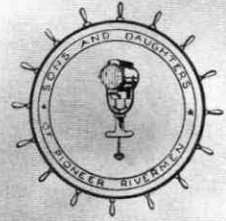


S&D

REFLECTOR

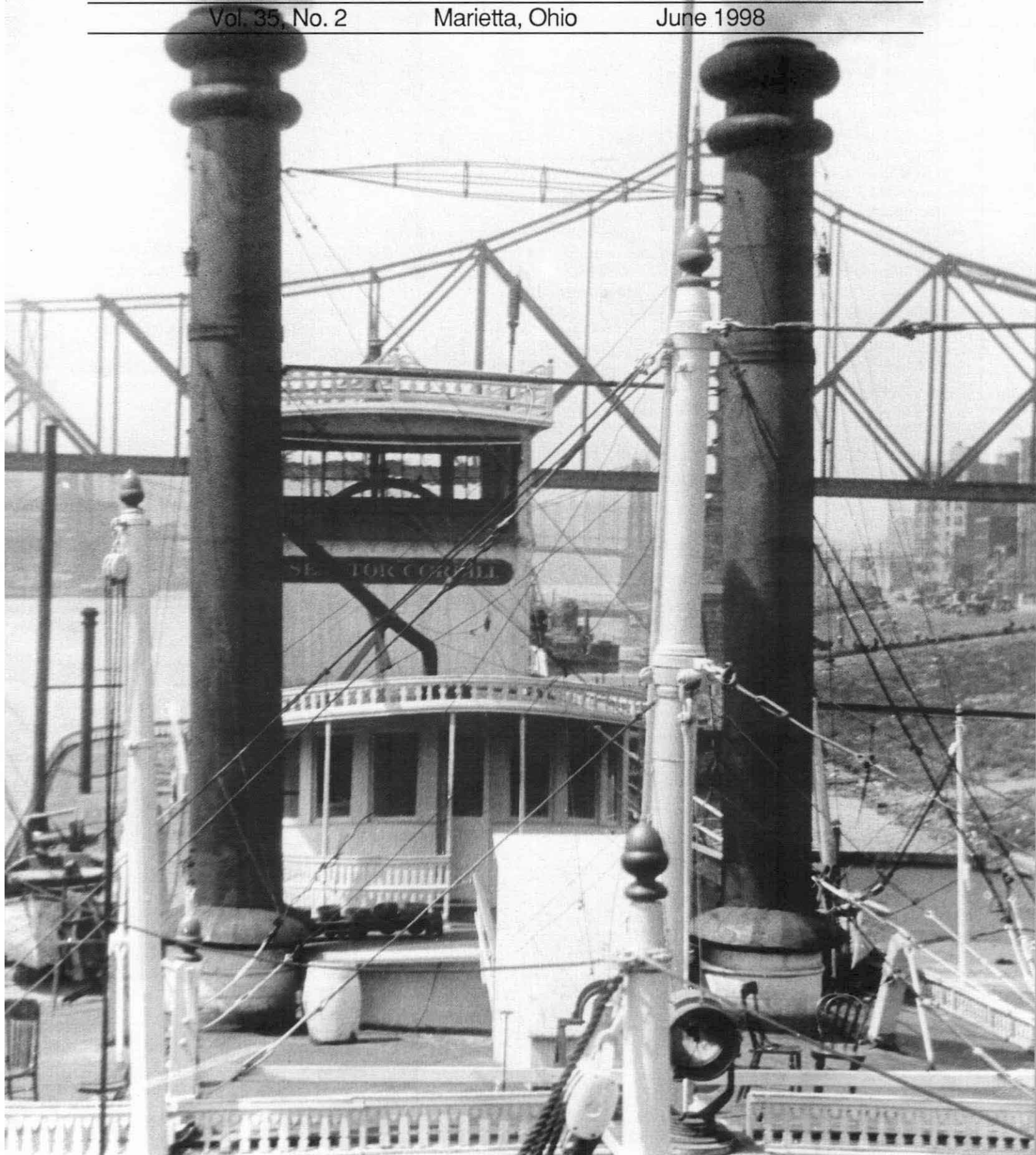
Published by Sons and Daughters
of Pioneer Rivermen



Vol. 35, No. 2

Marietta, Ohio

June 1998



- FRONT COVER -

Mr. R. Kirker Wells stood on the Smithfield Street bridge in Pittsburgh to take this photo of the packet SENATOR CORDILL. The date is the early 1920s, before 1926, as the old Point Bridge is visible in the distance. The nearer bridge was built for the Wabash Railroad in 1904.

Mr. Wells probably came up from his home in Charleston, West Virginia on the CORDILL for she was the regular boat in that trade from 1920 until 1929. She had been built in 1902 at Howards, Jeffersonville, Indiana for the lower Mississippi trades, typical of the style of the times and with an elegant cabin.

On the Ohio she was owned by a group of produce growers and dealers who shipped eggs, poultry, fresh vegetables and livestock into the Pittsburgh market on her each week.

* * *

- LETTERS -

CORRECTION: When Ye Editor listed the bait available from the vending machine at Devol's Dam, Muskingum River (first letter, the March issue) he couldn't read his notes. Wax worms was the menu, not Wax; apologies to the Wax family. Are "wax worms" real wigglers or wax?

* * *

Sirs: In the Recollections of Towboating, Clare Carpenter mentions the LEONA handled flats for a dredge when he went to work on her. Sometimes a word or name awakens memories long asleep and in the early 1930s the U.S. Engineers sent an oversize johnboat for use at Lock 1, Big Sandy River. It was about 6-1/2 feet wide, 2-1/2 feet deep and 23 feet long, a sad looking affair badly in need of paint but too good to throw away but not good enough to keep. We used it to

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haul coils of line, too big for the yawl, out to the center pier at the dam and to gather "willer withes" in the spring to train the pole beans. Dimly visible on the front was, "U.S. DREDGE ADAMS"; maybe I'm the only one left who wondered where the DREDGE ADAMS came from.

John J. Rous
3505 Thompson Dr.
Ashland, KY 41102

* * *

Sirs: The photo and its caption on the back of the March '98 S&D Reflector brought a chuckle. I was reminded of Rhymers Mein Grossvatter Said which once appeared in the Saturday Evening Post years ago. Sample:

WRECK OF THE HESPEROUS
Das Dumkopf an der burnen deck
Been left mitout ain friend.
Mit Flamers gobling up das wreck,
Gekommen ist der end.
Das dumkopf nicht screaming out,
"Meinself ist sooner roasten!"
Der lad been runnen roundabout
Mit marshenmallows toasten.

Frank Schwartz
8621 Lithopolis Road
Carroll, OH 43112

= Das is goot! Ed.

* * *

Sirs: I did not pay my dues for 1997. Gee, I don't know how I forgot. Sorry! Please send the back issues; I'm suffering from withdrawal symptoms not reading about steamboats.

Jack Standen
126 Lester St.
State College, PA 16801

* * *

Sirs: Am I the only S&D member who raced hydroplanes? My fastest speed was 143.25mph in a 7 litre hydroplane but I now prefer steamboats.

Ed Keller
Reliable Heating & A.C. Co.
1606 Main St.
Pt. Pleasant, OH 45153

= Ed. Keller is the lead recruiter of new S&D members. His latest is Bob Vie Brooks who made an archaeological dig of a clay pipe (smoking type) factory in Pt. Pleasant. Ed.

* * *

Sirs: On page 34, col. 1, March issue the Skinner Engine Co., Erie, Pennsylvania called its design, "Unaflow" rather than Uniflow. The car ferry BADGER on Lake Michigan has Skinner Unaflow engines, perhaps the last of the type still in operation.

Robert G. Reynolds
580 S. Prescott St.
Memphis, TN 3811

= Right you are! The same error was made in describing the PLYMOUTH's engines, page 26, December '97 issue but we won't claim points for consistency. Ed.

* * *

Sirs: Thank you for mentioning my appointment as Head of the Rare Books and Special Collection Dept. at the Public Library of Cincinnati & Hamilton County. (March issue, page 16). The Inland Rivers Library is a hallmark of our department and a great asset to our institution.

We stand ready to serve the research needs of the members of S&D. Hours are: 9-5 Monday-Friday; 9-6 Saturday; 1-5 Sunday, Sylvia Verdun Metzinger
Public Library of Cincinnati
and Hamilton County

= Sylvia has joined S&D and we look forward to seeing her at the annual meeting in September.

* * *

LETTERS CONTINUED PAGE 35 -

**SPECIAL OFFER FOR S&D MEMBERS
FROM
RIVERBARGE EXCURSION LINES, INC.**

RiverBarge Excursion Lines, Inc. wants to introduce the S&D membership to "Barging Through America" by extending a special invitation good on the first four trips of the R/B RIVER EXPLORER service:

August 22 - New Orleans - Memphis, 6 days
August 29 - Memphis - Cincinnati, 8 days
Sept. 6 - R/T Cincinnati-Huntington, 6 days
Sept. 11 - Cincinnati - St. Louis, 9 days

S&Ders will receive: (1) Free upgrade to the Platinum Deck if rooms available when booking.

(2) Special cocktail reception on board for the S&D members, hosted by the BargeMaster.

(3) \$100 per guest in Barge Bucks, usable for gift shop and bar purchases.

Reservations including the S&D Member offer may be made by calling Liz Cline, Marketing Services Coordinator at (888) 282-1945.

NOMINATING COMMITTEE

In accordance with the S&D constitution, the following members have been asked to serve on the 1998 Nomination Committee:

R. Dale Flick, Ann Zeiger, John Weise

The Nominating Committee shall consider candidates for: One year terms for President, Senior Vice President, Vice President, Secretary and Treasurer. Three year terms to the Board of Governors to fill the terms expiring in 1998.

Members interested in serving in a particular office or to nominate another to do so should contact Chairman Dale Flick by September 1, 1998 at 1444 Burney Lane, Cincinnati, OH 45230.

RIVER HERITAGE MUSEUM AT PADUCAH

Paducah, Kentucky is developing a new museum overlooking the Ohio River Landing to showcase the town's long river history. Executive Director Jerry Wooten and designer Troy McCormick stopped in Marietta in late February to get some ideas from the Ohio River Museum.

The River Heritage Museum is housed in the old Federal Bank Building (1843), 117 South Water Street and the first exhibit gallery and gift shop will open in 1998. Additional space including a natural science area will be completed in 1999 and plans call for a theater, eventually. The Center for Maritime Education operated by the Seaman's Church Institute is located in a nearby building.

* * *

NOTICE OF ANNUAL MEETING

THE ANNUAL MEETING OF THE SONS AND DAUGHTERS OF PIONEER RIVERMEN WILL CONVENE AT MARIETTA, OHIO ON SEPTEMBER 18 AND 19, 1998, LAFAYETTE HOTEL.

The Friday evening reception is in the hotel ballroom beginning at 8pm.

Annual business meeting including election of officers at 9:30am, Saturday morning in the hotel.

The excursion boat VALLEY GEM is scheduled for a three hour trip on the Ohio River departing from the Public Landing at 1pm.

Saturday evening banquet in the Lafayette Hotel at 6:30pm. The featured speaker will be an officer from RiverBarge Excursion Lines, Inc.

A detailed and final schedule will be found in the S&D handout available at the Lafayette Hotel desk on Friday, September 18.

Lafayette Hotel (740) 373-5522; (800) 331-9336 or 9337 (Ohio). Best Western, in town (740) 374-7211; Days Inn, Williamstown, WV, (304) 375-3730; other national chain motels nearby, I-77 & Rt. 7.

MURPHY LIBRARY'S ED HILL RETIRES

Readers are well aware of the wonderfully successful efforts to collect historic river photographs by the Murphy Library, University of Wisconsin/LaCrosse. Genial Ralph DuPae has been the sleuth searching out the photographs for the library but the person behind the effort has been Edwin L. Hill, Director of the Special Collections/Area Research. S&D has been a supporter of the river photograph project for more than twenty years.

Ed has headed the Area Research Center for more than thirty years. From modest beginnings the collections now encompass more than 140,000 photographic images including more than 40,000 of river scenes and steamboats, the most complete collection we know.

Ed served three terms as Chair of the Library Department and was co-editor of the photographic history of LaCrosse, LaCrosse in Light and Shadow, an excellent book available from the Murphy Library Resource Center. Ed planned the new and enlarged space for the Area Research Center which was completed in 1995; we wonder how he can leave such an ideal setup.

Photography and local Wisconsin history have been Ed Hill's hobbies and we are sure that he will not lack for interests in "retirement".

* * *

S&D REFLECTOR

Published by Sons and Daughters
of Pioneer Rivermen



Vol. 35, No. 2

Marietta, Ohio

June 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.

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

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

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Huntington, WV 25705

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Alexandria, VA 22310

Mrs. J. W. Rutter, Secretary

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

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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

- S&D CHAPTERS -
OHIO & KANAWHA CHAPTER

The spring meeting of the O-K Chapter was held March 8 at the Mason County Library, Pt. Pleasant, WV. Engineer Charles H. Stone gave a report on the recent passing of Catherine Remley of Marietta and introduced the program by Jerry and Lenore Sutphin, Huntington, WV.

The Sutphins showed the video they had produced for the DELTA QUEEN's 50th anniversary year on the Mississippi River system. The production is titled, "Tested by Time to Become an American Legend" which was very well received by those in attendance.

The icing on the cake of this excellent program was the account by Jerry and Lenore of the behind-the-scenes effort that went into compiling the history and producing the video. To begin, they were unable to find the log book of the maiden trip from New Orleans to Pittsburgh. Instead, they drove from Memphis to New Orleans stopping along the way to research the 1947 newspapers for any reference to this initial trip. The DELTA QUEEN's early history was researched in California.

After interviewing many people both in California and between New Orleans and Pittsburgh the various aspects of the story began to fall into place. A professional videographer was engaged to then produce the interesting story from the various interviews, still and motion picture film which is the final product.

The video was shown to passengers aboard the D.Q. beginning with the two-part anniversary cruise from New Orleans and on later trips during 1997. Several former crew members from the early days were on the anniversary trips to add first-hand accounts to the video story with Jerry acting as the interviewer.

Clerk Jim Bupp reported that the fabulous O-K Treasury was in good shape with \$60.09 and three stamps on hand.

Next meeting of the Chapter will be Sunday, June 7, 1998 at the Mason County Library, 2 pm., everybody welcome.

James Bupp, Clerk.

* * *

MIDDLE OHIO RIVER CHAPTER

The M.O.R. faithful gathered at the Ogle Haus in Vevay, IN on April 17 and 18 for the spring meeting. Rising Sun and the gambling casino industry which has developed there within the past year was the main object of this excursion; hotel prices for non-gambling groups were found to be excessive in the new Hyatt Hote so the comfortable and familiar Ogle Haus was again used as the base.

On Saturday morning the M.O.R. gang was given a guided tour of the GRAND VICTORIA casino boat operated by the Hyatt gambling interests. The landing is a short distance upstream from the old town wharf in Rising Sun and the GRAND VICTORIA is indeed impressive. The boat's crew seemed to appreciate a visit by passengers interested in the engineering and operational aspects rather than just the location of one-armed bandits and games of chance.

It was a revelation to explore the modern engine room which is just an electrical power plant for all uses aboard the boat. Caterpillar diesels drive the generators and electric motors drive the working paddlewheel, two stern Z-drive units, the bow thruster, etc. The pilothouse is replete with various electronic controls and precise position location equipment, a far cry from the Steamboat Era.

The Commonwealth of Kentucky takes a dim view of sinful, open gambling from Indiana infringing upon its pure waters so when

"cruising" it is imperative that the GRAND VICTORIA not stray into Kentucky territory. Each trip involves about a half mile up river and return to the landing at precisely half-past the hour. Indiana law requires half an hour at the dock before the one hour cruise and then another half hour at the dock afterwards before the cattle are released.

John "Jack" White, Oxford, Ohio was the speaker at the Saturday evening dinner meeting. He presented an interesting history of the Coney Island Co. and the several boats it used to take passengers back and forth from downtown Cincinnati to Coney Island amusement park. The story of the last ISLAND QUEEN was based upon the research Jack and his brother Robert "Bob" White undertook for their book, The Island Queen, Cincinnati Excursion Steamer, University of Akron Press, Akron, OH 44325-1703.

Fred Rutter, Riverview editor.

* * *

BOARD OF GOVERNORS MEETS

The spring meeting of S&D's Board of Governors was held at the Hotel Lafayette, Marietta on April 18. Bill Barr was unable to attend and Catherine Remley, long a member of the Board, had died on March 5 (see obituary).

It is a duty of the S&D president to make appointments to fill vacancies when they occur on the Board. President Rutter introduced James L. Stephens as the appointee to fill Mrs. Remley's unexpired term. Jim Stephens lives at 425 Mulberry St., Marietta and has been an S&D member for more than ten years. He was a history teacher at the Marietta High School before becoming the Financial Aid Officer at Marietta College from which position he is now retired. Jim has served on the Washington County Library Board, and is an officer in the Marietta Rowing and Cycling Club.

He has led the annual boat building workshops at the Ohio River Museum each summer for the past eight years.

Treasurer Guy Anderson reported a bank balance of \$25,024.30 as of April 10.

A draft agreement between S&D and the Ohio Historical Society (OHS) regarding the responsibilities of the two organizations has been reviewed by the Board. A recent development was the possibility that S&D could continue to retain storage space in the Campus Martius building basement for artifacts not currently on display. (OHS owned materials from all its museums are now stored at its Columbus central storage facility.) A final agreement should be concluded at the fall meeting of the Board.

The trustees of the J. Mack Gamble Fund also met on April 18 to review requests which had been received. Trustee Jerry Sutphin reported that grants totaling \$19,900 had been approved. It is not too late for non-profit organizations with projects relating to river history to submit 1998 grant applications to: Don McDaniel, J. Mack Gamble Fund Chairman, 76 Glen Drive, Worthington, OH 43085.

Jeff Spear gave a report for the Museum Committee: For the 1998 season, the Ohio Department of Natural Resources has an interesting display on river mussels set up in the Ohio River Museum. By rearranging and relocating displays into available cases only a few steamboat artifacts had to go back to storage. The D.N.R. exhibit runs through November, 1998.

The exhibit set up last year at the Blennerhassett Museum, Parkersburg, WV has been well received and indications are that S&D will be asked to continue with river displays. This exhibit can be enlarged within the present area on the second floor of the building and provides an opportunity to reach a different group of museum visitors.

Jeff mentioned that Mrs. Marguerite Hammitt has donated an original porthole (removed during some remodeling) from the hull of the DELTA QUEEN in memory of her son Roddy. Members are reminded that, with the display space afforded at the Blennerhassett Museum, historic and interesting river artifacts can again be accepted by the Museum Committee with the prospect of going on display.

S&D currently has more than 900 items available for display and a descriptive catalog for the collection is being considered.

The next meeting of the S&D Board of Governors will be the afternoon of September 18 at the Lafayette Hotel.

* * *

DELTA QUEEN STEAMBOAT CO. FIVE NEW BOATS!

A press release from the Delta Queen Steamboat Co. announcing plans to construct five (that's 5!) new boats over the next seven to ten years is a partial answer to some speculation in the article on page 16 of the March issue. The future plans call for the company to enter new tourist markets in addition to the inland rivers and Hawaiian island cruise service. The new boats will be 200 to 225 passenger and intended for expanded service on the Columbia and Sacramento Rivers on the west coast and on the eastern seaboard from Nova Scotia to Florida.

Guido Perla & Associates, naval architects of Seattle have designed the boats which will resemble the coastwise steamers of the early part of this century. The YALE, MASSACHUSETTS, OLD COLONY and HARVARD are mentioned as the design inspirations. They will be 300 feet in length, diesel powered, props with an estimated cost of \$25,000,000 each.

The first contract should be awarded by the end of September, 1998 with construction

to begin in January, 1999. The next vessel will follow along as soon as the first is launched and the first of the new services should begin in the spring of 2000.

Although these new boats might have the general appearance of the earlier vessels mentioned as design inspiration we have yet to see the architect's renditions. The HARVARD and YALE, for instance, were much larger, 375-400 feet in length and were built in 1906 for coastwise service by the Los Angeles Steamship Co. We admit confusion as to the MASSACHUSETTS and OLD COLONY and leave it up to experts as to which of several boats of the names are intended. The use of earlier, proven and handsome steamboat designs is to be applauded and we can only hope that late 20th century design desecrators can be restrained.

These additions to the Delta Queen Steamboat Co. fleet sound mighty fine and we await further details with anticipation. The cruise markets on both the east and west coasts should be considerably more competitive when five new 200 passenger boats are added to the mix. Wonderful!

* * *

THE MIGHTY MISSISSIPPI HAL HOLBROOK ON HISTORY CHANNEL

Advertising Age, April 15, 1998, has a double page spread announcing the world premier on June 1 of a new series on the TV History Channel purported to be centered on the Mississippi River. Hal Holbrook who first came to attention about thirty years ago with his one-man show, Mark Twain Tonight will be the narrator.

The promotional announcement shouts, "Be there to hear the birth of the Blues, to ride the first steamboat and to see the muddy waters turn Blue & Gray."

Thanks to Perry Moran for the alert.

THIS AND THAT

HUNTINGTON DISTRICT C.O.E. FEATURED

OHIO RIVER VOICES

Goldenseal is an herb valued by Homopathic physicians as a treatment for ulcers. Goldenseal is also the name of an excellent quarterly magazine on "West Virginia Traditional Life" published by the state's Division of Culture and History. The Spring, 1998 issue features an eight page article titled, "Ohio River Voices: Echoes of the Army Corps" which includes not only interviews with active and retired members of the Huntington District office but also some early history of river transportation.

Member Jerry Sutphin provided much of the early history used by the author. There are interesting interviews with some crew members working on the towboat DEBI SHARP and also with lock personnel. The Huntington District includes 311 miles of the Ohio but also includes all of the drainage area into it, a basin of some 45,000 square miles.

The article is well illustrated with photographs including an excellent birds-eye view of the Gallipolis Dam (renamed for Senator Robert C. Byrd for some reason). This view graphically shows the problems of navigating the old locks and the improved lineup for entering and egressing the new ones.

Single copies of Goldenseal are \$4.95 postpaid; a subscription is \$16 per year. Available from: GOLDENSEAL, The Cultural Center, 1900 Kanawha Blvd. East, Charleston, WV 25305.

* * *

ECOLOGICALLY CORRECT BOAT LAUNCHINGS

Inland Seas is the quarterly journal of The Great Lakes Historical Society. A regular section is called "Great Lakes Calendar" which often has items beyond a chronology of events on the lakes. The ultimate in sensitive methods to conduct a launching is reported in the Fall, 1997 issue regarding the new sternwheel excursion boat HARBORTOWN BELLE.

Use of the usual axle grease on marine ways to facilitate the hull sliding, "Onto the breast of its element," is said to cause no end of havoc to fish, frogs, birds and other wildlife. When the HARBORTOWN BELLE was run into the Genessee River near Rochester, New York the ways were lubricated with 800 pounds of bananas, each sliced lengthwise and placed slippery side up on the marine ways.

It is said that The Greens attending the launching beamed as the resident ducks and geese slurped up the squished bananas after the BELLE hit the water. The HARBORTOWN BELLE is 80x26.5x2.5 with Cummins diesels and hydraulic drive to the paddle wheel.

Great Lakes Historical Society is located at 480 Main St., Vermilion, OH 44089 in its own museum building. Subscription is \$44 annually including Society membership and museum admission.

* * *

THE LARGEST STEAM WHISTLE?
PERHAPS THE TITANIC'S

A letter from Bill Torner on page 2 of the March issue asks about the size of the whistle on the TITANIC and whether it was the largest ever made as claimed by recent writers. David Tschiggfrie, Dubuque, Iowa pawed through his files and came up with the following about the TITANIC from the midsummer, 1911 issue of, The Shipbuilder:

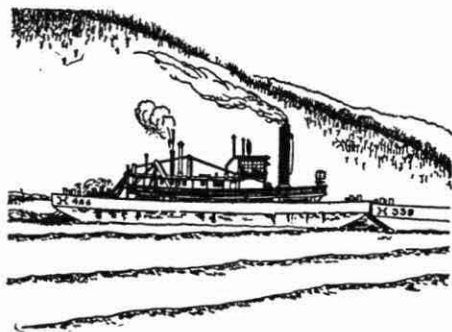
"The whistles are the largest ever made. Each set consists of three bell domes grouped together with a suitable branch plate. The three domes are 9in., 15in., and 12in. diameter. The total height from the base of the branch piece to the top of the center dome is 4ft. 2-1/2in. and the extreme width over the outer domes is 3ft. 6in. The total weight of the three domes and branch pieces is about 6-3/4cwt. (756 pounds, long hundred-weight).

One set has been fitted on each of the two foremost funnels. The whistles are electrically operated, the officer on the bridge having merely to close a switch to give the blast, and there is also an electric time control arrangement fitted on the Willett-Bruce system whereby the whistles are automatically blown for 8 to 10 seconds every minute during thick weather."

The whistles were manufactured by the Willett-Bruce Co. and apparently supplied to the Harland & Wolff Shipyard by T. Downie & Co., Liverpool. Similar whistles were supplied for the MAURETANIA (first), 1907, and the AQUITANIA, 1914 (and perhaps others). Two domes from the first funnel and the medium dome from the second funnel have been recovered from TITANIC and were on display July, 1997 at The Pyramid in Memphis. The exhibit guide book asserts TITANIC had a whistle on each of the four funnels.

Thanks David Tschiggfrie.

* * *



RECOLLECTIONS OF TOWBOATING

by Capt. E. Clare Carpenter

CHAPTER FOUR SOME PROGRESS UP THE LADDER 1936 and 1937

The winter of 1935-1936 was a cold one in the Upper Ohio Valley. The river froze over below Pittsburgh and the more daring walked across in numerous places. The ice gorged at Vanport, Pennsylvania, below Beaver, stopping all traffic for a week or more. Capt. Charles Henry Stone saved the following from the Charleston Daily Mail of December 31, 1935:

TEN-MILE ICE JAM IN OHIO STATE STREAMS GORGED COLD WAVE HITS NEW LOWS

"A 10-mile ice jam in the Ohio River north of Parkersburg which threatened river craft valued at more than \$100,000 and conditions in streams throughout the state occupied the greatest degree of attention Tuesday after temperatures tumbled during the night and continued to fall in various sections early Tuesday morning.

At Pt. Pleasant a heavy jam of ice in the Kanawha River endangered craft valued at \$750,000 but wharfmen said that all equipment was being saved. The temperature dropped to 7 below zero, the lowest since February 28, 1934.

Lockmasters opened wickets on dams to flush out the ice but rivermen said the lowered waters brought a rush of ice from the upper Ohio, Monongahela and Allegheny.

Fourteen vessels, dredges, towboats and barges were tied up at Parkersburg. One digger broke loose after ice pressure snapped 10 cables and a towboat caught it and moored it to the Ohio side.

H. A. Carpenter, river boat operator for 25 years, said the jam was the worst since 1918 when the river was impassable at Moundville, W.

Va. The present jam, Carpenter said, is due to the lowering of wickets in the upper part of the river in an effort to break the gorge by suddenly releasing the water. A drop in temperature cemented thousands of huge cakes into a solid mass at a sharp bend near Newport, Ohio.

Eighteen miles of the Ohio River is blocked today."

The ISTHMIAN, under charter to Campbell Transportation Co., had run up on the bar at Wolf Island in the Mississippi below Columbus, Kentucky on December 27, 1935. After spending a week stranded the dredge BURGESS had rescued us on the afternoon of January 2 by cutting a channel through the bar. The damage to the boat was minor and after having a rudder straightened at the shipyard in Paducah we were on our way up the Ohio on January 6.

The weather continued cold and ice was heavy so we had to tie up for ice at Mt. Vernon, Indiana the first evening. After losing twenty-four hours the ISTHMIAN could continue and we worked our way back to Louisville, arriving at 10 o'clock on the evening of January 11. After dropping off some barges at Jeffersonville we continued up the river on January 12.

We came up through the new Gallipolis Lock for the first time on January 17. The TARIC with six loaded barges went down backwards over the "chutes" where the piers for the roller gates were being built and, with luck, she didn't sink anything. I got off at Lock 26 to visit Mabel who was teaching school at Coal Run, Ohio and gave her the engagement ring which had been in the ISTHMIAN's safe. It was a short visit and I got back on the boat at Tanners Run before watch time the next morning.

On January 21 we were at Weirton, West Virginia when we got orders to tie off our tow and go back down to above Lock 16 and pick up the D. W. WISHERD's tow. The WISHERD had bagged a boiler, tied off her tow and was being taken to the boiler shop at Gallipolis for repairs. It was very cold but there was very little ice in the river and we started back down the river early in the morning, light boat.

At Clarington, Ohio one of the pilots, Homer Litton, got off to go home while we went below to pickup the tow and come back up the river. By the time we got back to Clarington about 10pm. there was too much ice running to get to shore with the yawl so the pilot shoved the barges in to pick up Homer. Red and I put a ladder down for him to climb aboard and I asked, "Just how cold is it?" He replied, "When I left home ten minutes ago it was 14 below on the back porch." Red and I both froze our ears and we couldn't have been outside more than fifteen minutes."



We found another view of the towboat ISTHMIAN (T1217) perched on the Wolf Island Bar, Mississippi River in 1935. The engineer thought to pump water into the barge for use in the boilers as the river fell. The unsupported barge broke as seen and the crew had a cold week until rescued. After repairs at Paducah, ISTHMIAN continued up the Ohio in January, 1936.



The winter of 1936 was one of the coldest on record in the Ohio Valley and the river was frozen over in many places. Ice gorges such as this one at Vanport, PA in 1936 were formed when moving ice was blocked by a bend or bar. When such a gorge finally broke loose woe be to boats or barges in its path.

The next morning we were tied up in fog about a mile below Lock 13, McMechen, West Virginia. The fog cleared up and we went up to the lock just before noon but that was as far as we could go. It was still 13 below and solid ice everywhere so they sent most of the crew home. The mate quit and I was then made mate (acting) so stayed aboard.

After ten days of below zero weather we decided that the boat was not in a good spot if the ice went out with high water. We moved down to Moundsville and tied up over on the Ohio side on the inside of the bend. The ice was real heavy and we worked the boat as slow as possible and didn't do much damage to the wheel. Finally, on February 17, we got going again after 25 days of lost time due to the ice.

One day while we were at Moundsville and I was acting mate, Captain Price said, "Why don't you get your mate's license so you can take this job when we leave here?" I said, "Captain, I don't want a mate's license. I have no intention of staying out here the rest of my life." He looked at me real hard and said, "Dammit, you'll die on one of these boats so get your license so you can be paid for your work."

Capt. Price must have known me pretty well for six months later I had the license and continued to work on the river for 36 more years. He, however, died aboard the steamer FAIRPLAY about two years later.

The day we left Moundsville we tied up for the night because of ice at Warwood, West Virginia, above Wheeling. Soon after midnight I noticed the barge next to the bank was listing so I got Capt. Litton up to back it off the bank but we couldn't move it. After awhile we took the rest of the tow across the river out of the way but we still couldn't move the stuck barge. When we had landed we had shoved the barge up on some shore ice and it had frozen solid to the bank.

Next we tried putting a steam line in the barge in hopes of melting the ice but no luck. Later in the afternoon the Wheeling Steel Co. steamer LA BELLE came by and stopped to help. After both boats failed to move the barge we decided to leave it. We went across the river to get our tow only to find that one of those barges was also frozen to the bank; we left it also.

The next morning it was eight degrees below zero again. The ISTHMIAN was just barely moving with four or five empties and no one could imagine why. Then, right out in front of the Weirton Steel Co. landing at Weirton we hit bottom, - with empty barges and in eleven feet of water. The ice had built up under the barges until the empties were drawing eleven feet or, rather, the bottoms extended down eleven feet.

We got the Weirton Steel Company's harbor boat to take a long line over to their fleet, make

it fast to our grounded barges and then we turned them loose. The next morning the hot water discharge from the steel mill had melted the ice. The barges had swung in to shore and there was no ice, even if it was still eight below. It was cold!

By this time battling the ice had pretty well wrecked our wheel so the company sent a truck load of wheel material and four carpenters to rebuild it. When the wheel was finished we went up to East Liverpool then back down to Warwood to get the two barges left there and back up to Weirton. By then, the new wheel was gone so the same four carpenters, with another load of timbers, came back and did the rebuilding all over again.

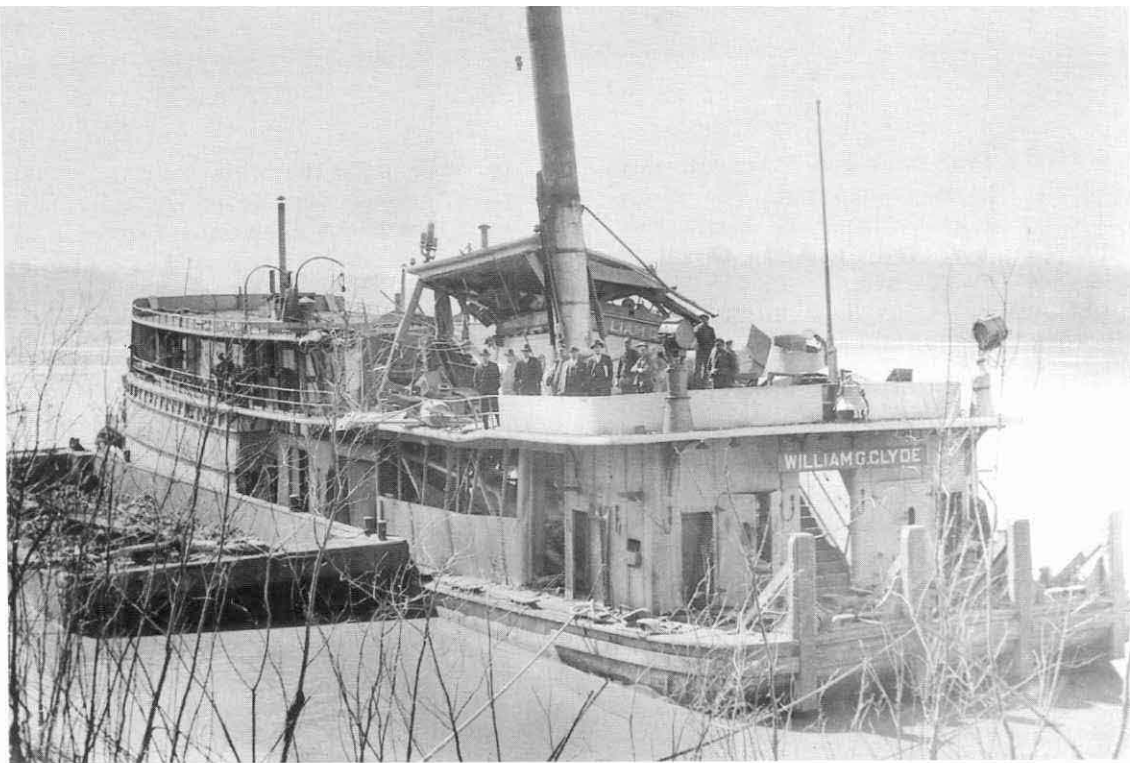
We finally got under way again on March 1, 1936 after losing 37 days and all due to ice. The ISTHMIAN headed back down the Ohio with a tow for Memphis. On March 3 we spent the morning getting down through the new Gallipolis lock as the dam construction was now obstructing the channel. We arrived in Memphis about 9pm. on March 8 and delivered our tow to the Wheeling Steel Co. landing on President's Island. After repairing our wheel we started back up the river with a tow on the evening of March 10.

Early in March we got word that the steamer WILLIAM G. CLYDE had blown up somewhere between Cairo and St. Louis, killing two and injuring several others. The CLYDE was an almost identical boat to the ISTHMIAN. Carnegie Steel had several of them, all built to tow coal in the Monongahela River, six loads down and six empties up. And all of them had the same shortcoming, - no boiler power.

The boilers on the ISTHMIAN were allowed only 210 pounds of steam, as I recall. This was fine for the six barge tows in the Monongahela River pools but when these boats were taken out on the Ohio or Mississippi and given 15 or 20 barges they just didn't have what it takes. So, the engineers always carried extra steam pressure.

The relief or pop valves on the boilers were spring loaded and each year at inspection time they would be set by the inspectors at the authorized pressure. As soon as the boat was underway again the engineer would go out and set the valves the way he wanted them, whatever the pressure, according to where the boat was then towing.

Somewhere along the way a law was passed that there had to be a cap with a seal over the relief valves. Only a U.S. Inspector could break the seal but the law didn't say that the cap couldn't have a hole in the side of it. A chisel inserted through the hole and over the valve stem fixed it so the valve didn't work at all. The boiler pressure was then regulated by the size of the fire in the furnaces and made for some exciting times.



The WILLIAM G. CLYDE (T2662) after the boiler explosion on March 4, 1936 while upbound on the Mississippi between Grand Tower and Wittenburg, MO. Tampering with boiler safety valves is frowned upon but has been known to happen. She was towed back to Coal Valley, PA and rebuilt as JAMES E. LOSE.

Most of the engineers would carry around 225 or 230 pounds most of the time. But, when the going got tough they carried whatever it took to get the job done. A story I was told about the MONONGAHELA coming up over the falls at Louisville one time is typical:

The engineer told the pilot not to go into the landing at Jeffersonville after getting above the falls until he said he was ready. When they got above the Pennsylvania Railroad bridge the engineer removed the chisels and the firemen went for coffee. Finally, when everything was back to normal, the pilot was given the O.K. to go into the landing and sure enough there was U.S. Boiler Inspector, Ike Betts. Betts was an engineer and he knew what had happened so went straight to the engine room. He demanded to know how much steam they were carrying when they came up over the falls and, looking him straight in the eye, the engineer replied, "Just enough to get her up over there, Mr. Betts." Ike Betts walked away.

When we got up to Cairo on March 12 the WILLIAM G. CLYDE was there. She had exploded one of her boilers on March 4 between Grand Tower and Wittenberg while shoving seven loads up the Mississippi River. We landed alongside and looked over the wreckage: One stack down; the front and both sides of the pilothouse gone and its roof collapsed. The captain had been blown out of the pilothouse and landed on the roof astride the port stack and was severely burned. Only one boiler had blown but the other

three were knocked off their mountings and turned crosswise. The condenser was mashed and the bulkhead between the deck room and engine room was buckled. The CLYDE was really a mess.

Our chief engineer looked it all over and said very seriously, "That's what steam does. I guarantee there will be no more extra steam on this boat." A trip or so later, when we were coming under the K. & I. Bridge below Lock 41, she stopped and the same fellow told the firemen, "Get her hot!" I walked by the fire box and saw 275 pounds on the gauge and went out on the barges. I was really scared and also made a few uncomplimentary remarks about a captain and chief who would do things like that.

We continued up the river and exchanged tows with the D. W. WISHERD at West Louisville on March 15. Again, we were taking a tow down to Memphis and the following day met the DUQUESNE just after noon towing the wreck of the WILLIAM G. CLYDE back to Pittsburgh for rebuilding and then renamed JAMES E. LOSE. At Memphis on March 19 we made up tow surrounded by thousands of migrating geese and listened to reports of the big flood that had hit the upper Ohio around St. Patrick's Day, particularly Pittsburgh.

We came into Pittsburgh April 10, 1936 and then on to Coal Valley where Carnegie, the owners, put the ISTHMIAN on the ways to straighten the bottom, bent when we were on the sandbar. Everyone was sent home and when the

boat was ready to come back out I was the only one not called. As it turned out, this really didn't matter for a month later the brand new JOHN W. HUBBARD was ready and the ISTHMIAN was turned back to Carnegie. Capt. Vernon Byrnside was master on the new HUBBARD and Capt. Price went to the FAIRPLAY.

The ISTHMIAN was an easy boat to work on and a fun boat. Her name was changed to THOMAS MOSES later in 1936 and in the early 1940s she was chartered for a short time by Union Barge Line but I didn't work on her again.

I went back home to Apple Grove and relaxed for a week or so before looking for another job. The American Viscose plant at Parkersburg was hiring a few people from time to time so I put in my application. With marriage to Mabel in prospect a shore job became more attractive. There was work to do on the farm while waiting for a job to turn up and I helped with preparing ground for later planting of tomatoes, a big crop down in Apple Grove in those days.

On May 9 I went up to Lock 23 to check on reports of boats in hopes of finding a job. While there, the U.S. Corps of Engineers boat TURLEY came down with Derrick Boat 48 and a dump scow and tied up on the outside wall above the dam. I asked the lockman why they were tying up and he answered that they were going to do some dredging along the guide wall. My next question was, "Wonder if they need any help?" and the logical answer was, "Go see."

The man in charge at the moment was Willard Spears who said they would need one or two men. The boss of the outfit was Albert Ellison who was coming in his car. I had known Willard in 1926 when we were in a repair crew that put in a new gate track at Lock 24 but I didn't know Mr. Ellison. Eventually, he arrived and said that they wouldn't be working over the weekend but I could start to work on Monday.

The TURLEY was a steel hulled launch with towing knees, 40 feet by 8 feet wide with a gasoline engine. She had been built by the Howard Shipyard for the Engineers in 1934. The crew when I got on the TURLEY were Kenneth McLeod, derrick operator, Coleman Pinkerman, fireman, Bert McDougle, deckhand and a pilot whose name I no longer recall.

Someone on the first shift came over to the lock wall to pick me up in the yawl and I don't think I ever saw a dirtier boat. Two inches of mud covered the bottom, the seats had so much mud on them you couldn't sit down and it was all too deep and slick to stand up.

On board the TURLEY I looked at the lines we would be working with and they all had bowlines in them with some badly raveled at the ends. I said to my partner, "Bert, we are going to have

to work with these lines so let's put eyes in them." Bert said he didn't know how to make eyes in a line but he agreed to wash all the mud out of the yawl while I worked on the lines.

With a hatchet and a stick I made a rough fid and worked eyes into all the lines on the TURLEY. Then I fixed up the lines on the derrick boat, too. After a while Albert Ellison came back from lunch and asked, "Who cleaned up that yawl?" Bert said that he did and then Coleman Pinkerman chimed in with, "And Albert, look at these lines; they all have eyes in them. First time I ever saw a line on a government boat with eyes in it. You don't just have scow dumpers, these are real deckhands."

Albert was pleased and later when pay day came he said that deckhands wages were \$90 per month but skilled laborers (like us) got \$115. I still haven't figured out what was so skilled about washing mud out of a yawl. The job at Lock 23 lasted about twenty days and then we moved down to Lock 25 for another week before the job on the TURLEY ended.

After finishing the job on the TURLEY I became involved that summer with a neighbor in a wheat cutting deal. We used our tractor and his binder; I was the tractor driver. One evening when I came home at dark, Mother said that there was a man named Carter around looking for me. I didn't know anyone named "Carter" but he had said that if I was interested in a boat job he would be staying at the Alexander home.

At Alexanders's I found Mr. Carter who said that the Corps of Engineers was going to be doing some dredging at Letart Island using the launch GAULEY RIVER and a derrick boat. Albert Ellison had recommended me and if I was interested the job started at 4am. the following morning. The GAULEY RIVER had a steel hull, was similar in size and appearance to the TURLEY and had been built for the Engineers by Nashville Bridge Co., Nashville, Tennessee. She had a 165 horsepower Gray Marine diesel engine.

My partner deckhand on the GAULEY RIVER was Harold Quillen and the pilot was James Laudermilk. The deckhands on the other shift were Orion Roush and Harold Sargent. The only other man I remember from that crew was Pat Ashcraft, a fireman on the derrick boat.

After a couple of weeks we worked out a schedule. The shift that worked Friday afternoon would come back and work Saturday morning. Then the same crew would work the Monday morning shift so that every other weekend one shift was off from Friday noon until Monday noon. This made for some great times over the long weekends.

The only hard shift was Saturday morning. We were using Derrick Boat 43 which was coal fired

GAULEY RIVER

This small towboat pushed dump scows when the Corps of Engineers derrick boats were cleaning out the approaches to locks and other small jobs. She was built by Nashville Bridge Co. in 1935, steel hull 45x10x3, single prop. Similar in size and appearance to the TURLEY on which Clare Carpenter found work in the summer of 1936.

GAULEY RIVER eventually was assigned to the Omaha District, Corps of Engineers and then sold in 1960 to St. Paul, MN.



and each Saturday morning we had to load enough coal into the bunkers to last until the following Saturday. The coal had to go up to the top of the cab then down into the bunker and sort of reminded me of my coal passer days on the LEONA. Except for Saturdays the rest of the job was about as exciting as a turtle race: we didn't go anyplace except down the river a few hundred yards and back up behind the island where we dumped the scow.

Although we came to work at 4am, the first scow wasn't ready until about 6am, which gave plenty of time to make a bed of some big cushions and get a nap for an hour. When pay day came Mr. Carter asked me what Albert paid me on the TURLEY and when I told him he said, "Well, if he could pay that, I can too." We got that big check (\$115) for the rest of the summer.

The job ended August 24 but later in the fall Mr. Carter sent for me and asked me to come back again. It was getting cold, the fall rains had started and the GAULEY RIVER didn't have much heat and no place where one could get warm or dry out. I didn't go back.

During the summer I had been studying to take the examination for a mate's license. On September 8, 9 and 10 I took the examination at Gallipolis and received the license as "Mate" as Capt. Price had urged me to do while on the ISTHMIAN.

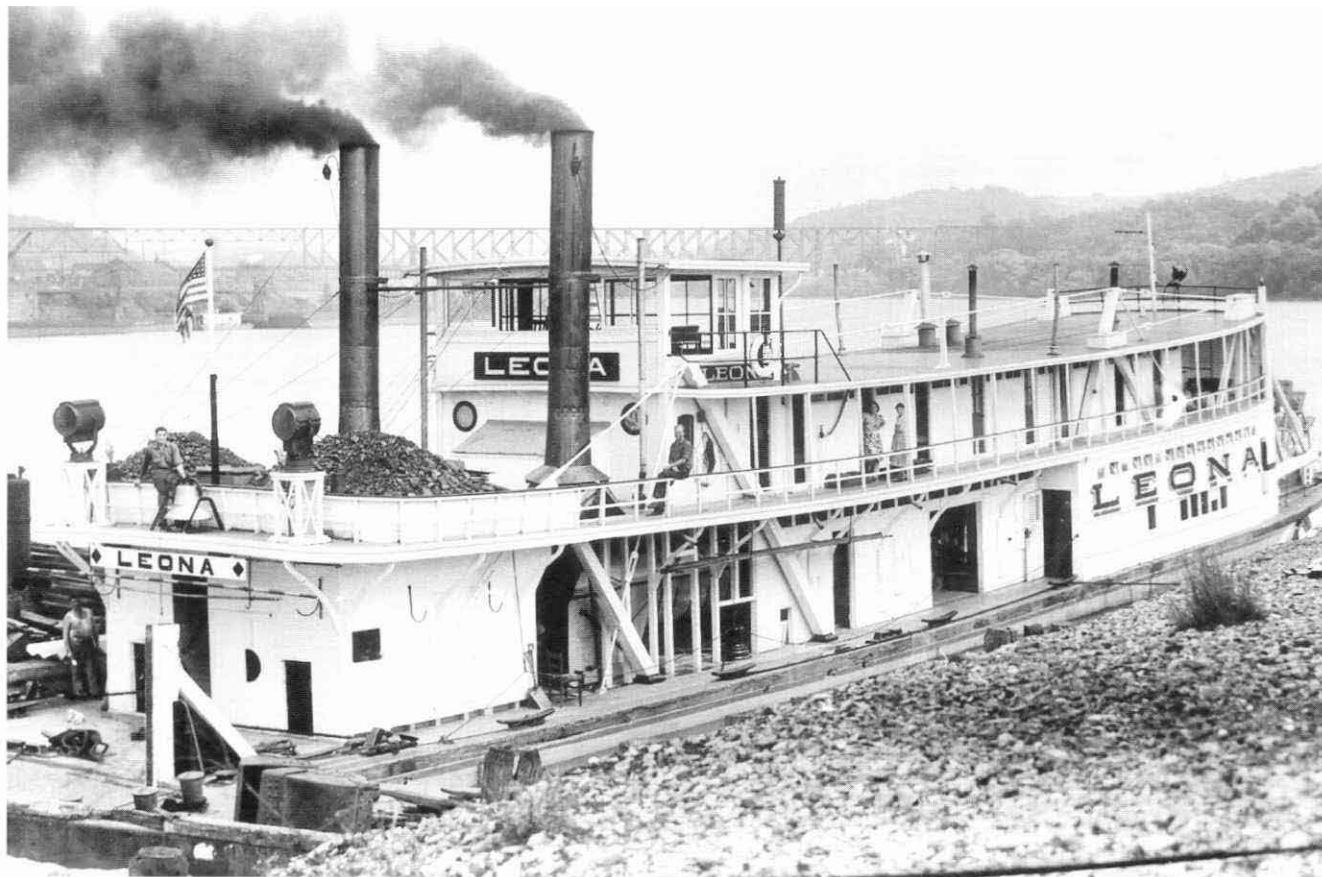
Later that September I had my tonsils out at the Marine Hospital in Pittsburgh and then began looking for a job. I learned that Carnegie Steel had chartered the G. W. McBRIDE and that my friend Capt. Vernon Byrnside was pilot. I dashed

off a letter to him and, after missing jobs on the ARTHUR HIDER and CARBON, there was a call to catch the McBRIDE at the Pittsburgh wharf. I got on about 11:30pm and went on watch at midnight.

The boat was working in the coal trade on the Monongahela and we tried to keep up with the company boats but it was a losing battle. The Carnegie boats were built for that trade and had two steam capstans on the head and one on each side. All you had to do was to put the face wires on and tighten them with the capstans, maybe ten minutes and you were ready to go. The McBRIDE had only capstans on the head and one of these was broken. There were no capstans on the sides so we had to put both face and side wires on and tighten them with ratchets. Hooking up by hand took most of an hour and meanwhile the company boat had gone out of sight..

It seemed like it rained everyday that fall and the only way to dry our clothes was to hang them alongside the boilers when we went off watch. I don't think I was completely dry the whole two weeks I was on board before being bumped when the regular crewman returned. Although I really needed a job I was not sorry to leave the McBRIDE that time.

It was now back to daily trips to the various towing company landings to look for an opening. While down at the Campbell Transportation Co. landing at The Point one evening the LEONA came in. I asked if Capt. Hiernaux was aboard and he called down from the pilothouse, "Is that you, Clare?" (Lots of people recognize my voice.) He



Owner Capt. Richard Hiernaux kept the LEONA (T1571) spic and span as she appears in this view. Must be a portrait as two crewmen, the cook and chambermaid are posed on the boiler deck; the fireman peeks from the main deck. At Charleroi, PA with the Pittsburgh, W. Va. RR bridge in the distance.

needed a fireman but I told him that I had decided to try for the pilothouse and did not want to be looking into a bright, hot furnace for twelve hours a day. I would like a deck job and he replied, "Wait awhile and we'll see." After doing some checking, the captain came back, "O.K., one of the other men will fire so you can deck."

The LEONA was towing coal from Maidsville, West Virginia on the Monongahela River down to Weirton and Toronto, Ohio. After a few weeks Capt. Hiernaux bought another boat, the MAMMOTH CAVE, down on the Green River and took the mate along with him to bring her back to Pittsburgh. He made me mate on the LEONA and then we got a job towing for Keystone Sand Co.

At that time Pittsburgh was known as the Smoky City, and rightfully so. For a week before Christmas, 1936 we could see to run only from about 4pm. until about midnight because of the smoke and fog. Three days before Christmas we got orders to finish up the current job and then tie up so everybody could go home for the holiday. We had less than 24 hours worth of work but the thick weather just wouldn't cooperate. Capt. Hiernaux came aboard at noon the day before Christmas at the Emsworth Lock

and asked if I was going home. We still had to take six loads up to Braddock and it didn't look that I could make it. Typical of Dickie Hiernaux he told me to go on home; the boat should be at Braddock by 9pm. and the fellows who lived close could handle that short trip.

Soon after Christmas the RELIANCE of the Union Barge Line, which towed gasoline for Standard Oil, got behind on deliveries. The LEONA went to work for Union Barge Line and we towed barges of gasoline from Midland, Pennsylvania to Parkersburg, Charleston, Boomer and Huntington, West Virginia. During this time Capt. Walter Booth was the captain and Fred Way, Jr., pilot on the LEONA. This was the first time I had met either of them although I knew Capt. Booth had been captain and part owner of the LIBERTY and Capt. Way owner of the BETSY ANN.

By January 21, 1937 it had been raining for thirty-six hours and the rivers were rising both above and below Pittsburgh. The LEONA rode out the 1937 flood tied to a big tree at Glenfield, Pennsylvania with the U.S. Lighthouse tender GREENBRIER for six days. The crest at Pittsburgh came at lam., January 26, 34.5 feet, less than the record flood of 46 feet which had occurred in March, 1936. But there was record high water from Parkersburg and farther down on the Ohio.

The captain on the GREENBRIER was Arthur "Red" Schletker who lived at Ludlow, Kentucky across from Cincinnati. When the stage down there got to 65 feet and still rising he asked me, "How much higher is it going to get?" When I said, "The prediction is 70 feet," he replied, "My God! It never has been that high," but, of course, it continued to rise even higher and crested at 80 feet at Cincinnati and 57 feet at Louisville. We delivered our tow to Pittsburgh as soon as the water went down and then loaded out for Huntington. We followed the flood down the river and everywhere along the way was a big mess.

Soon after the flood we got caught up on the gasoline deliveries and the LEONA was laid up, my last work on board that good boat with a fine owner. Years later I saw Richard "Dickie" Hiernaux at a Sons and Daughters of Pioneer Rivermen meeting in Marietta and introduced my young daughter Alice to him as the first man I had worked for on the river. Capt. Hiernaux looked down at her with amusement and said, "You know, your Dad was still wearing diapers when he started working for me," but Alice didn't believe him.

I was laid off the LEONA on February 26 and spent two weeks at home on the farm before setting out to find another job. River business was slow at Pittsburgh in March, 1937 and got even slower when there was a coal strike called on April and the steel company boats laid up.

I had written to Capt. Charles Ellsworth and to Robert Brandt, Superintendent of Transportation for American Barge Line, to see about getting a job. Within a week Mr. Brandt wrote back and said if I was interested I could get on the INLAND as steersman. American Barge Line had recently undertaken to train some pilots and were assigning steersmen to the crews on several of the boats. On April 20, I got on the INLAND at Lock 18 below Marietta to work as mate until they got a replacement, a pattern which was to be typical of my steering career.

Finally, on May 15 at Mt. Vernon, Indiana I started as a steersman. Capt. Charles Ellsworth was my teacher and he was a very good one. In spite of the fact that he had a reputation for being a crabby, cranky, mean old So-and-So we got along fine. He lived in Parkersburg and worked above Louisville most of the time.

After a few months I was allowed to make locks and a landing now and then. Then came that fatal day, a Saturday morning in July, when the captain told me to put her in Lock 8 while he went to the telephone to call for orders. He went out on the tow and motioned me to get closer to the lock wall; I did but in doing so I got the corner of the barge notched into the

gate recess. There was a sudden halt, the smokestacks waved back and forth, I went up against the pilotwheel and the water cooler in the back of the pilothouse came tumbling across the floor. The corner of the barge slipped out of the notch and I went on into the lock and tied up.

I decided I had better go down and get a mop and dustpan and clean up the water, ice and glass from the pilothouse floor. The first person I met was the maid, about the maddest person I ever saw. She had been cleaning the captain's room and he was a diabetic. Every so often he had to make a sugar test so there was quite a can of urine under the bed. Just as the maid picked up the can the barge had hit the notch and she was soaked.

I mumbled something in the way of an excuse and moved back to the kitchen to find the cook was in no better mood. On the floor was a roast, potatoes, beans, some other vegetables and three pies. The entire dinner was in a pile and it was now lllam. I made my escape but was unpopular with the entire crew for a few days.

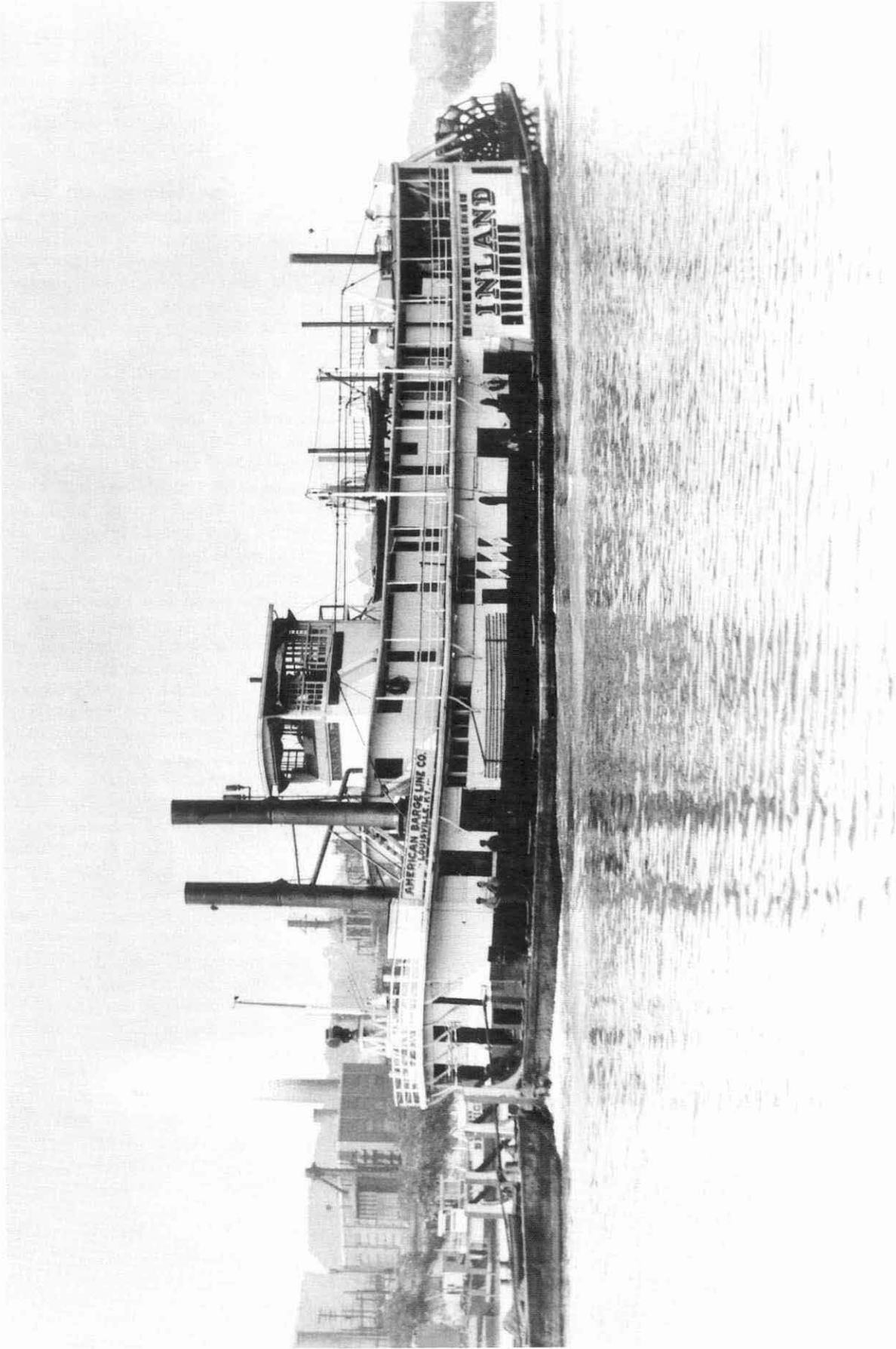
As I was cleaning up the mess in the pilothouse the captain came in and looked around. "You kind of shook things up, didn't you?" I replied, "I sure as hell did." That was all Captain Ellsworth said about the matter.

Things went along the rest of the summer about normal. The only unusual event being that after some rebuilding of the wheel and inspection at Louisville in early August, as we were leaving, some sparks from the stacks caught a cloth awning around the pilothouse on fire. The cords that held the pipe frame burned in two and it fell and hit me on the back of the neck causing a bad burn. This was followed later by a tremendous carbuncle on the same spot.

Capt. Ellsworth went on vacation and was relieved by Capt. Harry "Mickey" McGuire. He was really a character and we had lots of fun. He really made me do about all of the work. Later, in 1942, Capt. McGuire was on the KATIE LYONS when she hit the Bellaire Bridge and he was one of those drowned.

We got the usual fall rise the last of October and it was a dandy. We were going down past Letart Island when the tow got in an eddy and headed for the bank. The front barges went up the bank, around we went and, as the barges pulled off, we were headed upstream. We tied up that night at Ben Lomond Light, above Lock 26, for while that dam was down and there was "open river" we had to go through the new Gallipolis lock to bypass the unfinished roller dam.

The next morning, with the river high, we double-tripped the lock. As we were going into



The INLAND (T1181) was built in Paducah in 1927, 134.7x28x5 with engines from the MARGARET (T1713). She was owned by Inland Waterways Corp. and then American Barge Line Co.

Clare Carpenter went aboard as steersman in spring, 1937. Capt. Charles Ellsworth was master; Lewis B. Reade, pilot; Fred Wills and Denver Huggins, engineers.

the chamber the corner of a barge hooked in the ladder recess on the guidewall and we swung around the outside wall. We were going backwards toward the open rollers when we finally got a line out on the outside wall and stopped. The stern of the INLAND was about one hundred feet above the roller gate and the current was strong.

Capt. Ellsworth decided we could shove all the barges out in one trip so the chief engineer, after sizing up our predicament, said, "Wait until I get ready." The safety valves on the boilers were spring loaded and adjusted by a nut on top of the valve stem. In order to prevent tampering the steel cap over the valve stem was secured by wire with a seal which was only to be broken by a U.S. Boiler Inspector. Without hesitation the chief broke all the seals, screwed the nuts down until the steam pressure was about 300 pounds instead of the normal 240 and said, "Let's go!"

The INLAND shoved her tow up out of there but we were very lucky. If we hadn't gotten stopped or if she hadn't had the power to shove those barges the rollers were just about high enough to have caught the second deck and some of us would not have come out of the wreck. After things settled down the chief reset the safety valves and twisted the wires and seals back so they looked O.K.

Some time later we were in Louisville and the inspector, Capt. Isaac Betts, came aboard and wanted to check the safety valves. Capt. Betts was known as a "double ender" and had both pilot's and engineer's licenses. At this time he was old and about ready to retire but knew his business very well. He must have weighed three hundred pounds and asked the chief to get a ladder so he could climb up on the boilers to remove the seals and caps on the valves. The chief said, "There's not much room up there. Let me do it for you," and up he went. He pulled the broken seals off and put them in his pocket.

Capt. Betts did not ask to see them but our chief could have lost his license if he had been caught.

Winter seemed to come a bit early that year and we were forced to tie up for ice at Middleport, Ohio on December 11, 1937. It warmed up and we got going again, headed upstream with a fast rising river. On December 22 we were at Wheeling. The ice machine had conked out so Capt. Ellsworth contacted an ice company to bring us nine hundred pounds of ice to the Costanzo Coal Co. landing at Warwood, West Virginia. We tied off our tow above Lock 12 and about 9:30am. we were going into the bank below the Costanzo landing when the INLAND hit the wreck of the old steamer VOYAGER. Capt. Lewis B. Reade was the pilot on watch and neither he nor Capt. Ellsworth realized that the VOYAGER wreck was there, she having burned and sunk earlier in 1937.

There were two rudder stalks, about 18 inches square, on the stern of the wreck and these came up through the bottom of the INLAND. The bottom planks on the INLAND were laid crosswise so that when we tried to back off a big crack all across the hull opened up. The INLAND sank in about twenty minutes, almost up to the boiler deck. After an investigation by the inspectors from Pittsburgh the crew was sent home and I caught the bus from Wheeling the evening of December 22.

Later, the sunken INLAND was sold to Capt. Hiernaux who successfully raised her. Capt. Hiernaux was well along to moving the INLAND to a dock for repairs when some dynamite stored in the cabin took fire and burned off the upper-works. The hull was later used by Jim Bonelli of Cincinnati in 1940 when he built the COTTON BLOSSOM showboat on it.

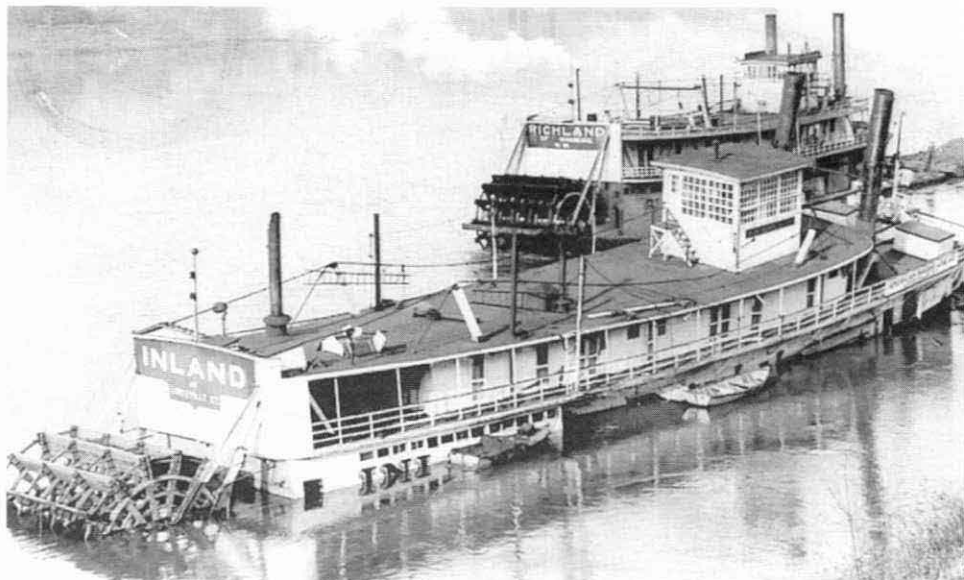
In looking back over 1937 on New Year's Eve I wrote in my diary, "Hasn't been a bad year. Have had lots of fun and lots of hard work."

* * *

INLAND SUNK ON VOYAGER

The VOYAGER (T2546) was an old boat (built 1885) and had been sold to the Costanzo Coal Co., Warwood, WV in 1937. She sank there and later burned to the waterline, an unmarked trap for the INLAND when she came in for coal December 22, 1937. After being raised, the INLAND was destroyed by fire following the explosion of a stick of dynamite in the cabin Feb. 13, 1938.

The RICHLAND (T2161) beyond the INLAND was also owned by Costanzo Coal Co.





A VIEW OF CINCINNATI AND THE OHIO
RIVER IN 1858
John Stobart, 1997



Maritime Heritage Prints
Union Wharf, Townhouse No. 23
Boston, MA 02109



A MUSCATINE MYSTERY

Among other interesting steamboat photographs in the collection of Marilyn Bekker, Muscatine, Iowa is this excellent one of the GRAHAMONA. Photo sleuth Ralph DuPae was informed that the photo had been taken near Muscatine at some unknown date but he had his doubts: GRAHAMONA does not appear in Way's Packet Directory, 1848-1994.

She is a packet of handsome proportions but lacks a swinging stage and has the single stack behind the pilothouse and hog chains typical of the Canadian lakes, Sacramento River or the Yukon. There is also something about the background of fir trees and general terrain which doesn't smack of Iowa on the Upper Mississippi. California members Bob Parkinson and Dick Rutter confirmed that GRAHAMONA was indeed a "western boat" and provided her history.

GRAHAMONA was built at Portland, Oregon, 1912. She had a wood hull, 149.5x30x4.5, sternwheel, 700hp. and was built for the Oregon City Transportation Co., locally known as the "Yellow Stack Line". She was designed for service on the Willamette River, a tributary of the Columbia. The Willamette was (is?) navigable from its mouth at Portland up to Corvallis, 132 miles. The Graham family dominated the packet service beginning in 1889. The GRAHAMONA joined the ORGONIA and POMONA also operated by Oregon City Transportation Co.

An interurban line was completed between Portland and Oregon City in 1893 and this

eventually took much of the passenger business on the lower river. By 1919 the improved roads and trucks had badly cut into the freight trade so the OREGONA and POMONA were laid up. The GRAHAMONA was sent to the operate on the upper Columbia and Snake Rivers under the banner of Inland Empire Boat & Truck Co., a new company formed by Capt. A. B. Graham. This trade didn't match the expectations and in 1920 GRAHAMONA was laid up.

New owners took her over in 1920 and changed the name to NORTHWESTERN. She was then used as a barracks and work boat by the Pacific Telephone & Telegraph Co. which was stringing telephone cables through the Columbia Gorge.

In 1925 NORTHWESTERN was owned by the Portland Navigation Co. and later by the Salem Navigation Co., both companies using her as a freight boat on the Willamette River. She was reported in the 1930s running excursions up to the Bonneville Dam which was then under construction. She last operated on the Willamette in 1939, the end of scheduled steamboating on that stream.

But the career of the NORTHWESTERN was not quite over. She was boarded up and towed up to Alaska and ran another seven years on the Kuskowim River. Finally dismantled about 1947.

The GRAHAMOMA had an interesting history even if she did miss operating on the Upper Mississippi. Thanks to Ralph DuPae and the Murphy Library for unearthing and supplying a fine photo of a boat which was new to us.

FACT OR FANTASY
IS THIS THE ISLAND QUEEN'S BELL?

by
John H. White, Jr.

During the 1997 S&D annual meeting I talked with a fellow member, Leslie Hanlon of Mechanicsville, Virginia. I was impressed by this earnest man and his concern over preserving a relic now on exhibit at the Greater Cincinnati Airport. The object of his concern is a bell said to be from the second ISLAND QUEEN, 1925-1947 (2800).

Mr. Hanlon has been trying to establish the veracity of the claim made by the label on this bell for many years. During the course of his investigations he has discovered that the bell now at the airport was somehow acquired by John Hempfling of Constance, Kentucky. Hempfling was a life-long employee of the U.S. Corps of Engineers and, as a confirmed river rat, became a collector of steamboat relics. We can only speculate on how he acquired the bell - perhaps he was around when the ISLAND QUEEN was salvaged at Pittsburgh after the explosion and fire in September, 1947. If he was not there, perhaps a friend found the bell and passed it on to Hempfling.

The problem of establishing the true story concerning this bell which is seen by thousands passing through the Cincinnati Airport each week is the lack of a paper trail. Nor is there anyone alive with first-hand knowledge of exactly what transpired before the bell arrived in its present place of prominence. The few scraps of information that are available prove very little.

In December, 1964 the American Airlines through its subsidiary Skychef opened a classy restaurant at the airport and called it the River Queen. The decorative motif was steamboats - models, prints and relics were placed around the restaurant entrance to enhance the theme.

Somehow, Mr. Hempfling and the restaurant managers got together and the collector sold the bell and perhaps some of his other river pieces for display. Just what information was exchanged or what claims were made about the bell are not recorded. It is reasonable to assume that the restaurant decorators depended upon Hempfling for the authentication.

The bell stands today in Terminal One outside the restaurant with this label:

"This bell salvaged from the second ISLAND QUEEN which sailed the Ohio River from 1925 until 1947 when it was destroyed by fire."

The statement is unequivocal regarding the origins of the bell but given the relatively small size a first question might be, "If true, which bell?" Mr. Hempfling died in the late 1960s according to information Mr. Hanlon received from Richard Koltmyer, once operator of the Anderson Ferry, in July, 1992.

The late Capt. John Beatty, who first attempted to raise the sunken hull of the ISLAND QUEEN after the fire at Pittsburgh asserted that the roof bell was melted in the fire. Hanlon doubts this since photographs of the boat burning after the explosion show the roof bell hanging at a precarious angle from the roof. Did it break loose and fall into the river? Mr. Hanlon believes it did and could have been later recovered and acquired by John Hempfling.

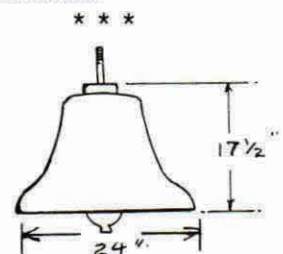
The boat was eventually raised and salvaged by Crain Brothers, Beaver, PA. In a recent conversation with Graydon "Bub" Crain, who worked on the job in December, 1947, he reported that the only boat relic salvaged was one whistle and he could recall nothing about the roof or any other bells. (There was considerable beer stored down in the hull but that salvage is another story. Ed.)

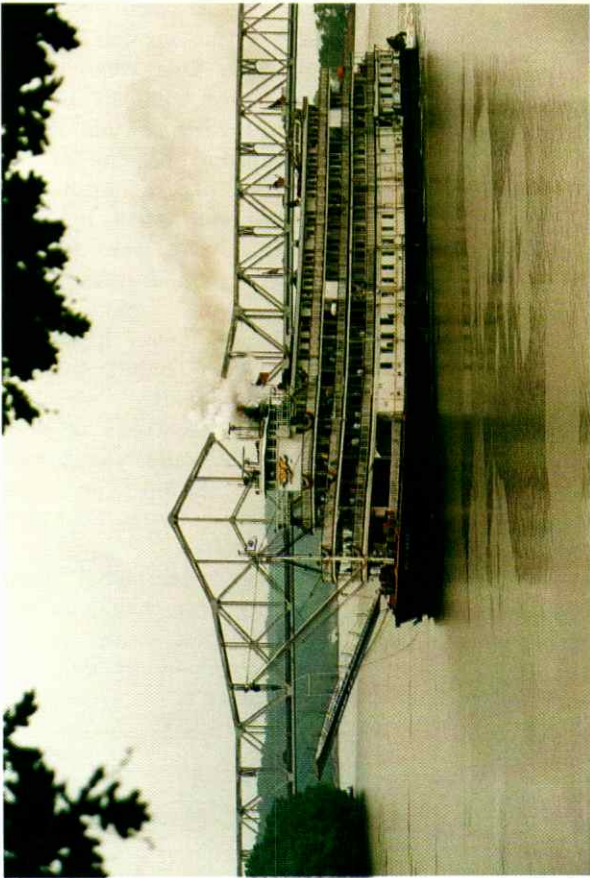
The only hard evidence in all of this story is the bell itself. On one hand it tells us nothing as to its origins for it is unmarked as to date or maker. It is cast iron and just a raw casting un-machined without even a maker identified. Frankly, it appears to be little more than a good sized farm bell, 17-1/2 inches high by 24 inches in diameter. By scaling photos of the ISLAND QUEEN it appears that the roof bell would be around 36 inches high or more and comparable to the bell now on the PRESIDENT (4578), formerly the CINCINNATI (1033) which is 40 inches high.

Capt. Tom Dunn, Gateway Riverboat Cruises reports that the bell on the PRESIDENT is of fine bronze, cast in 1923 by Van Duzen in Cincinnati. It would be logical to guess that the bells on the ISLAND QUEEN and CINCINNATI were identical since they began as sister boats but in photographs the QUEEN's bell seems always to be painted, unlikely for a fine bronze bell.

We will close this dissertation with the thought that the bell at the Cincinnati Airport was given to John Hempfling by one of his friends in the Corps of Engineers with the comment that it came from the wreck of the ISLAND QUEEN. John passed it along in good faith but what really happened we may never know. Is the bell from the ISLAND QUEEN? I can't say with absolute certainty but I feel there is more than reasonable doubt about this artifact and based on the physical evidence it is certainly not the roof bell.

The bell and its label have bothered many who have walked past it. Anyone with better information is urged to write to the S&D Reflector.

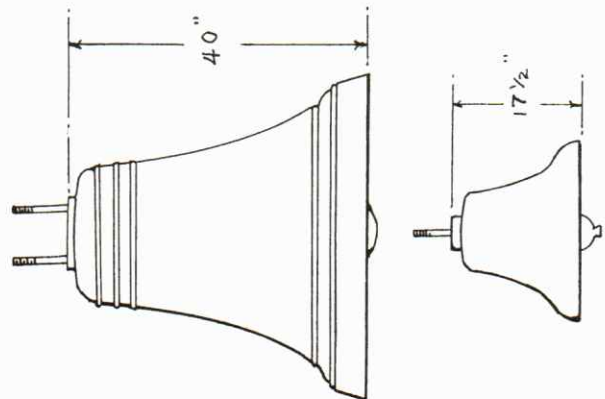




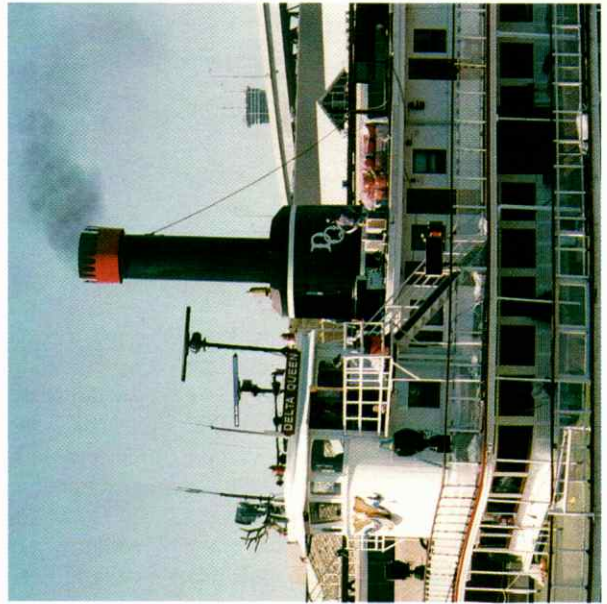
The DELTA QUEEN looked a little down at the heel and in need of a good scrubbing in her 50th anniversary year. Here seen entering Kanawha River, 1997. Bill Smith, photographer.

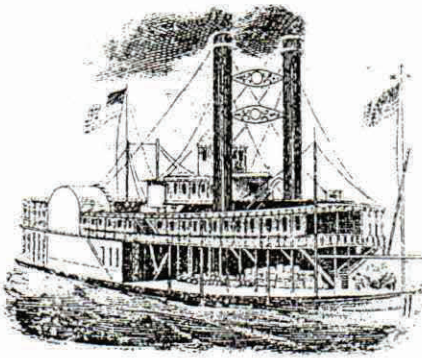


Here she is fresh from a two month overhaul, inside and out, ready to start the 1998 season. The outside improvements are all too noticeable including the new stack. Judy Patsch photo.



Elsewhere in this issue you will find Jack White's article about the bell at the Cincinnati Airport. Above, the ISLAND QUEEN's bell in place on the roof and it's BIG. Left, drawings of PRESIDENT's bell (top) and Airport bell.





JESSE P. HUGHES DIARY

1928

C. W. Stoll & Ed.

December, 1927 had been highlighted with the adventures aboard the HAZEL RICE, Jesse Hughes in command, attempting to take a dredge up the Ohio on high water. Jesse had undertaken the trip to Pittsburgh on the HAZEL RICE at the request of his friend Henry Lindenburn and it should have been a welcome break from the routine of managing the Greene Line Terminal at Huntington, West Virginia. But, the trip was a ten day struggle with the rising Ohio River making slow headway with the tow of a dipper dredge and two barges.

Finally, with the river above flood stage, the dredge quietly sank near Eureka, West Virginia and the HAZEL RICE turned back. Jesse and his crew took the HAZEL RICE down to New Albany, Indiana making fast time on the crest of the flood and turned her back to her owners.

Christmas, 1927 was celebrated back home in Catlettsburg, Kentucky with slow business at the terminal during the holidays.

JANUARY

The new year began cold and windy with, "Not much doing."

The BETSY ANN was at the boiler shop at Gallipolis, The GENERAL WOOD laid up at Pittsburgh, TOM GREENE laid up at Cincinnati and the SENATOR CORDILL was the only Pittsburgh boat operating (Charleston trade). The CHRIS GREENE maintained the Cincinnati-Charleston-Pomeroy trade.

When ice began to build up in the river the CHRIS GREENE laid up at Cincinnati. All boats had suspended operations on the Upper Ohio by January 3 and the ice continued to get heavier. The cold weather didn't moderate until January 13 when the CHRIS GREENE was able to leave Cincinnati and resume her trade.

Evidently, there was a radio station operating at Huntington by 1928. On the evening of January 12 Lillian Hughes and Charles Damron were broadcasting and Jesse and Telia were over at the Rous' listening in. (We guess that this was a musical program of some sort; Jesse does not specify.)

Jesse and his helpers at the terminal had been kept busy during the cold weather tending to the wharfboat. The hull was leaking badly, perhaps caused by the ice in the river, and each day Jesse recorded pumping and patching to stop leaks.

The wharfboat problems were solved by January 14 with the weather warmer. On the same day the GENERAL WOOD was reported as starting from Pittsburgh to transfer her freight to the BETSY ANN at Gallipolis and resume operation in the Pittsburgh-Cincinnati trade. The iron hull of the BETSY ANN was more suitable for winter ice conditions.

BETSY ANN was down on January 16, her first trip since November, and the CHRIS GREENE was also down in the afternoon; lots to do at the terminal. On Wednesday, January 18 the BETSY ANN stopped on her up-trip and picked up a lot of steel being shipped up to St. Marys, West Virginia; both the St. Marys and

the almost identical Pt. Pleasant bridges were under construction.

Jesse notes the death of Mary Greenwood Riddle on January 20, 1928, the daughter of Junius and Carrie Greenwood. Capt. Ben Flesher, owner of the Huntington-Chesapeake ferry, died on January 23.

The weather was cold enough to keep ice running in the river for most of the rest of January. Stogie White got off the CHRIS GREENE on January 27 and spent two days soliciting freight business in Huntington.

The show at the Catlettsburg theater on January 28 was "Chang" so Jesse and daughter Helen took it in. The CHRIS GREENE stopped at 6pm. on her up trip and Stogie White got back on the boat with no mention of his success in drumming up freight accounts.

January 29 was Sunday but Jesse went up to Huntington in the afternoon to check on the wharfboat; all O.K. and he was back home at 5pm. The following day continued cold and the CHRIS GREENE was down at 2pm. for Cincinnati. The BETSY ANN came down from Pittsburgh at 4:30pm. and had two carloads of bolts for Huntington. The crew at the terminal stayed until 8:30 to get part of this shipment up the bank to the warehouse. Running a wharfboat tied down the operator almost as much as running a farm.

FEBRUARY

Groundhog Day was clear and cold but then temperatures moderated in the afternoon. The groundhog saw his shadow as the sun shone all day, Jesse notes.

The TOM GREENE left Cincinnati on the evening of February 6 after having been laid up since before Christmas. The Huntington and Chesapeake ferry resumed operations after a week off, still able to compete with the new highway bridge, evidently.

By February 7 the ice was mostly gone from the river. The TOM GREENE left at 5pm. (on time) for Cincinnati with a good trip of freight and C. C. Bowyer of Pt. Pleasant as a passenger. Business had picked up and Jesse notes:

"February 8, BETSY ANN up later; have good trip for BETSY."

"February 10, Got car load of machinery Pretty busy."

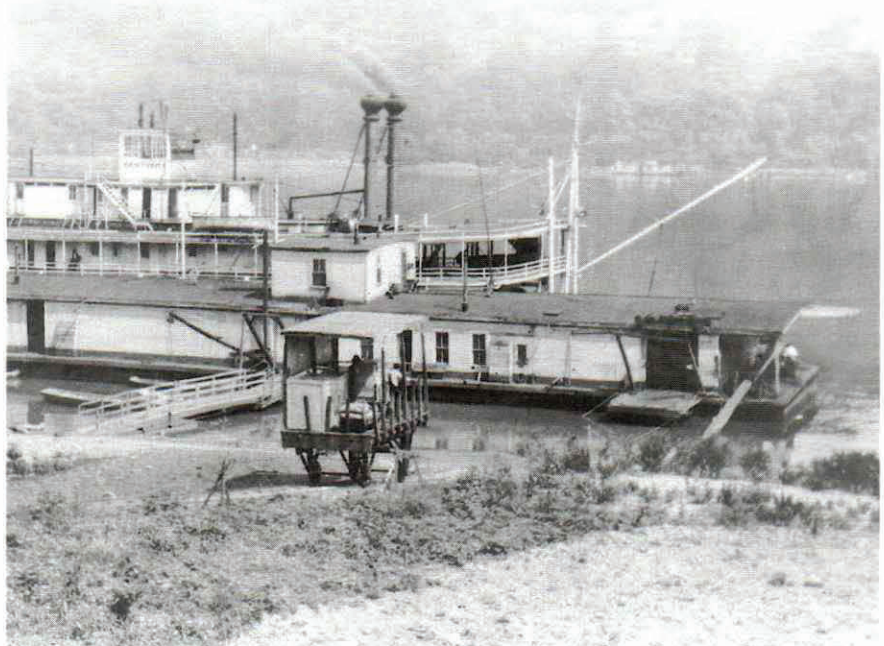
"February 11, TOM GREENE in at 3pm.. Left at 8pm after coaling. Had a nice trip down. Got part of her freight up the bank. Got carload of furniture."

The side wheel CINCINNATI left Cincinnati for the Mardi Gras on Sunday, February 12. Jesse was up at the Huntington terminal at 1:30pm. to see that the CHRIS GREENE picked up her Cincinnati freight, then rode the boat down to Ashland and returned to Catlettsburg on the streetcar. Just another Sunday on the river.

On Valentine's Day Telia Hughes came up to Huntington and, "She and I went to the junk yard." Nothing more but there must be a story there, perhaps a Jesse Hughes witticism for a store of some sort.

The month ended on the 29th (Leap Year) with weather colder and the river 19 feet and falling. The three boats operating kept freight shipments coming and going through the Greene Line Terminal at a satisfactory pace.

Ed. Note: Jesse's mention several times of the good freight shipments which the BETSY ANN was taking from Huntington is an indication that the packet business was still flourishing in 1928. Based upon the rosey prospects the Pittsburgh and Cincinnati Packet Line had plans drawn for a new boat to be called the OHIO VALLEY. She would be somewhat larger than the BETSY ANN or GENERAL WOOD and designed with the lucrative summer tourist traffic in mind but was still traditional in design.



Jerry Sutphin supplies this view of the wharfboat at the Huntington landing below the Greene Line Terminal with the freight hauling car halfway up the incline. Jesse Hughes reports several breakdowns of the gasoline engine which pulled the car up the hill and the tracks were covered with sand after high water. The KENTUCKY (3268) is at the wharfboat. Fred Way's description of the KENTUCKY in his Packet Directory is a sure cure for bouts of depression.

Requests for bids on the OHIO VALLEY were sent out to shipyards in February, 1928 but the boat was never built.

MARCH

All seems to have been very routine on the river and at the Greene Line Terminal since the first entry in March occurs on the fourth of the month.

The river was falling on Monday, March 5 and the wicket dams were going up. The BETSY ANN stopped enroute to Cincinnati and the following day the TOM GREENE came down from Charleston with Mrs. Greene who then visited at the Hughes home.

March 8 is described as a beautiful day although cool and Jesse was at home working around the store and house. A Mr. Mason was surveying "the Burns property" and got the lines placed by 1pm. This may have been a property Jesse had purchased on Ohio Avenue since a few days later he mentions repairing the roof at that location.. (At the time of this writing in 1998, a search for

"Ohio Avenue" in Catlettsburg, Russell and Ashland, KY or in Huntington and Ceredo, WV has found this street. Ed.)

The TOM GREENE came up on March 10 with a load of automobiles for Charleston. Lillian Hughes and Mr. Damron performed several times on the Huntington radio station during the month. The TOM GREENE alone was handling the Cincinnati trade and there seems to have been a fair amount of business out of Huntington for her and also up the river for the BETSY ANN. There were eleven freight cars at the terminal on March 28 for unloading, delivery and transshipment.

Jesse and Lillian went to see the "Student Prince" on March 21 and Jesse attended a meeting of the Chamber of Commerce at the Hotel Frederick in Huntington to discuss "River Terminals"

The routine at the terminal was relieved when Jesse was called upon to take the E. D. KENNA up to Parkersburg. He got aboard the boat at Huntington and found Edgar "Jocko" Meek, master; Wilbur Chapman and R. C.



The E. D. KENNA (TO651) was less than two years old when Jesse was asked to stand pilot watch to Parkersburg in March, 1928. She was built by Wards, Charleston, WV for the Ohio River Co., 144x32.1x6.5, 700hp. Shown here at the Dravo marine ways, Neville Island, PA in 1936 where her length was increased by almost 30 ft. to 171.2 ft. J. Mack Gamble photo.

"Chick" Lucas, pilots. (No indication whom Jesse was replacing. Ed.)

They started up the river at 2pm. with three steel barges and a derrick boat, making five miles per hour on a 30 foot stage. Jesse's pleasure jumps from the pages of his diary. They were at Pomeroy at 5 am. the following morning, Letart at 7 o'clock, Long Bottom at noon and Parkersburg at 3:30pm. With 28 feet on the Parkersburg gauge the E. D. KENNA slipped under the Little Kanawha River bridge with her stacks down and the whistle missing the girders by a whisker.

After delivering the derrick boat and two barges to Parkersburg the KENNA started back to Huntington at 4:35pm. with only a fuel flat and 28 feet in the river. In three hours even they were at Pomeroy (66 miles), stopped at Kanauga, Ohio opposite Pt. Pleasant at 9:35pm. to pick up two steel barges and arrived at Huntington at 2am. on April 2.

APRIL

Jesse got off of the E. D. KENNA in Huntington at seven o'clock the morning of April 2 and went back to work at the

terminal. The BETSY ANN was down in the evening, the river now up to 32 feet and rising.

The TOM GREENE came up late in the evening of April 3 and Jesse comments, "Have a good trip for her." The CHRIS GREENE was back operating and passed up the evening of April 4 while the BETSY ANN was up a 4pm., the river now falling.

Word came on April 5 that the E. D. KENNA was at Cincinnati with a broken shaft.

A sure sign of spring was the first excursion of the season from Huntington by the HOMER SMITH. It was cold and windy on Sunday, April 8 but the Hughes family went out on the 5:30pm. trip to Pomeroy with a fair crowd. (No mention made of when this excursion got back to the landing; the distance to Pomeroy is 55 miles. Ed.)

The temperature turned more spring-like on the 10th. Jesse was back at his new Ohio Avenue property working on the roofs in the afternoon. (No detail on when this was acquired.) Tom Greene stopped by the Hughes home and stayed the night; the HOMER SMITH was out at 8pm. with a moonlight excursion.

Both the BETSY ANN and CHRIS GREENE were in and out at the

Huntington terminal on April 11 so the crew was kept busy.

Tom Greene left for Pittsburgh on the evening of April 12.. A Mr. McKenzie had been hired to put in a concrete driveway for the Hughes service station in Catlettsburg and was working on the job while Jesse again worked on the roof at the Ohio Avenue property.

The new driveway at the service station was completed on April 14. Jesse and the girls went to Huntington the next afternoon, Sunday, and went out on the HOMER SMITH's 3:30 excursion, back at 7pm.

The roof repairs at the Ohio Avenue property seem to have taken up Jesse's time most afternoons through the 19th. Both Lillian and Helen Hughes were performing with Mr. Damron at radio station WSAZ in Huntington that evening, a musical program we presume.

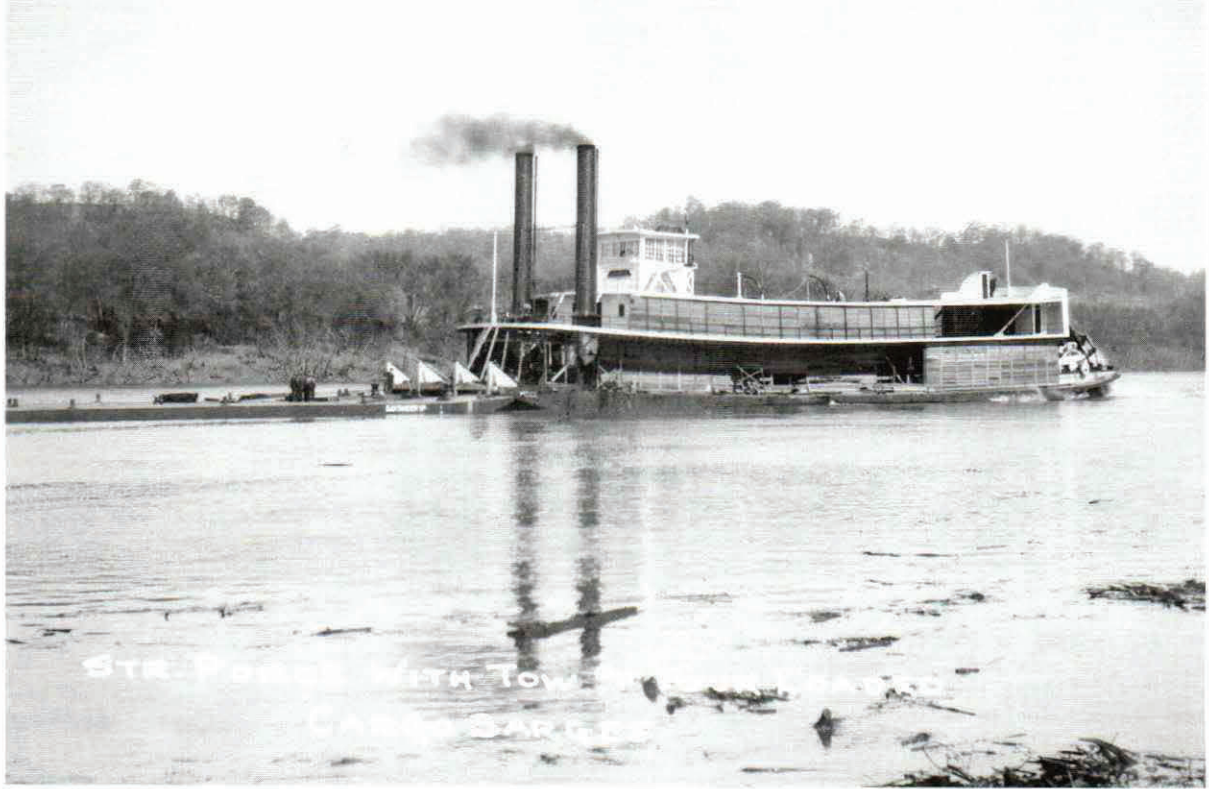
The month of April continued to be cold and wet and several times Jesse reports, "A miserable day." Telia and the girls got aboard the CHRIS GREENE on Friday, April 27 with a group from Marshall College to ride up to Charleston and back. The river stage that day was 30 feet and rising and continued until it reached 40 feet on May 2.

MAY

Jesse declared, "Summer time again" on May 3 and the roof was being repaired on the Greene Line Terminal warehouse. The TOM GREENE came up in the morning and took out an excursion of the Catlettsburg High School in the afternoon, 157 on board and a good time enjoyed by the crowd.

The weather turned cool on May 4 and repairs continued on the roof at the upper end of the warehouse. The CHRIS GREENE was up at 7pm. with Stogie White in charge.

The GENERAL WOOD came down from Pittsburgh at 4pm. May 5 to



Here's the South American towboat PORCE which was met by the A. C. INGERSOLL on May 11, 1928. Marietta Mfg. Co. built at least four similar boats including LEBUJA, FUNZA and the F.C. No. 1. The ZAPATOCA was about the same size but lacked the full boiler deck. Photo taken May 8, 1828.

open her summer season with Jesse's friend Alex Shaw on as the mate. The TOM GREENE was up at 6pm.

The WOOD was back up the afternoon of Monday, May 7 at 5pm. and then the BETSY ANN came up late in the evening. Jesse notes that a man was killed at Ashland by the BETSY ANN which delayed her. This accident, as we recall, involved someone being crushed after falling between the wharfboat and the steamboat. The guards of the BETSY ANN were unusual in being curved from the stem to the stern rather than straight and this permitted her to pivot back and forth when lying against a straight guard or wall.

On May 11 the excursion steamer WASHINGTON appeared and took out excursions from Huntington both afternoon and evening. There was a call from the Ohio River Co. asking Jesse to go pilot the towboat A. C. INGERSOLL and he left at 2pm. with two steel barges for Parkersburg. Clyde Morrow was master, Bert Clore the other pilot

and George Price and Ed Curtis, engineers.

Jesse marked down the time as the INGERSOLL with her small tow passed Crown City, Gallipolis and other towns along the way, making good time with the river at pool stage. They met the new PORCE below Pt. Pleasant, one of several similar boats built by Marietta Manufacturing Co. for South America. The two barges were delivered to the landing in the Little Kanawha River at Parkersburg at 5:30pm on May 12 and the INGERSOLL started back down the river at 5:55pm. with just a fuel flat.

Jesse got off the towboat at Kanauga, opposite Pt. Pleasant, at 6am Sunday morning, May 13 and went down to his father's place at Gallipolis for a birthday dinner. His brothers Howard and Harry Hughes and their families were there but the name of the honored guest is omitted in the diary. The CHRIS GREENE came down at 1:30 in the afternoon and Jesse got aboard to ride back to Huntington.

Unusual for the middle of May in southeast Ohio, there had been frost the morning of May 13. The diary is silent until May 20 when the day is reported as warm. Tom Greene and Roy Heritage were at the Hughes house in Catlettsburg that Sunday and left for Cincinnati about 5pm. (Roy Heritage is mentioned several times as accompanying Tom Greene on visits to Huntington during 1928 but he is unknown to us. Ed.)

Again on May 22 Jesse was asked to take the A. C. INGERSOLL with two steel barges up to Parkersburg, Capt. Clyde Morrow standing the other watch. It was an uneventful trip and the INGERSOLL was back at Huntington by midnight, May 25.

JUNE

Jesse seems to have become the preferred trip pilot between Huntington and Parkersburg for the Ohio River Co. He was off on the E. D. KENNA up the river on Sunday, June 3, again with two steel barges in tow. They

delivered the barges and picked up two loaded ones to bring down. Jesse got off of the KENNA at Ashland after breakfast on June 5 and then worked on some remodeling at his gas station in Catlettsburg the rest of the day.

Jesse Paul Hughes was 52 years old on June 7, 1928. Business was good at the terminal and on most days Jesse reports, "Fairly busy." He attended the Chamber of Commerce, Rail Terminal banquet at the Hotel Frederick on the evening of the 7th and there met George W. Foster, a marine architect from Memphis.

On June 8 Mr. Foster and a Mr. Rosenheim were at the terminal. Jesse accompanied Mayor Neal and messrs. Aleshire, Major Ardery, W. E. Scott and Schofstell on a short excursion aboard the CHARLES R. WILSON (T0388) along the Huntington waterfront as far as Guyandot to inspect the various port facilities.

Rain had caused the river to begin to rise, at 24 ft. on June 9 and still rising. The TOM GREENE came in at 5pm. and George Foster got aboard to ride to Cincinnati on his way home to Memphis. Jesse rode down to Ashland with him and returned home on the interurban.

The troubles with shafts on the CHRIS GREENE had not been cured. She was down at 1:30pm. on June 10 to lay up and receive a new shaft at Cincinnati. (By our count she was then working on shaft number three. Ed.)

There was a meeting at Ashland on June 11 to promote a bridge across the Ohio between Ashland, Kentucky and Coal Grove, Ohio. Jesse accompanied Major Ardery, U.S. Corps of Engineers, in a yacht to attend and noted they made the fifteen miles in 38 minutes. Capt. Phil Elsey and wife were also there and with a plane; he was going on to Cairo for another bridge meeting later.

(Capt. Phil Craig Elsey was at this time the Marine

Superintendent for Jones & Laughlin Steel. Corp. and cut a wide swath in Ohio River circles. Later in 1928 he left J&L to form Elsey Transportation Lines. Aviation was one of his hobbies but we know nothing of Capt. Phil's flying career. The bridge at Ashland was completed in 1931. Ed.)

On June 13 the BETSY ANN brought up the CHRIS GREENE's freight trip, the new shaft not yet installed.

Jesse writes: "The Ohio River Co. Office called at 2pm. to go pilot on E. D. KENNA. Caught a street car at 9pm. Got on the KENNA at the landing at 11pm. and left for Parkersburg with two steels (#21 and #18) at 11:25."

The trip to Parkersburg and return on an open river, wicket dams all down, was without particular incident. The river was 17 feet at Parkersburg and the KENNA's stacks cleared the bridge over the Little Kanawha River by three feet. Passing Dam 23 the ferryboat CHARON (0977) was seen to be caught on the upper, outside lock wall (Wrecked and lost later.). Jesse got off at Huntington in the early afternoon of June 15 and went back to work.

The CHRIS GREENE with her new shaft was back in service and came up on her regular schedule on Friday, June 22.

Jesse's sister Lillian McClung, children Bob and Ruth and husband Rupert McClung arrived at the Hughes house at 6pm., June 23. They had driven over from Trinidad, Colorado and remained at Catlettsburg until July 18.

There was evidently some dispute about values when the city of Huntington proposed to purchase the Greene Line Terminal Co. property at the Tenth Street wharf. On June 26 R. L. Archer, Hans Watts were selected appraisers for the city and on the 27 Jesse appointed Fred J. Klenzing and C. N. Miller to represent the Greene interests.

These four were to select a fifth member and then set a fair value on the property.

There are frequent mentions of visits at Huntington by the McClung family.. Most often Bob McClung and his father stopped by the terminal to see the boats but several times everybody was in town for lunch. Jesse's enjoyment of his guests is evidenced by the frequent comment, "Had a big time".

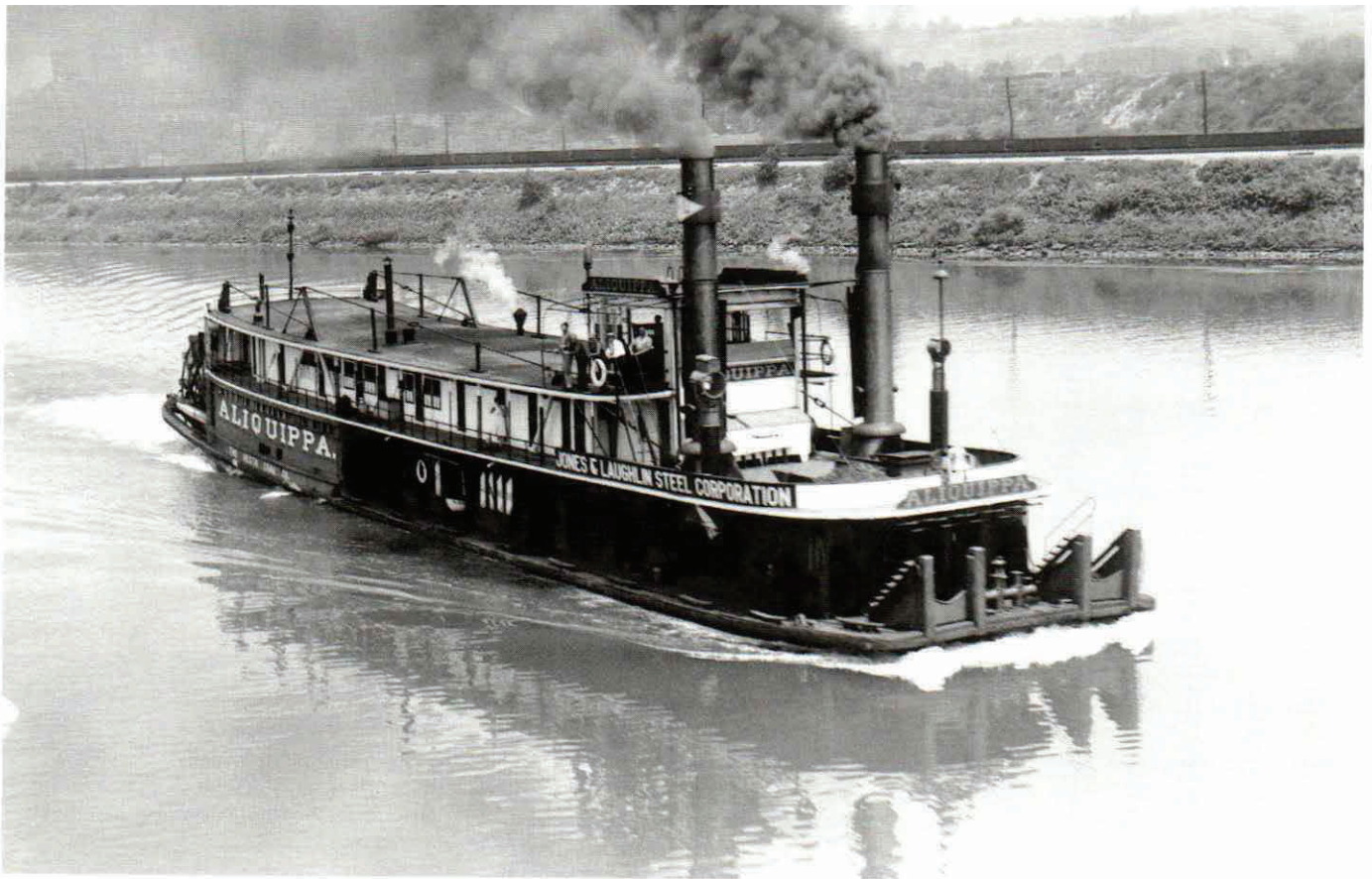
On June 30, a partly cloudy but pleasant day, Jesse was busy at Huntington in the morning handling the freight the TOM GREENE had landed at 8:30am. At 7pm. that evening the boat left Catlettsburg with a Hughes house party of 83 for a dance. Returned at 11pm and, "Had a big time. Full moon. River at 38 ft. and rising."

JULY

Sunday, July 1, 1928: "All at Kenova swim pool this afternoon. Back home 4pm. Capt. Norman ("Bucky") Jones here 5pm.; wants pilot on ALIQUIPPA. I went in motorboat and caught the boat at Ironton 6pm. Henry Lindenburn on; 10 barges, 7,000 tons of steel & 400 tons coal. Vanceburg (KY) at 11pm. River 40 ft., rising. Full moon."

The ALIQUIPPA laid up for fog at 2am. and got away again at 8:15am. She proceeded down the Ohio all day Monday with the E. D. KENNA following close behind. The river continued rising and there was 44 ft. at Cincinnati. The boat flanked through the bridges before laying up for the night at 11:40pm. at Markland, Indiana. (Flank - To steer while backing: to move the stern around while letting the current carry the head around. A Dictionary of Western River Towing, Capt. Jack Ross, P.O. Box 971, Monroeville, PA 15146)

There was fog in the early morning and the boat didn't get away from Markland until 8am. The ALIQUIPPA and her tow went



ALIQUIPPA was built by James Rees & Sons in 1914 for Jones & Laughlin Steel Corp. She was almost identical in size and power to W. P. SNYDER JR. built in 1918. Jesse Hughes was trip pilot on ALIQUIPPA when she took 10 loads over The Falls at Louisville in summer of 1928.

When she was new International Marine Engineering wrote, "Besides being practically fireproof, the boat has proved a great success in steering, especially in a river with strong current and dangerous bends." She needed all virtues on The Falls. Fred Way photo, 1936.

over the falls at Louisville at 4:15pm. with the help of the DUFFY (T0639), Capt. William Daugherty, with 47 ft. on the pier at the Falls. Jesse rode the DUFFY back up to Louisville and caught the C&O for home at 6pm. and arrived home at 4am., July 4

Seasonable July weather arrived and the report in the diary for the 6th through 8th is, "Hot! Hot! Hot!" The river was back down to pool and the comings and goings of the two Greene boats, GENERAL WOOD and BETSY ANN assured good business at the terminal.

The visiting McClung family and the Hughes family went to the show in Catlettsburg on July 10 and saw, "Vamping Venus". The following day everybody drove up to visit Pap Hughes and Harry Hughes at Gallipolis. They got home at 11pm. and, "Had big time."

The entertainment for the

guests the next evening was a visit to the show at Ashland where, "Irresistible Lover" was the feature. On the way home they stopped at the Elks Hall where a dance was underway and the party didn't get home until midnight.

The titles of the movie fare in 1928 seem rather racey for family entertainment. The McClungs went to the Keith Albee theater in Huntington the evening of July 16 where Bebe Daniels starred in, "Hot and Wild".

On the 18th the McClung family with Helen and Lillian Hughes departed by car to go to Niagara Falls. They went via Route 7, evidence that the roads on the Ohio side of the river were becoming improved and officially identified. They were busy at the terminal in the morning and the CHRIS GREENE was up at 4pm followed by the BETSY ANN an hour later.

The JOHN T. WILSON (T1441) left at 11am. to take two flats up Big Sandy River to Georges Creek on July 22. John Dial was the pilot. Georges Creek is about 15 miles up the Levisa Fork of the Big Sandy or 42 miles above the mouth. Three dams on the main river and one on Levisa Fork provided slackwater navigation at that time but the WILSON's trip must have been unusual enough to warrant special mention.

Ed. Note: Readers of the diary have probably noticed that both the BETSY ANN and CHRIS GREENE frequently stopped at Huntington on the same day, often only an hour or so apart. When running on schedule, both boats left Cincinnati at 5pm. on Tuesdays and naturally there was some rivalry generated.

The Cincinnati Times-Star reported one or more of the informal "races" between the two

boats and fueled local enthusiasm for a real steamboat race. Publicity couldn't hurt the summer tourist business so both Chris Greene and Fred Way fed challenges to the newspapers. A formal race sponsored by the newspaper was arranged for July 24, 1928.

Fred Way's account of these events is given in Chapter 18 of, Log of the Betsy Ann.

The Hughes diary reports as follows:

Tuesday, July 24, 1928: "Pretty hot. Not much doing. BETSY ANN & CHRIS GREENE raced Cincinnati to New Richmond, 5:05pm.-7:25pm. CHRIS ahead some. Big time over it. River 20 ft., open river."

Wednesday, July 25, 1928: "Hot! TOM late last night. Busy today. Fog this morning. CHRIS GREENE & BETSY both late up tonight."

Jesse attended meetings of the property appraisers on July 27 and again on July 30 but no action was taken. The McClungs with Helen and Lillian Hughes returned from the big motor trip to Niagara Falls on July 29. Apparently, the party came down with their car on the CHRIS GREENE from up river and unloaded at the Ashland wharfboat.

AUGUST

Wednesday August 1: Very hot again with a thunderstorm at 7pm. Lillian and Jesse stayed in Huntington to attend the 6pm. show at the Lyric Theater of, "The Big Killing." but the major attraction was the newsreel showing the race between the CHRIS GREENE and BETSY ANN. This footage has become a classic of the last years of Ohio River packetboating and is probably familiar with most readers. The two steamboat stars of the newsreel were running late and arrived at Huntington at 9pm. that evening.

When the BETSY ANN landed at Huntington the morning of August 6 it brought Rupert Hughes, Jesse's youngest half-brother and some problems. Rupert went home with Jesse and Lillian at 5:30 that evening and police officers from Pt. Pleasant, West Virginia appeared on the doorstep at 7pm. Rupert went back to Pt. Pleasant and then Jimmie Hughes (Rupert's son or nephew we suppose.) came knocking at 9pm.

The nature of Rupert's rash deed is not stated. Lillian McClung drove Jimmie Hughes and Jesse up the river to Pt. Pleasant the next morning see what could be done.

Rupert was lodged in the Mason County jail so Jesse and sister Lillian saw the authorities and contacted others in Pt. Pleasant including banker C. C. Bowyer. After reporting to the Hughes family in Gallipolis, Lillian McClung and Jesse were back in Huntington at 3:30pm.

Tom and Chris Greene were in Huntington on August 8 and accompanied Jesse to a meeting with Mayor Taylor and the city commissioners at 5pm. The subject was the franchise to operate the terminal and may have related also to the city's desire to purchase the property. It was a short meeting and the Greene brothers and Jesse went home at 6pm. Later, all cooled off at the Dreamland Pool until 10pm. and Chris Greene got on his namesake boat at 10:30.

The visiting McClungs were starting home on August 9. In the evening Jesse's sister Lillian and children with Helen and Jesse left in the car and got aboard the TOM GREENE at Ashland at 10pm. The boat got into Cincinnati at 10:20pm. the following evening.

After spending the night on the TOM GREENE, Lillian McClung with Bob and Ruth started the long drive back to Trinidad, Colorado at 7:30am. Jesse and Helen visited the Cincinnati Art Museum in the afternoon and

were on the boat when it left for Huntington at 5pm. Jesse notes, "Nice passenger list."

Sunday, August 12 was cool and the boat was at Vanceburg, KY at 7am. and Sciotoville, OH at noon. At Dam 32, below Vanceburg, they met the new towboat CATHARINE DAVIS (T0361) with her first loaded tow of coal headed for Cincinnati. They got off the boat at Ashland at 4 o'clock and took the interurban home.

The routine of managing the Greene Line Terminal was now broken by a motor trip to Memphis. This was apparently in connection with the ongoing negotiations between the Greenes and the city of Huntington and Charles Arthur of the Acme Boiler Works, Gallipolis accompanied Jesse.

Tuesday, August 21: "Charles Arthur came in car at 6:15am. Left with him for Memphis. Drove through Lexington, Springfield and made it to Bowling Greene at 9pm. Stopped at Potter Hotel. Town full of soldiers."

Wednesday, August 22: "Hot! Left Bowling Green at 7am. Drove through Nashville at 10am. Over Tennessee River in the pm., through Jackson and got into Memphis at 6pm. Stopped at Gayoso Hotel."

Thursday, August 23: "Hot! At Memphis. Looking over river terminals all day. River 13 ft. on gauge. HARRY LEE out 5pm. Not much doing at Levee. BATON ROUGE up with barge tow. Consulted Foster & Schultz." (George W. Foster was the marine architect Jesse met on June 7 at Huntington. Ed.)

Friday, August 24: "Hot! Stayed at Gayoso Hotel. Down at terminals this morning. Left for home at 11am. over Route 1 thru Jackson. Caught in storm 7:30pm.; made ice (hail?) over new road. Nashville 10:30pm. Stayed at Windsor Hotel."

Saturday, August 25: "Cool & pleasant. Left Nashville 9am. over Route 1 thru Goodlettsville.

Went through the Diamond Onyx and Mammoth Caves this pm. Out at 7:30pm.; got supper and drove to Elizabethtown, 10:30pm."

Sunday, August 26: "Cool & pleasant. Left Elizabethtown by 7:30am. Drove through Louisville, Frankfort, Winchester & Ashland. Got in Catlettsburg 5:30pm. Chas. Arthur went on home."

The news on August 30 was that the ALIQUIPPA had turned over and sank above Lock 4, Ohio River, three drowned.

SEPTEMBER

On September 5 the BETSY ANN came up early in the morning. Pilot Elmer Fancher was reported missing from the boat. Elmer Fancher, 57, had been the regular pilot on the BETSY ANN in 1828. He disappeared from the boat while off watch sometime during the night of September 4. His body was found at Dam 29, just above Ashland, Kentucky on September 8.

On Sunday, September 9 Fred Way stopped by after attending the funeral that afternoon of Capt. Elmer Fancher at Foster, Kentucky.

The boats were running late on account of the seasonal autumn fogs. On September 12, Wednesday, the CHRIS GREENE left Cincinnati a day late, on the TOM GREENE's usual day to Huntington; the TOM slipped back to the CHRIS' schedule running through to Charleston.

Sunday, September 16 was busy at the terminal and Jesse went up in the morning. The sidewheel CINCINNATI had brought up 300 Knights of Columbus passengers on Saturday and left again at noon to return to Cincinnati. The GENERAL WOOD was down at 7pm., CHRIS GREENE up at 8pm and the TOM GREENE down from Charleston at 10pm. On Monday, "Pretty hot. Foggy this morning. Very busy all day."

The month continued with seasonal weather, mostly cool and

pleasant, while the morning fogs made a shambles of the posted schedules for the packets. Good freight shipments out of both Cincinnati and Pittsburgh continued and the terminal was busy.

OCTOBER

There was a meeting of the appraisers studying the Greene Line Terminal Co. property on October 2 which Jesse attended. A carload of iron came in the morning and the fuel flat for the Chesapeake ferry sank during the night. Horace P. Lyle, Cincinnati agent for the Pittsburgh-Cincinnati Packet Co., had supper with the Hughes family that evening.

On October 9, as on most days, fog is reported in the morning but the weather was typically pleasant and mild. The packets continued to have difficulty keeping close to schedule given the hours lost most nights



Passengers from Beaver, PA aboard GENERAL WOOD in 1927. Pittsburgh-Cincinnati round trip for \$40. Left, pilot Elmer Fancher; Mildred Simpson in fancy hat; right, J. T. Anderson with daughter Ruth behind.

Back left, Mrs. Maud Pollock; back right in hat William Patterson Pollock, parents Capt. W. S. Pollock. Note the fire buckets and the roof railing, a bit low for safety perhaps but few fell overboard. Photo by W. S. Pollock.

because of the fog. On October 10 the GENERAL WOOD turned back to Pittsburgh from Parkersburg to get back on her schedule.

Major E. D. Ardery was in charge of the U.S. Corps of Engineers, Huntington District from 1927 until 1930 and is mentioned earlier. Jesse notes that on October 15 Major Ardery started up the Ohio by yacht to inspect as far as Wheeling, the upper limit of the District.

Jesse went to Dr. Kincaid on October 18 for a physical examination required for a civil service appointment and on the 24th mentioned mailing in his application. The nature of the position he sought is not recorded.

All through the month big freight trips were carried by the boats and the weather is often described as, "Beautiful fall day." Heavy frost came on October 29 that year which was also the birthday of Telia Hughes. Lillian Hughes began to take organ lessons from a teacher in Ashland that month.

NOVEMBER

November 2 was the last trip of the season for the GENERAL WOOD. She was up at 11am from Cincinnati and would lay up at Pittsburgh. The RUTH ANN (4884) had been running as the Catlettsburg and South Point ferry trade but had given up and was seen going up the river. RUTH ANN had earlier been owned by the Wheeling, Benwood & Bellaire Ferry Co. and had the CHARON in tow when that boat was wrecked at Dam 23 earlier in 1928.

Late in the evening of Sunday, November 4, after Jesse and Telia had returned from evening church services, there was a call from Pt. Pleasant. Homer Litton, pilot on the BETSY ANN, had been called home because of the death of his father-in-law and Fred Way asked Jesse to make a trip for

him. The BETSY ANN arrived at Huntington at 11am. the following day and Jesse got aboard to stand a watch.

The boat was an hour and a half late leaving Cincinnati Tuesday, November 6 at 6:30pm. and the Cincinnati pool behind Dam 36 was low. The BETSY ANN "Hit very hard at Blairville," which is a short distance below New Richmond but not serious damage was noted. This was election day and Jesse reported a Hoover landslide. (Jesse once described his politics as, "Black Republican", a term common in Democratic West Virginia and Kentucky. Ed.)

Jesse got off the BETSY ANN at Parkersburg on the evening of November 8 and caught the B&O sleeper back home. The train got into Huntington at 5am. and, "Crawled out of the sleeper at 6:30 and on the job as usual."

Armistice Day was celebrated on November 12, a holiday at many places but it was busy all day at the terminal.

The British steamer VESTRIS sank in a gale off the Virginia Capes November 12, 1928 with 113 lost. Jesse notes that this was a ship owned by Lawpost & Holt in charge of Capt. Carey and enroute to Buenos Aires, an event of interest to him.

The BETSY ANN came down at 10:30am. November 13 and had been in an accident at Pt. Pleasant, West Virginia at 4am. that morning. She had hit a sand digger in the channel above the Pt. Pleasant bridge, sank a flat and tore out the stationaries and nosing on the starboard side. She continued on to Cincinnati and was back up on the afternoon of the 15th.

On November 21 Jesse went to Ashland and took a civil service examination with Mr. May at the Custom House. This lasted from 9am until 4pm. but no indication (yet) of the position he sought.

The CHARLES R. WILSON was hit by a wind storm on the 21st while working with the sand

digger on Kanawha Bar, just below the mouth of the Kanawha River near Pt. Pleasant. James "Shoofly" Wright was on watch in the pilothouse at 6:30pm. but all crew members managed to escape. The WILSON was later raised to operate again.

Jesse took another written civil service exam on the 22nd, from 8am until 3:30pm. Lillian, Helen and Jesse went to the church that evening to practice on the pipe organ. Lillian Hughes was now spending one or more days a week at the Ashland wharfboat and also continuing to take organ lessons.

The weather was turning colder and the river was falling so that the dams were being raised after a period of "open river".

Repairs were being made at Dam 28 at the lower end of Huntington so the river level continued to fall. The ferry float was caught out on the bank on November 26 and on the 27th Jesse writes: "Cold. River lowest than in a long time at 7 feet. Worked on the incline track this forenoon putting in new ties. TOM GREENE in at 4:30 and pulled the ferry float into the river. Ferry washing sand from the landing all day."

The river was back up to pool stage on November 29, Thanksgiving Day.

Throughout November, 1928 the diary frequently mentions good shipments of freight handled over the wharfboat for both the BETSY ANN in the Pittsburgh trade and the two Greene Line boats. When on schedule, the CHRIS GREENE operated to Huntington while the TOM GREENE went through to Charleston; stops at Pomeroy where once shipments of barreled salt were received are no longer in the schedule, seemingly.

DECEMBER

On Friday, December 7 Fred Way was in town to appear before George Withrow's court. Evidently there was a law suit as

a result of damages caused by the BETSY ANN in the mix-up with the sand digger at Pt. Pleasant. A settlement was reached.

On December 14 there was not much doing at the terminal. The CHRIS GREENE was delayed on her up-trip because of fog in the morning. At 4pm. Jesse went down to Ashland: "Saw "Uncle Tom's Cabin" with the KATE ADAMS in it."

The BETSY ANN was down at 9am. on December 18 while the TOM GREENE was up at 4pm. This kept the crew at the terminal the next morning, the 19th, and word was received that the SENATOR CORDILL would be down on the 22nd. to try her luck in the Cincinnati trade. The diary: "Party at home this evening. Hot time!"

The BETSY ANN was up at 3am. on December 20 to lay up for the Holidays and the TOM GREENE arrived in the evening. The

CHRIS GREENE had only \$23 worth of freight when she came up on the 21st and went on to Charleston.

The SENATOR CORDILL stopped 9pm. on Christmas Eve on her way to Cincinnati; she was taking advantage of the BETSY ANN's absence from the trade. Jesse was at the terminal in the morning Christmas Day and pulled the freight dropped off on the wharfboat up to the terminal before going back home for dinner.

The CORDILL was upbound at Huntington on December 27, George Beegle in charge, Henry Holloway and Grover Litton, pilots. The CHRIS GREENE was laid up at Cincinnati and only the JOHN W. HUBBARD was running for the Louisville & Cincinnati line.

So ended 1928.

Ed. Note: Reading the Hughes diary for 1928, one has to note

that the freight business for the Ohio River packets running between Cincinnati and Pittsburgh was still considerable. There are frequent mentions of the shipment of bulk products and manufactured goods in and out of the Greene Line Terminal which was usually described as, "Busy all day."

But, it is also noticeable that roads and automobiles are being rapidly improved and less often did Jesse Hughes and his friends depend on only the trains and boats to get from place to place. This change in the roads was affecting the huckster (produce and livestock) business between Charleston and Pittsburgh for the SENATOR CORDILL and is the reason her owners were testing a different trade for the boat as 1928 ended.

We can expect to see some changes in the Ohio River packet trades in 1929 .

* * *

CAPT. ELMER FANCHER 1881-1928

Charles E. Fancher, Newport, Kentucky is a nephew of Elmer Fancher whose death is reported on September 5, 1928 in the Hughes diary. Charles Fancher just happened to furnish information regarding his uncle in time for inclusion with the account of Elmer Fancher's death almost 70 years ago.

Elmer Fancher was born in Clermont County, Ohio and raised in Pendleton County, Kentucky. He began his career on the river aboard the CANDO and M. P. WELLS. He was a cub pilot on the CHILO under Arch and Andrew Edgington and Capt. M. O. Shiver. He also worked on the HENRY M. STANLEY and C. C. BOWYER before become a pilot on the GENERAL WOOD. For the last three years of his life he was on the BETSY ANN in the Pittsburgh and Cincinnati trade.

Capt. Fancher had been the pilot on the BETSY ANN during the impromptu race with the CHRIS GREENE that was reported in the Cincinnati Times-Star. However, neither Capt. Fancher nor Verner L. Stickel of the CHRIS GREENE were aboard during the formal race of July 24, 1928, both having received 15 day suspensions of license after the earlier "brush".

Elmer Fancher held a license as master and pilot on the Ohio, Kanawha and Kentucky Rivers. He wrote articles for The Waterways Journal and local newspapers and was popular with passengers. He was a bachelor and owned two farms near Foster, Kentucky, always giving a whistle salute as he passed by on a boat.

There has always been some mystery along the river about the untimely death of Elmer Fancher. Relatives stated that his health had deteriorated and he had lost a lot of weight. He had become despondent after the death of his father and the license suspension.

There were some who said that Elmer had become infatuated with one of the young ladies in the three piece female orchestra on the BETSY ANN. The girl was much younger and his affections were not returned. He either fell or jumped from the BETSY ANN during the early hours of September 5. His clothes, shoes and money were found in his stateroom when he was called to go on watch.

Elmer Fancher's body was found floating at Dam 29, Ashland, Kentucky on September 8, 1928. He was buried in Flour Creek Cemetery near Butler, Kentucky.

William G. Lytle, Jr. wrote in the Pittsburgh Press, "Captain Elmer Fancher, the pilot with a tanned face and wrinkles at the corners of the eyes that make the man who has gazed upon the river in all its moods form many years." Another newspaper stated, "This famous riverman had made thousands of friends up and down the river."

* * *

- BOOK REVIEWS -

DIARY OF MRS. N. J. BARBER, 1868
PORTVILLE TO CINCINNATI(sic)

Portville, where is Portville? Well, it is up on the Allegheny River about six miles upstream from Olean, New York and 260 miles above Pittsburgh. The diary of Mrs. N. J. Barber was kept by her when she accompanied her husband and crew taking a lumber raft down river from Portville, New York to Cincinnati in April, 1868.

The diary kept by Sarah Barber, aged 24 at the time, is not just a sketch of times and places but reflects her feelings and impressions of people and events. Lumber rafts were routinely floated down the Allegheny from as far up as Coudersport, 301 miles above Pittsburgh until late in the 19th century so the journey covered in this diary was not unusual for the times. The diarist does not describe the particular raft in detail but it probably was hardwood logs carrying a cargo of some finished lumber (the owner tried unsuccessfully to sell the latter at Ironton, Ohio).

The rough living conditions in a shack with a single window and two large bunks for the entire crew seem not to have been a great cultural shock for the writer. Two couples sleeping in one bed and nine raft hands sleeping in another, all in the same room, might give pause to some of us today. The women did the cooking and often took the meals out to the crew manning the sweeps at bow and stern as the raft kept moving day and night.

At Warren, Pennsylvania a number of men joined as crew down to Pittsburgh while those from the upper Allegheny returned home.

Readers familiar with The Allegheny by Fred Way will identify many of the 1868 descriptions as not unlike those

in the 1942 book. At Pittsburgh, the raft crew again changed for the run, floating all the way, down the Ohio to Cincinnati. The Warren crew returned home while the raft owners continued. The raft landed at Manchester, below The Point, so Mrs. Barber did not tour Pittsburgh.

This is a spiral-bound booklet, 8-1/2 by 11 inches, a professional job of layout and production with the diary itself comprising 21 pages. Supplementing the diary the editor provides extensive prefaces giving background of diarist Sarah Barber with her genealogy, the operation of the rafting industry, bibliography, identifications for individuals mentioned and a list of place names showing correct spelling and geographic location. We find a number of instances in the last listing where the location should be on the Ohio rather than the "Allegheny" so beware.

Mrs. Barber's diary is an interesting look at one aspect of life on the river 130 years ago by an alert observer. It is also a candid view of contemporary life of those times and the interaction between the owners and the raft crew.

Diary of 1868 by Mrs. N. J. Barber. Edited by Mary Patterson Livingston, 42 pages, illustrations and map, background information etc. Published by Mary P. Livingston, 1301 Longwood Dr., Bloomington, IN 47401. Priced \$10, postpaid from the publisher.

* * *

OCKLAWAHA RIVER STEAMBOATS

The narrow, shallow and winding waters of the Ocklawaha demanded a special type of boat and the Florida steamboat men came up with some unique designs.

The Ocklawaha (today spelled Ocklawaha) flows northerly in central Florida from the Tavares-Eustis area to its mouth at the St. Johns River near Palatka.

Controlling depth was from 3-1/2 to 4 feet and the channel width varied from 22 to 175 feet. The earliest steamboating took place during the Second Seminole War, 1835-42. It was not until after the Civil War that the river saw steady traffic. The 1920s saw the end of the era. The Ocklawaha today is part of the now defunct Florida Cross State Barge Canal. The river is the western boarder of the Ocala National Forest.

The boats, "looked like a not-yet-completed houseboat erected on a rowboat shaped hull." Propulsion was by a single, enclosed, recessed sternwheel. Doors aft of the paddlewheel could be opened when running to accommodate the wash. Two high-pressure engines, mounted forward on each side were inclined up to the cranks on the wheel. A single boiler fed the engines and all machinery was mounted down in the hull on the longitudinal floor timbers.

One or two decks surmounted the main deck and the pilot was housed in the front of the top deck. Rudders aft of the wheel gave good turning ability. None of the boats were wider than 23-1/2 feet and none longer than 89 feet.

This 160-page book is well illustrated (185 mostly photos). It measures 8-1/2 by 11 inches, paperbound, with several tables including rosters of the boats, river personages, list of landings, maps, etc. The reader will be amazed at the tight quarters of this river where grazing tree branches were a regular hazard to navigation. This is a heavily revised edition of the original which was published in 1983. It provides a good look at a little known area of the steamboat era.

Ocklawaha River Steamboats, Edward A. Mueller. Available from: Edward A. Mueller, 4734 Empire Ave., Jacksonville, FL 32207. \$20 per copy, postage paid.

Review by James L. Stephens.

* * *

- OBITUARIES -

CATHERINE BARKER REMLEY

Catherine Remley, 85, of 324 Muskingum Drive, Marietta died at her home on March 5, 1998.

She was born October 27, 1912 in Girard, Kansas to Bailey H. and Caro L. Shaw Barker. She always had a great interest in local history, and was descended from Col. Joseph Barker, one of early pioneers in Marietta. Catherine graduated from Marietta College in 1934 and then attended Pittsburgh Business Training College studying interior decoration. In 1937 she was married to Charles Remley of Marietta.

In 1959, upon the retirement of Edith Reiter, Catherine became curator at the Campus Martius Museum in Marietta. Her husband Chuck Remley also worked at the museum for ten years and many will recall his adventures maintaining the W. P. SNYDER JR. and the replica flatboat that refused to float during that period. Catherine retired from the Ohio Historical Society in 1977.

She worked with the late S. D. Hoag, then owner of Hotel Lafayette, in organizing the Marietta Tourist and Convention Bureau. She was a charter

member of the board for The Castle, the 19th century house on Fourth Street which is open to the public, and was a member of the Washington County Historical Society. She had been a member of the Board of Governors of S&D since 1979.

Catherine Remley is survived by son John Remley and his wife Georgia of Cross Timber, MO, a daughter Susan Wielitzka and her husband Klaus and grandson Kurt Wielitzka of Marietta. Charles Remley died in 1983.

A memorial service was held at the First Unitarian Universalist Church, Marietta on March 9, 1998.

Catherine was a great supporter of any project of the Sons and Daughters of Pioneer Rivermen during the eighteen years she was curator of the museum. It was during her tenure that the TELL CITY pilothouse was relocated from Little Hocking, Ohio to the grounds of the new Ohio River Museum. Her knowledge of Marietta and her enthusiasm for all projects relating to historic preservation will be greatly missed by all of us who knew the gracious Catherine.

* * *



Catherine Remley worked to save THE ANCHORAGE, 1859, now owned by the Washington County Historical Society. Owned at one time by Harry D. Knox, Knox Boatyard, who named it.

MARIAN PENN FROMMEL

Marian Frommel, 82, died at her home overlooking the Ohio in Cincinnati on May 2, 1998. Mrs. Frommel was the widow of the late Marion Frommel who ran a boiler shop in Cincinnati for many years and both were long-time members of S&D.

She was frequent passenger on the DELTA QUEEN and was a member of the Cincinnati Propeller Club, the Ohio River Launch Club and the U.S. Power Squadron.

She is survived by daughters Donna Jean Hoffman and Deborah J. Wildeboer.

Thanks to Barb Hameister for the information at press time.

* * *

- PASSAGES -

FRED HENRY LEYHE
SCION OF A RIVER FAMILY

The death of Fred Leyhe in St. Louis, January 31 past, was widely reported in the St. Louis Post Dispatch and the Waterways Journal. Not only was a descendant of the owners of the famed Eagle Packet Co. but also because of his business interests in St. Louis. His family ran the Eagle Packet Co. from 1858 until the GOLDEN EAGLE was sold in 1946. Fred was 80.

Fred Leyhe was born in St. Louis and received a law degree from Washington University before joining the F.B.I. where he served as an agent in Detroit and St. Louis. He joined the family business in 1952, then consisting of the well known Eagle Boat Store. The roll-top desk from the Boat Store which once graced the Ruth Ferris Midship Museum aboard the BECKY THATCHER when at St. Louis has been donated to the Golden Eagle River Museum.

One of Mr. Leyhe's enterprises was the Lt. Robert E. Lee floating restaurant which was an interesting feature of the St. Louis waterfront for a number of years.

Our thanks to The Waterways Journal and Keith Norrington for the information on the notable Fred Leyhe.

* * *

LETTERS CONTINUED FROM
PAGE 2 -

Sirs: I have just finished reading the March issue and note on page 11, column 2, a reference to J. W. Brown of the Liberty Line. My father's sister was married to a J. W. Brown in the river business at Wheeling; can you provide any information about him?

John P. McCune
Naples, FL

= James W. Brown was indeed manager of the Liberty Line, 1919-1923, and had managed a streetcar company before that. He was born at Slate Lick, Pennsylvania October 3, 1871 and married Emma Belle McCune. He was a graduate engineer and maintained an interest in river affairs after the Liberty Line folded; was a vice president of the Allegheny River Improvement Assn. in early 1930s and resided in Wilksburg, Pa. He attended one or more S&D meetings in the early years. Died 1963. Ed.

* * *

Sirs: I have been searching for information about the Murraysville (WV) Boatyard where my great grandfather, Ozias German, worked around 1880. Another of my great grandparents was Evan D. Hughes, father of Jesse P. Hughes whose diary is of great interest to me.

Pat Hughes Johnson
170 Palmer Dr.
Cedarville, OH 45314

= The first boat built at the Murraysville yard was the AMAZON (0221) in 1839.. Principal owner was Capt. James H. Louderback, grandfather of Jesse Hughes, who later lost the boat in a financial deal and reired to Rea's Run, Ohio. Ed.

* * *

Sirs: In the Jesse Hughes diary installment he mentions "Pike's Crossing". This is not a river

location; It was a level railroad crossing on lower Center St., Catlettsburg complete with shanty, red and green lanterns and a watchman on duty 24 hours a day. In 1929 the C&O RR raised the tracks about 15 feet and made a three section underpass: one lane each way with the center for streetcars. The underpass is still there but the streetcars are gone.

John J. Rous
Ashland, KY
* * *

Sirs: I got your address from an old issue of S&D Reflector. Please accept my application for membership in S&D. I was born at Lock 14, Clarington whre my father was lockmaster.

James M. Roberts, Sr.
P.O. Box 146
Fishpot Road
Clarington, OH 43195
* * *

Sirs: I have lived a few hundred feet from the Ohio at Wheeling for more than half of my life. If I need an ancestor to qualify for membership, my grandmother's brother, Will Truax, was wharfmaster at Marietta years ago.

Bill Biery
902 Main St.
Wheeling, WV 26003

= We welcome Messrs Roberts and Biery into the fold of S&D. Just an interest in the rivers is qualification enough for membership. Easy to see where these two get their interest. Ed.

* * *

Sirs: Don Naish pondered if any pilot ever forgot what engine room bell he had just rung. (Page 33, March issue.) William R. Prudent, my engineer father, says, "Sure! Sometimes pilots got so excited they couldn't make any more noise when you were handling if they had a tin pan full of marbles."

Frank X. Prudent
313 Third St.
Covington, KY 41011
* * *

= BACK COVER -

July 24, 1928 was the date of the BETSY ANN - CHRIS GREENE race from Cincinnati to New Richmond, Ohio. The Cincinnati Times-Star promoted the race after working up interest with stories about the "races" the two boats engaged in whenever they left Cincinnati on their regular schedules. The publicity generated by a formal race between steamboats, which most of the country thought disappeared with Mark Twain, was too attractive to pass up by the newspaper or the boat owners.

This well-known aerial view of the start of the race is from the Times-Star. The race was well covered by newsreel film crews and radio. People can be seen lining the bank over in Newport on the Kentucky side and a few hardy souls are standing on the bridge braving the sulphurous coal smoke. Both boats are loaded down with freight and full cabins of passengers.

Ah, the happy summer days of seventy years ago.

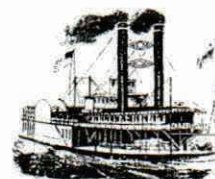
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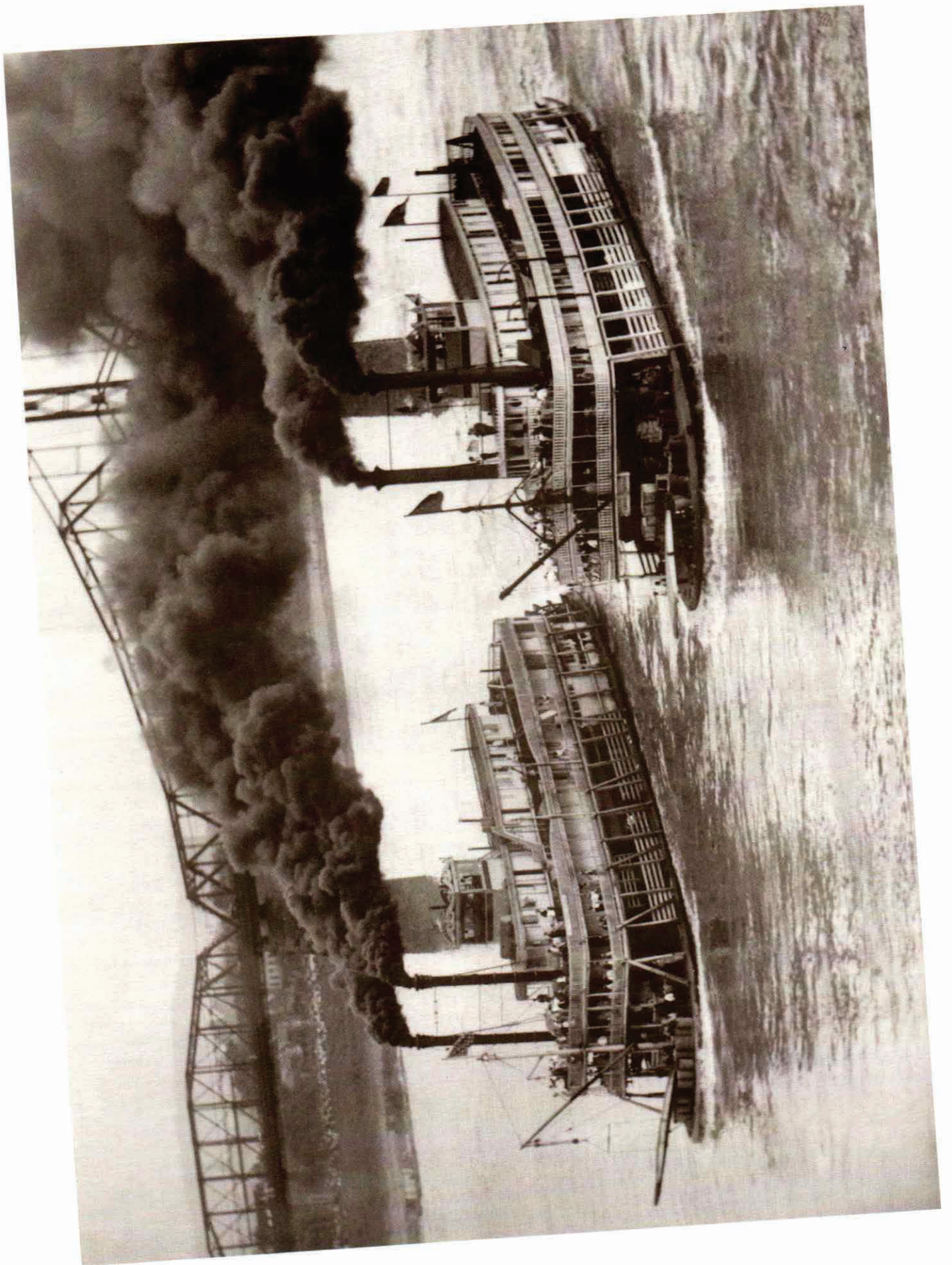
Sirs: I passed my 100 birthday last October and still read the S&D Reflector from cover to cover. Sorry to be late with my dues.

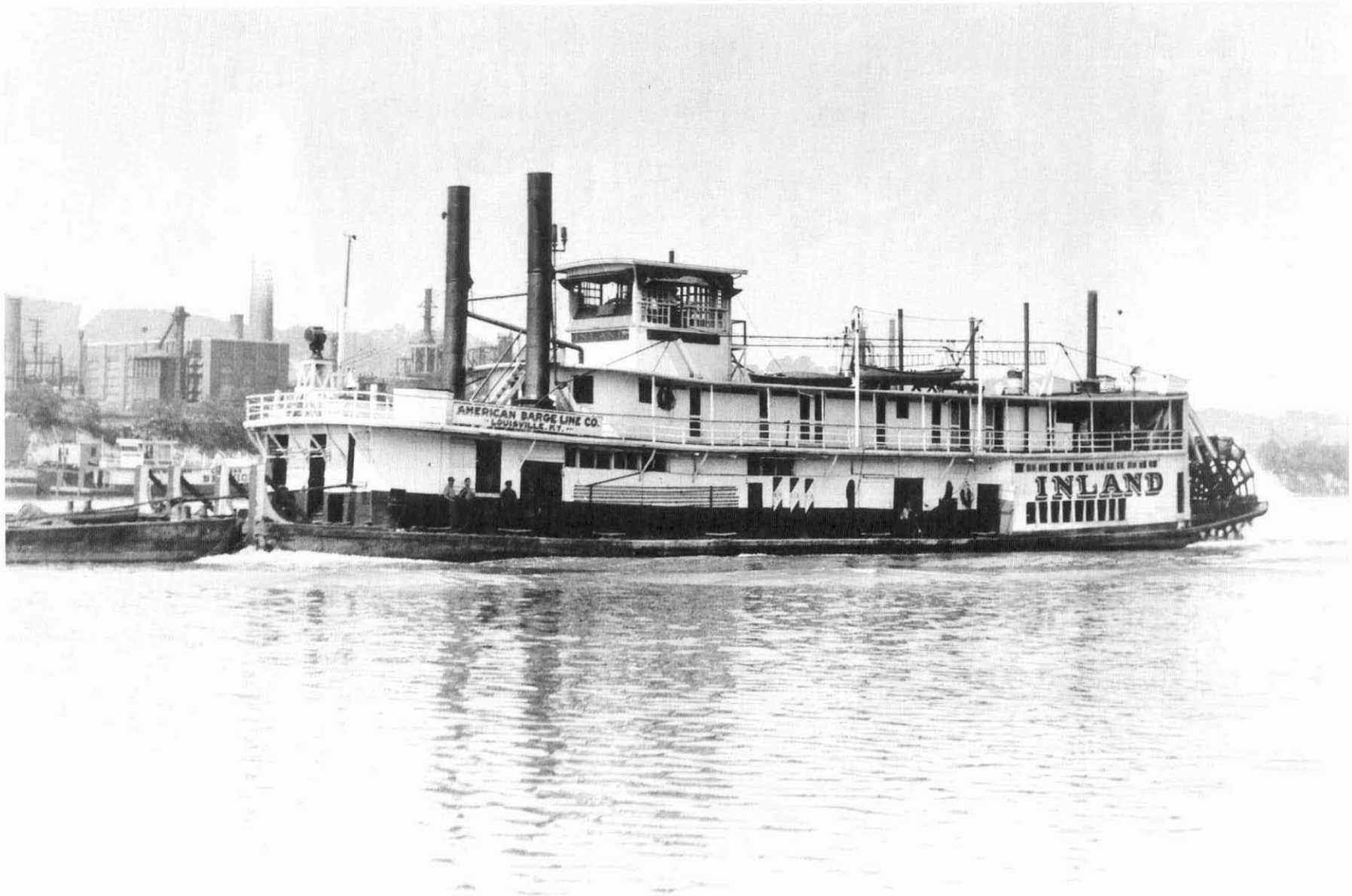
Mrs. William Heuser
7850 Beneva Rd., Apt. 120
Sarasota, FL 34238

= Mrs. Heuser attended S&D meetings until the airline service to Marietta became too hectic. She published a booklet titled Riding the Packets recollections of riding the TELL CITY and other boats, still available at \$10 postpaid, we presume. Ed.

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The INLAND (T1181) was built in Paducah in 1927, 134.7x28x5 with engines from the MARGARET (T1713). She was owned by Inland Waterways Corp. and then American Barge Line Co.

Clare Carpenter went aboard as steersman in spring, 1937. Capt. Charles Ellsworth was master; Lewis B. Reade, pilot; Fred Wills and Denver Huggins, engineers.



A VIEW OF CINCINNATI AND THE OHIO
RIVER IN 1858
John Stobart, 1997

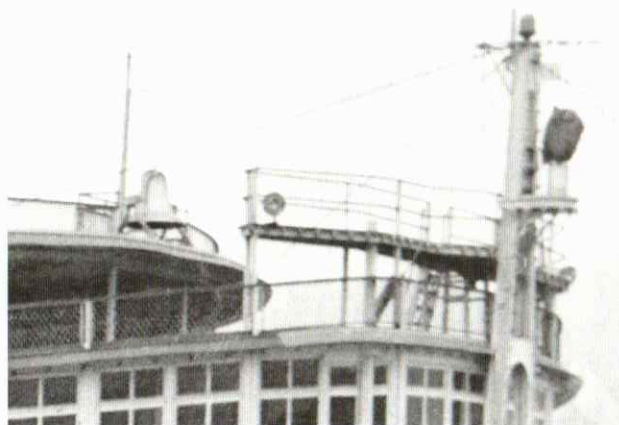
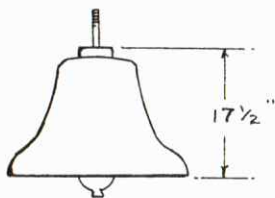
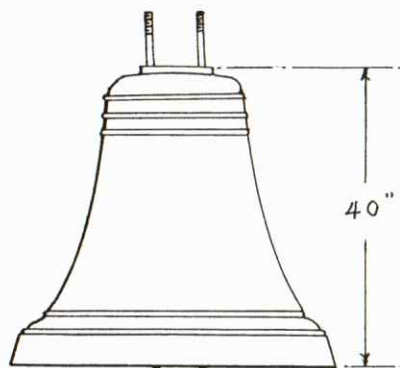
Maritime Heritage Prints
Union Wharf, Townhouse No. 23
Boston, MA 02109



The DELTA QUEEN looked a little down at the heel and in need of a good scrubbing in her 50th anniversary year. Here seen entering Kanawha River, 1997. Bill Smith, photographer.



Here she is fresh from a two month overhaul, inside and out, ready to start the 1998 season. The outside improvements are all too noticeable including the new stack. Judy Patsch photo.



Elsewhere in this issue you will find Jack White's article about the bell at the Cincinnati Airport. Above, the ISLAND QUEEN's bell in place on the roof and it's BIG. Left, drawings of PRESIDENT's bell (top) and Airport bell.



