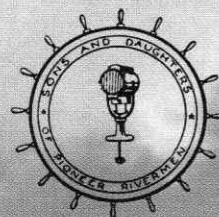


# S&D

# REFLECTOR

Published by Sons and Daughters  
of Pioneer Rivermen



Vol. 34, No. 3

Marietta, Ohio

September 1997



## - FRONT COVER -

Looking back fifty years there are a number of significant events which happened on the rivers in 1947. The Delta Queen Steamboat Co. is marking the 50th anniversary of their flagship's arrival from California with special cruises, a documentary video and special exhibits on the DELTA QUEEN.

This is also the 50th anniversary of the loss of two of the favorite steamboats of all time. The GOLDEN EAGLE is our front cover while the ISLAND QUEEN, "Big Liz", is on the back. Those were two losses that were widely felt at the time and the shortening line of passengers who rode the boats have never forgotten the happy days upon their decks.

The GOLDEN EAGLE (2366) was built in 1904 at the Howard Shipyard, Jeffersonville, Indiana. She was first named WM. GARIG and had cotton guards when she came out. After the Eagle Packet Co. lost most of its fleet at Paducah in the ice of 1918 they bought the WM. GARIG and she then ran in packet trades from St. Louis.

The newer CAPE GIRARDEAU was sold to the Greene Line in 1935 and the GOLDEN EAGLE was converted into a tourist boat. Thereafter, the GOLDEN EAGLE traveled, widely, from St. Paul to Chattanooga, Nashville and New Orleans, and had an enthusiastic coterie of fans. She sank May 18, 1947 on Grand Tower Towhead below St. Louis and was lost.

The view of the GOLDEN EAGLE on the cover was taken about 1940 by Richard W. "Dick" Lemen. Dick Lemen lived in the Quad Cities area and had worked at one time for the photographers Underwood & Underwood in Chicago. Dick Lemen's training shows in the excellence of this and many other photographs he took over the years.

\* \* \*

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## - LETTERS -

Sirs: Enjoyed the June issue and particularly the reappearance of the Jesse P. Hughes diary. The photo of the CINCINNATI on page 22 makes her appear as long as the Q.E.-II. The comings and goings of the CHRIS and TOM GREENE were part of my life after we moved to Augusta, KY in 1930.

The dimensions of the wheel of the AMERICAN QUEEN are given on page 34 as 30½ ft. diameter and 30 ft. wide; would proper river terminology be, "a 30 ft. bucket"?

James Haley  
Erlanger, KY

= OK, 30 foot buckets. We can't locate a reference that gives the dimensions of the bucket planks nor the dip. With her two 1,000 hp. diesel Z-drives, the A.Q. moves along whether the bucket planks are dipping or not.

\* \* \*

Sirs: Enjoyed "Cruise on the Dogwood" in the June issue and have one correction. The hull of the steamboat spotted by Dave Massie at the Campbell landing is the RANGER (T2113), not the CHAMPION COAL. Both were Pittsburgh Coal Co. towboats. I worked on the RANGER in the summer months.

Bill Stinson  
McKeesport, PA

\* \* \*

Sirs: Please send another copy of the June issue. Not only did I enjoy my aunt's story, "A Trip on the Oleander" but also the other wonderful stories in your fascinating magazine.

Mickey Allardice  
Gross Point, MI  
\* \* \*

Sirs: Out of towners won't know if Grandma's statue on Riverside Dr. in Covington (KY) was in the spring flood. Yes! The river was up to her waist.

Jane Greene  
Cincinnati, OH

= Grandma was Capt. Mary B. Greene whose statue overlooks the Ohio River. Ed.

\* \* \*

Sirs: Please let me begin by saying that I hope you do not think I am crazy. I am looking for information on steamboats from Marietta, Ohio from the 1700s or 1800s.

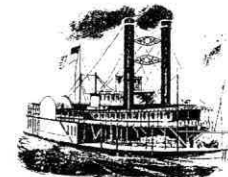
My mother is having her past lives "done" and she learned that her father once owned a steamboat and they were from Marietta. Also, my "mother" was an actress and hostess on this steamboat that traveled from Marietta to New Orleans. Her husband had a hardware store in Marietta and they were well off financially.

I found your address on the internet after many hours of searching. I do not know if you believe in this sort of thing or not.

Name Withheld

= No! No! We do not believe in the internet. Ed.

\* \* \*



-LETTERS CONTINUED -

Sirs: I am writing to let you know that the microfilming of The Waterways Journal from April 5, 1969 through March 27, 1982 is now completed. A set of this microfilm is being sent to the Inland Rivers Library Collection, Public Library of Cincinnati & Hamilton County. We are proceeding with the filming of the Journal for the period from 1982 onward.

Without the assistance of the Sons & Daughters of Pioneer Rivermen the Mercantile Library could not provide this important material to river historians.

Judith R. Friedrich  
St. Louis Mercantile Library

= Microfilming of The Waterways Journal from the beginning has been accomplished with the assistance of J. Mack Gamble Fund grants. Still to be completed is an index for the WWJ. Ed.

\* \* \*

Sirs: I am enclosing a photocopy of an 1820 stampless cover that I recently acquired. The letter is posted at St. Charles, Missouri on August 8, 1820 and received at Bethel, Vermont on September 10. The letter is interesting for the writer's extensive travels but what caught my eye was the reference to booking passage on the steamboat CUMBERLAND from Natchez to New America, near Cairo.,

Can you locate New America?

James V. Stepleton  
St. Louis, MO

= New America shows on old maps a short distance above Mound City, IL. America Point Creek is about the location on current charts. The CUMBERLAND was a sidewheel boat built in Pittsburgh in 1819, registered in New Orleans and dismantled in 1825 according to Lytle List. Ed.

\* \* \*

**S&D ANNUAL MEETING**  
**September 12 and 13, 1997**  
**Lafayette Hotel, Marietta, Ohio**

All is set for the 1997 annual meeting of the Sons and Daughters of Pioneer Rivermen at Marietta. In general, the schedule outlined in the official notice in the June issue (page 3) still holds but any late changes will be carried in the meeting handout which you may pick up at the hotel front desk. All events will be at the hotel except the boat ride.

**Friday Evening - Informal Reception, 8 o'clock**  
**Saturday Morning - Business Meeting, 9:30 o'clock**  
**Luncheon on VALLEY GEM - 11:30 o'clock**  
**Annual Banquet - 6:30 o'clock**

The Board of Governors will be meeting in the Ohio Valley Room in the basement of the hotel on Friday afternoon. Any members having concerns to be brought before the Board of Governors should contact a Board member or William Judd, Chairman (513) 553-6604.

Artists and model builders are encouraged to bring their work for display Friday evening. Display tables will be available; call Melanie Farrell at the hotel for any special requirements.

**HOTEL LAFAYETTE - (614) 373-5522; (800) 331-9336**  
**(9937 in Ohio). BEST WESTERN (also in town) (614) 374-7211.** Other national chain motels are located nearby.  
We look forward to seeing you!



Capt. C. W. Stoll, Honorary President of S&D, was awarded status as a permanent honorary member of the Louisville Propeller Club this past spring. This notable honor recognized "C.W.'s" years of service to the club since its inception and his many contributions to the BELLE OF LOUISVILLE including master and calliope player with elegance.

ABOVE, "C.W." on the happy occasion, February 10, 1997, with speaker for the evening "Doc" Hawley and Ed Howard of the Howard Museum board (Lucy Stoll in the background).

# S&D REFLECTOR

Published by Sons and Daughters  
of Pioneer Rivermen



Vol. 34, No. 3

Marietta, Ohio

September 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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**PLEASE NOTE!**

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Copies of the current issue or back issues through Volume 9 (1972) are available from the Secretary, \$5 each, postpaid.

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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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## S&D CHAPTERS

### OHIO & KANAWHA

About twenty five of the faithful gathered at the Mason County Library, Pt. Pleasant, WV on the afternoon of June 8 for the quarterly meeting of the O-K Chapter. President Bert Shearer called the meeting to order promptly at 2 pm. and asked Jim Bupp for the blessing.

The "house" was a little light because of the appearance of the DELTA QUEEN down at Gallipolis earlier that day. The big boat was on a Kanawha River trip with a full load of passengers and Jerry Sutphin aboard as the Kanawha River historian. Work is still progressing on the new and larger lock at Winfield and it was our understanding that the D.Q. would land at Buffalo, WV and bus passengers around the dam to continue up to Charleston aboard the DOGWOOD (see June issue) and the excursion boat P.A. DENNY.

Engineer Charles Stone was called upon for comments and first remarked that the DELTA QUEEN had passed the mouth of the Kanawha River and was bound up the Ohio. He speculated that because an American Electric Power Co. towboat pilot was at the helm that habit was taking him up to the A.E.P. landing for a tow of coal barges.

The absence of Capt. Clare Carpenter and wife Mabel was noted and their presences missed. Nelson Brown reported that he had talked to Clare a few days earlier and some health problems had slowed the venerable captain down.

Capt. Stone had his model of his namesake boat on display and expressed his appreciation for the fine reproduction by model builder George McClintock, Jr. The 1/4 inch to the foot model was contrasted by a much smaller model towboat and tow of barges brought by Bert Shearer.

Charlie Stone then introduced Bill and Marga Smith who had prepared a video of river scenes around Charleston in the 1930s. The original 8mm. footage had been taken during the construction of Kanawha Blvd. along the river front in Charleston by the Public Works Administration (P.W.A.) with a lot of floating equipment in evidence. Notable was the sternwheel VIRGINIA and the propeller PIONEER, both of which still exist. The PIONEER was built in 1934 by Dravo and is notable as the first installation in the U.S. of the Kort Nozzle around the propeller, a German design.

People familiar with Charleston readily picked out old landmarks that are now long gone. The steamers WM. C. SUTHERLAND and TARIC were seen passing by as was the sternwheel diesel MARTHA.

The PIONEER was being used by Dravo Contracting Co. in the construction of the foundations for the new bridge at Charleston at the time. Some shots showed locating the bridge deck upon the piers using barges and then sinking them. Following the vintage movie there were extensive shots of the PIONEER still working in 1996, in this instance raising a sunken barge.

It was a fine program for the river buffs and much appreciated. Charles Stone expressed regrets that the Smiths will soon be leaving the area. Bill and Marga have built a new house near Springfield, Ohio, their former home, and now have their river front property on Rt. 7 below Gallipolis for sale.

An even always anticipated at O-K meetings is the report on the condition of the treasury: \$23.86 and no stamps as a total called for passing the hat.

The next meeting in Pt. Pleasant for the O-K Chapter will be the second Sunday in November at the Mason County Library.

\* \* \*

## MIDDLE OHIO RIVER CHAPTER

Roscoe Village at Coshocton, OH was the meeting place for the M.O.R. Chapter on the evening of June 27. Although Coshocton is on the Muskingum River, where it is formed by the joining of the Tuscarawas and Walhonding, it never saw much steamboat traffic. Roscoe, on the west side of the river, is now part of the city by and came into being as an important shipping port on the Ohio & Erie and Walhonding Canals in the mid-19th Century. In recent years the village of Roscoe has been extensively restored as it (could have) appeared in canal days and is a popular tourist destination.

The Friday evening gathering was in the Roscoe Village Inn, a new motor-inn in the heart of the village. The faithful enjoyed looking at assorted river photos taken by members since the last gathering and got caught up on the latest river gossip and news.

Roscoe Village has a number of the restored buildings furnished and exhibiting or demonstrating 18th Century crafts. An inclusive ticket may be purchased at the visitors' center where there is a canal museum, exhibit of vintage photographs and an introductory film of Roscoe and canal life. Most of the M.O.R. group took advantage of the scenery at hand while a few who had visited earlier went off to look at other interesting places in the general area.

The town of Dresden, about 18 miles to the southwest, was a destination for several. Dresden is the place where a sidecut from the Ohio and Erie Canal dropped down into the Muskingum River to permit boats to travel to the Ohio. The three locks at the outlet are still there to be seen but we suspect that most visitors are interested only in the basket phenomenon.

CONT'D. FOLLOWING PAGE -

Dresden was just another sleepy, country town dozing along the empty canal until about six or seven years ago. Then the locally made Longaberger baskets were discovered by collectors. The outstanding success of the basket business has led Mr. Longaberger to do all sorts of wonderful things for his hometown. And it is an interesting place to see, too.

There is about two miles of the old canal at Roscoe which has been cleaned out and again holds water. The replica canalboat MONTICELLO carries passengers for a two mile round-trip along the ditch and the S&Ders assembled at the landing for the 3 pm. departure. Bill Judd, only two weeks past open-heart surgery, was on deck for the trip and looking non-the-worse for his trip to the pain palace.

The Saturday evening banquet was held at the Roscoe Village Inn with 30 persons sitting down to a buffet dinner. Speaker of the evening was a young lady from the Roscoe Village Education Department who told of the history of the town. The Montgomery family of Coshocton rescued Roscoe from total decay while original buildings could still be restored.

Mrs. Guy "Dee" Williams had a video interview with her late husband about his nine foot model of the DELTA QUEEN. This had been made several years ago by a Columbus TV station and brought back memories of Guy and his operating model, a fitting climax to another successful meeting.

The fall meeting of the M.O.R. Chapter will be held in October at Corydon, IN. A visit to Cedar Farm on the Ohio River with a picnic lunch is part of the planned activities. Any S&D member is welcome to attend; for details, write M'Lissa Kesterman, Secty., 3118 Pershing Ct., Cincinnati, OH 45211.

\* \* \*

## - OBITUARIES -

### GRACE C. HAWLEY

Grace C. Hawley, 92, died on June 25 at Joppa, Maryland where she had made her home in recent years with her son Kenneth "Kent" Hawley.

Mrs. Hawley was the widow of the late Homer Hawley and made her home in Charleston, West Virginia for most of her life. She is survived by sons Kenneth Hawley of Joppa and Capt. Clark "Doc" Hawley of New Orleans.; grandchildren Campbell Hawley and Robert Wilson of Joppa and great granddaughter Madison of Charleston, West Virginia.

Grace and Homer Hawley were members of S&D for many years and were faithful attendees at the annual meetings. Several years ago the Hawleys were honored at the Friday evening S&D reception. Homer Hawley died April 28, 1989

Burial was in the cemetery of the Church of the Resurrection, Joppa, Maryland.

\* \* \*

### CAPT. E. CLARE CARPENTER

Capt. Clare Carpenter, 89, of Belpre, Ohio died July 9, 1997 at Mercy Center for Health Care Services, Aurora, Illinois. Clare had been suffering from heart problems and had been in the hospital since June 19.

Clare was born in Jackson County, West Virginia on December 27, 1907, the son of Howard and Gertie Skinner Carpenter. Later, the family moved to a farm near Apple Grove, Meigs County, Ohio. He was a graduate of the Letart Falls, Ohio high school and then attended Mann Business College, Columbus, Ohio for two years. He went on the River in 1930 and worked on various towboats for 42 years, the last 32 years as pilot and master.

Clare was a member of the Sons & Daughters for more than twenty-five years and served as 2nd Vice President, 1991-1994. His recollections of his years on the river begin running in the S&D Reflector elsewhere in this issue. For a number of years Capt. Carpenter donned his uniform cap and conducted educational programs aboard the museum towboat W. P. SNYDER JR. at the Ohio River Museum, Marietta. He was an amusing speaker and was always ready with an anecdote or story for attendees at meetings of the Ohio & Kanawha Chapter of S&D.

Clare Carpenter was an outgoing, public spirited person as evident from his activities in his hometown. He was a member of the Belpre Area Chamber of Commerce for almost 40 years, served on the United Way, member of the Belpre Civil Service Commission, served as a volunteer police dispatcher and was active in the Belpre Historical Society where he was a past officer. He was a charter member of the Belpre Lions Club, a Mason and a member of St. Mark's United Methodist Church. In 1995 Clare and wife Mabel established the Carpenter Fund, part of the Belpre Area Community Development Foundation, for the benefit of the town.

Surviving are his wife of 59 years, Mabel Lowe Carpenter, three sons, Edward of Upper Sandusky, Ohio, Scott of Jupiter, Florida and Lowell of Aurora, Illinois; one daughter, Alice West of Bettendorf, Iowa and a brother, Wayne Carpenter of Belpre.

Clare was preceded in death by a sister, Grace Carpenter Merritt and three brothers, James, Sidney and Capt. Wilson Carpenter.

Services were held on July 14 with burial in the Beverly Cemetery, Beverly, Ohio.

\* \* \*

## A TANTALIZING STEAMBOAT WRECK

### EXPLORING AN 1850 DISASTER

#### ON THE ALABAMA RIVER

by  
Howard B. Tower, Jr.

August heat blanketed the river as we took bearings from three year old memories. Anchors dropped and I suited up, strapped on scuba gear, grabbed a float and line and dropped into the water. At five feet brown water filtered out the last vestiges of light and in less than a minute I landed on the soft mud bottom of the Alabama River.

As a gentle current dissipated the stirred up silt, I glanced at my depth gauge - 40 feet. Somewhere in the darkness ahead or behind me I should find the ragged, charred edge of the ORLINE ST. JOHN's hull poking through the silt. I ranged up and down the gradually sloping mud bank in depths from 37 to 43 feet, my light projecting a beam about the size of a plate upon the featureless bottom.

Fifteen minutes later I brushed against a timber. Within seconds my light explored the edge of a charred wood hull, worn smooth by 14 decades of currents. Soon I found the wrought iron hog chain, two inches in diameter, extending upward about nine feet, the reference point for excavations conducted during October, 1993 and for our current effort in August-September, 1996. Securing the float, I reflected upon the steamboat ORLINE ST. JOHN and her destruction 146 years earlier.

The river was high, near flood stage, on March 4, 1850 as the ORLINE ST. JOHN (4333) breasted the strong current with her 31 foot side wheels churning the brown water. A blustery wind whipped across the river, picked up sparks from the twin stacks and blew them into the woodpile on the bow. Cords of pitch pine ignited and within minutes had

spread through the split pine used to fuel the boilers and was eating into the vessel.

The shout of, "Fire!" was Capt. Timothy Meaher's worst nightmare and he ordered the boat run aground. High water covered the banks and the ORLINE ST. JOHN slide along the overhanging trees for as much as half a mile before grounding on a patch of marsh. The stern of the boat, however, was still in deep water away from the shore.

After the boat grounded the officers and crew battling the flames on the forward deck soon realized that all was lost. They jumped into the shallow water near the trees and climbed to safety. The forward staircase was now in flames and the gusty wind was driving the fire toward the stern to quickly involve the entire boat. A handful of crew men climbed aboard the stern yawl, cut the line and drifted away without oars. The passengers on board, including a large number of women and children, realized their fate and made a choice. It was death by fire or the water and many of those who chose the river were lost in the swift, cold water. The tragic drama played for an audience of cold, wet survivors: It was nearly 5:00 pm. March 4, 1850 and 41 had died.

The Mobile Daily Register of March 8, 1850 printed the following account:

"The painful intelligence of the burning of the ORLINE ST. JOHN and the loss of a number of valuable lives, including among them several of our esteemed friends and fellow citizens, was confirmed yesterday by the arrival of Dan Pratt.

The ST. JOHN was on her upward trip with some 60 passengers, several of whom were females. On the afternoon of Tuesday, the 5th (sic) inst., as the boat was turning a bend in the river about five miles above Bridgeport, near Hurricane Bluff

in Wilcox County, a fire was discovered to have broken out forward in the woodrack and although the alarm was instantly given, so rapid was the progress of the flames that all egress from the cabin on the upper deck was cut off. The bow of the boat was run ashore but, the rope tiller line being burned, the stern swung into the stream. Means were found to lower the passengers onto the main deck aft but the yawl, which might have been brought to their relief, was taken charge by the carpenter and two or three of his hands, who sprang it into the water without oars and set it adrift, thus totally destroying all hope of escape from that quarter.

They who could swim sprang into the stream but the women and children and men untaught of the swimmer's art were left to perish by one or the other of the elements.

We learn that of the women and children on board, not one escaped. Among them were Mrs. and Miss Vaughan who had spent time in this city, also Mrs. Cain of South Carolina. Of our resident citizens we have to report the loss of George B. Lindsey, Esq., who it was determined could not swim, and Mr. Brooks, book seller on Water Street."

The ORLINE ST. JOHN reflected the opulence and technology of mid 19th century and the skill of the boatbuilders of New Albany, Indiana who built her. She was a sidewheel packet of 349 tons, 215x33x7 ft. and completed in 1847. The Louisville Daily Courier of December 3, 1847 detailed the boats features as follows:

"We were conducted through her cabins and public and private rooms and without attempting to draw any invidious distinctions or bestow extravagant praise upon this particular craft, others of the same class, turned out by the energy, skill and ingenuity of the 'New Albany Boys' during the

season, yet we must be permitted to award to the ORLINE ST. JOHN the 'palm' over all others we have examined or noticed."

Numerous accounts concerning the ORLINE ST. JOHN's destruction circulated in newspapers throughout the South. Some reported that an estimated \$600,000 in gold dust, coins and ingots was carried in the trunks of passengers returning from the California gold fields. Also, a Mr. Price, U.S. Navy Purser, was transporting \$15,000 in gold which had been placed in the boat's safe. The exact quantity of precious metal will never be known and Capt. Meaher, utilizing West Indian slave divers, made two salvage attempts during 1850. The boat's destination was Montgomery and her hold was filled with a variety of cargo which would be today's collector items such as glassware, china, stoneware, etc.

The remains of this steamer lay buried in the mud until 1954 when a logger from Camden, Alabama spotted a large wrought iron hog chain sticking up at the water's edge. Poking around in the mud, he recovered a piece of china with the words "Orline St. John" on it. Magazine articles published during the 1960s detailed the ORLINE ST. JOHN's

initial discovery and early salvage activities with photos of numerous artifacts recovered including buttons of all types, flatware, scissors, melted coins, pocket knives and other items.

During the early 1970s a series of locks and dams were completed along the Alabama River and the water level raised 40 feet over the wreck. The earlier salvage work had been done in water no more than 15 feet.

I first learned of the ORLINE ST. JOHN 20 years ago and discussed the wreck with diver/salvors from two groups who had visited the site during the 70's and 80's. Then in 1993 Mid South Exploration, an archaeological salvage company, obtained a permit from the Alabama Historical Commission to explore the wreck and I was asked to organize the effort. A three day series of dives conducted during that October proved very interesting and productive. Site sketches were made and structural data collected. The depth of sediments covering the vessel's remains were measured and I located the hog chain seen nearly 40 years earlier.

In 1994 I was asked to prepare a research design for the continued archaeological explora-

tion and, as Project Director for Mid South, met with members of the Alabama Historical Commission to iron out details.

The work in August-September, 1996 was challenging. Sediments two to six feet deep cover the wreck's interior. The hull lays on a slope with depths varying from 40 to 55 feet and visibility averages 18 inches with a light. Snags and alligators up to 16 feet in length added to the interest.

The hull has withstood time and the Alabama River and is as solid today as when it was built. Our investigation determined that there had been a focused salvage shortly after the boat's sinking with engines and boilers removed. There was also evidence of dredging from more recent crude attempts at salvage. Our findings were transmitted to the Alabama Historical Commission which controls all diver/salvor excavation of submerged historic sites in State waters.

Is there gold under the mud? And what can this wreck reveal concerning life, times and trade during the mid 19th century? Additional excavations may provide the answers.

\* \* \*

#### SENATOR CORDILL

In the early morning of February 5, 1934 the upbound SENATOR CORDILL ran onto an improperly lowered wicket at Dam 14 above Clarington, OH. She sank close to the upper guide wall with water just over the main deck. Later, the river came up into the engineroom before she was raised by the U.S. Corps of Engineers.

She was towed to the depot in the mouth of the Muskingum River at Marietta where she sat until sold to Charles Zubik and taken to Pittsburgh. Wm. V. Torner took this photo of the CORDILL at Marietta in late February, 1934. Cakes of ice from a hard freeze that year are on the bank. Smoke from the stacks shows she has steam up to run the pumps which keep her afloat.





## JESSE P. HUGHES DIARY

1925

C. W. Stoll &amp; Ed.

The last entries in the 1924 Jesse Hughes diary told of increasingly cold weather the week of December 21. Arrangements were being made to move "the new boat" (CHRIS GREENE) from the Gardner Docks at Pt. Pleasant down to Gallipolis. The dock carpenters had completed most of the building of the main cabin, texas and pilothouse while the Pt. Pleasant Machine Works was setting the engines, paddlewheel shaft and installing piping.

The work of building the CHRIS GREENE had occupied Jesse's time from early in June, 1924. The reader will make no mistake in viewing the CHRIS GREENE as the creation of Jesse Hughes for he had a direct hand in almost everything except the fabricating of the steel hull, etc. at the Charles Ward works in Charleston.

The new boat was laying under the ice piers at Gallipolis as 1924 ended.

## - JANUARY -

The weather began to moderate on New Year's Day. "Louie & I painted the pilot house, first coat. River beginning to rise and ice some thinner;  $\frac{1}{2}$  full. FRANCIS laying up. New boat under the Gallipolis ice piers. GREENWOOD and TOM GREENE at Cinti. laying up. No boats."

(The FRANCIS was the Gallipolis ferryboat which was at the time owned by Gordon C. Greene and Charles Stalder. Ed.)

On Tuesday, January 6 the river had fallen and the ice nearly gone so the TOM GREENE left Cincinnati on her upriver trip. The weather continued warm and Louie and Jesse were painting the stern bulkhead and nosing while the railings around the roof was being installed. The



Ice in the Ohio River at Gallipolis was not considered serious as long as the ferryboat FRANCIS (2116) could still navigate. FRANCIS had to lay up on New Year's Day, 1925. Shown here at the Gallipolis ferry grade about 1918, the FRANCIS was built in 1892 as the LITTLE LAFIE and later was renamed the JOHN W. LANE; ran until burning January 22, 1947. F. Way photo

TOM GREENE dropped the new boat down to the Acme Boiler Works landing from the ice piers. (Piers still exist at the upper end of the Gallipolis landing. Ed)

The crew from the Acme Boiler Works were drilling the sheets for the boilers and working on the coal box by January 9. The finish carpenters were installing the skylights and transoms. As had been his habit for the past six months, Jesse caught the evening train for his home at Catlettsburg on Saturday, January 10.

Jesse's sister, Lillian Hughes McClung had been operated on in the Mercy Hospital, Denver and her condition gave cause for much concern. On January 11 a telegram was received from Lillian's husband, Rupert McClung, "Lillian resting easy. No need to be uneasy."

The weather turned cold again by the middle of the month but the ice in the river was light. The boiler makers were busy riveting the boilers and installing them on the boat while work was now going forward on the front stairs, office and pantry. The boilers were completed by

January 16 and the BETSY ANN came up on her first trip of the year.

At his home in Catlettsburg Jesse's project to build a gas station was still in progress. The gasoline storage tanks were on the lot when he came down from Gallipolis on the evening train on the 24th. "Gas tanks on lot from Adamson Co., East Palestine (OH): 3 - 4,000 gallon and 1 - 1,000 gallon." Henry Ward agreed to place the four tanks for \$225.

The temperature dropped to ten below zero, no work was possible on the tanks, wife Telia was sick and all the kids in Catlettsburg were sled riding. There was plenty of ice in the river at the end of January but the TOM GREENE was still running.

## - FEBRUARY -

Warmer weather came with the new month. The carpenters were installing the last of the railing on the new boat at Gallipolis and then started caulking the decks.

At Catlettsburg, Will Cantrell completed covering the last of the

gasoline tanks for the new gas station. The packet JOHN W. HUBBARD passed up for Pittsburgh on February 8 to take out a Mardi Gras trip in place of the QUEEN CITY. The HUBBARD would bring the Mardi Gras passengers back down to Louisville where the QUEEN CITY began her trip south that year. Both of these boats were then running in the Louisville-Cincinnati trade.

The SENATOR CORDILL came down to Gallipolis on February 19 after spending six months on the docks at Pt. Pleasant. The hull was essentially new, longer by 23 feet and three feet wider, to now measure 196x33x6.9. She was again entered in the Pittsburgh-Charleston huckster trade and departed for Pittsburgh at noon Friday, February 20.

By the end of February the stacks on the CHRIS GREENE were up and carpenters were installing the "fancy work" in the cabin. The TOM GREENE and GREENWOOD continued their regular rounds in the Cincinnati, Charleston and Pomeroy trade.

- MARCH -

Work on finish work in the cabin continued the first week of March while the texas was about finished. The stove and a sprinkling system was being installed in the kitchen when the CORDILL passed up again on March 6. Jesse observed the longer CORDILL: "Looks nice."

Jesse caught the 3:15 train home for Catlettsburg on Saturday, the 7th. The news at Catlettsburg concerned an attempt to burn the "colored school" the last day of February. On the February 7 Jesse wrote: "Three fires on Colored Hill tonight. A firebug somewhere"

The Hughes gas station was progressing and Jesse checked on it each weekend. The concrete island for the pumps and the foundation for the building was completed by Will Cantrell. The

brick walls were done and the pumps set by March 14. On the "new boat", doors were now being hung on the staterooms in the texas and main cabin.

It rained on St. Patrick's Day and there were high winds and more rain on the 18th. Tornadoes crossed the midwest that day with Jesse noting the report of, "thousands killed." (The storms affected Missouri, Illinois and Indiana and resulted in 689 deaths, perhaps largest loss of lives ever from tornadoes in the U.S. Ed.)

The fancy work was installed on the texas and pilot house of the new boat on March 20 and 21 and Jesse caught the 3:15 pm. train back home to Catlettsburg. This ended his weekly travels to Gallipolis; the final touches to complete the "new boat" would be left to others in Cincinnati. Jesse could work on finishing up the gas station project where the roof was now on the building.

On March 24 the TOM GREENE came down from Gallipolis with the new boat (as it was still referred to by Jesse) in tow for Cincinnati. Jesse started painting

the overhead on the gas station building as the carpenters were finishing up the trim.

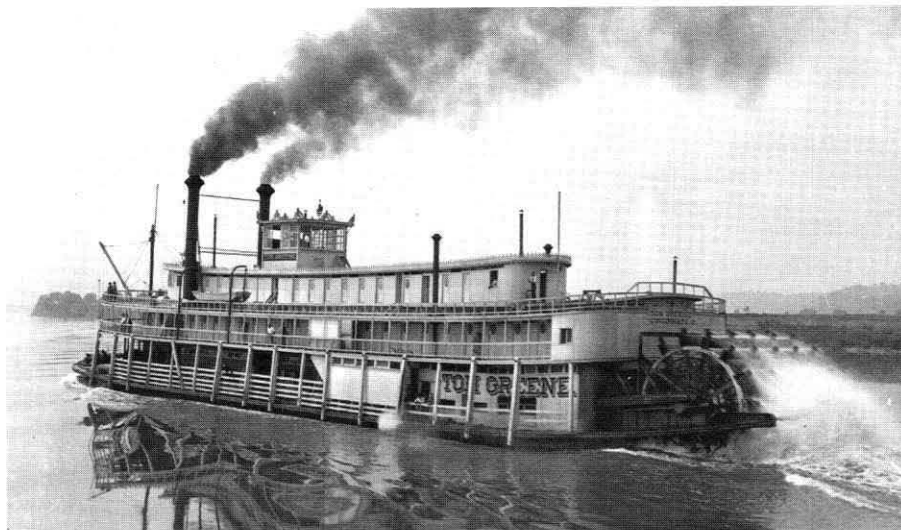
On March 26 Jesse went to Huntington and selected glass for the windows. Jesse acquired two 35 foot ex-trolley poles and the local electric linemen agreed to put them up in front of the gas station. These steel poles were a local landmark and existed long after the station closed years later. "Where was Jesse Hughes' gas station?" we once inquired of a gentleman we met on the sidewalk in Catlettsburg. "Why, just go down the street until you see the steamboat smokestacks, stranger."

- APRIL -

The gas station was completed and on April 5 Gordon Greene stopped by to inspect it. He then got on the TOM GREENE at 5 pm. to go on up the river. The improvements of the Catlettsburg property continued as Jesse supervised remodeling of the Meeks Store and the carpenters moved from the gas station to put a new roof on the Meeks house which Jesse had bought.



Jesse and his crew completed their work on the new CHRIS GREENE on March 22, 1925 and this is how she looked. On March 24 the TOM GREENE took the new boat in tow from the Acme Boiler Works landing at the lower end of Gallipolis, completion to be done at Cincinnati. Photo by Capt. C. C. Bowyer.



While the CHRIS GREENE was being built the service in the Cincinnati-Pomeroy-Charleston trade was maintained by the old GREENWOOD and the still new TOM GREENE. The TOM seemingly had few mechanical problems but low water at several locations caused some delays. F. Way photo.

On April 9 Capt. Oscar Webster of the U.S. towboat MERRILL stopped by looking for a pilot; Jesse was too busy working on the sewer behind his house. The old trolley poles were installed and the concrete work finished on April 11. Jesse installed spouting on the building and hooked up the air compressor.

The Hughes gas station opened for business on April 15, 1925 under lease to the Great Eastern Co. Dick Wright was hired as the attendant. Jesse's last task was "Connecting up the lights." The official opening was on Saturday 8 and Jesse notes the opening of a competitor in the form of the Minimax gas station the following day.

*Ed. Note: The Great Eastern Refining Co. was the owner of the Catlettsburg refinery until it sold out to Swiss Oil Co. in January, 1925. The Ashland Oil and Refining Co. was established as a Swiss Oil subsidiary, Paul Blazer manager. The Minimax company was a local gasoline retailer and bought by Ashland in 1937.*

Jesse got on the downbound TOM GREENE on Sunday, April 26 to again work on the new boat, now in Cincinnati. The GREENWOOD, still running opposite

the TOM, was met upbound at Hanging Rock, Ohio.

The TOM GREENE got into Cincinnati at 6 pm. the evening of April 27. Jesse moved onto the "new boat" and noted the following crew on board: Mrs. Gross doing the cooking, Ellis and Redden, engineers, Louie the painter. The carpenters were at home and this may not have been pleasing since "at home" is underlined.

The new ISLAND QUEEN was out and running with Capt. Ben Pattison, master.

- MAY -

The diary has no detail as to the work being done to complete the new boat early in the month. Jesse mentions doing some painting and also unable to work several days because of illness.

On May 9 the paddlewheel was being built with the circles completed. Painting was underway in the main cabin and the stateroom doors were being varnished. The excursion steamer WASHINGTON arrived in Cincinnati on May 6 and took out a trip that evening before departing for Pittsburgh.

When the TOM GREENE arrived late in the afternoon of May 11 Telia and a friend were on board. Jesse took them out on the ISLAND QUEEN that evening and the ladies spent the following day shopping in the big city. They returned home on the TOM GREENE.

Capt. Greene and Jesse had been to see the local inspectors on April 12, probably to schedule the inspection of the "new boat". The official name CHRIS GREENE had still not be mentioned by Jesse in his diary.

By May 15 the paddlewheel was being painted and Jesse was painting the stock rails. The carpenters began building the landing stage. The TOM GREENE came in at 6 pm. from upriver while the big CINCINNATI went out at 8 pm. on her Derby Trip to Louisville.

The CINCINNATI was back in from the Derby Trip at 2 pm., Sunday, May 17. The new U.S. Corps of Engineers towboat LOOKOUT arrived from the Charles Ward yard and was bound for Paducah to work on the Tennessee River.

The weather that May of 1925 was first too hot and then on the 24th it turned cold, down to 35 degrees. Jesse was painting the overhead in the cabin although it was Sunday. He noted: "Dusty Albro died at 11 am. (27 Park Ave)."

Jesse paid his respects at the Albro house on Monday afternoon. The ANDES was holed in the bow by the FRED HALL and did not go out on her regular schedule to Madison. On May 26 Jesse was painting the roof rail while Lee Willis painted the pilothouse. Dusty Albro was taken to Florence, Indiana aboard the QUEEN CITY for burial. Jesse left for home aboard the TOM GREENE that evening.

The TOM was delayed by fog

during the night. Jesse got off at Portsmouth the next afternoon and, "Took the Cannonball to Ashland." He was home in Catlettsburg by 5:30 pm and attended daughter Lillian's graduation from high school that evening. There was a commencement exercise at the grade school the following evening and daughter Helen was promoted from the grades to high school.

"Friday, May 29, 1925. At home. Making tracing for boat. Capt. Greene called-up from the city.

Saturday, May 30. At home making tracing for new boat."

- JUNE -

"Monday, June 1. Began painting on a picture for the CHRIS GREENE. Very hot. Lillian McClung's birthday."

The painting Jesse was creating was a panorama, wide enough to stretch across the width of the cabin of the CHRIS GREENE, the name now appearing in the diary. Working every day on the painting it was completed before noon on June 6. Jesse went down to Ashland intending to catch the downbound TOM GREENE but Dam 26 was out and the river level in the Ohio wouldn't let the packet over the bar at the mouth of the Kanawha.

"Sunday, June 7, 1925. Got on GREENWOOD at 6 pm. Met TOM GREENE at Huntington & got on with the boat picture at 10 pm. 49 years old today."

*Ed. Note: The painting that hung in the cabin of the CHRIS GREENE was years later rescued from the Greene Line wharfboat by former S&D treasurer Larry Walker; it may be seen today at the Cincinnati library. Lillian McClung was Jesse's sister, then living in Trinidad, Colorado.*

The TOM was running late and got into Cincinnati at 2 am. on Tuesday, June 9. Jesse spent the day working on lettering life boats. The following day he lettered the stern bulkhead and

the next began work lettering the engineroom bulkheads.

By June 5 the CHRIS GREENE was ready for the inclining test by the U.S. Inspectors. With twenty tons on one side the boat listed  $1\frac{1}{2}$  degrees. The TOM GREENE got in at 7 pm. and then laid up a trip because of low water in the Ohio above Cincinnati.

There is no account of the trial trip of the new CHRIS GREENE but undoubtedly there was one; the pages for June 16 and 17 are blank. The TOM GREENE loaded and left at 5:30 pm. with Capt. Greene on board. On June 19 they had steam up on the CHRIS and the engineers were working on the steering gear. The GREENWOOD came in at 7 pm. with Telia and the daughters on board.

CHRIS GREENE MAIDEN TRIP

"Saturday June 20, 1925. Warm and windy. Loaded CHRIS GREENE. Left on maiden trip at 5:00 pm. ahead of the ISLAND QUEEN. At Snag Bar at 11 pm. (33 miles above Cincinnati).

Sunday, June 21 - Manchester at 7 am.; Kinney at noon; Burks Point 4 pm. Met TOM GREENE at Ironton 7 pm. Transferred freight and had a meeting of owners. Laid up several times to fix machinery. Mr. (C.C.) Bowyer on.

Monday, June 22 - Gallipolis 8 am. Got over Kanawha Bar fine, 2.7 ft. at Pt. Pleasant. Had some trouble on sand at Lock 11 (first lock going up Kanawha River). In Charleston at 9 pm. Pap Hughes and others came up from Gallipolis to Point. Mr. Bowyer got off.

Tuesday, June 23 - Light rain and cooler. Vintraux Daymark at 7 am.; Lock 11 at noon; Huntington at 6 pm. Telia and the girls got off at home.

Wednesday, June 24 - Cooler and windy. Buena Vista at 7 am. Met TOM GREENE at Long Lick Run 8:30 am.; Cabin Creek at noon; Moscow at 6 pm.; in the

city about 9 pm. Stormy this evening with high winds."

The GREENWOOD was laid up at the Greene Line wharfboat and the CHRIS GREENE would run in her place. It was a hot day and Jesse helped Jack Shields fix the brakes on his car before leaving at 5:15 pm. on the CHRIS to go home. For the remainder of June Jesse was at home and under the weather, "Doing nothing."

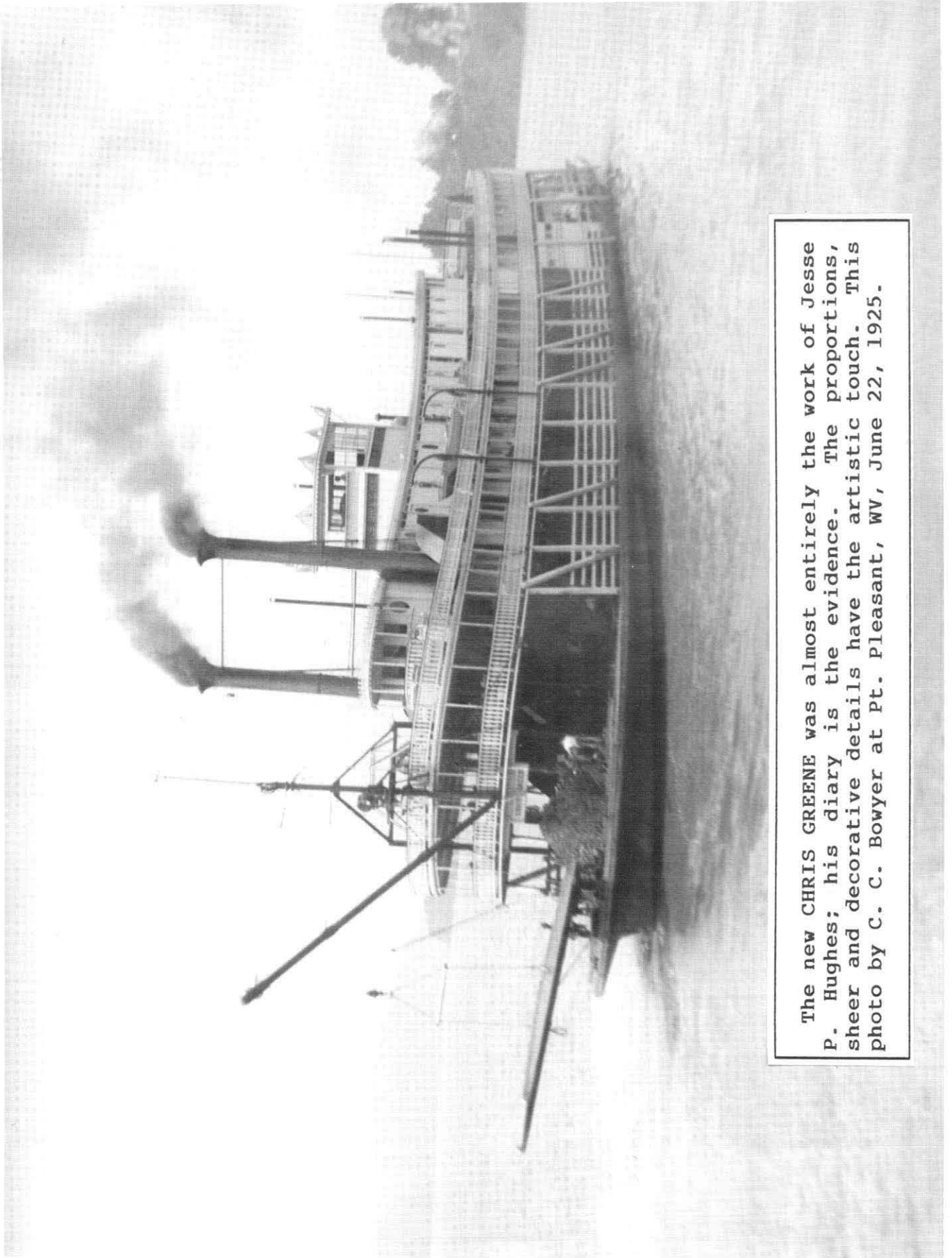
- JULY -

Jesse was back at his job of managing the Ashland wharfboat after successfully getting the CHRIS GREENE into service. He made a trip to Charleston and back on the TOM GREENE early in the month and stopped at Gallipolis to visit his father on the way down the river. Charles Arthur had built a new boiler shop at Gallipolis, evidently still in partnership with Capt. Greene, and Jesse also looked over the new facilities.

Returning to Catlettsburg on July 5 aboard the TOM he found the CHRIS there and the wharfboat sunk. There is no mention that either boat was involved in the sinking.

Back on the Ashland wharfboat, Jesse spent his spare time drawing up plans for the new boiler shop. Since the building was already erected the plans could have been for the placement of machinery, etc.

A noteworthy event on Saturday, July 11 was the first trip the Ohio past Ashland of the sidewheel KATE ADAMS on her way to Pittsburgh. The big boat had been remodeled at Paducah that spring and was running in the Pittsburgh-Cincinnati tourist trade to the consternation of the BETSY ANN and GENERAL WOOD. Jesse rode the KATE ADAMS from the wharfboat up to Lock 29 at the upper end of Ashland and saw friends Henry Lindburn, Jim Rowley, Johnny Hottel, Capt. Thomas Rees and Capt. A. A. Powell, master.



The new CHRIS GREENE was almost entirely the work of Jesse P. Hughes; his diary is the evidence. The proportions, sheer and decorative details have the artistic touch. This photo by C. C. Bowyer at Pt. Pleasant, WV, June 22, 1925.



The KATE ADAMS (3217) came to the Upper Ohio in 1925 for the lucrative tourist trade. The BETSY ANN and the GENERAL WOOD now had competition which Capt. Orville Noll assessed: "If you put the KATE ADAMS at the wharf with a sign on her, 'THIS BOAT GOES TO HELL, FARE 50¢' and beside her have the BETSY ANN with a sign, 'THIS BOAT GOES TO HEAVEN, FARE FREE!' you can bet the crowd would take their chances on the big boat."

Jesse notes that the packet JOHN W. HUBBARD was up at 2:30 pm. July 15 and she is mentioned as coming and going throughout the remainder of the month. Her usual trade was Louisville-Cincinnati; perhaps she was under charter for the BETSY ANN which is not mentioned until the first week in August. The GENERAL WOOD was running in the Pittsburgh-Cincinnati trade and coming and going regularly.

The weather was unsettled with overcast days and then spells of hot weather. It rained all night on July 20 and again on the 21 with the river rising slowly. In Cincinnati there was 4½ inches of rain in 5 hours and 3 inches in just one hour. The dams in the Ohio River were down on July 22 although there had been no rise in the Kanawha River. The dams were up again on July 25.

William Jennings Bryan died at Dayton, Tennessee on July 30, aged 65 years. Jesse, Telia and daughter Helen were riding the TOM GREENE to Charleston; Jesse,

Charles Arthur, Charlie Stalder and Capt. Greene went to a meeting at Wards but the purpose is not mentioned.

Stalder and Jesse got off the boat at St. Albans on the way down the river from Charleston and caught a bus to Huntington and then by car to Catlettsburg. The reason for the hurried departure was so that Jesse could go on the towboat JOHN T. WILSON in place of Charles Hall. The WILSON was in the sand trade between the digger at Ferguson Bar, below Hanging Rock, Riverton above Greenup and back up to Ashland. Jesse was still towboating in the sand trade when the month ended.

#### - AUGUST -

Jesse got off the JOHN T. WILSON the afternoon of August 1 and went back to supervising the Ashland wharfboat. Dam 32 just above Rome, Ohio was still under construction and there was low water below Dam 31; the BETSY

ANN, GENERAL WOOD and KATE ADAMS seemed to be running on schedule but the TOM GREENE missed a trip and lay over at Cincinnati.

Jesse noted that August 6 was his father's 76th birthday and on Sunday, the 9th he took the train up to Gallipolis to attend a birthday dinner. Helen Hughes got on the TOM GREENE on August 14 for a round trip while the news at Catlettsburg was that J. B. Haney shot himself. (We find no river connection to J. B. Haney although there was a Capt. David Haney, a well known pilot, in the 1860s. Ed.)

The weather was hot and business at the Ashland wharfboat routine. Jesse began painting the wharfboat on the 20th and noted that a truck was delivering freight on Saturday the 22. The CHRIS and TOM GREENE and the KATE ADAMS were all at Ashland on Sunday, August 23.

The month ended with cooler weather. Jesse was cutting willows above the wharfboat while Will Cantrell continued the painting. On August 26, 1925 Dam 36 at Coney Island was raised: "Filled up the pool just in time," says Jesse. The U.S. Corps of Engineer towboat JAMES RUMSEY came up to Ashland from working at Dam 30 for repairs on August 29 and would be back again for more work on September 1.

#### - SEPTEMBER -

Lillian Hughes, who had graduated from high school earlier, was working on the TOM GREENE as hostess and entertainer. She stopped at home on September 2 as the boat was upbound and got aboard again when she came down the evening of September 3.

The JOHN W. HUBBARD ran in place of the GENERAL WOOD while new boilers were being installed. The HUBBARD was returning to Cincinnati September 6 as the WOOD was out again.

The river stage was still low where the navigation dams were uncompleted farther and this delayed the TOM GREENE. The CHRIS GREENE was down at 5 pm., "Full up."

On Labor Day, September 7, Jesse was at the Ashland Wharfboat as usual. The TOM GREENE finally arrived at 3 pm. Capt. Greene and son Tom were on board but got off to travel on to Newport, Ohio by car. Jesse got aboard to stand Capt. Greene's pilot watch. He noted that Lawrence "Brush Creek" Young (usually a Greene Line pilot) was pilot on the GENERAL WOOD which turned around at Portsmouth and returned to Pittsburgh.

September 9 was a long and unusual day, even for Jesse. When the TOM GREENE came down the river from Charleston on the evening of the 8th, Capt. Greene and Tom got aboard at Gallipolis. The boat landed at Ashland at 4:30 am. and Jesse went got on board the towboat JOHN T. WILSON to again stand watch in place of Charles Hall. Leaving Ashland at 6 am., the WILSON went down to arrive at Riverton at 10 am.; returned to Ashland at 1 pm.; Catlettsburg at 2 pm.; Ferguson Bar at 5:45 pm. and back to Ashland at 7:30 pm.

The following day was a repeat aboard the JOHN T. WILSON and Jesse went home after laying the boat up at Ashland at 7 pm.

Low water below Portsmouth continued to hinder the TOM GREENE and she was often delayed. The CHRIS seemed to get along somewhat better on the low stage but she too was delayed at Conconnique Bar below Dam 31 on the 13th. An artificial raise was let out of the Kanawha River on the 12th to move coal tows down to Cincinnati.

Capt. Roe called on September 15 and asked Jesse to stand watch on the CINCINNATI for a trip to Marietta. Frank Price came up from Portsmouth to manage the Ashland wharfboat in Jesse's absence.



Jesse Hughes gained some experience towboating when he filled in for his friend Capt. Charles Hall on the JOHN T. WILSON (T1441). This little boat, 103x22, was owned by the Wilson Sand & Supply Co. and moved barges of sand from the digger near Greenup, KY to Huntington.

The CINCINNATI left Cincinnati the evening of September 19 with a Knights of Pythias excursion, Rush Burnside being Jesse's partner. "Hit a scow below (Dam) 36 (and) tore things up badly." There were no delays on account of low water and the CINCINNATI landed at the lower end of the Marietta wharf at 3:45 pm. on September 21. "The K of P's have the town. Went to the show tonight, 'Border Legion'. Very hot."

The next day, while the CINCINNATI lay at Marietta, Jesse caught a bus and went up to Rea's Run, Ohio to visit with his Louderback relatives. He returned to Marietta the same evening and commented. "Got no pictures." The K of P big parade was held that evening and the excursion steamer WASHINGTON took out a crowd.

It was cooler on September 23. Jesse went over to the Williamstown Cemetery to visit his mother's grave. The last meeting of the K of P convention ended at 5 pm. and the CINCINNATI left for the return trip to Cincinnati at 6 pm. Water had to be let out of

Dam 31 to allow the CINCINNATI over "Kinney" (Conconnique) and this raised the stage from 3 ft. to 5½ ft.

Jesse came on watch on September 25 at Straight Creek at 3 am. and went off at Dam 36 at 7 am. The boat arrived in Cincinnati at 8 am. and Jesse caught the 1 pm. C&O train back to Catlettsburg, arriving at 4:20. "At show in the evening."

Painting the roof on the house at Catlettsburg engaged our diarist for most of the remainder of September. On the 30th there was a letter from Capt. Roe asking Jesse to stand watch on the CINCINNATI on a trip to Pittsburgh.

- OCTOBER -

"October 1, 1925 - Colder. Cloudy. Lillian & I at Ashland 1 pm. Engaged tuition Brookover Music School (for) pipe organ instructions. TOM GREENE down 5:30 pm. I got on for Cincinnati."

Jesse was already proficient on the piano. He had given calliope concerts for the natives along the Big Sandy River when running

the CRICKET (1373) to Pikeville in 1901-1904; learning to play the organ was another example of the Hughes curiosity.

Water was still "thin" at Kinney but the TOM GREENE got over the morning of October 2 and was into Cincinnati at 8:30 that evening. Jesse went over to the CINCINNATI and the big packet started up the river at 9:20. The Ohio Valley Improvement Association had chartered the boat for its annual meeting to be in the form of a cruise from Pittsburgh. Ben Pattison was master and Jim Rowley was the other pilot.

After an hour delay for fog the first night, the CINCINNATI made good time up the river with no trouble reported in getting over Kinney. She was at Lock 17 above Marietta at 6 pm. October 4 and passing Moundsville at 11 pm. Jesse's last comment for the day reports that the new CHRIS GREENE had broken her shaft at Red House on the Kanawha River. Broken shafts were to be a plague for the boat and she broke seven before the end of her career.

The CINCINNATI arrived in Pittsburgh with the O.R.V.I.A. group at 2:10 pm. on Monday, October 5 to, "great fuss with an arrival delegation coming in." Mrs. Greene, Tom, Junius Greenwood and many others came on the boat. The LIBERTY went out at 5 pm. on her regular overnight run to Wheeling.

Loaded with 300 delegates of the O.R.V.I.A., the CINCINNATI departed from Pittsburgh the morning of October 6. Jesse reports a big celebration everywhere. The boat landed at Dravo, Leetsdale and Ambridge so the passengers could inspect new steel barge construction. The upbound LIBERTY was met at Lock 10, Steubenville and Jesse notes that the railroad bridge was being rebuilt.

The boat landed for a short time at Parkersburg but made few other stops on her way down the

river. "Lt. Governor Lewis of Ohio and many notables on board." There was fog below Lock 31 on the morning of October 8 so the CINCINNATI tied up at Quincy, Kentucky until 6:30 am. and went over Kinney in daylight. Stops were made to dedicate newly completed Dam 34 at Chilo, Ohio and Dam 36 at Brent, Kentucky. "In Cincinnati at 5:30 pm. without a scratch. Got on the TOM GREENE and left at 6 pm."

Jesse got off the TOM at Ashland at 5 o'clock the following afternoon and took the streetcar home to Catlettsburg. Douglas Fairbanks was starring in, "Robin Hood" at Hall's Theater so Jesse and the girls took in the show.

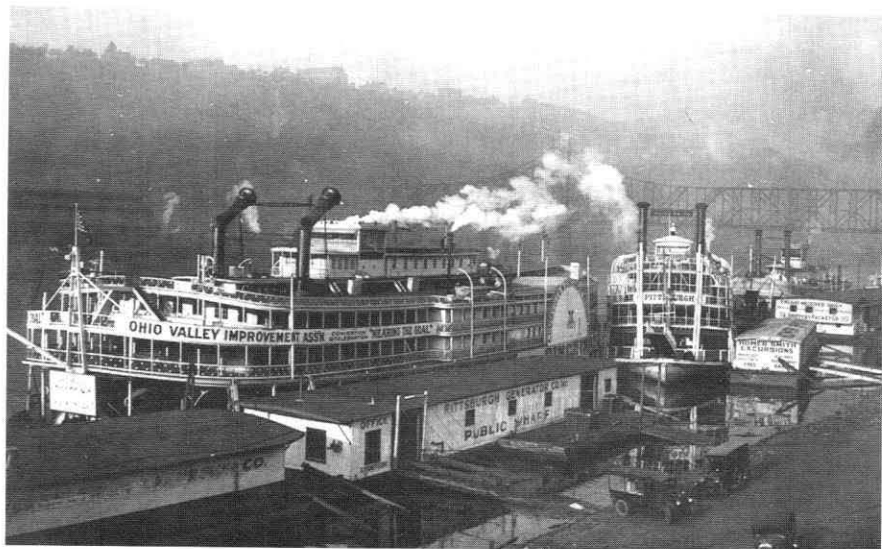
A decision had been made by Capt. Greene to build a new shore terminal at Huntington. Jesse visited a realty company and the U.S. Corps of Engineers and work began on October 13 to clear willows from the site at the lower end of the Huntington wharf. The GREENWOOD was out running in place of the CHRIS GREENE and

Jesse spent several days drawing plans for the new terminal building.

On October 19 Jesse reported, "Started drawing plans for a new GREENWOOD." The wooden hulled GREENWOOD (2450) had been built in 1898 and was retired when the CHRIS GREENE came out. Now, Capt. Greene saw the need for another new, steel packet to replace her. Jesse received \$400 for drawing the plans but the boat would never be built.

The navigation conditions on the river were made uncertain by the frequent heavy rains which required lowering the dams and then promptly raising them as the stage quickly fell again. On one trip the TOM GREENE couldn't get over the bar at the mouth of Big Sandy River until the dams were raised. The following day there was a reported runout of the Little Kanawha River above which damaged barges and boats in the Parkersburg area.

Iron framework for the new terminal was being fabricated at the Acme Boiler Works and Jesse



October 6, 1925. The CINCINNATI (1033) lies at the Pittsburgh Generator Co. public wharfboat awaiting 300 passengers for the trip to Cincinnati. The morning sun also illuminates the HOMER SMITH (2658) lying just below at her wharfboat and behind her is the Shippers Packet Co., (independent) steel wharfboat with the SENATOR CORDILL (5080) alongside. The wharfboat showing in the lower left-hand corner belongs to the VERNE SWAIN (5553) which Capt. J. Orville Noll was running in the excursion trade. Photo by J. P. Hughes.



spent some time there with Charles Arthur "getting it out". There was snow all day on October 30. On the 31st. Jesse was working all day on the new warehouse (terminal) plans and in the evening he went to Halls Theater to see, "Fighting Coward" which included views of Capt. Cooley's AMERICA (0240) at Vicksburg. "Fine picture. Boat called Winfield Scott."

(Others call the movie, "Magnolia"; did it go by both names? Ed.)

- NOVEMBER -

Jesse was interested in buying a car: "November 1, 1925, Sunday: At home. TOM GREENE up. West to Russell & back in new car. Capt. & Mrs. Greene in Ashland. Went to Huntington. Got started back 5:30 pm. Got a bent fender in a "miss" on 12 Pole Bridge. Miss Roch driving us."

Capt. Greene and Jesse were working to get a franchise agreement from the city to operate the new terminal at Huntington. He mentions traveling by car on several local trips, apparently with a salesman demonstrating the vehicle.

On November 5 Jesse bought a new Nash coach (two door sedan) of Hamilton Motor Co. for \$1,350: \$1,000 and credit on an old Haynes car which may have belonged to someone in the family connections.

The CHRIS GREENE came out again with a new paddlewheel shaft on November 8. on the morning of November 9 the GREENWOOD was up for Gallipolis to be dismantled, followed by the CHRIS GREENE. Mr. Brandenburg, who seems to have been the car salesman, was driving around with Jesse in his new car.

Now began a series of events which would be frequently recalled in later years. The BETSY ANN burst a cylinder at Pt. Pleasant on November 12 and the GREENWOOD was chartered to

take her place. The GREENWOOD had been stripped of her furnishings at Cincinnati but dismantling had not yet started. Most of the furniture and cabin equipment from the BETSY ANN was moved over and the GREENWOOD headed upriver for Pittsburgh.

The GREENWOOD had returned from Pittsburgh to Cincinnati and was ready to start the return trip on the evening of November 17. The CHRIS GREENE was also departing on her regular trip that evening about the same time when there was a mixup in the bell signals. The CHRIS backed into the side of the GREENWOOD and she quickly sank a total loss at the landing.

The boilers from the GREENWOOD were nearly new and went to the towboat JOHN F. KLEIN (T1404) while the BETSY ANN was now in need of new furniture. The boat which Capt. Greene called, "The goose which laid the golden egg" laid one more when he collected the insurance for the GREENWOOD's loss. Later, Capt. Greene bought the wreck from the underwriters for \$750.

Jesse continued working toward construction of the new Greene Line Terminal at Huntington, drawing plans and applying for needed permits. The Corps of Engineers permit was received on November 28 and Jesse applied for a city building permit at Huntington on the 30th.

- DECEMBER -

Jesse and Capt. Greene met with the Huntington city commissioners on December 7 and were issued a building permit.

The following day Jesse and Telia Hughes went shopping in the "new car" with Mr. and Mrs. Will Fields, Will Fields doing the driving. Lillian Hughes seems to have learned to drive the "new car" since Jesse mentions the girls driving down to Ashland several times. On December 13

Telia and the girls went to Ironton in the car.

On December 14 grading began on the incline from the new warehouse site down to the river. This was a large project and Jesse notes grading work going on daily until December 22. He was also working on drawings of new boilers for the towboat RELIANCE (T2135) which would be built by Charles Arthur's Acme Boiler Works.

December, 1925 ended with cold weather and ice forming in the river. The CHRIS GREENE was down for Cincinnati to lay up on December 27.

A note in the back of the diary concerns taxes:

INCOME TAX DATA

Exemptions: Single men - \$1,500  
Married men - 3,500  
Rates: 1½% first \$4,000  
3% next \$4,000  
5% over \$8,000

Even in 1925 the rich were being soaked!

\* \* \*

J. MACK GAMBLE FUND  
GRANTS

The J. Mack Gamble Fund was established in 1976 as a result of a generous gift to S&D from our first president, J. Mack Gamble of Clarington, Ohio.

Applications for support of projects related to the preservation of the history of the rivers are encouraged and may be submitted at any time.

J. Mack Gamble Fund grants will not be considered for:

- Any organization not having 501(c)(3) status as tax-exempt by I.R.S.
- Projects not directly related to the purposes of S&D.
- Multiple year projects or programs.
- Endowment funds.

Additional information and a grant application form is available from:

Don McDaniel  
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Worthington, OH 43085

## THE TRENT-SEVERN WATERWAY,

### LIFT-LOCKS, A MARINE RAILWAY

#### PLUS SCENERY

by The Travel Editor

A number of years ago we were wandering across Ontario after a visit to Ottawa and arrived in the town of Peterborough about lunch time. On the edge of town we saw several signs pointing to "The Lift Lock" and wondered why there would be a lock in that part of Canada and why the unusual terminology. Aren't all locks lift locks? After lunch we followed the several signs in order to view this Eighth Wonder before continuing on our way. It was worth the trip!

The Peterborough Lift Lock, a huge block of concrete towering over the landscape on the edge of Little Lake, is unlike any other navigation lock you will ever see short of going to Europe. The three concrete towers (poured without reinforcing) are 100 ft. high. Two big tubs, 140x33 ft., are balanced on hydraulic pistons which are 7.5 ft. in diameter with an extended reach of 65 ft.

The two pistons or rams are interconnected by a 12 inch pipe with a valve in the middle. The design is such that the upper tub has an additional foot of water in it compared to the lower tub. Ergo, open the valve and the upper tub forces water into the opposite ram and the two tubs exchange positions. The connects the upper level with the Otonabee River, a part of the Trent-Severn Waterway..

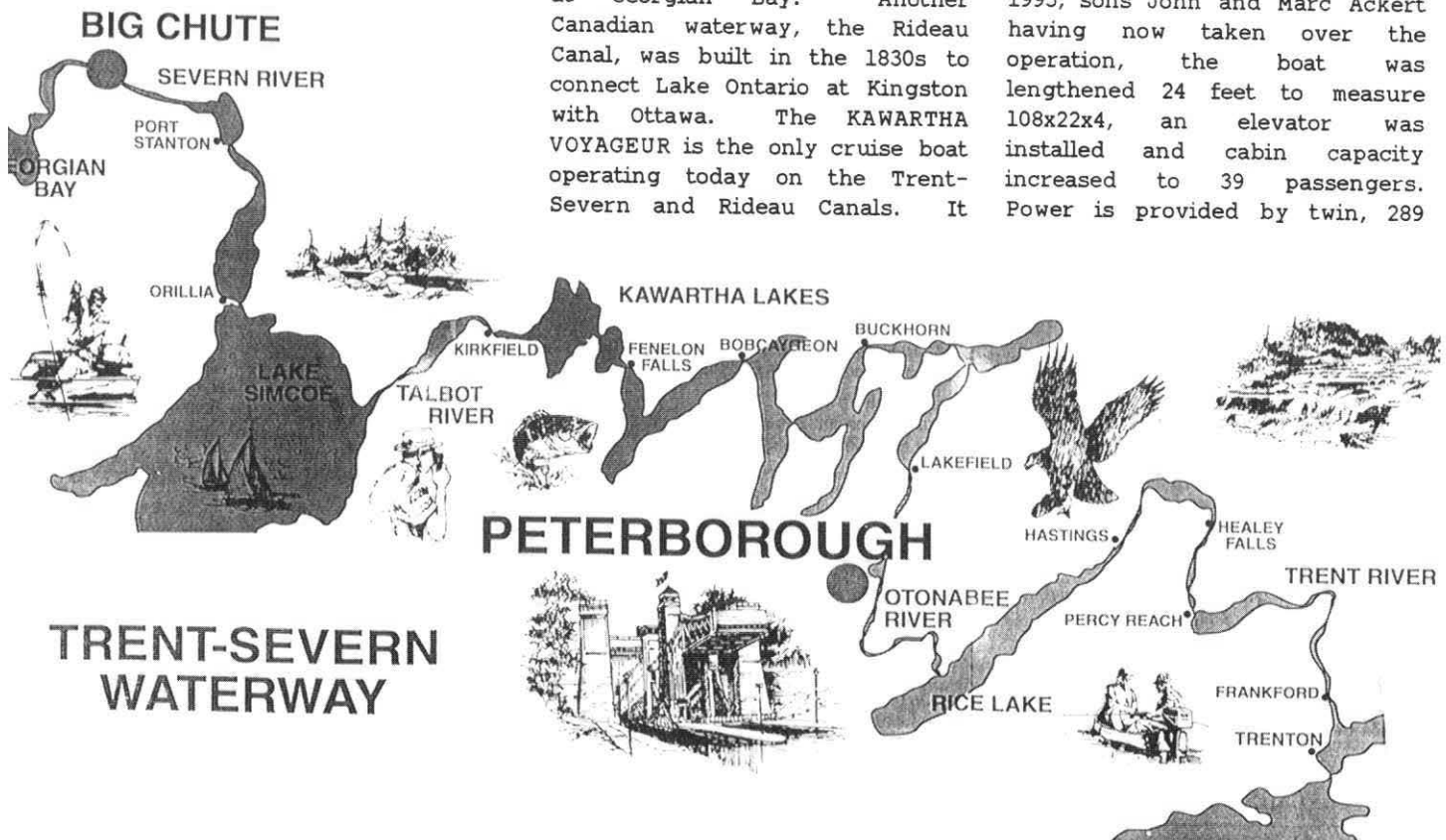
Ever since spending the afternoon years ago watching the lift-lock in operation and giving the Holiday Inn two additional customers for the night we have wanted to get back to Peterborough. The lift-lock is one of five in the world and although completed in 1904 is the highest. Viewing a video of a Trent-Severn Waterway trip by S&D members Tom and Kay Metzler promoted our taking a five day trip aboard the cruise boat KAWARTHA VOYAGEUR this past May.

This Waterway was built between about 1850 and 1920 to connect Lake Ontario at Trenton, east of Toronto, with Lake Huron at Georgian Bay. Another Canadian waterway, the Rideau Canal, was built in the 1830s to connect Lake Ontario at Kingston with Ottawa. The KAWARTHA VOYAGEUR is the only cruise boat operating today on the Trent-Severn and Rideau Canals. It

makes the trip across Ontario in five day segments: Big Chute (Georgian Bay connection) to Peterborough; Peterborough to Kingston; Kingston to Ottawa. We chose the first trip of the season, from Big Chute to Peterborough.

The heritage of the KAWARTHA VOYAGEUR is interesting. The idea of carrying passengers for hire on the Trent-Severn in recent times was fostered by a farmer, Lloyd Ackert, about 20 years ago. He built his first boat at his farm, some eight miles from the waterway but managed to get it launched and began offering overnight trips. The passenger capacity was too small to make much profit but Lloyd worked out the details of trip schedules, passenger services and accommodations. He also learned something about designing his second boat and had indoctrinated his two sons John and Marc in cruise boat operation.

Based upon his experience, Lloyd Ackert designed the KAWARTHA VOYAGEUR for 24 passengers and had her built in 1983 at Parry Sound, Ontario. In 1995, sons John and Marc Ackert having now taken over the operation, the boat was lengthened 24 feet to measure 108x22x4, an elevator was installed and cabin capacity increased to 39 passengers. Power is provided by twin, 289



hp. Komatsu diesels with a bowthruster. This boat is no beauty queen unless your taste runs to the shoebox school but she is well suited to her routes and the passenger's comfort.

Passenger cabins are on the main deck and are small and at first glance Spartan. Each has twin beds, a large window, wash basin and toilet. There is individual heating and cooling and upon better acquaintance we found many thoughtful details that made the accommodations comfortable and adequate. Three shower rooms are located off of the hallway.

The three cruise schedules (six if you count both ways) are based from either Peterborough or Kingston. This means that you can leave your car at either of these ports and a chartered bus hauls passengers to the boat or returns them to their car at the end of a trip. Since we had elected to take the trip from Big Chute back to Peterborough the car was parked at Peterborough and the bus took us to the boat.

But, as it turned out, the boat was not at Big Chute but rather waiting for us at Orillia on Lake Simcoe. It seems that Ontario had experienced a wet spring and the lakes and connecting rivers were still at a high level; the dams on the eastern end toward Peterborough were still open to handle the runoff. Capt. Marc Ackert had elected to kill a day by giving us a boat ride to Big Chute and then retrace our route in the hope that the river levels would be down by the time we approached Peterborough.

No complaint was heard about the change in plan and passengers who had been on this trip before, and there were a number of repeaters, said that the Severn River section was some of the most interesting scenery. After seeing it we have to agree. The entire five day trip was fine although the early spring weather was sometimes cold and wet.



The Peterborough Lift-Lock with the KAWARTHA VOYAGEUR just exiting the lower "tub". Completed in 1904 with towers 100 ft. high of monolithic concrete, the lift is 65 ft. The pilothouse of the boat projects from the second deck lounge. Style is, "Form follows function."

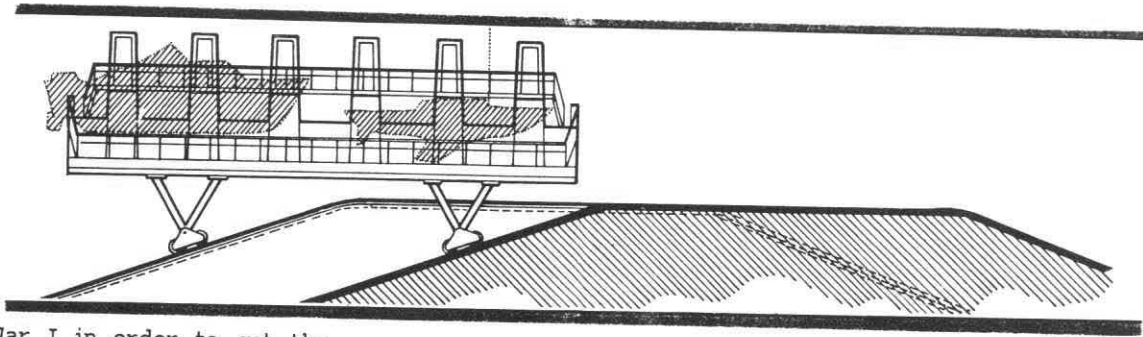
The marine railway which links the Severn River around a steep drop of 58 feet at Big Chute is a mechanical marvel. This location is one of the last to be worked on to complete the waterway and two locks to overcome the drop were under construction when World War I came along. As a temporary measure, a marine railway consisting of a carriage capable of hauling boats up over the steep rapids known as Big Chute was built in 1919. This was intended to handle the traffic until the locks were completed but in fact the work on the locks was abandoned.

By 1920 when the first boat finally went the entire 255 miles from Georgian Bay to Lake Ontario it was evident that the waterway would never develop much in the way of commercial traffic. The popularity of the Trent-Severn since World War II for pleasure boats, however, dictated an improvement at Big Chute to minimize long delays. Completion of the abandoned locks was considered but by then there

were lamprey eels in the Great Lakes and a direct water connection would bring them into the inland lakes.

So, a new, larger railway was built in 1977 and is capable of handling boats up to 100 tons. The clever design has a separate set of rails with differing curves in their profiles for the front and rear carriage wheels. This design, and it may take seeing to believing, keeps the carriage level as it comes up the hill and down into the waterway on the other side. Several cabin cruisers or houseboats can be transported on the carriage each trip with hydraulically controlled straps under the hulls holding the boats upright. The "big chute" is still to be seen, a narrow trough through the rock which empties into the river some 58 feet below.

There was originally another marine railway at the next lock up the Severn at Swift Rapids. A lock had also been started here prior to 1914 but a marine railway was substituted after

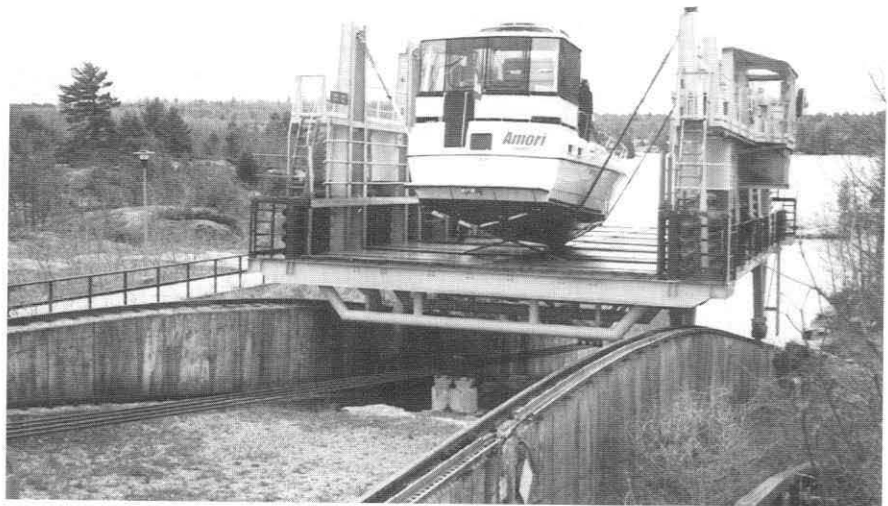


World War I in order to get the waterway open. The drop here is 47 feet and the railway was eliminated by building a lock in 1964-65.

The Swift Rapids Lock is interesting because of the high lift (47 feet) and the design for controlling water flowing in and out of the lock chamber. The chamber is 120x32 feet and the sub-floor is perforated with a series of holes angled at 30 degrees toward each other. Filling and draining is by means of a single intake valve and a single, large discharge valve to outside the lock wall. The large volume of water is distributed uniformly through the holes in the sub-floor and the operation takes eight minutes without the usual turbulence.

Traveling along the river sections of the Severn is one sharp bend after another with rock cliffs on either side. At points, the channel is just wide enough for the KAWARTHA VOYAGEUR and the whistle was sounded to warn of our approach. Watching the twists and turns of the channel and how the boat was able to steer through spoke well of the design and how it handled.

Where the river channel was too crooked it was necessary to bypass with canals. Several of the canals are four to six miles long, usually through rock. With the equipment available in the early years of the century it is understandable that the canals are no wider than necessary and some are not much over 30 feet. Fisherman in outboards had to pull over and hang onto the brush as we passed by. It must be interesting to watch the traffic in these cuts during the busy summer season.



#### BIG CHUTE MARINE RAILWAY

Unique in North America, the Big Chute Marine Railway carries boats over a 58 foot height of land. Boats are floated onto the partially submerged carriage and then cradled in slings with hydraulic tensioners. Double tracks use the offsetting cam principle to keep the carriage nearly level at all times except for a slight tilt at either end to facilitate loading.

The separate tracks for the front and rear wheels and the slings supporting the cruiser AMORI show above.

The second night of the trip was spent tied up at the resort community of Port Stanton on Sparrow Lake. By not traveling at night you do not miss any of the sights so that's a plus. The middle of May is very early in the season for Ontario and the lodges at Port Stanton were open but quiet. We took a walk around the village after supper and noted that the lake was indeed high with water lapping over the docks.

The eleven in the crew of the KAWARTHA VOYAGEUR made up of the captain, first officer and engineer, all male, cook, cruise coordinator and six young ladies as deck and cabin crew. This was their first week as crew but the way girls handled their jobs bespoke of the training somebody had given them. All knew how to handle the lines and other decking chores with professionalism. This is a family operation and the guests are soon part of the family, even the name tags are first names only.

Meals are served at tables for eight so it is easy to get to know everybody. The cuisine is plain country cooking and we found it varied and uniformly excellent. The food comes from the kitchen in rolling warming carts, the menu is announced at the table by the waitress and then each is served according to their desires. Those who want all veggies can so choose while those of us who cringe at a plate defiled by asparagus can avoid it, a great system. The one constant was a course of oatmeal at breakfast before all the other choices. But who doesn't like oatmeal?

A change in scenery is Lake Simcoe, 19 miles long and 16 miles across, the fourth largest lake in Ontario, which we crossed the afternoon of the second day. The route is across the northeast corner of the lake to the beginning of the Trent Canal at Gamebridge, about 15 miles. The weather was fine for crossing the open water and the few whitecaps

did not slow the boat's usual six miles an hour cruising speed.

The canal beginning at Gamebridge has a series of locks close together, No. 41 being just beyond the canal entrance from Lake Simcoe. Lock No. 40 is another half mile along and then the same distance to Lock No. 39. It was late on a sunny afternoon so a number of the more ambitious passengers got off and walk the half mile to Lock No. 38. It is another mile to Lock No. 37 (Bolsover) which has a lift of about 22 feet and is still manually operated. Altogether, these five locks took us up 74.5 feet from the lake level and it was time to lay up for the night at Bolsover.

There is no town at Bolsover but it was an opportunity to look over the original construction of the locks and dams. Many of the locks are hand operated and most have wooden gates. A wholesale modernization of the locks several years back was halted when the historic value of the old technology was recognized. A number are constructed with stone but those built in this century are of concrete and still in remarkably good shape.

The older dams utilize stop-logs, squared timbers about 25 feet long and 13 inches on a side. These are lifted into slots in concrete piers and then drop down onto the sill of the dam. Some of the dams use as many as fifteen of these stop-logs and winches rolling on tracks facilitate placing and removing them as the water level requires. It is a simple but effective system that works very well for the relatively short dams in many locations.

After a restful night in the bucolic surroundings of Bolsover we continued the next day through a man-made lake about five miles long constructed when this section was built in 1905. Another narrow, dug canal takes us to the other lift-lock on the waterway at Kirkfield.

The Kirkfield lift-lock was built at about the same period as the one at Peterborough but differs in construction. It was completed in 1907 and is of steel rather than concrete. The two "tubs" or lock chambers are 140x33 feet and the lift is 49 feet. It should be explained that the gates on the end of the tubs are hinged at the bottom and slide into matching hinged gates mounted on the bottom of the canal. With the gates closed, the pair can slide apart as the tubs move up or down and thus keep the canal sealed off. There seems to be remarkably little leakage around these gates and we recall that the seals are pneumatic tubes.

The additional foot of water held in the upper tub is provided by stopping the upward movement one foot below the upper level of the canal so that the water flows in as the hinged gates are lowered. This additional foot of water amounts to 144 tons and the operating pressure in the rams under the tubs is 579 p.s.i. at Kirkfield.

Looking over the stern as the boat rises 49 feet at the Kirkfield lift-lock is something of a sensation. This places us on the summit level on the Trent-Severn Waterway and a five and one half mile canal leads to Balsam Lake. This particular stretch of canal seemed to be narrower than others and it was here that small boats took to the weeds as we passed by. Even so, the larger boat pulled the water away from the banks and left some unhappy fishermen aground on the rocks. From Balsam Lake it is downhill, almost 600 feet, to Lake Ontario.

Modern communications has transformed boat operations and Captain Marc Ackert seemed to have a phone glued to his ear. He could easily contact the home office to report our location, check with the waterway authority on the latest river levels and lock openings, order groceries or call the family, you

name it. But all the news he was getting back on navigation conditions was worrisome. High water was precluding putting the locks into operation farther along our route.

The next lock was at Rosedale in a canal around some falls in the river between Balsam and Cameron Lakes. A lock had been

first built at this point in 1869 but the present one dates from 1960 with a drop of only about four feet. This is the Kawartha Lakes region and there are a whole series of lakes connected to the Trent-Severn Waterway in this area. Summer homes and cottages dot the shorelines but in mid-May with few signs of life in

the trees there were only a small number of pleasure boats about.

The town of Fenelon Falls is in a dramatic setting at the top of a narrow gorge. There is a narrow and crooked channel through a swing bridge to the lock and the falls were once the source of power for several mills at this point. The single lock, No 34, was completed in 1963 to replace double locks built in the 1880s. (Lock No. 33 is not on this section of the Waterway but rather at the town of Lindsay at the south end of Sturgeon Lake.)

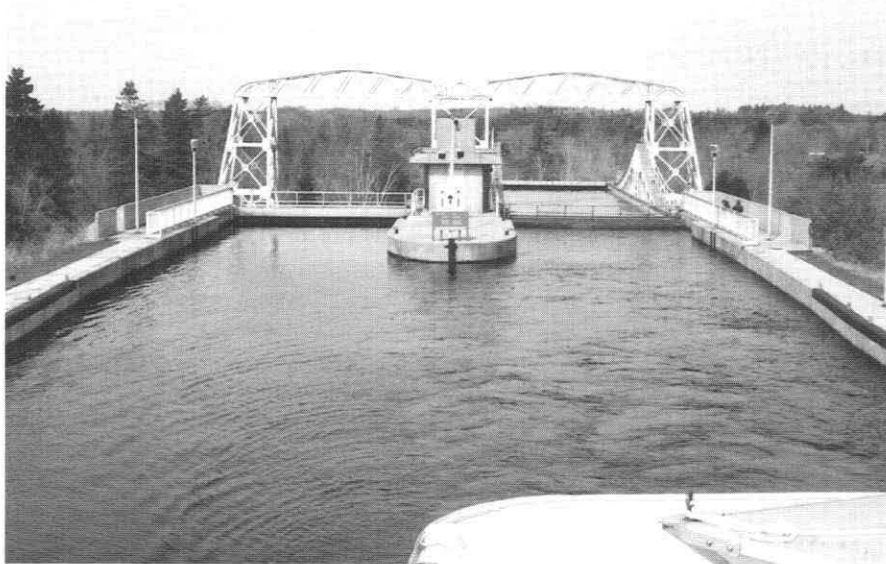
There was a bit of excitement as we departed the lock at Fenelon Falls. The exit is from the former lower lock chamber toward a rock cliff and then a sharp turn to the right out into the swift current below the falls. Steerage way in the strong current required full-ahead leaving the lock and just at this point a houseboat operator decided that he too would head downstream. The houseboat swung out from the lock wall in front of us and just managed to stay ahead of the KAWARTHA VOYAGEUR, urged on by a very long blast from the air horn. We suppose that traffic must get rather hectic in some of these close places during the height of the summer.

The top deck is perfect for viewing the countryside and the quiet scenery on these northern lakes is worth watching. There are several low bridges encountered along the way and passengers sometimes have to go below until all is clear. On one such bridge there was just eight inches clearance over an air conditioning unit and several deck chairs were tipped over. The lounge in the front of the second deck is also good for watching the passing scene and it is possible to look over the pilot's shoulder, too.

A stop was made at the summer community of Sturgeon Point on Sturgeon Lake, a place which



"Looking over the stern as the boat rises forty-nine feet at the Kirkfield Lift-lock is something of a sensation." A crane on a barge is at lower lock wall.



Top view of the Kirkfield Lift-lock at the summit level of the Trent-Severn Waterway. KAWARTHA VOYAGEUR has just exited the "tub" on the right.

became popular during the Gay Nineties. The old boat landing building has been restored and there are a number of the Victorian cottages to be seen on a walk-about. Former Canadian prime minister Pierre Trudeau has a home here but didn't seem to be in residence when we stopped by.

The captain had hoped to make the overnight stop on his delayed schedule at the town of Buckhorn. Frequent discussions by the captain over his 14 phone connections did not change the fact that the water levels were still high on the rivers and the dams had not yet been closed. It was not feasible to proceed to Buckhorn that day so we stopped for the night at the larger village of Bobcaygeon. With luck, the KAWARTHA VOYAGEUR could proceed without delay the following day and make up enough time to get back on schedule or close to it.

Bobcaygeon, even on a cool, damp evening, is an attractive place built on three islands in the river. The lock is in the middle of town and as with all of the locks on the Trent-Severn, this one is maintained as a public park with picnic tables, restrooms and spic-and-span to a high standard. There was a lot of fishing going on at the dam that evening but very little catching.

The schedule was allowed to slip a bit more in the hope that river levels would fall and so we departed Bobcaygeon at 9 am. The unspoiled scenery on the north end of Pigeon Lake is as attractive as any we had seen. These generally long and narrow Kawartha Lakes were hollowed out from the limestone by glaciers with the northern boundaries determined by the hard granite of the Canadian shield. There seemed to be fewer summer places in this area and the shores appeared to be mostly forest covered.

After lunch, a stop was made at an Indian reservation near the

entrance to Lake Buckhorn. A short walk led to a museum of native crafts where the shoppers also found Canadiana items to carry back to the boat. The direction was now northeast up the nine mile length of Buckhorn Lake and we arrived at the lock

(No. 31, if you have been keeping track) about 4 pm.

Bad news for the captain: The next lock near the end of Lower Buckhorn Lake was not operating as yet and his hope of reaching Lock No. 28 at Burleigh Falls for the night was dashed. Nothing to



Looking over the stern down the narrow canal between Kirkfield Lift-lock and Balsam Lake. It is 5½ miles long and the KAWARTHA VOYAGUER fills the channel.



"There was a bit of excitement as we departed the lock at Fenelon Falls. The exit is from the former lower lock chamber toward a rock cliff and then a sharp turn to the right out into the current below the falls."

be done about it, urgent phone calls notwithstanding, so the VOYAGEUR tied up after locking down at Buckhorn.

Buckhorn village is worth a walk about, there being an old hotel just up the hill from the lock and other buildings dating from logging days. An art show was just about to close in a local church but a group of passengers was welcomed to the exhibit. Buckhorn today is known as something of an artists' center. The general store was open and it was also possible to walk across the concrete dam at the head of the falls in the river to some stores on the other side.

The cruise was advertised as "informal" and it seemed that the passengers were bothered not at all by the unscheduled stops. We would get to Peterborough sometime on the next day but it would prove to be, predictably, frustrating for our captain. Recounting these navigation problems reminds one of a week in an early Jesse Hughes diary.

Leaving Buckhorn Lock without delay in the morning we continued east through Lower Buckhorn Lake with the slim possibility of reaching Peterborough. Arriving at the upper guide wall of Lovesick Lock in a little over an hour at 9:30am. there was no lock keeper in sight, only a couple of fishermen who weren't having much luck.

Lovesick is as romantic a spot for a lock and dam as its name might imply, built between three islands and accessible only by boat. The lock keepers live on the mainland. As with all the lock properties we saw, the grounds around Lovesick are well maintained and while awaiting developments the passengers roamed around the rocks and lawns or checked out the dams.

Eventually, the keepers of Lovesick Lock appeared and a conference was held. Mother nature could not be hurried and the lakes were still keeping levels high in the Otonabee River leading down to Peterborough.



LOOKING DOWN THE OTANBEE RIVER AT PETERBOROUGH

**Lock 19, Scott's Mills:** The dam is wide open with stop-logs piled on top. The lock gates are almost awash, too much water for navigation this day.

The locks could not be operated until the water flow would permit the dams to be closed and it was not going to be on this day.

The KAWARTHA VOYAGEUR would have to lay up at Burleigh Falls (Lock 28) just another three and a half miles ahead with the hope that another day or two would permit navigation and she could catch up on her schedule. Present day lock numbering omits No. 29 as the two locks built at Burleigh Falls in 1882 were replaced with a single lock of 24 ft. lift in 1966.)

Our trip ended 23 miles short of Peterborough so we missed seeing two lakes, the Otonabee River, seven regular locks and the lift-lock. The introduction to the Trent-Severn Waterway had been interesting for its history, scenery and some unusual engineering. Not all of the passengers were leaving the boat as they had signed up for the second and third five day segments to Ottawa. Good planning! They waved goodbye as we boarded the bus that would take us back to the cars.

Seeing how this Trent-Severn has been preserved and developed for tourism and pleasure boating causes one to wonder about the similar opportunities overlooked in our

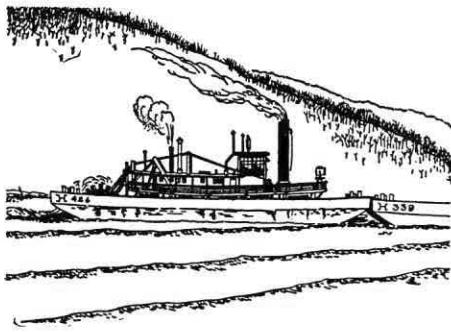
own country. Parks Canada not only has kept many of the historic structures but has rebuilt and improved a number of the locks and dams to better accommodate the boaters and tourists who have been attracted. A boat similar to the KAWARTHA VOYAGEUR could operate equally well on the Muskingum and Kentucky Rivers and the latter stream has almost the same navigable mileage as the Trent-Severn (248 vs. 255 miles). The contemplation of such a service on the Kentucky, or the Fox River in Wisconsin, is mouth watering.

The Ackerts have developed a cruise operation that is unique in several respects with a boat that just fits its trade. If you don't need nightly floor shows or formal dinners to "make" your cruise, leave your tie, jacket and high heels at home and GO NORTH. This is as close as you are going to get to the GOLDEN EAGLE or GORDON C. GREENE only with air conditioning, twin beds and indoor plumbing.

Ontario Waterway Cruises is located at Box 6, Orillia ON, Canada L3V 6H9. General information is available by calling (706) 327-5767.

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## RECOLLECTIONS OF CLARE CARPENTER

Capt. Clare Carpenter is well known to most members of S&D, a regular at S&D annual meetings for the past twenty years who often offered humorous comments during the proceedings. Clare served as 2nd Vice President of the Sons and Daughters of Pioneer Rivermen, 1991-1994. He was on the river for 42 years, and for many of them was a master-pilot for Union Barge Line Corp.

In retirement Clare, who with his wife Mabel live in Belpre, Ohio, participated in educational programs for school children on the W. P. SNYDER JR. at the Ohio River Museum. He was frequently a speaker on his experiences during his years of towboating and presented several programs before the Ohio & Kanawha Chapter group. Clare and Mabel were active in the Belpre Historical Society and Clare produced the series of steamboat postcard packets published by the Society which have proved popular with river buffs everhewre.

For his children and grandchildren, Clare set down a memoir of his days on the river, a compilation of his adventures both on and off the various towboats as his career progressed. Clare organized his recollections generally by the various boats he worked on rather than in strict chronological order; the steamboats were the milestones of his life.. We now have the opportunity to share in Clare's memories of towboating, from the waning years of steam through the development of the modern diesel boats. Editing has been only to place events in chronological sequence as they happened; in several instances Clare worked on a particular boat for various periods over several years Also a few stories unrelated to the river have been shortened or omitted.

Clare Carpenter was hopeful that his memoir might eventually appear in book form but, when submissions to publishers did not work out, was pleased that the S&D Reflector welcomed his work. Clare died on July 9, 1997 and his obituary will be found elsewhere in this issue. Thanks Clare, for leaving us this legacy and our sincere regret is that you won't be around to enjoy the applause.



Capt. E. Clare Carpenter and Ye Editor on the DELTA QUEEN, 1994.

Photo by Lillian Prater Smith.

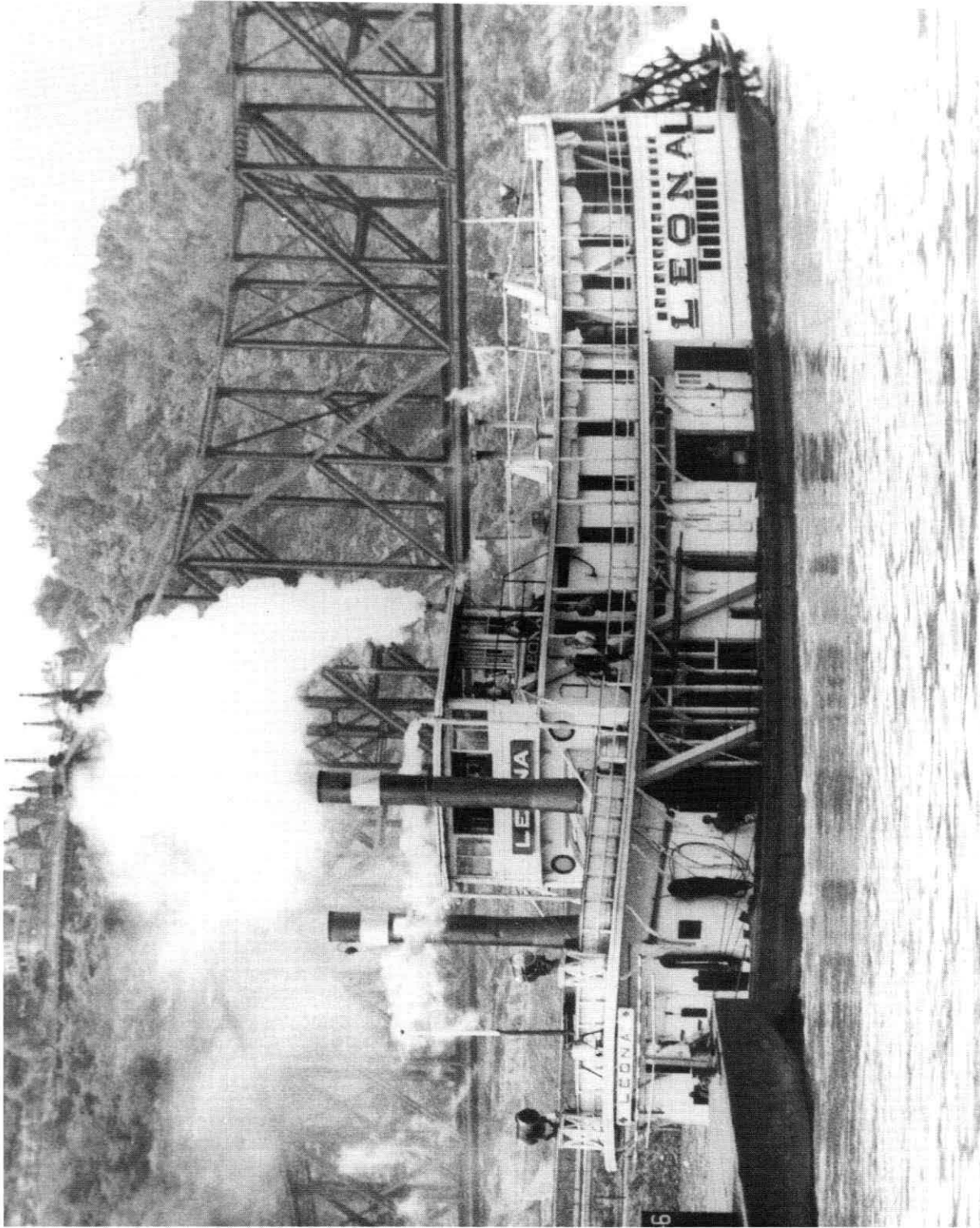
### CHAPTER ONE FIRST DAYS ON THE LEONA

I was born December 7, 1907 at Getty, Jackson County, West Virginia to Howard and Gertie Skinner Carpenter. My father was a farmer and in March, 1924 the family relocated to a rental farm near Apple Grove, Ohio on the Ohio River. Later, Howard Carpenter bought a farm near Lock 23, Ohio River after trying working for a time in at the Pure Oil lumber yard at Cabin Creek, West Virginia. Oil companies maintained lumber yards in those times since wooden barrels were still being used for shipping the product. The experience of working for a boss convinced my father that he preferred farming.

There were five boys in our family and eventually all of us would follow the river. My first work on a boat was in 1924 as a short-term roustabout on the packet SENATOR CORDILL. When help was needed to load potatoes at Letart Falls, Ohio several of us boys jumped at the chance to earn real money.. It was a very short employment, lasting only a long day. The CORDILL moved only five miles up the river to Millwood where we helped load chickens at McDades farm before we returned back home across the river.

After high school, I attended a business school in Columbus, Ohio for two years and learned general business practices. There I found out that I was not qualified to be a typist: after months of effort, the teacher pointed to the size of my farmer's hands and shook her head. I went back to Apple Grove to work on the farm.

Three years later in May, 1930 I got the chance to go to work on the towboat LEONA (T1571), a then new boat built and owned by Capt. Richard "Dick" Hiernaux. The LEONA was



Clare Carpenter got his first taste of boating as coal passer on the LEONA (T1571) in the spring of 1930. The LEONA was designed by Capt. Richard J. Hiernaux with the wooden hull built at Pittsburgh and the upper works completed at Charleroi, PA, Capt. Hiernaux' home.

The LEONA was a small boat, 114.5x25x4.6 ft. with engines 14½'s-5 ft. stroke from the sternwheel ladder dredge PROGRESS (T2076), later named MAGDALENA PFEIL. She proved to be a good boat for job towing and was dismantled in 1941. Photo in Mon River at Pittsburgh.

tending the U.S. Dredge COL. M. B. ADAMS which was working at the Letart Islands, just down the river from our farm.

Capt. R. J. Hiernaux of Charleroi, Pennsylvania was born in Belgium and came to America as a small child. The boat was named for Capt. Hiernaux' daughter. For most of 1930 and 1931 the LEONA was chartered to the U.S. Corps of Engineers, Huntington District.

I had left Mann Business College in Columbus, Ohio and in 1930 was helping my parents on the farm at Apple Grove, Ohio. One day Bill Ours, a neighbor, came by and asked if I wanted a job on a boat. He said that he was working on the LEONA down at Letart Islands but was about to quit so, if I was interested, "Go down and see Capt. Hiernaux."

Without further encouragement, I was soon down at Alfred Alexander's house near Letart and then followed a narrow path through the horse weeds to a board leading out to a supply barge and the LEONA. The captain said that if I wanted to work to be back on the boat by 8 pm. so I went home for my clothes and I was there,

The crew on the LEONA in addition to Capt. Hiernaux was Moten Stanley, pilot (replaced within a few weeks by Capt. Joseph Ketchell), Jim Neiderlow, mate and carpenter, Richard Hiernaux, Jr., Arnold O'Daniel, Dick Pelzer and another deckhand who quit shortly after I got aboard. My job was "coal passer" supplying the firemen, Ashbell Glover and Dale Lee. The Chief Engineer was Clayton Wiley and Vernon Clifton the Second Engineer. The cook was a woman named Anna and Alice Wolfe, from Dorcas, Ohio was the maid.

Many of those people I met on the LEONA that first day stayed on the river and I had contacts with them all through my river career. Richard Hiernaux, Jr. became the owner of a small boat line and died of a heart attack at age 57. Moten Stanley became sort of a river legend and was mentioned in at least one song and was a character in several articles, both fact and fiction. Capt. Ketchell was 72 that year and retired from the LEONA in February, 1931. Arnold O'Daniel became a master for U.S. Steel while Dick Pelzer was later a millwright at the National Tube Co., Monesson, PA. Ashbell Glover became a tankerman and then an engineer on boats of the Ohio River Co. Clayton Wiley remained an engineer, joined the Merchant Marine during WW-II and went to deep water. Vernon Clifton later became a U.S. Inspector and was one of my examiners for extensions of my pilot's license. Dale Lee left the river and was a farmer near my old home in West Virginia.

My job as coal passer was to take coal from a wooden barge over to the LEONA and then shovel it up into the fuel bunkers to be burned the

next day. In a sixteen hour day the boat would burn about four tons of coal and all of it had to be shoveled into a wheelbarrow, moved aboard and then shoveled again. It was a lot of work for six or seven hours and the working arrangements were not ideal.

That first night the mate instructed me to move the coal out of the barge so as to keep it level; the barge was not in the best of shape and he was afraid that it might start to leak. I got some boards, made a runway for the wheelbarrow and started. But, soon it got dark and there was no light so I asked Ashbell when he was going to start the light plant. The answer was, "About 3 o'clock" and he suggested I get some lanterns from the lamp locker as he headed toward the engine room. Easy enough but I had to first have someone show me where the lamp locker was located.

Moving coal was my job every night for the first few weeks and then one of the deckhands quit: I became a deckhand.

One evening Capt. Dick and Mote Stanley decided they wanted to go into Racine. There was no car available so I got my parents' 1929 Chevrolet to take them to town. The Chevy had outside brake bands (rather than being inside the drums) and these wore out rather quickly given the sandy and dusty roads of the time. When the brakes were in need of new bands one method for stopping was to just double-clutch down to a lower gear. as a last resort, you could rake her into reverse and release the clutch. It was an effective method if a little hard on the transmission and the universal joints. On this particular night I had to use my emergency methods every time we stopped. It seemed ordinary to me but the sand and gravel flew as the car sort of humped up in the middle. Years later Moten Stanley would repeat the story of how badly I had scared him that night.

The dredge COL. M. B. ADAMS had been built to work on the construction of the Panama Canal. It used a five cubic yard bucket when digging sand and the contents were dropped into a dump-scow which the LEONA then moved to a designated spot for dumping. Two scows were used, one being loaded while the other was being dumped, a far cry from the modern methods with pipelines to carry off the spoil from a continuous suction dredge head.

Life on the LEONA was interesting for it taught me so many things helpful for a riverman. When I went aboard the boat was not nearly finished and Capt. Hiernaux was working on it on Saturday afternoons and Sundays when the dredge wasn't working. We worked under the guidance of the mate and captain doing carpentry, painting or working on the machinery

and piping in the engine room. I remember we made a double bend in two exhaust pipes that were six inches in diameter and 20 feet long, this out on a sandbar. We had only a little blacksmith forge and some posts set in the ground to accomplish the bending. To keep the pipe from flattening during the bending we filled it with sand and the entire crew was needed for lifting as the bending took place.

After finishing the work at Letart Islands we moved up to Marietta Island above the mouth of the Muskingum. The dredge was working in the main channel and we towed the scows down past town and around into the back channel for dumping. Years later, before the higher pool behind the Belleville Dam, there were still motorboat owners wondering why they were hitting lumps back there. The Marietta wharfboat was there in those days so if anyone off-watch wanted to go to town the LEONA would land alongside.

Sometime in August, 1930 we moved down to Sybene, Ohio below Lock 28. The only transportation available was a Model-T Ford which Arnold "Slim" McDaniel had bought in Marietta for \$25. A windstorm blew the top off the Ford shortly after we got to Sybene and I decided to look for a used motorcycle. They were hard to find and expensive so one day I stopped in Gillen's Ford garage in Chesapeake, Ohio. They didn't have a motorcycle but I wound up buying a 1927 Chevrolet for \$167. It was my first car and a good one; after driving it 10,000 miles and then wrecking it I still got \$165 on a trade.

Earlier in 1930 I had made the acquaintance of Miss Mabel Lowe who was in school in Columbus with Virginia Johnson, later to become my brother Wayne's wife. With my new wheels I began making trips to Columbus to date Mabel and one Monday afternoon returned to Sybene to find the boat and dredge nowhere in sight. Inquiry brought the news that the dredge had broken down and was over at Huntington being the repaired. The LEONA had gone up the river with several barges of coal to deliver the winter's supply to the power houses of the various locks. After getting my supper on the dredge and then taking one of the maids, Gertrude Henderson, to a show I set off to find the LEONA.

Up at Pt. Pleasant I called Lock 26 and found out that the LEONA had passed through; a call to Lock 25 disclosed that she had not yet appeared there. The TRANSPORTER was the only boat at Pt. Pleasant so I drove back to Gallipolis to see if the LEONA had tied up there for the night. Just at the upper end of Gallipolis a car made a left turn in front of me and although there was no damage to the other car my front fender and

wheel were bent. The folks in the other car asked if they could take me anyplace so, after calling a wrecker, they drove me up the river to Lock 25. Such were the times.

The people at the lock gave me a cot and some blankets and I forgot about the LEONA until she blew for the lock about 8 o'clock the next morning. Capt. Hiernaux was talking to the lockman when I came downstairs and with surprise he asked, "Haven't you been on the boat since Friday?" "No," I replied and then learned that the captain had left the LEONA the previous Friday and had wrecked his car, a new Model-A Ford, in Pomeroy.

The dredge finished its work at Sybene-Burlington about Thanksgiving, 1930 and then we moved up to Lock 25. The dredge had some boiler trouble so the work came to an end in February, 1931.

Waiting for the LEONA and the dredge to resume work, I took a job on the towboat PLYMOUTH (T2061) in March. My brother Wayne had worked there for almost a year and wanted off for awhile so I took his place for a trip. I got aboard at Lock 23 and met Capt. Allen Wood, master, Charles Johnson and Edgar Brookhart, pilots, James McDonald and Joe Jackson, engineers, Parmer Fisher, mate and Owen Childress, watchman. My partner deckhand was Cecil Kennedy.

We huffed and puffed our way up to Neville Island, Pennsylvania to the Shenango Steel dock and there picked up a load of steel molds and started back. As soon as we came out of 'Deadman's Lock at Glenwillard, mate Parmer said, "Get that 600 ft. line out of the hawser box and coil it down on the end of the barge, right there." On the LEONA we didn't have 600 feet of line altogether, let alone one two inches in diameter. As soon as we got the line down on the barge the mate said, "Now, get the big line and put it here," pointing to a spot beside the first. The "big" line was 1,200 feet long and I started to look for a toothpick (usually, a Model-T Ford axle); Cecil went upstairs so I followed him, wondering all the time what Parmer had in mind doing with all that line.

We finally left Wheeling with 12 loads on an open river and the PLYMOUTH with just 438 horsepower. We hit the bank a few times and finally got down to Marietta just after midnight. We had some barges to deliver at Parkersburg so the pilot started backing at the head of Muskingum Island and continued doing so to the foot of Vienna Island, about four miles. In the meantime, we got a yawl in the water and put about 200 feet of the 1,200 foot line into it.

When the PLYMOUTH backed kind of close to the Ohio shore below Vienna Island Cecil and I

took off for the bank in the yawl. We tied the line to a big cottonwood and Parmer and Owen, who had gotten out of bed to help, started checking with the line around a timberhead. Those fellow really knew how to use a check line and we finally got stopped but with less than 200 feet left of the 1,200 foot line.

When things finally settled down the pilot turned the headlight around and there was a big houseboat tied to the bank about 100 feet ahead of the tow. I never learned if there was anyone at home but if that line had broken or if we hadn't stopped when we did there would have been no houseboat. I was learning more about what steamboating was all about.

In April, 1931 we started to work again at Beavertown, Lock 16 above Newport, Ohio. There had been some changes in the crew on the LEONA: Alice Wolfe was the cook; a woman from Parkersburg named Sara was maid; Claire Polk, second engineer; Capt. Randall Wardrip, pilot; Richard Hiernaux, Jr., mate and deckhands Dwight Hoback and Dory Wolfe, both from Racine, Ohio.

The first casualty of the season was Hoback. He bought a motorcycle and rode it out of a side road in front of a car which put him in the hospital for six months. He was replaced by Eddie Anderson from Charleroi, Pennsylvania.

The next event was Capt. Wardrip knocking a hole in the bottom of a scow and this brought to light that he didn't have a license for that part of the river. The government would not let him pilot anymore so he stepped down to become mate and was replaced by Capt. Phil Elsey.

The Elsey family had an interesting river history. Capt. Phil's father, Warren Elsey, was born on a shantyboat on the Ohio and Erie Canal where it empties into the Ohio River just downstream from Portsmouth. Warren Elsey became a captain and then the superintendent of transportation for Jones & Laughlin Steel Corp. of Pittsburgh. The steamer WARREN ELSEY named for him.

Then Capt. Phil Elsey succeeded his father at J&L Steel. In 1928 Phil had left J&L to form the Elsey Transportation Co. after buying the TITAN (T1246) from the company and another towboat or two. The Elsey Transportation Co. had fallen on hard times early in the Great Depression and Phil was broke and out of a job in 1931. Capt. Hiernaux had once worked for J&L, both for Capt. Phil and his father, so Phil now became pilot on the LEONA.

About the first of May, 1931 we moved up to Clines Bar to dredge the river between Lock 14 and Clarington. We were there for the rest of the summer.

One day while we were on the Clines Bar job some of the boys let it be known that they needed a car. Capt. Hiernaux had a talk with us

and as a result he went to St. Marys, West Virginia and bought five new Model-A Ford roadsters with rumble seats. The captain set it up so that anyone who wanted a Ford could have the payments deducted from their wages.

The car deal didn't appeal to me but then I didn't like driving a 1927 Chevy in the midst of the new Fords, Dale Lee's Jordan and the Packards of Capt. Phil and Capt. Hiernaux. I went down to Parkersburg and got an almost new 1930 Chevy and began making payments under the G.M.A.C. financing plan. It was soon evident that there was a catch in the captain's plan: whenever he wanted to go someplace he took one of the new cars but never bothered to put gas in it.

My interest in Miss Mabel Lowe continued and one day she said that she would just love to have a German Shepherd pup. It so happened that Rudy York in Clarington had a German Shepherd that was about to have pups so I asked for one. Rudy said I could have it so I informed Mabel that she would soon have her dog.

Chief Engineer Clayton Wiley and his big Belgian wife had rented rooms in Clarington for the summer and had become acquainted with the Yorks. I learned from Mrs. Wiley that Rudy York had now sold all of the pups. I said, "Damn! I wanted that pup and would have paid him for it." Mrs. Wiley responded, "If you come down this evening and watch the daughter, I'll get you a pup." I protested that the mother dog was mean and would chew her up to which she informed me with her deep, gravelly voice, "I'm not afraid of any damn dog that ever lived. If you want the pup, be here."

Mrs. Wiley got the pup without difficulty but warned me to get it out of town, pronto. The pup was given the name Rudy and a few days later I slipped it through the door of the one-room school where Mabel was now teaching. I have been told that school was kind of hectic for the rest of the day.

The boilers on the dredge went leaky just before Thanksgiving Day. They called it quits and we brought the outfit back down to Marietta and waited to be paid off. It was warm and I was sitting on the sill of the pilothouse window talking to Capt. Phil, lamenting that I had made the last payment on my car and now had only \$25 to show for the summer. Capt. Phil put his hand in his pocket and pulled out two one-dollar bills. "What are you complaining about? This is all I have and my car is in Moundsville, it will cost \$500 to get it fixed and I have a family to feed." Knowing how Phil had been spending his money, I couldn't feel too sorry for him.

\* \* \*

TO BE CONTINUED NEXT ISSUE

## CAPT. RICHARD J. HIERNAUX

Capt. "Dick" Hiernaux is a central figure in the first chapter of Capt. Clare Carpenter's memoir which begins in this issue. He was well known in the Pittsburgh district and elsewhere along the rivers in the first half of the 20th century and deserves a short biography for readers who may not be familiar with his career.

Richard Joseph Hiernaux was born in Belgium February 3, 1883. His father died shortly after Richard's birth and his mother remarried. The family relocated from Belgium to Tarentum, Pennsylvania in 1886, a town where skilled glassworkers readily found work. Then the mother died and young Richard was adopted by his grandparents who lived at McKean, a center of the growing glass industry on the Monongahela River.

More glassworkers from Belgium came to McKean and the town's name was eventually changed to Charleroi, the town in Belgium where many of them had lived. Lock 4 on the Monongahela was at North Charleroi so young Richard had become very familiar with boats and the river traffic by the time he left school at the age of thirteen.

At the age of 16 he got a job as deckhand on the CHARLES JUTTE, Capt. Newt Carter, for a period of two months. Next, he decked on the HAWK and over the next five years was on the GLEANER, CRESCENT, DELTA, CYCLONE, MAGGIE, and HUNTER NO. 2. At age 21 Dick Hiernaux became a citizen and received his license as a pilot. His first piloting job was on the CARBON (T0349) owned by The Combine with Capt. George Smith, master.

He worked for Jones & Laughlin Steel Co. for ten years as pilot and master. He then went with the U.S. Corps of Engineers fleet based at Lock 4, Monongahela River.

Leaving employment with the Corps of Engineers, Hiernaux went into the job towing business by buying a one-third interest in the MAGGIE MAY (T1693). Later, he sold this interest and bought a half interest in the JOHN F. KLEIN (T1404), later owned her entire. The LEONA used the machinery from the KLEIN.

In the 1930s Dick Hiernaux bought the CITY OF JAMESTOWN, the last of the Lake Chataqua, New York excursion steamers; ran her several years.

During World War II, Dick Hiernaux was the chief pilot in charge of trials for the LSTs being turned out by Dravo and American Bridge Co. After the war he continued piloting for U.S. Steel Corp. and Union Barge Line. He was semi-retired when he was asked to take charge of the SPRAGUE when it was moved from Vicksburg to Pittsburgh and then displayed during the Pittsburgh bi-centennial celebration in 1959.

\* \* \*

THE S&D MEETING ON THE DELTA QUEEN  
1947

Since the organization of the Sons and Daughters of Pioneer Rivermen in 1939, the annual meetings of the association have been held in Marietta, Ohio with two exceptions: The 1940 meeting was held at New Martinsville, West Virginia and the 1947 meeting at the Dravo Shipyard, Neville Island, Pennsylvania aboard the DELTA QUEEN. Elsewhere in this issue mention has been made of the 50th anniversaries of the loss of the GOLDEN EAGLE and ISLAND QUEEN and the arrival from California of the DELTA QUEEN.

On August 18, 1947 the following invitation was sent out to the S&D membership:

"Saturday, September 13 promises to be a Red Letter Day for our membership. Dravo Corporation will be hosts to the Sons and Daughters of Pioneer Rivermen. As most of you know, this shipbuilding and repair plant is located on Neville Island, on the Ohio River, between Pittsburgh and Coraopolis, Pa. Automobile highways reach the plant over bridges on either end of the island. There is direct street car service between Pittsburgh and the plant.

The tourist steamboat DELTA QUEEN, from California, is undergoing alterations at the Dravo marine ways and Capt. Tom R. Greene has invited delegates to meet aboard and inspect the vessel - so come early if you wish. At 12:30 we are invited to a luncheon in the Dravo cafeteria. The afternoon program will include an inspection of the shops, yard, barges, towboats and other interesting features of the Dravo plant.

Many surprises are in store. Don't miss this opportunity to spend a whole day acquainting yourselves with the inside workings of modern river transportation.

Cordially,  
Frederick Way, Jr.,  
President."

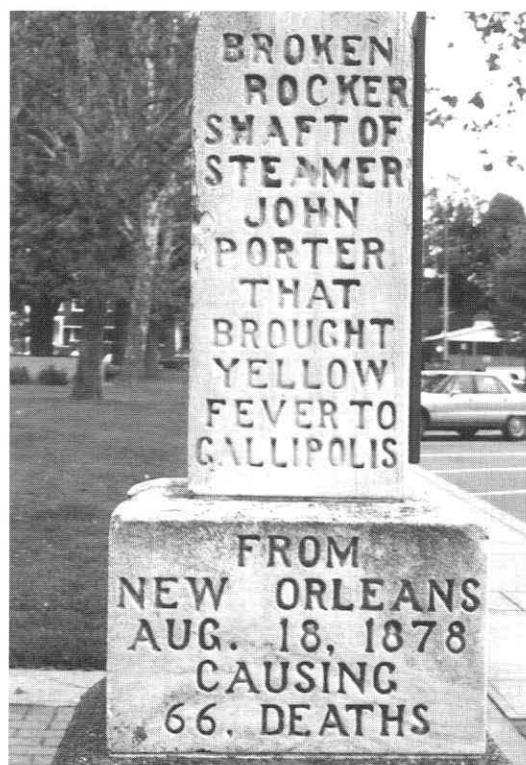
The unforeseen and shocking surprise was, of course, the explosion and destruction of the ISLAND QUEEN (2800) at the Pittsburgh wharf on the afternoon of September 9, 1947. Many of the S&D attendees stopped in Pittsburgh to view the sunken remains of "Big Liz" in the Monongahela River.

The 1947 meeting was certain unique in the history of S&D. Looking back those 50 years it seems that only the DELTA QUEEN remains essentially unchanged: Dravo shipyard is no more and the street cars from Pittsburgh and Sewickley stopped running many years ago.

\* \* \*



The destruction of the VALLEY GEM in the ice at Morgantown, WV in 1918 is shown in the photo on page 33 of the June issue. Now, J. W. "Bill" Kisinger has produced the opposite side of the same scene. Both views undoubtedly by the same photographer on the same cold, winter day and a sad sight, indeed.



Since about 1930 there has been a monument in the public park in downtown Gallipolis, OH commemorating the tragic yellow fever epidemic of 1878. The broken rocker shaft which caused the JOHN PORTER (T1434) to stop at Gallipolis topped the monument but was taken by some miscreant about 30 years ago. Viewers wondered, "What's a rocker shaft?" and Kim Schuette of the Ohio Valley Visitors' Center also wondered and asked about it. Now, the Gallia Historical Society through past president Mike Brown has had a replica made and installed. Doug Wetherholt drew the design from memory and the replacement is a close facsimile of the original.

## - PASSAGES -

From time to time we receive news of the passing of individuals who, while perhaps not known personally by very many readers, are notable for their interests or events in their lives with a river connection. Sometimes, we simply don't have timely word of the death or lack sufficient information to write an obituary.

**HELEN MORAN** Helen, who died April 17, 1997, was the wife of D. Perry Moran, former first vice-president of the Delta Queen Steamboat Co. Helen accompanied her husband to the S&D annual meeting in 1990 when Perry was the featured speaker. Mrs. Moran was fascinated by steamboats and we recall her friendly interest in the proceedings of our S&D meeting and the afternoon boat ride.

Since Perry's retirement the Morans have resided in Santa Barbara, California.

**STEEDMAN HINCKLEY** G. F. Steedman Hinckley, 64, died of cancer on August 27, 1996. He was chief executive officer and chairman of Overseas National Airlines when that company acquired the Greene Line Steamers from Richard C. Simonton in 1973. The company name was changed to Delta Queen Steamboat Co. by Overseas National which was a charter airline started by Mr. Hinckley.

Under the new owners, plans were pushed for a replacement for the DELTA QUEEN which at the time was operating under an exemption from the 1965 Safety At Sea Act. The MISSISSIPPI QUEEN was launched in November, 1974 for which Albert P. Hinckley was the project architect. The O.N.A.

logo is set in stained glass in the Chart Room on the M.Q. It may be recalled that the new boat did not have a name and a contest was held with the formal christening on April 30, 1975. In November, 1975 O.N.A. sold the Steamboat Co. to New York Coca-Cola Bottling Co.

Steadman Hinckley resided in Orlean, Virginia and is survived by his wife Ingrid, three children., a sister Margaret Wise and his brother Albert. Thanks to Kitty Ruxton, D.Q. Stmbt. Co.

**CAPT. STEVEN MUICK** He was not a member of S&D but should have been. He grew up on a houseboat on the Allegheny River and began working as a deckhand for Zubik Towing Co. at age thirteen. Charlie Zubik paid deckhands \$7 a week but Steven worked his way up to captain by age 25, staying with Zubik Towing for 27 years. The following 18 years he was master-pilot for Dravo Corporation and then started his own towing service called Seneca Towing. Steven Muick died May 31, 1997, age 74.

In 1956 Capt. Muick watched a B-25 ditch in the Monongahela River and then rescued Airman 2nd Class Charles L. Smith as the plane sank out of sight. Some say that B-25 still rests somewhere in the Monongahela while others allege secrecy and government coverup abounds.

When passing under the brand new I-79 bridge between Glenfield and Neville Island in 1977 Capt. Muick spotted a very ominous crack. The span was promptly closed and Capt. Muick received a citation from the Pennsylvania legislature. Pittsburgh awarded him a silver plate and the honor of throwing out the first ball at a Pirates game. Our thanks to Phil McCarroll.

\* \* \*

**OHIO UNIVERSITY PRESS BOOK SALE!**

Three popular river books published by Ohio University Press are on sale until September 30, 1997 for \$24 each, a very substantial saving. They are: **Way's Packet Directory, 1848-1994 (\$34.95, ISBN 0-8214-1106-3); Way's Steam Towboat Directory (\$34.95, ISBN 08214-0969-7); Upper Mississippi River Rafting Steamboats (\$44.95, ISBN 08214-1113-6).**

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## - BOOK REVIEWS -

## CAPT. JACK ROSS' DICTIONARY

Over the years a number of "dictionaries" of Western River terms have come across the desk, some entertaining, others serious but incomplete or compiled with insufficient knowledge of the working river. "As They Say on the River", Second Edition (1997) recently published by Capt. Jack Ross is both definitive and entertaining.

This book is intended to reflect the terminology used by the towboat industry in current times. Fred Way prepared a "Steamboat Dictionary" some 60 years ago, reprinted in several books, which is equally as representative of that era on the rivers.

Some often referred to locations along the rivers are identified which can be helpful. Examples are the "Industrial Canal" and "Harvey Canal" in New Orleans for those of us far removed from the Southland or Chain of Rocks Canal on the Upper Mississippi.

We looked at a number of terms that are seen or heard only occasionally and found Capt. Ross' descriptions right on the mark. We might quibble with "Jon boat" as contrasted with "Johnboat" but then we know some folks who insist on "Joeboat". This little volume is good reading and the author has performed a valuable service in publishing it.

*As They Say On the River* is soft-cover, spiral bound, 124 pages. It is available for \$9.95 postpaid from: Capt. Jack Ross, P.O. Box 971, Monroeville, PA 15146.

\* \* \*

## STORY OF THE 1927 FLOOD

*Rising Tide: The Great Mississippi Flood of 1927 and How It Changed America* by John M. Barry (Simon & Schuster, 1997).

People tend to measure floods from their own experiences: 1913

in Marietta; 1937 in Portsmouth, Cincinnati or Louisville; 1993 in St. Louis. Bad as these floods were they pale when compared to the Mississippi flood of 1927. Some statistics: As much as 30 feet of water spread over land from Missouri to the Gulf. One million people were displaced. More than 300,000 Negroes had to live in refugee camps for as long as four months. The lower Mississippi flood covered an area equal to the states of New Hampshire, Connecticut, Vermont and Massachusetts. The official death toll topped 1,000 but many deaths were not recorded or noticed.

It had been a rainy winter and spring in 1927 and Marietta saw a river crest of 44 feet, nine feet over flood stage, on January 24. The entire Mississippi drainage basin had suffered major rainfalls and flooding. On January 1, 1927 Cairo saw flood stage and it was the first of many crests that passed down the river that year. It wasn't until June 14 that the river finally dropped below flood stage at Cairo and at Baton Rouge the river didn't recede until July 14.

At New Orleans there had been a drop below flood stage a month earlier but only because the city's power structure had ordered the dynamiting of a levee downstream. Author Barry condemns this action because it was unnecessary and also because promised aid to the inundated victims never came through.

There was almost no federal relief - the American Red Cross bore the burden, depending upon private fund raising. President Calvin Coolidge declined to even visit the flooded areas. Herbert Hoover, Secretary of Commerce, headed up the government's efforts to bring order. His role won him the GOP nomination for president in 1928. But, at the same time, blacks in the south who had been solidly Republican since Reconstruction times were

dismayed at their party's leadership in flood relief. They began their move into the Democratic ranks.

This is a very complex story dealing with an enormous catastrophe. Key figures were the Percy family of Greenville, Mississippi. They were the pre-eminent leaders in the Yazoo-Mississippi Delta region. Dependent upon black labor, they had tried to create a region with good race relations. The Percys had fought the Ku Klux Klan and kept it out of their county. However, the flood and the treatment of blacks in the flood destroyed the feelings of trust and cooperation.

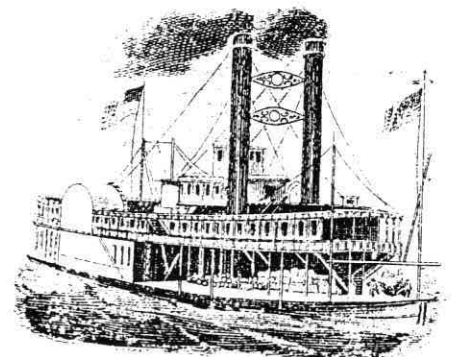
There are stories of heroism and inhumanity here. The debate over flood control gets full treatment. Policies in the 1920s were often based on a 17th century study of flood control in Italy's Po River! Barry maintains that the U.S. Corps of Engineers is also wrong in its current policies on the Mississippi, basing them upon incorrect data.

There is much to be learned here and it is a book both rewarding and troubling. But once you have gotten into the story John Barry weaves you will find it hard to put down.

*Rising Tide, The Great Mississippi Flood of 1927 and How it Changed America*, by John M. Barry. hard bound, 524 pages, illustrated and indexed. Published by Simon & Schuster, New York, 1997.

Reviewed by James L. Stephens, Marietta, Ohio, June, 1997.

\* \* \*



## - BOOK REVIEW -

## WRITINGS OF STEAMBOAT BILL

Capt. William L. "Steamboat Bill" Heckman was a prolific writer whose frequent articles and letters to *The Waterways Journal* were familiar to an earlier generation of readers. Capt. Heckman was also the author of, "Steaming Sixty-five Years on Missouri's Rivers" which was published in 1950 by Burton Publishing Co., Kansas City, MO. Now, we have an anthology of Steamboat Bill's writings selected and edited by his niece, Dorothy Heckmann Shrader.

Mrs. Shrader's new book is titled, "Steamboat Treasures, The Inadvertent Autobiography of a Steamboatman". (Steamboat Bill dropped the final "n" from the family name.) William L. Heckman, Jr., 1869-1957, left school at age 12 to go on the river with his father. He was a riverman from then on and, notwithstanding his limited exposure to formal schooling, became an entertaining writer of the scenes in which he participated on the Missouri River from the early 1880s until the 1940s. By assembling selected writings, and Steamboat Bill produced some 2,000 articles, author Shrader has indeed allowed William Heckman to write his autobiography.

This is the story of Bill's recollections of early childhood through his retirement years when he often wrote scathing criticisms of various Missouri River projects undertaken by the U.S. Corps of Engineers. Steamboat Bill's writing style was honest if sometimes a bit strained in the interest of getting a laugh. His friend J. S. Hacker is quoted on page 184, taking Bill to task for his lack of discipline in trying to tell a story but then Bill undoubtedly intended it that way and would have been delighted when Hacker responded.

Author Shrader has in our estimation improved the readability of the book by selecting a good mixture of Bill's writings in differing veins.

Chapter 9 of *Steamboat Treasures* contains much about the 1903 flood on the Missouri River. The work of the boats captained by Steamboat Bill and his father doing rescue work is well told and the dedication of true rivermen comes through. Some eyebrows will be raised when first reading that the packet KENNEDY (3257) was the fastest steamboat ever built. Bill reports her making 61 miles in two hours going to St. Charles, Missouri. It was on the crest of the flood but who would quibble? *Vintage Steamboat Bill*.

Author Shrader has short introductions to each segment of the story and they are good at setting the stage for the following Steamboat Bill writing. Some segments are very short, a few sentences, while others are the complete story of an event from start to finish.

Most readers will be interested in Bill Heckman's mile by mile notes on the Missouri River to Kansas City. This is set off as an appendix. Bill's candid listing of notable happenings for each mile was told to a reporter for the Jefferson City newspaper in 1941.

This is a well organized and thoroughly entertaining book containing the best of the writings of a very interesting character. It is a book that can be picked up and browsed at random with the expectation that the reader will be well rewarded. The book's overall production by The Wein Press is excellent.

*Steamboat Treasures, The Inadvertent Autobiography of a Steamboatman*, 250 pages, no index, dust jacket with Gary Lucy painting, hardbound. Available for \$27.95 plus mailing from: THE WEIN PRESS, 514 Wein St., Hermann, MO 65041.

\* \* \*

## THE LOSS OF THE ACACIA

The ACACIA (0044A) is found in the Addendum of Way's Packet Directory, 1848-1994, one of the forty-eight boats that were added to the second edition. The boat was lost by snagging on August 21, 1862 while being operated under Union army direction in the Memphis-Helena trade.

Now, a more complete and candid account of the loss of the ACACIA has turned up in the annual report of the Supervising Inspector for the Fourth District. The report includes the year up through October 1, 1862. It appears in the annual report of the Secretary of Treasury to the U.S. Congress and is dated December 8, 1862.

"On the 20th (sic) day of August last the steamer ACACIA, on her voyage from Memphis to Helena, Arkansas, struck a snag about twenty-five miles above Helena, and sunk in a few minutes in twenty feet (of) water. By this disaster, over a hundred beings found a watery grave.

The Supervising Inspector, in investigating the case, found that the ACACIA was an old worn-out boat that had been condemned several years ago. She was navigating without a license, under a military permit. Except the captain and pilot, the whole crew consisted of negroes. The pilot employed never had been licensed and is unknown to the Mississippi pilots. Although he escaped unhurt, he could not be found afterwards. The escaped passengers and the inhabitants of Helena having threatened him with summary justice, he left for parts unknown.

No inspection took place south and west of White River, Arkansas this season, this portion of the Fourth District being still in open rebellion."

The ACACIA was a sternwheel packet, 128x23x4, built in 1856. She had been the W. H. LANGLEY until captured by the Rebels in 1861 and renamed. She was captured by the Union forces at Memphis earlier in 1862.

Our thanks to Tom Cottrell.

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## - BOOK REVIEW -

## LIFE ON THE OHIO

The University Press of Kentucky has released another book in its Ohio Valley Series, "Life on the Ohio" by Capt. James Coomer. This series is an outgrowth of the Always A River project of several years ago and the series editors are Rita Kohn and William Lynwood Montell. Earlier books in the series include "Towboat on the Ohio" by James Casto and "Here Comes the Showboat" by Betty Bryant.

Jim Coomer of Cincinnati spent more than 30 years working on the rivers, following in the footsteps of his father and grandfather. Beginning as a deckhand on a harbor boat at Cincinnati in 1948 the author became a licensed operator and manager of a barge fleet service. In 1955 he went on line towboats on the Ohio where he was active until 1980 with time out to run his own harbor tug in New Orleans for a year. Capt. Coomer's writings cover a wide range of experiences while engaged in several aspects of towboating.

The book consists of sketches of events in Jim Coomer's life on several diesel towboats. His writing is lively with a good sprinkling of the river characters he met both ashore and afloat. The anecdotes and the dialogue ring true and reminds the reader of the best of Richard Bissell's writings, say in "A Stretch on the River".

One section tells of growing up in a river family during the Great Depression of the 1930s. The author relates something of his mother and father and their struggles. The family lived aboard the excursion steamer VALLEY QUEEN at Omaha until the boat sank in 1934 (1936 in the book, a typo?). Later, the elder Coomer became mate on the ISLAND QUEEN at Cincinnati and then manager of the Cincinnati Yacht Club where a young James

Coomer could watch the boats passing by daily.

Each sketch of river life is complete in itself rather than part of a chronological chapter. Readers will be intrigued with Coomer's very personal feelings as he stands his first watch on the RAVENSWOOD, at night with 15 empty barges in the tow. The sense of detachment from life on shore for the crews working 30 days on and 30 days off is well expressed and we have often wondered just how it was on Christmas Day. In 1967 Coomer took a 12 foot johnboat from Pittsburgh to New Orleans, an adventure well told.

This is a fascinating series of sketches of river life told by a keen observer. Coomer has a knack for dialogue that rings true. The author can express his feelings so that the reader can appreciate the triumphs and disappointments of working on the modern river. A few misspellings of the names of well-known river people and some mix-ups of boat names at a particular time or place will be minor distractions for most readers. This book is good reading, straight through or as a series of short stories.

Life on the Ohio by Captain James Coomer, hard bound with dust jacket, 200 pages with glossary of river terms, well illustrated. Published 1997 by The University Press of Kentucky, 663 S. Limestone St., Lexington, KY 40508. Price \$24.95.

**KAW RIVER FESTIVAL  
SEPT. 19 - OCT. 19**

The Kaw River Heritage Alliance is holding a month-long series of events at 24 locations throughout the Kansas River valley beginning Sept. 19 at Junction City. The educational programs cover Civil War, Indian heritage, Bleeding Kansas and Kansas River steamboating. S&D member Sonie Liebler will talk on steamboat history at several sites beginning Sept. 23.

For a schedule, contact Joyce Wolf, Box 1116, Lawrence, KS 66044 or (913) 749-3297.

## - BACK COVER -

The loss of the ISLAND QUEEN (2800) by explosion and fire at the Pittsburgh wharf on September 9, 1947 was doubly tragic because of the loss of 19 lives. The boat was at Pittsburgh on one of the usual tramping trips which were part of her schedule both before and after the season of the Coney Island amusement park at Cincinnati. Fortunately, no passengers were aboard that afternoon when the explosion took place.

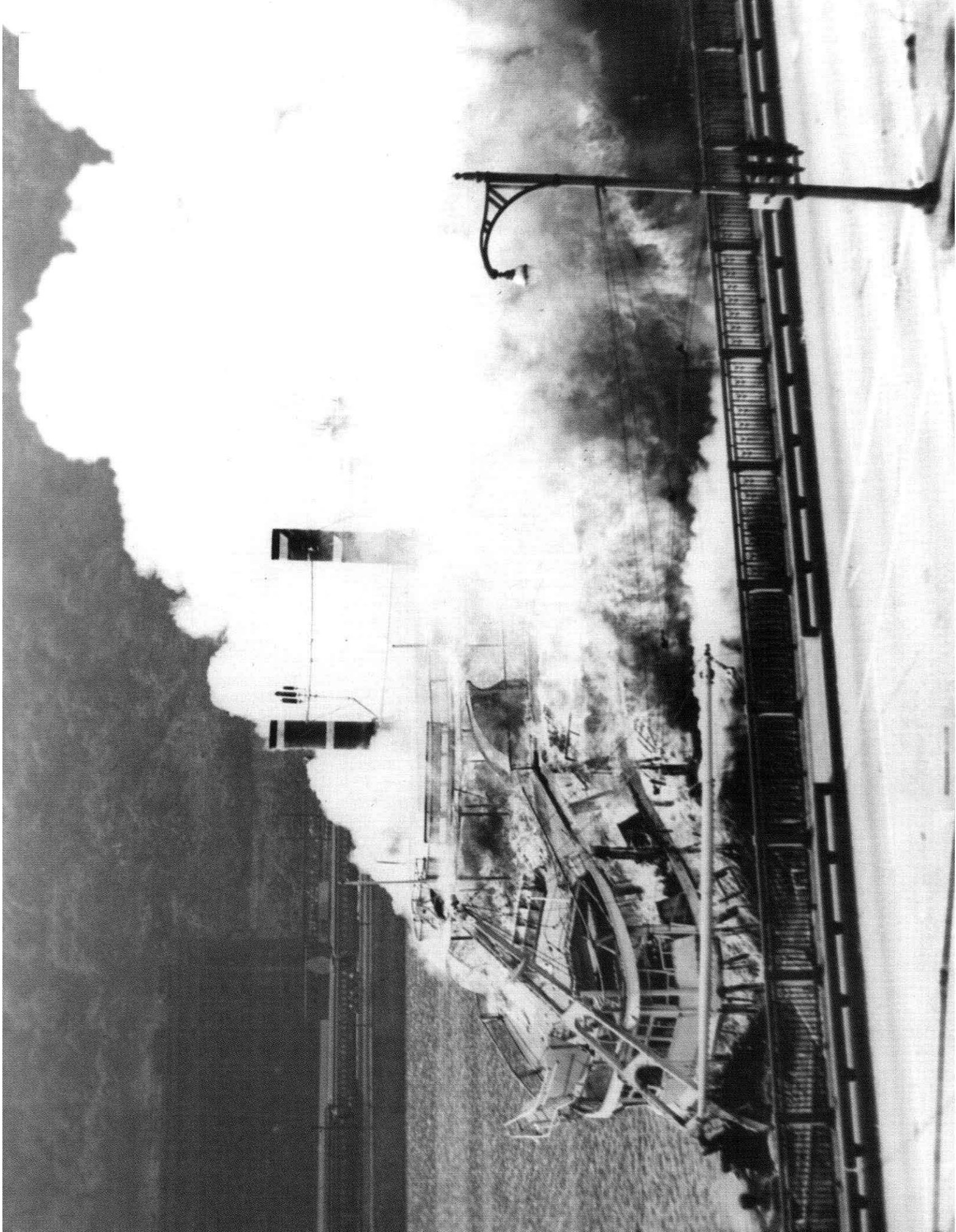
ISLAND QUEEN was built at Midland, Pennsylvania in 1923 and completed at Cincinnati in 1925. She replaced the earlier ISLAND QUEEN which had been lost in the steamboat fire at Cincinnati in November, 1922. Many in the Cincinnati area and elsewhere called this boat "Big Liz" and she was big: 286 ft long and licensed for 4,100 excursion passengers.

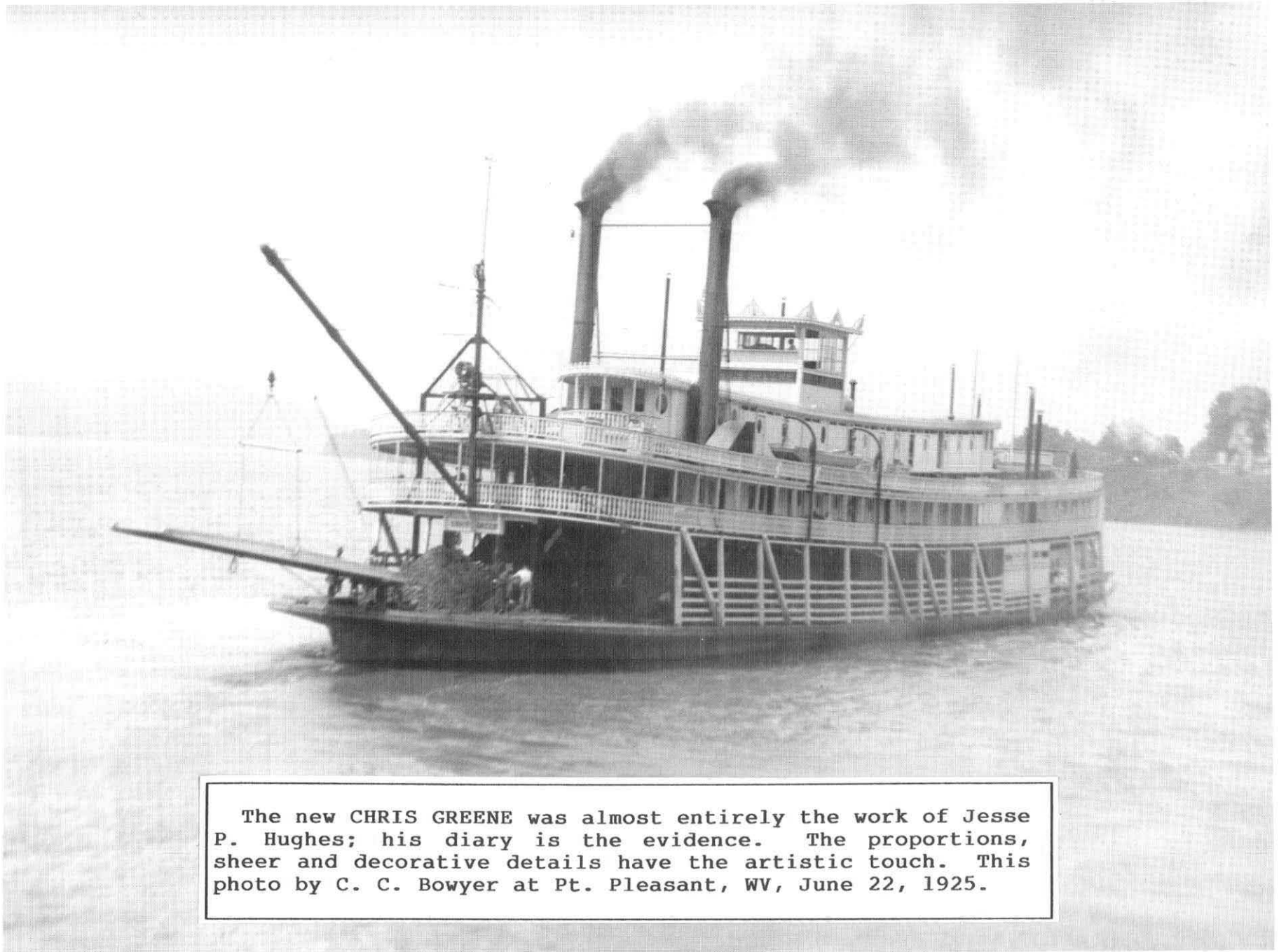
Her fuel tanks exploded when the engineer undertook to do some welding on the deck just above.

This photograph was taken early but when the boat was well involved. The stacks still stand and the whistle shows clearly. Smoke and steam from the numerous hose lines being discharged by the fire department down at river level beyond the railing obscure the side wheels and stern. But all will soon be destroyed and the hull will settle onto the bottom of the Monongahela.

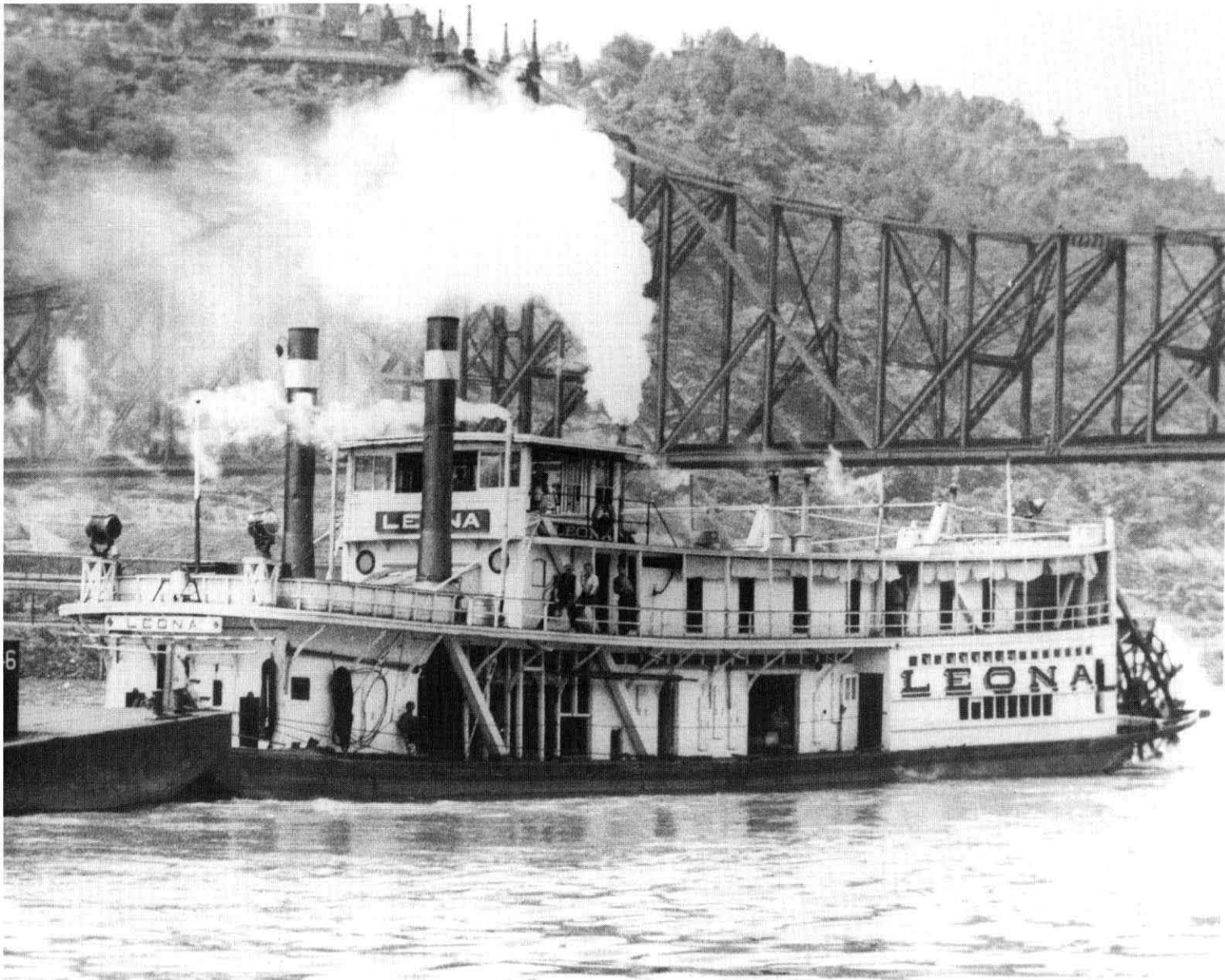
The DELTA QUEEN was out on the Dravo Marine Ways, a few miles downstream, when the ISLAND QUEEN burned. The Coney Island Co. took an option to buy the D.Q. to replace its boat and work stopped for a time on remodeling the new tourist boat. The option was allowed to expire and that was the end of the traditional excursion run from downtown Cincinnati to Coney Island.

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The new CHRIS GREENE was almost entirely the work of Jesse P. Hughes; his diary is the evidence. The proportions, sheer and decorative details have the artistic touch. This photo by C. C. Bowyer at Pt. Pleasant, WV, June 22, 1925.



Clare Carpenter got his first taste of boating as coal passer on the LEONA (T1571) in the spring of 1930. The LEONA was designed by Capt. Richard J. Hiernaux with the wooden hull built at Pittsburgh and the upper works completed at Charleroi, PA, Capt. Hiernaux' home.

The LEONA was a small boat, 114.5x25x4.6 ft. with engines 14½'s-5 ft. stroke from the sternwheel ladder dredge PROGRESS (T2076), later named MAGDALENA PFEIL. She proved to be a good boat for job towing and was dismantled in 1941. Photo in Mon River at Pittsburgh.

