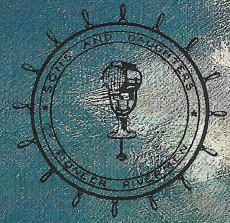


S&D

REFLECTOR

Published by Sons and Daughters
of Pioneer Rivermen



Vol. 37, No. 1

Marietta, Ohio

March 2000



- FRONT COVER -

An evening scene at Laclede's Landing above the Eads Bridge, St. Louis is the subject John Stobart chose for this 1998 painting. The U.S. Light House tender LILY (3471) has moved up from the Public Landing below the bridge to pick up supplies and perhaps lay for the night before starting up the river to service navigation lights.

The year is 1885 and the LILY has been completely rebuilt since burning off her upper works in a fire at Cincinnati the previous year. LILY first served on the Ohio River and her early career is included in the Capt. W. H. Hoel story, S&D Reflector, December '96. The LILY took care of the aids to navigation on the Upper Mississippi and tributaries until she was snagged on the Missouri River in 1911.

A Stobart painting of the LILY at Cincinnati graced our centerfold, December '95 issue.

Prints of this and other John Stobart marine subjects are available from Maritime Heritage Prints, Townhouse No. 23, Union Wharf, Boston, MA 02109.

- LETTERS -

Sirs: As an avid reader of the Jesse Hughes diary I noted that his family moved from Catlettsburg to Huntington early in 1933 but am confused on the address. The last sentence for January 1933 says they purchased property at 426 4th Ave. and the same address is given on page 12 when they closed on the deal; in April linoleum was installed at 426 5th Avenue.

Please elucidate.

John Byrd
P.O. Box 7094
Huntington, WV 25775

= 426 5th Ave is correct. Ed.
* * *

- THE FREIGHT BOOK -

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Sirs: A friend just loaned me twenty or so old issues of your magazine and I have read them all. My father was retired from the J&L River Division as a steamfitter; enclosed is a check for membership.

Lock 3 (Mon River) at Elizabeth will be replaced and gone in eight years so I spend a lot of time there getting photographs

John S. Cuddy
1755 Elderslee Rd.
Pittsburgh, PA 15227

* * *

Sirs: Please send a copy of the last S&D Reflector to M/M Jeffrey B. Gore. The photo on the back cover is great. In the upper left are me, Virginia, our daughter Amy Gore and her husband Jeff and Virginia's cousin Bill Dunn. S&D is an annual reunion for our family.

Bob Smith
108 Woodcrest Dr.
Sewickley, PA 15143

= Bob grew up at Clarington, OH where his father was the village doctor: Virginia lived at Lock 14, just up the river, where her father was lockmaster. Photographic prints are available from Allen Hess, 17 Sandpiper Rd., Pittsford, NY 14534. Ed.

* * *

Sirs: Hereby I enclose membership fee for the year 2000. I look forward for the new issues of The S&D - I like it very much!

Torsten Waltman
S-421 45 Vastra Frolunda
Sweden

= Pleased to have Torsten join us. All overseas Reflectors go by air, anticipating how anxious we hope readers must be. Ed.

* * *

Sirs: Down here on the Rio Grande we have a major building project underway in 2000 - looks like I'll finally have my indoor steamboat after all. We're contracting for new displays with a larger unit on river traffic and commerce in the 1800s and are looking to finding artifacts for the exhibit.

We have no actual parts from Rio Grande boats (yet) so I'm looking for "generic" examples of western rivers hardware from the period when our local traffic was at its height - 1840 to 1880. We have in mind such items as steam gauges, engine room bell(s), cabin door, etc. Donations accepted but we're buying, too.

Tom A. Fort, Asst. Dir.
Hidalgo County Historical Museum
121 E. McIntyre
Edinburg, TX 78539

= A packet HIDALGO is listed in *Way's Packet Directory, 1848-1994* but that's as far as our Spanish goes. Tom Fort would appreciate hearing from anyone with excess steamboat "stuff". Ed.

* * *

Sirs: In WPA Life Histories there is an interview, 1938, with William V. Ervin, McLennan County, Texas. He tells of his grandfather building a cabin on the Brazos River near Waco Springs and

LETTERS cont'd. page 3 -

LETTERS Continued -

remembering a steamer KATIE ROSS. Since this boat isn't listed in *Way's Packet Directory* I wondered about her history.

Sharon Cunningham
Pioneer Press
P.O. Box 684
Union City, TN 38281

= Waco, TX is about 80 miles above the head of navigation on the Brazos River. To serve the upper Brazos, KATIE ROSS was built at Waco in 1874; made her maiden trip in February 1875. An attempt to take her down over some falls to the Lower River in June failed and she was broken up at Smiley's Ferry. So says Sandbars and Sternwheelers. Steam Navigation on the Brazos.

Way's directory lists boats of the Mississippi River system - KATIE was a Texas orphan. Ed.

* * *

WAY'S DIRECTORY SALE

Until June 30, 2000 Ohio University Press is offering (#41) Way's Packet Directory, 1848-1994 at \$27.95 (\$7.00 discount) and (#42) Way's Steam Towboat Directory at \$20.00 (\$14.95 discount). Shipping \$3.50 for the first book and \$.75 each additional; Illinois residents 8.75% sales tax.

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- BOARD OF GOVERNORS -

The spring meeting of the S&D Board of Governors will be held Saturday, April 29 at Marietta. Members having matters which they feel might be considered by the Board should contact any Board member or chairman William F. Judd, 1099 U.S. Rt. 52, New Richmond, OH 45157.



TALL STACKS WINDUP

Here are three photos which arrived too late to be included in our December report on the W. P. SNYDER JR. at the Cincinnati carnival last October.

TOP: First stop for the historic towboat en route was the floating drydock at Pt. Pleasant for a hull inspection. Several minor rusted spots were patched on the stern rake, otherwise OK. Photo by Joe Loomis, Madison Coal & Supply Co.

ABOVE: Lois Kidd snapped the Madison Coal fleet from the Maysville Bridge: J. S. LEWIS shoving the ELINOR D, on the port side, JUANITA and LADY LOIS to starboard with W.P.S. JR., LAURA J., a steam derrick, spud barge, flats and whatever ahead.

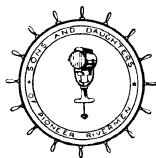
RIGHT: S&D members John and Gwenn Noftsgger entertained the SNYDER visitors at Tall Stacks.

* * *



1939 **S&D SIXTY-FIRST YEAR** 2000**"Lighting up the Past, Present and Future of the Mississippi River System"****S&D REFLECTOR**

Marietta, Ohio



Vol. 37, No. 1

March 2000

ISSN 1087-9803

Post Office Permit #73, Marietta, Ohio

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.

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This photograph of the Wheeling Bridge was taken in the spring of 1866, dated by the packet PHIL SHERIDAN which ran briefly in the Wheeling-Cincinnati trade. The wharfboat is lettered, "Booth, Battelle & Co."

Above the bridge is the chimney of the water works and a boat shows dimly at the Sweeney Shipyard 1/4 mile above. Artist George Washington Storm (1830-1913) reproduced this same scene in a painting owned by the Oglebay Museum.

THE GREAT WHEELING BRIDGE 150 YEARS OLD IN 1999

Among the notable events which we have missed during the ninety-ninth year of the millennium was the birthday of the Wheeling Suspension Bridge, the first bridge over the Ohio River. There were several national news service stories about the bridge carried in papers along the Upper Ohio River last fall which woke us up but too late for a worthwhile mention in the S&D Reflector. We propose to do the bridge some justice at the beginning of the last year of the twentieth century.

The Cumberland or National Road from Baltimore to the west had been authorized by the Congress in 1806 in an effort to provide a route to the new states of the Northwest Territory and a means for farm products to reach the markets of the east. By 1818 the National Road had reached Wheeling and over a period of years was gradually extended west through Columbus and Indianapolis toward St. Louis.

As traffic over the improved National Road increased the volume of wagons, stage coaches and herds of livestock to be ferried over the Ohio River at Wheeling became a serious choke point. At times of high water or ice there were delays of days and occasionally a week or more. A bridge across the Ohio was logical and Wheeling interests proposed to build one as a private toll bridge without the need for federal or state financing,

Approval for the bridge was received from a Congressional committee in 1836, the Corps of Engineers, then in charge of building the National Road, endorsed the plan and in 1840 the

Postmaster of the U.S. said that it was needed for prompt transport of the mails.

Congress requested a study and recommendation for the bridge at Wheeling which would be part of the National Road over the river. Accordingly, Lt. John Sanders of the Corps of Engineers undertook a survey during the winter of 1838. With the river frozen, Sanders could wander back and forth across the ice to take various sightings and accurately estimate heights for the proposed road level above the water. He recommended that the bridge be of the suspension type supported by wire cables between two stone piers located on the east bank and on the island shore so the river channel would remain clear of obstructions. The clear span would be 1,010 feet..

The Wheeling and Belmont Bridge Co. was incorporated in Virginia March 19, 1847, the state having jurisdiction to the low water mark on the Ohio side. The company retained the services of Charles Ellet, Jr. (1810-1862) of Philadelphia as the bridge designer, a well respected engineer who had worked on a number of canal, railroad and bridge projects. Wire suspension bridge construction was relatively new in the United States although it was rather widely used in Europe at the time.

Ellet's design proposed a wire suspension bridge between the Virginia shore in Wheeling and Zane's (later Wheeling) Island and it received approval by the congressional committee. To allay the objections of the steamboat operators who maintained that the bridge would at times prevent them reaching Pittsburgh, Lewis Steenrod, the local Virginia member of Congress, "...proposed the use of hinges on steamboat smokestacks, attached in such a way as to permit

lowering them in cases of emergency." (Was this the first such suggestion for solving the problem of the high stacks?)

Work began in September 1847 and the bridge was completed October 20, 1849. There was a big celebration and official opening dedication on November 15, 1849.

Mention should be made that the rivalry between Pittsburgh and Wheeling for the Ohio River trade quickly brought objections from the city at the head of the hollow. Pittsburgh saw the bridge as a threat to its future development as a river transportation center as it could be bypassed. The objectors alleged the bridge was an obstruction of a navigable waterway, prohibited by Federal law, and the controversy would culminate in the famed Wheeling Bridge case which was carried to the Supreme Court.

Edwin M. Stanton, attorney for the complainants, is supposed to have chartered the HIBERNIA NO. 2 (2632) and had the captain deliberately run the stacks into the bridge to prove the point that it was an obstruction. The Court eventually found that the bridge was too low and ordered it be raised to 111 feet above low water which would be tantamount to removing it. Henry Clay (1777-1852), the U.S. Senator from Kentucky, responded to the decision by thundering, "You might as well try to take down the rainbow!" On August 31, 1852 Congress tacked a provision onto the Post Office appropriation bill declaring the bridge a "Post Road" placing it beyond the jurisdiction of the court.

The Wheeling Suspension Bridge was viewed as a great engineering feat, the longest such bridge in the world at the time. It would be eighteen years before a longer bridge would be completed at Cincinnati. The following specifications are taken from the Wheeling City Directory of 1851:

"The summits of the towers on the eastern or Wheeling shore are 153.5 feet above low water level of the river. Their actual height from the base of the stone work is 82 feet including the height of the abutment of 22 feet and towers 60 feet.

The Western towers on Zane's Island are 132.75 feet high; the abutment is 63 feet and the columns of the towers 69.75 feet.

The summits of the eastern towers are 21.75 feet above the western towers.

The flooring is supported by twelve iron cables suspended from the towers, ten large and two small ones. The large ones contain 550 strands of number ten wire and the small ones 140 strands.

The cables are anchored by a succession of links, like those of a huge chain, into massive

walls of masonry built under Main Street in Wheeling. Those at the west end are anchored in a like manner in the wing walls extending from the abutment on the Island.

The cables are 1380 feet long from fastening to fastening. Their deflection below the top of the eastern tower is 68.5 feet at a temperature of 44 degrees. On the top of the towers the cables rest on cast iron rollers which adapt themselves to any movements of the cables occasioned by changes of temperature or transitory loads.

The highest elevation of the flooring is immediately over the channel of the river, 212 feet from the Wheeling shore, where the top of the flooring is a fraction over 93 feet above low water. The height from low water to the bottom of the flooring is 91.5 feet leaving the space below subject to the fluctuations in the depth of the channel for the passage of steamboats and other vessels beneath.

The strength of the bridge as computed by Mr. Ellet is sufficient to resist 297 tons or 32 heavily laden road wagons, 192 horses and 500 people, a weight equal to an army of 4,000 men - a greater probable weight than it will ever be required to sustain."

The bridge was the pride of Wheeling, Congress had ordained that it would not be torn down and the boat owners had adapted by installing hinges at the bases of the stacks. They were lowered aft as needed with the aid of a large A-frame on the roof. This plan was first used on the TELEGRAPH NO. 2 (5323), Capt. Sam Mason, and soon adopted by others.

But on May 15, 1854 disaster struck. The following report appeared in the Wheeling Intelligencer on May 16 under the headline:

TERRIFIC STORM! DESTRUCTION OF THE WHEELING SUSPENSION BRIDGE

"During the forenoon of yesterday a high storm of wind prevailed, which, toward noon, increased to almost a hurricane along the valley of the river, breaking vessels from their moorings and causing great devastation. About three o'clock we walked up toward the Suspension Bridge and went upon it intending to take a walk across for pleasure, as we have frequently done, enjoying the cool breeze and the undulating motion of the bridge.

We discovered that one of the guys or small iron cables extending from the flooring to the wall near the base of the East abutment (on the Wheeling end) was broken from its fastenings and several stones wrenched apart. About a hundred yards further on we saw that one, and only one,

of the suspendets to which the floor is swung was broken.

These were slight damages but, as we had never before seen the bridge affected even to this extent by gales and as it began to sway violently, we thought it prudent to retrace our steps.

We had been off the flooring only two minutes and were on Main Street when we saw persons running toward the river bank. We followed, just in time to see the whole structure of cables and flooring heaving and dashing with tremendous force.

For a few moments we watched it with breathless anxiety, lunging like a ship in a storm; at one time it rose to nearly the height of the towers, then fell, and twisted and writhed, and was dashed almost bottom upward. A last there seemed to be a determined twist along the entire span, about one half of the flooring being nearly reversed, and down went the immense structure from dizzy heights to the stream below, with an appalling crash and roar. Nearly the entire structure struck the water at the same instant, dashing up an unbroken column of foam across the river to the height of at least 40 feet.

Amid the confusion of the wreck, we cannot accurately estimate the extent of the damage. All of the cables except two on the North (upriver) side are torn from the towers. On the South side, all of the cables except one small one are torn from their anchorage in the heavy masonry on Main Street and with such violence were they jerked from this piece of masonry that one stone weighing about 1,500 pounds was thrown a distance of some feet.

The large iron gate at this end of the bridge was shivered to atoms and the toll house completely demolished. Mr. James Peil, toll-keeper, made a narrow escape with his life. On the island at the West end of the bridge we learn that but one cable broke from the anchorage. The entire woodwork lies in the river and on the shores. The cables also stretch across the river, sunk to the bottom. So far as we can discover, only two of the cables snapped asunder and that on the outside of the towers, the rest of the breakage being at their connections with the anchors.

The flooring as it struck the water was broken into three sections and extended across the river, entirely blockading the channel for a while. Last evening a portion across the channel was cut away and removed by the steamer THOMAS SWANN so that the channel is now free to the passing of boats."

Charles Ellet, Jr. was called in to rebuild the bridge and published a letter in the Wheeling Intelligencer on July 4, 1854. Mr. Ellet stated that if he was not interfered with the bridge would be back in service in two weeks. On July 26, 1854 the paper reports: "Charles Ellet, Jr., architect, and Capt. McComas, superintendent of the new bridge, crossed yesterday morning in a carriage. It will be opened to the public travel this week."

The destruction by wind of the bridge at Wheeling is similar to the destruction of the Tacoma Narrows Bridge in Washington state on November 7, 1940. The lightweight deck of such a bridge begins to sway in the wind, steady or gusty, and gradually builds up in amplitude. After this event the Wheeling Bridge was given additional stay cables extending out along the deck to suppress any tendency for swaying by wind pressure. The problem was common on bridges of similar design with a light deck and little wind resistance but not fully appreciated for 100 years.

In September 1955 a group including Jesse P. Hughes walked across the Wheeling Suspension Bridge to board the W. P. SNYDER JR. which was moored on the island. Someone commented on how the bridge bounced when trailer trucks passed. The inimitable Jesse Hughes commented, "Well, this is nothing. You should have been on here the day the circus walked the elephants across. They got in step and it was really bad"

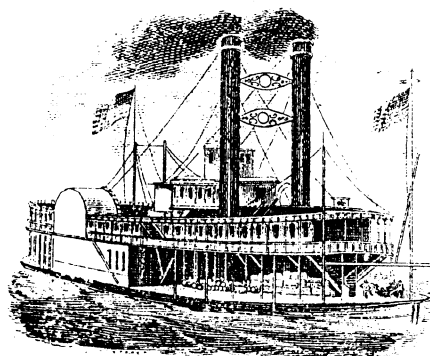
* * *

MUD AND TREASURES, STR. BERTRAND ANNIVERSARY

The DeSoto National Wildlife Refuge, Missouri Valley, Iowa will have a special exhibit this spring marking the 135th anniversary of the sinking of the BERTRAND and the 20th anniversary of the excavation and recovery of her cargo. The boat sank in the Missouri River on April 1, 1865 after running onto a snag and was rediscovered in 1968 on the land of the Wildlife Refuge.

A public reception opening the exhibition, *Mud and Treasure: A Commemoration of the Steamboat Bertrand Excavation*, will be held Saturday afternoon, April 1, 2000 at the DeSoto Visitors Center. The exhibit will include artifacts and photographs that have not previously been on display as well as stories and recollections of people who worked on the excavation project. The exhibit will continue the entire month.

For additional information you may call Sarah Tuttle, Museum Curator (712) 642-4121 or 2772.



JESSE P. HUGHES DIARY

1934

C. W. Stoll & Ed.

During 1933 the Hughes family had moved from the former Vaughan family home in Catlettsburg, Kentucky to a house they purchased at 426 5th Avenue, Huntington, West Virginia. This property was within walking distance of the Greene Line Terminal Co. warehouse and wharfboat which Jesse Hughes had managed after drawing up the plans for the building in the fall of 1925. He still did some piloting on occasion, on the Greene boats or when called for trip work by old friends.

The Great Depression which, began in 1930 following the stock market crash in the fall of 1929, was beginning to ease a little by 1934. This was helped by the numerous Federal programs and public works initiated by the Roosevelt administration during 1933. The times were still hard for many businesses and the wonder is how the freight traffic by river continued strong between Cincinnati and Huntington during those years.

The Greene Line was also operating daily service between Cincinnati and Louisville in competition with the Ohio River Transit Co. Overnight service and low rates had attracted rather than diminished package freight shipments by river during the years of hard times..

JANUARY

Jesse Hughes reviewed the status of the packet business on the Ohio River before making his first entry for 1934:

NOTES

"TOM GREENE & CHRIS GREENE laying at Louisville New Year's Day.

REVONAH going to Owensboro.

CORDILL running to Pittsburgh.

LIBERTY laying up there. Dismantling QUEEN CITY - converting into a wharfboat at foot of Wood Street.

Open river due to a rise out of Monongahela. Dams having been put up down to 36 and then thrown again.

Charles & Mrs. Arthur, Telia and I on auto trip to Louisville."

The Arthur-Hughes auto party stayed on the TOM GREENE over night and on New Year's Day the men accompanied Tom Greene and Capt. Bo Allen over to Jeffersonville to visit with the Howards. They began the trip back home aboard the CHRIS GREENE which left for up the river that evening.

After visiting around Cincinnati on January 2 and lunch with the Greenes they headed up the river in Charlie Arthur's car at 2pm. Jesse and Telia Hughes got out at Chesapeake, Ohio at 6pm. to cross over to Huntington while the Arthurs continued up Route 7 to their home in Gallipolis.

The Greene Line freight boat KIWANIS arrived at Huntington on her first trip of the year at midnight, January 3. The SENATOR CORDILL came in at 11:45pm. on January 5, apparently on her "up" trip as Jesse mentions, "Getting Kroger up." The Kroger Co. was the main shipper from Cincinnati on the KIWANIS (or CORDILL when more convenient) and the groceries had to go out to the stores by truck the following morning. The warehouse facility at Huntington and the prompt delivery the next day kept Kroger happy.

Readers will recall that in 1933 Jesse accompanied Tom Greene and others on two or three look-sees of the Corps of Engineers steamer MISSISSIPPI which we speculate reflected Tom Greene's attraction to the passenger business. On January 17 Jesse and Tom Greene went to Cincinnati on the morning C&O train for the purpose of visiting the Frisbie Engine & Machine Co. on Water Street. That evening they boarded the TOM GREENE and took the overnight trip to Louisville with the ultimate destination of St. Louis.

Stogie White, Tom Greene and Jesse left Louisville by car on the morning of January 18 and arrived at the Eagle Packet Co. wharfboat in St. Louis at 3:30 in the afternoon. That evening they took a drive with Donald T. Wright, publisher of The Waterways Journal and visited at the Wright home.

The purpose of this excursion is revealed when the following morning the party stopped by the Eagle Packet Co. at 9:30am. and then drove up to Alton, Illinois to look over the GOLDEN EAGLE and other boats in winter quarters at Alton Slough. (Eagle Packet Co. had the wooden hull GOLDEN EAGLE and the newer steel hull CAPE GIRARDEAU at the time; the BALD EAGLE was being used as a quarterboat but had not been dismantled. Ed.)

They again visited at the Wright home that evening where Capt. Henry Leyhe (Eagle Packet Co.) was also a guest.

Stogie, Tom and Jesse drove back to Louisville on January 19. They went and looked over the packet JOHN W. HUBBARD, owned by the Greenes, which was then being dismantled above Jeffersonville.

Jesse's brother-in-law Rupert McClung died at Trinidad, Colorado the morning of January 20 and he received word after riding the TOM GREENE overnight to Cincinnati. He caught the Big-4 train for Chicago at 1pm.; into

Chicago at 8pm. and waited at the Dearborn Street Station to catch the 11:35pm. Santa Fe train west.

(It is not our purpose to burden the reader with every railroad timetable but we include a few to illustrate the convenience and speed of this service 65 years ago. Ed.)

FEBRUARY

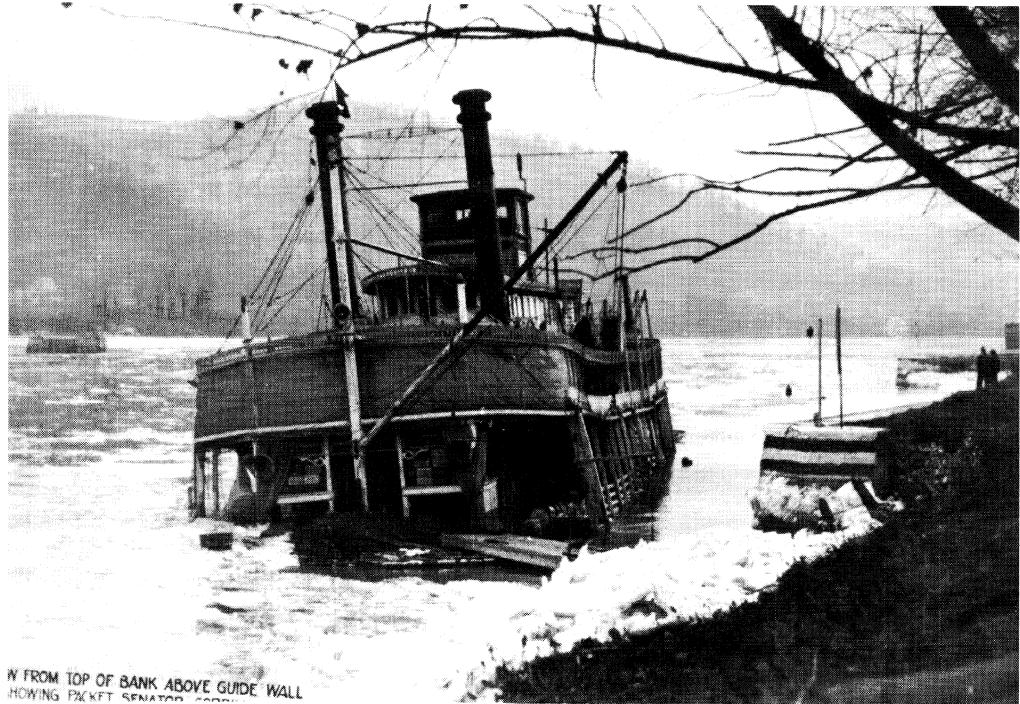
The news which greeted Jesse when he arrived home on February 5, 1934 was the sinking of the **SENATOR CORDILL** early that same morning at Dam 14 near Clarington, Ohio. The Ohio River was full of floating ice above Ironton as Jesse noted traveling home on the bus. After hearing news of the sinking, Horace P. Lyle, Greene Line agent, and Chris Greene drove to Clarington and looked over the situation that same evening.

Floating ice and dropping water level caused the **KIWANIS** to miss several trips between February 7 and 15. The ice was reported gorged at Locks 14, 16 and 17 which kept the river at Huntington at a low level and the wharfboat was caught out on the grade.

The dams in the Cincinnati District were raised on February 19 and this refloated the wharfboat without damage.

The **CHRIS GREENE** made a trip a day following the **KIWANIS** because of the volume of accumulated freight. Jesse and the warehouse crew worked Sunday morning, February 25 on the freight brought up the previous day and then at 6:30pm. the **CHRIS** arrived with, "Heaviest trip of the year." The crew worked until 11pm. bringing the Kroger groceries up to the warehouse and unloading a big shipment of P&G soap powder onto the wharfboat.

For the last week of the month the temperatures ranged from 5 to 10 degrees with lots of ice. Fortunately, there was a warming on March 1 and the ice began to melt.



VIEW FROM TOP OF BANK ABOVE GUIDE WALL
SHOWING PACKET SENATOR CORDILL

The sinking of the **SENATOR CORDILL** early on the morning of February 3, 1934 marked the end of year-round packet service between Pittsburgh and Cincinnati. Ice was running heavy as she made her way up the Ohio and the dams had been lowered. But, one or two wickets at Dam 14 above Clarington, OH had failed to lower completely. Pilot **Wilsie Miller** had no warning of the condition and as the **CORDILL** passed over the lowered dam one of the wickets was sucked upwards and speared the hull, coming through the main deck. Capt. Miller steered for the lock wall and she looked like this the following day. After raising by the U.S. Engineers **SENATOR CORDILL** was sold at public sale for \$325.

MARCH

The ice which had gorged at various places upriver began to move down past Huntington. The temperature was up to 50 degrees on March 4 and the river began a rapid rise the following day.

The **KIWANIS** had missed a couple of trips but resumed her schedule when she left Cincinnati on March 6. That same day the Ashland wharfboat was sunk by running ice and was lost.

The river got up to 43.5 feet at Huntington on March 8 and then began to fall slowly. The **LIBERTY** brought reshipping from Pittsburgh to the wharfboat and left in the evening for Charleston and then back to Pittsburgh.

The disruption in the **KIWANIS'** schedule brought the **CHRIS GREENE** back to Huntington on

March 11, a Sunday. She was in at 9pm. with, "The largest trip of the year" and Jesse worked "a big gang" until midnight. Jesse stayed at the terminal all night and the crew worked all the following day bringing freight up the hill and delivering the Kroger shipments. They were still moving soap powder the following two days.

Soap powder was reshipped out of the terminal by railroad cars, indicative of the quantities. The **TOM GREENE** brought in another big load at 7 PM. Sunday, March 18 and again the crew worked late unloading. For the following two days they were loading railroad cars.

The terminal seemed to be handling good amounts of freight on a regular basis with occasional heavy days when there was a

shipment of soap from Proctor & Gamble. The LIBERTY is reported as stopping with reshipping from Pittsburgh each week so, after a fashion, the Pittsburgh-Cincinnati packet service was maintained.

APRIL

April 1, 1934 "Easter Sunday. At home this forenoon.

TOM GREENE in at 4pm. with nice trip. Helen & Burnice up with Rich. Eat supper on TOM GREENE; Mrs. Greene on.

GREENBRIER in at wharf; Capt. (Wylie) Hill on.

New Consumers tax law in effect today."

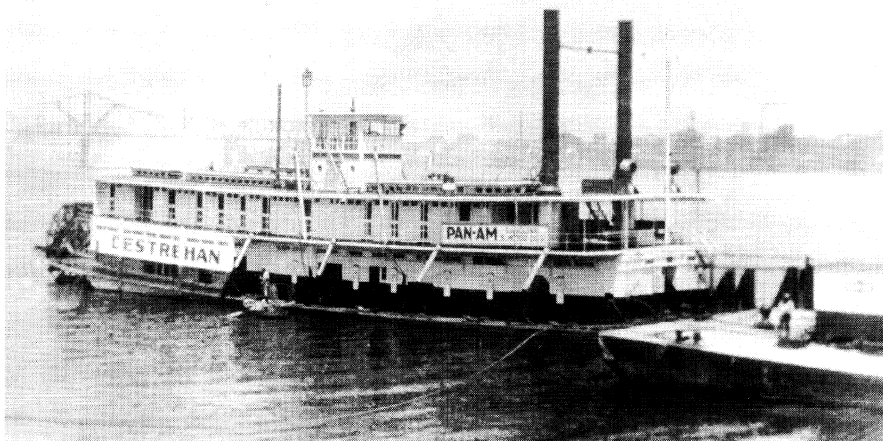
The new tax mentioned was apparently a West Virginia sales tax. Jesse and Mr. Ryalls who worked at the terminal attended a meeting later that week to learn how to apply the new law.

The TOM GREENE brought the Cincinnati trip up on April 15. Tom, Chris and Mrs. Greene were on board; Jesse notes he had "a nice talk" with them for a couple of hours but does not reveal a particular subject.

Freight shipments continued steady out of Cincinnati and the LIBERTY brought down reshipments from Pittsburgh as she continued running in the weekly Pittsburgh-Charleston trade. Either the TOM or CHRIS substituted for the KIWANIS when Proctor & Gamble soap was added to the loads regularly coming from the Kroger Co. The soap powder shipments were sent out in carload lots from the terminal to "Schon Stevenson," a firm with which we are not familiar. (Reader enlightenment solicited. Ed.)

MAY

The big towboat DESTREHAN of the Pan American Oil Co. was at Huntington on May 1 with the first tow of gasoline for Pittsburgh from New Orleans.



The DESTREHAN (T0594) attracted considerable attention when she came up the Ohio in the spring of 1934 with a tow of gasoline for Pittsburgh. She had been built at Charleston, WV in 1922 but her owners, Pan American Petroleum Co., had used her on the lower Mississippi. In 1941 ARMCO bought her, renamed CHARLES R. HOOK (T0386), and towed between Huntington and Cincinnati.

The Greene Line bought the East Liverpool, Ohio wharfboat from Ross Tisher and moved it down to Ashland May 8 to replace the one sunk earlier.

Ferry service at Huntington between 26th Street and Proctorville was still active and Paul F. Thomas brought his new ferryboat up from the yard at Madison, Indiana on May 14. This boat would carry the owner's name and be equipped with the engines from the OWEVA which had originally been built in 1890 for the CARRIE BROWN by Enos & Hill, Gallipolis. (The engines were presented to the Ohio Historical Society in 1948 when the THOMAS was dismantled. One of them is on display under the Ohio River Museum, Marietta in 1999.)

The Streckfus excursion steamer WASHINGTON appeared for the first trip of the season out of Huntington on May 18, W. S. "Will" Pollock pilot.

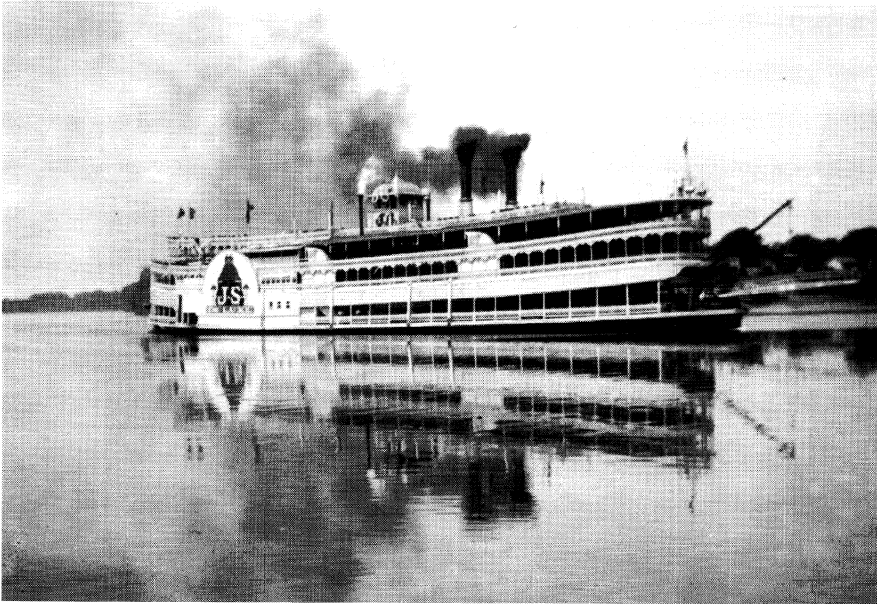
The terminal was back handling sugar on May 21 when the MONONGAHELA dropped off a

barge load. Jesse put a big crew working on the unloading and by 5 PM. the following day they had moved 5,375 bags of Sterling Sugar.

On May 24 Jesse rode the KIWANIS down to Cincinnati to look over the river. The following day he went on the sidewheel excursion boat J.S. as pilot with Jim Brasher, pilot, and Verne Streckfus, master. An excursion down to Fernbank was run from Cincinnati that evening and then the J.S. started a tramping trip up the river.

Excursions were run at Ripley and Maysville, Portsmouth (2), Ashland and Ironton. There was a nine o'clock moonlight excursion from Huntington on May 29 and Jesse notes that Fred Way had come down from Pittsburgh to go pilot on up the river.

The following day an afternoon excursion was run from Gallipolis, Middleport and Pomeroy which returned to Middleport at midnight. Afternoon and evening trips were run from Parkersburg on May 31 and Mack Gamble was



When the big excursion steamer J.S. "DeLuxe" (2882) landed at Parkersburg, WV the morning of May 31, 1934 S&D member Wm. V. Torner snapped this picture. Jesse Hughes had Fred Way, Jr. for a partner in the pilothouse, Fred's first exposure to handling a sidewheel boat. Three years later Fred would become well acquainted with sidewheelers on the SAINT PAUL.

aboard in the afternoon. The sidewheel J.S. was the largest passenger boat seen on the upper Ohio for several years.

JUNE

The J.S. turned back down the river after running afternoon and evening excursions at Parkersburg. She was landed at Gallipolis by 1:30 the afternoon of June 1, 1934 and took out both afternoon and evening trips. Fred Way got off to go back home from Huntington the following day, replaced by Capt. Kelly King from St. Louis.

The J.S. was at Louisville on June 7 after running excursions at Madison. At 1 am. on the morning of June 8 at Louisville there was a fire which gutted the diesel towboat DUNCAN BRUCE and destroyed the steamers W. L. BERRY and J. ROBERT NUGENT.

Elmer Broadway came on at Louisville to stand pilot watch on the lower Ohio. Jesse stayed aboard the J. S. on down the Ohio to post up for an extension

of his pilot's license. Excursions were run at Tell City, Evansville, Owensboro, Henderson, Mt. Vernon, Shawneetown and Paducah. Jesse got off at Cairo on June 16 and took a train at 5:30pm for Louisville via Fulton, Kentucky.

Inspectors Capt. Ed. Maurer and Ike Betts oversaw the examination on June 18 while Jesse drew 400 miles of river for his extension down to Cairo. He caught the evening train for home and arrived in Huntington at 2 am..

The packet OUACHITA (4354) had been bought by Earl Webster, Harry Donnally, Fred Hornbrook and J. Orville Noll from Capt. George Prince of Natchez to replace the lost SENATOR CORDILL in the Pittsburgh and Cincinnati trade. The boat passed Huntington without stopping on June 20 on her first trip up the Ohio.

The freight traffic from Cincinnati continued to keep the terminal busy. The OUACHITA went up on her second trip on June 27. The LIBERTY did not

come down to Huntington with reshipping on June 29 as expected because the wharfboat at Charleston had sunk that day.

JULY

Jesse was having some work done at his properties in Catlettsburg. Mr. Orr, the all-around craftsman who Jesse depended upon, was building a garage at the former Vaughan house and a general remodeling of the adjacent old store building was underway. Jesse took down the store fixtures, removed the store front and pulled up the floor. These projects continued for most of the month while the weather was reported as, "Hot," "Hotter," and "Very Hot."

The search for a possible Greene Line tourist boat turned to the south and the HARRY LEE (2541) This was a steel hull packet built in 1915 for the Lee Line of Memphis and then operated by the Valley Line at Memphis. In 1934 she was laid up in the Cajun Country on the Vermillion River after running for a time as an excursion boat at Port Arthur, Texas.

Jesse took the bus to Louisville on July 9 to meet Tom and Chris Greene and Charlie Arthur for the trip south. The four left Louisville at 10 o'clock the morning of July 10 in Tom Greene's car by way of Bowling Green and Nashville to Birmingham. The following day took them to New Orleans by way of Montgomery and Mobile. This was a low budget trip as they stayed in tourist camps each night, those bare-bones cabins that would evolve into motels a few years later.

The HARRY LEE was found on July 12 tied up on Vermilion River near Abbeville, Louisiana. A Capt. Garcia was the watchman on board and attorney Marcus A. Brossard represented the owners. The diary comments, "Looked over the HARRY LEE; bad shape."



On July 12, 1934 the HARRY LEE (2541) was examined as a possibility for Tom Greene's proposed tourist boat. She had operated as an excursion boat at Beaumont, Texas in the late 1920s, apparently the location of this photo. She had been laid up for a year or more in the Vermilion River, was in bad shape and at 175 feet hardly big enough to fill the bill for Tom's dream

They spent the night in Abbeville but were unable to make a deal for the boat, partly because of pending litigation. At noon they started for home and spent the night in Natchez. Another night was spent at Memphis after a look around Vicksburg. Tom Greene dropped off at Louisville while Chris Greene, Charlie Arthur and Jesse continued on to Cincinnati in the car. Charlie and Jesse continued on to Catlettsburg on July 16 in Tom Greene's car. It had been a quick trip with Jesse snapping photos of scenes of interest at every river stop.

Of national news, the diary notes that bank robber and general outlaw John Dillinger was

shot in Chicago on the night of Sunday, July 22. Dillinger and his gang had captured headlines for six months or more as they traveled from Ohio to Wisconsin and back with several spectacular shootouts with the law and at least two jail escapes.

The OUACHITA is noted as passing up and down on a regular schedule but there is no mention of her landing at Huntington with any freight. The Waterways Journal correspondent J. Mack Gamble reported that she was carrying more passengers than had the QUEEN CITY the previous year but at a roundtrip fare of \$18 plus \$3 or \$5 for a stateroom there couldn't have been much profit.

The CHRIS GREENE and TOM GREENE were carrying lots of passengers when they took the place of the KIWANIS on weekend trips to Huntington. The CHRIS had 70 passengers when she arrived on Sunday July 29 plus a good trip of freight.

AUGUST

The diary reports a crew of 50 men working until 10:30 PM. on August 5 after the TOM GREENE arrived with a big trip. On several weekends the CHRIS GREENE arrived with over 90 passengers.

A social event noted is the marriage of Capt. Stogie White on August 14, 1934.

SEPTEMBER

Labor Day weekend called for an extended trip to Charleston for the CHRIS GREENE and her 90 passengers while the KIWANIS took her Louisville trip from Cincinnati. It took two hours to unload the TOM's freight and then Jesse got aboard to make the trip up the Kanawha River.

The CHRIS arrived in Charleston on Sunday morning and unloaded the Kroger freight below the still sunken wharfboat. She left on the return trip at noon and found the TOM GREENE at the Huntington wharfboat when arriving about midnight.

Freight shipments into Huntington continued heavy through the month with the CHRIS or TOM GREENE assisting the KIWANIS on several weeks. The LIBERTY was down on September 8 having delivered the wharfboat from New Matamoras to Charleston to replace the one that sank earlier.

The steamer MORO CASTLE burned off of the New Jersey coast on September 8 with the loss of 134 lives. This disaster, watched by people on the shore at Asbury Park, would later bring congressional action for improved ship safety.

Lillian Hughes had spent the summer as hostess on the CHRIS GREENE and now came back to work in the terminal office on September 10.

The ISLAND QUEEN was running excursions at Huntington until September 6 when she left to tramp down the Mississippi. She was replaced by the WASHINGTON which ran several trips and then left on September 15 to tramp her way down to Paducah to lay up for the winter.

On September 22 the first apples of the season were ready for loading at Lock 27 above Proctorville, Ohio; the KIWANIS picked up 1,300 baskets. The CHRIS GREENE came up the following day and, after dropping off a light trip of freight, went up to Lock 27 for more apples.

The OUACHITA is mentioned as stopping to put off freight from Pittsburgh every week although apparently not large shipments and continued running through the month. The "off season" for passengers was recognized by Capt. Hornbrook by a reduction in the roundtrip fare on the OUACHITA to \$15.

OCTOBER

Son-in-law Burnice Prater had been in Washington for several weeks. On October 6 Jesse reports that the family is moving to Washington; Burnice, Helen and son Richard left on October 8.

On October 11 the KIWANIS arrived at the terminal with a big trip at 4am.; kept the crew busy until 5pm. She took 3,050 baskets of apples back from Lock 27 to Cincinnati.

River news on October 16 was the sale of the Ward built propeller towboat U.S. JAMES RUMSEY to Colonial Supply Co. of Louisville for \$7,125.

The Marietta Manufacturing Co. at Pt. Pleasant, West Virginia had contracts for a number of government boats during 1934 including the dredges JADWIN, BURGESS, WILLIAM S. MITCHELL

and WILLIAM M. BLACK. There were also three 165 foot seagoing patrol boats for the Coast Guard: NIKE, NEMISIS and TRITON. When the NEMISIS came down the river on her delivery trip on October 18 Jesse and several others including Jim Wallen went up to Lock 27 and rode down to Lock 28.

NOVEMBER

The TRITON, last of the three Coast Guard patrol boats built by Marietta Manufacturing Co. came down the river on November 1.

The LIBERTY brought in a big load of pipe on the 2nd which kept the terminal crew busy all day.

The OUACHITA is reported as laying up above (at Pittsburgh?) on November 7. On the 20th it was announced that the OUACHITA would enter the Louisville & Cincinnati trade for the Ohio River Transit Co.; one of her pilots was W. S. Bill Pollock.

The JAMES RUMSEY passed down on November 8 en route to Louisville and new owners.

On November 10 the KIWANIS loaded 69 bales of paper which the LIBERTY had brought down from Pittsburgh.

The Mississippi Valley Improvement Association convention was held at the Statler Hotel, St. Louis that year. On short notice Tom Greene organized a party composed of Jesse, Mrs. Greene and Chris to attend the convention.

Jesse caught the 3am. C&O train for Cincinnati on November 25 and met Tom and the others at 7:30 to drive to St. Louis. There was a party for 25 at the Donald T. Wright house in the evening after they got to St. Louis and Jesse reports, "Big time! Mr. Howard, Mr. & Mrs. Sam Smith, Mr. & Mrs. Andy Franz, Capt. Leyhe, Billy Lepper and others there."

There was a light rain falling on November 27 when Tom, Chris and Jesse went with Cpts. Henry

W. and William H. Leyhe to drive to Alton Slough. They looked over the GOLDEN EAGLE and the CAPE GIRARDEAU then Capt. Leyhe (which or both?) took the party to lunch at the Missouri Athletic Club. Jesse spent the rest of the afternoon at the Jefferson Memorial and the zoo.

The Greene party left St. Louis at 7 am. the following morning and were in Cincinnati by 4 PM. Jesse caught the 5 PM bus up the river and was back home by 9:30 the evening of November 28, 805 miles for the round trip.

One might expect that the Cpts. Leyhe had set the hook to sell the CAPE GIRARDEAU to the Greenes although the diary makes no comment.

DECEMBER

On the 3rd Capt. Culp of the new diesel towboat PEACE called from Maysville to ask Jesse to go pilot to Pittsburgh. He and Grover Litton got aboard the boat early the following morning and returned from Pittsburgh by train on December 7, in time for breakfast at home.

The Ohio Valley Improvement Association convention was held at the Gibson Hotel, Cincinnati December 11 and 12. Jesse and Chris Greene, after attending the evening banquet, had a late night at the Greene house.

When the TOM GREENE came up from Louisville on December 12 Cpts. Henry and Buck Leyhe were aboard. Jesse attended the convention proceedings until noon.

When the TOM GREENE left for Louisville at 6 PM. Chris, Jesse and Stogie White were aboard to ride down to Lock 39 (Markland, Indiana) with Tom Greene. On that evening ride down the river the group was reported as, "Considering purchase of Str. CAPE GIRARDEAU."

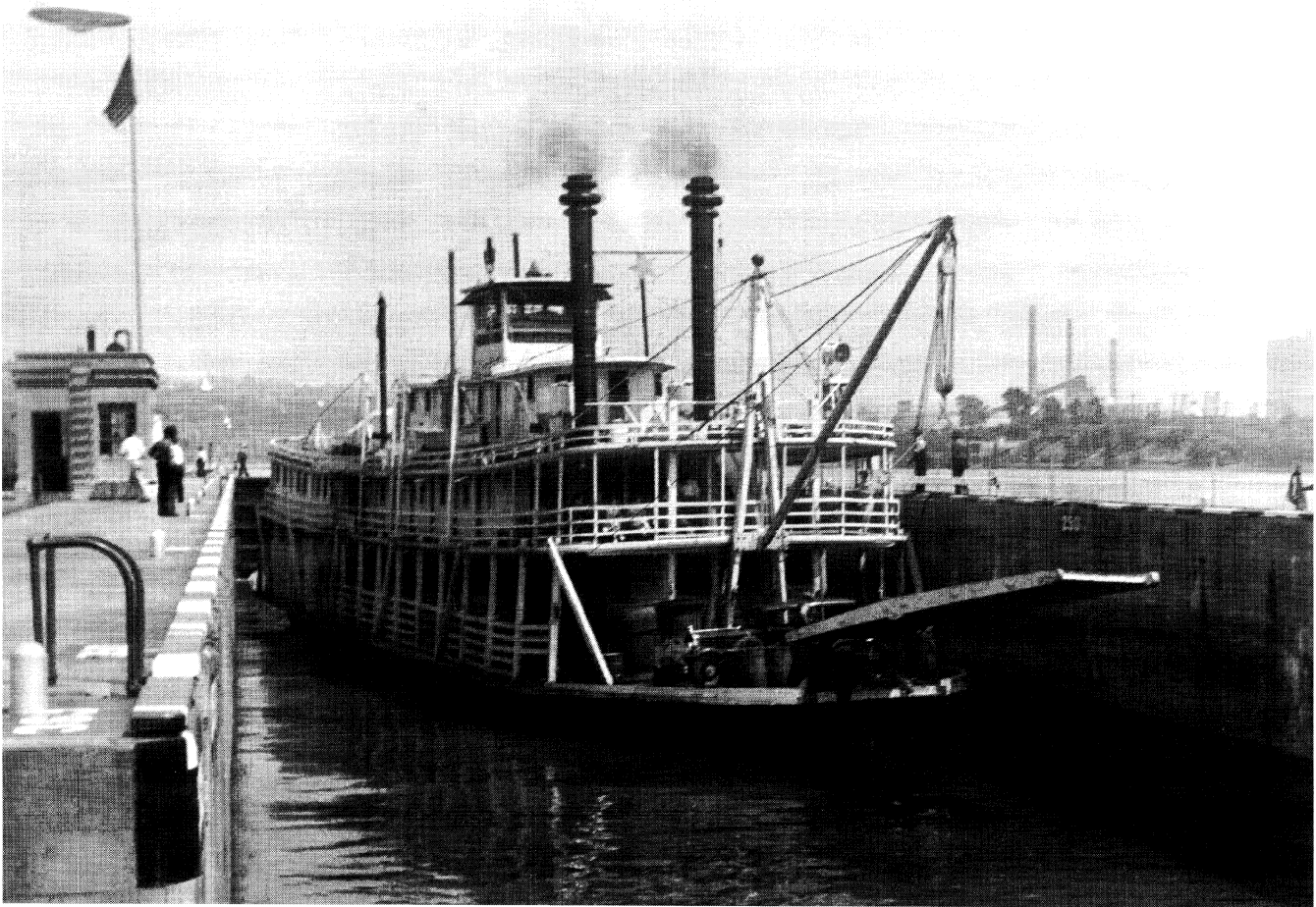
The upbound CHRIS GREENE was met at Lock 39 at midnight and Jesse went back to Cincinnati on her.

A Delightful Vacation Trip at Low Cost

900 Miles on the Ohio. Scenic, Historic Route.
Safe, Restful, Continuous Change of Scene.
Old-time Steamboat Men, Famous Steamboat Meals.
A Splendid Outing for the Whole Family.

Round Trip, Meals included, from Cincinnati to Pittsburgh and return, or Pittsburgh to Cincinnati and return. One Week's Cruise. Only

\$18.00



The OUACHITA (4354) built in 1922 and not much bigger than the LIBERTY she tried to keep the P&C trade alive in 1934 but it was not to be. Later, ran Louisville-Cincinnati trade until 1936.

She is shown here in the Emsworth Lock with a big Packard on the head; Arley Kissinger, the Brownsville, PA funeral director, and his family must be on board. Photo by Russell Lintner.

Before going back to Huntington, Jesse and Garland Kimble went out to visit Capt. William Carney who was ill. Capt. Carney had been with the Greene Line since Gordon Greene bought the Pomeroy trade and boats from the White Collar Line in 1904. For many years he was in charge of maintenance and was a well respected and like figure on the river. Capt. Carney died at his home on December 19.

The year ended with the KIWANIS coming and going. The LIBERTY brought in Pittsburgh reshipping the evening of December 23, in time to go out on the KIWANIS the following morning.

Monday, December 31. "Cold - Light rain at times, cloudy. KIWANIS in early. Out before noon.

Busy on freight 'till noon.

Not much doing this afternoon. Wickets at 28 & 29 part up."

Looking back over this chronicle of the year 1934 it seems evident that much of the success in holding the loyalty of shippers by the boats was the performance of the Huntington terminal. The Kroger grocery shipments went out the following day after they were received. The Charleston freight was forwarded by the Try Me Motor Freight trucks as soon as

unloaded. P&G soap powder or sugar was protected by moving up to the warehouse promptly. Apples by the ton were shipped in the fall and the boats moved them to the Cincinnati market overnight.

Tom Greene was a true visionary to see an opportunity in the tourist passenger business in 1934. The palatial QUEEN CITY had given up on it, the Leyhes were struggling in St. Louis with the Eagle Packet Co. and the OUACHITA was charging only \$23 for a week's trip. We'll learn about the purchase of the CAPE GIRARDEAU in the 1935 diary.

- THIS AND THAT -

CADDO LAKE STEAMBOAT CO.

Capt. Lexie Palmore McMillen and husband Jim are looking forward to the seventh season operating the sternwheel steamer GRACEFUL GHOST on Caddo Lake, Texas.

This sizable lake is about a half hour's drive east of Jefferson, Texas just over the Louisiana state line with a connection to the Red River above Shreveport. Trips are run daily beginning March 27. An attractive and detailed brochure is available by calling (888) 325-5459 or write Lexie Palmore, R. 2, Box 63A, Uncertain, TX 75661.

* * *

AND THE STR. CADDO, 1842

Stan Garvey and Clint Orr have forwarded clippings about the contemplated salvage of an early Red River steamboat named CADDO.

The CADDO was a small sidewheel boat, 139ft.x25ft., built in Pittsburgh 1839 and operated in the New Orleans and Red River trade. An ad for this boat in 1841 listed her as going to, "The Foot of the Raft, Shreveport," but a year later she went farther. Her remains have been found near Fort Towson, Oklahoma a good many miles upriver from Shreveport.

The CADDO, Capt. John Graham, master, was lost by snagging on the Red River after unloading at Fort Towson in southeastern Oklahoma. The date was April 13, 1842 and no lives were lost. The river has changed its course several times during the intervening 158 years but the CADDO's location is once again in the middle of the channel and began to show during extreme low water this past summer.

We look forward to further bulletins.

* * *

AMERICAN CLASSIC VOYAGES CO.

A press release from Terri Monaghan, V.P. Corporate Communications of American Classic Voyages neatly summarizes the rapid expansion of boats, cruises and projects in this company's several divisions:

Delta Queen Steamboat Co. - Added the COLUMBIA QUEEN to the fleet and will begin Columbia and Snake River cruises in the Pacific Northwest beginning April 2000 (see below).

Delta Queen Coastal Cruises - A new division of Delta Queen Steamboat Co. has two, 226 passenger vessels under contract to begin service on the east and west coasts in 2001.

American Hawaii Cruises - The classic liner INDEPENDENCE is being repositioned from Honolulu to Maui for her seven night island cruises. The recently purchased cruise ship NIEUW AMSTERDAM will operate from Honolulu beginning November 2000 following refurbishing. Two new 1,900 passenger cruise vessels are now under construction contracts.

The new COLUMBIA QUEEN for Columbia and Snake River service is nothing like her Delta Queen Steamboat Co. sisters D.Q., M.Q. or A.Q. operating on the Mississippi system. She was designed as a casino boat but never completed and was acquired for \$3.2 million, less than a third of the cost to build. She was designed by Rodney E. Lay & Associates, Jacksonville, FL, 218'x60'x12', with twin 1,380 hp. diesels, twin prop. She was converted for overnight service with 81 staterooms and, as might be expected of her fat dimensions, 25 are inside rooms. The seven night itinerary takes in the Columbia from Astoria to Pasco and the Snake up to Lewiston.

* * *

HARLAN HUBBARD'S WORK STILL POPULAR

Harlan Hubbard, the artist and writer who with wife Anna made Payne Hollow, Kentucky a sort of Mecca for lovers of the simple life, has a two page spread in the January 10, 2000 issue of *Antiqueweek* magazine.

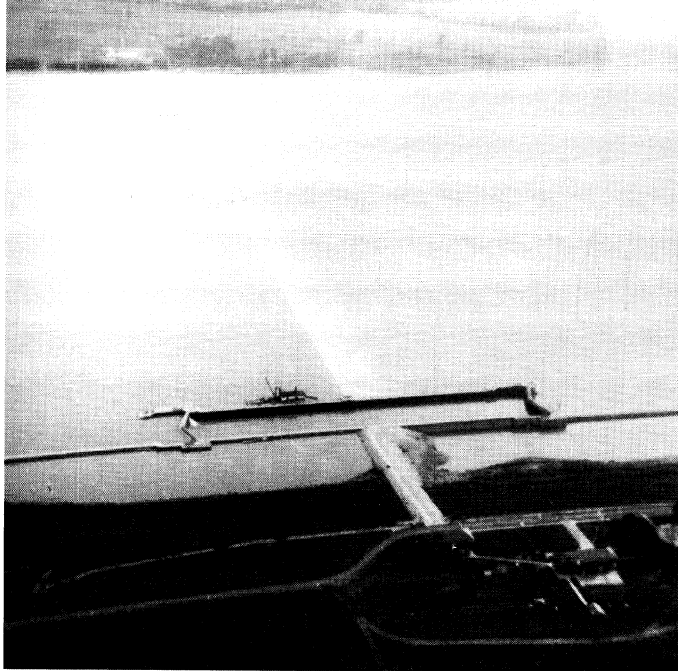
Hubbard was born in Bellevue, Kentucky January 4, 1900 and died at Madison, Indiana in 1988; Anna had died in 1986. Now, more than a decade after his death, there seems to be renewed interest in Harlan Hubbard as a regional artist and in his writings about life on the shantyboat and at Payne Hollow.

A celebration of the centennial of Hubbard's birth is planned for Saturday, June 3 on the Hanover College campus, Hanover, Indiana. The main program that morning will be an illustrated art critique by Judy Bullington, art history professor from Western Oregon University and Meg Shaw from the University of Kentucky. This will be followed by a tour of a major exhibition of his work. The afternoon will be devoted to the lifestyle of the Hubbards followed by a discussion of homesteading and a program on hand tools by Paul Hassfurder who inherited Payne Hollow after Harlan's death.

For further details on this program contact Bob Rosenthal at (812) 886-7216.

Our thanks to Ross Carr for the clipping.

* * *



Aerial view of Lock and Dam 52, Ohio River from the Illinois side. Built 1928, 1.4 mi. below Brookport, Illinois; lock 110'x600'; navigable pass 1248'. Taken August 1941.

This past August we happened to wander into the Market House Museum in downtown Paducah and met several of the friendly volunteers. There is a lot of local history on display in the museum and when we expressed interest in "river stuff" one of the ladies displayed immediate interest. Ruth E. Walsh lived for many years in Metropolis, Illinois, just down the river from Lock & Dam 52 which was her favorite place for boat watching. Later, this photo and poem arrived in the mail along with some other interesting photos. Was Ruth answering *The Waterways Journal's* reader occupation questionnaire here?

OR WHAT?

by Ruth E. Walsh

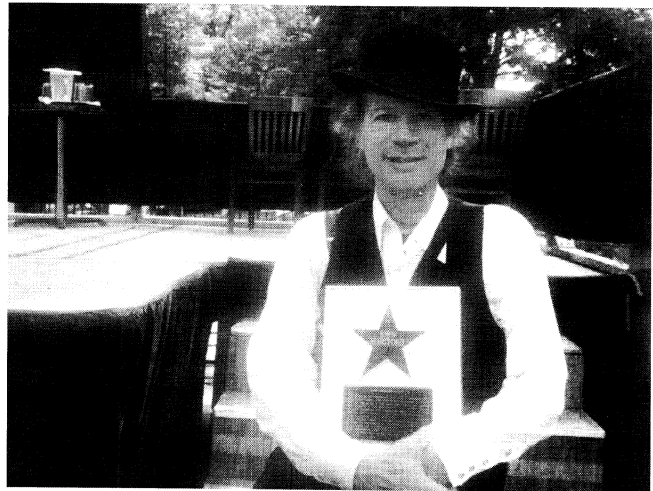
Looking at your questionnaire
I asked myself, "Why do I care?"
Where each boat is and where she's going,
If weather's good and what she's towing.

I'm no pilot nor engineer.
I'm not even a boy, that's quite clear.
I'm just a girl who makes beef stew
When I'd rather be sitting at Lock 52.

I just can't think of a celery stalk
When my radio's tuned to towboat talk,
Hearing names of boats, the changing crew
With places to go and things to do.

All these I love, without rhyme or reason
And at any time or in any season.
A "crush" on boats, that's what I've got
And that's my answer in space, "Or what?"

* * *



JOHN HARTFORD

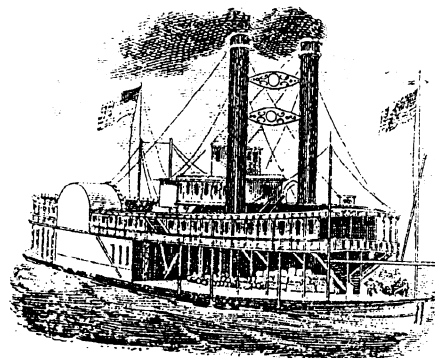
DELAYED DISPATCH - The photo of member John Hartford was taken May 16 last and comes from Ken Buel, Collinsville, IL by way of Jim Swift, St. Louis. Maybe the film was in Ken's camera all summer or perhaps there is another explanation for the Reflector being late receiving details of a well deserved recognition of John's accomplishments by his home town last year.

John Harford (sic.) was born September 30, 1937 and grew up in University City, a St. Louis suburb. He attended Community School in LaDue and it was there that he caught the enthusiasm for the river and steamboats from his fifth grade teacher Ruth Ferris. A little later he became interested in picking and fiddling blue-grass music which led to his very successful life's work as an entertainer. He also added "t" to his name along the way since everybody seemed to think that's how it should be spelled.

Last May, John was honored with a star in the sidewalk on Delmar Boulevard's Walk of Fame along with four other St. Louis natives who have made their mark. The citation for John concludes, "A gifted musician, author and folk music historian, John Hartford became a powerful voice for his twin muses, the river and its music."

Belated congratulations, John. Well done!

* * *



PATRONS' BUSINESS NOTICES
Illustrated Atlas
UPPER OHIO RIVER
& VALLEY
 1877

The Illustrated Atlas Upper Ohio River & Valley is similar in layout and illustrations to many atlases of counties which were published by commercial printers a hundred or more years ago. For a price, a subscriber could have a steel engraving rendition of their homestead prepared and included, full, half or quarter page, while "patrons" would be listed in a town section in the back of the book. This particular atlas is interesting for its charts of the Ohio River showing property owners and landings and the many full page renditions of farms, hotels, private estates and manufacturing plants. Usually, there is at least one boat in these scenes which are reasonably accurate to the major details.

Probably because of the focus of the atlas, we find a number of river people contributing as Patrons in towns both big and small. Below is an alphabetical listing of such Patrons showing their town of residence and vocation specialty. Obviously, not every riverman thought having his name in the Atlas Upper Ohio River & Valley was worth the cost but the sampling is an interesting list of some of those active in 1877.

Anderson, William L.	Letart Falls, OH	pilot
Bailey, Charles M.	Pittsburgh, PA	pilot
Bay, G. W.	Ironton, OH	master
Berry, Charles	Baden, PA	pilot
Booth, E. C.	Huntington, WV	pilot
Booth, E. C.	Rockwood, OH	pilot
Boughner, V. E.	Portsmouth, OH	diver
Brown, M. E.	Gallipolis, OH	clerk
Brown, M. H.	Gallipolis, OH	master
Brown, M. M.	Gallipolis, OH	master
Cable, C. C.	Steubenville, OH	pilot
Campbell, J. T.	Huntington, WV	master
Carlisle, A. S.	Pittsburgh, PA	wharfboat
Cheny, J. R.	Gallipolis, OH	steward
Cole, C. M.	Harmar, OH	owner
Corns, W. D.	New Richmond, OH	pilot
Cowan, R. W.	Emsworth, PA	master
Cramer, Gustave A	Augusta, KY	pilot
Cropper, J. T.	Manchester, OH	mate
Davis, S. D.	Marietta, OH	owner
Devenny, John S.	Steubenville, OH	U.S. Insp.
Devinney, S. A.	Pomeroy, OH	engineer
Dippold, John H.	Baden, PA	pilot
Dumont, C. T.	Cincinnati, OH	machinery
Erwin, Samuel	Baden, PA	pilot
Fairman & Henderson	Pittsburgh, PA	agents
Flesher, A. J.	Murraysville, WV	shipyard
Fowler, Charles T.	Baden, PA	pilot
Hamilton, Jonathan	Gallipolis, OH	owner
Hamilton, Samuel	Gallipolis, OH	pilot
Harper, Thomas	Sewickley, PA	pilot

Hazlet, Andrew	Gallipolis, OH	mate
Heritage, F. C.	Middleport, OH	pilot
Holloway, John W.	Gallipolis, OH	pilot
Jerman & Bovie	Gallipolis, OH	chandlers
Jones, Ernest J.	Ravenswood, WV	pilot
Jones, J. B.	Phillipsburgh, PA	pilot
Kerr, D. C.	Pittsburgh, PA	pilot
Kerr, R. H.	Ironton, OH	clerk
Kerr, W. H.	Ironton, OH	master
Knowles, Horace	Hockingport, OH	master
Long, John	Bellaire, OH	pilot
Mace, James E.	Burlington, OH	pilot
Maddy, W. L.	Huntington, WV	master
Marine Dock Co.	Middleport, OH	shipyard
McCaskey & Kerr	Freedom, PA	shipyard
McElherren, Wm.	Vanceport P.O., PA	master
McKee, J. R.	Phillipsburgh, PA	pilot
McMillen, A. E.	Catlettsburg, KY	mate
Montgomery, J. W. M.	Gallipolis, OH	"boatman"
Moore, B. B.	Porstmouth, OH	master
Moore, Thomas	Tiltsville, OH	pilot
O'Neal, George E.	Steubenville, OH	pilot
Ogle, B. F.	Bellaire, OH	pilot
Parker, Wise & Co	Cincinnati, OH	chandlers
Gray's Iron Line	Pittsburgh, PA	owner
Robinson, William	Gallipolis, OH	fireman
Rodgers, M. K.	Pt. Pleasant, WV	engineer
Russell, J. T.	Sistersville, WV	master
Sanford, J. H.	O.K. Landing, WV	pilot
Semple, Reno & Cassilly	Cincinnati, OH	chandlers
Shallcross, Morris C.	Gallipolis, OH	pilot
Shuemaker, J. H.	Mason City, WV	pilot
Sims, Win. S.	Clarington, OH	pilot
Stephenson, James	Portsmouth, OH	pilot
Stoops, W.	Sewickley, PA	ferry opr.
Suiter, I. L.	Rockwood, OH	ferry opr.
Thompson, George, Jr.	Portland, OH	skiff bldr.
Tietz, Charles	Tietzville, KY	wharfboat
Ward, Clarence W.	Gallipolis, Oh	"boatman"
Weimer, B. F.	Augusta, KY	engineer
Williamson, A. H.	Guyandotte, WV	pilot
Winteringer, N.	Steubenville, OH	owner



Capt. Bill Carroll, speaker at the 1999 meeting, and Capt., Tom Dunn, Pres. Mississippi River Chapter of S&D. Photo by Ken Buel.



BELLE OF CINCINNATI with the Peace Bell at Carrollton, Kentucky. Propulsion by sternwheel with twin screws in reserve; three diesels total 2,010 horsepower. Photo by Gayle Hindman.

THE BELL OF NEWPORT IS NOT A BOAT - IT'S A BELL!

In earlier issues we have made mention of the Peace Bell which was brought to Cincinnati from New Orleans by the new excursion boat BELLE OF CINCINNATI. We confess to more interest in the boat than the bell but many who have seen the bell have been mightily impressed with it. With the prompting of the above photo we bow to speak of the Peace Bell.

The Peace Bell was the idea of Wayne Carlisle, a Newport, Kentucky businessman. He says, "Our real dream is to have this millennium bell be a symbol of the important values of freedom and peace." He wanted it to stand out among the bells of the world and the Verdin Co. of Cincinnati arranged to have the 66,000 pound monster cast in France. It stands 12 feet high and is 12 feet across the lower rim. The next in size today is a 56,000 pound bell in a cathedral in Cologne, Germany. For comparison, the Liberty Bell weighs in at only 2,080 pounds.

The Peace Bell was shipped from France to New Orleans and it so happened that BB Riverboats, Inc. was just about ready to start up the river with the new BELLE OF CINCINNATI. She is a

dinner boat reincarnation of the DIAMOND LADY, one of the first of the casino boats of 1991 when the gaming craze started. The barge carrying the Peace Bell was tied alongside and brought home to Newport with twelve stops at towns along the way. It arrived in Cincinnati August 1 and after the Tall Stacks extravaganza in October the bell was installed in a four story pavilion on the Newport riverfront. Future plans call for the construction of a companion 80-bell carillon tower in a World Peace Park.

Until December 31, 1999 visitors to the Peace Bell could only hear its muted tone when it was struck by a large rubber mallet. It was viewed by thousands and many found touching the rim and feeling the vibrations to be an emotional experience. The New Year was rung in with the first strike on the big bell by its 3,000 pound clapper. "BO-ONG!"

But back to the BELLE OF CINCINNATI: she has been fully restored after sitting idle at various locations for a number of years. The crass trappings of gambling have been removed and she is now a popular attraction in the Cincinnati harbor dinner trade. Looking at her traditional packetboat design and size, 201x49.5, one can muse that one or both of her near sisters would make a dandy overnight tourist boat.



LEFT; BELLE OF CINCINNATI with The World Peace Bell arrives in Cincinnati at 2 PM August 1, 1999. The bell received a red carpet welcome with an orchestra accompaniment followed by other musical entertainment and speeches throughout the day. Note that the big bell is shrouded from view prior to the unveiling at 2:45.

Robert Lodder photograph.

- S&D CHAPTERS -

OHIO & KANAWHA

The regular quarterly meeting of the senior S&D chapter was held at the Mason County Library, Pt. Pleasant, West Virginia on November 7, 1999.

After calling the meeting to order at 2PM sharp, Capt. Bert Shearer called upon Capt. C. H. Stone to conduct the business portion.

Jim Bupp reported that the much maligned O-K Treasury was again rubbing bottom with a balance of \$29.33 and eleven stamps. Capt. Stone directed that a hat, cigar box or something be passed around, - portraits of Washington acceptable but Jackson or Grant would not be turned down. The treasury was quickly restored.

Capt. Stone reminded the group that several years back the city of Pt. Pleasant started a project to establish a local river museum. A building in a good location inside the flood wall but adjacent to Tu-Endi-We Park had been donated but hoped for funding was not forthcoming to complete the project.

Mr. Jack Fowler was introduced as the present coordinator for the museum project and gave a brief report. At present the outlook is favorable for the city to obtain necessary funds from a state grant to restore the outside of the building and complete renovations on the first floor exhibit area. Jack welcomes suggestions for exhibits and ideas for additional funding sources.

Ed. Shearer, son of Bert and Ann Shearer and president of Shearer & Associates, Marine Architects, introduced the afternoon's program. It turned out to be a fascinating video made by a crew member aboard the Mv. BIGELOW of Ingram Barge Co. when an accident occurred at the U.S 190 bridge above Baton Rouge. The tow of 25 barges was downbound on a good stage of water when it came into contact

with a pier of the bridge and caused excitement for several days following.

The film began as the tow was rounding the sharp right-hand bend just above the bridge. Suspense was heightened for those in the audience familiar with the location for the camera operator did not at first realize that the tow was getting out of shape to successfully pass through the channel span.

The current pushed relentlessly until the barges on the port side of the tow were swept against the center pier as the camera caught it all. The tow broke up with bits of rigging flying, barges turned over and several sank before our eyes. As the camera operator continued filming he could only comment, "What a mess. What a mess."

Remarkable was the quick response to the accident by a number of towboats working in the Baton Rouge area. The catching of barges floating free- astray, singly and in groups, was also caught on film and all were corralled eventually.

Ed Shearer commented on the salvage problems including unloading a barge of gasoline which had turned over and several in the audience answered questions about the river conditions in the area which contributed to the accident. The news media converged on the scene and contributed to some sense of panic among the local citizens inspiring them to evacuate when Shearer & Associates were supervising the recovery of the gasoline barge. No lives were lost nor serious injuries in the accident or later salvage operations.

With some editing and added explanatory commentary this would make a real cliff-hanger. The amateur cameraman was right, - "What a mess. What a mess."

Next meeting for the O-K Chapter will be the first Sunday in March at the Mason County Library, 2PM.

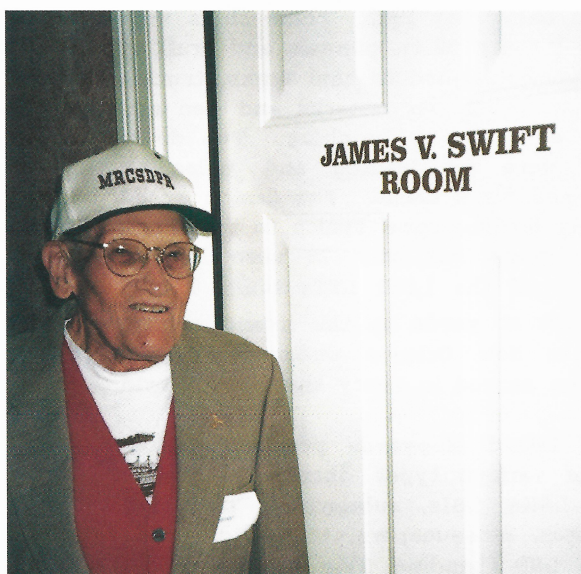
* * *

MIDDLE OHIO RIVER

No recent intelligence received.

* * *

MISSISSIPPI RIVER CHAPTER



The Chapter report forwarded by President Tom Dunn consists only of this photo of a venerable member stepping out of his room at the Reubel Hotel in Grafton,

Illinois. As a reward for past trade, the hotel management has named Room 21 in honor of James V. Swift, Esquire. Well deserved!

* * *

THE LANDING SHIP TANK (LST): THEY CAME FROM THE RIVERS AND WENT TO WAR

The "LST Scuttlebutt," publication of the United States LST Association, announced in its September/October 1999 issue that the last operating World War-II Landing Ship Tank, LST 391, had been cleared for transfer from Greece. The USS LST SHIP MEMORIAL, INC., a non-profit corporation chartered in Pennsylvania, plans to operate this last survivor of the ships which put fighting men on the beaches all over the world during the war as an operating museum.

This bulletin reminded us that here was an opportunity to run some of the fine photographs of LST construction at the American Bridge Co. yards, Ambridge, Pennsylvania. These were taken by the American Bridge Co. staff photographer Noble Beheler who was assigned to document all of the Navy contracts. Noble is still snapping photographs and his work has graced our covers on several occasions.

Shipyards all over the inland waters produced LSTs and other shallow draft vessels intended for deep sea military service. They all had to navigate down the rivers and out to the Gulf of Mexico by way of the Mississippi and for this purpose the U.S. Coast Guard recruited ferry crews familiar with the river. These rivermen made up the so-called "Catfish Navy" and a few members are still around.

LST-1, the first built inland, was launched at the Dravo Corp. shipyard at Neville Island, Pittsburgh on Labor Day 1942. These ships were 327 ft. by 50 ft. with 32 ft. gunnels and draft of 12 ft. They were designed to haul tanks, trucks, bulldozers, most other war materiel and men and to land them on shore by beaching. Two doors in the bow were for loading and unloading without the need for a dock. The design speed was 11.6 knots leading some cynics to dub them Large Slow Targets but only 26 were lost to enemy action. Of the 1,058 LSTs built, 724 of them were built at yards on the inland rivers, taken down to New Orleans under their own power and then served in every theater of World War-II.

Altogether, inland shipyards produced almost 4,000 craft of various types during the war - LSDs, LSTs, LSMs, LSIs, submarines, destroyer escorts, frigates, minesweepers, tugs, etc. - you name it. An LSD (Landing Ship Dock) was 457 feet long, LST 327 feet, LSM (Landing Ship Medium) 200 feet, LSI (Landing Ship Infantry) 158 feet and a DE (Destroyer Escort) 300 feet. Twenty-eight submarines (311 feet long, 1,525 tons) were built at Manitowoc, Wisconsin on Lake

Michigan and were brought out through the Illinois River to the Mississippi.

The larger navy craft such as those mentioned above were crewed and commissioned before leaving the building yard. However, the officers of the combat crew were not familiar with navigating the rivers down to the Gulf of Mexico and the U.S. Coast Guard, already responsible for river navigation, assumed this responsibility. Builders and Fighters, U.S. Army Engineers in World War II, published 1992 by the Office of History, U.S. Army Corps of Engineers, reports that something like 40 rivermen were recruited by the Coast Guard to serve as ferry pilots. Included among these pilots were such S&D luminaries as Bill Tippitt, Stogie White, Tom Kenny, Arthur "Red" Schletker, Bert Shearer, Roy Barkhau, and C. W. Stoll.

The LST combat crew was responsible for the ship's equipment and operational control on the high seas. The navigation down to New Orleans was the responsibility of a ferry crew comprised of a master, executive officer, two pilots and usually a steersman, engineer, quartermaster and deck crew, cook and mess staff, about 20-24 total.

The ferry pilots took LSTs from the yards at Ambridge and Neville Island, Pennsylvania down as far as Louisville where others took over on down to Memphis and New Orleans. The Pittsburgh pilots returned from Louisville by train and were ready to take out the next LST, usually making three trips a month. In almost three years with the Coast Guard, Capt. Shearer took 84 LSTs down the river.

We reproduce Bert Shearer's log for LST 30 which left the Dravo Shipyard at Neville Island on June 24, 1943. The ferry crew Master was Lt. Shiller, a shoe salesman from Pittsburgh in civilian life, while the Executive Officer Lt. Jg. Raymond was regular Navy. Capt. H. C. Morrow and Bert Shearer were in the pilothouse assisted by a steersman named Brasher..

JUNE 24, 1943

0530 Left Neville Island
0625 Dashields Lock - River 9.02' S.
0640 Out of Dashields; Steering failure at lower guidewall. Repaired by 0855.
1100 Montgomery Lock & Dam; River 9.3' S.
1155 Lock No. 7 - Normal Pool, 9.8' F.
1318 Lock No. 8 - Normal Pool, 9.0' F.
1430 Lock No. 9 - River 9.4' R(ising).
1537 Lock No. 10 - River 9.4' F(alling).
1720 Lock No. 11 - River 9.4' F.
1843 Lock No. 12 - River 9.9' F.
2005 Lock No. 13 - Normal Pool, 9.7' F.
2205 Anchored Fish Creek Island, Mi. 113.

JUNE 25, 1943

- 0510 Left Fish Creek Island, underway.
 0522 Lock No. 14 - Normal Pool 9.2' F.
 0710 Lock No. 15. Waiting on Str. PITTSBURGH COAL. Normal Pool 9.5'.
 0740 Lock No. 15 - out.
 0925 Lock No. 16 - Normal Pool 9.5' F.
 1145 Lock No. 17 - Normal Pool 9.7' F.
 1305 Lock No. 18 - 9.9' F(alling)
 1435 Lock No. 19 - 10.2' F.
 1550 Lock No. 20 - 9.1' F.
 1700 Steering gear failure above Dam 21. Went out two times but no damage.
 1721 Lock No. 21 - 9.2' S(tationary).
 1820 Lock No. 22 - 9.7' F(alling).
 1927 Lock No. 23 - 9.7' R(ising).
 2259 Anchored Pt. Pleasant, Mile 265.4.

JUNE 26, 1943

- 0820 Up anchor and underway.
 0935 Gallipolis Lock - 9.8' on lower gauge.
 1153 Lock No. 27 - 9.8' F.
 1310 Lock No. 28 - 9.9' R.
 1418 Lock No. 29 - 10.7' F.
 1620 Lock No. 30 - 10.9' F.
 1820 Lock No. 31 - 11.4' R.
 2000 Steering gear failure at Fairview Light, mile 376.4. No damage. Repaired and underway at 2040.
 2110 Lock No. 32 - 10.9' R.
 2345 Lock No. 33 - 10.5' F.
 JUNE 27, 1943
 0020 Maysville, Kentucky
 0310 Lock No. 34 - 10.0' F.
 0520 Lock No. 35 - 10.2' F.
 0640 Lock No. 36 - 10.4' S.
 0908 Lock No. 37 - 11.6' R.
 1012 Lock No. 38 - 11.7' R.
 1300 Lock No. 39 - 10.4' S.

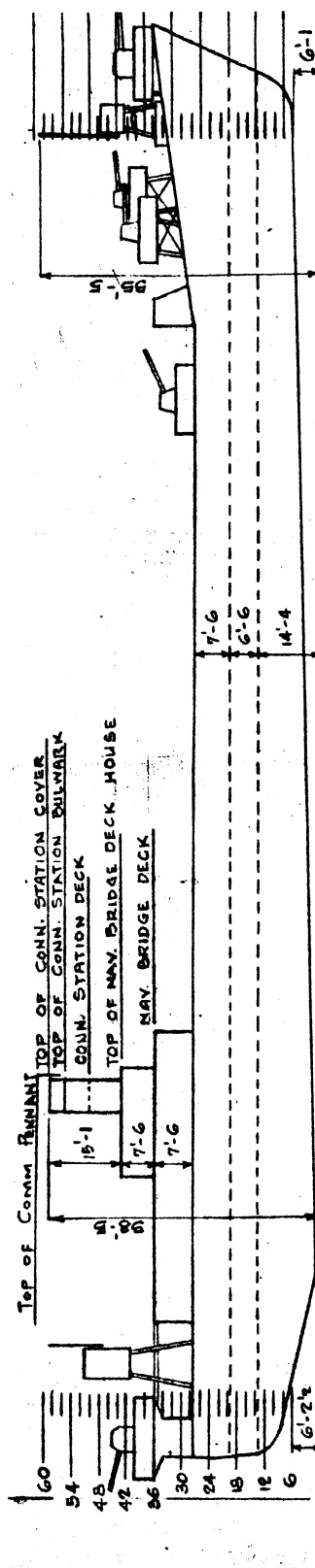
Lock 39 was at Markland, Indiana and LST 30 arrived at Louisville, mile 601.6, at 1845 (6:30 PM), a slow trip marked by several failures of the steering gear and making all the locks en route.

An excellent first hand account of ferrying LSTs down from Pittsburgh was written for the S&D Reflector by Capt. C. W. Stoll in 1976. C.W. was on LST 1 which departed the Dravo yard in December 1942. This two-part article appears in Volume 13, Nos. 1 & 2. (Back issues are available from the Secretary at \$3 each, postpaid.)

For an account of life on LSTs you may want to read, The Long Watch by Charles Allen Smart. Smart served on LST 456 in the Pacific and then went to LST 138 at Ambridge early in 1944 and participated in the Normandy invasion six months later.

The LST builder's model on display at the Ohio River Museum, Marietta is from the American Bridge Co., Ambridge, Pa. American Bridge turned out 112 LSTs.

* * *



L.S.T. CRAFT

EXTENSION OF DRAFT MARKS FOR COMPUTING BRIDGE CLEARANCE
 NOTE: FOR EXACT DETAILS OF DRAFT MARKS SEE G&C. DRWG. 19010-1

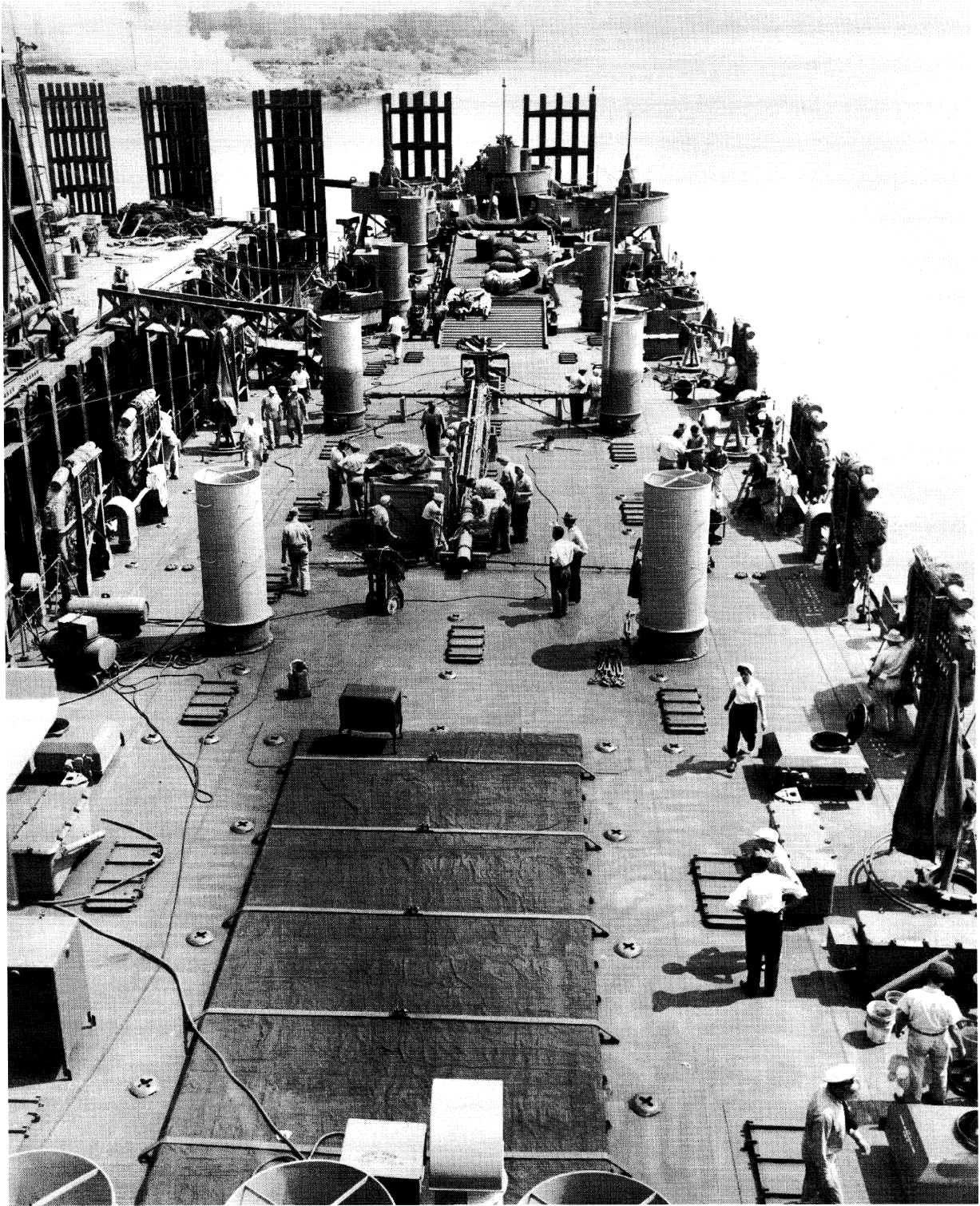


NO. 1 One hundred and twelve LSTs of the total of 1058 built were by the American Bridge Co. at Ambridge, PA. View above is looking down the Ohio River: the ten LST building ways are at lower right. The hulls were moved out into the open area and then down to the launching ways where an LST is poised about ready to go.

After launch the hulls moved down to the outfitting dock where seven hulls are in various states of completion. LST 261, the first built here, took eight months to complete. By early 1944 the time was eight weeks or less, more than an LST a week ready to go. The PRR tracks border the plant with town of Ambridge beyond.



NO.2 The keel for LST 141 was laid November 24, 1943 and she was completed and commissioned February 16, 1944. In August and September 1944 she supported the Allied landings in Southern France and later served in the Korean War.

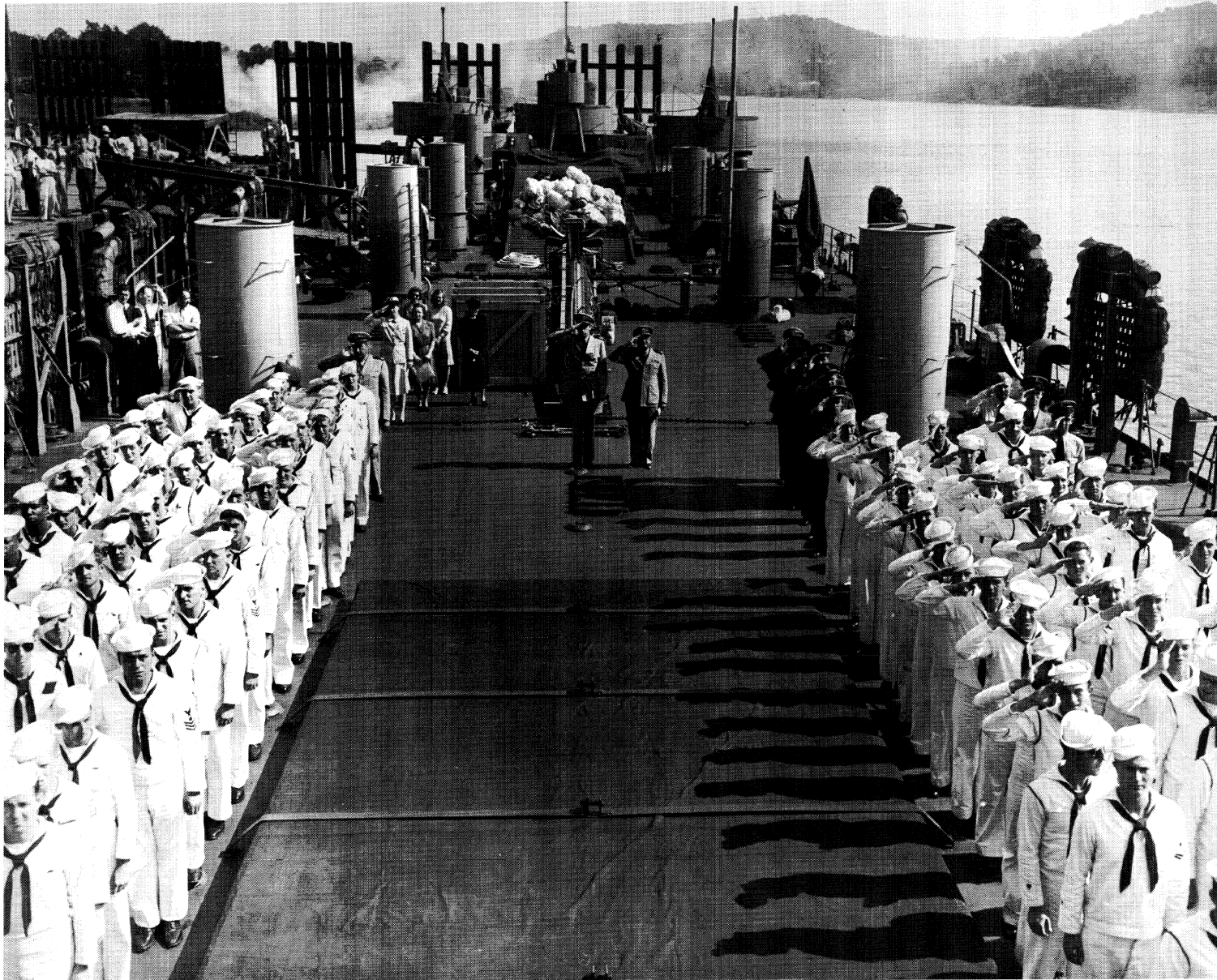


NO. 3 This LST is nearing completion at the upstream end of the outfitting deck. The life rafts are in place and the anti-aircraft guns are visible in their tubs on the bow. The ramp giving access to the tank deck is near the bow. Ventilator stacks for the interior rise above the deck. LST Number unknown; box in near foreground marked, "Ferry Crew No. 13, U.S. Navy, St. Louis, Mo."



NO. 4 This is the tank deck of an LST and we guess it is looking toward the bow judging from the curved bulkhead at the far end. Six-by-six trucks piled high could be accommodated along with jeeps, trailers, artillery, tanks and a variety of tracked vehicles.

Trucks and jeeps could be driven up to the top deck and photos of a loaded LST show every bit of space utilized. Note the tiedown points the length of the deck; the piano is aboard so sailing must be imminent; a duffel bag is marked, "U.S. Coast Guard, Heflin."



NO. 5 Commissioning Day. Four civilian ladies, one of whom is the ship's sponsor and gripping a package, are accompanied by a Navy Wave and wait to present a commissioning gift. The ship's company will understudy the ferry crew who will be in charge on the trip down to New Orleans.

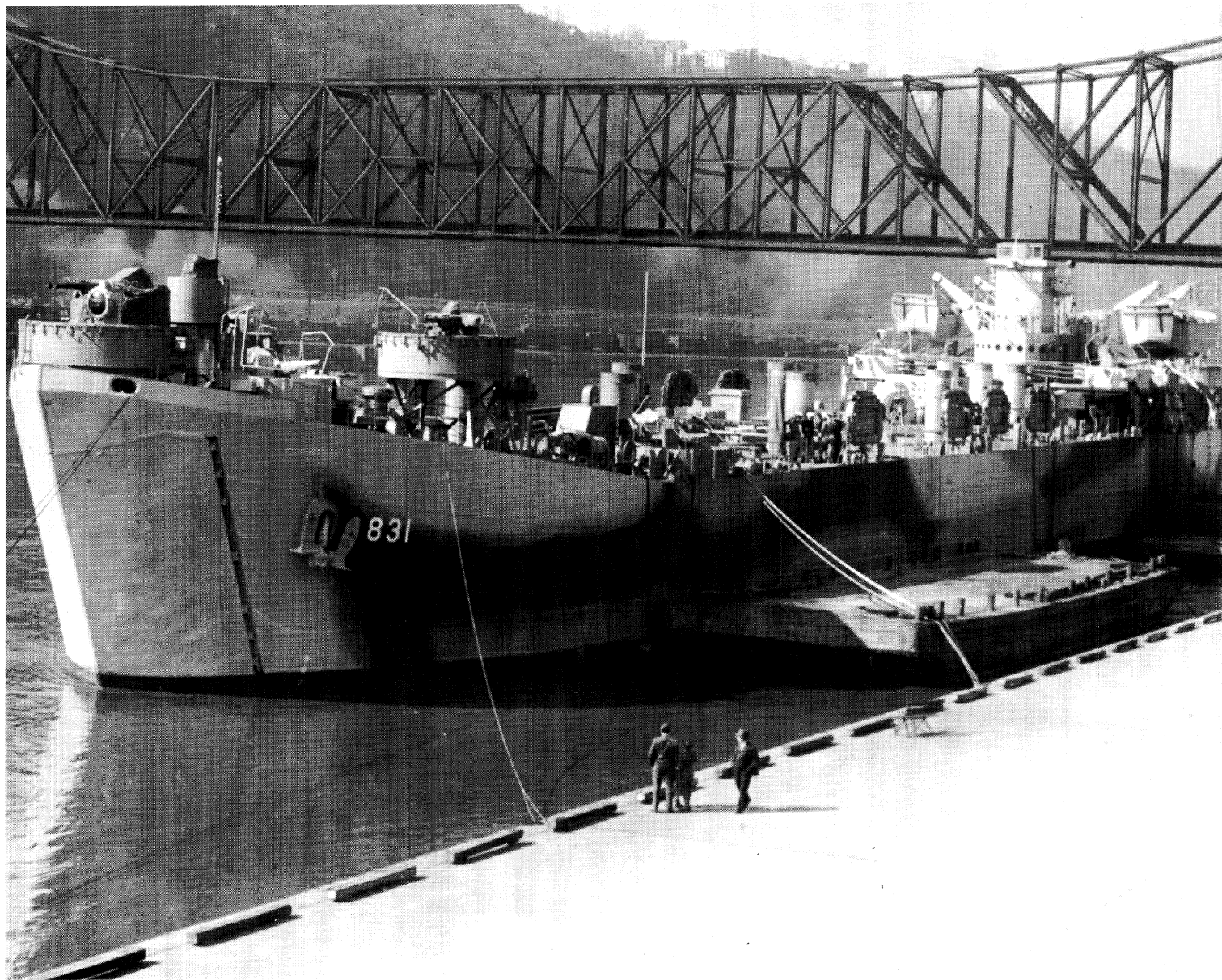


NO. 6 The sponsors came from all walks of life, from the wife of the Chairman of the Board of U.S. Steel, Mrs. B. F. Fairless, in her mink coat to the daughter of one of the shipyard workers as seen here. We don't know the name of the comely young lady who sponsored LST 681 but it a very proud moment for this family.



NO. 7 LST 681 departs the outfitting dock on her way to war as some of the builders watch and salute. The keel for LST 681 was laid May 10, 1944 and she was commissioned July 25. She was bound for the Pacific and took part in the landings in the Philippines

at Lingayen Gulf, Luzon Island January 9, 1945 and then Okinawa in April through June. The kedge anchor hanging on the stern was dropped as the LST approached the beach then used to pull her off. Assault boats hanging from davits are LCVPs or Higgins Boats.



NO. 8 Capt. Bert Shearer and steersman Bill Fenton were in the ferry crew that picked up LST 831 at Ambridge on October 29, 1944. She was moved up to the Monongahela Wharf, Pittsburgh as seen here for a week of public open house.

The commissioning ceremony was held November 8, 1944. She went to the Pacific, participated in the invasion of Okinawa April-June, 1945 and stayed in the Far East on occupation duty until December 1945.



NO. 9 The Pride of the Catfish Navy!
 Lt. Clyde Morrow and Ensign Bill Fenton about to take an LST down the river from the American Bridge Co. shipyard at Ambridge, PA.

Clyde Morrow from Huntington, WV, had worked as pilot or master on towboats, - the SAM P. SUIT,

AMERICAN and GEO. M. VERITY among others. Bill Fenton of Terrace Park, OH (Cincinnati area) had been with the Greene Line as clerk and steersman.

All photographs in this series are the work of Noble G. Beheler, Ambridge, Pennsylvania.

- BOOK REVIEW -

Thrills of the Historic Ohio River

There was a monster celebration of the completion of the nine foot stage along the length of the Ohio River in the fall of 1929. A centerpiece of the celebration was the dedication of the Ohio River Memorial Monument in Eden Park, Cincinnati on October 22. We can only surmise that the editor of the *Cincinnati Times-Star* saw a series of river stories by the paper's writer Frank Y. Grayson as a part of the celebration of the completed navigation project and what a wonderful idea it was.

So popular were the stories collected and written by Grayson for the daily editions that a paper bound book of the newspaper articles was published in 1929 titled, "Thrills of the Historic Ohio River." It was printed on 208 pages of poor paper stock, lacked an index but contained a wealth of largely first-hand accounts of events on the river and river life during the preceding fifty years. Our original copy is dog-eared, crumbling and held together with duct tape but treasured still.

Now, Barbara Fluegeman has undertaken to republish Frank Y. Grayson's book and makes it available to another generation. Because of the poor quality paper and worse binding the originals have become hard to find and very fragile.

The new edition of "Thrills" is the same size as the original with the same bright red covers and artwork. Ms. Fluegeman has exercised some editorial judgment in an effort to improve the arrangement of the articles which had been compiled as a series of individual newspaper articles and therefore lacked chronological (or any other) order.

The editor points out such changes as she has made in an Editor's Note section and summarizes her approach as follows:

"The reader should be aware that some discrepancies appear between Grayson's original volume. In this case, the editor has inserted minor corrections directly into the text. Discrepancies that require more attention appear as footnotes at the bottom of each affected page. Where no other source exists, Grayson's narrative has been left intact. Whether or not his information is correct has been left for others to debate."

A boat name index has been added which is helpful but the reader still wishes for a complete index by proper name and subject. Evidence that the editor has been faithful to the original is reference to the steamer "HESTER" on page 173 which Frank Y. Grayson or the typesetter mistook for the HELPER (T1084). Grayson's writing style was direct and often amusing and the little bit of tinkering by the editor has only improved it.

This is a book which can be a valuable first-hand account reference which sometimes gives a different picture than the handed down story. Most of Grayson's contributors lived the events they related. Because of the short and varied articles complete in themselves this is a wonderful nightstand book for anyone with a modicum of interest in river history or Americana.

Thrills of the Historic Ohio River, 5-3/4" by 8-3/4", paperbound, 280 pages, illustrated with photos; boat name index. A reprint of the 1929 edition by Spencil Hill Publishing Co., 116 Bethel Ridge Rd., Florence, IN 47020. Price per copy \$21.95 plus \$3.50 shipping and handling.

* * *

- BOOK REVIEW -

The Sea Wing Disaster

This book by Frederick L. Johnson was first published by the Goodhue County Historical in 1986 but for whatever reason it only came to our attention a few months ago. We find that it is still available in 1999 and accordingly we give the book a belated but deserved review.

The sternwheel SEA WING (5070) was built at Diamond Bluff, Wisconsin in 1888 for use as a rafter but, as was often the practice, she sometimes carried passengers on excursion outings under a special permit. On Sunday, July 13, 1890 she ran an excursion from Diamond Bluff down to Lake City, Minnesota to the summer encampment of the First Regiment, Minnesota National Guard. The accident which occurred shortly after the return trip began late on that fateful afternoon is the subject of this well organized and well written account.

The trip down to Lake City was about 30 miles and the SEA WING towed a deck barge alongside to accommodate the anticipated crowd. Pickups of excursionists were also made at Trenton, Wisconsin and Red Wing, Minnesota.

The background of the owners and the crew in charge of the SEA WING is well documented and the author has accumulated biographies of many of the passengers so that the reader is well acquainted with them.

The appeal of such an outing on the river for residents of the lumber towns on the Upper Mississippi in 1890 becomes evident as the trip begins from the three towns that pleasant Sunday morning. The trip down the river through Lake Pepin to Lake City was without incident and Camp Lakeview was reached before noon. The afternoon was spent inspecting the National Guard's Camp Lakeview and

The Sea Wing Disaster cont'd. -

visiting with friends who were guard members with the return trip set to leave at 6PM. The weather gave indications of becoming unsettled by late afternoon but the SEA WING's departure was delayed until after the Regimental Parade ceremonies at 7PM.

There was some wind and other signs of severe weather by the time the boat finally left Lake City at 8PM and a few of the passengers elected to take the train back to Red Wing. Several voiced some apprehension about the dark clouds rolling over Lake Pepin but none foresaw that within fifteen minutes of departure the boat and barge would be hit by winds of 60mph. or more, perhaps the edge of a tornado.

The SEA WING with most of the passengers crowded into the cabin to avoid the heavy rain flipped over while the barge alongside remained upright. Those who had remained on the barge were wet but relatively safe. This is the stage set by the author in the first two chapters; the events which followed the upsetting of the boat takes up the remainder of the book. He details a number of experiences of survivors, the attempts at rescue and reaction to the news reports received in Red Wing, Lake City, Trenton and Diamond Bluff. In all, 98 people lost their lives on the SEA WING.

It is a tragic story, largely forgotten and well told in -

The Sea Wing Disaster, by Frederick L. Johnson, paperback, 115 pages, index, bibliography, listings of survivors and those lost; well illustrated with photographs. Available from GOODHUE COUNTY HISTORICAL SOCIETY, 1166 Oak St., Red Wing, MN 55066. Price \$7.95 per copy plus \$2.50 mailing, no tax.

Reviewed by Ye Ed.

Legendary Lady

The BELLE OF LOUISVILLE is the subject of a new book authored by Anne Jewell and Capt. Kevin Mullen. The book is intended to focus on the events on and around the boat under of each of her names, IDLEWILD, AVALON and now BELLE OF LOUISVILLE. Other river events and topics are mostly omitted in favor of detail about the story of the BELLE, from her beginning to the intentional sinking of several years ago.

There are a number of recollections by passengers and crew members to add an intimate interest.

We have not had the opportunity to yet hold this new book in our hands but bring it to your attention because of the wide interest in the BELLE OF LOUISVILLE. We thank Alan Bates for the alert.

Legendary Lady, by Anne Jewell and Kevin Mullen, softbound, 11-1/2" by 9" format, 106 pages, 274 illustrations; \$29.95 plus \$5.00 shipping and handling. Available from Belle of Louisville Operating Board, Foot of Fourth St., Louisville, KY 40202.

W. P. SNYDER JR. BROCHURE

The towboat W. P. SNYDER JR. added historic luster to the 1999 Tall Stacks celebration in Cincinnati this past October and John Briley, Ohio River Museum handed out an attractive descriptive brochure. This well written history of the 1918 towboat was distributed to visitors taking the tours and includes photographs, a crew list and boiler deck floor plan.

Copies are available gratis by sending a stamped #10 envelope, to: John Briley, Manager, Campus Martius Museum, 601 Second Street, Marietta, OH 45750.

- PASSAGES -**JESS L. COEN**

Jess Coen of Clifton Heights, Cincinnati died on December 5, 1999, his 94th birthday.

Jess Coen was president of the Frisbie Engine & Machine Co., Cincinnati and was still active in the business until last August. He and his son Reed Coen reconditioned and installed the steam engines from the U.S. dredge KENNEDY on the AMERICAN QUEEN in 1995. At one time Jess was manager for the Hatfield Coal Co. and in charge of building the highest storage silos in the country at the time.

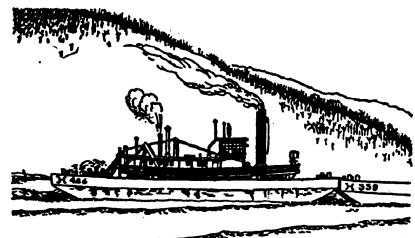
LATE BULLETINS

Just under the wire we received a call from Bette Gorden, curator of the Herman T. Potts collection at the Mercantile Library, St. Louis.

JUNE 14 - The Mercantile Library is sponsoring a Lock and Dam outing aboard one of the Gateway excursion boat. This is the 100th anniversary of the birth of Herman Potts himself. For details call (314) 516-7240.

JUNE 16 & 17 - Midwest River Buffs will meet in Cape Girardeau, Missouri. Call the Honorable Jim Swift for info (314) 725-9467.

Member Alan G. George, 1500 W. Myrtle, Visalia, CA 93277 writes that he has two bound volumes of the S&D Reflector he would like to have a new home. One book has Vols. 9-11 (1972-1974) while the other is Vols. 12-14 (1975-1977). Contact Alan for details.



**DUGAN & CO.
COAL DEALERS
NO. 52 FOURTH AVE.**

Louisville, Ky., March 10, 1882

Capt. Wm. Deven and Associates
of U.S.L.S.S. No. 10
Louisville, Ky. Gentlemen,

Your promptness in reaching the scene of the disaster to the Steamer Jas. D. Parker on Sunday the 5th inst. when the boat was a helpless wreck and fast going to pieces on the rocks in the Falls of the Ohio and your bravery at the time in assisting the passengers & crew numbering One hundred & five souls to a place of safety without the loss of a single life is worthy of the highest praise.

You are Brave Men, Life Service, in deed & in truth well named. For myself & others on board the James D. Parker that fatal Sunday, accept our grateful thanks with the assurance that we shall always hold you in grateful remembrance.

Very Truly Yours, l

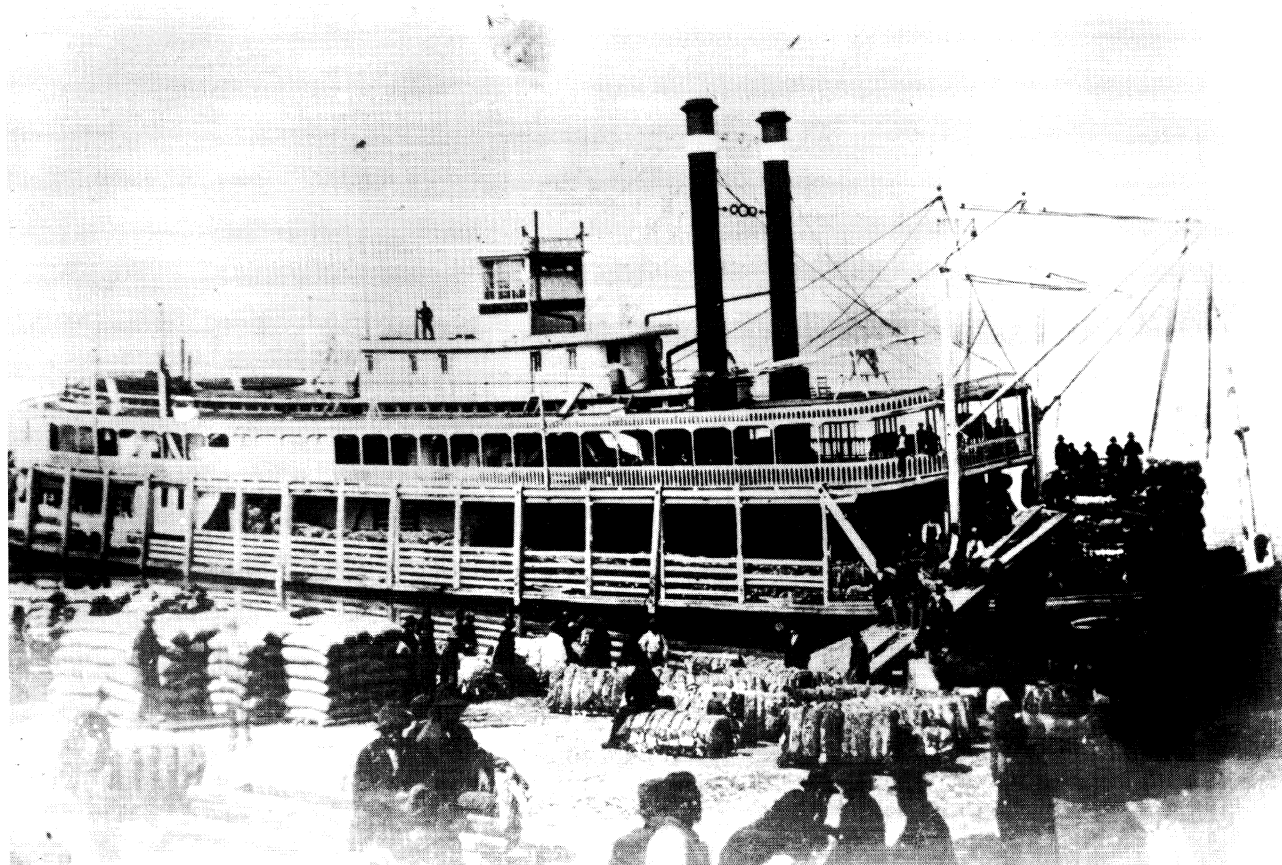
Wm. C. Tichenor

Master, Str. James D. Parker

The above letter has been in the Ohio River Museum for a number of years, mounted in an ornate oak and gilt frame. It deserves more notice.

A needed and valued service for many years was the U.S. Life Saving Station, a floating quarterboat moored at the upper end of the Louisville wharf above the Falls of the Ohio. In the days when both packets and towboats ran the channel over the falls when there was sufficient water rather than locking down through the canal the lifesaving station and its personnel were a comfort for steamboat crews and passengers. More than a few boats came to grief on the falls or when attempting to enter the canal in the swift and unpredictable currents.

The JAMES D. PARKER (2920) was built at Cincinnati in 1872, 185x36x5.5, for the Memphis & Ohio River Packet Co. She had engines 16's-5.5 ft. stroke and three boilers. Downbound on March 5, 1882 at 12:30 PM with 105 passengers on board and a full load of freight she hit the rocks at the at the head of the falls.



JAMES D. PARKER at the Memphis landing unloading a good trip of freight.

This is an event with everybody looking at the camera. Note A-frame stack lowering device.

- OBITUARIES -

CLYDE W. "BUD" DAILY

Bud Daily, 75, of Toronto, Ohio died at the Wheeling Hospital January 2, 2000. Bud and Eileen were regulars at S&D annual meetings for many years and readers of these pages will recall several articles authored by Bud on the early days of sternwheel gasboats.

Bud was born in East Liverpool, Ohio March 3, 1924, the son of the late Charles L. and Georgiana Coleman Daily. He was a 1942 graduate of Steubenville, Ohio High School and later attended St. Paul University, Chicago. During World War-II he served in the 652nd Field Artillery Battalion in Europe and crossed the Rhine on the weakened Remagen Bridge shortly before it fell.

Bud's interest in the river came naturally as his father owned several small sternwheel boats and operated them in a job towing service on the Upper Ohio. Bud's drawings of the operation of belt drives for sternwheel gasboats are classic and appeared in the March 1996 issue of S&D Reflector and later in the recent book Engines Afloat. Bud owned and operated the sternwheel towboats EDNA and LOUISE in harbor service in the Wheeling-Pittsburgh area for several years.

For a number of years Bud worked in construction. He was business agent for Carpenters Local 186, United Brotherhood of Carpenters and Joiners for 17 years.

He was preceded in death by his parents and daughter Judith Louise Daily (October 3, 1993) and sister Elizabeth Maley. He is survived by his wife Eileen Ruble Daily whom he married July 25, 1943 and grandsons Bill Gescheider, IV, Dan Gescheider, granddaughter Eileen Allison and two great-grandchildren.

Burial was in Toronto Union Cemetery, Toronto, Ohio with full military honors.

Our thanks to Bill Potts and Mildred Bennett.

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Bud Daily enjoying a joke, maybe his own, at an S&D meeting a few years back.

Photo by Gary Frommelt

FRED JOSEPH PETTIT, SR.

Fred Pettit, 86, of Marietta, Ohio died on December 3, 1999 at Marietta Memorial Hospital. Fred was born March 21, 1913 in Vienna, West Virginia to Joseph Laney and Emma Petty Pettit.

After high school Fred became an apprentice printer and worked as journeyman printer for the *Marietta Times*. Shortly after World War-II Fred moved to McConnellsville, Ohio as a linotype operator and photographer for the *Morgan County Herald*, McConnellsville. In 1959 he bought the Seevers Printing Co., Marietta, from Glenn Seevers who became watchman on the W. P. SNYDER JR. The business was Pettit-Seevers Printing until 1975 when Fred retired.

Fred's father Joe, known also as "Dude" Pettit, was chief engineer on the packet KANAWHA in 1913. The boat was tied up at Pittsburgh because of high water when Fred made his entrance into the world at Vienna, WV. The railroad down to Parkersburg was

under water so Dude set out in a skiff to see his new son. We have no record of how long it took Dude to make the 180 miles home from Pittsburgh but the flood was the highest flood ever in the Upper Ohio Valley; there was plenty of current.

After retirement Mr. Pettit was active as a volunteer at the Welcome Trolley of the Marietta Tourist & Convention Bureau. He was a member and volunteer at the O'Neill Seniors' Center, Marietta, a 32nd Degree Mason and member of the Sottish Rite Club. Fred and his older brother Harry were regulars at the S&D annual meetings a few years back.

Survivors include his wife Maude Harlow Pettit, one son Fred Joseph Pettit, Jr., a daughter Shirley Ann Wilcox, his brother Harry E. Pettit of Marietta and sister Lucy Cunningham of Michigan and six grandchildren.

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CHARLES L. BROWN

Charlie Brown, 81, of Anderson Township, Hamilton County near Cincinnati died November 8, 1999. He was a real steamboat enthusiast and owned the steam sternwheeler LORENA which he designed.

Charlie grew up in Cincinnati and graduated from Withrow High School and the College of Engineering, University of Cincinnati. He served in the U.S. Army 1942-45. He retired in 1981 from the General Electric Aircraft Engine Division, Evendale, Ohio as a quality control engineer.

The LORENA, complete with steam calliope, has been written up several times, named for his wife rather than for the Civil War song. In 1943 the Browns spent their honeymoon aboard the GORDON C. GREENE on a trip from Cincinnati to Chattanooga.

Dale Flick, a friend of the Browns, provided this bit of history about the LORENA: "She

is a little less than 40 feet long and originally burned coal. Charlie decided to investigate a cleaner and more efficient fuel and, after learning that the Cincinnati Transit Authority had tried a mix of soy bean and diesel oil to run its buses, tried some. The soy bean oil burned smokeless but there was a decided smell of roasting peanuts. Further experimenting minimized the odor and Charlie continued to use the product to the joy of the Cincinnati smoke abatement officials."

Mr. Brown is survived by his wife of fifty-six years Lorena, his daughters Elaine Ann Brown, Mt. Washington, and Paula J. Orr, Concord, NC, his son Donald C. Brown of Clermont County, Ohio and five grandchildren.

Burial was in Vine Street Hill Cemetery.

Thanks also to H. Schmitz.

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VIC TOOKER

Victor "Vic" Tooker, 69, of Wilmington, Ohio died January 4, 2000 at the Veterans Medical Center in Dayton, Ohio. Vic had been battling cancer for the past two years.

He was born June 1, 1930 in Wilmington, son of the late Guy F. and Sarah Alice Moore Tooker. He was well known to passengers on the DELTA QUEEN, MISSISSIPPI QUEEN and later on the NATCHEZ as the entertainer extraordinary, teamed with his parents Mom and Guy Tooker.

Vic's good friend Doc Hawley provides the following: "Guy and Alice Tooker met in 1923 aboard the showboat GOLDENROD shortly after Capt. Bill Menke bought the boat. Guy was the banjoist in the house band and Alice was one of the Singing Moore Sisters from Ripley, Ohio. The sisters were on the midwest vaudeville circuit and Alice and Guy married in 1925.

In 1966 Vic, Alice and Guy joined the DELTA QUEEN at Port Allen, Louisiana and after 1976

they were on the MISSISSIPPI QUEEN much of the time. After I joined the BELLE OF LOUISVILLE in April 1970 the Tookers did some guest appearances. They worked for me on the NATCHEZ, 1983-1989. Never to be forgotten is the last of the 'calliope duels' which Vic and I played here in New Orleans in 1975"

Vic was also a well known performer at various clubs in the New Orleans French Quarter and he and his Riverboat Ramblers band produced several records.

Vic, Mom Tooker and friends entertained at the 1988 S&D annual meeting. The outstanding performances at the Friday evening get-together and the Saturday evening banquet will long be remembered. Vic had high hopes of attending S&D meetings the past two years but his health problems didn't cooperate.

Vic served as a pilot in the U.S. Air Force during the Korean War and remained in the Air National Guard until retiring as a Lt. Colonel. He was still active in flying as a hobby until his last illness.

His father Guy Tooker died in 1975 and mother Alice in 1997. Vic is survived by aunts, uncles, cousins and many friends. Burial was in Sugar Grove Cemetery, Wilmington, Ohio with military honors.

Thanks to Barbara Hameister and Keith Norrington.

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Colonel Vic Tooker in full uniform at the calliope keyboard on the NATCHEZ in New Orleans.

Photo by Judy Patsch

- BACK COVER -

The DELTA QUEEN is headed for Pittsburgh on a summer evening in 1990. The calliope is playing a serenade for Fred Way and other loyal patrons who live in Sewickley as the entertainment is about to begin in the Orleans Room. Ah, "Beautiful Ohio," indeed.

Photograph by Peter Murdock

DOROTHEA FRYE

Dorothea Frye, 78, of Cincinnati died early on the morning of February 2, 2000. She had been confined to the hospital since January 27 following a heart attack.

Dorothea was born in Cincinnati April 9, 1921, maiden name Dormey, and married Roscoe Frye who survives. In the 1930s she performed country-western music and from 1938 to 1941 regularly performed on Cincinnati radio stations.

She studied art at the University of Cincinnati for a time and developed her natural talent to become a proficient artist. Somewhere along the line Dorothea became interested in the river and steamboats which were the subject of a number of her paintings. A particularly striking painting of the DELTA QUEEN at a landing was displayed at the River Museum, Marietta for a number of years and now hangs in the Howard Museum, Jeffersonville. She was a member of S&D for almost 40 years.

She and her family made a number of trips on the DELTA QUEEN and she became friends with the late Letha Greene, then owner of the boat. In 1966 Dorothea worked on the D.Q. as manager of the gift shop for several months. Jane Greene commented, "Dorothea was my closest river friend and to the Greene family, one of the brightest lights of my life."

Dorothea is survived by husband Roscoe, son Michael and wife Linda, two grandchildren and sister Rita Norris. Burial was in the Spring Grove Mausoleum, Cincinnati.

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