

# S&D

# REFLECTOR

Published by Sons and Daughters  
of Pioneer Rivermen



Vol. 36, No. 4

Marietta, Ohio

December 1999





- FRONT COVER -

The big AMERICAN QUEEN slipped into the Marietta landing early on the morning of September 18, 1999, detected by only a few light sleepers in the Lafayette Hotel. Several avid photographers arose before daylight with the hope that the QUEEN would be on schedule but a dense September fog blanketed the river and the steamboat was only a shrouded ghost.

Several of the early risers were out on the bridge before the fog lifted and waited in the damp as the sunshine burned through. Kodak and Fuji Film stockholders smiled as shutters clicked with results from dull fog to crystal clear. We liked this one, - just as the sun hit the boat and hotel with wisps of fog still rising.

Photo by Fred Rutter.

- LETTERS -

Sirs: Please send four copies of the S&D Reflector, Vol. 31, No. 3, September 1994. Page 24 shows two early photos of the old Smithland river front and we want to make them part of our village archives. Payment enclosed.

Ruth Ann Powell, City Clerk  
P.O. Box 425  
Smithland, KY 42081

= The photos referred to were taken in 1915 by H. Bennett Abdy. The photo of the goat licking the billboard may also be from Smithland. From the little park overlooking the boat landing the scene today is much the same as seen by Abdy but downtown has fewer buildings. Ed.

\* \* \*

Sirs: I want to order the latest index of the S&D Reflector, 1994-1998. According to my count, since the inception of the magazine (1964) there have been

6,068 pages and 5,064 photos published and I did not count non-boat pictures.

Jack C. Standen  
126 Lester St.  
State College, PA 16081

= The new index is available from the Secretary, \$5 per copy, postpaid. Ed.

\* \* \*

Sirs: Flatboating would appear to be a very healthy occupation, evidenced by the lift of Jason Yoder on page 11 of your September 1999 issue. He would have been 173 when he died on April 7, 1932. It must have been the whiskey.

Capt. Jack Ross  
P.O. Box 971  
Monroeville, PA 15146

= It was the Y2K bug that did it. Ed.

\* \* \*

Sirs: Here's a suggestion for the September (1999) meeting: Perhaps a buffet lunch in the J. M. White dining room at 11:00am. on the AMERICAN QUEEN could be arranged for S&D members

Bill Torner  
1119 Kent Circle, Apt. 209  
Waterloo, IA 50701

= We tried and struck out but we noticed Bill and his party picking their teeth as they left the A.Q. at 12:35pm. Sept. 18. Ed.

\* \* \*

Sirs: Here's my application to join S&D. My uncles, the Suiter brothers, were in the sand & gravel and ferry business at Manchester, Ohio from 1928 to 1952. At one time they had nine ferryboats in service connecting Ohio and Kentucky. My father, brother and I worked in the business for some years.

Charles "Sandy" McGuffin  
420 Beverly Ave.  
Paso Robles, CA 93446

\* \* \*

Sirs: I recently found my grandfather's back copies of the S&D Reflector. My son and I have been enjoying them and we look forward to receiving more. Enclosed is \$17 for my membership and ones for John Orbanek, 13, and Caitlin Orbanek, 11.

Cynthia Gay  
620 Clevenger Road  
Ontario, NY 14519

\* \* \*

Sirs: My grandfather, Leonard Burton, was chief engineer on the towboat AMERICAN owned by American Barge Line On May 6, 1940 he was injured in an accident on board the boat and died in the hospital at Evansville, Indiana. He was 47 at the time of his death.

I would be interested in hearing from anyone who knows the circumstances of my grandfather's accident and also those who may have worked with him. He was from Nicholasville, KY and worked for a time with the Corps of Engineers.

Tan Burton  
4249 Dutch Hollow Rd.  
Aurora, IN 47001

= We have checked Clare Carpenter's records and find that he was not aboard the AMERICAN at the time of this accident; anyone able to help Ms. Burton? Ed

\* \* \*

---

Member Bill Glockner, 1735 Rosemont Rd., Portsmouth, OH 45662 recently presented an S&D membership to Robert Dafford. Mr. Dafford, Lafayette, LA, is the artist responsible for the murals on the Portsmouth flood wall. It is well worth a drive into town to see these works of art depicting railroads, canals and steamboats plus other historic scenes. Ed.

\* \* \*

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**THANK YOU! THANK YOU!**

Rick Kesterman, President of the Middle Ohio River Chapter, was responsible for designing and building the folding display panel which promoted S&D aboard the W. P. SNYDER JR. during the Tall Stacks extravaganza at Cincinnati last October. The promotion acquainted visitors with who we are and what we do with a number of new members joining.

Rick thanks, and we all do, those who assisted at the S&D display:

Danny and Sue Back  
 Barbara Fleugeman  
 John Fryant  
 Stan Garvey  
 Dan Goen  
 Butch and Ruth Guenther  
 Aloria and Cori Reade Hale  
 Barbara Hameister  
 Allen Hess  
 Kathy Hill  
 Bill and Gayle Hindman  
 Darlene Judd  
 M'Lissa Kesterman  
 Alfred Kleine-Kreutzman  
 Bob Lodder  
 Tom and Kay Metzler  
 Aaron Richardson  
 Karen Richardson  
 Paul Richardson  
 Fred and Tammy Rutter  
 John White  
 Robert White  
 Gloria Winters  
 Ann Zeiger

\* \* \*

**REFLECTOR BACK ISSUES  
 PRICES REDUCED**

For copies of the current or immediately prior year the price remains at \$5 per copy.

Complete sets of back issues are available from Volume 9, year 1972, forward. These are now \$10 per volume (four magazines), a 50% reduction. Single copies are \$3 each. Prices include postage.

The Secretary has copies of some issues for years earlier than Volume 9, too. Contact her for specific issues you may want.

\* \* \*



**THE W. P. SNYDER JR. GOES TO TALL STACKS**

On the calm morning of September 28, 1999 the Ohio Historical Society's most valuable museum artifact left her mooring in the sheltered Muskingum River and began her journey to the Tall Stacks carnival in Cincinnati. Capt. Nelson Jones was at the wheel of the Madison Coal & Supply Co. sternwheeler LADY LOIS and expertly moved the SNYDER down through the Marietta bridges to the Ohio River.

We are pleased report that Capt. Bill Barr brought her safely back through the bridges with the LADY LOIS on October 26, none the worse for wear.

Photo by John King

**- THE FREIGHT BOOK -**

S&D Annual Meeting	5
QUEEN CITY Didoes	8
Meeting Attendees	9
Jesse P. Hughes Diary-1933	10
DELTA QUEEN Engine Model	20
Carpenter Recollections	21
Steamboat Mail	31
Obituaries	
Mabel Carpenter	35
Brunnhilda Swift	35

*And Merry Christmas!*

**REFLECTOR INDEXES  
 1994-1998 NOW AVAILABLE**

Volume 7, years 1994 through 1998, for the S&D Reflector was released in September. The magazine has been indexed in five year increments beginning with 1964. Alan Bates did the first six volumes and now Fred Way, III has carried on with the seventh.

Volume 7 is 65 pages with all proper names, every subject you can identify (and some you cannot) included to cover 720 pages of the magazine.

All volumes of the index are available at \$5 per volume postpaid from the Secretary.

## 1939 S&amp;D SIXTIETH YEAR 1999

"Lighting up the Past, Present and Future of the Mississippi River System"

**S&D REFLECTOR**  
Marietta, Ohio

Vol. 36, No. 4

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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 Riverboat Historical Society. The name "Reflector" is taken from a newspaper published in 1869 by the management of the packet FLEETWOOD in the Parkersburg-Cincinnati trade. The magazine's first editor and publisher through 1992 was Frederick Way, Jr.

Correspondence is invited but please do not send unsolicited photographs or other artwork on a "loan" basis.

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

**MEMBERSHIP IN S&D IS NOT RESTRICTED - YOUR INTEREST IN RIVER AFFAIRS AND HISTORY IS ALL THAT IS REQUIRED.**

Full membership entitles the holder to the quarterly S&D Reflector, 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 above except receiving the quarterly.

Memberships are for a calendar year including four issues of the S&D Reflector. Dues notices are sent out near year-end and prompt remittance assures receipt of your magazine.

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

**BACK ISSUES**

Current issues or those of the immediate prior year are available at \$5 each postpaid from the Secretary. Back issues through Volume 9 (1972) are \$3 each, \$10 for a complete year.

**INDEXES**

Indexes for the S&D Reflector in five year increments are available, 1964 through 1998, seven volumes.. Each volume is \$5, postpaid from the Secretary.

THE U.S. POSTAL SERVICE DOES NOT FORWARD THIRD CLASS MAIL. PLEASE SEND ADDRESS CHANGES TO THE SECRETARY PROMPTLY.

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Gerald W. Sutphin

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(513) 369-6957

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John Briley, Manager

(740) 373-3750

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SATURDAY MORNING

## S&D ANNUAL MEETING

### STEAMBOAT AT THE LANDING WHISTLES ALL AFTERNOON PERFECT WEATHER

When laying plans for this year's S&D annual meeting some consideration was given to having a string quartet provide a little background music for the Friday evening get-together - to add a little interest and refinement. The thought wasn't implemented and the happy talk that was evident shortly after the doors opened that evening needed no help.

There were plenty of exhibits around the room to elicit interest and conversation starting with the model of the HERBERT HOOVER which was featured in the September issue of the S&D Reflector. Nearby was the jewel of a working model of the engine room and paddlewheel of the DELTA QUEEN built by the late Fred Crawford.

John Fryant displayed his model of the GYPSY E., a Charles Ward towboat design, and two carved styrofoam hulls for models in progress of the CHICOT and DUNCAN BRUCE. John also had a restored and improved exhibit of Western River style boilers and how they operate. This had been built by John a number of years ago for the river museum and will go back on display in the museum.

George McClintock of Pt. Pleasant brought his new model of the modern diesel towboat MISTER CHARLIE NEALE. George is equally at home building models of aircraft and has donated a complete collection which is featured at the Neal Armstrong Space Museum, Wapakoneta, Ohio.

Artists Forrest Steinlage and Dr. Pete Striegel didn't disappoint us either. Forrest displayed a large, 3/4 stern view painting of the GORDON C. GREENE. Dr. Striegel had three new paintings - the excursion steamer EAST ST. LOUIS, "High Water at Jeffersonville, 1938" with the towboat PLYMOUTH and one of the first ISLAND QUEEN. The works of Forrest and Pete are always a joy to examine, both for the technical accuracy of the boats and the artistic settings and execution.

The newly prepared volume seven S&D Reflector index was a hot seller at the registration table. Indexer Fred Way had also provided copies in compact disk (CD) form for those for those who are computer minded. By ten o'clock most of the punch and snacks had disappeared and the visitings drifted out to the lobby. . It was a happy evening and we were pleased to count twenty-three first-timers in attendance.

The big AMERICAN QUEEN came down the river during the night and slipped into the Marietta Landing before daylight. Typical of September, a heavy morning fog smothered the Ohio and Muskingum River valleys but cleared away almost as soon as the sun came up. Several camera bugs scampered to catch artistic angles of the QUEEN and the wispy, gray backdrop before the fog was all gone.

The annual business meeting began in the hotel ballroom at 9:30am with promptitude, President Rutter presiding. This marked the sixtieth anniversary of the first business meeting of the Sons & Daughters of Pioneer Rivermen which had been held in this same Lafayette Hotel in the fall of 1939.

#### BUSINESS MEETING

The first-time attendees were recognized with applause. Greetings to the group were extended from Dr. Antony Twort, Goldaming, England who is a frequent visitor and plans to be in attendance in the first year of the new millennium. Genial Ralph DuPae was missed; he had started for Marietta, from his home in La Crosse, Wisconsin but some health problems dictated the wise course was to turn back home. We can report that Ralph is back in circulation and working with the Murphy Library river photo collection.

#### REPORTS UPON THE HEALTH OF S&D

**Treasurer:** Dale Flick reported a fiscal year ending balance of \$20,242 in the S&D treasury. This is a decrease of about \$2,000 from the same time last year but reflects early payment of a printing bill for the S&D Reflector. The sale of binders for the magazine contributed \$717.60 to the balance. (Note - binder supply is now exhausted and will be reordered when requests warrant.)

**Secretary:** Bee Rutter reported that the net increase in membership was probably about twenty during the year and the total membership is about 1,050 to 1,100. She appreciated the prompt response of S&D members when dues notices were mailed at the first of the year; such a group is a joy to serve.

Formal announcement was made that the latest Reflector index (years 1994-98) had been completed and copies were available for purchase at \$5 per copy postpaid from the Secretary.

**Board of Governors:** Chairman Bill Judd reported the actions taken by the Board during its meetings in April and September 1999.

A formal agreement had been approved and signed between the Ohio Historical Society and S&D covering responsibilities of each for the museum and its collections. A new membership

brochure had been prepared by the Membership Committee chaired by Allen Hess and would be distributed at the Tall Stacks event in Cincinnati in October.

S&D would have an informational display on the W. P. SNYDER JR. at Tall Stacks Bill thanked the Middle Ohio Chapter for agreeing to sponsor the S&D Tall Stacks presence.

J. Mack Gamble Fund: Trustees' report was delivered by Chairman Don McDaniel. A total of \$41,571 in grants for the year 1999 had been made for the following projects:

1. Cincinnati Museum Center; printing of a special river issue of its magazine - \$10,500
2. W. P. SNYDER JR. maintenance fund - \$20,000
3. BELLE OF LOUISVILLE historical displays - \$3,000
4. Murphy Library, University of Wisconsin, LaCrosse, river photo project - \$5,000
5. Preparation and printing Reflector Index, Volume 7 - \$3,071

In response to a question by member Dan Goen concerning qualifications for JMG Fund grants the chair advised that the requesting organization must be qualified by the IRS as a 501(c)3 non profit.

Additional funds for worthwhile river related projects remain available during 1999. Interested organizations may request applications from: Don McDaniel, J. Mack Gamble Fund, 76 Glen Drive, Worthington, OH 43085.

Inland Rivers Library: Sylvia Metzinger, head of the Rare Books Department, Public Library of Cincinnati and Hamilton County, reported on the activities in her department relating to the Inland Rivers Library. She gave much credit to her assistant M'Lissa Kesterman for work with the river related materials in the collection, answering the many requests for information during the year and arranging displays within the department and elsewhere in the library.

In connection with the Tall Stacks event a series of Sunday afternoon programs were being held at the Library with S&D members participating.

River Museum: The S&D museum collection has been displayed in Ohio Historical Society buildings since 1941. Although the museum built in 1974 is called the "Ohio River Museum" the S&D collection includes items from the entire Mississippi River system. We also maintain a sizable exhibit in the Blennerhassett Museum in Parkersburg, WV.

Manager John Briley reported several new exhibits in the museum which had been installed by Jeff Spear following the removal of the mussel exhibit at the end of last year.

The W. P. SNYDER JR. never looked better thanks to the attention of boat keeper Mike Dinnin. A replacement hull is felt to be needed and funds are being accumulated for that purpose. The boat will be taken to the Tall Stacks celebration in October and be open to visitors with the expectation that funds can be raised toward the new hull.

#### S&D CHAPTERS

Full reports on the three S&D regional chapters were provided on page 5 of the September issue. The following reports are therefore brief.

Mississippi River Chapter: President Tom Dunn reviewed the activities of the Chapter during the year. The October 2, 1999 meeting at Grafton, Illinois was to be held in the appropriately named "Jimmy Swift Room" of the historic Ruebel Hotel.

Ohio & Kanawha Chapter: Charlie Stone, Chief Engineer, gave the report, the principal item of importance being that the treasury was said to be flush although the cigar box hadn't been seen for several weeks.

Quarterly meetings continue to be held, the next being the second Sunday in November at the Mason County Library in Pt. Pleasant, WV.

Middle Ohio River Chapter: President Rick Kesterman reported that the Chapter would have an S&D display at Tall Stacks in October and those interested in helping with the project on the W. P. SNYDER JR. should contact him.

The chapter's fall meeting was also to be held during Tall Stacks featuring a luncheon cruise aboard the excursion boat COLONEL.

#### INTRODUCTIONS

At this point the chairman introduced several notables in the audience, the first being Yvonne Knight, director of the Howard Steamboat Museum, Jeffersonville, IN. Bette Gorden, Curator of the Mercantile Library, St. Louis was attending her first S&D meeting. Capt. John Leonard, St. Catherines, Ontario and Willy Tallon, Wellandport, Ontario had driven most of the night to make the meeting and Capt. John was understandably reluctant to make a speech.

Jimmy Swift, President Golden Eagle Club, St. Louis was called upon. He recalled that he could always remember his wedding day, May 16, 1947: After the ceremony he and his bride waved goodbye to the GOLDEN EAGLE as she departed St. Louis and the following day read that the boat had met her end at Grand Tower Island, Upper Mississippi. The GOLDEN EAGLE Museum in Bee Tree Park has added several interesting exhibits and S&Ders were invited to visit.

#### ELECTION OF OFFICERS

Lee Woodruff, Richard Strimple and Barbara Hameister made up the Nominating Committee this



year. Chairman Woodruff presented the report with all officers recommended for reelection.

Three members of the Board of Governors were to be elected for three years terms and here four worthy candidates had presented themselves. The nominating committee had printed ballots prepared for the contested seats.

After discharge of the Nominating Committee with thanks, the Chair invited nominations from the floor for the positions of President, Senior V.P., Vice President, Secretary and Treasurer. Hearing no nominations from the floor the Chair accepted a motion from member John Wunderle that a unanimous ballot be cast for the officers.

A moment of drama came when, before the election for the Board of Governors took place, Alan Bates was recognized by the Chair and withdrew himself from consideration. Alan then nominated M'Lessa Kesterman, Cincinnati for the position of board member. Distribution of the ballots proceeded when no other nominations from the floor were offered.

Bob Lodder and John Briley were appointed tellers and directed to report when the recessed annual meeting was reconvened during the evening banquet.

#### SATURDAY AFTERNOON

There were 115 seated for the salad, sandwich and dessert luncheon in the hotel ballroom. With the AMERICAN QUEEN still at the public landing and scheduled to depart down the river at 1pm. there was neither inclination nor time for speeches so no formal program was scheduled. We were pleased to share a table with Capt. Norman and Ranell Hillman, Fred McCabe, Bill Potts, Reuben Thomas and Dr. Frank Pollock.

The general public was not invited for tours aboard the AMERICAN QUEEN but a few of the S&D members who collect frequent boating miles had passes to board. Some we heard even caged lunch in the J. M. White Dining Room. The big boat backed out majestically on time with the calliope playing some familiar and lively tunes. She turned handily in front of the hotel with the aid of her bow thruster and most watched her paddle off down the river and around the bend.

#### WHISTLES, WHISTLES, WHISTLES

Nelson Jones and his crew had steam up on the boiler barge (once the hull of the U.S.E. towboat FORT ARMSTRONG) by the time the S&Ders wondered up to the Ohio River Museum on the blue Muskingum. Elsewhere in this issue will be found a group photo of the attendees which was taken by Allen Hess from the boiler deck of the W. P. SNYDER JR.

Well over twenty whistles were blown in the three hours following the sounding of the

mammoth SPRAGUE whistle at 2pm. Many of these came from the collection in the river museum but a number were brought in by individuals, too.

Arron Richardson, Cincinnati had assembled his own copy of the whistle once carried on the towboat JOHN W. HUBBARD and it lived up to Arron's expectations, - deep and mellow. Nelson Jones had the whistle from the towboat ALLEGHENY and, after some sleuthing, this would be the first boat of the name, #T0106 in Way's Steam Towboat Directory.

Jack Custer stepped in as narrator of the boat histories over the P.A. system which added greatly to the enjoyment of the concert. A handout sheet was available to keep track of the whistles as blown and video and tape recorders were in evidence.

Tom Hegler, Miami, Florida had somehow heard about the whistles being blown at Marietta and came into town to see/hear what it was all about. Tom is the great-great-grandson of Capt. Jake Hegler, once owner of the big sidewheel GUIDING STAR and Cincinnati's Coney Island Park. Mr. Hegler was amazed to be greeted by the model of the GUIDING STAR when he entered the Ohio River Museum and delighted to find the large framed photos of her and the cabin in the museum.

It was a fine afternoon with perfect weather and we extend our thanks to Nelson Jones and the entire Madison Coal crew for putting on a great show. Hoisting those whistles all afternoon is no job for sissies.

#### SATURDAY EVENING BANQUET

A few more than 150 sat down for the prime rib dinner in the ballroom of the hotel on Saturday evening. Helen Prater was encouraged to serve up some dinner music on the electronic piano and her selection of old favorites from the 1920s caused imaginations to go back to magic evenings when Helen played aboard the packet TOM GREENE.

The recessed business meeting was called back to order by the president before the main speaker was introduced. John Briley, co-teller with Bob Lodder, reported the results of the balloting for the three members on the Board of Governors. The three highest vote recipients were M'lissa Kesterman, Jim Stephens and John Fryant. Capt. John Leonard made his traditional motion that the ballots be destroyed; so ordered. The 1999 business meeting was adjourned.

#### CAPT. BILL CARROLL, THE SPEAKER

Capt. Tom Dunn, Vice President, Gateway Riverboat Cruises, St. Louis introduced Capt. Bill Carroll, speaker of the evening. Capt. Carroll has had a long and distinguished career with

Streckfus Steamers and its successor Gateway Riverboat Cruises. He married into the Streckfus family and therefore is privy to much of the history of this very successful excursion boat operation.

Capt. Carroll started his talk by pointing out the appropriate photograph on the new S&D brochure, - the steamer SIDNEY. He traced the early career of John Streckfus, Sr. on the river, his association with D. W. Wisherd and the early success of the sternwheel steamer J.S. as an excursion boat.

Capt. Carroll then outlined the story of the life of Diamond Joe Reynolds, a tycoon of the first order, and the estate problems following Capt. Reynolds death. In 1911 Capt. Streckfus bought the boats and shore properties of the Diamond Jo Line on the Upper Mississippi. The Diamond Jo boats included the SIDNEY, DUBUQUE, SAINT PAUL and QUINCY. The SIDNEY was the first of these to be converted into an excursion steamer, a replacement for the first J.S. which had burned in 1910.

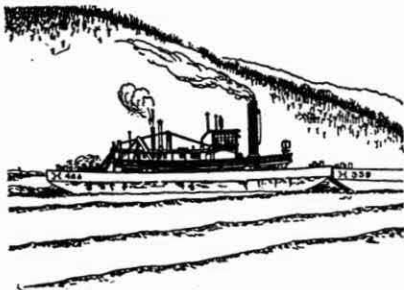
Eventually, all of the Diamond Jo packets were converted into excursion boats with the unique Streckfus features and decoration, true wedding cakes and very successful. Eventually the SIDNEY, after a rebuilding in 1921, was renamed WASHINGTON and extended the Streckfus operation up the Ohio River under the direction of Walter Wisherd. In 1937 the WASHINGTON was replaced as the Pittsburgh excursion boat by the larger SAINT PAUL.

Capt. Carroll teased his audience by ending his presentation with many more stories about the Streckfus saga still to be told. We look forward to, "The rest of the story."

The concluding event was a drawing for a Delta Queen Steamboat Co. coverlet donated by River Valley Trading Co., Allyn Rishel, Prop. River Valley Trading Co., Ripley, Ohio (where Eliza crossed on the ice) has participated in the last two S&D annual meetings offering a variety of river related memorabilia and art prints. The winner of the coverlet was Brock Morrison, Lebanon, Ohio.

So concluded the formal proceedings. Frivolity, however, continued down on the LADY LOIS and Heck Heckert party barge at the landing where the whistle blow workers were enjoying a fish fry. Helen Prater was tickling the ivories out in the hotel lobby for an hour or so. It was another great family reunion.

\* \* \*



### QUEEN CITY DIDOES

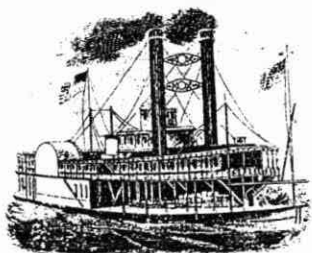
Bill Torner took these photos of the QUEEN CITY one gray, overcast Sunday afternoon in May 1933. The Ohio River was above pool stage and falling and Middle Island Creek at St. Marys, West Virginia was flushing out brush, trash and small trees. The pilot ran deep into the bend on the West Virginia side and picked up drift which fouled the boat's rudders. The QUEEN drifted and made two complete circles before the drift was cleared away and the pilot regained control.

TOP: Crosswise in the river facing Vacluse Station, WV. LOWER: Going around for the second time she is looking at Greenwood Farm.

Says Bill, "The hell I got from my dad and grandparents about getting my Sunday clothes muddy for these photos could be another story."

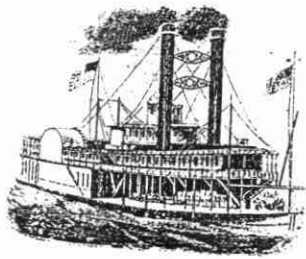
\* \* \*





## THOSE ATTENDING THE 60th MEETING

Hope Barnhouse, Newport, OH  
 Louise Barr, Charleston, WV  
 Bill & Debbie Barr, South Charleston, WV  
 Alan L. Bates, Louisville, KY  
 Annie & Jim Blum, St. Louis, MO  
 Don & Martha Bonar, Granville, OH  
 Bob Booth, Bethel Park, PA  
 Harry Booth, Jr., Pittsburgh, PA  
 Margie & John Briley, Marietta, OH  
 Jim Bupp, Charleston, WV  
 Ken & Margaret Buel, Collinsville, IL  
 Susan Burks, Louisville, KY  
 Victor J. Canfield, Covington, KY  
 Walter Carpenter, St. Marys, WV  
 Pam & Ross Carr, Batavia, OH  
 Bill Carroll, St. Louis, MO  
 Paul & Mary Ann Coulter, Florissant, MO  
 Jean W. Currey, Atlanta, GA  
 Jack & Sandra Custer, Louisville, KY  
 Bill & Dona Dunn, Marietta, OH  
 Tom Dunn, St. Louis, MO  
 Joyce Fasnacht, Urbana, IL  
 R. Dale Flick, Cincinnati, OH  
 J. K. Folmar, California, PA  
 John & Sharon Fryant, Alexandria, VA  
 Ben Gilbert, Tall Timbers, MD  
 Dan Goen, Bloomington, IL  
 Karoline & Phillip Golovin, Powell, OH  
 Bette Gorden, St. Louis, MO  
 Jeff & Amy Gore, Ann Arbor, MI  
 Chris Greenwood, Newport, OH  
 Jim & Shirley Greenwood, Newport, OH  
 Ted Guillaum, Nashville, TN  
 Barbara L. Hameister, Blanchester, OH  
 Allen Hess, Pittsford, NY  
 Skip & Kathy Hill, Walton, KY  
 Norman & Ranell Hillman, Auburndale, FL  
 Gayle & Bill Hindman, Cincinnati, OH  
 Barbara F. Ingram, Florence, IN  
 Bill & Darlene Judd, New Richmond, OH  
 Rick & M'lissa Kesterman, Cincinnati, OH  
 Carolyn Kesterman, Cincinnati, OH  
 Lois F. Kidd, Manchester, OH  
 Yvonne B. Knight, Jeffersonville, IN  
 Mr. & Mrs. Robert Lodder, Cincinnati, OH  
 Larry & Melissa Luckeydoo, Point Pleasant, WV  
 Anne Mallinson, Russell, PA  
 Fred McCabe, Hannibal, OH  
 Maxine McClintock, Point Pleasant, WV  
 George B. McClintock, Point Pleasant, WV  
 Don McDaniel, Worthington, OH  
 Jack & Bert Mettey, Rabbit Hash, KY  
 Sylvia V. Metzinger, Covington, KY  
 Kay & Tom Metzler, Greenwood, IN  
 Janna & Brock Morrison, Cincinnati, OH  
 John & Gwinn Noftsgar, Spring Valley, OH  
 Keith Norrington, New Albany, IN  
 Judy Patsch, Rock Island, IL  
 Jim Pickens, Gahanna, OH  
 Frank Pollock, Winston Salem, NC  
 Bill Potts, Sardis, OH  
 Dick & Nancy Prater, Ft. Walton Beach, FL  
 Helen H. Prater, Ft. Walton Beach, FL  
 Bob & Sharon Reynolds, Memphis, TN  
 Arron J. Richardson, Cincinnati, OH  
 Meredith Risen, Morgantown, WV  
 Jack Risen, Morgantown, WV  
 Allyn Rishal, Aberdeen, OH  
 Margaret Robertson, Cleves, OH  
 Bee & Woody Rutter, Marietta, OH  
 Fred & Tammy Rutter, Lithopolis, OH  
 Scott Schnabel, McMurray, PA  
 Jim & Judy Schenk, Henderson, TN  
 Bert & Ann Shearer, Charleston, WV  
 Lillian Smith, Lakewood, CO  
 Mr. & Mrs. Robert M. Smith, Sewickley, PA  
 Jeffrey Spear, Marietta, OH  
 John & John Spear, Marietta, OH  
 Forrest & Dot Steinlage, Louisville, KY  
 Lucy & C. W. Stoll, Louisville, KY  
 Charles & Jean Stone, Pt. Pleasant, WV  
 Martin Striegel, Louisville, KY  
 Richard Strimple, Oxford, OH  
 Jerry & Lee Sutphin, Huntington, WV  
 Gerry Swartz, Louisville, KY  
 Jim Swift, St. Louis, MO  
 Willy Tallon, Wellandport, Ontario, CANADA  
 Reuben Thomas, Clarington, OH  
 Pollie E. Torner, New Tazewell, TN  
 William V. Torner, Waterloo, IA  
 Sherrie Torner, New Tazewell, TN  
 Dan & Judy Vornholt, New Richmond, OH  
 Lela Vornholt, New Richmond, OH  
 Joe Warkany, Cincinnati, OH  
 Bob & Lynn Way, Euclid, OH  
 Nell & Fred Way, Cleveland Heights, OH  
 Lew & Paula Weingard, Tionesta, PA  
 John & Ann Weise, Cincinnati, OH  
 Pat Welsh, Davenport, IA  
 Doug Wetherholt, Gallipolis, OH  
 John H. White, Oxford, OH  
 Robert White, Cincinnati, OH  
 Susan Wielitzka, Marietta, OH  
 Dee Williams, Columbus, OH  
 Gloria Winters, Cold Spring, KY  
 Allen K. Wisby, Pasadena, TX  
 Dianne & Lee Woodruff, Cincinnati, OH  
 John & Mary Lou Wunderle, Cuyahoga Falls, OH  
 Ann Zeiger, Cincinnati, OH  
 \* \* \*



## JESSE P. HUGHES DIARY

1933

C. W. Stoll & Ed.

*Jesse Hughes' account of life along and on the river as noted in his diary provides a day by day and perhaps new perspective on the times he saw. The notable change in rural life along the Ohio has been the development of better roads during the late 1920s and early 1930s. Combined with better cars and trucks this has changed transportation greatly and by 1933 the bus is the preferred way to go from Huntington to Pt. Pleasant, down to Portsmouth or even Cincinnati rather than being tied to train schedules. Trucks now handle the Greene Line freight between Huntington and Charleston and the boats run up the Kanawha River only during the summer passenger season.*

*Although the early 1930s were the years of The Great Depression the Greene Line Terminal Co. is still busy handling freight by boat. In fact, during 1932 the terminal was often so overloaded with shipments in and out that Jesse and his crew spent the night moving freight. The depressed economic times appears to have diverted some business to the boats with their lower freight costs and trucks are not quite yet the low-priced carriers they will become in a few years.*

*How will the Greene Line and the Pittsburgh packets fare in 1933? Read on.*

### JANUARY

The lineup of boats as the year 1933 began was as follows: The CHRIS GREENE was in the Cincinnati-Huntington trade; TOM GREENE, Louisville and Cincinnati; SENATOR CORDILL Pittsburgh and Cincinnati. The QUEEN CITY was at Pittsburgh getting a new shaft to be ready when the spring season would bring increased freight business and passengers. The faithful and reliable LIBERTY with Capt. Walter Booth and crew continued in the Pittsburgh and Charleston huckster trade.

Jesse got aboard the CHRIS GREENE at Huntington on New Year's Day to stand watch for regular pilot Arch Edgington. The river was at 20 feet and rising with all the dams down so it would be a fast trip. After coaling the boat at Ashland before midnight she was at Maysville at 2:30am and into Cincinnati by 7:30 in the morning. Arch Edgington left the boat at Augusta, KY.

Capt. Chris Greene had recently bought a new house and invited Jesse out to see it. The FROMAN M. COOTS, former sidewheel ferry at Louisville, had been acquired by the Ohio River Transit Co. and was running in the Louisville-Cincinnati trade in competition with the Greens.

On the next trip to Cincinnati Jesse noted that the ferryboat KIWANIS was being remodeled by the Greens with an extension of the boiler deck. Arch Edgington got aboard the CHRIS GREENE on her way up the river on January 7 and Jesse got off at Huntington the following day.

The Greene Line held a meeting of its freight agents in Cincinnati on January 15. Jesse and Ryalls (Jesse's assistant at terminal) drove down for the meeting, - four hours and forty minutes, Catlettsburg to Cincinnati notes Jesse. The meeting concluded with the Cincinnati-Huntington freight rates being reduced.

On January 17 the KIWANIS came out in the Louisville-Cincinnati trade running opposite the TOM GREENE to provide daily service. The Ohio River Transit Co. also provided daily service with the FROMAN M. COOTS and CARY-BIRD.

The SENATOR CORDILL was bringing in fair trips from Pittsburgh and business from Cincinnati continued good. Jesse stayed at the terminal two or three nights during the month to get freight up the hill and reshipped to Charleston.

When time permitted, Jesse was painting his store room in Catlettsburg with the prospects of renting it. Traveling back and forth each day between Catlettsburg and the Greene Line Terminal was a chore and on the 28th of the month Jesse and Telia signed a purchase agreement for a house at 426 4th Ave., Huntington.

### FEBRUARY

The weather was seasonably cold with some snow as the month began but the river remained open.

For most of the first week Jesse was engaged in painting the store then next door to his house in Catlettsburg. This had been known as Vaughans Store which was started by Telia Vaughan Hughes' family in 1894; locally the house and store building were known as "Vaughan's Corner."

The temperature was down to zero on February 8 and the CHRIS GREENE brought in a big trip of freight with 50 tons to be reshipped to Charleston by truck. The terminal crew worked five hours pulling freight up the hill from the wharfboat and Jesse took the 10:30pm streetcar home.

The store was rented by a Mr. Martin who began moving in stock on the 14th while Jesse was putting the final touches on painting the interior. On the 17th he had moved his painting





The TOM GREENE was in the Louisville & Cincinnati trade in 1933. Competition for freight in the trade was the Ohio River Transit Co. with daily service by the FROMAN M. COOTS (2164) and the CARY BIRD (0895), both of which had been built as ferryboats.

FROMAN M. COOTS had been built as the steam ferry W. S. McCHESNEY, JR. (5662) in 1912. She had a steel hull 169x50x7 and was converted to diesel-electric drive and renamed in 1925. She was well suited for carrying automobiles which were shipped from both Louisville and Cincinnati.

efforts into the house and was working on the kitchen.

Jesse's diary for February 17, 1933 includes the following: "President-elect Roosevelt assassinated at Miami. Mayor Cermac (sic) of Chicago and others shot." This report proved to be in error: Joseph Zangara shot at Roosevelt but his arm was deflected and Mayor Anton J. Cermak was fatally wounded.

Justice was swift in 1933 - Zangara was executed March 20.

The Greene Terminal received a freight car load of harvester machinery for delivery on February 21, a sign of spring and optimism that the farm business would improve. Jesse was continuing with the redecoration of the interior of the house in Catlettsburg.

An improvement adjacent to the store building was a wash rack for automobiles. Mr. Orr, the workman who could handle any construction job, was installing brick pavement with Jesse's assistance.

There was an accident on the 25th aboard the ferry CHARLES HENRY STONE which was then running at Huntington. Bob Hamilton who had bought the boat from C. C. Stone of Pt. Pleasant, had his clothing caught in the drive machinery and lost his leg at the knee.

(See description and photo of the CHARLES HENRY STONE on pages 22 and 23 of the September Reflector. The steam engine was in the hull below the main deck with clutches and shaft drives to control the side wheels independently. Ed.)

The month ended with Jesse and Mr. Orr completing the installation of the brick pavement for the new wash rack. But when Jesse went to Ashland on the 28th for some sand and cement he discovered that a bank moratorium was in effect. Depositors could only withdraw a maximum of 5% of deposits. "Everybody short of cash" notes the diary.

#### MARCH

Wed. March 1: "Cool, cloudy. Worked on pavement; got it cemented at 1pm and quit. CHRIS GREENE in 5pm. - nice trip. Home on 10:30 car. Everybody short on cash."

Franklin Roosevelt was inaugurated president on March 4. Jesse implies that the depressed economy is the reason for his election which was undoubtedly the case, whatever ones politics might have been. The CORDILL came up with a light trip and the repaired QUEEN CITY is reported as leaving Pittsburgh. The bank moratorium had spread throughout the country and Jesse was unable to pay the crew at the terminal.

On March 6 the U.S. government declared a four day bank holiday nationwide.

On Saturday, March 11 Jesse was again unable to meet the payroll at the terminal. He described everything quiet.

The CHRIS GREENE extended her trip to Gallipolis on March 12 to bring down the old Gallipolis wharfboat. The Hughes family went along and Tom and Chris Greene were also on for the ride.

There was flood stage reported at Pittsburgh on the 14th and that same day the Huntington Bank reopened for business without restriction. (Those banks that without sufficient reserves were not permitted to reopen and had to either liquidate or merge with stronger banks. Ed.)

The river at Huntington was up to 30 ft. by the evening of the 15th. The QUEEN CITY, now running in place of the CORDILL, was up at 6:30pm. with a light trip. The next day there was a reported 29 ft. of water at Pittsburgh and it was raining and the river rising at Huntington.

The river continued to rise and was at 46 ft. on March 18. Goods were moved out of the terminal and onto the wharfboat as a precaution. On March 19, Sunday, the water was at 52 ft. at 8am. and the warehouse and offices were surrounded. Everything had been moved onto the wharfboat and Jesse stayed overnight at the terminal.

With the terminal shut down Jesse was busy on the telephone contacting shippers and tracing freight. The CHRIS GREENE lay below the Kenova Bridge and the flood reached a crest of 55.10 ft. at noon, March 21. The water was at a stand until the evening of March 22 and then began to fall slowly.

The river was back to 55.6 ft. when the LIBERTY came in on March 23 with a lot of Pittsburgh freight to be reshipped on the CHRIS GREENE. The water didn't leave the warehouse floor until 8pm. and the crew was busy scrubbing out.

On Friday, March 24 the CHRIS GREENE finally got up to the terminal, the water still at 52 ft. There was much to unload and reship and the boat lay at the wharfboat over night. Jesse went

home in the evening, the first time since the previous Sunday.

The Gallipolis wharfboat was beached out on the grade in preparation for dismantling as the river continued to fall.

Jesse and Telia closed the deal on the house at 426 4th Ave., Huntington with the Jefferson Insurance Co. and Mr. Pancake, evidently the owner.

The high water had covered the tracks for the incline car that hauled freight from the wharfboat to the warehouse. The city sent men with a hose to wash the sand away but without success. The track was finally cleared on March 31 after the remainder of the sand was scraped off. The CHRIS GREENE arrived at 6:30pm with a good trip and Jesse caught the 11pm streetcar for home.

It had been a strenuous month.

#### APRIL

There was difficulty getting freight up the hill to the warehouse on April 1 - sand on the incline track causing two derailments of the cargo car. It was a busy day moving freight accumulated during the high water period.

One of the terminal workers, George McCaskey, "went on a tear" the evening of April 2. Mr. Ryalls and Jesse spent the next afternoon looking for McCaskey without finding him but he later showed up and went to work.

On April 3 the towboat DONORA (T0622) arrived at the terminal with Carnegie barge #816 loaded with 11,000 bags of sugar. The DONORA was owned by Carnegie Steel but in 1932-33 she was under charter by Capt. Jesse Barbour and towing for the Louisiana-Texas Waterways Corp. The sugar had to be unloaded onto the wharfboat and then moved up to the warehouse and reshipped by rail cars and trucks. April showers held up the moving of sugar sacks from time to time but the weather was seasonably warm.

On April 8 Jesse notes the closing of the Huntington Bank and Trust Co.

The barge was finally unloaded by the evening of April 9 and the DONORA left for the south at 7:45pm. There were 7,000 sacks still on the wharfboat and Jesse had 60 laborers moving the sugar. The CHRIS GREENE came in at 5pm. and was out again at 9 o'clock in the middle of this pandemonium. The diary entry ends, "Home on the 11 o'clock car - a hectic time."

An unusual cargo handled by the terminal on April 5 was a shipment of 22 dam wickets to go up the river to Dam 21. Movable wickets were cumbersome, 4 ft. by 18 ft. of four inch oak and with considerable heavy hardware and usually shipped by barge. The QUEEN CITY picked up this bulky shipment on April 6.

Mr. Orr was hired to clean up around the new house at 426 5th Ave., Huntington and Jesse had the garden plowed. Lillian Hughes selected linoleum for the kitchen in the new house, Mr. Orr installed a new kitchen range and the family and Try Me Transfer handled the move from Catlettsburg on April 20.

Tom and Chris Greene came up to Huntington on April 21 and Jesse comments, "Talking boat" but does not explain further. He made a trip down to Cincinnati on the CHRIS GREENE on April 23 and went with Garland Kimble, Greene Line agent, to call on Lewis & Co. (one of the shippers?) the following day before returning home on the CHRIS.

On April 28 Jesse and Mr. Orr went to Catlettsburg to make a few repairs on the house and store, returning home at 6pm. "Edith Meek and hubby moving in our house today."

The TOM GREENE came up to Huntington at 6pm. on April 29 with 75 passengers from Louisville while the CHRIS took her place. The TOM was handling the regular freight traffic and





Here is the yacht NORTH STAR which Jesse Hughes boarded on May 25, 1933 for a trip to Pittsburgh. She had a wooden hull, 120x21.8x6.2, built by Joseph Dingle Boat Works, St. Paul, MN and two Winton diesel engines, 200 hp. each.

NORTH STAR was owned by Dr. William J. Mayo who with his brother had earlier owned the steam pleasure boats ORONOCO and MINNESOTA. In 1938 NORTH STAR was sold to Federal Barge Lines and then during World War II became a patrol boat.

left for down the river at 9:30pm. so the passengers saw only little of the sights of Huntington.

#### MAY

The month began very warm with the river at pool stage but in a day so it began rising accompanied by local rain at Huntington. By May 4 the wickets were being lowered on all Ohio dams below the Kanawha River.

Freight shipments were good. For example, the CHRIS GREENE brought in a trip on the 10th which included 50 tons to be reshipped to Charleston by truck. The terminal also handled a carload of Owens-Illinois glass and several carloads of rail spikes.

The river was up to 28 feet on May 11. Harry Maddy, Gallipolis banker and former packet clerk and purser, stopped in the terminal to visit.

The steamer WASHINGTON arrived in Huntington on May 12 for the first excursion of the

season. The river was now at 35 feet and rising and with more rain it was up to 40 feet on May 14. The CHRIS GREENE continued on schedule and had a nice trip when she landed at 5:30pm. that Sunday.

On May 17 the boat brought in a "heavy trip" at 8:20pm and the terminal crew had to work late. Now living in Huntington, Jesse could walk home after a late night.

The diary earlier mentions the drilling of a gas well, "across the railroad tracks from the store" at Catlettsburg which Jesse calls the Gwinn Well. The well came in on May 24 with a flow of 2,891 cu. ft. and a pressure of 670 psi. Because of his noting the Gwinn Well several times during May it may be that he had some financial interest in it.

The Drs. Mayo yacht NORTH STAR was on a trip to Pittsburgh and arrived at Huntington at 4am., May 25. Jesse got aboard as pilot with Capt. Jim Rowley partner. It was open river and

rising which gave the NORTH STAR a hard time getting past some swift places such as Sand Creek (below Ravenswood,) and later at the site of new Montgomery Dam construction. The SENATOR CORDILL was met near Wheeling, out on her first trip of the year while the QUEEN CITY was seen aground at Bakers Island..

The NORTH STAR tied up at Millers Landing in the Allegheny River at 6pm. May 29. Somehow, one of Millers' men dropped the oil pump into the river from a barge which ended the trip.

Jim Rowley and Jesse headed home by Greyhound bus on Decoration Day, May 30 via Coshocton, Columbus and Portsmouth. That same day word came that the mother of J. Mack Gamble had died in Clarington, Ohio

#### JUNE

On June 3, while the CHRIS GREENE was laid up for fog at Ripley, Ohio, Capt. Stickel died on

board. The CHRIS GREENE was late getting into Cincinnati and laid over one trip, the QUEEN CITY taking her freight. (Capt. Verner L. Stickel, age 56, was Chris Greene's father-in-law and master of the CHRIS GREENE. Ed.)

Burnice and Helen (Hughes) Prater with baby Richard left on the CHRIS GREENE this evening en route to Iowa.

Water was coming out of the Allegheny River and the rise was causing dams to be lowered on the Ohio on June 8. Both the SENATOR CORDILL and the QUEEN CITY were now operating in the Pittsburgh trade.

The CHRIS GREENE was late getting in on June 9 (10pm) which caused the terminal crew to work late. Word was received that the DONORA with another barge loaded with sugar to be unloaded at Guyandotte (upper end of Huntington) was on her way up the river.

On June 10, the CHRIS GREENE left for Cincinnati in the morning and Jesse notes, "Last trip this trade," evidently to be replaced by the remodeled freight boat KIWANIS. Interestingly, the next day the QUEEN CITY came up with the freight for Charleston and the KIWANIS arrived after midnight with the balance. The barge of sugar was unloaded without assistance from the Greene Line Terminal and the DONORA was downbound with the empty barge on the afternoon of June 11.

On June 13 the KIWANIS officially entered the Huntington trade as the regular boat and departed Cincinnati. The bigger and faster QUEEN CITY again brought her Charleston freight up for re-shipping and the KIWANIS was in after midnight. The KIWANIS continued to run a slower schedule than had the CHRIS GREENE, - Jesse was waiting for her at the terminal in the evening of June 21 but she didn't arrive until 3am the next morning. She was again running

late on June 25 with Jesse waiting around until after midnight for her.

#### JULY

A big event in 1933 was the Chicago World's Fair, A Century of Progress. Bill Pollock was pilot on the QUEEN CITY and asked Jesse to stand his watch while he and wife Betty went to the Fair. Jesse got on at Huntington on July 4 and the Pollocks left at Augusta, KY the next morning. The QUEEN CITY was held up at Augusta for four and a half hours while a loose wrist pin was fixed by the Frisbie mechanics from Cincinnati. (In 1999 Betty Pollock, 89, readily recalled that Jesse Hughes stood Bill's watch while they did the fair. Ed.)

The QUEEN CITY got into Pittsburgh about mid-morning on Sunday, July 9 and was out again at 6:30pm. Fog and the loose wrist pin had caused her to leave Cincinnati at 6:30am. on Thursday rather than 5pm. Tuesday so she was a little more than a day behind her schedule. The round-trip fare in 1933, Pittsburgh-Cincinnati was \$25 in the Texas or \$30 in the cabin.

Telia Hughes and Jesse's sister Lillian McClung met the boat on her down trip at Lock 20 on Tuesday the 11th to ride to Cincinnati and back. QUEEN CITY was two days behind schedule when she arrived in Cincinnati at 1pm. Thursday.

There was a big freight trip to load and boilers to be cleaned. Jesse, Tom Greene and Capt. Carney went down to Sadamsville (Cincinnati) to look over the U.S. Corps of Engineers boat MISSISSIPPI. (This is the present-day Becky Thatcher restaurant at Marietta. It would seem that Tom Greene was having ideas about a tourist boat Ed.)

Bill and Betty Pollock met the QUEEN CITY at Portsmouth on Thursday, July 13 after visiting the fair in Chicago. Jesse, Telia

and sister Lillian got off the next morning at Huntington.

Jesse received another call to do some piloting, this time on the SENATOR CORDILL. He got on the morning of July 17 and, after some fog delays, arrived in Pittsburgh shortly after noon on Wednesday, the 19th. The CORDILL was about twelve hours behind her schedule when she left Pittsburgh at 2am, on Thursday but that was packetboating, even on the improved river. Jesse was relieved by Capt. Shriver who got on at Pt. Pleasant July 21.

There was another call to fill in as pilot on Sunday, July 23 - this time on the towboat A. C. INGERSOLL with Chick Lucas as partner. They had six barges to take down to Cincinnati when Jesse joined the boat at Ashland. Bert Clore got aboard at Lock 33 to also act as pilot and Jesse got back home July 27.

#### AUGUST

August began seasonably hot. A very heavy rain the evening of August 3 flooded the streets in Huntington.

The QUEEN CITY came up with a "nice trip" the afternoon of Friday, August 4 while the SENATOR CORDILL went down about noon. Telia was in the office all day helping. By her schedule, the QUEEN CITY should have been in on Wednesday while the CORDILL was just about on time: even a reputedly fast boat such as the QUEEN CITY had difficulty regaining her schedule once she got behind.

The reason for Telia working at the Terminal office on a regular basis becomes evident when Lillian and Aunt Lillian (McClung) departed from Cincinnati to visit the Chicago World's Fair on August 8.

The CORDILL was delayed in arriving at Huntington Sunday, August 14 and got in at 3am. Monday morning with a "Big trip" including three carloads of soap.



19



33

## VACATION SEASON

All Fares on the

# "Ohio River"

via

The Ohio River Transportation Company

have been greatly reduced for the  
Summer Season of 1933

ROUND TRIP	Texas	Cabin
Pittsburgh to Cincinnati	\$25.00	\$30.00
Rochester to Cincinnati	23.50	28.50
East Liverpool to Cincinnati	23.50	28.50
Steubenville to Cincinnati	22.50	27.50
Wheeling to Cincinnati	22.50	27.50
Marietta to Cincinnati	15.75	18.75
Parkersburg to Cincinnati	15.75	18.75

The above fares include Meals, Berth and Transportation  
For Information, Phone or Address

The Ohio River Transportation Company

JOHN BARTON, General Manager

Foot of Wood St. PITTSBURGH, PA.

Phone: COurt 4822-4823

or

H. C. DONNALLY

Wharfboat: Foot of Twelfth St.

Wheeling, W. Va.

Phone 930



Steamer SENATOR CORDILL

Leaves Pittsburgh, Wednesdays at 4:00 p. m.

Leaves Cincinnati, Saturdays at 5:00 p. m.

The Steamer "SENATOR CORDILL" easily accommodates seventy-five people, the staterooms, all outside, are large and comfortable, well ventilated, and neatly furnished. She has extensive promenade and lounging deck space. The main cabin is wide and of massive and ornate construction, after the styles of the great steamboats of long ago. The table service and cuisine are all that one could reasonably desire.

The CORDILL didn't leave for up the river until 1pm. so was about 22 hours behind her schedule. (Can she make it up?)

Lillian Hughes returned from her trip to the Chicago Fair on August 15 accompanied by Mack Gamble. We digress to relate the circumstances of Lillian returning home with Mack in tow. Mack was teaching school in Monroe County, Ohio in 1933 so had the summer off. He had received an invitation from his friend Stogie White to make a trip on the CHRIS GREENE, Cincinnati-Louisville, and had driven to Cincinnati from his home the afternoon of August 12.

After spending the night in tourist rooms near Milford, Ohio the frugal Mack drove into Cincinnati early and had breakfast on the CHRIS GREENE at the wharfboat where he parked his car. Pilots were Lawrence "Bo" Allen and Drew Edgington for the daylight Sunday trip down to Louisville. Another passenger was Paul Seabrook and Mack met several other friends connected with the river.

After all day Monday in Louisville (where Mack took in the movie "Her First Mate") the CHRIS GREENE left at 5:30pm. Mack commented that pilot Edgington went up the back side of Six Mile Island for his benefit. The boat was delayed by fog and arrived in Cincinnati about 10:30 the following morning.

Clerk Dick Dickerson and Lillian Hughes were at the Cincinnati wharfboat looking for transportation up the river so teamed up with Mack, Dickerson driving Mack's car. They stopped to see General Grant's birthplace at Pt. Pleasant, Ohio, had lunch at Ripley and dropped Lillian Hughes off at Huntington about the middle of the afternoon. Dick Dickerson drove on up to his home at Kanauga, Ohio, opposite Pt. Pleasant, WV, and Mack arrived back at the farm at Possum Creek below Clarington at 8:30pm. Mack Gamble was a fast

driver if slow talker and always kept a log on such trips.

Freight shipments on the KIWANIS and the QUEEN CITY from Cincinnati ran heavy through the end of the month. Saturday, August 19 was particularly busy at the terminal when the KIWANIS came in at 1pm and out at 5 o'clock while the QUEEN CITY arrived at 3pm. and left at 7 o'clock. They left, "Lots of cars and soap," notes Jesse which required working on Sunday morning to pull some of the soap up the hill.

On August 22 Jesse notes, "Put on extra man to work today on account of N.R.A. Act." The National Recovery Act was one of a sheaf of legislation pushed by the Roosevelt administration aimed at relieving the effects of the depressed economy.. Employers were asked to hire workers and prices in return were regulated by agreements within industries. The N.R.A. would later be declared unconstitutional.

On August 24 Mr. Orr began tearing down a building at 512 Ohio Avenue which apparently was owned by Jesse. Catlettsburg or Huntington?

The CORDILL was down at 8pm., Friday, August 25, about eight hours late but she had some engine problem which was repaired at the wharfboat. The QUEEN CITY was in at noon on Saturday, August 26 so her schedule had slipped some more, now three days late. The KIWANIS arrived at 2pm. and the terminal crew worked late into the evening getting the Charleston reshipping out.

The CORDILL was up from Cincinnati on the 28th, with a big trip and the crew worked all night. The boat was now about one day off schedule.

The KIWANIS came up on the evening of the 30th with another "Big trip" and the terminal again worked all night. The lowered rates seem to have attracted additional business but we have no indication of the profit margins, probably pretty slim.

## SEPTEMBER

September 1, 1933

"Cool. TOM GREENE, QUEEN CITY and KIWANIS all leaving Cincinnati today."

September 2, Saturday

"Waiting on boats. Nothing going on. TOM GREENE in at 9pm. with a big Louisville-Charleston trip; left at 11pm. KIWANIS in at 10pm. QUEEN CITY in at 11pm. Busy tonight. Lillian went to Charleston."

September 3, Sunday

"Warm, light rain. Ryalls and I went home at 3am. Working today, all day. CORDILL down 11am. with a good trip. Telia at Catlettsburg on conference preparations."

The ISLAND QUEEN was in Huntington on its fall tramping trip on September 6 and went out with 600 people for a Moonlight. Jesse, Telia and Lillian were on board. The SENATOR CORDILL came up with a good trip.

The QUEEN CITY was down with a light trip on September 7 and the river was full of dead fish, the result of a run-out from the Monongahela River.

Jesse went aboard the towboat E. D. KENNA on September 9 to stand watch as pilot for a trip - Wilbur Chapman, master; Emory Edgington, pilot.

LaRie Greene, Capt. Chris Greene's wife, was reported as "very low" with typhoid and pneumonia at Cincinnati on September 10.

On September 12, 1933 the KENNA was back up at Huntington and the SENATOR CORDILL and the QUEEN CITY were tied up at the Huntington landing that day by the U.S. Marshal. (Bob McCann, long associated with the GORDON C. GREENE and later with the DELTA QUEEN had been working on the CORDILL and left her at this time to join the Greene Line. Ed.)

The QUEEN CITY was released under bond on September 16 to proceed to Pittsburgh and continue in service while the SENATOR CORDILL remained at

Huntington in charge of the U.S. Marshal. The QUEEN CITY was back down on September 19.

Capt. James "Shoofly" Wright was buried at Pt. Pleasant, WV on September 17.

The QUEEN CITY and KIWANIS kept the terminal busy with incoming freight for the remainder of the month. Outgoing freight included apples being shipped to Cincinnati and on two occasions the LIBERTY came down with reshipping for Cincinnati.

## OCTOBER

The QUEEN CITY laid up for the last time at Pittsburgh on October 4, 1933. Her last stop at Huntington on her way up the river had been on October 2. Capt. William S. Pollock rang the stopping bell for the last time while young Paul V. Bennett, in the office, would thereafter call himself, "The last mud clerk."

Jesse caught the 2am. bus for Cincinnati on October 3, met Garland Kimble and drove on to Louisville with him, arriving at 11:30am. The purpose of going to Louisville is not mentioned but probably to meet with shippers and he was on the TOM GREENE when she left for Cincinnati at 5pm.

Tom and Chris Greene with Jesse again looked at the U.S. MISSISSIPPI which was tied up at Fernbank - this is the second time such an inspection is mentioned and it appears that consideration was being given to acquiring the boat.

Now Jesse, Chris and Tom were off to see the fair and took the 2:20pm. Pennsylvania train for Chicago and checked into the Hotel Brevoort at 9pm. The American Legion convention was also in Chicago and Jesse reports "a big time with the Legion" at the fair the following day. The fair and Chicago Museum of Art occupied the three tourists until the evening of October 7 when they caught the 9:20 PRR train for Cincinnati. There was some





After being sold at auction on November 25, 1933 for \$2,125 the QUEEN CITY was dismantled at the foot of Wood Street, Pittsburgh.

She became the Pittsburgh wharfboat as seen here. Behind her is the "Show Boat," a floating night club, with the Wabash R.R. bridge below.

delay when the train hit a car at Logansport, IN killing two men. Jesse continued home on the bus from Cincinnati on October 8.

The LIBERTY was having a wheel shaft replaced at Pt. Pleasant and the towboat SMOKY CITY, filling her place, brought freight down on Huntington on October 13. (SMOKY CITY was a diesel, sternwheel towboat built by Charles Zubik in 1928 and towed a barge to handle the LIBERTY's freight. Ed.)

Chris and Tom Greene came up to Huntington on October 19 to attend the U.S. Marshal's sale of the SENATOR CORDILL. John W. Hubbard, the Pittsburgh Shovel King, was also on hand and protected his investment by buying the boat for \$7,500 on October 20.

#### NOVEMBER

The election on November 7 was of interest throughout the U.S. because of the question to repeal the 18th Amendment to the Constitution. This had prohibited liquor and beer early in 1919 and the 21st. Amendment was offered to rescind this action. The

repeal was handily passed and the states ratified it on December 5, 1933.

The SENATOR CORDILL left Cincinnati on November 14 on her first trip to Pittsburgh under the management of Capt. Fred Hornbrook. On November 25 the QUEEN CITY was sold by the U.S. Marshal at Pittsburgh to John W. Hubbard, principal stockholder, for \$2125. The QUEEN CITY never ran again and after major dismantling became the Pittsburgh wharfboat.

The LIBERTY laid up temporarily at Pittsburgh and the CORDILL switched her schedule to depart on Mondays beginning November 27, 1933.

#### DECEMBER

On December 6 Jesse and Tom Greene left Huntington on the B&O sleeper for Pittsburgh. They were at Charles Campbell's office at 10am. December 7 and then went to American Bridge Co. at Ambridge, PA and had lunch with one Jack Taylor. Back in Pittsburgh in the afternoon they looked over the remains of the

QUEEN CITY which was being dismantled at the foot of Wood Street. Jesse caught the evening B&O train back to Huntington while Tom left for Cincinnati. A clue as to what Tom Greene was considering is the fact that Jesse was making drawings for a barge design a few days later.

The thermometer was at 18 degrees on December 28 and Jesse notes, "Blizzard all over the country. Busy on freight till noon. KIWANIS out early this morning. CORDILL down before noon, - light trip. River at 16 feet, stationary."

December 31, 1933

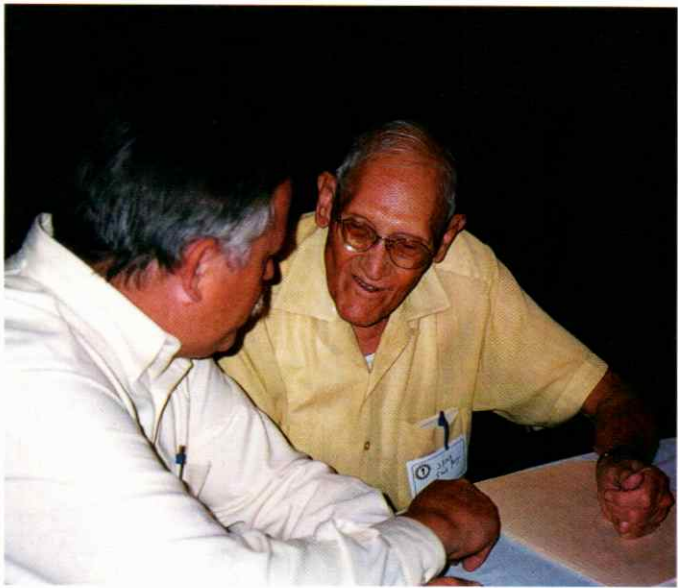
"Cloudy. Left Huntington 7:30, Charles & Mrs. Arthur, Telia & I. Got in Cincinnati at noon. Both Greene boats at Louisville for the holidays. Drove on (Rt.) 42 to Louisville. Left Cincinnati 2pm. arriving 5pm.

Went to a cafe with Tom Greene for supper. Spent evening on wharfboat. Rain all afternoon. Putting up dams to (Number) 36. River falling at Cincinnati.

New Years Eve 1933 - stayed on TOM GREENE tonight."

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Tom Dunn and Jim Swift confer about the route home.



C. W. Stoll enjoys Helen Prater's attention.



Sharon and Bob Reynolds



Rick Kesterman, Anne Mallinson and Tom Greene, Jr.



Capt. Charles Henry Stone, O-K Chapter Engineer.



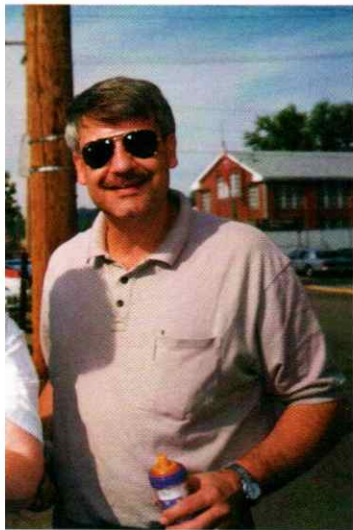
Lucy Stoll and Lee Sutphin in a quiet corner of the hotel.



"So, I'm taking up two parking stalls. Any problem?"  
Right - Helen Prater quizzes Sherrie Torner, owner of the purple Kenworth, about long distance trucking.







newest S&D member.



Capt. Bill Carroll was the banquet speaker.



an Burks and Allen Hess.



Above - Nelson Jones & crew put on the big show.

Right - Keith Norrington and his favorite boat.



PHOTOS BY  
 Fred Rutter, Robert Lodder,  
 Keith Norrington, Judy Patsch,  
 Jack Mettey, Jeff Spear, Fred  
 Way, Gary Frommelt, Bee  
 Rutter, Allen Hess.  
 The Editor thanks you all!







### ENGINE ROOM OF THE DELTA QUEEN The Latest Addition to the S&D Collection

Those miniature rooms that one finds in a number of museums around the country are fascinating - the exact reproduction of furniture, wall coverings, pictures and architectural details is mind boggling. We have in past years run photographs of such miniatures of the Texas Lounge and the pilothouse of the DELTA QUEEN executed by Philip "Chad" Smith of Bath Maine. Now we have a miniature engine room by another artist and it is hard to imagine more "stuff" than in an engine room.

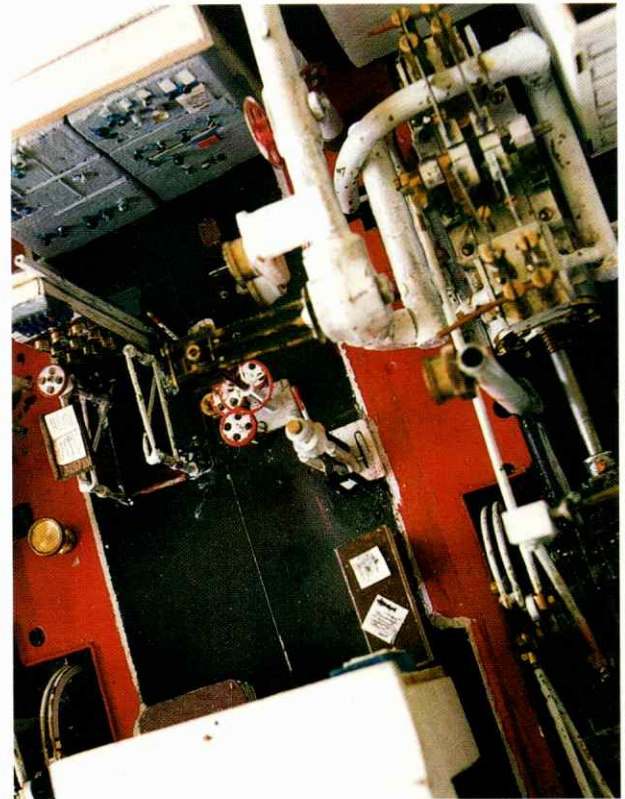
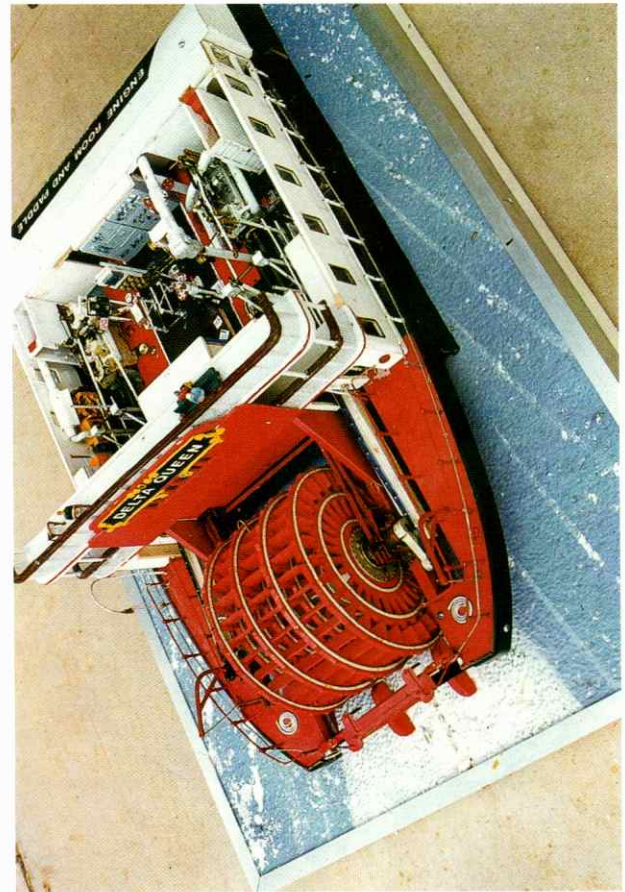
This scale, working model of the DELTA QUEEN's engine room was constructed by Fred Crawford, Mesa, Arizona between 1991 and 1996. Fred and wife Florean were frequent passengers on the boat and Fred spent many hours measuring and photographing the engine room and all the machinery and details within.

Fred took the information he obtained back to his home and went to work. The result after five years is as you see it, down to the auxiliary diesel generator and the clipboards with check sheets hanging below the gauge panel. This masterpiece is operable with air pressure.

Fred Crawford died June, 1999 and the model was presented to S&D by Florean Crawford. It is fitting that it was delivered while Mrs. Crawford and her family were on the DELTA QUEEN on a trip from Pittsburgh to Cincinnati in August 1999.

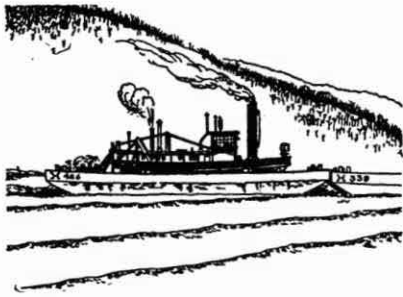
Those attending the recent annual meeting had the opportunity to examine the model during the Friday evening reception. It is now prominently on display at the Ohio River Museum in the visitors' reception area, a taste of the displays available within other rooms of the museum.

\* \* \*



THE REAL McCOY OR THE MODEL?





## RECOLLECTIONS OF TOWBOATING

by Capt. E. Clare Carpenter

### CHAPTER TEN THERE'S ALWAYS SOMETHING NEW

One of my more pleasant, but at the same time difficult, trips was on the WESTERN in the fall of 1959.

The Big Four barge line companies decided to negotiate one blanket labor contract for all licensed personnel in 1959. For reasons I never understood, after three or four meetings, the companies called a lockout that lasted four months, practically the entire summer. When the agreement was finally reached and we were starting up again I came out on the WESTERN as pilot on the basis of seniority.

*(According to The Waterways Journal and Inland River Record, the "Big Four barge lines" were American Commercial Barge Line - 19 boats; Federal Barge Line, Inc. - 10 boats; Mississippi Valley Barge Line - 23 boats; and Union Barge Line - 10 boats. Ed.)*

The WESTERN was tied up at the Valley Line landing in Cincinnati when the crew went aboard. It consisted of Capt. Robert Lips, master, I was pilot, Capt. Lowell McNickle, mate, Elijah Tucker, watchman and Jesse Brinker, chief engineer. I don't recall the rest of the crew members but we all met there, did the necessary things and departed for Pittsburgh.

Upon arrival at the U.B.L. landing on Neville Island our southbound tow was waiting. It consisted of a new Moran Towing Co. tugboat that was lifted out of the water on chains between two barges but was still drawing a little over nine feet, several loaded and empty barges and the big towboat SPRAGUE. The SPRAGUE had been loaned to the city of Pittsburgh by Vicksburg, Mississippi to be an exhibit during the city's bi-centennial celebration in 1959 and was now going back home.

The SPRAGUE was a monster, 276 ft. by 61 ft. in the hull with another 45 ft. to include the paddlewheel, and was too wide to lock beside two standard barges. We didn't have a 35 foot wide loaded barge with which to pair her so we faced the WESTERN up on a standard load straight on the starboard side and then put the SPRAGUE alongside the barge and the boat.. It came out about even as far as length goes but the real problem was that the SPRAGUE blocked off completely the pilot's view on the starboard side.

I had brought the SPRAGUE up to Pittsburgh from Parkersburg with the LEHIGH in April but that was on open river and now we had to lock. Our first nighttime locking was at Number 10, Steubenville, when Capt. Lips was on watch. It must have been bad for when I came on watch at midnight he said, "No more locking with this mess after dark. Take her down to Follansbee and tie up."

The next night we were at Captina Island near Powhatan Point, Ohio and the following night we tied up at Raven Rock, above St. Marys, West Virginia. Here we were invaded by Capt. Hiram Carpenter and what seemed like most of the population of the town. The next day, due to fog and lock traffic, we only made it to just above Lock 18 below Marietta, about thirty miles. It went on like this for a whole week until we finally changed pilothouse crews with Capts. Payton and Aubic on the NORTHERN and brought her back up the river.

Another incident on the WESTERN that I'm sure would have been thrilling had I known what was happening occurred while going down into the Markland Lock one night on a flood. I got in too close to the bank and wound up in the pocket about 1,200 above the lock entrance. I backed up and killed out the headway, then backed the stern out and backed in again to throw the head away from the bank. When the head was out where I wanted it I came ahead to get going but the head started back to the bank. The rudders wouldn't go over to steer out so I figured there was a log that had become fouled in them someplace.

Capt. Carl Maxwell was in the pilothouse and asked, "What are you going to do now?" There was no room to get a log out of the rudder there so I said, "Let's let her float down into the lock. I'll keep the starboard engine backing slow and come ahead on the port at whatever speed we need to keep moving. If the head takes out we can back in and tie up to one of the mooring posts." It all worked out: I came ahead on the port wheel until I had the headway I wanted and then stopped it. I let the starboard engine continue to back, worked the backing rudder and never did a better job going into that lock.





ABOVE - On April 8, 1959 the mighty SPRAGUE rounded the bend below Belpre, OH, slowed and Clare got aboard for Pittsburgh.  
BELOW - The SPRAGUE looks big passing under the B&O bridge, LEHIGH was doing all the work. Photos by John King.



After we were tied up in the lock chamber I started coming ahead and backing to try to get the log out of the rudder. Orval Burton, the chief, called up and asked if I had just been coming ahead on the starboard side. When I answered, "Yes" he replied, "I have news for you; - there wasn't any water coming out on that side." The shaft had broken and the propeller had turned around in the Kort Nozzle and fouled the rudders. So, in fact, we had floated into the lock while the backing starboard engine was just rolling the shaft around. So much for piloting skills.

We left the lock very slowly, floated down the river about a mile to some big trees and tied up. We were on our way to turn the NAVIGATOR so early the next morning that boat came along and took both tows back down to Twelve Mile Island. With the northbound tow tied up she then took our tow and the WESTERN down to Paducah for repairs.

The LEHIGH was one of the boats built by Dravo for Union Barge Line just after the war. She was completed in 1945 and had National Superior engines with a total of 2,260 horsepower. I was assigned as master on the LEHIGH in 1960 for a few months just before she was sold to Sioux City & New Orleans Barge Line and recall one tight spot while on her.

We had started out from the Union Barge Line landing at Neville Island early in April with a tow to be taken down to Cairo. It was high water and around Madison we transferred the pilot to another boat and Capt. Willie Smith took his place. I knew that Capt. Smith did not have a great deal of experience in going into the Louisville Canal on high water so told him to feel free to call if he needed any help when we got there.

It was about 5:30 in the morning and we were just starting down through the Louisville harbor. Things looked OK and Willie hadn't yelled so I went on to breakfast. About halfway through breakfast the mate, Warner Shaw, came charging in and said, "You'd better get up there! He has missed the canal." Sure enough, we were down outside the head of the island and still moving. John Brake, the chief was also at the breakfast table so I said to him, "You had better get back into the engine room and get ready to stop this mess," then took off on a run for the pilothouse.

By the time I got upstairs Willie was starting to turn pale. I rang the engine room for all there was and since John knew the situation we got just that. The LEHIGH vibrated, shook and rattled but started to slow down. I got her turned around until the stern was in an eddy above the head of the canal then back we shoved but very slowly. After awhile we got lined up

close to the shore at the foot of 6th Street and then moved down into the canal.

Just another day when one became fully awake suddenly.

I stayed on the LEHIGH until coming home July 13 for time off after bringing her up from Cairo to Neville Island, my last work on her. Also on July 13, 1960 Capt. Moten Stanley died, a well respected pilot and a notable character with his share of legends with Union Barge Line.

In the fall of 1960 I made what must have been a record trip for slow time from Pittsburgh to Cairo. This was on the PENNSYLVANIA which had been built by Dravo in 1947 and was comparable to the LEHIGH in size (ten feet shorter) and power. She was a good, dependable boat and I do not remember her ever being in any serious trouble.

Business was so bad that fall that the company decided to take a small tow to Cairo from Pittsburgh and then lay the boat up and send the crew home. We left the Union Barge Line landing on September 30 and, typical for October on the Ohio, the fog set in. Then someone had a barge or two they wanted us to take. Then there was more fog and more calls to pick up a barge here or there. By the time we reached Louisville we had all the barges we could handle.

Below Louisville there were lock delays with more fog. It was eighteen days from the time of departure until we finally arrived at Cairo, a trip which usually took eight or nine days. By then, the traffic department had come up with a full tow for us to bring north. The PENNSYLVANIA didn't have to tie up so some times it pays to be slow.

One morning in April 1963 the secretary and business agent of our Masters, Mates & Pilots union in Pittsburgh called me. "I have a good job for you if you want in. Mr. Connelly of Gateway Clippers has the excursion boat GOOD SHIP LOLLIPOP down at Memphis and needs somebody to go get her, - said he'd pay good wages."

"When is this adventure supposed to happen?" I asked.

"Three or four days," was the answer.

"Well, I have some problems. My brother Jim died and the funeral is tomorrow. Then you know that according to our contract I am not supposed to work for anyone but the Union Barge Line. And, last but not least, I am not a Mississippi River pilot."

The agent said that he had already cleared it with the company and it was OK with them as far as the pilot job was concerned. "As for the piloting, the boat is only sixty-five feet long, draws four feet of water and has a depth finder. As dumb as I am I could handle that job. Call Mr. Connelly today if you're interested," and he hung up.

So, I called John Connelly and told him I was interested in going to Memphis to get his boat. He told me when the GOOD SHIP LOLLIPOP was supposed to be in Memphis and informed me that it wouldn't be like "those fancy hotel boats" I worked on. There was no heat, a mattress on the deck in back of the pilothouse was the bed, an ice chest for food and a two-burner gasoline stove for cooking were the crew comforts. "It will be something like camping," said Mr. Connelly. Oh yes, the boat's fuel tanks would only run her about thirty-six hours and, oh, I would have to run her all night as the other pilot would only do the running in daylight.

On April 11 I caught the afternoon plane to Memphis and called Frankie and Johnny's Boat Store from the airport. There was no report on the LOLLIPOP but they invited me to come on down and stay on their boat. The boat store barge handled about anything needed, from toothpicks and watermelons to engine parts and fuel. There were two or three rooms on the top deck where crew members could stay while waiting for their boats to come in, a free service that at times also included a sandwich or two if the person was broke.

I had put in a long day and was tired. Besides, there was no telling what tomorrow would bring so I went to bed soon after arriving on the barge. There was no telling how often the sheets and pillow cases were changed but by the way they looked that night it was about time. The room was beside the office where a television was running a good old Nashville hillbilly show but I was able to cope with the bluegrass music and finally dozed off for peaceful slumber.

Then the marine radio blasted forth at full volume: "WX93710, the UNITED STATES to the southbound boat at Hickman Bar Light."

"ZA44366, FREEDOM to the UNITED STATES, come in UNITED STATES."

"UNITED STATES to FREEDOM, which side do you prefer?"

"FREEDOM back, one whistle will be OK by me."

"UNITED STATES back, one whistle it will be. WX93710 Clear." And this went on all night. Just as I was about asleep someone would call to arrange passing information or have a conversation about the family or when they had last seen Jerry Hawkins or just to talk about the river and the last boat they were on.

The LOLLIPOP came in about ten o'clock the next morning and I saw my new command and met the crew. The pilot, Jack, was from Pittsburgh and a regular company employee. The cook was Richard, from Florida and ready to go back home while the captain whom I relieved was also from Florida and was already on his way back there. The captain had taken care of the fuel problem by getting two 55 gallon drums and filled them to

give us an extra day of running. He had also ordered groceries which included a nice supply of T-bone steaks so it was up to Richard to decide whether or not we would go hungry.

The GOOD SHIP LOLLIPOP was a steel hulled excursion boat built at Erie, Pennsylvania in 1958, 65x17 feet with a 275 horsepower Caterpillar diesel engine. She had come around from Erie by way of the Great Lakes, Illinois and Mississippi Rivers and for a time had been at Ft. Lauderdale, Florida.

We left Memphis about 11 am. April 12, 1963 and I visited with the fellows for awhile before taking a nap. Richard had one of the T-bones ready for supper and I went on the all-night watch at Gold Dust Light, Ashport, Tennessee. The river had been at flood stage a short time before and a lot of the channel lights were either out or washed away completely and about half the buoys were gone off station.

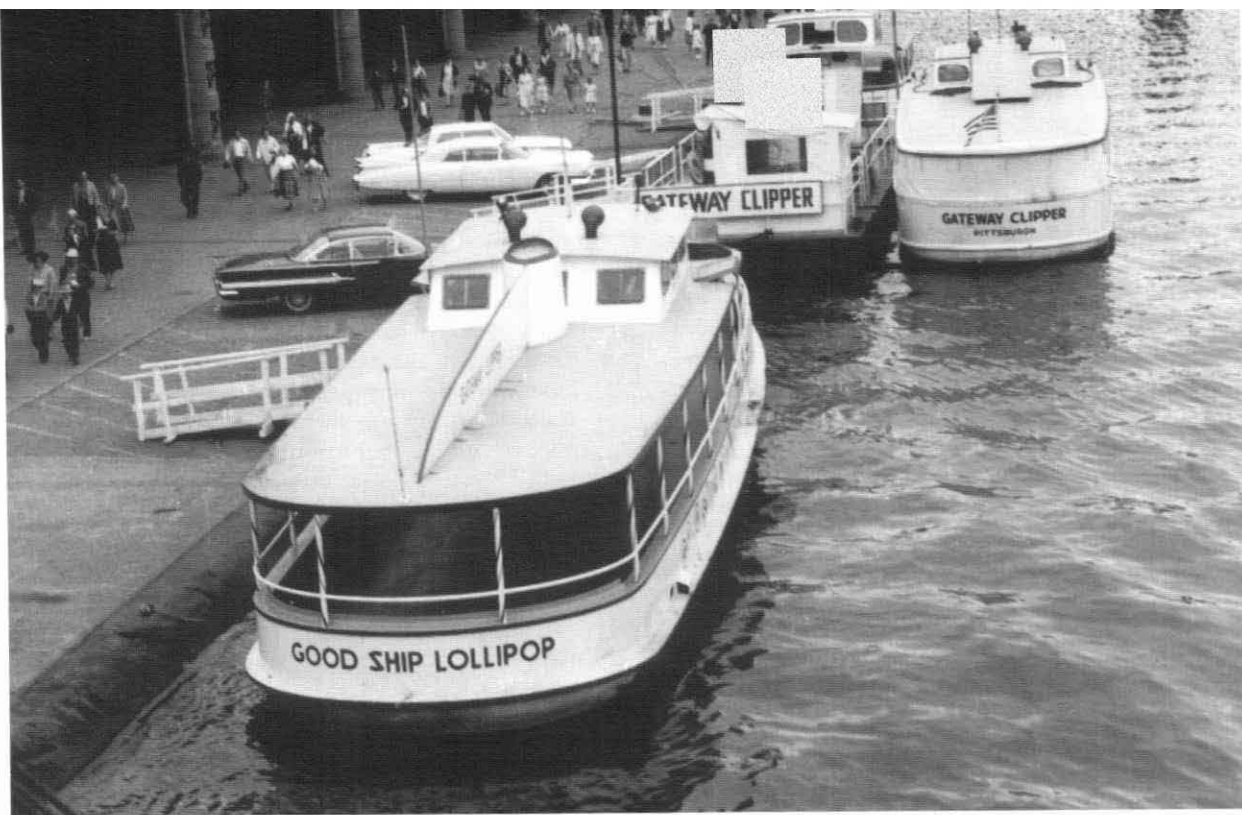
As the sun went down it started to get cold. I had brought all the winter clothes I had been using, at home, anticipating that they may be needed after Mr. Connelly had warned that there was no heat on the boat. But, they were far from enough as the temperature went down to the mid-thirties and before morning I was covered up with a heavy army blanket around my shoulders and two Number 2 oil lanterns on the deck beside my feet.

Aside from trying to keep warm the navigation routine was about as follows: Try to read the navigation chart with a flashlight; look for buoys or lights with a searchlight that had a range of perhaps half a mile; watch the depth finder to be sure we weren't running up on a sandbar and steer the round-bottomed boat that danced around like a cork in a boiling teapot. Never have I worked so hard nor been so cold while doing it.

Most of the time the depth finder showed 25 feet or more, usually in the 25 to 45 foot range, but at one spot just above Caruthersville, Missouri the hand was well over past the 100 foot maximum reading mark. If the depth finder was accurate beyond 100 feet then it had to be at least 125 feet deep which was to me an unbelievably deep place for so far up the river. Later, pilots well posted on the Mississippi confirmed that there is a real deep place there. My watch ended at Bixby Towhead, just above Tiptonville, Tennessee.

We arrived at Paducah about seven the evening of the second day and, as instructed, I called Mr. Connelly. He of course wanted to know how things were going and I said, "Fine, except I damn near froze." He asked how cold it was and when I told him that the temperature was supposed to go down to freezing he inquired if there was a safe place to tie up and leave the





Here is the Gateway Clipper fleet at the Monongahela Wharf, Pittsburgh in 1963 after arrival of the GOOD SHIP LOLLIPOP. The GATEWAY CLIPPER on the outside is the first of the name, replaced by a larger boat a little later. Photo by W. E. Reed.

boat for the night. You can bet that we lost no time in locking up the GOOD SHIP LOLLIPOP and heading uptown to the Irvin Cobb Hotel.

Now that we were on the Ohio River I didn't have to look at charts but we still had the cold. Sometime after midnight the next day we had to wait for a double locking at Lock 46 near Owensboro, Kentucky. After they put the second locking in I tied off on the lower guide wall and walked up to the lower gate to the shanty the lockmen used to get in out of the rain and cold. It had an electric heater inside and I just sat down on top and waited until the lock was ready for us. It felt real good for a little while.

I checked in with Mr. Connelly when we reached Louisville and we proceeded on up the river. At Maysville, about three in the morning, the engine began to throw a fit. It would almost stop and then speed up and then slow down again. I headed for the bank and called the crew to get a line out to a sapling then we went to the engine room to investigate.

The coiled spring that held the fuel pump open had broken off. After some discussion on how to fix it I inquired if by chance there was a piece of heavy wire around. Someone came up with a length of farmer's baling wire so we doubled it up and twisted it into a coil. After some experimenting to get just the right length and tension we were ready to go again. We farm

boys patted ourselves on the back to have repaired a modern diesel engine with a piece of wire from a hay bale.

From then on things went all right until we got up to Lock 12 at Warwood above Wheeling where we had a delay. Poor Richard the cook couldn't get any sleep for from Lock 23 on above the distance between locks averaged about twelve to fifteen miles and we were running about eleven miles per hour. Just about the time Richard dozed off it was, "Richard! Time to make a lock." The only good thing Richard could see was that every lock brought us closer to Pittsburgh and the bus that would take him back to Florida.

They were repairing the gates at Lock 12 and the job would take twenty-four hours or more. The lockmaster decided not to lower the wickets on the dam so boats could pass through but would let everyone wait until the job was finished. The Union Barge Line SOUTHERN was tied up at the lower guide wall and would be the first boat to lock through when repairs were completed. We arrived about 11 am. and tied up on the SOUTHERN and went aboard at dinner time for a meal. Capt. McNickle said that we all looked like we could use a bath and some shuteye so invited us to find a bed and take a nap. We not only took a nap but stayed for supper, spent the night and had breakfast;

towboats are never short on hospitality for other boat people or someone connected with the river.

We got up to Pittsburgh at 7:30 pm. the following evening where Mr. Connelly met us. He took Richard to the Greyhound station to catch the first bus south while I put up at the Roosevelt Hotel for the night. It had been some trip, - something like camping as John Connelly had predicted.

After the expedition with the GOOD SHIP LOLLIPOP I was home for about two weeks before being called back to work on the SOUTHERN. For most of the rest of the year I was working on either the SOUTHERN or the NORTHERN, boats comparable in power and both built by Dravo but not twins. The SOUTHERN had been built in 1953, was 167 ft. long with twin Superior diesels totalling 3,250 horsepower while the NORTHERN was built five years later and was about twenty feet shorter. The rudders on the SOUTHERN extended a foot back of the hull of the boat and she was one of the best steering and handling boats I think I ever worked on. The EASTERN and the WESTERN also had the longer rudders but no two boats are exactly alike and the SOUTHERN just seemed a little better than the others..

One evening, just after watch time, Orval Burton the chief engineer called up to the pilothouse, real excited, and said, "Stop the starboard engine; we have a first class fire down here." We were about two miles above Gallipolis Lock but had dead pool water so I sounded the fire alarm and ran the port engine slow. In a few minutes, someone called back: "OK, but don't run the starboard engine." The cause of the fire was a broken oil line under pressure that was spraying hot oil on the very hot exhaust manifold. When the engine was stopped the oil pressure dropped and there was no fuel for the fire so it went out. Wonder what would have happened if Orval hadn't been in the engine room at the time the oil line broke?

There was one exciting incident while I was working on the NORTHERN. One evening just before dark I was going down the Ohio at Lawrenceburg, Indiana when, for some reason we never could explain, the face wires which hold the boat to the stern of the tow on the starboard side broke. I was meeting the upbound VALVOLINE of Ashland Oil and the head of my tow started out in front of him. I couldn't back because that would have made my tow go out even faster. The mate, Marshall Walker, ran out of the lounge and started to double up a hemp line where the wire had broken.

While he was doing that I called Capt. Kent Booth on the VALVOLINE and told him what had happened so he immediately started to back and

twist the head of his tow away from us. We managed to avoid a head-on collision but my tow still hit the side of the VALVOLINE's tow without, however, damaging it any. There was a small dent in one of our barges but it could have been even more exciting, - the VALVOLINE had a full tow of crude oil.

I always liked the EASTERN, for her good handling and enough power to do the job but not enough that you had to worry about running barges under or running up in some farmer's field if your attention strayed for a few minutes. The rooms were very small but there were two extras so unless we happened to have guests I always slept in one and used the regular captain's room for an office. The kitchen was on the second deck, away from some of the engine noise and closer to my room and the pilothouse. All around, she was a good boat.

The only bad spot I ever got into with the EASTERN was coming up on a fast rising river from Cincinnati. Bud Weber, head dispatcher, said to pick up a 195x35 load of stone at Carntown, Kentucky, about eight miles above New Richmond, Ohio. I mildly protested that we would have to put it beside the boat and with conditions the way they were it was not a good idea. However, we brought the barge of stone along and things went OK until we got to the Greenup Lock.

When we were ready to leave the lock it was necessary to get the head of the tow away from the lock wall and pointed in toward the bank so the current would not take the tow around the end of the wall and back through the dam. Bud's barge was on the side of the boat next to the wall, sticking back thirty feet behind the EASTERN's stern. Brother Wilson was on watch and tried everything he could think of but in no way could he get the head of the tow away from the wall. After about two hours Capt. Merdie Boggs came down from his landing with the FRANKLIN B. and a single empty barge. He tied off the empty in the small lock and took the FRANKLIN B. around outside and pushed the head of our tow sidewise away from the wall so we could safely get out of the lock.

Another problem with a loaded barge alongside the boat in high water is an extra amount of drift going through the propellers. The drift cannot get away to the side. After Greenup we got into lots of drift and the propellers were chopping it up. It was hanging on the backing rudders and struts so that we had to stop and back every little while to clear the drift out.

When I came on watch February 2, 1968 at 6 am. we were at Guyandot, the upper end of Huntington, and it was dark and pouring down rain. About five minutes later, before Wilson left

the pilothouse, there was a thud in the stern that shook the whole boat. We were in close to the Ohio shore but headed out into the river and current. I started to steer back towards shore but the rudder wouldn't go past center. When I stopped the port engine and then came ahead on it again the tachometer jumped up above 300 and then settled back to normal. I knew then that we had broken a propeller shaft and the prop had turned around in the Kort Nozzle to foul the rudder. By then the head of the tow was out in the current and it was clear that we were going to turn around. Ho Boy!

Wilson had seen the JOHN LADD DEAN making up tow down at the Ohio River Company's landing when we came past. I got on the radio and Capt. Arlie Brotherton on the DEAN answered. I reported what had happened to us and asked if he was in shape to come and help us get landed. His answer was, "I'm going across the river light boat so I'm on my way." I came ahead on the starboard engine until the stern was well away from the Ohio shore and then started backing. The backing rudders were working and backing helped to turn us around but I almost overdid it; when I came ahead again the barge on the side went back into the trees. About that time the steering rudders came free as the propeller had dropped out into the river. (Never did find it.)

Meanwhile, the DEAN had come in sight and the radio sounded something like this:

"I'm coming as fast as I can, Clare. Looks like you are in fine shape about 200 feet from the West Virginia shore. Keep your stern as close to the Ohio shore as you can.

"Can't come any faster. If I do we will run under."

"Where do you want me to get hold of your tow"

"Do you think we can tie to that big cottonwood? Everything looks OK."

"I'm just about ready to hook on. Turn your port light around a little so I can see better."

Talk about moral support. With the DEAN's help we had no trouble getting to the big cottonwood. It may have been possible to get there on our own but it would have been kind of tight with only one engine.

After getting landed, we took two or three barges to be delivered to Pt. Pleasant out of the tow and took them up the river to the O-Kan Harbor. That evening we went on the drydock and the broken shaft was removed. A truck came down from Pittsburgh overnight with a new shaft and propeller. Soon after 6 pm. the next day we were back in the water and headed down to the big cottonwood tree and our tow.

In late February 1970 the company sent the SOUTHERN to Port Arthur, Texas to have new engines installed. We were having a masters' meeting in Pittsburgh and someone was needed to take her from Baton Rouge to Port Arthur. Capt. Robert Lips had a doctor's appointment, Capt. Carl Maxwell had just started on time off so no one was interested. I had been off for major surgery since just before Christmas but had been released to go back to work, had always wanted to make a trip through the Intracoastal Waterway so got the job.

The SOUTHERN had been laid up at Cairo and towed down to Baton Rouge several weeks earlier. I got a plane from Pittsburgh, was joined by Mate Carl James in Charleston and arrived at Baton Rouge about 6 pm. Everything was supposed to be ready to go when we got there but the SOUTHERN was tied up above town, completely dead and nobody aboard. There were, however, an assistant engineer and two pilots waiting for our arrival so after talking with Ron Roush in the New Orleans office we decided to go up to the boat and start things going.

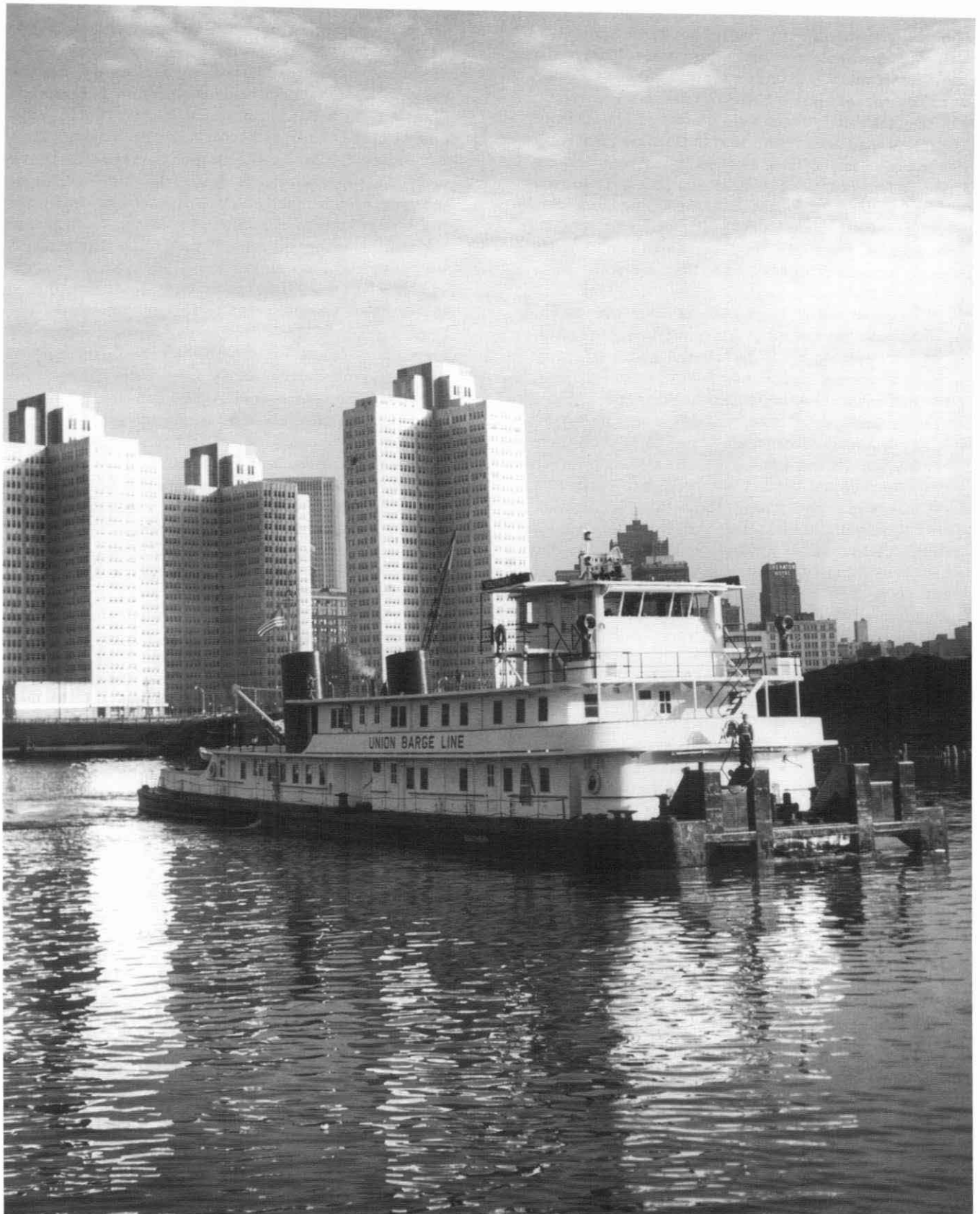
We got a tug to take us up and put us aboard the SOUTHERN. The engineer got a light plant ready and turned on the air to start the engine: there were two weak chugs and then silence. Carl, the mate, found some lanterns and two flashlights and the engineer went down into the hold. After banging around awhile he announced that we were out of air as whoever had secured the SOUTHERN at Cairo had failed to shut off the main valve from the air tank and pressure had leaked out. The tug had plenty of air but no high pressure hose so it went back to the landing to look for hose.

Meanwhile, we were getting hungry. There was some bread that was not too stale and the dry storeroom held canned tuna, canned fruit and jelly. Our supper was a feast of tuna and jelly sandwiches. Eventually, the tug returned with a hose, also the chief engineer and part of the deck crew. Finally, at about 11 o'clock, we got the lights going.

Along with the air hose and crew members the tug had brought the good news that the cook was in New Orleans instead of Baton Rouge. I talked with her by the radio-telephone and told her to catch the first bus to Baton Rouge then called Ken Fife in Pittsburgh to report our troubles. After ordering groceries for the trip I wakened Carl (who had gone to bed) and gave orders to call me when we were ready to go and then went to bed myself, a little after 1 am.

Carl announced that everything was ready, groceries, cook and all around 4:30 in the





The SOUTHERN was built by Dravo at Neville Island, Pittsburgh in 1953. Here she poses in front of the newly completed Gateway Center complex buildings on the Point of the Golden Triangle, Pittsburgh about 1960.

SOUTHERN was a duplicate of the WESTERN and EASTERN, 167x36.5x11.5 with two Superior diesels, 3,250hp. These boats had rudders which extended a foot beyond the stern and were good handlers. Renamed GOLDFINCH in 1970.

morning. We were to take two loads and two empty barges with us and they were located in three different fleets strung out over a distance of maybe three miles. The tugs were busy so we had to pick up ourselves and since neither of the pilots had been on the SOUTHERN nor any boat nearly as large I decided to do the work myself. The fact that the pilots had spent some time in a local bar while waiting for us also affected my decision.

As it turned out, the barges were not covered up too much so by the time breakfast came along we were ready to go into the lock and the Port Allen Canal leading down to Morgan City. The lock was tied up with traffic so I told the pilots to go ahead whenever the lock was ready and I went back to bed.

We got into the Port Allen Lock at one in the afternoon and that afternoon I got my first real look at Cajun Country. It was the last day of February so I had to make out the payroll but I wanted to see all possible so stayed up until they had made the Bayou Sorrel Lock. It was almost midnight before I went to bed, very tired.

But at 1:15 am. Carl came in and said, "Capt. Imel said we are coming to Morgan City and he wants you to come up and help him run the bridge." About all I knew about Morgan City was that it is in Louisiana. I had, of course, never seen the bridge but it didn't take long to see that we were in trouble.

I said, "Looks like we are going to get awful close to that pier."

The pilot answered, "Captain, we are going to hit that pier."

With that I half pushed and half knocked him out of the way and jerked the throttles all the way back. But it was too late and we hit the crib of piling that was around the pier to protect it. There was timber flying around higher than the pilothouse and there was not one piece of that piling left when we got stopped. Well, we tied up and put the tow back together, got things cleared with the bridge tender and then got underway again.

The following morning, just before noon, we got to the ship yard at Port Arthur where we were met by Ron Roush from New Orleans, William McCormick, Alan Edwards and Rudy Dermotta from Pittsburgh. I paid off the crew and made out the last payroll for the SOUTHERN; when she came out with her new engines she was transferred under lease to Cardinal Carriers, Inc. and renamed GOLDFINCH. The next morning McCormick, Dermotta and I returned to Pittsburgh after my one and only trip over the Intracoastal Waterway.

The largest tow I ever handled was with the NORTHERN, the third boat of the name and not

the one mentioned earlier in this narrative. The first NORTHERN was owned by Mississippi Valley Barge Line and had been so named by Central Barge Line in 1951. That boat was renamed PEORIA by M.V.B.L. in 1959 when Union Barge Line wanted to name its new boat NORTHERN. The Union Barge Line boat was renamed REDBIRD in 1967 when she was leased to Cardinal Carriers, Inc., a Dravo subsidiary.

The new U.B.L. NORTHERN came out in 1968 and had 5,000 horsepower and structurally similar to the new PEACE which was built a year earlier. Capt. Reese Lloyd was in charge of fitting out the boat and arranged the furnishings in the captain's quarters to make considerably more room as compared to the PEACE. Also, she wasn't nearly as noisy as her sister boat which made her altogether more comfortable for living.

I got aboard the NORTHERN at Paducah one morning about 5:30 to relieve Capt. Joe Wizba. Walker's tug took me out to where they were making tow alongside Owen Island. Capt. Wizba came down to get on the tug to go ashore, gave me the office key and said, "Everything is OK. Capt. Wick Fry is on watch and has the layout. See you later, Clare."

Just then the breakfast bell ring. I said hello to the crew and started to eat and was about halfway through when Mate Ed Dunlap came in. "Captain, Wick said for you to come upstairs. He wants to know what to do with thirty-seven barges."

I gulped, - "You mean we have thirty-seven barges?"

"That's right. Twenty-eight loads and nine empties," and Ed went out the door. I lost interest in breakfast.

But, we did OK with thirty-seven up the river to Mt. Vernon where we delivered seven loads. Then, we were met at the Dade Park Bridge by the WESTERN which took fifteen from us for the trip up to Pittsburgh. The company wanted the NORTHERN to come fast to get into the Union Barge Line landing to meet a sailing date south from Pittsburgh. So, we took the light half of the tow and left the 3,250 horsepower WESTERN with the rest which seemed to annoy Capt. Lips no end.

When I finally decided to retire on July 1, 1972 there were only six days to work in June because of my accumulated time off. The dispatcher called me twice and I begged off but when he called the third time there were only seven days left and I had to go. Before fully deciding on the July 1 retirement date the superintendent of transportation had agreed that Mabel could come along on the last trip, even though it was against the company rules.

The company wanted me at Neville Island early the morning of June 23 to run some tests on the NORTHERN which had just had an engine overhaul. When we left home for Pittsburgh that morning it was really pouring down rain and it wasn't any less when we got on the boat at Neville Island at 8 o'clock. The river was almost at flood stage and the big spar to the landing boat that was also the walkway was standing at a sharp angle.

Not more than fifteen minutes after we went aboard there was a call from Louis Gilberto, the dispatcher, and the conversation went like this:

"Clare, we have twenty-five feet of water here now, flood stage, and we are expecting thirty-five feet by tomorrow. Dashields Lock will be going out of operation in one hour; can you take three empties off the lower end of the fleet, deliver two of them and pick up three loads at J&L, Aliquippa? Then, pick up one load at Baden and get down through Montgomery (Lock) before they close."

"But Lou, we only have half a crew and the stores haven't been delivered."

"Go ahead and see if you can make it. We will get the crew and stores to you somehow, somewhere."

We left Neville Island at 9 o'clock and just made it through Dashields. We delivered our empties and started to get our loads when the landing foreman at J&L called and asked me to move some barges for him. I answered that we had rush orders and he would have to call the office if he wanted the barges moved. After about an hour of radio and phone exchanges it was decided that we would help out.

The job of shifting barges which we figured would take no more than three hours took ten and by then the Montgomery Lock was long out of operation. After we finally got things shaped up we tied up to the big steel pier at J&L's Acid Dock and the river kept rising. At almost every place nearby the river was over the banks with all kinds of fishing and pleasure boats and debris floating by. The rest of the deck crew had arrived about 2:30 pm. so we were all set there. During the night we were called to go over to Ambridge, across and a short distance up the river, to get a partly loaded barge that was hanging up under an overhead crane.

All of the foregoing had occurred on Friday and it was late on Saturday afternoon before the crest passed. By Sunday morning the river had fallen about four or five feet and things were looking better.

Then I went downstairs and found that Mabel had fallen on a wet floor in the kitchen and had dislocated her shoulder. We took her up to the Aliquippa Hospital for attention and then started down the river for Wellsville about four in the

afternoon. This was starting out as less than the retirement pleasure trip we had expected but that's the river.

There was a lineup waiting for the Montgomery Lock but we got through about dark. Nobody seemed to know whether the New Cumberland Lock, the next one down river, was in operation and their radio was out so we tied up at the Freeport Sulphur Dock in Wellsville for the rest of the night.

On Monday morning we ran light boat down to New Cumberland and Mabel got off at the lock to catch a bus back home to Belpre. While there we picked up some groceries and the first boat locked up after the high water closing so we went back to Wellsville for our tow. After again staying over night tied off at the sulphur dock we left about mid-morning on Tuesday and proceeded down to Weirton, Steubenville and Follansbee area to make our usual barge deliveries and pickups.

On the afternoon of June 28, just two hours short of my official retirement time, I changed over to the upbound WESTERN at Belleville. Due to the river conditions and the resulting upset of boat schedules the dispatching office could not get a relief master to the boat so I agreed to stay on until we got back to Neville Island.

I'm sure that those last twelve days on the NORTHERN were the worst of my piloting career and none of us who witnessed the rapid rise of the Ohio to past flood stage will ever forget Hurricane Agnes. My last work as master for Union Barge Line ended at Neville Island at high noon, July 4, 1972.

But this was not quite the end of my piloting for U.B.L. On August 18 I went on the EASTERN at Neville Island as a trip pilot. We took a tow down to below Parkersburg, exchanged with another boat and came back to Pittsburgh. Then we made a quick turn around and took a tow down to Lock 47 where we traded with the NORTHERN and I went over on her. Coming back up the river we met the WESTERN at Lock 46, traded tows and went back down to Cairo.

After making up a lower river tow at Cairo on September 5 we went down the Mississippi until meeting the MARINER at mile 926 and traded tows. I got off to come home from Louisville on September 10.

The U.B.L. dispatcher called again on September 26 in need of a trip captain and this time I got aboard the GOLDFINCH at Lock 17. We went down to Cannelton Lock and changed tows with the REDBIRD. I got off the REDBIRD after coming back up to Louisville, October 3, 1972.

That was the finish of my forty-two and a half years on the river. It was an interesting, mostly rewarding life and looking back the changes during those years were remarkable.

\* \* \*



**STEAMBOAT MAIL  
INLAND WATERWAY MAIL ON BOATS  
AND  
MANUSCRIPT NAME-OF-BOAT MARKINGS**

Henry A. Hudson, Jr.

The arrival of steamboats on our inland waterways opened a new era for the movement of the mail, both public and private. Until around 1856 this mail took the form of stamp-less covers or letters as adhesive postage stamps were not required until January 1, 1856. Even though the first U.S. postage stamps were issued in 1847 there were never enough to go around and many of the smaller post offices, and most post offices in what was then "the West," never got them.

A typical stamp-less cover was simply a folded letter sheet that was sealed with wax and taken to the post office for mailing. The postmaster used a hand stamp, not unlike what is still in use today, to mark the post office of origin. Most of these hand stamps were circular and used with black, blue, red or green ink. The date stamps were provided by the Post Office Department but if the office did not generate enough revenue the P.O. Department furnished nothing and the postmaster posted the letter in manuscript. These are called manuscript cancels or manuscript postmarks.

The postmaster applied a fee schedule to the letter based on the distance but, depending on the rate schedule in effect at the time, it could also be based upon weight. The fee was marked on the letter in either a hand stamp or in manuscript and most were "due rates" that the recipient had to pay at the destination. The sender could also pre-pay the fees and then the word "Paid" was stamped or written in manuscript. Stamp-less covers or letters are highly collectible for both their postal markings and also for historical content as well.

Now, along comes the steamboat and a system has to be developed to manage the mail within this transportation network. Compensation also had to be provided to the owner of the boat so contracts were established with the Post Office Department to move mail on a regular basis. Responsibilities had to be delineated for the mail service involving steamboats and decisions made as to who would get the mail contracts, routes established and frequency.

The inland waterways markings fall into four categories, generally speaking. The first of these is the "steamboat" and "steam" markings with their associated rates using various hand stamps. These markings all mean the same thing, i.e. carried by a steamboat. Their form can take the shape of straight line markings, circular,

scroll or ornamental markings. These markings are without the name of the boat.

The next group are the inland waterway markings of the route agents. These were applied by U.S. Post Office Department employees called route agents who were in charge of the mail bags carried on steamboats having actual contracts to carry the mail. Most of these marks denote the name of the route. The shape of the markings is usually circular but ovals and boxes have been found.

The third group of inland waterway markings is the name of the boat using handstamps. These "name of boat" markings were applied to the letter by the boat's clerk using circle, oval, box, diamond or ornamental designs.

The final category of markings shows the name of the boat made in manuscript. In this category the boat's name was simply written on the face of the letter. These are often found on Bills of Lading.

It is not uncommon to find variations of the categories discussed above. Letters with name-of-boat markings in manuscript often have "Steam" and rate markings made by hand stamps.

Manuscript name-of-boat" markings could have been made by the clerk of the steamboat after the letter was delivered to him or it could have been placed there by the writer of the letter in anticipation of it being sent on a particular boat. Even in the days when steamboats were commonplace, schedules were not always reliable and letters that were pre-marked could have been carried by another boat that just happened to come along first. To be absolutely certain that a letter was actually carried as marked requires research on the arrival and departure schedules such as river news in contemporary newspapers or annotations on the letter itself and matching the letter with other evidence. In any event, the name of boat markings indicates the intent of the letter writer that it go by steamboat rather than by land transportation. In most cases, but not 100%, what is written on the letter is what actually happened.

During the stamp-less mail period, before 1856, there were hundreds of steamboats in service. Some lasted a few months while others served for many years but in the vast majority of cases the remaining letters that they carried are the only tangible evidence that has survived from this segment of our history.

Let us now examine some examples of the letters carried on steamboats with name-of-boat markings in manuscript. A brief description of the letter is provided along with information on the boat to enable the reader to look back into this fascinating time.

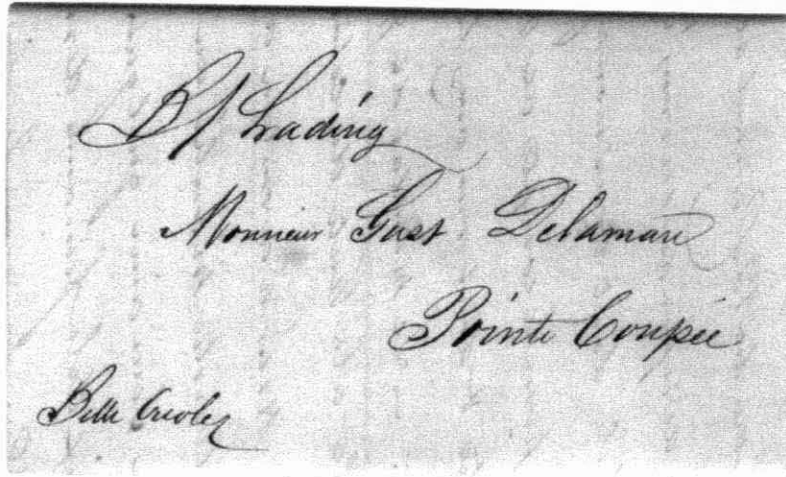


Figure No. 1 Stampless Bill of Lading With Manuscript *Belle Creole*  
New Orleans, Louisiana, November 15, 1845

FIGURE NO. 1 A Bill of Lading (B/Lading) carried on the BELLE CREOLE (0491) datelined New Orleans, November 15, 1845. The letter, written in French, accompanied goods sent to Pointe Coupee, LA. BELLE CREOLE (first of the name) was a sidewheel boat, built in Cincinnati in 1845 and dismantled in 1852.

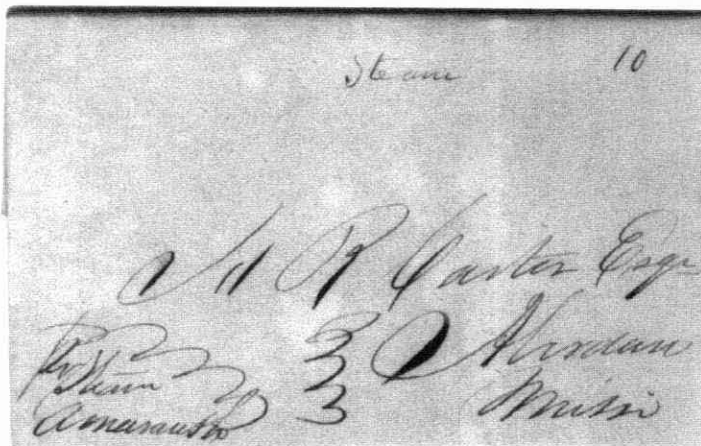


Figure No. 2 Stampless Folded Letter With Manuscript *Amaranth*  
Columbus, Miss. April 6, 1847 Script Steam 10

FIGURE NO. 2 Business letter carried on the AMARANTH (0218) datelined Columbus, MS on the Tombigbee River, April 6, 1847. The letter was sent to Aberdeen, MS, farther up the Tombigbee, and the word "Steam" and the rate of 10 cents is noted in manuscript. AMARANTH was a sidewheeler built in New Albany, IN in 1845, home port Mobile, and snagged on July 14, 1848.

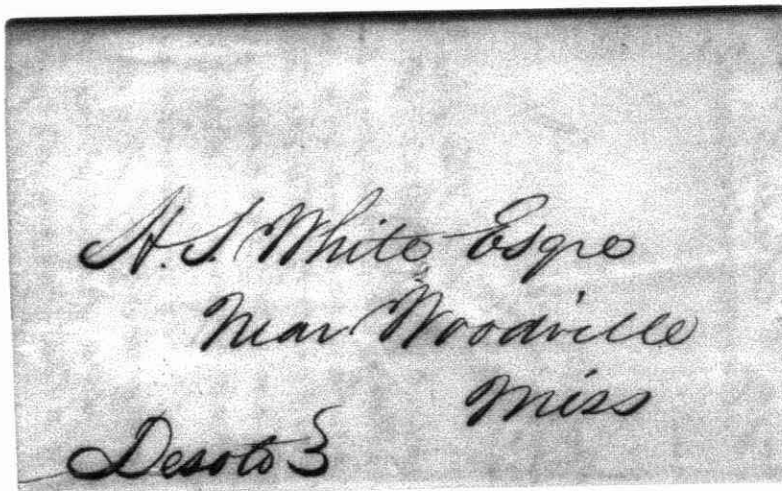


Figure No. 3 Stampless Folded Letter With Manuscript *Desoto*  
New Orleans, Louisiana July 29, 1843

FIGURE NO. 3 An invoice for goods carried on the DESOTO (1515) datelined New Orleans, July 29, 1843. The letter was sent to Woodville, MS, the recipient living "Near Woodville." DESOTO, one of eight so named found in Way's Packet Directory, was built at Jeffersonville, IN, 1841, home port New Orleans and dismantled in 1857.

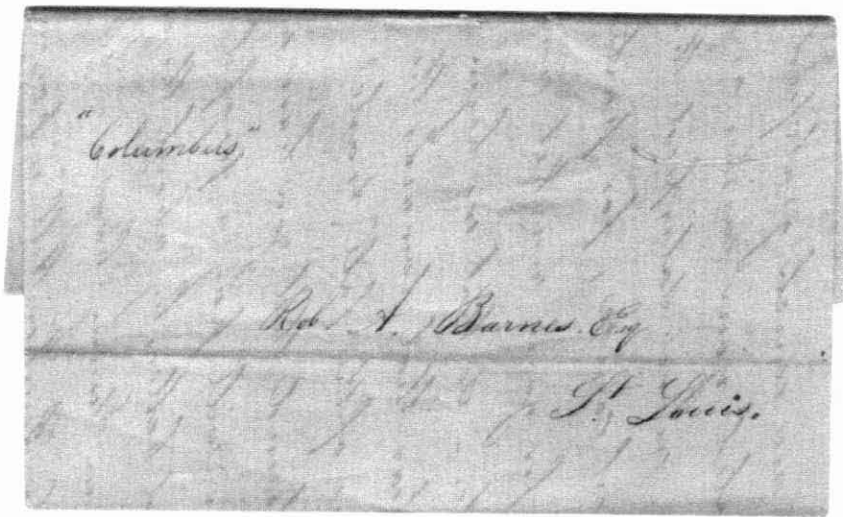


Figure No. 4 Stampless Folded Letter With Manuscript *Columbus*  
New Orleans, Louisiana May 19, 1852

FIGURE NO. 4 A letter about sugar purchases and carried on the COLUMBUS (1255) datelined New Orleans, May 19, 1852. Interestingly, the letter was written on the back side of the New Orleans Price-Current, Commercial Intelligencer and Merchants Transcript which was a newsletter giving prices for exports from New Orleans and the wholesale prices for exports and imports. COLUMBUS was a sidewheel boat built at Jeffersonville, IN 1850, home port St. Louis, and dismantled in 1856.

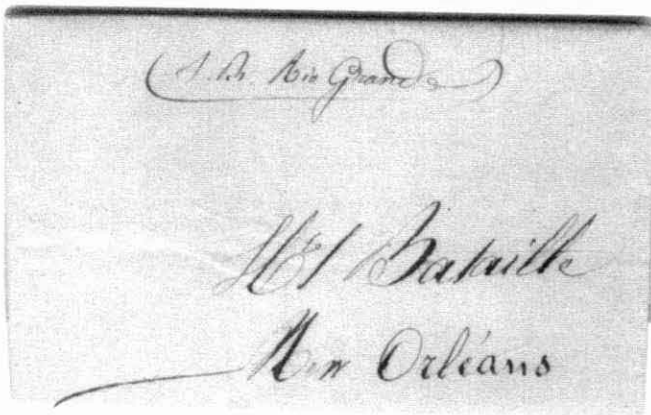


Figure No. 5 Stampless Folded Letter With Manuscript *Rio Grande*  
Port Barre, February 25, 1848

FIGURE NO. 5 A business letter written in French, datelined February 25, 1848 and carried on the RIO GRANDE (4760) from Port Barre, LA to New Orleans. The sidewheel RIO GRANDE was built at Jeffersonville, IN in 1846, 149.8x24.5x4.8, owned by Offutt Bros., St. Landry Parish. She was dismantled in 1852.



Figure No. 6 Stampless Bill of Lading With Manuscript *Kate Kearny*  
St. Louis, Missouri March 24, 1849

FIGURE NO. 6 A Bill of Lading carried on the KATE KEARNEY (3231), St. Louis to Warsaw, IL. The dateline on the B/L is March 24, 1849, freight charges for store supplies including three barrels of whiskey at the rate of 15 cents per 100 lbs. plus 50 cents for the bill. This boat was built at St. Louis in 1847 and owned by the St. Louis & Keokuk Packet Co. She exploded her boilers at St. Louis February 16, 1854.

A study of steamboat mail crosses many interests - stamp collecting, steamboating, general history, genealogy and many others. Reading the documents associated with that time in our nation's history reminds us just how important our inland waterways were to the development of

the country. It also shows how important the steamboat was to the development of the waterways as a transportation network, before the coming of the railroads and in many remote areas for years afterwards.

\* \* \*



## JOHN M. SWEENEY AUTOBIOGRAPHY

Letter to F. Way, Jr., October 31, 1924

My grandfather went to Wheeling from Pittsburgh in 1830 when about 24 years of age. He was a molder and was a partner of Mitchell at Pittsburgh.. Started a foundry at Wheeling and a glass works with his brother who was a glass maker. I once asked him why he left Pittsburgh and he said because he could ship from Wheeling a month later in the fall and a month earlier in the spring.

My father learned glass making and on retirement of the brother (who had made money enough to retire on) about 1850, succeeded him. Continued until the breaking out of the Civil War. Meantime, in 1849 my father married and as he much preferred mechanics to glass, started a machine shop with my mother's father who was a machinist, - firm name, John Moore & Co.

This business and the glass business as well as the foundry was all in the same block of ground fronting on Main Street, North Wheeling and what is now 4th Street and running to the river. On this ground is now the North Wheeling Pottery Co., near the head of Wheeling Island.

The foundry business was run by my grandfather, Thomas Sweeney, my father, A. J. Sweeney and (his) brother T. C. Sweeney (later the steamboat operator) under the name of Sweeney & Co. who in 1860 or 61, after the death of John Moore, took over the machine shop and enlarged it. Sweeney & Co. operated until 1875 and were succeeded by A. J. Sweeney & Son - my father and myself.

I graduated from W&J College class of 1869 and served three years apprenticeship with Sweeney & Co. and was superintendent of that company until 1875. The business of both concerns covered a large product (line) in addition to marine including rolling mills, blast furnaces, nail factory and all kinds of general machinery. Sweeney & Co. built the machinery for about 50 boats, A. J. Sweeney & Sons for some 85 and the latter firm began contracting for complete boats; designed hull and cabin and operated, either directly or indirectly, the shipyards and jointer plants.

In 1891 A..J. Sweeney & Son built the APALACHIE, a composite hull - steel frames and bulkhead but with wood skin and deck - as far as I know the first composite boat built on or for Western Rivers.

My father died in 1893 about which time our business was incorporated as the General Engineering Co. and moved to Chicago. I sold out in 1898, since which time I have maintained an office in Chicago as consulting engineer covering a great deal of marine work for all classes of vessels.

In 1912-13 I was assistant to the president at Craig Co. Shipyard on Pacific coast. In 1915 and 16 I had charge of the fabrication of 15 steel boats for rivers. The fabrication was done in bridge shops in Chicago and assembled and launched at river points and were the forerunner of fabricated ships as later developed in 1917 and 18 for World War use.

In 1917, was general manager in establishing the Fraglor Shipyard on the Delaware River and laid down the wood ships built there. In the latter part of 1917 - organized the shipyard at Pensacola, Florida, building a complete steel yard there of original design and completing ten ships of 9,000 DWT each.

Am now working out some modern designs for steel riverboats with steam or Diesel drives. If you want any additional let me know.

John Sweeney died Monday, April 13, 1925. The following references to Mr. Sweeney are found in the River Scrapbooks in the Fred Way, Jr. Collection, Inland Rivers Library. SC-4::8; Sketch of his life SC-4:20; His life by F. W., Jr. RN 1925 73; Article on early steamboat engines SCN 4:39; many of his doings SCN6:7;

\* \* \*

## PAYROLL OF THE Z. M. SHERLEY, 1887

While doing some research on the local history of the SUNSHINE which later became the excursion boat PRINCESS (March issue) Alan Bates came across the payroll for the ferry Z. M. SHERLEY (5900) which was also owned by the Louisville and Jeffersonville Ferry Co. The SHERLEY had been built by Howards in 1873, 153x36x6 ft.;

## DECEMBER 1887

Pilot, N. M. Mullen	\$65
Engineer, Madison Dugan	75
Collector, Cyrus Wright	65
Striker, George Stuart	30
Fireman, Geo. Berkley (col.)	35
Line, Bud Dugan (col.)	30
<b>Night Boat Crew: -</b>	
Pilot, Henry Dugan	\$65
Engineer, John Canary	60
Collector, Wm. Haley	65
Striker, Wm. Bowman	30
Fireman, Quincy Adams	35
S. Line, Harry Good (col.)	43
<b>Other Crew: -</b>	
Watchman, Geo. Summers	\$30
Watchman, Sam Dorsey	30
Carpenter, Add. Northam	45
Tickets, Wm. Ewell	25
Scrubber, James Short	30
Seller, Charles Hentze	25
Total Payroll	\$1,070

"S. Line" may mean "shore line" or deckhand.

## NEW S&D BROCHURE HELP REQUESTED

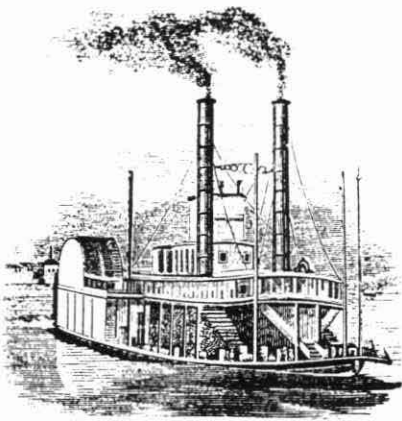
The new S&D informational brochure was announced during this year's annual meeting. The Membership Committee has produced a very attractive promotional piece in color which outlines the history, purposes and projects supported by S&D.

The new brochure is well written and attractively illustrated including information on the regional S&D chapters and the annual meeting. Once in a great while we hear a new member comment that he thought our membership requirements were similar to those for the D.A.R. or Sons of Confederate Veterans. The new brochure should scuttle any such excuses for not joining up and we want to get copies out to places frequented by likely prospects.

Allen Hess, Chairman of the Membership Committee, asks for suggestions from members for distribution of the new publication: museums, historical societies, libraries, excursion boats, others. Our focus is the Mississippi River System but we have members countrywide and in Canada so suggestions need not be limited to the midwest and environs.

Send your suggestions complete with address and contact person to: **Allen Hess, 17 Sandpiper Lane, Pittsford, NY 14534.** Your assistance will be appreciated.

\* \* \*



## - OBITUARIES -

### MABEL CARPENTER

Edith Mabel Carpenter, 92, widow of Capt. E. Clare Carpenter, died at Camden-Clark Memorial Hospital, Parkersburg, WV. She had been in frail health since Clare's death in 1997 and lived in her home in Belpre with a companion.

Mabel was born May 3, 1907 in Noble County, Ohio to the late Otis and Marilla Lowe. She graduated from Beverly, Ohio High School in 1925 and was a graduate of Ohio University. She taught in rural schools in Lincoln and Logan counties of West Virginia for two years before attending college and then taught in Morgan County, Ohio.

Later, she was a news reporter for the *Marietta Times* and the *Parkersburg News* for twenty-five years and provided good coverage of the S&D annual meetings for the *Parkersburg News*. She also wrote articles which appeared in *Woman's Day* and *Family Circle* magazines.

Mabel Lowe married Clare Carpenter in 1938 and moved to Belpre the following year. Those who have been following Capt. Carpenter's "Recollections of Towboating" in this magazine are well acquainted with his courtship of Mabel and the life of the Carpenters in Belpre.

Mabel and Clare were regulars at S&D meetings going back fifty years. Some may recall that one year Mabel won a trip on the DELTA QUEEN, made available by The Delta Queen Steamboat Co. The Carpenters also made other trips on the D.Q. for both loved the river and history.

Mabel is survived by three sons, Edward of Upper Sandusky, Ohio, Scott of Jupiter, Florida and Lowell, Aurora, Illinois and daughter Alice West of Bettendorf, Iowa, twelve grandchildren and twelve great-grandchildren.

Burial was in the Beverly Cemetery, Beverly, Ohio.

\* \* \*

## BRUNNHILDA SWIFT

Brunnhilda B. "Bea" Swift, 84, wife of James V. Swift, died in St. Louis on October 5, 1999. She had been residing in Delmar Gardens West in Chesterfield, Missouri for several years and died following a stroke.

Bea was born in Columbus, Ohio and graduated from Washington University, St. Louis with bachelor's and master's degrees in library science. In the 1940s she was a librarian in the main St. Louis Public Library and after retiring in the late 1940s worked at several church libraries and for *The Waterways Journal*. She married Jimmy Swift May 16, 1947.

Bea sang in several church choirs and in the Washington University Chorus. She was a volunteer with Talking Tapes for the Blind, a collector of dolls and teddy bears. She was active in the St. Louis Puppet Guild and Greater St. Louis Doll Club.

She is survived by her husband James V. Swift.

We thank Kenneth Buel and Keith Norrington for the information.

\* \* \*

## - BACK COVER -

The last formal group photo of the honorable S&D members that we recall was taken by the late Steve Hoag on the river bank by the hotel in September 1952. This was when the Capt. Tom Greene light was dedicated. Another group photo was long overdue and Allen Hess agreed to try.

It was like trying to herd cats but Allen managed somehow to catch the crowd just right. Too bad some of us with impaired hearing didn't heed the order, "Hats off!" It's wonderful!

Color prints, 8x10, are available for \$10 postpaid. ALLEN HESS, 17 SANDPIPER LANE, PITTSFORD, NY 14534.

Thanks from all of us, Allen.





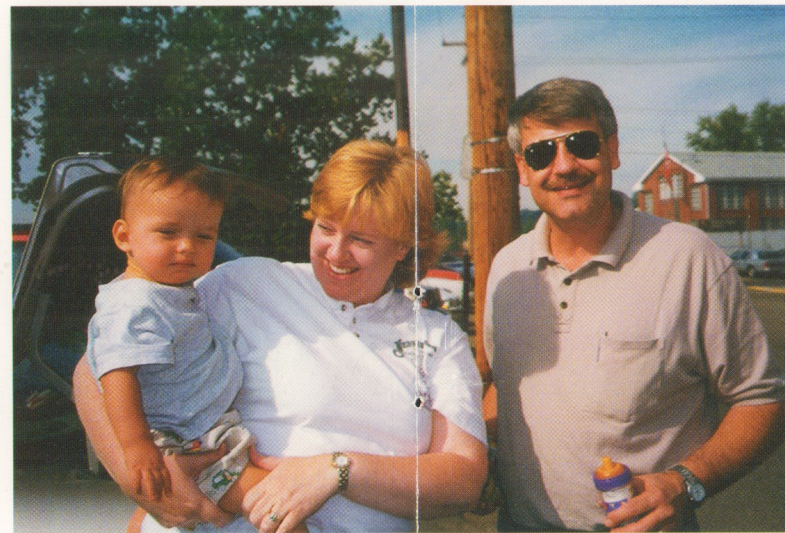




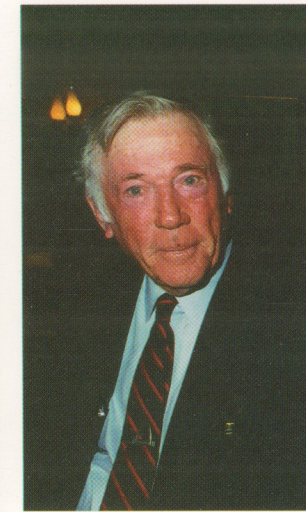
Tom Dunn and Jim Swift confer about the route home.



C. W. Stoll enjoys Helen Prater's attention.



Sharon and Bob Reynolds with newest S&D member.



Capt. Bill Carroll was the banquet speaker.



Rick Kesterman, Anne Mallinson and Tom Greene, Jr.



Capt. Charles Henry Stone, O-K Chapter Engineer.



Susan Burks and Allen Hess.



Above - Nelson Jones & crew put on the big show.



Right - Keith Norrington and his favorite boat.



Lucy Stoll and Lee Sutphin in a quiet corner of the hotel.



"So, I'm taking up two parking stalls. Any problem?" Right - Helen Prater quizzes Sherrie Torner, owner of the purple Kenworth, about long distance trucking.



PHOTOS BY

Fred Rutter, Robert Lodder, Keith Norrington, Judy Patsch, Jack Mettey, Jeff Spear, Fred Way, Gary Frommelt, Bee Rutter, Allen Hess. The Editor thanks you all!





