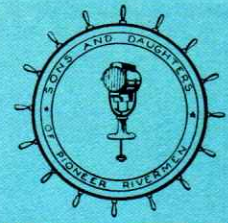


S&D

REFLECTOR

Published by Sons and Daughters
of Pioneer Rivermen



Vol. 35, No. 3

Marietta, Ohio

September 1998



- FRONT COVER -

A print of this silhouette of the BETSY ANN hung in Fred Way's house in Sewickley as long as he lived there. It was taken in the summer of 1929 by Andy Lodder, Cincinnati as the boat was working up into the Emsworth Lock below Pittsburgh.

The blue tone creates the impression of moonlight but it was probably a hot July afternoon, one of the last trips before BETSY ANN was forced to the bank by the owners of the SENATOR CORDILL and QUEEN CITY. There is hardly a breath of air as the smoke rises lazily upwards.

Andrew Lodder's son Bob Lodder writes: "That photo won a local contest put on in Cincinnati by the Gas & Electric Co. The prize was a Bell and Howell Filmo, spring wound, 16mm movie camera. Dad had been using a hand cranked camera on a tripod. I have one of these same original framed photos her."

Thanks to Dick Rutter for making the color print available.

- LETTERS -

Sirs: Enclosed is a copy of a page from the Cincinnati Enquirer, June 30, 1948 to remind you of another anniversary. It's been fifty years since the DELTA QUEEN left the Queen City at 8pm. that evening on her first passenger trip with Cap'n. Tom Greene in charge. I wonder how many in the Ohio Valley will know, remember or care?

Mike Giglio
Marietta, OH 45750

= Four pictures accompany the article including one of Tom R. Greene and his mother Mary Becker Greene in the pilothouse by the big wheel (now in the Ohio River Museum). Cost of the palatial DELTA QUEEN is given as

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\$600,000 with a passenger capacity of 230. She departed for her first trip to the Tennessee River with 180 passengers on board, a disappointing start for owner Tom Greene. Ed.

* * *

Sirs: I have just recently come across the a copy of the S&D Reflector and would like to apply for membership in S&D. My grandfather, Bernard A. Frie was born in Germany in 1848 and was chief engineer on the HORATIO G. WRIGHT on the Mississippi before his retirement.

Virginia O'Shaughnessy
1434 Punahou Street
Honolulu, Hawaii 96822

= The WRIGHT (2669) was an iron hulled snagboat, a model of which is or was displayed in the Museum of Science and Industry, Chicago. We welcome Barney Frie's granddaughter into the fold. Ed.

* * *

Sirs: That picture of the "Last of the Mohicans" on the cover of the June issue brought back many memories when she and the QUEEN CITY were in the Pittsburgh-Cincinnati trade. I saw these two packets many times at the Teitzville Light, about two miles downriver from Boughner's Landing, Kentucky, mile 429; there was a general store and a house or two there.

That new chimney on the D.Q. doesn't improve her looks much.

James A. Haley
3908 Lake Drive, Apt. #1
Erlanger, KY 41018

= "Beauty is in the Eye of the Beholder" was the title of an S&D address given by Capt. C. W. Stoll one time. How true. Ed.

* * *

Sirs: Reading about the packets of the 1920s in Jesse Hughes' diary causes me to recall my impressions of riding on a few of them.

As a nine year old boy on the KATE ADAMS, Pittsburgh-Cincinnati in the summer of 1926 I noticed her pitmans were labeled "Mutt" and "Jeff" after the popular comic strip of the time. Her cabin was beautiful white if rather plain.

SENATOR CORDILL had a cabin full of bric-a-brac and very limber in later years.

The GENERAL WOOD had all appearances of being cheaply built with no cabin skylight, very hot and uncomfortable in the summer. In 1924 our family was aboard the WOOD, Cincinnati to Pittsburgh and by the time we reached Pomeroy my mother put up such a fuss that we disembarked. To appease my disappointment, they bought me a little bullfrog named Dugan who lived for 20 years and I dearly loved.

Bill Kisinger
35 Highland Road
Bethel Park, Pittsburgh PA 15241

= The GENERAL WOOD and Dugan both wound up in 1934. Ed.

* * *

Sirs: I am reporting the death of Capt. Floyd J. Peck who died February 9, 1998 at the age of 100. Floyd was born December 16, 1897 and was the dean of steamboaters on the Columbia and Willamette Rivers.

LETTERS CONTINUED PAGE 3 -

**ANNUAL MEETING, 1998
SEPTEMBER 18 AND 19, MARIETTA, OHIO**

LETTERS CONTINUED -

Floyd's first job was on a steam tug that towed the many sailing ships over the Columbia River Bar. After reaching the calm waters off Astoria, Oregon they were taken to one of the cities upriver to load wheat or lumber. Floyd soon learned it was a lot better to work on calm waters and he immediately set out to get his master license. He was master of a sternwheeler at age 21 and active on the river until the death of his wife in 1975.

Jack Taylor, Master
Str. PORTLAND
Portland Maritime Center
Portland, OR

= Such a distinguished career and long life deserves notice.
Ed.

* * *

A LETTER FROM JOHN BEATTY

The following letter was written some years ago to S&D Board member Jim Stephens by Capt. John Beatty who died in August, 1994. Jim was at the time investigating the history and design of the Racine Yawls built by J. Wallace "Boone" Weaver at Racine, Ohio.

Capt. Beatty was reported to be an unhappy customer as a result of a later owner of the Weaver Skiff Works turning to marine plywood when the traditional materials such as oak and cypress became unavailable. Jim Stephens contacted the disgruntled customer and Capt. John's letter follows:

January is Gone!

Hi there -

My typewriter won't write; my operator is out of order; I was too busy rivering when I was young to learn how. So scratch of pen and yaller paper will have to do.

Yes, I am the man from Ky. and am mad as hell that he completely

wrecked a fine product. I am guilty of buying two new yawls every year for 35 years from the very best and then get taken by a "Johnnie-come-lately". He sold me two of the worst boy-drounders I ever had the misfortune to try to row across the Ohio or Mississippi.

I can scull forward, backwards or sideways, run a 1,200 foot check line or save a life ever so often but these two yawls are not fit for use by a real first class riverman to work out of. One of these yawls has never felt the touch of a pair of oars. Both have rotted down in a pile.

What I really got for \$666.66 each was a builder's plaque and three ring bolts and two, useless, straight bow stems. In two years they are too rotten to burn or to tempt any grown-up to commit suicide in them.

I'm working on a pattern for an 18 foot and a 20 foot yawl of the last two built by Boone. Going to try aluminum.

Capt. John L. Beatty.

The Ohio River Museum has a 16 foot pristine example of an original design Weaver yawl built prior to World War II.

* * *

Arrangements for the annual business and social meeting of the Sons and Daughters of Pioneer Rivermen have been made at the Lafayette Hotel, Front and Greene Streets, Marietta. In brief, there will be a reception and mixer in the hotel ballroom on Friday evening, official business meeting Saturday morning, light lunch served in the hotel following the business meeting and election of officers. A three hour cruise on the VALLEY GEM is scheduled for Saturday afternoon and the annual banquet with speaker from RiverBarge Excursion Lines in the evening.

The Board of Governors will be meeting Friday afternoon. Any member desiring to bring business before the Board should feel free to contact Chairman Bill Judd, 1099 U. S. Route 52, New Richmond, OH 45157.

Complete details on the meeting schedule will be found in the S&D handout available at the Lafayette Hotel front desk. Be sure and pick up a copy whether you are staying at the hotel or elsewhere.

HOPE TO SEE YOU IN MARIETTA IN SEPTEMBER

**A CHANGE OF THE WATCH
TREASURER'S OFFICE**

Guy Anderson, known to many as Uncle Coke, has capably filled the office of S&D treasurer for the past almost six years. He was elected to the post at the 1993 annual meeting upon the retirement of Larry Walker. Guy has asked that he be relieved of his duties effective June 1, 1998.

Dale Flick has been appointed to fill out the unexpired term of Treasurer pending the election of officers at the next annual meeting. The S&D bank account is currently in the PNC Bank, Cincinnati so the transition from Coke to Dale, since they both live in Cincinnati, involved a minimum of changes. Most attendees at S&D annual meetings and many others know Dale's friendly smile and his meticulous attention to details when handling such assignments as chairman of the S&D nominating committee.

We who have worked with Guy have appreciated his efforts in paying the bills, depositing the dues and taking care of the myriad of details that go with bookkeeping. Organization like S&D couldn't function without dedicated volunteers such as Guy and we have been fortunate over the years to have such persons as Harry Maddy, Ruth Maddy, Gene Grate, Chase Putnam and Larry Walker to watch over the S&D finances.

Thanks Coke. Well done.

* * *

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Vol. 35, No. 3

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September 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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- S&D CHAPTERS -

OHIO & KANAWHA CHAPTER

A major event in the routine of the elder chapter of S&D was the change in meeting day. Heretofore, the O-K Chapter has met on the second Sunday of March, June and November but the meeting this past June was moved up one week. Scheduling conflicts makes the change to the **FIRST SUNDAY** of March, June and November more convenient for most members and will be followed henceforth.

There was a good turnout on June 7 when the meeting was called to order at 2pm. by Capt. Bert Shearer. Clerk Jim Bupp brought in the widely anticipated detailed report on the status of the Chapter's treasury, now standing at \$44.82 cash money, 18 stamps and no outstanding debts.

Capt. Charles H. Stone reviewed various recent river news items and brought to the attention of attendees the celebration of the 75th anniversary of the showboat **MAJESTIC** this year. On September 12 there will be a ceremony celebrating this event aboard the showboat which is now moored at the upper end of the former Cincinnati Public Landing. The Reynolds family, original owners of the **MAJESTIC**, will be participating in the festivities.

Capt. Stone has prepared a history of the Marietta Manufacturing Co., based largely upon original news items going back to the founding of the company in Marietta in the latter part of the 19th century. This compilation was available for perusal in loose-leaf binder form.

Sets of the newly released set river postcards by the Belpre Historical Society were available. This set (#55) is of excursion boats and is available at \$3 the set from Belpre Historical Society, P.O. Box 731, Belpre, OH 45714.

George Woodward, Gallipolis, Ohio brought in a collection of 80 enlargements of area river scenes

taken and collected by a Mr. Bolles, a mechanic who lived in Gallipolis. The large photos, many new to this scribe, were spread out over several tables for examination.

The formal program was a showing of two videos supplied by the Oregon Maritime Center and Museum, Portland, Oregon. Parks Canada has produced an excellent film titled, "In The Days of River Boats", all about steaming on the Yukon.

The second film covered the five or six year restoration of the steamer **NENANA** which has been deteriorating in a park at Fairbanks, Alaska for the past twenty years. The restoration project was mammoth but the final result of putting the **NENANA** back in her original appearance is stunning. Several people viewing this video had been on the boat when she had been abused as a restaurant with all interior bulkheads removed and a shingled roof overall. Thanks were accorded to Don Chalmers of the Oregon Maritime Museum for making the films available.

* * *

MIDDLE OHIO RIVER CHAPTER

It was into new territory for the M.O.R. group when twenty-nine members traveled to Paducah, Kentucky for the summer meeting on June 26-27, 1998. Base of operations was the Executive Inn downtown. This sprawling complex of shops, convention hall and atriums is located on the riverfront outside of the floodwall with unobstructed views up and down the river. There was the usual Friday evening gathering and briefing for the activities on Saturday.

It was already hot and humid when the group boarded a motor trolley for a tour of Paducah. This was planned to be an historical tour of the town, however, the volunteer guide was more interested in churches and

gardens of which there are a plentitude. First stop was at the restored house "Whitehaven" which dates to an 1860 farm house. It was transformed in 1900 into an impressive mansion complete with curved porch supported by massive columns and now serves as a visitors' center. Mementos of Alban "The Veep" Barkley, hometown boy who became vice president under Harry Truman are on display.

The next stop was the First Christian Church which turned out to be more than just, "Another lovely church." Jim Swift, St. Louis had determined that the bell in the church came from the steamer **KENTUCKY** and had prepared handouts detailing the history. The bell was cast in Cincinnati in 1868 for the **SUSIE SILVER** and then went to the **ANNIE P. SILVER**, reputed to contain 500 silver dollars contributed by Capt. David H. Silver. The bell was saved when the **ANNA P. SILVER** burned and it was then installed on the **WAR EAGLE** of the Anchor Line. Later, Capt. Halliday of Cairo donated the bell to the Fowlers and it was on the famous **DICK FOWLER** which operated in the Paducah-Cairo trade. Capt. King Hale acquired the bell and placed it aboard the new **KENTUCKY** (3267) built by Howards in 1904 for the St. Louis & Tennessee River Packet Co. In 1923, when the **KENTUCKY** was being rebuilt into the **TENNESSEE BELLE**, Capt. Hale reclaimed the bell and donated it to the church in 1928.

As the trolley tour continued the flood wall became the next item of genuine interest. Artist Robert Dafford of Lafayette, Louisiana is painting a series of murals on the wall. His works are impressive and samples of his work may be seen on the flood wall at Portsmouth, Ohio.

Main point of interest for the M.O.R. crowd was the Seamen's Church Institute Center of Maritime Education. This is the home of the new river simulator

for training towboat pilots and captains. The facility contains 23,000 sq. ft. and houses classrooms, offices and four fully interactive towboat pilothouses. Two simulators are termed "full theater" and feature a 270 degree screen on which a view of the river and tow is projected. The view is moving and represents conditions at one of several river locations. The effect is amazingly realistic and even shows a view of the disappearing landscape behind the lazy bench.

At this time there are selected locations represented on the Ohio, Mississippi and a South American river for training pilots operating on those waters. More miles of river landscape are being added and updated on a regular basis; a view of running the Memphis bridges was in operation during the M.O.R. visit. Tows of either 17 or 30 barges can be duplicated. This amazing complex has to be seen to be appreciated.

The evening meeting featured Jerry Wooten, executive director of the soon to be opened River Heritage Museum in Paducah. This will be housed in a Federal style brick building constructed in 1843 and located adjacent to the Maritime Education Center. The J. Mack Gamble Fund of S&D had made it possible for the museum to acquire the well-known Guy Williams model of the DELTA QUEEN as the centerpiece of its exhibits. Mr. Wooten gave a slide show outlining the history of Paducah and unveiled the plans for the museum in the future.

In spite of high heat and humidity and distances most had to travel the meeting was a resounding success. The fall meeting is scheduled for October 16-18, 1998 in Louisville to inspect and ride the resurrected BELLE OF LOUISVILLE.

Fred Rutter, Riverview editor.

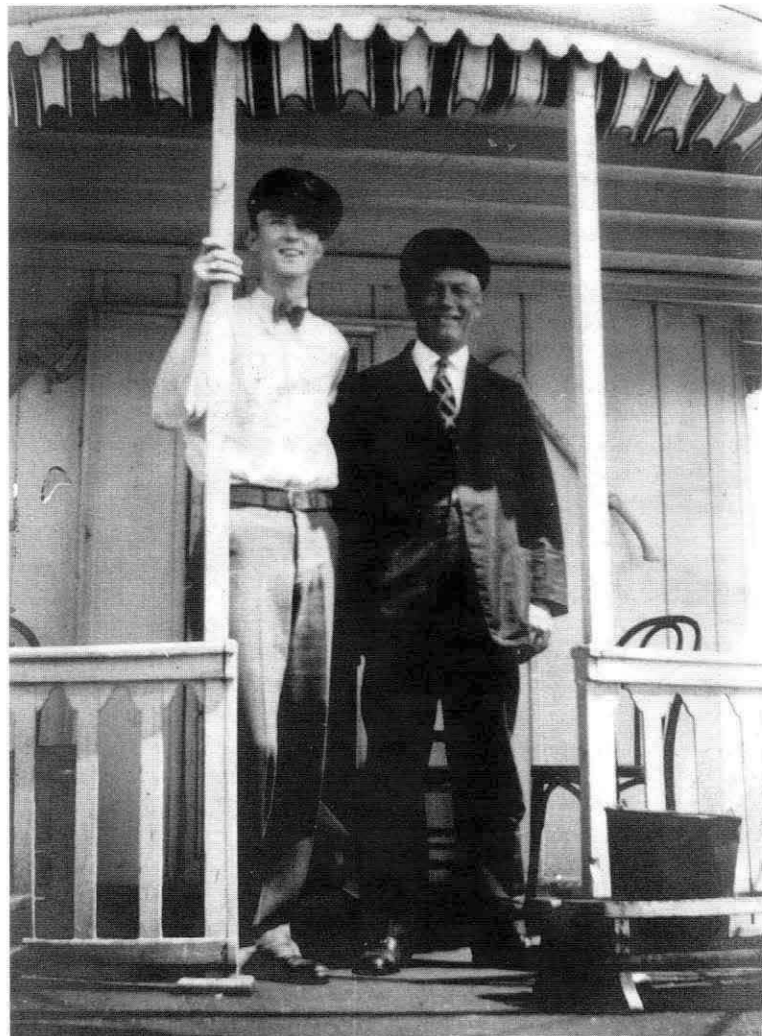
* * *

MISSISSIPPI RIVER CHAPTER

The Mississippi River Chapter has been active but unfortunate events in St. Louis have prevented President Tom Dunn from submitting his usual voluminous report. As many are aware, a loose barge this spring bumped the ADMIRAL which is permanently moored at the St. Louis landing. No injury to the gambling multitude on board but a scare for the crew at Gateway Riverboat Cruises, the owners, and subsequent Coast Guard inquiries.

The Chapter plans to claim its customary spot on the top deck of the VALLEY GEM during the S&D boat ride on September 19, 1998 at Marietta. This meeting location has been greatly improved this year by the addition of an attractive red and white striped awning on metal framework. Visitors are welcome to join in this "official" September meeting of the Mississippi River Chapter; refreshments available.

* * *



Third Clerk Jim Wallen and Pilot Elmer Fancher stand on the front porch of the Texas on the BETSY ANN in July, 1928, her coming and goings are duly noted in Jesse Hughes' diary. Elmer Fancher died September 5, 1928 (page 32, June issue) while Jim wrote about the river until October 24, 1996, his days on the BETSY ANN remembered as the happy time.

- THIS AND THAT -

INLAND RIVERS LIBRARY

Sylvia Metzinger, Head, Rare Books and Special Collections Department, Public Library of Cincinnati and Hamilton County, informs us that M'Lissa Kesterman has received a promotion to First Assistant in the Rare Books Department. Her principal responsibility will be for the Inland Rivers Library collection, a specialty with which M'Lissa is well familiar. She began working with the river collection under Yeatman Anderson and continued when Alfred Kleine-Kreutmann became department head and over the years hundreds of researchers have appreciated her wide knowledge of facts and sources.

The publication, A B Bookman's Weekly, July 27, 1998 issue, has an article by M'Lissa titled American River Guides From 1800 to 1860. This seven page discussion deals with the river navigation guide books published in various editions by Zadok Cramer and Samuel Cummings plus those produced by several others during the period. The Inland Rivers Library has an extensive collection of these river guides including editions six through twelve of Cramer's Navigator and twelve out of sixteen editions of Cumings' The Western Pilot.

The Rare Books Department may be reached by phone at (513) 369-6957. FAX communications should be identified "Rare Books", (513) 369-3123.

* * *

HOWARD MUSEUM ALASKA CELEBRATION

Yes, there is a connection between the Howard Steamboat Museum in southern Indiana and boats that ran on the mighty Yukon in Alaska. One hundred years ago the Howard Shipyard designed and built four steamers for the Alaska Commercial Co. to handle the business generated by the Klondike Gold Rush.

On the weekend of September 26 and 27, 1998 the museum will celebrate the building of the SUSIE, SARAH, HANNAH and LOUISE. These were Western River style boats, three packets and a towboat, which were designed by Howards with hulls framed and shipped knocked down from Jeffersonville, Indiana to Dutch Harbor. Machinery was built by C. Hegewald Co., M. Zier & Co. and New Albany Manufacturing Co., New Albany, Indiana.

A round table discussion is scheduled for September 26 featuring William "Bill" Hanable, Director of the Westport Maritime Museum, Westport, Washington and Ed J. Howard, great-grandson of the founder of the Howard Shipyard.

On Sunday, September 27 there will be a commemorative cruise on the BELLE OF LOUISVILLE. Special displays will be set up at the Howard Steamboat Museum

Reservations needed for box lunches and the boat ride: contact Yvonne B. Knight, (812) 283-3728 for full details.

* * *

STEAM RETURNING TO LAKE GENEVA BOATS

Perry Moran favors us with the travel section from the Santa Barbara News-Press (California) with the welcome news that steam is making a comeback on Lake Geneva. No, not Lake Geneva, Wisconsin nor in the U.S. but in Switzerland.

Lake Geneva General Shipping Co. operates 16 boats serving 31 landings on the 232 sq. mile lake bordering on Switzerland and France. Many of these are sidewheelers, some dating back to the turn of the century, but over the years eight were modernized with diesel-electric power plants. Now, to mark the 125th year of the company and the 175th year of steamboats on the lake, plans are afoot to reinstall boilers and engines (where necessary) in four of the sidewheelers. The MONTREUX (1904) is the first to be restored and should be in service for the 2000 season to be followed by VEVEY (1907), ITALY (1908) and HELVETIA (1926).

We trust our Swiss member William Carlin is keeping an eye on these hopeful developments.

* * *

RALPH HENRICKS' STEAMBOAT MODELS

The late Ralph Hendricks, Marietta, was a prolific builder of steamboat models, built from scratch and usually scaled 1/8 inch to the foot. Ralph left the models remaining in his own collection to S&D and these have now been turned over by the estate. Included are models of the sidewheel packet INDIANA, ZANETTA, CLAIRE E. SONOMA and a radio controlled replica of the BETSY ANN.

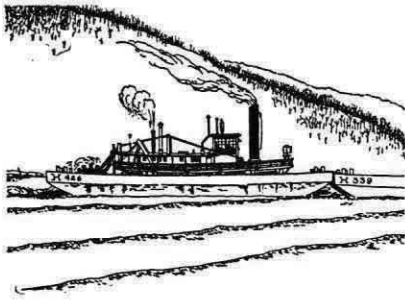
Ralph was a machinist and built a set of steamboat machinery 1" diameter by 5" stroke connected to a 12 inch wheel with 16 buckets, 8.5 inch long with 1.5 inch dip. The engines with adjustable cutoffs and reversing gear operate on air and will make an interesting museum display.

* * *

TALL STACKS COMING IN 1999

Cincinnati has plans well under way for another Tall Stacks extravaganza October 13, 14, 15, 16, 17, 1999. Nominal admission will again be charged for viewing; tickets required for boats. Toll free 877-421-TALL for details or reservations

* * *



RECOLLECTIONS OF TOWBOATING

by Capt. E. Clare Carpenter

CHAPTER FIVE A MATE'S LICENSE DOES HELP 1938 and 1939

The steamer INLAND had sunk on the wreck of the VOYAGER at the Costanzo Coal Co. landing, Warwood, West Virginia on December 22, 1937 and I along with the other crew members were out of jobs and sent home. The future of the INLAND was in doubt as far as American Barge Line was concerned and shortly after the first of the year the sunken boat was sold to Capt. Richard Hiernaux. Capt. Hiernaux successfully raised her but before he could move the INLAND to a dock for repairs there was a fire on January 13, 1938 and she was lost.

Now, puffed up with some cub pilot experience under my belt, I decided to go for my pilot's license. After the holidays I stayed at home on the farm and began drawing maps in preparation for taking the licensing exam. After working for a week or more drawing maps and feeling rather pleased with my progress I went to Pittsburgh to make the rounds of the barge lines to see about a job. There were no jobs to be found early in January, 1938, cub pilot or anything else, so I headed back for the farm.

On January 11, after drawing more maps, I drove up to Marietta and visited Capt. Ellsworth to ask him to sign my license application. It was deflating when Capt. Ellsworth said simply, "No, I won't give you a letter, Clare. You aren't ready." Looking back, Charlie Ellsworth was right and did me a great big favor.

Helping out on the farm netted \$94 for the month of January and I went back to Pittsburgh to look for a job. There was an opening as watchman on the J. D. AYERS of the Union Barge Line Company and I took it. We left Neville Island with a tow on February 11 and took it down to Memphis. It was an easy trip with no bad weather and the AYERS got back to Neville Island on March 9 to lay up. No river jobs were to be had in Pittsburgh so it was back to the farm.

For the next month I worked with my dad while waiting for more activity on the river and

better prospects. There was no shortage of things to be done on the farm: we cut tomato stakes by the dozen, dug post holes for a new chicken yard and planted beds of strawberry plants.

On April 11, 1938 I started for Louisville to see if anything was happening on the American Barge Line boats. Things were quiet in Louisville and no jobs were to be found until the PLYMOUTH was brought out after I had been looking for two weeks. Our first job was to take a salvage crew up to Bromley, Kentucky to raise a sunken barge. After raising the barge, a dirty, greasy job, we started up the river from Addyston, Ohio with a tow.

The year 1938 was not a good year for the PLYMOUTH. I think the problem was that the towing business was outgrowing her. Lots of the tonnage was coming upsteam and the PLYMOUTH just didn't have the horses to push it. Also, wages were going up so there was the problem of making ends meet. All that spring she would run maybe three or four weeks and then lay up for awhile. I was watchman when we worked and when I wasn't working I had a \$2.50 a week room in the Commercial Hotel on Market Street, Louisville.

Jerry Stewart was the mate and he stayed aboard as security man when the PLYMOUTH wasn't running, doing his own cooking. So each day I would have supper with Jerry with the food bill mostly on the company. About the first day of July we laid up again and I came home for a few days and then went back to Louisville.

The afternoon of July 14 I went to the American Barge Line office and talked with Robert Brandt, Superintendent of Transportation, about a steersman job and the possibility of the PLYMOUTH going back out. He said things were very bad and it looked as though they would have to board up the PLYMOUTH and forget they owned her.

About ten o'clock the next morning I came out of a restaurant after eating breakfast and was standing on the curb counting my money, all 35 cents of it, when I heard someone calling to me. It was one of the deckhands from the PLYMOUTH. He had been looking for me for two hours, had been to the hotel and was told I didn't stay there. The PLYMOUTH had steam up and all the crew were aboard except me and Jerry the mate who had gone home to Caseyville, Kentucky the night before. I was supposed to get ready to go but first went down to the landing to see what was going on.

Sure enough, there was the crew along with Elroy Kallenburg, Mr. Brandt's assistant, who was all in a twitter because I didn't bring my clothes. He wanted to know if there was enough rigging

aboard for six barges and, after checking around, we were underway. I went up to the pilothouse and asked Capt. Frank Phipps where we were going and learned that the day before the MARCIA RICHARDSON lost her tow at Lock 32, Stouts (Rome), Ohio and sank six barges of coal; we were going to help raise them.

We had everything aboard except pumps that would be needed in that kind of an operation. It turned out that the U.S. Army Corps of Engineers did most of the salvage work and our job was to take care of the barges after they were raised. Finally on August 2 the salvage job was finished and we started south with the wrecked barges, one loaded and five empties. We took them down to Paducah and then went on to Cairo and started back. We changed tows with the AMERICAN and then turned around and went back to change tows with the GEORGE T. PRICE at Golconda, Illinois.

At Kosmosdale (twenty miles below Louisville) I got off the boat, bought a new suit and came home to get married to Mabel Lowe. We were married at Ashland, Kentucky by Rev. E. C. Vogal on August 22, 1938 and spent our honeymoon in the Kentucky Bluegrass County.

I got back on the PLYMOUTH at Lock 13 on the first of September. We went up to Baden, Pennsylvania, made a turn around or two, and on September 18 we laid the PLYMOUTH up at Louisville; more power was needed. Most of the crew was sent to Huntington to go on the G. W. McBRIDE which the company had chartered from the Ohio River Company.

On the McBRIDE, Capt. Jimmy Omsler was master, I was mate, Carl Spear, watchman and we took most of our engineer crew, the cook, the chambermaid and some of the deckhands. William Fuller, Ohio River Company's chief engineer, was already aboard and, since we didn't know the local people, we took his suggestions for filling out the crew.

One of the people Bill Fuller suggested we hire was his sister-in-law. At first she was a real pill, had a great big chip on each shoulder and seemed too good to speak to a lowly deckhand or fireman. She frequently reminded us that we didn't do things like the Ohio River Company did. After a week or so of this snobbery, my friend and crew member Johnny Black from the PLYMOUTH met me in the galley after midnight for lunch. Johnny said, "Go back into the laundry and plug in the iron." "What for?" I asked. "Just do as you're told," replied Johnny. Of course I was curious as to what he was up to so plugged in the iron as directed.

Before going to bed that night the hoity-toity maid had done her laundry and several pairs of panties were on the line. When the iron was hot,

Johnny took a pair of panties from the line and spread them on the ironing board, reached into his pocket and pulled out an iron-on decal. It was an English bulldog with a pipe in his mouth and wearing a red cap. Carefully placing the bulldog on the pants, "Iron!" ordered Johnny.

There was a satisfying scream of outrage and some swearing the next morning and guffaws from the observing crew. She tossed the panties into the river and, after several days of pouting, decided to become a part of the crew.

The McBRIDE had been laid up for a long time when we got her. There wasn't much coal in the bunkers and being a wooden boat the seams above the waterline had dried out. After we coaled and got supplies aboard we had to run all the hull siphons and an extra pump to keep her from sinking. The seams tightened up after several days.

Capt. Omsler was relieved by Capt. Charles Ellsworth. As it was fall, the perfect time of year to boat, we had great sailing until on a cold, sunny morning, November 9, we took the McBRIDE into the Ohio River Company landing at Addyston. We took off all the American Barge Line equipment and stored it until another boat could pick it up. We were paid off and sent home while an Ohio River Company crew was coming aboard. I was never on the G. W. McBRIDE again.

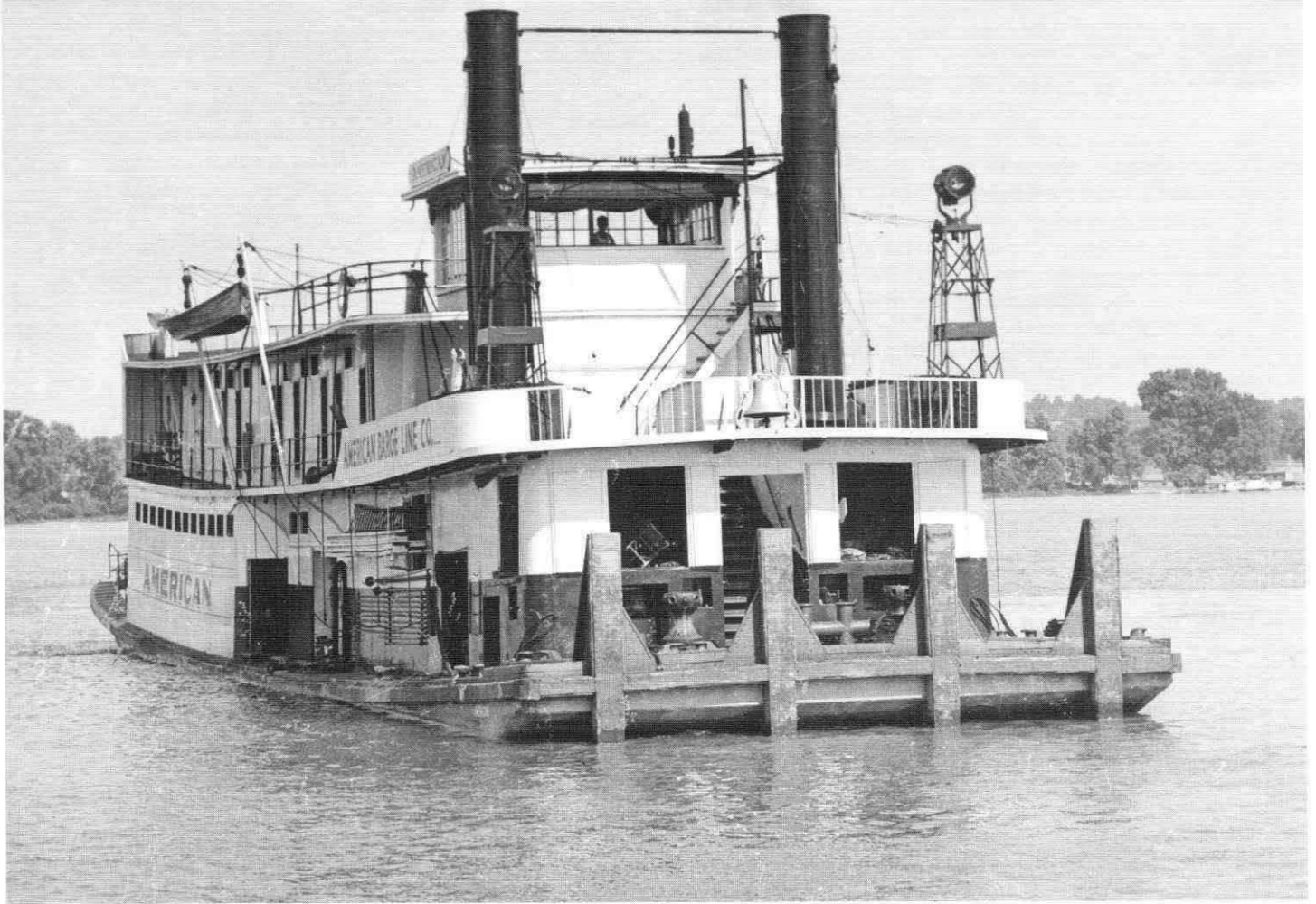
After a month back home including a trip to Illinois to be introduced to my new in-law relatives I was back in Louisville on December 4 looking for a job. There were no openings on the boats just then so I worked on and off at the terminal, pretty good pay at 35 cents an hour but not steady. The big towboat TRANSPORTER burned up at Louisville on December 12, 1938.

One night I was aboard the W. A. SHEPARD, the same night that Central Barge Line took her over, and sat through two or three cups of coffee talking to Don Steel, the mate. I was, of course, looking for a job but hadn't broached the subject when Don got up suddenly and said, "Well, I'd better go." I followed Don out and as he reached the head of the boat Bert Roush said, "Hey, Mate, need a good deckhand?" Don, who didn't know Bert, said, "Who are you?"

"I just come in on the PLYMOUTH and they are tying up. Clare can recommend me."

Bert was a top notch deckhand so the only thing I could say was, "Good man, Don." Don replied, "Get your clothes. Come on watch at six." Boy! Did I need that job.

On December 20 I went down to the terminal to see if there would be any work that night. Someone said, "Mr. Brandt wants to see you." My reply was, "What for?" and the answer was,



AMERICAN (TO124) was a good looking towboat built in 1930, steel hull, 158'x27.6'x4.2'. Like the old family axe with five new handles and two new heads, this boat dated 1902 with new engines, hull and cabin.

The AMERICAN had an extensive rebuilding of her cabin including relocation of the pilothouse from the roof to pool-style in 1938. Fresh from the yard, here's how she looked when Clare Carpenter went aboard in December, 1938.

"Go see!" Mr. Brandt was Superintendent of Transportation and pretty well ran the show. I went up to his office and he told me, "Capt. Schipper wants you on the AMERICAN." I said, "Great! But, where is the AMERICAN?"

"She will be at Lock 18, Parkersburg tomorrow afternoon so get a bus and get going."

"I don't have enough money for a bus ticket, Mr. Brandt," was my answer. I was told to come back before the office closed and there would be a bus ticket and enough money to eat on until I got aboard.

The AMERICAN was a steel hulled boat that had been rebuilt from the DOROTHY BARRETT at Slidell, Louisiana for American Barge Line in 1930. The entire cabin was rebuilt at Louisville in 1938 and changed from a full cabin to poolboat style. Although she was registered as a new boat in 1930 she was far from that. Some of the

equipment came from the wooden hulled AMERICAN built at Decatur, Alabama in 1902 which had been owned by the American Oak Leather Company.

I had wanted to go on the AMERICAN after they had rebuilt her earlier that year and Capt. Alfred Schipper had gone over from the PLYMOUTH as her regular captain. I always thought that he was about the best captain I ever worked for. To show how some of his fellow captains thought of Al Schipper there is an incident that happened sometime soon after I had started to pilot: I was loaned by Union Barge Line to AMERICAN Barge for a few days and was on the NATIONAL with Capt. Owen Stroube, did some dumb thing and remarked to Capt. Stroube that I wondered if I would ever make a pilot. His reply was, "You are doing fine and if you are trying to follow Al Schipper or Roy Hughes you are really aiming high on the hog."

While on the subject of good masters and pilots, in my opinion Capt. Stroube was another one who would be hard to top. This in spite of the fact that Capt. Price on the ISTHMIAN had once said he would never make a pilot if he lived to be a hundred.

I left Louisville about 3:15am. and got to Parkersburg about 2pm. December 21. After doing a little Christmas shopping I got aboard the AMERICAN at Lock 18. It surely was a good feeling to be travelling on company expense for the first time even if the job was only deckhand; usually, they picked up somebody along the way or promoted a coal passer. The real reason for sending me all that distance was that it was the Christmas season and the mate wanted to get off in a few days so they needed someone with a license. In the meantime I was a deckhand but so what, - I had a job.

The mate decided to stay around until January 17, 1939 before going home and then I became mate. Things went along about normal but it rained and rained. We were double tripping upstream then we turned the ROBERT F. BRANDT and came back into Louisville with sixteen loaded barges on a flood. We came all the way down to Towhead Island and then landed on a checkline.

This was my first checkline landing, I had helped other mates and watchmen but this was the first time I had the responsibility. There was no other spot between Towhead Island and Dam 41 for a second try if we missed and, frankly, I was a bit scared. If we missed we probably would lose most of the tow because there were no other boats around to help us. Our only chance would have been to go into the canal and it would have been a real miracle if the AMERICAN could have done it. (Checkline landing: Get a line out on shore, tied to a suitable tree or deadman, and stop the tow by snubbing on a timberhead or the boat's capstan.)

On February 5 the mate came back so I was demoted to coal passer. We changed tows with the GEORGE T. PRICE and soon afterwards started to double trip from Dutch Bend just below Evansville to Dade Park, six miles above. When we got back to Dutch Bend for the second half of the tow it was gone. Gone! The tree the deckhands had tied to had pulled up and the tow was nowhere in sight. We chased the tow about seventy miles down the river and found five of the barges near Saline River. Then, went another twenty-five miles to Carrsville, Kentucky looking for the missing empty. Later, someone found the barge way out in a corn field but I never knew exactly where. This story gives one an idea of the amount of traffic on the river at that time, a tow could float seventy miles without some boat coming along and catching it.

On April 9 the watchman decided to take some time off so I was promoted to watchman. My last job as a coal passer had now ended.

On Saturday night, April 15, we were getting a tow out of McConnells Landing at Parkersburg and had taken all but one barge above the railroad bridge and tied them up on the Ohio shore. We came back down to get the last barge and as we were coming up against it the captain called down, "Better catch her! Something has happened in the engine room." The boat bumped the barge a little, a deckhand stepped over and dropped a line over a timberhead and we pulled up tight with the capstan.

I went back to the engine room to see what had happened. The chief said the piston rod in the starboard engine had broken where it went into the crosshead. I looked but couldn't see anything unusual and asked, "You sure?" The chief replied, "Yes, I'm sure. I was looking at it when it happened."

It took a piece of steel twenty-one feet long and four inches in diameter to make a new piston rod and the closest place with stock of the right quality was Covington, Kentucky. The Atlas Fishing Tool Co., Parkersburg had a lathe big enough to do the machine work but we were stuck for the next week. The river was already high and it rained the next day or two but then got nice and warm. For the next week the deck crew scrubbed the boat and painted her from top to bottom while the engine room crew worked on the engines.

The Reynolds' MAJESTIC showboat was doing a week's stand at Parkersburg. The river got up over the flat part of the bank and the showboat's stage wasn't long enough to reach dry land so we took four of our long planks carried in the fuel flat and made a stage. This, of course, got free tickets for the crew to see the show.

But the most exciting event of the whole week was one afternoon when the captain and the cook went up town and came back with a marriage license, signed, sealed and delivered. This called for a serenade or bellringing with treats for everyone followed by a party.

The repairs were completed on April 22 and the boat started up the river. I had been visiting down at the farm and found the boat gone when returning to Parkersburg the following morning, finally caught her and got aboard at Newell's Run above Marietta. The watchman came back, I went back to a deckhand and the AMERICAN ran smoothly through the summer.

Toward the end of August, when we were at Louisville cleaning boilers, I talked to Mr. Brandt about openings for steersmen. On September 3,



The ARTHUR HIDER (T0168) was built for the Mississippi River Commission by Howards in 1898, 163'x30'x6' with engines 18s-7 ft. stroke. She was built at the same time as the KATE when chartered by American Barge Line. Mack Gamble photo.

ADAMS (3217) and AMERICA (0240) and shares their good looks. Clare Carpenter went aboard as steersman in September, 1939 when chartered by American Barge Line. Mack Gamble photo.



Baden, Pennsylvania, 20 miles below the Point in Pittsburgh, was the location of the American Barge Line landing often mentioned by Clare Carpenter. The company served less than barge-load shippers by locating covered barges such as ABL No. 7 at the Monongahela Wharf in Pittsburgh. The office of the company was in the Conestoga Bldg.

Photo by J. Mack Gamble in 1937 judging from the cars parked on the wharf. The Wabash R.R. bridge is in the background.

1939 the Germans sank the British ship ATHENIA with 1,400 people on board, an event which brought the beginning of the war to the attention of most of us. I received orders to get aboard the ARTHUR HIDER at Lock 32 to work as steersman on September 22, 1939. It was almost two years since I had lost that job when the INLAND sank.

The ARTHUR HIDER was an old boat, built in 1898 for the Mississippi River Commission and then transferred in 1906 to the U.S. Corps of Engineers at Vicksburg. In 1935 she had been bought at auction by A. O. Kirschner of Cincinnati who used her for charter towing, usually with American Barge Lines. I was assigned to work for Capt. Berkley Wright and his first order to me was, "You do the paper work." Capt. Wright hated paper work although it was not a big deal in those years. Someone had decided that we should be under Social Security starting in 1940 so the biggest job was filling out the forms for the crew.

After about fifteen days as steersman the watchman quit so I was back on deck until the captain could find the right person for the job.

Then in late November we limped into the shipyard at Jeffersonville with the boilers leaking so badly that the firemen could hardly keep the fire going in the furnace. The next day the boiler inspector came aboard, looked things over and directed the chief to have someone cut a certain rivet out. When the rivet was cut a three-cornered piece of steel about two inches on each side fell down into the ash pan. Whereupon the inspector took a big yellow chalk and went

"Swipe!" across all of the boilers. This ended the HIDER for the next six months and my steersman job.

In the meantime Mabel and I had bought a house in Belpre, Ohio and I took a week off to move. December 13 was a big day. Mabel got me up at 4 am. and we went dashing off to Marietta Memorial Hospital where our son Edward was born. I came home soon afterwards to find I had a call to go to work on the AMERICAN.

I left home on the bus at noon the next day and finally got aboard the boat at Lock 34, Chilo, Ohio at one o'clock the following morning. After a few days as deckhand and two or three as mate I became watchman for a few days. Then the mate decided it was time to go home for Christmas so I was again mate.

Just after midnight on December 24 we were passing Madison, Indiana. My deckhand Bucky and I were checking the tow when he said, "Tomorrow is Christmas and not a drop to drink in the house. This is Sunday so we won't be able to get any at Louisville when we get there. Sure looks bad." When I came on watch at noon we were looking at Lock 41, Louisville and Bucky said brightly, "You just think there isn't anything to drink.

My reply to Bucky was, "OK! But, you clowns better not get drunk." He said, "We won't," and they didn't but how much and where they got the booze I have no idea. It was the only time I was ever on a boat where you could shut your eyes, turn around a few times and reach out with a fair chance of grabbing a bottle. The crew opened up the canned fruit to get the juice to

make mixed drinks. The cook set out a stone crock to hold the fruit after the juice was drained off. When I got laid off on January 6 we were still eating fruit salad twice a day.

The morning after Christmas we changed tows with the RICHARD BARRETT at Grandview, Indiana. We had sixteen loads and the BARRETT had three loads and two empties. After we had landed, the mate on the BARRETT came over on our tow and said he had all the rigging on the boat on the five barges and didn't know how he was going to make it with sixteen. In that kind of situation the only thing to do was to let him keep whatever he had to have, charge it to the boat and let the office work it out.

All the deck crew on the Barrett boats except the mate were black. The mate said, "I'll take my gang and go back on the boat and see what I can scrounge up. I don't want to take any more of your stuff than I have to." After awhile they came back loaded like pack mules with some lines, a few wires and ratchets and tossed it all in a pile. The last deckhand was a little guy who walked up and threw two iron rods about three quarters of an inch in diameter and thirty inches long on the pile. The mate looked at him and asked, "What did you bring, Sugar Foot?"

"I brought toothpicks, Mr. Mate."

The rods were called toothpicks but the funny part was everyone else almost staggering from their loads while this joker couldn't have carried more than ten pounds. My crew was highly amused and for a long time thereafter, even after they had gone to other boats, the greeting whenever two of them would meet was, "What did you bring?"

The day before New Year's the mate came back and the watchman decided to go home so I was back to watchman. On New Year's Day, 1940 we changed tows with the VICTORY at Lock 27 and

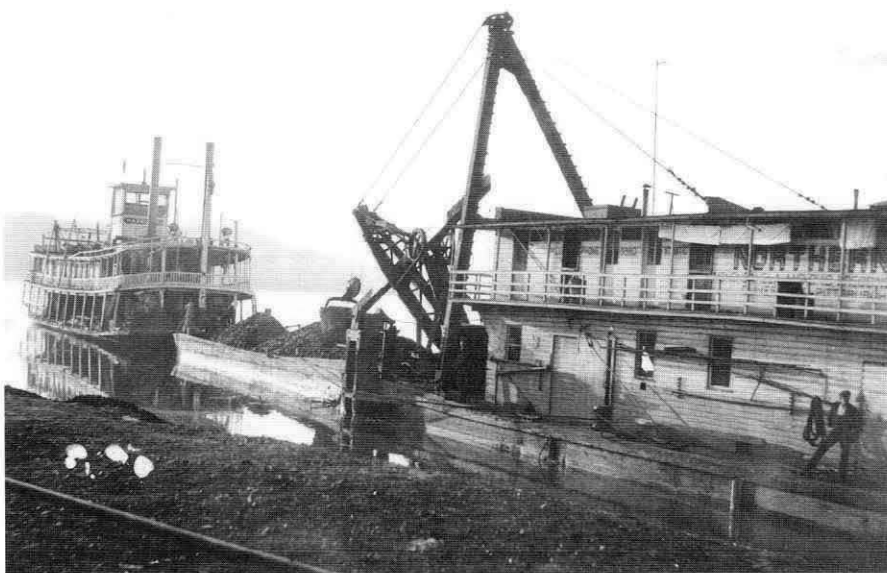
started south. It had turned very cold and we had begun to wonder how far we would get before the river froze. Sometime before Christmas Capt. Schipper had gone home for the holidays and Capt. Forrest Bowman had relieved him. Capt. Bowman was never one to take a chance. The ice was getting bad so he decided to tie up at Blairsville, Ohio, three miles below New Richmond. We put out lines and stayed all night but about noon the next day the C. W. TALBOT came down and Capt. Bowman decided if the TALBOT could make it we could at least follow them.

The next morning the TALBOT, AMERICAN and SENATOR COMBS were all tied up at Ludlow, Kentucky in a frost fog. After the fog lifted the TALBOT left but Capt. Bowman decided to sit tight. We worked all morning putting out lines and tying up again. About noon Capt. Schipper came back with word that the company wanted the AMERICAN in Louisville, if at all possible, to move their fleets into the canal. American Barge Line always moved the fleets down into the canal for protection after regular navigation stopped. All this time the ice was getting worse but we pulled the lines again and kind of followed the TALBOT until she went into the Kentucky River and tied up, then we were on our own.

At 6pm., January 5, 1940 we were barely moving and no ice was coming out from under our barges, a sure sign some of it was sticking to the bottoms. We just might get stuck out in the middle of the river so we gave up and landed at Locust Point, about halfway between the Kentucky River at Carrollton, Kentucky and Madison, Indiana.

The next day the company sent orders to go to a single crew and, as I was the extra, I was the first to go. I never worked on the AMERICAN again.

* * *



On December 16, 1927 Jesse Hughes was piloting the HAZEL RICE towing the dredge NORTHERN to Pittsburgh. At 12:30pm. near Eureka, West Virginia the dredge sank without warning. (See page 14, March issue, S&D Reflector.)

This photo showing the HAZEL RICE and NORTHERN, possibly at Huntington, was furnished by C. W. Stoll. Charles Henry Stone speculates that NORTHERN could have been the ex-Corps of Engineers dredge, a number of which were sold off as the Ohio River dam project was ending. If so, NORTHERN WAS A DIPPER DREDGE built 1913, 90'x32'x7'3". She had been assigned to the Louisville District and valued at \$8,800 in 1925. Monongahela & Ohio Dredging Co. owned her at the time of the sinking.

J. P. Hughes photo.

HERO OF THE SINKING OF THE M. E. NORMAN

The photo and story about the M. E. NORMAN (T1673) on page 32 of the March issue of the S&D Reflector caught the attention of Capt. Robert G. Reynolds, Memphis Tennessee. The notable hero of the sinking of the NORMAN was Tom Lee, a black man who has a downtown Memphis park named in his honor.

Bob Reynolds sent us a copy of an article from the Memphis Magazine, June, 1987 about the M. E. NORMAN tragedy and the part Tom Lee played. The story is entitled, "A Hero's Tale" written by Michael Finger and we provide here a somewhat abridged version, a selfless performance by Tom Lee which merits wider distribution. The Leroy Hidinger, Jr. mentioned in the story was a friend of the Reynolds family.

The correct date of this accident was May 8, 1925, not May 16 as shown in Way's Steam Towboat Directory. The dates in Mrs. Catherine Dilsaver's letter reprinted in the March, 1998 S&D Reflector article are accurate.

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On the sunny spring morning of May 8, 1925, Tom Lee cranked the outboard motor on the battered work boat he called the ZEV and headed downstream. The 39 year-old roustabout was employed by C. W. Hunter, a Memphis firm doing levee repair work along the river. Lee was a jack-of-all-trades for the firm and his job this morning was to ferry his boss down the river to Helena, Arkansas. It would be an easy trip although any work on the river held some danger for Tom Lee as he had never learned to swim.

Two other boats also pulled out of Memphis that morning, the steam towboats CHOCTAW and M. E. NORMAN of the U.S. Corps of Engineers fleet. The Mid-South Chapter of the American Society of Civil Engineers was holding its

first annual meeting in Memphis and the local Engineers Club had arranged a special outing for the convention delegates. The two boats would carry more than 150 engineers and their families down the river to view the big revetment project underway at Pickney Landing, some twenty miles below the city.

The M. E. NORMAN was a sternwheeler, less than a year old and modern in every way. The inconvenient coal burning system originally installed had been converted to oil just a few weeks earlier and this would be the NORMAN's first trip with her new oil tanks filled to capacity. She had the additional weight of her 72 passengers and crew.

Capt. Howard Fenton was a capable riverman who had worked on dozens of boats up and down the Mississippi for 39 years. If he thought the NORMAN was overloaded he never said so. He might not have known better as Fenton had recently been transferred and had not piloted the NORMAN previously.

Leroy Hidinger, Jr., about five years old, was a passenger on the NORMAN that day. "My father, grandfather and I went down to get in the car and before daddy could start the automobile I jumped out and cried, 'Daddy, I don't want to go. The boat's going to sink.' My father reassured me, took my hand and we went down to the river."

Some of the passengers weren't quite so confident as Mr. Hidinger. As the NORMAN headed downstream she had so little freeboard that small waves kicked up by the CHOCTAW steaming ahead washed over the lower deck. The leisurely voyage south was uneventful, however, and both boats tied up at Pinckney Landing on the Arkansas side by noon. Most of the men left the boats to look over the revetment work while their families lingered on board with the box lunches.

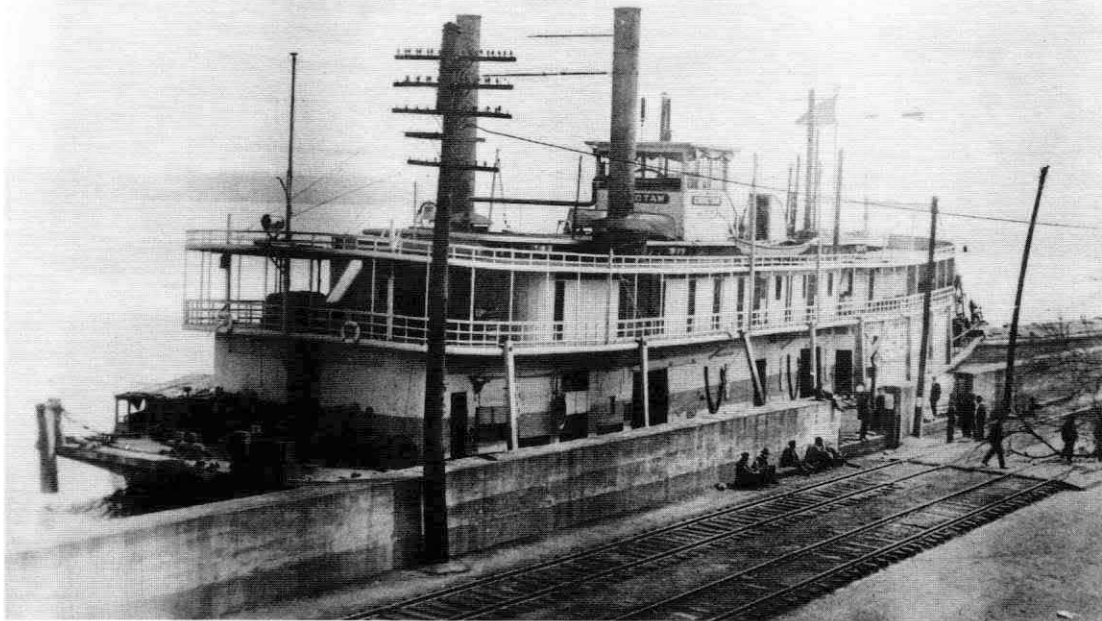
Meanwhile, just a few miles away, Tom Lee was having engine trouble. Moments after he dropped off his passenger and turned the ZEV back to Memphis the outboard motor began to misfire. Lee let the boat drift back to the dock where he tied it off and pulled the cover off of the motor. He knew he had better do his tinkering before hitting the currents upstream above Pinckney.

The revetment inspection visit over, the CHOCTAW and NORMAN began the two hour trip home. Henry Wilkinson, a convention delegate from Washington, had ridden the NORMAN downstream but for reasons he never could explain felt a strange urge to change boats. He stepped aboard the CHOCTAW just as she moved away from the bank.

At Helena, Lee pulled the starter rope and the motor fired up and ran smoothly. He had worked on the adjustments for an hour but would soon be home now, he thought as the ZEV headed north. Far ahead he could barely make out the smoke of the two steamboats.

The CHOCTAW soon pulled ahead of the NORMAN and disappeared around the bend. Nobody on board suspected that the slower boat was in trouble but Tom Lee certainly did. He had passed the steamer a few miles above Pinckney Landing and saw that something wasn't just right. The boat was listing to starboard with her lower deck awash and seemed to be struggling with the current. Lee slowed his motor and watched while thinking, as he later put it, "She was riding serious."

Shortly after leaving the landing the NORMAN began to list to starboard and although Capt. Fenton knew the current could sometimes temporarily cause such a list the boat didn't right herself. Fenton instructed the passengers to move to the high side to better balance the boat



The CHOCTAW (T0417) accompanied the M. E. NORMAN (T1673) on the excursion from Memphis to Pinckney Landing on May 8, 1925. On the return trip the CHOCTAW pulled away from the smaller steamer and the crew didn't learn of the NORMAN's accident until reaching Memphis. CHOCTAW was built at Dubuque, Iowa in 1899 with an iron hull for the Mississippi River Commission, transferred to U.S. Corps of Engineers, 1905.

and she slowly leveled out. In the strong current Capt. Fenton fought to control the sluggish M. E. NORMAN.

Then the NORMAN again took a list to starboard and it gradually grew steeper so Fenton headed for the Mississippi shore. He was too late. The powerful current swelled against the hull already listing at a dangerous angle and over she went, trapping dozens of the passengers in the main cabin and throwing others into the water.

Seventy-two men, women and children were at the mercy of the river. Heavy suits and dresses made swimming difficult and the current rapidly swept them downstream. Several of the passengers, injured when the boat overturned or unable to swim, drowned almost immediately. Some tried to make it to shore but most of the passengers could do nothing but bob helplessly in the water.

Buoyed up by a plank, Leroy Hidinger, Sr. had managed to find his young son and hold him on

his back. The son cried out, "Look, Daddy, there's Grandma! Let's save her!" and the elder Hidinger saw his 78 year old mother, sinking just yards away from him. He swam over to her but she sank and he knew that if he dove he would probably lose his son. Father and son were rescued and afterwards Hidinger confessed, "The realization came to me that it would mean the death of my boy and I knew what action my dear old mother would have wanted me to take."

As soon as he saw the NORMAN turn over, Tom Lee whipped the ZEV around and raced to the scene. He realized that the people in the water could easily swamp his boat so he expertly maneuvered between the victims so he could reach them one at a time. Filling the boat with eight half-drowned passengers Lee carried them to a sandbar before returning for more. Most of the people floating in the river stayed surprisingly calm. Lee later told a reporter, "They didn't lose their heads like a lot

of crazy folks I've seen in the water. The sensiblest drowning folks I ever saw, - just waited for me when I waved at them and I caught them in the ZEV."

Capt. Fenton dove through the pilothouse window as the NORMAN turned over and then paddled over to a bundle of life preservers. He could barely keep his chin above water by the time Lee pulled him into the ZEV. A passenger was able to swim to shore but he couldn't climb the bank and the current kept pushing him out; he knotted his tie around a willow and moored himself until Lee got to him.

The last passenger Lee pulled from the river was a prominent Memphis society girl named Margaret Oates. She managed to stay afloat by popping her parasol open trapping air beneath it. This clever young lady would later marry Hugo Dixon, a well known art patron who years afterwards would open his gallery and gardens to the city.

Tom Lee eventually saved 32 people and only a dozen or so of

the NORMAN's passengers made it shore on their own. The disaster also produced other heroes that afternoon. M. G. Overstreet, an Old Miss student, swam safely to shore and then dove back in the river to help at least seven other passengers who were not such strong swimmers. Engineer A. E. Fry assisted Tom Lee during his later rescue trips by lying across the bow of the ZEV and pulling others into the boat. Engineer E. H. Bowser helped his companions into the ZEV but refused to get in himself, swam off to help a woman and child nearby and was never seen again.

The CHOCTAW was greeted with the news of the sinking when she reached Memphis. One of the NORMAN's passengers who had made it to shore had found his way to a farm house where there was a telephone and had alerted Memphis. The CHOCTAW turned around and headed for where the NORMAN had last been seen while boats coming up the river began meeting pieces of wreckage, life preservers and a very large oil slick.

The survivors were returned to Memphis late that night and talked to newspaper reporters about the black man who had saved many of them. Reporters were eager to find Tom Lee but he was still out on the river looking. Even after other boats arrived on the scene he remained there with the ZEV and helped search for bodies until morning.

Twenty-three passengers and crew were missing and it was feared that some of them were trapped in the sunken boat. The wreck was located lying on its side in 50 feet of water but hard-hat divers could not get aboard because of the strong currents. A decision was made to tear up the wreck using an anchor as a grappling hook and over the next few days large chunks of the NORMAN were pulled up but no bodies found. Some bodies were recovered later after floating miles down the stream while others were never found.

A portion of the kitchen bulkhead was pulled up and the clock was stopped at 4:50pm. This same clock had been on the AUGUSTUS J. NOLTY (T0179) when she capsized some years earlier and, after repair, it was placed on the OPELIKA, a 60 foot gasoline launch which was soon snagged and sunk near Osceola.

The quiet and bashful Tom Lee seemed genuinely embarrassed by the spotlight focused upon him. He modestly said, "I guess I didn't do any more than anyone else would have done in my place." But, Memphians couldn't agree with that and Tom Lee was their hero. He met the mayor, was posed by newspaper photographers in the old clothes he wore on that fateful day and stood beside the equally famous ZEV. Julius Goodman, the Memphis jeweler, presented Lee with a handsome gold watch and he traveled to Washington to be received by President Coolidge who shook his hand and echoed the sentiment that he was, "A real hero."

Amid all of the resolutions and handshakes with the notables, someone finally asked Tom what he would want. He replied, "A house" so the Engineers' Club of Memphis, which had lost so many members on the NORMAN, kicked off a campaign to raise funds to buy a home for the hero. Within weeks enough funds were raised to buy Tom Lee a small brick house still standing at 923 North Mansfield.

He was given a job with the city's sanitation department and when Lee was granted early retirement in 1948 his pension was almost double the regular rate. Every year from 1925 until his death the Engineers' Club of Memphis presented Lee with a \$50 Christmas gift

Tom Lee died of cancer in 1952. His wife Margaret who lived with him on Mansfield moved to California and died there in the 1970s.

After his death, Mayor E. H. Crump decided that Tom Lee deserved more of a memorial than

the swimming pool that had been named for him in 1942. Astor Park at the foot of Beale Street was renamed Tom Lee Park and the city fathers erected a 30 foot granite obelisk there in 1952 to commemorate Tom Lee's selfless and heroic work in 1925.

* * *

JIMMYCANE HITS MARIETTA

About 8:30 on the evening of June 27, 1998 the sky to the west over Harmar Hill took on a strange hue. The clouds were boiling and then came wind gusts of up to 73 mph. A deluge of rain followed, up to six inches in the next five hours.

The stately trees all around town were twisting and snapping bringing down power and telephone lines. A number of houses were badly damaged and roofs were rolled up on several of the store buildings downtown. The low areas behind the stores on Front and Second streets filled up and quickly spread into the basements ruining much stock.

The Ohio and Muskingum Rivers were running bank full Sunday, June 28 but stopped just short of flood stage. Smaller streams such as the Little Muskingum and Duck Creek which I-77 follows north of Marietta couldn't handle the runoff and caused high water not seen since 1913. The highway was closed at several locations by noon Sunday. Six people lost their lives in the local area.

There was no damage to the W. P. SNYDER JR. but a tree limb did punch a hole in the roof of a building of the River Museum. The steamboat exhibits had been removed, however, to accomodate an exhibit of river mussels in the large center case. The display of a stuffed muskrat, blue heron and animated mussel shell (which didn't move much) has been rendered more authentic by the sudden bath from the hole above.

* * *



DISTINGUISHED TOURISTS IN CANADA

A trip on the Trent-Severn Waterway in Ontario was reported in the September, 1997 issue of S&D Reflector. River conditions in May, 1997 prevented the KAWARTHA VOYAGEUR from holding to her published schedule but the problems reported did not discourage this sextet of S&Ders from signing on for the first trip of the 1998 season.

Left to right: Bob and Glenna Morehead, Hebron, KY; Mary Lee and Dave Pattison, Hebron, KY; Bill and Mary Sue Rudicill, Petersburg, KY. The trip from Big Chute to Peterborough was blessed with normal water levels and seasonable sunshine which permitted the boat to hold to her schedule. Very familiar with towboating and lock operation on the Ohio, the men found the marine railway, lift-locks, canals and channels of the Trent-Severn of great interest as was the grub pile on the KAWARTHA VOYAGEUR.



THE QUEEN'S NEW STACK. A very visible change in the DELTA QUEEN after her lengthy layup this spring for general overhaul is her new smokestack. (Page 22 June issue.) Some fans looked at the result and groaned. Frank X. Prudent sends these closeups, up and lowered.



Writes Frank, "It's simple and it works! One crew member can raise or lower the stack and the black smokin' she has been wont to do is gone. The new chimney is nine feet higher than the old one. The D.Q. looks better than in some time." Form follows function, it is said.



A WARD-FRYANT TOWBOAT

It would be tempting to pass this photo of the GYPSY F. off as another recently resurrected old Ward Engineering Works towboat added to the Madison Coal & Supply Co. fleet but even Nelson Jones and crew couldn't make her look this good. GYPSY F. is another product of the John Fryant model yard over at Alexandria, Virginia; some readers will recall seeing it in an uncompleted stage at the last S&D annual meeting.

The GYPSY F. is based upon the Ward drawing E-794-1 dated 1927 in the Ward Engineering Works collection at West Virginia University Library, Morgantown. As far as is now known, this boat was never built although she is very similar to other Ward diesel towboat designs built in the 1920s. Hull size would have been 127'6" by 27' and a 360hp. Fairbanks-Morse diesel engine was specified. Drive was by shaft to the center of the split wheel's shaft.

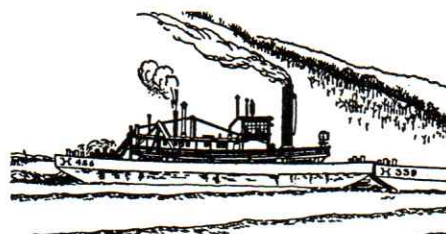
The model is built to 1/48 scale (1/4 in. equals 1 foot) with a length of 31-3/4 inches, beam 6-3/4 inches and a draft of 7/8 inches. Power is by two tape recorder motors with belt reductions to each side of the independent split wheels, a deviation from the original design to provide

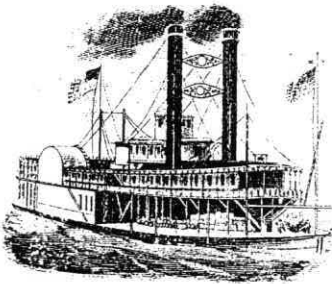
more maneuverability. By radio control John can operate the motors in either direction, rudders, lights and horn.

The name GYPSY F. was chosen in honor of Gypsy Fleming Ward, wife of Charles E. Ward, president of Ward Engineering Works in 1927. Although not visible in the photo, the forward main deck bulkhead announces that the GYPSY F. is fittingly owned by Madison Coal & Supply Co., Charleston, WV.

John took his model to the Toledo Radio Control Expo and was awarded 1st. place in the working vessel class. A scale model of a typical gasoline barge is towed by the model when performing. Examination of the paddlewheel(s) under a magnifying glass discloses 1,320 pieces of plywood, flanges bolts, etc., easily enough for First Place in details and encouragement for would-be model builders.

Nice work!





JESSE P. HUGHES DIARY

1929

C. W. Stoll & Ed.

The year 1928 had been good for both freight and passenger business on the Ohio River between Cincinnati and Pittsburgh. The TOM GREENE and CHRIS GREENE had made their scheduled rounds between Cincinnati and Charleston, West Virginia each week with one boat keeping the service open during the winter months when freight was slack.

The Pittsburgh-Cincinnati trade was served by the BETSY ANN with her partner boat GENERAL WOOD also running during the tourist season. Although not of much consequence for the Greene Terminal Co. at Huntington, the packet LIBERTY was running three times a week between Pittsburgh and Wheeling, West Virginia and the SENATOR CORDILL weekly from Pittsburgh to Charleston with some re-shipment to the Greene Line boats at Gallipolis.

All-in-all, the packet trades seemed healthy on the Upper Ohio with national interest in the packetboats generated by the CHRIS GREENE and BETSY ANN racing at Cincinnati in July. Both the Greenses and the Pittsburgh & Cincinnati Packet Co. had considered building new

boats designed particularly for the growing tourist trade but didn't actually commit by signing contracts. Cause for pause in expansion plans were the roads on both sides of the Ohio being improved and these would be paved during 1929, bad news for the packet freight service

Rosey though 1928 might have appeared there was trouble brewing for the BETSY ANN and GENERAL WOOD. The owners of the SENATOR CORDILL decided to look for more business and she was switched into the Pittsburgh-Cincinnati trade to test the market as the year ended.

JANUARY

The TOM GREENE arrived at the Huntington wharfboat at 8pm, New Year's Day, a rainy, windy start to the new year. The CHRIS GREENE was laid up at Cincinnati until the freight business picked up. The SENATOR CORDILL came down from Pittsburgh on January 3 and all indications were that she was to continue in the Pittsburgh-Cincinnati trade. The BETSY ANN remained laid up at Pittsburgh for the entire month but Jesse makes no mention in his diary of the change in boats in the P&C trade.

By the middle of January the river was up and all dams had been lowered (open river). The TOM and CHRIS GREENE were both laid up and ice was noted on the 14th through the 17th but the SENATOR CORDILL continued to operate. A sizeable shipment of railroad spikes were delivered to the wharfboat and it took about two days' work to pull the cargo up the hill and load it into a railroad car. Shipment was going to "The Rail Mill", evidently a local enterprise.

When the CORDILL came up the river on January 16 Jesse got on to stand watch with Henry Holloway in place of one of the Littons who was called home. The boat lay at Gallipolis overnight on the 17th waiting for orders from

the office so Jesse and his father (Pap Hughes) took in a performance of Uncle Tom's Cabin.

The Ohio was rising at Pittsburgh and by the time the CORDILL reached Wheeling at noon on Sunday, January 20 the stage was 24 feet and they were meeting Allegheny River heavy ice. The CORDILL could not cross over to the Wheeling wharf so tied up at the fair grounds on Wheeling Island to wait out the ice run.

Capt. Charles Ellsworth came down from Pittsburgh to relieve Jesse and he caught the 8:50pm. sleeper for Huntington.

There was another stint of piloting on the CORDILL when Jesse was called to catch her at Parkersburg on January 23. He stood watch down to Cincinnati and back to Parkersburg on the 28th where Charlie Ellsworth again came on board.

Business was usually described as "slow" at the Greene Terminal Co. with only the TOM GREENE and SENATOR CORDILL coming and going more or less on schedule.

FEBRUARY

February 1, 1929. The CORDILL was in at 11am. and departed at 1pm. with Capt. Strother going on as pilot. The CHRIS GREENE came up in the evening for Charleston and then was delayed on her down trip on February 3 because of ice in the Kanawha River. She laid up at Charleston and was unable to leave until the morning of February 7. Ice running in the Ohio caused the towboats INLAND and ALIQUIPPA to tie up above the Huntington wharfboat

On Monday, February 11 the Greene Line initiated a new schedule. The CHRIS GREENE left Cincinnati for Charleston that evening, at Huntington Tuesday afternoon and into Charleston Wednesday morning. The TOM GREENE would depart Cincinnati on Tuesday afternoon for Huntington. Arriving at



Here's the J. D. AYRES (T240) running loose as Jesse Hughes saw her on April 9, 1929, her first appearance River locks. The SAM CRAIG and C. W. TALBOT were her at Huntington. Later that year she was the first boat sisters in the Union Barge Line, "The Candy Fleet."

Huntington Wednesday evening she would turn around to go back to Cincinnati. The TOM GREENE's trip out of Cincinnati on Thursday evening would be through to Charleston.

The Kanawha River towboats were down with coal for Cincinnati as the river went back to pool stage about the middle of the month. The terminal was "pretty busy" with shipments of iron going out, brought to the terminal by rail and then moved down to the wharfboat on the cable car, a tedious job. The CORDILL left Pittsburgh on Tuesday, February 19 after being laid up.

The weather turned colder and Jesse notes a 14 inch snowfall which put the streetcars out of business. The BETSY ANN stopped at Huntington 5pm. Monday, February 25 on her first trip to Cincinnati for the year. Two rail cars of furniture came in for re-shipping on the boats.

On February 27 the BETSY ANN was back up at 2:30pm. and left at 4pm. with a nice trip of freight. The terminal crew worked until 7pm. getting freight down the hill to the wharfboat to be picked up by the TOM GREENE. Jesse had recently purchased a new radio and at 11pm. he was listening to the Jack Sharkey - Young Stribling fight; decision to Sharkey.

The month ended with mild temperatures, rain and the river rising.

MARCH

The river continued to rise until it crested at 48-1/2 feet on March 3 and began to fall. But mild temperatures and rains upstream kept the stage around 40 feet for another week, the boats able to hold their schedules. President Hoover was sworn in on Monday, March 4 and Jesse reports, "Everyone listing to the inauguration on the radio."

The BETSY ANN was having light freight trips out of

Pittsburgh and on Wednesday, March 13 she was up with, "No trip," according to the diary. The management of the SENATOR CORDILL had obviously been successful in attracting the shippers during the January and February while the BETSY ANN was laid up. With two boats in the trade, the CORDILL was also experiencing light freight trips, however, and turned back for Pittsburgh from Huntington on the 21st.

March ended with cool temperatures and much wind, enough at times to cause the boats to lay up. The Greene Line boats seem to have had good shipments out of Huntington during this time, perhaps a result of the change in the schedules earlier.

APRIL

The month opened as March had ended with high winds and the river rough. The BETSY ANN came down on April 1 carrying the first good trip of freight since she had reentered the trade. The terminal crew was busy all the following day pulling freight up the hill and reloading into rail cars.

The improvement in the quantity of freight carried by the BETSY ANN is noticeable in Jesse's comments this month, almost every trip recorded as fair or good. It would seem that the boat had reclaimed the grocery shipments it formerly relied upon: A&P out of Pittsburgh and Kroger out of Cincinnati for their stores all along the river. On one trip there was 28 tons of sewer pipe going to Pomeroy from Cincinnati, a shipment which might have been expected to go to the Greene Line boats. Now, the SENATOR CORDILL was suffering from "light trip."

The three sister towboats SAM CRAIG, C. W. TALBOT and J. D. AYERS, built at Midland for the Union Barge Line Co., all came out in 1929 and attracted

favorable attention by rivermen. Jesse notes the comings and goings of the CRAIG and TALBOT and on April 9, 1929 notes, "New J. D. AYRES down loose on first trip." She came up past Huntington on April 13 with her first tow.

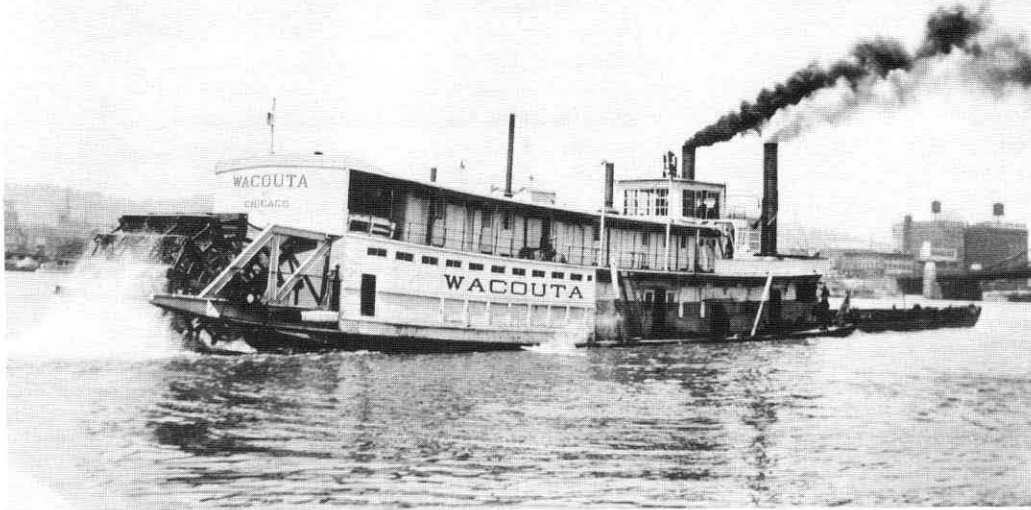
On April 15 Jesse appeared at the office of Justice Stewart in connection with a lawsuit of unspecified nature. It must have been of some consequence since he was there from 9am. until 2pm. On the following day he reports the lawsuit settled, "\$60.29, BETSY ANN," but whether the Greene Terminal Co. was being sued or Jesse Hughes was only a witness for the BETSY ANN is not stated, in any event no lawyers seem to have been involved.

On April 14, a cool and cloudy day, the TOM GREENE ran an excursion from Catlettsburg. The Hughes family went on the trip along with 140 others and a nice time was enjoyed by all. The TOM and CHRIS GREENE were finding the schedule adopted in March to work out satisfactorily with one boat going through to Charleston followed by the boat departing the next day running only to Huntington. and then alternating. When on schedule, this provided for a boat from Cincinnati each evening, five days a week.

On April 19 the excursion steamer ISLAND MAID (former G. W. HILL) was badly damaged in a fire at Cincinnati. This boat was operated by the Coney Island Co. to provide two-boat service to the amusement park.

The BETSY ANN came down on Monday, April 22 and she was blowing the whistle from the old GREENWOOD, lost in 1925 at Cincinnati. No further comment in the diary about the reason.

The shipment of automobiles into Huntington by the Greene boats was becoming frequent enough to prompt the cutting of an automobile door in the side of the terminal warehouse and building a driveway. The



The WACOUTA (T2598) was built in 1922 by Dravo at Neville Island, Pennsylvania, 132'x28'x5.2' for Arrow Transportation Co. In 1929 she was acquired by the Pittsburgh Plate Glass Co. for towing on the Allegheny River and it was on the delivery trip that our diarist piloted her to Pittsburgh. Photo on Allegheny at Pgh.

following day, April 27, the TOM GREENE arrived with a big freight trip and nine autos but no deck crew. Unloading was delayed.

Ed. Note: The late Bill Pollock observed that holding a crew of roustabouts was a real problem in the late 1920s because of the extensive road building jobs available. The \$1 to \$1.50 per day rate for roustabouts couldn't compete with \$2 to \$2.50 offered common laborers by contractors.

MAY

The CORDILL is now frequently mentioned as having mechanical difficulties which throw her off schedule. On May 2 she unloaded her Cincinnati trip at Huntington for re-shipping on the CHRIS GREENE. The BETSY ANN had gone up the previous day, "On time."

May 4 recorded the death of Henry Best, owner of the Marietta Wharfboat and an old friend of Jesse's. The towboat WACOUTA, newly purchased by Pittsburgh Plate Glass Co., came up the river and lay all day at Huntington repairing her wheel. The captain (Jacobs) was looking for a pilot

to take the boat up to Pittsburgh and found a willing taker when he approached Jesse.

Jesse got aboard the WACOUTA at 9:30am., May 5, 1929 to stand a pilot watch with Capt. Jim Rowley. They had only a single flat in tow and after leaving the 26th Street landing at 11am. were up to Pt. Pleasant at 4:15pm. (42 miles, two locks). There was rain all day and a rising river; the boat stopped at Parkersburg at 3am. the following morning and took on fuel oil in the Little Kanawha River before leaving again at 9:15am.

The WACOUTA was into Pittsburgh by noon, May 7. Jesse notes that the GENERAL WOOD was running in the Pittsburgh-Wheeling trade, the LIBERTY having moved over to the Pittsburgh-Charleston trade when the CORDILL went to the P&C trade. The Wheeling trade had proven lucrative for the LIBERTY during most of the 1920s but the overnight service was now served by the improved highways along with two railroads; the WOOD didn't last long.

After getting off of the WACOUTA on the Allegheny side of Pittsburgh (the WACOUTA

continued up the Allegheny River to the Pittsburgh Plate Co. landing) Jesse got aboard the CORDILL. She for some reason needed a pilot to stand watch with Monroe "Doggy" Cross back down to Huntington. A pump had to be repaired so the CORDILL didn't leave until midnight.

Indicative of the interest Jesse Hughes had in steamboating is recorded on May 9, 1929: "On watch Vienna (just above Parkersburg) at 7am. Lone Cedar (below Belleville Island, present Belleville Locks and Dam) at noon, Pomeroy at 6pm. Didn't call partner at 11am., was on watch on down." The SENATOR CORDILL was reputed to be an easy handling boat, a joy to pilot.

The ISLAND QUEEN is noted as getting aground at her Coney Island landing on Sunday, May 12. She was stuck there until a rising river released her on May 24.

The routine of running the Huntington terminal was again broken when Jesse was called to take the CINCINNATI from Cincinnati to Pittsburgh and return. This sponsor for this special trip to Pittsburgh by the big packet is not mentioned. However, she was in Pittsburgh

at 5:30pm, May 31 and fifty members of the Cincinnati Commercial Club came aboard for the return trip; could have been a Commercial Club convention we suppose.

JUNE

The ISLAND QUEEN left Pittsburgh at 9am., June 1, 1929 for the return to Cincinnati. She met the BETSY ANN at East Liverpool and the HELEN E. at Bellaire about 4:30pm. The HELEN E. was the local packet running in the New Matamoras and Wheeling trade, 48 miles each way, one of the last of the short trade packets on the Upper Ohio.

The CINCINNATI got into the city at 10:30pm., Sunday, June 2. The dams had been down so the boat made good time having left Huntington at 10am. that morning. The movie, "Showboat" was the entertainment for the passengers that evening.

Jesse went back home on the CHRIS GREENE which left at 5:30pm., Monday. He mentions that Pathe' News had a crew on board making movies. He got off at Ashland the following day at 5pm. and took the streetcar home.

The remainder of June seemed to be busy at the terminal in Huntington. Jesse mentions repairing the deck on the head of the wharfboat and also that a new wharfboat hull was being constructed at the Acme Boiler Works in Gallipolis.

There was a big fire at Winfield, West Virginia on June 19 which destroyed the hotel, bank and newspaper office. The CHRIS GREENE and BETSY ANN both came in late that night, the BETSY ANN having turned back from Portsmouth to get back on her schedule.

The schedule for the Greene Line boats was changed on June 28 to provide for a departure from Cincinnati on Saturdays rather than Fridays.

JULY

A severe thunder storm on the afternoon of Monday, July 1 brought cooler temperatures and flooded the streets. The CORDILL came into Huntington on her down trip that morning. The Catlettsburg movie theater was showing, "The Fleet's In" starring Clara Bow so Jesse, Telia and Mr. and Mrs. Rous attended.

On July 10 Jesse caught the down bound TOM GREENE at Ashland at 10pm. for Cincinnati. He had been asked to pilot the QUEEN CITY to Pittsburgh with Jim Rowley as his partner. The BETSY ANN was up for Pittsburgh that evening but, although not mentioned in the Hughes diary, the fate of the BETSY was tied into the trip of the QUEEN CITY.

Ed. Note: The owners of the SENATOR CORDILL were in financial trouble although the boat had found the Pittsburgh and Cincinnati trade profitable. John W. Hubbard, Pittsburgh, had bought majority interest in the boat and also acquired the Pittsburgh and the Parkersburg wharfboats. He was already the majority stockholder in the Louisville and Cincinnati Packet Co., and therefore owner of the QUEEN CITY and the Cincinnati wharfboat. The Ohio River Transportation Co. was formed for the new P&C operation. Without terminals for freight shippers the BETSY ANN was to be frozen out of her trade.

These various moves are detailed by Fred Way in Chapter 19 of his Log of the Betsy Ann.

The QUEEN CITY with Jesse standing pilot watch left Cincinnati at 5:25pm, Thursday, July 11. She had to go to the bank rather quickly with some mechanical problem and lay in East End, Cincinnati making repairs until 9pm.

There were delays again at Huntington and at 7am. Sunday the boat was passing Clarington.

(Mack Gamble was at Dam 14 to watch the QUEEN CITY lock through and lists some of the crew: Jesse Hughes, Jimmy Rowley, Clyde Packard and Frank Justice. The BETSY ANN locked down in the afternoon with Charlie Ellsworth, Charlie Arthur, and Ross Minard on board. Ed.)

The QUEEN CITY got into Pittsburgh at 2am, Monday the 15. She coaled, picked up passengers and freight and left again at 4pm.

The TOM GREENE and BETSY ANN ran a race from Cincinnati to New Richmond on the afternoon of July 16. Again as in the previous year, the race generated great enthusiasm along the river and nationwide. The decision was given to the TOM GREENE but there has always been a question since the BETSY ANN was first to pass the finish line entire.

The QUEEN CITY received the results of the race when she reached Dam 17 at 11pm that evening and Jesse notes, "Big race, Cincinnati to New Richmond, 5pm - 7:20pm. Very close."

The QUEEN CITY made a quick turn around at Cincinnati on Thursday, July 18. She got in at 7pm. and left again for Pittsburgh at 9:30 but delays continued to put her off schedule. On the down trip she spent a long four hours coaling at Huntington and on the up trip she again took coal. Then she broke a supply pipe at the upper end of the city and lost about two hours.

To get the QUEEN CITY back on her schedule the BETSY ANN was chartered to bring her Saturday trip down from Pittsburgh. Jesse records that the boats met at Lock 11, a short distance below Brilliant, Ohio at noon on Sunday. Freight and passengers were exchanged and the QUEEN CITY turned back down the river. Jesse got off at Huntington the following evening at 8:30pm. and went home on the streetcar.

Ed. Note. There was more to this meeting of the boats at Lock 11 than reported above. In exchange for taking the BETSY ANN out of the P&C trade Capt. William E. Roe, manager of the Ohio River Transportation Co. agreed to pay \$3,000 in compensation. But, after the agreement was signed and the BETSY ANN quit the trade, there was no subsequent payment. To collect on the debt the BETSY ANN retained the passenger fares, about \$2,700, collected at Pittsburgh and did not turn the funds over to the QUEEN CITY. Later, John W. Hubbard saw that the full amount owed was paid. For a full exposition of these arrangements see Chapter 19, Log of the Betsy Ann.

For the remainder of July there was strong business activity at the Greene Terminal Co. The QUEEN CITY evidently settled into her Pittsburgh schedule and stopped at Huntington more or less on time each week.

Tuesday, July 30, 1929 "Hot! Busy! Nuf ced."

AUGUST

The weather was seasonably hot all month and little rainfall. The Pittsburgh boats seemed to be handling enough freight for Huntington to keep the terminal busy after every stop while the Greene boats came and went on schedule. It was a pleasant month for boating.

When not handling the terminal freight business the crew was kept occupied installing new steel posts under the warehouse. These replaced wooden ones and were bedded in concrete foundations. Improvements on the wharfboat were also undertaken including new spars and construction of a new stage.

Capt. Charlie Ellsworth was now regular pilot on the QUEEN CITY. Jesse reports him sick with hay

fever when the boat arrived the evening of August 25. When the boat came up from Cincinnati on August 29 Jesse got on at the coal yard at 8am. to take Ellsworth's place. Capt. Ellsworth got off at Parkersburg that evening to go home.

The QUEEN CITY didn't get into Pittsburgh until 5:40pm. Saturday, August 31 having been delayed some by fog the previous morning. She was on her way back to Cincinnati by 10pm., six hours late.

SEPTEMBER

The QUEEN CITY developed boiler trouble on her trip down the river and laid up at Marietta at 3am., September 2 to cool down and replace a rivet. She lay there for most of the day and Jesse records going over to the cemetery in Williamstown to visit his mother's grave. The boilers were cleaned after the repairs and the QUEEN CITY left Marietta at 3pm. (The body of Ella Louderback Hughes, died 1890, was later moved to the Louderback family cemetery at Rea's Run (Wade), Ohio. Ed.)

Jesse continued to stand watch on the QUEEN CITY for most of the month. There were delays for fog several mornings and unanticipated problems such as the rolling lock gate at Dam 35 coming off the track on September 4; seventeen hours lost. The schedule was allowed to slip and the QUEEN CITY began leaving Pittsburgh at 4pm. on Monday afternoon rather than Saturday. (This change in schedule was probably intentional. By October, 1929 the published schedule called for the SENATOR CORDILL to leave Pittsburgh on Fridays; Cincinnati departures were Monday and Thursday, 5pm., for the CORDILL and QUEEN respectively. Ed.)

The diary records meeting the GENERAL WOOD several times as running in the Pittsburgh and Charleston trade filling in for the

LIBERTY. On September 9 the WOOD was layed up at old Lock 2 below Pittsburgh, the CORDILL now having moved back into the trade, LIBERTY still being repaired we assume. (By controlling the Pittsburgh wharfboat the Ohio River Transportation Co. could say which boat could run in any trade from the Smoky City. Ed.) On September 11 Tom Greene was in Huntington for a broadcast over radio station WSAZ. That same day daughter Helen Hughes started classes at Marshall College.

On Monday, September 16 the QUEEN CITY arrived in Pittsburgh at 1:30am., gaining a bit on her schedule. Even with some necessary boiler repairs she left at 5pm., more or less on her now adopted schedule.

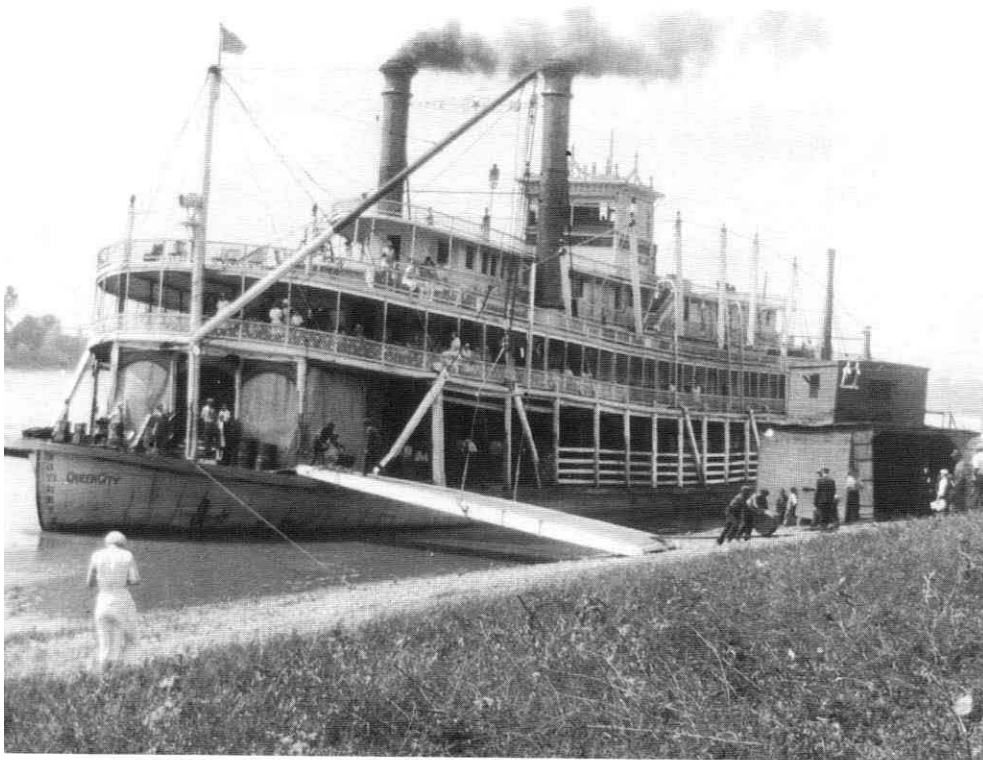
A U.S. Marshal's sale was held in Pittsburgh at 11am., September 16 to settle a claim against the BETSY ANN for an unpaid dock bill at Paducah. Jesse and other interested rivermen were on hand for the show and the diary reports that the boat was bid in at \$11,500 by Frederick Way, Sr. (For full account of this sale, see Chapter 20, Log of the Betsy Ann. Ed.)

Wife Telia Hughes got aboard at Huntington on September 20 to make a trip. There was shopping and visiting at Pittsburgh and Wheeling and then Telia got off at Huntington on the 26th.

Charlie Ellsworth, recovered from the hay fever, was at Huntington to relieve Jesse when the QUEEN CITY got back on September 28. Jesse got off at 7am. and the boat left for Pittsburgh at 8am., a pleasant stint of piloting on the big packet. It was time to go back to overseeing operations at the terminal that included scraping mud off of the car track.

OCTOBER

Rain the first two days of the month generated a hefty rise in



The QUEEN CITY was built in 1897 for the Pittsburgh & Cincinnati trade and ran there until 1913. She was in the Louisville-Cincinnati trade during the 1920s but came back to the P&C run in 1929. With the money of John W. Hubbard behind her the competition was forced to the bank.

Even in her old age QUEEN CITY still had style and faded elegance to attract passengers. This view was taken by Virgil Bennett at the Ironton, Ohio landing in 1929 with passengers watching the deck crew rolling freight off.

the river at Charleston and the Ohio River dams below the Kanawha River were lowered on October 2. The river at Huntington rose to a 30 ft. stage by October 6.

Business was slow on the boats so Jesse did some soliciting. The Greene Terminal Co. secured the storage business of the Wire Rope Co. of Butler, Pennsylvania and a railroad car was received on October 4. Slow business or not, Jesse was at the terminal all day Sunday, October 6 putting a car load of steel down the hill for shipment.

The project of building dams to provide a nine foot stage in the Ohio River from Pittsburgh to Cairo, Illinois was completed in 1929, forty-nine dams in all. It was to be celebrated up and down the river with local events timed to coincide with the passage of the steamers CINCINNATI, QUEEN CITY and GREATER PITTSBURGH. These three steamers would leave Pittsburgh for Cairo on Saturday, October 19 and Jesse was asked to be one of the pilots on the CINCINNATI; his diary entries tell the story.

Tuesday, October 15: Caught the 4:24am. C&O. In Cincinnati 9am. Went on CINCINNATI pilot with Capt. Rowley. Left Cin. 2:10pm. Off watch at Moscow 6pm. On at Manchester 11pm. Celebration cruise. Bunch of towboats at (Dam) 35.

Wednesday, October 16: Storm, windy, warm. At (Dam) 31 at 3am. Poage's 7am. Broke steering gear at (Dam) 29. At Coxes at noon. Pomeroy 6pm. Swan Bar 11pm. Dams all up; pools full.

Thursday, October 17: Fog this morning. Warm, windy. Neales Island 3am. Duck Creek (Upper end Marietta, Ohio.) 4:30am 'til 8:10, aground in fog. At Collins at noon. Wheeling 6pm. Lock 9 at 11pm. Full moon. Met HELEN E. above Captina Creek with big trip.

Friday, October 18: Fog and then clear, pleasant. Phillisee (Island) 3am. Layed in fog at Freedom. Left 8:30am. Emsworth at noon. In Pittsburgh 1:00pm. Flagship in boat parade, 2pm-4:30pm. to Emsworth Dam. Wonderful time.

Saturday, October 19: Very smoky 'till noon. Left for Cairo 9am. with QUEEN CITY & GREATER

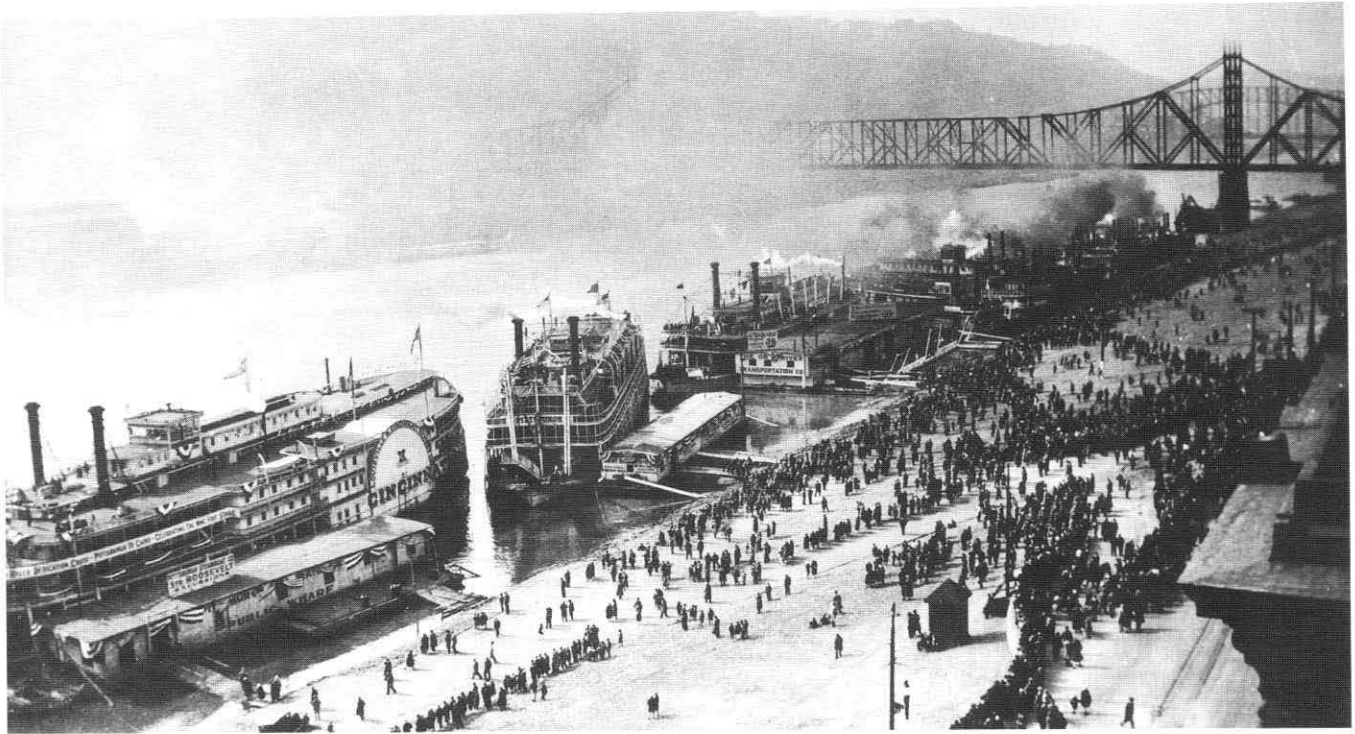
PITTSBURGH. On watch at (The) Trap (Glen Osborne, PA) noon. Lock 8 at 6pm. Lock 12 at 11pm. Full moon Big celebrations all along.

Sunday, October 20: Clear and warm. At Clarington 3am. Eureka 7am. Reedsville at noon. Addison 6pm. Huntington 11pm. Big time everywhere. Wonderful reception at Huntington. Girls all at terminal and Mr. Pierce from Tazewell. TOM GREENE in the parade at Gallipolis.

Monday, October 21: Cloudy & rain. At Ferguson Bar 3am. Vanceburg 7am. Racing the TOM GREENE at (Dam) 34 at noon. Got in Cincinnati 5:25pm. Bad winds at (Dam) 36 lock and all below there. In parade formation to Cincinnati. River rising & dams down up the river.

Tuesday, October 22: Rain; much colder. Parade leaving Cincinnati 2pm. Pres. Hoover on GREENBRIER, flagship. Very bad night. Locked (Dam) 37 - dams all down below; at Lawrenceburg 6pm. Layed up for the night, Kentucky side opposite Brooksbury, Indiana.

Wednesday, October 23: Cold, windy & rain. Left opposite



FRIDAY, OCTOBER 18, 1929: The scene at the Monongahela Wharf, Pittsburgh before the boat parade down to Emsworth. CINCINNATI is at the wharfboat used by excursion boat ROOSEVELT (4821); GREATER PITTSBURGH, ex-HOMER SMITH; QUEEN CITY at steel wharfboat; BETSY ANN below, head-on to wharf and towboats beyond.



SATURDAY, OCTOBER 19, 1929: The CINCINNATI has a coal flat alongside, getting ready to depart at noon with the GREATER PITTSBURGH and QUEEN CITY for the trip down to Cairo celebrating the completion of the Oho River Canalization Project.

JESSE HUGHES DIARY CONT'D. -

Brooksbury 8am. At Madison 9:30am. Rough river. Parade in Louisville 2pm. President on GREENBRIER at 3pm. Leaving Louisville 9:30pm. Bad night. River 11 ft. below the falls. Burch McBride & Wm. Gurlinger(?) pilots.

Thursday, October 24: Cloudy & cold. Passing Oil Creek 6am. Got in Evansville 4pm. Leaving at 6:30pm. Very dark & bad running this evening. River about 12 ft. (at) Evansville. Big time!

Friday, October 25: Clear & warm. Beautiful day. At Paducah 5:30am. Left 9am. Dedicated Dam 53. Went to mouth of Ohio. Back to Cairo 4pm. Left at 10pm for return. Mr. Bowyer and I out in Cairo. River 13 ft., open stage. Rise reported above. Wonderful time.

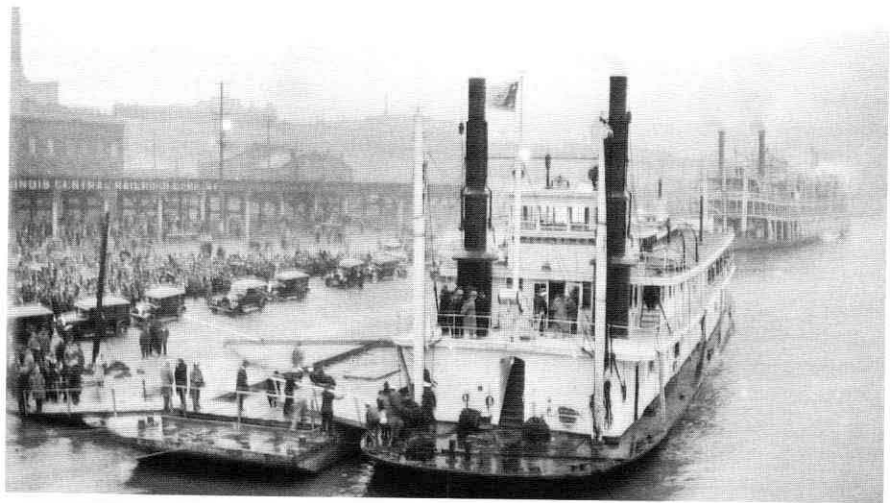
Jesse stood the pilot watch on the CINCINNATI back up to Cincinnati, reached the morning of October 28. He and C. C. Bowyer, banker from Pt. Pleasant, West Virginia left for up the river on the CHRIS GREENE that evening. There was some delay when the CHRIS broke a tiller line below Rome, Ohio and Jesse got off at Ashland at 8pm., October 29 to go home to Catlettsburg on the streetcar.

Another account of the Ohio River Canalization Celebration by Jesse Hughes was published in the December, 1971 issue of S&D Reflector together with a complete passenger list for the CINCINNATI.

NOVEMBER

The freight business continued brisk at the Huntington terminal. The account with the Wire Rope Co. was bringing carload shipments in for storage and eventual re-shipment.

On November 6 the GENERAL WOOD came up from Cincinnati en route to Pittsburgh. After a



WEDNESDAY, OCTOBER 23, 1929: It was a wet, cold day at Louisville for the boat parade, President Hoover here about to board the Lighthouse Tender GREENBRIER. GREATER PITTSBURGH visible below. J. P. Hughes photo.

brief layup at old Lock 2 in September (as noted by Jesse when on the QUEEN CITY) the WOOD had been chartered by the Louisville & Cincinnati line to fill in for the JOHN W. HUBBARD. Jesse got on the WOOD to stand watch to Parkersburg

After staying overnight in Parkersburg Jesse caught a bus at 8am. to Gallipolis which was reached at 10:30. We find this interesting since it is the first mention of taking the bus rather than the B&O train or a boat to return home from Parkersburg. Readers will recall that several years earlier it was an all-day ordeal to drive the Hughes' Nash Coach from Catlettsburg to Parkersburg. After visiting his father (Pap Hughes) Jesse caught the 3:25pm. bus and was in Huntington at 5pm.

The GENERAL WOOD was back down on Tuesday, November 13, now under charter to the Ohio River Transportation Co. to run in the QUEEN CITY's place. The big boat was too expensive to operate when there were no passengers to supplement the dwindling freight shipments.

The TOM GREENE layed up at Cincinnati on November 17 because of light business.

The crew at the terminal was kept occupied with such chores

as replacing the engine that hauled the tracked trolley from the wharfboat up to the warehouse. Then the timing gears had to be replaced in "the big engine" but its function at the terminal is unclear. The month ended with the weather seasonably cold, down to three above zero on the 30th, and the CHRIS GREENE and GENERAL WOOD running on schedule.

DECEMBER

On December 5 the GENERAL WOOD came up from Cincinnati and is reported as going to lay up at Pittsburgh. The SENATOR CORDILL came down on December 6 with a light trip and then turned back to Pittsburgh, this evidently being an extension from her regular Charleston trip with re-shipping for Cincinnati.

Jesse took the bus to Gallipolis on Monday morning, December 9 and spent the week working at the Acme Boiler Works on plans for a new wharfboat. Returning home Friday afternoon (by bus) he worked at the terminal on Saturday and reported, "Pretty busy."

It would seem that the wharfboat being built at Gallipolis was to replace the one at Huntington which the diary now

refers to as the old wharfboat. The temperature was down to 16 degrees on December 19 and they had heaters to prevent freezing running in the wharfboat's hull.

The CHRIS GREENE continued to run in the Charleston trade although frequently her trips coming up were reported as light. These were offset, however, with sizeable steel shipments going to Cincinnati from Huntington on her return trips. On Tuesday, December 24 the CORDILL was reported as layed up at Pittsburgh.

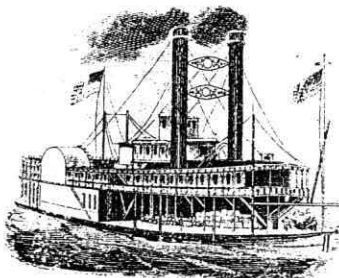
Christmas Day, 1929 was "white" and the diary reports: "Went to Huntington 1:30pm. CHRIS GREENE in at 6pm. Got back home at 7:30. Burnice Prater & Charles Carpenter at home for dinner. Fire at Gallaghers home, noon."

Thursday, December 26 Clear Warmer. Busy today. Had a dance and party at home tonight for Curtis Vaughan & Burnice Prater. Big time! Snow melting off.

The LIBERTY was reported as coming down to Gallipolis the evening of December 27. She was now settled in the Pittsburgh-Charleston trade and stopped at Gallipolis whenever there was Pittsburgh freight or she had re-shipping for the Greene Line..

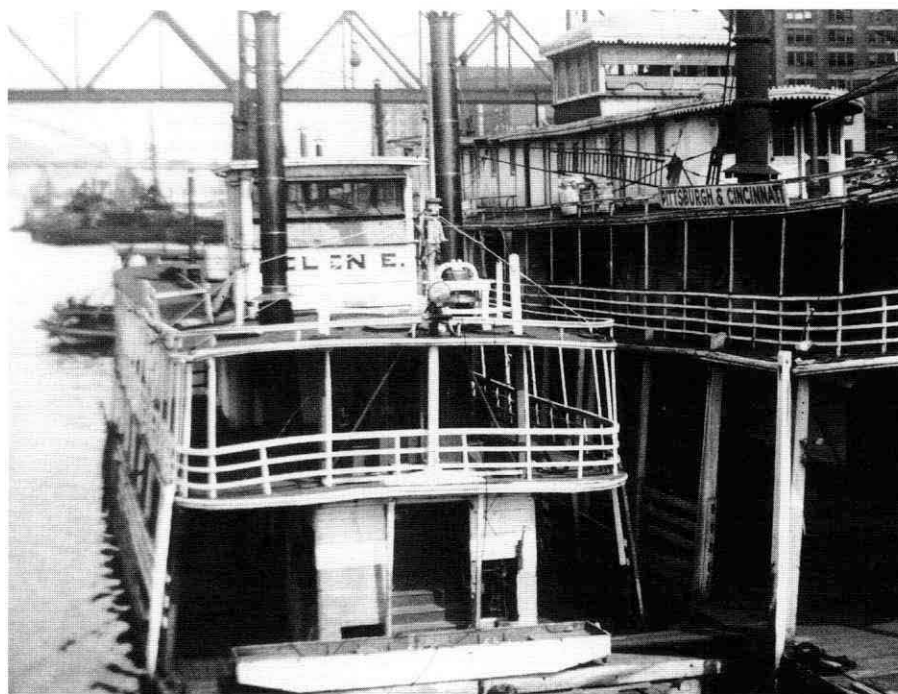
So ended 1929. No mention in the Hughes diary of the financial problems signaled by the stock market crash in October but there is ample evidence of problems for the packet boats as a result of recently improved highways along both sides of the Ohio River.

* * *

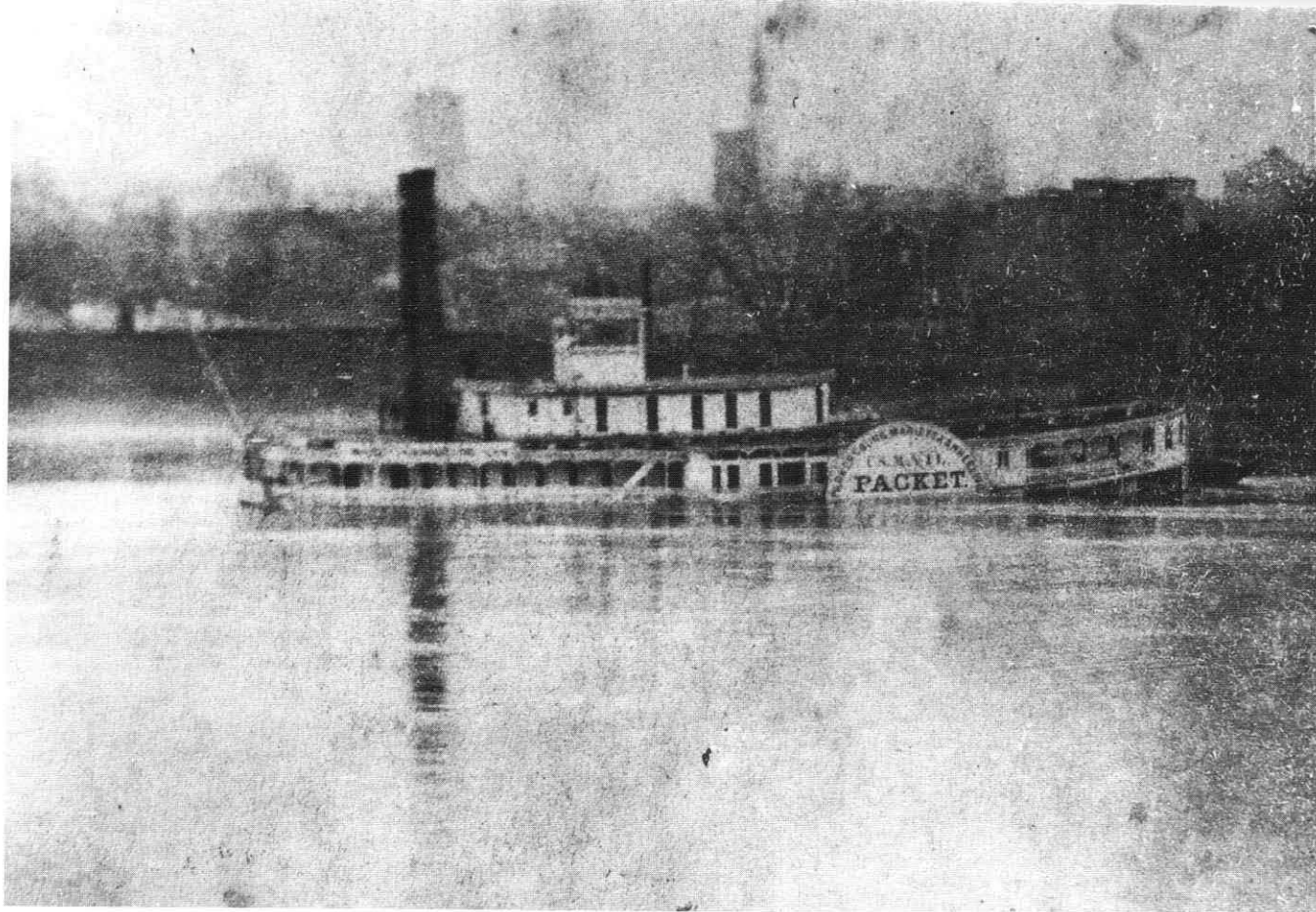


BILLS PAYABLE			
Date	Name	Dolls.	Cts.
	HOMERSMITH CHRIS GREENE WHISTLE	8 x 27 5/8	
		8 x 18	
		8 x 27 5/8	
		8 x 18	

A page from Jesse Hughes' 1929 diary is reproduced especially for whistle buffs.



Mutt and Jeff, the HELEN E. (2571) and GENERAL WOOD (2283) at Pittsburgh. The ancestry of the WOOD as the cotton boat S. L. ELAM shows and puts her boiler deck even with the roof on the HELEN E. Both of these are mentioned in the Hughes diary of 1929. HELEN E. ran in Upper Ohio trades until 1931, last of the breed. WOOD lay at Pittsburgh until 1934. William Reed print.



REBECCA SUNK AT PARKERSBURG

This view of the wreck of the REBECCA was probably taken December 8, 1869, the day following the sinking. It appears that she swung around as she grounded following the striking of the stone barge at the bridge and is pointed upstream. The gable end of the Buckingham Hotel near the wharf shows upper right.

LOSS OF THE PACKET REBECCA

John King, Belpre, Ohio is a major domo in the Affiliation for B&O System Historical Research. John is constantly researching some obscure aspect of the B&O main line history and often runs across items of river interest which he passes along.

While researching the construction of the B&O railroad bridge between Parkersburg, West Virginia and Belpre, Ohio in 1869-1871 John was struck by the frequency of reported boat collisions with the new bridge piers. Rivermen have long cursed the bridge because of the placement of the piers and the narrow (326.5') channel span.

The worst of these accidents, at least as far as packets were concerned, involved the REBECCA

on the night of December 7, 1869. The REBECCA (4691) was a sidewheel boat which had been built in Cincinnati in 1864 for trades out of Memphis. She was bought by the Wheeling, Parkersburg and Cincinnati Transportation Co. in 1867 and then ran Parkersburg and Wheeling with Capt. Jack Harrison, master.

The following account of the REBECCA accident was gleaned by John King from the Parkersburg Gazette.

STEAMBOAT DISASTER The REBECCA Sunk Four Lives Lost

"Thursday, December 9, 1869:
As the packet REBECCA, running between Parkersburg and

Wheeling, was coming down the river on last Tuesday night she ran against something at the railroad bridge at this city and sunk some 200 yards below the piers.

The REBECCA sunk almost immediately after she struck, some say in a minute and a half. She was very badly damaged or she would not have sunk so short a distance from where she received her injuries.

She struck at about 11 o'clock - before many of the citizens had retired. The crash was heard several squares and awakened many who had gone to bed and were sleeping. The alarm bell was rung on the boat and a large number of gentlemen hastened down to the river's bank. Every boat that could be got a hold of was used for the purpose of

rescuing the passengers, who went up onto the hurricane deck as the boat settled in the water.

There were 30 or 40 passengers on board. The precise number is not known as the books, although saved by the clerk, are so badly damaged by the water that they are at present illegible. It is believed that all the passengers were saved. Two, the ones who are known to have jumped overboard, were rescued by the boats that went to the relief of the passengers.

Boats were sent out from both sides of the river and it had not been ascertained when we went to press exactly where all the passengers were.

An old fireman and one or two of his sons, who were off duty and sleeping in their bunks at the time of the accident, are believed to have been drowned. A deck hand is also thought to have drowned. We could not learn their names. The crew was a new one and the officers of the boat had not yet become familiar with them.

The REBECCA was an old favorite on the line between this city and Wheeling and her many

friends will be pained to hear of her disaster. We understand that she had a large amount of freight on board for Parkersburg and was insured.

P.S. - The body of the deck hand lost has been found clinging to the boat, drowned. He was Richard Poole of Long Reach (West Virginia)."

"Thursday, December 15, 1869: On last Wednesday and Thursday, Squire Taggart held an inquest on the body of Richard Poole, the first that was found, and the jury rendered the following verdict:

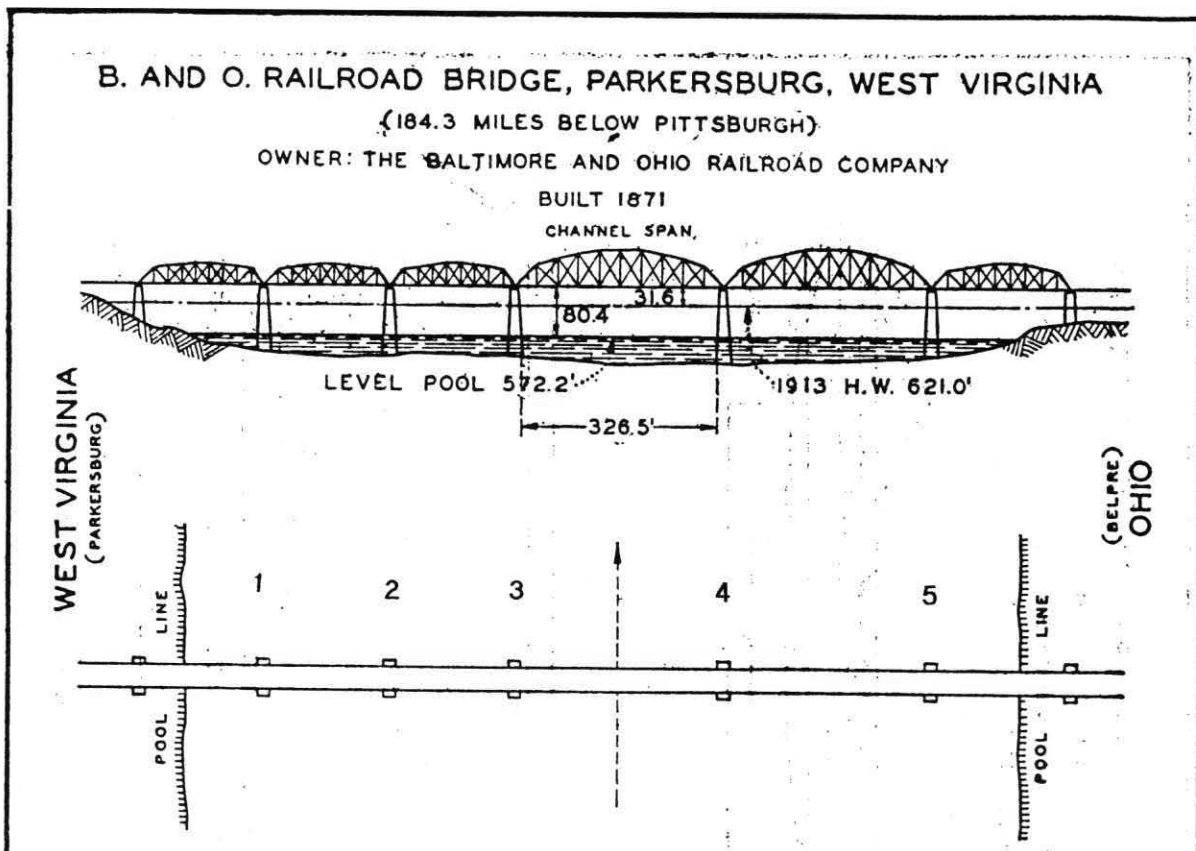
THE INQUEST

Wood County, To Wit - An inquisition taken at the wharf in the City of Parkersburg in said county on the 8th day of December, 1869 before G. W. Taggart, a Justice of Parkersburg Township in said county, upon the view of the body of Richard Poole there lying dead. The Jurors, sworn to inquire when, how and by what means the said Richard Poole came to his death, upon their oaths do say (having adjourned 'til December 9, 1869) that said Richard Poole came to his death by drowning, caused by

the sinking of the steamer REBECCA at about 11 o'clock PM. on December 7, 1869 (on which boat Richard Poole was engaged as a deck hand) from sinking a barge fastened to the Virginia (sic) side of pier No. 3 of the bridge being erected over the Ohio River at Parkersburg by the Baltimore and Ohio Railroad Company.

It is the opinion of the jury that said Railroad Company is very reprehensible for neglecting to place proper signal lights at night on barges attached to the piers of said bridge and it appears in evidence that the barge with which the steamer REBECCA collided and which caused the sinking of said boat the consequent death by drowning of Richard Poole and others had no lights on it.

The jury is of the opinion that Harry Ollom, the pilot on duty on said steamer REBECCA at the time of the accident, by mistake passed between piers Nos. 2 and 3 instead of 3 and 4 which were designed by proper signals as the one of the regular channel of the river, thereby causing the collision as aforesaid.



In testimony where of we the said coroner and jurors hereunto set our hands this 9th day of December 1869.

G. W. Taggart, Acting Coroner

So far as we are informed, the verdict is in accordance with the facts. There are five piers in the river for the bridge the Baltimore and Ohio Railroad Company is constructing across the Ohio. Numbers 1, 2, 3, 4 and 5 from the Virginia (sic) side. The spans between piers 3 and 4 and 4 and 5 are three hundred and fifty feet wide, are in the deepest part of the river and are called the channel piers. The piers are closer between 1, 2 and 3 and boats are not expected to pass.

Piers Nos. 3, 4 and 5 are marked with red lights at night to indicate the channel spans while the other piers are marked with white lights. The persons at work on the bridge, supposing that all boats would pass through the channel spans, did not put a light on the stone barge used by the bridge builders and which had been tied up on the side of pier No. 3, opposite the channel.

There is a turn in the river above the bridge that makes it much easier for boats coming down in high water to pass near the Virginia (sic) than through the channel spans and the pilot of the REBECCA, seeing no lights between the piers, supposed the course was clear and passed between Nos. 2 and 3 and the accident occurred.

From the best information we can obtain these are about the facts in the case.

The following is the list of names of those that were on board the boat and were drowned:

Richard Poole, deck hand from Monroe County, Ohio; Mr. Carr and son, firemen; a Mr. McIntire and a Mr. Patterson, deckhands from about Sardis, Ohio; George Hentorn, who came aboard at a port above to see a friend and, remaining on board, was drowned.

Another young man, whose name is unknown, was on board and is unaccounted for. He is supposed to have been lost.

The boat was insured for \$15,000 at Wheeling and Cincinnati. The insurance companies are now busily engaged in removing the freight, furniture and other valuables from the boat preparatory to raising her."

On Thursday, December 23, 1869 the Parkersburg Gazette printed a statement from the Cincinnati Enquirer by Capt. Charlie Muhleman, president of the company owning the REBECCA, indicating that the company planned to sue the B&O for causing the accident. Capt. Muhleman's reported view was that the coroner's jury had found that the channel of the river had been obstructed and therefore the bridge company was liable.

The B&O line had been extended to Parkersburg before the Civil War, started operation in June, 1857, and the newspaper editor's support for the company is evident in this response to Capt. Muhleman's remarks:

"The Captain evidently did not hear the evidence before the Coroner's Inquest that was held in Parkersburg or see the verdict of the jury or he could not have made such a mistake in his facts. The verdict of the jury is that the REBECCA was injured from striking a barge fastened to the Virginia (sic) side of pier No. 3 of the bridge which is OUTSIDE THE CHANNEL SPAN and that the pilot on duty on said steamer REBECCA at the time of the accident, BY MISTAKE, passed between piers No. 2 and 3 instead of 3 and 4."

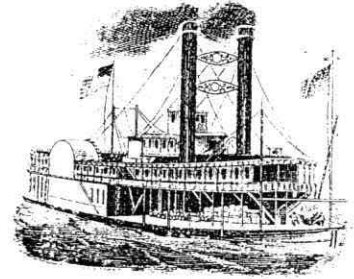
"We have no disposition to find fault with any of the parties connected with the unfortunate accident to the REBECCA but simply to state the facts as they actually occurred."

The B&O bridge was the connecting link with the rails built by the Marietta & Cincinnati

Railroad, later acquired by the B&O, to Moore's Junction on the Ohio side of the river. Moore's Junction is between the present Elkem Metals plant and the Ashland Oil terminal, three miles below Marietta. The railroad cutoff between Belpre and the old M&C line east of Athens was not built until 1874 to become the B&O main line to Cincinnati.

The REBECCA was dismantled after the accident and her machinery went into the sidewheel COURIER (1354) which was built at the Knox Yard for the Parkersburg and Wheeling trade. Today, only the B&O bridge and the line through Moore's Junction to Marietta and on to the power plant at Beverly, Ohio remains.

* * *



REFLECTOR BINDERS

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

Available at \$12 each, shipping included from:

MRS. WILLIAM JUDD
1099 U.S. ROUTE 52
NEW RICHMOND, OH 45157

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

- OBITUARIES -

WILLIAM E. BRANDT

William E. "Slim" Brandt, 78, of Steubenville, Ohio died on May 31, 1998. Slim had suffered a stroke about two years ago.

Slim was known personally and through correspondence by a great many S&D members and had been a member since 1958. He was well known for his Christmas cards which usually had a boat photograph he had taken in years past. He had a large collection of river photos and was generous in sharing them with others.

Slim seldom missed an S&D meeting and for many years he provided transportation for old-timers Otis Reynolds, Robert Markle and Sheldon Scott. All members of this quartet have now made their last landings but for many years they were the river historians and promoters in the Steubenville and New Cumberland areas. Slim came by his love for the river naturally having spent his youth living on a houseboat near Follansbee, West Virginia and for a time working on gasboats.

Slim was one of the founders of the Wellsville River Museum, Wellsville, Ohio about thirty years ago. The museum was housed in an historic stone house with a view out over the town to the Ohio and the hills beyond. The museum became a popular attraction and was for years listed on the state highway maps.

Slim was a promoter of the project a few years back to beautify the bare outside walls facing empty lots in his home town. Large murals of a number of bygone scenes in Steubenville now decorate the town, well worth the drive around to view them. One large mural just off of Route 7 is of a large steam towboat with a tow of coal and a portrait of Slim admiring it all is in one corner.

Slim was a retired machinist for Weirton Steel Co. He is survived by his wife Ethyl of

Steubenville, son Robert and grandson Eric of Wintersville, Ohio.

Burial was in Allegheny Cemetery, Pittsburgh.

* * *

JAMES EDWARD SANDS

Capt. James E. Sands, Sr., 69, of Marietta died on June 8, 1998 at The Arbors in Marietta from the complications of diabetes..

Jim was born at Etna, Ohio December 25, 1928 to Harry J. and Kathleen Timbrook Sands. He had lived in Marietta since 1948, was a veteran of the Korean War and a graduate of Marietta College with a degree in geology.

S&D members will know Jim as the owner-operator of the excursion boats VALLEY GEM in Marietta. He was a Coast Guard licensed marine operator and was also a licensed private pilot (flying machines). After working for a time as a supervisor for Shelly and Sands Contractors on road building projects and then for a year running a farming operation on Blennerhassett Island Jim teamed up with Junior Ruble, Belpre, Ohio in 1973 to build the first VALLEY GEM.

The VALLEY GEM provided a needed excursion service to attract more tourists to Marietta and, under the management and promotion of Jim and wife Peggy, it soon became a success. The first VALLEY GEM was pretty with a model bow and fancy details but her capacity of 96 passengers soon became limiting for handling an increasing number of tour groups. In 1989 Jim designed the second VALLEY GEM and supervised its construction, this boat having a capacity of 300.

He was a founder of the American Sternwheel Association and a past trustee. He was instrumental in organizing and promoting the annual Ohio Sternwheel Festival held the second weekend of September in Marietta.

For a number of years he served on the Board of the Marietta Area Tourist and Convention Bureau and was a past president. He was a member of American Union No. 1, Free and Accepted Masons, Marietta Shrine Club and Lodge Council Chapter Consistory, Valley of Columbus, Ancient Accepted Scottish Rite.

Jim was preceded in death by one son James E. Sands, Jr. and his brother Major General Harry J. Sands, Jr. He is survived by his wife Peggy Shreeves Sands, son Jason J. Sands and a sister, Betty MacRae, Waco, Texas.

Burial was in Mound Cemetery, Marietta.

* * *

ROY WILLIAM LOOMIS

Roy Loomis, 82, of Charleston, West Virginia died July 5, 1998 at Charleston. He was born November 20, 1915 at Ravenswood, West Virginia, the son of the Late Joseph V. and Nora (Fruth) Loomis.

Roy always worked on the river and for many years was connected with Crain Brothers Towing, Pittsburgh, from which he retired. He was a collector of river history, mostly gathered from newspaper articles going back over many years, much involving the history of the Marietta Manufacturing Co. plant at Pt. Pleasant. He was a member of the Sons and Daughters for more than thirty years.

He was a veteran of the Army Air Forces in World War II.

Roy was preceded in death by his wife Helen (Shaneen) Loomis and brothers Elmer "Jack" Loomis and Harold Loomis. He is survived by a brother Carl "Bee" Loomis, Syracuse, Ohio and three sisters, Mary Edwards, Charleston, Helen Redman, Cross Lanes, West Virginia and Reba Jacobs, Indianapolis, Indiana.

Burial was at Kirkland Memorial Gardens, Charleston.

* * *

- OBITUARIES -

LOUISE DELLY ROBERTSON

Mrs. John Robertson, "Delly" to everyone in S&D, died July 12, 1998 at the Mt. Washington Care Center, Cincinnati. She was 78, born July 8, 1920 at Reading, Ohio.

Delly came from her maiden name, Dellerman. Following marriage to John I. Robertson they lived in New Richmond, Ohio. Delly was a feature writer for both the Cincinnati Post and Enquirer for many years and also wrote for the Clermont County (Ohio) Sun.

In 1959 Delly took a trip on the DELTA QUEEN and one of the passengers was the late Gene Grate, then the S&D treasurer and a banker from Middleport, Ohio. Delly was not aware of the S&D organization but soon became a very active participant when Gene gave her a membership. She was a D.Q. fan after that first trip and later worked with Betty Blake, Greene Line publicist, to promote the cause of saving the QUEEN from the prohibitions of the "Safety at Sea" law.

The Spring/Summer issue of The Paddlewheeler, Delta Queen Steamboat Co. newsletter, has a fine tribute to Delly and her support of the DELTA QUEEN over many years. She was a great friend of Capt. Ernie Wagner, legendary master of the D.Q. and a fellow resident of New Richmond. Delly spearheaded the establishment of Ernie Wagner Park on the riverfront at New Richmond.

Delly was the ultimate hostess at the S&D annual meetings for many years. Usually, "Delly's Party" was held down in the basement of the Lafayette Hotel following the formal program at the banquet. Any and all were welcome and the steamboat stories, slides, movies and impromptu musical performances went on long past midnight.

Delly's great sense of humor came out when at times she was asked to serve on the S&D nominating committee. Her reports to the membership, delivered with a straight face, invariably ended with rolling laughter from the audience. But, she was serious in her devotion to S&D and preserving river history; the two ventilators from the DELTA QUEEN at Ernie Wagner Park are there because of Delly.

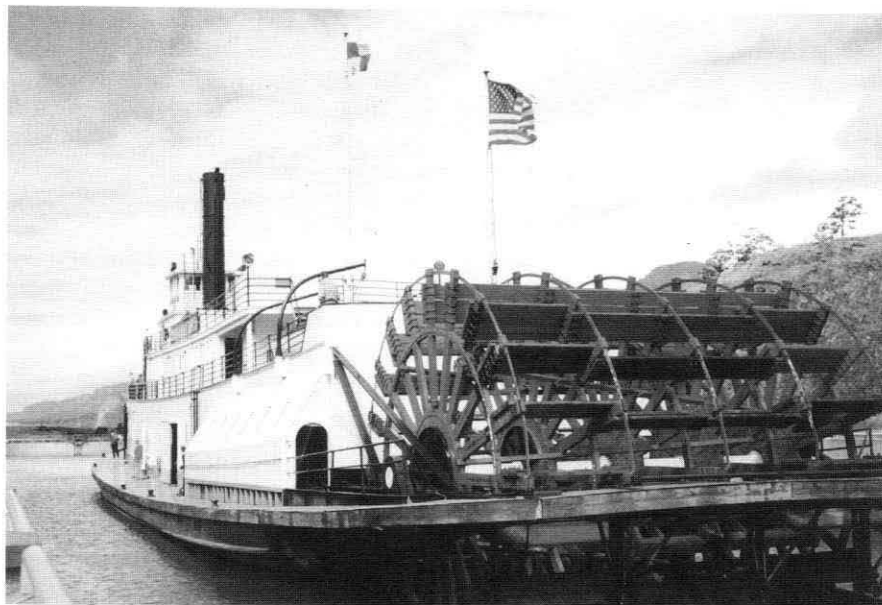
The Cincinnati Zoo was of great interest to Delly and she traveled to a number of exotic spots on trips sponsored by the zoo. Her

frequent traveling companion was her sister-in-law Margaret Robertson, also an S&D member, with Egypt, central Africa, China and Europe as some of the places visited. Delly was always ready for a new adventure.

Delly is survived by husband John and daughters Donna Robertson and Dianne Woodruff of Cincinnati. She is also survived by brother Harold Dellerman and sisters Esther Burke, Wilma Carraher and Rosemary Havlin.

Services and burial were private for the immediate family.

* * *



STR. PORTLAND

Don Chalmers favors us with this photo of the towboat PORTLAND in the new lock at the Bonneville Dam on July 12, 1998. The occasion was the 60th anniversary of the completion of Bonneville Dam in 1938. This was built as a hydroelectric project to harness the flow of the Columbia River. A navigation lock was included, 500x76 feet with a maximum lift of 70 feet.

Additional dams with locks were later built on the Columbia and Snake Rivers to take slackwater navigation to the twin cities of Lewiston, ID and Clarkston, WA. The newer locks are 650x86 feet in size; the bottleneck at Bonneville has been eliminated by building a second lock.

The PORTLAND was built in 1947, 219x44x7 and was restored to operate again. The wheel, 25 ft. diameter by 26 ft. wide, was rebuilt with help from S&D's J. Mack Gamble Fund.

Photo by Donna Chalmers.

- BOOK REVIEWS -

UPPER MISSISSIPPI RIVER HISTORY

The second edition of Capt. Ron Larson's book has been released in soft bound format, 8.5 by 7.5 inches in size. The original hardback edition was published in 1995 and the soft bound version contains the same text plus a number of additional boat photos.

This is primarily a "picture book", 200 illustrations, and the author proclaims that it also contains, "Fact, fiction and legend." Capt. Larson has been a master-pilot since 1956 on the Upper Mississippi so knows the territory and has heard many of the stories in all three categories.

The thirteen chapters cover subjects starting with the history of the early explorers, earliest attempts at steam navigation, bridges, logging and log rafts, wing dams, locks and dams, aids to navigation, etc. One chapter deals with, "River Pilot Stories by Captain Ron," heard on the lazy bench and elsewhere.

Chapter 12, "Cities and Towns From St. Louis, Missouri to Minneapolis, Minnesota" is a gazetteer of communities which includes some history and usually amusing stories or some interesting facet about the town. Photos of good quality accompany are used to illustrate the stories about steamboats, towns and events.

This book would be an interesting traveling companion for anyone exploring the Upper Mississippi by boat or car. The subjects are covered in a straightforward writing style and with brevity. In layout and printing it is an attractive book of good quality. While some river purists might question why boats that never saw the Upper Mississippi are used as illustrations they are good examples of particular types and we presume were chosen for that reason; this is a book written

primarily for enjoyment rather than a technical work.

Upper Mississippi River History, softbound, 257 pages, 200 steamboat and other illustrations, indexed. Author, Capt. Ron Larson. ISBN 0-9640937-2-3. Retail price \$18.70 plus \$3.50 shipping and handling. Published and distributed by: Steamboat Press, 1286 Lakeview Ave., Winona, MN 55987.

* * *

FOR GENEALOGISTS

Western Migrations by River & Canal from PA & NY is a bibliography of sources of information for those tracing ancestors who might have worked on the waterways or travelled on boats. Jean S. Morris, a professional genealogist, is the author and this 1997 publication is an expansion of her 1978 work, Western Pennsylvania River Bibliography.

The Introduction reviews the history of Federal licensing of masters, pilots and engineers under the law of 1852 and where those records might be found. This is a question frequently asked and we admit to having had only a hazy idea of where to start looking. The author also covers the background of Steamboat Inspection Service annual reports and what might be found therein. The system of Marine Hospitals began in 1798 and those records are another avenue to pursue if a researcher can establish that the particular great-uncle really did work on the river at some time (that is, if he became a patient).

Helpful maps are provided for the Monongahela, Ohio, Allegheny and Youghiogheny Rivers, River Trade Routes and New York, Ohio and Pennsylvania canal systems. The list of available researchers specializing on river people includes S&D's Sandie Miller Custer. A comprehensive list of societies interested in canals, deep sea and rivers is provided.

- BACK COVER -

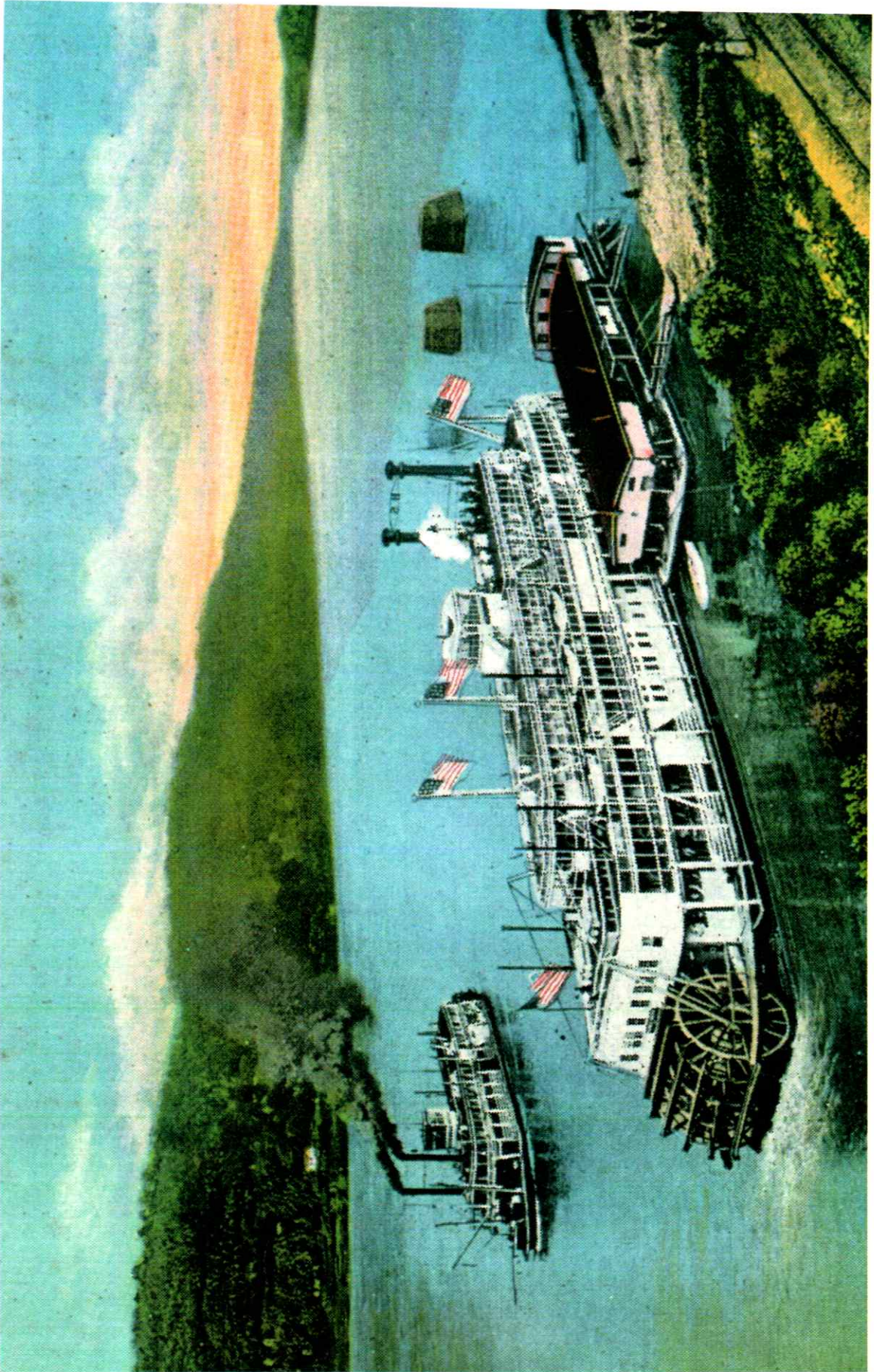
Colored postcards of river scenes, most often with one or more steamboats in view, were once popular in river towns of any size. Some were done rather crudely with the title bearing no relationship to the boat pictured nor even the scene in general. We recall one which had the very same night view complete with moon peeking around clouds labeled, "Moonlight on the Ohio" and also "Mississippi", "Wabash" and perhaps one or two other rivers. The best were printed in Germany.

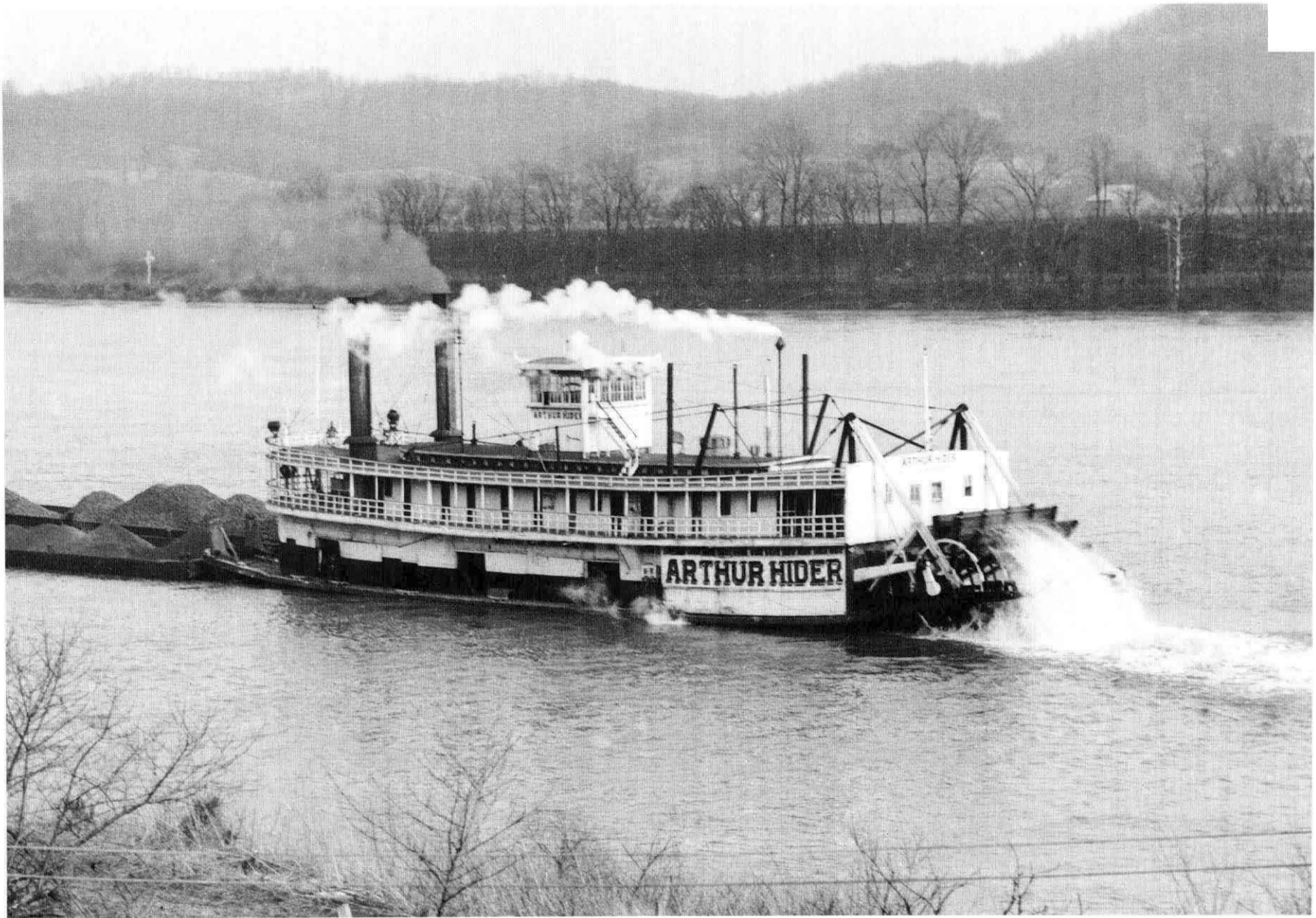
The postcard reproduced on the back cover shows signs of tampering but it is the HOMER SMITH and the wharf scene really is Maysville, Kentucky. The flood wall of recent years which has cut off the town from the river lies just inside the C&O railroad tracks at lower right. The ice piers are still to be seen but this view is before the highway bridge was built between Maysville and Aberdeen in 1931.

The unidentified packet passing down out in the river looks much like the COURIER, the "Midnight Rambler" which ran between Cincinnati and Maysville for twenty-two years. This would date the view before 1917 when the new HOMER SMITH was still a sight to be seen.

Color print supplied by John Rous, Ashland, Kentucky.

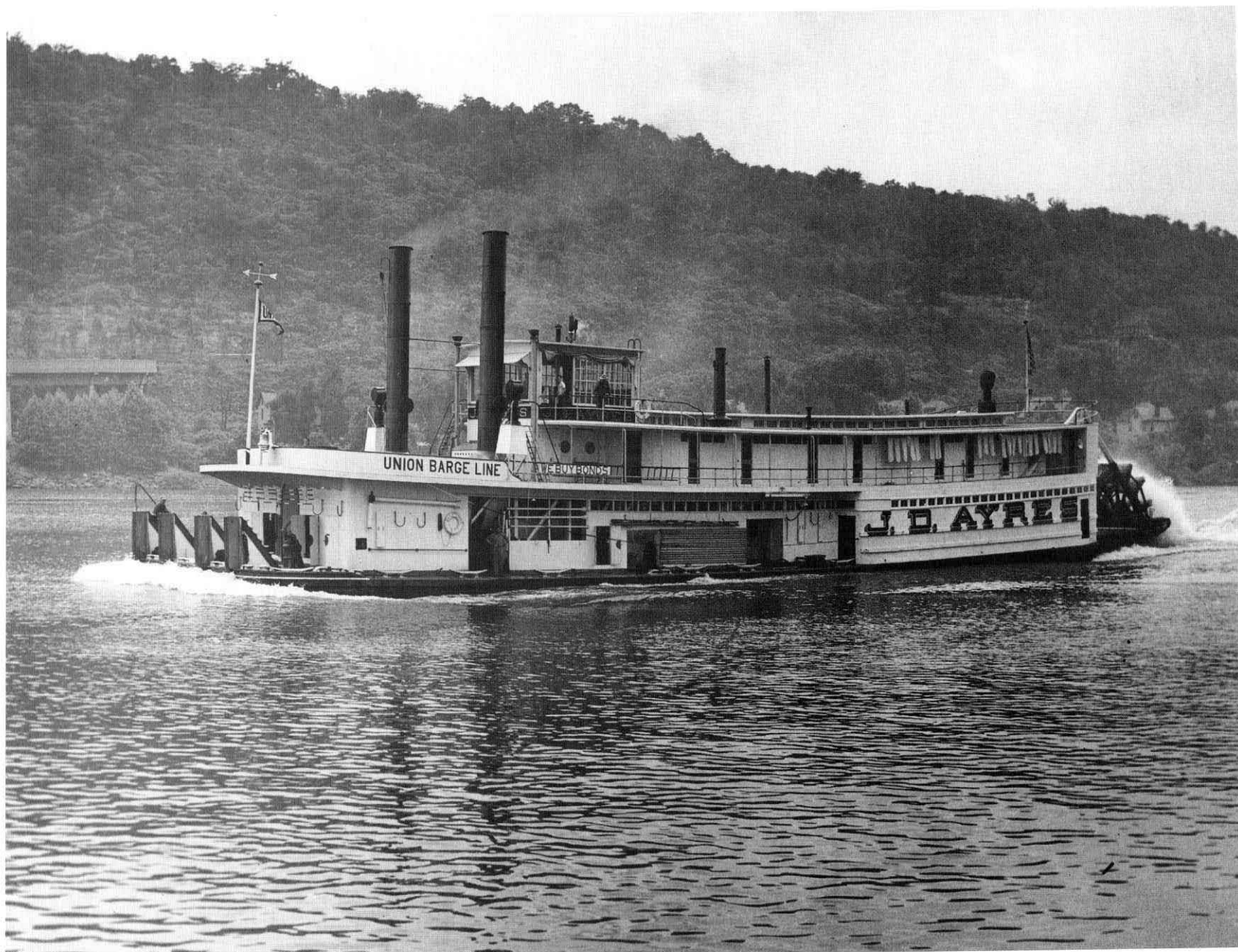
Jean Morris has provided a valuable resource for those trying to locate some record of a great-uncle or great-great-grandfather reputed to have been a "river captain" or an ancestor who told stories about traveling west by river or canal. Western Migrations by River & Canal From PA & NY, A Bibliography, 26 pages, 8.5x11 inches, softbound is available from: Jean S. Morris, Box 8530, Pittsburgh, PA 15220-0530. Price \$7.00 plus \$2.00 for shipping and handling.





The ARTHUR HIDER (T0168) was built for the Mississippi River Commission by Howards in 1898, 163'x30'x6' with engines 18s-7 ft. stroke. She was built at the same time as the KATE

ADAMS (3217) and AMERICA (0240) and shares their good looks. Clare Carpenter went aboard as steersman in September, 1939 when chartered by American Barge Line. Mack Gamble photo.



Here's the J. D. AYRES (T240) running loose as Jesse Hughes saw her on April 9, 1929, her first appearance at Huntington. Later that year she was the first boat to take a tow through all of the just completed Ohio River locks. The SAM CRAIG and C. W. TALBOT were her sisters in the Union Barge Line, "The Candy Fleet."

