

# S&D

# REFLECTOR

Published by Sons and Daughters  
of Pioneer Rivermen



Vol. 35, No. 1

Marietta, Ohio

March 1998



## - FRONT COVER -

Spring should be in the air by the time this issue of S&D Reflector reaches you, at least it can't be too far away except for those living north of Pittsburgh. It, therefore, seems fitting to use a spring-like scene on our cover although this one is from California where it is always spring.

The PETALUMA QUEEN is at her dock in Petaluma on Petaluma Creek, north of San Francisco Bay. The town of Petaluma was the last to have service by sternwheel freight steamboats in the Bay area. The PETALUMA (No. 3) ended the service in 1950 and her wheel is today on exhibit at the Hyde Street pier in San Francisco.

PETALUMA QUEEN was built in 1993-4 at Ft. Bragg, California by Neil Barker, 101x32, with a split sternwheel, diesel powered of course. The boat was brought down from Ft. Bragg, 150 miles or so, under her own power and through the Golden Gate to her home port. She is licensed for 350 passengers with 130 for dinner seating. A regular schedule of lunch and dinner cruises is offered year around and may be taken with or without the meal included.

Do believe we'll have to look up PETALUMA QUEEN on our next visit to northern California; she's a handsome boat on an historic tributary of San Francisco Bay.

Photo by Annie Rutter

## BOARD OF GOVERNORS

The spring meeting of the Board of Governors of Sons and Daughters is scheduled for Saturday, April 18, 1998 in Marietta. Members having items they wish to bring before the Board may contact any Board member (listed on page 4).

Anyone wishing to attend the meeting should contact the Secretary for schedule details.

## - CONTENTS -

Jesse Hughes Diary-1927	Pg. 6
Inland Rivers Library	Pg. 16
Book Review	Pg. 17
River Barge Line	Pg. 20
Carpenter Recollections	Pg. 22
Obituaries	
John I. Davidson	Pg. 31
John J. Strader	Pg. 31
Jack B. Hickman	Pg. 31
Joseph C. Dobler	Pg. 32

## - LETTERS -

Sirs: I was intrigued with the Live Bait vending machine installed at the Devols Lock. Isn't this out of place on an 1841 historic landmark? What are the choices? (Photo page 19, last issue)

Fred Rutter  
Lithopolis, Ohio

= Yes, to be historically correct the Live Bait vending machine should be water powered. Selections offered: Premium Night Crawlers - \$1.75; Catfish Dough - \$1.25; Chicken Liver - \$1.00; Large Shiner - \$.50 each; Way Worms - \$1.75. Way worms? Ed.  
\* \* \*

Sirs: The Steamboat Information Sources by Alan Bates on page 21 of the December issue is wonderful. Just what the doctor ordered to answer requests from folks looking for boat information. A photocopy of Alan's article should answer most such questions which I get.

Charles H. Stone  
Pt. Pleasant, WV

= Several readers commented favorably on Alan's list of river info sources. Genealogists should also see, "Finding River People on Western Waters" by the late Ann Peterson, the December, 1990 issue of National Genealogical Society Quarterly. Ed.  
\* \* \*

Sirs: We really enjoyed the '97 S&D gathering. We think the business meeting is almost more fun than the meals.

Mr. & Mrs. Lew Weingard  
Box 20  
Tionesta, PA 16353

= Well, we thought the business meeting had achieved a level of notable decorum since days of the verbal battles between C. W. Stoll, Mack Gamble and Sandbar Zenn. See you September 18-19, 1998. Ed.  
\* \* \*

Sirs: After reading Jesse Hughes' diary for 1926 and the project of building the gas station I had to make an investigation. The house stands at 3027 Louisa St., Catlettsburg and the greatly remodeled gas station building, now used for another business, is behind. The "smokestacks" made from the trolley wire poles have been cut down to about four feet high but are still there.

John Rous  
3505 Thompson Dr.  
Ashland, KY 41102

= We thank John for two photos of the Vaughan-Hughes homestead. The gas station looks very gentrified with a Mercedes parked in front rather than the Hughes 1926 Nash coach. Ed.  
\* \* \*

Sirs: The extensive use of color in the December issue is a nice upgrade of the magazine.

I recently read an article that claimed the whistle on the TITANIC was the largest ship's whistle ever made. How would it compare to the SPRAGUE's?

Bill Torner  
Waterloo, IA

= See page 5, September, 1996 issue. Diameters SPRAGUE - 8",8",10" vs. MAURETANIA - 9",12",15"; TITANIC? Ed.  
\* \* \*

Sirs: Vissitudes of Packetboating was interesting to me as I had the pleasure of visiting Capt. Fred Hornbrook a number of times during his later years in a nursing home in Cincinnati. I would guess from the wording of the report on the GENERAL WOOD's 1925 operations that Capt. Fred wrote all or most of it himself, - just sounds like him.

Always enjoy the Jesse Hughes diary as they bring back the sound of Bob McCann's voice retelling some of the same anecdotes at past S&D meetings.

Dale Flick  
1444 Burney Lane  
Cincinnati, OH 45230  
\* \* \*

LETTERS CONTINUED PAGE 3 -

## LETTERS CONT'D. FROM PAGE 2

Sirs: On October 31, 1925 Jesse Hughes went to the movies and saw, "Fighting Coward" (page 17, col. 1). In a book titled, Haven't I Seen You Somewhere Before? I found that "The Fighting Coward" was produced by Paramount-Famous Players Laskey in 1924, based upon the novel Magnolia by Booth Tarkington. Remake 1927 by Paramount called, "River of Romance".

The World Encyclopedia of the Film, 1974 gives the following: "The Fighting Coward", director and producer, James Cruze.

Bob Parkinson  
2086 Allston Way, #222  
Berkeley, CA 94704

= So, if you want to see Capt. Cooley's AMERICA duded up as the WINFIELD SCOTT you should not look for "Magnolia". "Mississippi" (1935) with Bing Crosby, Joan Bennett and W. C. Fields is based upon the same story but uses a West Coast boat, per William "Bill" Smith. Ed.

\* \* \*

Sirs: I'm really enjoying Clare Carpenter's Recollections of Towboating. In the December issue he tells about the fire at Louisville in which some of Nugent's fleet was burned. At that time I was spending the summers at Arctic Springs and remember well the very dirty little diesel boat TOM NUGENT, JR. that was damaged in that fire. She continued to run afterwards and they finally had a carpenter making repairs while she was under way.

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

\* \* \*

Sirs: I'd like to use this chance to thank you for that great magazine. It give me the chance to keep contact even though I live in Germana, - far away from the Mississippi and Ohio Rivers.

Do you have back issues available?

Franz Neumeier  
Munchen, Germany

= Back issues of S&D Reflector are available from the Secretary, through Volume 9 with a few exceptions. Ed.

\* \* \*

Sirs: Clare Carpenter in his Recollections of Towboating has great respect for Capt. Al Schipper and the crew with him on the PLYMOUTH. Capt. Schipper was a true gentleman and liked by everyone. He had an uncommon voice that carried out to the head of the tow from the pilothouse without amplification. When standing on the bank while the PLYMOUTH was making up tow in the mouth of the Kanawha River you could hear Al Schipper's orders as clear as could be.

Charles H. Stone  
Pt. Pleasant, WV

\* \* \*

#### S&D ANNUAL MEETING SEPTEMBER 18-19, 1998 MARIETTA, OHIO

The date for the annual meeting of the Association will be the weekend of September 18-19, 1998. Headquarters will be the Lafayette Hotel as usual and preliminary planning for the various events is progressing.

A complete schedule for the meeting will be printed in the June issue of this magazine

\* \* \*

#### J. MACK GAMBLE FUND GRANT APPLICATIONS INVITED

Don McDaniel, Chairman of the J. Mack Gamble Fund trustees, invites organizations intending to apply for financial assistance in connection with river related projects to submit applications now. The Fund Trustees will be meeting later this spring to review applications received and act upon requests.

To be eligible for consideration, the organization submitting the request should be tax exempt under IRS 501(c)(3) provisions. The project should be related to the preservation of the history of the rivers. In 1997 S&D assisted the Blennerhassett Museum, Parkersburg, WV, National Rivers Hall of Fame, Dubuque, IA,

Cincinnati Historical Society, the Museum of the Rockies, Bozeman, MT and the Murphy Library, LaCrosse, WI.

Application forms for J. Mack Gamble Fund grants are available from Don McDaniel, 76 Glen Drive, Worthington, OH 43085.

\* \* \*

#### S & D CHAPTERS

##### OHIO & KANAWHA RIVER CHAPTER

The fall meeting of the O-K Chapter was held on November 9, 1996 and was briefly mentioned in our December issue.

There was a good turnout at the Mason County Library on the afternoon of November 9 and the meeting was opened promptly at 2pm. by President-Pilot Bert Shearer. Engineer Charles H. Stone brought the attendees up-to-date on various exciting river happenings around Pt. Pleasant and expressed appreciation for the good turnout, the largest in several meetings. Larry Luckey Doo II, Pt. Pleasant, had brought three of his excellent models for display: the towboats VALLEY BELLE and DIESEL (better known probably as the CLAIRE E.) and a very unusual one of the excursion steamer ISLAND QUEEN. The latter was of the QUEEN as she LOOKED after the explosion and fire at Pittsburgh in 1947, a most effective approach to model making.

The program was in charge of Jim Bupp. Jim first reported that the famous O-K Treasury was in excellent shape with 46 stamps and "about \$80" on hand. The featured entertainment was a showing of the Tim Young video, The Belle, the history of the BELLE OF LOUISVILLE. This excellent documentary has become even more popular since the near loss of the BELLE last fall.

\* \* \*

# S&D REFLECTOR

Published by Sons and Daughters  
of Pioneer Rivermen



Vol. 35, No. 1

Marietta, Ohio

March 1998

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.

## S&D REFLECTOR

ISSN 1087-9803

The S&D Reflector is entered in the post office at Marietta, OH as Third Class matter, Permit #73. Printing and mailing is by Richardson Printing Co., Marietta, OH.

### PLEASE NOTE!

**THE U.S. POSTAL SERVICE DOES NOT FORWARD THIRD CLASS MAIL!** Send address changes to Mrs. J. W. Rutter, Secretary to assure timely delivery of the magazine.

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

**INDEXES:** S&D Reflector is indexed in five year increments. Each of the six indices is available from the Secretary, \$5 each, postpaid.

S&D Reflector is the property of Sons and Daughters of Pioneer Rivermen and not to be reprinted or electronically reproduced without permission of the publisher.

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

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

\*\*\*\*\*

SONS & DAUGHTERS OF PIONEER RIVERMEN  
Capt. C. W. Stoll, Honorary President

### Officers:

J. W. Rutter, President

G. W. Sutphin, Senior V.P.  
204 Chestnut St.  
Huntington, WV 25705

John L. Fryant, V.P.  
6508 Dorset Dr.  
Alexandria, VA 22310

Mrs. J. W. Rutter, Secretary

Guy C. Anderson, Treasurer  
2838 Colonial Ridge Ct.  
Cincinnati, OH 45212

### Board of Governors:

Term Ending 1998 -  
Gerald W. Sutphin  
William Barr  
Anne Mallinson

Term Ending 1999-  
Alan L Bates  
Jack E. Custer  
Catherine Remley

Term Ending 2000 -  
William Judd, Chairman  
J. W. Rutter  
Frederick Way, III

### Trustees J. Mack Gamble Fund:

Don McDaniel (1998), Chairman  
G. W. Stuphin (1999)  
Frank Pollock (2000)

### River Museum Committee:

Jeffrey Spear, Chairman  
R. Dale Flick  
John L. Fryant

### Affiliated Chapters:

Ohio-Kanawha Chapter  
Capt. Bert Shearer, President

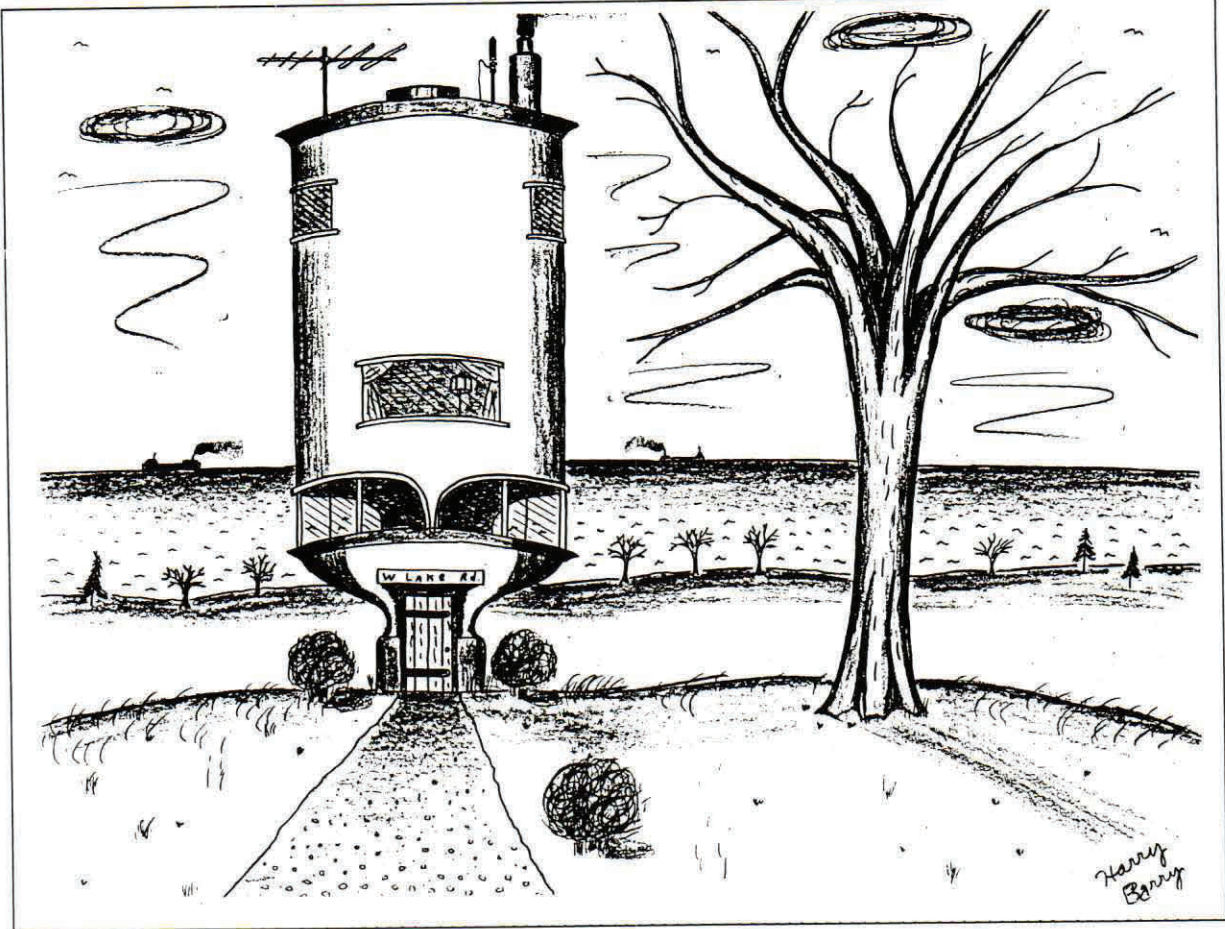
Middle Ohio River Chapter  
Rick Kesterman, President

Mississippi River Chapter  
J. Thomas Dunn, President

### Inland Rivers Library, Cincinnati:

(513) 369-6957

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



Harry Barry, North East, PA, has designed his dream house and furnishes this architect's rendition. The beautiful location overlooks Lake Erie. Pressing the door "bell" will strip trees in Canada. (See story December issue, page 35.)



Bobby Powell, pilot, Harry Loudon, Virginia Bennett and Milford Lawrence, master, on the DELTA QUEEN, last trip of the season at Cincinnati.

Gayle Hindman photo.



Capt. Walter Wisherd and Joe Streckfus at St. Louis, Nov. 2, 1935. Capt. Wisherd managed the SENATOR for Streckfus, see center spread this issue.

Capt. Bill Carroll photo.

## JESSE P. HUGHES DIARY

1927

C. W. Stoll &amp; Ed.

Our diarist Jesse Hughes had been busy setting up the new Greene Line Terminal Co. at Huntington, West Virginia during the early part of 1926. By the end of that year all was running smoothly with daughter Lillian Hughes working in the office on a regular basis. The Greene Line boats were hauling good trips of freight in the Cincinnati and Charleston trade until late fall

The machinery on the new CHRIS GREENE was not proving to be entirely reliable; she had run through herself (again) at Addison, Ohio in July necessitating missing a trip or two for repairs. The KATE ADAMS had again been running in the Pittsburgh-Cincinnati trade during the summer tourist months and had created worries for the owners of the GENERAL WOOD and BETSY ANN.

The BETSY ANN had been ordered to the docks for major hull repairs and had gone down the river to Paducah. As the year ended the GENERAL WOOD was laid up at Pittsburgh but would shortly be running in the BETSY ANN's place after the partnership of Fred Way and Bill Pollock bought operating control.

## JANUARY

The river was in flood and giving problems at Huntington. On New Year's Day Jesse writes, "Big time at the wharfboat. CHRIS GREENE up at 5pm with light trip." The CHRIS GREENE was handling the business in the Cincinnati-Charleston trade and the TOM GREENE had been laid up at Cincinnati since December 21.

On January 2, Sunday, the river was falling fast and Jesse was at the wharfboat reporting that the mud was bad; he had a

bad fall into a flat, no serious injury, however.

The weather began to moderate the following day and the down bound CHRIS GREENE brought in re-shipping for Pittsburgh from Charleston. The Mail Line (Louisville & Cincinnati Packet Co.) wharfboat was reported sunk at Cincinnati with a lot of freight lost.

Business was quiet at the wharfboat on January 8. The CHRIS GREENE came up at 6pm. Tom Greene and Stogie White got off to visit the Hughes family that evening at Catlettsburg and stayed the weekend. The KATE ADAMS was reported as having burned at Memphis.

*Ed. Note: The principal owner of the GENERAL WOOD was Capt. Fred Hornbrook who had become discouraged with the prospects of the summer passenger trade after the competition from the KATE ADAMS in 1925 and 1926. He may have been less eager to sell out had the fire occurred before he was approached by the Way-Pollock partners earlier in January.*

The news worth noting on January 11 was the bankruptcy of the Home Oil Co. with W. A. Locke appointed receiver. Home Oil was the lessee of Jesse's modern gas station completed in 1926.

On January 14 the first mortgage note on the Greene Line Terminal property at 10th Street, Huntington came due and Jesse made payment to Mr. J. C. Carter. Stogie White arrived on the towboat E. D. KENNA, down with a tow at 5pm. Towboats were reported to be aground at Bonanza Bar above Portsmouth although the river was "pool stage" so there may have been some problem with Dam 31 below Portsmouth.

The GENERAL WOOD is reported as leaving Pittsburgh on January

15 under the new Way-Pollock management to carry on the Pittsburgh-Cincinnati trade in place of the BETSY ANN; high water had reached Paducah and delayed repair work

Light ice was running in the river and became heavier the following day, a Sunday. A spar holding the wharfboat broke and Jesse worked all day getting it repaired. It was necessary to get the towboat CONQUEROR to push the wharfboat back into position.

The ice continued to run for the next two days but the CHRIS GREENE maintained her schedule. She was down at Huntington on Monday and left Cincinnati on Wednesday, January 19 for Charleston while the GENERAL WOOD had stopped at Gallipolis for boiler repairs that day

Thursday, January 20: "Warm. Light rain all day. Capt. Greene died at his home 3am. (Stogie) White called up at 4am. River rising. CHRIS GREENE up 7pm. Was at Ceredo getting a spar tonight and put it on the boat.

Talking to the Greenses this evening."

Friday, January 21: "Warm. Light rain. At Huntington; pretty busy. River rising rapidly; 36 feet at 4pm. Prospects of flood. Getting TOM GREENE ready for funeral trip to Newport, Ohio."

*Ed. Note: Engines on the TOM GREENE had been partially dismantled for some modifications at the time of Gordon Greene's death. In a talk at the S&D meeting in 1962 Volney "Stogie" White told of the hectic effort to put the engines in shape to run and clean and stock the boat for the funeral trip.*

Saturday, January 22: "Rain - river rising. CHRIS GREENE down this afternoon. TOM GREENE leaving city 4:15 with Capt. Greene's body & relatives & friends."



Capt. Gordon C. Greene and his wife Mary Becker Greene on the Texas roof of the TOM GREENE. Gordon Greene was born at Newport, Ohio, 1863, son of Chris and Mary Frances Wood Greene.

He began his river career in 1882 as a steersman on the packet ANDES (0252) in the Wheeling-Cincinnati trade. Died at his home in Hyde Park, Cincinnati January 20, 1927.

Sunday, January 23: "Colder. Light rain. Went to Huntington (at) noon. Went home & on to Ironton with Telia & girls & Luther Meek. Got on TOM GREENE 4pm. River 48 ft. Catlettsburg, 46 ft. Ironton, 47 ft. Huntington - rising. Big crowd waiting. Capt. (James) Rowley pilot."

Monday, January 24: "Gallipolis 5am. Pt. Pleasant 8am. River 47 ft. - rising. 1-1/2 ft. space under bridge. Coaling at Cheshire. Left 2pm.; Letart 6pm.; Dam 21 at 11pm. Clear this evening and colder."

Tuesday, January 25: "Frost fog till noon. Laid up (at) Lone Cedar lam.-10am. Cleared up (at) Hockingport noon. Parkersburg

2pm. Had 2 ft. space at bridge. River falling, 45 ft. Marietta 5pm.; Newport 8pm. Water over the bank; CORDILL laid up at Parkersburg."

Wednesday, January 24: "Cold. 10 degrees. Clear & beautiful. River fell 4 feet. Funeral service in cabin (at) 10am., Rev. McRae. Burial 1pm. Left Newport 1:30; Marietta 2:45pm.; Parkersburg 5pm. Laid up Letart 9:30pm. River falling."

Thursday, January 25: 10 degrees. Left Letart 6am. Laid (at) Cheshire 8am. Pt. Pleasant 9:30, 48 ft. falling, 1 ft. space under bridge. Coaled (from) Hatfield barge 234, 1,000 bushels. Left 4pm. Gallipolis 5pm. Laid up Huntington 9:30pm. River 50

ft. at Gallipolis; 51 ft. at Huntington. Tore a wire down at Gallipolis.

Friday, January 26: "Cloudy. Light rain. Fog this A.M. Girls & I got off Huntington 6am. TOM GREENE left, 52'2", falling. 48 ft. at Catlettsburg. Went to Huntington at 1pm."

The funeral trip of the TOM GREENE to Newport on top of a flood was a notable event that was long remembered. On January 24 the river at Marietta was 41.0 feet, six feet above flood stage. The boat's waves broke store windows in Pomeroy as she passed but Capt. Gordon Greene went home to Newport in accordance with his expressed wishes.

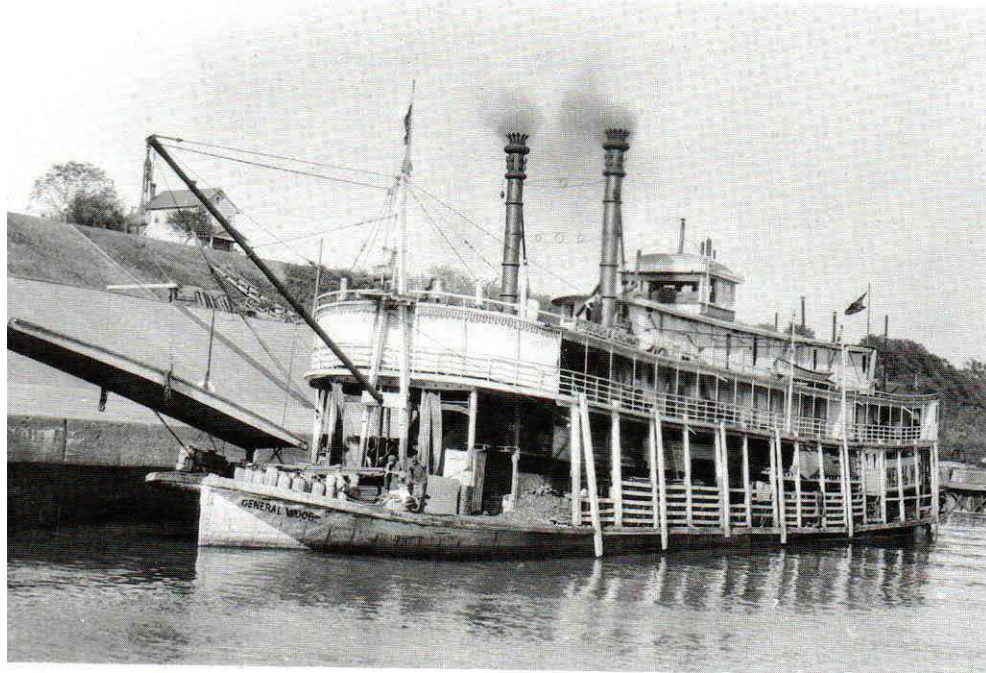
The severe cold weather moderated and the river continued to fall through the end of the month. The freight business picked up some and Jesse and Lillian were reasonably busy at the Greene Line Terminal.

## FEBRUARY

The high water had deposited sand on the track used by the motorized platform used to haul freight up the hill to the warehouse from the wharfboat. The remedy was to clear the sand off by hand but Jesse was working on a scraper.

The U.S. Engineers held a meeting on February 10 to discuss the design for the new highway bridge at Pt. Pleasant, West Virginia. Jesse saw a lot of old friends at the luncheon held at the Prichard Hotel. This was the "Silver Bridge" which would be built in 1928 and destroyed by collapse December 15, 1967.

The TOM GREENE came out in the trade again on February 10, a sign that freight shipments were picking up. On the 15th the CHRIS GREENE picked up a carload of iron and four automobiles on her down trip.



The GENERAL WOOD (2283) sometime after Bill Pollock and Fred Way took control of her in January, 1927. The stacks with fancy tops were installed in the spring of 1927. She was built as the cotton boat S. L. ELAM but the boiler deck was widened and bull rails installed in 1918 when bought by Liberty Line. Bill Pollock photo.

The GENERAL WOOD was still running on the BETSY ANN's schedule in the Pittsburgh-Cincinnati trade.

The bankruptcy court issued a release of the Home Oil Co. from the Hughes service station on February 19. Jesse entered into a lease with Indian Refining Co. for the station at \$75 per month and they took over on the 21st.

February 25 was a day of high winds with the river rough and a stage of 44 ft. The towboat CONQUEROR was upset at Sciotoville and the ADVANCE sunk at Dam 27, above Proctorville, Ohio. (Way's Steam Towboat Directory shows Dam 17, a typo. Ed.)

The month ended with two railroad cars of International Harvester Co. machinery being unloaded at the Greene Line Terminal for delivery to dealers.

#### MARCH

March came in like a lion, a cloudy, cold day with snow in the

evening. The river continued to fall slowly and Jesse and crew at the warehouse were busy shipping out the farm machinery.

The GENERAL WOOD was down at 9am. on March 2 to lay up at Cincinnati. The BETSY ANN was finally off the docks at Paducah following some \$16,000 in hull and other repairs; she stopped at Huntington at 6pm. on her first trip since the previous December. TOM GREENE was also up in the evening.

The sand brought by the recent high water had again covered the track between the warehouse and wharfboat on March 5. With the platform not available to move freight up and down the hill it was necessary to use horses and wagons making for a busy morning. Jesse and Lillian went to the show in Huntington to see Lon Chaney in, "Tell It To The Marines" and didn't get home until 8pm..

The following day, Sunday, March 6, Jesse and his men worked five hours clearing the

sand from the tracks; no mention of the scraper he had been working on earlier.

A float had been made to support the end of the stage from the wharfboat to the shore. It took most of a day to get this placed and pumped out but would improve access and save frequent adjustments as the river levels fluctuated. It should be noted that the long period of high water early in 1927 was a contributor to the devastating flood which hit the lower Mississippi later that year.

On Sunday, March 13 Jesse went to Huntington and got on the TOM GREENE which left down bound at 3pm. She met the CHRIS GREENE at Pike Crossing (?) and a meeting of the Greene Line stockholders convened in the Texas on the way up the river. Mr. & Mrs. Junius Greenwood were on board and the discussion was, "about the boats". The CHRIS got up to Huntington at 7pm. and Jesse got home at 9 o'clock in a hard rain.

We can surmise that the stockholders meeting involved the question of whether or not the planned replacement for the lost GREENWOOD should proceed and, if so, the expansion of the Greene Line into the Pittsburgh trade. It had been rumored in 1926 that Gordon Greene would enter a boat through to Pittsburgh for the 1927 summer season. The Way-Pollock partners had consulted Capt. Greene before purchasing control of the GENERAL WOOD and he had told them he would hold off.

On March 16 Tom Greene arrived in Huntington by rail and he and Jesse took the B&O night train from Kenova to Pittsburgh. Fred Way met them at the station at 9:20am. and they repaired to the Hotel Henry for a discussion of mutual problems. Later, the three caught the 3pm. train for Sewickley and Jesse and Tom stayed with the Ways overnight.



The following morning the threesome went back to Pittsburgh on a morning train and met with Walter Eichleay; Eichleay had a financial interest in the GENERAL WOOD. Jesse and Tom were given a Cook's Tour of Pittsburgh including a visit to the Eichleay landing on the Monongahela River at Hays. They had dinner on board the LIBERTY and saw Virgil Bennett, a C.P.A. who kept the books for several boats and also may have had a financial interest in the GENERAL WOOD. Jesse caught the sleeper for Huntington and Tom Greene the Pennsylvania Railroad for Cincinnati.

Jesse provides no insight in his diary to the discussions during this visit to Pittsburgh. Later, Fred Way would say that he was forever grateful that Tom and Chris Greene stood by their father's assurance that the Greene Line would not enter the Pittsburgh trade as long as the BETSY ANN was there.

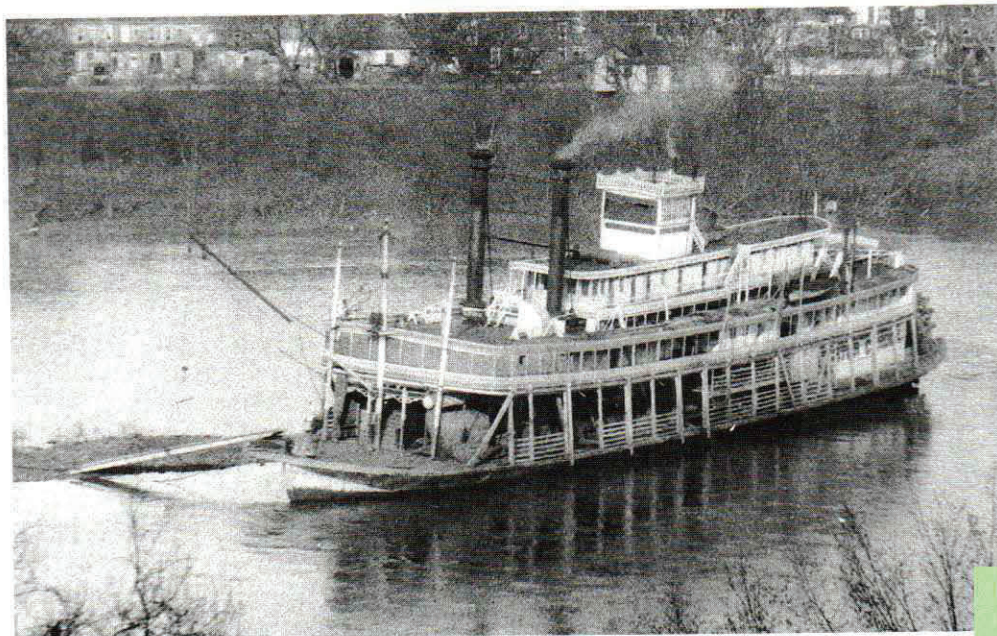
On March 24 the sidewheel VERNE SWAIN stopped at Huntington with Captains Orville Noll and Fred Hornbrook on board. Orville Noll had sold the boat to Louisville interests and was delivering her to the new owner.

March 30, Mrs. Greene came up on the TOM GREENE and got off for a visit. Stogie White had been in Huntington soliciting freight and got aboard. There was lots of mud left by the slowly falling river and a new boardwalk was laid from the terminal down to the wharfboat.

March 31 saw the month out like a lamb with a warm rain through the night. Mrs. Greene went home on the TOM GREENE when she came down at 5pm. and by evening the river was rising again

#### APRIL

The river came to a stand at 20 ft. on the first of April and



The SENATOR CORDILL (5080) got caught on Elk Chute Bar in the Kanawha River at Charleston, WV on March 12 and Jesse Hughes notes she got off April 2, 1927. She is well stuck until the river rises. The CORDILL was running Pittsburgh-Charleston. Photo by R. K. Wells.

then began to rise rapidly the following day. There was more rain on the afternoon of April 2 and lots of business at the Greene Line Terminal. Jesse notes that the SENATOR CORDILL was again afloat after being hard aground on Elk Shoals, below Charleston on the Kanawha River for two weeks.

A sure sign of spring was the arrival of the HOMER SMITH on April 3 after opening her season at Pomeroy. There was an afternoon excursion at 3:30pm.; the CHRIS GREENE was down at 3pm.; TOM GREENE up at 6pm. The state of Ohio adopted Eastern Time on this day as did Huntington, Catlettsburg and Ashland.

There would be lots of business at the terminal for the entire month of April. The BETSY ANN was doing so well that she got off schedule and had to re-ship her Cincinnati freight on the TOM GREENE from Gallipolis on April 13.

After remaining high the first half of April the river began falling on the 15th and Jesse

reported, "Lots of mud." The weather remained cool with frequent rain so that by the end of the month the water was again rising. Invariably, the diary reports, "Big trip" for both the Greene Line boats and the BETSY ANN.

The HOMER SMITH continued to run excursions at Huntington throughout April and notwithstanding the poor weather attracted good crowds.

Capt. Elmer Varian who operated the wharfage business at Pt. Pleasant died there on April 30, 1927, age 64.

#### MAY

Entries are few until Thursday, May 12 when the Hughes family with a party of sixteen got on the TOM GREENE at 9pm. to go to the Kentucky Derby at Louisville. Mr. Ryalls was left in the office of the Greene Line Terminal Co.

The weather was cool but pleasant and the TOM GREENE was passing Rome, Ohio the next morning at 7 o'clock. She was at Pt. Pleasant, Ohio at noon and landed at Cincinnati at 2pm.

After a stop of a little over an hour, the TOM GREENE left for Louisville at 3:15. At the Frisbie Machine Co. landing the new ferryboat LINDA LEE was found to be aground and was pulled off by the TOM. The CINCINNATI and KENTUCKY also left for the Derby that afternoon. The excursion steamer WASHINGTON was met at Straight Creek.

(The LINDA LEE was a sidewheel ferry, 64.7x32.3x5.8 built at Paducah in 1927 for the Huntington-Chesapeake Ferry Co. She was diesel powered, 80hp., and evidently on her delivery trip to Huntington when rescued by the TOM GREENE. Her later history was short as she was abandoned the following year, details unknown to us. Ed.)

Saturday, May 14 was Derby Day in Louisville. "Cool - Windy - Rain - Sunshine with a hard storm at 7pm." The TOM GREENE lay at the wharf all day and Jesse went down to Shippingport to look around. In the afternoon he and Telia went over to Jeffersonville on the ferryboat FROMAN M. COOTS. They started for home at 10pm.; oh yes, "Whiskery" ridden the L. McAtee won the Derby.

Sunday, May 15 was a cloudy, cold day and the TOM GREENE was at Big Bone (just above Patriot, Indiana) at 7am., Aurora at noon and into Cincinnati at 2pm. The CINCINNATI came in at 2pm. with her Derby crowd and the GENERAL WOOD arrived from Pittsburgh about the same time. (GENERAL WOOD had come out for the season in the Pittsburgh trade earlier in May. Ed.)

May 18: "Rain. Rain. Rain." The river was rising again but not interfering with the packets. The GENERAL WOOD was down on May 21 with, "A nice trip" while the TOM GREENE came down from Charleston and Pomeroy the next day, Sunday, with 511 sacks of wheat and five tons of hay to be pulled up to the warehouse. The CHRIS GREENE was up later in the evening and on Monday the BETSY ANN was down at 2pm. and the GENERAL WOOD up at 5pm. The Huntington terminal was a busy place in 1927.

On May 28 the new diesel, sternwheel towboat BENWOOD, fresh from the Dravo yard at Neville Island, Pennsylvania, arrived. The SENATOR CORDILL was reported to have broken her shaft on the Kanawha River. The

GENERAL WOOD arrived with Mack Gamble aboard. (Mack had gotten on the boat at Clarington on May 27 and made the round trip Cincinnati-Pittsburgh. Ed.)

## JUNE

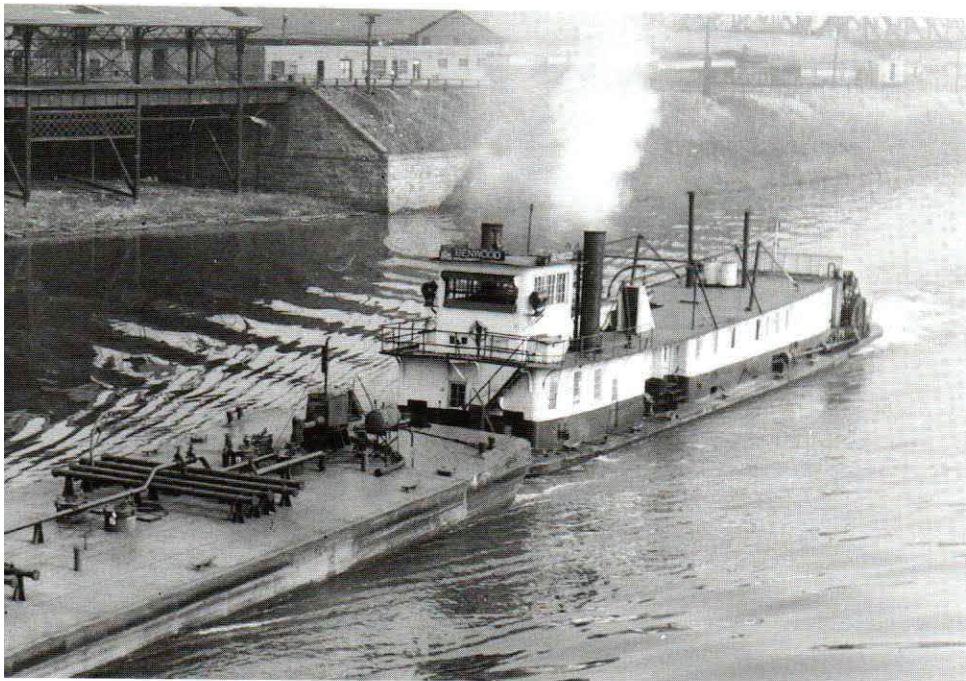
Jesse did not write in his diary this month until June 18: "Rain all day. Busy till noon. River did not change much."

On Sunday, June 19 the only entry is: "New bridge over Big Sandy River open for traffic today."

## JULY

The month opened, "Very hot", not unexpected in the Ohio valley. On July 2 he reports only, "Went to Huntington, as usual" which might lead us to believe that the problems around the terminal and high water of early spring have settled down. He also reports that the LINDA LEE, the ferryboat seen on the trip to the Kentucky Derby, returned from Cincinnati where she had been since May.

On the Fourth of July the GENERAL WOOD unloaded freight from Pittsburgh for re-shipping as she was only going down to Ironton before starting back up the river to get on schedule.



### THE NEW BENWOOD

On May 28 the new BENWOOD appeared at Huntington and was noted by diarist Hughes. The Dravo Corporation built three of these diesel, split-wheel towboats in 1927 with similar design and appearance. The BENWOOD, owned by Wheeling Steel, and the BETTY were identical, 125.9x26.6x6, with 480hp. Fairbanks-Morse engines. The MARY ALICE was a bit longer and had 600hp. Nelseco engines. BETTY and MARY ALICE were owned by the Keystone Sand division of Dravo Corporation.

The twin sternwheels were shaft driven independently, visible along the guard.

After pulling the freight up to the warehouse the terminal was closed for the day at 11:30am.

Bus service was now seemingly reliable along the river road on the Ohio side. Jesse's father Evan "Pap" Hughes came down to Huntington from Gallipolis on the bus July 13 and returned home the following day. It will be recalled that a new highway bridge had been completed across the river between Huntington and Chesapeake, Ohio in 1926.

On July 21 Fred Way called and asked Jesse to go pilot on the BETSY ANN to fill in. Jesse caught the sleeper from Huntington at 11:30pm., met the BETSY ANN at Wheeling the next morning and went on watch at once. He came off watch at noon at Brown's Island above Steubenville and on again at Lock 5, Freedom, Pennsylvania. There was a "race" with the new towboat J. H. HILLMAN between Locks 6 and 5 which Jesse found worth noting.

Although the BETSY ANN didn't reach Pittsburgh until 11pm. she was back on schedule departing at 4pm., Saturday with a full passenger list. Jesse made the acquaintance of Supervising Inspector Harry Layfield while in Pittsburgh.

Capt. Homer Litton got on the boat at Clarington and Jesse got off when they arrived at Gallipolis at 1pm., Monday the 25th. Evidently, Pap Hughes was building a new house and Jesse went to look it over before catching a bus at 5:30pm. for Huntington.

#### AUGUST

Saturday, August 6 was Pap Hughes 78th birthday. There was a gathering at the Hughes house in Gallipolis on Sunday and Curtis Vaughan drove Telia and Jesse up for the celebration. Jesse's half brother Howard Hughes and wife were also there.

The routine at the Greene Line Terminal Co. seems now to have

been so familiar (or without problems) that Jesse made no further entries for the month of August, 1927.

#### SEPTEMBER

The first half of the month was unseasonably hot and that is about the only "news" until a heavy rain on the 18th broke the heat wave.

Fabricated steel was now being shipped in quantity through the terminal at Huntington. Saturday, the 24th was very busy running steel from the warehouse down the hill to the wharfboat.

Jesse was again called upon to pilot the packet CINCINNATI on a charter trip from Cincinnati to Pittsburgh. He caught the 4:30 train on the morning of Sunday, the 25th, arrived at Newport, Kentucky at 8am. and the CINCINNATI left at 9am. with Capt. Jim Rowley on watch. The sponsors of the trip were Hauselmans Commandery, No. 16 and Knights Templars, 200 in all.

If the passengers on the CINCINNATI hoped to spend time in Pittsburgh they may have been disappointed. The boat was delayed by fog, having to lay up for four hours on Tuesday morning and again for six hours on Wednesday. She didn't get into Pittsburgh until after noon on Wednesday and departed on the return trip at 6:30pm. that evening. Jesse met J. W. Brown, former manager of the now defunct Liberty Line, and the two went to the matinee at the Penn Theater.

The boat ran straight through to Cincinnati with only a coaling stop at Huntington. For some reason the pool behind Dam 18 was low, only 8-1/2 feet at Marietta, and the CINCINNATI rubbed at the head of Marietta Island. She was again delayed by fog Saturday morning and lost three hours tied up above Manchester, Ohio.

Saturday was windy all day and the boat arrived at Cincinnati

at 4pm., just in time for Jesse to catch the TOM GREENE for the trip back home.

#### OCTOBER

The TOM GREENE was also caught by fog above Manchester the morning of October 2 (Sunday) and lost some time. Jesse got off at Lock 29 and took the streetcar home to Catlettsburg, arriving at 7:30pm. It is evident from the tone of his writing that these odd piloting trips were a delight for Jesse Hughes.

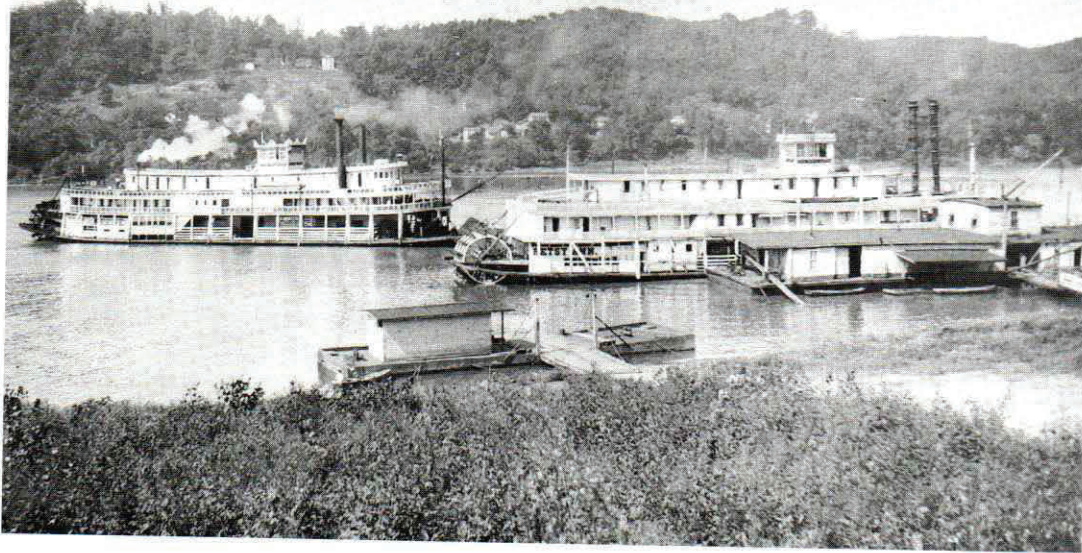
The Jones & Laughlin Steel Co. towboat WARREN ELSEY landed at Huntington on October 4 with a tow and exhibit for the Ohio Valley Improvement Association convention being held in the city. Tom Greene and Stogie White came up for the convention at the Prichard Hotel and the TOM GREENE ran an excursion for 200 delegates that afternoon.

There was a raise in the river and all the dams were down by October 20. The SENATOR CORDILL came down to Huntington on the 22nd and picked up the BETSY ANN's trip of Pittsburgh freight but there's no mention of what calamity might have caused this substitution of boats. The TOM GREENE came in with a big trip the same day and Telia and daughters Helen and Lillian got aboard for a trip.

Steel continued to make up a lot of the tonnage going through the Greene Line terminal and Jesse frequently notes putting it "down the hill" for shipping.

The river was rising slowly on October 23 yet by October 28 the river was so low at Cincinnati that the boats were aground. The CHRIS GREENE was unable to get over Brush Creek bar near Rome, Ohio and therefore missed a scheduled college trip from Huntington that evening.

Mr. Ryalls who had been working in the office at the terminal resigned on October 29 to open a shop at 816 10th Street, Huntington.



Looking down from the Greene Line Terminal warehouse at Huntington with the BETSY ANN tied up to the wharfboat while the TOM GREENE is out in the river waiting to land. At the shore is the landing boat for the Huntington-Chesapeake ferry.

October 31; "Halloween. Very warm & pleasant. Pretty busy. Lillian & I went to see Stewart Walker in "Spitfire." Got home at 12pm. Big crowds on streets."

#### NOVEMBER

The month came in raw and cold. The GENERAL WOOD was running in place of the BETSY ANN which seems to have encountered boiler trouble in mid-October. The Greene Line boats were both running as regular as clock work.

Jesse was busy at the terminal on Saturday, November 5, a cloudy, windy and raw day. However, he was also interested in the football game being played in Huntington that afternoon:

"Big football game at Marshall, 3 pm. Parkersburg won, 13 to 12. All at home this evening. River stationary."

Jesse's younger sister Lillian and her husband Rupert McClung lived in Trinidad, Colorado. Rupert McClung had been in

Huntington in October to talk to Jesse and early in November he was asked to travel out west to see about some family business. Lillian Hughes was left in charge of running the Greene Line Terminal.

The 4am. train from Catlettsburg arrived in Cincinnati at 8am. The Big Four (New York Central) train for Chicago left at 10am. and arrived in Chicago at 6pm. Jesse had a sleeper on the Santa Fe which left Chicago for the west at 10:30 that evening.

November 11 was cloudy in the morning but clearing later. There were meal stops at the Fred Harvey dining rooms in Topeka and Hutchinson to break the trip but Jesse's overall evaluation was, "Saw Missouri River and nothing else but Kansas all day."

After changing trains in La Junta, Colorado, Jesse arrived in Trinidad early in the morning of November 12. He stayed at his sister's house at 809 Pine Street for five days and saw some of

the local sights including Raton Pass and went up to the top of Sampson's Rest: "Glad to get back down, too."

On November 21 our diarist caught the eastbound Santa Fe at 12:15am. There were stops for Fred Harvey meals in Dodge City at 9am, noon in Hutchinson and 6pm. in Topeka. "Nothing but Kansas again, all day long."

Tuesday, November 22: Arriving in Chicago at 8:30am. he left at 10:10 for Indianapolis (3:30pm.) and arrived in Cincinnati at 7:15. Caught the C&O for Catlettsburg at 10:15pm.

Home at 3am., November 23, Jesse reports, "Went to Huntington as usual."

November 24, Thanksgiving, found the TOM GREENE laying over in Cincinnati and the CHRIS GREENE due down in the evening. There was enough business to keep Jesse occupied at the terminal most days but freight shipments were slowing down. A new crab to move the wharfboat in and out with the changes in

water level was installed as was a new cable on the head end.

The GENERAL WOOD was down on November 28 and the CHRIS GREENE was on her down trip the following day which kept the terminal crew busy.

On the 30th the TOM GREENE came up towing the BETSY ANN and took her on up to the boiler shop at Gallipolis. The GENERAL WOOD came up a little later and then there was a severe storm at 8pm..

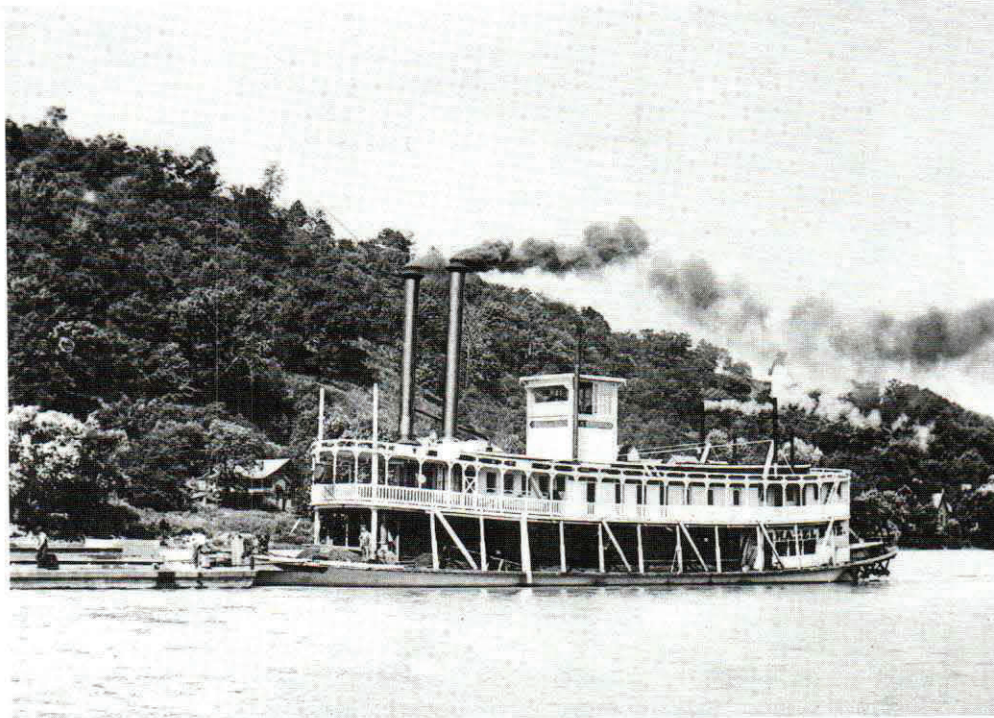
(It is probable that the BETSY ANN had been laid up at Cincinnati after her boiler troubles and was now being put back in service to save the wooden hull of the GENERAL WOOD from the winter ice. Ed.)

#### DECEMBER

Operations at the Huntington terminal were routine the fore part of December with both Greene Line boats running and the GENERAL WOOD still out in the Pittsburgh-Cincinnati trade.

On December 10 Jesse received a call from Capt. Henry Lindenburn with a request that he go on the towboat HAZEL RICE to tow the dredge NORTHERN to Pittsburgh. The HAZEL RICE had been towing for the U.G.I. Contracting Co. working on lock and dam construction. Built as a packet with small engines (12's-4ft. stroke) she had done towing for the U.S. Engineers on the Muskingum and was now a towboat. (The NORTHERN was a dipper dredge, 90x32x7.3, built 1913, owned by the U.S. Corps of Engineers and in 1925 assigned to the Louisville District. Ed.)

December 11 was warmer with light rain falling when Jesse got on the HAZEL RICE at Huntington at 8am. His partner pilot was Elmer Fancher and after coaling at 26th Street the RICE with the dredge, two sand scows and a fuel flat started up the river at noon. There was rain and fog all afternoon and they laid up for fog at Apple Grove, West Virginia at 6pm., 25 miles.



The HAZEL RICE was built at the Knox yard in Marietta 1895 for the Muskingum River packet trades. She was 125x22.6x4.3 with engines 12's-4 ft. stroke, not big power for a towboat although she frequently was so used by the U.S. Engineers on dredging and construction jobs. She has a barge in tow in this view and note the cross-braced gate in the boiler deck railing for passenger access at locks. Brooks-Chandler photo.

About 2am. on December 12 the fog lifted enough and the HAZEL RICE was through Dam 26 at 3am.. passed Raccoon Creek at 7am. and Addison at noon This was about 45 miles in the 24 hours since leaving Huntington. The GENERAL WOOD had been met at Gallipolis.

The fog continued thick and they were forced to lay up at the foot of Eight Mile Island at 2:30. They were able to run again at 9:30pm and passed Hobson at 11pm., all of four miles. The river was now at 16 ft. and rising.

There were more problems to come on December 13. The HAZEL RICE had been running all night and was at Willow Grove at noon, just 27 miles above Hobson. At 6pm. she was at Sand Creek, just below Ravenswood, West Virginia (eight miles in six hours) and here the fast current required double-tripping. It was seven miles to Dam 21 just above Portland, Ohio and the dredge

was taken up first, then the scows. There was a rain storm at Buffington Island and to add to the excitement the tiller line broke just above Portland at 11pm. The HAZEL RICE and her tow lay at Dam 21 in the dark of night with the rain streaming down while the tiller line was repaired. "River rising fast,"

Wednesday, December 14 was a fair, mild day. Double-tripping seemed to be the only way to make any progress and the HAZEL RICE left Dam 21 at 3am. with the NORTHERN. They were averaging about 2-1/2 miles per hour: Foot of Belleville Island at 7am.; Dam 19 at noon; Parkersburg at 4pm.

Jesse called home and learned that the river in Huntington was at 29 ft. with 45 ft. expected. After tying up the dredge at the Point in Parkersburg the HAZEL RICE left at 5:30pm., nipped back down the river to Dam 21 and started up with the sand scows at 9:30.

They got the two scows up to Belpre by shortly after breakfast and Jesse went over to Parkersburg to get orders from Pittsburgh. Evidently, these were to keep trying. With the NORTHERN and the fuel flat in tow the HAZEL RICE left Parkersburg at noon, were just below Marietta at 6pm. and laid up for the night opposite Maplewood Park at 11pm. to clean boilers.

The river was still rising and that evening was 35 ft. at Parkersburg with the rain still falling. Maplewood Park was at the lower side of Calf Creek, mile 163, about eight miles above Marietta.

The HAZEL RICE got under way at 9am. on December 16, a cold, windy and snowy morning. The river was still rising, now approaching 40 feet. back at Marietta, and still a long way to Pittsburgh.

They had made barely five miles against the flood when, at 12:30pm., near Eureka, West Virginia, the dredge NORTHERN turned over and sank. Worse, it took the fuel flat with it. After running out lines to secure the sunken dredge and flat to the bank the HAZEL RICE turned back to Marietta at 2:30pm. She tied up outside the wharfboat at 4 o'clock and by then the river was at 40 ft. and would still rise a little more before the crest passed.

The little towboat MAGGIE MAY of the U.G.I. Contracting Co. had gone down from Marietta at 2pm. to pick up the two scows left at Belpre. (We surmise that the dredge NORTHERN was being taken up to Pittsburgh in the first place to assist at the construction site of the Dashields Dam 13.3 miles below. Ed.)

After laying overnight at Marietta Jesse received orders from Pittsburgh on Saturday, December 17 to take the mighty HAZEL RICE back down to Louisville. The river stage was 40.7 ft. and falling when the

HAZEL RICE left Marietta at 2:30pm. and headed down the river. She laid up for the night opposite Ravenswood at 6pm. after running some 50 miles on the flood.

The weather turned clear and colder on December 18 and, leaving at 5am., the HAZEL RICE was back at Huntington by 1pm. Jesse called home and then departed for Louisville at 2pm. on 48 ft. of water.

After laying overnight above Vanceburg, Kentucky the HAZEL RICE arrived at Cincinnati at 1:30pm. December 19 and took on 600 bushels of coal in the Licking River. She was now ahead of the flood crest (50 ft. and rising in Cincinnati) and the packets were still running with the JOHN W. HUBBARD loading for Louisville.

Visiting at the Greene Line wharfboat Jesse found Donald T. Wright of the Waterways Journal there. The HAZEL RICE dropped down to Constance, Kentucky (Anderson Ferry) and laid up for the night at 7pm.

Starting out at 2am., December 20 the racing HAZEL RICE was at the Louisville wharf at noon. Jesse got Jesse Singleton to take the boat over the falls (19 ft. on the pier) and they landed at New Albany below. Jesse and Elmer Fancher got off the boat and went to the Tyler Hotel for the night, their part in this expedition now over. The HAZEL RICE at this time was owned by Flesher Sand & Gravel Co., Mt Vernon, Indiana.

December 21: "Left the Tyler Hotel and caught the C&O 9:30 train for Ashland. Elmer Fancher waiting to see Donald Wright. At home tonight at 6pm. CHRIS GREENE up."

One could wonder if Jesse Hughes later thanked Henry Lindenburn for getting him involved with this adventure. The trip on the HAZEL RICE in the middle of winter hadn't been a pleasure trip but probably not untypical of 1927 boating and Jesse didn't duck a challenge.

Thursday, December 22 was colder and the river falling fast at Huntington, down to 25 ft. Telia and the girls were in the city shopping. The CHRIS GREENE was due down but there was not much going on at the terminal.

Christmas Day was clear and cold. Jesse was at the Huntington terminal for a couple of hours in the afternoon as the river was now falling fast. The family went to vesper services Christmas night and so 1927 wound down.

*Some notes;*

*The car used at the Greene Line Terminal between the warehouse at the top of the hill and the wharfboat was 14'9" long and stood 4'9" high on the upper side and 7'4" on the lower.*

\* \* \*

#### THE IMPRESSIVE KATE ADAMS

Paul Bennett, Beaver, Pennsylvania is the son of Virgil Bennett with whom Jesse Hughes and Tom Greene visited aboard the LIBERTY at Pittsburgh on March 16, 1927. The competition with the KATE ADAMS which was of great concern in 1926 (and would have been in 1927 had she not burned) caused Paul to recall his impressions of the big sidewheeler:

"I remember a couple of times my family was traveling on the BETSY ANN when it was absolutely necessary to land alongside the KATE which would be already tied up at some wharf. As soon as the lines were fast the BETSY's passengers, including the Bennetts, swarmed aboard the KATE with her wide guards and splendid cabin, everyone ooh-ing and ah-ing. I tell you, Fred Way and the mate were on the backs of the BETSY's rousters to discharge the cargo in jig-time. Fred was quickly and frantically ringing the roof bell to get the passengers off of the big boat and put a stop to their comparisons with the BETSY. The BETSY ANN was always the favorite of the Bennetts.



#### ENGINES FROM THE WINNEBAGO GO SOUTH

Member Mike Giglio, Marietta, Ohio, has been searching for a set of steamboat engines for several years. His dream has been to build a steam sternwheeler of some size, big enough to carry enough passengers to pay the freight and overhead. Mike previously acquired the paddlewheel shaft from the ferry OHIO (4277) and now he has found the engines to go with it..

The WINNEBAGO, above in her prime, was built for the Dells Boat Co. in 1925 by Dubuque Boat & Boiler Co., 110x22, with engines 10's-4-1/2 ft. stroke by Iowa Iron Works. She ran on the Wisconsin River from downtown Wisconsin Dells to Stand Rock Indian Ceremonial Grounds, licensed for 300 passengers. She was converted to diesel in 1948 and continued to operate for several years. Photos from Murphy Library files.



#### MIKE GIGLIO AND HIS PRIZE

Mike's search for authentic steamboat engines finally led him to Wisconsin Dells and Oliver "Ollie" Reese. Reese worked on the WINNEBAGO for two years as pilot, quit after the change to diesel, and now operates a photo studio in The Dells. The old engines were still where they had been dumped almost 50 years ago and Mike struck a deal with the current owners. Last November he rented a truck and brought his prize(s) back to Marietta,

Left, Mike and his prize. Each engine weighs about 2,500 lbs. and they are essentially complete. Let's see, these are big enough for the HAZEL RICE, larger than on the HELEN E. or VALLEY BELLE.

\* \* \*

**DELTA QUEEN STEAMBOAT CO.**  
aka. AMERICAN CLASSIC VOYAGES CO.

There was some speculation or more properly rumor last fall that serious changes in the location of the DELTA QUEEN were contemplated. Startling was the only word to describe one suggestion that the D.Q. would be taken back to the West Coast and again run on the Sacramento River. Apparently, such a tale was spread by a misguided travel writer in a magazine.

From a practical and economic standpoint, taking the QUEEN west seems to warrant the same weight given to recent sightings of Elvis in Sacramento. However, Pat Welsh, Davenport boat watcher, has supplied several pages from the Form 10-Q quarterly report filed by American Classic Voyages Co. September 30, 1997 which could lead to some other interesting and more realistic speculations.

American Classic Voyages Co., a Delaware corporation, has the Delta Queen Steamboat Co. and American Hawaii Cruises as subsidiaries. Until recently, the Hawaii island cruise operation owned the classic liners INDEPENDENCE and CONSTITUTION although the latter has not operated for the past two years, maybe more. Five day cruises around the Hawaiian Islands by these ships has been very popular and passengers have given enthusiastic reports on the service. The INDEPENDENCE, built 1951, underwent its Coast Guard required drydocking in 1997 which included building of 25 additional cabins and other passenger improvements. The sister ship CONSTITUTION was sold in November 1997 and the company reports it is now looking for a replacement.

The DELTA QUEEN went out of service early in December, 1997 for extensive renovations including major reworking of the fire sprinkler systems and other mechanicals. The work required

to replace sprinkler piping in passenger spaces will be an opportunity for upgrading and extensive redecoration of cabins and public areas. The D.Q., all refurbished, beautiful and grand, will come out for her first 1998 trip on March 5 from New Orleans.

The intriguing part of this quarterly report spotted by Pat Welsh is the statement, "The company continually evaluates opportunities to increase the capacity at both Delta Queen and American Hawaii." The U.S. Congress for fiscal year 1998 provided an incentive to cruise service operators who commit to build two privately funded ships in U.S. shipyards.

American Classic Voyages Co. intends to take advantage of the incentive package and its quarterly report goes on to say, "The Company intends for American Hawaii to add another vessel in the Hawaii market as early as mid-1999." But, two new ships are required to participate so Pat wonders will the second one be brown water or blue water? Hmmm. We won't speculate but the question is reasonable.

\* \* \*

#### INLAND RIVERS LIBRARY

The Inland Rivers Library is a part of the Rare Books Department, Public Library of Cincinnati and Hamilton Co. We have previously reported that the Rare Books Department benefited from the expansion of the library building which was completed early in 1997 and is now to be found in beautiful quarters on the connector between the old and new buildings, high above Ninth Street. Following the relocation and the turmoil of moving the valuable items into a new stack area beneath, Alfred Kleine-Kreutzmann, who had been head of Rare Books since the retirement of the late Yeatman

Anderson, decided to accept a position elsewhere in the library.

The Rare Books Department encompasses a number of extensive collections although we like to think that the Inland Rivers Library, begun in 1955 with the transfer of the S&D book and manuscript collection, is the most important. A search for a new head of the department has been conducted both inside and outside the Cincinnati Library system and an appointment has now been made. Ms. Sylvia Metzinger was the successful candidate and will assume the responsibility for the Rare Book Department on February 1, 1998.

Ms. Metzinger has been with the rare books area at the Tulane University Library, New Orleans which holds the Donald T. Wright river collection. On behalf of Sons & Daughters we extend a steambating welcome to the new department head and look forward to working with her for the continued growth of the river collection.

\* \* \*

#### COTTRELL COLLECTION

Member J. Thomas Cottrell, Jr., Swansea, Massachusetts has been a "paper collector" for many years including steamships before he discovered the paper trail remaining from river packet days. We first met Tom as a bidder at the Bert Fenn auction now four years past and have admired his ability to quickly become knowledgeable and build his impressive river collection.

Mr. Cottrell has been generous in sharing his more interesting finds of photographs, freight bills, contracts and valuable historic correspondence with the S&D Reflector. Readers will probably recall several articles or quests for information in past issues which were generated by Tom Cottrell's "finds". Now, he has decided to find a home for his river material and has chosen the Inland Rivers Library.

CONTINUED FOLLOWING PAGE -



CONT'D. FROM PRECEDING PAGE

The collection including about 3,000 items was delivered to Cincinnati last October and includes waybills, invoices, letters and an interesting group of packet freight manifests. A very rare item is an 1849 freight book used in the Louisville, Cincinnati and Pomeroy trade.

Comments Tom, "I seem to have accumulated more than I thought," a problem which has a familiar ring. We look forward to seeing a display of some of the Cottrell Collection on a future visit to the library.

\*\*\*

### - BOOK REVIEW -

#### A RIVER TRIP BY POSTCARD

Collecting stamps has always seemed a pale pastime, too small, too fragile. Collecting picture postcards makes much more sense to me especially after reading this book.

Using postcards, author Robert Stumm takes the reader/viewer on a most delightful tour down the upper Mississippi, from Saint Paul to Cairo. It is also down the memory lane, the cards depict scenes from 1903 to 1920.

It is a book with many tidbits of trivia. Did you know that picture postcards first appeared in the U.S. in 1903? That Ralph Samuelson of Lake City, Michigan was the inventor of water skiing?

Every small town seems to have been immortalized by the camera back then and we should be grateful for that and to Stumm for collecting these cards. He gives summaries of the place histories and tells which

structures still exist and the fate of the others. The text accompanies 200 black and white reproductions of the cards but many are duplicated in color in a mid-section.

Many towns had their own breweries; a few continue to operate. Button factories flourished but no longer. Granite City, Illinois, was the home of National Enameling which produced coated pots and pans referred to as "granite ware."

Two cards show huge log rafts, each pushed by a sternwheeler and each with a bow boat. That was a smaller sternwheeler lashed crossways at the head of the raft. It acted just as bow thrusters do on modern boats like the Delta Queen and her sisters.

Stumm notes that most of the towns reached their peak population in the early 20th Century, lost their industries and now exist as shadows of their former selves. Makes for a dismal story all too familiar here on the upper Ohio.

One minor gripe. Stumm does not seem to understand wharfboats. At the Quincy, Illinois levee he points out the "building immediately adjacent to the river, which was called a wharfboat. Obviously not a boat, it was the steamboat industry's version of a train depot." It was most certainly a boat and most towns of any size had at least one.

Despite that, this is a fun book to read and view. Makes one wonder if there are enough cards to do one on the Upper Ohio?

CONT'D. TOP OF COLUMN THREE

A Postcard Journey Along the Upper Mississippi by Robert Stumm. Paperback, 238 pages, no index. Available for \$16.95 from: Templegate Publishers, 302 East Adam St., Box 5152, Springfield, IL 62705.

Add \$3.50 for shipping, \$4.75 for two copies or more. Toll free calls: (800) 367-4844 U.S.  
(800) 387-7164 Can.  
01568 616835 U.K.

Reviewed by James Stephens.

\*\*\*

#### NEW BOOK BY RITA KOHN

Rita Kohn, well known for the successful Always A River Project and more recently involved as co-editor of the Ohio Valley Series books published by University Press of Kentucky, has a new book. She is the co-author of, Always A People: Histories of Contemporary Woodland Indians.

This new work is published by Indiana University Press and you might want to take a look if your interests are Indian lore.

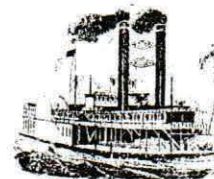
#### FOR SALE CHEAP

#### CAPT. J. B. EADS HOUSE

Ed. Mueller, Jacksonville, FL sends an intriguing ad. from the November/December issue of Historic Preservation:

"St. Louis - Live in historic four-family row house of a St. Louis hero. James Buchanan Eads (1820-1887), designer of the 1878 Eads Bridge, made it his office. Near beautiful Lafayette Square. \$1.00 to buyer, who must rehabilitate. Contact Darren Van't Hoff, Land Reutilization Authority, (314) 622-3400."

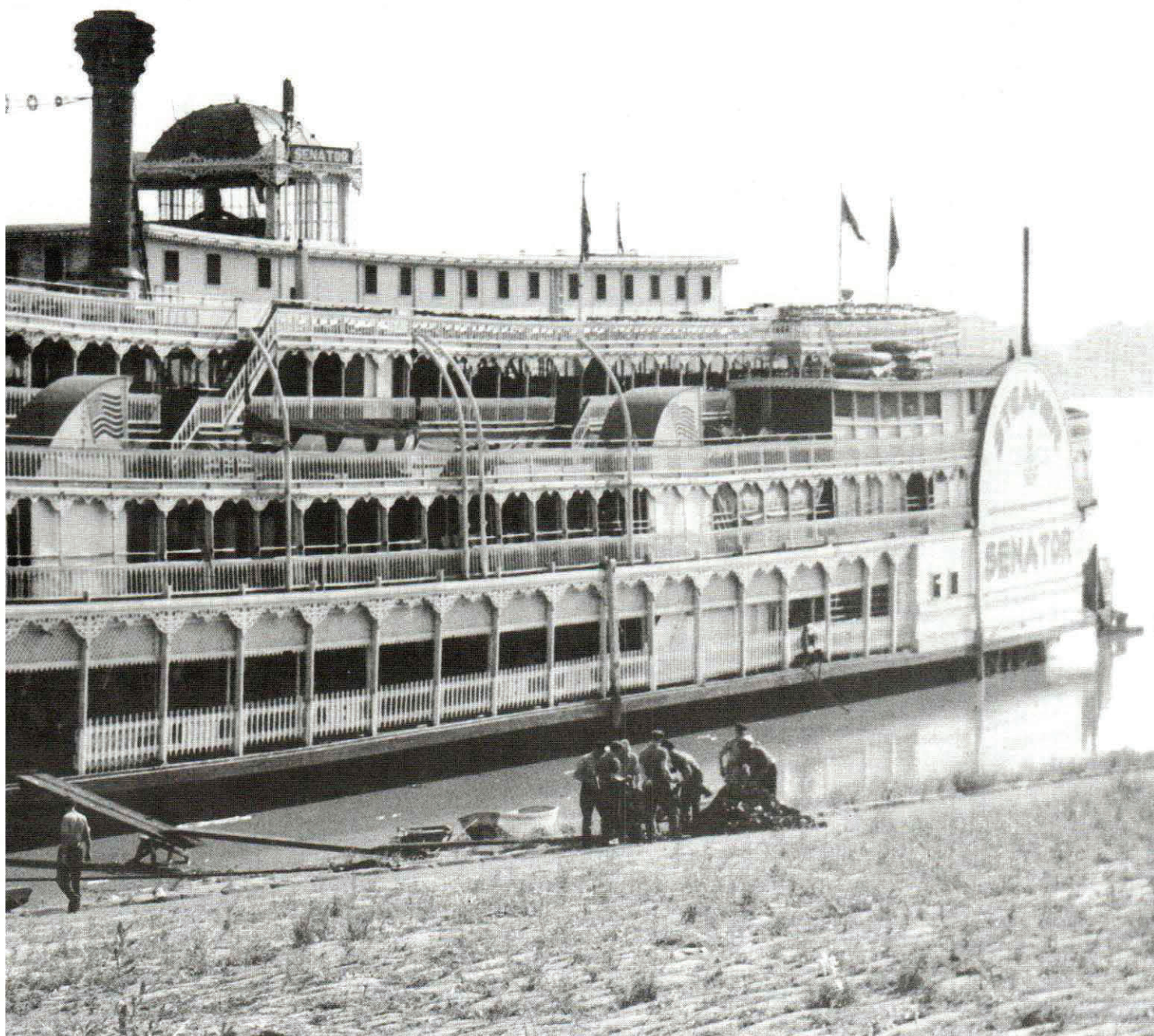
How cheap can you get! Who will step forward and save this landmark?





The Streckfus Steamers' SENATOR (5079) is shown here at the Marietta, Ohio landing the summer of either 1940 or 1941. If there was ever an example of the wedding cake school of steamboat decoration this is it. Her gingerbread festoons every deck starting with a picket fence and latticework on the main deck up to and including the Streckfus trademark smokestacks.

The excursion trade is notable not only for its popularity at river towns during the first half of the 20th century but for retreading old boats. The SENATOR was built in 1883 as the SAINT PAUL for the St. Louis & St. Paul Packet Co. She was 300 ft. long with rooms for 200 passengers, a big boat for the St. Paul packet trade..



In 1903 SAINT PAUL's hull was shortened to 276 ft. which accounts for her wheels positioned so far toward the stern. Streckfus bought the boat in 1917 and then removed the staterooms and rebuilt her as an excursion boat. She operated primarily at St. Louis until being sent to the Ohio River in 1937 and replaced the smaller WASHINGTON (5711) at Pittsburgh in 1938-39.

The SAINT PAUL came out for the 1940 season renamed SENATOR. She was based at Pittsburgh but ran trips spring and fall all along the Ohio. The junior-senior high school prom on an excursion boat was a rite of passage at many river towns. The deckhands are in the process of wheeling the coal pile over a gangway onto the boat.

Photo by Jack B. Hickman



## THE NEWEST IN RIVER CRUISES

### B/V\* RIVER EXPLORER

#### \*Barge Vessel

After some general announcements in The Waterways Journal last summer and more recently in the travel sections of some newspapers the full details of the new RIVER EXPLORER and her schedule have been released by RiverBarge Excursion Lines, Inc.

The concept is a consist of two hotel barges pushed by a 3,000hp. towboat. Heading the owning company is president Jeffrey D. Krida, and chairman E. G. Conrad, Jr. Mr. Krida will be identified as president of Delta Queen Steamboat Co. several years back when the AMERICAN QUEEN was built and went into service (1995).

The planning for this new approach to river cruising seems to have been toward the practical with an eye on Coast Guard requirements. The passengers are accommodated on barges shoved by a separate power unit, the same idea as the towboat/barge combinations in excursion and casino service. There is no attempt to duplicate anything from the past relating to packets or current cruise boats on the Mississippi or other North American rivers as far as we can tell. This clean-sheet approach gave the designers great latitude in laying out the cabins and public spaces, a not inconsiderable economy.

The two hotel barges (and that seems to be a proper term for them) are each 295 feet in length and connected together more or less permanently. The forward barge, the DE SOTA, contains the public spaces. The dining room

and show-bar are on the first deck with a main stairway leading from the bow up to the second deck to the reception lobby. An observation bar and grill and the show-bar balcony are also found on the second deck.

The stern barge, named LA SALLE, contains 100 passenger cabins on two decks advertised at 200 sq. ft. in size. Cabins are all outside with those on the upper deck having private balconies. Each has a bath including a tub and there are either twin or queen sized beds. The amenities include TVs, refrigerators, coffee makers and computer ports should you be compelled to surf the net rather than look out the window.

The towboat for this "river vessel" is the MISS NARI which was built in 1951 by St. Louis Shipbuilding as the DELTA CITIES. She was traded around like a big jack knife and had various adventures including a fire in 1970. She was to be rebuilt and then not; work began and then stopped; bought by Dravo Mechling Corp in 1979 for a landing boat but plans changed. A wag painted "The Hulk" on her at one point and she was so known by rivermen in the Pittsburgh area. Finally, she was rebuilt in 1982 by Compass Marine, New Orleans and given her present name.

The MISS NARI is unique on the rivers as a towboat by virtue of her twin Z-Pellor drive units. This change was made in 1990 when she was repowered and converted from the standard twin-screw layout. With the towboat and her two hotel barges the RIVER EXPLORER measures 735 feet which you might compare to the 418 feet of the AMERICAN QUEEN.

The price structure adopted by River Barge Excursions is all-inclusive which will find favor with many travelers. The fare includes scheduled shore trips, port charges, taxes and tips. If you don't patronize the bar or buy souvenirs you may leave your credit cards and mad money at home.

A number of interesting itineraries have been developed and cover seven general areas such as Gulf Coast, Mississippi Delta, Atchafalaya Basin, Missouri River to Kansas City and the Ohio River up to Huntington, West Virginia. Early in 1999 the RIVER EXPLORER is scheduled to travel along the Intercoastal Waterway from New Orleans to Galveston and on to Pt. Isabel on the Mexican border.

This new approach to the river cruise market is something to watch. It is a departure from selling the nostalgia of the old-time steamboat, per se, yet the historic and interesting places along the river are still emphasized. The mode of travel and modern decor and equipment is ala Embassy Suites, strictly the 21st century (No bridge-to, thank you.), and the prices are intended to be competitive.

Planned starting date is now August 22 when the R/V RIVER EXPLORER departs for Memphis from New Orleans and we wish Mr. Krida and associates the success new concept deserves. Good Luck! We'll be watching as the growing cruise market sorts it all out.

Information on the RIVER EXPLORER including her 1998-1999 schedule is available from:

River Barge Excursion Lines, Inc., 201 Opelousas Ave., New Orleans, LA 70114. (504) 365-0022.

\* \* \*

## THIS AND THAT

## Capt. Patrick Yore

A Packet Directory Correction

Missouri River historian Clint Orr, Omaha, Nebraska brings to our attention a mistake in Way's Packet Directory, #1405 D. A. JANUARY. Capt. Patrick Gore (sic.) is shown as the master and we did considerable head scratching as to the source of this bit of information, right or wrong.

Patrick Yore (but not Gore) was a well known Mississippi and Missouri River pilot before and after the Civil War. The culprit seems to be a typo (being charitable) on page 417 of the authoritative Gould's History of River Navigation which was one of Fred Way's sources.

Yore is correct and thanks Clint Orr.

\* \* \*

## STOBART ON THE UPPER MISSOURI

Palette Scrapings, the name of the newsletter which accompanies the periodic catalog of Maritime Heritage Prints, always has some fascinating ruminations and travel reports by marine artist John Stobart himself. In the October, 1997 issue John provides his impressions of the Upper Missouri gained on a 75 mile float trip from Ft. Benton to Judith Landing. Reproduced are two on-site color sketches which John made of Burned Butte and the White Cliffs areas; a superimposed HENRY M. SHREVE or DeSMET wouldn't detract from the scenes at all.

Mr. Stobart will be hosting his fans aboard the AMERICAN QUEEN from St. Louis to St. Paul, September 21-28, 1998.

\* \* \*

## GARY LUCY'S WORK RECOGNIZED

While watching the PBS News Hour on the evening of January 14 we were pleased to see a piece on river artist Gary Lucy. Jim Fisher of Kansas City, a regular commentator on the Newshour, presented one of his regional essays featuring Gary's development and his approach to painting scenes of mostly the Missouri River. A number of Mr. Lucy's works were shown including a several in a current show at the St. Louis Courthouse Museum. Very nice national exposure indeed for one of our talented members.

\* \* \*

## FLIGHT OF THE EAGLE

The Golden Eagle Club of St. Louis commemorated the 50th anniversary of the loss of the steamer GOLDEN EAGLE with an interesting, brief history booklet. The tourist steam GOLDEN EAGLE came to her end early on the morning of May 18, 1947 at Grand Tower Island. The 8-1/2' by 11" format booklet of eleven photocopy pages is an interesting if outline with numerous photos of the major points in the life of the "Goldie". Copies are still available at \$3 each, postpaid.

Order from James V. Swift, President Golden Eagle Club, 7330 Colgate Ave., St. Louis, MO 63130.

\* \* \*

## PASSAGES

## MISS FRANCIS FERRIS

Miss Francis Ferris, sister of the late river historian Ruth Ferris of St. Louis, died Friday, November 21 at the Memorial Home in St. Louis. Miss Ferris was 91 and had lived at the Tower Grove Manor Apartments until she became ill.

Francis and Ruth were very close although Ruth was the one with the great interest in river history. The sisters are buried at Moberly, Missouri.

\* \* \*

## Steam Engines Available

Member Robert P. Scripps operates the Scripps Foundry & Machine Works and produces half a dozen different engine designs for small steamboats. Bob's latest catalog offers horizontal engines for sternwheel operation in sizes 4's-16inch and 5's-20inch stroke.

In 1997 he used the smaller size on a steel hulled boat, 40'x12'x2.5', in size with a horizontal boiler. Fuel consumption is about a ton of coal or a cord of wood for 10 hours running. Capt. Lexie Palmore's Str. GRACEFUL GHOST, pictured in September, 1994 issue, page 33, uses the smaller size Scripps engines.

A catalog and prices are available from Scripps Foundry & Machine Works, P.O. Drawer C, Fredericksburg, TX 78624. Better yet, go visit Fredericksburg, Texas, a delightful town with many old, stone buildings. Fredericksburg was the home of Admiral Chester Nimitz, Pacific naval commander during WW-II. The outstanding Nimitz Museum of the Pacific War is housed in the Nimitz Steamboat Hotel.

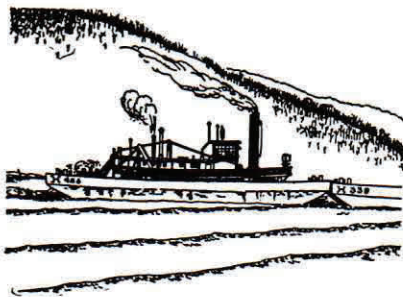
\* \* \*

## An Echo of Capt. Cal Blazier

Mrs. J. W. Koehler, Rochester, Pennsylvania recently expressed regrets to our Secretary for the necessity to give up the S&D membership of many years standing. Mrs. Emma Jean Blazier Koehler is the granddaughter of Capt. Calvin L. Blazier who was a noted towboat pilot in the days of The Combine including service on the BOAZ, SPRAGUE and down to the W. P. SNYDER JR.

She writes, "The Blazier mansion still stands in Baden (Pennsylvania) but now it has been sandblasted and has been converted into several businesses. Thanks for all the good times I have had at Marietta."

\* \* \*



## RECOLLECTIONS OF TOWBOATING

by Capt. E. Clare Carpenter

### CHAPTER THREE A HOME AND A RESTAURANT 1934 and 1935

I had been on the PLYMOUTH during the spring and summer of 1934, whenever she was running, but she had not been running very much. After being relieved of my temporary job on the PLYMOUTH in Cincinnati I made my way back to Louisville to see if any of the other American Barge Line boats needed a deckhand. It was about 10pm., October 12, 1934 when I got to Louisville and went to the ABL terminal to learn that the G. W. McBRIDE had been chartered and her mate, Berkley Wright, needed a deckhand. I was hired on the spot; what luck in 1934!

The G. W. McBRIDE had been built by Capt. Birch McBride out of the wreck of the CONQUEROR which had been upset by a wind storm at Sciotoville, Ohio on February 25, 1927. When I went aboard her she was owned by Capt. William Zerlinder of Louisville. The crew members whom I recall were: Otho Jump, master; Berkley Wright, mate; Edwin "J&L" McLaughlin, watchman; Floyd "Skyjack" Turner, chief engineer; Oral Williams, Ed Massey and Red Westwood, firemen; a gal known as "Tugboat" was the cook.

Of this crew, Berkley and I became captains. Skyjack Turner had earlier worked on packet boats and sometime later went back to packets with the Greene Line. Oral Williams became an engineer and was Port Engineer for Mississippi Valley Barge Line at St. Louis for many years. Red Westwood was later superintendent of American Barge Line's River Terminal at Louisville and I worked for him helping to load and unload barges at times when I was around Louisville and broke. J&L McLaughlin was killed at Jeffersonville, Indiana when a spar being used to push some barge out into the river broke and took off the top of his head. Capt. Jump continued on his cantankerous way for many years until he retired.

We left Louisville headed south and sailed along for a few days and then the light plant failed. The auxiliary plant was only big enough to carry the house circuits so, without a searchlight, we had to lay up at night. At Cairo a procession of electricians came aboard, scratched their heads and went back up the hill without finding the answer to our problem. Finally, a man came in from St. Louis and with the help of a six-volt Hot-Shot battery did some kind of machinations with the polarity of the generator and got it going. I'm not an electrician and profess ignorance of such things but, anyway, we had a couple of nights in town.

The G. W. McBRIDE was really a hard boat to fire. In fact, when the engineer opened the throttle there was just no way to keep steam so she usually was run on about three-quarter throttle. Sometimes, in a swift place, the engineer would open her up a little more and then things would get rough for the firemen.

Fireman Red Westwood's answer to anyone who asked how he liked a boat was always, "She's a home and a restaurant." One afternoon the pilot tried to come around Chalk Bluff Point below Columbus, Kentucky on the Mississippi and the McBRIDE stopped. The engineer opened up the throttle and Oral and Red got busy. Two hours later, after the pilot gave up trying and dropped back to double trip, we changed watches. Oral and Red looked like they had been dipped in the river, wet with sweat so I couldn't resist asking, "How do you like her now, Red?" He answered, "You know, this boat is just a restaurant. No more home. No more home."

With the kind of meals Tugboat was putting out I even questioned the restaurant part.

One Saturday morning in November we were tied up in fog at Wellsville, Ohio when J&L came by and proposed that we get off and go to Pittsburgh to see Pitt and Notre Dame play football. It sounded like a good idea so we made arrangements with the captain and the chief and also with Berkley and Oral to work for us until we got back.

We hitched a ride to East Liverpool and there found a man with a Model-A Ford who would take us not only into Pittsburgh but to Forbes Field for the sum of \$4. After the game, because one of the Notre Dame players had gone to grade school with J&L, we were able to go into the Notre Dame locker room and meet the team. It was a great afternoon.

For some reason we couldn't find public transportation down to Baden or Rochester to catch the boat. I called my engineer friend from LEONA days, Clayton Wiley, and without hesitation he said, "Fine! I'll take you down." We took a street car over to the engineer's house on West



The G. W. MCBRIDE (T0870) in Lock 14 above Clarington, Ohio, spring 1935,  
when under charter to American Barge Line.  
Photo by J. Mack Gamble.

Carson Street but his wife was not entirely happy with our arrangements. As we were leaving, she backed me into a corner and said in her, deep bulldog tone of voice, "Damn you Clare. If he comes back drunk, don't you ever come to my house again."

Clayton drove us down to Lock 4 below Ambridge and we waited for the boat to come up. He had made the offer to drive us but now gave me the old pitch about how he hadn't worked for a year and how tough it was trying to find the money to buy a roast sometimes. We gave him \$5 but I didn't go back to the house for more than two years.

For awhile on the McBRIDE we had a pilot named Arthur Shriver. He was rather old and had put in most of his life on packet boats. He had also worked for United Fruit Co. on the Amazon River for several years but was short on experience working with towboats and heavy tows. Now, at Lock 22 Ravenswood, West Virginia, when they had several wickets down, the current came across the river to the West Virginia shore and made it very difficult when coming out of the lock down bound. There was a strong set toward some large rocks that had been placed to keep the shore from eroding. The more wickets that were down the stronger the current and the harder the set toward the rocks.

One day we were leaving the locks with lots of wickets down and Captain Shriver on watch. Under those conditions, the pilot had to get the tow headed out into the river so as to push through the cross current below the end of the lock wall and stay away from the rocks. Whether Captain Shriver didn't get headed out far enough or maybe the G. W. McBRIDE just didn't have the power to get out into the river quickly enough is a question. The wheel got up on those rocks and when we finally made it out into the river all that was left of it was the shaft and a few bucket planks.

We more or less floated down around the bend to about Pleasant View Light and landed with a check line. Very slowly the McBRIDE made her way back up to Ravenswood where we found a lumber mill and rebuilt the wheel.

Another of the G. W.'s shortcomings was the lack of a still for making drinking water from river water. Instead, we had a small storage tank and took on water from shore supplies whenever we could find one. Not many cities or docks had water lines down to the river in those days so quite often we ran out of drinking water. When this happened we would open a valve on a steam line slightly and then catch the water from condensed steam. No boiler compound was used then so we didn't have to worry about getting poisoned but it sure tasted awful.

Just above Brandenburg, Kentucky on the Indiana shore is a place called Tobacco Landing. Up on the bank is a white house with a government navigation light and a dug well in the yard. We came up to Tobacco Landing one November morning just after daylight and the captain stopped the boat and told J&L to take two or three five-gallon milk cans and go over to the house and get some water. I was the deckhand so went along.

We knocked on the door and when a man opened it we asked about getting the water. He said, "Yes, sure. We are just having breakfast, would you boys care for some?" We said, "No, thanks," but when he added, "We're having rabbit," we changed our minds. So, in we went and sat down to rabbit, hot biscuits and gravy, a distinct improvement over what Tugboat had been putting out. But, all this time we were eating rabbit the captain was pitching one fit after another because we were holding up the boat. The incident didn't raise our stock any with the captain..

Some time later we were back in Louisville and Berkley told me that the captain was talking about firing me. He said, "Skyjack needs a fireman so why don't you take that job? You can kind of get away from the captain as you'll be working for the chief." There were other reasons for making the change beside the possibility of getting fired: The Job paid \$20 per month more and, most important, winter was just around the corner and it would be much nicer in the warm fire room than on the deck in the rain, snow and ice. So, I became a fireman.

We left Louisville going down the river on New Year's Day, 1935 but it was no holiday. We went down to Cairo and changed tows with the GEO. T. PRICE on January 4 then started back up the Ohio. About this time I had developed a beautiful cold and it didn't improve while the McBRIDE took a week to get back up to Louisville.

Sometime along the way Johnnie Jump, the captain's son, came aboard. The captain always had the idea that everyone in the crew was talking about him and was in some way out to get him so he used Johnnie as a sort of stoolie. After awhile Johnnie figured out that if he didn't want to do things he was told to do by the watchman he didn't; after all, Poppa was the captain.

Winter came and things got pretty rough with ice problems, the cold and high water. My job was now inside and warm but when we were off watch it was bad. The mattresses were six inches thick in some places but only two layers of cloth in others and there was a dire shortage of blankets, at least in the after cabin. It was



not unusual to wake up with snow on the end of the bunk next to the outside wall. We slept with some of our work clothes on at times. I made a heater out of a 100-watt light bulb and put it in the bed. I found out that it didn't work so well the first time I backed up against it after it had been under the blankets awhile.

We continued up the river after cleaning boilers at Louisville. The dams were down and by the time we were up to Huntington the river was rising and the weather getting colder. A six hour watch was passed between Pt. Pleasant and Pomeroy, about fifteen miles, then the ice became a problem and we started double-tripping. With time lost stuck in the ice at Paden City the afternoon of January 28, grounded by low water at Powhatan Point on the 29th and rebuilding the wheel above Lock 12 we got up to the terminal at Baden, Pennsylvania on February 2.

Going back down the river, still with lots of ice running, we met the PLYMOUTH coming up a short distance below Ravenswood and changed tows. Then it was a repeat of the previous trip as we started back up the river to Baden with ice continuing to be a big problem.

We were tied up one night in a snow storm between Marietta and the mouth of the Little Muskingum River when J&L told Johnnie to check the water in a leaking barge and to pump it out before watch time. Johnnie replied, "To hell with it, I'm not going out in the cold. The other watch can pump it when they come on." It was then about 11pm. so when the watch was called at 11:30 J&L went to his room and began packing his clothes. When the mate asked what this was all about, J&L answered, "When it reaches the point that you tell someone to do something and they tell you in so many words to go to hell and you can't do anything about it, it's time to get off." J&L finished packing, climbed down a ladder from the tow to shore and went out across the wide river bottom in a near blizzard to the Silver Moon Cafe to look for a ride to Marietta.

The next morning we were just below Lock 16, Beavertown, Ohio. My partner and I were talking about who would be the new watchman. He said, "Why don't you ask for the job?" I gave him three reasons: First, the captain wouldn't give it to me; second, if I went out on deck in the cold after being in the fire room all winter I would die of pneumonia; third, I hadn't been feeling so good and if I didn't feel better I was going to the hospital when we got back to Louisville.

So, then it was my turn and I suggested, "You are a good man on deck and you and the captain are old buddies, why don't you take it?" He gave me a big tale about having a tough reputation among the deckhands and they wouldn't work for him so he couldn't take it.

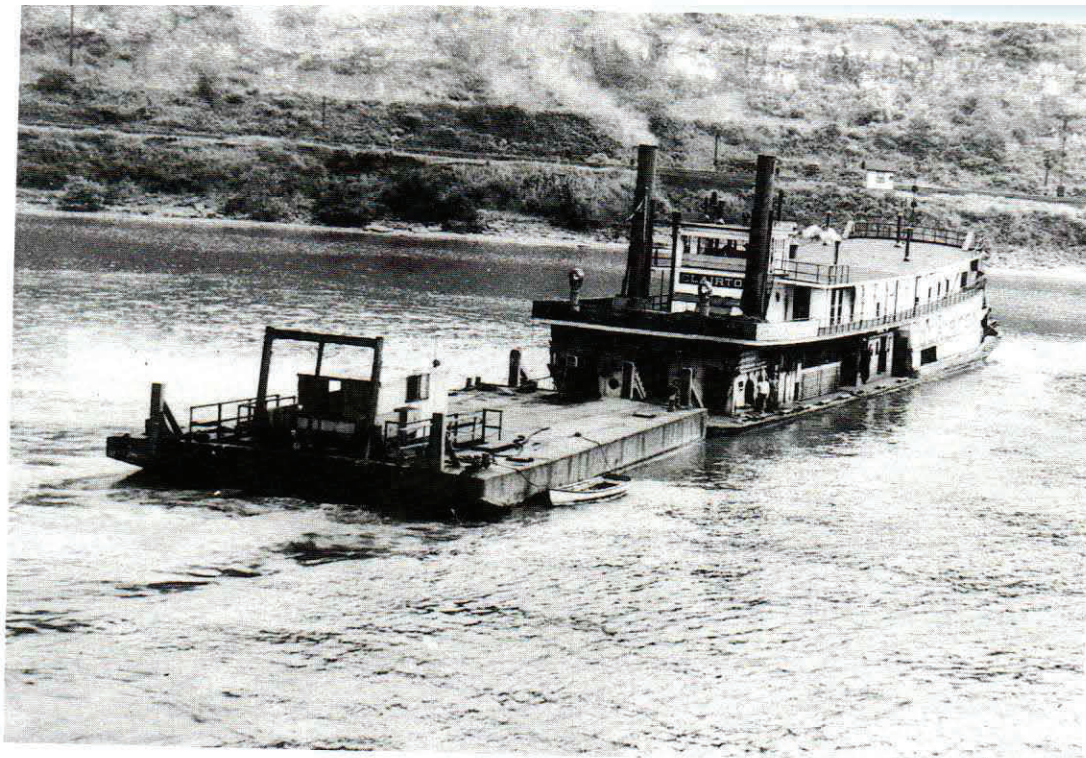
When he finished the story about the tough stuff I picked up a hatchet the coal passers used to build runways for wheeling coal and gave a couple of bangs on a steel beam that ran through the fire room. My partner said, "You know, the captain is going to pay you off for making all that noise some day." Just as I finished saying, "That old dough bellied bastard isn't going to pay anybody off," Johnnie came in to clean the big brass cuspidor from the pilothouse in the water in the ash pan.

We had just whistled for Lock 16 and started to clean fires, had the grate bars spread and the fire out from under half the boilers, when the chief called, "Clare, the captain wants to see you. Go, now." I walked into the pilothouse and asked, "You want me, Captain?" He answered, "Yes, get your clothes and get off at the lock." I said, "OK, now will you tell me why?" He answered, "You just don't suit. How much money will it take to get you home?" "Captain, I got on this boat at Louisville and I'm going back there. Also, I intend going to the hospital at Louisville and so will need a hospital ticket."

We agreed on the fare to Louisville and I left the G. W. McBRIDE at Lock 16 on February 6, 1935. It was a new experience, the first time I got fired from a boat job but I was only the first. Within the next two weeks the captain fired the whole deck crew except Johnnie. This included the mate who was the oldest mate in terms of service in the company. Wonder what it would have been like to have had a good union?

After spending two weeks in the Marine Hospital at Louisville and then helping with the early planting of cabbages and potatoes on the farm at Apple Grove I felt up to looking for another boat job. About noon on May 24, after a day and a half of hitch-hiking from home, I landed in Pittsburgh.. The St. Clair Hotel was a sort of hangout for river men and after checking my suitcase I walked down to the Campbell Landing on the Monongahela River at the Point. The Campbell Transportation Co. landing boat had been moved from its regular place and there was the ISTHMIAN, a Carnegie boat, scraping out the landing. Just then the SHAWNEE, one of the Campbell boats, went around the Point into the Allegheny River to a coal dock to take on fuel.

I walked over to the Allegheny side to the SHAWNEE and there was my friend from LEONA days chief engineer Clayton Wiley. Wiley told me that Campbell had chartered the ISTHMIAN from Carnegie Steel and he had heard that they didn't have a full crew, yet. Back over to the landing I sat on a bench in the park and talked to a man also looking for a job, Joe Sipes. Sipes told me the captain's name was Walter "Yukon Pete" Price, a name he had come by from working on the Yukon River.



This is the Carnegie-Illinois Steel Co. scraper rig which the ISTHMIAN was using when Clare Carpenter came aboard. The frame holds the blade, raised

and lowered by the heavy arms on the power unit. The silt accumulated at landings had to be cleared from time to time. CLAIRTON (T0431) is working.

About four o'clock the ISTHMIAN pushed the scraper in close to the bank and let the blade down on dry land. Joe Sipes identified the captain as he came out on the scraper arm and jumped off. After the usual greetings between Joe and the captain, Joe asked if he needed a deckhand and was told that the only job left was a coal passer. Joe said that he didn't want to pass coal so now it was my turn: The captain looked me over and asked, "Who are you? Ever work on a boat?" I told him that I had been on the LEONA for almost two years and had been working for American Barge Line for the past three years. After another look-over, the captain said, "If you can make it on that damn junk of theirs you cant make it anyplace. Go down and see Roy and tell him I sent you."

Roy was the mate and said, "Get your clothes and be ready to come on watch at six o'clock." The crew members I remember besides the captain and mate were Charles King, watchman; Bert Wiles and Mike Wilburn, deckhands; Van Petty, chief engineer; Anson Crabb, second engineer; Ma Duffy, cook; Della Robinson and Alice (?), chambermaids.

Soon after six o'clock we finished the scraping and moved the landing boat back into place then went up the Allegheny to get some loaded barges. We left shortly for Cincinnati and on the morning of May 28th we were at Lock 23 where I got off to go home and pick up some extra clothes. No one could believe that I had gone to Pittsburgh, gotten a job on a boat and was back to Apple

Grove in four days. Actually, I could hardly believe it myself.

Campbell Transportation Co. was just starting to extend its operations to Memphis so most of the time we had very small tows below Cincinnati. On the way upstream we had mostly empties so moved fast for a towboat. After a couple of months Bert Wiles decided he couldn't stay away from Pittsburgh so he quit and I was promoted to deckhand. Two months later Roy quit and Charley King was promoted to mate and I moved up to watchman. We were short one man after Roy quit so I was able to get my brother-in-law Raymond Merritt a job as coal passer. Raymond was red headed so, of course, he was always "Red".

Another new coal passer, James Byrnside, came aboard about this time. He was about 18 years old and was the nephew of Captain Vernon Byrnside who was one of our pilots. We had left Pittsburgh going down stream with only our fuel flat in tow on the head. The flat was 26 feet wide, the ISTHMIAN 35 feet wide and we were hooked up with the starboard sides in line. This left a nine foot notch on the port side. I was out on the head of the flat straightening out some rigging while Red and James were building a runway to start wheeling coal. I looked back and saw Red jumping up and down, waving his arms but I didn't see James. I started back to see what was wrong and Red stammered, "Jimmy went under!"

I yelled, "Man overboard!" and the pilot stopped the boat as Red and I ran down the guard to launch the yawl. We saw Jimmy swimming in the waves four or five hundred feet behind us but by the time we got the yawl into the water we had lost him. We rowed around looking for him for perhaps 30 minutes, then the captain signalled for us to come in and we went on down the river. A week or so later someone found the body. Nowadays the search goes on for hours and generally you don't leave the scene until the Coast Guard comes and holds an investigation.

After the drowning our luck just seemed to all run out. About a month later we were coming up the Mississippi River when the engineer heard clicking out in the wheel. He stopped the engines and went out on the fantail and found a very hot wheel bearing. We got into the bank and tied up, then removed the bearing cap but could find nothing wrong. The bearing cap was put back and we started out again but things kept getting louder. We tied up again and this time the engineer found that the 20-ton, eight inch diameter steel shaft was cracked about halfway through. If it had broken when the engines were working, the engine on that side would have undoubtedly run through itself with major damages and perhaps killing someone.

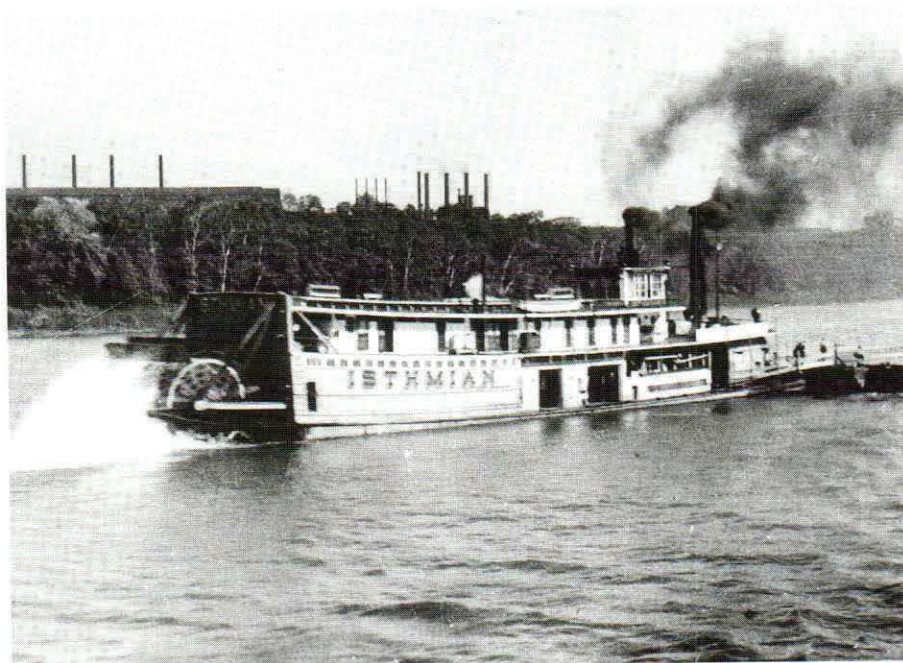
We figured that the nearest telephone would be down at Reelfoot, Tennessee, about 15 miles downstream. The captain took Red and another deckhand in the yawl and started out; no problem going down but we wondered how, if ever, they would get back. As luck would have it, there was no telephone at Reelfoot but they

found the keeper of a navigation light who took them to Ripley, Tennessee and a call was put through to the office. Arrangements were made for the tugboat MARY ELIZABETH to come up from Memphis and tow us to Cairo for repairs. The lighthouse keeper towed the yawl and its crew back to the ISTHMIAN with his motorboat.

Carnegie Steel Co. had about a dozen boats all about the same size and kept an extra shaft in stock. As soon as we reported our troubles the shaft was loaded on a truck and started for Cairo. When we arrived four days later the shaft was waiting and it took about three days to remove the old shaft and install the new one. That was my only experience with such a venture although I have been on three other steamboats when we found broken shafts. Never was I on one when a shaft let go and the engine ran through itself but I have seen the results and it makes a real mess.

Our next misadventure came about 11am. on December 27. We were coming up the Mississippi with one barge and a fuel flat at Wolf Island Bar, about 25 miles below Cairo. The weather had been very cold, the tail end of a blizzard, and the river was full of heavy ice. The ice was beginning to tear up our wheel so when the pilot, Capt. Harry Nichols, saw some open water below the bar he steered over into it not realizing that it was over the long and very flat sand bar. The ISTHMIAN, being the heaviest part of our tow, slid gently up on the sand and no one noticed what was happening until we stopped.

That was it! After an hour or so trying to get free we gave up and took the yawl and rowed



ISTHMIAN  
(T1217)

Built for Carnegie Steel Co. in 1926 she was 147.5x33.4x5.2, engines 15's,30's-7ft. stroke, very similar to others in the Carnegie fleet in Monongahela coal trade. Campbell Transportation Co. had her chartered for about two years to handle its new service between Pittsburgh and Memphis, 1935-36.

ISTHMIAN's name was changed to THOMAS MOSES in 1936 and she was a familiar sight on the Monongahela until dismantled 1957.



High, dry and cold on Wolf Island Bar, Mississippi River in December, 1935. The hump in the barge resulted from attempt to store boiler water.

over to a house on the Missouri shore. Curtis Morton, who lived there, had a motorboat so he came and took the captain up to Columbus, Kentucky to a telephone. The company made arrangements with the Mississippi Valley Line to send the WILLIAM G. CLYDE down from Cairo to pull us off of the bar. But, by the time the CLYDE got down to us about 9 o'clock that evening, the river had fallen five or six inches and she couldn't even shake us.

The next morning the SAM CRAIG came along and tied up its tow and tried to help but by then the river had fallen so far they couldn't get a line to us. There was now only two feet of water at the deck room door and that evening it snowed about eight inches and the temperature went down to ten degrees.

It now became evident that we would soon be beached out high and dry which meant we would have to cool the boilers down and then there would be no heat. The captain and chief decided to pump water into our one empty barge and use it for boiler supply. A good idea but when the barge was about half full it broke in two. Soon after that the boat started to twist, some stanchions in the hull started to bend and we had to cool down and drain the boilers. Then we unloaded the coal bunkers of about 100 tons

which went into the river. Now we had the problem of keeping warm with a big pot-bellied stove in the pilothouse and another in the engine room, the cook stove and a little four-hole laundry stove, all coal fired. We didn't do too badly during the day but it was tough sleeping; the bulkheads were made of 3/8 inch masonite or plywood without insulation.

Well, it just can't be all work and disaster, there has to be some fun, also. One afternoon someone took a walk up on the bar which was usually out of water and had some trees on it. They came back to report that they had never seen so many rabbit tracks. We asked our new friend Curtis if he had a shotgun we could borrow. "Yes, provided you get it back before dark and I mean before dark" and so equipped we went hunting.

There were lots of drift piles with big, hollow logs in them and the rabbits were using these for dens. We took an axe along on our hunts and the procedure was to poke a long stick up into the hollow logs. If it had fur on it when we pulled it out we chopped a hole in the log and grabbed the rabbit. In several days of hunting we never fired the gun.

The captain offered to give Curtis any or all of the coal we had unloaded from the boat but he

never seemed to be interested. We wondered as it was big lumps of top grade West Virginia coal and assumed that apparently wood fires were preferred in that section of the country.

Curtis was a coon hunter and told us that if the weather got right he would be glad to take anyone interested out hunting. One evening after supper Capt. Byrnside said, "Let's go over and get Curt and go hunting." It was down close to zero with a full moon and a light wind. I commented, "There won't be a coon out in the whole state of Missouri on a night like this." Byrnside replied, "Why, this is just the kind of night coons like. They can see where they are going. Come on, let's go."

Curt really got a laugh when we appeared and told him why we had come. He said, "Come on in and have some popcorn." We spent the next couple of hours eating popcorn and pecans and telling tall tales. The house was a little two-room shack that sat up on posts about five feet above the ground. It was heated by a stove made from a 55-gallon oil drum and that was when I figured out why Curt wasn't interested in our coal. He would have to haul it across the sand bar to the water, put it in the boat, row across the back channel and then carry it up a steep, muddy bank. That 55-gallon stove would have burned it up in short order but perhaps the biggest reason was that Curt's wife cut all the wood.

On New Year's Eve the big U.S. Corps of Engineers dredge BURGESS arrived from Memphis to rescue us. The BURGESS was a new suction dredge that had been built by Marietta Manufacturing Co., Pt. Pleasant, West Virginia in 1934, a twin of the JADWIN. A daylight on New Year's Day she began cutting a channel in to us and worked until midnight then, after getting close to us, stopped so the ISTHMIAN could be put back in the river in daylight.

On January 2, 1936 the BURGESS dug right up to the boat but there was no sign that she was going to come off. We were about four feet above the water level and the sand was so solid that it wouldn't cave. With a four-foot drop into the water no one was sure the ISTHMIAN wouldn't turn over when she did go in so all the crew was taken off. The women went on board the dredge while the rest of us stood around to do whatever had to be done.

We worked two heavy wire winch lines under the hull of the boat, made them fast on the opposite side and tried to pull her in but with no luck. The BURGESS was what is known as a dustpan dredge and had a big, flat suction head that digs a straight cut, in this case making a straight wall. Had it been a cutterhead type with a long snout we could have dug holes back under the boat until it just settled down into the

water. It seemed that the only way was to just dig deeper and hope that the sand would start to cave.

After digging to a depth of about 40 feet the sand began to cave. Then they started pulling on the winches and the ISTHMIAN came over the bank and listed to far over her stacks looked like cannons on a battleship. As she slid in the water went right over the main deck and halfway up to the boiler deck before she righted herself. A fast check showed no leaks so everybody congratulated themselves on a great job.

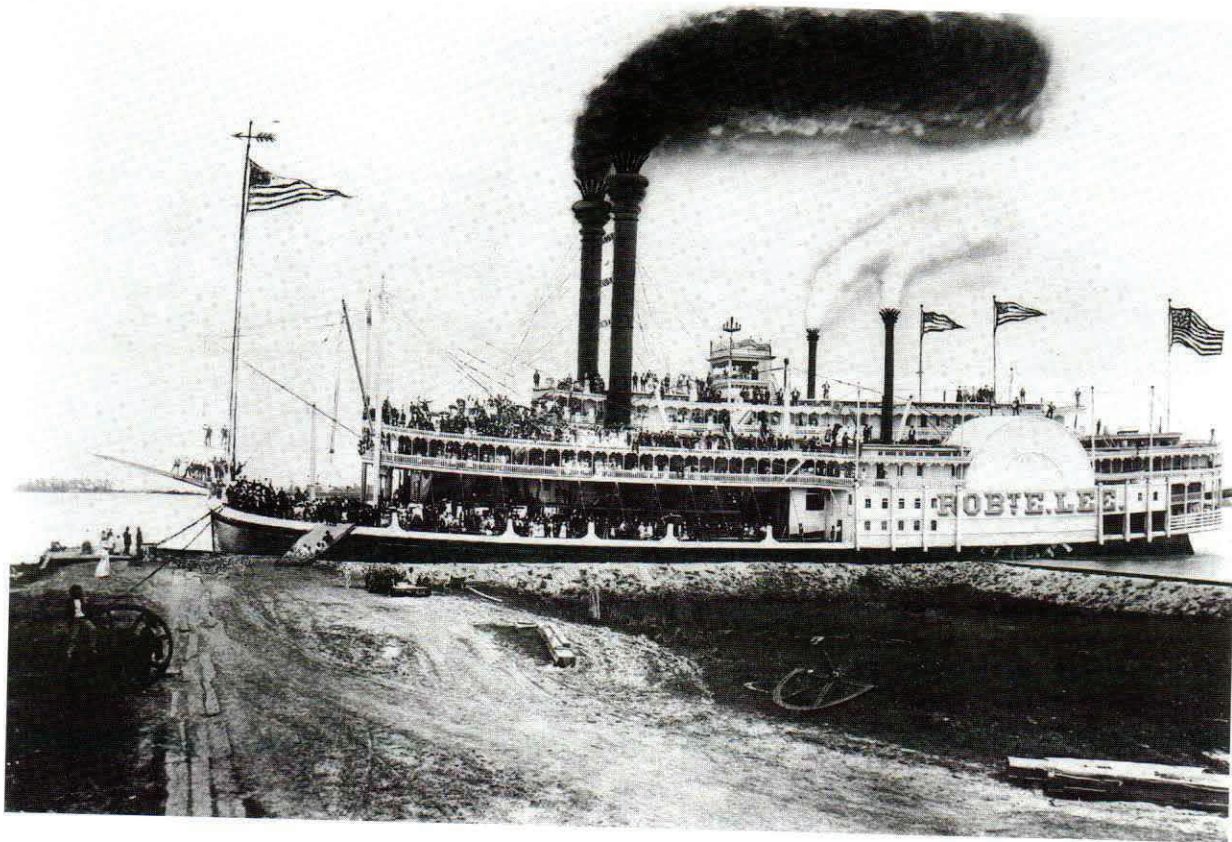
During the time she was listed over so far there was a big crash up in the cabin but no one could figure out what it could have been. When someone finally went up on the boiler deck it was discovered that a big safe, on wheels, had rolled all the way across the cabin and but for the fact that it hit an angle iron would have gone through the bulkhead and probably into the river. I don't know what all might have been in the safe but one of the items was the engagement ring I had bought for Mabel.

After everything was checked over, the PATRICIA BARRETT, which had been standing by, took us to shore and tied up to wait for the dredge to dig our fuel flat and broken barge off of the sand bar. It took another day and a half of digging to rescue the barge and then the fuel flat. The barge, broken and humped up in the middle, was dubbed "streamlined" by the crew; at the time that seemed to be the catch phrase for merchandising everything from DeSoto automobiles to refrigerators. The PATRICIA BARRETT towed us up to the marine ways at Paducah.

The only serious damage to the ISTHMIAN during her unscheduled excursion ashore was a bent rudder and this was repaired at the shipyard while we worked on repairs to the wheel. The steam lines were checked, the boat was coaled on the head to replace that which had been dumped at Wolf Island Bar. We were on our way up the Ohio at 11am. January 6.

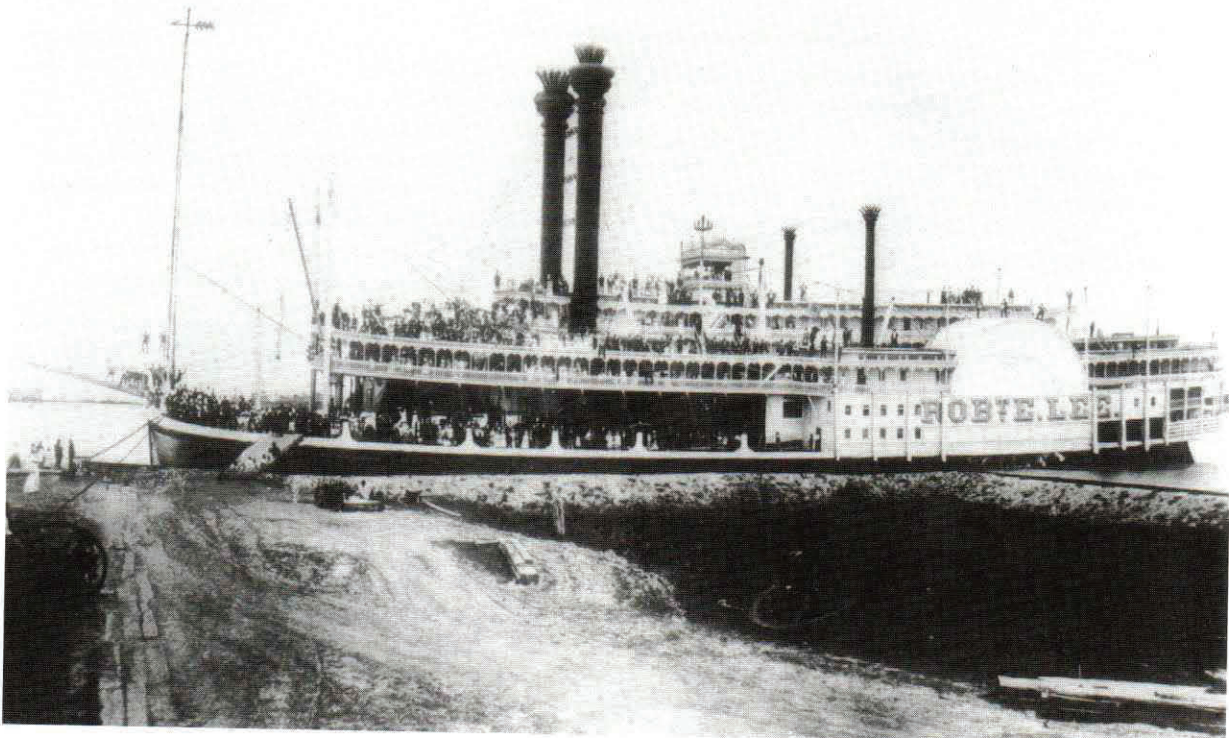
\* \* \*





Ralph DuPae, the Murphy Library photo sleuth from LaCrosse, WI, submits this example of what the modern computer can do to improve a familiar photo. The well known view of the second ROBT. E. LEE (4778) was "improved" by

retouching at some time. The billowing smoke, escaping steam and fluttering flags were crude efforts at best. Ralph scanned the photo into his computer and artfully de-enhanced it back to the original, or close to it. Very good!



## - OBITUARIES -

## JOHN L. DAVIDSON

Capt. John Davidson, 82. of Nicholasville, Kentucky died this past December at Central Baptist Hospital, Lexington.

John lived on River Ridge Farm at Nicholasville and was the owner of Bluegrass Barge Co. which operated mainly on the Kentucky River. John established his own company in 1960 with the sternwheel diesel towboat EMMA NO. 3, later renamed BROOKLYN. He was a licensed master/pilot, all tons, and had worked extensively on the Mississippi and Ohio Rivers.

In the 1930s John worked for the Greene Line and for a time was manager of the Greene Line Terminal Co. at Huntington, West Virginia. The story of establishing the terminal at Huntington has been documented in the Jesse Hughes diaries for 1926 and 1927 in these pages John was the manager at the end of the Huntington freight service by the steamer EVERGREENE, February 2, 1943.

He had been a member of S&D for more than thirty years and was active with the Middle Ohio River Chapter. John was an occasional attendee at annual meetings, the last time being about 1990 when he took a great interest in the shaft problems on the then new VALLEY GEM at Marietta.

Survivors include his wife Betty Jean Donaldson, a daughter Louise D. Morris, son John L. Donaldson, Jr., and a sister Margaret Reik, all of Florida. Also surviving are a stepdaughter Kathy Davis and stepsons John Munro Donaldson, Carl Collier, Jr., Robert Collier, William Collier and Christopher Collier, all of Nicholasville.

Burial was at Evergreen Cemetery, Southgate, Kentucky.

Our thanks to Virginia Bennett, an old friend of John's, for the information.

\* \* \*

## JOHN JACOB STRADER IV

John "Jack" Strader, 74, died at his home in Cincinnati on Friday, January 16, 1998.

Mr. Strader was the great-grandson of the Cincinnati steamboat magnate of the mid-19th century Jacob Strader who was also the president of the Little Miami Railroad dating back to 1839. The big sidewheel packet JACOB STRADER (2915) of 1853 was part of the early U.S. Mail Line. Jack Strader was also descended from the Piatt family who donated Piatt Park to Cincinnati.

While still a student Jack became interested in radio and about 1940 was an actor on pioneer radio station WLW. He went on to become a well known announcer at WKRC, WCPO and WCKY before starting his own FM station, WVAW.

Jack and his wife Joan were loyal supporters of the arts and generous benefactors of the University of Cincinnati, Cincinnati Historical Society Broadcast Archives, the Emery Theater, American Theater Organ Society, Good Samaritan Hospital and the Cincinnati Public Library.

Jack Strader was an S&D member of many years standing. He and Joan presented one or more programs at our annual meetings a number of years ago. He frequently contributed items for the S&D Reflector, particularly when questions arose about the history of the Louisville and Cincinnati Packet Co. or the river career of Jacob Strader, Sr.

Jack's father, John J. Strader, III, gave the land gave the area now known as the Cincinnati Public Landing to the city. Earlier this had been known as Strader's Wharf and the gift contained the stipulation that it be for the free use of the citizenry. When Jack heard in 1952 that parking meters were planned for the Public Landing

he appeared at city hall with a lawyer at his elbow; the parking meters were quietly forgotten.

Jack is survived by his wife of 53 years, Joan Ganne Strader, daughter Jacqueline Strader of Hogansville, Georgia, two grandsons and a great-granddaughter.

A memorial service was held at Calvary Episcopal Church, 3766 Clifton Ave. on January 24, 1998.

\* \* \*

## JACK B. HICKMAN

Word of the passing of Jack Hickman, Baltimore, Maryland came to our attention when his daughter and son brought several fine steamboat photographs to the Ohio River Museum. Jack died September 11, 1997, age 74.

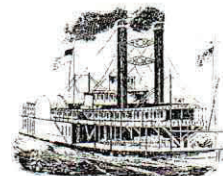
Ye Editor first met Jack in 1938 as a river pen-pal. He gained his interest in steamboats through his grandfather, E. V. Sheets of Marietta who had worked at the Hammitt boat yard at the foot of Sacra Via. (Photo on page 24, S&D Reflector, December, 1990)

Jack visited in Sewickley the one summer and our entertainment was wandering around the Zubik fleet on the Allegheny River in Pittsburgh, riding the GORDON C. GREENE down to Dashields Lock and a visit to the Dravo Marine Ways.

Later, our paths went different ways and we lost contact until Jack and his wife Elizabeth came to an S&D meeting about fifteen years ago. Jack never lost his interest in the river; their daughter is named Betsy Ann after the boat.

Jack and Elizabeth now rest in the Willow Island, West Virginia Cemetery above the Ohio River.

\* \* \*



## JOSEPH C. DOBLER

Just at press time we received word through the magazine Messing About in Boats of the death of member Joe Dobler on October 24, 1997. Joe was 90, a naval architect although he spent his working career as an aeronautical engineer. His home was Manhattan Beach, California.

Joe was the son of Capt. W. J. Dobler, a well known towboat pilot on the Mississippi and Ohio who was also master for several years of the WILL H. ISOM on the Yukon River. Joe worked as a deckhand during summers including time on the OSCAR F. BARRETT and the McDOUGALL and wrote of some of his experiences for the S&D Reflector.

In small boat circles, Joe was recognized as introducing the "stitch and glue" method of boat building to the U.S. This was an English innovation that found favor with many amateur builders of small craft. He is best known in Marietta for having designed a boat for high school construction classes. This boat was designed for the Marietta Rowing & Cycling Club's boat building workshop of 1992 and Joe dubbed it the "Marietta Yawl." The club named the first example in Joe's honor and it is on display at the Ohio River Museum, Marietta.

We thank Jim Stephens for providing the information.

\* \* \*

## REMEMBERING THE M. E. NORMAN

Recently we received a clipping from The Daily Review, Morgan City, LA, January 8, 1998, sent in by Dick Gibbons of Schriever, LA. It is a letter written by Mrs. Catherine Dilsaver and concerns the three boats named M. E. NORMAN owned by the Norman-Breaux Lumber Co. of Morgan City. Mrs. Disaver was a Breaux.

In her letter, Mrs. Dilsaver refers mostly to only the last two boats to carry the name M. E. NORMAN. The first (T1672) lasted



The second M. E. NORMAN (T1673), shown here when new, was a neat trick with steel hull, model bow and fancy stacks with "M.E.N. Co." on the spreader bar. She looks safe as a church but turned over with 55 persons aboard.

from 1910 to 1920 and was lost by sinking below New Orleans; second, (T1673) lasted about a year, 1924-1925, while the third (T1674) was in existence from her building in 1926 until being dismantled in 1953. All were small towboats and are found in Way's Steam Towboat Directory as noted by the numbers above.

Writes Mrs. Dilsaver:

"With much surprise and then interest I read the article that appeared in the Baton Rouge Advocate on Monday, December 29, 1997 concerning a time capsule containing a flag of the towboat M. E. NORMAN that sank in the Mississippi in 1925.

This magnificent steamboat was built for the Norman-Breaux Lumber Co. of Morgan City - the co-owners being former Mayor M. E. Norman of Morgan City and my father Nicholas H. Breaux.

She was built in Morgan City by the Hogan Machine Works on Front street, foot of Brashear Ave., was 113.7x26x3.9 ft. She was equipped with three boilers and had Clinton engines, 12's-6 ft. stroke.

She was launched at Morgan City at the foot of Greenwood Street on Berwick's Bay in May, 1924. She was probably designed

by John Drackett of Morgan City from sketches made by Peter Roussel Norman, son of M. E. Norman. I have no photograph of this vessel.

According to the Morgan City Review of May 13, 1925 (when the vessel sank near Memphis) she had been given a rigid test, inspected and given the official O.K. of the government inspectors before the sale (to the U.S.) was consummated. So convinced of the suitability and worth (of the boat) the U.S. Engineers paid the company a handsome profit. Even though 32 passengers were rescued from this disaster, the same article of the Review stated the vessel turned turtle near Memphis and caused the loss of twenty-two (sic) lives."

Ed. Note: The M. E. NORMAN second was sold to the U.S. Corps of Engineers early in May, 1925 and capsized below Memphis, May 16, 1925. Twenty-three persons were drowned including Major S. Waters Fox. According to the List of Merchant Vessels, the sale to the U.S. was not final until May 29, 1925. The date of May 13 cited in Mrs. Dilsaver's letter may be a typo. Wonder what the Engineers' or Inspector's report said about the disaster?

\* \* \*



## DON NAISH LOOKS BACK

### My Early Days in the Engine Room

*A frequent contributor to these pages is Don Naish, Dryden Michigan who has been thinking back to his days learning the profession of steamboat engineer. Don Started out on the ISLAND QUEEN, progressed (?) to the TOM GREENE and then gathered experience on several towboats. World War-II came along and Don elected to go on the deep seas in the Merchant Marine and did not return to the river.*

*The following are some anecdotes which Don kindly sent us several years ago and now seems to be an appropriate time to run them. An editor welcomes contributions and delights in having a backlog of material but submitters will understand that the appearance in print can be delayed for a variety of reasons. Your patience is appreciated.*

#### THE ISLAND QUEEN

I was lucky enough to have worked with some men who boated in the 19th century, before the days of electric lights and other modern conveniences on boats. Among them was Capt. Harry Doss who was in his eighties when I knew him, slim, straight as a ramrod and every inch a gentleman. He was always well dressed in a style then out of fashion and I remember that he drove a Moon roadster but always laid it up in the winter. Capt. Doss took the time to teach me the engine room bells although they were never used on the QUEEN. I've often wondered if any pilot forgot what bell he was on? (Reader comment on this point will be welcomed. Ed.)

Another gentleman of the old school in the engine room of the ISLAND QUEEN was Ike Betts, then well up in years. Ike was the retired boiler inspector from Louisville who came on the boat as striker on the after watch

when we were tramping and ran double crew. He told me that he was striker on the NATCHEZ when she raced the ROBT. E. LEE and, of course, I believed him. He also told me that it was always a problem holding those enormous engines on the wooden cylinder timbers on the old boats; because the packings were hemp and tallow most of the stuffing boxes had to be repacked daily. I learned a lot from Ike Betts. (Isaac W. Betts born Ironton, Ohio September 6, 1868. Ed.)

Others on the QUEEN at that time included Fred Dickow, Chief Engineer from Carrollton, Kentucky who had been on the CITY OF LOUISVILLE and the first ISLAND QUEEN. Harry Charlton was another engineer, a character who loved to tease people and especially Ernie Wagner. The world of engineers was separate from that of the captains and pilots, don't seem to read too much about them, but there were many interesting characters such as "Banjo" McClain, so named for his big ears, and "Paddlefoot" Taylor who had outsize feet.

The QUEEN had bunks for everybody in the crew, unlike some of the excursion boats. Feeding the crew on the spring and fall tramping trips was a big chore for the steward. One trip, while we were laying below the ferry landing at Shawneetown, Illinois the steward got a real buy on canteloupe, \$2 for the entire wagon-load. The over 100 men in the crew made short work of the cantalopes.

On the Mississippi between Cairo and Memphis there was a very abrupt bend at Ft. Pillow, Tennessee. Downbound on the QUEEN one trip I was on watch and expected a stopping bell to allow the boat to shape around the bend but it never came. The pilot steered her around and I could look back through the deckroom and see the stern swinging fast. On that downbound

trip we were delayed by fog and didn't get away from Cairo until 7am but made it into Caruthersville in time to take out a 2pm excursion. (110 miles!)

Coming back up from Memphis on a big river I went out in the wheelhouse to grease the outboard bearings. The whole thing was full of trees where that same pilot had been clipping the willows all night. He was a dirty, unkempt fellow with no teeth but he sure could handle that boat.

Even if blind, an engineer would be able to tell whether he was on a sidewheel or sternwheel boat by the sounds and feel of her running. Sternwheelers would labor in shallow water, sometimes almost shake your teeth out. A sidewheeler ran smooth but would take a sheer towards the shallow water which required quick work by the pilot and engineer. Sidewheelers vibrated because they had short bucket arms at 90 degrees to the cranks to help them get over center and the wheels didn't always turn at the same speed. The bucket planks opposite the cranks were doubled to balance the wheels.

For a time I was first assistant engineer on the PATRICIA BARRETT towing 120 octane aviation gasoline from Baton Rouge up to North Bend, Ohio. The PATRICIA was a coal burner with open fires yet we laid alongside big tankers at the Baton Rouge refinery and nobody protested. Cliff Pickens was the Chief on the BARRETT and his hobby was fox hunting although I don't think he ever spent more than two weeks a year ashore in his life. The PATRICIA BARRETT had beautiful Frisbie engines, 16's, 32's-8 foot stroke with double cross-heads so the cylinders could be placed further forward.

The OMAR of the Ohio River Company was a beautiful boat and considered very powerful. She had roller bearings on the crank pins. Except for the captain and



A light moment on the ISLAND QUEEN: Engineer Harry Charlton being subdued by a Cincinnati cop. Don Naish photo.

chief engineer almost the whole crew including the chambermaid were Stouts from around Manchester, Ohio when I was on her. The mate was "Big Rusty" Stout. We handled large tows into Cincinnati until they were outlawed because it tied up the locks too long. Somewhere in her career induced draft fans were placed on the OMAR and they were just forward of the stacks on the boiler deck. (See the head-on photo on the dust jacket of Way's Steam Towboat Directory. Ed.)

I was on the TENNESSEE of the Mississippi Valley Barge Line for about six months before going to sea. We ran principally between Cairo and New Orleans and she was a very powerful, modern, twin screw boat. There were two, three cylinder Skinner Uniflow engines rated at 2,140hp. total. They increased the superheat on her and then the cylinders on the engines started to burn up because they couldn't be kept lubricated. A tug was lashed alongside and the cylinders were changed under way.

Many trips we left Cairo with a tow couldn't stop so tugs would be sent out to take barges from us while we kept going. On one

trip we lost an engine just as above the Greenville bridge but made it through without difficulty.

The TENNESSEE was equipped with two-way radio, a novelty at that time. The transmitter filled an entire room. She also had a complete laundry and the second duty for the radio operator was laundry man. It cost just fifty cents a week to have your laundry done. Towboating was always monotonous to me and on the TENNESSEE we worked three months on and then had a month off, which was great.

Many times when making or breaking tow or going through locks we would never leave the throttle and some engineers would leave it all to the striker. Then, you would have to catch up on oiling and cleaning as best you could.

Passenger boats were more fun because there was always something going on and usually there was some time on shore. I met my wife on the GORDON C. GREENE and we have been together for fifty-two years.

Don Naish.

\*\*\*

## DELTA KING & DELTA QUEEN ON PUBLIC BROADCASTING PROGRAM

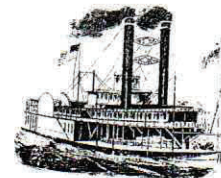
The story of the legendary steamboats DELTA QUEEN and DELTA KING will be featured soon on "California's Gold," a PBS television program with producer/host Huel Howser. Stan Garvey's book King & Queen of the River provided the inspiration for the show.

Mr. Howser traveled aboard the DELTA QUEEN on her 50th Anniversary Cruise last summer, video-taping the gala occasion. Interviews with passengers included Jane Greene, Tom Greene, Jr., Jerry Sutphin, Stan Garvey and John Burns. At press time the tape had not been fully edited but presumably those interviews and others may be included. With action shots of the paddlewheel, calliope, engine room and jazz band it promises to be a lively show.

The program, which will also include footage taken aboard the DELTA KING at Sacramento, is tentatively scheduled for airing on California PBS stations beginning in late February and continuing into March. It may also air on stations in Oregon, Nevada and Hawaii plus Nashville and Milwaukee. If you live in one of the above areas, watch your local programming guide for specific dates and times of this colorful documentary about the two boats. The show may appear on PBS stations in other markets later in the spring.

Tapes of the program will be available after the first airing (March 1 approximately) by calling (800) 266-5727. Copies of the book King & Queen of the River are available by calling (800) 852-4890 or through some river museum gift shops.

\*\*\*



## THE END OF BEATTY'S NAVY

The late Capt. John Beatty was a successful salvage expert who accumulated a sizeable fleet of floating equipment over the years. Some of these salvage vessels were of John's own design while the Dravo built towboat CLARE E. BEATTY was John's pride a joy, often serving as a yacht rather than towboat. Collectively, the fleet was called Beatty's Navy by amused rivermen and eventually so named by John himself.

Jim Stephens, Marietta, handed us a copy of the Lexington (KY) Herald-Leader for October 13, 1997 which recounts the ending of this once proud fleet.

The Beatty floating equipment had been acquired from the John Beatty Estate several years ago by partners Bob Greer and Andy Barnett. We have no information on the background of these two gentlemen but evidently they intended going into the river salvage business. The first customer would be one David Cartmell who owned river-front property a short distance below Maysville, Kentucky.

Dick Burdette is the reporter who tells of the events which followed.

"It all began when David Cartmell decided to shore up his river front property by wedging a big barge against the shore. To secure the barge overnight Cartmell tied it to his late model pickup.

The next morning he made a couple of startling discoveries. The barge had sunk. So had his pickup.

Enter Bob Greer and Andy Barnett who had signed a \$200,000 promissory note to assume control of Beatty's Navy.

Raising the barge and pickup, Greer and Barnett said, would be no problem. No Problem at all. In July, 1994 they arrived with a 100 foot crane called "Hercules" mounted on a 125 foot barge.

The barge sank and with it went the crane.

The following July, when river conditions were again suitable, they tried again. This time they positioned two 225 foot minesweeper hulls separated by 60 feet and connected by a platform with another crane. (This was a John Beatty invention. Ed.)

The minesweepers sank, crane an all.

In July 1996 they arrived back in Maysville with the towboat CLARE E. BEATTY to attempt salvage.

It sank too."

Then came high water and soon only the pilothouse of John Beatty's yacht was showing. Exit Messrs Greer and Barnett (who had not paid the \$200,000 note) and enter Darrell Wallace and Jani Salonen, Green Cove Springs, Florida started the job of salvaging Beatty's Navy in the fall of 1997.

The Beatty Estate had agreed to make no claims. Maysville City Manager Dennis Redmond says the city has no claim either and will be delighted to have wrecks removed.

The salvors were looking at about \$500,000 in scrap and salvageable parts from the project. They estimated that it would take about 45 days to remove the wreckage, either by raising the intact hulls or cutting up the barges with explosives and pulling up the chunks. The CLARE E. BEATTY is probably not worth the cost of rebuilding her.

\* \* \*

### THANK YOU! THANK YOU!

We really appreciate all the notes and greeting cards from S&D members we received during the holidays. Some we have known only through the pages of the S&D Reflector or "official" correspondence while others are old friends; we enjoy hearing from each of you.

What other organization has members who thank the secretary for a dues notice or kindly overlook the omissions and shortcomings of the editor. You S&D members are a great bunch! Bee and Woody

### - BACK COVER -

The stunning photo of the NATCHEZ (4113) was lifted from the Season's Greetings sent out by Miss Judy Patsch, Rock Island, Illinois in 1997. It was obviously taken from a high vantage point so perhaps Judy rode her bicycle out onto a bridge in New Orleans or she was high up on a building. Looks like NATCHEZ is drifting into a landing, the Captain out on the starboard bridge and not a passenger in sight.

Judy, a German language teacher, titled her card in German. We trust that Fraulein Patsch gives our copy an "A".

### SOME BOAT CRUISES

#### GREAT RIVER STEAMBOAT CO.

The JULIA BELLE SWAIN will again be operating from La Crosse, WI in 1998. We understand that two-day overnight trips will again be offered to Winona and Prairie du Chien. (800) 815-1005.

#### MID-LAKES NAVIGATION CO.

Two and three day overnight trips on the New York Barge Canal beginning June 13, 1998. Travel is aboard the EMITA II with overnight in motels.

(800) 545-4318.

#### ONTARIO WATERWAY CRUISES

Five day trips on the Rideau Canal and Trent-Severn Waterway in Ontario, Canada beginning May 13, 1998. These trips are aboard the KAWARTHA VOYAGEUR, a 39 passenger overnight boat.

(800) 561-5767

#### ST. LAWRENCE CRUISE LINES

Four, five and six night trips on the St. Lawrence and Ottawa Rivers, Ontario, Canada aboard the CANADIAN EMPRESS, A 66 passenger overnight boat. Trips begin May 10, 1998 from Kingston, Ontario. (800) 267-7868.

\* \* \*



Der Dampfer >NATCHEZ< mit Schaufräder schlappen der wasser.  
Judy Patsch, der Kodak schnappen.

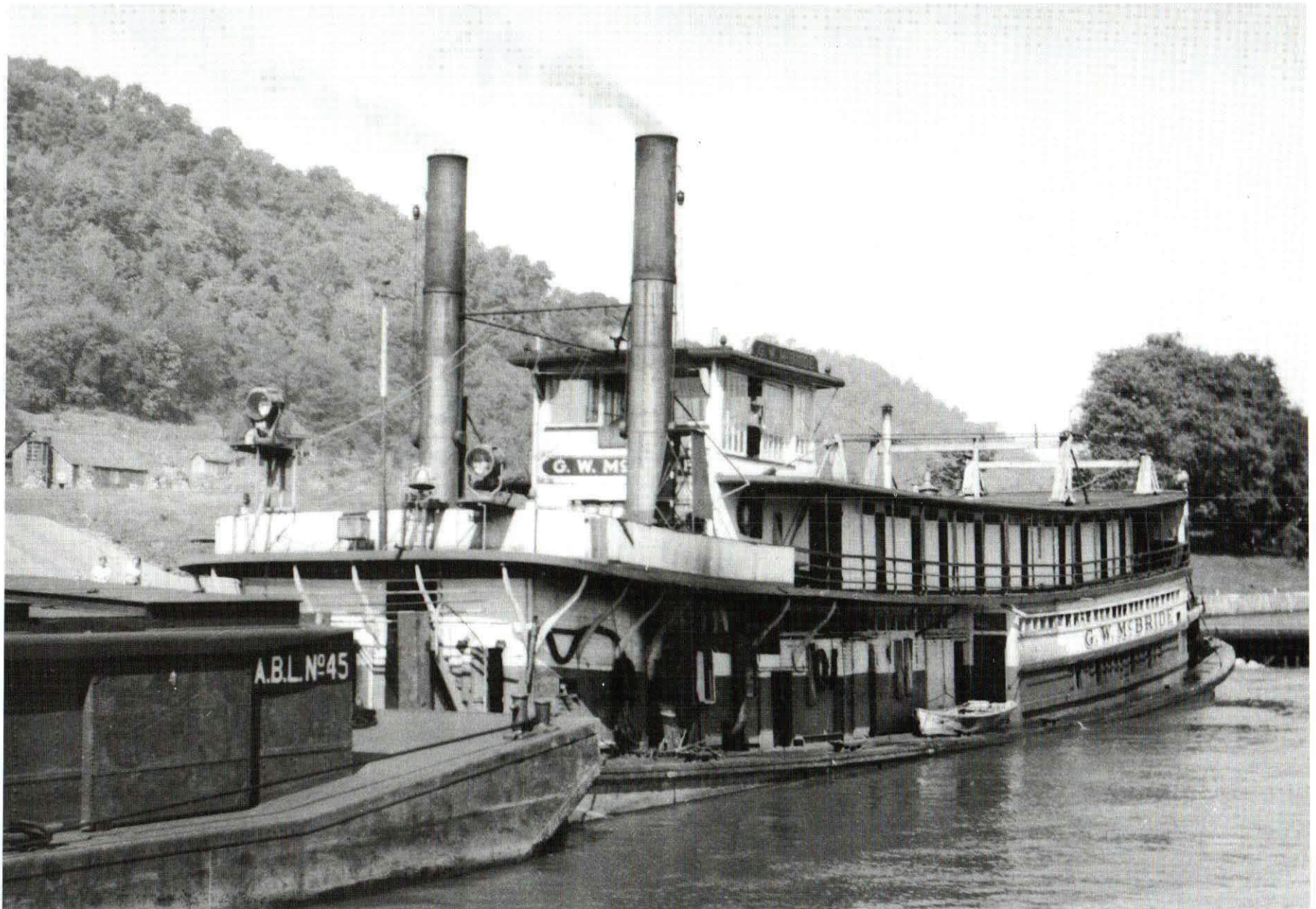


The Streckfus Steamers' SENATOR (5079) is shown here at the Marietta, Ohio landing the summer of either 1940 or 1941. If there was ever an example of the wedding cake school of steamboat decoration this is it. Her gingerbread festoons every deck starting with a picket fence and latticework on the main deck up to and including the Streckfus trademark smokestacks.

The excursion trade is notable not only for its popularity at river towns during the first half of the 20th century but for retreading old boats. The SENATOR was built in 1883 as the SAINT PAUL for the St. Louis & St. Paul Packet Co. She was 300 ft. long with rooms for 200 passengers, a big boat for the St. Paul packet trade..

In 1903 SAINT PAUL's hull was shortened to 276 ft. which accounts for her wheels positioned so far toward the stern. Streckfus bought the boat in 1917 and then removed the staterooms and rebuilt her as an excursion boat. She operated primarily at St. Louis until being sent to the Ohio River in 1937 and replaced the smaller WASHINGTON (5711) at Pittsburgh in 1938-39.

The SAINT PAUL came out for the 1940 season renamed SENATOR. She was based at Pittsburgh but ran trips spring and fall all along the Ohio. The junior-senior high school prom on an excursion boat was a rite of passage at many river towns. The deckhands are in the process of wheeling the coal pile over a gangway onto the boat. Photo by Jack B. Hickman



The G. W. McBRIE (T0870) in Lock 14 above Clarington, Ohio, spring 1935,  
when under charter to American Barge Line.

Photo by J. Mack Gamble.



Der Dampfer >NATCHEZ< mit Schaufelrader schlappen der wasser.  
Judy Patsch, der Kodak schnappen.