

# S&D

# REFLECTOR

Published by Sons and Daughters  
of Pioneer Rivermen



Vol. 36, No. 1

Marietta, Ohio

March 1999



## - FRONT COVER -

Pittsburgh Consolidation Coal Co. built two new boats in 1937, the MONGAH (T1855) and the PITTSBURGH COAL (T2058), 141.2x32.1x6.5, for use in the coal trade. The builder was Dravo, Neville Island with engines supplied by Marietta Manufacturing Co., 15s,28s-7 ft. stroke rated 700 hp. with Babcock and Wilcox steam generators coal fired by stokers.

When not engaged in moving coal from the Monongahela River mines to the steel mills around Pittsburgh both of these boats were chartered out to barge lines from time to time. Clare Carpenter had some experiences on the MONGAH in 1943 as related in his Recollections found in this issue.

At Dashields by William N. Reed.

about this boat in commercial service as the GRAY CLOUD (2437). She was captured by Federal forces in 1862 as the Confederate steamer COLONEL KINSMAN, later renamed KINSMAN in U.S. service. Would appreciate any information on either the commercial or military history of this boat.

Roland R. Stansbury  
Young-Sanders Center  
P.O. Box 430  
Morgan City, LA 70381

= The Young-Sanders Center for the Study of the War Between the States is located in the Leah Norman Schreier house, 501 Federal Ave., Morgan City. Ed.

\* \* \*

Sirs: We are looking for information on the Str. VENEZUELA which traded between Trinidad and Venezuela in the 1800s. The French Creole painter Jean Michael Cazabon who lived in Trinidad made the enclosed drawing. (Sketch of SW boat)

Kevin Kenny  
Angustura Limited  
P.O. Box 62, P.O.S.  
Trinidad, WI

= Trinidad is about 18 miles off of the coast of Venezuela. VENEZUELA (5542) was built in 1848 at Elizabeth, PA. The local library undoubtedly has Way's Packet Directory, 1848-1994. Ed.

\* \* \*

## - LETTERS -

Sirs: Enjoy the S&D Reflector very much. There is information on the Internet about the two U.S. Navy ships named for Capt. William R. Hoel whose biography you ran in 1997. Just look under Capt. Hoel or the S.S. Hoel.

Allie and Dorothy Carter  
5607 S. Cin.-Cols.Rd.  
Waynesville, OH 45068

= The biography of Capt. William R. Hoel ran in Vol. 33, Nos. 2, 3 & 4 and Vol. 34, No. 1 of S&D Reflector. Destroyers, DD-533 and DDG-13, were named for Capt. Hoel (pg.24, March 1997 issue).

The Carters also advise that St. Mary's Episcopal Church in Waynesville, built 1869, contains a stained glass window, "In Memory of A noble man, William Rion Hoel, one of the founders of this church, Died May 23, 1879." This was featured on the Wayne Township Fire Department website for February 1998, No. 53, (spg\_c.jpgatwww.interaxs.net) Ed.

\* \* \*

Sirs: I am in the process of historical research on a vessel that sank in Berwick Bay Louisiana in 1863, USS COLONEL KINSMAN. We lack information

Sirs: Hereby I enclose the membership fee for 1999. I look forward for the new issues of S&D Reflector - I like it very much.

Torsten Waltman  
MandoLingatan 25  
S-421 45 Vastra FroLunda  
Gotenborg, Sweden

= Mr. Waltman is our lone Swedish member. Ed.

\* \* \*

Sirs: The EDGAR THOMSON (T0685) seems to be the only boat with the name spelled like mine. I slipped a photo of EDGAR THOMSON into my scanner and by computer switched the positions of the D, the A and the E then made a V by flipping the A and removing the crossbar. Voila! "DAVE THOMSON" Photo enclosed.

Dave Thomson  
10831 Roycroft St. #16  
Sun Valley, CA 91352

= The photo looks authentic, no question. In consideration of future historians who will paw through this historical journal we'll refrain from printing it. Egads! Such mischief. Ed.

\* \* \*

Sirs: You really did yourself proud with the front cover of the last S&D Reflector. Seeing the acorn on top of the mast reminds me of its history: The profile of the acorn was supplied by the late Walter McCoy and I turned it out of a 66 pound laminated white oak blank at the Neville Island High School, Neville Island, PA. Fred Way applied the gold leaf and presented it to Capt. Ernie Wagner at Pittsburgh.

Bob Kreamalmeyer  
2745 Old Fort Rd.  
Blacksburg, VA 24060

\* \* \*

Sirs: I want to give you some information about steamboating on the Internet which might be of interest to readers. Please be careful in typing the internet addresses; even a missing dot makes the site unreachable.

Franz Neumeier  
Presiosastr.21, 81927  
Munchen, Germany

= Herr Neumeier has provided a list of 15 Internet sites with steamboat info of one kind or another which he has discovered. If you would like a copy, send S.A.S.E. to the Secretary. We dare not even try typing all those strange incantations. Ed.

\* \* \*

### S&D NEWS ITEMS

#### MEMBERSHIP COMMITTEE

A standing committee with the general charge of promoting interest in membership in S&D has been appointed by the President. Allen Hess has agreed to serve as Chairman and will be assisted by John "Jack" White, Oxford, Ohio; John Briley, Ohio River Museum, Marietta; John Fryant, Alexandria, Virginia; Jerry Sutphin, Huntington, West Virginia.

Allen Hess lives at 17 Sandpiper Lane, Pittsford, NY 14534.

#### MUSEUM COMMITTEE

Keith Norrington, New Albany, Indiana has been added to the Museum Committee membership. Keith displays his private collection of river memorabilia in his River Room which has been visited by many members and he has served in both official and volunteer capacities at the Howard Museum, Jeffersonville, IN and on the BELLE OF LOUISVILLE.

The Museum Committee was one of the first established in the formative years of S&D and organized the River Museum which opened at Campus Martius in 1941. This cooperative effort with the Ohio Historical Society continues today and there is also an S&D display at the Blennerhassett Park Museum in Parkersburg, WV. The committee is responsible for collecting and displaying artifacts of interest in river history.

Jeff Spear has been chairman of this committee for the past several years assisted by John Fryant and Dale Flick. Jeff's address is 106 S. Second St., Marietta, OH 45750.

#### - THE FREIGHT BOOK -

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#### S&D ANNUAL MEETING

Confirming the date for the Annual Meeting of S&D at Marietta it will be the third weekend of September, same as for many years past. The dates are Friday and Saturday, September 17 and 18, 1999.

Traditional headquarters will again be the Lafayette Hotel at the corner of front and Greene Streets overlooking the beautiful Ohio.

Meeting details will be found in the June issue.

#### S&D REFLECTOR BINDERS

We are informed by Darlene Judd that she has sold out of the binders for the S&D Reflector. Binders will be reordered at a future date when there is sufficient demand. Notice will be made on these pages when binders are again in stock.

#### BOARD OF GOVERNORS MEETING

The S&D Board of Governors will hold its spring meeting at the Lafayette Hotel, Marietta on Saturday, April 17, 1999. Bill Judd is the current chairman of the Board and any concerns by the members which should come before the board may be directed to Bill at 1099 U.S. Route 52 East, New Richmond, OH 45157.

\* \* \*

The S&D Secretary and Ye Editor are most appreciative for the support of members and readers during 1998. We thank those who sent Christmas greetings and always enjoy hearing from all of you during the year. Best wishes to all.

Bee & Woody.

#### A TANTALIZING SCHEDULE FOR JULIA BELLE SWAIN

Miss Judy Patsch brings us news of some early planning for a four day trip by the owners of the JULIA BELLE SWAIN from LaCrosse, WI to Dubuque, IA and return. Distance by river is 119 miles each way through some of the best scenery on the Upper Mississippi.

Departing from LaCrosse on August 19, 1999 the JULIA BELLE will paddle downstream to Prairie du Chein, WI for an overnight stop in a local motel. The next day, August 20, the boat will proceed down to Dubuque where passengers will be accommodated in a hotel near the historic Ice Harbor with its river museums and other attractions.

The AMERICAN QUEEN will also be at Dubuque on August 21 which should draw some comparisons between the smallest and largest passenger steamboats on the Mississippi. Dubuque will undoubtedly put on a show for two steamboats at the landing on the same day.

To be put on the mailing list for further details write to GREAT RIVER STEAMBOAT CO., 200 Main St., Suite G, LaCrosse, WI 54601 or call 1-800-815-1005

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The S&D Reflector, published since 1964, is the official publication of the Sons and Daughters of Pioneer Rivermen, America's river boat society. The name is taken from a newspaper published in 1869 by the management of the side wheel packet FLEETWOOD in the Parkersburg-Cincinnati trade. The originator, first editor and publisher of S&D Reflector through 1992 was Frederick Way, Jr.

**MEMBERSHIP IN S&D IS NOT RESTRICTED TO DESCENDANTS OF RIVER PIONEERS. YOUR INTEREST IN RIVER AFFAIRS AND HISTORY IS ALL THAT IS REQUIRED.**

Full membership entitles the holder to the S&D Reflector quarterly, admission to the Ohio River Museum and towboat W. P. SNYDER JR. at Marietta, Ohio and voting privileges at the annual meeting. Family members are entitled to all privileges except receiving the quarterly.

S&D membership dues are currently \$15 for a full member and \$1 each for spouses and children under 18. Please list full names of children to be enrolled so that each may receive a membership card. Correspondence 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 four issues of the S&D Reflector. Dues notices are sent out near year-end. Delay in remitting dues may require removal of your name from our S&D Reflector mailing list.

**S&D REFLECTOR**  
**ISSN 1087-9803**

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

**PLEASE NOTE!**

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

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

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

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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

\*\*\*\*\*

**SONS & DAUGHTERS OF PIONEER RIVERMEN**  
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John L. Fryant, V.P.  
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Mrs. J. W. Rutter, Secretary

R. Dale Flick, Treasurer  
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(513) 369-6957

**Ohio River Museum, Marietta**

John Briley, Manager  
(740) 373-3750



## - CHAPTERS -

## OHIO &amp; KANAWHA RIVER

The quarterly meeting of the O-K Chapter was held at the Mason County Library, Pt. Pleasant, West Virginia on Sunday, November 1, 1998, just too late to make our December issue deadline.

Several attendees arrived early to take a look at the new Kanawha River bridge which replaces the old Shadle Bridge connecting Pt. Pleasant and Henderson, West Virginia. The new, four-lane bridge had two lanes open and preparations were under way for the removal of the old bridge, only a few feet away on the downriver side.

On December 16, 1998 explosive charges successfully dropped the channel span of the Shadle Bridge; river traffic was delayed two days until the bridge remains could be removed. The new bridge will eliminate a traffic bottleneck and reduce cases of nervous prostration as the old bridge shook, rattled and wiggled under the passage of large trucks.

As is the custom, the meeting was opened promptly at 2pm. with thirty-one S&D members and guests on hand. The first order of business was to replenish the famous O-K treasury; Jim Bupp reported that the Chapter's funds were down to \$20 in small bills and change with NO stamps. A suitable container was found and passed around so that in short order the secretary had funds for postage and travel expenses.

Engineer Charles H. Stone reported upon several future events including the Tall Stacks celebration in Cincinnati on October 13-17, 1999. (Outside the Cincinnati area, call toll free [877] 421-TALL for info.)

Jim Bupp ran the video "Flatboats to Towboats," a production of TV Image, Cincinnati which most in the

audience hadn't viewed for ten years or more. We had forgotten much of the film as had others and all agreed that it is still a good presentation of history and modern towboat life.

Next meeting of the O-K Chapter is scheduled for March 1, 1999 at the Mason County Library. Why not plan to join them?

\* \* \*

## MIDDLE OHIO RIVER

The M.O.R. chapter will hold its spring meeting at Frankfort, Kentucky on April 9 and 10, 1999. Details for the arrangements were unavailable at press time but there are at least three interesting museums in Frankfort and the notable cemetery, the final resting place of several river notables plus Daniel Boone.

The Middle Ohio River Chapter summer meeting will be a trip aboard the TWILIGHT, LeClaire, IA to Galena, IL, the weekend of July 11 and 12, 1999.

Contact Secretary M'Lissa Kesterman, 3118 Pershing Ct., Cincinnati, OH 45211 for details and registration forms for either or both of these meetings.

\* \* \*



## ST. LOUIS MERCANTILE LIBRARY NOW AT UNIVERSITY OF MISSOURI

The Library, with 12,000 sq. ft. more space than downtown, is now in its new quarters on the St. Louis campus of U.M., Location is in the Thomas Jefferson Library, 8011 Natural Bridge Road.

Above, with wheel from SUSIE HAZARD, are Bette Gorden, curator, John N. Hoover, the Mercantile's associate director. (314) 516-7241 FAX (314) 516-7241.

\* \* \*

## - PASSAGES -

## CAPT. LAWRENCE KEETON

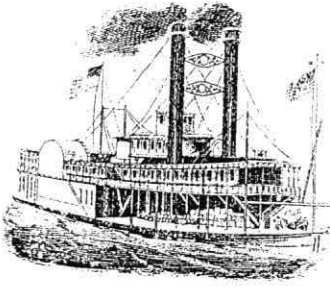
Capt. Lawrence Keeton, a longtime master for The Delta Queen Steamboat Co. died in Hattiesburg, Mississippi on December 31, 1998. He has been with the company since 1984 and had been master on both the MISSISSIPPI QUEEN and the AMERICAN QUEEN. Capt. Keeton grew up in Memphis and had worked on the rivers since 1934. He was 80.

\* \* \*

## WALTER KOHN

Walter Kohn, husband of Rita Kohn, Indianapolis, Indiana died November 27, 1998 after several years of declining health. Walter will be known by many readers from his support of wife Rita in the Always A River project which she headed, the very successful promotion of awareness in our river heritage.

\* \* \*



## JESSE P. HUGHES DIARY

1930

C. W. Stoll & Ed.

Four days after the Ohio Valley Improvement Association completed its cruise aboard the CINCINNATI from Pittsburgh to Cairo to celebrate the completion of slackwater navigation on the Ohio river the 1929 Stock Market Crash occurred. Diarist Jesse Hughes stood watch as pilot on the CINCINNATI on this historic trip and then piloted her back to Cincinnati after the celebration. He reached his home in Catlettsburg, Kentucky by rail and streetcar on the evening of October 29.

Although there must have been considerable excitement occasioned by the huge paper losses in stocks in Ashland and even in Catlettsburg that day there is no mention of the event in the diary, not on October 29, 1929 nor later that year. The diary does indicate that shipping activity at the Greene Terminal Co. in Huntington was for the most part slow the last two months of the year but that was usual.

The Pittsburgh and Cincinnati trade was temporarily suspended when the GENERAL WOOD, operating under charter to Ohio River Transportation Co., made her last trip early in December. She laid up in Pittsburgh never to run again. The LIBERTY was running in the Pittsburgh-Charleston trade after the SENATOR CORDILL laid up for the holidays while the CHRIS GREENE handled the Cincinnati-Charleston trade under the usual one-boat winter schedule.

## JANUARY

The year 1930 began with little going on at the terminal in Huntington, West Virginia. The weather was clear and the crew was given the day after reporting. The SENATOR CORDILL and GENERAL WOOD were at Pittsburgh, TOM GREENE laid up at Cincinnati and the QUEEN CITY, after some repairs on the Madison, Indiana marine ways, was laid up at Louisville..

CHRIS GREENE and LIBERTY provided freight service between Pittsburgh and Cincinnati with the former boat transshipping her freight to the Greene Line at either Gallipolis or Huntington, depending on how close to schedule she might be.

The terminal received two cars of machinery and a car of spikes (for West Virginia Rail) on January 13 so was kept busy with warehousing and deliveries other than generated by the limited packet service during the winter months.

The CHRIS GREENE laid up at Cincinnati and the TOM GREENE took her place in the trade on January 21.

The towboat CLYDE (T0452) burned at the Marietta Manufacturing Co. plant at Pt. Pleasant, West Virginia on January 29, 1930.

## FEBRUARY

There had been ice running in the river during January but it was all gone by the 2nd of February. The dams had been down but the river was now stationary and the U.S. Engineers started raising wickets upriver from Dam 28 (Huntington).

The new Greene Line wharfboat which Jesse had designed was under construction at the Acme Boiler Works in Gallipolis and he went there on February 3. This would be a fill-in job for the boiler shop crew and continued most of the year.

The dams did not go up quickly enough to prevent lowering of water levels in several of the pools. The TOM GREENE went aground on Straight Ripple in the Dam 27 pool above Huntington and was stuck until the pool filled. The towboat EUGENE DANA SMITH went aground on the head of Gallipolis Island.

Jesse filled out a Civil Service application for a job as U.S. Inspector and was given a medical examination by Dr. Kincaid on February 12. Several years earlier Jesse mentioned considering an inspector's job but apparently nothing came of that. He forwarded this latest application to the Supervising Inspector on February 21, 1930.

The QUEEN CITY came up to Huntington en route to Pittsburgh on February 13, Capt. Ed Dunaway was master and asked Jesse to stand a pilot watch to Pittsburgh. Jesse got on the QUEEN CITY at 6pm. at Huntington with Sewell Smith as his partner. All the dams were down (open river) and a full moon was shining. The boat got into Pittsburgh on Sunday, February 16 which was another clear day but the temperature was standing at 4 degrees.

The SENATOR CORDILL was starting out again in the Pittsburgh-Cincinnati trade and left for Cincinnati at 5:30pm. in charge of Capt. Fred Hornbrook. Jesse caught the 6:30pm. B&O sleeper for Huntington.

The QUEEN CITY had been taken to Pittsburgh to run a Mardi Gras trip that spring. Jesse went back to Pittsburgh by train on February 21 and got aboard to bring the boat back as far as Huntington. It was a rough trip with poor visibility in typical winter smoky conditions. The QUEEN CITY was in a collision (Jesse off watch) with the towboat TRANSPORTER at Short Creek, below Wellsburg, West Virginia, at 8pm. that evening but damage was minor.

Sunday, February 23 was another foggy, smoky day. Capt. William Haptonstall got on at Middleport, Ohio to stand pilot watch to New Orleans. The boat hit the bank near Millersport, Ohio (12 miles above Huntington) and was forced to lay up for the night a mile or two below at Athalia, Ohio.

The following day was clear and warm and the QUEEN CITY was down to Huntington by 9am. where Jesse got off. The QUEEN departed for the Mardi Gras, the last such trip she ran, at 9:15am

Engineer Ray Gill, earlier the engineer on the BETSY ANN, stopped by on February 27 to inform Jesse he was going to be engineer on the excursion steamer GREATER PITTSBURGH, formerly the HOMER SMITH, for the season.

#### MARCH

The month opened with the weather turning colder. The TOM GREENE had brought in a good trip and Saturday, March 1 The TOM was down at 6pm. on Sunday and Jesse got on to go to Cincinnati. The river was at 39 feet and rising with heavy snow squalls; one of these caused the boat to hit the bank at Burkes Point, a short distance above Wheelersburg, Ohio. (Radar on the river would not arrive for fifteen years.)

The purpose of this trip to Cincinnati was to visit Chris Greene who was a patient at Good Samaritan Hospital. Capt. Chris had been operated on January 28 and was now sitting up when Jesse and Garland Kimble, the son of Capt. William D. Kimble who ran the wharfboat at Portsmouth, Ohio, visited on March 3. Garland was working on the Greene Line wharfboat in Cincinnati as traffic manager.

The river stage was 40 feet, stationary at Cincinnati on March 4 and Jesse notes that the ISLAND MAID and ISLAND QUEEN had been brought up from Louisville. Capt. William Kimble

proposed to give Jesse a ride back to Portsmouth but the car broke down at New Richmond at 4:15 that afternoon. Jesse visited friends at New Richmond until the TOM GREENE arrived and then got on to continue the trip.

The weather continued seasonably cold and blustery and the crew at the terminal had some repair work on the guard on the wharfboat. The new wharfboat was now under construction at Gallipolis and Jesse made several trips there to check on the progress. He was at Gallipolis on March 10 when word was received that William Howard Taft had died in Washington. (Taft, 27th president of the U.S., was chief justice of the Supreme Court at the time of his death.. Ed.)

The QUEEN CITY, returning from the Mardi Gras, was at Huntington on March 13 and needed a pilot to Pittsburgh. Jesse took the bus down from Gallipolis at 8pm. and got aboard at the 26th Street landing at 9:30pm. to take the place of Capt. Haptonstall. The trip to Pittsburgh was without incident, arriving at 3:30pm., Saturday, March 15. Jesse returned home on the B&O that evening and met Capt. Hazelwood Litton who was going to Pt. Pleasant.

Both the CHRIS and TOM GREENE were operating the latter half of March, one boat going through to Charleston each week and the other turning back to Cincinnati from Huntington. The old wharfboat continued to require repair work on the guards and it was also remodeled by removing a room to expand the freight storage space.

On March 19 and 20 Jesse took Civil Service exams at the post office in Ashland, each part requiring a half day.

#### APRIL

Structural steel for the wharfboat under construction at Gallipolis was shipped up from Huntington. Jesse made frequent

trips to the Acme Boiler Shop to assist and oversee the work, usually commuting daily by bus, one and a half hours between Gallipolis and Huntington with frequent daily service.

On April 12 the Corps of Engineers towboat MERRILL stopped at the wharfboat. "Tore up lower corner of wharfboat guard when leaving." More repair work for the terminal crew McClaskey and Hall on April 13 and Jesse got four fingers "mashed" on his right hand.

Hall's Theater (new) opened in Catlettsburg on April 16 and the Hughes family attended. The show was "Happy Days" and a big crowd was noted.

Jones and Laughlin Steel Corp. promoted its products and the economies of shipment by river with its "Century Tow" in 1930. This was a showcase of steel products which stopped at a number of river towns for visits by customers and the general public. The SAM CRAIG was the towboat pushing this well publicized tow from Pittsburgh to New Orleans and she lay at Huntington from 11am until 5pm. on Sunday, April 20 with lots of visitors attending.

The Greene boats received a number of carload shipments of steel from Huntington during the month. The SENATOR CORDILL was bringing in "fair trips" running in the Pittsburgh-Cincinnati trade; the QUEEN CITY still laid up.

On April 22 Jesse notes, "Awful fire in Ohio Penitentiary last night. Over 300 lives lost." The final toll of this disaster at Columbus, Ohio was 320 deaths.

Capt. Chris Greene was on the CHRIS GREENE when she came in on April 25, his first trip since his operation on January 28.

#### MAY

Thursday May 1, 1930: Warm. Busy. Mr. Rose sick. Have car steel for TOM GREENE. Loaded & left 6pm. CORDILL up 6pm.

Friday May 2: Not much doing.

The excursion season opened at Huntington the following day when the ISLAND MAID came in a 4pm. Took out a crowd on a moonlight at 9pm, back at 11:30 and she then left for Charleston to run excursions.

There was trouble with the wickets at Dam 28 at the lower end of Huntington so the dam was lowered. This caused the level of the pool to drop rapidly and caught the wharfboat on the bottom. Eventually, the wharfboat was worked off and was afloat but way out in the river, too far for the track on the car used to haul freight up to the warehouse. River stage dropped to below five feet but the packets continued to run. After six days the dam was restored and the river came back to normal pool on May 10.

Weather was seasonable for May and the Greene boats and CORDILL came and went close to schedule. The CORDILL on one trip brought two car loads of spikes down from Pittsburgh for the West Virginia Railroad which must have had a large construction project someplace. Structural steel was shipped out on the TOM GREENE for Ripley, Ohio and we suspect this might be for one of the large tobacco warehouses which still may be seen in that place.

Telia's uncle, Tom Vaughan, had been living in New York city since earlier in the year but was now back in Catlettsburg. Jesse notes that Uncle Tom opened a hotdog stand on May 31. David and Curtis Vaughan were visiting from New York City, also relatives of Telia (Mrs. Jesse Hughes).

#### JUNE

The first week of June found Jesse standing pilot watch on the CHARLES R. WILSON in the sand trade while Capt. Johnson was off for two days.

Low water in the pool behind Dam 31 prevented the CHRIS GREENE from getting over Bonanza Bar at the upper end of Portsmouth on June 4. A truck was used to re-ship her freight. The TOM GREENE went down the following evening and she too was delayed at Bonanza Bar but there is no indication of the reason for the lowered pool level.

The CHRIS GREENE was able to get over on her next trip on June 7 but the TOM GREENE was stopped on the 8th with the re-shipment handled by truck.

The Hughes family and their guests from New York went out on the Streckfus excursion steamer WASHINGTON's evening trip on June 11. From Huntington, they caught the last streetcar back home to Catlettsburg. "Cockeyed World" was showing at the new Hall's Theater in Catlettsburg.

Up to this point in 1930 there is no mention of the BETSY ANN but plans were afoot. After being forced out of the Pittsburgh-Cincinnati trade in 1929 she had been bought by Fred Way, Sr. at U.S. Marshal's sale at Pittsburgh on September 16. She stayed laid up all winter then a decision was made to try her as a pure tourist boat for the 1930 season; there was little chance of attracting much freight since the Ohio River Transportation Co. controlled the wharfboats.

BETSY ANN was taken to Madison, Indiana in the spring of 1930 and extensively refurbished with paint and trim including a large wooden anchor covered with gold leaf hung between the stacks. She was advertised to run Pittsburgh-Louisville, eight day round trip, fare \$40. Her first scheduled trip was a charter from Cincinnati departing July 4.

Another race was scheduled between the BETSY ANN and TOM GREENE to ignite enthusiasm and free advertising for both boats. This would take place on Saturday, June 28 so on June 26

Lillian and Helen Hughes accompanied by Burnice Prater left Huntington on the TOM GREENE for Cincinnati. Jesse caught the 4:25am. C&O train for Cincinnati on June 28 to ride the enjoy the big excitement.

"Left wharf 1pm. Started from Fernbank (Dam 37) at 2:20pm. At Coney Island 4:20pm. TOM won; 13 minutes over BETSY. Big radio time at island. TOM left Cincinnati 8:30 (for Huntington) with fair trip." (The race distance was about 22 miles. Ed.)

The events of this 1930 race and the success of the BETSY ANN as a tourist boat are recounted in Chapter 21 of Log of the Betsy Ann. The work at the Madison Marines Ways cost about \$6,000 Although the boat ran full to overflowing with passengers all summer she simply did not have enough passenger accommodations to make a profit without the freight revenue.

The QUEEN CITY was down from Pittsburgh on June 30 to enter the P&C trade for the summer, her first trip since returning from the Mardi Gras.

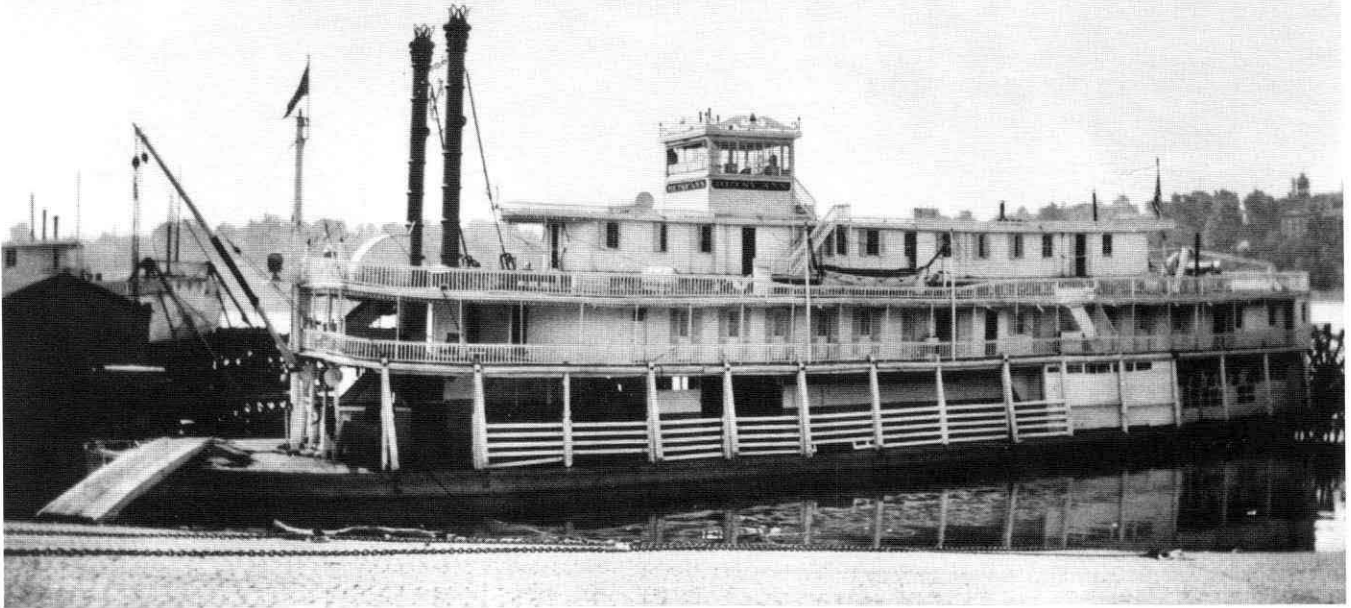
#### JULY

Activity at the Greene Terminal Co. for the first week of July may best be described as routine according to Jesse. The QUEEN CITY was up for Pittsburgh on July 2. The TOM GREENE down on the 3rd and the driveway at the terminal was being improved by spreading ashes and oil.

As was his habit, Jesse went up to Huntington on Sunday afternoon, July 6 to check on things. The WM. LARIMAR JONES (T2671), fresh from the Howard Shipyard at Jeffersonville and on her way to Pittsburgh, was at the landing and open for inspection. The TOM GREENE was also in and there were lots of visitors on both boats.

Featured at Hall's Theater on July 8 were films of the Byrd South Pole expedition in 1929. Jesse, Telia and Mrs. Greene attended, described as, "Very fine."





The BETSY ANN at the Cincinnati landing June 28, 1930, probably before the race with the TOM GREENE that afternoon. She is fresh from an overhaul at the Madison marine ways, a wooden gold-leafed anchor between her stacks and ready to attract passengers as a Pittsburgh-Louisville tourist boat. Photo by Joseph Murphy, Jr.

On July 11, 1930 the CHRIS GREENE broke another shaft, this time at Manchester, Ohio at 6am. She re-shipped her freight on the TOM GREENE and returned to Cincinnati for repairs. (Readers may be keeping a count of these shaft problems; in all, she broke seven during her life. Ed.)

The TOM GREENE came in with her own and the CHRIS GREENE's freight on Saturday, July 12. The SENATOR CORDILL was down from Pittsburgh that same day after having been laid up when the QUEEN CITY came out in the P&C trade earlier in the summer. The TOM GREENE went on to Charleston but was delayed returning on Sunday because of a leaking mud drum and stopped at Gallipolis for repairs. Jesse was at the terminal on Sunday afternoon and reports that the GREATER PITTSBURGH was in at 5pm. with an excursion from Pomeroy, departing on the return trip at 6:30. (Pomeroy-Huntington about 60 miles. Ed.)

The BETSY ANN began her posted summer schedule in the Pittsburgh and Louisville tourist trade on July 14 after several charter trips. She picked up the CHRIS GREENE's freight (a bonus!) on Monday morning at Cincinnati, arriving Huntington at 3pm. Wednesday.

The TOM had missed one trip because of the delay at the boiler shop. To get her back on schedule she turned back on Sunday, July 20 from Pt. Pleasant and her freight was re-shipped from Huntington by truck. There were three loads going to Charleston on the "Try Me" truck line at 9pm. for morning delivery.

The CHRIS GREENE came up to Huntington at 10pm. July 25 with her new shaft installed and went on to Charleston.

The month ended with steady freight business at the Greene Terminal Co. and the Greene boats back on schedule. During the summer passenger season, both boat ran through to Charleston

each trip, leaving Cincinnati Thursday, Tuesday and Saturday. Round-trip fares \$22.50 and \$25.00 for the four and one half days.

#### AUGUST

Friday, August 1: Dry & warm. Little business. 6 year old boy named Ortig drowned at the ferry float at 11:30am. Body recovered 12:30. CHRIS GREENE up tonight.

Repairing on our little flat this PM.

August 3, Sunday was the 81st. birthday of Jesse's father Pap Hughes. Jesse went to Gallipolis on the morning bus from Huntington to celebrate with the family at a birthday dinner.

The down-bound BETSY ANN stopped at Huntington in the morning of August 6 with 65 passengers, just about her absolute capacity. The CHRIS GREENE landed at 3:30 and departed at 5:30 while the QUEEN CITY was up at 4pm.

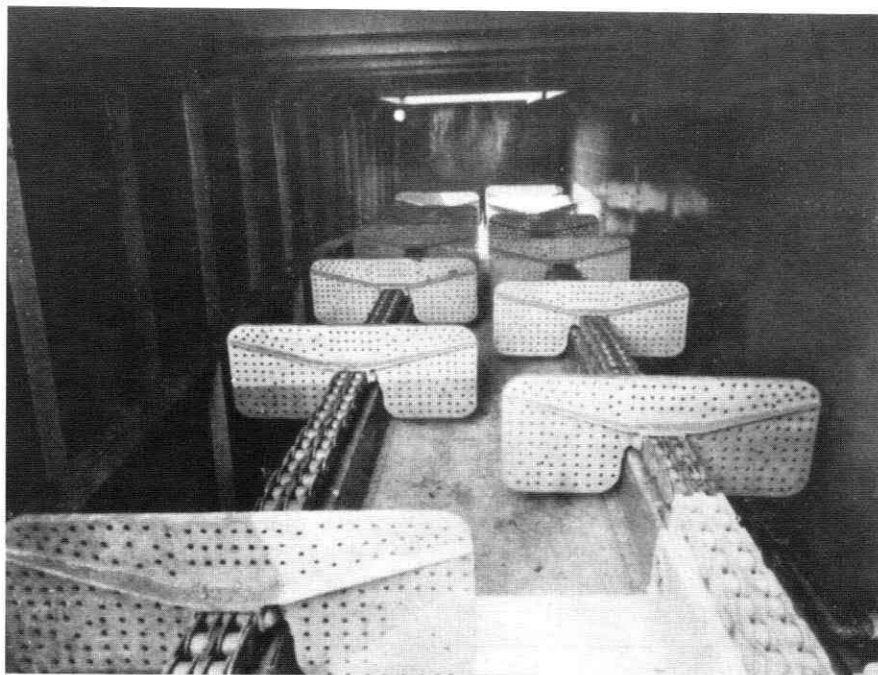


On August 8, 1930 a new oddity in evolving diesel towboat design arrived at the Huntington landing. She was the SUNCO A-4 in charge of Carl Jeffrie and on a demonstration trip along the rivers. She had been built by Nashville Bridge Co., Nashville, Tennessee in 1929 and her novelty was a caterpillar drive utilizing paddles on each side. Jesse notes that she was on exhibition and also "repairing" during her stay in Huntington.

SUNCO A-4 was owned by Standard Unit Navigation Co., Nashville, steel construction, 93.1x18.1x5 feet in size, 200hp. She was designed for the sand trade and pushed specially designed scows.

RIGHT The upper tunnel through which the duplicate propulsion chains traveled. Whether this is the port or starboard side would be a guess; possibly looking aft on the starboard side, open deck hatch showing?

The paddle drives were later converted to side-wheels and she was renamed HARBOR POINT. Owned later by Waterways Transportation, Inc., St. Louis. Dismantled 1945.



Jesse got away to do a little piloting on the 13th. He caught a bus for Parkersburg that morning and was aboard the excursion boat GREATER PITTSBURGH before noon. There were 190 people on the 9pm to midnight trip and afterwards the boat left for Pomeroy. Ed Dunaway was master with pilots Brady Berry and Doggy Cross also on board.

The afternoon excursion left Pomeroy at 4pm. on August 14 and went down to Gallipolis and return. Four towns were catered on this excursion, Pomeroy, Middleport, Pt. Pleasant and

Gallipolis, a total of 340 passengers. The weather was reported cool with a light, misty rain all day, not conducive for attracting large crowds.

An excursion for C&O Railroad employees was run from Huntington to Ironton on Saturday afternoon, the 16. Departing at 2pm. The GREATER PITTSBURGH arrived at Ironton at 6pm. and was back at Huntington by 9pm. Jesse reports, "Had some humbugs on board tonight," so we leave it to you as to the meaning.

The following day, Sunday, was fine weather and an all-day trip from Huntington, Ironton and Portsmouth drew a large crowd including Telia and the girls. The largest crowd reported was on Monday, August 18 when 1,400 were taken from Portsmouth on an evening excursion sponsored by The Grocers Association.

After running several more excursions at Huntington and Ashland, the GREATER PITTSBURGH headed up river at midnight August 20. Jesse left the boat at Dam 22, Ravenswood, West Virginia and caught the

afternoon train back to Huntington.

The results of Jesse's Civil Service exam came back on August 27, average 82.83 %.

The ferry CITY OF ASHLAND was inspected at Huntington after receiving a new boiler and Jesse piloted her back down to Ashland the evening of August 30. Lillian Hughes, the first assistant at the terminal, had been home sick for several weeks and returned to work on August 30 which elicited, "Hooray!" in the diary.

The month ended with both the TOM and the CHRIS landing at Huntington together on Labor Day weekend trips at 4pm. bringing a big crowd down to the landing. (August 31 was Sunday.) The boats left together for Cincinnati. "All Quiet on the Western Front" was playing at the local theaters.

## SEPTEMBER

Labor Day and the ringing of school bells was the end of the passenger season. Jesse went to Cincinnati on Friday, September 5 to look at the river down to Louisville. He got on the CINCINNATI which left at 6pm. and reported the boat at Markland at midnight; a big moon was shining.

In Louisville, he rode the towboat G. W. McBRIDE to the foot of the canal and then went up to the Custom House but whether this visit was in connection with his Civil Service examination is not stated; in any event, he stayed with the Greenes rather becoming a steamboat inspector.

In the afternoon Jesse was down on the rocks at the falls and found them all out and dry. He watched the excursion steamer AMERICA go out with a crowd that evening.

The CINCINNATI departed up-bound at 10am. Sunday, was at Big Bone at dusk and into Cincinnati at midnight.

On Monday he was at the Mississippi Barge Line terminal in the forenoon and back to the

Greene Line wharfboat by 11 o'clock. The CINCINNATI was laying up for the season and undergoing inspection, to be replaced in the Louisville-Cincinnati trade by the smaller JOHN W. HUBBARD (3128). He left for home on the TOM GREENE at 9pm., running late.

The boat was at Portsmouth the next morning at 9:30 and Jesse got off to ride home in a car with Garland Kimble. Letha Cavendish was also a passenger to Huntington that day. The TOM GREENE was up at Huntington in time to take out a special party in the evening and Telia and the girls were aboard.

Word came on September 9 that the big excursion steamer AMERICA had burned at Jeffersonville, Indiana, across from Louisville.

The Greenes still had an interest with Capt. Charles Stalder in the ferry operation between Maysville, Kentucky and Aberdeen, Ohio. On September 13 Chris Greene called Jesse to say that the ferryboat LAURANCE had burned and the KIWANIS, operating at Cairo, had been bought to replace her.

Sunday, September 14, 1930 Caught C&O 4:24am. At Cincinnati 8:30am. Chris Greene & Charles & Ma Stalder at wharfboat. Left for Maysville 11am. Got James Pell (for) pilot and he & I caught B&O 7:20pm. In Louisville 10pm. Got sleepy there. Stormy tonight."

Monday, September 15 Rain, Rain most all night. Lightly today. Paducah at 7am. Left at 9am. In Cairo at 11am. Met Capt. J. S. Hacker. Getting KIWANIS ready for leaving; unable to get all papers arranged to transfer. Pell & I at Illinois Hotel. Was down to Wickliffe, (Kentucky) 6pm. (Ferry running between Cairo and Wickliffe. Ed.)

Ed. Note: James M. Pell, Jr. was a son of the pilot on the ROBT. E. LEE during her famous

race, 1870. Pell, Jr. had been pilot on watch on the STATE OF MISSOURI when she sank in Wolf Creek Bend after hitting the rocks across from Alton, Indiana, Ohio River in 1895.

Wednesday, September 17 Got transfer on KIWANIS. Left Cairo 11:25am., Jim Pell pilot. Capt. J. S. Hacker coming as far as Paducah. Laid up Catfish Point 7:30pm. Met WYNOKA (T2702) above Cairo & JEANNE BARRETT (T1350) below Paducah.

Tuesday, September 18 Clear & Pleasant. Left Catfish Point 6am. Laid up for night at Mt. Vernon (Indiana) 8:30pm. Met CITY OF PITTSBURGH (T0427) above Highland Rocks.

Friday, September 19 Pleasant. Left Mt. Vernon 6am. Layed (sic) up for the night at Lewisport (Kentucky) 7:30pm. Was down in town after stores.

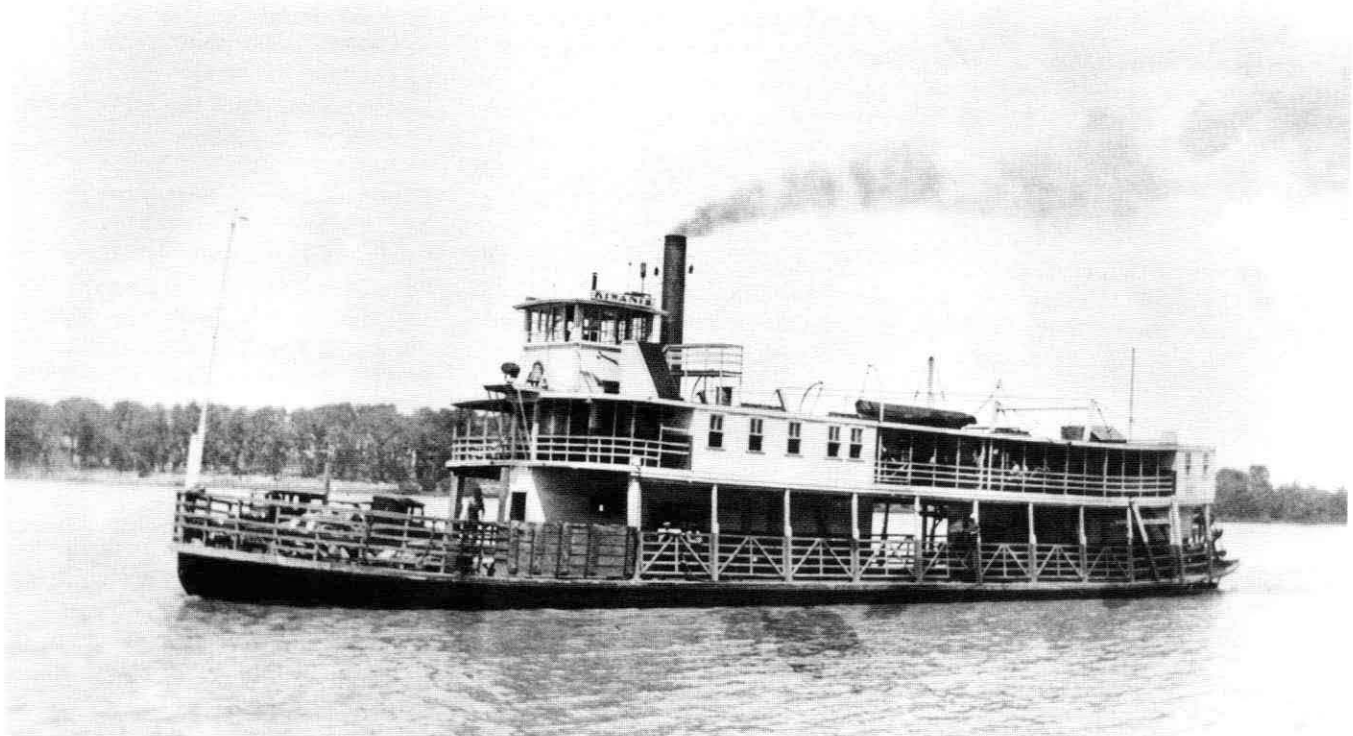
Saturday, September 20 Warm & Pleasant. Left Lewisport 6am. Layed (sic) up for the night above guard wall at Lock 43, 8pm. CHEROKEE (T0407) down 8:30 with barge of rock.

Sunday, September 21 Clear & Pleasant. Left 43 at 6am. Landed Louisville 11:30am. for stores, etc. Layed (sic) up Madison Ways at 4pm.

Monday, September 22 Layed (sic) at Madison. Heatherington men taking off the ferry aprons and putting on new plank shear. Towboat MARTHA (T1735) also repairing.

Tuesday, September 23 Warm. Laying Madison. Men putting on new plankshear (sic) & other repairs. Painting hull & wheel. Finishing up work. Raised steam this evening. Ed Maurer (U.S. inspector.) here looking at towboat MARTHA.





The KIWANIS (3299) was built at Dubuque, Iowa in 1923 for the Cairo City Ferry Company to operate to Birds Point, Missouri. She was steel hull, 140x29x4.9, with engines 10s-6 foot stroke. She became the spare boat for the Cairo ferry service when the Birds Point highway bridge was built in 1927. After purchase by the Greene Line in 1930 she was rebuilt in 1936 as the EVERGREENE (1927).

Wednesday, September 24  
 Pretty warm. Left Madison 6am.  
 Met JOHN W. HUBBARD (3128) at  
 Mill Creek. Had hard electrical &  
 rain storm 8-9pm. Got into  
 Cincinnati; Chris Greene on  
 wharfboat.

Thursday, September 25  
 Cloudy. Heavy rains around &  
 wind. Left Cincinnati 6am.  
 Higginsport at noon. Got into  
 Maysville 2pm. Layed (sic)  
 KIWANIS under the ice piers.  
 Paid off crew & they started  
 home in auto. Caught C&O 4:15  
 and home at 6:30pm.

#### OCTOBER

When the TOM GREENE came  
 down from Charleston on October  
 2 Capt. Tom Greene and his  
 mother got off the boat at  
 Huntington. Mrs. Greene stayed  
 with the Hughes family that  
 night.

Friday, October 3 was a  
 beautiful day and the Hughes  
 family attended the wedding of  
 Tom Greene and Letha Cavindish  
 at 11am. Lillian Hughes was one  
 of the bridesmaids. Mrs. Mary B.  
 Greene, the groom's mother, left  
 for Cincinnati by bus after the  
 ceremony and luncheon.

Carload shipments of rail  
 spikes from Pittsburgh were  
 received frequently and the  
 terminal was kept busy re-  
 shipping by rail. The CORDILL  
 brought in 600 kegs of spikes on  
 the sixth and most of the  
 following day was taken up with  
 re-shipping.

The Dravo Contracting outfit  
 passed down on October 7 on its  
 way to Maysville to begin  
 construction of the new highway  
 bridge across the Ohio. When  
 completed, this would end the  
 ferry service operated by Charles  
 and his son Watson Stalder and  
 leave the newly acquired KIWANIS  
 looking for a new trade.

The QUEEN CITY laid up after  
 the end of the passenger season  
 so the SENATOR CORDILL alone  
 was handling the Pittsburgh-  
 Cincinnati trade these days.  
 Capt. William S. "Bill" Pollock had  
 recently received his pilot's  
 license and was standing watch  
 on the CORDILL. On October 9,  
 10am., the boat hit a rock just  
 below Lock 18 and sank. There  
 was no loss of life nor cargo but  
 Bill lost his job.

Later the sizeable boulder  
 which had evidently been hit by  
 the CORDILL as a result of an  
 unusual low pool was pulled out  
 of the channel below the lock.  
 and placed on the bank near the  
 lower Lock 18 guidewall. Some  
 wag lettered it "Cordill Rock" to  
 Bill Pollock's embarrassment  
 because of the general knowledge  
 of his being on watch.

The QUEEN CITY came down on  
 her way to Cincinnati on October  
 13. The SENATOR CORDILL had  
 been promptly raised but there



were a number of broken timbers in the hull and she needed repairs on the docks at Pt. Pleasant.

Work was continuing as other jobs permitted on the new wharfboat at Gallipolis. Jesse was at the boiler shop on October 13 and 14 to supervise placement of the stern truss. Roofing material was shipped up from Huntington on the CHRIS GREENE on October 17.

Tom Greene and bride returned from their honeymoon on Sunday, October 19.

Jesse was at Gallipolis helping with the sheeting on the roof for the wharfboat October 20-23. Repairs on the CORDILL were completed on October 22 and the boat put back in the river ready to start out and replace the QUEEN CITY.

Lock 11, Kanawha River, was shut down for some repairs to wickets beginning October 19. This made it difficult, without the Lock 11 pool, for the boats to get up to Charleston and after ten days the delays called for drastic action. A meeting was held on October 29 and Jesse and the shippers agreed that freight for Charleston and Gallipolis would be re-shipped by truck from Huntington. The TOM GREENE would lay up and the CHRIS GREENE would handle the trade alone, running only Cincinnati-Huntington.

October 31 found the crew at the terminal rearranging the upper warehouse to accommodate anticipated shipments of Ford cars from Cincinnati. At 6pm. the CHRIS GREENE came in with 23 cars, this being her last trip through to Charleston.

#### NOVEMBER

The TOM GREENE made her last trip up to Huntington and turned back for Cincinnati on November 2. Jesse got on to go down to Cincinnati.

The TOM, now seven years old, needed some hull and other work so she was to be taken to the

Madison marine ways operated by the Howards. On Tuesday, October 4 (Election Day) Jesse and Tom Greene drove down to Madison to meet with Jim Howard and discuss the work required. Jesse notes that they followed Route 50 to Versailles and then south on Route 29 (now Route 421) to Madison, arriving at 9am., about a three hours trip in those days.

The TOM GREENE left Cincinnati at 7am. November 6 with Jesse standing the pilot watch and tied up below the Howard ways at 3:50pm. The boat was heavy and strained the capacity of the Madison ways. Several breaks in the chains caused delays but she was finally out just clear of the water by the afternoon of October 8 and the dock men began painting the hull with red lead.

Work was continued on Sunday, November 9 with Tom, Dick (?) and Jesse painting in the wheel. The dock men repaired some cradles and other parts of the ways and on Monday they were able to pull the boat up about 20 feet above the river. There was more pulling the following day until the after cradle broke at 11am. with the TOM GREENE then a safe 40 feet from the water.

Walter Brindle, a steel worker from Jeffersonville, came up on November 11 to survey the extent of work needed. There were problems in the hull at the bow and also under the engine room so structure in these areas was cut out for replacement. Other work mentioned included new drain pipes, work on the rudder irons, replating on the stern and riveting and replating around the stem and rehandling the rudders.

The L&C packet JOHN W. HUBBARD and the sidewheel diesel former ferry FROMAN M. COOTS (2164) owned by the Ohio River Transit Co. were competing in the Louisville and Cincinnati freight trade and passed by Madison daily. Tom and Letha Greene were living on the boat for most of the time she was on the ways.

On November 27, 1930, Thanksgiving Day, with the thermometer standing at 5 above zero, Tom, Letha and Mrs. Greene left to visit relatives in Anderson, Indiana. Jesse with crew members Andy and Nat stayed on the boat. (The car was reluctant to start, notes Jesse.)

The TOM GREENE was let back into the river on December 1 and left for Cincinnati the following day.

#### DECEMBER

Tom Greene and Jesse took the TOM GREENE up to Huntington running single crew, laying over for the night at Augusta. The boat went up to Gallipolis December 5 for work reinforcing the cylinder timbers and some of the structure above the engine room. She returned to Huntington on December 16.

The CHRIS GREENE brought in several good trips of perishables, apparently mostly fruit and vegetables. This led Jesse to build a canvas "fruit room" in the warehouse to protect such shipments before delivery to the consignees.

The CHRIS GREENE went back to Cincinnati December 23 to lay up over the holidays; Tom, Letha and Mrs. Greene were aboard.

Wednesday, December 31, 1930  
Cold - 10 degrees 7am. River covered (with) thin ice which melted later. CHRIS GREENE in 5:30 with some Charleston re-ship. & a light Huntington trip. Home at 7:30 for New Years Eve, 1930.

Getting radio hookup from east tonight. CATHARINE DAVIS (T0361) out tonight with a tow after a wage cut.

TOM GREENE repairing furnace at Acme shop, Gallipolis. BETSY ANN laying up at Pittsburgh also, QUEEN CITY & CORDILL. HUBBARD & CINCINNATI at Cincinnati. Business very light.

\* \* \*

## EXCURSION BOAT SUNSHINE

### SHE HAD AN INTERESTING LIFE

The article by J. Mack Gamble about the sternwheel SUNSHINE (5236) built by his father prompted an inquiry from Thomas Schiffer of Florence, Kentucky. Mr. Schiffer picked up a postcard at a flea market with a photo of a sidewheel boat and a message dated 1916 from Corydon, Indiana. That SUNSHINE is Way number (5235) as Mr. Schiffer surmised, no relation to the sternwheel boat.

Then we had a call from Jennie McNally (Mrs. Bill McNally) in Pittsburgh asking for information about the SUNSHINE excursion boat owned by the McNally family, 1910-1920. This was the same sidewheel SUNSHINE (5235) but she looked much different than shown on Tom Schiffer's postcard. One thing lead to another and Alan Bates, who has researched the Louisville ferry boats, came to our rescue with information gleaned from a log in the files of the Filson Club and contemporary newspapers.

We thank Alan for contributing greatly to the following story.

SUNSHINE (5235) was built at the Howard yard in Jeffersonville, Indiana in 1888 for the Louisville and Jeffersonville Ferry Co. She was 175x37x5.8 in size with engines 18's-6ft. She looked like a typical sidewheel ferry of the times except for a long boiler deck and full-height railings around the roof to protect carefree passengers. But in the Howard books she is shown as an "excursion boat" so that was the primary intent of the owners from the beginning. The Fern Grove Amusement Co., a picnic grounds, was a subsidiary of the ferry company.

Alan Bates confirms that SUNSHINE was built for excursion work but doubled as a ferry between Louisville and Jeffersonville when needed:

"This is in contradistinction to most of the ferries which doubled

as excursion boats but ferry service dominated. She roamed the Ohio from Cincinnati to Brandenburg, forty miles below Louisville, as dictated by charters, traffic offered and so on. Many times she ran from Madison to Fern Grove as well as running excursions to Carrollton and Vevay with Madison as her base. She frequently ran between New Albany, Indiana and Sugar Grove Amusement Park located about twelve miles below at Stewart's Creek."

The Louisville Courier-Journal for May 6, 1888 reports upon the new SUNSHINE as follows:

"Steam was raised on the new excursion steamer yesterday and she was found to be perfect in all respects. She measures 165(sic) feet long, 60 feet wide overall and 6-1/2 feet hold. She has a dancing hall on the boiler

deck 165(sic) feet long by 15 feet, also the toilet rooms on each side of the hall. She has three steel boilers, 28 feet long and 40 inches in diameter. Two engines, 20(sic) inch cylinders and 6-1/2 feet stroke and is furnished throughout with electric lights." The correct length is 175 feet as given first above; the reporter stretched the dancing hall a bit, too.

The following entries are representative from the journal of Capt. Madison Dugan who was on the SUNSHINE from her trial trip until she was sold in 1907:

March 3, 1888 New ferry boat SUNSHINE launched about 10am.

May 6, 1888 The SUNSHINE, the new local ferry boat, will make a trial trip tomorrow.





May 7, 1888 The new SUNSHINE made a trial trip. She is a decided success.

May 8, 1888 The SUNSHINE is a decided success. You can bet she is going to be fast.

May 10, 1888 SUNSHINE took KofP. excursion to Lock #1 on Kentucky River.

May 19, 1888 New SUNSHINE took excursion to Lock #1 on Kentucky River. She returned at 9pm, gone only 12 hours. She made a quick run.

May 25, 1888 To Fern Grove, her 'regular' run.

May 27, 1888 To Madison

May 29, 1888 SUNSHINE took the first moonlight excursion of the season.

June 3, 1888 All the ferry boats have excursions today. NEW SHALLCROSS, 2 trips to Fern Grove. HITE to Arctic Springs. SUNSHINE to Bethlehem, Ind. CITY OF VEVA down and back from Madison with an excursion.

July 6, 1888 SUNSHINE to Fern Grove from Louisville making her 53rd trip this season.

August 11, 1888 No excursion today, something extraordinary.

September 28, 1888 Excursion season for the year is over. The SUNSHINE heads the boats engaged in the excursion trade, making 119 trips; NEW SHALLCROSS, 50; HITE, 13; making a total of 182 trips, a very good season's work. Henry Dugan made every trip on the SUNSHINE and George Dugan all but 2.

October 14, 1888 SUNSHINE left for Madison to bring down excursion to see (James G.) Blaine at New Albany.

July 28, 1892 SUNSHINE to Sugar Grove. She came up through the canal after dark; stuck in the mud.

January 6, 1907 Prof. Oldrance, the man who walked on the surface of the river, gave an exhibition on the river at 1:30pm. today, leaving the First Street ferry dock, going over the falls. A novel entertainment. He has a pair of cedar shoes, 4 feet long, sharp at each end, about 6 inches deep and 6 inches wide.

June 19, 1907 SUNSHINE, the Ferry Co.'s excursion boat, was sold to the Cincinnati Packet and

Amusement Co. and left for Cincinnati at 10:45pm Monday. She arrived at Cincinnati at 9am Tuesday, running all night. Lost a few hours in fog and supper at Madison. Master and Pilot John Oyler, Engineer John Canary, Striker Chas. Gilmore and several colored men from Jeffersonville took her up. Geo. Spellman was mate. \$8,500.00 was said to be the price.

Capt. Madison Dugan wrote Louisville River News starting February 8, 1886 and continued at it until August 6, 1917. He was murdered during a robbery attempt on the ferryboat GEORGE ROGERS CLARK (2306) early Sunday morning, August 19, 1917.

We have been unable to find out anything about the outfit that bought the SUNSHINE, Cincinnati Packet and Amusement Co. Coney Island was the preeminent amusement park in the area but there were other picnic grounds operating, Silver Grove and Parlor Grove, for instance, and a day on the river with a picnic lunch was then a very popular summer pastime.

The home port of the SUNSHINE was changed from Louisville to Pittsburgh on May 20, 1910. This must have been when she was acquired by Capt. William McNally



of Pittsburgh for excursion service in that city.

The boiler deck and roof were extended toward the bow covering over the open main deck area she had as a ferry but whether this was done while she operated at Cincinnati or later when Capt. McNally extensively remodeled the boat, is not clear. We do know that Capt. McNally cut down the boat's guards including cutting off the wheel shafts to permit her to use the Monongahela River Locks. Locks 1 through 6 were 360 feet long by 56 ft. wide, too narrow for the original 60 foot overall width of the SUNSHINE.

Capt. William McNally started on the river at the age of sixteen as a deckhand on towboats. He at one time owned the tug EMILY JUNG (T0734) and used her for contract towing. He bought the iron hull of the towboat MARINER (T1721) in 1916 and built it into a wharfboat and floating parking garage. This was tied up at the foot of Wood Street, Pittsburgh and served as the landing for the SUNSHINE.

In 1918 a number of improvements were made to the boat including three new boilers, a new light plant and a new dance floor. A texas which provided a balcony around the entire dance floor was added behind the pilothouse, Monongahela River style. The boat was licensed for 1,000 passengers.

#### SUNSHINE AT PITTSBURGH

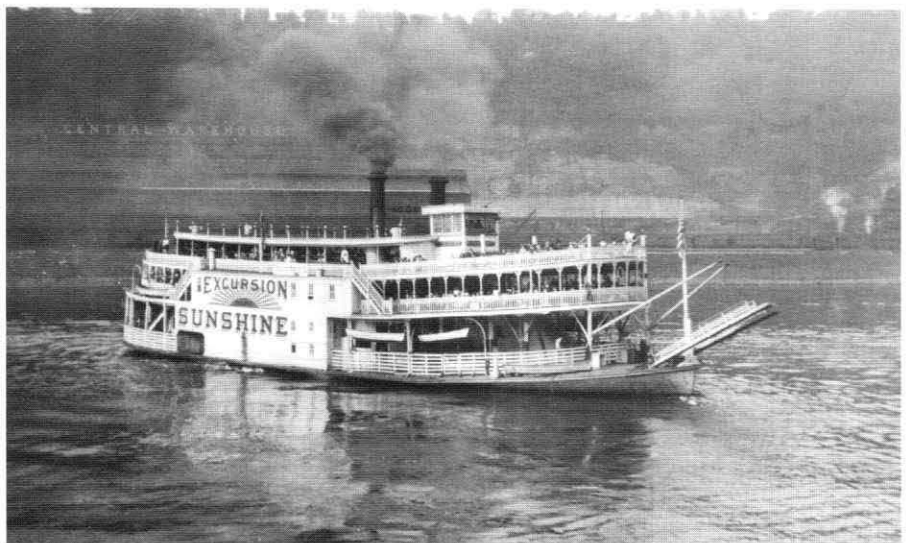
TOP - After the main deck guards were cut down and the wheels rebuilt to fit the Monongahela River locks she looked like this. Note the double stages. Photo may be just below Lock 2, Neville Island.

MIDDLE - Looking down from the Sewickley Bridge with SUNSHINE at the Chestnut St. landing. The skylight is over the dance floor.

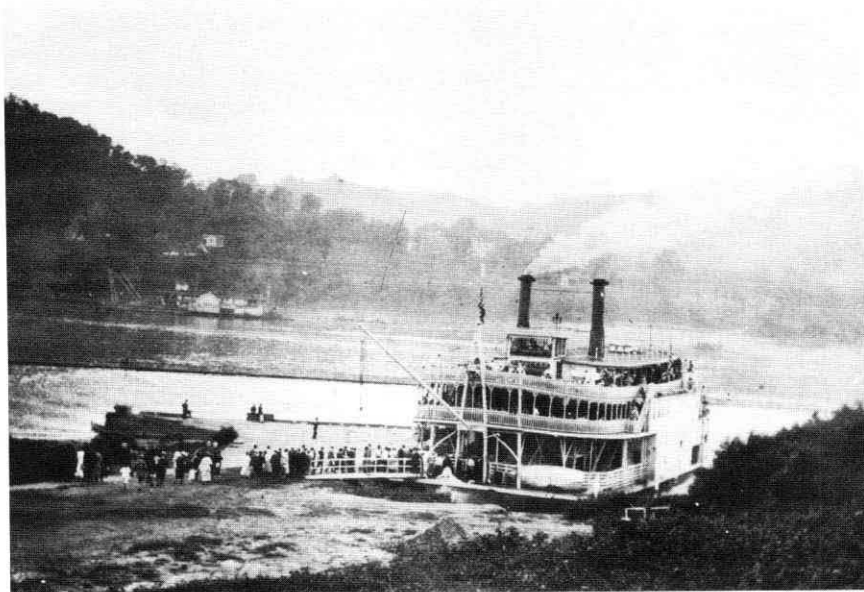
Photo by Fred Way.

BOTTOM - After the 1918 remodeling with the texas added which includes a balcony over the dance floor. Just leaving the Wood St. landing, downbound.

Photo by C. C. Bowyer







PRINCESS (4594)  
The SUNSHINE was renamed PRINCESS after she was acquired by River Excursion Co., a John W. Hubbard corporation. After the first ISLAND QUEEN burned November 4, 1922 the PRINCESS was used by the Coney Island Co. to assist the company boats ISLAND MAID (2796) and ISLAND BELLE (2703).

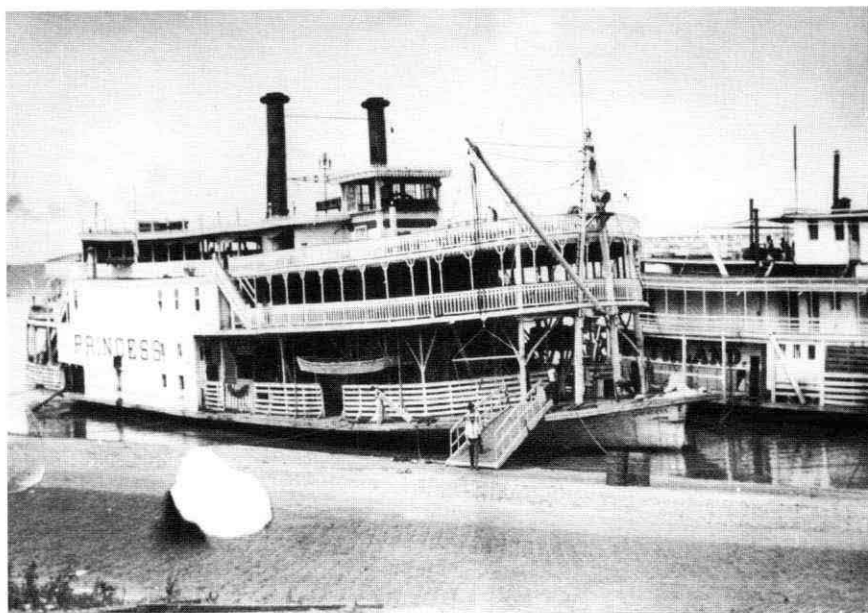
LEFT - PRINCESS landed at Coney Island with Coney Island dike visible behind and the E. A. WOODRUFF across the river. Note that she now has only a single stage.

BELOW - PRINCESS at the Louisville wharf with the Louisville-Evansville packet SOUTHLAND. When she burned, PRINCESS came to her end not far from this spot.

The SUNSHINE was very popular in the Pittsburgh excursion trade for most of ten years. Then in February 1920 the McNally family was hit by tragedy - within the span of two weeks Capt. McNally and two of his children died. The SUNSHINE was advertised for sale in 1921 and was bought by River Excursion Co. of Cincinnati, one of the famed John W. Hubbard's companies.

SUNSHINE was managed by Capt. William E. Roe and operated principally at Cincinnati and Louisville. Her name was changed to PRINCESS August 21, 1923, probably to capitalize on the name of the popular Coney Island Co. boat which had been lost in the 1918 ice at the mouth of the Kentucky River. She was often used as a spare or extra boat by the Coney Island Company.

The PRINCESS was at Jeffersonville, Indiana, across from Louisville, when fire was discovered about 8pm., Sunday, January 5., 1928. She was laid up for the winter along with the QUEEN CITY and excursion steamer AMERICA about a quarter of a mile above the Howard Shipyards. Watchman Hughey McGrody saw that the fire on the PRINCESS was about to spread to the AMERICA but the lines holding the boat burned through before he could cut them. The



PRINCESS began to float down the river with McGrody following in a skiff.

The U.S. Coast Guard crew at the lifesaving station above the mouth of the canal went out in small boats and attempted to tie PRINCESS to Towhead Island but were unsuccessful. She drifted under the Big Four RR Bridge and was finally stopped about twenty-five feet from the shore. Louisville Fire Department Engine Company No. 8 went to work on the fire but it persisted until the hull finally turned over about 3:30 on the morning of January 6.

Four and a half year old Alan Bates was an observer of the

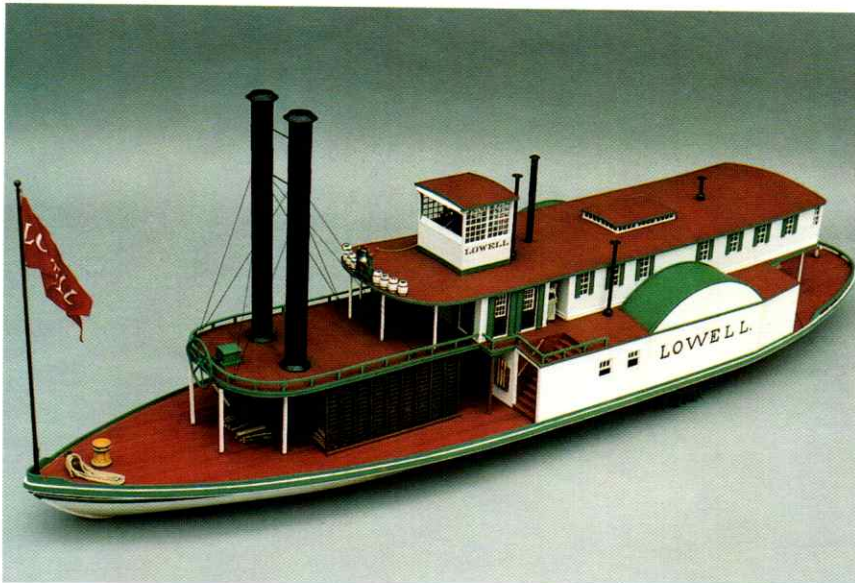
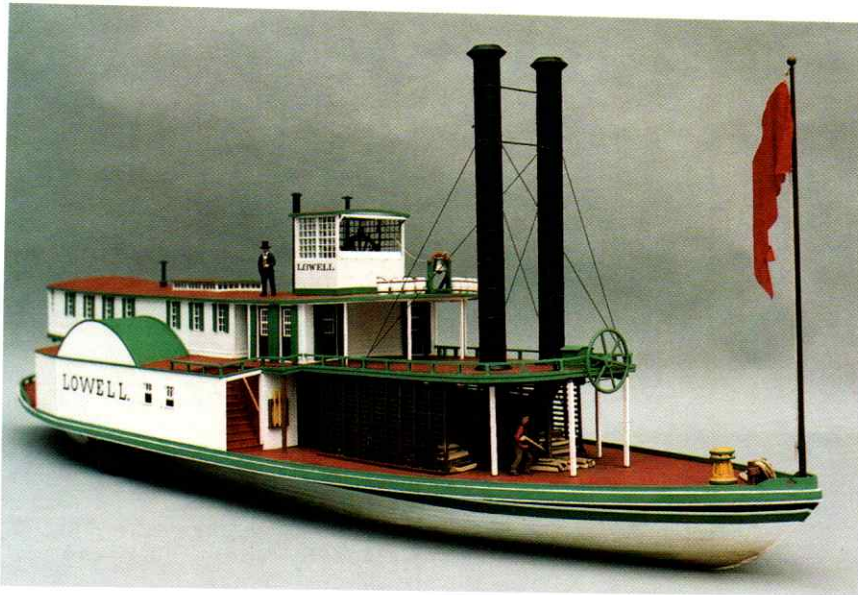
conflagration and mightily impressed:

"There was a terrible hullabaloo of fire engine sirens and a vast red glow in the sky. We leaped forthwith into Albert Dieck's Model T and raced toward the glow, arriving at the Big Four Bridge just as the PRINCESS floated down through the span afire from end to end. The night was black and the flames seemed to rise to the heavens. The reflections in the river doubled the show."

So ended the PRINCESS, a total loss for a unique boat in the excursion trades.

\* \* \*





### MODEL OF AN EARLY STEAMBOAT

Model builder John Fryant has turned his hand to a boat of 1839 for the Columbus Museum, Columbus, Georgia.

LOWELL (3608) was built at Jeffersonville, Indiana for Columbus business man Harry T. Hall. She was designed for the cotton trade on the Chattahoochee and her first home port was Apalachicola, Florida. She doesn't much resemble the cotton boats seen later on the Mississippi but in March 1840 she brought 1,110 bales down from Columbus, Georgia to Iola, Florida.

Mr. Hall, the LOWELL's owner, originally came from Boston and much of the cotton was shipped north to the New England mills, hence the name chosen for the boat. She lasted until hit an obstruction in Rob Roy Shoals in 1845 and sank with 600 bales. A lithograph of LOWELL exists and is reproduced in Edward A. Mueller's excellent book, Perilous Journeys: A History of Steamboating on the Chattahoochee, Apalachicola and Flint Rivers, 1828-1928.

The model is to 1/48 scale and John Fryant has some comments on various details deduced from the lithograph and other sources:

"There were no deck fittings in evidence on the painting. I installed a set of bits just forward of the capstan as there had to be something up there for the lines. The capstan was undoubtedly hand powered and there are two sets of three capstan bars on the bulkheads beside the boiler deck stairs.

The stair locations are speculation on my part; no stairways show on the painting.

Many of the early boats had only one engine with a clutch arrangement for disconnecting either sidewheel. As there is only one 'scape pipe on the roof I assume that the LOWELL was so equipped.

The red color of the decks in the painting would indicate that ll of the deck and roof surfaces were coated with red lead."

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### BESSIE E. MERRILL IN A BOTTLE

Larry Luckey Doo appeared at the O-K Chapter meeting last fall with a model of the wreck of the ISLAND QUEEN in a bottle, burned and sunk as she looked after the disaster at Pittsburgh in 1947. For a Christmas present Larry surprised Charles Henry Stone with this bottle containing the towboat BESSIE E. MERRILL.

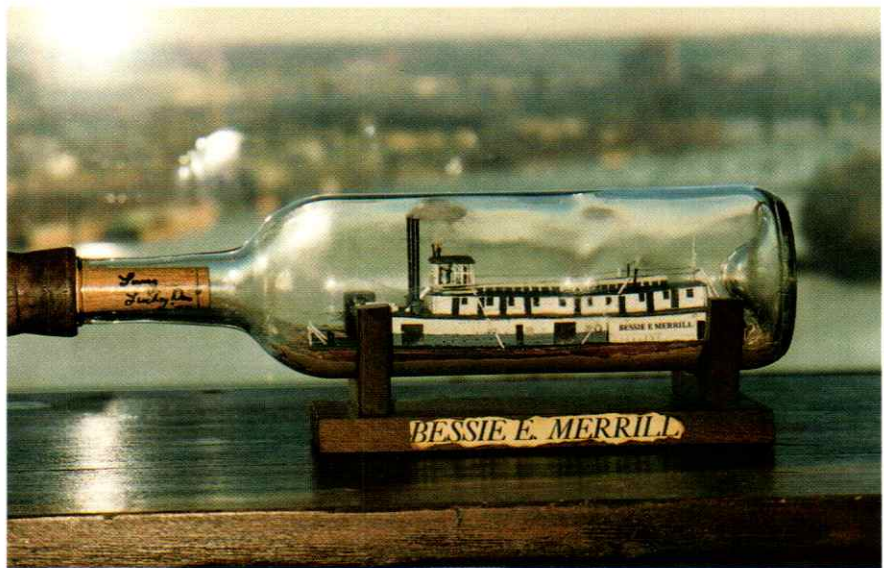
The MERRILL (T0242) was the U.S. Corps of Engineer towboat GENERAL CRAIGHILL before she was sold to Capt. C. C. Stone of Pt. Pleasant, West Virginia in 1939. She was used in job towing on the Ohio and Kanawha Rivers by Capt. Stone with his son Charlie Stone the high pilot, days of happy memory.

Capt. Charlie is obviously delighted with his Christmas surprise as he cradles it at his daughter's home atop Price Hill, Cincinnati. The bottle appears to be a container for some pressurized spirits and the detail on the model is remarkable; there's even a wisp of smoke coming from the stacks and whistle blowing.

The lower photo shows bottles of a different kind and not models. Madison Fuel & Supply Co. had the SHERLEY pushing this unusual tow under the Marietta-Williamstown Bridge one afternoon last October and it was a sight worth seeing. Bill Barr and Nelson Jones alerted us to this event and Bill supplies the following statistics.

The tanks are reinforced fiberglass used by the Bayer chemical plant at Natrium, West Virginia in a new process to make pigments for paints and plastics. Each tank is 30 feet in diameter and 42 feet high, weighing 82,000 pounds. They were fabricated at Covington, Kentucky by R. L. Industries and then shipped by river rather than being built in place at Natrium. The tanks were off-loaded by crane at the Bayer plant and SHERLEY went back down to the Licking River for three more tanks, a bit smaller than these monsters.

\* \* \*





## RECOLLECTIONS OF TOWBOATING

by Capt. E. Clare Carpenter

### CHAPTER SEVEN THE WAR YEARS. A BUSY TIME

My diary for December 31, 1941 sums up that year as follows:

1941 - A very good year. Pretty steady work. Got pilot's license. Lots of good times.

I was still at home at the end of the year but was called back to work by Union Barge Line on January 7, 1942. Took the night train from Belpre to Louisville and got on the MV. NEVILLE at 5:30pm. the evening of January 8. A regular run for UBL boats was to Mt. Vernon, Indiana to load gasoline but my license was only from Pittsburgh to Huntington at the time so I stood watch as steersman from Louisville to Huntington until eventually getting my license extended. (At the bottom of column one, page 27 of the December issue it is shown that Clare's license extended to Louisville but this is our error. Ed.)

Sometimes tows were traded at Louisville and on other trips there was just a change of pilots and the same boat came on to Neville Island, Pittsburgh. For two days I stood watch shifting and picking up barges in the local area until January 10 until the regular pilot returned and then was off to go back home. At home for four days then was called to go to the RELIANCE at Pt. Pleasant on January 15 and take her up to Pittsburgh.

When the RELIANCE got to the Union Barge Line landing at Neville Island we then went to pick up barges on the Allegheny River and forty-three miles up the Monongahela to Belle Vernon. On January 27 the NEVILLE was at the UBL landing so I went over to her and took her back down to Louisville where we arrived on February 4. Back home on the train; I got into Belpre at 3am., February 4 and left at 1:30 the same afternoon to catch the C. W. TALBOT at Huntington. The TALBOT got up to Neville Island on February 15 and then I went back home.

Home for three days, it was back to Pittsburgh on the 2am. train on February 18 to take the TALBOT down the river with a tow for the upbound J. D. AYRES. We exchanged tows with the AYRES at Ashland, Kentucky on February 20 and started back up the river with heavy ice running. It was a slow trip with lay-ups for ice and broken rudders and we didn't get back to Neville Island until February 27 and I caught the afternoon bus for home.

The TALBOT went out again on March 1 but the short time at home was worth the trouble. Our son Edward was now old enough to be interesting, there were always things to be done around the house to help Mabel so I was looking for a bus or train schedule whenever there were to be two days off. A still new employee of Union Barge Line didn't have the luxury of assignment to a particular boat, you filled in where and as needed. Each boat and trip was a challenge and there was no better way to gain experience than this. The office was showing a flattering faith in my abilities. During the war years there was all the business the company could handle and the first two months of 1942 would be pretty much the pattern until the war was over.

While the TALBOT was making her way back up the river on February 22, 1942 we received word that the G. W. McBRIDE had hit a pier of the L&N Bridge at Cincinnati and sank with the loss of sixteen. A number of these were in the crew I had worked with on the boat a few years earlier. On March 16 the KATIE LYONS hit a pier on the B&O Bridge at Bellaire, Ohio and sank with the loss of more lives. This was the same bridge and situation faced by Vern Byrnside and Chick Lucas with the FAIRPLAY which I had watched two years earlier and described in the previous chapter.

On March 21 we had left Louisville on the NEVILLE with a tow for Pittsburgh. On the 25th at Portsmouth I was ordered to catch the MV. PIONEER which was on her way down the river with the subchaser PC-491 in tow. The PIONEER had been built by Dravo in 1934 and was a single propeller boat about 90 feet long with a 250hp. Nelsco diesel engine. She was notable for having been equipped in 1937 with a Kort nozzle, a German licensed thrust enhancer, the first river towboat to be so outfitted. The PIONEER was operated by the contracting division of Dravo to move equipment around job sites and over the years she worked on about every river in the Mississippi system.

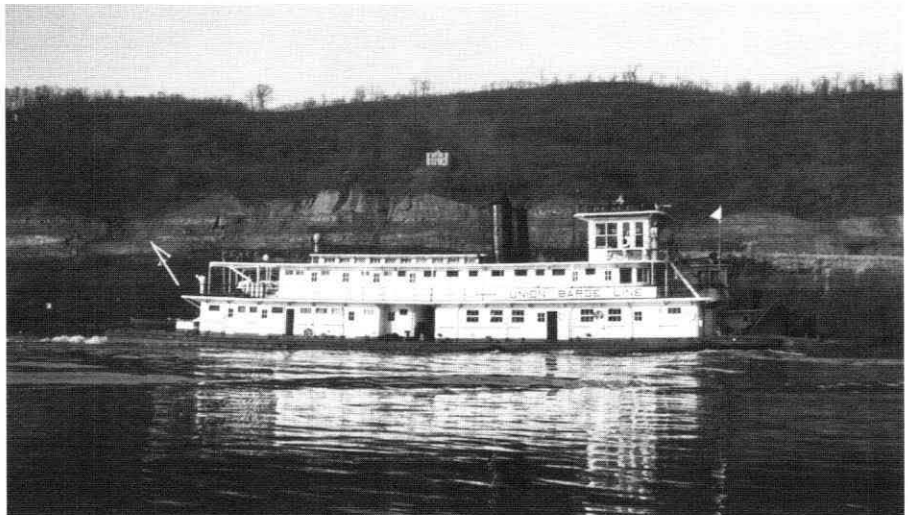
I got to Wheeling about 11:30 the evening of March 25 and called Mr. Stuckman at the UBL office. He told me to go to Steubenville Sand and Gravel Co. at Steubenville, Ohio where the PIONEER was tied up for engine trouble. While I was on the phone the last bus left for Steubenville so I grabbed a taxi and took out after the bus which we caught at Warwood, the upper end of Wheeling.

It was 1:30 in the morning when I walked down to the sand and gravel company landing and onto the PIONEER. It was a clear night with a full moon which was lucky for me since there wasn't a light anywhere nor a soul in sight. I walk



The PEACE and her sister NEVILLE were built by Dravo in 1935, 153.8x34.1x7.9 feet deep with two slow turning Winton diesels rated 400 hp. each. These boats had cabins much like the older sternwheel towboats, roomy and well liked by the crews. After the effectiveness of the Kort nozzle was proven on the smaller PIONEER in 1937 these boats also got them.

W. E. Reed took this photo of the PEACE at Neville Island.



around the deck a time or two trying to figure what to do or where to go as I had never been aboard the boat. Finally, I heard what sounded like someone had dropped a wrench on the deck and, remembering about the engine trouble, found the door to the engine room and looked in. There was Capt. Jimmy Grimm doing something to a light plant and working by the light of a lantern. He came up on deck, we introduced ourselves, and he said they hoped to be ready to leave about 10 o'clock. Capt. Grimm then showed me to my room and I went to bed.

About 10am. I woke up, had some breakfast and then went out to take a look in the engine room. The broken part had come back from the machine shop and there was Capt. Grimm putting the engine back together. The engineer was sitting backward on a chair with his arms resting on the back, his head on his arms and fast asleep. Capt. Grimm was on the PIONEER the entire time Dravo owned her, about thirty-four years, and then went on a new boat, RANGER, a few years before he retired. He knew the PIONEER from top to bottom and when anything needed to be done in the way of repairs he usually did it himself.

Shortly before we got into the war Dravo started building subchasers with the first of fifteen being PC-490 launched on October 18, 1941. At a guess, they would be about 165 feet long and 25 feet wide. The Navy dictated that they had to be towed to New Orleans individually but within a short time Dravo was cranking out two or three a week and other yards were building them too. There were not enough boats in the river to keep up so shortly the subchasers were just put into the regular tows or taken alongside the towboats.

With PC-491 in tow we got underway about noon. It was a fun job, like running a big yacht. There were five or six Navy men on the

subchaser and after supper they decided to have a poker game. Our sleeping engineer got into the game and played until about 11pm. before going to bed. When he was called at 11:30 to come on watch he answered, "Whoever heard of going to work at midnight?" and went back to sleep. The deckhand checked the engine after midnight.

I didn't yet have my pilot's license for below Huntington and so, with the Navy being particular, I went over to the C. W. TALBOT when we met her at Swan Creek the next day and came back up the river.

After two days at home, the TALBOT left downbound with a large tow and a photographer from Fortune magazine on board. We picked up more barges at Pt. Pleasant which required a triple lockage at the Gallipolis Dam. We picked up some barges at Huntington making a total of 25 on open river. At Maysville we landed and I was sent up town to get a photographer to take a picture of the big tow. We double-tripped the Cincinnati bridges, dropped off barges at North Bend and up the Licking River and got down to Louisville April 10 and turned back.

The water was rising fast as we came back up the river, 46.5 feet at Lock 33 above Maysville on April 14. It was April 20 before the TALBOT got back to Pittsburgh

I was at home the first two weeks of May 1942, after trips on the JASON from Parkersburg to Neville Island and on the SAM CRAIG from Pittsburgh down to Louisville and back as far as Huntington. With a number of trips standing watch between Huntington and Louisville it was now time to get my pilot's license extended. During the time at home I drew maps and also rowed up the Little Kanawha River to Lock 1 at Shacktown and mapped it in preparation for drawing maps for the U.S Inspectors.

On May 6 I started from Belpre to go to Pt.

Pleasant for the license examination but quickly had two flat tires. This was not unusual with the tires we used during the war and rubber rationing; they were retreads or had been regrooved after wearing smooth and it didn't take much to cause a puncture. On May 8 at the Inspectors' office I began drawing maps and got as far as Cincinnati. Went back to Pt. Pleasant on May 11 to finish the Ohio River map. Drew maps of the Little Kanawha River section and the lower Allegheny and Monongahela on the following day to qualify for my license extension to Louisville and in the Pittsburgh area where Union Barge Line worked.

Between May 19 and May 28 I was on the WM. PENN from Neville Island down to Dewitt's Daymark (short distance below Long Bottom, Ohio), JASON back up to Neville Island then back to Belpre for two days before taking the J. D. AYRES from there back to Neville Island. On June 2, 1942 I went from the AYRES to the PIONEER at the UBL Landing and started down the river with PC-573. During the war a number of pilots and pilots-to-be joined the Coast Guard and worked as pilots taking the larger military vessels down the river. Ever since they have called themselves The Catfish Navy.

After taking the J. D. AYRES down to Louisville from Pt. Pleasant I waited around on June 16 until the JASON came up through the canal at 8pm. We were up the river as far as Powhatan, Ohio on Sunday June 21 when word reached the boat that Mabel had gone to the hospital so I got off and headed home. Our daughter Alice Eleanor was born about 8pm. that evening. The company allowed me to stay home aside from a call to stand watch on the WM. PENN from Belpre to Marietta on June 26. There was time to mow the grass, work in the garden, lay some linoleum, help paint the house and garage before Mabel came home with the new baby. Together, we spent two days canning rhubarb, beans and kraut from the garden, a popular pastime during the war.

Union Barge Line had acquired the DRAVO 42 from the Dravo Contracting Division in the late 1930s and used her for towing between Memphis and New Orleans. This boat had been built in 1937 by Dravo and was about the size and general layout of the PIONEER but with a Nelsco diesel rated at 350hp.; with her Kort nozzle she was rated at 393 "push horsepower." When the business on the lower river became too much for her to handle the DRAVO 42 was brought back to Pittsburgh and Capt. John Calloway and I went down to Louisville to get her.

I left on the morning bus from Belpre on July 16, Capt. Calloway got aboard at Athens, Ohio and we were in Louisville at 3:45am the following

morning but no DRAVO 42 was in sight. She finally got up through the canal late in the evening and we got aboard. On July 18 she broke down at the Stoll Oil & Refining Co. dock about 11am. so we didn't leave Louisville until almost noon the next day.

What a trip! Whole books have been written about less than what happened. In spite of the fact that it was 1942, there was no running water or toilets in the captain's quarters. There was one full sized bed which John and I shared as we did the big crockery pitcher and washbowl. The toilets were down on the main deck.

Capt. Charles Baker, the boat's master, was supposed to stay on board as roof captain but he went ahead from town to town and only came aboard when we got there to see that things were still OK. One night when he was aboard he put up a hammock on the deck and slept there, even though there was an extra bed in one of the downstairs rooms He said it was too hot in the room. When we got to Pittsburgh we found the reason for all the travel by car and the hammock: All of the main deck rooms were crawling with bedbugs.

After the exterminators cleaned out the bugs running water and two beds were put in the captain's quarters plus other changes were made. After these improvements, Capt. Frank Springer was named master and DRAVO 42 was placed in the acid trade from St. Joe, Pennsylvania (St. Joseph Lead) to Nitro, West Virginia on the Kanawha River.

I was on the DRAVO 42 on several trips up the Kanawha River the following year delivering barges of acid to the General Chemical plant at Nitro. On one of these trips we received an urgent call at Lock 22 to rush a barge of acid up to Nitro. After tying the rest of the tow up at Ravenswood we shoved the acid barge up to the Nitro landing by the next day. The plant manager gave the crew a box of cigars for the extra effort; Capt. Springer gave each crew member a cigar and then put the box in his dresser drawer. After several days and no more cigars I filched the box and the engineer and I loaded about half of cigars with plugs that made a lot of smoke and an awful smell. We put the box back into the dresser drawer but never heard anything more. They were good cigars and the captain didn't smoke so we always wondered to whom he gave them.

1942 ended as it had begun with calls at odd hours to catch boats here and there, to fill in for another pilot or to take a tow through from the UBL Landing on Neville Island to Louisville or vice versa. I was at home from November 27 until December 6 and then got on the SAM CRAIG and took her to Neville Island. After two days at



DRAVO 42 and her sister DRAVO 41 followed closely the design proven by the earlier PIONEER including the single screw in a Kort nozzle. 86.9x21.1x7.6 feet deep with a 350 hp Nelsco diesel engine.

home it was back to Neville Island to take the CRAIG to Louisville with Mote Stanley as my partner. Off at Louisville on December 23 I had Christmas with Mabel and the two kids at Belpre and then was called back to Neville Island to the C. W. TALBOT on December 28. The water was almost to the top of the bank so we couldn't get away until after the first of the year.

The C. W. TALBOT left the Union Barge Line landing at 8:30 the morning of January 2, 1943. The water had been almost to the top of the bank on Neville Island but had gone down enough to let us lock through Dashields and Montgomery Dams. We stopped to pull some Carnegie barges back into the river at Safe Harbor and laid up for the night at Cable's Eddy above Lock 10. The next day we caught up with the crest of the flood at Marietta, 48.8 feet with water well up on Front Street and in the lobby of the Lafayette Hotel. We tied up for the night at Belpre so I went home.

We left Belpre at 9:00am. January 4 and tied up for the night at Pt. Pleasant at 4:30pm. The water was up to the top of the doors on the buildings in Pomeroy. By the following morning

the water was off of Main Street in Pt. Pleasant and the TALBOT went up to the Marietta Manufacturing Co. plant to have a pitman strap repaired. We followed the high water all the way down, running daylight only, and finally got to Louisville on January 9.

On January 10 I went on the SAM CRAIG to go back to Pittsburgh and learned that my old friend Edwin "J&L" McLaughlin had been killed in an accident on a barge at Jeffersonville; J&L was the watchman on the G. W. McBRIDE when she was under charter to American Barge Line and I went on her in October, 1934.; a good guy. Capt. Wick Fry was my partner on this trip and we didn't get up to Neville Island until eight days later, open river all the way.

Beginning February 4, 1943 I was on the SAM CRAIG for twenty days which included fog, snow, ice, low water and grounding. It was 3:30am. February 26 when I got back home from Pittsburgh and the next day a call came from Ed Lips of Campbell Transportation Company wanting me to go on the D. W. WISHERD at Weirton. Capt. Cramer's mother had died and someone was needed to replace him until after the funeral.



Mr. Lips had cleared it with Mr. Stuckman, the UBL office man, but I told him that I wasn't going anyplace that day. We agreed that I would start the next morning and call from Wheeling for further orders.

At Wheeling Mr. Lips said that plans had been changed. Instead of going to the WISHERD I would go on to Pittsburgh and get on the CHARLES T. CAMPBELL; other arrangements had been made to relieve Capt. Cramer. But at the Campbell Landing on The Point at Pittsburgh there was no sign of the boat so I told the landing crew to call me when she arrived and went over to the Roosevelt Hotel. The CAMPBELL was about the same size as the MONONGAHELA and had been built in 1936 at Dravos for the Campbell line, a twin to the JOHN W. HUBBARD.

The next morning about nine o'clock the landing called and said that the CAMPBELL would be at the Foot of Wood Street on the Monongahela River in about an hour. I arrived there to find Captains Eugene and Charles Roberts aboard with Capt. Gene's bags packed and ready to go. When I asked where he was going the reply was, "Time off. I have 20 days coming." Well, I had 20 days coming too and now could see that instead of working for Capt. Cramer I was there to relieve Capt. Roberts. It didn't sit well with me.

Years before, Gene Roberts had promised me a job on the SAM CRAIG when they came through Lock 23 from a trip to Cincinnati. He had said that a deckhand was quitting at Pt. Pleasant so for me to be at the lock to replace him. About 3 o'clock in the morning the CRAIG had blown for the lock and I jumped out of bed, dressed and ran to my car which wouldn't start. I then ran about a mile to the lock and got there just as the boat was starting. The mate said, "Where are you going?" I answered that I was told to get on by Gene, the mate. His answer was, "That damn liar. He is only the watchman and can't hire anyone. Besides, we have a full crew. If we had time I'd suggest you get a bucket of ice water and dump it in bed with him but we don't have time now. Sorry about this."

Well, that was a fast one that Gene had pulled on me and my first thought was to walk off and go home. But, if I did that then the company would refuse to pay me for my time and travel expenses, besides, it should only be for four or five days.

Capt. Charles Roberts, Gene's brother, took over as captain and we took off. Made a short dash up the Allegheny to pick up barges and then headed south. The CAMPBELL was a wonderful boat with lots of power and was a good handler; it was a fun trip. We met the MONGAH at the Sciotoville (Ohio) Bridge; she was under charter to the Campbell Line and had

orders for me to go over and replace Capt. Byrnside. We backed in alongside the MONGAH and made the change, the last time I was on the CAMPBELL. I worked for Capt. Charlie a few times after that but never got the opportunity to shove Capt. Gene into the river for the two fast ones he had pulled on me.

The MONGAH was owned by the Pittsburgh Coal Co. and had been built by Dravo in 1937, somewhat smaller than the CAMPBELL and with less power. She was built for the coal trade in the Monongahela pools but often chartered out to the barge lines. I was not too happy on March 2, 1943 when I transferred over to her at Sciotoville and headed up the river; I had expected to go home from Cincinnati the next day. Capt. Homer Litton was master, a Mr. Davis was chief engineer and the mate's name was Young. The watchman had quit and they were short a deckhand or two.

We had a big tow for the MONGAH and a big river so we didn't throw any fish out on the bank with our speed. We landed at Lock 27 for the captain to report to the office and I asked him to tell Mr. Kennedy, the head dispatcher, that I wanted off as soon as possible. The answer was that he would have my relief to the boat in a day or two.

We locked at Locks 22 and 21, Capt. Litton the first and I got 21. The dam was about half-way down and to make sure the tow wasn't going to get away I went out on the lock wall and had an extra line put out for safety. I also went up to the power house and called Mr. Kennedy to ask him to have my relief at Parkersburg, which he promised to do. At Swan's Bar, just above the lock, we laid all night because of a snow storm and then the next morning started double-tripping our tow up to Belpre. We tied our barges off at Belpre and went across to Parkersburg in a real blizzard to get groceries.

Captain Litton decided it was too bad to go back down the river for the remainder of our barges so we would stay at Parkersburg until the wind died down. He said it was OK for me to go home; if the wind laid I would be back aboard in 15 minutes after the mate called from the railroad station at the top of the bank. I also called Mr. Kennedy again and asked that he have my relief at Parkersburg when we came back from getting the second cut of barges the next day, - I wasn't going any farther.

About 3xm. I woke up and realized that the wind wasn't blowing as hard as earlier so got up and Mabel took me across the river to the boat. A deckhand said that the mate had taken a wheelbarrow wheel up town to get the tire pumped up although where he might find an open gas station in Parkersburg at that time of the

morning was a mystery. When the mate returned I asked him why he hadn't called me and his reply was that the wind was still blowing. I answered, "Yeah, but not nearly as hard as earlier. Let's get going."

When I rang the engineer on the bells it woke Capt. Homer and he came to the pilothouse. We were tied to a tree with a short headline but there was no tree for the stern line and a long line, maybe 250 feet, ran back to an iron ring in the wharf. I tooted the whistle to let go and in a short time the mate said, "All gone." But, there was this long stern line still out on the bank and I mentioned this to the captain, saying it could get wrapped up in the wheel. I hadn't seen anyone out on shore to untie it. Homer said to hold the boat where she was and he went downstairs to see what the problem might be. I was busy trying to keep the boat from turning around so didn't look out again and in a little while Homer called up, "OK."

We started down the river and later he came back to the pilothouse and said, "I just can't understand it. When I got downstairs the line was pulled in, coiled up and they were sitting on the coils." He hadn't checked to see if the line was wet or muddy so I commented that they had probably taken an axe and cut it where it went over the side and left part on shore. "They wouldn't do that," said the captain but there was no way they could have pulled that much line in and coiled it up in such a short time.

During all this time the fuel flat had been towed on the starboard side of the MONGAH except when we were going back after the second part of our tow. On that trip it was towed on a tow line about three feet long with no backing line because all the timberheads on that side of the flat were missing. As a consequence of this hook-up, when the boat was backed the flat would run ahead until the towline became a backing line and sometimes it would go out sideways from the boat two or three feet in sort of a semicircle.

We put the second part of our tow into Snyder's Landing in the Little Kanawha River. The Little Kanawha was on a rampage that day, really swift, but I turned the MONGAH around and headed back for the Ohio. Just below the railroad bridge (Ohio River Division, B&O) was McConnell's dry dock with the gasboat EDNA on it with all the bottom planking off. The MONGAH headed for the dock and when I backed the fuel flat made one of its sweeping forward turns and hit the wing wall of the dry dock. It was a wooden dock and it seemed as if small pieces of wood rained down for about an hour. Worse, the dock was knocked loose and floated out into the Ohio.

How Capt. Ira McConnell, the owner, who lived on the south side of the Kanawha got across the river and onto the dock so quickly is a mystery. But he was there and lucky for us because one of the timbers that acted as a valve when sinking the dock had come loose and the dock with the EDNA was sinking. All Capt. Homer said was, "What about taking my gloves and go down on deck and help get a line on the dock so we can get it back and tied up." After landing the dock and getting it pumped out to Capt. McConnell's satisfaction we went across to Belpre and there was Capt. Cramer, my relief, and mate Emory Tucker waiting for us.

As I was leaving the MONGAH Capt. Cramer said, "Capt. Haynes in St. Louis wants you to give him a call. I think he wants to offer you a regular job." Haynes was superintendent of transportation for the Mississippi Valley Barge Line and I doubted that he would offer me a job when he learned he had just bought a drydock. After the experience on the MONGAH the operation wouldn't have appealed to me even at \$1,000 a month, double the wages at that time. Two or three days later an insurance adjuster called and asked me to send him a report of the accident.

After a week at home and a trip on the RELIANCE from Neville Island to Louisville Mr. Stuckman, our dispatcher, called me at home and asked me to go down to Lock 23 at Apple Grove and get on the NATIONAL. The American Barge Line masters and pilots were having contract negotiations at the time and Capt. Lewis Reade, pilot on the NATIONAL, was on the negotiating team; I had been loaned to American Barge Line so Lew Reade could go to a meeting.

The river was high at the time and the water was over the roads along the river so the only way to get to Lock 23 was by way of Athens then down to Pomeroy and then over a maze of country back roads. I got aboard the NATIONAL at Sayres Landing, about two miles above the lock.

The boat had been built in 1940 by Jeffersonville Boat and Machine Co., Jeffersonville, Indiana for American Barge Line and had two 800 hp. National Superior diesels and twin props. She was reputed to be better than either the PATRIOT or PROGRESS, sister American Barge Line boats built in 1939, but that could or could not mean much as they were about as sorry as they come.

The only crew members I remember were Capt. Owen Stroube and Capt. Henry Cullom although there must have been others I knew from working for the company two years earlier. I had never met Capt. Cullom until aboard the NATIONAL, a man in his 70s who had been a packetboat pilot and master before putting in



The American Barge Line's NATIONAL had been built by Jeffersonville Boat & Machine Co. in 1940, 154.8x34.5x8 feet deep with two National Superior diesel engines rated 800 hp. each. She was one of the latest designs in modern towboats of the time but did not have the Kort nozzles around her propellers for which Dravo was the pre-war licensee. Renamed T. G. GEROW in 1951 when bought by Sohio Petroleum Co.

Clare Carpenter learned a lesson or two during a short time on the NATIONAL.

time on banana boats in South America. At that time most war material was moved on a cost-plus basis and there was a need for pilots. The companies hired a lot of people who had some kind of license and put them in the pilothouse to get extensions or new license. Capt. Cullom had a license and was also a long-time friend of Capt. Strobe, maybe needed the money or an opportunity to get in time to qualify for Social Security. Anyway, he was the steersman on the NATIONAL and I had many pleasant hours listening to his stories of his years on the river.

The NATIONAL turned out to be a good "coming ahead" boat, pushed well and steered great but like all open-wheel boats she was not a great backer. When it came to twisting or backing the stern around, - forget it; not in the same class as the WM. PENN, PEACE and NEVILLE which all had Kort nozzles. I almost got into trouble at Cable's Eddy when I backed out into the current and then tried to back the stern up to bring the head of the tow out into the river. I was getting in worse shape all the time when Capt. Stroube came into the pilothouse and saw what was happening. It was night and I had both searchlights turned around watching the bank behind me. Capt. Stroube asked, "How much room have you got out ahead?" It didn't look like much room to me but he said, "Come ahead. I think she will steer out for you."

Capt. Stroube knew the boat so I gave it a try; came ahead full on both engines, put both steering and backing rudders hard down and almost instantly the stern became steady and the

head of the tow started coming around. After awhile I slowed the engines down a little and steered around the bend and down over Lock and Dam 10 just like we were supposed to do. After we were straightened out and were going along I thanked Capt. Stroube and remarked that sometimes I wondered if I would ever be a pilot. He replied, "You are doing fine but if you have set your sights on being in the class with Capt. Al Schipper or Roy Hughes you have aimed damn high." In my book, he could also have included Owen Stroube as being on that plateau.

Thinking back to those days when the companies were hiring anybody who had ever held a license there comes to mind a mate named Ben who was hired by Union Barge Line. Ben rode on the boat for most of a year and then one day decided that Mary was shut in a large box that held batteries for starting the generators. For several days Ben sat on the box and tried to get Mary to come out. Then one day he told the captain that Mary said that if she did come out she would jump overboard and if she did that he would go overboard with her. The captain was a nervous sort and by this time was about ready to leave the boat himself. He assigned a deckhand on each watch to act as a guard for Ben until we got back to Pittsburgh and he could be paid off.

On November 20, 1943 a second son came to the Carpenter family. My sister had died on November 17 and Mabel was ready to go to the hospital when I got back from the funeral at Apple Grove. We named the new addition Scott Carpenter.





The MONONGAHELA (T1862) Built in 1927 at Ambridge and Coal Valley for Carnegie Steel Co. she was owned by Ohio Barge Line and under charter to Union Barge Line in 1943. 169.8x38.9x6.6, 18's,36's-8.6 ft. stroke, rated 1,400 hp. W. E. Reed photo from the Sewickley Bridge.

I was called to go on the C. W. TALBOT at Cincinnati on December 16. The boat went down to North Bend for coal the following day and we didn't leave Cincinnati until the 18th. The captain had injured his foot so I stood watch from Cincinnati to Portsmouth, twenty-six hours straight. Capt. Calloway met the boat at Portsmouth to fill in as captain.

We were at Pipe Creek struggling up the river in fog on Christmas Eve. By that time the mate had quit so I acted as mate half of the time. That evening we were at Short Creek, below Wellsburg, and then the watchman and half of the deckhands quit. We had to go back to Wheeling in a fog on Christmas Day and finally got into the Union Barge Line landing at Neville Island the day after Christmas and I caught the bus for home.

In May, 1943 I had renewed my acquaintance with the MONONGAHELA when I took her from the UBL landing down the Louisville. It had been almost ten years since my days as a deckhand on the big boat and as I came aboard there was Capt. Cantor who had been on the G. W. McBRIDE and Chief Engineer Hughes whom I had first met on the LEONA. Union Barge Line had the boat under charter from her owners, Ohio Barge Line.

For the pilot, the MONONGAHELA was one of the best sternwheel boats on the Ohio River during her time and never seemed to have any trouble. She had been built to tow loads downstream and empties up but when the traffic was reversed she didn't have enough rudder power to steer loaded tows which was a particular problem in the sharp bends on the Upper Ohio such as Long Bottom or Pipe Creek. In 1946 monkey rudders were put on her and she steered almost as well as a propeller boat.

In February 1944 I was again on the MONONGAHELA at Neville Island to take her down to Louisville. We went up the Monongahela River to Hays to pick up barges on one of those foggy, smoky winter days. We didn't get back to the UBL landing until late because of a jam of boats waiting at the Emsworth Lock. Left Neville Island on February 15 and everything went smoothly until the end of the trip at Lock 41, Louisville.

The Portland Canal was shaped something like an hourglass. There was room for two tows to pass at each end but in the middle the canal was only 200 feet wide and on this day we found that 204 feet would not fit. Usually, if there was an upbound boat locking then the downbound boat

would go down close to the lock and wait. When the upbound boat cleared the lock it would stop and wait while the downbound pushed on past the narrow part of the canal and then proceed. Maybe I didn't move down as fast as the pilot of the ALEXANDER MACKENZIE thought I would or he thought I was already down far enough. Whatever the reason, he kept on coming and the tows jammed between the walls.

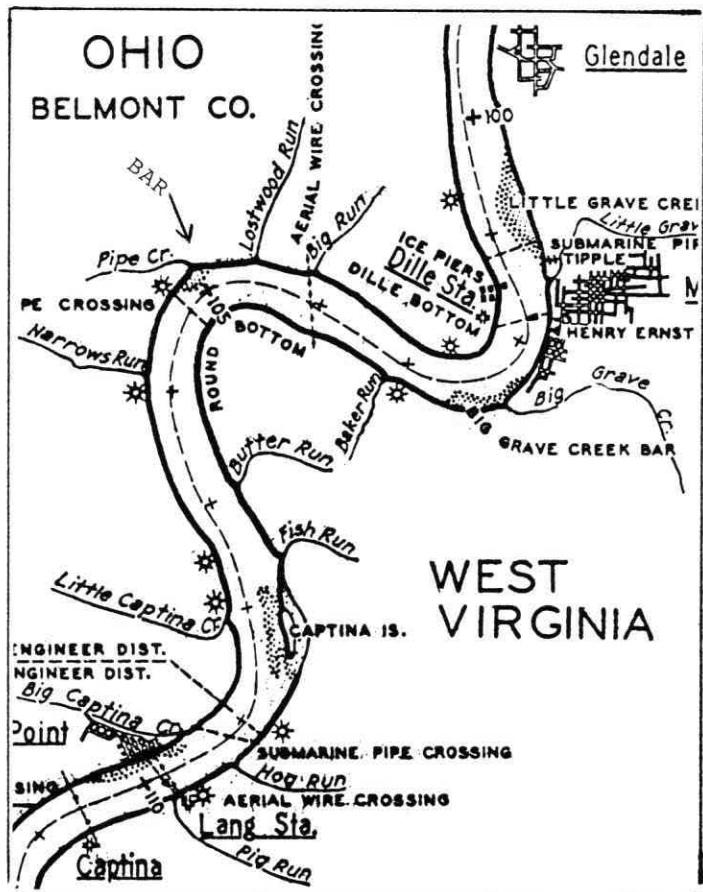
After about an hour of backing on his part and various maneuvers on mine, the MACKENZIE finally had to knock one string of its barges loose from the rest of the tow and, with aid of a couple of capstans, pull them back beside the boat. This made enough room for me to slide by and out of the way. I suppose the moral of this incident is that when it comes to running a towboat, don't ever get in a hurry.

On another trip on the MONONGAHELA, coming up the river with a tow of gasoline, there was one Sunday when I put in several hours trying to get around Pipe Creek Bend below Moundsville, West Virginia. This is the narrowest place on the Ohio River, 700 feet and there was a good stage of water. Staying close to the West Virginia shore to avoid the swift current the idea was to have enough headway to steer around the point but twice the MONONGAHELA couldn't keep the head of the tow from starting around when it hit the full current and we had to back down for another try.

On the third attempt, really brushing the willows and with a good head of steam, it looked we would make it. But, just when I started around the point and thought I had it made a new LST (Landing Ship Tank) from either Dravo or the American Bridge Co. yard came down and I had to stop and back out of his way. When he was clear I was back down where I had started two hours earlier and it was time to rethink the problem.

On the outside of the bend Pipe Creek bar came out into the river a couple of hundred feet and at normal pool there was about three feet of water over it. With the stage we had that day, judging from the gauge down at Lock 14 when we came by, I decided there should be enough water to go up over the bar with maybe a foot to spare, yet, one can never be sure of just how high a creek bar might be. The current along the Ohio shore below the bar was much swifter than on the other side but, because it was straight, there was no steering problem. If the MONONGAHELA could push the tow over the bar at all I would be going so slow that if it did hit bottom it wouldn't hurt anything and there should be no trouble in backing off.

All went well but when I was up to the place where my barges were exactly over the top of



the bar, lo and behold, here came another LST. He didn't want to get close to where I was and about that time I didn't want to be there either. But, there we were and as the LST went by the pilot and crew came out to gawk and wonder what idiot was trying to go over that bar on that stage of water. After the war some of the pilots who had worked for the military came to work for our company. One day one of them told me about coming down past Pipe Creek on an LST when some nut was trying to take the MONONGAHELA with a big tow of gasoline up over the bar. There shouldn't have been enough water for a boat to be over there and he had wondered if that pilot had ever made it. Well, yes, there was enough and I did.

For two weeks the end of May and early June 1944 I was at home after making a trip on the C. W. TALBOT down to Louisville. There were the usual accumulated chores on Mabel's list to fill my time including cleaning out the basement, painting some chairs, mowing the lawn and working in the garden. We also bought a new sewing machine and on June 1 Edward had his tonsils taken out.

On June 6 I listened to the news of the invasion in Europe most of the day.

For a short time in 1944 the Union Barge Line had the U.S. Steel Co. towboat ALLEGHENY chartered. She had been used by American Barge Line for an extended time during the 1930s when I was working for them but I had never been on the boat until bringing her up from Madison, Indiana to Neville Island the last part of April. On June 9 I was sent to Louisville to act as captain and make another trip up to Pittsburgh.

Things went along fine until we got to old Lock 24 at Racine, Ohio, one of the locks that was discontinued when the Gallipolis Dam was completed. The river was up and I was running the Ohio Shore past Siegrist Ripple Light but didn't pull out soon enough to clear the lower guide wall of the old dam. We barely clipped the wall and I called the mate to go out and check the barge to see if it was damaged and taking on water. He went out and raised the hatch cover on the rake compartment, looked in and then slammed the cover back shut. He next came back to the first hatch in the main part of the barge, looked down for a long time and then looked down into the cargo compartment which was loaded with scrap iron. When he went back and looked into the hatch again I began to wonder what was going on as hitting the wall would not cause a leak back that far in the barge.

Finally, the mate came up into the pilothouse and said, "I just can't figure it out. There is a lot of water in that barge."

"Is it muddy or clear?"

"It's clear."

"When did you pump it last?"

He said that he hadn't pumped the barge at all and it had been loaded at Memphis and picked up there. When we checked, each of the barges we had in the tow had between two and three feet of rainwater in them and, at about 100 tons per foot, we were pushing some 1,800 to 2,000 tons of water upstream on open river. It is always embarrassing to hit something with a tow but it would have been a lot more embarrassing to have gone into the landing to deliver these barges and then spend several hours pumping them out before the landing man would accept them. And, explaining to the office why the water had been pushed as cargo rather than being pumped out days earlier would have been the most embarrassing.

Although I had acted as master on a couple of boats for short periods as needed I did not have a Master's License. After studying for four or five days I went down to Pt. Pleasant on August 17, 1944 and began taking the examination for my Master License at the Inspectors' Office. Completed the exam the following day and received my license.

Early in September 1944 I was on the RELIANCE for ten days and we were on our way back to Neville Island when the office sent me to the downbound C. W. TALBOT when we met her at Wellsburg. We began running into fog and on September 15 at Beale's Landing Light below Gallipolis we were forced to tie up. In making the landing, I floated back over a big stump that had been washed off the bank and was sitting with about a foot of water over it. Just when the wheel was directly over the stump I came ahead full and there was the well recognized, thud, some boards flew up into the air and the wheel was cut practically in two right through the middle. We limped back up the river to the Marietta Manufacturing Co. at Pt. Pleasant and it took two days to rebuild the wheel. The TALBOT's wheel weighted about 25 tons, including the shaft and cranks.

As a matter of fact, all three of the sister boats, C. W. TALBOT, SAM CRAIG and J. D. AYRES, led lives of remarkably good luck and I was on each of them on many trips under a variety of conditions. The SAM CRAIG was nicknamed "Smokin' Sam" because she always smoked more than the other two boats. Her firemen were always two black men on each watch but they sometimes changed from boat to boat so that wasn't the answer to the excessive smoking. No one seemed to know why but she just smoked.

I always got along good with SAM. About the only problem I recall was one night early in my piloting career I sideswiped a dredge at Wells Island, Sistersville, West Virginia. The only damage was to the end of a dump scow but we had to tie up until the next morning when the dredge operator came to inspect the dredge to see if we had damaged it which we hadn't. Another time I was approaching Lock 19, coming upstream, when suddenly SAM took a notion to go across the river instead of into the lock. I back and backed but SAM just kept going until finally we went aground. Mate Homer Payton then yelled over the loudspeaker, "All clear the wall! 2,000 feet out!"

An incident on the J. D. AYRES one morning was memorable. We were coming up the Ohio at Gunpowder Light, below Patriot, Indiana, on open river when the chief engineer, Ed German, came into the pilothouse. "What's about to fall apart down there now," I asked. "How soon will we have to tied up?" Ed responded, "I'll have you know everything is just right so get over into the willows and help some instead of pounding around out here in the current."

Ed left after a short visit but not five minutes later there was a horrible crash and everything came to a grinding halt in the engine room. I called Ed on the speaker tube and asked what



happened. "Don't know yet." In a few minutes he was back and said the gib on the port crank had broken and he could only work ahead dead slow. I put the rudders over and headed for the bank. By then Capt. (Alfred) Edgington was in the pilothouse. He told the deck crew to go to the head of the tow to tie up and told the day man to call the other watch, then Edgington took out for the head of the tow to help. I got in to the bank and some of the men got off but by then we were starting to go backwards.

At that time we used a soft lay wire rope on the head for a tie-up line but they were no good to check with. By the time the line was made fast we were going back pretty fast so when they tried to check the line fouled on a timberhead and broke. Then we had to take a 1,200 foot, two-inch checkline from the boat, out over the tow across loaded and empty barges and make a second try. By that time, we had floated away from the bank and had to put the yawl in the river to carry the line ashore but we succeeded in checking her. It could have been real exciting.

New Year's Day, 1945 I was upbound on the RELIANCE double-tripping from below Wheeling to Wellsburg in fog. The river was rising, it was cold and we didn't get up to Neville Island until January 3. In my view, a poor start to the new year.

I was called to go to the C. W. TALBOT at the Marietta Manufacturing Co. plant at Pt. Pleasant on February 17 to take her down to Louisville. It was open river and we were at Cincinnati the next day and into Lock 41, Louisville the next day where I expected to get off. The TALBOT was going down to Mt. Vernon, Indiana to pick up a tow of gasoline, a regular trade, but instead of being ordered to another boat I was told to stay on board for the trip.

The boat was headed back up stream at Lock 48 when I got up on February 20 and we laid up for fog at Evansville at noon. The river was rising and, after the fog lifted, we were under way and up to Owensboro the middle of the afternoon February 21. It was raining most of the time and slow going in a section of the river where I had no desire to be. Between Locks 44 and 43 the afternoon of the 23rd I stood watch which cheered me up some, the river up to 49.9 feet at Lock 43. The TALBOT got up to the foot of the Portland Canal on February 24 where she waited for the fog to lift and for the river to fall so Lock 41 could reopen.

Above Louisville I was back on home territory and as the river continued high we had to double trip. On March 1 we finally laid up for high water at Maysville and waited five days for the crest of the flood (59.4 feet) to pass.

Underway again on March 6 the river was again rising by the time we passed Lock 32 and on the afternoon of March 7 we laid up just above Lock 31, about 50 miles above Maysville. The river was then up to 65 feet and they were laying sandbags on top of the flood wall at Portsmouth when went over to have a look around the next day, all business at a stand still. The river crested on March 10 at 67.2 feet at Lock 31 and after letting the water drop for a day we started up the river again early on March 12. We were double-tripping all the way to Pittsburgh and the TALBOT didn't arrive at Neville Island until March 22, a very long trip for me.

At Montgomery Island Lock on the afternoon of April 12, 1945, again on the TALBOT, we heard the news of the death of President Franklin Roosevelt.

In June I took the J. D. AYRES down to Lock 41 and then we were directed to proceed deadhead down to Mt. Vernon to pick up a tow. Again the office told me to stay on the AYRES for another look at the lower river. The river below Louisville didn't appeal to me but I guess the company was sending a message to get the pilot license extended. We got back up to Pittsburgh on July 4 after seventeen days on the trip.

On August 14, 1945 I left home at Belpre and took the train to Cincinnati to get on the C. W. TALBOT. It was the day the war ended, VJ Day, and there was a big time up in Cincy.

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#### THE ST. CROIX IS A PROTECTED RIVER !

Elsewhere in this issue you will find news of a four-day trip aboard the steamer JULIA BELLE SWAIN from LaCrosse, WI to Dubuque, IA and return. News of this intriguing schedule came to us just as press time and it replaces a proposed itinerary to Stillwater, MN on the St. Croix River.

Why the change, we asked? "Haven't you heard about the zebra mussels?" Well, yes, we had but what those innocent little pests could have to do with canceling a trip up the St. Croix River to beautiful Stillwater eluded us.

The St. Croix has been designated a "protected river", by the Department of Natural Resources or some such bureaucracy, and zebra mussels are verboten. All boats proposing to go up the St. Croix twenty-five miles to Stillwater must stop for inspection before entering the stream under threat of harsh penalties. Pulling the JULIA BELLE SWAIN out of the water for twenty-four hours to allow those poor little mussels to die would be cumbersome so no St. Croix this year.

Reports of chains stretched across the mouth of the St. Croix and of coastal batteries at Prescott to stop the scofflaws will be checked.

\* \* \*

## THIS AND THAT

### OHIO HISTORICAL MARKER PROGRAM

#### RIVER SITE NOMINATIONS INVITED

It was in 1803 that Ohio was admitted to the Union and became a state, one of six to be carved out of the Northwest Territory established in 1787. So, in 2003 Ohio will be celebrating its bicentennial and planning is well under way for a number of events to mark the occasion. One of the programs which has elicited considerable interest from groups interested in history is the Historical Marker Program whereby significant historic sites can be identified with a standard Ohio Historical Society marker.

The cost of those large historical markers you see around Ohio, in towns and along the highways, is about \$1,500 each. Now, the Ohio Bicentennial Commission and the Longerberger Legacy Initiative will each contribute \$500 toward the cost of a marker while the local organization provides the remainder. (The Longerbergers are the basket makers who sell those collector items, not intended for rotten apples or dirty laundry.)

This is an opportunity for marking sites of significance in river history at a very reasonable cost but it will take some effort on the part of local organizations. S&D can be of assistance in identifying or providing factual information to justify the installation of a marker for a particular place or event. Through the J. Mack Gamble Fund, S&D could help with the costs to a local historical society.

What sites might be worth marking? Examples might be the MOSELLE explosion in Cincinnati, location of the boat yard at Levanna, the 100 Mile House in Scioto County, the BUCKEYE STATE's twenty-four hour mark of 1850 at Belpre, the 1882 collision of the SCIOTO and JOHN LOMAS near Mingo Junction, etc. The editor will be pleased to receive suggestions for other locations which might qualify for an historic marker.

Full information on the marker program may be obtained from: OHIO BICENTENNIAL COMMISSION, Attn. Nichola Moretti, Statehouse, Room 021 North, Columbus, OH 43215.

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#### MUSKINGUM RIVER VALLEY AUDIO TOUR

The Muskingum River Parkway, which maintains the locks, dams and other facilities along the river from Dresden, Ohio to Marietta, announces that a tour narration is now available in either CD or cassette form. This is intended for those desiring to drive the length of the Muskingum from Coshocton to Marietta. It provides the

history beginning with the Indians, the canal era and the building of the locks and dams with information on the towns along the way

Copies of the audio tour (cassette \$9.00, CD \$11.00) will be available at the park offices and a number of convenience stores along the route and the Zanesville and Marietta Tourist and Convention Bureaus. Mail orders require an additional \$1.50 for S&H from: Muskingum River Parkway State Park, Blue Rock State Park, 7924 Cutler Lake Rd., Blue Rock, OH 43720. Phone orders (740) 674-4794 with charge cards accepted.

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#### NEW FERRY FOR SISTERSVILLE-FLY SERVICE

On December 10, 1998 the city of Sistersville, West Virginia announced a Christmas present in the form of a \$624,000 Federal grant for a new ferryboat. This was supplemented with a \$35,000 grant from the state which completed financing for the boat to be built by Serodino, Inc., Chattanooga, Tennessee.

The new boat will be 72x26 feet, capacity eight automobiles. It will also handle tractor-trailers which cannot be carried on the present sternwheel, side-loading ferry. The new boat should be ready by July 1, 1999 to continue the service between Ohio Route 7 at Fly and West Virginia Route 2 in Sistersville first established in 1818. The first powered (steam) ferry seems to have been the W. C. PUSEY (5627) placed in service in 1889 although there may have been a horse-powered boat used earlier.

Tyler County, West Virginia is the only county bordering the Ohio River that doesn't have a bridge across. The closest bridges are both about 10-12 miles away at New Martinsville, above, and St. Marys, below.

\* \* \*

#### MERRILL LOCK BUILDING TO BE RESTAURANT

Paul Bennett, Beaver, PA provides the following:

Lock and Dam No. 6, 29 miles below Pittsburgh on the Ohio River, went into service in 1904. It was the second of the locks and dams completed on the Ohio following the successful operation of the first wicket dam design at Davis Island. The Merrill Dam went out of service in 1936.

The lock property has seen a number of occupancies since 1936 and in recent years the buildings have been vacant and mostly open to the weather. It was a scene of slow decay of the once handsome brick power house and a locktender's house. The property was purchased last fall by a development group with plans for restoration and use of the power house as a restaurant and considerable work been completed.

We applaud the vision of the owners and wish all success to the Lock Six Landing Restaurant.

\* \* \*

**STEAMER ALICE W. GLAZE  
CONSTRUCTION AND OUTFITTING, READY TO RUN IN 1853**

The story about the SUNSHINE of 1892 and her specifications in the last issue resulted in several comments by readers. In particular, with such detailed specs as set forth by Capt. J. Mack Gamble for his new boat you would suspect there were some detailed drawings too but, if there were any, they were not saved by the Gambles.

We do know that for the smaller and less stylish packets the "drawings" were in the knowledge of the builders. When asked about drawings for the CRICKET (1373) built at the Parkersburg Docks in 1900, Jesse Hughes replied, "You discussed what you wanted with the builder, said you wanted a boat 130 feet long and about 18 feet wide to float on 15 inches of water. That was as good as an armful of drawings."

Along the same line of what it took to build a steamboat, Tom Cottrell, Jr. of Swansea, Massachusetts came across a detailed invoice for the building costs of the ALICE W. GLAZE (0163), a packetboat about the size of the last LIBERTY (3454). She was 140 feet long by 32 feet beam and 7 feet deep, built by the Howard Ship Yard in 1853 for J. Johnson of Attakapas, Louisiana (location?) Howard records show her to have been a recess wheel boat but evidently not a ferry; the deep hull and steam crane probably indicates a freight boat. She worked on the Red River and burned March 3, 1857 near Bayou Sara, Louisiana.

**TO STEAMER ALICE W. GLAZE**

Amount of Cash Paid	\$ 800.00
Hewitt & Symmes for Engines	3,050.00
D. & J. Howard Co. for hull	2,273.00
H. M. Learen, cabin builders	1,175.75
A. Baker      Smith bill	137.60
Wharfage at Louisville, 6 wks @ \$5	30.00
H. Devine, upholster	300.00
Miller Co., Painter & Glaziers	350.00
H. Sands, Inspection of hull, boilers, enrollment & license	36.00
I. Hare, Pilotwheel blocks, etc.	30.00
P. Bowden, Steam gauges, Plugs, etc.	50.00
James Wufer, steam chest	16.00
John Cannon, watchman, 1 mo.	40.00
J. B. Shields, rudder chain	4.18
Martin & Co., medicine chest	25.00
A, McDonald, ice chest, water cooler and fixtures	50.50
Wm. Lampton, brick @ ashpan	3.00
S. Weatherly for skiff	12.00
Warner Anderson, books & stationery	50.50
Wm. Clark, tarpaulins, screens, etc.	33.50
Davisi & Iontri    Dickhans in full	16.00
Leading seams & cleaning hull	12.00

6 laborers, Launching & Grabing	15.00
Ferry boat, towing to Louisville	10.00
3 cords wood & drayage	8.25
Discounts on drafts, 3 mo., 2-1/2%	15.00
Premium on check in New York	5.00
Sidney Smith, engine & crane at hatch	253.81
Total	\$8,052.09

The Tom Cottrell collection of over 2,000 items such as manuscripts, letters, logs, freight manifests and invoices such as the one reproduced above is in the Inland Rivers Library, Public Library of Cincinnati and Hamilton County.

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**PARKERSBURG DAILY JOURNAL  
July 24, 1883**

**THE RIVER NEWS IS ALMOST TOO GOOD!**

"The steamboat men in this vicinity are almost praying for the low water stage to set in, in order that they can tie their steamers up and make needed repairs. The length of time that the river has been navigable since the last low water season is almost unprecedented and a number of the boats are sadly in need of repairs but they could not afford to stop as by so doing they would lose part of their trade. Another reason for wanting to stop now is the ruinous low rate to which freights have been crowded.

In the way of repairs, the ANDES has got to have new cylinder beams, her lower deck has got to be repaired and several minor parts need attending to. The ST. LAWRENCE wants new wheels. The KATIE STOCKDALE proposes to have a new pair of engines with 18 inch cylinders. The EMMA GRAHAM will have to be docked and have a considerable portion of her hull renewed. The SCOTIA expects to spend \$2,500 in the way of repairs. All of them will be touched up with paint and put in first class condition.

As soon as the low water sets in the ANDERSON and CHANCELLOR will come to the front. They have both been repainted and fixed up recently in anticipation. *From Wheeling Intelligencer.*"

Thanks to John King, Belpre, Ohio for locating this interesting item, the first such complaint we've seen that the navigation season was too long. Didn't Mae West say, "Too much of a good thing is wonderful?"

The low water boats mentioned would be the C. W. ANDERSON (0777) and the W. N. CHANCELLOR (5651). The ANDERSON was owned in 1883 by Capt. Jack Anderson, Belpre, Ohio and was in the Pittsburgh-Portsmouth trade while the CHANCELLOR was the first regular boat in the Pittsburgh-Charleston run.

\* \* \*



## SCRAPBOOK TELLS OF A SUMMER ROMANCE

### 1928 ON THE BETSY ANN

By Jim Stephens

There are some who scoff at the idea of there being any romance connected with the river. And there are others who can see intrigue and adventure when a tow of coal barges passes.

I recently chanced upon a scrapbook kept by a maiden lady of a river town (some names of people and places are concealed to protect the innocent). The title page is inscribed with that faint white ink used for the black pages, *Summer 1928 on the Steamer Betsy Ann*.

The record starts when she and two other young women were hired to play dinner music on the packet boat. The brief newspaper notes days that they will play for the summer. One is listed as "a violinist," one "a pianist" and the third as "a cellist." The BETSY ANN, owned and managed by the late Captain Fred Way, Jr. ran in the passenger and freight trade between Pittsburgh and Cincinnati.

It was all very proper. There is no hint of impropriety. But one man seems to be in many pictures, standing close to the scrapbook owner.

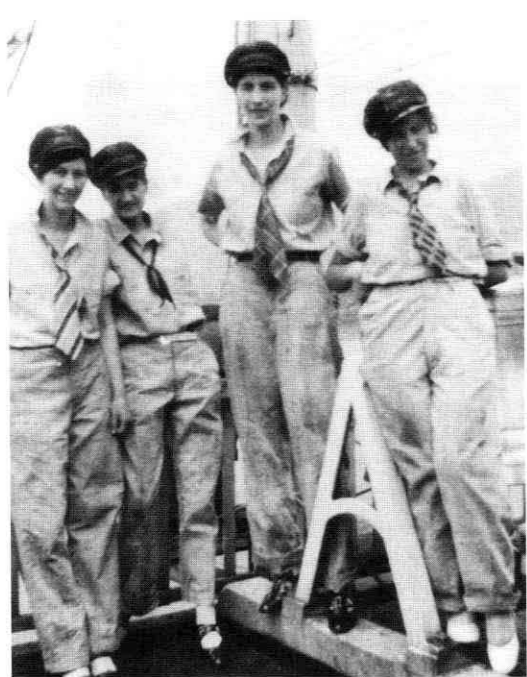
The girl musicians were quite young, possibly in college. It was the summer before the Great Crash, the height of the Roaring Twenties. It was the Jazz Age, too, but the scrapbook photos show the trio of musicians quite sedate at their instruments. Steamboats are a quiet form of transport; the trio's gentle music would be loud enough for the dinner guests in the cabin.

It must have been a summer of fun, exciting for young girls from a sheltered background. The good times are well documented by the photos in the book. One page is filled with snapshots of the trio dressed in sailor togs including slacks, unusual even in those wonderfully liberated days of the twenties. Those happy days had to end with the summer and soon afterwards a shadow was cast over the memories.

On September 8, 1928, shortly after they had gone back home or back to college, a Western Union telegram was delivered to our heroine.

BETSY ANNS COLOURS AT HALF MAST STOP  
ELMER FOUND AT DAM TWENTY NINE STOP  
LEWIS READE

Elmer Fancher had been pilot of the BETSY ANN that summer. A newspaper clipping glued to the telegram reports rumors that he had committed suicide. He was 57. Lewis Reade was steersman on the boat, working toward his pilot's license.



There were four young women in the orchestra on the BETSY ANN during the 1928 season, all from the same town. Photo by Jim Wallen

That the news was conveyed by telegram seems significant. In those days it seemed that the Western Union messenger rarely brought good tidings. Telegrams were an expensive means of communication compared to two-cent first class postage and twice-a-day mail deliveries. The telegram was a very special way of getting out the news, both good and bad, and getting it to very special persons.

Was a wire sent to all members of the trio? We will probably never know.

The scrapbook continued to grow. Most of the pictures and news clippings dealt with river happenings. Twenty years after that fateful summer the owner clipped the obituary of Captain Charles Ellsworth who died at his home at Waverly, West Virginia, April 30, 1948. He had been master of the BETSY ANN during the summer of 1928. She also clipped Capt. Mary B. Greene's obituary in 1949. The BETSY ANN had raced against the CHRIS GREENE in 1928.

There are also beautiful snapshots of clouds over the Ohio River, a scene rarely captured with the Brownie Box cameras of that day.

One pasted entry on the title page deserves quoting, at least the last stanza of this three-stanza poem, "Afterwards" by F. A. McHenry:

I'll stay ashore as the ships go forth  
And watch their grey forms crawling  
Beneath the bridges, past the piers  
Into the mist that's falling,  
And the arms of the sea will reach to me  
And that same low voice be calling.

She never married. That may have been for any number of reasons. I am sure that those who are romantically inclined will put two and two together and get five or six out of this story. But the scrapbook is beautifully kept, a poignant record of a beautiful summer on the river when all things were possible in 1928.

\* \* \*

## - OBITUARIES -

## JULIA E. THOMAS

Julia Thomas, 81, died January 4, 1999 at the Reynolds Memorial Hospital in Glendale, West Virginia. Julia was the widow of the late Bob Thomas, one of the original founders in 1939 of the Sons and Daughters of Pioneer Rivermen.

She was born August 11, 1917 at Bicknell, Indiana to Peter and Elizabeth Bodnar Nagy. Julia's parents had emigrated to the United States from Hungary and her father became a miner in the southern Indiana coal fields. In the 1920s the family moved to Powhatan Point, Ohio where the father found work with the Powhatan Coal Co. After graduating from high school Julia worked as a secretary in the coal company's office.

Julia married Robert G. Thomas about 1948 and for two years or so they lived in Chattanooga. Later, after returning to Powhatan Point, Julia was a secretary in the office of the Olin Corporation aluminum plant at Hannibal, Ohio from which she retired. She was a member of the First Presbyterian Church and Order of Easter Star, Chapter 489 of Powhatan Point.

Visitors to Julia's home in the so very neat house on the hill at 53970 Arman Hill Road just outside of Powhatan were invariably welcomed with some pie or cake which had seemingly just come from the oven; Julia loved to cook. She was also interested in gardening, both flowers and vegetables.

Julia was a regular participant at S&D annual meetings, usually accompanied by her friend Jennie McNally. After the death of her husband Bob, Julia presented his boatyard tools and steamboat memorabilia to the S&D museum collection.

She was preceded in death by Bob Thomas in 1978 and her

brother Alex Nagy in 1981. She is survived by several cousins.

Burial was in the Clarington, Ohio Cemetery.

\* \* \*

## JAMES H. REED

James Harry Reed, 63, Charleston, West Virginia died on December 23, 1998. Harry was the eldest son of William E. Reed, the artist who produced the large number of steamboat paintings found in the River Museum collection and elsewhere.

Harry and his family were regulars at S&D annual meetings in company with his parents for many years, until the elder Reeds relocated to North Carolina about ten years ago. Harry grew up in Pittsburgh and was a graduate of the University of Cincinnati. He was long associated with Union Carbide in Charleston in management systems. Following the spinoff of the Slicones Division by Union Carbide several years ago Harry was for a time with O.S.I. Corporation which took over. Recently, he was an international customer service representative for WITCO.

In addition to S&D, Harry was a member of the Sports Car Club of America, the National Model Railroad Association and the Kanawha Valley Railroad Club. Building model train layouts was Harry's hobby and he was looking forward to starting on an elaborate one in retirement.

He is survived by his mother Mabel Reed of Charleston, wife Donna, son Stephen William Reed of Charleston and daughter Jennifer Reed Goddard. His brother William N. Reed resides in Ashville, NC.

Burial was in Spring Hill Cemetery, Charleston.

\* \* \*

## G. WHITNEY SNYDER

G. Whitney Snyder, 77, of Sewickley, Pennsylvania died Saturday, January 16, 1999.

Mr. Snyder was the son of William Penn Snyder, Jr. and Elise Whitney Snyder. He was a graduate in engineering from Lehigh University. After service in Europe during WW-II Whitney worked in the engineering department for Crucible Steel Co. at Midland, PA. Later, he was connected with Shenango Furnace Co., eventually becoming chairman of the board of this family owned firm.

Whitney and his older brother William P. Snyder, III, through the Snyder Trust, have over the years provided important financial support for the towboat W. P. SNYDER JR. at the Ohio River Museum. He was pleased to have his father's namesake boat still in good condition and available to visitors at Marietta.

Whitney was one of the founders of the Pittsburgh Transportation Museum which operated until two years ago at Station Square in Pittsburgh. The museum had several river exhibits but also included automobile, rail and air transportation and was a popular attraction for those visiting the Station Square complex or waiting to board boats of the Gateway Clipper fleet docked nearby. The museum was disbanded when efforts to find larger suitable quarters in the downtown area failed.

Whitney Snyder had from a young age been interested in all things mechanical. He enjoyed restoring and driving antique automobiles and with his wife Jean participated in many of the annual Glidden Tours and transcontinental driving events for vintage cars. At his home in Sewickley Mr. Snyder converted a three story garage into a display and repair shop for his interesting car collection and enjoyed playing the host to visitors. Whitney's antique car collection is now housed in a new wing of the Frick Museum in Pittsburgh's East End section.

For forty years Mr. Snyder was on the Sewickley Heights Borough council and served as chairman for thirty years. He was interested in the Sewickley Academy, a private K-12 school and served as a chairman of the trustees for sixteen years. He also was on the boards of trustees for the Sewickley YMCA and Waynesburg College, Waynesburg, PA as well as a number of other civic organizations in the Pittsburgh area.

In addition to his brother W. P. Snyder, III, Whitney is survived by a son, three daughters and nine grandchildren. His wife Jean Bell Snyder died about two years ago.

\* \* \*

#### BETTY BRYANT

Betty Bryant, 76, died at her home in Park Ridge, Illinois January 15, 1999. The cause of death was sudden heart failure.

Betty was the daughter of Billy and Josephine Costello Bryant, born in 1922 at Elizabeth, Pennsylvania. She was taken aboard the Bryant Showboat by her mother when ten days old and lived and performed with her family on Bryant's Showboat until 1942. Betty wrote about her showboat years in her book Here Comes The Showboat! published in 1994 by University Press of Kentucky, one of its Ohio River Valley series of books.

Betty Bryant was at Marietta during the 1995 annual meeting and performed on the Showboat Becky Thatcher. Here she enjoys a laugh with Keith Norrington at the old Bryant Showboat calliope in the Ohio River Museum.

Photo by Don McDaniel

The showboat was laid up at the beginning of World War II and sold in 1943. After the war Betty, then married and with children, lived in Europe for thirteen years and entertained U.S. troops. Betty and her family came to Park Ridge, Illinois in 1964 where Betty was a teacher of art and drama for the Park Ridge Park District.

In 1974 she founded the Park Ridge Players, an amateur theatrical company which has produced shows for the past twenty-five years. Betty also lectured and performed showboat acts around the country for many years including the Folk Life Festival in Washington, DC about fifteen years ago.

The members of the Park Ridge Players were looking forward to presenting a series of humorous skits at the final banquet in January, revolving around Betty as their founder. On Monday, January 22 she received a fitting standing ovation by the Players and friends following a memorial service at the funeral home.

Betty Bryant is survived by daughters JoAleene Miranda, Des Plaines and Mary Perry, Park Ridge, Illinois and three grandchildren.

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#### - BACK COVER -

The MONGAH on the front cover represents steam towboat design near its zenith, within three years of building the last steam sternwheel boats JASON (t1345) and ALEXANDER MACKENZIE (T0085) in 1939-40. The JOE COOK (T1384) on the back cover is traditional in looks and concept, a hand-me-down design similar to any number of towboats that were around when she was built in 1930 or back to 1900.

JOE COOK was built by Nashville Bridge Co., 112x26x3.5 with engines 12s-5 ft. stroke from the towboat WESTERN. Her owners Pfaff & Smith Builders Supply Co. used her in the sand and gravel trade on the Kanawha River, mostly. In 1947 she had a boiler explosion at Ravenswood, West Virginia but was repaired.

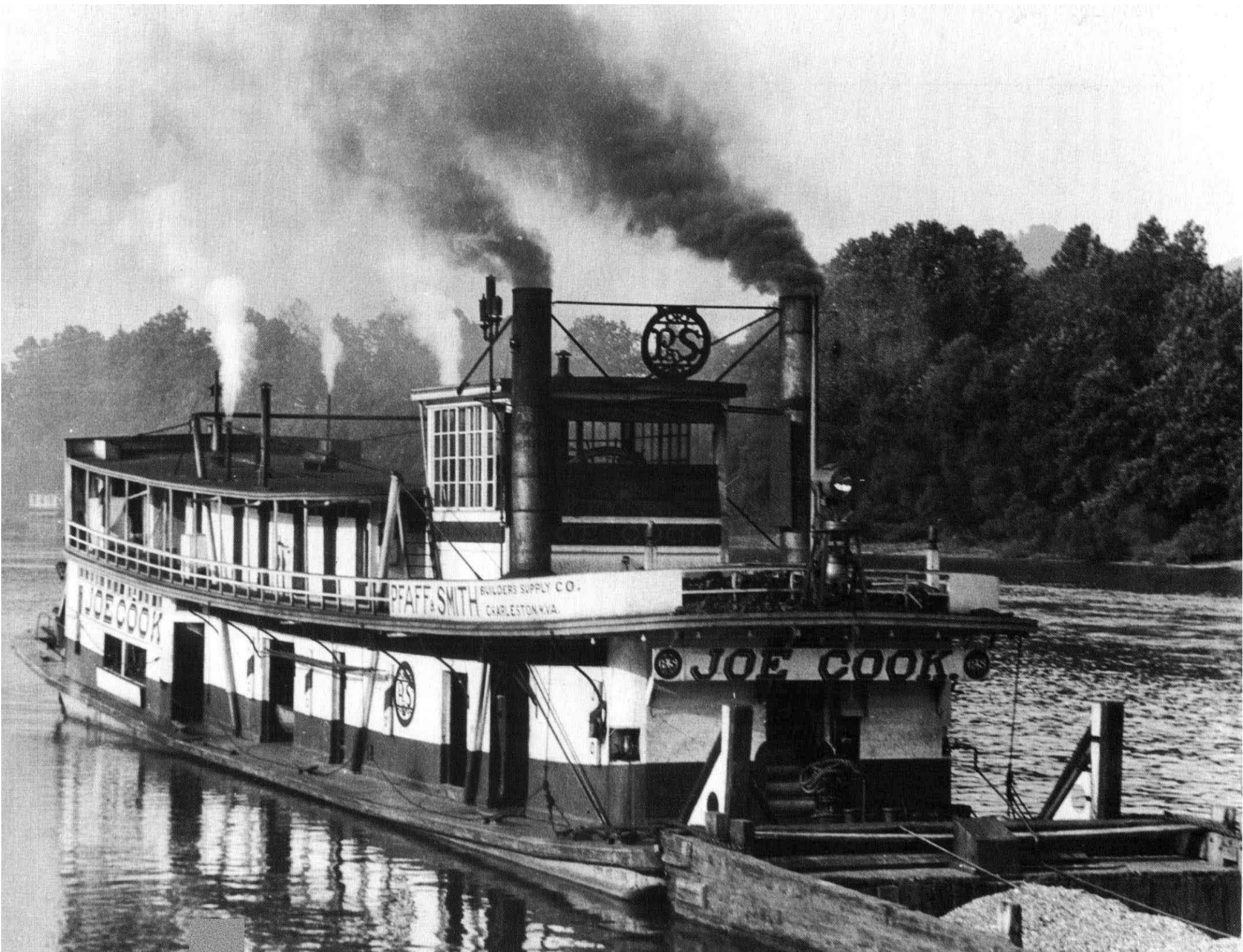
JOE COOK looks all business with lots of steam and smoke in view but she is really dozing in the summer sunshine. Not a ripple is showing alongside her hull and the pilot is back on the lazy bench waiting for something to happen. A touch of class is the fancy "P&F" monogram device hung on the spreader bar between the stacks.

Photo by R. Kirker Wells.









JOE COOK

PFAFF & SMITH BUILDERS SUPPLY CO.  
CHARLESTON, VA.

PS JOE COOK PS