

# S&D

# REFLECTOR

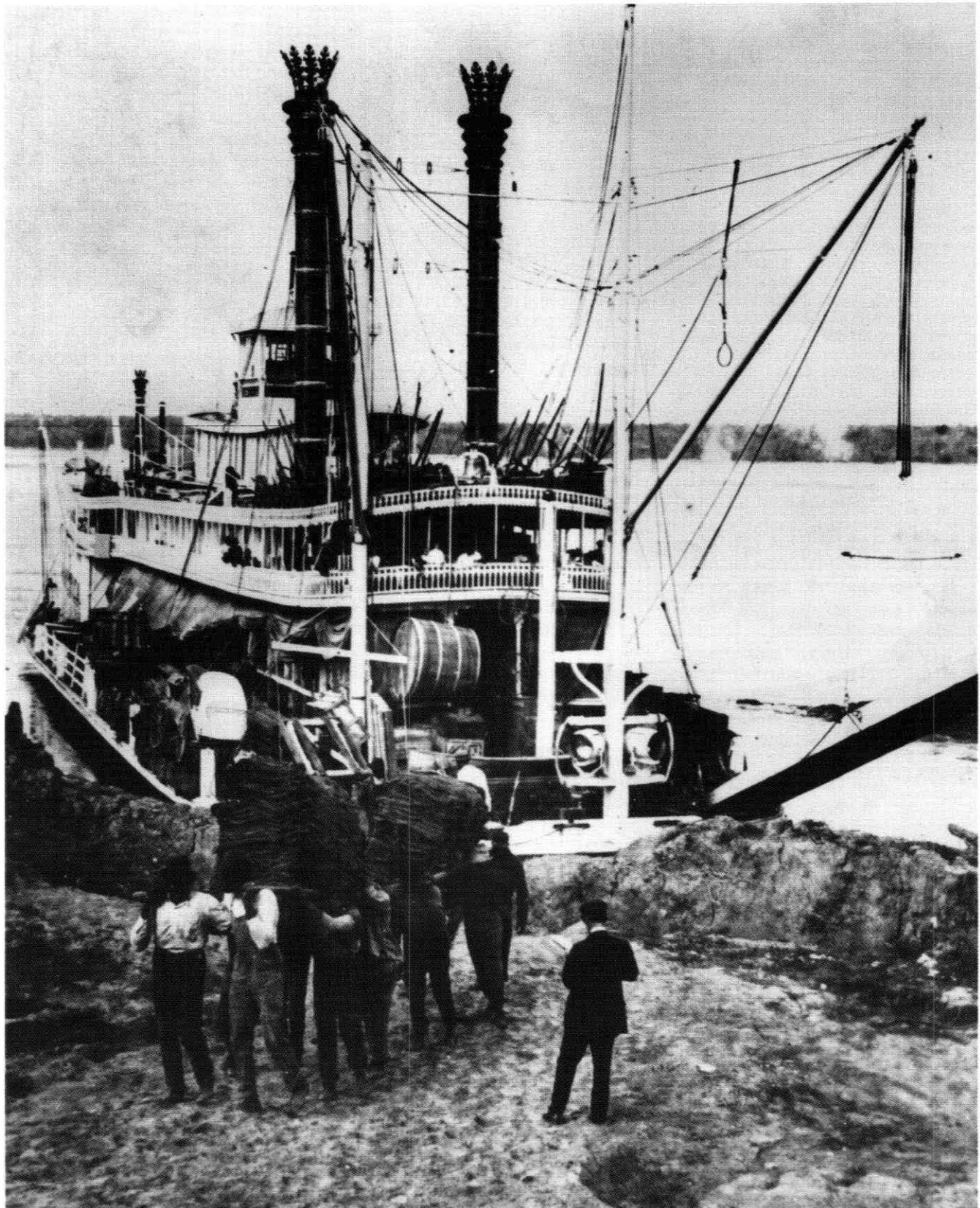
Published by Sons and Daughters  
of Pioneer Rivermen



Vol. 34, No. 2

Marietta, Ohio

June 1997



## FRONT COVER

Capt. LeVerrier Cooley's cotton packet AMERICA (0240) is the subject of our cover. The boat was built at the Howard Yard, Jeffersonville, Indiana in 1898 and she was a good example of a sternwheel cotton trade packet with wide main deck guards for carrying bales and the narrowed boiler and hurricane decks.

Capt. Cooley took great pride in the appearance of the AMERICA as might be noted in the clean, white paint, freshly painted stacks with crowns and feathers. The width of the river indicates that the photo is taken at some plantation along the Mississippi so would be after 1904. The rousters are unloading burlap bale coverings in anticipation of the cotton harvest to come. There's large farm wagon with white tarp on the main deck; the upraised shafts showing up on the roof seems to indicate new buggies or perhaps rakes or harrows.

In the foreground the clerk checks off the cargo going up the hill as passengers observe the scene.

Murphy Library print.

## - LETTERS -

Sirs: I enjoyed the December issue for three big reasons:

(1) WM, LARIMER JONES on the cover; I've always like those single stack towboats. (2) The DPC boat history; more single stacks. (3) The centerfold print of the Cincinnati Harbor just before those two big packets (and others) became kindling.

Bob Niemeyer  
St. Paul, MN  
\* \* \*

Sirs: Received a copy of Tim Young's new video on the BELLE OF LOUISVILLE. It is very well done and I'm glad someone has preserved this boat's history for future generations; she's the last link to the typical Western Rivers ferry/packet/excursion boat.

Dave Tschiggfrie  
Dubuque, IA

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## LETTERS CONT'D. FROM COL. 1

= See mention of the new BELLE OF LOUISVILLE video elsewhere in this issue. Ed.

\* \* \*

Sirs: After receiving the back issues with the first three installments, we thoroughly enjoyed the story of the life of Capt. William Hoel. This inspired some research in our local library which uncovered information which might be of interest:

Elizabeth Hoel is buried alone at Miami Cemetery near Waynesville; Dr. Hough and his wife are also buried there; the G.A.R. post was established in Waynesville in 1885 and it was named for W. R. Hoel.

Allie & Dorothy Carter  
Waynesville, OH

= And, there is (or was) a memorial window to W. R. Hoel in St. Mary's Episcopal Church. Ed.

\* \* \*

Sirs: The log of the Thomas Means store boat in the March issue mentions a Peter Lallance (October 4, 1827) and this brought to mind Peter O. Lallance who lost his life on the G. W. McBRIDE. Capt. Peter Lallance lived at 3029 Winchester Ave., Ashland in 1938-40; any connection?

Charles Montague, Jr.  
Ashland, KY

= Capt. Peter Lallance was

aboard the G. W. McBRIDE when she hit the L&N Bridge at Cincinnati February 22, 1942. The Meigs Co. History lists a Lallance who was a riverman in the 1870s and the relationship of the name over generations is likely. Ed.

\* \* \*

Sirs: The following item recently appeared in the Dayton Daily News: "Q. Didn't every Mississippi riverboat have a gambler aboard?"

A. Just about. Some steamboat captains held the superstition that it was bad luck to set off without a professional gambler. One of the most famous of the lot, George Devol of Marietta, made his living with cards for 40 years."

Ferris E. Way  
Dayton, Ohio

= George Devol recounted his escapades in, "Forty Years a Gambler on the Mississippi" published in 1892. Gambling, particularly on boats in the southern trades, seems to have been accepted or tolerated in the 19th century. Perhaps the writer in the Dayton Daily News answered on the basis of information provided by the casino gambling lobby promoting casinos for Ohio. Ed.

\* \* \*

Sirs: I attended my first S&D meeting last September and returned home to Pittsburgh with the feeling I had been to a family reunion. My great-great-grandfather Jacob Gutbub was a baker on the rivers from 1848 until 1898.

William J. Gutbub  
Pittsburgh, PA

= We thank Bill "Goodboy" for the comments and look forward to seeing him this September. Ed.

\* \* \*

LETTERS CONT'D. FROM PAGE 2

Sirs: I read in the March Reflector that the folks in North Bend Ohio regret that boats no longer follow the custom of blowing a salute when passing the tomb of Pres. William Henry Harrison. I went by the spot in 1985 and knew about the custom but hesitated to blow before knowing his politics. I checked out Harrison and learned that he was a Whig, near to a Republican, so have blown him my best steamboat salute ever since.

Ike Hastings  
Freeport, IL

= Ike owns the sternwheeler LILLY BELLE and paddles over to Marietta for the Sternwheel Festival each September. The LILLY BELLE comes complete with an African Grey parrot and an amphibian plane on a barge. Ed.  
\* \* \*

Sirs: Was particularly interested in the article on the DPC boats. They always fascinated me from the first time that I saw one in the late '40s. I was fortunate to tour the LUNGA POINT under the guidance of chief engineer Harry Hughes, Jesse Hughes' half brother. Capt. Vernon Byrnside was one of the last, if not the last, master of the LUNGA POINT.

Larry Walker  
Cincinnati, OH  
\* \* \*

#### STORE BOAT FOLLOW-UP

The log of the Ohio River store boat trip taken by Thomas Means in 1827-28 which appeared in the March issue attracted considerable reader attention. Some corrections and enlightenment on several locations mentioned by Thomas Means have been provided by sharp-eyed and curious readers.

#### NOTICE OF ANNUAL MEETING

**THE ANNUAL MEETING OF THE SONS AND DAUGHTERS OF PIONEER RIVERMEN WILL CONVENE AT THE HOTEL LAFAYETTE, MARIETTA, OHIO ON SEPTEMBER 12 AND 13, 1997. COME ALL!**

Friday evening reception to be held in the Hotel Lafayette starting at 8:00 PM.

Annual business meeting including election of officers will commence at 9:30 AM Saturday in the hotel.

Lunch on Saturday will be on the excursion boat VALLEY GEM. Departure from in front of the hotel is scheduled for 11:30 AM with return at 2:30 PM.

The Saturday evening banquet in the hotel ballroom begins at 6:30 PM. Speaker for the evening is Capt. William "Bill" Bowell, the well known owner of the Padelford Packet Boat Co. excursion fleet at St. Paul, Minnesota.

Any changes in this outline will be announced in the September issue of S&D Reflector and/or in the handout available at the hotel desk on the week of our meeting.

Hotel Lafayette - (614) 373-5522 or (800) 331-9336 (9337 in Ohio)  
Best Western also "in town"; other national chain motels nearby.

In the Store Boat Log, date of August 30, 1827, we identified James Island below Marietta as present-day Neal Island. Capt. Charlie Stone gently reminded us that our comment should have read, "James Island is today called Vienna Island, about eight miles below Marietta." Of course; we should have been more careful in checking the charts.

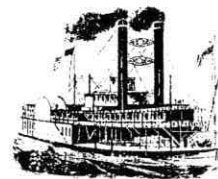
Under date of November 29, 1827 the store boat drifted down river from Cincinnati and landed for the night at "Garrison" which we speculated might have been Harrison. Our vigilant reader Marjorie Byrnside Burress, North Bend, Ohio points out that there is a Garrison Run on the Kentucky side of the river some five miles below the location of the William Henry Harrison home. Undoubtedly the store boat lay at the mouth of Garrison Run, a stream which could have been named for the military garrison (Ft. Finney) established on the opposite Ohio shore in 1785 or for Abram Garrison, an early land

owner in the area.

The store boat log shows that Thomas Means and partner Alexander Conn stopped at Aurora, Indiana on December 6, 1827 and, "Sold goods to a merchant by the name of Conwell, about \$40." The History of Dearborn and Ohio Counties, Indiana (1885) reports that Elias Conwell, native of Delaware, moved to Aurora, Indiana in 1819, erected a building at the corner of First and Main Streets, said to have been the first mercantile business established in Aurora and in it he kept the post office for eight years.

Our thanks to Marjorie Burress for furnishing this information.

\* \* \*



# S&D REFLECTOR

Published by Sons and Daughters  
of Pioneer Rivermen



Vol. 34, No. 2

Marietta, Ohio

June 1997

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.

Joseph W. Rutter, Editor  
126 Seneca Drive  
Marietta, OH 45750

\*\*\*\*\*

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

## BOARD OF GOVERNORS MEETS

The spring meeting of the S&D Board of Governors met at the Hotel Lafayette, Marietta on the afternoon of May 3, 1997. There were seven members present when Chairman Bill Judd called the meeting to order.

Secretary Bee Rutter reported that for whatever reasons the members had responded early to her dues notices. There had also been a significant number of new members since the first of the year resulting in a modest increase in the membership since the meeting of last September.

Treasurer Guy Anderson submitted a report of \$20,544.62 on hand as of April 13, 1997.

John Briley, Manager of the Ohio River Museum had been invited to attend to discuss the status of a written agreement between S&D and the Ohio Historical Society. John advised that President Rutter had by letter requested a meeting with O.H.S. officials to discuss details of a written agreement between the two organizations; over the past two years Rutter and Briley have worked on a draft as a basis for discussion. It is anticipated that a proposed written understanding will be available for review by the Board of Governors at its September meeting.

An inventory of S&D artifacts at Marietta has been completed and a representative page was distributed and discussed. This inventory totals 904 items. The standard O.H.S. form was used and entered on a master computer file.

**Historical Note:** A River Museum was the first project undertaken by the founders of S&D. An invitation from the Ohio Historical Society to use the basement of the Campus Martius building in Marietta culminated in the opening of the River Museum on March 16, 1941.

A summary of the responses received from the membership survey distributed in December, 1996 was reviewed by John Fryant. Many worthwhile suggestions had been received and a report is found elsewhere in this issue. Several comments will be helpful in improving the annual meetings.

The trustees of the J. Mack Gamble Fund reported that

## = NOMINATING COMMITTEE =

In accordance with the S&D Constitution, a nominating committee has been appointed by your president. Members of the Nominating Committee are as follows:

Dale Flick, Chairman  
M'Lissa Kesterman  
Joan Spear

It is the duty of the Nominating Committee to consider candidates for the positions of President, Senior Vice President, Vice President, Secretary and Treasurer for the coming year. Three members to serve a three year term on the Board of Governors are also to be elected. (See the listing of officers, etc. on Page 4.)

If nominating another member for a position please be sure that he or she will serve if elected. Members interested in serving in a particular office or nominating another member should contact Dale by Aug. 15.

R. Dale Flick, 1444 Burney Lane, Cincinnati, OH 45230  
After June 20, c/o G.P.O.  
Lake Leelanau, MI 49653

grants had been approved for four projects in 1997. These were: Museum of the Rockies, Montana State University, Bozeman, MT; Cincinnati Museum Center; Murphy Library; Dubuque Historical Society (National Rivers Hall of Fame). Total of the four grants: is \$24,004.

Jeff Spear, Chairman of the Museum Committee, gave a report on the new S&D exhibit at the Blennerhassett Museum in Parkersburg, WV. Most of the display items have been installed in the museum and labels and a few photographs remain to be done. The project cost will be well under the amount authorized by the Board; a longer report on this project is found elsewhere in this issue.

In response to requests by members, a reorder of binders to hold the S&D Reflector was made last year. Bill Judd reported that the binders are safely stored above high water and to date 73 binders have been sold. Binders, each holding 12 issues (three years), are \$12 each and may be ordered from: Mrs. William Judd, 1099 U.S. Rt. 52, New Richmond, OH 45157.

\* \* \*

## S&D MEMBER SURVEY

A membership survey form was sent out with the December, 1996 issue of S&D Reflector. This was the idea of Vice Pres. John Fryant and the response was larger than Ye Editor might have anticipated. There were many worthwhile suggestions and after being tabulated by John they were reviewed by your Board of Governors at its spring meeting on May 3.

Here are some highlights:

Responses - 267; 36 members are U.S. Coast Guard licensed.

Interest in S&D - (1) History; (2) River travel; (3) Boat Photos; (4) General History; (5) Models.

Age of Members - 19% 20 to 50; 17% 51 to 60; 26% 61 to 70; 25% 71 to 80; 12% are over age 81.

There were a number of good suggestions for articles in forthcoming issues of the Reflector and we will keep them in mind. Some comments

indicated an interest in back-issues of the S&D Reflector: Check out Page 4 of this issue. A number of libraries maintain full sets of the magazine, too.

There are new attendees at our annual meeting each September and it is important that they be made to feel welcome. The Secretary will have an identification for first-timers at the 1997 meeting; we don't want you in any way to feel left out.

\* \* \*

## WAY DIRECTORY SALES REPORTED

The Ohio University Press has sent us a report on the sales of the authoritative references, Way's Steam Towboat Directory and Way's Packet Directory 1848-1994. As of the end of 1996 the Towboat Directory had sold 990 copies while the Packet Directory (second edition) sold 553 copies. The first edition had sales of something over 2,000 copies. Royalty paid to S&D for the last six months of 1996 was \$108.36.

The Directories are carried in the Ohio River Museum gift shop and may be ordered by calling Kim McGrew, (614) 373-3750. Price is \$34.95 plus mailing and credit cards are accepted.

**OLIVER F. SHEARER AND SONS  
RECOLLECTIONS OF A RIVER FAMILY**

BY  
Capt. Bert Shearer

Whenever we have visited with Bert Shearer over the more than twenty-five years we have known him there always seemed to be a new recollection about the Shearer boats, big and small. This is not surprising given the building of a river towing operation from very modest beginnings and Bert's involvement in the business as soon as he could toss a line.

Oliver F. and Lelia C. Shearer had a family of ten, five sons and five daughters: Oliver, Bert, James, Ralph, George; Reba, Varlie, Freda, Virgie Lelia and Juanita. The names of several of these offspring have appeared upon various O. F. Shearer & Sons towboats at various times.

When Bert Shearer presides as "Captain" of the S&D Ohio and Kanawha River Chapter meetings he frequently is reminded of another amusing incident on the Shearer fleet back in his salad days. We have urged Bert to set down some of his stories on paper and he finally sent along the recollections which follow. Accompanying the manuscript was a short note, "This is what I know about the Shearer Family. I think most of it is correct." That's Bert!

-- -- -- -- --

Dad was born in 1883 on a farm in Madison County, Kentucky. He was the third of ten children (three boys and seven girls) in the family. The farm lay along Kentucky River, across the river from the town of Ford and about a half mile above Lock 10, 175 miles above the mouth of the river.

My Dad went to a one-room school and finished the third grade. There was a lumber mill in Ford in those days and they brought their logs down the river from the the headwaters. A little sternwheel, one-lung boat, 12 horsepower boat was used to pull logs from the head of the river. Dad never did say why but he quit school after the third grade to work at the lumber mill. This was the Bert & Brab Lumber Company, hence my name "Bert".

I do not know just how long Dad worked at the mill before going to work on the boat for them but he was on the boat when the mill closed down. Out of a job, Dad bought the boat and named her BELLE, used her to tow logs to other mills on Kentucky River.

There was a long, tall beautiful girl living on a farm along the Kentucky River named Lelia Curtis whom Dad noticed. They exchanged waves as the BELLE passed by and in 1907 they were married. Lelia went on the boat after her marriage to do the cooking and help with other work. Their first child was born on November 26, 1908, Oliver Curtis Shearer, born at my grandfather's house on the farm in Madison County.

I don't know what happened to the BELLE but between 1908 and 1910 Dad built a boat on the river bank at College Hill, Kentucky about four miles above Lock 11, just above Downing Creek. She was ten or twelve feet wide and 50 feet long, a sternwheeler with a one-lung Foss gas engine of 15 horsepower. She was named BERTHA M. after Dad's sister.

And that's when Bert entered the world, April 27, 1910. I was born on the boat which Dad was then using to haul logs to a sawmill. Reba Shearer, my sister, came along in May, 1912 and then James Nelson Shearer was born

April 4, 1914 at Irvine, Kentucky.

We were all living on the BERTHA M. and I remember one time when I was about four or five years old Oliver and I were playing upstairs. Mom heard the door slam and hollered, "Bert, where's Oliver?" I said, "He's in the river!" Oliver had pulled the door shut but did not stop pulling and overboard he went. Mom then hollered for Dad who came and pulled Oliver out, none the worse for wear.

Dad had a barge about twenty feet wide and eighty feet long which he thought might make an excursion barge. It was decked over and he put on a roof with side curtains that could be rolled up and down. There was a hardwood floor and the barge was used for parties, dancing or just sightseeing. There was a refreshment stand at one end where we sold pop, sandwiches and candy bars. This outfit went from town to town, pushed by the BERTHA M., and Dad ran moonlight excursions. (A photo of the barge and towboat ran in the S&D Reflector, March, 1989. Ed.)

With three boys and a girl on the boat it was too much for Mom. We were now old enough for school so we moved into a house at Irvine, Kentucky. Dad had acquired a couple of little barges by this time and he and Yance Merritt started a coal yard in Irvine. Merritt had coal mine and Dad did the towing from the mine near Beattyville down to Irvine, a distance of about seventy miles. The coal yard was a good business and they soon had about twenty teams of mules and wagons delivering coal for home domestic heating.

I don't know what happened but there was a law suit and Merritt got the whole of the coal yard business. So, in 1919 we moved to Boonesboro, Kentucky and rented a house. Then Dad bought about two acres of land, bought a house in Ford and moved it to his new property. This is the house we lived in until 1940.

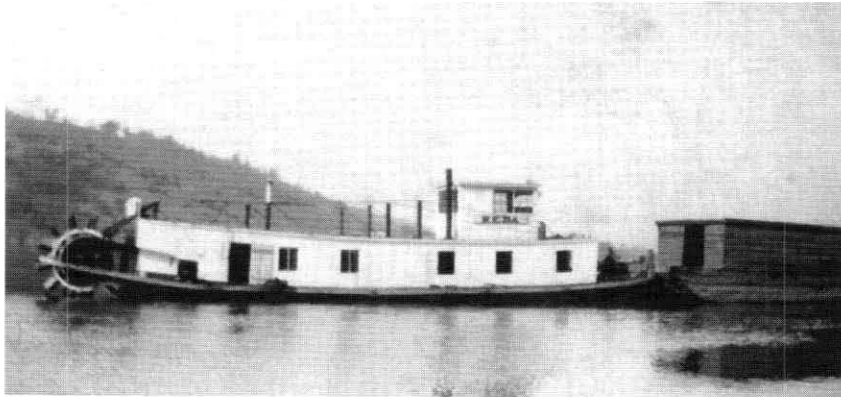
Dad now reduced to working for the county, breaking rock for the roads at \$1.50 per ten hour day. This didn't last long for there was a boat named ESTEL II which was towing coal in two small barges from Beattyville. They needed someone who knew the river for a pilot and Dad was their man.

The ESTEL II was built at Patriot, Indiana and was 17 feet by 64 feet by three feet with a 50 horsepower Fairbanks-Morse one-lunger. The ESTEL II wasn't running too well but Dad was a good mechanic and carpenter. They went up to Beattyville and on the trip back down stopped at our place at Boonesboro. Oliver and I were on the boat wanting to know all about her and my Dad said, "Boys, she's a dandy and I have bought her." They continued out to the Ohio and up to Patriot and we boys then went along to bring her back.

Dad used the ESTEL II towing coal from Beattyville to Frankfort for the Frankfort Elevator Coal Company. Later, we were towing crude oil from Beattyville to West Louisville for Standard Oil Company. Oliver and I went to school in the winter and worked on the boat in the summertime doing whatever had to be done: cooking, engine work, decking, painting or whatever.

Then Dad bought another little boat named the WILDWOOD, about 10 feet by 40 feet with a 15 horsepower Fairbanks-Morse one-lung engine. He got a job towing fluorspar from Chins Mine to Frankfort, Kentucky and Oliver and I were put on the WILDWOOD to run her. We were some crew, about sixteen and fourteen at the time, but we got along and delivered the coal. When the coal job played out we pulled saw logs from Beattyville down to a large sawmill at Frankfort.

Next, Dad traded the WILDWOOD to Red Taylor of Madison, Indiana for the HUB. The HUB was 11 feet by 60 feet with a 25 horsepower, one-lung Fairbanks-Morse.



The REBA began life as the HUB, the fourth boat owned by O. F. Shearer. It was in 1928 that a new hull was built at Madison, IN, 60x16x3, and the HUB's cabin and 25 hp., one-lung gas engine moved over to become the new REBA. The covered barge is one of several coal barges covered over to haul cement.

Oliver went with Dad as the pilot on the ESTEL II and I was assigned to run the HUB, this in 1924.

We pulled logs to the sawmill while Dad went to work and built another party barge. There was a swimming beach called Boonesboro Beach and we would run moonlight trips, took out church groups, etc. That didn't work out but we had a coal yard and a feed barn so would bring coal up the river and unload it at our yard, - corn, hay anything to make a dollar.

Along in July, 1924 I took the HUB to North Bend, Ohio, just below Cincinnati, and picked up a barge with about 400 tons of coal. This was the start of a regular trade, stopping at landings along the Kentucky River to deliver coal. Dad would let the farmers know about us being there and we had a ramp and a set of platform scales on the barge. We would shovel 100 pounds of coal into a No. 3 washtub and carry it out to the farmer's wagon. Twenty tubs was a ton and sometimes we would load two tons on a wagon. I had a man on the HUB to help me and sometimes the farmer would help but most of the time they just sat on the wagon and watched.

We unloaded two barges of coal that way before snow fell that year. Coal was \$5.75 per ton loaded in your wagon. Carrying coal in a washtub was hard on the tub but you would be surprised how long those old tubs would last. Most of the time we would board with a family, sleep on the boat and take a bath in the river.

We carried on that coal trade for three or four years and then built a small coal digger; it was like a crane. We would load the coal into a hopper then dump it onto the deck, shovel it into a box and then "back-and-belly" it off. Later, we went to work for Raymond City Coal Co. and they had a large digger. We would go to the coal yards where there was a track up the hill with a hopper car that carried about three tons. The hopper car was pulled up the hill on a cable by a nigger engine, loaded and then run down the hill and dumped to return for another load.

Editor's Note: Nigger was a once common term on the river and elsewhere in the sense of any device that replaced manual labor. Thus, the steam-powered capstan was often termed a "nigger". The small boiler supplying steam for such

auxiliary equipment and for use when washing the main boilers on a boat was the "nigger boiler."

I remember in 1925 we had the digger at Frankfort, Kentucky. We went to North Bend, got two barges of coal for Lock Port, Kentucky above Lock No. 2. I stayed there with the HUB while Dad went to Frankfort to bring the digger down to unload the barges. I had another man on the HUB with me and I believe that he knocked a bottom board loose so that the boat was taking on water. We could not get the pump started so the HUB sank in about twelve feet of water.

When Dad got back with the digger we put cables under the HUB, lifted her up, pumped out and repaired the leak. In lifting the boat the slings damaged the guards or walkways that went around the outside but that's all.

In 1926 we came out of Kentucky River and took the digger to North Bend, Ohio where we picked up three or four little flats. With both the HUB and the ESTEL II shoving, we headed our fleet for Kanawha River. We went 63 miles up to Dana (present-day Port Amherst), lay around two or three days and then came back down the river to Raymond City Mines near Poca, West Virginia.

After loading our flats out with coal we went back down the Kanawha and Ohio and back up the Kentucky River to our coal yard at Boonesboro. Unloaded, I took the HUB back down and out to Madison, Indiana where we repaired her. We worked the rest of the year in the Kentucky River coal trade.

In 1927 the HUB was chartered to the U.S. Corps of Engineers and again I was in charge of her. We took a repair fleet of fourteen pieces to Locks 12 and 14 Kentucky River, a job that lasted about six months. Later, the crankshaft broke on that 25 horsepower engine so we took it off. Dad found a 32 horsepower Fairbanks-Morse engine at Carrollton, Kentucky and that was installed. I didn't hardly know



Oliver Shearer got a lot of mileage out his fleet of wooden hulled gasboats. Here is the JUANITA which had been the ESTEL II built in 1916 at Newport, Kentucky, 64.3x17.2x3.0 with a 50 hp. one-lung gas engine. In 1928 she was given a new hull at Madison, Indiana and later outfitted with a Fairbanks-Morse diesel engine of 100 hp. She was dismantled in 1954.

what to do with all that horsepower.

The next expansion of our operations was when Dad bought a coal digger that we could use for unloading coal at towns along the river. I ran the new digger and pushed it from place to place with the HUB. It must have been in 1928 that we built a new hull for the HUB and changed her name to REBA. Then the ESTEL II was taken to Louisville to have a Fairbanks-Morse diesel engine installed and she was renamed JUANITA.

We got a job moving cement from Ironton, Ohio to Monterey, on Kentucky River for seventeen miles of road. Oliver towed the cement with the JUANITA and I unloaded it. We were paying 25¢ an hour for labor and working a ten hour day.

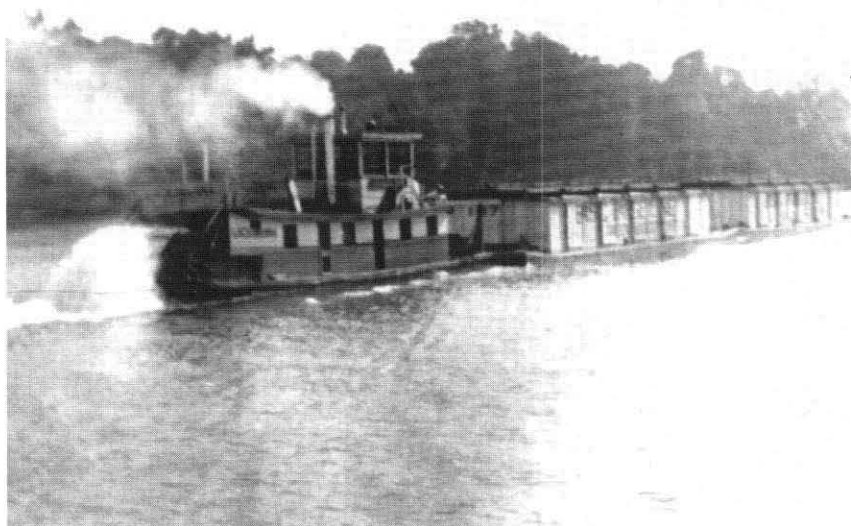
About 1932 we got a job towing for the Ohio River Company from the Kanawha River to Cincinnati. The DuPont job came up for bids and we got that job, towing from the Harewood Mines to the DuPont plant just below Marmet on the Kanawha River. By this time I had gotten off the coal digger

and was running the REBA bringing out coal from the Kanawha River to the retail buyers on Kentucky River, moving the digger to another town if needed, and taking empties back up.

Coming up by Cincinnati one day the safety valve on the air tank failed to pop and the tank blew up. It lifted the roof right off of the cabin but no one was hurt. The end of the air tank blew out onto the shore but, fortunately, I was not on the boat. We took her to the Gardner Docks at Pt. Pleasant and had a new cabin built. At this time a 75 horsepower, three cylinder Fairbanks-Morse diesel engine was installed and she was then renamed LACKAWANNA.

This engine "ran off" one day as we were just at the mouth of the Kentucky River. Scrap iron was thrown all over the country but, again, no one was hurt. This time we installed a 100 horsepower, four cylinder F-M diesel. In 1933 JUANITA was towing cement to Milton, Kentucky from Kenova, West Virginia and I was on the LACKAWANNA towing





The LACKAWANNA was the final metamorphosis of the HUB-REBA. After the air tank blew up, the boat was rebuilt at the Gardner Docks, Pt. Pleasant, WV, a 100 hp. F-M diesel engine installed and renamed LACKAWANNA. On September 6, 1934 she is upbound near Marietta with four barges of cement for delivery in the Little Muskingum River at the Rt. 7 bridge.

for the Green Bag Cement Co. from Kenova to the Little Muskingum River above Marietta.

In 1934 we bought the ADAH from Grant Dean at Frankfort, Kentucky. She had a 120 horsepower F-M diesel and we ran her out of Kanawha River to Cincinnati and sold the LACKAWANNA to Red Taylor of Madison, Indiana. The LACKAWANNA burned shortly thereafter above Twelve Mile Island in the Ohio River.

We then built the JAMES NELSON hull at Cedar Grove, West Virginia, now the O. F. Shearer & Sons landing on Kanawha River, and took her down to Madison, Indiana to build the cabin and install the machinery. The machinery came from the ADAH which was then sold to the Carrollton Coal Co. Later, a Superior five cylinder diesel engine was installed on the JAMES WILSON and we used her to tow coke from Ironton to Cincinnati for Semet-Solvay Co.

During the 1937 flood on the Ohio River we took two trips from Gallipolis to Huntington with milk for the Red Cross. For this job we used one of Dravo's sand flats

loaded with milk in five gallon cans.

Later in 1937 Oliver was building the SUPERIOR using the hull from the R. F. WINTON which had been owned by Walter Hatfield of Pittsburgh. Two 260 horsepower, six cylinder diesel engines were installed and Oliver was in charge of running the SUPERIOR when she was completed. I was now operating the JAMES NELSON.

Along about 1938 Oliver and I traded boats and in early 1939 the JAMES NELSON caught fire and burned just below Lock 33. Our brother Jim was badly burned in this incident.

In summer of 1939 we bought the steam towboat VICTORY (T2527) from Keystone Sand Co. of Pittsburgh and in March, 1940, she was renamed her O. F. SHEARER (T1940). At this time I got my first license since a license had not been necessary at that time on gas and diesel boats. The Shearer fleet now consisted of the JUANITA, SUPERIOR and VICTORY with a few barges. We also had the old Gardner docks which had been bought in 1933 for use in repairing our boats

and barges.

By 1941 the hull on the SUPERIOR was getting bad. We had bought the steam towboat LIEUT. LEWIS (T1585) from the U.S. Corps of Engineers so the LIEUT. LEWIS was stripped down to the hull and then rebuilt with a new cabin, etc. The machinery from the SUPERIOR was installed and the boat came out in 1942 as the WALTER P. DOLLE, named for the president of the marine insurer Walter P. Dolle & Company, a friend of mine in Cincinnati. The DOLLE was a real pretty little boat but I only got to run her until September, 1942 when Uncle Sam sent me, "Greetings."

I served three years as a ferry pilot in the Coast Guard during the war. Our job was to pilot LCT's from Ironton, Ohio and LST's from Dravo's at Neville Island and American Bridge at Ambridge, Pennsylvania down to New Orleans. Meanwhile, brother Oliver was trying to keep our business going and doing a good job.

I got out of the service in 1945 and went captain on the O. F. SHEARER, the former VICTORY. Our business was growing and more boats were needed so the first boat Oliver bought after the war was the 200 horsepower sternwheel SHIRLEY. She was used to tow coal on the Monongahela River to a power plant at Morgantown, West Virginia.

Those were busy times for O. F. Shearer & Sons after the war and our business and fleet continued to grow. The years of struggle had brought success and I'll finish this story with just a summary of the boats and events of which I was a part.

In 1945 or 1946 we bought the steam towboat TARIC (T2391) and barges from the Raymond City Coal & Transportation Co. We moved the TARIC to our landing at Cedar Grove, West Virginia and dismantled her in 1947 for use as a landing and office boat. We

purchased the GEORGE T. PRICE in 1946 and the DUNCAN BRUCE in 1947 from American Barge Line.

In the latter part of 1947 we moved to Cincinnati where I was superintendent for Raymond City Coal, a job which lasted until 1949. We ordered the twin prop, 1,400 horsepower ONWARD from Hillman Barge & Construction Co., Brownsville, Pennsylvania. I had been captain on the DUNCAN BRUCE after returning from Cincinnati and then brought out the new ONWARD in 1949. That job only lasted four months or so as we sold the ONWARD to the Ohio River Company at a \$90,000 profit; I went back on the DUNCAN BRUCE.

Editor's Note: The ONWARD was renamed ROBERT W. LEA by the Ohio River Co. and does not appear in the Inland River Record as ONWARD.

We had bought the steam towboat SAM CRAIG (T2243) from Union Barge Line in 1948 and I now went captain on her. In May, 1952 the twin-prop diesel PATRIOT was bought from

American Barge Line and I went on her for awhile. The PATRIOT was renamed O. F. SHEARER in June, 1953 and I was back on the SAM CRAIG.

The LELIA C. SHEARER was built by Hillman for us in 1957, a 2800 horsepower twin-prop towboat and was overseeing the building of her. She replaced the SAM CRAIG and we were towing coal for American Electric Power Co. to the Sporn and Tanners Creek power plants on the Ohio River and the Glasgow power plant on the upper Kanawha River.

In 1958 we started bringing coal out of Green River for the at Tanners Creek power plant near Lawrenceburg, Indiana. We bought several small boats such as the LITTLE EAGLE III (1000 hp.) and ETTA KELCE (1200 hp.) to move barges down Green River. The larger boats would then pick up a 15 barge tow and take it up to Tanners Creek. The round trip to Tanners Creek took five days and sometimes the small boats would get behind and then the larger boats had to go up

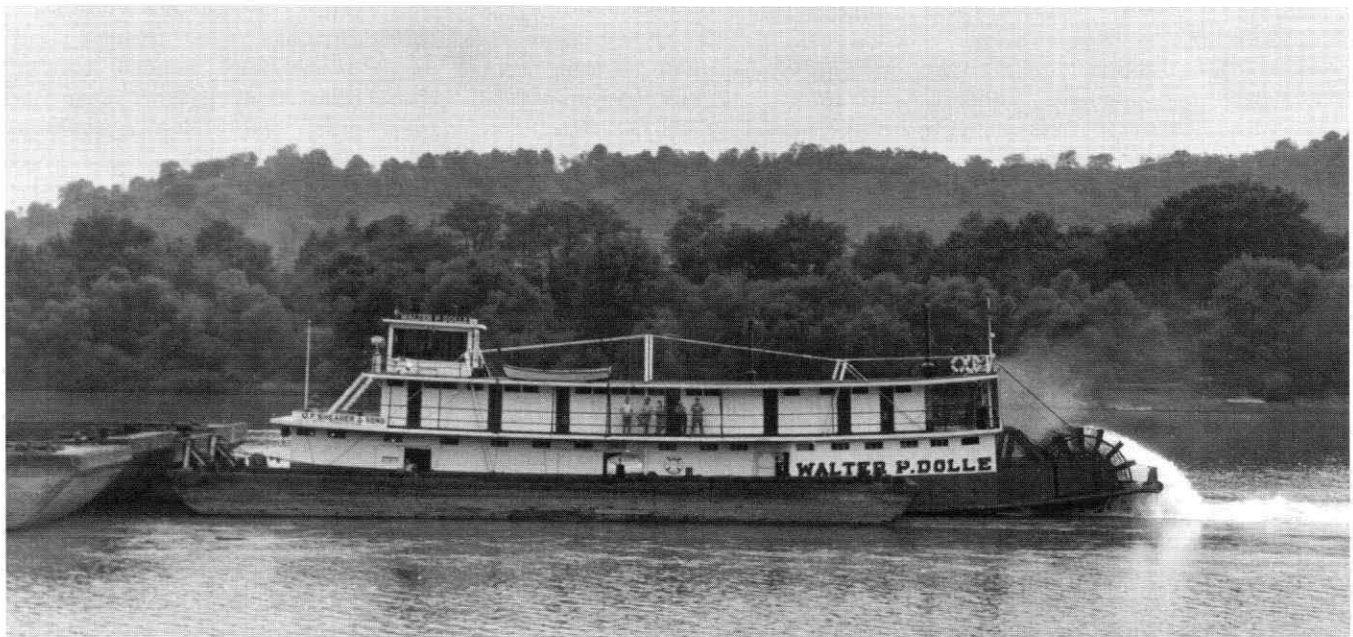
Green River to help out. In 1961 the OLIVER C. SHEARER (4400 hp.) named for my older brother was built at Marietta Manufacturing Co., Pt. Pleasant, West Virginia.

In 1967 O. F. Shearer & Sons had grown to include these boats: DUNCAN BRUCE, ETTA KELCE, FORT DEARBORN, JUANITA, LELIA C. SHEARER, LITTLE EAGLE III, O. F. SHEARER, OLIVER C. SHEARER and the SHIRLEY. This SHIRLEY a new twin prop boat of 760 horsepower built by Hillman in 1965 to replace the sternwheel, 200 horsepower boat which we bought in 1945.

In September, 1973 we sold out to American Electric Power Co. By that time we had added the BOONESBORO (1130 hp.), JAMES K. ELLIS and WINCHESTER (both 2650 hp.) to the fleet. My brother Oliver and I stayed on as consultants until 1975 and then took life easy.

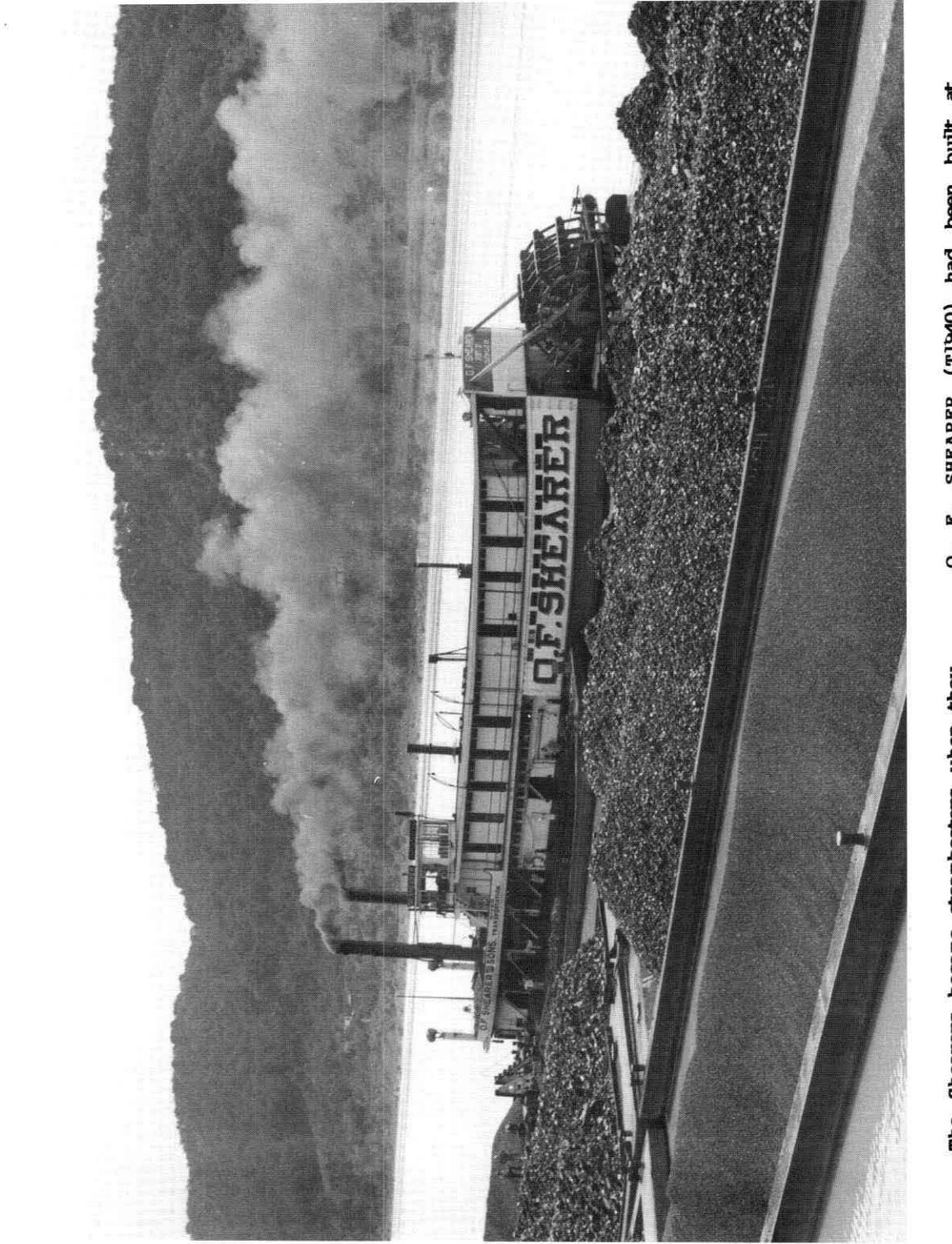
Our mother had died in 1966 and Dad in 1969. Looking back, they had started it all in 1907 with the 12 horsepower, one-lunger named BELLE. Wonder whatever happened to BELLE?

\* \* \*



The WALTER P. DOLLE built by the Shearers in 1941-42 was a final refinement of the humble "gasboats" which had built the company. She had graceful sheer, a full cabin and two diesel engines of 520 hp. driving a split sternwheel.

The DOLLE was built on the steel hull of the steam towboat LIEUT. LEWIS (T1585) built in 1912 at Dubuque, IA. She had been rebuilt at Dravo in 1932 with a widened hull, 137.6x24x5  
Photo 1946 by Walter J. Myers.



The Shearers became steamboaters when they bought the VICTORY from Keystone Sand & Supply Co. in 1939. Renamed O. F. SHEARER she was used to tow coal from Kanawha River to Raymond City Coal Co., North Bend, Ohio.

O. F. SHEARER (T1940) had been built at Neville Island, PA by Dravo in 1919, 141x27x5.6 with compound engines 14"x, 30's-6 ft. stroke and four boilers. She was dismantled in 1951. Photo by Walter J. Meyers at North Bend.



Officers table in the dining room of the O. F. SHEARER, 1946. Left-right: Lewis Faudre, engineer; Paul Ruttencutter, steersman; Howard "Pat" Patterson, striker; Bert Shearer, master. Virginia "Ginny" Williamson is serving.

The menu is chicken, mashed potatoes, green beans and salad greens, all served on the typical red and white checked tablecloth. Ah! Ambrosia! The photographer, Walter Meyers, was a free-lance writer from Cleveland.



**HOW O. F. SHEARER & SONS  
DID GROW!**

The wooden LELIA was built in 1933 at Madison, Indiana, 70 feet long and boasted a 120 hp. diesel engine. She was cute as a button and handled the work available to gasboat operators.

On December 10, 1956 the Hillman Barge & Construction Co. launched the LELIA C. SHEARER at Brownsville, Pennsylvania. She was 150 feet long, long enough for her sponsor's full name, and with diesel engines of 2,800 hp. She is attractive in a modern style and an efficient shover of coal barges to the hungry power plants in the Ohio and Kanawha River valleys.



Hillman Barge & Construction Co. photo, Harold Richardson Collection.



The new tourist boat DOGWOOD with deluxe cabins, second deck lounge and swinging stage has a buoy tender past.

### A CRUISE ON THE DOGWOOD

David F. Massie

The concept of offering cruises aboard a small vessel on the Ohio River and tributaries was planted at Madison Coal and Supply Co., Charleston, West Virginia about a decade ago. At that time a visiting Frenchman convinced Charles Jones, chairman of Madison Coal, that there was a unique opportunity for his company to offer such cruises. At the time, there was not a suitable vessel available but then the General Services Administration offered several buoy tenders for sale in 1994. Both Charles and son Nelson Jones felt that at last a suitable type boat had been found.

After inspecting the DOGWOOD at New Orleans a successful bid was submitted. The DOGWOOD was built at the Dubuque Boat and Boiler Co., Dubuque, Iowa in 1940 when the U.S. Coast Guard took over the responsibilities of the old Lighthouse Service. She is 113.9x26x5.2 in size and at the time of her decommissioning in 1990 had been re-powered twice and had had her superstructure remodeled somewhat. She was then the oldest active Coast Guard vessel on the inland rivers.

Madison Coal employees began the transformation of the DOGWOOD into a cruise boat in August, 1995. Her main engines

were replaced with two new Cummins 855 diesels. The kitchen on the main deck was remodeled and equipped with the latest appliances. Aft of the kitchen the dining room (named the Ohio Room) was also remodeled while the main deck cabin was extended forward over the former buoy deck to provide three new staterooms with private baths.

The second deck too was lengthened to provide a 20 ft. by 24 ft. passenger lounge called the Mississippi Room. Picture windows look out over the river vistas and the after part is taken up by a bar. French doors open onto a sun deck forward from which stairs lead down to the main deck. Aft of the passenger lounge are staterooms for the crew, the inside stairwell connecting all decks and then three new passenger staterooms. The passenger cabins, named Ouachita, Atchafalaya and Mississippi, are paneled in West Virginia red oak and each has its own heat pump for climate control.

On the third deck, behind the smokestack, is a glass enclosed cupola. This covers the interior stairwell with its ornate oak paneling. The pilothouse is open to passengers while the after part of roof is sun deck. All outside decks are carpeted and the the boat itself is painted white. With a swinging stage out front, the DOGWOOD does make a

handsome picture, far removed from her days as a buoy tender.

On August 6, 1996 we departed Pittsburgh from the Monongahela Wharf with Nelson Jones standing watch as pilot and master. As we entered the Ohio we had to skirt around the Coast Guard buoy tender OSAGE and towboat ANNA S. of Zubik Towing which were working over the site of a plane crash. The wings of stunt pilot Clancy Speal's plane came off while he was performing at the Three Rivers Regatta the previous weekend.

Passing the Campbell Transportation Co. landing on the right bank we spotted a landing boat with obvious towboat origins. It turned out to be the former CHAMPION COAL (T0373) which was built at Dravo's on Neville Island in 1935. She had been laid up in 1951 and cut down to a landing boat in 1954.

For the writer, it was an interesting experience to see this busy section of the Pittsburgh harbor from a boat. The pool above the Emsworth Dam, six miles below The Point, was raised in 1935-1938 when lift gates were installed on top of the fixed dam. This eliminated dams number one in both the Allegheny and Monongahela Rivers giving Pittsburgh a water frontage totalling nearly fifty miles on a single navigation pool. The Emsworth Dam spans the river between Emsworth and Neville

Island and a short distance below is the site of the former and once very busy Dravo shipyard.

Without delay the DOGWOOD went through Emsworth, Dashields and Montgomery Locks on this warm summer day. Coming out of the lock chamber below Montgomery Dam we spotted the half sunken sternwheeler WILD GOOSE with her stern up on the bank, a sorry sight. She had been wrecked during a sudden wind storm when her mooring lines snapped. But storms had nothing to do with the dozens of barges that dot the river banks on both sides in this area, seemingly abandoned by their owners and now stranded out or half sunk.

The DOGWOOD retains her towing knees and on this trip was pushing the barge carrying steam generator and piping used for whistle blows and calliope concerts. This is the former FORT ARMSTRONG/TINA WHITE which is now called ANNA MARIE. The strange looking tow elicited a number of radio calls from passing boats inquiring about the rig.

There was heavy traffic at the New Cumberland Lock and Dam, 54 miles below Pittsburgh. Repairs to the 1,200 foot lock restricted traffic to the small, 600 foot lock and we waited in line for four hours. The CARL L. JOHNSON had a double lockage and the DOGWOOD was finally permitted to go through with the first cut.

The record heat was causing increasing haze in the Ohio valley with the possibility of fog later in the evening. Capt. Jones elected to push on to Wheeling to lay up for the night where we arrived at 11 pm., a long day for the crew.

At Wheeling we tied up just above the excursion boat VALLEY VOYAGER, one of Alan Bates' attractive sternwheelers. The morning of August 7 was hot and humid with fog hanging over the river but the DOGWOOD was underway for Marietta by 8:30.



Above, the Mississippi Passenger Lounge on the second deck is lined with windows and comfortably furnished.

Below, the dining room is aft on the main deck; serving alcove on the left. Photos by Dogwood Cruises.



The first 30 miles below Wheeling are today lined with chemical and electric power plants, most built since 1945. We looked for the big frame house up on the hillside below Clarrington where Mack Gamble lived all his life; it still stands (built 1868) but it is now in obviously needs more than a coat of paint. The still largely rural landscape between Hannibal Lock and Dam and Marietta is a pleasant contrast to the industrial

section above, interesting though that might be for first-time travellers. We were landed in front of the Lafayette Hotel, Marietta by 4:30 pm. for our overnight stop.

The DOGWOOD was open for visitors the following morning and then departed at noon for Parkersburg. Madison Coal's sternwheel towboat MAJOR was working on a bank job in the area so Capt. Jones took us down

the back channel of Neal Island to view the project. An advantage of a boat such as the DOGWOOD is the ability to travel in areas unseen from any larger vessel. The back channels of the islands often seem remote and unspoiled. The state of West Virginia has bought up fourteen islands on the upper Ohio in this area to be retained as wildlife sanctuaries. Some critics now term these islands Byrd Sanctuaries, as in Senator Robert C. Byrd, but at least they will not be mined for sand and gravel.

Shortly before leaving Parkersburg a summer thunderstorm rolled over the hills on the Ohio side and dropped the

temperature 30 degrees in a few minutes. With a comfortable 70 degree temperature the DOGWOOD proceeded past Blennerhassett Island State Park, the rebuilt mansion just visible through the trees. Capt. Tony Holbrook met the boat at the Belleville lock and was greeted by the crew singing "Happy Birthday" in recognition of his anniversary.

It was dark by the time we arrived at Racine Lock and Dam, 34 miles below Belleville, and Robin Strickland came aboard to relieve Nelson Jones as pilot. Robin is one of a growing number of women who are finding that work on the towboats can be a worthwhile career. The barge

ANNA MARIE was dropped off at Pt. Pleasant during the night and the DOGWOOD was tied up at Harris Riverfront Park in Huntington, West Virginia when I looked out of my stateroom window at 6:30 am.

The friendly crew on the DOGWOOD had made this a memorable trip for me. I almost felt that I was part of a family and without doubt paying passengers on this first-class, intimate boat will feel the same. A trip on the DOGWOOD will be something different than on the large cruise boats, more akin to being aboard a private yacht with the possibility for exploring out-of-the-way places.

= = =



The DOGWOOD carries twelve passengers in six twin-bedded staterooms and operates with a crew of six. Charter operation began in October, 1996 and a regular cruise schedule begins April 18 with three day trips from Cincinnati to Louisville and return. Trips in May include the Kentucky River to Frankfort, a river without passenger service for many years. There are also trips scheduled on the Kanawha, Green and Cumberland Rivers and we noted several in the Wheeling-Pittsburgh area.

For S&Ders desiring to arrive at the annual meeting in Marietta in fitting style you can depart Cincinnati September 10 at 6 pm. After the meeting, the DOGWOOD leaves Marietta for Cincinnati Sunday afternoon.

Dogwood Cruises, Nelson Jones, President, is a subsidiary of Madison Coal & Supply Co. Ms. Susie Salisbury is Cruise Director and may be contacted for cruise schedules etc. at 1-800-446-6032.

\* \* \*



LEFT: DOGWOOD and barge ANNA MARIE at Marietta on a hazy day, August 7, 1996.  
A stateroom on the second deck aft on the DOGWOOD.



- S&D CHAPTERS -

**OHIO - KANAWHA CHAPTER**

The quarterly of the grand Ohio and Kanawha Rivers Chapter of S&D scheduled for March 9 was washed out by high water. The high water resulting from heavy rains over southern Ohio and West Virginia the first week of March brought flood stages at Marietta and below on the Ohio River. More water was coming out of the Kanawha River and Engineer Capt. Charlie Stone called off the quarterly O-K meeting after determining that the Robert C. Byrd Locks below Gallipolis were flooded out.

Next regular meeting will be held at the Mason County Library, Pt. Pleasant, West Virginia on Sunday., June 8.

\* \* \*

**MIDDLE OHIO RIVER CHAPTER**

The spring meeting of the Middle Ohio River Chapter was at Maysville, Kentucky the weekend of April 11-13, 1997. Forty-three members and guests attended the meeting which was held at the new French Quarter Inn in downtown historic Maysville. We are informed that this new hotel is some improvement over the New Central Hotel on or near the same location; the long-gone New Central had a few choice rooms with baths complete with claw-footed tubs while the French Quarter comes with jacuzzis.

There was a tour of the headquarters of the Crouse Towing Co., however, a visit to the fleeting area was cancelled by rain. Saturday luncheon was served at the Moyer Winery in Manchester, Ohio. Manchester was flooded by the March high water but S&Ders exploring the town reported that there was little evidence of the mud and debris remaining.

The annual business meeting with election of officers for the new year was held at the

Saturday evening banquet. All officers were returned for another year, namely: Rick Kesterman, President; Barb Hameister, 1st Vice President; Fred Rutter, 2nd Vice President; Ann Zeiger, Treasurer; M'Lissa Kesterman, Secretary. A documentary film was show on the 1937 Ohio River flood and seven attendees, including Delly Robertson, admitted to remembering that event.

The MOR summer meeting will be held June 27-29 at Roscoe Village, the restored canal-era town at Coshocton, Ohio. Activities will include a ride on the canalboat replica over a one mile watered section of the Ohio and Erie Canal and exploration of the Walhonding Canal triple locks, Walhonding River aqueduct, etc. Roscoe Village continues to restore and reconstruct buildings connected with the canal days and is close to Dresden where the canal connected with the Muskingum River. For details on this MOR event contact M'Lissa Kesterman, Secretary, 3118 Pershing Ct., Cincinnati, OH 45211.

\* \* \*

**MISSISSIPPI RIVER CHAPTER**

On May 17 the Chapter joined with the Golden Eagle Club of St. Louis for a dinner cruise aboard the MV. BECKY THATCHER. It was on May 17, 1947 that the packet GOLDEN EAGLE departed from St. Louis on what turned out to be her last trip; she was sunk at Grand Tower, Illinois early the following morning.

The announcement for this outing also mentioned that the date marked the 50th anniversary of the wedding of Jim and Brunhilda Swift of St. Louis. Jim Swift writes the weekly Old Boat column in The Waterways Journal and is a founding member of the Mississippi Chapter.

\* \* \*

**SOME DELTA QUEEN DETAILS**

Early this year Stan Garvey, author of the book, King and Queen of the River, received a fan letter from Alistair Deayton of Paisley, England. Mr. Deayton had recently read Stan's book and commented on a statement found in some sources that the hulls of the DELTA QUEEN and DELTA KING had been fabricated in Scotland by the firm of Isherwood of Coatbridge. We seem to recall that some of the Delta Queen Steamboat Co. publicity material had this reference at one time.

Writes Mr. Deayton, "There was no shipbuilding firm of that name (Isherwood) and Coatbridge is not even on the Clyde (river). I think they were steel fabricators. Have you any idea how this erroneous report started? All I can think of is that they sub-contracted by Dennys to make the steel hull sections and their name was found on these at some stage by the Delta Queen Steamboat Co."

Mr. Deayton furnished copies of the page from the archives of William Denny & Brothers, Dumbarton, Scotland which deals with the DELTA KING (order #1168) and DELTA QUEEN (order #1169). The comment on the design is interesting: "The hull lines were to be as fine and as graceful as was compatible with the technical qualities required. Denny's persuaded the owners to use Denny's own steel girder structure, and to do away with the traditional American hog chains, which were quite unnecessary with the steel hulls proposed. The builders were to provide the structural work up to the underside of number 2 deck."

The hull structures shipped November 8, 1924 and March 9, 1925 cost \$95,166 each, machinery, shipping and profit extra.

King and Queen of the River is still available from River Heritage Press, P.O. Box 7441, Menlo Park, CA 94026.

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## THIS AND THAT

### THE SISTERSVILLE CASINO BOAT

We admit to not understanding why shooting craps on a floating barge is any less sinful than doing so on solid land. The romantic legend of "riverboat gamblers" has been used as a fig leaf by politicians to vote for Disneyland fun (and taxes). Up to now, the voters of West Virginia and Ohio have had the good sense to vote down so-called riverboat gambling but the good folks of Sistersville, West Virginia are teetering on the brink.

On a recent visit to the refurbished and expanded Wells Inn in Sistersville we learned that the city has leased an excursion boat. This news hadn't yet percolated into the local press but the sternwheel C. P. HUNTINGTON will be tied up at the Sistersville wharf by the time you read this. The C. P. HUNTINGTON last operated at Huntington, West Virginia out of Camden Park and before that she was the first VALLEY GEM owned by Jim Sands of Marietta. She's still a cute trick with operating sternwheel, fancy work around the boiler deck and a winding stairway. The C. P. HUNTINGTON will operate a regular excursion schedule on weekends and will be available for charters and special trips at other times.

So where's the sinful gambling, you may well ask. Well, the Sistersville Volunteer Fire Department, Inc. will charter the ninety-eight passenger boat every Friday night and there you have it: RIVERBOAT BINGO!

Incidentally, the historic Wells Inn with thirty-two well appointed rooms, two dining rooms and indoor swimming pool is very much in business. Owners Walker and Jody Boyd continue to expand and improve the Inn, confounding many with their enterprise and dedication. For reservations: (304) 652-1312.

\* \* \*

### STEAMSHIPS OF THE TWO HENRYS

"Steamships of the two Henrys, The Maritime Activities of Henry M. Flagler and Henry B. Plant" is the full title of a book recently released by author/publisher Ed Mueller. This deals mostly with coastwise, deepwater boats operated by two of the promoters and developers of Florida and particularly the trade to Cuba. There is one chapter dealing with the Peoples Line which Plant controlled on the Apalachicola-Chattahoochee Rivers from 1883 until 1899.

It will be recalled that Ed Mueller is the author of the handsome book, "Upper Mississippi River Rafting Steamboats" published by Ohio University Press in 1995. "Steamships of the

Two Henrys", 250 pages with 230 photos and maps, softbound is available from Edward A. Mueller, 4734 Empire Avenue, Jacksonville, FL 32207. Price \$39.95 plus \$3.00 shipping.

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### NEW USE FOR OLD LOCK 35, OHIO RIVER

Lock and Dam 35, across the Ohio from New Richmond, Ohio at Ross, Campbell County, Kentucky, was built in 1919 as part of the original nine foot stage project. The Markland Dam, completed in 1963, replaced Lock 35 when it backed water up to the new Capt. Anthony Meldahl Dam and in 1967 the lock property was leased to Thomas More College.

Since 1971 Thomas More has operated the Ohio River Biology Field Station on the site and now has obtained title to the Lock 35 property. A \$667,000 grant from the James Graham Brown Foundation of Louisville will enable the college to renovate and equip the large power house building for comprehensive biological research. The next phase of the project is the renovation of the eight dwellings on the premises to provide housing for visiting researchers and students.

Dr. John R. Hageman is in charge of the field station and invites S&D visitors who might be interested in the revival efforts at Lock 35. Dr. Hageman's office phone is (606) 344-3525.

\* \* \*

### A SECOND MUSEUM SITE FOR S&D

A recently completed major exhibit in the basement of the Campus Martius building in Marietta required some squeezing of the S&D storage space. The number of artifacts in storage and the limited opportunity for rotating them onto display in the Ohio River Museum has been a concern so the opportunity to set up an exhibit at the Blennerhassett Museum in downtown Parkersburg, West Virginia was welcome.

Jeff Spear, chairman of S&D's Museum Committee, with the cooperation of John Briley and Bill Reynolds, has been busy moving material to Parkersburg. The J. Mack Gamble Fund paid for restoration of two large, all glass display cases and a new case and base for the model of the sidewheel GUIDING STAR. Sign boards from the TOM and CHRIS GREENE, half of the pilotwheel from the CHARLES F. RICHARDSON and an exhibit of paintings and photographs will round out the initial exhibit, about 600 sq. ft.

The Museum is located at 2nd and Juliana Streets, Parkersburg, the headquarters for Blennerhassett Island Historical State Park. It is a block and a half from the landing for the Blennerhassett Island boats and with ample parking.

\* \* \*



### FIFTY YEARS AGO ON THE DELTA QUEEN

1997 marks the fiftieth anniversary of the appearance of the DELTA QUEEN on the rivers of the Mississippi System. The story of the boat's acquisition by Capt. Tom Greene and her movement from Antioch, California to New Orleans and up the Mississippi and Ohio to Pittsburgh is well known through the books, "Saga of the Delta Queen" and the more recent, "King and Queen of the River."

The photo above was taken in the pilothouse of the DELTA QUEEN on August 9, 1947 by J. Mack Gamble somewhere above Lock 17, Ohio River. Youthful Fred Way and C. W. Stoll shared piloting duties with several others on the trip up the river from Cincinnati to the Dravo shipyard on Neville Island, Pittsburgh. The handkerchief tied around the wheel spoke marks the center point of the rudders when in the upright position; the wheel is today in the Ohio River Museum, Marietta.

Print by Fred McCabe.

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### DELTA QUEEN CELEBRATION JESSE P. HUGHES HONORED

The Delta Queen Steamboat Co. is marking the anniversary by a special ten day cruise by the boat departing New Orleans on July 29 ending in St. Louis which will feature presentations on the events of fifty years ago. [For details, call the company: (800) 543-1949]. On the morning of May 2, 1997 The National Rivers Hall of Fame held presentations on the Cincinnati Public Landing to commemorate the anniversary, the opportunity presenting itself when the D.Q. arrived in its former home port at 8:15 in the morning. Up to forty pleasure and commercial boats accompanied the D.Q. up to the landing where National Hall president Gordon Kilgore made the presentations of plaques to the boat honoring three individual instrumental in its preservation: Capt. Mary B. Greene, Capt. Fred Way, Jr. and Betty Blake. Capt. Jesse P. Hughes who was associated with the D.Q. for her first years at Cincinnati and pilot, writer, photographer and artist was accorded an Lifelong Achievement Award.

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"Steamships of the two Henrys, The Maritime Activities of Henry M. Flagler and Henry B. Plant" is the full title of a book recently released by author/publisher Ed Mueller. This deals mostly with coastwise, deepwater boats operated by two of the promoters and developers of Florida and particularly the trade to Cuba. There is one chapter dealing with the Peoples Line which Plant controlled on the Apalachicola-Chattahoochee Rivers from 1883 until 1899.

It will be recalled that Ed Mueller is the author of the handsome book, "Upper Mississippi River Rafting Steamboats" published by Ohio University Press in 1995. "Steamships of the Two Henrys", 250 pages with 230 photos and maps, softbound is available from Edward A. Mueller, 4734 Empire Avenue, Jacksonville, FL 32207. Price \$39.95 plus \$3.00 shipping.

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

## JESSE P. HUGHES DIARY

- JANUARY -

1924

by C. W. STOLL

There has been a hiatus in our publishing of the diaries of Capt. Jesse P. Hughes since the June, 1995 issue. The last diary carried in our pages was for the year 1923 and a brief review might be in order.

The steamboat fire at Cincinnati on November 4, 1922 had destroyed the Greene Line boats CHRIS GREENE (1026) and TACOMA (5292). This left Capt. Greene with only the GREENWOOD (2450) so the ANDES (0253) was chartered from the L&C Packet Co. to maintain service in the Cincinnati-Huntington trade until the new TOM GREENE (5415), under construction when the fire at Cincinnati occurred, came out on her first regular trip April 30, 1923.

In February, 1923 Capt. Greene entered into a contract with Ward Engineering Co., Charleston, West Virginia for a new steel hulled packet a bit smaller (189.2 feet long) than the TOM GREENE and would use the rebuilt engines from the burned TACOMA.

Jesse Hughes was in charge of the Greene owned wharfboat at Ashland, Kentucky during most of 1923 and worked on drawings for the new boat. Ward's contract called for the hull and steel up to and including the boiler deck for a price of \$48,350.

Jesse also filled in as needed on the GREENWOOD and spent the month of September, 1923 piloting the excursion steamer AMERICA (0241) on a tramping trip to Pittsburgh and back to Cincinnati. The 1923 diary ended with an entry on December 8 when Jesse was back at work on the Ashland wharfboat and living in Catlettsburg, Kentucky in the house where his wife Telia Vaughan Hughes had grown up.

High water and bitter cold ushered in the New Year. The river was 45 ft. and stationary on January 2 when Jesse, Telia and daughters Lillian and Helen got on the TOM GREENE at 1 pm. to go to Cincinnati. It rained all night and got colder and windy. The TOM had to lower her stacks to get down to the Cincinnati landing at 4:30 pm. on January 3.

The TOM GREENE was laid up for high water at Cincinnati with the river stage 49½ ft. and rising. The ANDES departed for Louisville and by Saturday, January 5 the river was up to 55 ft. and still rising with the thermometer below zero. The Hughes family were staying with Capt. and Mrs. Greene and left for Catlettsburg on the C&O at 10:30 pm. and arrived home at 4:45 am. Sunday.

The river began to fall and navigation was resumed at Ashland on January 8 when the TOM GREENE left Cincinnati and the BETSY ANN, running in the Pittsburgh-Portsmouth trade, was down. On January 10 the GREENWOOD left Cincinnati with Chris Greene, age 23, standing a pilot watch opposite Lee Willis. The Greene boats were again on schedule between Cincinnati, Charleston, Pomeroy and Huntington.

The TOM GREENE "burst her throttle" at Ashland on January 19. A fireman was scalded and an Ashland machine shop mad a temporary repair. The TOM limped up the river "on low steam" with Capt. C. C. Bowyer, Pt. Pleasant banker, and Junius Greenwood, Gordon Greene's brother-in-law, of Newport, Ohio aboard.

On January 24 Jesse got aboard the TOM GREENE in place of Lawrence Young who was ill. He took the TOM up to Pomeroy and then back to Cincinnati, arriving at 9:30 am., Saturday the 26th with the temperature at five above zero and ice making.

The TOM had been operating on 100# steam pressure because of the damaged throttle and it was now repaired while the boat was laid up waiting for better river conditions. The GREENWOOD laid up at Gallipolis.

Jesse took the morning C&O train to Ashland on Sunday, January 27. After stopping at the wharfboat to check on details he was home by 2 pm. No boats operated until the weather moderated and the ice began thinning out. On January 31. The GREENWOOD came down from Gallipolis and the towboats were out with the ROBT. P. GILHAM and D. T. LANE up with empty barges, the FRED HALL down with loads of coal for Cincinnati.

- FEBRUARY -

The repaired TOM GREENE was up at Ashland at 4:30 pm. on February 2 with a big trip. This was Groundhog Day and Jesse reports, "The sun shone some." There was a warm spell for several days but by February 7 the temperature was back down to 15 degrees. The TOM GREENE came in at 11 o'clock that morning with a good trip for Ashland and Jesse was busy all afternoon delivering "the green stuff." The towboat H. ST. L. COPPEE of Vicksburg was upbound light for Pittsburgh on the eighth.

Others beside Capt. Greene had sufficient faith in the packet business on the river to build new boats in 1924. Jesse notes that the new CINCINNATI passed her first inspection at Cincinnati on February 16 and on Monday the 25th departed for New Orleans at 7:30 pm. with a full trip for the Mardi Gras.

Jesse got on the GREENWOOD at Portsmouth on February 26 and met the TOM GREENE at Wrightsville, Ohio at 6 am. the next morning. Jesse got on the TOM to stand watch for Capt. Greene and she was back up at

Portsmouth at three o'clock in the afternoon.

The GENERAL WOOD had been bought and was on the Kanawha Docks repairing, the Liberty Line having closed down the previous fall. The new owners would have been the Pittsburgh, Wheeling and Cincinnati Packet Co. with Fred Hornbrook and Fred Hoyt to be in charge of the GENERAL WOOD in the Pittsburgh-Cincinnati trade.

The month ended with Jesse standing watch on the TOM and Charles Ellsworth and Capt. Bert Cramer on board looking at the river. At noon on the 29th they picked up a good lot of Manchester tobacco at Ripley and the boat was in Cincinnati at 5:10 that evening.

#### - MARCH -

March began cold and clear in Cincinnati. "Capt. Greene and I up to Stephens office; settled Coney Island Co. compromise." This would seem to be a settlement of damages which Capt. Greene had incurred as a result of the fire of November 4, 1922. The fire had started aboard the Coney Island Co. boat MORNING STAR (4043) and destroyed Capt. Greene's TACOMA (5292) and CHRIS GREENE (1026) with some damage also to the Greene Line wharfboat.

The TOM GREENE left Cincinnati at 5:15 pm. on March 1 with a "fair trip" and was at Portsmouth by 10 am. the following morning. Telia and the daughters came aboard for a Sunday ride up the river. TOM GREENE got into Charleston in the forenoon Monday and a tank was delivered to "the new boat" under construction at the Ward Engineering shop. Jesse reported that the new hull was "near all set up."

There was open river on the Kanawha. The TOM stopped at the coal pile in the evening and was down at Gallipolis by 8 am. the next morning. Jesse's father, Evan Hughes, was living in or

near Gallipolis at this time and Jesse mentions going to Hughes' before the boat left at 10 am. Jesse got off the boat when it reached Ashland at 5 pm.

After two days on the Ashland wharfboat the TOM GREENE came up on the evening of March 7 and Jesse took the place of pilot Lawrence Young who was again ill. Another visit was paid to Ward's the next evening after the TOM GREENE got into Charleston; the new hull is now repored as "all riveted up."

The TOM GREENE was at Gallipolis on schedule at 8 am. Sunday, March 9 and Jesse again paid a visit to his father, noting that he was "some better." He was back on the Ashland wharfboat the following morning.

The weather continued cold and care had to be taken to prevent freezing of "green stuff" when the boats put off groceries for the Ashland stores. (Kroger Co. from Cincinnati supplied most of their retail stores along the river by shipping on the packets while Atlantic & Pacific Tea Co. did the same from Pittsburgh.)

Capt. Lawrence Young was still off ill so Jesse was again on the TOM on March 16 to take her up to Charleston, returning on Tuesday, the 18th. On the way down the boat picked up 63

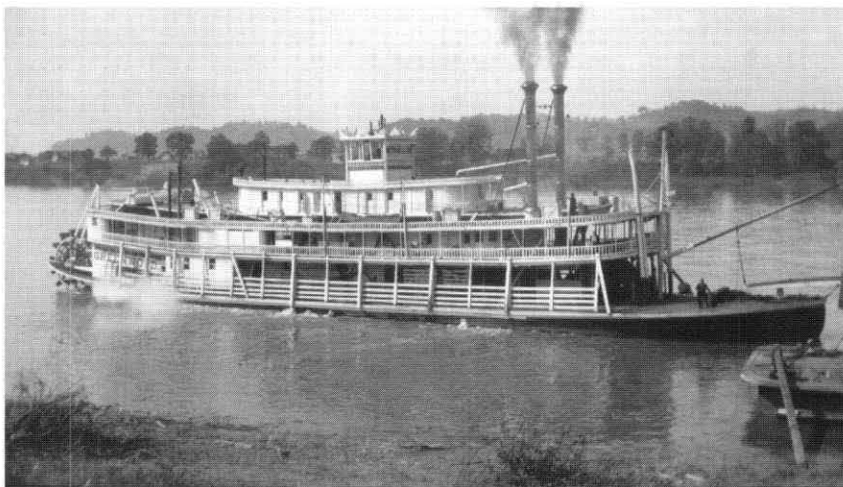
hogsheads of tobacco at Crown City. With Capt. Greene and Drew Edgington Jesse had inspected the new boat hull at Ward's in Charleston.

The remainder of March found Jesse keeping busy with the affairs on the Ashland wharfboat. Reliable help was scarce: On the 10th one of the helpers was drinking and resigned; his replacement quit on the 21 and the drinker was rehired.

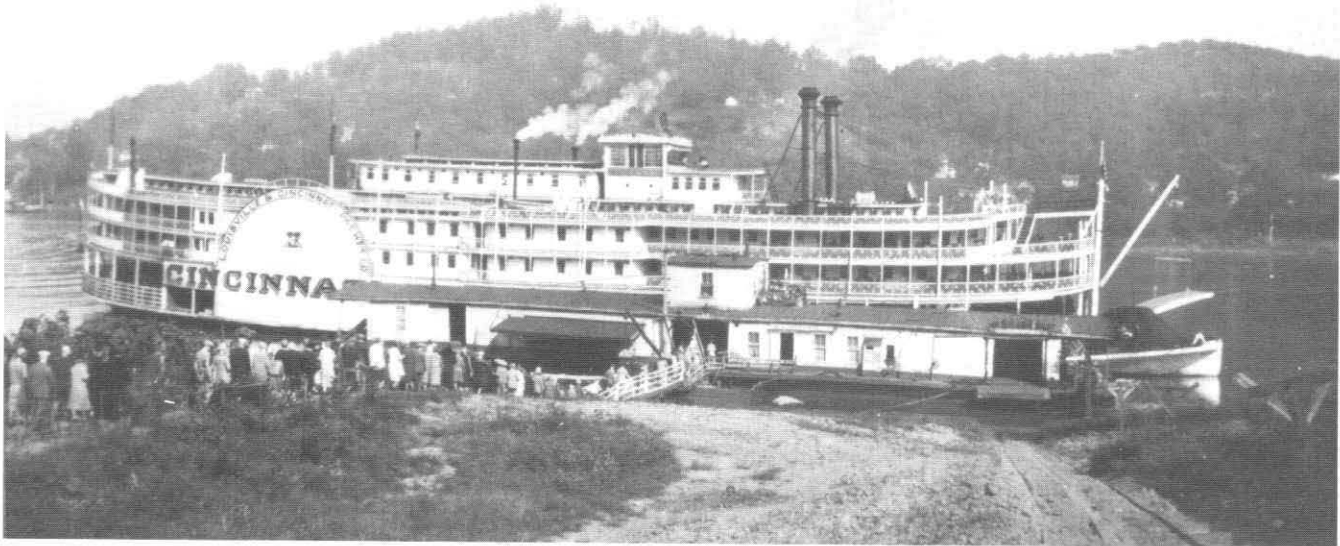
We wish we knew more about an entry written in very light pencil on Saturday, March 29: "Left Cincinnati with the CINCINNATI in race to Ripley." If this impromptu brush lasted for fifty miles it must have been an interesting affair.

On April 4 Jesse, Telia and daughters Lillian and Helen got on the TOM GREENE at Ashland at 8 pm. to ride up to Charleston and back. The SENATOR CORDILL, the Charleston-Pittsburgh huckster boat, was running late so transshipped her Charleston freight to the TOM at Gallipolis. The river was at 30 feet at Pt. Pleasant but the Kanawha River was falling and there were lots of landings to make for a slow trip.

TOM GREENE got into Charleston at 7 am. Sunday, April 6 (just about the time she should



The GREENWOOD (2450) had 26 years on her in 1924, old for a wooden hulled boat, but still running opposite the new TOM GREENE in the Cincinnati-Charleston-Pomeroy trade. Here, she is about to land at the Pt. Pleasant wharfboat and looking as neat as a pin. C. C. Bowyer.



The new CINCINNATI (1033) was the queen of the Ohio when she came out in February, 1924. Built for the overnight Cincinnati-Louisville run she had two cabin decks, some rooms with

private baths and a dining room at the stern on the boiler or "A" deck. Jesse piloted her on a goodwill trip to Marietta and at Huntington a crowd came down to look-see. J.P.H. photo.

have been at Gallipolis on her return trip). Junius Greenwood, Capt. Greene, Charles Salimon, Lawrence Young and Jesse went over to Ward's to check progress on the new boat. The TOM got away from Charleston at noon with open river, stage 7 feet and falling. Telia and the girls got off at Catlettsburg on Monday morning and Jesse got off on the Ashland wharfboat at 10 am.

Jesse was busy on the wharfboat until April 26 when he got on the GREENWOOD to stand watch. At Pt. Pleasant there was a telephone call from Capt. Roe of the L&C Line asking Jesse to go pilot on the CINCINNATI on a goodwill trip to Marietta.

The GREENWOOD was at Maysville, Kentucky at 11 am., April 28 on her way to Cincinnati. The new CINCINNATI was met at Higginsport and Jesse got aboard to stand watch opposite Henry Lindenburn with Capt. Jack

Lindenburn master. The trip was sponsored by the Cincinnati Chamber of Commerce. She landed at Portsmouth at 1:30 pm. April 29 and left upbound at 11 pm. She was at Greenup at 8 am. on the 30th, Ironton at 9 am. and Catlettsburg at 2 pm. where, "Telia, the girls, Meeks and everybody got on."

The boat landed at Huntington at 4 pm. where she took on coal and remained until after midnight. The big boat was an exciting event in Huntington although the weather was rainy and cool.

- MAY -

The CINCINNATI departed from Huntington at 1:30 am. May 1 and arrived at Marietta at 4:30 that same afternoon. The GENERAL WOOD came into Marietta this afternoon, now repaired and running in the Pittsburgh-Cincinnati trade. The weather

was rainy and cool and by the time the CINCINNATI started back down the river from Marietta at 11 pm. the wickets on all the dams above No. 25 (near Pt. Pleasant) were down and it was open river.

The only stop made on the return trip was at Gallipolis on Friday afternoon, May 2 where the boat was open for inspection from 4 to 10 pm. CINCINNATI arrived back in the Queen City at 2 pm. Saturday, May 3 to a noisy reception from all the boats with steam up. Jesse got onto the GREENWOOD to go back home and she left at 5 pm. on schedule.

By Sunday morning the GREENWOOD was above Maysville on her way up the river. Jesse's account of the day is surely an example of a busman's holiday:

He got off the GREENWOOD when she landed at Vanceburg, Kentucky at 9:30 am., caught the C&O train at 10:12 and was home

in Catlettsburg by 1:30 pm. He and the family walked down to the landing when the TOM GREENE came in at 3:30 downbound. They got aboard for a ride down the river until meeting the GREENWOOD at Ironton, Ohio then changed boats and rode back home to Catlettsburg.

When the TOM GREENE landed at the Ashland wharfboat that afternoon Jesse discovered his helper John "full". John had been given a second chance on March 21 but he was now discharged. Amos Thacker was hired as a replacement.

Tom Greene was attending Ohio State University in Columbus that year and came down on Friday, May 16 to have a look at the new boat under construction. On Saturday Jesse and Tom went to Charleston by train and found the new hull was in the water. It was drawing 27 inches at the stern and 8 inches at the head. The TOM GREENE arrived in Charleston at 5 pm. and departed at 7 pm. with Jesse and young Tom Greene on board.

After Charleston the TOM GREENE's schedule called for her to go up the Ohio to Pomeroy before starting her return to Cincinnati. There were sizeable shipments of barreled salt each week to Cincinnati from the several salt works in the Pomeroy Bend area in 1924. Jesse got off at the Ashland wharfboat when the boat stopped there at 4 pm.

For the remainder of the month the routine at the Ashland wharfboat occupied Jesse Hughes. He commented that they "were pretty busy" and the river stage remained high until it began to fall early in June.

- JUNE -

Jesse Hughes was 48 years old on June 7, 1924. The day was warm, the river rising slowly and the GREENWOOD had brought in a good trip the night before so he was busy on the wharfboat at Ashland.

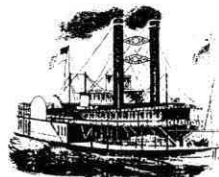


Early in June, 1924 the completed hull of the "New Boat" was towed from the Ward yard at Charleston to the Acme Boiler landing below Gallipolis. The steel work completed by Wards included the main and boiler decks. C. C. Bowyer photo.

Early in June the completed hull the "new boat" which would be named CHRIS GREENE was moved down the Kanawha River from the Ward Engineering Works at Charleston to Gallipolis. Capt. Greene had an interest in the Acme Boiler Works operated by Charles Arthur at the lower end of town below Chickamauga Creek and additional steel work would be done by the boiler shop crew.

On Monday, June 9 Jesse went to Gallipolis and began laying out the cabin on the new boat. The steel construction completed by Ward included the hull, main deck with cylinder timbers for the engines and paddlewheel, main deck bulkheads a steel boiler deck. Additional steel construction was fabricated in the nearby boiler shop while Jesse had a crew starting on the wooden cabin work.

Working at Gallipolis occupied the remainder of the month of June. The diary is blank except for notations every Saturday of catching the afternoon B&O train home to Catlettsburg.



- JULY -

On July 3 the first steel bulkheading was up for the boiler deck cabin and Jesse went home for the Fourth of July. (As on the TOM GREENE, there were sections of steel outer cabin bulkhead anchored to the boiler deck which provided support for the roof or texas deck. The remainder of the cabin and staterooms was of wood. Ed.)

The Fourth was a big holiday around Catlettsburg and Jesse counted 850 automobiles passing by in just one and a half hours. He improved his time by painting the floor of the back porch in the afternoon.

Saturday, July 5 was spent painting the roof on the Hughes home and it took all day. Jesse returned to Gallipolis on Sunday after checking on the Ashland wharfboat. The upbound TOM GREENE left Ashland at 2 pm. Sunday and was at Gallipolis at 11:30 that evening.

By July 7 the front of the cabin was being installed and the front steps had been completed on July 10. Jesse notes, "Getting some stuff out and having some difficulties." The SENATOR

CORDILL and GENERAL WOOD passed by on July 11. Jesse caught the 3:15 pm. B&O train home to Catlettsburg on the 12th, Saturday.

The Hughes family returned to Gallipolis with Jesse on Sunday, July 20. The TOM GREENE had broken a rudder at Portsmouth on her way up the river, The Hughes family got aboard at Catlettsburg 1 pm. and off at Gallipolis at 7 am. Monday morning. Telia and the girls were staying overnight at "Pap" Hughes' house.

After dropping off the damaged rudder for repair, the TOM GREENE went on to Charleston. She loaded two railroad cars of decking for the new boat and brought it down to Gallipolis on the 22nd. Telia and the girls returned to Catlettsburg on the TOM.

By the end of this week, July 26, there were twenty-one rooms completed in the cabin. Jesse was apparently staying at Charlie Arthur's house and he makes mention of going out to "Pap" Hughes' house on Saturday afternoon to help his father. He missed the 6:15 B&O train for Catlettsburg so telephoned home and then went to the movies. Appropriate for a warm July evening in Gallipolis, the feature was "The Blizzard."

The weather was "pretty warm" on Sunday and Jesse, now back home, went to Ashland to check on the wharfboat. The TOM GREENE came in from Charleston and put off nine autos.

The TOM GREENE stopped to have her repaired rudder hung on July 31 (Thursday) and departed down river at 3 pm. Two more rooms had been put up in the new cabin by Jesse's crew that morning.

- AUGUST -

"August 6 1924 - At Hughes. Pap's 75th birthday anniversary. Big time and plenty good things."

Saturday, August 9 was warm and after working until noon

Jesse left Gallipolis and, "Came to Kenova in auto with Sherm White & Johnson. 1:30 pm. to 4 pm."

At home at Catlettsburg on Sunday, the TOM GREENE went down at 6pm and the GREENWOOD went up. The steering gear on the TOM GREENE had broken down so she was being hand steered. Jesse took the Ohio Valley interurban and caught the GREENWOOD at Huntington to return to Gallipolis.

Instead of returning to Catlettsburg on Saturday, August 16 Jesse got on the GREENWOOD at 8:30 to stand pilot watch. Dam 11, the first above the mouth on the Kanawha River, was down for repair of wickets and there was, therefore, not enough water to navigate. The GREENWOOD went up the Ohio as far as Ravenswood, West Virginia and then returned to Gallipolis where Jesse got off on Sunday morning.

On Monday morning the TOM GREENE came in at 4 am. and Jesse got on to stand another pilot's watch up the Ohio. The TOM went as far as Portland, Ohio. Tom Greene and his friend Stogie White had been on the boat but got off to catch the B&O up to Newport, Ohio to visit the Greenwood relatives. Capt. and Mrs. Greene left the boat at Gallipolis to also go to Newport while Jesse stayed aboard as pilot.

The river was in pool but falling when the TOM GREENE left Portsmouth at 5 am Wednesday, August 20. The stage was 2.4 feet below Dam 31 just below Portsmouth. (Dam 32, another 23 miles downriver, was still under construction. Ed.) Jesse noted: "Rubbed at 'Kinney' (Conoconnique Creek); at Cabin Creek at noon; Flannagans at 6 pm.; 1.9 feet at Dam 35 (New Richmond). Got into City at 9:45 pm. Raced with the ISLAND MAID." The distance for the day was about 115 miles.

Jesse inspected the progress on the new ISLAND QUEEN (2800) which was being completed at the landing by the Coney Island Co.

The hull had been built at Midland, Pennsylvania, a duplicate of that of the new sidewheel CINCINNATI. The new boat would replace the first ISLAND QUEEN (2799) which was lost in the fire at Cincinnati November 4, 1922.

At 5 pm. August 21 the TOM GREENE departed up the river with a light freight trip but with 100 passengers. Capt. and Mrs. Greene with son Tom had returned from Newport, Ohio. The river was rising slowly and there was 6½ feet in the channel below the dam at New Richmond. The following afternoon Jesse got off the boat at Catlettsburg and went home.

The GREENWOOD came up on Sunday, August 24 and Jesse got aboard to ride up to Gallipolis. Jesse got off the GREENWOOD at 8:30 am. Monday morning and went to work installing "bed angles" for bulkheads. On Wednesday he notes, "No one working at the shop (Acme Boiler) so I painted all day." The Gallia County Fair was on and it had attracted the boiler shop crew. Installing cabin partitions continued until Jesse returned home on the Saturday afternoon B&O.

Telia and Helen Hughes accompanied Jesse back to Gallipolis on Sunday, August 31 and then stayed on the TOM GREENE to Charleston and back home to Catlettsburg.

- SEPTEMBER -

Jesse noted that September 3, 1924 was Miss Helen Hughes' twelfth birthday. The weather had turned unseasonably cool and there was frost the night of September 5-6. Jesse was at the "new boat" each week during the month working with carpenters on the building of cabin and texas. A crew from the Acme Boiler Works was installing the outside steel bulkheads on the boiler deck.

The sidewheel excursion boat AMERICA was at Gallipolis on September 10 with Henry



Lindenburn and James Rowley piloting; Jesse went out on the evening excursion. On the 12th the KENTUCKY (3268), chartered from the L&C Packet Co., was at Gallipolis in place of the SENATOR CORDILL. The AMERICA went down past Gallipolis on September 26 after running excursions at Pittsburgh, her second trip to the head of the river.

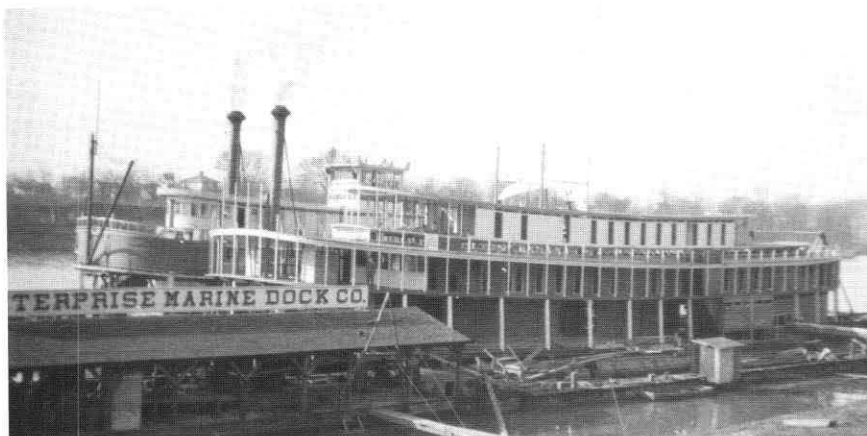
- OCTOBER -

Work on completing the outside steel bulkheads was being pushed and Jesse aimed to have this work done by Saturday, October 4. On October 5, Sunday, the TOM GREENE towed the new boat up to the Gardner Docks at Pt. Pleasant in 45 minutes. Carpentry work would now be completed by the dock company crews. Capt. William Clark, the U.S. Hull Inspector at Pt. Pleasant, died on October 11.

On Sunday, October 12, four o'clock in the morning, the GREENWOOD broke her shaft at Lock 29 above Ashland. Jesse went down to Ashland to help tear down the paddlewheel and didn't get back home until 8 pm. The crew of the GREENWOOD was sent home by train and on the GENERAL WOOD. Jesse and a helper worked on dismantling the wheel, finishing on October 14.

On the afternoon of October 14, while attempting to land at Huntington, the BETSY ANN collided with the wharfboat and sank it. The TOM GREENE came up at 9 pm. and Jesse got aboard. After assessing the damage at Huntington, Jesse and Capt. Greene caught the 7 am. train on October 15 to go to Gallipolis in connection with a lawsuit by one Layne. The TOM GREENE moved the disabled GREENWOOD up to Huntington to serve as a temporary wharfboat.

At Pt. Pleasant, carpenters were putting up the carlings on the boiler deck and installing stringers for laying decking on the boiler deck of the new boat.



On October 5, 1924 the "new boat" was towed up to the Gardner's Docks at Pt. Pleasant by the TOM GREENE. This photo by C. C. Bowyer could have been taken that day: the TOM GREENE is on the outside, door framing has been started on the steel outer bulkheads on the boiler deck while the texas seems to be partially framed with some of the bulkheads installed. Piping, engines and shaft would be installed by the Pt. Pleasant Machine Works, Robert J. Heslop, Prop.

By the 18th the Huntington wharfboat had been raised and the TOM GREENE took the GREENWOOD in tow for Cincinnati where a new shaft would be installed. The boiler deck carlings were all installed by Monday, October 20.

By October 30 the sheathing completed on the boiler deck roof and the men laying roofing material. The TOM GREENE came in to Pt. Pleasant at 6 am. that morning and at 8 am. Capt. Peter G. Holloway, for many years on the TACOMA with Jesse, was found dead in his johnboat on Kanawha Bar. The TOM GREENE picked up Peter Holloway before departing for Cincinnati at 9 am.

- NOVEMBER -

Capt. Holloway was buried in Lone Oak Cemetery on November 2, "Large funeral."

November 4 was Election Day and the men were given the afternoon off. Work was going on on the roof and the carlings were being installed for the cabin skylight. Jesse went down town on Wednesday evening (November 5) to see Colleen Moore in the hit movie, "Flaming Youth."

The excursion season over, the HOMER SMITH went into winter quarters in the Kanawha River on November 7. Boiler makers had finished up their work for the time being and by the end of the week on Saturday, November 8 the roof on the boiler deck including the skylight was completed. Jesse took the 6 pm. home to Catlettsburg.

The GREENWOOD was out from Cincinnati on November 9 with her new shaft and rebuilt wheel. Jesse was back at Pt. Pleasant on Monday after catching the 9 am. train from Kenova. Work was moving rapidly on the new boat this week and by Friday the texas had been framed in and work was going ahead on its roof; the main deck was being caulked. Jesse rode up the river to Cheshire and back on the "oil boat" W. C. KELLY with Capt. Hanes.

(The W. C. KELLY which attracted Jesse's attention was built in 1923 by Charles Ward Engineering and had pitman drive to the sternwheel from a 200 hp. diesel engine, innovative for her time. Later, she went to American Barge Line and after a sinking in 1935 was raised and became the FLAVIA. In 1945

Charles Zubik of Pittsburgh renamed her CHARLES Z., JR. and she ran for many years after the new boat Jesse was working upon was gone. Ed.)

The first snow of the year appeared on November 15. Jesse returned to Catlettsburg on Wednesday to oversee the moving of the Vaughan family store building "over on the alley" for a price of \$150. Jesse worked at removing some of the back porch and a brick addition on the store in preparation for moving. The foundation was prepared and Jesse installed the new gas line. On Friday evening Jesse and daughter Lillian (age 18) went to Hall's Theater and saw, "Covered Wagon".

Thanksgiving Day, November 27 was spent at home. The store moving was finally completed the next day and the gas and water lines were hooked up. With a helper, Jesse was putting the roof on a garage and although Saturday was cold and windy sidewalks were laid and the garage completed. (This was the beginning of the Hughes gas station with its two smokestacks out front. Ed.)

- DECEMBER -

The texas on the new boat was well along when Jesse returned to Gallipolis on the GREENWOOD the morning of December 1. He took the bus to Pt. Pleasant, the temperature standing at 16 degrees. Men were working in the cabin Tuesday morning, December 4 with the temperature outside at 10 degrees; in the afternoon they worked on the overhead on the guards. The last entry for this day is, "Ish ca Bible", a phrase which must have tickled Jesse's funny bone. By the end of the week the sheeting of the texas roof had been completed.

The TOM GREENE was the upbound boat on Sunday, December 7 and she got to Pt. Pleasant 10 am. Monday. The

KENTUCKY was at the Acme Boiler Works getting two sheets in a boiler. By December 9 the door frames were being installed in the cabin, followed by the front windows.

On Thursday Jesse went to Gallipolis at 5 pm. for the purpose of making a drawing of a "Douald boiler" (sic.). He had supper at Charlie Arthur's and spent the night at his fathers'. On Thursday he finished the boiler drawing before catching the GREENWOOD back to Pt. Pleasant at 10 am. By Saturday that week the texas bulkheads were going up and Jesse was painting in the texas. (What was a "Douald" boiler? Did he mean "dual" like a double boiler for the kitchen? Maybe Don Naish knows. Ed.)

The week of December 15 began with Jesse arriving at Pt. Pleasant Monday morning aboard the GREENWOOD as usual. Work was now concentrated on finishing the texas with bulkheads going up inside and paneling being installed on the outside. The weather had warmed some and the outside woodwork was primed as soon as it went up. The outside paneling was completed on Thursday when the TOM GREENE came up with Junius Greenwood, Donald T. Wright (The Waterways Journal) and Capt. C. C. Bowyer on board. Jesse kept busy painting on the texas. Nosing was being installed on the main deck and it was completed around the fantails by Saturday noon. He took the 6 pm. B&O for Catlettsburg and arrived home at 7:30 pm.

It was "cold - cold" on Sunday, December 21 and the river was rising with Allegheny River water. He returned to Pt. Pleasant and got off the TOM GREENE at 4 am. Monday onto the "new boat" but it was too cold to do much. The carpenters were working in the cabin and wiring was installed for the chandeliers.

The last entry in the 1924 diary concerned the snowy

weather and, "Getting lumber on and ready to take the boat to Gallipolis." The latter portion of the 1924 diary shows that the new boat was very much "Jesse Hughes' boat."

It is interesting that throughout Jesse refers to his project as the "new boat"; the name CHRIS GREENE is not mentioned. We wondered if Capt. Greene was perhaps keeping his own counsel, however, tucked in the back of the diary is a receipt dated October 20, 1924 for groceries from the H. G. Nease Co. store in Pt. Pleasant. It is made out to "Str. Chris Greene" so there was no question about a name.

\* \* \*

NEW USE FOR OLD LOCK 35

Old Lock & Dam 35 above Cincinnati is across the Ohio from New Richmond, Ohio at Ross in Campbell County, Kentucky. It was built in 1919 as part of the original nine foot stage project. The Markland Dam, completed in 1963, replaced No. 35 when it backed water up to the new Capt. Anthony Meldahl Dam and in 1967 the lock property was leased to Thomas More College.

Since 1971 Thomas More has operated the Ohio River Biology Field Station on the site and now has obtained title to the Lock 35 property. A \$667,000 grant from the James Graham Brown Foundation of Louisville will enable the college to renovate and equip the large power house building for comprehensive biological research. The next phase of the project is the renovation of the eight dwellings on the premises to provide housing for visiting researchers and students.

Dr. John R. Hageman is in charge of the field station and invites S&D members who might be interested in looking around to stop by. Ross, KY seems to be the P.O. address and you will have to follow your nose another five miles upriver to the lock property.

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## H. F. FRISBIE AND A BRIDGE

The following account of an accident at Cincinnati in 1888 involving the towboat H. F. FRISBIE (T1010) was saved in a scrapbook kept by Mrs. Pitt L. Stowe who was a participant in the events and was the grandmother of J. B. Stowe, Marietta, Ohio. We find the report interesting because it involves produce boats similar to the store boat of Thomas Means which was featured in our March issue (page 27) and it also tells something of the problems facing pilots of those impressive looking but relatively low powered steam towboats of yesteryear.

Mrs. Stowe also reports on the treatment accorded those who entrusted their boats and barges to towing by boats such as the H. F. FRISBIE. She was owned by the Huntington & St. Louis Towboat Co. and towed for hire but the customers (according to Mrs. Stowe) seem to have had little recourse for damages suffered enroute. We suppose there could have been a "hold harmless" clause in the written or verbal agreement for towing produce boats; given the homebuilt character of most produce boats, such a clause is probably understandable.

The following is evidently from a Marietta newspaper sometime in December, 1888:

### MORE ABOUT THE FRISBIE COLLISION

Mrs. Pitt L. Stowe, daughter of Mr and Mrs. Josiah Huntley of this city, who was on board her husband's produce boat when the towboat H. F. FRISBIE struck the Kentucky pier of the Southern Railroad bridge at Cincinnati at 4 o'clock on the afternoon of November 29th arrived here last Thursday morning and has an exciting story to tell of the disaster.

She says that the FRISBIE had 24 boats in tow, 12 being produce

boats, six salt barges, one iron barge and the remainder coal. The tow was lashed up loosely and at the time of the collision the boat had but 160 pounds of steam pressure when she is permitted to carry 183 pounds. The pig iron barge was to have been left above the bridge but it was not done because the boat had not power enough to hold the tow in midstream while being relieved by the CHAMPION (T0371) and consequently the tow and boat drifted rapidly down stream, notwithstanding the fact that the engines were backing with full head of steam all the time.

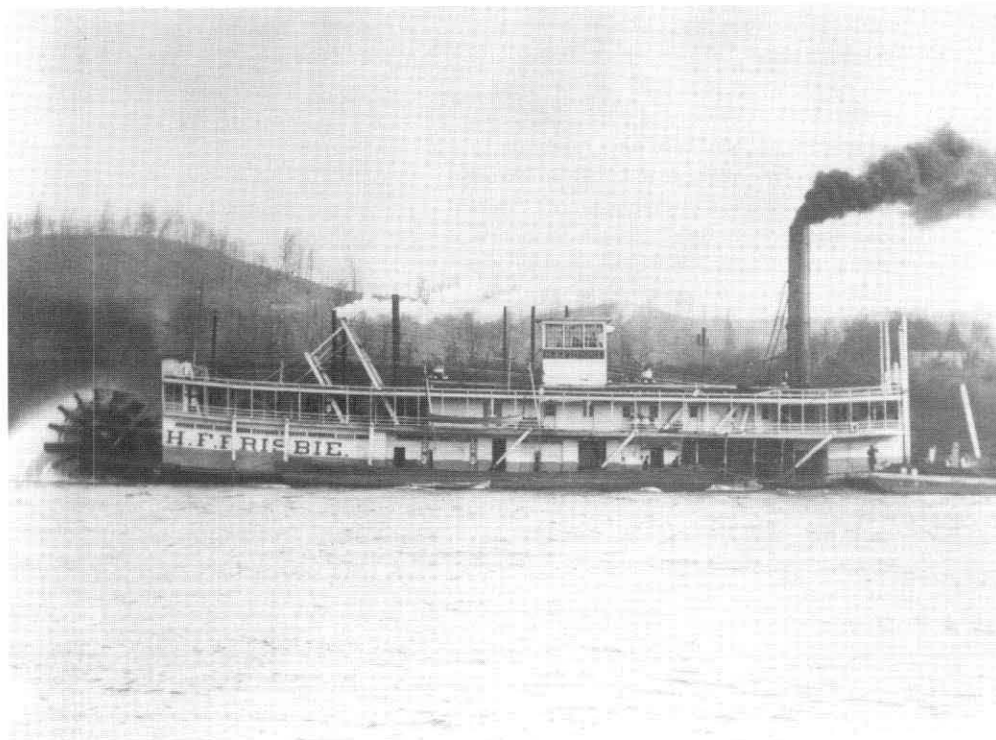
Mrs. Stowe says that when Frank Carroll and Wash Tenley, the Cincinnati pilots, got on board it was flippantly remarked, "Wouldn't those women scamper if we should strike that pier!" referring to the ladies on the

produce boats who were on the roof of their boats.

It soon became evident that a smash-up was unavoidable and great excitement prevailed. The mate being off the boat at the time made it still worse. There were six ladies on the fleet and their screams mingled with orders of the officers, snapping of lines, smashing of planks and the general stampede when the collision did come. It was something to be long remembered.

"The pig iron boat struck first," says Mrs. Stowe, and rebounded, striking a model barge of salt which plunged into the BESSIE, our boat, and knocked a large hole into it and it took water rapidly. It soon sunk to the roof and was landed below Ludlow on the Kentucky

CONTINUED FOLLOWING PAGE -



H. F. FRISBIE (T1010) was a fairly new boat at the time of the accident involving the Southern Railroad bridge at Cincinnati. She had been built in 1883 at Cincinnati and had engines 20's-8 ft. stroke. It is to be noted that the information regarding William Rutter found in the H. F. FRISBIE listing in Way's Steam Towboat Directory is in error; Mr. Rutter was owner of two produce boats in the tow of the FRISBIE rather than master of the towboat itself.

H. F. FRISBIE CONTINUED -

side. Capehart & Roush's boat was sunk to the roof and landed near the same place. Mr. William Rutter of Clarington, Ohio, aged 70 years, had two boats in the fleet and, when we struck, his boats were cut loose and floated down the river. His wife was on one and he was on the other. They had not gone far before Mr. Rutter, through fright and heart disease, fell dead and his body was taken home the next day by his wife.

"The BESSIE had on board 2,000 barrels of produce - potatoes, apples, beans, etc. - owned equally by my husband and Capt. W. H. Mallory of Clarington, Ohio and we expected to spend a pleasant winter in the South, returning next March, but Mrs. Mallory is at home now and I am here. The boat is a total loss and although Mr. Stowe and Mr. Mallory are taking the cargo out as fast as they can it is being ruined by freezing as fast as exposed to the air and will, it is feared, be nearly a total loss as we had no insurance at all. Capehart & Roush are in just the same fix but have their steamboat there and are doing all they can to save their cargo. We lost everything we had on board except our clothing and with the boat went down enough provisions to do us until spring.

I think the crew of the FRISBIE a heartless set as they put us ashore on the Kentucky side in a snow storm and left us to look out for ourselves - to find shelter and something to eat the best we could and the cause of the collision is chargeable to recklessness more than anything else. This much is admitted by those understanding the facts in the matter and many steamboatmen make still more serious charges than that.

And, to add insult to injury, when the boat went on the next day they called back as we stood shivering on the roof of our boat

and bade us goodbye and hoped we would have better luck next time.

Ed. Note: W. H. Mallory mentioned in the above account as part owner of the BESSIE had an orchard near Clarington, Ohio and customarily shipped his apples south on his own produce boats. Jesse Hughes told of his father Evan Hughes buying the produce boat BESSIE NO. 2 from W. H. Mallory in 1888 to use as a floating cooper shop. He made one trip south as far as Louisville with apples in 1889 and was then towed back to Wheeling by the JIM WOOD (T1378). Evan Hughes employed five coopers on the BESSIE NO. 2; a skilled cooper could produce 50 barrels a day from pre-cut sets working from sunup to dark and was paid 5¢ per barrel. Apple barrels then cost the farmer 35¢ apiece delivered; stock sets were 20¢ apiece leaving 10¢ each for Mr. Hughes to cover overhead.

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#### - VIDEO REVIEW -

##### THE BELLE OF LOUISVILLE

A press release dated February 14, 1997 from Tim Young Productions announced the release of a new video documenting the history of the BELLE OF LOUISVILLE, the oldest operating Western Rivers steamboat. Later, a review copy of Tim Young's latest work arrived and we were very favorably impressed.

The video is a documentary which includes background on the social and economic times which affected the building and operation of a steamboat in the 20th century. The West Memphis Packet Co. needed a boat of unique design in 1913, a combination of ferry and excursion boat which could fill in hauling cotton seed during the heavy harvest seasons. They

contracted for the building of the IDLEWILD in 1914 at Pittsburgh and her adventures under various owners are covered in detail.

Still photos and movie footage have been utilized to tell the story in an interesting and entertaining manner. The IDLEWILD became the AVALON in 1948 and then the BELLE OF LOUISVILLE in 1962; there are interesting sidelights brought out while the boat was operating under all of these names. Producer Tim Young uses the best of video technique to highlight changing features of the boat's appearance as she changed in operations and ownership.

The narration is given by Mr. Young and it is well written and delivered without noticeable faux pas of steamboat nomenclature or historical fact. Starting with views of the BELLE OF LOUISVILLE moving out of her winter quarters to the final scenes of her out on an afternoon excursion, the quality of filming is excellent and artistic.

A number of filmed comments by people connected with the BELLE add authenticity to the story. Many familiar S&D faces appear including Jack Custer, Kevin Mullen, Mike Fitzgerald, Alan Bates, Keith Norrington and Doc Hawley, etc. Introductory music was composed and played by John Hartford.

This is the story of how a not very distinguished example of a steamboat became an historic and popular tourist attraction still operating at Louisville. The video runs 86 minutes, a well researched story beautifully presented and narrated by Tim Young.

"THE BELLE" is available for \$24.15, tax and shipping included from: TYP Distributors, 1218 East Main Street, New Albany, IN 47150.

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The Lighthouse Tender OLEANDER (4292) was built at Dubuque, Iowa in 1903 with a steel hull 165x34x7 in size. Readers of the Capt. Hoel story will recall that Supervisors enjoyed family vacations on board the Lighthouse Tender LILY so will not be surprised by the Tillman family sojourn of 1909.

### A TRIP ON THE OLEANDER

by  
Frida Tillman

Frida Tillman was 15 years old when her father, Commander E. H. Tillman, U.S. Lighthouse Service, took her for a trip on the Light House Tender OLEANDER (4292) in 1909. Later that year, in October, 1909, Commander Tillman conducted President William Howard Taft down the Mississippi aboard the OLEANDER from St. Louis to New Orleans. Incidents of the presidential trip have been well covered in this journal previously. Miss Tillman gives us a (he) youthful, fresh impressions of the Mississippi while on a family junket on the OLEANDER. Along on this trip were Frida's mother, her brother Edwin, sister and perhaps other family members not mentioned.

Frida Tillman's account was copied verbatim from her diary and is printed with the permission of her niece Mrs. Edward Allardice, Detroit, Michigan. Don Naish, Dryden, Michigan, steamboat engineer, has

our thanks for finding and contributing this account for the enjoyment of our readers.

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We left Cairo, Illinois January 17, (1909) about noon. The weather was perfect - fair and mild. We were all on deck as this was our first trip on the Mississippi and we were bound to see all. The boat which we were on was the OLEANDER, the lighthouse tender. Father was the Inspector of the Sixteenth Light House District which extended from Cairo to New Orleans, only about five hundred miles by rail but a little more than twice the distance by the crooked Mississippi.

We had never been on the Mississippi before and it is an experience for anyone. It is an extra experience to be on a light house boat and watch what (the crew) goes through at every stop. You see, the lights - they are not "lighthouses" because they have to be moved so often - are built to show where the

channel or deep part of the river is and every year or so it changes; it is necessary to have the lights "light" so as to move them. There are four hundred and thirty-three lights in this district.

At every light - the lights are first on one side and then on the other - we stop and the light keeper comes aboard while the men go ashore and paint the light, chop down trees if they obstruct the light, move (it) farther back if the bank looks as though it would cave in and give the keeper oil, etc. In short, we put it in good condition before we leave for the next light. They are about two miles apart. Where the channel is very dangerous or Father is unable to get a keeper, we have what we call a "daymark", we paint a tree, the bottom part of it, white and put a large white cross there so that the vessels can pick it up with their searchlights when they are about halfway across (the river).

Sometimes the lights are on sand bars or islands, sometimes

on the mainland. When a light was on a sand bar we only had to put out a plank but sometimes, as those who have been on the Mississippi know, the banks are twenty or thirty and sometimes forty feet above the river, depending of course whether we had had a dry season or heavy rain, and they would have to get out ladders.

If it is not too muddy we go ashore and have a game of tag with Rex, a beautiful full-blooded pointer and an intelligent dog, too. We found some round eggs one day in a nest in the sand, perfectly round like marbles and about the same color; the captain told us they were turtle eggs.

The day after we left Cairo we stopped for mail at a little village boasting about eight thousand inhabitants called New Madrid and we all went up to see if the streets were unpaved and the sidewalks were planks. The mud was terrible but it was fun and, just coming from New York and Washington, we wanted to see some little country villages.

The lightkeeper there (New Madrid) came aboard and gave us a cake. She made the one that the school children of that village presented to President Roosevelt on his last trip west. You see, we have men and women and young girls, black & white, for keepers.

(Ed. Note: President Theodore Roosevelt made a trip down the Mississippi from Keokuk to Memphis on board the U.S. MISSISSIPPI [3975] in October, 1907.)

The next day we saw a poor little girl, the daughter of one of the "keepers" with a corncob doll and that afternoon we hunted up our little celluloid dolls, intending to give one to the next child we saw, if we saw another.

The following Saturday night we tied up, remaining over Sunday. A keeper lived not far from where we had tied up and Sunday afternoon a party of us went up to see the house which

was over a hundred years old. It had the porch in the centre and it looked as if the second story would cave in on it. We bought some fresh buttermilk and a big bag of black walnuts.

The lightkeeper had a daughter about thirteen years old and we brought her aboard the boat. The child said nothing, her eyes were wide and I am sure she thought our quarters gorgeous and they really are comfortable. Everybody is surprised at the boat being so "fine". I suppose they thought we slept in bunks. Well, to return to the girl, the boys brought out the phonograph and played that while everyone else hunted up something. I had made some fudge and I hunted up a heart-shaped candy box to put it in. Mother gave her some pretty new hair ribbons, Margheritta gave her a book as the nearest village was  $3\frac{1}{2}$  miles away. I am sure we all pitied her as you can very seldom find anything but mud roads and they are abundant and she could not go to school often either. The captain (Capt. Thomas B. Good) added oranges, apples and bananas and several other things, too.

We arrived in Memphis the next Wednesday and on the 30th some people we had invited to take the trip to New Orleans with us arrived. We spent the next day in shopping, Father getting me an Eastman's Kodak, a Bull's Eye No. 2, because there would be a good many chances to get a good picture. The last night Tom Good, the captain's son, came aboard to make the trip and Edwin greeted him warmly, I assure you. (Edwin Tillman was Frida's brother. Ed.)

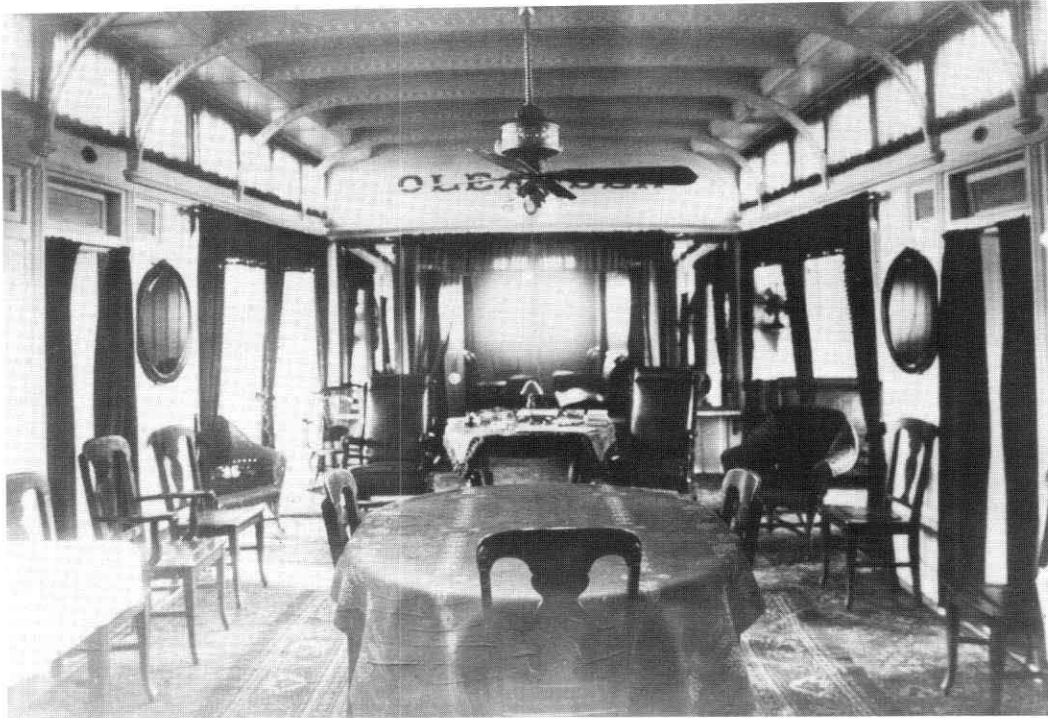
We left Memphis the first of February and as before we were all on deck at the start. The weather was beautiful but towards the afternoon the wind blew so hard and it grew so cold that we tied up. The following week we had two days when the men couldn't work on account of the rain.

Wednesday, February 4 we stopped at Helena, Arkansas for mail and our party went ashore after it and to get some portraits. We had such fun going up that bank! The stones were large, sharp and loose and the mud, as usual, thick and sticky. Mother lost her rubber and every other step or so we would stop and laugh at each other. When finally we reached the town we went in the wrong direction to get to the Post Office but it paid as we saw something we had never seen before. The sidewalks were built on legs 4 ft. above the ground and were simply planks. The town, I believe, had a population of about 12,000 and when we finally found the main street it looked a little bit more cityfied. The streets and sidewalks were paved and there were several brick buildings but I should not have liked to live there.

Saturday, the 7th we tied up at Point Comfort Light just above Greenville and Dr. Miller and Mr. Scheals came aboard to ask if father would come and go deer-hunting to-morrow morning at daylight. Unfortunately however, it rained "dogs and cats" in the morning and all day so the hunt was off.

Monday we arrived at Greenville about 1 o'clock and received, each of us, plenty of mail. We went all over town and were very pleasantly surprised with it. All the sidewalks, even in Newtown or the Negro quarters, were paved with cement pavements. The principal streets were also paved. There were street-cars, too. The stores were very good and several handsome buildings were there. And, only 12,000 people and more than half Negro.

We spent a very interesting afternoon at the Delta Cotton Oil Co. and afterwards had tea at Mrs. Walter's. We enjoyed this very much as it was an old-fashioned place and some of the china and glass we were showed (sic) were over 100 years old.



Looking aft in the cabin of the OLEANDER. The nameboard is mounted on the rear of the skylight and the openings on each side lead to double doors out onto the guard. The portieres and machine Axminster carpeting are typical home decor of the times, comfortable accommodations for the Tillmans.

Mrs. Shaw came aboard here to go down to Vicksburg with us and we were very glad she came as I am sure she enjoyed it. We left Greenville the next day at about 10 o'clock.

The 12th it poured all day, "cats and dogs and snails." The morning of the 13th we had a very severe thunder storm, the worst I ever saw, but it cleared up at about eight and proved a perfect day. We arrived in Vicksburg at 12 o'clock. St. Valentine's Day just as the sun came out at "between acts"; we had had little showers.

After luncheon we all took a delightful car ride and unanimously voted Vicksburg a very nice city. The car took us way out of town and we were, or at least I was, delighted with the hills. That afternoon coming home we met the Captain and Mr. Morrison who was a friend of Mr. McCreas who was a friend of father's. He came on board directly and intended to stay until we arrived at Natchez. In the evening the Valentine Box was

opened and cupid had sent something for everyone. Some were really very pretty.

The 15th we went uptown in the morning. We hired carriages after luncheon to take us up to the National Cemetery. I brought my Kodak along and snapped the handsomest monuments. Luckily, the sun was in the right direction. We spent about 3 hours at the Park, as it is generally called, and then we had a delightful dinner after which 3 city officials called. We went to church Sunday. Monday, the 17th, Mrs. Shaw left us and after getting the mail we left Vicksburg.

We arrived in Natchez about 1 o'clock on the 19th day of the month. We only remained about 2 hours but in that time saw the town pretty thoroughly and were very much pleased with it. Mr. Morrison decided to continue with us to Baton Rouge.

About 1:30 we left the Mississippi for the Red River and were astonished how well it deserved its name. It was a

pretty river, at least one spot on it was the prettiest we had seen on our trip. We only had eight lights on it (Red River), however, and returned to the Mississippi after 2½ or 3 hrs. time. To-day we made the record number of lights for this trip - twenty-nine. (No date given but it must have been February 20, 1909, Ed.)

The evening of the 21st we arrived in Baton Rouge. We went ashore directly. We went to the Post Office and then to the capitol. It was a castle-like building and certainly the outside looked very inviting. Large magnolia trees covered the grounds but on entering we were very disappointed. The paint was crumbling off, the carpets had holes worn through, the stained glass was cheap and everything was filthy. The walls had been marked in colored crayons and great hand prints were everywhere. It was the most disreputable building I was ever in. We were introduced to Governor Blanchel and we left the building with a feeling of disgust.

There were no good shops but what our party was delighted over was Marchioness Roses covering the houses and beautiful palms on the grounds. Saturday afternoon, or the afternoon of George Washington's birthday, the Firemen celebrated their 92nd anniversary by a parade. The inhabitants seemed to think it a great success as they were all out and in their white dresses, too, but we didn't think it was much of a success. Several barges were very pretty, though. Sunday, we went to the First Christian Church and lounged around generally in the afternoon. The weather was perfect.

We noticed a good deal more life and civilization after we had left Baton Rouge Monday morning and everything seemed green. There was a continuous line of villages with several places that looked pretty good sized.

Tuesday morning it rained and was cloudy but cleared towards ten o'clock. Early in the morning we saw for the first time a really old Southern home; it was General Burnside's place. Large, white and colonial set back from the levee and surrounded by beautiful trees with a lawn and fences and with a green hedge, it did look so tantalizingly lovely. We all wanted to see it but it was raining hard and we hadn't had our breakfast. We noted after that a good many beautiful places and we were kept busy running from one side of the boat to the other to see them. That morning we also passed a beautiful convent called The Sacred Heart. In the afternoon it was the same - beautiful homes and little towns and villages.

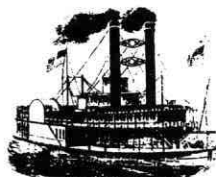
We tied up earlier than usually as father didn't want to reach New Orleans 'till the next morning (about a mile above the city). Wednesday we were all up early so as to watch the approach to the city. We arrived there at eight o'clock. Directly after breakfast we all went uptown and

were warm to say the least in our praise of New Orleans. New Orleans meant the stars.

In the afternoon we all took a trip on the cars up St. Charles Avenue, the fashionable residential portion of the city. It certainly was beautiful; mile upon mile of beautiful homes surrounded by extensive grounds. You did not see, as we had seen, a large house with a little Negro shanty next door; they were all beautiful homes. The palms caused the most ardent praise. Large palms 50 ft. high with immense leaves lined the streets and were in the gardens. Rose bushes, pansy beds, beds with every imaginable flower were there.

Thursday morning we again went uptown and were even more pleased. In the afternoon we all saw the "sights" in an auto. One of the sights was the horticultural Hall left over from the Exhibition. The flowers and plants there certainly were beautiful. We saw banana trees with the fruit on besides several other equally as interesting specimens.

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The remainder of Frida's account relates her impressions of Mardi Gras events. The OLEANDER with other steamboats went down the river on the morning of Monday, March 2, 1909 to escort Rex into town. She says that the King's yacht was the WINDOM but there is no other identification. "Amid the playing of bands and screeching of whistles we all went back to New Orleans where the king was escorted to City Hall and given the keys to the city by the mayor." It had been a trip to remember for a girl of fifteen.



### EDWIN HORD TILLMAN

Edwin Hord Tillman, Frida Tillman's father, had a distinguished career in the U.S. Navy before becoming Inspector for the Sixteenth Light House District. His father was a congressman from Tennessee during and after the Civil War and had six sons. The eldest son was the youngest colonel in the Confederate army and later became a U.S. diplomat, another entered West Point on an appointment from Lincoln and later became superintendent of that institution while three sons were judges of note.

Edwin graduated from the U.S. Naval Academy and while assigned for eight years to the Coastal Survey department prepared books on tides and currents, coast pilot guides, etc. and directed hydrographic soundings of the east coast from Eastpoint, Maine to Pensacola, Florida.

His Naval Academy class, because of slow promotions, was still limited to the grade of commander some thirty years after graduation so Tillman took retirement in 1905. He was then called back to duty in the U.S. Light House Service and served another seventeen years including on both the Mississippi and Yukon Rivers.

During President Taft's trip down the Mississippi aboard the OLEANDER in the fall of 1909 Commander Tillman was asked to curtail the usual menu to save the President from over-eating. Tillman refused, ordered up the regular dishes with the comment, "Let him learn to control himself." Taft heard of this response and was delighted to the point of giving up desserts.

Edwin Hord Tillman died March 25, 1938, age 79.

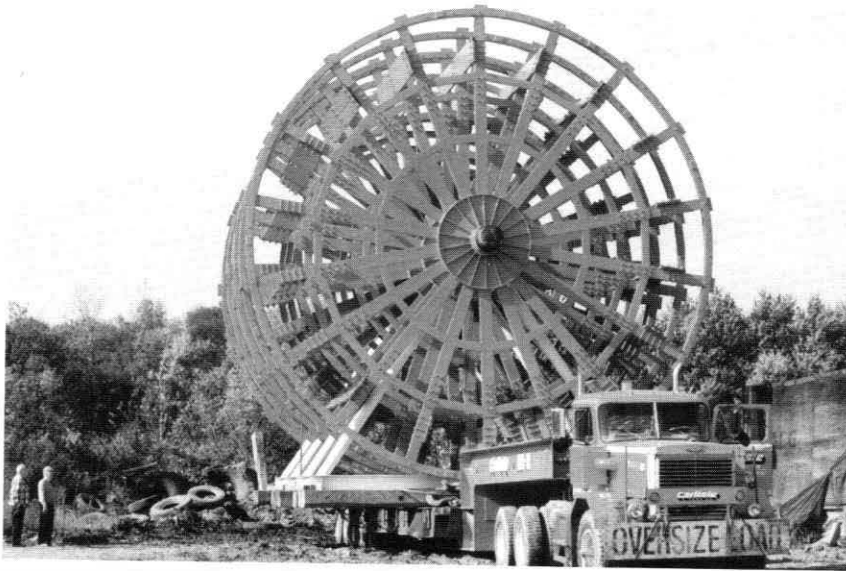
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The end of the VALLEY GEM (5535) is reminder of the destruction river ice can cause. This packet was built at Marietta in 1897 for the Muskingum River daily trade between McConnelville and Zanesville. At the time she was built the Stevens Piano and Organ Co. in Marietta made an upright piano called "Valley Gem" and one of these was donated for the cabin of the boat.

The VALLEY GEM was very successful in her trade for a number of years and was bought by Capt. Orville Noll in 1917 in an attempt to revive the Pittsburgh-Fairmont trade on the Monongahela River. She was the last packet to operate to Fairmont but was caught by the ice at Morgantown early in 1918. The McClain Sand Co. hoist appears to be lost, too. Print by John King.



#### PADDLEWHEEL RETIREMENT

The paddlewheel first designed for the big AMERICAN QUEEN was not quite up to the job of harnessing the power of her engines and converting it into, "PUSH!". The shaft developed a crack early in the boat's first season and the company gave the wheel to Cincinnati. "Oh! Just what we always wanted."

The 50 ton wheel is 30 feet wide and 30½ feet in diameter and S&D member Bill Judd was in charge of moving it from New Orleans to Cincinnati. It will eventually go on display on the Public Landing downtown but is presently stored at Wilder, KY. Says Bill, "That wheel really got big off of the boat!" Amen.

#### THE WATERWAYS JOURNAL NOW ON MICROFILM

The St. Louis Mercantile Library, as part of an on-going project, has been copying the library's file of The Waterways Journal onto microfilm. This will assure preservation of a complete (almost) file of the Journal and permit easy access for researchers.

The Sons and Daughters of Pioneer Rivermen through grants from the J. Mack Gamble Fund has been assisting the Library in the microfilm project. As a condition of the S&D grants, a copy of the microfilm file is also deposited in the Inland Rivers Library files at the Public Library of Cincinnati & Hamilton County. The Waterways Journal has been in existence since 1887, publishing river news weekly. It is an obvious and invaluable source of river information written at the time of occurrence but until now has only been available in the original published volumes.

Daryl Shafer, curator of the Herman T. Pott National Inland Waterways Library at the Mercantile recently advised that the microfilming has now been completed from 1891 through year 1951. And, yes, a start has been made toward indexing The Waterways Journal, too.

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#### - OBITUARIES -

##### JERRY BARKER DEVOL

Jerry Devol, 64, of Marietta, Ohio died suddenly at his home on April 2, 1997. Jerry will be remembered by many as a quiet presence at S&D annual meetings when the picnics at the Marietta Boat Club were a feature. Often, Jerry handed out papers he had researched on steamboat happenings on the Muskingum River and he contributed several articles over the years for the pages of this magazine.

Jerry Devol was born December 27, 1932 to Max and Ruth Donaldson Devol and lived all his life in the Marietta area. He was a 1950 graduate of Marietta High School and a 1959 graduate of Marietta College. He was a teacher at both Marietta High School and at Washington State Community College until his retirement several years ago.

Jerry served in U.S. Air Force during the Korean War, 1951 until 1955. As a member of the reserve forces he also served as an interpreter of French in the U.S. Navy during the Vietnam conflict and during Operation Desert Storm.

Jerry Devol was descended from the Devol and Barker families who were some of the early founders of Marietta. His forbearers owned farms in the area now known as Devola along

the Muskingum above Marietta. Jerry had a love of history from an early age and specialized in particularly the postal and Civil War history of Washington County, Ohio. He was active in the Washington County Historical Society and its president from 1965 through 1967. He was the founder of the Marietta chapter of the Sons of the American Revolution. Recently, Jerry was instrumental in saving the building which housed the first post office in Harmar, at the end of the old railroad bridge in Marietta and advocate for the saving of the Marietta Armory. Jerry was a popular speaker on Washington County local history.

Surviving are his wife Ruth Werk Devol whom he married in Liege, Belgium on August 25, 1956, daughter Ruth Wharton and her husband Paul and granddaughter Marie-Claire Wharton of Dallas, Texas, brother Jack Devol, Dayton, Ohio and sister Mary Jane Devol, Hackensack, New Jersey.

Services were held April 5, 1997 at the Cawley & Peoples Funeral Home, Marietta with John Briley officiating. Burial was in the Putnam Cemetery, Devola.

Jerry Devol will be very much missed by all who had an interest in the history of the southeastern Ohio. Whenever there was a question about genealogy, post offices, steamboat mail, covered bridges or an ancestor from Washington County in the Civil

War the inevitable response would be, "Have you asked Jerry Devol?" Jerry was generous in sharing his knowledge, records and large collection of photographs.

We'll miss Jerry's frequent visits with a sheaf of old newspaper clippings, a newly found photograph to be identified or copied and his enthusiasm about a new find. Always his comment would be, "Thought you might find this of interest even if you can't use it in the Reflector."

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#### ROLAND E. MONTAGUE

Roland Montague, 76, of Ashland, Kentucky died on April 17 at his home. He was born March 13, 1921, a son of Charles Ernest and Sara Evans Montague. Roland was a partner with his brother Charles, Jr. in the C. Ernest Montague Agency, Inc., a general insurance and realty firm in Ashland.

He was a long-time member of S&D and may be remembered by many as the builder of the sternwheel pleasure boat LUCY COLES. This was an idea hatched by his brother Charles and Roland put aside insurance policies to learn welding for the all steel construction. Originally, the LUCY COLES, named for an earlier local towboat, was powered by a high-speed four cylinder steam engine but later was repowered with a Chrysler gasoline engine.

Roland was a past president of the Ashland Board of Realtors and the Propeller Club and was a Kentucky Colonel.

He is survived by his wife Donna Barber Montague, a son, Roland E. Montague, Jr. of Ashland; two brothers, Charles of Ashland and John of Abingdon, Virginia; two sisters, Judith Risser of Laguna Niguel, California and Susan Montague of Pasadena, California.

Roland's funeral was held April 21, 1997 with burial in Ashland Cemetery.

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STEAMER AVALON LOADING A MOONLITE EXCURSION

The new video documentary on the BELLE OF LOUISVILLE is reviewed in this issue so it is fitting that we trot out this photo supplied by Keith Norrington. The scene is the landing at New Albany, IN in May, 1950 and the occasion is the Senior Prom for New Albany High School. Janet Norrington, Keith's mother, recalls that a layer of goeey mud forced the girls to mince across a series of planks to reach the landing stage.

#### MAE ESTELLA McPEEK

Mae McPeek, 86, of Long Bottom, Ohio died February 4, 1997 at the Holzer Medical Center, Gallipolis. Mrs. McPeek was the daughter of Alfred and Laura Swan who long operated the Swan & Curtis General Store on the Ohio at the mouth of Shade River, a mile below Long Bottom, Ohio.

Jimmy Swift first directed us to the interesting and friendly lady who lived in the house on the hill and the general store at the mouth of Shade River. He and other river buffs, following the Ohio shore below Little Hocking, had stopped there after an S&D meeting. Mae McPeek had saved the closed store and all that was in it and she recalled the days when the SENATOR CORDILL made regular stops at Swan's Landing to pickup or discharge goods; it was a big shipping point for farmers in the 1920s. "If the boat came by after bedtime you just put out the pile of stuff and left a burning lantern on it." The Swan General Store building still stands below the house and Mae had it remodeled several years ago for

#### - BACK COVER -

Don Naish was an engineer on the ISLAND QUEEN (2800) when he poked his Graflex out the engineroom doorway and caught the J. D. AYERS (T1240). The year is 1940 and the AYRES is upbound near Coney Island on a warm, summer evening.

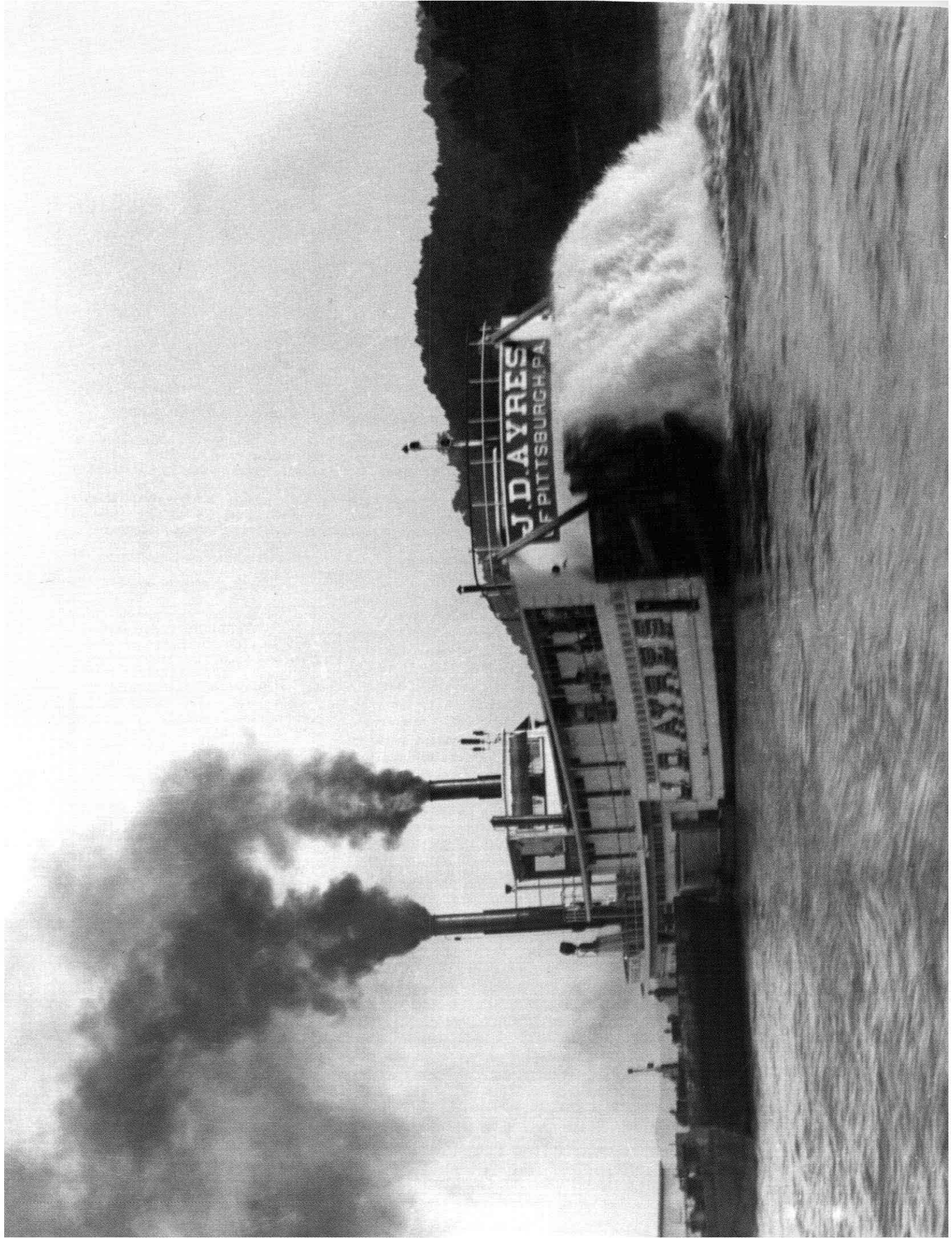
The J. D. AYERS, SAM CRAIG and C. W. TALBOT were duplicates and operated by Union Barge Line Co., Pittsburgh until after WW-II. They were often called, "The Great White Fleet" for their pristine appearance.

The J. D. AYRES was sold to the Island Creek Fuel & Transportation Co. in 1947 and towed coal from Huntington to Cincinnati until dismantled in 1954.

the local Grange. (See S&D Reflector, December, 1991, page 22.)

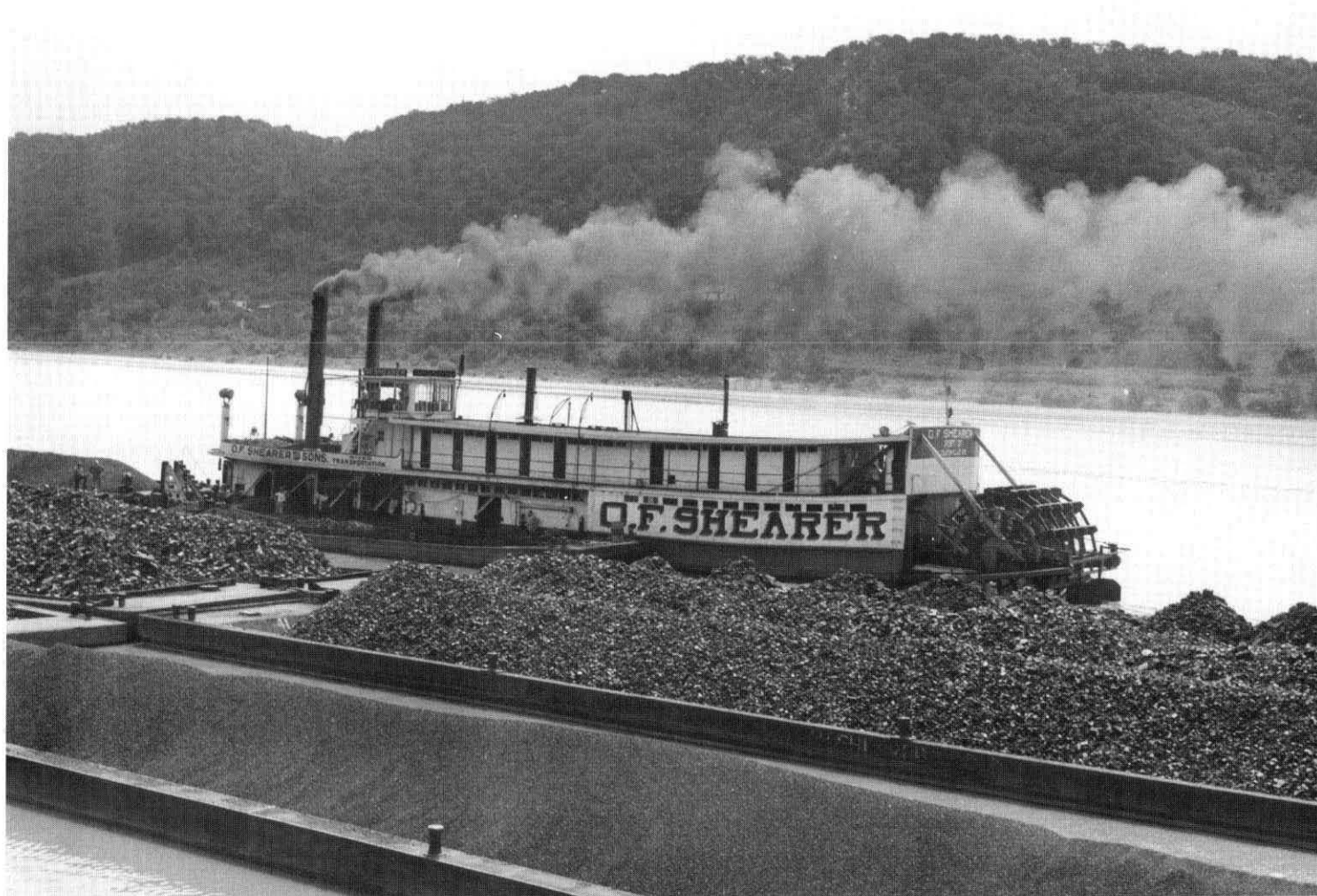
She was preceded in death by her husband Leoyd McPeek, one brother, Sherley Swan and three sisters, Vera Swan, Leona Hensley and Ada Bissell. She is survived by one sister, Leota Ferrell of Medway, Ohio. Burial was in the Sand Hill Cemetery, Long Bottom.

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J. DAYRES  
OF PITTSBURGH, PA.

J. DAYRES



The Shearers became steamboaters when they bought the VICTORY from Keystone Sand & Supply Co. in 1939. Renamed O. F. SHEARER she was used to tow coal from Kanawha River to Raymond City Coal Co., North Bend, Ohio.

O. F. SHEARER (T1940) had been built at Neville Island, PA by Dravo in 1919, 141x27x5.6 with compound engines 14'x, 30's-6 ft. stroke and four boilers. She was dismantled in 1951.  
Photo by Walter J. Meyers at North Bend.



Officers table in the dining room of the O. F. SHEARER, 1946. Left-right: Lewis Faudre, engineer; Paul Ruttencutter, steersman; Howard "Pat" Patterson, striker; Bert Shearer, master. Virginia "Ginny" Williamson is serving.

The menu is chicken, mashed potatoes, green beans and salad greens, all served on the typical red and white checked tablecloth. Ah! Ambrosia! The photographer, Walter Meyers, was a free-lance writer from Cleveland.



The end of the VALLEY GEM (5535) is reminder of the destruction river ice can cause. This packet was built at Marietta in 1897 for the Muskingum River daily trade between McConnelville and Zanesville. At the time she was built the Stevens Piano and Organ Co. in Marietta made an upright piano called "Valley Gem" and one of these was donated for the cabin of the boat.

The VALLEY GEM was very successful in her trade for a number of years and was bought by Capt. Orville Noll in 1917 in an attempt to revive the Pittsburgh-Fairmont trade on the Monongahela River. She was the last packet to operate to Fairmont but was caught by the ice at Morgantown early in 1918. The McClain Sand Co. hoist appears to be lost, too. Print by John King.

