

S&D

REFLECTOR

Published by Sons and Daughters
of Pioneer Rivermen



Vol. 34, No. 4

Marietta, Ohio

December 1997



- FRONT COVER -

The excursion motor vessel TWILIGHT operates two-day trips from LeClaire, Iowa to Galena, Illinois, Memorial Day through the middle of October. Our cover photo catches her landed at Bellevue, Iowa, just below Lock 12, on October 7, 1997.

Capt. Dennis Trone built the TWILIGHT in 1987 at Leevac Shipyard, Jennings, Louisiana. She is 150x29 ft., twin props with Cummins diesel engines and licensed for 146 passengers. Capt. Trone went to great lengths to capture the shape, proportions and gingerbread of the "floating palaces" of the 19th century with the materials of today. TWILIGHT comes off as a wonderful reproduction of the look if not the feel nor smell of a packet.

The two-day cruises include an overnight at Chestnut Mountain Lodge outside of Galena. There are several hours for strolling around historic and well preserved Galena before reboarding the boat for the return trip. Steamboat buffs will find it hard to visualize how the Galena River looked when large, sidewheel boats regularly landed in downtown.

* * *

SUNK BEFORE SHE RAN

"Marietta, Jan. 22, 1904: The ice in the Muskingum river broke at nine o'clock this morning and cut down and sank the new towboat WINIFREDE which was nearing completion.

Feb. 5. The new towboat WINIFREDE which was just completed at Marietta when she was cut down and sunk during the recent breakup in the Ohio, only the tops of her stacks being visible, was raised Tuesday afternoon by diver Vic Earhart of Cincinnati. She had a hole 20 feet long in her."

The WINIFREDE (T2695) was built at the Knox yard on the Ohio and was at the Marietta Mfg. Co. having machinery installed. Thanks to John King for the clipping.

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- LETTERS -

Sirs: I am researching my family background and would like to know more about my father, Strod Schoonover. He was a licensed engineer and worked on several different boats on the Ohio. A family story has him involved in a boiler explosion with some serious injuries; I do not know where or when. My great grandfather Jacob Schoonover was a pilot.

Junnell Brown
RRL, Box 46A
Bergholz, OH 43905

= James Schoonover was pilot on the LIBERTY NO. 4 (1863-1884), according to Way's Steam Towboat Directory; any relation? You might check with the Inland Rivers Library, 800 Vine St., Cincinnati, OH 45202 but it would be helpful if you had a boat name. Any readers remembering engineer Strod Schoonover might contact Ms. Brown. Ed.

* * *

Sirs: I was introduced to S&D by my good friend the late Capt. Roddy Hammett in 1876 and have no good reason for my procrastination in joining. My interest in steamboating stems from the fact that my great grandfather was John William Tobin, very active on the river in the heyday of Lower Mississippi packetboating. My namesake ancestor, Maunsel White, was a merchant and also owned several boats including the PARAGON, CALEDONIA, ROBERT EMMETT and FASHION and others in the 1850s-1860s.

Anyone interested in any of my forebearers or their boats should feel free to contact me.

Maunsel White
314 Atherton Dr.
Metairie, LA 70005

* * *

Sirs: Many thanks for the generous review of Steamboat Treasurers. Uncle Steamboat Bill was not a great writer but he had the determination to record some of the history of the Lower Missouri.

I'm doing my best to get volume number three of the Heckmann steamboating trilogy written.

Dorothy Heckmann Shrader

= Mrs. Shrader's latest book is reviewed on page 34 of our September issue. Ed.

* * *

Sirs: I can identify with some of Clare Carpenter's experiences. In 1940 I went decking on the Union Barge Line's RELIANCE and well remember some of the phrases we used, both printable and unprintable. Have ordered Capt. Jack Ross' river dictionary to check on the meaning of some of them.

Wm. V. Torner
Waterloo, IA

= "As They Say on the River" was reviewed on page 33, September issue. Bill Torner's training on the RELIANCE stood him in good stead when he commanded a U.S. Navy harbor tug during World War II. Ed.

* * *

Sirs: Just wanted to say that I enjoyed seeing the picture of C.W. Stoll in the September S&D Reflector. Am pleased to see the Jesse Hughes diaries again and look forward to more of the Clare Carpenter story.

Robert L. Gray,
Ashland, KY

= We aim to please. Ed.

* * *

Sirs: I'm conducting research for an historical novel. I've found very little on river steamboats in local libraries. Are there books or other resources you can recommend?

Doug Fiske
Encinitas, CA 92024

= Join S&D and read Alan Bates', "Steamboat Information Sources" this issue. Ed.

* * *

S & D CHAPTERS MIDDLE OHIO RIVER CHAPTER

The M.O.R. Chapter chose a new location for its fall expedition: Otter Creek Park Lodge, a Louisville Metropolitan Park near Brandenburg, KY. More than 30 members gathered at the lodge on Friday evening, October 3, 1997 for the usual open social evening.

On Saturday morning there was a car caravan to Cedar Farm on the Indiana side, up river from Mauckport. Although it was almost a 30 mile drive around by road to Cedar Farm the lodge building could be seen across the river on the opposite hillside. Breakfast was served at the farm before the group was taken on a guided tour of the property by Joann Schoen who had lived there until she was six years old.

Cedar Farm overlooks the Ohio River and the house was built by the Kintner family in 1837 when they moved into the area from Pennsylvania. The house is of the Greek Revival style with gallery porches but although it looks very impressive on the outside the interior is arranged in four rooms, two on each of the two floors with the kitchen in the basement. The Kintner family owned a large acreage in this part of Indiana and the products were shipped by river; even today the area is served by only a few improved roads.

The property fell into disrepair after the death of the last direct descendent of the Kintner family and was saved by the Cook family of Bloomington, Indiana. The classic house has been restored and is now used by the Cooks as a retreat from affairs of the business world. It is available for group tours on a selective basis with the DELTA QUEEN stopping on at least one occasion with the Stanford Alumni Association. The history of Cedar Farm was reported upon in two issues of the S&D Reflector, June, 1984 and September, 1985.

Following lunch at Cedar Farm the 37 assembled members were turned loose for the afternoon. Some explored the stores of nearby historic Corydon, Indiana while others went back across the river to see the George Patton Armored Forces Museum at Fort Knox.

The evening program following the buffet meal was kicked off by an unusual presentation from the duo of Alan Bates and Barbara Hameister. The subject of this musical program was the confusion most of us find in trying to understand engineroom bells. Alan sang his original and descriptive lyrics while Barbara provided accompaniment on an autoharp.

Speaker for the evening was Capt. Emmet Williams who began his river career in 1955 and has since worked on some 50 towboats. Capt. Williams is an entertaining speaker and had a number of unusual experiences to relate. One was the problem of trying to shove a tow through 24 inches of ice on the Upper Mississippi; he finally resorted to the old method of "railroading" the barges, towing on a line

behind the towboat, with a single barge ahead to break a path through the ice.

Capt. Williams referred to the Ohio River bend where the Otter Creek Lodge is located as Rockhaven Bend, a tight place known to all towboat pilots. Capt. Williams has also produced two videos of modern towboating, one being, "Life of a River Deckhand" and the other, "The Journey Home" which recounts a 1,300 mile trip on the diesel towboat BINGO from Savage, Minnesota to Silver Grove, Kentucky.

Fred Rutter, M.O.R. Riverview.

* * *

OHIO & KANAWHA RIVER CHAPTER

The fall meeting of the O-K Chapter was held on November 9, too late for the printing deadline of this issue of S&D Reflector. The meeting was held at the Mason County Library, Pt. Pleasant, WV, the regular meeting location, and the featured entertainment was a showing of the Tim Young video, "The Belle", the history of the BELLE OF LOUISVILLE.

* * *



The Kintner family who built Cedar Farm in 1837 obviously had good taste. The M.O.R. certainly gets to some interesting places on the river. Fred Rutter pic.

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

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

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

Application for membership in S&D together with your check should be sent to:

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

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

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JESSE P. HUGHES DIARY

1926

C. W. Stoll & Ed.

The year 1925 had been a busy year for our friend Jesse Hughes: He had completed his part of the work on the new CHRIS GREENE, built a gasoline station as an investment in Catlettsburg, and at the end of the year was busy planning and developing a new Greene Line terminal at Huntington.

Oh yes, he also had purchased a new Nash automobile, a two-door known as a coach, for the family. In 1997 daughter Helen Hughes Prater confirmed that her father never drove the Nash nor did Helen or her older sister Lillian learn to drive it. Jesse had driven the old Haynes on occasion and, according to Helen and other witnesses, "He ran on slow bell and kept to the middle of the channel," causing some consternation in Catlettsburg.

The weather was turning cold again by the end of December, 1925 and the CHRIS GREENE laid up for the holidays.

JANUARY

New Year's Day was warmer at 40 degrees. "At Home. Went to Ashland with a box of cats. River 3/4 full; no boats." We speculate that there was a rodent problem on the Ashland wharfboat and the felines were needed to clean them out. The CHRIS GREENE was still laid up at Cincinnati as was the TOM GREENE, beside the wreck of the GREENWOOD which had been rammed by the CHRIS GREENE on November 17, 1925; the wreck was being dismantled. The GENERAL WOOD was laid up at Marietta while the BETSY ANN was at Pittsburgh.

Ed. Note: Readers may recall that it was just before Christmas, 1925 when Fred Way became

owner-manager of the BETSY ANN. Chapters Four and Five of "Log of the Betsy Ann" provide a good description of navigation on the Ohio River as the ice was making and his boat struggled to get back to her home port on December 27. She didn't roll her wheel again until January 24.

The river began to fall and ice was running on the third when Capt. Greene called Jesse with the word that Tom Greene and Stogie White were starting up the river by car on a collecting trip. Although they were expected in Catlettsburg by evening Tom and Stogie didn't pull in until 7pm.. January 4; delayed by bad road conditions.

Lillian Hughes joined Tom and Stogie on a trip to Huntington on the fifth to do some bill collection. "Got into a jam in the car at Kenova. Tom and I went in the evening to get the car released by Preston Motor Co." The gates were being replaced on the Sandy River lock at Catlettsburg and the river was stationary notes Jesse.

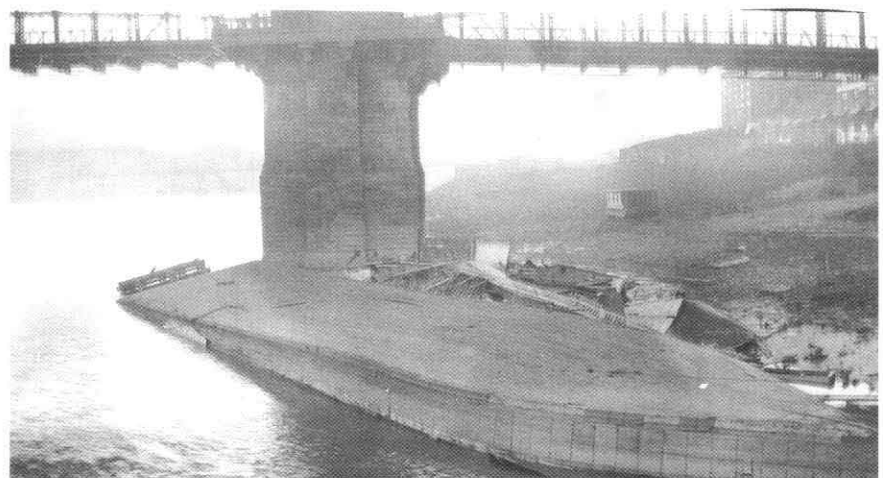
Capt. Greene wanted to acquire some property adjacent to his new Huntington terminal so he came up on the train to negotiate

with the owner. This property was on the river at 10th street and was purchased by Gordon Greene from one J. C. Carter for \$50,000, the agreement being signed on January 9 at lawyer Linesay's office. Capt. Greene returned to Cincinnati on the 1:45pm. train.

"Pony Express" was playing at Hall's theater so the Hughes family accompanied Tom Greene and Stogie White to the show.

The weather remained cold with ice in the river and no boats running. Capt. Greene, having arranged financing, returned to Huntington on January 18 to close the deal with Mr. Carter for the 10th Street wharf property. Capt. Greene returned home the following day and Jesse took care of the details of transferring the insurance policies on the new property to the Greene Terminal Co.

There was hope that river conditions were improving on January 21 when it rained all day. Ice was reported gone at Pittsburgh and telegrams brought word that the CHRIS GREENE was departing from Cincinnati and the BETSY ANN planned to start out on January 23. Then the thermometer began to drop and the river was rising: zero



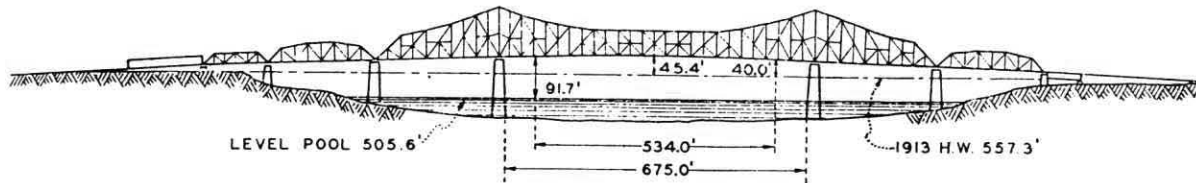
The hull of the GREENWOOD lies upside down just above the Suspension Bridge at Cincinnati. She had been rammed by the CHRIS GREENE on November 17, 1925 and parts were being salvaged early in 1926. The sheet iron sheathing on the sides of the hull is evident and the paddlewheel is in place. Jesse Hughes photo.

HUNTINGTON HIGHWAY BRIDGE, HUNTINGTON, WEST VIRGINIA

(308.7 MILES BELOW PITTSBURGH)

OWNER: HUNTINGTON & OHIO BRIDGE COMPANY

BUILT 1926



THE OHIO WAS SPANNED AT HUNTINGTON ON MARCH 20, 1926.

degrees at 5am. Saturday the 23rd and up to 45 feet before it became stationary at 7pm.

The month ended with the boats running although plagued with new ice in the river. Lillian Hughes was working in the Huntington office and Jesse was overseeing both the Ashland wharfboat and the Huntington terminal operations. On January 31 the CHRIS GREENE came up with, "No trip at all".

FEBRUARY

In late 1925 or early 1926 Gordon Greene had bid in the retired snagboat E. A. WOODRUFF at public sail by the U.S. Corps of Engineers. On February 4, 1926 Jesse noted that the WOODRUFF had been caught out on the bank above the mouth of the Licking River across from Cincinnati. The hull of the WOODRUFF would later become the wharfboat at Louisville for the Louisville & Cincinnati Packet Co.

The KATE ADAMS was due down from Pittsburgh on a Mardi Gras trip on February 5. The river was 35 feet and rising; TOM GREENE was down early while CHRIS GREENE was up for Charleston at 7 pm.

Sunday, February 7 found Jesse at the Huntington terminal at 2pm. The CHRIS GREENE was down in the afternoon while the TOM GREENE was up before dark.. "CINCINNATI leaving Ragtown at noon on Mardi Gras trip." (Ragtown was the common nickname for Cincinnati by river

people, rags for the paper plants in the Miami River valley being a big freight item. Ed.)

The KATE ADAMS was back up for Pittsburgh, returning from her Mardi Gras trip at 10am. on Tuesday, February 16. Jesse kept busy with business affairs at the Huntington terminal as the Greene Line boats came and went pretty much on schedule.

The month closed with the weather clear and cool.

MARCH

There are few entries in the diary during the first half of this month. The Greene Line boats were running close to their schedule in the Cincinnati-Charleston-Pomeroy trade with the BETSY ANN stopping twice each week in her runs between Pittsburgh and Cincinnati. There was three inches of snow on the 16th.

The Greene Line Terminal Co. at Huntington handled more than just package freight as evidenced by the diary entry for March 18: "TOM GREENE up last night; down at 2pm. Took coal here and put off 19 autos and other freight. Left at 6pm; I rode to Catlettsburg on her." On the following day a boxcar of furniture from Michigan was delivered to the rail siding at the terminal for re-shipping on the boats and local delivery..

A highway bridge between Huntington and Chesapeake, Ohio was under construction in 1926. The span was connected on the

morning of March 20. Paving of the highways along both sides of the river was begun in the late 1920s and bridges were being built at a number of other Upper Ohio locations. It would be the trucks and not the railroads which spelled the eventual end of the packet business.

The TOM GREENE was delayed on the 23rd when it had to repair a cylinder timber at Gallipolis. The SAILOR (T2226) owned by Jones & Laughlin Steel Co. was up at 6pm. with a tow from Memphis, one of the early shipments by J&L of finished steel products from Pittsburgh direct to southern markets.

March went out like a lion on the 31st with a severe storm at Huntington. There was rain, wind and hail beginning at 9 am. which tore down the stage on the wharfboat.

APRIL

The high winds continued throughout the night and all day April 1. The wharfboat stage was repaired and the boom for it reinstalled by late afternoon. The BETSY ANN and TOM GREENE were both up during the night, storm notwithstanding.

The diary is blank for the first ten days of April. Sunday, April 11 was cold and rainy but Jesse went to Huntington at 9am. The excursion steamer HOMER SMITH came in at 2pm. The Hughes daughters went out on the 3pm. excursion to Dam 27 (above Huntington) and were back at

WEST VIRGINIA
(HUNTINGTON)

(CHESAPEAKE)
OHIO



The Greene Line Terminal Co. warehouse at Huntington was designed by Jesse Hughes and was his headquarters for several years. Behind the building the ground slopes down to the river and wharfboat. J.P.H. photo.

5:30. The TOM GREENE came down at 3pm. and Mrs. Junius Greenwood got on to go to Cincinnati.

The weather was unsettled and cold for most of the month but the HOMER SMITH ran a number of excursions from Huntington, dropped down to Portsmouth for several days before returning on the 18th.

Hall's Theater in Catlettsburg was running, "The Vanishing American" starring Richard Dix on April 15. Work began on a new bridge over the Big Sandy River between Catlettsburg and Kenova on that same day.

Business was brisk at the Greene Terminal with the TOM and CHRIS keeping on schedule and the BETSY ANN the regular Pittsburgh-Cincinnati boat.

There were high winds on April 25, Sunday, and the HOMER SMITH shoved the Huntington wharfboat out on the bank when it left for Portsmouth at 10am. Jesse got the towboat SAMUEL L. MAY (T2260) to pull the wharfboat off again at 3pm. All repaired in fair shape by evening and the CHRIS GREENE was up at 7pm.

MAY

There are few entries in the diary for the first part of May, 1926. Jesse was attending to business at the Huntington terminal and notes that the GENERAL WOOD was up on the evening of May 3. The GENERAL WOOD was owned by Capt. Fred Hornbrook and others and came out from Pittsburgh on April 29 for the 1926 season. Two boats in the Pittsburgh-Cincinnati trade for the summer passenger season would cost the BETSY ANN about half of her freight revenues, a sore point since the BETSY ANN had provided the service during the winter months to keep the shippers happy.

On May 13 the TOM GREENE arrived at Huntington at 7:45 pm on her down trip. She departed at 10 pm. for the Kentucky Derby with 17 round trippers from Huntington. Jesse and Lillian rode down to Catlettsburg on the boat.

Saturday, May 15 was Derby Day at Louisville but Jesse does not report the winning horse in his diary. Daughter Helen was at the Huntington Terminal all day;

the GENERAL WOOD was down at 5pm. and business was brisk.

The next entry for the month of May is on Sunday the 30th: "Decoration Day. Windy. Rain this PM. Up in the cemetery at 8am. Went to Huntington at 2pm. CHRIS GREENE down at 3pm.; I got on. Met TOM GREENE above Ashland. Lillian, Helen and some girls going to Charleston."

JUNE

June 1, 1926: The weather was somewhat warmer and the river rising. The TOM GREENE was down from Charleston at 5pm. and Jesse got on to ride down to Ashland. This was his sister's 46th birthday so he sent her a telegram at noon. Lillian Hughes McClung was living in Trinidad, Colorado where her husband ran the local newspaper.

On the 10th Jesse reports that the shore at the terminal was being graded. One of the workmen, Will Koontz, quit at noon and Mr. Rose was hired in his place. Then, "Had trouble with engine. Got it fixed at 8 pm. WASHINGTON here and went out at 8 pm. with 650 people."

The engine mentioned was apparently a gas engine used to haul freight up the hill from the wharfboat to the terminal warehouse. Trouble with the engine is mentioned again on the following day as an irksome development when they were "pretty busy" at the terminal.

Jesse frequently reports "pretty busy" at the terminal and on Sunday, June 27 the stage boom on the wharfboat broke down.. Charles Flesher was hired to make repairs and, whatever the problem, it took him three days to fix it.

JULY

In 1926 (and for years later) Sunday commerce and leisure activities were governed by local Blue Laws. Therefore, the Fourth of July was not celebrated on

Sunday, July 4, 1926 but on Monday, July 5. Jesse reports, "Hot! At Huntington all day. Getting freight up. Plenty of it. Everyone celebrating. No business. GENERAL WOOD up at 5pm."

The CHRIS GREENE ran through herself again on July 6 at Addison, Ohio (above Pt. Pleasant) but came down to Huntington at 5pm. running on one engine. She was held up at Dam 29 because of a rising river which caught the dam up and one lock man was drowned in the bear trap. On a fast rise the wicket dams sometimes couldn't be regulated quickly enough to prevent flooding of the lock chamber and this was evidently the situation.

The TOM GREENE carried on the Cincinnati-Charleston trade for the Greene Line while the CHRIS was being repaired at Cincinnati. The Streckfus excursion steamer WASHINGTON was back at Huntington on July 14 and ran both afternoon and evening trips.

And, now the KATE ADAMS was back running in the Pittsburgh-Cincinnati trade and skimming passengers from the regular Ohio River packets. She paused at Huntington at 3pm. to pick up four passengers and Jesse notes, "Loose wrist pin. Capt. Powell in charge."

The KATE ADAMS was back up on July 16 and on the 17th the CHRIS GREENE started out from Cincinnati after her repairs.

There was again trouble at Dam 29 at Ashland on Sunday, July 18 but this time it was because the wicket dam was down rather than up. The river stage had been falling and the wickets were "out of order" and couldn't be raised quickly. Therefore, the pool was lost and the Kanawha River towboats were waiting for water at Dam 28 at Huntington. The GENERAL WOOD and CHRIS GREENE continued to run although there was only 3 feet on the gauge below Dam 28.

Mention of the BETSY ANN is conspicuously absent from Jesse's diary in July. Like the CHRIS GREENE, the BETSY ANN had run through herself early in the month when above Marietta. Arrangements had been made for the KATE ADAMS to handle her passengers and freight until the low pressure cylinder could be repaired. Although there was intense rivalry between the three packets operating in the Pittsburgh-Cincinnati trade that summer there was also a spirit of helping out in time of trouble.

AUGUST

Sunday, August 8, 1926. "Went to Huntington & Gallipolis on bus. At Pap Hughes for a big dinner. Started home at 5pm.; Huntington 7:30. TOM GREENE in & leaving at 8 pm. Wharfboat very heavy, - 950 sacks of wheat. Did not go home. Telia, Aunt Mame, Lillian and Tom up on Griffiths Creek in car today."

Monday, August 9. "Stayed on wharfboat with Will Koontz last night.

Very busy all day. Got 2/3 wheat up the hill."

The BETSY ANN, repaired after running through herself, was back in the P.&C. trade and came down on the morning of August 10. The KATE ADAMS continued to give the two smaller boats in the trade fits competing for the summer passengers; Jesse notes her comings and goings without much comment.

August was wet that year with rain beginning on the 15th. By the 19th the river had risen to cover the corn field below the Huntington Terminal and the wicket dams Nos. 27 and 28 were down with more water reported as coming from upriver.

Helen Hughes got on the TOM GREENE on the 19th to play the piano for the entertainment of the passengers. She was now 14 and allowed to travel on the TOM under the watchful eye of Mrs. Mary Greene who lived aboard the

boat. Lillian Hughes was working regularly in the office at the Greene Terminal Co.

The weather cleared on August 29, a Sunday, and Jesse caught the bus to Gallipolis at 7am. He was at his father's house by 9am. and after dinner went to see Charlie Arthur at the boiler works. The TOM GREENE came down at 3pm. so Charlie and Jesse got on to ride down to Huntington and discuss boat plans. Apparently, the plan to replace the lost GREENWOOD with a new boat similar to the CHRIS and TOM was still being actively planned by Capt. Greene.

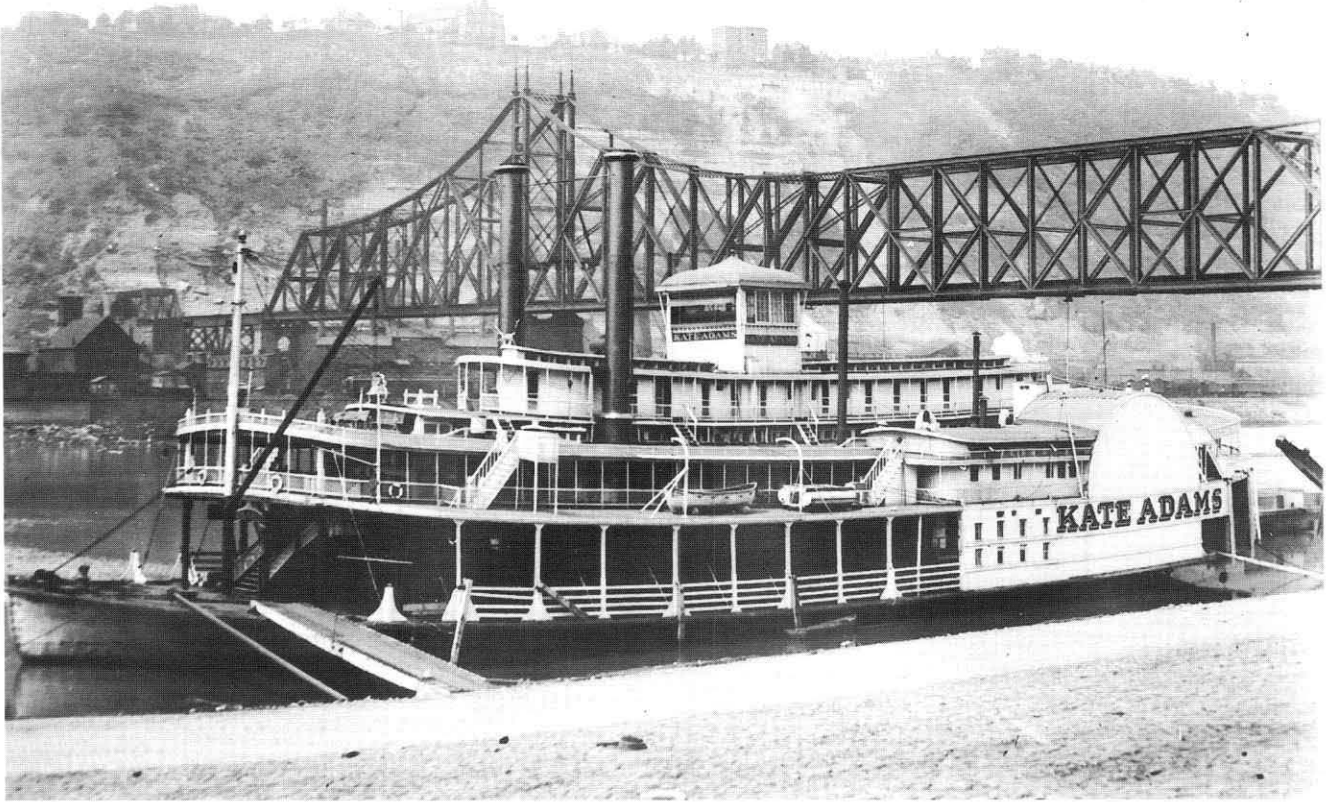
SEPTEMBER

Taking care of business on the river in the packetboat days was not an 8 to 5 proposition as the reader will have appreciated. If business was brisk or quiet, no matter, Jesse was checking on matters at either Ashland or Huntington practically daily.

On Sunday, September 5, Jesse went to Huntington at 2pm. The CHRIS GREENE came down at 2:30 and broke a chain holding the wharfboat to the bank. A line was put out instead of the chain and Jesse went home at 4pm. At 5pm. the CHRIS broke one of her rudders at Ashland and, stopping to assist, the upbound TOM GREENE was late getting up to Huntington. But, Jesse and Telia still managed to attend church that evening ,

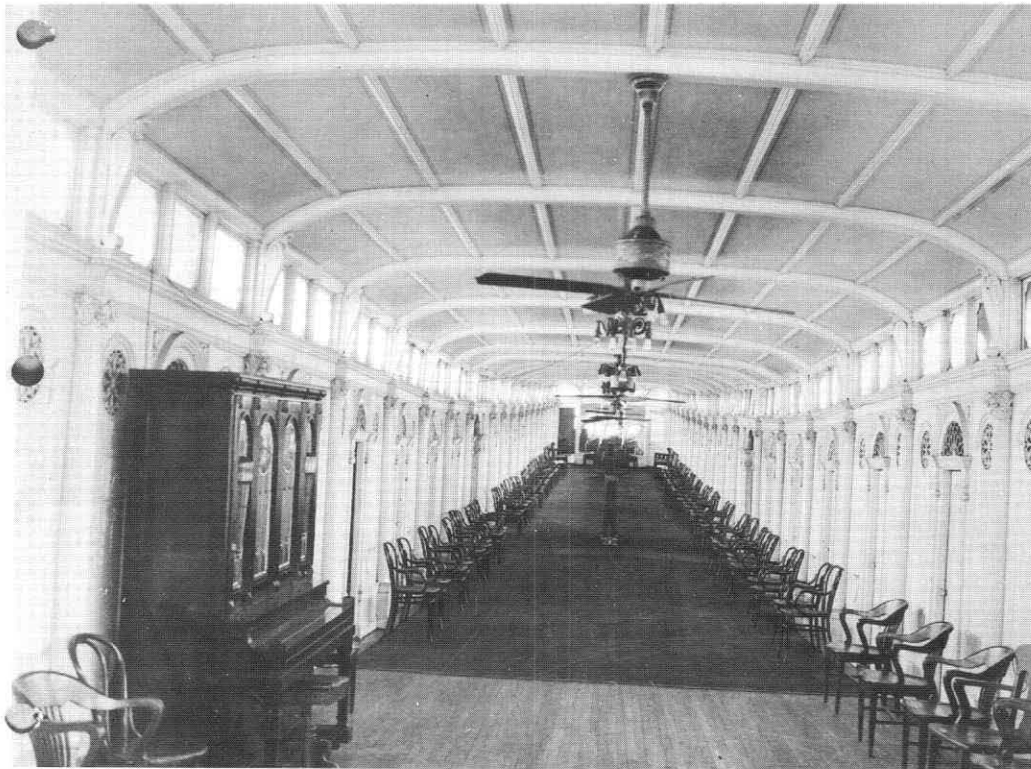
September 5 was Labor Day. Although no local deliveries could be made the crew at the terminal was busy moving freight up the hill to the warehouse. The GENERAL WOOD came up at 1:30pm. with more freight to move.

The KATE ADAMS stopped at Huntington at noon on her last trip of the season to Pittsburgh. She took on coal before departing at 4pm. The school bells ringing after Labor Day spelled the end of the tourist passenger business and the KATE ADAMS was



During the summers of 1925 and 1926 the KATE ADAMS (3217) skimmed the cream of the passenger traffic from the BETSY ANN and GENERAL WOOD, the regular boats in the Pittsburgh-Cincinnati trade. Above, at Pittsburgh wharf, Wabash Bridge behind,

Below, ". . . her long white cabin, each stateroom door with a colonial column to either side, topped with a colonial arch, her maple dance floor and her roomy guards were going to be a drawing card for passengers." Log of the Betsy Ann.



dependent upon it to pay her bills. The BETSY ANN and GENERAL WOOD again had the P&C trade to themselves.

Business for the Greene Line boats was steady and they came and went on schedule for the rest of the month. Rains in the Pittsburgh area had pushed the river to levels where the dams were lowered but the river was falling and the dams were being raised by the middle of the month.

Readers familiar with driving around Ohio in 1997 might be interested in a Hughes family automobile trip of 71 years ago. It went like this: At 4am., Sunday, September 26 the party including Aunt Mame left Catlettsburg in the Nash coach with neighbor Jim Chapman at the wheel. The route was up the river on the Ohio side and daylight was just breaking when Swan Creek was reached, about 20 miles up-river from Huntington.

The road north from Pomeroy, now Route 7, was questionable because of recent rains. The Hughes touring party therefore went by way of Athens and thence east along the George Washington Highway, now Route 50, to Parkersburg where they arrived at 10:25am.

The purpose of the trip was to visit Telia Hughes' Vaughan relatives so they were in good time for Sunday dinner. Departing Parkersburg at 5:05 pm., the return trip was direct through Little Hocking and Tappers Plains to Pomeroy which took just one hour even (about 40 miles).

Driver Jim Chapman was "walking the dog" down the graveled river road in the new Nash, a plume of dust behind and undoubtedly all the farm dogs barking. Through Pomeroy, Middleport, Cheshire, Gallipolis, Crown City and Proctorville with all the one-lane bridges and sharp curves of a road designed for horse and buggies. They were back in Catlettsburg by

9pm., a run of well over 200 miles for the very long day.

OCTOBER

On October 1 the SENATOR CORDILL hit a log and sank above Lock 7, near St. Albans, on Kanawha River.

October 3 was another Sunday afternoon with Jesse at the Huntington wharfboat. The river was falling slowly and the TOM GREENE came up at 6pm. The CHRIS GREENE was in at 8:30pm. to pick up freight left by the BETSY ANN for reshipping to Cincinnati. The CHRIS GREENE completed loading the extra freight by 11pm. and departed downriver while Jesse, "Stayed and trimmed up the wharfboat."

When a packetboat got too far off her schedule to make up the time the only way to recover was to cut a trip short and forward the freight on to the destination by another carrier. The BETSY ANN had developed boiler trouble and had to shorten several trips in succession before repairs were successfully made at Charlie Arthur's boiler shop in Gallipolis.

The SENATOR CORDILL had been raised and was down past Huntington on October 12 to go on the marine ways at Madison, Indiana for repairs. The CORDILL was termed "the huckster boat" as she was owned by a group of produce dealers who shipped to the Pittsburgh and Charleston, West Virginia markets on her each week.

The TOM GREENE was running late on October 22 and didn't get up to Huntington until 8pm. She had 105 members of the Y.M.C.A. Girl Reserves from Maysville and Paintsville, Kentucky on board for a trip to Charleston. Lillian and Helen Hughes got on the TOM to make the trip. The TOM GREENE was down from Charleston on the rainy Sunday afternoon of October 24 and Lillian Hughes stayed aboard to go on to Cincinnati.

Fall weather set in and the remainder of October was wet and

cold. There was snow on the 26th. Although the hauling engine on the wharfboat had been rebuilt it was again causing trouble. The BETSY ANN got off schedule again, had to re-ship her freight from Huntington on October 27 and turn back to Pittsburgh.

October closed with cool weather and the river falling slowly. Business was good at the terminal and Lillian was welcomed back in the office on the 29th after her trip on the TOM GREENE. The corn in the field between the terminal warehouse and the river had survived its dunking in the high water in August and Jesse and the terminal crew hauled it in on Halloween.

NOVEMBER

The towboat STEEL CITY (T2337) had been completed at the Marietta Manufacturing Co. plant at Pt. Pleasant, West Virginia in August, 1926. She had taken a Jones & Laughlin Steel Corp. tow from Pittsburgh to Memphis and stopped at Huntington on November 5 returning from the south. Capt. Henry Lindburn was one of the pilots on the trip and he and Jesse visited at length that evening.

The chief helper on the wharfboat was now Mr. Rose, a native of Paintsville, Kentucky and Jesse always referred to him as "Mr. Rose", evidently a sign of some respect. Jesse went to Huntington on Sunday, November 7 after the GENERAL WOOD passed down in the morning. The TOM GREENE was running late and the BETSY ANN had left her freight for reshipping again. The BETSY ANN's iron hull was showing its 27 years of use with an increasing frequency of leaks. Before year's end the U.S. inspectors would order major hull repairs.

The fall rains had set in early in the month and the river began

to rise until it reached 40 feet at Huntington on November 19. There was good business at the Greene Line Terminal with both the BETSY ANN and the GENERAL WOOD running in the P&C trade. The schedules of these two boats (when the BETSY ANN was on time) crossed at Huntington and on the 22nd the WOOD was up at 3pm. and the BETSY ANN down at 4:30.

Freight for the Greene Line boats in the Charleston trade, however, was slackening and on it was decided to lay up the CHRIS GREENE when she reached Cincinnati the day before Thanksgiving. November ended with seasonably colder weather, wind, and both of the Pittsburgh and Cincinnati trade boats still operating.

DECEMBER

On Monday, December 6 Jesse attended the Catlettsburg city council meeting to protest the valuation on the Hughes house. He was successful and the valuation was reduced from \$9,500 to \$8, 200.

The engine on the wharfboat broke a valve on December 9 and was out of service for several hours before it was repaired. The weather was unsettled and Jesse described December 9 as, "Rain, fog this morning; clear & very warm. A summer day."

On the 15th the temperature was down to 10 degrees and some of the freight put off by the BETSY ANN and TOM GREENE that evening was discovered to be frozen.

Indicative of the freight which could be handled by the Greene Line Terminal with its railroad siding was a car of monel metal. This was to be forwarded to Cincinnati from the International Nickel plant in Huntington.. The crew got the railroad car half unloaded by evening December 18. The TOM GREENE loaded this freight on its down trip December 20 for delivery to Cincinnati the

following day at a significant saving over through rail rates, a reason for the Greene Line's success in the Huntington trade for so many years.

The TOM GREENE was laid up at Cincinnati and the CHRIS GREENE came out in her place on December 21. There was light rain all day and flood conditions at Williamson on the Tug Fork of Big Sandy and at Burnside, Kentucky on the headwaters of the Cumberland.

Wednesday, December 22, 1926. The new bridge under construction across the Big Sandy between Catlettsburg and Kenova fell at 8am. and six men were killed. The river was rising fast with lots of drift but it is not mentioned whether the high water was a cause of the accident.

December 25, 1926: "Rain nearly all day. Severe wind and rain storm at 11pm.

River Stationary again. CHRIS GREENE up at 6pm. I went to Huntington & home at 5:30.

Merry Christmas."

It was to be a short night for Jesse as at 4am. the wharfboat was in trouble and he was called back to Huntington. The river was rising and one or more of the chains holding the wharfboat had parted. The "spring chain" was fixed and Jesse was able to return home at 5pm. that afternoon. The CHRIS GREENE had come up the previous evening on her regular schedule, Christmas Day or no.

The CHRIS GREENE was down at noon on December 27. "Had a nice lot of monel metal." She was up again on the 29th with a light trip and down on time on the 30th.

New Year's Eve, 1926 was cloudy and not so cold. Messrs. Rose and Hall were working at the terminal but Jesse reported not much business going on. Helen Hughes, "Went to a party at Irwins", and so the year ended.

Ed. Note: There is a noticeable absence of comings and goings by the Pittsburgh boats for the last half of December. The BETSY ANN had been served notice by the hull inspectors when she arrived in Pittsburgh on December 17 that the hull was too bad to continue running. On December 18 she started back for Cincinnati with freight and would then continue on to the Lord & Ayer Marine Ways at Paducah for repairs.

The GENERAL WOOD was laid up by principal owner Capt. Fred Hornbrook as was his custom until the spring passenger season opened up. There was not enough freight traffic alone to keep two boats going in the trade. When it was evident that the BETSY ANN would be out of service for probably six weeks or more, controlling interest in the GENERAL WOOD was purchased jointly by Fred Way and William S. "Bill" Pollock early in January 1927. If the shippers were to continue to look toward the river rather than the railroad, the freight service had to be maintained year-round and control of the WOOD also eliminated a source of competition.

The Jesse Hughes diary will continue in the next issue of S&D Reflector.

* * *

REFLECTOR BINDERS

Binders holding 12 issues, three years, of the S&D Reflector are again available. Covers are red plastic with the S&D logo and lettering in gold and a clear labeling pocket. Copies are held in the binder with spring wires.

Available at \$12 each, postage paid from:

MRS. WILLIAM JUDD
1099 U.S. Route 52
New Richmond, OH 45157

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

VICISSITUDES OF PACKETBOATING

1925

STR. GENERAL WOOD

The diary which Capt. Jesse P. Hughes kept in 1926, reproduced elsewhere in this issue, contains a number of reference to the GENERAL WOOD and her comings and goings in the Pittsburgh and Cincinnati trade that summer. The GENERAL WOOD came out in the spring to share in the lucrative passenger business with her competitor BETSY ANN. Then the big KATE ADAMS came back up the river from Memphis to also fish for passengers for the summer on the Upper Ohio.

The following is from part of the financial statement prepared for the owners of the GENERAL WOOD under date of March 1, 1926. It covers the 1925 season and provides an inside picture of packet boating in the 1920s. The boat was owned by The Pittsburgh, Wheeling and Cincinnati Packet Co., Capt. Fred Hornbrook being the largest stockholder. This report is dated at Marietta, Ohio but there is no indication whom the accountant might have been.

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"It will be noted that in the Balance Sheet, the Steamer GENERAL WOOD is carried at a valuation of \$27,745.44. This amount is arrived at as follows:

Original Cost	\$14,000
Repairs & Betterments	\$10,183.65
Total Cost, 1924	\$24,183.65
The Internal Revenue Department would not allow all of the \$10,155.00 spent for repairs. It was considered wise to charge \$3,811.79 off as New Investment.	

GENERAL RESUME

The year 1925 proved an unusually unfortunate one for the Co. A series of accidents of major character, direct opposition

in the trade by the Steamer KATE ADAMS and only fair business at best were the causative factors. The damage to the head of the boat, caused by the collision with Lock #11 in December, 1924 (when under charter to Str. LIBERTY owners) was repaired at Point Pleasant Dry Dock in February and March. The Insurance Co. took care of this quite satisfactorily.

The boat left Pt. Pleasant for Cincinnati to enter the trade on March 13th. At Gallipolis she was obliged to stop and have a patch put on top of one boiler; after which she was able to proceed. She left Cin'ti. with her first freight on March 15.

For the next month revenues were insufficient to pay operating costs. Early in June, at Dam #21, the port wrist pin broke, causing a general wrecking of the engine on that side. This disaster necessitated a week's lay-up at Pittsburgh where machinists and welders made repairs.

In early August it was decided that the boilers were too nearly worn out to justify further patching. The boat was thereupon towed to the plant of the Pearson Mfg. Co. where a battery of three good, second-hand boilers (slightly larger than the old ones) were installed. Three weeks were consumed in this job, during which time the JOHN W. HUBBARD of the L&C Packet Line was operated in the trade under charter to us.

During the extreme low water in the fall below Dam #31, the boat struck some hidden obstruction and broke around eighty timbers on the port side. This damage, while of a major character, was not such as to threaten sinking. The Insurance Co. promised inspection and early settlement. The broken timbers were therey (sic) braced and doubled at the Kanawha Docks to insure safety for further operation.

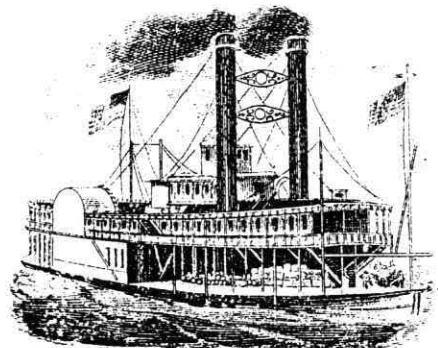
Our passenger business was made to suffer considerably, especially during the month of July, by the opposition of the Str. KATE ADAMS. While we made twelve more round trips than in 1924 the total receipts from this source fell short of last year's figures by about \$3,500.

Business was not flattering during the Fall until past the middle of November when both the BETSY ANN and SENATOR CORDILL were compelled to lay up for repairs. In the weeks that one or both were out of the trade we were able to show considerable profit. With their return, it was apparent that the traffic would not support all the boats. As the season for severe weather was at hand it was thought best to suspend, which we did on December 19, 1925 at Pittsburgh."

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After this tough year trying to pay the bills on the GENERAL WOOD in 1925 one might well wonder how Capt. Hornbrook could continue in 1926. But, he had his own and the investment of others in the GENERAL WOOD and \$8,415 was owed to various banks besides. The GENERAL WOOD couldn't be sold for anything close to the \$24,000 at which she was valued on the financial statement. Hope springs eternal in the heart of a true river man and, who knows, perhaps 1926 would prove better.

* * *



S&D ANNUAL MEETING REPORT SEPTEMBER 12 and 13, 1997

Although a number of the loyal members had arrived in Marietta as early as Wednesday the official program began, as usual, on Friday evening with the now traditional mixer. A listing of those who signed the register during the weekend will be found elsewhere. The Friday evening gathering in the Lafayette Hotel ballroom was well attended with lots to see and much random visiting going on.

About 30 members were taking in the annual meeting for the first time, an encouraging indication for the long-term health of S&D. First-timers were asked to wear special name tags and this encouraged visiting and introductions. It was a simple idea that we should have thought of years ago to assure that newcomers do not in any way feel left out.

Along one wall of the room was an impressive gallery of paintings brought to the meeting by Forrest Steinlage and Dr. "Pete" Striegel. Forrest exhibited large paintings of the INDIANA at Louisville and the J. M. WHITE while Dr. Striegel had the ROBT. E. LEE at New Orleans, the AMERICA at Louisville and also a scene of an old-time horse powered ferry near the mouth of Beargrass Creek at Louisville. There were many favorable comments on the detail and accuracy of the works.

Four models were on display when we looked although we may have missed something. John Fryant had the Ward-built diesel boat GYPSY F. and a 1930 gasoline barge plus an unfinished model of the St. Paul excursion boat JONATHAN PADELFOED. An attractive but mythical batwing boat named WEST BANK had been built by Mike Giglio for the display.

We were pleased to see Capt. Norman Hillman and Mrs. Hillman

in attendance for the first time in a number of years. Capt. Hillman is now retired from the Delta Queen Steamboat Co. boats. Capt. Gabe Chengery and wife Cindy got off of the DELTA QUEEN and made heroic efforts to get to the meeting after an absence of 16 years.

ANNUAL BUSINESS MEETING

The 1997 business meeting of S&D was convened in the ballroom of the Lafayette Hotel at 9:30am. by President Rutter with most seats filled. First-timers were recognized and welcomed to the gathering of the clan.

Beginning with reports by the S&D officers, the President reported that two significant bequests had recently come to the Sons and Daughters of Pioneer Rivermen. The first was an unrestricted legacy from the late John R. Williams of Chicago in the amount of \$4,801. The second was the model collection which builder Ralph Hendricks, Marietta left to S&D by his will.

The installation of a river exhibit at the Blennerhassett Museum in Parkersburg has been completed by Museum Committee chairman Jeff Spear. The exhibit was assembled from items which had been in storage at the Campus Martius Museum and members were invited to go take a look. The overall theme is related to West Virginia boats and rivers.

As editor of the S&D Reflector, Rutter thanked those who had responded to the membership survey conducted in December, 1996. Steps have been taken to improve the readability of the type fonts and other suggestions will be kept in mind when choosing subjects for future articles. The limit of 36 pages for each issue has been chosen primarily for mailing cost reasons.

TREASURER'S REPORT

Guy Anderson reported a bank balance of \$20,436.00 as of September 8, 1997. This included the \$4,801 bequest by John Williams and may be compared to the 1996 bank balance of \$15,589.63 .

J. MACK GAMBLE FUND

Don McDaniel, Chairman of the JMG Fund Trustees reported that grants totalling \$24,004 had been awarded for the following projects: (1) Cincinnati Museum Center for preservation of movie film - \$10,108; (2) Museum of the Rockies, Montana State University to continue documentation of Missouri River wrecks - \$5,096; (3) Murphy Library, University of Wisconsin for the river photo project - \$5,000; National Rivers Hall of Fame for repairs to Str. WILLIAM M. BLACK - \$3,800.

Market value of the JMG Fund was \$585,180 as of June 30.

The term of J. W. Rutter as a JMG Fund trustee expires in 1997. Replacing him will be Dr. Frank Pollock, Winston-Salem, NC, to serve as a trustee for a three year term. Dr. Pollock grew up in Monroe County, Ohio and was a close friend of J. Mack Gamble. He also worked on several towboats during the summers while attending medical school.

SECRETARY'S REPORT

Bee Rutter reported that there had been a modest increase in membership during the year. The total of both full and family memberships, is now a little over 1,300. At members request, binders for the S&D Reflector are now on hand and my be ordered at \$12 per binder from Darlene Judd (see order information elsewhere in this issue).

BOARD OF GOVERNORS

Chairman of the Board of Governors Bill Judd reported on

the important deliberations of the Board. Two meetings, were held in 1997, May and September.

S&D and the Ohio Historical Society are engaged in working out a formal agreement to define the responsibilities of each in supporting the Ohio River Museum. We want to continue the amicable relations which have existed since the museum was established in 1941. The S&D owned artifacts have been inventoried and valued for inclusion under the O.H.S. insurance policy.

The member survey which was conducted by V.P. John Fryant has been discussed at length at both Board meetings and a number of suggestions already implemented.

INLAND RIVERS LIBRARY

M'Lissa Kesterman of the Public Library of Cincinnati and Hamilton County gave the report. The Rare Books Department had not then had a new director named to take the place of Alfred Kleine-Kreutzmann who had asked to transfer into another area of the library.

The Rare Books Department is now located within the bridge spanning Ninth Street between the old and new sections of the library. More space has been allocated and materials were being moved into the new closed stack area beneath the reading room. S&D members were invited to inspect the new quarters.

A notable acquisition during the past year is the Civil War log of the U.S. Hospital Boat RED ROVER.

OHIO RIVER MUSEUM

John Briley, Manager of Campus Martius and the Ohio River Museum reported that a major remodeling of the ground floor at Campus Martius had been completed. All were invited to view the migration exhibition which incorporates the latest ideas of museum designers.

John had no encouraging news for a possible remodeling of the river museum, with or without the needed expansion of display space but endorsed the recent opening of the S&D exhibit at the Blennerhassett Museum as a benefit to both museums.

MISSISSIPPI RIVER CHAPTER

Capt. Tom Dunn reported on two scheduled meetings of his chapter, one of which featuring John Hartford had to be cancelled at the last minute. The chapter members usually mix a good time with serious river studies and, fortunately, many river towns have breweries with available meeting rooms.

The Chapter members now have blue and white caps emblazoned with "MRCSDPR", a moniker which should give any viewer reason to pause.

MIDDLE OHIO RIVER CHAPTER

Rick Kesterman gave a report on the meetings at Maysville, Kentucky and Roscoe Village, Ohio by the M.O.R. Chapter during the year.

A fall meeting was held at Cedar Farm, Indiana and a detailed report is found elsewhere in this issue. Attendance at the chapter meetings was between 30 and 40.

The M.O.R. is a traveling group and they have enjoyed meetings at a number of interesting river locations. Join 'em if you want to get off of the beaten path.

OHIO & KANAWHA CHAPTER

Capt. Charles Henry Stone, Engineer of the O-K Chapter, ambled up to the podium, almost reluctantly. He rendered his lugubrious report on the decrepitude of the O-K membership, the depleted treasury and the lack of opportunity for either he or Captain Bert Shearer to retire.

At that, the chapter meets spring, summer and fall at the

Mason County Library in Pt. Pleasant, West Virginia. Interesting programs keep the members coming back, 30 to 35 each meeting.

Charles Henry's performance this year brought a standing ovation by the audience and well deserved, too. Those are friendly folks down along the Kanawha River and visitors are always welcome at the O-K meetings.

RECOGNITIONS

The presence of Honorary President Capt. C. W. Stoll was called to the attention of the meeting. C. W. has missed attending for several years and was welcomed back with a round of applause. C.W.'s sharp wit and friendly smile have not been dimmed by health problems.

Bengt "Ben" Hyberg, a director of Steamship Historical Society of America, was recognized.

Jim Swift had a few comments for the group on behalf of the Golden Eagle Club, St. Louis. He also reported on the merger (and eventual relocation) of The St. Louis Mercantile Library with the University of Missouri, St. Louis.

Ralph DuPae was called upon and reported that the Murphy Library, University of Wisconsin, LaCrosse had completed the new quarters for the Special Collections Department within which is the river photographic archive. More than 50,000 images are now on file and a goal is to eventually duplicate the collection at the Inland Rivers Library. Ralph thanked the membership for the support given to the Murphy Library by the J. Mack Gamble Fund which has permitted the accumulation of the notable river photographic collection.

NOMINATING COMMITTEE

The report of the Nominating Committee made up of Dale Flick, M'Lissa Kesterman and Joan Spear was given by Mr. Flick.

The slate recommended by the Committee was as follows:

President - J. W. Rutter
 Senior V. Pres. - G. W. Sutphin
 V. Pres. - J. L. Fryant
 Secretary - Bee Rutter
 Treasurer - Guy Anderson
 Bd. of Govs. - Bill Judd
 Bd. of Govs. - J. W. Rutter
 Bd. of Govs. - Fred Way III

Each position and nominee was called out with an invitation for nominations from the floor. Hearing none, the slate of officers for the coming year was declared elected.

The business meeting was adjourned at 10:50am.

Subsequently, in accordance with its bylaws, the Board of Governors selected Bill Judd to be its chairman for the coming year.

CRUISING ON THE MUSKINGUM

The MV. VALLEY GEM was at the public landing at 11:30am. to load the 153 partaking of the picnic lunch and afternoon cruise. Under a cloudless late summer sky the VALLEY GEM backed out on time and made the turn into the mouth of the Muskingum.

The picnic buffet provided by a local grocery store was open for business before the boat had passed the W. P. SNYDER JR. moored near the Ohio River Museum. There was a slight delay while the VALLEY GEM wiggled through the very narrow channel just below the Devol's Dam lock (Lock No. 2 of the original 1841 Muskingum River Improvement) and cameras were snapping all around.

The wooden, hand operated gates on these stone locks are a bit of interesting engineering to those familiar only with the 1,200 foot chambers and massive concrete and steel structures seen on the present Ohio River Dams. Perhaps little known is the fact that the stone lock walls have foundations of white oak timbers and the floors of the lock

chambers are also wooden planks. The Muskingum River Improvement was a part of the canal building boom in Ohio during the 1830-1850 period. The three locks at Dresden, Ohio connected the Muskingum with the Ohio and Erie Canal and may still be seen, an alternative to shopping for gee-gaws or Longaberger baskets in the shops of scenic Dresden.

Because of a prior tour commitment by the boat, the S&D cruise was limited to three hours. The turnaround was made below Rainbow Bend and a few noted that the stacks of the ill-fated GEORGE III were still visible sticking out of the water a short distance up the river. GEORGE III sank several years ago when fresh water from an open hose flowed into the boat and salvage efforts were unsuccessful.

We were back at the public landing at 2:30pm. and some stayed aboard to ride back up to the Ohio River Museum for a look-see. The remainder of the afternoon was open for visiting the museums and shops across the old railroad bridge in Harmar or perhaps the newly opened brewery on Front Street. Mississippi River Chapter please copy.

ANNUAL BANQUET

Roast beef was the fare for the S&D banquet and 160 sat down for the meal. If some cuts were too well done and some trading of plates was necessary there could have been no complaints on quantity. Jerry Sutphin was observed sizing up a cut that would have feed a family of four.

Capt. Tom Dunn, president of the Mississippi River Chapter introduced the speaker of the evening, Capt. Bill Bowell. Capt. Bowell is the owner of the Padelford Packet Boat Co., St. Paul, Minnesota and his subject was the building of his business with the successes and occasional setbacks.

Starting out with a small launch while in college Bill got a taste of the river excursion business. After working in several fields including a stint with the Minnesota Historical Society Capt. Bowell started his company in 1969 and built the sternwheel JONATHAN PADELDFORD at the Dubuque Boat and Boiler Co. in 1970. Business increased and the PADELDFORD was lengthened by 20 feet to 85 feet in 1973.

At various times the Padelford Packet Boat Co. has owned the ex-U.S. Snagboat ARKANSAS II, a motorized replica of a Viking ship and the overnight cruise boat VIKING EXPLORER. It was in the catering business for a time and operated a restaurant. Today, it operates five boats and excursion barges from Harriet Island in St. Paul and Boom Island in Minneapolis.

Capt. Bowell's remarks were illustrated by large photographs of each of his vessels including UGH THE TUG. To enhance the enjoyment of the talk by members of the audience in the back of the room, John Briley and Bill Barr spontaneously paraded the photo enlargements around the room as each was dealt with by the speaker. We could say, "The lecture was accompanied by moving pictures!" but will resist.

Following the speaker, Gabe and Cindy Chengery were invited to give a reprise of their duo performance of 16 years ago. With Gabe accompanying at the piano, Cindy delivered some popular ballads in the style which we so well remembered and to the delight of the audience. Beautiful.

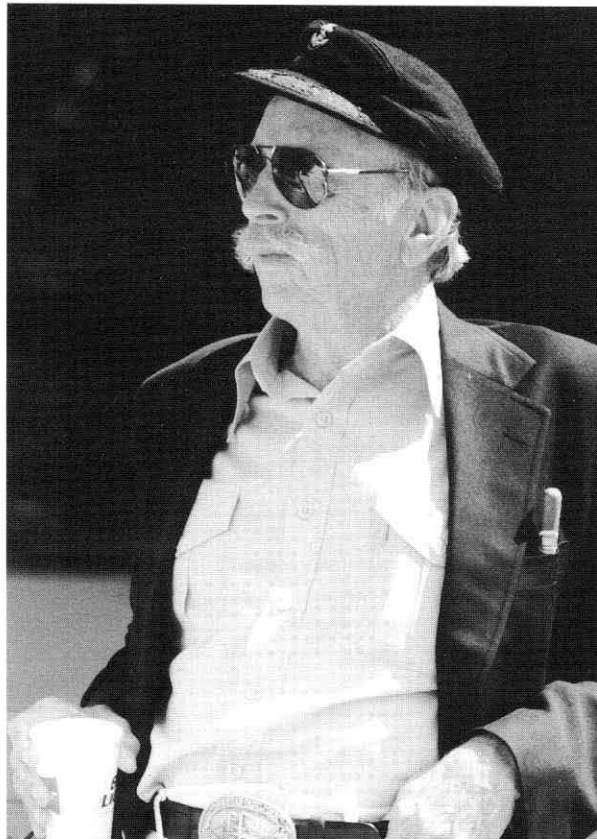
And, then Helen Prater sat at the piano and played a medley of familiar favorites. No wonder Helen was so popular aboard the TOM GREENE in days of yore under the watchful eye of Ma Greene. She received a heartfelt standing ovation from the appreciative S&D crowd.

Although this ended the official program for the evening there was still more to come. Jerry Sutphin had arranged the program for the 50th Anniversary Cruise of the DELTA QUEEN and part of his work was the production of a video. A large screen TV was wheeled in and the majority pulled up chairs and enjoyed an hour-long history of the D.Q.

Jerry had scouted out some new footage of the boat on the Sacramento River and during her first trip up the Ohio for conversion into the cruise boat we know today. There were interesting interviews with some of the original crew members; all in all, a valuable historical documentary.

The fair weather continued through most of Sunday as the attendees at the S&D weekend prepared to trek back home. Some were still around the hotel at noon, seemingly reluctant to break the spell that somehow surrounds most S&D gatherings. The 1997 meeting was of a good vintage, indeed.

* * *



Capt. William "Bill" Bowell recounted his experiences building the Padelford Packet Boat Co., St. Paul, at the evening banquet. Bill's story is one of hard work and foresight but he admitted to a bit of luck along the way, too.

Photo by Fred Rutter



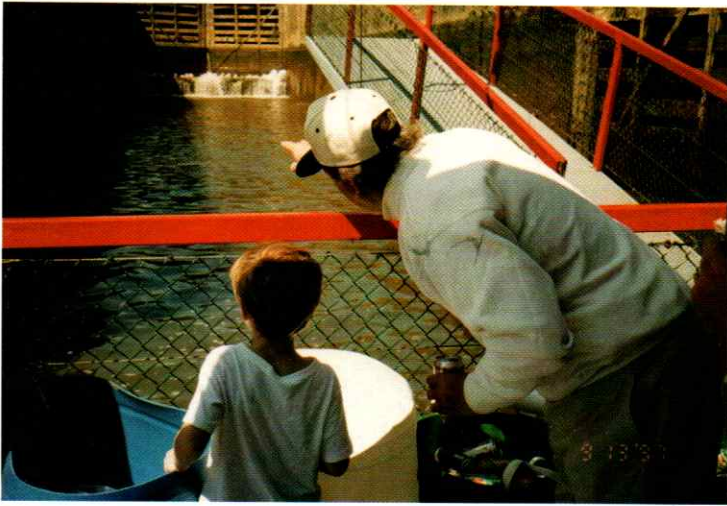
One of the original cast of DELTA QUEEN characters found by Jerry Sutphin and used in his D.Q. video was James C. "Jim" Way, youngest son of Fred Way, Jr. Jim was a striker engineer on the DELTA QUEEN when she came up from New Orleans to Neville Island, PA in the summer of 1947.

Here, Jerry and Jim on the DELTA QUEEN's 1997 anniversary cruise. Several of the crew members who served on the D.Q. in years past related some of their experiences for the entertainment of passengers.

Photo by W. E. Lingo, Jr.

SIGNERS OF THE REGISTER
S&D ANNUAL MEETING, 1997

Bee & Woody Rutter, Marietta, OH
 Norman & Ranell Hillman, Auburndale, FL
 John J. Hackett, Marietta, OH
 Virginia Hughes, Ooltewah, TN
 Andrew Morrison, Ooltewah, TN
 Randy Ward, Nashua, NH
 Carl & Laurel Schnepf, Indianapolis
 Frank & True Pollock, Winston-Salem, NC
 Ray Swick, Parkersburg, WV
 David Harris, Parkersburg, WV
 Butch & Ruth Guenther, Ross, OH
 Robert J. White, Cincinnati, OH
 John H. White, Oxford, OH
 Allen K. Wisby, Pasadena, TX
 Bob Lodder, Cincinnati, OH
 Eileen & Bud Daily, Toronto, OH
 Sally & Les Hanlon, Mechanicsville, VA
 Dee Williams, Columbus, OH
 Carol Williams, Lancaster, OH
 Maxine & George McClintock, Pt. Pleasant, WV
 Phillip & Karoline Golvin, Powell, OH
 Lew & Paula Weingard, Tionesta, PA
 Bengt & Merion Hyberg, Burlington, NJ
 Bill Grier, Lexington, KY
 Delly & John Robertson, New Richmond, OH
 Kay & Tom Metzler, Greenwood, IN
 Dianne & Lee Woodruff, Cincinnati, OH
 Fred & Tammy Rutter, Lithopolis, OH
 Danny & Sue Back, Lawrenceburg, IN
 Jack & Bert Mettey, Rabbit Hash, KY
 Lillian Prater Smith, Lakewood CO
 Helen Hughes Prater, Ft. Walton Beach, FL
 William F. Hindman, Cincinnati, OH
 Guy C. Anderson, Cincinnati, OH
 R. Dale Flick, Cincinnati, OH
 Jim & Shirley Greenwood, Newport, OH
 Bill & Darlene Judd, New Richmond, OH
 John B. Briley, Marietta, OH
 Robert Grimm, Toronto, OH
 Ed & Janet Teel, Louisville, KY
 Rick & M'Lissa Kesterman, Cincinnati, OH
 Rita A. & Alan Bates, Louisville, KY
 Dr. & Mrs. Martin C. Striegel, Louisville, KY
 Forrest & Dot Steinlage, Louisville, KY
 John & Sharon Fryant, Alexandria, VA
 Ben Gilbert & Robin Simpson, Piney Point, MD
 Deborah Gilbert, Charlotte, NC
 Ben F. G. McManus, Charlotte, NC
 Miriam E. G. McManus, Charlotte, NC
 Buddy McManus, Charlotte, NC
 Barbara L. Hameister, Blanchester, OH
 Ann Zeiger, Cincinnati, OH
 Skip & Kathy Hill, Walton, KY
 Dick & Annie Rutter, Alameda, CA
 Gloria Winters, Cold Spring, KY
 Jim & Judy Schenk, Hendersonville, TN
 Fred & Nell Way, Cleveland Heights, OH
 Mary & Jack Williams, Cincinnati, OH
 Bill & Debbie Barr, Charleston, WV
 Louise Barr, Charleston, WV
 Jack & Sandie Custer, Louisville, KY
 Anne Mallinson, Russell, PA
 Lela Vornholt, New Richmond, OH
 Dolores Hilt, Florence, KY
 Alan Hess, Pittsford, NY
 Keith Norrington, New Albany, IN
 Bob & Sharon Reynolds, Memphis, TN
 Frank Woltering, Dayton, KY
 Jeffrey Spear, Marietta, OH
 Bill & Dona Dunn, Marietta, OH
 Bob & Virginia Smith, Sewickley, PA
 Bill Rist, Huntington, WV
 Jim Swift, St. Louis, MO
 Capt. William D. Bowell, Sr., St. Paul, MN
 Pat Sullivan, Cincinnati, OH
 Tom & Barbara Rist, Boaz, KY
 Lenora & Jerry Sutphin, Huntington, WV
 Dorothea Frye, Cincinnati, OH
 Larry Walker, Cincinnati, OH
 John & Joan Spear, Marietta, OH
 Capt. Gabe & Cindy Chengery, Thornton, CO
 Susan Burks, Syracuse, NY
 Christy & Fritz Kramer, Owensboro, KY
 Barbara Fluegeman, Florence, IN
 Lucy & C. W. Stoll, Louisville, KY
 Joe & Bob Hess, Brownsville, PA
 Ralph DuPae, LaCrosse, WI
 John M. Wingerd, Butler, PA
 Capt. Wm. & Mary Price, Negley, OH
 Carl R. Wright, Cottageville, WV
 Jim & Ginny Smith, Marietta, OH
 Hope D. Barnhouse, Newport, OH
 Walter Carpenter, St. Marys, WV
 Dick & Nancy Prater, Ft. Walton Beach, FL
 Charles & Diana McMahan, New Matamoras, OH
 Jay F. Way, Akron, OH
 Jim & June Bupp, Charleston, WV
 Helen McMahan, New Matamoras, OH
 Capt. Jack D. Wigal, Lubeck, WV
 Todd McDaniel, Worthington, OH
 Don McDaniel, Worthington, OH
 Joe Gay, Athens, OH
 Doug & Kim McGrew, Marietta, OH
 Flo Mumford, Spring, TX
 John L. Briley, Marietta, OH
 Margie Briley, Marietta, OH
 Donald & Suzanne Pollock, Jerusalem, OH
 Pauline Anderson, Parkersburg, WV
 Doug & Janet Wetherholt, Gallipolis, OH
 Richard Neale, Parkersburg, WV
 C. R. Neale, Parkersburg, WV
 C. R. Neale, III, Parkersburg, WV
 Dianne Neale, Parkersburg, WV
 Ann & Capt. Bert Shearer, Charleston, WV
 Bob & Linda Way, Euclid, OH
 Catherine Remley, Marietta, OH
 Susan Wielitzka, Marietta, OH
 Jean & Charles Henry Stone, Pt. Pleasant, WV
 Charles Alden, Marietta, OH
 Fred McCabe, Hannibal, OH



Tom Dunn instructing young Ben McManus



Above, Jim Swift.
Below, Bob Lodder.



John Fryant visits with new members Jim and Ginny Smith.



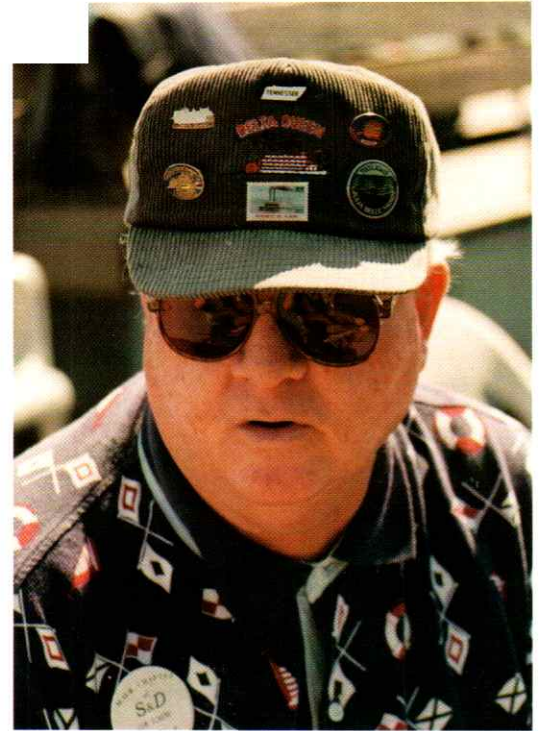
Bill F
familiar



What makes the paddlewheel go 'round'?



PHOTOS SUPPLIED BY ROBIN SIMPSON, JOHN FRYANT AND FRED RUTTER.



r visits with Bill Bowell and a
ace without a name tag.



Bengt Hyberg and Dale Flick visit while
Alan Bates contemplates his lunch.

Top, Jim Schenk.
Middle, Eileen Daily and Delly Robertson
Below, Fritz and Christy Kramer.



THIS AND THAT

RALPH HENDRICKS' BEQUEST

Ralph Hendricks, the talented and prolific builder of steamboat models, died in Marietta on December 31, 1996. Ralph's obituary was carried in the March, 1997 issue.

The executor of Ralph's estate has advised that the model collection remaining in his home was given to the Sons and Daughters of Pioneer Rivermen under Ralph's will. Ralph sold and gave away a number of his models so we do not know the number involved in this bequest at this time.. We are pleased to learn that the models will be coming and a display of them at the river museum is planned for next spring.

* * *

BILL HANABLE ON GRANTS COMMITTEE

William S. "Bill" Hanable of Westport, Washington has been named to the National Maritime Heritage Grants Advisory Committee by the U.S. Secretary of the Interior. The Committee is being developed by the National Park Service to review applications submitted to the National Maritime Heritage Grants Program and make funding recommendations to the Secretary.

Bill Hanable has contributed to the S&D Reflector in years past, particularly on subjects of steamboating in Alaska. Bill was associated with the Alaska Historical Society for a number of years and authored several books on the history of Alaskan rivers. He wrote a history of the U.S. Navy in Alaska during World War II and made several studies regarding historical preservation in Alaska.

In the summer of 1993 Hanable became director of the Westport Maritime Museum, Westport, WA. His responsibility on the new committee relates to preservation architecture.

* * *

PATTI YOUNG HONORED

From the Wellington, Ohio Enterprise comes the following item about Patti Young but which also involves Betty Blake, both long identified with the venerable DELTA QUEEN.

At the June meeting of the Central States Conference of the Society of American Travel Writers, Patti Young received the prestigious Blake-Whiddon Award. This honor was established in 1986 by the Society to honor Betty Blake, who launched the media effort that saved the DELTA QUEEN from the excesses of the Safety at Sea Act, and the late Elmer Whiddon, who promoted Texas as a tourist destination. The award recognizes the unselfish service of travel industry professionals in the area of communications and media relations.

Patti Young is only the fourth recipient of the Blake-Whiddon Award. She grew up in Wellington, Ohio where her parents still make their home. Patti was Vice President, Public Relations of the Delta Steamboat Co. until leaving last spring.

Our thanks to Jane Greene for sending a copy of the clipping. Jane comments, "One Long and two shorts to Patti Young, a star to whom the Greene family will be forever happily indebted." All who know Patti will also be pleased with this recognition by her peers.

* * *

OHIO UNIVERSITY PRESS REPORT

The arrival of the periodic report of sales for Way's Packet Directory, 1848-1994 and Way's Steam Stowboat Directory is always cause for anticipation. How many copies were sold? How much is the royalty for S&D? Sons and Daughters of Pioneer Rivermen is the copyright holder for both of these reference books.

For the first six months of 1997, 15 copies of the towboat directory were sold and 61 copies of the second edition of the packet directory. So, buyers of these reference books are seemingly more interested in the "romantic" packets than in the hard-working towboats, by a margin of four to one. Maybe it's unit cost at work: the Packet Directory has 5956 boat histories while the Towboat Directory has 2715, or thereabouts.

The royalty payment received was \$99.25.

* * *

STR. ELIZABETH LOUISE SCHEDULE

Pat Welsh, Davenport, IA, editor of River Ripples, saw the sights of Old Sacramento last July and looked up the steamer ELIZABETH LOUISE. Pat's fine photo of the boat graces the back cover of this issue.

In 1997 ELIZABETH LOUISE operated May through October offering both a brunch and lunch cruise each Sunday. She also had eleven Saturday theme cruises during the season offering jazz, gamblers, "old west", etc. Most cruises could be combined with steam train excursions offered by the Yolo Shortline Railroad, from West Sacramento to Woodland. Her dock is across the river from the DELTA KING, at Raley's Landing in West Sacramento.

ELIZABETH LOUISE was built and is operated by Hal Wilmunder. She originally had engines 10's-3 foot stroke from the DETROITER (T0595) but in 1990 Capt. Wilmunder advised that larger engines and a larger wheel were being installed, other details lacking at this writing.

Information available by calling (916) 372-977; reservations (800) 942-6387.

* * *

STEAMBOAT INFORMATION SOURCES STARTING POINTS AND MORE

BY
ALAN BATES

Several respondents to the S&D membership survey earlier this year expressed the need for some hints on sources of information on the history of rivers, steamboats, photographs, etc. I have been corresponding with steamboat fans for more years than I care to count and have heard many similar complaints. Oddly, many such expressions of frustration come from residents of the river valleys in locations where commercial steamboat traffic once flourished.

Often, we need only go to the local public library. Most libraries of any size, particularly along the navigable rivers will have most of the following respected sources of information or they will be readily available on inter-library loan.

Steamboats on Western Rivers, Louis C. Hunter (paperback by Dover Books in print)

Way's Packet Directory, 1848-1994 and Way's Steam Towboat Directory, Frederick Way, Jr. (in print, Ohio University Press)

Merchant Steam Vessels of the United States, 1790-1868, (available from Steamship Historical Society of America SSHSA).

Advertisements of Lower Mississippi River Steamboats, 1812-1920, Leonard V. Huber (SSHSA)

Western Rivers Steamboat Cyclopoedum and Western River Engineroom Cyclopoedum, Capt. Alan L. Bates (in print, A. L. Bates, 2040 Sherwood Ave., Louisville, KY 40205)

Steamboats Come True, James Thomas Flexner (early development)

Steamboats Today, Harley E. Scott and Tom Rhodes, (listing and descriptions of steamboats to be seen)

In addition, a vast library of contemporary individual impressions of river life exists such as:

Life on the Mississippi, Mark Twain

Old Times on the Upper Mississippi, George Byron Herrick (Minnesota Historical Society Press)

Fifty Years on the Mississippi and Gould's History of River Navigation, E. W. Gould

A Treasury of Mississippi River Folklore, B. A. Botkin

Every library contains newspaper files and into the 1940s in the larger river towns there was a "river news" correspondent. The "river news" columns provided daily or weekly resumes of river conditions and commerce. Often this information has been overlooked but careful mining of newspapers will turn up the names of crew members on the active boats of the times.

The U. S. Army Corps of Engineers has published well researched histories for each of the corps Districts. If not in the local library (check to see if the library is a depository of federal official documents) the histories may be purchased from the particular District offices. The Corps of Engineers has also prepared many papers and pamphlets on river matters available at no cost.

The Waterways Journal has reported the news of the Western Rivers (and some rivers elsewhere) every week since 1887. The Journal is available on microfilm at the Inland Rivers Library, Cincinnati and the St. Louis Mercantile Library. The Waterways Journal, 319 N. 4th St., Suite 650, St. Louis, MO 63102.

S&D Reflector has been published since 1964. Indices for the magazine are available, each of the six indices covering five years. Each index is available at \$5, postpaid as are back issues of S&D Reflector. Mrs. J. W. Rutter, Secretary, 126 Seneca Dr., Marietta, OH 45750.

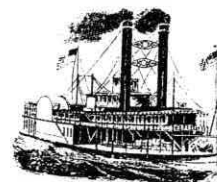
Libraries with significant river history collections include the Library of Congress, the National Archives, the Inland Rivers Library (part of the Public Library of Cincinnati and Hamilton County, 800 Vine St., Cincinnati, OH 45202), the Lilly Library, Bloomington, Indiana on the Indiana University campus, the Indiana Historical Society, Indianapolis, The St. Louis Mercantile Library, St. Louis, Missouri, and the Tulane University Library, New Orleans.

Photographs: The biggest and most important source of photographs is the Murphy Library, University of Wisconsin, LaCrosse, Wisconsin (1631 Pine Street, LaCrosse, WI 54601). More than 50,000 images are on file.

If you are interested in live steam launches, modern or antique and the sources of materials for building them, the Steamboater's Handbook is published annually by International Steamboat Society, Rt. 1, Box 262, Middlebourne, WV 261249.

In conclusion, anyone who seriously wishes to study Western Rivers history or build accurate boat models has a wealth of information from which to draw. He or she must add to the general fund of knowledge by digging to the roots of the stems referred to above. No one book, no one film or photograph, no single museum or library contains all of it. The study of one individual or one boat can lead a merry chase from one end of the country to the other, gaining friends and helpful contacts every step of the way.

* * *





THE BELLE IN TROUBLE A SCARE FOR LOUISVILLE

August 24, 1997 will be remembered by many residents of Louisville and Jefferson County as the day they could have lost the BELLE OF LOUISVILLE. Early on that Sunday morning the venerable steamboat was found to be taking on water and before help could arrive she was on the bottom of the Ohio.

The boat has become a mark of identity for Louisville since she went into service there in 1963, perhaps not as well known as Churchill Downs but nationally recognized nonetheless. She may have been taken for granted by even those who enjoyed excursions on her or who pointed her out when taking out-of-town visitors to see the sights of Louisville but the sinking was a reminder of the boat's importance. The news was picked up by the radio and TV networks and spread across the country by the time the 6 o'clock. news anchors had their rugs and makeup on.

The boat had tied up at her landing early Sunday morning after finishing a late excursion, Around 7 am the watchman discovered that there was water in the hull and the boat was down in the water, dangerously so. Capt. Mike Fitzgerald was called promptly but by 8 am., before significant action could be taken, the BELLE's stern was on the bottom in about ten feet of water.

There was an immediate fear that the boat would slide off of the mud shelf where she came to rest and go into the dredged channel, some 35 feet deep. The McBride Towing Co. had been called and its towboat SHARON M. was on the scene quickly to hold the stern of the BELLE against

All photos opposite by Keith Norrington who stands behind the doctor pump in the engineroom, pointing to the high water mark.

the concrete land wall until things could be stabilized. Lines were rigged to hold the boat in place and then a diver opened valves on the boilers to release steam pressure before rising river waters could cause further damage.

Some 15,000 gallons of fuel oil was pumped out of the BELLE's tanks without incident while crew members and others speculated as to what might have caused the unexplained sinking. It looked as if she might have taken on water quickly but what would be the cause, - a broken pipe in the hull, an opening of a seam; undetected vandalism?

A large floating crane was brought to the scene of the sinking from Jeffboat and located astern of the BELLE. We understand that some thought was given to using the big crane for some heavy lifting but concern for the integrity of the hull (designed and built in 1914) under such stress was cause for pause.

After a week on the bottom the BELLE OF LOUISVILLE was again afloat on August 31. She came up easily as the water was pumped out of the hull with no untoward twists or strains to the hull. Exploration of the hull soon after she was raised disclosed no gashes, cracks nor broken pipes so the mystery surrounding the sinking continued. The Coast Guard inspectors looked around, scratched their heads and gave the O.K. to tow the BELLE across the river to Jeffboat for drydocking and an inspection.

On September 8 the Coast Guard officials announced their findings: The BELLE OF LOUISVILLE had been sunk by drinking water. The fresh water tanks were refilled each evening after the last excursion by hooking them up to a hose from the city water system. An extension of the line to fill the tanks extended down into the hull where it had once been connected to another tank that had been

removed several years ago. The unused line had a valve on it which was, of course, kept closed but the line had not been capped. Persons unknown, possibly a passenger, had opened the valve and left it so. When the city water began flowing after the last excursion about 28,000 gallons came on board and a good part of it went into the hull through the open valve.

Our thanks to Keith Norrington and Charles Henry Stone for forwarding newspaper clippings and keeping the S&D Reflector posted.

* * *

AND A CLOSE CALL IN PITTSBURGH

On August 23, 1997 the LIBERTY BELLE, one of the Gateway Clipper fleet, was at her landing at Station Square, Pittsburgh ready to load for the 1:30pm. excursion. About 200 people were on the dock waiting to board when a down bound tow on the Monongahela went out of control and began heading for the LIBERTY BELLE.

Sounding distress signals on her whistle the towboat ELIZABETH D. tried to stop the tow but the six loaded coal barges kept turning toward the Gateway Clipper landing. Crew members on the BELLE quickly sized up the situation and ran onto the dock to move the waiting passengers back. The impact came quickly and the loaded barge hit the main deck of LIBERTY BELLE, shoved it into the dock and tore out about 25 feet of the main deck, port side.

The LIBERTY BELLE's gangway was pushed back onto the dock, knocking down planters and an 80 foot section of railing. Somehow, none of the waiting passengers nor crew members on the LIBERTY BELLE were hurt.

Damages were estimated at upwards of \$100,000 but by some oddity the hull of the excursion boat was not holed.

Thanks to Phil McCarroll for the clipping. Accidents are supposed to happen in threes; did we miss one?

* * *



The GREENWOOD was built in 1898 at Parkersburg, WV, the first boat Capt. Greene had built to his ideas. She was 168.5x30x4.4 ft. with engines 14's-6 ft. stroke. The Parkersburg Dock Co. charged \$11,000 and

another \$5,000 covered boilers and machinery.

A calliope shows between the stacks which dates the photo about 1905. Note that the skylight extends well forward of the cabin. Artist and location unknown.

THE LOSS OF THE GREENWOOD

Some thirty years after the event reported in his 1925 diary, Jesse Hughes had occasion to look back upon those earlier years when he was working on the Ashland wharfboat and building the CHRIS GREENE.

- - - - -

Capt. Greene's second steel steamer entered service, the CHRIS GREENE, named for his son Chris Greene who was now a licensed master and pilot and placed in charge. The CHRIS GREENE was a near duplicate of the TOM GREENE but supplied with less power. She had equipment and furnishings alike and a near duplicate cabin arrangement. The second boat was an elegant running mate for the TOM and more economical to operate.

It was during these last several years that the Ohio River navigation between Pt. Pleasant and Cincinnati had been more trying and uncertain than ever before. This was owing to most of the locks and dams above the mouth of the Kanawha River being completed while many below that point were not. To assist the towboat interests, the water gathered in those finished artificial pools in the Ohio above Pt. Pleasant was loosed at certain times in order to provide an artificial rise so a lot of the loaded coal barges from the Kanawha River could moved down to Cincinnati.

At times, the river would suddenly rise to a stage of ten or twelve feet then, after a few hours and after the coal fleet had passed down, the water would drain down to a stage of about two feet and remain so for about two days and nights. Regardless of any schedule that might be attempted, all boat movements had to cease until the water could gradually come back to a normal stage again. These were justly called "plash rises" and the years 1923, 24 and 25 were notorious for this practice.

It was unfortunate indeed that the government officials in charge would have allowed such a practice to continue at all. At last, however, after certain missing locks and dams were finished above Cincinnati and the navigation system was made complete, the pools were filled and the water was retained. The towboats could move their loaded tows downstream without draining off the river and the packets could then maintain a schedule.

Meanwhile, the Liberty Transit Co. boats and the SENATOR CORDILL had operated out of Pittsburgh with varying success. A prominent produce man, Grover Gill, looked with envy at the seeming success of the CORDILL and resolved to duplicate the achievement. He brought the BETSY ANN to the upper Ohio River but in this case success was well mixed with failure. After two years trial Mr. Gill finally sold his boat and it went into the hands of Capt. Frederick Way to participate in some of the most varied experiences of any boat on record.

It is a fact worthy of note that many prominent lower Mississippi steamboats had come to the upper Ohio River in this period in search of profitable operations. In 1924 the old favorite packet of the Memphis district, the KATE ADAMS, came to Pittsburgh in search of patronage. She entered the Pittsburgh-Cincinnati trade where she met with only partial success. After making a profitable Mardi Gras trip she returned to Memphis and was lost before trying a third season on the Ohio.

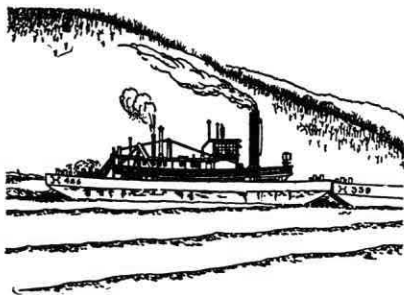
About five months after the new CHRIS GREENE entered service, Capt. Greene started the faithful GREENWOOD to Gallipolis to be dismantled. Before arriving there, however, the BETSY ANN became disabled at Pt. Pleasant and the GREENWOOD was needed at once to make a trip to Pittsburgh in her place.

Returning one week later to Cincinnati, the GREENWOOD was lying at the lower wharfboat and the mate was ringing her bell for departure to Pittsburgh. The Greene Line wharfboat was close above and the new CHRIS GREENE was also just leaving on her up-river trip to Charleston. In backing away from the wharfboat a mistake was in some manner made by the engineer. Capt. Chris Greene was on watch and signaled to come ahead on the engines. Instead, the engineer turned on the steam to continue backing. In a moment, the CHRIS GREENE's steel hull struck the side of the GREENWOOD's wooden hull, causing a bad leak. A half hour later the GREENWOOD sank and drifted down against the pier of the Suspension Bridge, turning bottom side up.

As the accident occurred during the daytime there was no loss of life and most of the cargo was saved. Strange to say, the insurance policy was at first thought to have expired but was later found to still be in force. The insurance money which was later paid to Capt. Greene was much more than the was built twenty-seven years before. (\$16,000 had been the cost of the GREENWOOD. Ed.)

Just ten days before Capt. Greene had decided to dismantle the faithful boat. Capt. Greene called this accident a lucky break and we know of no similar case in steamboat history. Capt. Greene purchased the wreck from the insurance company and salvaged the remains. The boat had always been owned by his sister Carrie Greenwood and himself and he did not want to see it go into any other hands after it had seemingly left them a nice legacy. Capt. Greene's honor and sense of justice extended even to his boats of wood and steel.

* * *



RECOLLECTIONS OF TOWBOATING

by Capt. E. Clare Carpenter

CHAPTER TWO ADVENTURES ON THE PLYMOUTH

The worst year of the Great Depression was 1932. There were no jobs to be had, at least none that I could find, and I helped out on my father's farm for most of that summer. Boating was slow and berths hard to come by for a youngster trying to get a start on the river. My two seasons on the LEONA were valuable experience for me but hardly matched that of other deckhands looking for jobs that summer. There was always work and three good meals on the farm at Apple Grove.

My brother Wayne was still working on the PLYMOUTH (T2061) and came home for some time off in September, 1932. When it was time for him to go back to work I took him to Louisville in my 1930 Chevy to catch the boat and was lucky enough to get a job decking on the PLYMOUTH. She was a wood hull towboat built at Brownsville, Pennsylvania in 1899 as the R. L. AUBREY and originally owned by the E. J. Hickey Transportation Co. of Covington, Kentucky. American Barge Line of Louisville bought her in 1926 and rebuilt her with a new hull and Skinner Uniflow engines, the only ones of the type ever used on a sternwheel boat.

We first made a trip up to Pittsburgh and then turned around and went to Memphis. This was my first look at the Mississippi River and I thought it was really something.

An experience I've always remembered on that trip happened when we tied up at Williams Point, mile 83 below Cairo. We asked some of the natives how far it was to town and were told that it was 15 miles by road to New Madrid. We had no car and the only local excitement, we were told, was a revival meeting being held a couple of miles out over the levee by a good looking woman minister. The deck crew suddenly became interested in religion. We all shaved, put on our Sunday School clothes and walked out into the country to the church.

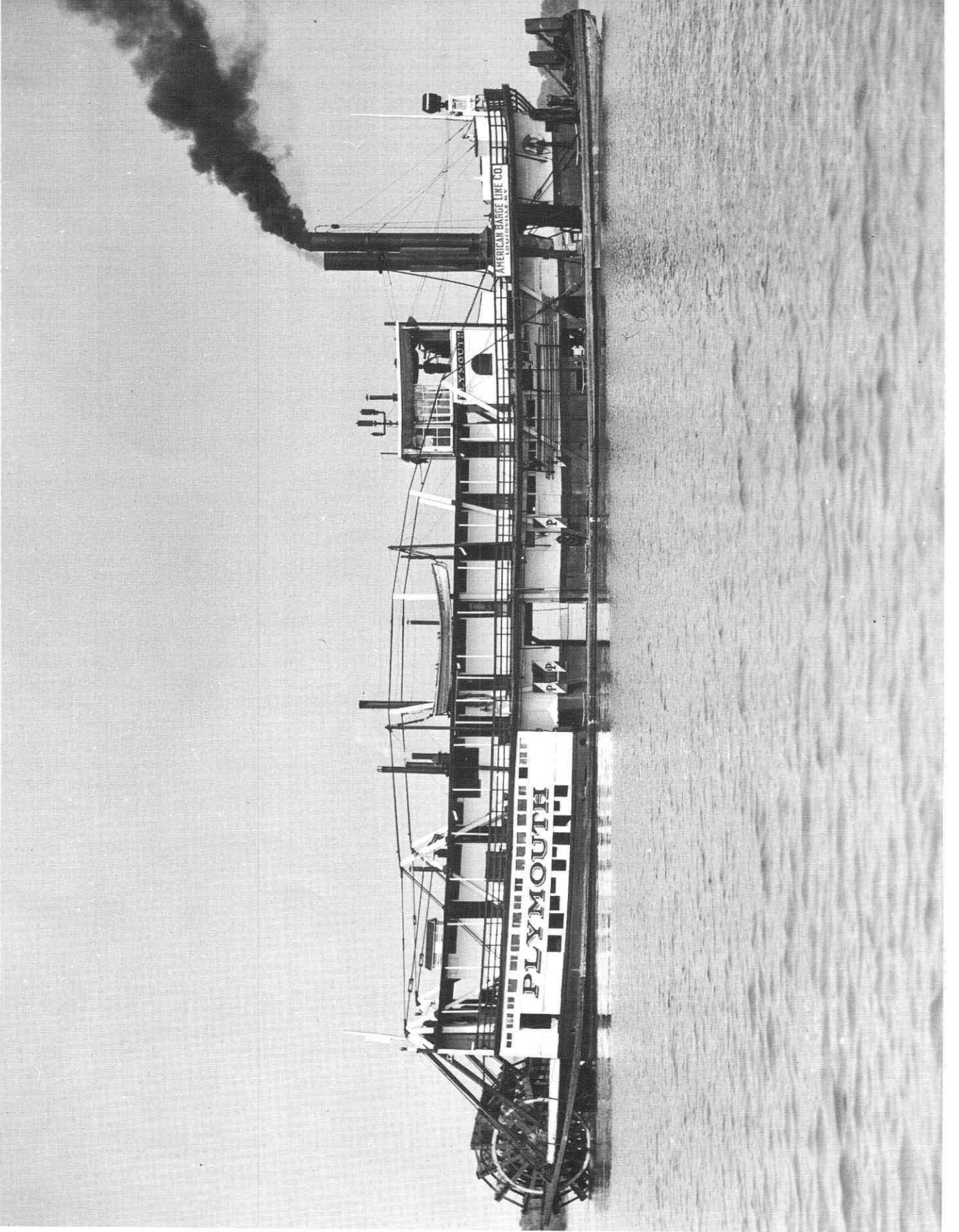
I don't remember the sermon nor the lady minister but do remember meeting a girl named Shirley at the church. Shirley was not a native, just visiting, and a real beauty who is still a vivid picture some sixty years later. On the way back to the boat we stopped to talk with a girl named Dora Williams who lived nearby. We thought Dora was becoming interested in us when suddenly some local guy on one of those big Missouri mules came up the road. He took in the scene of Dora with us and then said, "Want a ride, Dora? Without hesitation Dora held up her hand, the mule rider gave a jerk as Dora jumped and she landed right behind him, like a scene from a Douglas Fairbanks movie, and they rode off into the night. So much for our religious revival in the backwoods.

At this time on the PLYMOUTH we had a relief cook who was rather old as viewed by that crew. I don't remember her first name but we called her Ma Burger. She always wanted to play penny poker and would get into the game with maybe ten cents. When she lost her stake Ma just looked around the table and raked in some coin from whichever player had the largest pile and continued to play. Nobody said anything because Ma was going to lose that, too, and maybe next time she would be raking from your pile.

We were helping the American Barge Line's diesel towboat GEO. T. PRICE pull a barge of sugar off of Pt. Pleasant Towhead one day. The barge came off quickly and it swung around, hitting the side of the PLYMOUTH real hard. Several minutes later, after we were tied up, I went upstairs and there was Ma Burger seated on a chair at the corner of the dining table with her feet well braced and holding onto the table with both hands. "What's the matter Ma," I asked innocently. "Holy Joseph! You fellows are going to sink this paw-faced old boat."

Most of the time I was on the PLYMOUTH Capt. Alfred Schipper was the master. He just had to be the Best captain I ever worked for and that was why, if there was any choice, I tried to stay on the PLYMOUTH although she was probably the worst boat, boat-wise, I was ever on. At one point later, I even quit the MONONGAHELA to go on the PLYMOUTH just to be with the captain and crew.

One morning we were just having breakfast when a strong wind blew the PLYMOUTH ashore at Gold Dust, Tennessee. There was a U.S. Engineer fleet building a revetment about a mile below us and we couldn't stop the tow in the current so put a line ashore. We had a barge right on the bank so only had to step off and tie our line to something substantial. The only



trouble was the willow trees were only two or three inches in diameter and growing in the sand bank. Even when we tied the line around three or four of those willows they pulled out as soon as we tried to check the tow. We put out another line and the same thing happened and by this time both crews were scrambling around and even the captain came down to help. We finally got the outfit stopped with the eighth line and then discovered that just beyond the fringe of willows were a series of holes with deadmen in them that had held the revetment fleet. How we ever kept from falling in those holes while trying to tie up to the willows is something I've often wondered about.

The PLYMOUTH's engines were supposed to be rated at 438 horsepower but somehow she never performed as if she had even that modest power. One night we came up the Ohio River to Lock and Dam 48 on open river with a tow consisting of two loaded barges and a fuel flat. Now, when the river was low, just before the wickets were put up, the hardest shove to get past a dam was just when the head of the boat got up to the wicket sill. I have had experiences where the entire tow except the boat would be past the sill and then the boat would stall. On this particular night the PLYMOUTH stalled as she reached the sill at Dam 48.

In those days before radio communications a megaphone was used to report to the locks, in this case, "Steamer PLYMOUTH, two loads and a fuel flat." After awhile and with no movement by the boat to get over the sill, the pilot backed down and tied off one barge. We came up to the dam and again the report was called out, "Steamer PLYMOUTH, one load and a fuel flat." But, again the boat stalled just as it reached the dam. After trying for a while to shove over the only recourse was to back down and tie off the second barge. On the third try and with only the fuel flat in tow, one of the deckhands climbed up on the towing knee, cupped his hands and called out, "Steamer PLYMOUTH, one fuel flat, no tow." Captain Schipper was always loyal to whatever boat he was assigned and, upon hearing this smart-aleck performance, fired the deckhand forthwith. There was no shortage of willing deckhands in 1932 and no unions to worry about.

On another occasion we were three weeks on our way from Louisville to Baden, Pennsylvania, 580 miles and working all the time. There were no floods nor ice, just nice pool conditions with Charlie Ellsworth and Lewis Reade in the pilothouse. The PLYMOUTH was just not the greatest of sternwheel towboats when it came to power. Now, the boilers on a river boat sit up about three feet above the deck except at the firebox and under them was a great place to loaf

or take a nap when there was nothing to do in the winter. On a March day coming down the river from Baden my friend Edwin McLaughlin and I were taking it easy under the boilers when I looked out and saw the pier of the B&O railroad Bridge at Bellaire, Ohio whiz by. I said, "Damn, Mac, I wanted to see the captain come through this bridge."

I scrambled out and dashed out to the head of the boat to be greeted by a very white and shaky deckhand. "Did you see him knock that log off the bridge pier?" There had been a log lodged across the pier, sticking out eight or ten feet toward the channel side and the tow had come close enough to knock it off. I didn't quite believe the deckhand so in the afternoon asked Capt. Reade who confirmed the story. Well, there had been Mac and me under the boilers of that old, rotten wood hull boat while the captain was in the pilothouse fighting like a wild man to keep her off that pier. The PLYMOUTH would have folded up like an accordion and we were all tickled to death that he had only clipped a log.

The W. L. BERRY was another old sternwheel towboat owned by American Barge Line in the early 1930s. She had been built in 1900 and later owned by the Ayer & Lord Tie Co., Paducah until American bought her in the late 1920s or 1930. In December, 1932 the PLYMOUTH was laid up in the ice at Middleport, Ohio while the BERRY was laid up at Baden, Pennsylvania.

When the ice broke up we started upstream with orders to put one crew over on the BERRY which had been cut to a single crew while laid up; then the PLYMOUTH would continue to Baden under single crew. When we met the BERRY near Powhatan Point, Ohio I was one of three or four sent over. Another was my deckhand partner Corbitt, a young fellow I had known for some time whose father and mother had been on the government dredge when I was on the LEONA.

We had a saying among the crew in those days, "I'm going to pay you off!" whenever someone did or did not do something. The retort always was, "You can't pay me off; I have money", pulling out one's wallet to display the contents. One evening I didn't hear the supper bell and when I finally got to the table everyone was almost finished. Someone said, "Next time this happens, I'm going to pay you off," and, of course, I gave the usual response. When I opened my wallet, however, there was no money in it.

I reported the loss to Captain Charles Johnson who then took the wallet and said loudly, "When we get to Louisville, I'm going to have it checked for fingerprints and, if I have to, everyone on this boat will be fingerprinted." Two days later as Corbitt and I were wheeling coal some lumps



The W. L. BERRY (T2578) was a smallish, wooden hulled towboat, 125x25x4.6, built in 1923 by the Ayer & Lord Tie Co., Paducah. She incorporated equipment from the J. O. COLE including the engines,

15½'s-5 ft. stroke. Above view probably summer, 1924 with the BETTY LORD (T0248) astern, GEM (T0882) behind and a fourth boat with spark arresters on the stacks at the shore.

rolled down the side of the pile and a piece of clean white paper rolled down, too. I picked it up, unfolded it and there was my money. Next day, Corbitt confessed to me that he had taken it. Two days later we got down to Louisville, the BERRY laid up and I was transferred over to the INLAND.

I made a trip as deckhand and fireman on the INLAND from Louisville to Memphis and back early in 1933. The interesting if unpleasant recollection of that trip was one of the deckhands who came aboard without a change of clothes. He decided that there was no use taking a bath and didn't for the whole trip, even after he fell off a barge of cotton into the open sewer of Wolf River at Memphis. I should also mention another deckhand who discovered that the Red Horse tobacco he was chewing was full of little white worms, after he had chewed three or four packs.

On February 1, 1933 I was in Louisville, practically broke, no job and as far as I could see, no chance of getting one. I decided it was time to head back home to Apple Grove to recoup and figured that if I left at noon the next day I could make it to Cincinnati and then on home the following day. I was new to the art of hitchhiking and confident that the schedule was realistic.

Next morning I was up early and, since I didn't have to leave for Cincinnati until noon according to my schedule, went down to the American Barge Line terminal to see if there had been any developments overnight. Arriving at the machine shop I was greeted by Joe Jackson with, "Do you know your dad and Slim are out at my house/" Slim was my brother Wayne who had been working for the company but was also laid off. Something was about to happen but all Joe Jackson knew was that the office had called his son Joe B. in the Cincinnati and said both he and Wayne were to be in Louisville at 11am. for a meeting.

Dad had brought Wayne and Joe B. down in my car so I thought it would be wise to go out to the Jackson home and make sure my dad didn't start home without me. It was a ten or twelve block walk and they were about ready to leave for the 11 o'clock meeting by the time I arrived. The four of us crowded into my 1930 Chevy coupe and drove back to the terminal. Joe B. made the contact with the office as he was an engineer and they wanted to talk to him, primarily. While waiting for some action, Wayne and I showed dad around the terminal as it was his first visit to Louisville.

Joe B. eventually came back from the office with the news that the company was considering

chartering the big towboat MONONGAHELA. American Barge Line had received a long-term contract to tow scrap steel; from New Orleans and Memphis to the Steubenville and Weirton steel mills. To bring heavy tows upstream the company needed a boat with big power. To us, prospect of going on the MONONGAHELA was unbelievable as the company had three or four of its own boats laid up.

The final decision wasn't made until four in the afternoon. Joe B. spelled out the details for us. Leonard Burton was to be chief engineer with one of his sons as his striker; Joe B. Jackson was second engineer with my brother Wayne as his striker; Berkley Wright would be the mate. Six firemen and eight deckhands would be needed and all were to meet at 3 am. the following morning when a chartered Greyhound bus would take the crew to Coal Valley, Pennsylvania on the Monongahela River.

Joe B. now looked at me and said, "I suppose you want to go, too?" My answer was a loud, "Yes!" and he then asked, "What do you want to do; fire or deck?" With the temperature down around 15 or 20 degrees and maybe a twenty mile an hour wind blowing it was easy to decide that a nice warm fire-room would be better than out on deck. We three Carpenters with Joe B. piled back into the Chevy coupe and started rounding up the needed crew. In 1933 it wasn't hard to find people anxious to work and boat hands were no exception. We soon found who we were looking for and I moved into the Jackson house to stay the night until the bus left the next morning.

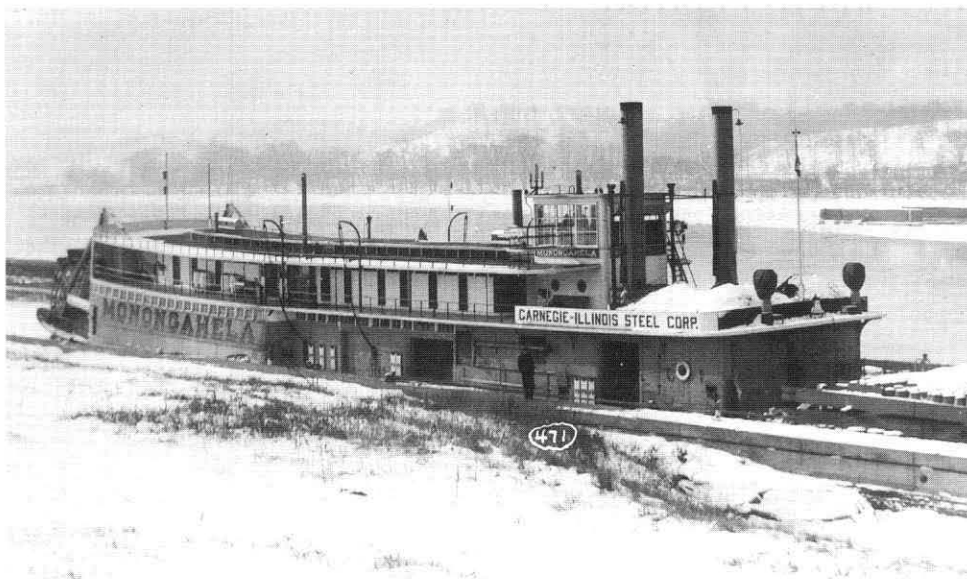
The Jacksons were surely one of the best families I have ever known. Joe, Sr. was a steamboat engineer, first class machinist, good musician, a gunsmith, fisherman and excellent cook. There were two boys and, I believe, two

girls, in the family and Mrs. Jackson treated me like a son. The next morning, dad took us to the bus in the Chevy and then waited around until we left at 3am. It was about five degrees above zero and snowing as he set out on the long drive back to Apple Grove.

That eighteen hour bus ride from Louisville to Coal Valley is one to be remembered. Somewhere around Cincinnati the snow began to come down harder and then the heater conked out. The driver stopped at a garage but they were unable to fix the heater and so we went on. We opened our suitcases and pulled out sweaters and overalls but still were cold. About 9pm. we finally got to Coal Valley with the thermometer now at zero and ten inches of snow on the ground.

We picked up our things and I walked on board that biggest of steamboats, at least is was to me in 1933.. The Carnegie Steel Co. crew was still on board including the cooks and after getting a hot meal I went to bed. But, it was too cold in those rooms to sleep and then in about two hours it was watch-time. I spent most of the watch hugging steam lines and we pulled out of Coal Valley shortly after midnight, destination New Orleans.

Soon after we passed Louisville I started to feel bad with a terrible pain in my left side. It was difficult to sleep or eat and I considered getting off at Memphis to go to the Marine Hospital. We didn't stop at Memphis and, besides, I wanted to see New Orleans. The trouble started when I stepped into an open deck hatch at Louisville and had hit my left side on the edge of the deck. I figured that I had cracked a rib or two so the mate taped me up. The tape helped but I still felt awful for the rest of the trip down the river.



The MONONGAHELA of the Carnegie Illinois Steel Corp. about the time Clare Carpenter and the pickup crew stepped aboard. She was 170 ft. long and had engines rated at 1,400 hp. After the likes of the PLYMOUTH and W. L. BERRY it is not surprising that Clare was impressed.

We got to New Orleans on a Sunday morning and tied up at Whiteman's Landing on the Algiers side of the river. I reported to Capt. Wood that I thought I had some broken ribs so he gave me a ticket to go out the U.S. Marine Hospital to get them taped up. "We'll be here all day," said the captain and so I set out to find the hospital. Today, someone would go along with you to the hospital or perhaps call an ambulance but in 1933 it was do-it-yourself. Someone told me the location of the hospital and I walked down to the ferry landing and crossed the river to New Orleans. I took a street car and after a transfer or two arrived at the hospital and presented my ticket, signed a paper and was admitted.

A nurse took my temperature, gave me a pair of pajamas pointed to a bathroom and said, "You can change in there." "But, I don't want to be admitted. I have to go to work at noon.", I replied. The nurse looked sternly at me and ordered, "It's going to be a long time before you go to work so get your clothes changed and get into bed before you fall over on the floor." I changed my clothes and found a phone to call Whiteman's Landing and asked them to tell Capt. Wood that I wouldn't be coming back before the boat left.

The next day I learned that my temperature was 104. I had pneumonia and pleurisy, probably caused by that long, cold day on the bus to Coal Valley. Aside from the clothes I was wearing and the little money in my wallet, everything had been left on the boat which was now heading north. This turned out to be a six week hospital stay and one doesn't need clothes or money either in the marine hospital.

I was in a large ward but the beds were never more than half full and there was always someone to talk to. The six week stay was made more pleasant by acquaintance with Carrie Kaul, a young lady who accompanied her sister Florence on a visit Vernon, the man in the bed next to mine. The girls lived on a dairy farm located on the land where Kenner, Louisiana now stands and after Vernon was discharged Carrie continued to come and visit. When I was finally to be discharged Carrie invited me to come and visit her family but there I was without money and uncomfortable about walking in on people I didn't know. The invitation to visit for a few days was very tempting and I was considering when a streetcar came by going the opposite direction and I got on it.

When I got out of the hospital I had a small pay check but President Roosevelt had closed the banks shortly after he came into office that spring. After the books were checked by bank examiners, those institutions that were solvent were allowed to reopen. I went downtown and

found a bank that was open, one of two in the whole city, and joined the long line of people waiting outside. At the time, there were thirty or forty banks in the entire country that were open and the Liberty National Bank of Louisville was one of them. Finally, I got inside and up to the teller's window, presented my check and a couple of letters for identification and the check was cashed without question.

I had some dental work done at the hospital and there was a charge for the materials used so after settling that bill I had a little less than \$10 left. Obviously, my money problem was only eased a little bit and it was a long way back to Louisville. It was March 30, 1933 when I walked out of the Marine Hospital in New Orleans and my only travel option was to hitchhike back north.

In those days there were not many cars on the road, partly due to people not having money to buy gasoline but also because not every family could afford a car even before the depression. Route 55 to Memphis was two lanes of gravel and 45 miles per hour was considered good speed. There were dozens of little towns to wind through to slow you down some more and it took me two and a half days to get up to Memphis from New Orleans.

At Memphis I got a crazy idea of going across the river and then north through Arkansas and Missouri to reach Cairo. A more logical way to Louisville would have been east through Nashville and then north but on a Sunday morning I went across the river and soon caught a ride. The driver said that he was headed for California with two cars (one in tow) which he was taking back for an insurance company. "If you want to see California I would like the company", he offered. Very tempting but I was very conscious of my money problem and the need to get back to home country. We parted later that day and I soon picked up another ride in the direction of Cairo.

Although I didn't know it at the time, my decision to go to Louisville by way of Cairo rather than by the more direct route would work in my favor. I spent that Sunday night in Cairo but couldn't get away very early on Monday morning because of high water on the Ohio. The landing on the Kentucky side was flooded out and so the ferry had to go down river and land at Wickliffe. I missed the ferry's first trip that morning and, because of the swift current, had a long wait until the boat got back up to Cairo. It was well after dark on April 2 before I got to Louisville and it had been a long five day trip.

Once in Louisville, the first place to go to look for a handout, and by now I really needed one, was the American Barge Line landing. Low and behold there was the W. L. BERRY, the boat I had

helped lay up early in January, and she had steam up, the lights on and men working. I went aboard and looked up Johnny Black, one of the crew on the PLYMOUTH, and learned that they were going out the next morning with the MONONGAHELA. The PLYMOUTH had run through herself and completely wrecked the engine. There wasn't any captain on the BERRY as she was to go along until the MONONGAHELA met the DUNCAN BRUCE and then the BERRY would act as a helper boat.

The chief engineer was Jim Mac also had come over from the PLYMOUTH and without hesitation he said, "Get your clothes and come along." "Chief, I don't have any clothes. Left them all on the MONONGAHELA in New Orleans." "Well then Clare, you better get some food and go to bed to come on watch tomorrow morning." What luck! If I had stayed in New Orleans for a day or two or chosen the logical route through Nashville I would have arrived in Louisville earlier or later and missed going out on the W. L. BERRY. It was good be back on "Old Bill" again with a warm bed, good food and eventually a pay check.

The MONONGAHELA came in about 10am. the next morning, the first time she had been back to Louisville since early February. My brother Wayne still had my clothes and that afternoon the two boats started south, not to return until the first of July.

When we met the DUNCAN BRUCE coming up the river the W. L. BERRY went alongside to add her power shoving the loaded tow upstream. We ate on the BRUCE but otherwise we were on the BERRY. I think there were eight in our crew. Later, the GEO. T. PRICE also came alongside and three boats were shoving one tow against the current of the Mississippi. The sternwheel diesel DUNCAN BRUCE had 750 hp., the twin-prop GEO. T. PRICE 720 hp. and the sternwheel steamer W. L. BERRY, with engines 15-1/2s-5 ft., 460 hp.

On one of these upstream trips, when we were about 20 miles above Memphis, the W. L. BERRY bagged one of her boilers and needed repairs. Capt. George Richard was in charge of the whole mess of this mongrel tow and he ordered us back to Memphis. Capt. Wiley McNair, former showboat operator, was appointed temporary master of the W. L. BERRY and we dropped back to the boiler shop at Memphis.

After the boilers were repaired we started back up the river to catch the DUNCAN BRUCE and GEO. T. PRICE with the tow. We finally found them at Fort Pillow, Tennessee, about 60 miles above Memphis. Now, at Fort Pillow there was a bad eddy on the Tennessee side of the

river and Capt. McNair took the BERRY right up into it. The current caught the boat, turned it around and we started back down the river. Capt. McNair turned around and came back up for another try. This time I was out in the fuel flat and when "Old Bill" hit that eddy she leaned so far over that, as the saying goes, "Her stacks looked like the guns on a battleship." It was about 3pm., the other crew was in bed and my instinct was to go upstairs to call them. But then I said to myself, "Don't be an idiot. You can't make it so stay here and maybe you can throw them some boards or something." The W. L. BERRY rolled back upright and we finally came through the eddy. A little later I went upstairs and found everyone up with life floats, milk cans and other objects around them, all ready to swim. I went on up to the pilothouse and there was Capt. McNair with all the windows open and his shoes off, ready for any eventuality.

Sometime later we were turned loose to go on our own. Capt. George Richards was now master, Jim Mac was sent back to repair the PLYMOUTH and the company sent an engineer named Davis to "Old Bill". Most engineers have their own ideas about how his engines should run and Davis decided that "Old Bill's" valves needed adjustment. When he finished resetting the valves the firemen couldn't keep up steam and those Southern boys didn't care much for hard work so began to quit. Capt. Richards would call me to the pilothouse and say, "You can fire this boat. Go down and help out until we can get someone." I was on the payroll as fireman three different times in one 15 day period. Finally, we convinced the Chief that he had goofed in messing with the valves so he changed them back to the former setting. There were no more problems in holding steam and the firemen were staying on the boat or at least longer.

But, passing coal was seemingly not popular with the Southern boys and we were always shorthanded. One day I got a letter from my brother Wilson who had just graduated from high school telling that he and his friend Orien Roush were looking for jobs. Capt. Richards said, "Tell them to be in Memphis to meet the boat," and although we got there about 30 hours late they were still waiting. Orien worked on the river until after World War II and got his mate's license, then became a dairy farmer and the director of a bank in Pomeroy, Ohio. Wilson stayed on the river, became a master and retired in 1969; he died July 7, 1985 in Greenville, North Carolina.

The W. L. BERRY got back to the Upper Ohio in July, 1933 and ran until early August. One morning at Duquesne, Pennsylvania the main

water line to the boilers ruptured where it entered the boiler so we pulled the fire and floated into the bank and tied up. That afternoon brother Wilson and I went into Duquesne and discovered an Isaly's Dairy Store, the first we had seen. We were astounded by the sign, "28 Flavors!". Wilson looked at the sign and then at me saying, "Let's go in and eat them all."

About the first of August we took "Old Bill" back to the landing at Louisville, tied up and took the linens, dishes and whatever else the company wanted stored off of the boat. The next year, June 8, 1934, she burned in a fire at American Barge Line Company's Preston Street landing along with the gasboat HARRY RAIKE, the DUNCAN BRUCE, a derrick boat and the Nugents Sand Company fleet. Henry Jones, a deckhand on the BRUCE, was killed in the fire.

After the W. L. BERRY was laid up at Louisville I had stayed in Louisville in hopes that another decking job would open up. In a short time American Barge Line called Owen "Red" Childress, Ora Mae Sparks and me to go on the diesel boat W. A. SHEPARD. We had all been part of the crew on the BERRY.

The W. A. SHEPARD had been built by Wards at Charleston, West Virginia in 1927, a twin-prop diesel boat with Fairbanks-Morse engines totalling 720 hp. She had been owned by the W. C. Kelly Barge Line and sometime in the late 1920s or early 1930s that company had merged with Inland Waterways Corporation to form American Barge Line. We picked up a tow with the SHEPARD and headed for Pittsburgh.

Business was very bad at that time so we got one local pilot at Pittsburgh and just ran single crew, daylight only. We would go up the Allegheny River one day, come back and lay up for the night at the foot of Wood St. and the next day went up the Monongahela and come back down that evening. After four or five days we would accumulate enough barges for a tow, take it down the Ohio to turn it over to another boat and then return to start all over again. We had lots of time around Pittsburgh to see shows and go places.

One day Ora Mae and the captain, Charles Johnson, had words and he fired her. We got a new cook but she was not much of a cook. Capt. Johnson was from Kentucky and he loved corn bread so asked the new cook to make some. The next morning for breakfast the cook stirred up some corn meal, shortening, water and salt then baked it in a hardly warm oven. It was terrible! The cook's excuse was that the stove hadn't been cleaned for weeks and the oven wouldn't heat. Although the SHEPARD was a diesel boat the cook stove burned coal. It was the deckhand's job to

clean out the soot and ashes from the stove each night and when Capt. Johnson asked the deckhand he said that the stove had been cleaned. "Red", the mate, got orders to see that the stove was properly cleaned but the corn bread turned out just the same. We promptly got another cook and she was a good one.

One night we were tied up when about 10 o'clock Red came charging out of his room saying, "Those damn chinch bugs are about to eat me up." I didn't know what he was talking about (chinch bugs are small black and white bugs that eat grasses) so decided I'd better take a look at the varmints that had attacked Red. Now the SHEPARD was normally a southern boat and down in the hot climate at that time bedbugs were a way of life. The cure for bedbugs was to take the mattresses out onto a barge and dose them with kerosene, then scrub the rooms and repaint them. It was a lot of work for some very little bugs and I've often wondered how many dozen we sealed up in the cracks with that paint but that is the way you took care of the problem.

Spending every night at the foot of Wood Street in Pittsburgh, Red soon found a poker game. The first night he won and the captain, who would bet on anything, went along the next night. The following morning we could tell by the captain's sour mood that he had lost and shortly after we got underway there was a toot on the whistle to summon me to the pilothouse. "You got any money," inquired the captain. "About \$15," I replied. "Well, loan me \$10 until I can get some money to this boat." The captain had not only lost all of his own money but also the expense money belonging to the boat. Not surprisingly, Red had lost his winnings and all that he had besides.

Late that fall we got orders to go to Louisville and when we arrived were informed that the SHEPARD was going south to work in the cotton trade. A few years before the company had built an extra pilothouse on top of the original ones on the SHEPARD and GEO. T. PRICE so the pilots could see over the barges piled high with cotton bales. We were to go down river until we met the MONONGAHELA and then change deck, galley and pilothouse crews with her.

On the way down the Ohio we were just approaching Lock 50 when it was time for the Lum and Abner program to begin on the radio. I remarked to Capt. Hamilton, our pilot, that I was going to miss Lum and Abner because we would be busy locking. "Who says so?" responded Hamilton and stopped the engines. We floated until the program was over and then went down and made the lock. Years later, when master of the WESTERN, I would stop making up tow at

Follensbee, West Virginia so the whole crew could watch Neil Armstrong walk on the moon. I'm not sure that Lum and Abner were of the same importance but there is somewhat of a parallel.

We met the MONONGAHELA about ten miles down the Mississippi River from Cairo. She went to the bank and tied up her tow before her engineers began to do some work on one of the engines. We landed our tow alongside the barges and had just taken the SHEPARD loose to go down beside the MONONGAHELA so the crews could change over when the whole fleet broke loose. We were able to get outside the barges and push them against the bank hard enough to hold them until we could get more lines out. In all this, we broke a lot of barge wires and one barge and a small boat that was in the tow broke loose and floated away. It was an hour later before we rounded up the loose barge and boat and got them tied back into the tows and things settled down.

The MONONGAHELA, due to her size, required a licensed mate on each watch and neither Red Childress nor I had a license. The captain told us he would get licensed mates at Louisville and then we could stay on at some other job or get off. When the time came, I decided to stay on as a deckhand for Mate Wright.

The night after we got to Louisville and made the crew changes we went to the company warehouse and took on 4,000 feet of two inch rope, 6,000 feet of 1-3/4 inch rope and all the barge wires and ratchets and spare parts we could find. The MONONGAHELA headed up the river with a full double locking tow as we cut up about half of the rope and made lock lines and lashings, fixed this and painted that and never did catch up with Mate Wright; his method was never, "Go do that," but always, "Come on, let's do it."

At Huntington we got alongside the PLYMOUTH and they needed a deckhand. Without thinking too much about it I grabbed my clothes and left the MONONGAHELA, one of the best boats on the river while the PLYMOUTH was about the worst old tub imaginable. Looking back, the PLYMOUTH had the best crew that ever walked a deck.

* * *

The uniflow engines on the PLYMOUTH were unique with regards sternwheel application. The "uniflow" refers to steam flowing in one direction through the cylinder - in at the ends and exhaust at the center. Vertical uniflow engines were on the OHIO (T1948) and TENNESSEE (T2401).

IDLEWILD'S LAST SEASON, 1947

Another fifty year milestone has been brought to our attention by David Tschiggfrie, Dubuque, Iowa.

The following is a condensation of a story Dave wrote for the Dubuque Telegraph Herald which appeared in the August 16, 1997 edition.

"Longtime residents of Dubuque know that summer along the Mississippi always meant a river excursion on a paddle wheel steamboat. It was exactly fifty years ago that the front page of the August 10, 1947 Telegraph Herald featured a photo of the excursion steamer IDLEWILD at the Dubuque municipal landing. She was getting ready to board passengers for the first moonlite excursion here since World War II. The story reported that over 2,000 people showed up for the 8:30 trip which featured dance music by the Skyliners Orchestra on the boat's ballroom deck. So popular was the resumption of steamboat excursions in those post-war days that over 700 people had to be turned away that evening. Similar crowds showed up all along the river, from McGregor to Winona."

"Captain of the IDLEWILD that day was 84 year old Ben Winters, a veteran of both the Diamond Jo and Streckfus Lines. Also aboard was Capt. Arthur Quinn of Davenport, former master-pilot of the ferryboat W. J. QUINLAN at the Quad Cities. A few days later Capt. Ben, as he was called by river friends, would suffer a fatal heart attack while the boat was up at LaCrosse. A local sheriff in LaCrosse had been tipped off about several slot machines aboard the IDLEWILD and when the boat was raided it was too much for the old riverman's heart.

Carried by crewmen to his room, Capt. Ben died aboard the boat. On his deathbed Ben Winters asked that this boat on which he would end his river career be renamed in honor of the sternwheel packet AVALON on which he had started almost half a century before. So, when the IDLEWILD began her 1948 season she carried a new name, AVALON."

"And so as 1948 began, only the renamed AVALON survived as a link to the steamboats that once landed at scores of old river towns. The AVALON 'tramped' the inland waterways, on eight different rivers and visiting 17 states during her excursion season, a record that no other boat has ever matched. Her deep, mellow whistle, the halo of mist that shrouded her churning red paddle wheel and the stately, hypnotic rhythm of her steam engines with long pitman arms gliding back and forth recalled scenes of a simpler time for thousands of Dubuquers. And at night the boat's three decks were outlined with hundreds of lights, making her a glittering palace afloat on the black waters of the Mississippi."

* * *

SOME WHISTLE!

Harry Barry, whistle collector in North East, PA, says he waited 22 years before finding the whistle of his dreams. "I'm the proud owner of a good 12" chime, Star Brass Extra Heavy pattern with balanced integral valve and flanged inlet", says Harry in the winter issue of Horn & Whistle, the whistle collectors' newsletter.

The 12" diameter chime whistle was the largest normally offered by most domestic whistle manufacturers: Lunkenheimer, Crosby, Star Brass, Lonergan and American. Kinsley listed whistles up to 20" diameter in its catalogs but it is unclear that any were manufactured. Only about 27 of these monster whistles are known to exist, perhaps the best known being the one from the SOUTH AMERICAN, last of the Great Lakes cruise ships of the Georgian Bay Line.

Harry hooked his prize up to a 1,000 gallon air tank at 140 psi. "Wow! I was bowled over by that overwhelming sound. It made me melt. Our bodies, the ground, the tank and everything with range seemed to vibrate beautifully."

Congratulations to Harry, for his new whistle and the attractive model who goes with it.

* * *



- OBITUARIES -

JOHN RUNDRELL WILLIAMS

John R. Williams, 79, died at his residence on North Southport Ave., Chicago on August 29, 1996. John was born in Chicago on December 12, 1916, the only child of Walter Reade Williams, a Chicago sculptor, and Margarite Rundell Brooks Williams, a journalist with the old Chicago Post.

Mr. Williams worked for the Rock Island, Illinois Central and North Shore railroads before and after World War II and was well known among railroad buffs in the midwest. For a number of years John Williams made an annual trip to New Orleans to ride the trolleys and excursion boats. He was frequent visitor to Detroit and Montreal in pursuit of his interest in Great Lakes shipping. He also traveled widely in Europe, Australia, and Brazil studying railroads and ports.

John was in the U.S. Navy during World War II, serving much of his time at the Pacific fleet base at Ulithi Atoll as a storekeeper.

After spending some time in California in the 1950s and early 60s assisting his parents with their art studio and gallery he returned to Chicago and then worked as a printer for the Internal Revenue Service until his retirement.

John was a member of the Railway and Locomotive Historical Society, the Railroad Club of Chicago, the Central Electric Railfans' Association, the Steamship Historical Society of America, the Marine Historical Society of Detroit and for 25 year the Sons and Daughters of Pioneer Rivermen. John never married and his interests in trains and boats was a lifelong hobby.

In his will, John Williams directed that after specific bequests and payment of the usual expenses that the remainder of his estate be distributed among the historical societies to which he belonged. Accordingly, S&D received an unrestricted bequest of \$4,801.

There were no survivors and John's ashes rest with those of his parents at Pomona, California.

Our thanks to Mr. Williams' friend Charles Stats, Oak Park, Illinois for furnishing details of John's life. Additional information was provided by Bill Warrick, Portage Indiana.

* * *

KATHRYN M. OESTREICH

Kathryn May Driever Oestreich, 70, of Galena, Illinois died Wednesday, Sept. 10, 1997 at her home.

Mrs. Oestreich was the mother of Larry D. Oestreich who is a former engineer of the BELLE OF LOUISVILLE. She was an avid historical researcher, specializing in Galena and Illinois history as well as steamboat and Mississippi River history. Kathy was a member of S&D for many years.

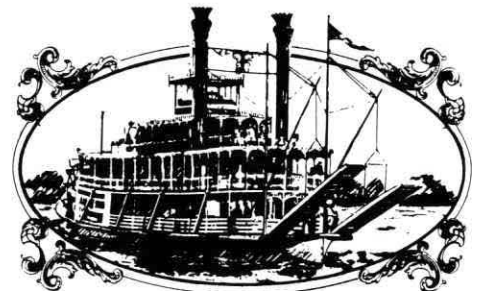
From 1987 until its sale in 1994 she was a frequent guest of Captain Dennis Trone aboard his steamer JULIA BELLE SWAIN. Kathy was a seasoned calliope player and her music was enjoyed by all. It was aboard the JULIA BELLE SWAIN that she met many of her "river friends".

Private family services were held September 12. A memorial service aboard the JULIA BELLE SWAIN was tentatively scheduled for late October, 1997. Memorials may be given to the Alfred Mueller Historical Collections Room at the Galena Public Library.

To borrow a phrase from John Hartford . . . "Where does an old time calliope player go after she's played her last note?"

Our thanks to River Cruises, operator of the TWILIGHT, for the tribute to Kathryn.

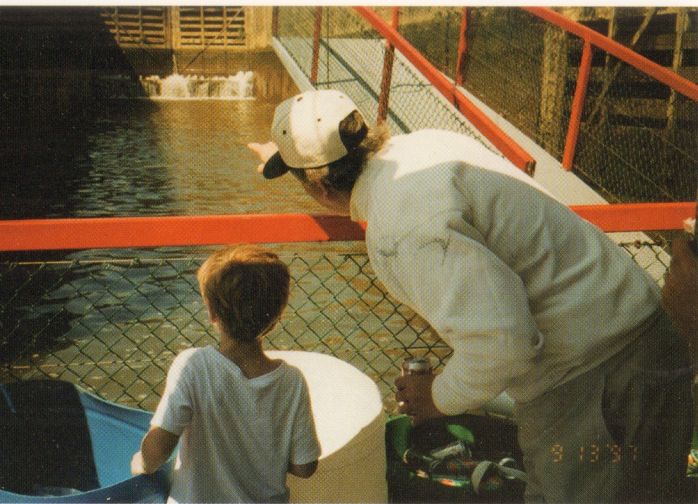
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ELIZABETH LOUISE was built in 1980, 125x20x6 ft., by Harold Willmunder. She is shown here at her landing in West Sacramento,

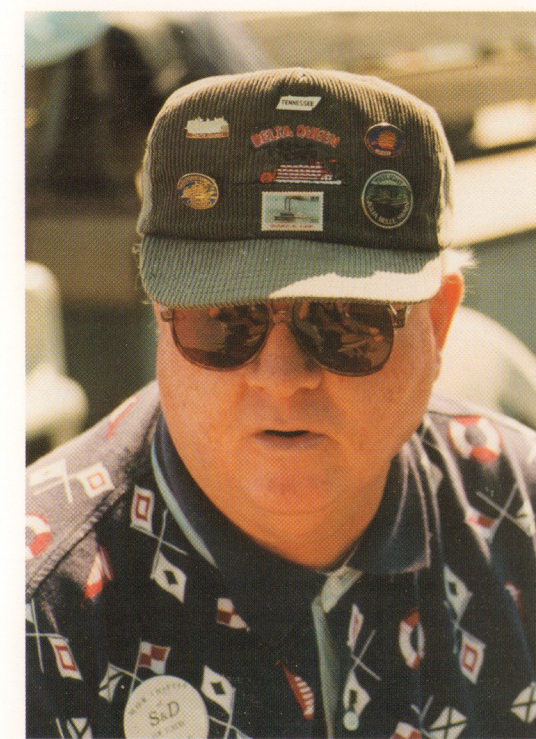
California on July 23, 1997. See item on [This](#) and [That](#) page of this issue for more details and her operating schedule. Pat Welsh photo.



Tom Dunn instructing young Ben McManus



Above, Jim Swift.
Below, Bob Lodder.



John Fryant visits with new members Jim and Ginny Smith.



Bill Barr visits with Bill Bowell and a familiar face without a name tag.



Top, Jim Schenk.
Middle, Eileen Daily and Dolly Robertson
Below, Fritz and Christy Kramer.



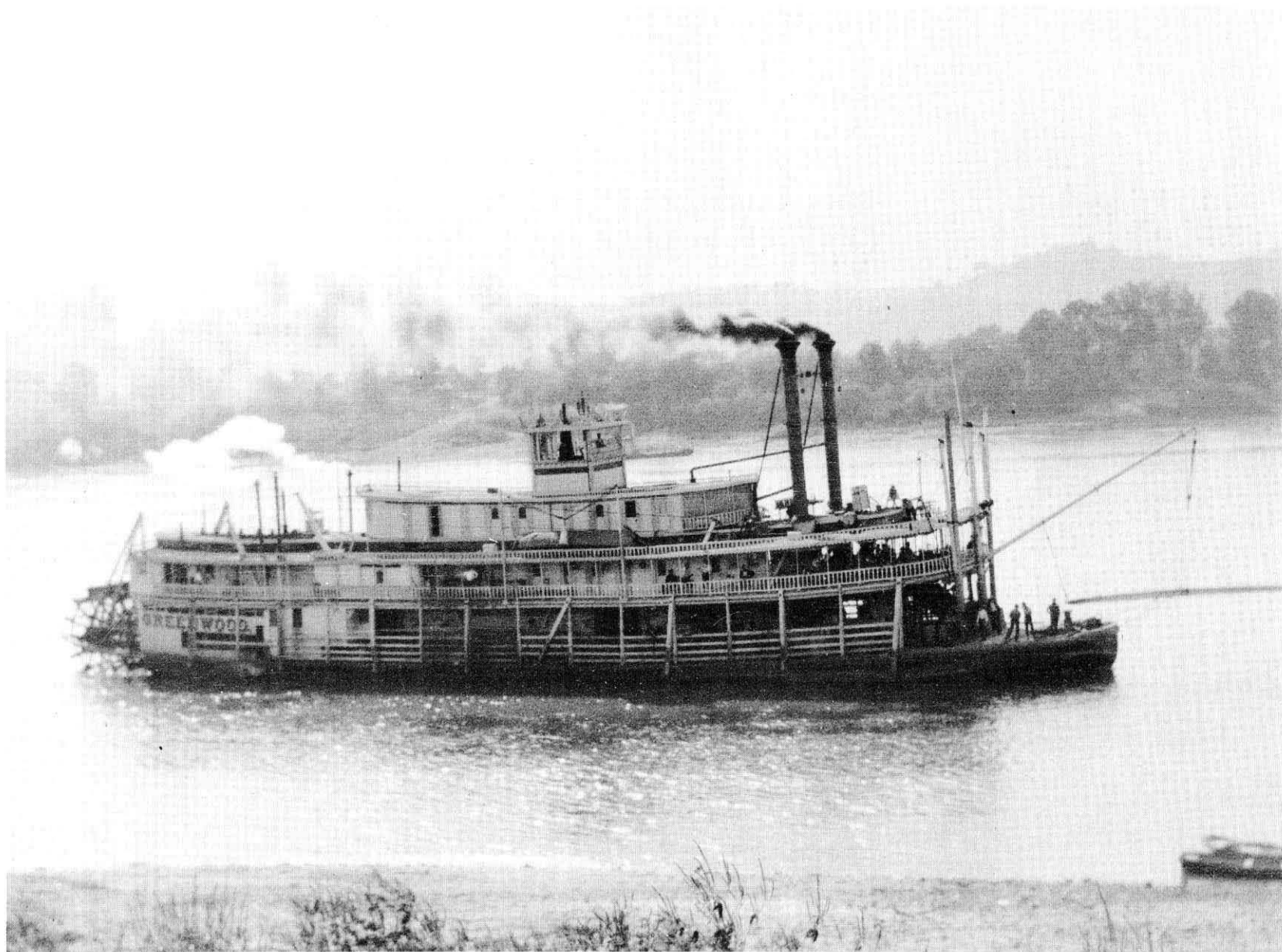
What makes the paddlewheel go 'round'?



Bengt Hyberg and Dale Flick visit while Alan Bates contemplates his lunch.



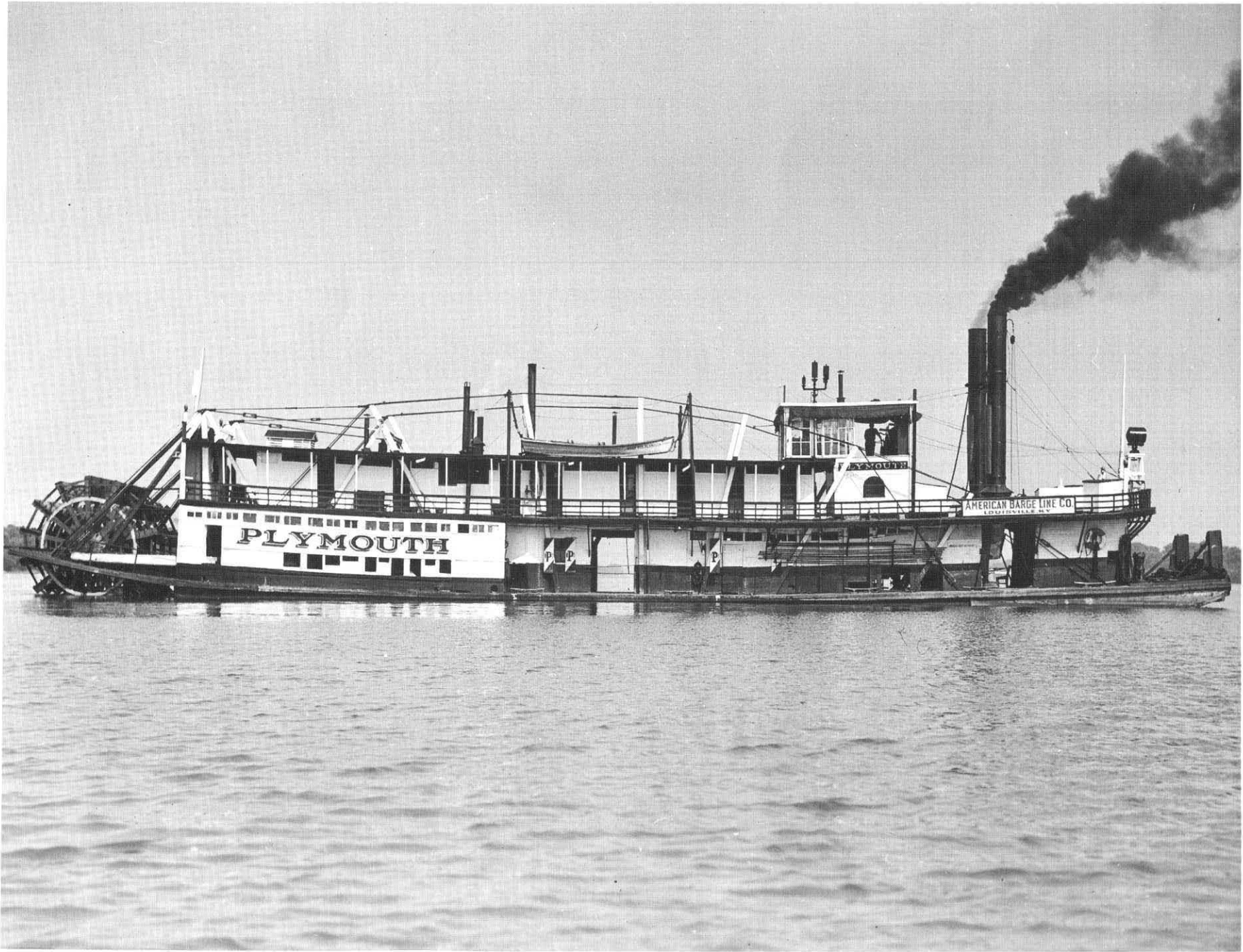
PHOTOS SUPPLIED BY ROBIN SIMPSON, JOHN FRYANT AND FRED RUTTER.



The GREENWOOD was built in 1898 at Parkersburg, WV, the first boat Capt. Greene had built to his ideas. She was 168.5x30x4.4 ft. with engines 14's-6 ft. stroke. The Parkersburg Dock Co. charged \$11,000 and

another \$5,000 covered boilers and machinery.

A calliope shows between the stacks which dates the photo about 1905. Note that the skylight extends well forward of the cabin. Artist and location unknown.





ELIZABETH LOUISE was built in 1980, 125x20x6 ft., by Harold Wilmunder. She is shown here at her landing in West Sacramento,

California on July 23, 1997. See item on [This and That](#) page of this issue for more details and her operating schedule. Pat Welsh photo.