders available previously.

The price is \$12 per binder, postage paid. Orders may be placed with: MRS. WILLIAM JUDD, 1099 U.S. ROUTE 52, NEW RICHMOND, OH 45157.

Checks should be made out to Sons & Daughters of Pioneer Rivermen.

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The S&D Reflector was established in 1964 as the official publication of the Sons and Daughters of Pioneer Rivermen. The originator, editor and publisher through 1992 was Frederick Way, Jr. The name is taken from a newspaper published in 1869 by the management of the sidewheel packet FLEETWOOD in the Parkersburg-Cincinnati trade.

Membership in S&D is not restricted to descendants of river pioneers. Your interest in river affairs and history makes you eligible and welcome. Full membership entitles the holder to the S&D Reflector and admission to the Ohio River Museum and towboat W. P. SNYDER JR. at Marietta, Ohio. Family members are entitled to all other privileges except receiving the magazine.

S&D membership dues are currently \$15 for a full member and \$1 for each associated membership for spouses and children under 18. Please list full names of children to be enrolled so that each may receive a membership card.

Application 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 the four issues of S&D Reflector for that year. Renewal notices are mailed out near year-end: Please respond promptly as this notice will be the only one sent to you. Delay in remitting dues may require removal of your name from our mailing list for the S&D Reflector.

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Correspondence is invited by the Editor but we ask that you please do not send unsolicited photographs or other artwork on a "loan" basis.

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DRAVO MARINE WAYS, NEVILLE ISLAND, PA

Deckhands and mates disliked the high head of the DPC design, particularly annoying when working with loaded barges. The diesel TITAN of J&L Steel shows on the left of the ORLEANIAN (BATAAN) while CHARLES R. COX of U.S. Steel is on the right. W. E. Reed photo. 6/21/53

THE MILLION DOLLAR BOATS

PART II

THE FLEET LISTING

by

David F. Massie

Part I of this article in the December, 1996 issue (Vol. 33, No. 4) covered the concept, construction and overall service of the fleet of twenty-one towboats built by the Defense Plant Corporation in World War II. The following are the histories of each of these powerful steam towboats we still know as the "DPCs".

The six digit numbers given in the listings are the official U.S. numbers assigned upon registry, permanently marked on the main beam and retained throughout the life of the vessel. Each of these boats will be found in "Way's Steam Towboat Directory," Ohio University Press, under each of her several names, if applicable.

- - - - -

ATTU (DPC 604) 244813 180x52x11, 2,000 hp.

Named after a battle fought between Americans and Japanese forces in the Aleutian Islands in May, 1943.

Built by Jeffersonville Boat & Machine Co., Jeffersonville, IN, 1943. Launched September 18, 1943 and delivered January 15, 1944. Chartered to American Barge Line during the war. February, 1946 assigned to the Army Corps of Engineers, New Orleans District. Transferred to Memphis District and renamed SOMERVELL in the summer of 1955. Sold to the Bauer Dredging Co., New Orleans in 1964 and became a cutterhead dredge named BDCO NO. 52. Scrapped in late 1970s.

BATAAN (DPC 607) 244664 180x52x11, 2,000 hp.

Named after the April, 1942 battle in the Philippines between Americans and Japanese.

Built by Cargill, Inc. Savage, MN. Launched September 4, 1943. Dingle Boat Works, St. Paul built the wooden superstructure. Towed down the Minnesota River by the FBL towboat DEMOPOLIS and then to St. Louis by the MARK TWAIN. Chartered to the Federal Barge Line during the war; initially entered service between New Orleans and Cairo, IL. Purchased by Sohio in 1946 and ran under her original name until changed to SOHIO LATONIA in May, 1947. She rendered aid to the Federal Barge Line towboat NATCHEZ which rolled over and sank after hitting a pier of the Greenville, MS bridge on March 4, 1948. Sold to Ohio Barge Line in November, 1949 and renamed ORLEANIAN. Decommissioned in 1965 and believed dismantled in 1966.

BOU ARADA (DPC 610) 245386 180x52x11, 2,000 hp.

Named after a tank battle between British and German forces in Northern Tunisia in February-March, 1943.

Built by Cargill, Inc. Savage, MN and launched on August 15, 1944. Last of the DPCs to go into operation. Chartered to Sohio during the war and was purchased by them in February, 1946; renamed SOHIO FLEETWING. Sold to Ohio Barge Line, November, 1949 and renamed PITTSBURGH. Laid up in 1963 and furnished parts for the other three DPCs operated by OBL. Decommissioned in 1964 and sold to Bauer Dredging Co., Port Lavaca, TX in 1965. Converted into a clam dredge by Ratcliff

THE DPC BOATS: BOU ARADA CONTINUED -

Materials in 1972 at a cost in excess of \$1M which included conversion to diesel propulsion. Renamed AVOCET; she was stripped and sunk as an artificial reef off Pensacola, FL in late 1991 or early 1992.

BUNA (DPC 615) 245032 180x52x11, 2,000 hp.

Named after a battle with the Japanese on the northeast coast of New Guinea in July, 1942.

Built by St. Louis Shipbuilding & Steel Co., St. Louis, Mo. Launched January 6, 1944. Chartered to Butcher-Arthur Co. in late January, 1944. Crossed Lake Ponchartrain on June 25, 1944 going to Slidell, LA for repairs, first DPC to make that trip. Sold to the Ore Steamship Co. May, 1947 for a proposed service in South America which did not materialize; laid up at Beaumont, TX. Purchased by Federal Barge Line in March, 1952 and operated by FBL until 1959 when she became a wharfboat at New Orleans. Later, used as an office barge by the Ohio River Co. on the lower Mississippi. Still in use 1996 as an office barge for Capital Fleet, Baton Rouge, LA after a \$200,000 remodeling of her interior.

CASABLANCA (DPC 616) 245215 180x52x11 2,000 hp.

Named after the battle in French Morocco, North Africa in 1942.

Built by St. Louis Shipbuilding & Steel Co., St. Louis, MO. Launched February 11, 1944 and was chartered to American Barge Line during the war. Towed south from St. Louis by FBL towboats MISSOURI and VICKSBURG which delivered her to New Orleans where she took on stores, fuel and crew. Purchased by American Barge Line in June, 1946. Sold to American Marine Corp. in summer, 1960 and towed from Jeffersonville, IN to New Orleans for scrapping.

CORAL SEA (DPC 608) 244767 180x52x11, 2,000 hp.

Named for the naval battle in May, 1942 in the waters between northern Australia and New Guinea.

Built by Cargill, Savage, MN. Launched September 11, 1943. Brought down the Minnesota River by towboat DEMOPOLIS on November 9, 1943. Wood superstructure built by Dingle Boat Works, St. Paul, MN. Taken to Memphis for final completion by Pidgeon-Thomas Iron Works. Commissioned January 1, 1944 and chartered by Sohio during the war. Towed crude oil between Memphis and Mt. Vernon, IL. Sold to Federal Barge Line March, 1947 Chartered to American Navigation Co. in 1959 to tow coal from Kenova, WV to Clairton, PA for the U.S. Steel Corp. Later in 1959 sold to Oil Transport Co., New Orleans who used her at its Cincinnati dock as a pump

boat until 1970. Sold to Apex Towing Co. and then to Charles Zubik, Zubik Towing Co., Pittsburgh and still later to Walter Detrick, a diver. Mr. Detrick converted her into a salvage vessel with a large "A" frame mounted on her bow; may never have been used as such. After Mr. Detrick's death, CORAL SEA was bought by Canton Marine Towing, Canton, MO. Her engines and boilers were removed but most of the main deck cabin remained in place from the aft engine room bulkhead forward. During the 1993 flood the CORAL SEA was washed through a broken levee and floated about a mile and a half through the levee district before sinking with her bow on the main line tracks of the Burlington Northern Railroad. Canton Marine was successful in pumping her out and towing her back out through the levee to the Mississippi. She was moored on the Missouri side of the river at Mile 327.5 and used for tying off barges. Sold to Brown's scrap yard above the Chain of Rocks Canal and cut up for scrap in early 1996.

CORREGIDOR (DPC 601) 244776 180x52x11, 2,000 hp.

Named for the fortress in Manila Bay, Philippines which was lost to the Japanese, 1942.

Built by Jeffersonville Boat & Machine Co. Launched September 7, 1943. Chartered by American Barge Line during the war until October, 1945. Assigned to the Army Corps of Engineers, Memphis District in February, 1946. Whistle from the towboat CHISCA was put on her in 1947. Sold at public sale to Charles Zubik & Sons, Pittsburgh who did not operate her. Sold spring, 1971 to Ayers, Harvey, LA to be converted into a suction, drag dredge. Became the KATHY L. September, 1971. Later acquired by Ponchartrain Dredging who renamed her LACOMBE. Scrapped 1993 or 1994.

GONA (DPC 618) 245246 180x52x11, 2,000 hp.

Named after a battle on the northeast coast of New Guinea in July, 1942.

Built by St. Louis Shipbuilding & Steel Co., St. Louis. Launched on April 4, 1944. Chartered to Globe Oil and towed crude from Baton Rouge to Wood River, IL. Sold to Hennepin Towing, Minneapolis in 1947. In 1948 she acquired a whistle made up of two parts from the dredge MCGREGOR and one part from the dredge FORT GAGE. Her roof bell came from the ferry JULIUS H. WALSH. Purchased by the Mississippi Valley Barge Line in July, 1953. Sold to the Ohio Barge Line September 15, 1955. Decommissioned 1965 and in 1995 still afloat at Louisiana Dock.



October 30, 1958. GONA is upbound with a tow of empties about Newport, Ohio when owned by Ohio Barge Line. Note how the empty barges face up nicely to the DPC's high head; with loads it was a big step down. GONA is believed to be still afloat. Photo by Bill Reed.

The names Buna and Gona, little remembered today, were the Japanese bases on the North Coast of New Guinea from which an attack was launched against Port Moresby in 1942. The Allied forces defeated the Japanese after a two month fight, the first land victory.

GUADALCANAL (DPC 605) 244814 180x52x11, 2,000 hp.

Named for an island in the Solomons where numerous sea and land battles took place between August and November, 1942.

Built by Jeffersonville Boat & Machine Co. Launched on October 5, 1943. Left the yard on January 6, 1944 for the Marietta Manufacturing Co. at Pt. Pleasant, WV where she was completed. The boat was 90% complete when chartered to the Mississippi Valley Barge Line in April, 1944. Sold to American Barge Line in June, 1947. In November, 1951 she towed the C-4 freighter TROY H. BROWNING up the Mississippi and Illinois Rivers. Summer, 1960 she was sold to American Marine Corp. and towed from Jeffersonville, IN to New Orleans for scrapping.

GUAM (DPC 620) 244669 180x52x11, 2,000 hp.

Named for the Pacific Island in the Marianas lost to the Japanese early in 1942.

Built by Marietta Manufacturing Co., Pt. Pleasant, WV. She became the first DPC to be launched, August 17, 1943. Chartered to the Mississippi Valley Barge Line. Sold to Jones & Laughlin Steel Co. in May, 1947 and renamed H. E. LEWIS. Towed KISKA to Pittsburgh in June, 1947, the first time a DPC had been above Marietta. Sold to the American Barge Line in April, 1952 and renamed AMERICA. Ran until 1960 when she was sold to Bauer Dredging and converted into a dredge named BDCO NO. 28. Later scrapped.

THE DPC BOATS: CONTINUED NEXT PAGE -

THE DPC BOATS CONTINUED -

JAVA SEA (DPC 602) 244670 180x52x11, 2,000 hp.

Named after the sea battle which took place in that Dutch East Indies area early in 1942.

Built by Jeffersonville Boat & Machine Co. Launched August 30, 1943. Chartered to the American Barge Line which purchased the boat in 1947. In September, 1951 she towed the C-4 freighter TOM M. GIRDLER from New Orleans to Lockport, IL. Decommissioned in 1959 she was sold to Bauer Dredging and became the dredge JOE PICKERING. Later, owned by Inland Tugs and Memphis Marine. It is thought that the vessel is no longer in service as a dredge and has become a wharfboat.

KISKA (DPC 621) 244671 180x52x11, 2,000 hp.

Named after the Aleutian island occupied by the Japanese in June, 1942.

Built by Marietta Manufacturing Co., Pt. Pleasant, WV. Launched on September 23, 1943. Chartered to Mississippi Valley Barge Line. Sold to Jones & Laughlin Steel Corp. in May, 1947 and renamed W. J. CREIGHTON. American Barge Line purchased her in April, 1952 and renamed her CONSTITUTION. Decommissioned 1960. Sold to B-R Dredging and converted into a dredge named SENATOR RUSSELL B. LONG. Sank in a hurricane in the mid-1960s off the coast of Puerto Madero, Mexico.

KOKODA (DPC 614) 244769 180x52x11, 2,000 hp.

Named after the battle of the Kokoda Trail, New Guinea where the allies stopped the Japanese.

Built by the St. Louis Shipbuilding & Steel Co. and launched November 1, 1943. Chartered to Lake Tankers Corp. Sold to Federal Barge Lines in March, 1947. In the winter of 1947 the KOKODA and the diesel towboat HELENA engaged in an upstream race from New Orleans to St. Louis. The silver trophy, donated by Foster-Wheeler Corp. (boilers) was awarded to the KOKODA and her crew. Placed for sale in 1958 she was decommissioned in 1960 and later scrapped.

LUNGA POINT (DPC 613) 244961 180x52x11, 2,000 hp.

Named for a naval battle in the Solomon Islands in November, 1942.

Built by the Mt. Vernon Bridge Co., Ironton, OH. Launched in May, 1944, one of the last DPCs to be completed. Chartered to the Butcher-Arthur Co. Sold in May, 1947 to the Ore Steamship Co. for a proposed service on the Orinoco River, South America. She was reboilered with Babcock & Willcox steam generators and then

had twin stacks which set her apart from the single stacks on all other DPCs. The South America venture never took place and she was sold in February, 1954 to Ohio Barge Line for service between New Orleans and Pittsburgh. She received the roof bell and whistle from the sternwheel towboat MONONGAHELA when that boat was retired in 1957. According to most of her crew, she was the best of the DPC boats in operation. Retired in 1966 she was sold to a Pittsburgh dentist who planned to convert her into a floating restaurant. This plan died and she was sold to Port Allen Marine Services who removed the engines but left the boilers intact for use in cleaning barges. The barge cleaning operation was later sold to Hall-Buck Marine which was acquired by Trinity Marine in 1995. The LUNGA POINT continues in service with Trinity Marine as of 1996.

MATEUR (DPC 619) 245247 180x52x11, 2,000 hp.

Named after a town in Tunisia which was the site of bitter fighting in December, 1942.

Built by St. Louis Shipbuilding & Steel Co. Launched May, 1944. Chartered by Federal Barge Line. Transferred to the Army Corps of Engineers, Vicksburg District in March, 1947. Worked on the Atchafalaya and Red Rivers in 1970 laying concrete mattresses on the banks. Decommissioned in 1978, the last of the DPCs known to operate. In 1980 sold to East Mississippi Community College, Mayhew, MS and used for offices, classrooms and a dormitory for a deckhand training program while moored on the Tombigbee River, Columbus, MS. Offered for sale in the fall of 1988 and purchased by Jumer Enterprises for use as a restaurant at Rock Island, IL. Renamed EFFIE AFTON and part of Jumer's Boatworks, she continues as a floating restaurant in 1996.

MIDWAY ISLANDS (DPC 612) 244692 180x52x11, 2,000 hp.

Named after the June, 1942 naval battle where the U.S. carriers turned back the Japanese attempt to capture Midway, westernmost atoll in the Midway Islands chain.

Built by the Mt. Vernon Bridge Co., Ironton, OH. Launched October, 1943 and chartered to Ashland Oil & Refining Co. Purchased in June, 1946 by Sohio and renamed OHIO SOUTHERN. In August, 1948 she proceeded above Charleston, WV on the Kanawha River and locked through the Marmet Lock, undoubtedly the only DPC to go that far up that river. Sold to American Barge

THE DPC BOATS: MIDWAY ISLANDS CONTINUED -

Line on February 25, 1949 and renamed H. A. BAYLESS. Towed the Sinclair Oil tanker DANIEL PIERCE from New Orleans to Lockport, IL in May, 1951 and in October, 1951 towed the Great Lakes freighter CHARLES M. WHITE over the same route. Decommissioned in 1959 and sold to Bauer Dredging Co. to be converted into the dredge SENATOR ALLEN J. ELLENDER. Later Scrapped.

MILNE BAY (DPC 609) 244745 180x52x11, 2,000 hp.

Named for the port on the eastern tip of New Guinea, scene of Japanese defeat, August, 1942.

Built by Cargill, Savage, MN and launched October 20, 1943. Towed to Memphis by towboat JAMES W. GOOD where she was completed at the Pidgeon-Thomas Iron Works. Chartered to the Mississippi Valley Barge Line. Sold to Martin Oil Co., Chicago after the war. Sold again in May, 1949 to the American Barge Line who renamed her ALLEN B. WOOD in honor of the company's superintendent of river transportation. She got up the Ohio River to Marietta, OH during the war which was the furthestest point up that stream by any DPC until the GUAM and KISKA went to Pittsburgh in June, 1947. Went up the Illinois River to Lemont, mile 300.5, a DPC record. Decommissioned in 1959, she was bought by Bauer Dredging and converted into the cutterhead dredge DAVE BLACKBURN. When owned by Dean Dredging Corp., cut into a gas pipeline in Tiger Pass near Venice, LA October 23, 1996 and destroyed in the resulting fire.

TENARU RIVER (DPC 611) 244815 180x52x11, 2,000 hp.

Named for the battle at Tenaru River on the island of Guadalcanal in August, 1942.

The only DPC built by Dubuque Boat & Boiler Co., Dubuque, IA and launched on November 12, 1943. Departed Dubuque November 23, 1943 in the tow of the FBL towboat MARK TWAIN bound for Memphis where she was completed at the Army Corps of Engineers yard, West Memphis, AR. Chartered to the Federal Barge Line. Sold to American Barge Line in 1947. Towed the freighter CLIFFS VICTORY from New Orleans to Lockport, IL in April-May, 1951. Also towed the newly built JOHNSTOWN II up the same route in May-June, 1952. Decommissioned in 1960 and sold that summer to American Marine Corp. who towed her to New Orleans for scrapping.

TULAGI (DPC 606) 244816 180x52x11, 2,000 hp.

Named for this island in the Solomons taken from the Japanese in August, 1942.

Built by Jeffersonville Boat & Machine Co. and launched October 16, 1943. When 90% complete, departed for Pt. Pleasant, WV on January 6, 1944 for final completion by Marietta Manufacturing Co. Chartered to Union Barge Line. In October, 1946 she was assigned to the Army Corps of Engineers, Vicksburg District. Decommissioned in 1958. Sold to Oil Transport Co. and later to Chevron Asphalt for use as a pump boat at Cincinnati. Reportedly taken to New Orleans in 1989 and presumably scrapped.

TUNIS (DPC 617) 245367 180x52x11, 2,000 hp.

Named after the World War II battle that took place in Tunisia on the Mediterranean coast of North Africa, 1943.

Built by the St. Louis Shipbuilding & Steel Co. and launched on March 4, 1944. Chartered to Butcher-Arthur. Sold to Ore Steamship Co. in May, 1947 for a proposed service in South America which never materialized. Laid up at Beaumont, TX. Purchased by the Inland Waterways Corp. in November, 1950 with ownership later transferred to Federal Barge Line. Offered for sale in 1958 and decommissioned in 1960. Still listed in 1989 List of Merchant Vessels as owned by Legardeur International. Inquiries to this firm have been returned and TUNIS's current status is unknown.

WAKE ISLAND (DPC 603) 244435 180x52x11, 2,000 hp.

Named after the battle in December, 1941 when 400 U.S. troops defended this island against the Japanese invasion for fourteen days.

Built by Jeffersonville Boat & Machine Co. and launched August 21, 1943. She was the first DPC to go into service and was chartered by Federal Barge Line, John I. Hay Co. and Ashland Oil & Refining Co. during the war. Sold to Federal Barge Line in March, 1947. On May 9, 1953 took part in a maritime parade to celebrate the opening of the eight mile Chain of Rocks Canal above St. Louis, Mississippi River. Offered for sale in 1958. Eventually sold to Brazos Engineering Co. and taken to St. Petersburg, FL. Converted into a dredge and later scrapped.

* * *

One of the joys of the Christmas Season is hearing from the readers of these pages, S&D members old and new. Each year Ye Editor and Madam Secretary receive untold pleasure from the cards and notes which float into our mail box. Thank you one and all.

Woody & Bee



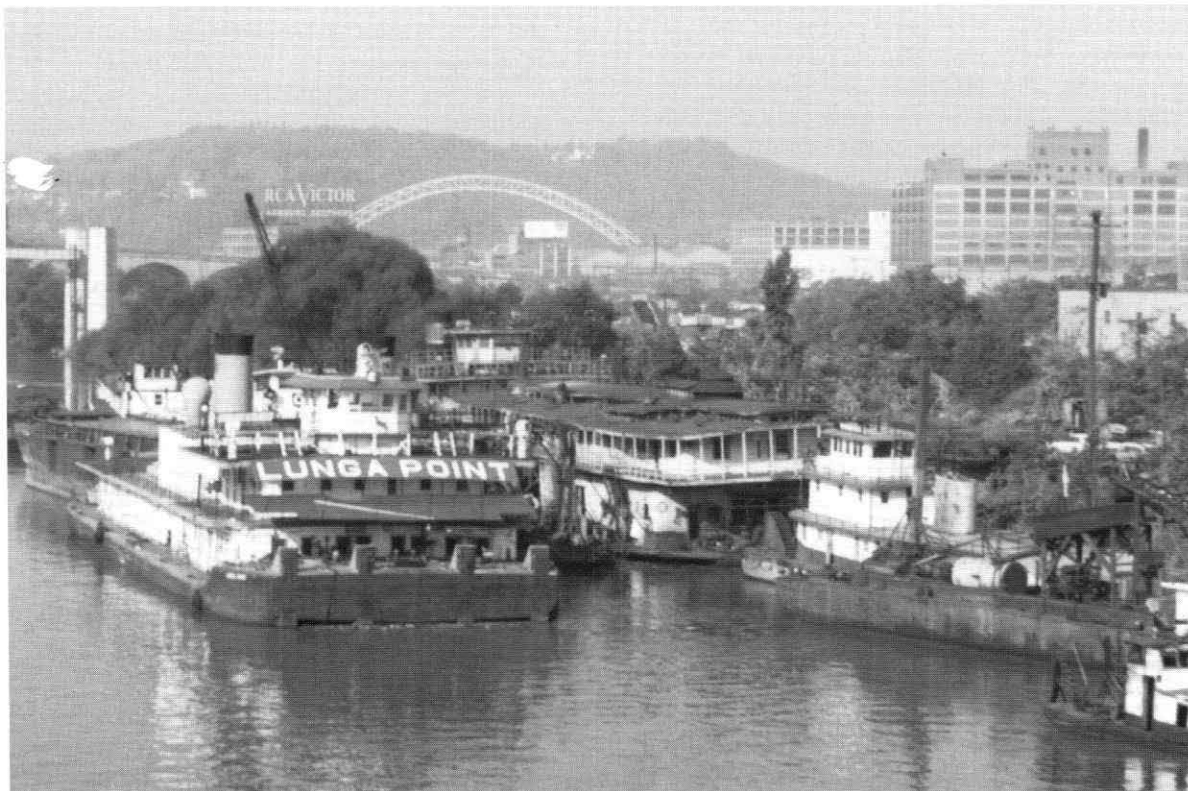
The LUNGA POINT was taken out of service by Ohio Barge Line in 1966 and a year later she was still at Pittsburgh and ready to run. It is fitting that we use these views of the LUNGA POINT resting in the Charles Zubik fleet in the Allegheny River since a number of DPCs rested there before going on to other careers.

Zubik's was a floating museum with a collection of boats strange and wonderful and in various degrees of decrepitude. It was catnip for boat buffs and an anathema to Pittsburgh city planners. DELTA QUEEN passengers were known to spurn tours to the cultural center in favor of a walk over to the Zubik establishment.

This scene taken from the Sixth Street Bridge has changed in thirty years. The arch of the West End Bridge shows in the distance while the pier for The Bridge to Nowhere is just below the fleet with the approach to the Manchester bridge behind.

The LUNGA POINT was the only DPC with twin stacks, resulting from the installation of Babcock & Wilcox steam generators.

Photos by William E. Reed, October 3, 1967.



THE CONCLUDING INSTALLMENT

CAPT. WILLIAM RION HOEL

The Life of a 19th Century Riverman
J. W. Rutter
Part IV

The year 1865 ended with William Hoel out of the U.S. Navy and at his home "Kildere" at Corwin, near Waynesville, Ohio. This was the farm that had been bought by Hoel's father, Edmond Hoel, in 1858 as an investment. It now seems to have become the property of William Hoel while Edmond Hoel continued to live in Cincinnati.

During his leave in February and March of 1865 Hoel had attended to neglected projects at "Kildere", contracted for 500 fence posts and paid \$1,000 on account to Cadwallader & Crane, apparently in connection with the farm. William Hoel also had more personal business while home on leave that spring and his diary mentions a number of social visits with friends around the neighborhood. Most frequently mentioned are stops at the home of the Fultons who evidently lived close to Waynesville.

On the evening of March 9 the gallant captain was at the Fultons and notes, "Had a long and not very satisfactory conversation with A." On Sunday, March 12 he wrote in his diary, "Another one of the very bitter days of my life". Miss Anne Fulton had turned down his proposal of marriage. We can imagine that William Hoel's return to "Kildere" after laying up his last command, the VINDICATOR, without the prospect of the companionship of Miss Fulton was bittersweet.

Hoel's release from the U.S. Navy was effective December 30, 1865 which he acknowledged by letter to Capt. Thornton A. Jenkins, U.S.N., Chief Bureau of Navigation and Office of Detail, Washington on January 23, 1866. Also in January, 1866 the Captain went back to piloting on the ROBERT BURNS (4774) of the Cincinnati & Memphis Packet Co.; made three round-trips in the trade, a total of thirty-eight days, before she laid up in February.

Hoel's next boat was the new sidewheel RUBICON (4866) upon which he took in April, 1866 from Cincinnati to New Orleans and then back to St. Louis. This round took nineteen days and the pay was \$500. (The RUBICON then attempted a trip up the Missouri River to Ft. Benton with Capt. Horace Bixby but low water forced her to turn back at Milk River, just short of Ft. Peck, Montana Territory.)



UNIFORM COAT AND VEST
LT. COMMANDER WILLIAM R. HOEL

W. R. Hoel was honorably discharged as of December 30, 1865 with the highest rank attained by and "Acting Volunteer" officer serving in the U.S. Navy during the Civil War. The uniform is on display at the Ohio River Museum, Marietta, Ohio, gift of Capt. Hoel's granddaughters Mrs. Charles B. Crane and Mrs. Harry H. Long.

In May, Hoel was on the CHAMPION (0923), a small sternwheel boat which had been in U.S. service and then sold to W. H. Harrison. The CHAMPION made an eleven day trip from Cincinnati to Memphis and back to St. Louis with Hoel's pay \$150. In November, 1866 he made a round trip on the ALICE DEAN (0156), Cincinnati-New Orleans-Cincinnati and then continued on her when she came out after the first of the year. She laid up in May, 1867; pay for a total of seven trips was \$1,000. William Hoel was on personal terms with the ALICE DEAN's owner Thompson Dean and his daughter Alice, often visiting aboard when the boat passed his station on the Mississippi during the War.

WILLIAM R. HOEL CONTINUED -

THE QUAKER CITY EXCURSION CRUISE

Early in April, 1867 an exclusive cruise to Europe and the Holy Land was advertised in the New York papers. The sidewheel steamer QUAKER CITY was to be used, a 1,428 ton ship which had been built in 1854 at Philadelphia for the Collins Line, used as a navy transport during the Civil War and sold to private owners in August, 1865. The steamer was owned by Daniel D. Leary, New York, New York in 1867 and he was to be one of the passengers, perhaps to keep an eye on his property.

Organizer of the trip was Capt. Charles C. Duncan who would also act as master during the voyage. The group was to be exclusive, limited to 110 passengers with applicants screened by a "committee". The Rev. Henry Ward Beecher and Gen. W. T. Sherman were hinted to be along, attractions for those climbing the social ladder.

Samuel Clemens signed up for the trip early with the San Francisco Daily Alta California newspaper paying the \$1,250 fare plus expenses. Clemens had been writing letters for the newspaper and by January, 1867 when he arrived in New York he was well established in the West as "Mark Twain". Clemens contracted for fifty of the periodic letters, each a column and a half in length, and he also agreed to write some letters to two of the New York papers. These commitments were to become more of a chore than Clemens anticipated since a number were lost in the mail and had to be rewritten.

The Rev. Beecher later declined to go on the grand excursion to the Holy Land and probably Gen. Sherman had never said that he would. When it became known that the two featured excursionists would not be in the party some forty-five of the Beecher parishioners who had signed up backed out.

The exclusive, limited spaces were slow in filling and for a time it appeared that the QUAKER CITY would not sail after all. Finally, there were seventy-four passengers signed up, William R. Hoel of Cincinnati one of them, and the Grand Excursion was on. The trip was proposed to take five and a half to six months, the schedule to be left loose and subject to change by vote of the passengers.

The QUAKER CITY sailed from New York on June 8, 1867 as advertised but weather conditions kept her in the harbor for another two days. Thereafter, the itinerary called for stops at the Azores, Gibraltar, France, Italy, the Crimea, the Holy Land, Egypt, Spain, etc. and was generally followed. The QUAKER CITY would return to New York on November 19, 1867 after a stop in Bermuda.

The letters Mark Twain sent to the San Francisco Daily Alta California would later appear as the basis for his first book, "The Innocents Abroad". The book was very successful, a typically Twain look at the actions and foibles of American tourists which was not fully appreciated by most of his fellow passengers.

It would have been possible for Hoel and Clemens to have crossed paths while both were piloting in the New Orleans trade before the Civil War but we have no indication that they knew each other before the QUAKER CITY trip of 1867. Nor does it seem from Clemens' notebooks that he found anything of interest in Hoel's personality, life as a pilot or his Civil War heroics to deserve mention. Hoel would have been ten years older than Clemens and had lived through a variety of sobering experiences while Clemens had dodged the Civil War.

Capt. Hoel is mentioned in the journal of passenger Emily Severance, Cleveland as one of thirteen who were toasted aboard the QUAKER CITY during the Independence Day celebration of July 4, 1867 (Journal Letters of Emily A. Severance, The Gates Press, 1938). Clemens makes humorous comment about the number of "captains" aboard the QUAKER CITY and gives nicknames to several but otherwise ignores this group in his book.

The Lebanon (Ohio) Western Star reported on November 28, 1867, "Capt. W. R. Hoel, one of the QUAKER CITY excursionists to the Holy Land, reached the city last night", as reported in the Cincinnati Sunday Commercial. Mark Twain's lampoon of the "grand excursion" in The Innocents Abroad was not taken kindly by perhaps most of his fellow passengers but the book added considerable to his stature as a humorist. The participants in the trip, including W. R. Hoel, were often noted thereafter as, "one of the QUAKER CITY excursionists", even in their obituaries.

The year 1868 again found Capt. Hoel employed on the ALICE DEAN in the Cincinnati-New Orleans trade. Hoel made nine trips before being called back to Cincinnati from New Orleans by the death of his father on May 11, 1868. Hoel ends his last entry in his Personal Account Book covering the work on the ALICE DEAN with the notation, "My last trip steamboating," but that did not prove to be the case.

Capt. Edmond Hoel, 69, had been an invalid for eleven years. He had resided in Cincinnati for most of his life, living at 361 West Seventh Street at the time of his death, and had retired from active steamboating about the time his son William completed his piloting apprenticeship in 1843. Edmond Hoel was still well known in river circles as evidenced by the steamers at the landing

flying flags at half-mast on the day of his funeral. Burial was in Spring Grove Cemetery.

Entries in William Hoel's diary from time-to-time would indicate that his father owned several rental properties in Cincinnati. He also had bought the farm east of Waynesville, Ohio in 1858 as an investment although William Hoel seems to have taken ownership of the farm at some point. We can suppose that the son was busy winding up Edmond Hoel's estate during most of the remainder of 1868.

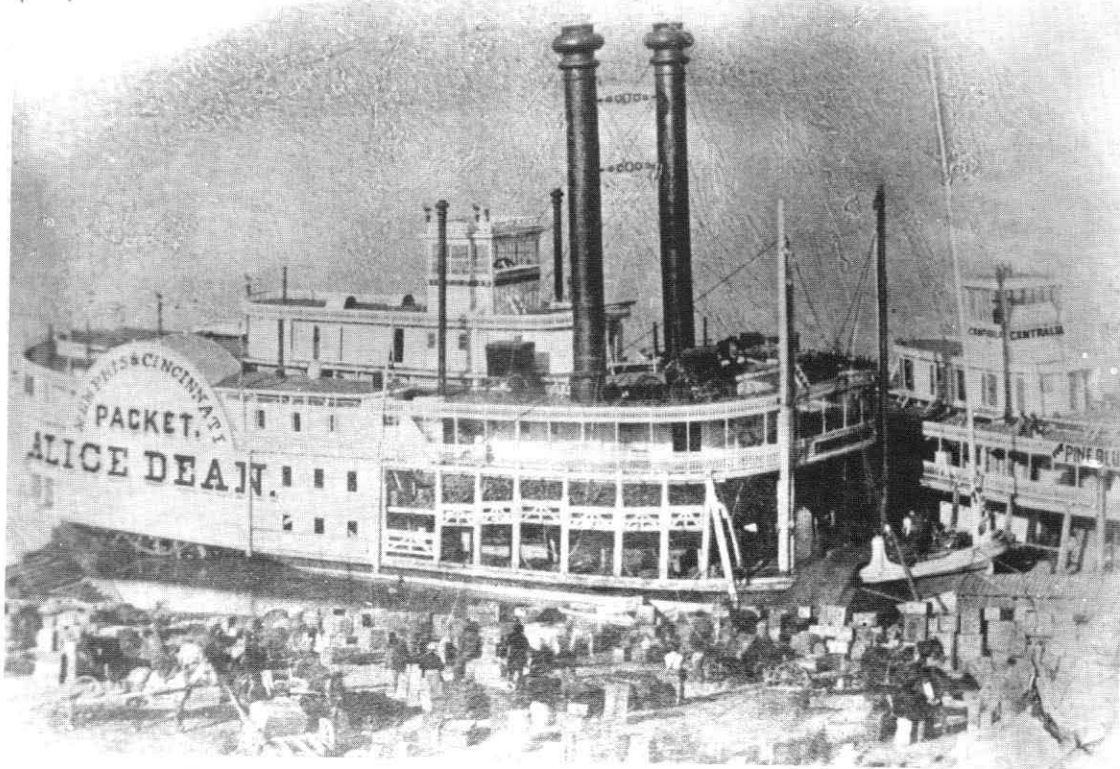
On February 11, 1869 William Hoel married Elizabeth Hunt, the eldest daughter of Dr. Samuel P. and Elizabeth (Thomas) Hunt. Dr. Hunt and family had lived in Morrow, Ohio, southeast of Lebanon, but later relocated to Richmond, Indiana. Miss Hunt was born in Barnesville, Ohio on July 9, 1842 so was eighteen years younger than her husband. Miss Hunt had been living in Sterling, Illinois. After his marriage, William Hoel for a number of years engaged in farming and in improving his estate "Kildere" (sometimes written Kilderi or Kildeer in newspaper accounts) on the hilltop east of Corwin. There were two children from this marriage, Sarah Elizabeth, born December 8, 1869 and Rion, born September 15, 1871.

In 1874 the U.S. Congress had passed legislation providing for two lighthouse districts to install bouys and navigation beacon lights on the Ohio and Mississippi Rivers. By the end of 1875 129 lights had been installed on the Ohio River and an equal number on the Mississippi. On December 1, 1875 William Hoel was appointed master of the lighthouse tender LILY (3471) upon the recommendation of Admiral Charles Davis who had commanded the Western Gunboat Flotilla until September 30, 1862.

The LILY was a sidewheel boat 178x28x4 which had been built at Louisville specifically as a light tender. Hoel assumed command on December 8, taking over from Capt. Owen B. Jolly who had been on the LILY since she came out new in the spring of 1875. Commander Albert Kautz, USN was in charge of the 14th District which at first covered the length of the Ohio River and the Mississippi to below Natchez.

THE LOG OF THE LILY

On December 19 the LILY departed for Evansville, the temperature standing at 24 degrees. The boat operated single crew and she laid up the first night about 12 miles below Madison, Indiana. She was at Louisville at 10 am.



The ALICE DEAN (0156) was in New Orleans when Bill Hoel left her on May 11, 1868, his last commercial steamboating. This second ALICE DEAN replaced the one burned by the Confederates under Gen. John Hunt Morgan in July, 1863. Alongside is the sternwheeler CENTRALIA (0916) built at Wheeling, West Virginia in 1864.

on December 20 and left the foot of the canal at 2 pm. to lay up for the night opposite Mauckport, Indiana. After laying over the night of December 21 at the foot of French Island the LILY was landed at Evansville, Indiana by 8am. She lay at Evansville through the holidays and didn't start her return trip to Cincinnati until 2 pm. on the afternoon of January 4, 1876 with Lt. C. H. Rockwell, Inspector of the 14th District on board.

She was back in Cincinnati at 1 am. on the morning of January 8. At 9 am. on January 9 LILY was underway again, this time running double crew and headed, "for the lower end of the 14th District." To give an idea of the work of the LILY we'll include the detailed log on this trip:

Jan. 9 - Landed at Hunters Bottom to lay by the for night, at dark - 6 pm.

Jan. 10 - Left Madison at 4 pm. and arrived at Louisville at 10 pm. when we passed into the canal.

Jan. 11 - Left the foot of the canal at midnight. 12:20 am. Landed at Falling Run for lantern. 3 am. Landed at Salt River for lantern. 8 am. Landed at Pickenpaws for lantern. 10 am. Landed at Flint Island for lantern. 10:45 am. Landed at Chenaults Reach for lantern. 5 pm. Landed at the foot of French Island and took on board the lanterns on both sides of the river. 6 pm. Landed and took on board the lantern at foot of Three Mile Island. Landed at the head of dam above Evansville & took on board lantern. Landed at Evansville at 9 pm. where we remained all night.

Jan. 12 - Left Evansville at 10 am. Took on board two lanterns at Henderson Island and one at Shawneetown. Took on board 900 bushels coal at Shotwells Mine. Took on board lantern at Tradewater.

Jan. 13 - Passed Smithland at midnight. Landed at Cairo at 7 am. Took on board lantern & paid light keeper at Island No. 10. Took on board lantern & paid light keeper at Tiptonville. Landed and took on board lantern at Mrs. Bass' where we lay by for the night.

Jan. 14 - Left Mrs. Bass' at 1 am. and arrived at Memphis where we landed at 12 M. Left Memphis at 1½ pm. and landed at Bordeaux Islands at 6 pm. where we lay by for the night.

Jan. 15 - Left Bordeaux Islands at 1 am. Landed alongside the steamer MARY BELL at Chicot City at 1 pm. to get some information from her pilots in regard to placing lights. Landed at Leland to lay by for the night at 7 pm.

Jan. 16 - Left Leland Plantation at 3 am. and landed at Vicksburg at 1 pm. where the boilers were cleaned out.

Jan. 17 - Left Vicksburg at 1 am. Passed Natchez at 11 am. and landed at the lower light at Glasscocks Island at 1 pm. where we paid the light keeper and started up the river. Paid light keepers at Avalanche, Ashley, Avenue & Natchez Islands & at dark laid by at Vidalia for the night.

Jan. 18 - Left Vidalia at 5 am. Pulled the steamer JOHN B. MAUDE away from the bank at Connors Landing where she was blown in by the wind. Paid light keepers at Dr. News, Bruinsburg (where we moved the light 1/3 of a mile lower down), Bondurants & Buckridge, the latter place we lay by for the night.

Jan. 19 - Left Buckridge at 5 am. Arrived at Vicksburg at 10 am. & sent the yawl ashore for the mail and steward's stores. Paid light keeper at Island 102 & also at Burleigh, the latter place where we lay all night. The engineer busy repairing the doctor during the night.

Jan. 20 - Left Burleigh at 4 am. Paid light keepers at Island 96 and Bavarian Crossing and McMillans & took on board & discontinued lights from Oakley and Homochitto (the channel having changed to the other side of the river). Paid light keeper at Ashton Lumps and established a new light at F(anny) Bullett's towhead, where we laid by for the night.

Jan. 21 - Left F Bullett's at 5 am. Paid light keepers at Glencoe and Eutaw and Island 76, the latter place lay by at 6:30 for the night.

Jan. 22 - Left Island 76 at 5 am. Paid light keeper at Victoria and landed at Modoc Landing at 6 pm. to lay by for the night.

Jan. 23, 1876 - Left Modoc Landing at 5 am. Paid light keepers at Grants Pass, Island 60, Shoo-Fly, OK, Fox Island, Moons Towhead and De Mumbys (Dr. Greenfields), at the latter place lay by for the night.

Jan. 24 - Left Dr. Greenfields at 6 am. Paid light keepers at Harklerode's, Cow Island, Reeves and Anneslys. Landed at Memphis at 2 pm. where we took on board 1,000 bushels coal at 14 cts. per bu. and cleaned the boilers. Laid at Memphis all night.

Jan. 25 - Left Memphis at 6 am. Paid light keepers at Arthur Wreck, Pacific Place, Fort Pillow, Bulletin Towhead and Plum Point, the latter place lay by for the night at 6 pm.

Jan. 26, 1876 - Left Plum Point at 6 am. Paid light keepers at Fletchers, Johnsons, O'Donnells, Buckners, Hickmans and Linwood Field. Laid by for the night at Mrs. Bass'.

Jan. 27 - Left Mrs. Bass' at 6 am. Paid light keepers at Goah, Stewarts, Marrs, Madrid Bend and James Bayou and landed at 7 pm. at Island No. 4 to lay by for the night.

Jan. 28 - Left No. 4 at 6 am. Landed at Cairo at 8 am. where we took on board 250 bushels coal at 16 cts. per bushel. Paid light keepers at Grand and Little Chains and lay by for the night at Metropolis.

Jan. 29 - Left Metropolis at 6 am. Paid light keepers at Mrs. Piles, Cottonwood Bar and New Liberty and Walkers Bar. Lay by for the night at Cave-in-Rock.

Sunday, Jan. 30, 1876 - Left Cave-in-Rock at 6 am. Paid light keepers at Flinns, Tradewater, Cincinnati Towhead, Shawneetown & Highland Rocks and landed at Mount Vernon at 6 pm. to lay by for the night.

Jan. 31 - Left Mount Vernon at 5 am. Paid light keepers at Henderson Island. Spent two hours trying to pull the steamer ROBT. MITCHELL from off the bank at Dutch Bend. landed at Evansville at 1 pm. Paid light keepers at Evansville, The Dam, 3 Mile Island and Scuffletown - the latter place lay over for the night.

Feb. 1 - Left Scuffletown at 6 am. Paid the 3 light keepers at French Island. Had to come to and land at 2 pm. near Grand View on account of a severe snow storm accompanied with a strong wind which continued all night. Mercury to 10 degrees above zero.

Feb. 2 - Left Grand View at 6 am. Paid light keepers at Lewisport, Anderson Bar, Troy Reach, Hogs Point, Hotts Bar, Chenault's Reach, Oil Creek, Flint Island and Peckenpaw's. Landed at Leavenworth at 9 pm. to lay by for the night. Took 300 bushels of coal at Cannelton at 7 cts. per bu.

Feb. 3 - Left Leavenworth at 5½ am. Paid light keepers at Blue River Island, Mosquito Creek, Salt River and Falling Run. Passed over the falls and landed at Louisville at 3½ pm. where by order of the Inspt. of the Dist. the boat was to remain until further orders. Took on board 400 bushels of coal at 8 cts. per bu. 64 feet under the R.R. Bridge over the falls. Paid pilot \$10.

Feb. 4 - Left Louisville at 6:30 am. Paid light keepers at Grassy Flats, Coopers Bar, Hoagland, Locust Bar, Craigs Bar, Warsaw, Sugar Creek, Big Bone, Gunpowder, Ranty, Rising Sun & Lougherly.

Feb. 5 - Laid by at Medoc Light (& paid keeper) for fog at 2 am. Left Medoc at 6 am. Paid light keeper at Cullums and landed at Cincinnati at 10:30 am. at the city wharf. Discharged the entire engineer department, also the pilot and cooks.

Feb. 6 - Sunday. The vessel laying at the wharf at Cincinnati with drawn fires.

Coal consumption on the LILY is reported as so many bushels purchased here and there along the way, the price dictated by the distance from the mines. The measurement of coal by the bushel was long a common practice on the river as it was for commercial retail. There are 32.1 bushels to the U.S. ton or about 62 pounds to the bushel.

After laying at Cincinnati for four days the LILY began a trip over the upper Ohio end of the 14th District. Hoel does not mention going home to Kildere but it was only a two hour trip over the Little Miami Railroad to Corwin so he undoubtedly did so. The Captain was evidently unhappy with the engineer department he had inherited on the boat and notes hiring F. M. Majors as Acting Engineer, an assistant engineer and two firemen.

The Cincinnati to Pittsburgh log of the LILY is as follows:

Feb. 10 - Left Cincinnati for Pittsburg at 10 am. Mr. Hughes as pilot. Paid light keepers at 4 Mile Bar (3 lights), 9 Mile Bar, Richmond'. Snag Bar, Chilo, Smiths Landing, Augusta Bar & Charleston Bar. Laid by for the night at the latter place at 8 pm.

Feb. 11 - Left Charleston Bar at 6 am. Paid light keepers at Manchester (2 lights), Brush Creek, Quicks Run, Conconneque (2 lights) & Scioto. Landed at 3 pm. at Portsmouth to get a doctor to prescribe for the chambermaid who was very ill. Paid light keeper at Greenup. Landed at Ashland at 10 pm. to lay by for the night. Took on board 1,000 bu. coal at 4 cts. per bu.

Feb. 12 - Left Ashland at 6 am. Paid light keepers at 12 Pole (2 lights), Guyandotte, Green Bottom, Straight's Ripple (2 lights) and 8 Mile Island, the latter place lay by for the night.

Feb. 13 - Sunday. Left 8 Mile Island at 6 am. Paid light keepers at Letart Falls (2 lights), Goose Island, Old Town, Sand Creek, Buffington Island (2 lights), Belleville and Mustapha (2 lights) and landed at Parkersburg at 8 pm. to lay by for the night.

Feb. 14, 1876 - Left Parkersburg at 7 am. Passed under the bridge, the chimneys of the boat nearly touching (58 feet). Paid light keepers at Carpenters (2 lights), Babb & Grape (Islands), Petticoat, Opossum and Fish Creek Island, where we lay by for the night.

Feb. 15 - Left Fish Creek at 5 am. Paid light keepers at Captina (2 lights). Landed at Wheeling at 10 am. to get our mail. Paid light keepers at Browns Island (2 lights) and landed at Mahans (Run) at 4 pm. to lay by for the night and clean out boilers.

Feb. 16 - Left Mahans at 6 am. Paid light keepers at Blacks Island, Bakers Island, Line Island, Georgetown, Phillise Island, Raccoon Bar, Beaver Shoals (2 lights), Lacoeks Bar, Wallory, Baden, Logstown, Deadman, Whites Ripple, Merrimans, Duffs Bar, Horsetail & Brunot Island. Took on board 200 bushels coal at Shippingport at 6½ cts per bu. Landed at Pittsburg at 5:30 pm. Took on board 1,000 bu. coal at 4½ cts per bu.

Feb. 17 - Left Pittsburg at 2 am. bound down the river. Landed at Mahans for a few minutes at 7 am. Landed at Parkersburg to get mail & papers and lay by for the night at 6:30 pm. on Blennerhassett Island. Calm.

Feb. 18 - Left Blennerhassett Island at 6 am. Landed at 6:30 pm. at Portsmouth to lay by for the night.

Feb. 19 - Left Portsmouth at 2 am. and arrived at Ripley at 7 am. where we landed and Commander A. Kautz come on board to go to Cincinnati. Landed at Cincinnati at the city wharf at 1 pm. Discharged the pilot, two deck hands, two firemen, one cook, two boys and the chambermaid. Wind S. West, Calm.

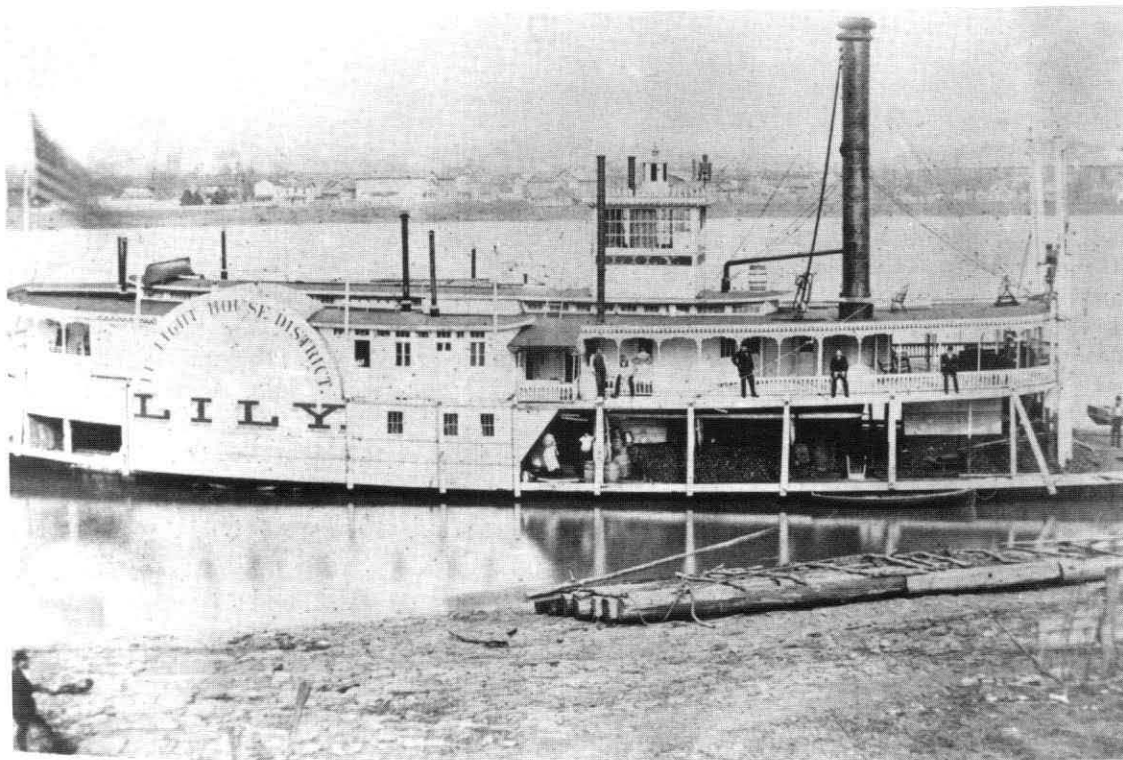
The logs of these two trips proved to be rather typical of the LILY's activities. She went

back and forth over the assigned territory maintaining the lights by delivering "Elaine" coal oil, wicks, glasses or new lights and paying the light keepers. From the twelve hour or longer days, seven days a week it does not seem that the crew had an easy life.

The LILY lay at the Cincinnati wharf from February 19 to March 29, 1876 and then began another trip south, this time as far as Cairo. During the layup, the carpenter had built a room for the captain on the boiler deck and the mate and deck crew painted the boat.

High water threatened to trap the LILY above the Suspension Bridge so Capt. Hoel had her towed below the bridge to the foot of Vine Street on March 25 by the harbor boat CHAMPION NO. 8, (T0371). Commander Kautz, who lived at Ripley, Ohio, came on board with his family for the trip and LILY departed for Cairo at noon on March 29 with Daniel Weaver, who lived near West Franklin, Indiana, serving as pilot.

On this trip we have evidence that perhaps the 14th Lighthouse District was being changed to include only the Ohio River while the 15th District was taking over the lower Mississippi. The LILY spent Sunday, April 2, 1876 at Paducah and then moved down to Cairo on April 3 to await the arrival of the ALICE from St. Louis.



U.S. Light House Steamer LILY (3471) as she looked sometime after July 16, 1878 when she received a three chime whistle. The hinged stacks with Christy Patent Elevators also date the photo (see log). On top of the pilot house is a model lighthouse, insignia of the service; U.S. Engineers' insignia was a castle.

This ALICE (0148), a sidewheel boat built at Madison, Indiana in 1870, 610 tons, was owned by Capt. Joseph Kinney. We find her inspected as a packet at St. Louis in 1873 so she was probably purchased by the U.S. Lighthouse Service from Capt. Kinney in 1874 and used until replaced by the new JOSEPH HENRY (3144) in 1880.

The ALICE arrived at Cairo on the afternoon of April 5 and the two boats conducted whatever business was needed before LILY departed upstream at 8 am., April 6.

The LILY was back at the Cincinnati wharf on April 14 and lay there for a week until departing on April 20 for another trip to the headwaters at Pittsburgh. Barney Given was hired as the trip pilot and the log notes 70 foot clearance under the Newport Bridge. Again, Commander Kautz's family came on board at Ripley to enjoy the spring excursion.

The routine of paying the light keepers, dropping off supplies and moving a light here and there was again followed, the LILY returning to Cincinnati the morning of May 4, 1876. Evidence that Bill Hoel may have been tight with a buck, or at least protective of the public trust, is the fact that the LILY was laid up at the Litherbury Shipyard at Fulton rather than downtown at the public wharf. Wharfage was \$1.50 per day at the public landing but only 50¢ a day at Litherburys. Later we will find the LILY laid up at the Water Works above Eggleston Avenue which was free.

The crew was paid off with the exception of the captain, mate engineer and watchman, according to the log. On June 1, 1876 the carpenter, Mr. Baxter, was put under wages for the purpose of building a new room at the after part of the cabin for the use of the inspectors. Might the accommodations not have been entirely up to the standards of Mrs. Commander Kautz?

On June 15 a crew was again put under wages, steam was raised and the LILY was dropped down to the city wharf and began receiving stores for another trip to Cairo. After taking note that the river had been rising at Pittsburgh (up to 3½ feet on the marks), Hoel decided to take advantage of the water and make another trip upriver. Pittsburgh was reached on June 24 without undue difficulty and the LILY was back at Cincinnati at 1 pm. June 28, this time to tie up at the Little Miami Railroad Depot.

The crew was paid off although the LILY would be leaving in about a week (July 6) for her delayed trip down river to Cairo. Again, a double crew was hired and the boat landed at Cairo at 2½ am. on July 9 to leave again on the return trip at 8 am., hardly enough time for the crew to buy toothpaste and hair oil. LILY was back in Cincinnati at the Little Miami Railroad Depot landing by 5 pm., July 12.

THE PRIVILEGES OF POSITION

There were perquisites for being appointed to the Light House Board. On July 19 a dispatch was received by the Inspector (Kautz) from the Secretary of the Light House Board ordering the LILY to be in readiness to leave in the morning for the purpose of taking Capt. J. L. Davis of the Board to Evansville. The log follows:

July 20 - Shipped a full crew and dropped the boat down to the city wharf. Took 300 bushels coal at 9 cts. per bu. Capt. J. L. Davis, member of the Light House Board, with his wife and daughter, come on board. Left Cincinnati at 12M. Sheidler, deck hand, fell from off the stage on the wheel house while scrubbing and was severely injured by the fall. Caused from rotten rigging.

July 21 - Went into the head of the Canal at 1 am. and left the foot of it at 4 am. Landed alongside the snagboat E. A. WOODRUFF (T0649) for a few minutes at 12M. at the foot of Flint Island. Took 1,200 bushels nut coal at Newburg at 4 cts. per bu. Landed at Evansville at 9½ pm.

July 22 - Capt. J. L. Davis and family went ashore at 6½ am. Got underway immediately afterwards and proceeded up the river. Stopped to see one of the light keepers at the foot of French Island in regard to his salary. Passed Cannelton at 7 pm.

July 23 - Passed Brandenburg at 6½ am. Entered the foot of the Canal at 1 pm. and left Louisville at 5 pm.

July 24 - Landed at Cincinnati at the L. M. RR Depot at 2½ pm. and laid the boat up. Paid off the pilots, two engineers, two deck hands, two firemen, one cook & one boy. The remainder of the crew living aboard.

The LILY would remain cooled down until September 18 when preparations were begun for the next trip to Cairo. During this layup period the boat's deck crew was kept busy scrubbing and painting the boat; finished on September 4 and then set to repairing blocks, rigging, cleaning out the hold, etc. A hand pump was installed in the cook house, a convenience not previously available; at the time, river water was used for both cooking and drinking. The boat and boilers were inspected by the U.S. Inspectors on September 19.

The trip to Cairo and back to Cincinnati took from September 21 until September 29. Hoel seems to have preferred running with a double crew on the LILY and his log records contacting light keepers at all hours, day and night, to pay them and deliver supplies. The fall trip to Pittsburgh in 1876 would include Capt. Kautz and his family plus Mrs. Judge Stanley Matthews & son as passengers so a more leisurely pace was called for.

The LILY left Cincinnati on the morning of October 11 and lay overnight at Ripley. She lay the next night at Portsmouth and then at Green Bottom, Pomeroy (two nights), Captina Island, "the burning well" above Browns Island, Economy and three nights at Pittsburgh. Capt. Hoel got off the boat at Parkersburg and took the B&O RR to Washington, D.C. and then returned to her Pittsburgh on October 22. The same leisurely pace was followed on the trip down river and the LILY didn't get back to Cincinnati until October 27.

Another trip down to Cairo was made early in November, 1876 and then the LILY laid up at the Cincinnati Water Works on November 15.

The crew of the LILY as taken from the log book was as follows: Captain, Mate, Engineers - two (chief and striker), Pilot, Tinner, Carpenter, Steward, Cook, Chambermaid, Watchman, Deckhands - four, Firemen - two, Cabin boys - four; total 21. Two extra engineers were hired for running night and day and an additional pilot and sometimes an assistant cook was also carried.

FIGHTING THE ICE

The weather turned cold on December 8, 1876 and the LILY was not in a good position at her (free) mooring at the Cincinnati Water Works which at that time was located about four blocks up-river from Eggleston Ave. On December 9 steam was raised and the boat moved up to the Litherbury Shipyard, Hoel judging it to be a safe harbor for ice. The log of the ice period:

December 10, 1876 (Sunday) - Laying at Cincinnati with drawn fires. River full of floating ice.

December 18 - Laying at Cin. with drawn fires. At 3 am. ice stopped running, it having gorged at the Southern R. Road bridge, backing the water up so as to raise the river 5 ft. & causing it to freeze over from shore to shore by daylight. Mercury at 8 above zero.

December 19 - The boat frozen in solid.

December 20 - The crew engaged during the day cutting the ice around the boat.

December 21 - Laying at Cincinnati with drawn fires. Crew engaged cutting the ice from around the boat.

December 22 - engaged an extra man to help cut the ice. Mercury at 12M. at 45 above zero.

December 23 - Crew engaged cutting the ice around the boat and cutting a clear channel outside the boat. Mercury at 12M. at 18 above zero.

December 24 (Sunday) - Crew not engaged upon any special duty.

December 25 - Crew engaged keeping the ice clear of the boat.

December 26 - Crew engaged cutting a channel through the ice outside the boat.

December 27 - Crew engaged cutting ice from around the boat. Mercury at sunrise 18 above zero.

December 28 - Crew engaged keeping the ice clear from the boat. Carpenter engaged placing braces against the sides of the boat in the hold so as to strengthen the hull against the ice when the gorge breaks up.

December 29 - Snowing hard all day. Mercury 20 above zero at sunrise.

December 30 - Mercury 14 above zero at sunrise.

December 31 (Sunday) - Mercury at sunrise at 12 below zero.

January 1, 1877 - On account of the severe cold, freezing the water almost as fast as the ice was cut from around the boat, ceased cutting it. Mercury 12 above zero at sunrise.

January 2 - Mercury 4 below zero at midnight.

January 3 - Mercury at 4 above zero at sunrise. Took on one cord of wood for the cook house.

January 4 - Mercury at zero at sunrise. Taking on coal from the coal boats laying 200 yds. below the LILY by hauling up on a sled upon the ice.

January 5 - Mercury at 8 above zero at sunrise. Finished coaling having taken 300 bu. at 9 cts. per bu.

January 6 - Mercury at 22 above zero at sunrise. Crew busy cutting the ice from around the boat.

January 7 (Sunday) - Raining from 7 until 9 pm. Mercury at 38 above zero at sunrise. Crew busy cutting ice from around the boat as there was a probability of the gorge moving. Turned cold during the night & freezing hard.

January 8 - Mercury at 12 above zero at sunrise. Crew engaged cutting the ice away from the boat.

January 9 - Mercury 16 below zero at sunrise. Snowing hard through the night.

January 10 - Mercury 16 above zero at sunrise. Crew engaged shoveling the snow off the boat and cutting the ice around her.

January 11 - Mercury 30 above zero at sunrise. Thawing all day and commenced raining in the pm. Crew engaged cutting the ice away from the boat. Got steam up on the boat in the pm. & moved her wheels to see that they were all clear preparatory to the moving of the gorge. The river rose 5 ft. today.

January 12 - Raining in the am. Steam up on the boat & crew busy cutting the ice from around the boat. River rose about 4 ft. up to

dark and still raising. The gorge broke at 15 minutes to 11 pm. but the ice stopped running in 20 minutes having again gorged against the piers of the Newport RR bridge.

January 13 - The river raising all day having risen in all about 5 ft. Laying with low fires, ready to move with the gorge if necessary. The ice commenced moving at 11:40 pm.

January 14 (Sunday) - The ice very heavy. At midnight a great many coal boats, barges & passing along in the ice. Several coal boats & barges sunk by the ice immediately below the boat. The ice stopped running at 5 am. having gorged about a mile above when it broke at 11 am. and continued running all day very heavy, keeping the crew busy sparring the boat off the shore - the ice coming against every few minutes & shoving her out - but, fortunately, no serious damage. At dark the ice commenced thinning out.

January 15 - The ice still running but not near so heavy and the river raising.

January 16 - River raising and the ice still running until about dark when it commenced disappearing, having about run out.

January 17 - River raising very fast and a great deal of drift running. Ceased keeping up steam and let the fires go out.

STEAMBOAT MAINTENANCE

It is easy today to look at photographs of those wooden steamboats like the LILY and admire their beauty of line and marvel over the modest cost of construction. But the maintenance required to keep those limber wooden beauties in good condition is easy to overlook. Perhaps the fact that a carpenter was always an important member of the crew is an indication that a steamboat required more than an occasional coat of paint. The LILY had come out new in the spring of 1875 yet during the summer layup in July, 1877 we find rather extensive but routine repairs underway following a trip to Cairo.

July 4, 1877 - Landed at the Water Works at Cincinnati at 2 am. Discharged the pilots, three deck hands, two firemen, one cook, one boy and chambermaid and laid the boat up.

July 5 - The crew remaining on board washing & scrubbing the boat.

July 6 - While lowering the old chimneys - for the purpose of putting up new ones - the top of one of them fell off & broke through the hurricane deck.

July 7 - Crew scrubbing the boat. The chimney builder repairing the break in the hurricane deck done by the falling chimney.

July 8 (Sunday) - Crew not engaged upon any duty.



COX'S RIPPLE LIGHT, MILE 72.5, OHIO RIVER

The light at this location was established by the LILY on June 19, 1877 but this photo was taken some time later. Cox's Ripple was a broad shoal place and the channel came toward the light to avoid a bar on the West Virginia side. A light at Beech Bottom was set this same morning. Cox's Ripple Light still exists.

 July 10 - Carpenter engaged caulking the main deck. Engineer taking down the fire wall. Steward & boys scrubbing boat.

July 23 - Carpenter caulking the deck, steward & boys scrubbing the paint work in the cabin. The mate painting. Engineer engaged upon the new chimneys.

July 24 - The new chimneys in position and working well with Christy's patent lowering apparatus.

During the summer layup in 1878 the overhaul and repair was even more extensive, to wit:

July 3, 1878 - Left Levanna (below Ripley, Ohio) at 1:20 am. Landed at Cincinnati at 4:30 am. at city wharf & went up to Litherburys yard at 2 pm. Discharged the pilots, three engineers, three deckhands, one boy, one cook & laid the boat up. Painter, the watchman, resigned - promoted John Nelson, deckhand, to the position. Took on board 222 ft. dressed oak lumber & 122 ft. poplar lumber.

July 4 - Boat laid up. Crew not engaged upon any duty.

July 5 - Scrubbing boat - inside & out - preparatory to painting. Carpenter engaged upon the material for putting up a new pair of wheels, the present ones from long service getting much worn & rickety. Engineer repairing engines.

July 6 - Boat laid up. Scrubbing boat, repairing engines &c. Painting the chimneys, escape pipes &c.

July 7 (Sunday) - Crew not engaged upon any duty.

July 8 - Painting the chimneys. Scrubbing the boat &c. Received on board 11 wooden acorns for tops of derricks & ensign staff.

July 9 - Scrubbing boat. Scaling the boilers.

July 10 - Baxter, the carpenter, resigned on account of sickness, not being able to work. Shipped C. Litherbury to fill his place. Scaling the boilers.

July 11 - Shipped on another deck hand. Received 10 gals. white paint for the purpose of painting the inside of the cabin. Carpenter engaged upon the wheels, rebuilding them.

July 12 - Scrubbing the boat. Carpenter engaged upon the wheels.

July 13 - Scrubbing the boat. Carpenter engaged upon the boat.

July 14 (Sunday) - Crew not engaged upon any duty.

July 15 - Two painters at work upon the inside of the cabin. Received on board 100 gals. cream color paint (for the outside of the

boat) also 6 paint brushes, 5 gals. gloss paint & 5 gals. turpentine. Two painters at work upon the outside of the boat. Chambermaid engaged washing up the boat's linnen(sic), blankets &c.

July 16 - The painters all at work. Workmen engaged putting up new whistles, the old one not being of sufficient volume, being composed of only one whistle, adding three new ones. Carpenter engaged upon the wheels. Chambermaid washing the boat's linnen, blankets &c.

July 17 - Painters all engaged painting boat. Carpenter engaged upon the wheels. Mate scrubbing boat. Chambermaid washing boat's linnen, blankets &c. Took on board 90 ft. hickory lumber.

July 18 - Painters all engaged painting the boat. Workmen putting up the new chime of whistles. Took on board 120 ft. dressed oak lumber.

July 19 - Finished the whistles. Painters all engaged painting boat. Carpenters engaged upon the wheels.

July 20 - Painters engaged painting boat. Carpenter engaged upon the wheels. Discharged Bayless, deckhand.

July 21 (Sunday) - Crew not engaged upon any duty.

July 22 - Painters all engaged painting boat. Carpenter engaged upon the wheels. Discharged, Peters, deckhand for drunkenness.

July 23 - Painters all engaged painting boat. Carpenter at work upon the wheels. Took on board 5 gals. turpentine, 2 gals paint & 5 lbs. yellow for use of painters.

July 24 - Shipped a new deckhand & set him to painting boat with the painters. Carpenter at work upon the wheels. Took on board 42 ft. walnut, 42 ft. ash, 121 ft. poplar lumber.

July 25 - Painters all at work painting boat. Carpenter at work upon the wheels.

July 26 - Painters all at work. Carpenter at work upon the wheels.

July 27 - Painters all at work. Carpenter at work upon the wheels.

July 28 (Sunday) - Crew not engaged upon any duty.

July 29 - Painters at work. Mate scrubbing the hull. Carpenter at work upon the wheels. Took on board 2 gals. red lead, 1 gal varnish, 5 gals roof paint, 5 gals stone color, 2 gals. glass green, 3 lbs. color, 2 paint brushes. Engineer cementing the floor under the boilers.

July 30 - Painters all at work. Carpenter at work upon the wheels. The name & legend. "U.S. Beacon Light Tender" painted upon the

wheel houses. Took on board 5 gals white paint, 1 gal. black paint.

July 31 - Painters all at work. Carpenter finished putting up the new wheels.

The work of Capt. Hoel and his crew found favor with river interests, illustrated by the report given to the Cincinnati Board of Trade by William Henry Davis following a trip to Cairo and return aboard the LILY, June 10-17, 1878. Mr. Davis, Chairman of Committee on River Navigation, was accompanied on this trip by Messrs. Hartwell and Heidelberg, probably members of the Board of Trade also.

An extract of Mr. Davis' report follows:

"It is surprising that so many people living upon the Ohio River are not aware that there are any beacon lights upon it. Should it be stated - few inquire what they are - they satisfy themselves in the belief that the river is lighted as a road is lighted - to see the way. Really, the lights are placed as marks and guides for the pilots to navigate at shoal or difficult points. Heretofore, they have had to depend upon hills, hollows or openings to guide at night and oftentimes there was liability of a mistake.

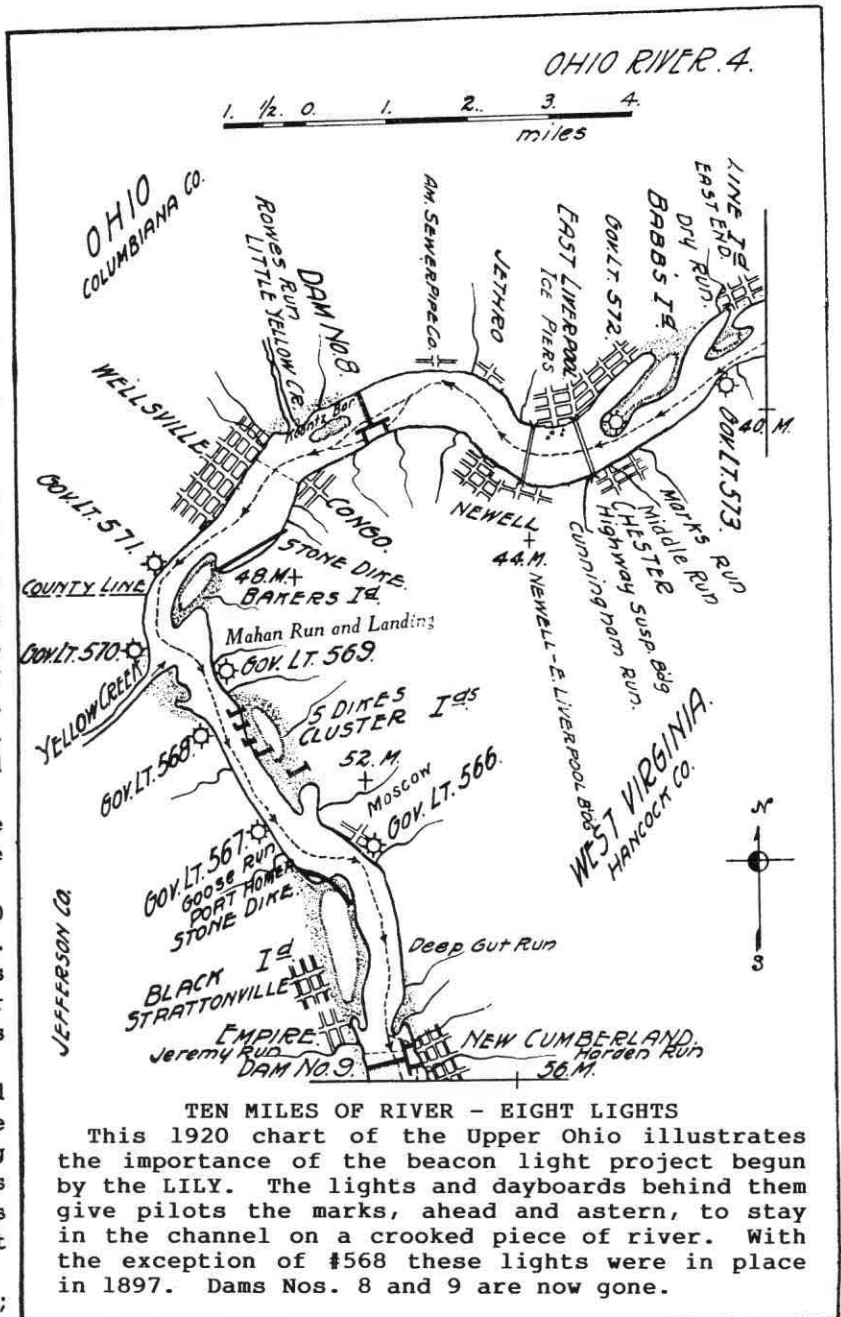
Even in the daytime, the posts upon which the lights are placed, being painted red, are of some service.

The Ohio River from Pittsburg to Cairo, 950 miles, is the Fourteenth Light-House District. There are now 240 lights in it. The first lights were placed December 12, 1874, less than four years ago. That year there were 86 lights established.

At the beginning, all light-keepers were paid \$15 per month. Now, the pay is regulated by the distance the light is from the keeper, varying from \$3 to \$15 per month. There are four lights kept without charge. By this change, 240 lights are maintained at no greater cost than 121 cost under the former pay.

The first lanterns procured cost \$7.50 each; those now in use cost ninety cents and are more satisfactory than the old ones. A lantern at this cost, lighted with coal-oil, burning from sunset to sunrise, and hung on a red post from ten to fifteen feet high upon which is placed a board about eight inches square painted white as a reflector is the simple arrangement of a river beacon light.

The Government has the side-wheel steamer LILY, 170 feet in length, as a light-house tender. She is a model of order, system and neatness under the charge, as is the District, of Commander Albert Kautz, United States Navy, and Captain W. R. Hoel, two gentlemen having the interests of the river at heart, guided by long experience and always ready to promote suggestions from river men by their courtesy and urbanity.



The light-house steamer makes four trips each way during the year and more when circumstances require; or it may be stated there are quarterly inspections at which time light-keepers are paid and lanterns and supplies furnished. Also, lights are newly located when the course of the river may have changed.

Besides this, the officers are constantly in communication with pilots who note the changes in the river make suggestions if more lights are required. The pilots are provided with postal cards to give information if any light keepers are derelict in their duties so the Inspector is constantly informed. All this service has been performed the past year at a cost to the Government of \$44,000, which includes keeping

the steamer LILY, pay of officers and crew, running the boat and all supplies for it and the lights."

In three years as master of the LILY Capt. Hoel had seemingly run an efficient service which was recognized by river interests. The cost of \$44,000 for all costs for establishing and maintaining the 240 beacon lights had to be a bargain even in 1878.

WILLIAM HOEL'S TRAGIC END

From all accounts, the marriage of William Hoel and Elizabeth Hunt was not completely harmonious throughout. Beginning in 1876 the captain was off on the LILY for weeks at a time although it was his custom to commute to "Kildere" whenever the boat was laid up in Cincinnati. The son Rion, born in 1871, was deaf and was educated at the Ohio School for the Deaf in Columbus which undoubtedly caused stress for the parents.

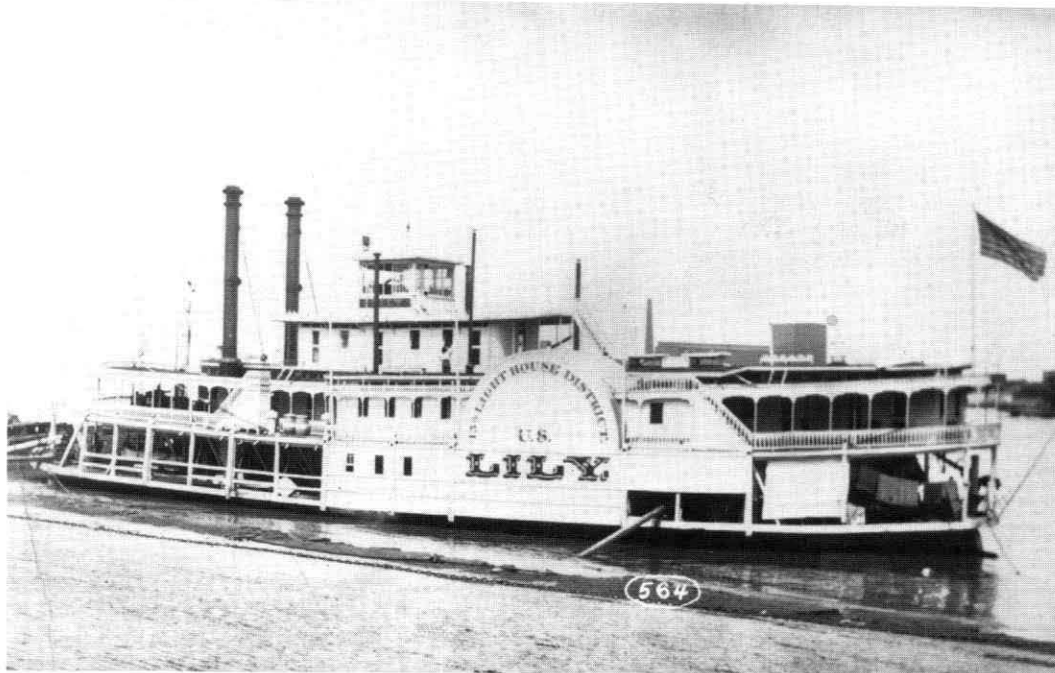
Bill Hoel was judged by some to have an excitable temperament and his wife claimed that he ran the household under a rather strict regime. Friends had noticed a change in outlook after the birth of son Rion and some commented that in later years he seemed morose at times although still invariably courteous.

The Hoel family physician in 1879 was Dr. J. B. Hough who had moved to Waynesville from Bridgeville, Ohio (Hamilton County) where he had

practiced in 1870-74. Hough was a graduate of Michigan University, Ann Arbor and was a professor of chemistry at Miami Medical College, Cincinnati in 1879. He was described as a large man, about six feet three in height and weighing well over 200 pounds, a rather rough individual in manner who was called "Jake" by many who knew him.

Neighbors for some months had noticed Dr. Hough's frequent visits to "Kildere" to treat Elizabeth Hoel's reported "chronic complaint". Sometimes the doctor visited twice a day or stayed up to six hours when Hoel was away on the LILY. Evidently Bill Hoel was not unaware of the comings and goings of Dr. Hough at "Kildere" and friends would later say that the relationship between the Captain and his wife had been obviously strained for two years past.

The LILY was laid up at Cincinnati after completing a quarterly trip to Cairo in the spring of 1879. The Captain visited his boat on May 21, 1879 and reportedly oiled up his Navy revolver and fired a few rounds from the guard of the LILY that Wednesday afternoon. Before leaving on the Little Miami Railroad for Corwin and his home on Thursday, Hoel left copy for a telegram with a friend, to be sent to him at Corwin on that same evening. Hoel was about to take drastic action against Dr. Hough to put an end to his overly attentive services.



A LATER VIEW OF LILY

Readers will probably recall that the centerfold of our December, 1994 (Vol. 32, No. 4) was a John Stobart print of LILY at Cincinnati. She was damaged by fire on September 20, 1884 and when rebuilt had a Texas as shown here at the St. Louis landing. One would wonder if those public spirited commissioners had thoughts of family trips when the boat was rebuilt. Surely not.



"KILDERE" - HOME OF W. R. HOEL

The hilltop home east of Corwin, Ohio was owned by Capt. Hoel for about twenty years. The photo was taken in October, 1959 and the house had been little changed since the Captain's death in 1879. The front door opens into the parlor with the window of Capt. Hoel's bedroom to the left. The bath or wash house, likely once a summer kitchen, stands to the left with its connecting covered walkway leading to the diningroom.

The telegram sent from Cincinnati Thursday evening directed Capt. Hoel to return to the LILY at once and was signed with Commander Kautz's name. Hoel met Dr. Hough on the street in Waynesville that evening after picking up the bogus instructions, paid the doctor's bill to date and also let him know that he was going back to Cincinnati on the early train (4 am.) Friday. Hoel didn't intend to catch the early train to Cincinnati the next morning but rather he was interested in catching Dr. Hough.

After leaving to catch the 4 am. train Hoel then hid in the wash house which was off the side and connected to the house by a covered walkway. Between eight and nine o'clock Dr. Hough arrived at "Kildere" and stopped at the hired hand's house to pick up some medicine he had left there. He was then observed going into the main house with Mrs. Hoel.

Elinore Allen, an eighteen year old maid in the household, met Capt. Hoel in the dining room (much to her surprise) about 9 am. He asked her to come into his bedroom, which adjoined the front parlor; several gimlet holes had been bored through the connecting door and Elinore was

asked her to take a look-see. According to Miss Allen's later testimony, the scene in the front parlor was much friendlier than decorous for the usual doctor-and-patient relationship.

Hoel said, "I've seen enough!" as he threw the door open and pointed the Navy revolver in the direction of the couple sharing a chair. Dr. Hough yelled, "My God! Don't shoot!" at about the same time as the pistol discharged. The shot missed, perhaps because of Hoel's aim being distracted by Mrs. Hoel's sudden departure toward the stairway. Then the revolver in Hoel's hand missed-fired twice and Dr. Hough was on his knees pleading for mercy as the irate husband, grasping the revolver by the barrel, beat him handily over the head.

Miss Allen was standing in the doorway and later said: "There was a struggle. I tried to part them and succeeded once in turning the Captain half way 'round. When Capt. Hoel turned to me and said, 'Nora, I am shot!' I said, 'Are you?' and then ran away thoroughly frightened." Miss Allen further stated that when the Captain had said "Nora, I'm shot!" there was no pistol in his hand. But, the revolver had again

discharged and the ball passed through the heart of Capt. William R. Hoel, age 55.

The tragedy at "Kildere" was front page news in the Cincinnati Commercial of May 24, 1879. The headlines screamed: "FATAL BULLET; ANOTHER SCANDAL IN WARREN COUNTY; TRAGIC DEATH OF CAPTAIN W. R. HOEL WHILE TRYING TO KILL HIS FAMILY PHYSICIAN and WHAT A DOMESTIC SAW THROUGH A KEYHOLE." A coroner's inquest was conducted by Squire Mannington, Waynesville but the proceeding would be largely unsatisfactory to William Hoel's friends in the town. Squire Mannington had never conducted a coroner's inquest but then neither had the Warren County Coroner himself.

Dr. Turner had performed a postmortem on the body and stated that it would have been impossible, from the course of the bullet from right to left, for the death wound to have been self-inflicted. He noted two severe blows on the forehead which produced contusions and the hands were lacerated as if the gun had been forcibly pulled from Capt. Hoel before the fatal shot was fired. The gun was found on the floor near the victim's hand with the breech end toward him.

The testimony of Dr. Hough did not match that of the hired man nor of the maid regarding the events of that Friday morning. Squire (Justice) Mannington again examined Elinore Allen (sometimes reported as Eleanore) under oath on August 10 at which time she reiterated her account of the shooting in more detail. We did not find a copy of the Squire's final conclusions to his inquest in the newspapers and a fire in the Waynesville village hall some years later seems to have destroyed most early records.

Dr. Hough stuck to his first story that he did not struggle when attacked but just tried to

fend off blows from the gun wielding Captain and it had discharged while still in his assailant's hand. There could be no doubt, however, as to Bill Hoel's intentions for there was a second pistol in his back pocket and he also carried a Bowie knife. Articles concerning the unsatisfactory investigation of the sad events at "Kildere" on the morning of May 23 were found in the Cincinnati Commercial as late as September 17, 1879.

W. R. Hoel was buried in Spring Grove Cemetery, Cincinnati with services conducted by the Rev. C. L. Pinder. The Captain's will gave Mrs. Hoel only "the share provided by state law" of his estate. The "Kildere" farm went to the son, Rion Hoel, upon reaching his majority and Walter Dilatush was appointed guardian of the estate of the minor children. Mrs. Hoel continued to live at "Kildere" and was still there in 1903, apparently never having remarried.

The U.S. Navy has remembered Acting Volunteer Commander Hoel by naming two destroyers for him. DD-533 was built at Bethlehem Steel Shipbuilding Co., San Francisco with Mrs. Charles B. Crane, Capt. Hoel's granddaughter, as sponsor. Commissioned in 1943 she was sunk in the Battle of Leyte Gulf, October 25, 1944 with a loss of 187 men. DDG-13 was built at Bay City, Michigan and launched in August, 1960 under the sponsorship of Mrs. Harry H. Long, another of W. R. Hoel's granddaughters. DDG-13 was decommissioned on October 1, 1990.

To the Inland Rivers Library, Dorothy Frye and Larry Walker of Cincinnati and to Bob Lauro, Patterson, NY go the editor's thanks for assistance in researching the colorful life of Capt. William Rion Hoel, riverman.

* * *

FRED WAY WRITES TO GORDON C. GREENE

Str. General Pershing
November 4th, 1921

In pawing through through a few mementoes which the late Fred Way had seen fit to save for some reason, we came across an envelope post-marked November 8, 1921 with the return address of Greene Line Steamers, Foot of Sycamore Street, Cincinnati. It was addressed to Frederick Way, Jr., Clerk, Str. General Pershing, Wheeling, West Va. (PERSHING running Pittsburgh-Charleston.)

The badly yellowed sheet of paper gives an interesting glimpse of how business was conducted in those far away days. Fred used a typewriter (the Liberty Line was a first class outfit) while Gordon Greene saved time and paper by replying on the same sheet using a nib pen.

Capt. Greene,
Dear Sir:

We understand that you cut your Kanawha River rate on hay and straw some time ago from \$6.00 a ton to \$4.00 a ton. As we are expecting inquiries for rates on hay in the near future, we would be much obliged to you if you would send us a note confirming or discrediting this story.

With best regards to yourself and Mrs. Greene and to Chris and Tom,

Yours very truly,
/s/ Frederick Way, Jr.

Cincinnati, Nov. 8, 1921
Frederick Way, Jr.,
Dear Sir,

In reply to your letter of Nov. 4 we have only been charging \$4.00 on hay in Kanawha for some time; think we made that rate before the Liberty went in the Gallipolis & Charleston trade.

Resp -
/s/ Gordon C. Greene

THIS AND THAT

WESTERN RIVERS STEAMBOAT CYCLOPOEDIUM

Alan Bates, author of The Western Rivers Cyclopoedium, announces that the publishing rights have been sold by John Shedd of Hustle Press to The Steamship Historical Society of America (SSHA). This very informative book on steamboat architecture and practices has been in print since 1968 and will be continued by the new publisher.

Persons interested in purchasing copies of the Steamboat Cyclopoedium may contact: STEAMSHIP HISTORICAL SOCIETY OF AMERICA, H. C. Hall Building, Suite 4, 300 Ray Drive, Providence, RI 02906. Retail book dealers may still have copies of the book in stock, price about \$16.

* * *

STEAMBOAT EXCAVATION ATTEMPTED

The sidewheel packet TWILIGHT (5472) was snagged and lost on the Missouri River near Napoleon, Missouri on September 10, 1865. She was supposedly loaded with a number of cases of whisky and other adult beverages which inspired recovery efforts in 1874 and 1895. Reportedly, these efforts were largely unsuccessful and now the TWILIGHT is again the object of a search. Gene Smith and Gary Sisk think they have located the remains of the boat under fifty feet of Ray County real estate and an effort is being made to duplicate the successful excavation of the ARABIA several years ago.

It is speculated that as many as 450 boats were lost on the Missouri between 1819 and 1895. Modern-day salvors must offer 50% of any artifacts recovered to a museum at market value while retraining the remainder to offset expenses, etc. It is estimated that the TWILIGHT project will cost \$700,000 for the 360x229x50 foot excavation plus additional amounts to operate the pumping system to lower the water table.

We thank Sonie Liebler for the information and look forward to hearing of the final results.

* * *

ST. LOUIS MERCANTILE LIBRARY CHANGES

After celebrating its 150th anniversary the St. Louis Mercantile Library Association has decided to leave their downtown location and affiliate with the University of Missouri-St. Louis. The Library houses the John W. Barriger, III railroad collection and the Herman T. Pott inland river collection which includes the records and memorabilia of the late Ruth Ferris and Tom Kenny, long members of S&D.

The Mercantile Library has been a private library such as were common in many cities in the 19th century. Presently, the Library has about 1,250 members and owns its building in St. Louis. Affiliation with the University of Missouri system will promote utilization by the public of the Mercantile's unique collections. The Mercantile Library staff will be retained with five additional people when the move is made to the UM-St. Louis campus sometime in 1998.

The J. Mack Gamble Fund of S&D is currently funding the microfilming of The Waterways Journal, 1925-1992. This project has been completed through year 1937 and the microfilm will be available at the Inland Rivers Library, Cincinnati.

* * *

DELTA QUEEN ANNIVERSARY

The Delta Queen Steamboat Company is pulling out the stops in marking the 50th anniversary of the DELTA QUEEN's arrival on the Mississippi River System, Sunday, May 18, 1947. This milestone is highlighted in the 1997/1998 cruise schedule brochure and in an attractive booklet mailed later. S&D Vice President Jerry Sutphin has been commissioned by the company to produce a video biography of the DELTA QUEEN to mark the anniversary.

The July 29, 1997 Anniversary Cruise from New Orleans will include members of Tom and Letha Greene's family, some of the 1947 "first trip" crew members and one who served aboard the QUEEN when she was a U.S. Navy ferry. The six night trip ends at Memphis with the second leg from Memphis to St. Louis, four nights.

New for 1997 will be the DELTA QUEEN's first trip up the Kanawha River to Charleston from Cincinnati (June 5-13). See your travel agent!

* * *

BECKY THATCHER/SPIRIT OF SACRAMENTO

These columns in the September, 1996 issue reported the attempt to move the diesel excursion boat BECKY THATCHER from the Ohio River to Sacramento, California. If successful, it would be a reverse of the DELTA QUEEN trip in 1947.

As of early January, SPIRIT OF SACRAMENTO languished in a shipyard at Panama City, Florida. She was supposed to undergo some modifications before attempting the Gulf of Mexico but, alas, hull work seems to be necessary and there is a question of responsibility. The flinty-eyed insurers suggest the boat be moved by sea-going barge rather than under her own power.

Dave Massie provides the update; stay tuned.

* * *

- S&D CHAPTERS -
OHIO - KANAWHA CHAPTER

There was a good turnout for the O-K Chapter meeting on the afternoon of November 10 at Pt. Pleasant, West Virginia. Fall had arrived, however, and several reported driving through heavy snow squalls on the way to the meeting. But the weather has to be severe before Engineer Stone calls off the quarterly meeting.

About thirty people were on hand with a welcome number of fresh faces among them. One of those whom we hadn't met was Bob Langdon of Huntington who came with Jack Hamlin, both long termers with the Ohio River Co.

Captain Bert Shearer, elected in absentia at the June meeting, called the group to order at 2pm. Bert joked about being railroaded (again) before turning the meeting over to Charles Henry Stone.

Capt. Stone called attention to two who were missed: Jim Wallen, Huntington and Lew Faudree who had recently made their last landings. Jim was remembered for his lifetime of writing about the river and reporting the doings of the O-K Chapter; Lew had been the well known Chief Engineer on the towboats O. F. SHEARER and the SAM CRAIG.

In preparation for the entertainment, a video tour of the Trent Waterway, Ontario, Canada, Charlie laid out a brief geography lesson. With the aid of maps, pictures and a long pointer Professor Stone outlined a trip by cabin cruiser taken by S&D members Tom and Kay Metzler of Greenwood, Indiana and producers of the video. Originating at Port Clinton, Ohio the Wetzlers went down Lake Erie, through the Welland Canal and across Lake Ontario to enter the Trent-Severn Waterway east of Toronto at Trenton, across Ontario into Lake Huron and thence back to Port Clinton.

The Trent-Severn Waterway was built around the turn of the century and winds for some 230 miles from Bay of Quinte on the south to Georgian Bay on the north. The canal for a number of years had considerable commercial traffic but today is used mainly by pleasure boats and is maintained by Parks Canada. The Trent-Severn has three engineering curiosities of interest, those being two hydraulic lift locks and a marine railway (instead of locks).

The Metzler video had excellent coverage of locking through the hydraulic lift lock at Peterborough and of their boat going over the marine railway at the Georgian Bay terminus. The lift lock was completed in 1904, has two lock chambers 140'x33'x7' and a 65 foot lift. Two hydraulic pistons are interconnected and support the lock chambers, the descending chamber filled just a

little higher than the rising one. The design was intended to provide faster locking than with fixed lock structures and seems to do the job very well with a bit of excitement thrown in.

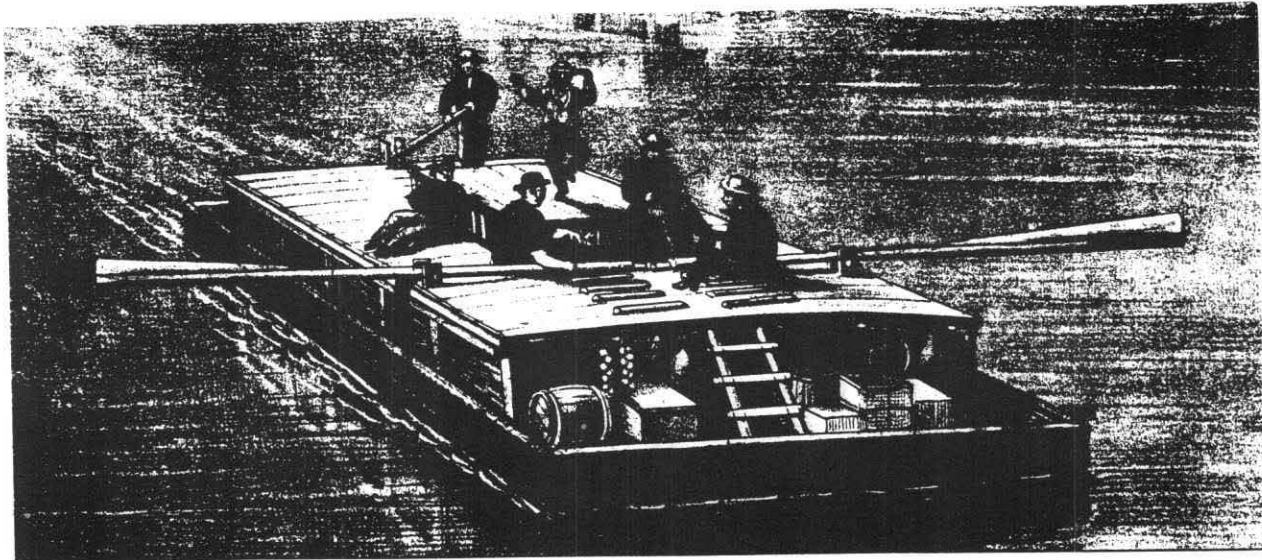
The marine railway operation is like a moving dry dock holding four or more typical cabin cruisers per trip. Ingenious arrangement of double tracks and two sets of wheels at each corner of the carriage keep it level as it travels uphill from the end of the canal and then downhill into the lake. The Trent-Severn Waterway is different from anything on our rivers and the Metzlers video provided a good look at it.

Refreshments were on hand and many tarried to visit after the program. Next meeting of the Ohio Kanawha Chapter will be the second Sunday in March, 1997.

* * *



A beaming Charles Henry Stone holds a detailed model of his namesake boat, the CAPT. CHARLES H. STONE. The 38 inch model by George McClintock, Jr., Pt. Pleasant capped a surprise party hosted by Capt. and Mrs. Robert Bosworth in honor of Charles and Jean Stone on December 20, 1996. Some fifty friends were on hand at the Holiday Inn, Gallipolis, Ohio for the party. When the detailed model was unveiled it is reported that public speaker Charlie stammered, "What can I say; Thank you!"



PROBABLY NOT UNLIKE THE THOMAS MEANS STORE BOAT OF 1827
From a Currier & Ives Print

AN OHIO RIVER STORE BOAT July, 1827 - March, 1828

We are indebted to Joe and Peggy Dury, Sewickley, PA for the loan of a small, 3½ by 6½ inch notebook kept by the owner of a store boat in 1827-1828. The book is in very good condition, the writing clear and readable for its 170 years and it provides a fascinating look at the store boat trade and the navigation thereof.

Store boats were common on the rivers until well into the present century. They floated with the current and brought necessities and occasional luxuries to the villages and farms which were off the beaten path. Some store boats were like a floating general store while others specialized in glass or dishware, farm produce such as apples, potatoes, beans, pork, flour, etc. Jesse Hughes writes about a floating cooper shop operated by his father Evan Hughes in the 1890s which moved from village to orchard making barrels to order.

These boats were no more than flatboats with a roof built over to house the products and provide quarters for the owner and the two or three deckhands. Power was mainly the current of the river helped by a steering oar

and two sweeps on the sides, sometimes with an assist by a favorable breeze and a simple, square sail. Built by small boatyards or by the proprietor himself such flatboats ranged in size from twenty to one hundred feet in length and from twelve to twenty feet in width, depending upon the intended purpose. At first, the boats were usually sold for the lumber they contained after the goods had been sold but in later years the well built store boat was towed back north for another season.

These craft were cheap to build and served the purpose of moving non-perishable freight for long after the steamboat ruled the rivers. Leland Baldwin in his study, "The Keelboat Age on Western Waters" states that the years 1846-1847 saw the peak in the number of flatboats on the Western Rivers, taking cargo from the upper Ohio and Mississippi to the south and often all the way to New Orleans.

The notebook log featured here is inscribed, "Journal by Thomas Means on Board a Store Boat down the Ohio River". The trip begins at Steubenville, Ohio and we wish we knew more about Thomas Means. There was a

James Means in Steubenville at the time who was a prominent citizen, owning the Means Foundry, had an interest in several flour mills, steamboats, etc. and was later president of the Steubenville & Indiana Railroad which later became the Panhandle Division, PRR. This Thomas is thought to have been a nephew of James Means, Sr.; his father, also Thomas, having been born in County Tyrone, Ireland and died in Steubenville May 19, 1847. There was a Thomas Means, married to Jane Fogg, whose will was probated May 2, 1856 and another Thomas with a widow named Elizabeth whose will was probated February 7, 1859. Perhaps the obituary for the three Thomas Means would provide more clues about the writer of the store boat log, a hint we drop to Steubenville readers inclined to look.

We have found Mr. Means' assistant on the store boat, Mr. A. Conn. He was probably Alexander Conn whom the 1830 census shows as living in Steubenville. He was later a merchant in Steubenville, born in Pennsylvania and died in Steubenville, Ohio on August 6, 1876, age 72.

The log is transcribed as written including the spelling and perhaps that for some town names was even correct in 1827. Punctuation has been added only where necessary for clarity. The notes after an entry are offered by way of background or identification and Zadok Cramer's, "The Navigator", 1811 edition or Samuel Cummings, "The Western Pilot, 1847" are used as references.

THOMAS MEANS' JOURNAL

July 23, 1827 - Left Steubenville in company with A. Conn - Landed at Wellsburgh same day - Put in the evening and landed at Warren.

Steubenville, Ohio to Wellsburg, Virginia was about seven miles; Warren(ton), Ohio was seven miles farther, located just above Indian Short Creek

July 24 - Put out in the morning & landed at Wheeling - lay until 26th instant.

The National Road from Cumberland, Maryland reached Wheeling in 1818 and it soon became a preferred route for people and goods moving west. In 1831 Wheeling was designated a U.S. Port of Entry.

July 26 - Put out from Wheeling in the morning. Landed at Little Grave Creek.

Little Grave Creek is the upper end of present Moundsville, WV, 11 miles below Wheeling.

July 28 - Put out from Grave Creek. Landed at B. Lockwoods on the Oh side. Esquire Coleman lives one mile from Lockwoods; Macbeth, a blacksmith, ½ mile.

Put out from Lockwoods. Landed at Mr. Fish's at the head of Captina Island.

Lockwood's Landing is about a quarter mile above Pipe Creek, the narrowest place on the Ohio River; modern maps show Lostwood Run nearby, probably a corruption of Lockwood.

August 3, 1827 - Put out from Fish's. Landed at Captina Creek where a Mr. Smith keeps a tavern.

Captina Island is six miles below Grave Creek and Captina Creek, present Powhatan Point, OH, two miles farther.

August 8 - Put out. Landed at Charles Wells's.

August 9 - Put out in the morning. Landed at Fishing Creek in the evening.

August 11 - Put out from Fishing Creek. Landed at foot of Payton Island. Sold goods amount \$25.

There was a community called Martinsville at Fishing Creek. Today's Paden Island was also identified as Peyton and Peden in the early days.

August 15 - Put out from Paytons Island. Landed at Sistersville the same evening.

August 16 - Put out from Sistersville. Landed at Grandview Island same evening.

August 17 - Put from Grandview. Landed at P. Wells inst. Lay until 21st inst.

August 21 - Put out Landed at Par's on the Oh side.

Suspect that the correct spelling is Parr; family members are buried in the New Matamoras Cemetery.

August 23 - Put out from Pars. Landed at the foot of Grape and Bat Island in the Pm at Mr. Bailey's.

August 24 - Put out from Bailey's. Landed same evening at Newport Settlement.

August 25 - Put out from Newport Settlement. Landed same evening at Mr. Bell's Tavern.

August 26 - Put out from Mr. Bell's Tavern. Landed at Mr. Barker's in Oh, one mile below Third Brother.

The 1827 and 1831 voter rolls for Newport Twp., Washington Co. list several Bells, one being Samuel Bell; he died October 8, 1844, age 74, and is buried in the Barker Cemetery. Bells Run joins the Ohio opposite the Lower (Third) Brother Island. Joseph Barker arrived in Newport Twp. in 1815 and his house still stands at the the lower end of the Willow Island Lock & Dam property.

August 28 - Landed at Marietta.

August 30 - Put out from Marietta. Landed at Mr. Cole's at the head of James Island.

James Island is today called Neale's or Neal Island, about eight miles below Marietta.

August 31 - Put out in the morning. Landed, same day at Parkersburgh.

September 1, 1827 - Put out from Parkersburgh. Landed same day at Belpre Settlement, Oh.

September 4 - Put out from Belpre. Landed same day at Little Hockhocking. Squire Curtis lives at this place.

Horace Curtis was born August 7, 1793 in the Belpre Garrison opposite the foot of Blennerhassett Island. He ran a keelboat for six years then located in Little Hockhocking in 1820 and ran a general store; opened the first post office in 1824 and served as postmaster for 30 years. The Curtis general store was operated by the Curtis family until about 1910. His house and first store and post office building still stands overlooking the Ohio at Little Hocking, Ohio and is now the home of Herbert L. Roush.

September 8 - Put out from Hocking. Landed at Newberry Settlement same day at Squire Guthries.

Jesse Hughes' 1897 map shows Guthries Landing opposite Meldahl Landing, just above Newberry Island.

September 9 - Put out from Guthries. Landed at Big Hockhocking same day.

September 12 - Put out from Hockhocking. Landed at Belleville same day.

September 15 - Put (out). Landed at Coleman's below Belville Island.

September 16 - Put out from Colemans. Landed three miles down on the Oh side.

September 18 - Landed at the head of Buffington Island.

September 19 - Put out from Buffington. Landed same day at the foot of Buffington.

September 22 - Put (out). Ran past sand bar, struck a rock, broke about \$5 worth of Queens ware. Landed at Selas on the Oh side.

The Western Pilot, 1847 on running Buffington: "This island lies close to the right shore below a right hand point; in low water, the channel is in the middle, between the island on the right and a dam on the left. Keep near to the island at its foot to avoid a hard break or rock, on the right opposite; then cross out past its foot to avoid a bar on the right below."

September 23 - Put out. Landed at P. Bowmans. There is a man of the name of J. Bush who lives near this place; he is a keen man.

September 24 - Put out from Bowmans. Landed at Worths on the Va shore. Sold goods to the amount of \$3.00.

September 25 - Put out from Worths. Landed at Misses Chases' in Oh.

September 26 - Put out, ran past George Island; got a man of the name of Artemus Johns on to assist us. Landed at Big Mill Creek same day.

September 29 - Put out in the morning. Landed at Letart Settlement, 2 miles above the falls.

The "Letart Settlement" mentioned would seem to be about present-day Apple Grove, Ohio. Letart Falls was a steep rapids which ran about two miles in the vicinity of Upper and Lower Letart Islands. Until the completion of Dam 24 a short distance below Racine, Ohio in 1919 the falls were one of the swift places, often caused the packets to "lay a line" to pull up through.

October 1, 1827 - Put out in the morning. Landed at Judge Burnside above the falls. Lay until 2nd. Got a man of the name of James Powel to pilot us over the falls. Landed at Harpoles, a merchant, below the falls on the Oh side.

The Navigator, 1811: "Channel past No. 44 (Upper Letart) is near the right shore, thence steer for the head of No. 45 (Lower Letart), keeping it to the left; thence keep one third over from the right shore until you pass the rapids, leaving the big rocks to the right. Two miles below Letart's rapids is a sand bar on the right shore and some snags below the bar. A squire Sears lives at the rapids on the left bank and has a mill on the right shore; from hence the river winds to the right."

There was a Job Powell living in Letart Township at the time. The merchant was Adam Harpold, born 1790 who came to Letart in 1812 and established a dry goods and grocery store. He died in October, 1869

October 3 - Put out from Harpoles. Landed on the Va shore, 1 mile down. Sold goods to a man by the name of Weaver amount \$20.

Put out from Weavers in the evening. Landed at the Rock of Antiquity same evening.

October 4 - Put out from the Rock of Antiquity in the morning. Landed at Graham Station. Lay there until 10th inst. Sold goods amount \$100. Peter Laislance, a French man, lives at this place; a popular man.

The store boat actually lay at Graham's Station until October 15, 1827. Graham's Station was a pioneer outpost on the Virginia side across from Racine and dating from the Indian troubles of the 1790s. The Western Pilot, 1847 labels Racine as Graham's Station, on the Ohio shore, apparently in error. The Frenchman was Peter Lallance who had married the daughter of Jacob Roush of Graham's Station, VA. Peter Lallance, his widowed mother and his sister had arrived in Marietta about 1788 from Paris, France.

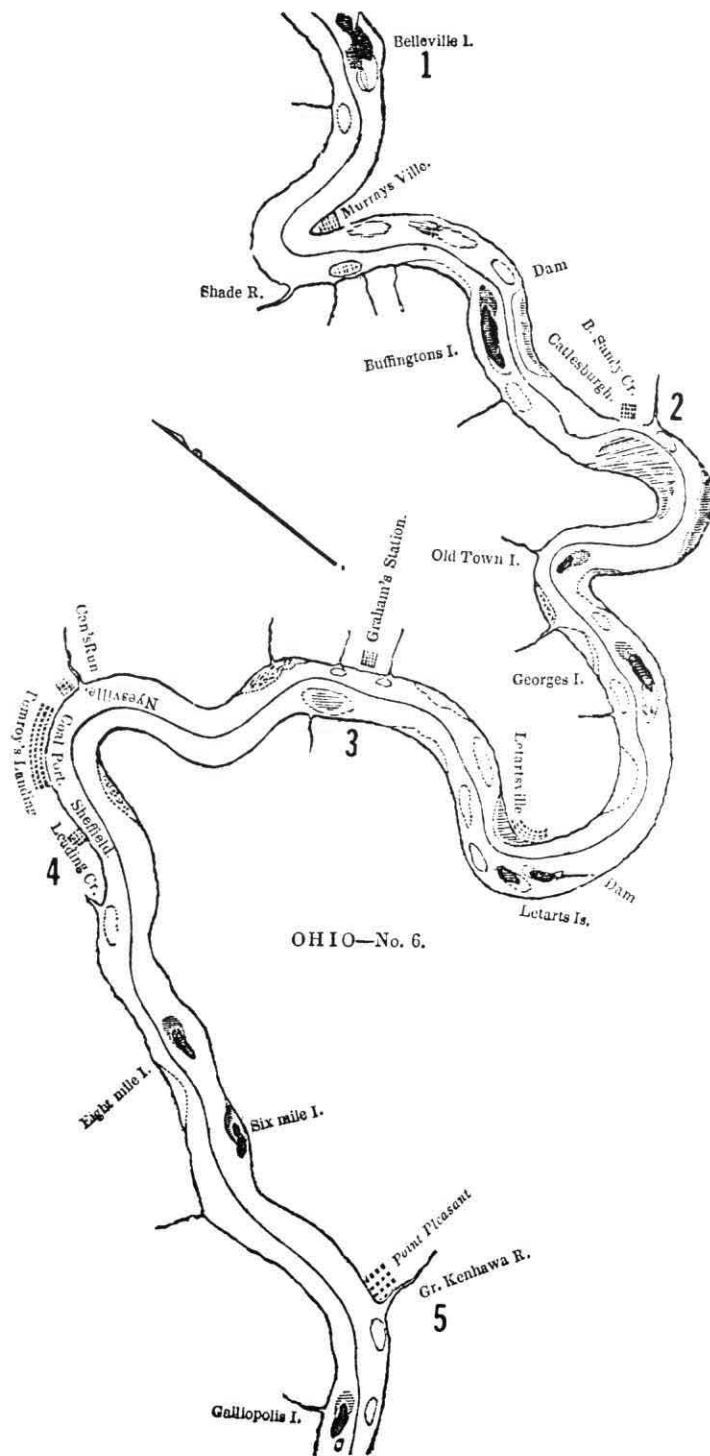
October 15 - Put out from Graham's Station. Landed at Leading Creek; Mr. Nye lives at the mouth of this creek.

October 16 - Put out. Landed above Eight mile Island; got a man by the name of P. Peck to pilot us past this island.

October 19 - Landed at Point Pleasant in the morning. Sold the lanterns to a merchant by the name of Capehart. Put out. Landed at Gallipolis same day.

October 26 - Put out from Gallipolis. Landed at Robt. Haraford's, 15 miles below on the Va side.

"James Hairford's Ldg." is shown on Jesse Hughes' 1897 chart at this location.



Here's a page from, THE WESTERN PILOT - 1847, no mileage scale nor are the bends, islands and creeks located in true relationship. Some of Thomas Means' caution in trying to run his boat through tight channels without the aid of a local pilot was well justified.

- (1) Location of Belleville Lock and Dam.
- (2) Catletsburgh, Virginia is present Ravenswood, WV.
- (3) Graham's Station was on opposite side of the river but Racine may have existed at this location.
- (4) Sheffield is today Middleport, Ohio.
- (5) "Kanawha" River had several spellings over time.

Samuel Cummings was shown as the compiler of The Western Pilot but the 1847 edition was revised by Capt. Charles Ross and John Klinefelter and published by George Conclin, Cincinnati.

October 27 - Put out from Haraford's. Landed about one mile below on the Oh side at Christy's. He is an ordinary drunken and has a bitch for his wife; it would be well for all boatmen to guard against stopping at this place.

October 31 - Landed at Big Guyandot in the evening.

November 1, 1827 - Put out from Guyandot. Landed at Burlington same day.

November 2 - Put out from Burlington. Landed at the mouth of Big Sandy at the town of Catletsburgh.

Dr. J. S. Habord lives in Guyandot - Bormedions lives at Big Sandy.

November 4 - Put out from Catletsburgh. Landed 10 miles below on the Oh side.

True spelling is Catlettsburg.

November 5 - Put out in the morning, landed at Power's in Ky.

November 6 - Put out from Power's in the morning. Landed at Portsmouth 8th inst.

November 10 - Put out from Portsmouth. Landed about 15 miles below on the Oh side.

November 11 - Put out in the morning. Landed at Vanceburgh same day.

November 13 - Put out from Vanceburgh. Landed at Renady's Bottom.

Believe this is Ransom's Bottom, about 5-6 miles below Vanceburg and opposite Rome, Ohio.

November 14 - Put out in the morning. Landed at the mouth of Sycamore Creek. There is a man of the name of Hevenson lives at this place.

November 17 - Put out from Sycamore Creek. Landed at Manchester, lay one hour, landed at Maysville same day.

November 19 - Put out from Maysville. Landed at Ripley same day.

November 21 - Put out from Ripley in the evening. Landed at Lavana same day.

Lavana was the spelling of Levanna, Ohio, two miles below Ripley and at the time almost as important, later the site of a busy boatyard.

November 22 - Put out from Lavana. Landed at Augusta same day.

November 23 - Put out from Augusta. Landed at Mechanicksburgh same day.

This place now Chilo, Ohio, seven miles below Augusta.

November 24 - Put out from Mechanicksburgh Landed at Moscow same day.

November 25 - Put out from Moscow. Landed at Palestine same day.

(New) Palestine, Ohio is four miles below New Richmond.

November 26 - Put out from Palestine. Landed at Cincinnati same day.

In 1811, 16 years earlier, Cincinnati is described as: "Handsomely situated on a first and second bank of the Ohio opposite Licking river. It is a flourishing town, has a rich level and well settled country around it. It contains about 400 dwellings, an elegant court house, jail, 3 market houses, a land office, 2 printing offices issuing weekly gazettes, 30 mercantile stores . . ."

November 29 - Put out from Cincinnati. Landed at Garrison 2nd Dec., ½ mile above Big Miami.

Suspect writer meant Harrison. One has to wonder where the store boat was for the two days intervening; distance about 15 miles.

December 3, 1827 - Put out from Garrison. Landed at Lawrenceburg same day. Lay 3 hours, put out, landed at Petersburg in Ky.

December 4 - Put out from Petersburg. Landed at Aurora same day. Sold goods to a merchant by the name of Conwell about \$40.

December 5 - Put out from Aurora. Landed at Belview (Ky) same day.

December 6 - Put out from Belview. Had a dndd hard scrape in attempting to land at Rising Sun. Failed in the attempt, did not land. Landed at Smiths in Ky. Put out from Smiths. Landed at Fredericksburg.

Fredericksburg is Warsaw, KY.

December 8 - Put out from Fredericksburg. Landed at Vevay same day.

December 14 - Put out from Vevay, landed at Port William same day.

Port William is Carrollton, KY.

December 24 - Put out from Port William. Landed Milton same day.

January 1, 1828 - Put out from Milton. Landed at Louisville same day.

Milton, KY to Louisville is about 45 miles so the current must have been pretty lively. The landing place at Louisville was the mouth of Bear Grass Creek which in modern times has been redirected by the Corps of Engineers to well above its original outlet. After passing a bar extending out from the Kentucky shore The Navigator,

1847 directs, ". if you mean to land at Bear Grass creek, you must pull over for the left shore, so as to prevent your being drawn into one or the other of the schutes over the Rapids."

January 3 - Put out from Louisville. Landed at Rome 4th inst.

Rome, IN is 97 miles below Louisville. Too bad the writer didn't describe going over the falls; since he didn't, perhaps high water gave smooth sailing. The Louisville & Portland Canal around the Falls of the Ohio opened in December, 1830.

January 7 - Put out from Rome. Landed at Tobins in Indiana, oposite the mouth of Clover.

This is opposite Cloverport, KY, about a 12 miles run.

January 11 - Put out in the evening. Landed 3 miles below at Adams wood yard, Indiana.

January 14 - Put out from Adams'. Landed 8 miles down at Cavenders wood yard.

January 18 - Put out from Cavenders. Landed in the mouth of Anderson same day.

Anderson Creek is at Troy, IN, four miles below Tell City.

January 21 - Put out from Anderson. Landed Squire Barley's in Indiana same day, 5 miles below Anderson.

January 22 - Put out from Squire Barley's. Landed in the mouth of Blackford Creek same day.

Mr. Edwards lives at the mouth of this creek.

Blackford Creek is opposite the village of Grandview, Indiana.

January 29 - Put out from Blackford. Landed at Rockport same day.

January 31 - Put out from Rockport. Landed at Judge Snyders same day (Indiana).

February 3, 1828 - Put out from Snyders. Landed at Owensborough, Ky same day.

February 5 - Put out from Owensborough. Landed at Walters in Indiana at the foot of French Island. Sold goods to Walters, amount \$40.

February 8 - Put out from Walters. Landed five miles down at Widow Hugue's in Ky.

February 10 - Put out from Widow Hugue's. Landed 1½ miles below at John Harrisons, H(ender)son County, Ky.

February 12 - Put out from Harrisons. Landed at Sprinkleburgh, 3 miles below in Indiana same day.

This would seem to be present Newburg, Indiana.

February .15 - Put out from Sprinkleburgh. Landed at Hills in Ky same day, 3 miles down.

February 16 - Put out from Hills. Landed McCleans same day in ky.

February 18 - Put out from McCleans. Landed at Evansville same day. Stormy.

February 19 - Put out from Evansville. Landed at Henderson same day. Stormy.

February 23 - Put out from Henderson. Landed 12 miles below in Ky same day at head of Diamond Island.

February 25 - Put out from the head of Diamond Island. Landed at Mt. Vernon same day.

P.S. Adams meeting held at this place. Jacksonites met and knocked their meeting into a cocked hat.

The Western Pilot, 1847:
"Diamond Island is a large

island in the middle of the river. The channel is to the right of it and near the main shore from the head to the foot, you then make quite a long crossing into the left hand bend below, keep close in this bend for about one mile to a false point on the left, then make a long crossing, so that you will be within two hundred yards of the shore bar on your right, then turn gradually off, to the left and ware in to the Island just above its foot; this island is called Straight Island, it lays close in to the left shore and just above the left hand point above Mount Vernon. Keep down the left shore two hundred and fifty yards, below its foot, then cross over in to the right shore at the lower end of the timber or upper end of the clearing of Mt. Vernon."

Who ever said piloting was easy? 1828 was an election year and Andrew Jackson was running against John Quincy Adams, hence the excitement in Mt. Vernon.

March 8, 1828 - put out from Mt. Vernon. Landed same day at Gratehouses Landing, 8 miles down in Indiana.

March 10 - Put out from Gratehouses Landing. Landed at Rawley same day.

Raleigh Landing, KY, 3-4 miles above Shawneetown, IL.

March 11 - Put out from Rawley. Landed at Shawnee Town same day.

March 16 - Put out from Shawnee Town. Landed at Fords Ferry, 19 miles down in Ky, Livingston County, Salem seat of justice.

Fords Ferry is at the mouth of Crooked Creek, just below old Lock & Dam 50 and three miles up river from Cave In Rock. This is now Crittenden County.

March 24 - Took boarding with Mr. Ford and am to pay him \$2 per week for boarding and washing and \$3 per month for the rent of store room.

I gave A. Conn a note on S. Hartel for \$7 for collection and A. Conn gave me 9 papers and ague powder at 75cts per paper.

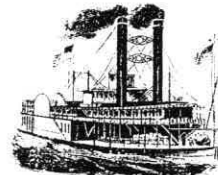
A. Conn had his boarding at Mr. Ford's from 24th March to the 28th.

The log ends here with several later pages filled with notations about various sales and settlement of accounts. The items involved in the sales include sugar, coffee, fish hooks, brandy, remnants of calico and cotton duck cloth, combs, shoes, etc. Mr. Ford evidently took some goods in payment for rent with sugar credited at 9¢ per pound and coffee at 18¢; brandy was 12½¢. Evidently, the main stock of the store boat constituted a floating general store including a little hardware.

The last date is April 12, 1828 when a customer paid for a bottle of brandy. James Hughes, a customer, is noted as living three miles below Fords Ferry. The last note on the last page:

John L. Schon lives in Wagoners Bottom (a drunken man of good education.)

If you are intrigued by this account of the storeboat trade and the navigation of such boats you might want to read, "The Adventures of T. C. Collins - Boatman, Twenty-four Years on the Western Waters, 1849-1873." Collins lived at Little Hocking, Ohio and the book is edited and published by Herbert L. Roush who lives there. It is available from the gift shop at Campus Martius Museum, 601 Second Street, Marietta, OH 45750.



CINCINNATI LIBRARY GROWS BIGGER AND BETTER INLAND RIVERS LIBRARY, TOO

Ohio's First Lady, Janet Voinovich, cut the ribbon on the new addition to the Main Library in Cincinnati on January 15, 1997. The proceedings were held on the second floor of the old (1982) library addition and some 300 guests were on hand for the show. Completion of the library expansion project was certainly worthy of the First Lady's time and her remarks before she chopped the ribbon to admit the hoi polloi were well received.

The Cincinnati Library has a proud history which was briefly covered by the President of the Board of Trustees, Charles Lindberg. It is the oldest public library west of the Alleghenies dating to 1853, the busiest library in Ohio, second largest in the U.S. (Queens, New York is larger), is first in circulation per population. The Public library of Cincinnati and Hamilton County now has 41 branches in addition to the Main Library.

The 1955 building at the corner of Eighth and Vine Streets replaced an 1871 building at 629 Vine Street. This was followed in 1982 with an expansion to Ninth Street which increased the size of the building to 378,000 square feet. The latest addition brings the floor area of the library to 543,000 square feet and includes a three story bridge spanning Ninth Street. Inside and out, the enlarged building is impressive.

The cost of the new addition was \$44.8 million and it was built without bonds or tax levies. Mr. Lindberg was justifiably pleased to say, "We paid cash." And, compared to some other places which come to mind, we have to admire the way they do things in Cincinnati.

The mayor spoke, trustees were recognized, Mrs. Voinovich gave her amusing, and thoughtful remarks on the importance of libraries, there were several musical numbers and the ribbon

was cut. The crowd streamed into the new addition through the three story-high section over Ninth Street and most paused in the very large new reading room over the street to admire the view. Twenty foot high windows show east to Mt. Adams and west to Price Hill.

Briefly, the new addition houses the Children's Learning Center on the ground floor, new Magazine & Newspaper and Government Documents & Patents Departments on the second and Administration Offices on the third. On the third floor of the connector is the new location of the Rare Books and Special Collections Department. This level of the connector is lined with windows on each side, those facing east having automatic blinds to control the sunlight. Glass showcases line the corridor wall of the large reading room for the Rare Books Department.

Libraries have a strange way of identifying floors and "Third Floor" does not really mean three levels. Attempting to walk up to the Third Floor we discovered two vast floors containing 27.5

miles (actual) of empty shelving, designated floors "C" and "D". Eventually finding the Third Floor and the Rare Books Department we were greeted by Clare Pancero and M'Lissa Kesterman, both beaming over their sparkling new domain. The spacious, bright reading room is a long needed improvement and there is now a lot of expansion space for the Inland Rivers Library; we saw the shelves.

The dedication brochure has this to say in part: "Located on the third floor of the connector will be the expanded Rare Books and Special Collections Department. This treasure trove includes the world-renowned Inland Rivers Library . . . etc." "This department will now be open seven days a week with expanded hours." Good!

It is pleasing to see that the Rare Books Department at last has the premium space it deserves and the Inland Rivers Library is duly appreciated. Next time you go to Cincinnati don't miss the expanded library; it is a sight to see.

* * *



Old steamboats, the more decrepit the better, have proved to be real attractions when "haunted". Capt. Alan Bernstein, BB Riverboats, Cincinnati turned the WAKEROBIN into a Halloween attraction and the response called for something bigger. He is now converting the dredge WILLIAM S. MITCHELL into the U.S.S. NIGHTMARE and this crew got a preview the day after Christmas. L.-R.: Wm. M. Judd, Frank Katz, Jim Staub, Alan Bernstein, Wm. F. Judd, Virginia Bennett, Wm. C. Judd.

- OBITUARIES -

RALPH C. HENDRICKS

Ralph Clayton Hendricks, 81, of Reno, Marietta, Ohio died on December 31, 1996. Ralph was a long-time member of S&D and attended annual meetings in past years, before health problems intervened.

Ralph was born in Wade, Washington County, Ohio which is on the Ohio River above Newport and more familiarly known as Reas Run. His parents were Harry W. and Bernice Mosser Hendricks. He was a 1937 graduate of Newport High School and later took night courses in electronics at Washburn College, Topeka, Kansas.

During World War II Ralph was an aircraft mechanic in the Army Air Corps. In 1945 he became head of instrument repair for Trans-World Airlines at its overhaul facility in Kansas City. In 1948 he moved to Marietta where he operated a Mobil Oil service station and also a trailer park.

S&D members walking around Marietta during the September meetings will recall that there were often various boat models on display in shop windows. These were the work of Ralph Hendricks, all at 1/8" = 1' scale, and accurate in proportion and detail. Ralph made models of boats big and small in great number and sometimes duplicated them on order if he didn't feel like parting with a particular model. Ralph's background in the fine work of repairing aircraft instruments showed up in his boat models, several of which may be seen at various restaurants around Ohio and West Virginia.

Mr. Hendricks is survived by his wife Dorothy of Reno; two sons Robert D., Reno and Harry Lee, Weston, WV; one daughter Sherry Mae Sholl, Beaufort, SC; a brother, William T. Hendricks, Merritt MI; two sisters, Anna Thompson, Newport, OH and Dorothy Vanzetta, Roadhouse, IL and ten grandchildren.

* * *

WILLIAM W. VOUGHT

William Vought, age 73, of Pt. Pleasant, West Virginia died on December 31, 1996,

Mr. Vought was a retired diesel engineer from the American Electric Power, Lakin, WV where he was Port Engineer. Earlier, he worked on boats owned by American Barge Line and O. F. Shearer & Sons. Capt. Bert Shearer recalls that Bill Vought was engineer on the GEO. T. PRICE and came with her when Shearers bought her from American Barge Line in 1946. He also worked on the DUNCAN BRUCE, PATRIOT, O. F. SHEARER, LELIA C. SHEARER and FORT DEARBORN owned by O. F. Shearer & Sons.

Surviving Mr. Vought is his wife, Virginia Mae Williamson Vought; daughter, Neesha Smith, Pt. Pleasant, WV; sister, Lois Estridge, Jeffersonville, IN, a grandson, grand daughter and great grand daughter.

Burial was in Kirkland Memorial Gardens, Pt. Pleasant.

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ROGER LUKE

We thank member Chad Smith for alerting us to the death of Roger Luke, age 89, of Bath, Maine on November 16, 1996. Roger Luke was president of Pine Tree Engineering, Brunswick, Maine, the designers and builders of engines on the MISSISSIPPI QUEEN.

Roger Luke was born October 22, 1907 in East Boothbay, ME and was valedictorian of the class of 1924, Gorham High School. He was a member of the class of 1928 at Bowdon College, valedictorian of his class at Webb Institute in 1931 and a graduate of New York University, 1936.

Mr. Luke's working career was around ships including ten years at the Brooklyn Navy Yard and chief engineer of the Hyde Windlass Co., Bath, ME before founding Pine Tree Engineering. He was a trustee of the Maine Maritime Museum.

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CARL "JACK" REYNOLDS

Capt. Carl "Jack" Reynolds, age 66, of Pt. Pleasant, West Virginia died November 15, 1996.

Jack was born on board the MAJESTIC showboat at Daniels Landing, Tennessee on May 18, 1930 to Capt. Thomas J. and Garnett Neal Reynolds. This event is reported in Catherine Reynolds King's book, "Cargo of Memories" and Jack grew up on the MAJESTIC which was owned by his father.

Capt. Reynolds was a retired pilot and master from the Mississippi Valley Barge Line and a regular at the meetings of the O.K. Chapter of Sons & Daughters.

He is survived by his wife, Lucille Bumgarner Reynolds; two daughters, Sandra Clark and Jacqueline Blankenship, Pt. Pleasant, WV; two sisters, Ruth Meaige, Gallipolis Ferry, OH and Catherine King, Marion, OH; one brother, John King, Pt. Pleasant.

Burial was in Kirkland Memorial Gardens, Pt. Pleasant, WV.

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ALICE "MOM" TOOKER

Sarah Alice Tooker of 671 W. Main Street, Wilmington, Ohio died at her home on January 5, 1997. She was 92.

"Mom" Tooker with her late husband Guy and son Vic were known up and down the rivers by the thousands they entertained aboard the DELTA QUEEN, MISSISSIPPI QUEEN and NATCHEZ. Those who were at the 1988 S&D annual meeting will never forget the star act of "Mom" on the bass in Vic's dixieland band that evening. A night to remember.

Alice Moore married Guy Tooker in 1925. Guy had started his vaudeville career aboard the showboat FRENCH'S NEW SENSATION; Alice was traveling with a musical group listed as The Moore Sisters. With son "Vic", the Tookers became well known in the Cincinnati area, often playing in the Terrace Hilton Hotel. The Tookers then formed a group known as The

TOOKER OBITUARY CONT'D. -

Riverboat Ramblers which was a fixture on the DELTA QUEEN for many seasons. The Tooker act was a mixture of both the music of New Orleans and voudeville-style comedy, lively and instantly popular with any audience. Guy Tooker died in Memphis in 1975 at age 83, then still performing on the DELTA QUEEN.

Alice Tooker is survived by her son Victor "Vic" Tooker of Wilmington, Ohio; two brothers, Charles Moore and Hubert Moore; two sisters, Anna Lemon and Eleanor Emery. Two brothers, Thomas and Cecil Moore are deceased.

Our thanks to Barbara Hameister for alerting us to the loss of a true steamboat trooper.

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THOMAS J. HALL, II

Thomas "T.J." Hall, age 85, of Ft. Thomas, Kentucky died on January 9, 1997.

In 1896 the T. J. Hall Company was founded in Cincinnati by Thomas J. Hall, the grandfather of "T.J." The company was a distributor of coal and later sand and gravel which gave "T.J." an early look at the river business. At various times the company owned the towboats CONVOY, EAGLE, JACK FROST, MARGARET HALL, DOUGLAS HALL, FRED HALL and perhaps others.

"T.J." was a regular attendee at S&D meetings and was active with the Middle Ohio River Chapter until declining health intervened. He was a frequent contributor to the S&D Reflector with reminiscences about the Cincinnati Harbor and the coal business. Even after failing eyesight made reading the Reflector impossible "T.J." kept his membership and his brother read the magazine to him.

Mr. Hall is survived by his daughter Becky Hall Poag, brother Oliver Hall and sister Katherine Wheeler. His wife Ruth Beck Hall died earlier.

* * *

JAMES T. SWARTZWELDER

Capt. James T. Swartzwelder, 57, died in Pittsburgh on January 14, 1997. He was the son of the late Francis and Anna Swartzwelder.

Jim Swartzwelder's parents took him for a ride on the AVALON in 1953 and he was a river fan ever after. He joined S&D that same year and became a regular at annual meetings. As long as she ran Jim rode the AVALON upon her every appearance in Pittsburgh and became well known to her illustrious crew of those years.

Love of steamboats caused Jim to take up photography. With his sincere interest and genuine manner, Jim was able to capture the likenesses of many of the crew members as well as the boats. He also built boat models, to a very small scale and with fine workmanship. One detailed creation we recall was a complete Federal Barge Line tow with a city-class towboat and pointed-end barges, in all only a foot long.

In 1961 Jim Swartzwelder was a crew member on the AVALON when she spent three weeks ferrying Girl Scouts from Memphis to New Orleans and back to Memphis. Jim's account of this unusual adventure appeared in the June, 1990 S&D Reflector. Jim worked on excursion boats of the Gateway Clipper fleet in Pittsburgh and became licensed. Thereafter, he frequently stood watch on harbor and special trips whenever his time permitted.

Jim's regular job was as a designer and project engineer for Curran-Taylor, Inc., Pittsburgh. He designed commercial kitchens for hotels, schools and the like and directed equipment installations throughout the U.S. and a number of countries worldwide.

Jim Swartzwelder is survived by a brother Francis and three nieces, all of Pittsburgh.

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MEMBER SURVEY

S&D V.P. John Fryant sent a membership survey form with the December mailing of S&D Reflector. John reports a gratifying response of almost 30% so far.

The officers of S&D are interested in constructive comments for the good of the association. If you have not already done so, take a few minutes to fill out the survey.

THE OHIO RIVER PACKET

In 1927 Fred Way and Bill Pollock obtained control of the packet GENERAL WOOD and for three years ran her with the BETSY ANN as the Pittsburgh & Cincinnati Packet Line. An attractive brochure was designed to attract passengers that first year, seven days for \$40.

Phillip Kiely, Evansville, IN favors us with a copy of the folder; the virtues of packet boat design caught our eye.

"The successful Ohio River steamboat, as in the days of Mark Twain, must still be built to run on a heavy dew'. For this reason the boats of the Pittsburgh & Cincinnati Packet Co. are built shallow draught and all unnecessary weight has to be dispensed with. This explains the light bulkheads between staterooms, the absence of individual baths, etc. Our boats are equipped to best handle passengers under the restrictions imposed upon craft navigating rivers with as variable a stage of water as the Ohio River. You will find the rooms airy and comfortable, opening both on deck and into the main cabin. The promenade decks are spacious, affording room to walk around or to comfortably lounge in a deck chair and watch the scenery enroute."

Who could possibly complain about the facilities offered after reading this? Cool breezes wafting through the stateroom transoms and the barnyard animals on the main deck below to lull passengers to sleep.

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The Ohio Barge Line ORLEANIAN, originally the DPC BATAAN, is about to land at the Dravo Marine Ways, Neville Island on June 21, 1953. The high head incorporating the towing knees was a DPC feature.
William E. Reed photograph.



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