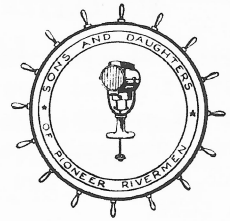


# S&D

# REFLECTOR

Published by Sons and Daughters  
of Pioneer Rivermen



Vol. 37, No. 2

Marietta, Ohio

June 2000



EARLY ON A SEPTEMBER MORNING AT THE MARIETTA LANDING  
AMERICAN QUEEN by Gloria Winters

## - LETTERS -

Sirs: Enjoyed the article on LSTs; I played piggyback on one for six months. Was on an LCT which was built someplace on the Ohio River. Do you have any info on LCTs?

James Stutzman  
5209 River Rd.  
Hebron, KY 41018

= Sorry, nothing in our files about Landing Craft Tank, sometimes carried on LSTs and used as lighters, could carry a couple of tanks and/or assorted equipment. Help from readers solicited. Ed.

\* \* \*

Sirs: Please sign me up as a member. My grandfather was Hazelwood Litton and my great grandfather was Samuel Walker Litton, Monroe County, Ohio. Do any members remember or worked with Hazel Litton; I would love to talk to them.

Milisa Litton  
100 E. Walton St., 12-D  
Chicago, IL 60611

= Miss Elizabeth "Lizzie" Litton, Milisa's grandaunt, was the originator and first secretary of S&D in 1939. Wonderful to have another generation of Littons on board. Ed.

\* \* \*

Sirs: While doing research at the Inland Rivers Library, Cincinnati I received an S&D brochure. My grandfather was William M. Carney of the Greene Line (mentioned in JPH 1934 diary). The staff at Inland Rivers Library has been a tremendous help and I just wanted to say thanks.

William M. Carney  
4757 Forrest Ave.  
Dover, DE 19904

\* \* \*

Sirs: The March 2000 issue of S&D Reflector is superb and brought a real pleasant surprise for me - the Capt. Jesse Hughes

## - THE FREIGHT BOOK -

<b>Jesse P. Hughes Diary - 1935</b>	<b>6</b>
<b>RANDOLPH Burns - 1836</b>	<b>18</b>
<b>KATIE MORRISON</b>	<b>19</b>
<b>S&amp;D Chapters</b>	<b>28</b>
<b>Book Reviews</b>	<b>30</b>
<b>ROSA LEE Burns - 1892</b>	<b>32</b>
<b>Obituaries</b>	
<b>Harry Pettit</b>	<b>34</b>
<b>Lloyd Poore</b>	<b>35</b>
<b>Clarence Johnson</b>	<b>35</b>
<b>Paul Anton</b>	<b>35</b>

1934 account of bringing the sidewheel JS to Parkersburg and my photo of her arrival there. I also had an experience with an LST in the Philippines during WW-II.

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

= Did you ever run an LCT, Bill?

\* \* \*

Sirs: While digging through the McGregor, IA library for books on the Mississippi I came across the S&D Reflector. A treasure! I've been checking them out six at a time. I grew up in Michigan with a love for boats and want to become a member.

Chuck Arch  
P.O.Box 286  
Marquette, IA 52158

= S&D Reflectors placed there by John Bickel, without a doubt. Ed.

\* \* \*

Sirs: I was surprised reading the March issue by all the passengers the TOM and CHRIS GREENE were carrying on those weekend trips to Huntington. They were advertised in the Sunday paper at \$20, round trip.

Also of interest was the patrons list from the 1877 Upper Ohio Valley Atlas (page 17). Charles Tietz, Tietzville, Kentucky was also licensed as the ferryman that same year; bonded with Charles Tietz, Jr. as surety.

James A. Haley  
3908 Luri Dr. Apt. One  
Erlanger, KY 41018

\* \* \*

Sirs: The March issue of the Reflector is at hand, a good one and especially the view of the DELTA QUEEN on the back cover. Regarding the picture of John Hartford and the Walk of Fame award on page 16, I must get friend Ken Buel off the Hook. That was my photo that got lost in my un-computerized desk - sorry to get it to you so late.

As for the "James V. Swift Room" at the Reubel Hotel, Grafton, IL (page 19, March issue) this was named at the instigation of Mary Ann Pickford, former secretary to the head of Grafton Boat Works. The first time I visited the room it was full of Indiana - pictures, that is - so I took an armload of boat pictures up to replace them.

James V. Swift  
7330 Colgate Ave.  
St. Louis, MO 631130

= Readers are also advised that Jimmy Swift has a book in the works: **Backing Hard Into River History**, 360 pages, hard-cover, should be out by late summer. Pre-publication price is \$25 plus \$3.50 S&H from Little River Books, J. R. Simpson & Associates, Inc., 2175 Huntington Dr., Florissant, MO 63033. Ed.

\* \* \*

## MIDWEST RIVER BUFFS

The Midwest River Buffs will meet at Cape Girardeau, MO June 16-17. The date is before the official opening of summer so is termed a Spring Fling. Headquarters will be the Drury Lodge, Cape Girardeau, - everyone invited.  
Call Jim Swift (314) 725-9467.

ST. LOUIS LOCK & DAM CRUISE  
WEDNESDAY, JUNE 14

Lock and Dam Cruise aboard the M/V BECKER THATCHER sponsored by the Mercantile Library departs the St. Louis levee at 12:30pm, June 14. Narration by Capt. William Carroll. Call (314)-516-7420 by June 9.

### NOMINATING COMMITTEE

In accordance with the S&D Constitution, the following members in good standing have been asked to served on the 2000 Nominating Committee:

Lee Woodruff, Doug Wetherholt, Dr. Martin Striegel

The Committee will consider candidates for the positions of President, Senior Vice President, Vice President, Secretary and Treasurer, each for one year terms, and three members of the Board of Governors serving three year terms.

Members interested in any of these positions, or desiring to nominate others who agree to serve if elected, should contact Chairman Lee Woodruff, 1413 Meadowbright Lane, Cincinnati, OH 45230.

### S&D NEWS ITEMS BOARD OF GOVERNORS

APRIL 29, 2000

The spring meeting of the Board of Governors met at the Lafayette Hotel, Marietta on the afternoon of April 29. All members were present with the exception of Jerry Sutphin. Also in attendance were Secretary Bee Rutter, Treasurer Dale Flick, Museum Committee chairman Jeff Spear and J. Mack Gamble Fund chairman Don McDaniel.

The Secretary reported that there are currently 1,352 members including both "full" and "family" categories. This is an increase from a year ago and a number of new members using the form on the new membership brochure distributed to several museums and handed out on the W. P. SNYDER JR. at Tall Stacks.

Treasurer Flick submitted a report of account activity since his report of September 16, 1999. The beginning balance was \$20,242.02; income from dues etc. \$15,723.34; printing and postage expenses \$12,439.15; ending balance \$23,526.21.

The president reported that no final decision had yet been made on the Ohio Historical Society request that plans for vacating the S&D storage space in the Campus Martius Museum be made by August.

Jeff Spear commented on the artifacts remaining in storage and the prospects of putting many of them in an expanded display at the Blennerhassett Museum. Word from O.H.S. is awaited concerning retention of the picture vault in the Campus Martius building which will affect our planning.

Membership Committee Chairman Allen Hess had submitted a printed report on the distributing of the new S&D brochure at Tall Stacks in Cincinnati and to a number of museums. The original printing was 7,500 and approximately 2,100 brochures are on hand.

**NOTE:** If you have a suggestion where S&D brochures might be placed for prospective new members please contact Allen Hess, 17 Sandpiper Lane, Pittsford, NY 14534.

Don McDaniel presented an interesting and impressive account of the J. Mack Gamble Fund grants, 1977 through 1999. A total of \$368,723 has been awarded in support of a variety of projects directly related to river history and its preservation. J. Mack Gamble would be amazed to know the benefits derived from his bequest of approximately \$188,000

### NOTICE OF ANNUAL MEETING

**Sons & Daughters of Pioneer Rivermen members will convene at the Lafayette Hotel, Marietta, OH on September 15 & 16, 2000**

The first official event is the Friday evening reception and registration beginning at 8 PM., September 15.

Annual business meeting and election will be held in the hotel ballroom beginning at 9:30 am., September 16. A group light luncheon at the hotel is planned with a program of river interest afterwards.

Speaker at the evening banquet will be Mr. Joseph E. Vollmar, Jr. who will speak on the life of James B. Eads and particularly the construction (1867-1874) of the famous St. Louis bridge across the Mississippi which bears his name.

The Lafayette Hotel (740) 373 5522 or (800) 331-9336; Best Western, in town (740) 374-7211; Day's Inn, Williamstown, WV (304) 375-3730. Other national chains on the edge of Marietta at Rt. 7 and I-77.

while the value of the Fund was more than \$800,000 as of March 31, 2000, evidence of good management by the bank and prudent stewardship by the Trustees.

The next meeting of the Board of Governors will be held September 15, 2000.

\* \* \*

### BELLE OF LOUISVILLE

Since the deliberate sinking of the BELLE OF LOUISVILLE in 1997 and the repair and improvement costs thereafter the boat has carried a big load of debt. So much was the overhead that the 1914 steamboat's excursion season was in question until Jefferson County provided \$225,000 for a Coast Guard required hull pumping system and other repairs in the hope that reimbursement would come from private donors.

The citizens of Louisville and Jefferson County have come through the tune of \$600,000 in donations, raised in less than a month. Plans call for establishing an endowment fund to supplement the BELLE's income from fares and charters to offset expenses.

\* \* \*

**"Lighting up the Past, Present and Future of the Mississippi River System"****S&D REFLECTOR**

Marietta, Ohio



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

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

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

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

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

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

S&D membership dues are currently \$15 for a full member and \$1 each for spouses and children under 18. Please list full names of children to be enrolled so that each may receive a membership card. Correspondence with your check should be sent to:

Mrs. J. W. Rutter, Secretary  
126 Seneca Drive  
Marietta, OH 45750

**BACK ISSUES**

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

**INDEXES**

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

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

**SONS & DAUGHTERS OF PIONEER RIVERMEN**

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John L. Fryant, V.P.

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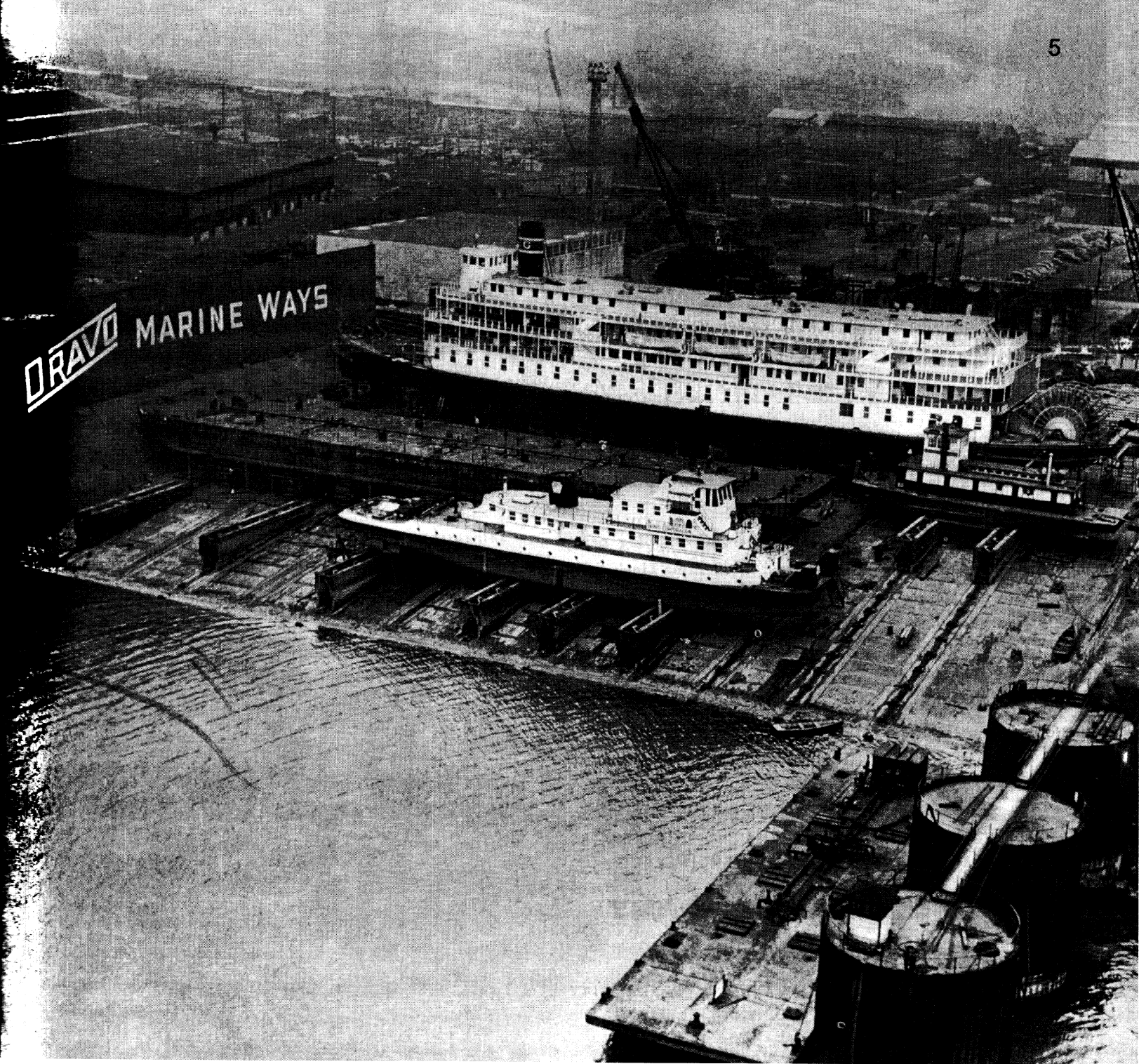
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**DRAVO MARINE WAYS  
NEVILLE ISLAND  
1947**

This is a reproduction of the cover of *Maritime Reporter* for January 15, 1948, primarily a deep water publication. The photo was taken sometime in late October 1947. It is a good shot of the now defunct Dravo Marine Ways and was used in Dravo advertising in 1948.

The DELTA QUEEN (285 ft.) is well along on the rebuilding for the Greene Line. The California

cover has been removed from the paddlewheel, gray paint has been stripped and replaced with white. The framework for the boiler deck forward extension can be seen laid out on the far side of the bow. A new fatter and lower smokestack was installed just before the boat went back into the water on December 13, 1947.

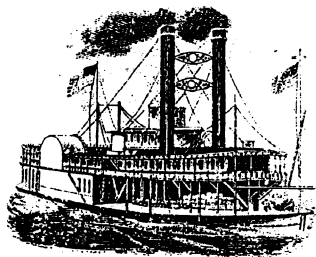
Just down from the DELTA QUEEN is a big liquid cargo barge of some kind; looks almost as long as the 250 ft. hull of the D.Q. Any

guesses on the identity of the small diesel towboat?

The Dravo-design towboat in the foreground we believe is the KEYSTONE (145 ft.) owned by the Keystone Sand Division of Dravo Corp. and built in 1945; a keystone emblem shows on the stack. Capt. Clare Carpenter had much to say about adventures with the KEYSTONE in his "Recollections."

Thanks to Dick Rutter for the copy and suggestion to run it.

\*\*\*



## JESSE P HUGHES DIARY

1935

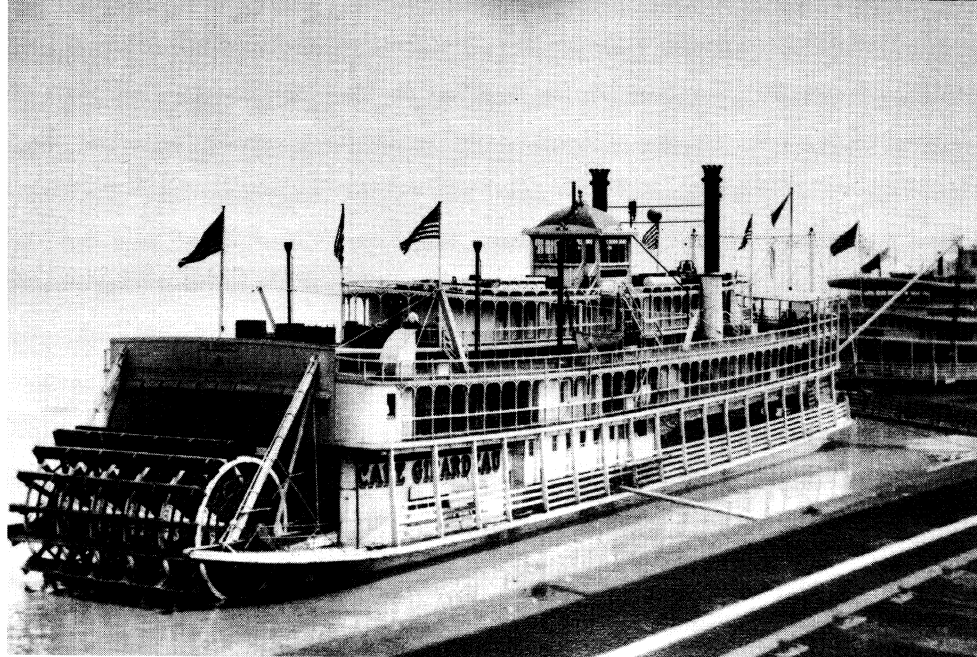
C. W. Stoll & Ed.

At the Huntington, WV Greene Line Terminal, 1934 had ended with the crew working until noon December 31 moving freight brought up from Cincinnati early that morning. There was a cold rain for part of the day and the wickets on the local dams, Nos. 28 and 29, were up with the river at pool stage.

Since the packet *OUACHITA* left the P&C trade in November 1934 freight shipments to and from Pittsburgh had been handled by the *LIBERTY*. That boat was a fixture in the Pittsburgh-Charleston trade with still viable freight traffic; she extended her trip down to Huntington each week with reshipping on the Greene Line.

The freight boat *KIWANIS* was the regular in the Cincinnati-Huntington trade running opposite the *CHRIS GREENE*. The *TOM GREENE* was in the Louisville-Cincinnati overnight freight run and still had her passenger cabin for use in summer the months.

Capt. Tom Greene had gone into the Marine Hospital at Louisville for a gallstone operation and was still there as the new year began. Earlier in December Tom Greene with Stogie White and Jesse along had met with Capts. Henry and Buck Leyhe for a discussion about buying their boat *CAPE GIRARDEAU*. With Tom Greene laid up in the hospital nothing final had yet been determined.



**A deal had been reached in December 1934 between Tom Greene and the Eagle Packet Co. to buy its flagship *CAPE GIRARDEAU* (0829). Built by Howards in 1923, 210'x38'x6.5', she had the potential for a tourist boat envisioned by Capt. Tom.**

### JANUARY

On January 6 Capt. Michael B. Davis died at his home in New Martinsville, West Virginia. Capt. Davis had been master and pilot on a number of Upper Ohio River packets and was pilot on watch when the *TELL CITY* was lost at Little Hocking, Ohio April 6, 1917.

The *KIWANIS* in the Huntington trade is usually reported as carrying "fair" trips. She had a shallow hull which limited her carrying capacity and on several occasions the freight accumulated on the Cincinnati wharfboat; either the *TOM GREENE* or *CHIRS GREENE* made extra trips. with Kroger Grocery shipments.

On January 21 Jesse was called to Neville Island, Pittsburgh to go pilot on the Union Barge Line towboat *J. D. AYERS* to Cincinnati. He was joined at Neville Island by Capts. Chick Lucas and Walter English. The river was rising and the *AYERS* took ten barges into Cincinnati early on January 26. Jesse reported, "Awful current" while delivering barges in the area. He transferred to the *CHRIS GREENE* late that afternoon and stood watch on her back to Huntington. River was still rising at 42 feet when they left Cincinnati.

By the end of the month the ice was reported heavy on the upper Ohio and the *LIBERTY* laid up at Pittsburgh.

### FEBRUARY

The month opened with thawing and the terminal crew busy moving freight left by the *KIWANIS* the day before. A new shipper was Roanoke Overalls, apparently incoming from Cincinnati. Two truck loads of overalls were handled on February 2 and the *TOM GREENE* came up with more freight on the 3rd. Tom and Letha Greene got aboard the *TOM* after visiting relatives at Newport, Ohio.

The towboat *SAMUEL L. MAY* (T2260) was owned by the Union Sand & Gravel Co., Huntington and on February 6 Jesse was asked to do a stint of piloting. The company had a sand digger operating at Raccoon Island, about 30 miles above Huntington, and the *MAY* went back and forth moving loads and empties. Capt. W. C. "Bill" Dugan from Vanceburg, Kentucky replaced Jesse on February 11

On the 14th the *KIWANIS* got in at 2 pm., late on account of fog and the *LIBERTY* brought in a big trip of reshipping at 6 pm.

The terminal crew was kept busy the following day moving freight. On Saturday the 16th they loaded a railroad car of bolts brought down by the LIBERTY. The diary notes, "The dollar-a-day men all off this afternoon," this being the going wage for common labor in 1935.

Mr. E. C. Rectin of the Dravo Corp. stopped to see Jesse on Friday, February 17 and visited at the house in the evening. Mr. Rectin was at the time sales manager for Dravo at Neville Island and the family lived in Sewickley, Pennsylvania.

### MARCH

On Sunday March 3 the diary notes, "The Greenes expecting to go to St. Louis soon to bring the CAPE GIRARDAU back." This is the first mention that the deal to buy the Eagle Packet Co. boat had been consummated following the discussions the previous December.

On March 7 Jesse caught the 2:25 am. bus for Cincinnati and at 10 o'clock in the same morning the takeover crew, Tom Greene, Stogie White, Jesse Hughes and two others (sailors, Jesse calls them) left for St. Louis.

The Greene Line crew took over the CAPE GIRARDEAU on the afternoon of March 8 and the first order of business the following morning was to start painting. It was cold, blustery and raining at times but the painting went on, inside and out. Engineers Charlie Atkinson, Tom Brown and two firemen arrived March 13 and pitched in to bring the boat back to life.

The engineers were drilling the boilers on March 19 in preparation for a visit by the inspectors. Jesse started laying gold leaf on the pilothouse signboards, GORDON C. GREENE the boat's new name. A crew of carpenters came up from St. Louis to rebuilt the wheel. On February 23 the new signboards went up on the pilothouse and

new, fancy tops were installed on the stacks.

Steam was raised on the renamed boat on March 26 while the painting continued. Jesse had reworked the bell wires in the engine room and also did some gilding in the main cabin. The GORDON C. GREENE moved from Alton Slough at 5 am. and arrived at the St. Louis wharf at 9 am. on March 27. The GOLDEN EAGLE also moved down the St. Louis later that afternoon; the Leyhes were keeping her as more economical. and she would as a tourist boat from St. Louis. Jesse took in a show uptown, "West Point of the Air" starring Wallace Beery that evening and spent the following day lettering the engine room bulkheads.

The boat left St. Louis for her new home in Cincinnati on the last day of March 1935. Capts. Buck Leyhe and Good (Thomas B.?) were the pilots, Donald T. Wright, Sam G. Smith and Andy Franz of The Waterways Journal were on board and Telia Hughes had arrived with LaRie Greene and her mother by bus from Cincinnati. It was to be a grand excursion.

On the way down the river the boat landed at Chester, IL and loaded a lot of transoms and bulkheads. so it would seem that Tom Greene had ideas for remodeling his new prize. (The CAPE GIRARDEAU had 45 staterooms in the main cabin and ten more in the texas for 120 passengers.) They laid over at Cape Girardeau that night and Jesse, Tom and Stogie went uptown to a show.

### APRIL

The first of April dawned cloudy and cool and the GORDON C. GREENE was on her way at 6:30. She landed briefly at the Barrett Line coal fleet at Cairo where Capts. Leyhe and Good left.

The Ohio River was rising, 46 feet at Cairo and there was three feet clearance under the I.C. RR

Bridge. She landed at Paducah at 5 pm. where Andy Franz and Sam G. Smith of The Waterways Journal left to return home.

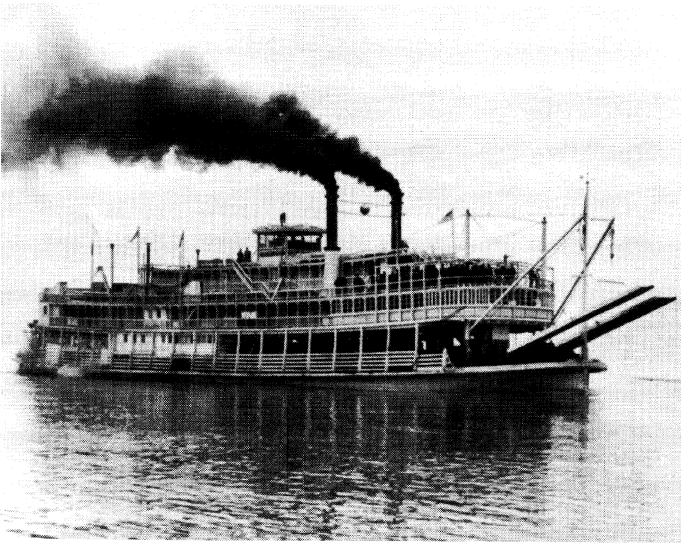
The night of April 2 was spent at Shawneetown, the river still rising. The ISLAND QUEEN was met about 10 o'clock that morning on her spring tramping trip to Memphis or below.

Leaving Shawneetown at 6 am., April 3 the new diesel towboat U.S. COINER was met, just completed at the Marietta Manufacturing Co., and being delivered to the U.S. Corps of Engineers at Vicksburg. There was a scant two feet of clearance under the Henderson, Kentucky bridge but the river was stationary when the GORDON GREENE tied up at Evansville at 4 pm.

After cleaning boilers she got away at 7 am. and was at Rockport, Indiana by noon. The painting had not yet been completed; the boat lay for an hour and a half opposite Grandview, Indiana to paint the booms on the double stages. They stopped at dark at Frank Landing, Indiana, a short distance below Cloverport.

After running up the river to West Point, Kentucky on April 5 the GORDON C. GREENE lay over the following day, Saturday, to prepare for the grand entrance into Louisville. There was more painting downstairs and in the main cabin, the floors were polished and all loose ends tied up.

Sunday, April 7, 1935 saw rain all day in Louisville. The GORDON lay below the lock at the Louisville Canal to appear at the public landing at just 2:30 pm. Jesse's account: "Big reception. Boat full of people. Lillian down from Huntington. River rising again. C. W. TALBOT up. Henry Lindenburn here. Wickets on falls all down. Telia and I went to Cincinnati in car with Chris Greene."



**Sunday, April 7, 1935**

A cold spring rain was falling when the next thing to the Second Coming occurred at Louisville, Kentucky. Smoking up just right the GORDON C. GREENE came up from the canal at 2:30 PM to the organized reception awaiting at the public landing.

A tall Kentucky colonel with goatee and string tie escorted two gorgeous belles carrying bouquets for Capt. Tom. The reception committee gathered on the texas roof for the photo at left as the belles smile in the damp and Tom beams.

Lower left, Tom Greene, daughter Mary and Capt. Mary B. Greene look alert, on watch, in the pilothouse.

Lower right, Telia and Lillian with Jesse P. Hughes. "A big time!"





Jesse was back to work at the terminal on April 9 where a new sheet iron covering was being installed on the wharfboat.

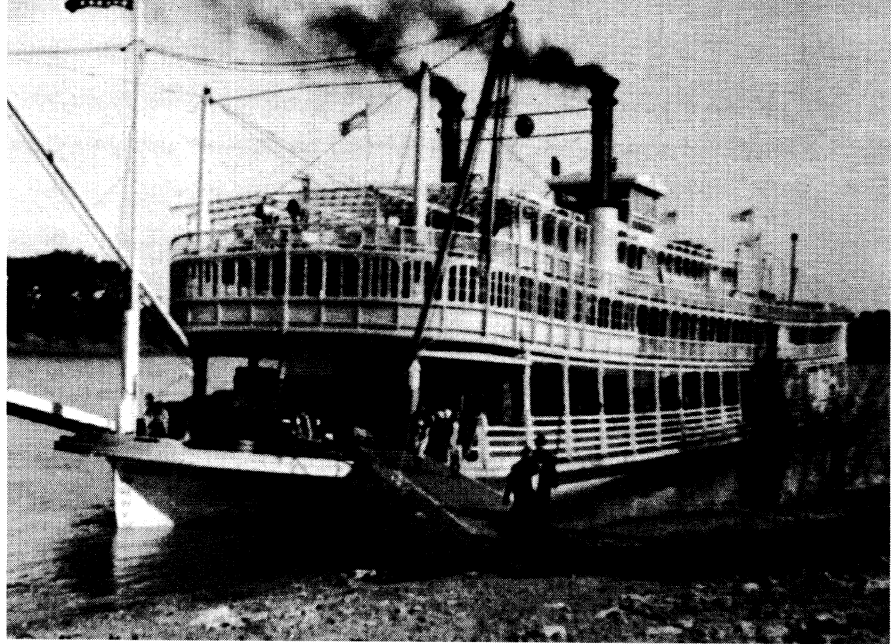
Railroad excursions with fares too attractive to resist were popular in the 1930s. Such places as Washington, D.C., Niagara Falls, Atlantic City and Ocean City on the Jersey shore were popular destinations. Daughter Helen Prater and son Richard had been visiting and were returning home to Washington utilizing one of these excursion fares on Saturday, April 13. Jesse took advantage of the \$3.50 round-trip fare and went along to see the sights of the nation's capital.

Three trains of twelve cars each left Huntington at 6 pm. and arrived in Washington's Union Station at 7:30 Sunday morning. Burnice Prater was there to meet them and took Jesse to see the Henry Osbornes. The Osbornes put on a sightseeing day with Jesse seeing the sights including the airport until 4 pm. and then back to the Osborne's for supper.

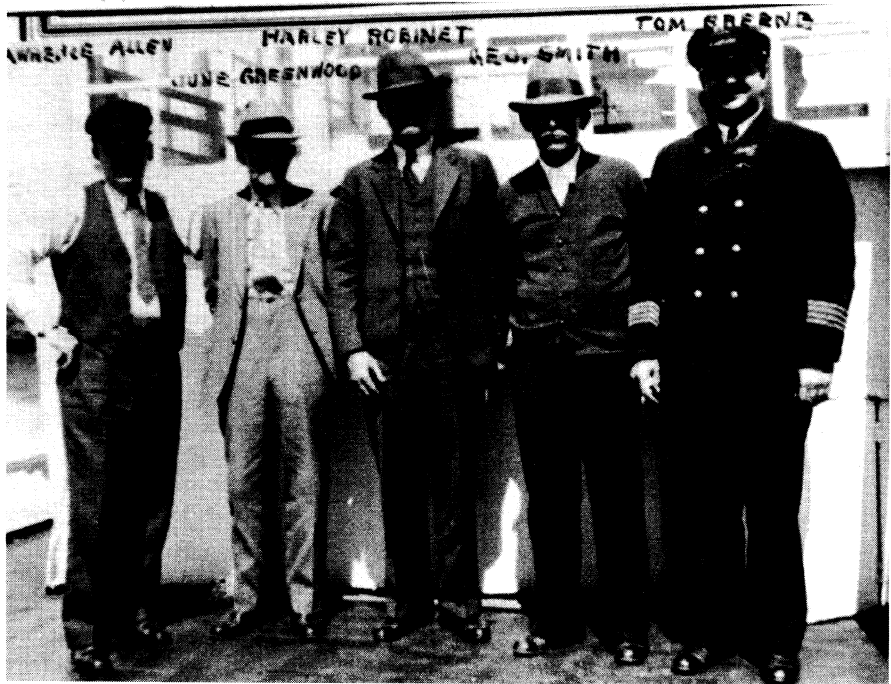
The excursion train left for Huntington at 7 pm. and Jesse reported, "Awful crowd on board." At daylight the train was passing through Hinton, West Virginia and arrived at Huntington at 9:15 am. and back to work, a big weekend all for \$3.50!

The ISLAND QUEEN, now tramping on the Upper Ohio, opened the excursion season at Huntington on April 16. Jesse, Tolia and Helen went out on the evening ride.

The GORDON C. GREENE made her first trip in the tourist trade to Tennessee River from Louisville with 118 round-trippers on April 27.. Jesse took the 4 am. bus from Huntington and got on the boat at 1:30 to stand pilot watch with Capt. Bo Allen.



The GORDON C. GREENE at the Savannah, TN, April 30, 1935 on her first charter trip under Greene Line ownership to the Tennessee River. Note twin stages and feather-topped stacks.  
Below, Lawrence Bo Allen, Ohio River pilot; Junius Greenwood; Harley Robinett and George Smith, Tennessee pilots; Tom Greene.



This trip turned around at Florence, Alabama after giving the passengers an auto tour of Wilson Dam, Florence and Tuscumbia. The GORDON C. GREENE was back in Louisville on Saturday, May 4 which was Derby Day. The TOM GREENE brought down "a record crowd" from Cincinnati for the big race - Omaha was the winning horse. The Tennessee River passengers departed for Chicago

in the evening by train, the conclusion of a successful launch of the GORDON C. GREENE.

#### MAY

Rain all day Sunday, May 5 and the GORDON GREENE lay at the Louisville wharf cleaning boilers. She left at 4 pm. for the overnight run to Cincinnati and arrived the next morning, May 6,

at 11:15 to a reception at the Mississippi Valley Barge Line terminal and on the wharfboat.

The CHRIS GREENE came in from Huntington in the afternoon and the GORDON took the TOM GREENE's trip out for Louisville in the evening. When the TOM GREENE was met at Carrollton just after midnight the crews switched boats; the GORDON GREENE would be filling the Louisville trade until the TOM GREENE returned from the boiler shop after receiving a new battery of boilers.

(A note of interest in the entry for May 6: "Took off the stages." So, the GORDON C. GREENE made only the initial Tennessee River cruise while carrying the equipment used when she was under Eagle Packet Co. ownership. The double landing stages, used widely on the Mississippi were on the CAPE GIRARDEAU but they cluttered up the head of the boat and were more in the way than a convenience on the Upper Ohio River where any freight would be handled over wharfboats. The HUDSON, which had run in the Pittsburgh-Cincinnati trade in the 1880s and 90s, was an exception in having double stages on the Ohio. Ed.)

Jesse stood pilot watch on the TOM GREENE up to the Acme Boiler Shop at Gallipolis. They arrived about 9:30 in the evening of May 8 and the boiler shop crew began tearing down the furnaces the following day. The towboat TU-ENDI-WE (T2470) was also getting some boiler work and the TOM lay on the outside of her.

The old boilers (four) were taken off on May 13 and the new ones moved aboard with the aid of a derrick boat. Painters were also at work on the TOM GREENE to spruce her up, inside and out, for the summer passenger season.

Jesse caught the bus for Huntington the afternoon of May 17, primarily to attend, "Big Boy Scout doings at the Biggs

Armory." The news that the GORDON C. GREENE would be coming to Huntington had prompted the local Boy Scouts to get Jesse's guidance in making a large drawing for display at a jamboree. Jesse and Telia attended the jamboree both Friday and Saturday evenings which was judged, "A Big Time!"

The GORDON brought a freight trip to Huntington on May 19, a Sunday, and a big crowd was down at the wharfboat to see her arrival in the late afternoon.

Jesse spent most of the remainder of the month at Gallipolis with the TOM GREENE. He notes his participation in scrubbing the stern bulkhead, painting and working all Decoration Day with the engineers building the furnaces under the boilers.

#### JUNE

Jesse and crew were working to get the TOM GREENE back in service as the month opened. He went back home to Huntington to spend Sunday, June 2, with the family.

The Praters arrived from Washington at 10:20 Sunday evening and at 10:30 Tom Greene and Roy Barkhau pulled in by car from Cincinnati. It was a short visit; at 11:30 Jesse left with Tom and Roy to drive up to Gallipolis to check on the TOM GREENE and to discuss plans for the GORDON C. GREENE to enter the Pittsburgh trade. The trip was delayed an hour when Tom's car ran out of gas at Crown City, Ohio.

The new boilers were given a hydrostatic test to 353 psi. on June 8 and everything was O.K. Jesse went back to Huntington on the evening bus to spend Sunday. The office work at the terminal has now been turned over to Messrs. Ryalls and Toutloff, the former being a long-time assistant in the office.

Steam was raised on the TOM GREENE June 10 and the boat left

for Cincinnati the following morning with Jesse standing pilot watch running single crew. Leaving Portsmouth at 4 am. TOM GREENE was in Cincinnati at 4:20 pm. June 12 and ready to go out in Louisville the next day.

The GORDON C. GREENE, relieved of her freight duties, took 120 passengers of the Kentucky Press Association on a three day charter trip to Ashland and return. Jesse and Wilsie Miller were the partners in the pilothouse.

After bringing the books of the Greene Terminal Co. up to date, Jesse transferred them (\$2,890.20 in the Cash Account) to Mr. C. V. Ryalls on June 21. This would conclude our diarist's direct participation in the management of the terminal, a post he had held since the fall of 1924. He would henceforth be standing regular watch in the pilothouse of the GORDON C. GREENE as she entered the tourist trade. Daughter Lillian Hughes became hostess on the boat.

The diary mentions working on a painting of the CAPE GIRARDEAU but if this ever was hung on the renamed boat it has drifted beyond our recollection.

#### GORDON C. GREENE

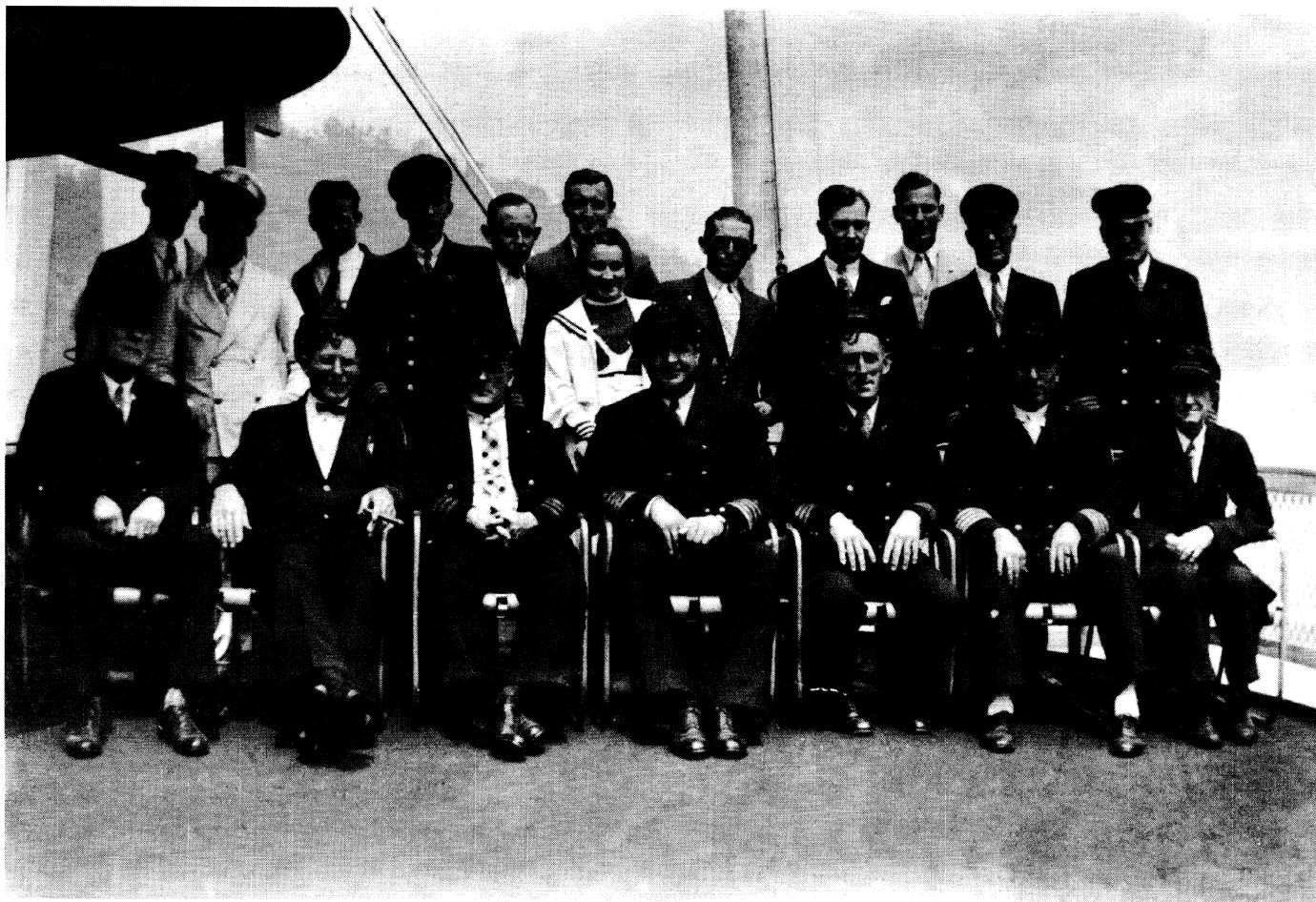
##### FIRST TRIP TO PITTSBURGH

Tuesday, June 25, 1935 "Fair, warm. GORDON GREENE left (Cincinnati) for Pgh. 6:20 PM. 500 tons, 65 round-trip passengers. I stand pilot watch with Henry Holloway. Tom & Mrs. Greene on. Lillian hostess.

At Foster 11 PM. River 25, falling. Met KIWANIS at Five Mile."

Wednesday June 26 "Fog this morning. Brooks Bar 3 AM. Sulphur 7 AM; below Lock 30 at noon; Huntington 6 PM; above Lock 26 at 11 PM. Boat drawing 7 feet. Telia, Helen & Richard on at Huntington."

Thursday June 27 "Pomeroy 3 AM; Oldtown 7 AM; Lock 19 noon; Lock 17 6 PM; Wells Island 11 PM. Looks like fog tonight.



**GORDON C. GREENE crew portrait at Lock 6, June 28, 1935**

**1st Row, L-R: Wm. L. Garrison, steward; Wiley C. Hill, mate; Henry E. Holloway, pilot; Tom R. Greene, master; Jesse P. Hughes, pilot; Volney E. White, purser; Charles J. Atkinson, chief engineer.**

**2nd Row, L-R: Walter Yetter, piano player; Joe F. Vaughan, concession; John Whited, trumpet; C. W. Stoll, 3rd clerk; Lloyd Mayes, striker engineer; Hal Spencer, saxophone; Lillian Hughes, hostess; Ed Lambert, sailorman; Tom Brown, 2nd engr.; John Yetter, drummer; Bill Horne, carpenter, Robert H. McCann, 2nd clerk.**

Big celebration all locks - Parkersburg, Marietta & Newport; went up to cemetery there.

Dams up at 25 and above. Met J. G. BRITTON at Marietta."

Friday June 28 "Fog this morning, Buckhill Bottom 2 AM. Cresaps at 7 AM. Beech Bottom noon; Phillis (Island) 6 PM; Emsworth (lock) 11 PM.

Meeting lots of old friends. All having a time. Took crew picture at Lock 6 about 6:30."

Saturday June 29 "Pleasant. Cleaned boilers. Left Pittsburgh 2 PM. with a fair trip; 15 more passengers. At Rochester 6 PM; Montgomery (lock) 11 PM.

Nice full pools. Had royal welcome everywhere."

Sunday June 30 "Fog again. Wellsville 1 AM: Yellow Creek 7 AM. Wheeling noon; Lock 14 6 PM. C. Stoll, Tolia and I got off at Lock 14 with Mack Gamble and caught boat at Lock 15. Saw Hughy Hicks & O. A. Tisher (at Hannibal, Ohio). Big Time!"

**JULY - AUGUST**

The GORDON C. GREENE ran weekly in the Pittsburgh trade for the rest of the summer with her schedule calling for departure from Cincinnati at 6

pm. Tuesday and from Pittsburgh at 2 pm. Saturday. Jesse and Henry Holloway were the pilots.

Most of the passengers came out of Cincinnati, a situation which would continue as long as the GORDON ran in the Pittsburgh trade. The rivers were not viewed with much romance by Pittsburghers in that smoky era, - more an inconvenience and dirty, too.

The third trip from Cincinnati on July 9 was the low point with only 30 round-trippers on board. There were over 100 passengers on all other trips and freight was carried from Pittsburgh and Cincinnati.

## SEPTEMBER

The GORDON ran to Pittsburgh through the end of September 1935 although, traditionally, the passengers disappeared when school bells rang. Freight shipments evidently justified running through the month although Jesse's diary makes no comment on this point.

The fog began to come down every night early in September and the scheduled slipped away. On the last trip she arrived in Cincinnati of Thursday at 2 am. rather than on Tuesday. The boat left at 8:15 am. that same morning, September 26, on a "clean up" trip from Cincinnati to Pomeroy taking 315 tons of freight to Huntington. On the return she stopped at the "apple pile" at Lock 27 for some of the new crop going to Cincinnati.

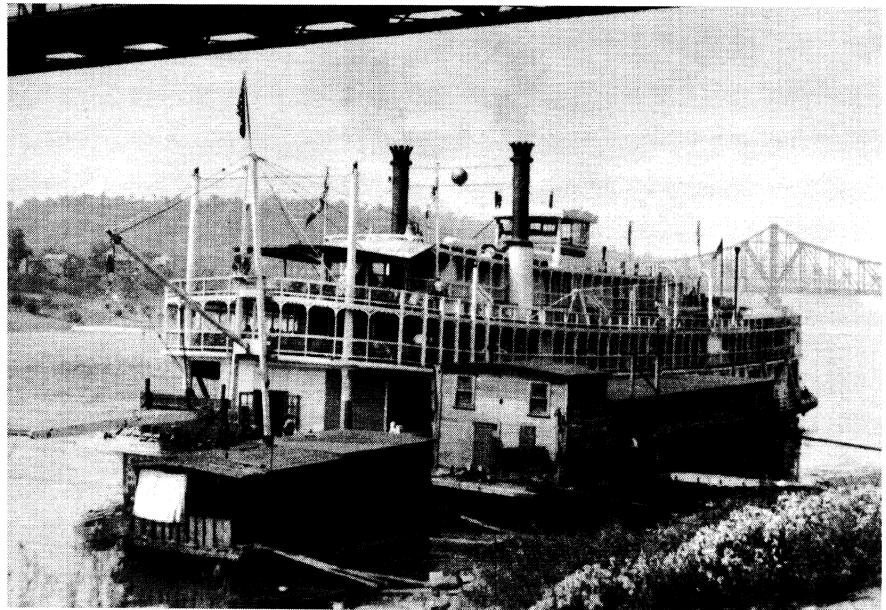
News events which Jesse noted that summer of 1935: George Schott, president of the Coney Island Co., died July 26; Wiley Post and Will Rogers were killed in an Alaskan plane crash on August 15; Joe Louis K.O.'d Max Baer in the fourth round to take the Heavyweight Championship on September 24.

## OCTOBER

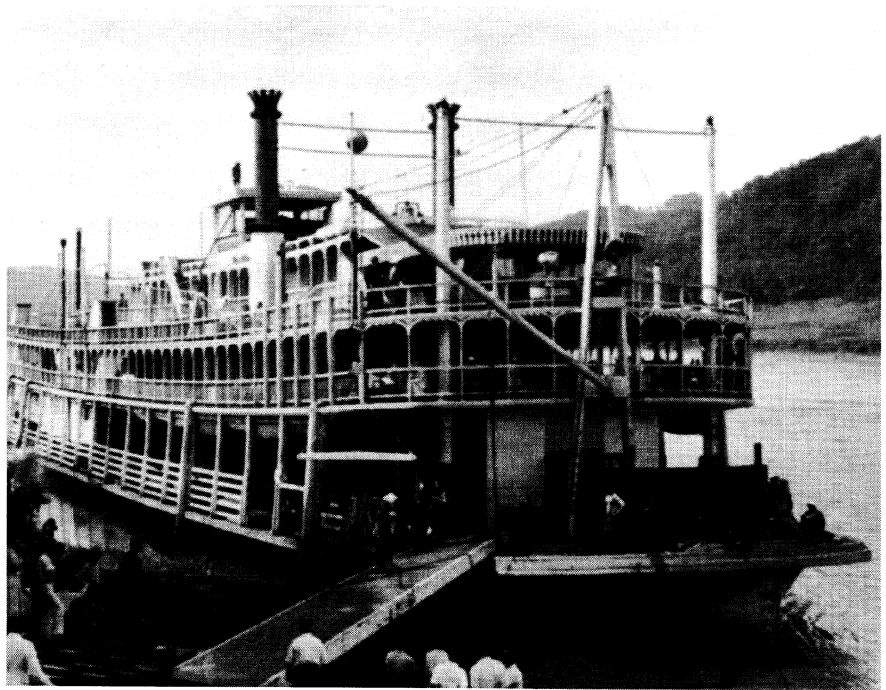
All in all, the first season of the GORDON C. GREENE seems to have been a success. Jesse went home to Huntington on October 9 for a well earned rest and the GORDON went in the freight trade to Louisville temporarily.

On the 19th Jesse was called to Cincinnati to assist in planning a rebuilding of the KIWANIS with a new hull to increase her carrying capacity. Her shallow hull, suitable for a ferry boat, was frequently unable to handle the tonnage of freight between Cincinnati and Huntington and required help by the larger boats.

Eberhard C. Rectin of the Dravo shipyard, Chris and Tom Greene and Jesse measured the KIWANIS in detail and arrived at



**Freight was handled between Pittsburgh and Cincinnati where wharfboats still operated in 1935. Rochester, PA, June 29, 1935.**



**Landed at New Martinsville, WV the afternoon of June 30, 1935 and a welcoming crowd is on hand. The twin stages have been replaced by a center "A" mast and single stage; the tall jackstaff on the bow is gone and the two straight masts were removed later.**

a plan for rebuilding the hull without complete replacement. They finished up on Sunday morning, October 20 and, after dinner at Tom Greene's, Jesse took the bus back home.

With most chores around the house caught up, Jesse began painting the wharfboat at the terminal. The painting job continued until November 1. He also mentions working on the painting of the CAPE GIRARDEAU from time to time.

On October 26 Mr. Rectin stopped at Huntington to review Dravo's drawings for the KIWANIS project. On that same day Capt. A. O. Kirchner, owner of the towboats BEN FRANKLIN and ARTHUR HIDER, surprised a burglar in his home at Cincinnati and was shot and killed.

#### NOVEMBER

On November 2 Jesse got on the E. D. KENNA (T0651) with Fred Way his partner to take two loads and eight empty barges from Huntington to Mingo Junction, Ohio. The boat was back in Huntington early in the afternoon November 6: "Way and I went home. Way went to Cincinnati with Tom and Mrs. Greene in the car at 3 pm."

There was some unfinished business left in St. Louis so on Friday, November 8 Jesse accompanied Tom Greene and Roy Barkhau by car. They stayed at the Mark Twain Hotel and the following day visited the Eagle Packet Co. and Streckfus offices. "Got the Streckfus material," and visited at the Streckfus home says Jesse but we know not what occasioned the trip.

Dick Lemen, steamboat enthusiast and professional photographer living in East St. Louis, and Jesse drove up to Hannibal, Missouri on Sunday morning. Arriving in time for lunch they visited the Mark Twain home and other local sights of interest before heading east on Rt. 36 in the late afternoon.

They spent the night at the St. Nicholas Hotel in Decatur, Illinois and the following day went by way of Indianapolis to Cincinnati, in time for Jesse to catch the 6 pm. C&O train back to Huntington. Jesse Hughes was always game for a trip to new places.

There were several letters from Mr. Rectin relating to the KIWANIS job waiting for Jesse's response. On November 15 he was again working on the painting of the CAPE GIRARDEAU. (We hope that some reader knows the disposition of this artwork. Ed.)

Preparations were being made on November 18 to take the KIWANIS up to Neville Island for the new hull and she left Cincinnati the following morning. Running single crew, tying up at night, they arrived at Neville Island about 6 pm. November 24.

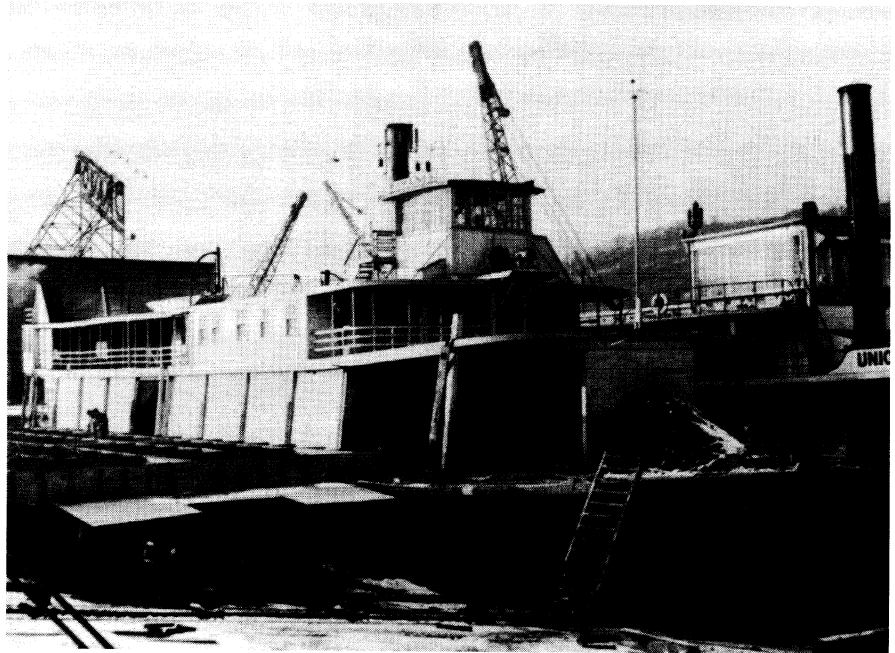
The following day a speed trip was run from Neville Island to below the Sewickley bridge so that a later comparison could be made with the new hull. The crew was sent home except for

Jesse and Gus Allen who would live aboard the boat while the overhaul was taking place.

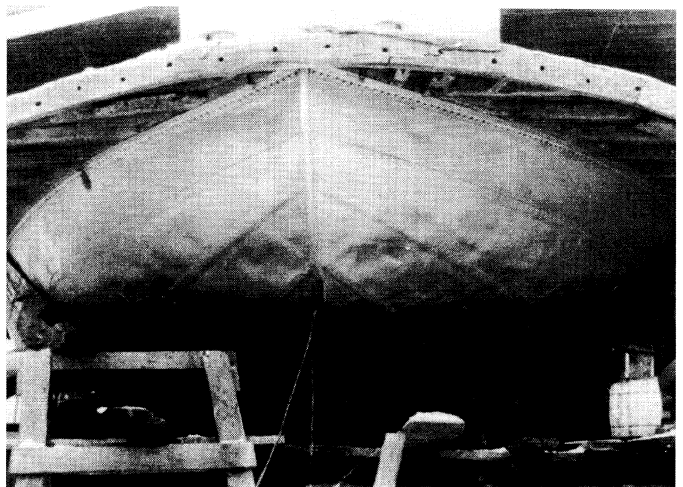
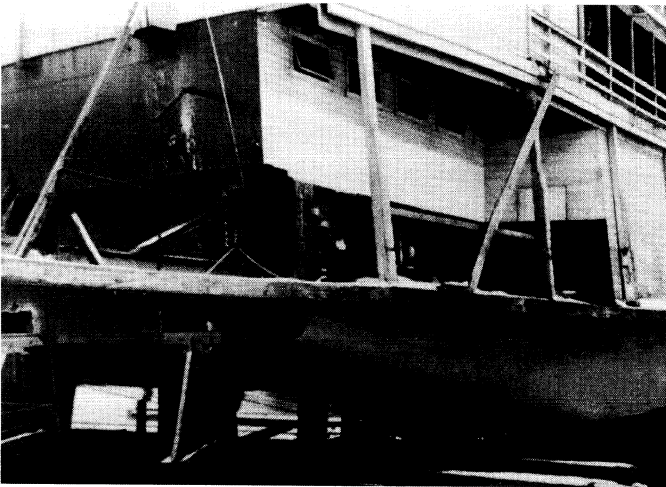
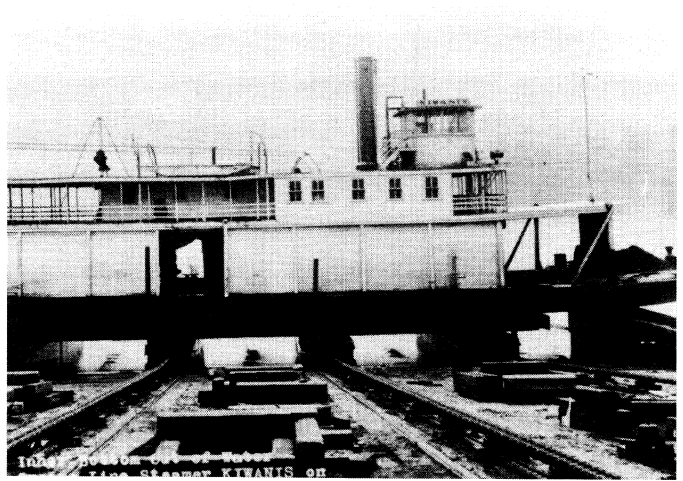
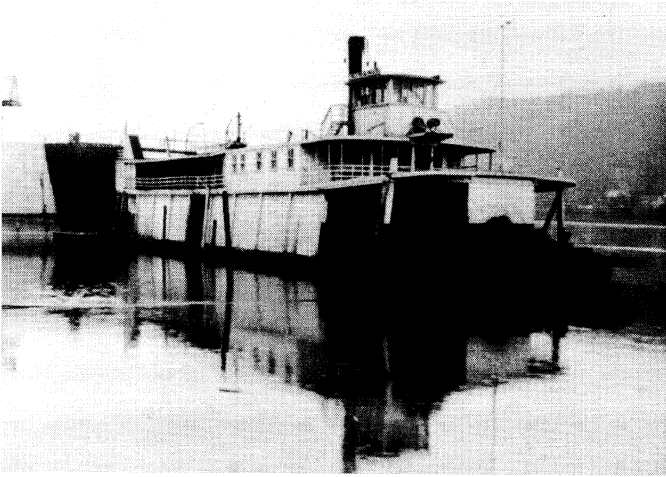
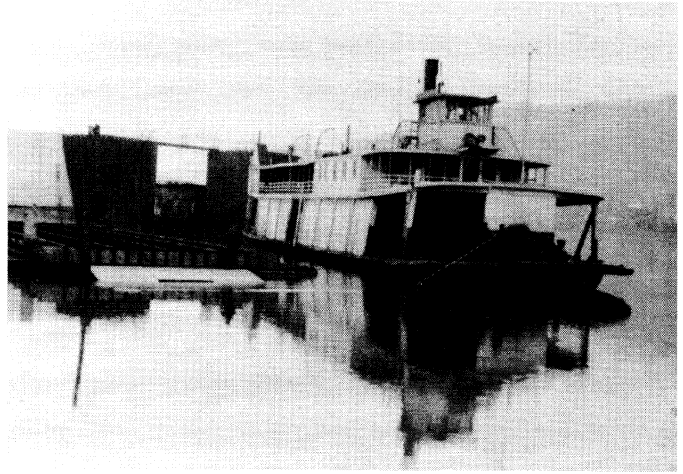
KIWANIS was pulled out on the Dravo Marine Ways on the morning of November 27. The towboat C. W. TALBOT had broken her wheel shaft so she was pulled out next to the KIWANIS that same afternoon.

#### DECEMBER

The hull project involved fabricating a new bottom for the flat of the hull with a honeycomb of horizontal and longitudinal bulkheads approximately two and a half feet high. This was built on the same cradle alongside the KIWANIS and after the old hull had been sandblasted and sprayed with red lead, but otherwise left intact, the cradles were let down into the water. The KIWANIS was then floated over the new hull bottom and after positioning the cradles were pulled back up the grade with the boat sitting neatly on top.



Here is the KIWANIS pulled out on the Dravo marine railway next to the partially prefabricated new hull bottom (left). The KIWANIS was built at Dubuque in 1923 for the Cairo City Ferry Co., hull 140'x29'x4.9'. The bulkheads in the new bottom are about two feet deep so the completed new hull will measure 6.9 ft. The Union Barge Line towboat C. W. TALBOT is pulled out alongside.



**TOP - The prefabricated bottom looks like an egg crate. The boat and bottom are lowered into the water for positioning.  
 CENTER - KIWANIS is floated over the bottom against the vertical markers and then, in place, the two are pulled up the marine ways.  
 BOTTOM - The new stern rake is faired into the deeper hull and larger rudders are hung; side plating and a new bow completes the job.**

Out of the water, a new bow and stern rake were built up to fair into the new bottom and sides. See accompanying photos.

Jesse and Gus Allen stayed on the KIWANIS during the month it took the Dravo crew to accomplish this work. A dead boat during the winter is not comfortable living but the Rectin family extended hospitality with invitations to Sunday dinner at their home in Sewickley. Tom and Chris Greene came to Neville Island on December 4 to look over the project and that evening they were guests of Dravo to see "George White's Scandals" at the Nixon. Theater in Pittsburgh.

The lowly KIWANIS may have been a lowly freight boat with the hull lines of a ferry but Dravo Corp. gave the job the full treatment. Mr. Rectin picked up Jesse shortly after breakfast on December 6, a cold cloudy day, and they drove to Pittsburgh and picked up Tom Greene to go to Ann Arbor, Michigan and witness model tests in the basin at University of Michigan.

Jesse Hughes didn't miss a thing on this, what seems to have been, his first plane ride. At the Pittsburgh Airport they boarded a Central Air Lines Stinson 19, number NC 15109, and departed at 10:10 am. for Detroit. The pilot was J. C. Carl with James T. Franklin copilot. Stops were made at Akron and Cleveland before arriving at Detroit at 12:15 pm. and then a bus took them to Ann Arbor.

They watched model runs in the test basin until late that night and stayed at the Michigan Union on campus. There were more model runs conducted the next morning by Professors E. M. Bragg and L. A. Baier until noon. After lunch at the Union and discussions with the professors Rectin, Tom and Jesse caught a late afternoon bus for Detroit but found that the foggy, hazy weather had grounded all planes.

They whiled away several hours over dinner and then a show where James Cagney was



**Work on the EVERGREENE was completed and trial trips run on January 14, 1936. Her only appearance at Pittsburgh was the following day when she came up to the Monongahela Wharf and picked up 86 tons of freight. The increased freeboard is evident; Wabash RR bridge behind.**

playing in "The Cisco Kid." Jesse and Mr. Rectin caught a PRR sleeper for Sewickley at 11 pm. and Tom headed for Cincinnati on a train leaving at 11:45.

All trains stopped at Sewickley there were stairs up to the streetcar turnaround at the end of the Ohio River Bridge; Jesse was back on Neville island by 7:30 Sunday morning, December 8. The C. W. TALBOT had received her new shaft and was leaving with a tow that morning. Capt. Hazel Litton spent the day visiting on the KIWANIS.

The winter of 1935-36 saw record cold in the Pittsburgh area and this hindered the work of the riveters and welders. New rudders had to be fabricated for the new stern and the wheel had to be rebuilt including the flanges to work with the increased freeboard. The packet LIBERTY was running regularly to Charleston each week and the diary notes her passing about 2 pm. every Tuesday. On Sunday, December 22 the LIBERTY was breaking ice on the river to get back to Pittsburgh to lay up for the holidays.

Jesse had a solitary Christmas aboard the KIWANIS. The river was closed by ice on December

27, no boats moving, and Jesse worked on new nameboards for the re-documented KIWANIS, now EVERGREENE. He went home on the B&O train overnight on December 28; visited with the Prater family who had come over from Washington, DC for Christmas and then caught the morning train back to Pittsburgh on December 31. His notable Christmas present: "Have a new movie camera."

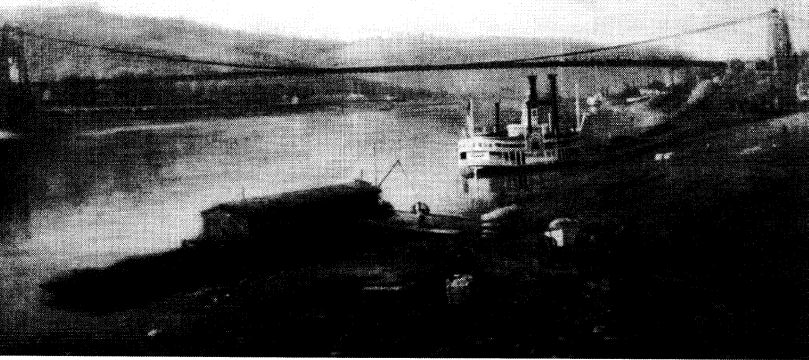
The EVERGREENE was let back into the river the afternoon of December 31, 1935 and drew 39 inches aft and 33 inches forward. The river outside of the marine ways abutments was covered with ice four inches thick and no boats were moving down to Cairo.

"New Year's Eve, 1935!"

\* \* \*

**Editor's Note:** After turning over management of the Greene Line Terminal at Huntington, WV in 1935 Jesse Hughes would spend the next fourteen years aboard the GORDON C. GREENE as pilot. His wife Telia ran the concession stand and Lillian Hughes was the boat's hostess until her early death in 1938.

This concludes the J.P.H. diaries by complete year. We'll review Jesse's accounts of some later specific projects from time to time in future issues..



**Painting now in the Oglebay Museum of the Wheeling Bridge by George Washington Storm. Was it painted on site? Storm lived in Parkersburg in 1866 and he must have peeked at the photo too.**

### **MORE ABOUT WHEELING, WV Wheeling Bridge Photo Examination**

The lead article about the 150th anniversary of the Wheeling Suspension Bridge in the March issue stirred up a gratifying response. The 1866 photo of the bridge on page five surprised member Thad Podratsky who with wife Kimberly lives at 711 Main Street in Wheeling. The Podraskys also own 655 Main Street located next to the former home of A. M. Phillips who built steamboat machinery and operated a foundry.

But Thad Podratsky's letter unravels this geography better than we can:

"The caption beneath your photo mentions the chimney of the water works and the Sweeney Shipyard 1/4 mile above. We own two buildings between these two landmarks - 711 Main Street is our home and 655 Main Street is our restoration project. Both of these dwellings were built in the 1840s and were owned by foundry operators.

The foundation stones of the old water works still jut out of the river bank. They look more like ancient Mayan ruins, covered with trees and vines but nothing remains of the Sweeney foundry and boatyard as the railroad has obliterated all traces.

I would like to comment on the additional chimneys and the boatyard where a hull under construction can be dimly seen in the photo. The boatyard where most of the packets were built belonged to the firm of Wilson Dunlevy & Co. They had drying houses and a variety of other buildings relating to woodworking; the Sweeney Foundry stood above the boatyard.

Between the Wilson Dunlevy boatyard and the water works stood the Phillips engine factory and foundry. This operation was built by Arthur M. Phillips who started at this location in 1832. A. M. Phillips began building engines in the 1820s in Steubenville, Ohio before he was enticed to move down to Wheeling by local businessmen Shriver, McClure, List and others. The Phillips firm built

and installed engines and fittings on a great number of steamers built in the mid-19th century.

The house of A. M. Phillips, completed in 1832, still stands on the bluff overlooking the site of the boatyard and the river, the present address being 653 and 653-1/2 Main Street. The house of Hans W. Phillips, son of A. M., was completed about 1843 and stands directly south at 655 Main Street.

A. M. Phillips was overtaken by the financial panic of 1837-40 and both his business and house were bid in by his sons, the business becoming Phillips & Co. Hans Phillips bought the business from his brothers in 1852. Mr. Phillips was U.S. Inspector of Boilers and Machinery at Wheeling, 1857-1861."

### **MORE ABOUT THE SUSPENSION BRIDGE**

Prior to the incorporation of the Wheeling & Belmont Bridge Co. in March 1847 it was necessary to buy the bridge and ferry rights of Noah Zane and others. The Zane interests had commenced construction of a bridge between Zane's (Wheeling) Island and the Ohio shore in 1833 and also owned the ferry franchise across the main channel between the island and Wheeling. The double-barreled covered bridge to the Ohio shore from the island was completed in 1837 at a cost of about \$65,000. The Zanes asked \$200,000 for the bridge and ferry rights.

### **SUSPENSION BRIDGE REBUILDING**

Readers may well ask, "After the horrific destruction of the bridge on May 15, 1854 how did Charles Ellet rebuild it in only a month?" The suspension cables, although mostly torn from the tower anchorages, were apparently intact for re-use. The bridge was reopened by the end of July 1854 but it was not just the same, - the roadway was narrowed from 17 feet to 14 feet and the sidewalks were rebuilt inside the supporting cables.

In 1860 the bridge was rebuilt under the direction Mr. McComas, bridge superintendent, with two additional eight inch cables on each side, the roadway restored to the original 17 feet and the sidewalks, three and a half feet wide, rebuilt on the outside of the cables. The cost was \$42,000.

In 1872 there was a third rebuilding by the Roebling Co. under the direction of Joseph Lawson. Additional stays were installed and the sidewalks relocated inside the supporting cables which apparently was the original design. The cost of this rebuilding was \$47,000 and the overall investment of the Wheeling & Belmont Bridge Co. was reported to be \$400,000.

(From Ohio River Section, History of the Pan-Handle, West Virginia published 1879.)

\* \* \*



- THIS AND THAT -

**VIRGINIA BENNETT HONORED**

Miss Virginia Bennett, Covington, Kentucky, known as the Mother Hen of towboat crews in the Cincinnati harbor, was recently honored by the naming of a new official navigation light. The U.S. Coast Guard installed the "Virginia Bennett Light" right in front of Virginia's residence at mile 471.7 Ohio River, a red beacon on the left descending bank. A naming and recognition ceremony was held for Virginia and many friends aboard the local Coast Guard boat when the light was put into service in April.

\* \* \*

**DAYTON RANDOLPH'S DAUGHTER  
REMEMBERS THE VIRGINIA**

Parkersburg, West Virginia resident Jenny Lind Whiteside celebrated her 100th birthday on March 14 past and received an extensive writeup in the local papers. She is the daughter of Dayton E. and Flora Randolph of Reedsville, Ohio and moved to Parkersburg in 1924 with her husband. Dayton Randolph was a notable Ohio River pilot who is often mentioned in Fred Way's autobiographical book, Pilotin' Comes Natural.

Jenny recalled a number of incidents when she and her older sister Bessie rode on the Pittsburgh-Cincinnati packets with her father. She recalled being aboard the packet VIRGINIA when it hit an underwater object and sank near Wellsville, Ohio April 13, 1909, water a foot high on the boiler deck. She remembers vividly the 1913 flood, watching from the high bank at Reedsville as houses from upriver floated by.

Many happy returns, Jenny!

\* \* \*

**EDWIN HILL RECOGNIZED BY MURPHY  
LIBRARY**

Ed Hill, well known to readers of the S&D Reflector as promotor of Ralph DuPae expeditions to augment the steamboat photo collection, was given the Eugene W. Murphy Library's Special Recognition Award on April 25, 2000.

Ed retired as Special Collections Librarian and Director of the Area Research Center (ARC) in 1998. During his 30 year career he was responsible for building the Area Research Center into a fine collection of Wisconsin small press books, an oral history collection, local and regional photographs and the world's largest collection of steamboat photographs. The Area Research Center is sometimes called, "The House

that Ed Built" and it remains and one of his many interests. He served as Chair of the Library Department for three terms and was instrumental in starting the Murphy Library Endowment Fund, now more than \$200,000.

Ed is also the co-author of La Crosse in Light and Shadow, a pictorial history of the city and area. In retirement Ed continues to travel throughout Wisconsin collecting items for the Area Research Center and photographing small towns throughout the upper midwest, photo studies which he prepares for inclusion in the ARC collection.

\* \* \*

**STEAMBOATING DAYS ON LAKE PEPIN**

Saturday, June 17, 2000 will see the second annual celebration of the steamboat era on the Upper Mississippi's Lake Pepin and Chippewa River at Pepin, Wisconsin. Featured speaker will be Robert B. Taunt, historian and coordinator of "War Eagle Days" held in La Crosse, Wisconsin each May to commemorate the loss of the WAR EAGLE on May 15, 1870. Contact Dave Smith (715) 442-2248 for details of the program.

\* \* \*

**CANAL TUNNEL HISTORICAL MARKER**

On Saturday, August 5 a civil engineering work at Cleves, Ohio, near Cincinnati, will be identified by an Ohio historical marker. The Cincinnati & Whitewater Canal was built in the 1830s to connect Connersville, Indiana with the Queen City and the eastern portion of the route followed the Ohio River. Between North Bend and Cleves, Ohio the canal went under a hill through a 1,782 foot tunnel, the first in Ohio, and this is the subject of a new marker to tell the story.

A river connection is the fact that the steamer MOSELLE made her maiden trip to the groundbreaking ceremonies on March 31, 1838; on April 25, 1838 she exploded her boilers near Cincinnati. We are somewhat surprised that the explosion of the MOSELLE itself hasn't been marked by some Cincinnati group as the event caused the largest number of fatalities until that time and focused Federal attention on boiler safety regulation.

The new marker is sponsored by Canal Society of Ohio with financial assistance from the Ohio Bi-Centennial Commission and the Longaberger Basket Co. See details of the marker program in S&D Reflector, March 1999, page 31.

\* \* \*

**BURNING OF THE STR. RANDOLPH**  
**AT NASHVILLE, TENNESSEE**  
**MARCH 16, 1836**

The following article was brought to our attention by Brad Bond, Marietta, OH who was recently researching the *Zanesville Gazette* of April 16, 1836. We find the story interesting because of the detailed account of the disaster and the information on early steamboating on the Cumberland River. No attribution to a Nashville newspaper is given so the report may have come from a correspondent to the *Zanesville Gazette*.

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Nashville, March 17, 1836

"Our town has seldom, if ever, been visited with such a disaster as that which occurred yesterday. The Steamboat RANDOLPH, the largest boat on our water and the pride of our port, is now a smoking and unsightly mass.

About 3 o'clock yesterday afternoon, as she came within sight of town, loaded with a heavy and costly freight and springing gaily anticipating that her goal was so nearly attained, it was discovered that she was on fire. The flame, which broke out through the boiler deck, was small and at first created but little alarm. The Captain (Miller) thought he had extinguished it when a puff of wind rekindled and in a few moments it became unmanageable.

The wind was high and all hopes of extinguishing the flames being abandoned, the only effort now made was to run her to shore. This was accomplished by the presence of mind and exertions of the Captain, the clerk (Baldwin) and the Pilot, a colored man by the name of David Crafts.

The Negro stood firm at the helm while the flames were raging around him, and actually until the ropes of his wheel were burned in two. Mr. Baldwin manifested the utmost coolness and deliberation. As the boat was nearing the shore he was seen to issue from the midst of the flames, bearing a trunk and when he had attained the edge he tossed it into the water and then running his hand into his pocket as if to secure something he unhesitatingly drew his \_\_\_\_\_ and succeeded in reaching the shore.

The boat was at length secured, a great mass of flame, at the landing opposite the Magazine and our fire companies and hundreds of other citizens were on the spot immediately. Every assistance was rendered and by extraordinary exertions the fire was subdued by nightfall but not until the boat was burnt to the water's edge.

Until the RANDOLPH arrived at Clarksville she was crowded with passengers. Fortunately, all of

the passengers went on board the SHOAL WATER which brought upwards of a hundred tons of the RANDOLPH's freight on Tuesday. Thus, fifteen or twenty of our fellow creatures in all probability were saved from the watery or fiery grave.

As far as we can ascertain this morning from the most diligent inquiry, three lives were lost, all of whom were slaves. Two were drowned, a male and female, and the other, a male, died after being brought on shore in consequence of the bruises he received by striking against the boat after he had plunged into the water.

The amount of the loss of property it is impossible to tell. The Bills of Lading and most of the Books and other papers were destroyed. After being lightened by the SHOAL WATER she still had freight of upwards of four hundred tons, not more than a sixth part of which, in our opinion, will be made available. The loss cannot fall much short of \$200,000.

This loss will fall principally upon citizens of this place. Some of the freighters had effected insurance but others had not. The boat itself, which belonged to Messrs. J. R. Yearman & Company, wealthy merchants at Nashville, was insured for \$17,5000."

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The RANDOLPH was a good sized sidewheel boat, 549 tons, built at New Albany, Indiana in 1833. After the fire of 1836 she was rebuilt and documented as the JOHN RANDOLPH on January 2, 1837, this according to the Lytle-Holdcamper List.

The book Steamboatin' On The Cumberland by Byrd Douglas warns that the second boat is not to be confused with the first but it seems that the JOHN RANDOLPH, although she may have looked a bit different, used the same hull and machinery. As the JOHN RANDOLPH, her dimensions are given as 190x30x10.5. Her owners were her master Joseph Miller, John Robinson, William T. Yeatman, Joseph G. Dally and John Stacker. The boat was snagged and lost at Carrollton, Louisiana on March 2, 1841 with the loss of one life.

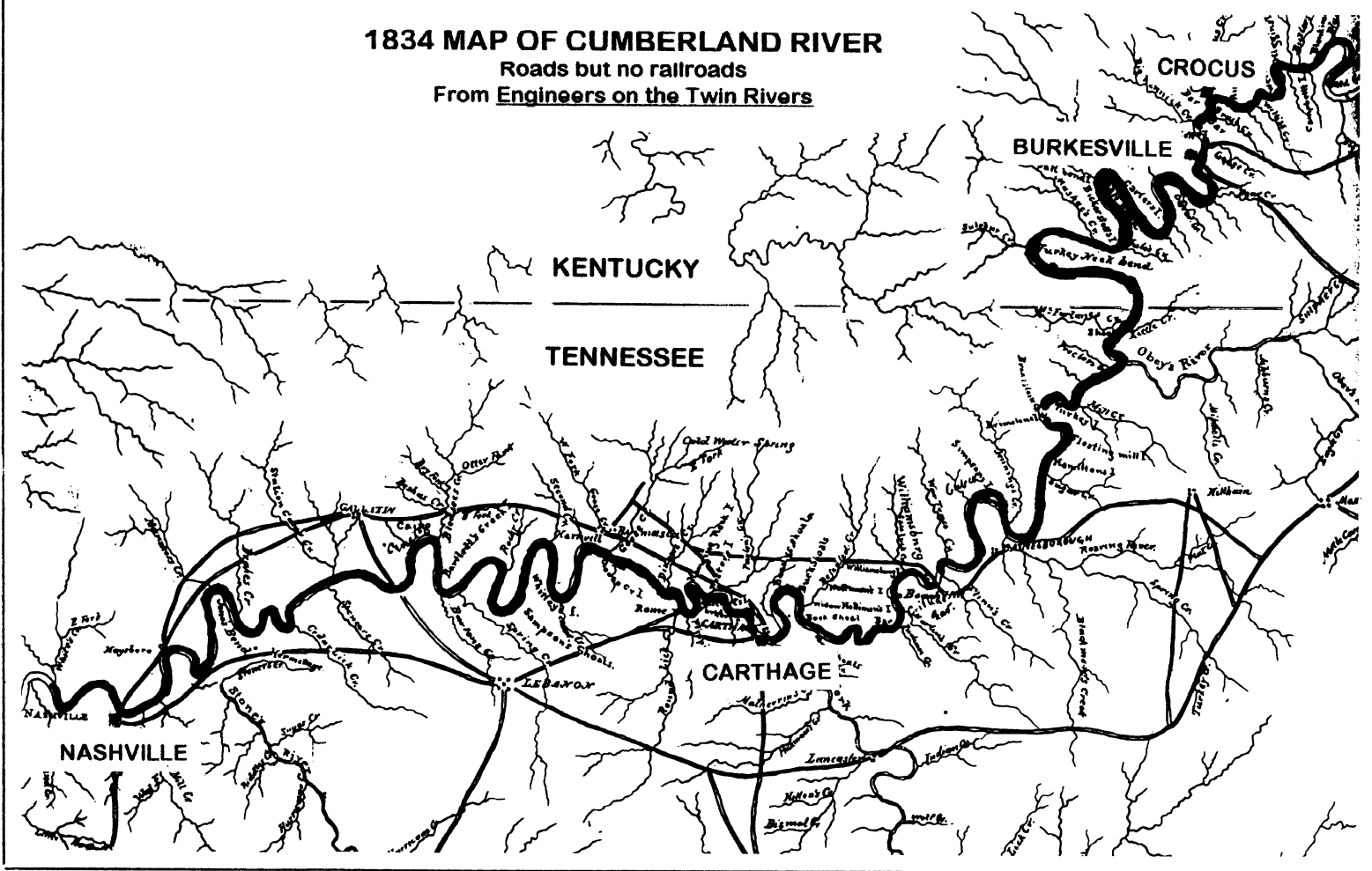
Pilot David Crafts gets deserved credit for his actions during the fire. By the write-up and use of his full name we can assume that David Crafts was a Free Negro, one of the sizable number of blacks who were not slaves but who lived and worked in the southern states prior to the Civil War. Many of these Free Negroes were successful business owners or craftsmen and well respected by the white society of the times as was David Crafts.

Part of the valuable cargo destroyed in the fire was a large amount of furniture and French wallpaper intended for The Hermitage, the plantation of General Andy Jackson.

\* \* \*

## 1834 MAP OF CUMBERLAND RIVER

Roads but no railroads  
From Engineers on the Twin Rivers



### THE SAGA OF THE KATIE MORRISON

A CUMBERLAND RIVER TOWBOAT, 1868-1871

#### Her Building and Unusual Ending

The following story was brought to our attention by Edward G. Brownlee of Mt. Holly, New Jersey who sent a typewritten manuscript titled, *The Log Book of the Katie Morrison*. This had been compiled "At Christmas Tide 1921" from original letters, notes and diary then in possession of Philinda (Rand) Anglemeyer. It is believed that the typewritten manuscript was organized by Mrs. Anglemeyer's friend Lizzie Franklin.

Philinda Anglemeyer was a niece of Philinda Parsons (Rand) Morrison whose husband Nathaniel P. Morrison was the builder in 1868 of the small towboat KATIE MORRISON (T1504). Philinda Rand was born in Milo, Maine April 15, 1837 and married Nathaniel Morrison in Boston on December 6, 1858. Their daughter Catherine Ella Morrison (Katie) for whom the boat was named was born at Somerville, Massachusetts January 16, 1860. The manuscript was in the possession of sisters Mary and Katharine Anglemeyer, grand nieces of Philinda Morrison, the writer of the

letters and the diary of life aboard the KATIE MORRISON.

Philinda Morrison's older brother John Brainerd Gray Rand, born in Castine, Maine October 13, 1831, was a civil engineer who married Victoria Cheek at Burkesville, Kentucky on February 7, 1866. He had an interest in early oil development in Kentucky near Burkesville on the Upper Cumberland River around Crocus Creek and called the Crocus Oil Co. Nathaniel Morrison was delegated by his brother-in-law John Rand to oversee building a boat to move freight between Nashville and the upper river to Port Isabel, now Burnside. Shipping crude oil down the Cumberland does not seem to have been the primary purpose for building the boat and there is no mention of barrels of oil as cargo in the manuscript.

This is a long introduction to the story of the very small low water steamer KATIE MORRISON. But, we believe readers will find this first-hand-account of life in the backwoods of the Upper Cumberland shortly after the Civil War of interest. Our sincere thanks to Edward Brownlee and the Misses Anglemeyer for making the story available and donating the original typed manuscript to the Inland Rivers Library, Cincinnati.

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Letter to Nathaniel Morrison from his brother-in-law J. B. G. Rand, Supt. N.Y. & B. KY O. & M. Co. dated May 10, 1866:

"We have one well yielding about fifty barrels per day and one about one hundred barrels of lubricating oil but they are both variable. Other wells around here are yielding from ten to twenty-five barrels.

Our lubricating oil brings \$30 per barrel in N.Y. for lubricating purposes and this CROCUS oil brings 25 per cent more than the best Pennsylvania burning oil. The only thing is to get enough of it!"

We know not the identification of John Rand's company "NY & B. KY O. & M. Co." but in 1867 Nathaniel Morrison was involved in building a small steamboat suitable for the unimproved Upper Cumberland River. Philinda Morrison writes as follows:

Burkesville, Kentucky  
Christmas 1867

A Merry Christmas to Mother, Jennie and all,

We arrived here about seven o'clock last night after a hard day's travel on an open wagon with mules, small ones, and a twelve hundred pound load; over thirty miles of the most terrible road I ever imagined. As we reached town our ears were saluted with the sound of fire-crackers while fire rockets and Roman candles were flying in every direction.

Later in the evening, and finally all night, fish horns, drums, triangles, French Horns and fiddles made the night horrible with discordant sounds. All night the sounds continued while the rain fell in torrents. Toward morning it rained them into the house where they danced with fury while the thunder rolled and the lightning flashed as though it had combined to usher in the birthday of Christ with tumult.

During the forenoon I have been sitting at an open window, in a room with no fire, sewing and have been plenty warm.

An now from all a Merry Christmas and a Happy New Year.

From your affectionate daughter and sister,  
P. Morrison.

The new towboat was to be constructed at Cumberland Mills, sometimes called Falkenburg Mills. Philinda Morrison described the site as, "Away up river, among the Knobs and Cliffs of the escarpments of the plateau, in the heart of the hardwood lumber section." We leave it to a Kentucky reader to tell us the location of Cumberland Mills, perhaps now buried by Lake

Cumberland. The Morrisons journeyed from Burkesville on to Cumberland Mills early in February 1868.

Cumberland Mills,  
or anything else you wish to call it.  
Friday eve., Feb. 11th, '68

My Dear Mother,

I have an opportunity of sending a letter to Jimtown (Jamestown) post office so I shall improve it. We are now living in real Kentucky style with an Ohio family. Shall I try my poor powers of description?

Well, to begin, the chimney comes first. This is built of pieces of rock stuck together with mud. Adjoining the chimney is the house. It is a new one; I know for the logs have got the moss on them and it dislodges occasionally and drops on the floor. The logs are hewn off slightly on the inside and narrow hewn boards, which they call "shakes," are nailed over the cracks between the logs and the outside cracks are stopped with mud.

Inside, a large fire blazes in the open fireplace and a large stove is hot on the other side of the room. Beside the fireplace, Katie and Irene are reading "Cinderella" by the light of the fire. Nathaniel and I are writing at a table in the middle of the room; so is Mr. Falkenburg while Mrs. F. is sewing and Frank F. is reading and little Toot is sick in a chair.

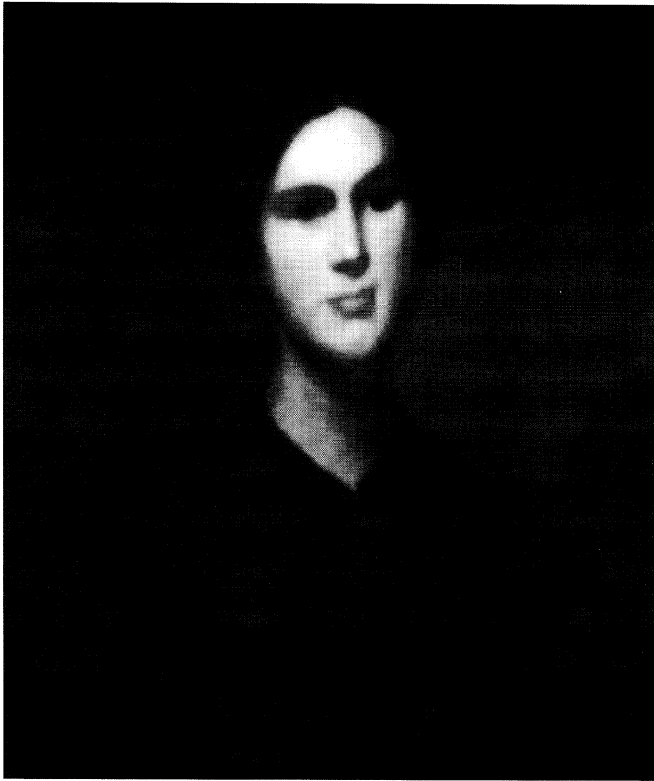
On the opposite side of the room is the bed with high posts; on top of the posts boards are nailed with a bed made up on them in which the children sleep. N., Katie and I sleep in the bed while Mr. F. and his wife sleep on the floor. This disposes of eight of us for the night. During the day I have Katie and Irene get reading a spelling lessons twice a day.

We are sixty miles farther up river than John (John B. G. Rand) is but shall be back there (Crocus) in a month. We are enjoying ourselves much here. Katie has Irene, a little girl of about ten years old, to play with and she enjoys it much. We are on top of a high ridge with no white folk near us. The woods are all around. Mr. Emmons has come with the carpenter, after we expected him all this week, and now the boat is to be begun at once.

Goodnight, now all, and may your prayers be for me.

Your affectionate daughter,  
P. Morrison

Crocus Creek is 81 miles below Burnside, Kentucky, the head of navigation. If Falkenburg's was 60 miles above Crocus it would place it about Little Cub Creek or Shinbone Bluff,



**Philinda Parsons Rand was born April 15, 1837 and married Nathaniel Morrison in 1858. She kept the diary and wrote the letters of the family's adventures with the KATIE MORRISON in 1868.**

Jimtown, Ky.  
March 2nd, 1868. Monday afternoon  
(Jamestown, seat of Russell Co. Ed.)

My Dear Mother and Sister: -

After waiting here nearly three weeks John (Rand) concluded to send our letters up as he cannot come until the river rises. You cannot tell how much I wanted them nor how welcome they were, although most of them were valentines for Katie. The Franklin children sent her one and Leila and Lizzie Rand and Grandma Rand contributed to the stock. She was delighted with them. The children were well pleased to see them also.

As I sit here today I think how many things we may do without when obliged to without really suffering although today, with first the rain beating in halfway across the floor then the wind blowing the smoke and ashes and soot all over my pen and hand and then the snow sifting across to the stove on the opposite side of the room, I almost wish for one little window so that we could shut the door.

Yesterday was a very rainy day. Mrs. F. and myself were going to attend a protracted meeting of the Baptists which has been going on for a week but it was storming so that we did not go.

And it was fortunate that we did not go for in the morning two men came here, about a quarter of a mile from the house where the meeting is held, to get all the pistols we had saying that they had a disturbance in the morning meeting and had arrested some young fellows whose comrades had come at night with the intention of making trouble. And, as all such fellows go armed here, they wanted to be prepared for them, however, there was no particular trouble.

Nathaniel seems to enjoy himself well here. Friday he and Mart. and I went up the river in a skiff. He did not shoot any ducks that afternoon but the next day they went and got eight. He has shot a great many here, also some quail.

From your oldest Daughter,  
Philinda P. Morrison.

## DIARY OF PHILINDA MORRISON

JANUARY 1868

Saturday, 11 Burkesville. Neuralgia all day. Nathaniel went up river in Emmons' boat.

Wednesday, 15 Katie's birthday. Went to Dr., Cheek's, two miles out of town, for dinner. (Katie Morrison would be eight; born January 15, 1860 at Somerville, Massachusetts. Ed.)

Friday, 24 Packed and had the neuralgia in my right eye very badly. Nathaniel watched John's barge 'till twelve o'clock.

Saturday, 25 Started up the Cumberland River for Crocus early this morning. Arrived about two o'clock PM. Like crocuses, oil springing up all around.

FEBRUARY 1868

Saturday, 8 N(thaniel) went to Burkesville in the skiff.

Sunday, 9 Blew and stormed all night. Very rainy in the morning. After dinner, which was about two o'clock, there was a sound of a boat whistle. Went to packing preparatory to starting up river. Boat came about 8 PM.

Monday, 10 On board a flat bottomed boat, 10 AM. It does not seem as though yesterday was Sunday. All bustle and confusion and getting on board the boat. We are going up river and near our destination.

Friday, 21 Finished Katie's sunbonnet. Went into the woods to see the gunwales of the boat split. Katie took her first horseback ride.

Saturday, 29 Pleasant. Went down to the mill in the PM. to see the boat. Came home and found John here. Glad to see him.

## MARCH 1868

Monday, 3 Got some new gunwales for the boat.

Monday, 16 Went down and spun oakum for the boat. Blew all night.

Wednesday, 18 Very cool and beautiful. Working. Went to the mill in the PM. Finished caulking the boat.

Thursday, 19 Pleasant. Ironed in the AM. Men engaged in launching the boat. Stuck on a snag. Launched.

Friday, 20 Turning the boat. Cloudy in the morning. Turned. (This sounds as if the hull was built upside-down and rolled over after launching by loading one side with stone as was often done Ed.)

Saturday, 21 Preparing to start. Boat loading. Sick with neuralgia. PM Nearly loaded.

(The completed hull was to be floated down to Crocus where some sort of engine, boiler and sternwheel would be temporarily installed for the rest of the trip down to Nashville. Ed.)

Sunday, 22 Pleasant but cold. Boat started for Crocus. Broke the Sabbath to begin with.

Tuesday, 24 Went to the mill in the afternoon. Boat went up river.

Wednesday, 25 Ironed, packed and sewed. Started for the landing. Two in the afternoon, boat started for Crocus. Aground twice. Tied up at Brulesburg for the night.

Thursday, 26 Started early this morning for Crocus. Much freight. Aground twice and great loss of time. Arrived at Crocus at ten o'clock.

## APRIL 1868

Wednesday, 15 My birthday.

## MAY 1868

Philinda Morrison writes her mother and includes her diary passages for the first part of May; three additional entries for the month follow the letter:

Sunday, May 10th, '68

My Dear Mother:

Perhaps I can interest you in no better way than to send you a few extracts from my diary.

May Day It thundered and lightened sic all night. Sick. John went to B(urkesville) to get me some medicine from a doctor. Said he would come to me Monday.

Sunday, 3rd Went to Church for the first time since I left home. Thundered and lightened all night. Put the boiler in the boat.

5th Washed. Thundered and lightened all PM and night. Trial trip of the boat: Failure.

6th Terrible heavy rain all night. Crocus Creek rising at a terrible rate. Whole lengths of fence sailing out of creek down river. Second trial trip: Successful.

7th Started at ten o'clock from Crocus, in the CROCUS, for Nashville. An untried boat, comparatively, a crew ignorant of the river below Burkesville, no pilot on board but one of our men self constituted, to travel a journey of two hundred and eighty miles. Shall we reach our destination? John and Vic accompanied us as far as Burkesville, ten miles. (Vic was Victoria Cheek Rand, wife of John B. G. Rand. Ed.)

We had gone but a mile when the bow of the boat ran directly onto a sharp ledge of rock on shore. Backed off without injury and started once more. Run into a big tree on shore and barely escaped shipwreck.

These accidents were owing to a leak of steam power, our boiler not being satisfactory. Before reaching Burkesville John and N(athaniel) decided I had better not go farther as the boat would have to back down all the way, being carried by the current alone, which would be a dangerous method of traveling.

It was raining very heavily when we reached Burkesville about 1-1/2 o'clock, being three and a half hours in going ten miles. I was willing to stop at B(urkesville) but N(athaniel) went up to the P.O. without waiting for me which I construed into no great desire for me to leave the boat.

It was three o'clock when we started once more, minus Vic, John and the baby but with the addition of Mr. Scoville, a friend of ours who has taken a small interest in the boat.

Rigged forward oars (the boat turning round and round in the current) which kept her quite straight. Run until dark and tied up for the night.

8th Pleasant morning. Elias repacked the steam cylinder which saved much steam so that the boat kept in the stream finely. Got breakfast and cleaned up the dining room and kitchen, made up the bunks and prepared to sew. Couldn't do it. Had no eyes for anything but the fine scenery on either bank. In some places the river is very wide, in others it is narrow and turns like this.

(Evidently a sketch on the original letter. Reference to repacking the cylinder indicates a single cylinder mill-type engine was being used. Ed.)

Everything went splendidly. Nothing could be better than the behavior of our boat today. Redeemed the time entirely. Run about one hundred miles. Tied up to a tree at 7-1/2 o'clock.

9th Intended starting early but owing to a heavy fog was obliged to remain at our moorings till 7 o'clock. Very bad river but grand scenery.

Passed Rome where standing chimneys and dilapidated dwellings told the story of war. Can't run so fast today owing to working among islands and shoals. Done very well though. Tied up at 7; started off after butter, milk and eggs.

10th Started early this morning, hoping to finish this our first trip today, Providence permitting. Reached Nashville at 10-1/2 o'clock.

Tied up on the other side of the river. Went out and took a short walk with K(atie) and N(athaniel) to see the suspension bridge. We shall probably stay here two weeks but I think it best not to change our P.O. address.

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Your affectionate daughter,  
P. Morrison

The following is more from the diary:

Friday, 15 Went to the city (Nashville) in the PM. Nathaniel went with us. Crossed in the skiff. Bought towelling for the CROCUS. Bought buttons for Katie.

Monday, 18 N., K. and myself went to the city about nine o'clock. Attended auctions. Got dinner. Visited the Capitol; ascended to the cupola. Splendid view of the city and suburbs, forts, river, etc.

Tuesday, 19 Hemmed and marked towels for the boat.

The U.S. Inspector's Certificate for the KATIE MORRISON was issued June 19, 1868, signed by H. D. Farnsworth, Inspector of Hulls and John Wilson, Inspector of Boilers of the Nashville District. The owners are shown as N. Morrison, E. Emmons, J. B. G. Rand and Samuel Scoville. The measured tonnage of the boat is shown as 39.61 tons with one stateroom and twelve berths for passengers; she was also permitted 20 deck passengers. KATIE MORRISON is listed as a passenger vessel (rather than towing) in the Board of Supervising Inspectors report for the year ending December 31, 1869.

The single boiler was 40 inches in diameter by eight feet, 40 2-1/2 inch tubes and built by Hillman Brothers in 1868. Allowed pressure was 125 psi. High pressure engines 7s-2 ft., boiler feed pump worked by the main engines and an independent Doctor pump, one fire pump worked by hand, 50 feet of fire hose, six buckets and a skiff for a lifeboat.

JUNE 1868

Thursday, 11 Trial trip of the KATIE MORRISON. Worked well.

The following typed note was added to the manuscript after it was completed in 1921 by J.T.D., husband of Katie Morrison Draper: "At this time the boat was at Nashville, finishing her houses and having her regular marine engines installed. When the captain's lady returned from the city two weeks earlier she found that Uncle John (Rand) had painted along the side of the pilot house the name KATIE MORRISON."

The manuscript includes a copy of a Bill of Lading dated Nashville, June 12, 1868 for the first paying trip of the KATIE MORRISON:

Shipped by Harrison & Son to John H. Clark at Cumberland City, Kentucky: "Forty bales oakum, one bbl. lard oil, six kegs Bt. spikes, one keg Nt. spikes, One can 25 galls. varnish, one sidesaddle (in bag), one live dog named 'Gaily' with four legs. Boat not accountable for sickness or death of dog."

Typed later by J.T.D., "The Captain's daughter remembers that the sidesaddle and live dog were gifts from the Captain of the Steamer UMPIRE to a lady who later became his wife."

Friday, 12 Freight her. Got Barnes' barge to carry heavy freight.

Saturday, 13 Finished loading. This PM started from Nashville for Crocus towing the barge. What will our success be? Run till (?) o'clock splendidly.

Sunday, 14 Started early. Run finely. Plenty of steam. Dined at 12. At four reached Jones Island. Tremendous shoot (chute). Got two-thirds over when the cam rod became detached from the wheel. Swung 'round on a gravel reef. Stuck. The men worked till nine o'clock; no go.

(Jones' Island is mile 219, about 25 miles above Nashville. Ed.)

Monday, 15 Rose bright and early to get the boat off. The barge left up the shoot sic. No go. In the PM got a ferry boat. Unloaded and with the assistance of darkeys got her off. Got up a little farther and run on a reef of rock. Swung on this till bed time then retired.

Tuesday, 16 Found roustabouts. Got off the rock and went up to the barge. In attempting to start, the barge got on another reef of rocks. Left the barge and swung out into the current. Struck on a rock and then (the) stern swung back and forward until, in attempting to move up, struck the barge and made a hole in her.

Wednesday, 17 Rose early and went to work once more. Fixed the doctor (pump), put the freight on the barge, fixed the capstan, got the barge off the shore and started. Went right

along. Seemed as though we were in another sphere. 4 o'clock, laid up to repair the gunwale. Hot. Started again and went six miles finely. Came to Linsly (sic) Island. Run on a gravel shoal. Stuck. (Lindsley Island, mile 227. Ed.)

Thursday, 18 Took all day to work on boat to get her off. All attempts to (except a few feet) prove futile. Boat leaked badly. Men had to pump to keep her from drawing too much water. Sent the roustabouts to get a ferry boat and some more men.

Friday, 19 A hot morning. The roustabouts gone. No signs of them or (the) men. J(ohn) got a ferry boat and six men. Lightered the boat and got her off the shoals. J. took his stuff in the ferry boat up to the landing. Our men took the barge down to the side of the river.

Saturday, 20 Laid up deciding what to do. Whether to go up river or back to Nashville. Captain decides not to go back. Part of the men want to go back and part to lay up here. Decided to remain here. No work done. Resting.

Sunday, 21 Cool. River rising. Men talking about going back to Nashville. Risk of freight. Mended boiler. Elias (engineer) made skiff to go back to N(ashville); didn't go.

Monday, 22 Cool. River falling. Signs of rain. Started early in the morning to get through the shoot. Boat went through easily. Unloaded what freight we had on board and went back to the barge to get another load. Brought it up while the men were getting wood, - had time. Got over on the other side and tied up.

Tuesday, 23 Decided that N(athaniel) should go to Nashville and notify the parties that we were unable to go farther. Jan. left in a dugout for Nashville 9 PM. N(athaniel) returned. All parties satisfied to have freight returned. Capt. Lovell offered to come up the first of the week to take us down.

Wednesday, 24 Fished and rested. Oh dear! How sick.

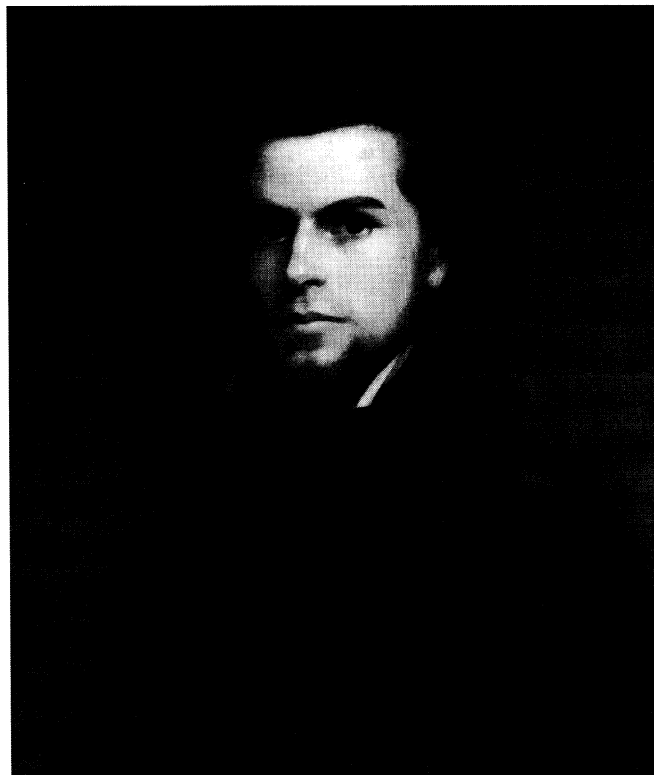
Thursday, 25 While getting breakfast saw Jenny and Elias (Emmons) coming back. After breakfast got ready to start for Nashville. Got along nicely until we got to Hoboken Ferry when we go aground on a muscle (sic) bar. Got off and tied up for the night about 9 PM.

Friday, 26 Started for N. once more. Got along nicely until we reached Blake's Riffle. Barge stuck. Loosened her and floated her down to moorings. (Beck's Ripple, about ten miles above Nashville. Ed.)

Saturday, 27 Reached Nashville at 10 AM.

#### JULY 1868

Wednesday, 1st Started for Smithland, 200 miles down river, this PM with Jimmy (?) for pilot



**John Brainerd Gray Rand, Philinda P. Morrison's brother and president of Crocus Oil Co. saw the need for a low water boat on the Upper Cumberland. Portrait by his uncle John Goff Rand.**

and Elias Emmons for engineer. Tied up for the night 25 miles below. Three passengers.

Thursday, 2nd One passenger left. Very hot. Reached Harpeth Shoals. Passed finely. Took on pig iron at Cumberland Irons Works. Tied up for the night.

Friday, 3rd Started early for Smithland. Repaired barge.

Saturday, 4th Passed Fort Donelson. No signs of the glorious Fourth to be seen. Took up passenger. Stopped UMPIRE (5492); transferred passenger. Reached Tennessee Rolling Mills. Put off two passengers.

Sunday, 5th Beautiful. Attempted to wood up and run on a snag. Got off and made Smithland about 3 o'clock in a heavy thunder storm. The LENA (3410) and COBERT (COBWEE 1204) Came in during the night.

Monday, 6th Intensely hot. Talk of going to Paducah. ELLA HUGHES (1783) reported no freight; not going. N. got a place for me to board at Capt. Scyster's. Went in the afternoon. Boat left at 1-1/2 in a heavy shower. God watch them.

Tuesday, 7th Sick, a stranger in a strange land.

(Philinda Morrison was rooming at the home of Capt. J. V. Scyster, a well known Cumberland River pilot of the time. Ed.)



Wednesday, 8th Still sick. Ave sanctissima.

Monday, 20 Very pleasant. Capt. Scyster brought letter to me from Nathaniel.

Thursday, 23 Sick all night. Better this morning. At 11 N. came with boat. Got on to go to Paducah. Arrived at 1 PM

Friday, 24 Lay at levee. Forgot my boots.

Saturday, 25 At Paducah.

Monday, 27 At 10 o'clock left Paducah for Smithland. Very pleasant. Boat left Smithland for up river. (Philinda Morrison and Katie again staying at Capt. Scyster's. Ed.)

Of this trip down the Cumberland from Nashville, Philinda Morrison wrote to her mother as follows:

On Board the Steamer KATIE MORRISON  
Cumberland River, July 5th, Friday.

My Dear Mother and Sister:

I am writing to you although I have not received anything except little scraps in J.B's (J. B. G. Rand) letters for six or eight weeks. We sent to have our letters sent to Nashville but they did not reach us before we left. It made me almost homesick to leave without the letters that I know must have been sent, however, we shall probably return in ten days and I shall expect a double portion of them.

We have made a fine passage down the river so far and have got to within 40 miles of Smithland which is at the mouth of the river. We shall probably go to Paducah. With the occasional bumping of a snag or the striking on a rock we have had no mishap this trip. However, we have not arrived at our destination yet so I must not brag.

Yesterday was the Glorious Fourth with you, I suppose. So it was here but the only indication I saw that it was July 4 was on my diary and one party of young people rowing on the river. I never saw a single flag flying. I suggested that our flag be unfolded to the breeze but the rest mentioned the fact that our boat was built to run on the water and she could not float with (bullet) holes in her.

However, we were on historic ground, passing Fort Donelson in the morning, and places on the river where the gunboats had skirmishes. Our mate showed us Yellow Creek where there were, at one time, three Rebel gunboats which two of ours went and took and burned, then laid up in the mouth of the creek to watch for steam supply boats which were running up to the Rebels. There were two of these coming up and on the last of these was our cook, John. The Feds took the first one, burned it and turned the crew loose, not knowing that there was another (boat) behind. The men started off into the country but as soon as they were out of sight they

struck for the river and apprised the other boat just in time to give them a chance to turn and run.

One night we stopped to take on some freight and right behind was the wreck of the ST. LOUIS (4948), a magnificent, great steamer which the Rebels run up there and burned because of the Feds. We also passed a place where there were four large steamers burned together. They are rather a dangerous object of interest as the Rebels would generally burn them when we were in pursuit and they would put them as near in the channel as they could. But, God has so arranged the currents in the river that they soon formed a new channel.

In the afternoon we passed Engraham Shoals (Ingram Shoals, mile 49.3) where the Rebels loaded fifteen or twenty flatboats with rock and sank them across the river and then cut down immense, great trees and filled in for a distance each way. But, He who overrules all things turned the devices of the enemy to their own destruction for it was only last week that one of Nashville's largest steamers, in attempting to avoid the snag, run on a rock and sunk.

We are having intensely hot weather with hardly any rain. The blackberries, which are so plentiful, are drying up for want of rain. The finest great blackberries sell from four to six cents a quart and at 25 cents a water pail full.

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Your affectionate daughter,  
P. Morrison.

AUGUST 1868

Sunday, 2nd ELLA HUGHES brought letter to me from N. containing 26 dollars.

Monday, 3rd Packed for up river where N. request me to come on the ELLA HUGHES

Tuesday, 4th ELLA HUGHES arrived at 10 o'clock. Left Smithland for Nashville. Stopped at Hillman's (mile 58.1) most of the night.

Wednesday, 5th Started from Hillman's at 1/2 past seven. Sick with neuralgia.

Thursday, 6th Reached Harpath Shoals at 7 o'clock AM. Arrived at Nashville at 12-1/2 M.

Friday, 7th Boat (KATIE MORRISON) arrived.

The KATIE MORRISON operated more or less regularly during September and October 1868 between Nashville and Crocus. Philinda Morrison and daughter Katie lived on board but Philinda made only sporadic entries in her diary.

The head of navigation was Port Isabel (name later changed to Burnside) at mile 516 but Philinda's diary and letters give no evidence that she ever got to Port Isabel. A card in the Nashville newspaper advertised, "The new light

draught steamer KATIE MORRISON, Capt. Morrison .to depart on Wednesday, September 30, 1868 for Burkesville (mile 427), Rowena (mile 465) and Roberts Port (mile 499.5)." A river news item reported, "The KATIE MORRISON arrived yesterday from Caney Fork (Carthage, mile 308) loaded down. Her cargo consisted of eight hundred bags of wheat, four tons of bacon, twelve barrels of whisky and one hundred bags of flour, a big trip for a small boat."

On her September 30th trip, the boat reached Crocus on October 5 and then left the same day for farther up river. The diary reports they became stuck on "Goose Creek Shoals" on October 6 but we suspect the diarist meant Crow Creek Shoal, about ten miles above Crocus. They were stuck until late in the day on October 8 when Philinda tersely writes, "5 PM. Afloat." Philinda was a wearer of the white ribbon (for temperance ?) and daughter Katie later said of this event:

"Now, it chanced that not very far from the Shoals there was being held a regular Kentucky town meeting. Emmons, the engineer, knew this and he also knew well the pleasures of the Kentucky mountaineer so headed for the meeting to get help. He returned with two half-barrels of applejack and a jolly crowd of men. The applejack was placed on either side of the deck with dippers at hand. The men waded into the river, lifted and pushed, drank applejack and pushed some more. And then she moved before the 'jack was gone. Hence the pithy entry in the log, - Afloat."

Although the little KATIE MORRISON had operated successfully during the summer of 1868 and hauled freight between Nashville and Crocus when the stage of water permitted she seems to have been built as a speculation independent of the Crocus Oil Co. Arrangements were made by the partners to sell her to other parties and on October 11 Nathaniel Morrison left the boat at Crocus to go to Nashville and complete the sale.

#### NOW, THE UNUSUAL ENDING

So, after running as a packet in the Nashville, Burkesville and Crocus trade during the summer of 1868 the builders sold the KATIE MORRISON. We know not to whom the boat was sold but presumably she continued, at least for a time, to work as a packet on the Upper Cumberland.

By the summer of 1871, however, KATIE MORRISON was making a trip down the Mississippi with a load of cotton. She got into some kind of trouble near Helena, Arkansas early in August and was sunk, gone from sight. The following is a newspaper dispatch from Memphis, August 12, 1871:

"The little towboat KATIE MORRISON

which sank at Helena, Arkansas some time since, made her appearance at Friars Point on Saturday. At the time she sank she had on board 110 bales of cotton which is being fished out of the river by the citizens of Friars Point. The little craft sank out of sight and was supposed to be lying on the bottom of the river below Helena.

Helena was about mile 307 while Friars Point was mile 319 below Cairo. In the week or so following her sinking the KATIE MORRISON made a submarine voyage of 12 miles down the Mississippi and then showed herself again. There may be other instances of a boat bumping along the bottom for 12 miles but we can't recall any; the 110 cotton bales undoubtedly helped.

John B. G. Rand (Katie's Uncle John) left the Crocus, Kentucky oil fields and from January 1871 until May 1874 was engineer in charge of developing a new source of water supply from the Hudson River for the city of Poughkeepsie, New York. He died, age 46, at Somerville, Massachusetts on July 11, 1878. Katharine and Mary Anglemyer, presented a portrait of their grandfather, painted by his uncle John Goff Rand, to the City of Poughkeepsie in 1973.

Philinda Morrison, keeper of the diary, died, age 62, at Berea, Kentucky May 17, 1898. Her husband Nathaniel had died just ten years before, to the day, at W. Somerville, Massachusetts.

Little Katie Morrison married a Mr. Draper at Somerville, Massachusetts June 23, 1886. Katie died, age 84, at Holyoke, Massachusetts on November 6, 1944.

\* \* \*



LATE ARRIVAL AT FRIAR'S POINT, 1871

## CAN THE NATCHEZ BE 25?

Sometimes we are startled by being confronted with the time that has elapsed since a noteworthy event - the birth of a child, V-J Day or when we last changed the oil in the car. The New Orleans excursion steamer NATCHEZ (4113) is still a new boat in our mind, perhaps because she is way down there in the Crescent City, off of our beaten path. Our first conclusion is quickly modified by thoughts of all the people who have been associated with her over the years.

A recent letter from Capt. Don Houghton, alternate master of the NATCHEZ, was a reminder of the anniversary of the boat's trial trip in 1975.

"The NATCHEZ went through her annual lay-up in January with some boiler repairs included in the regular maintenance and painting. The starboard boiler had some leak in tubes and tube sheet. New tubes and tube sheet were purchased with the intention of rebuilding the boiler. After the boiler was gutted it was found there were stress cracks in the shell so a decision was made the boiler should be replaced.

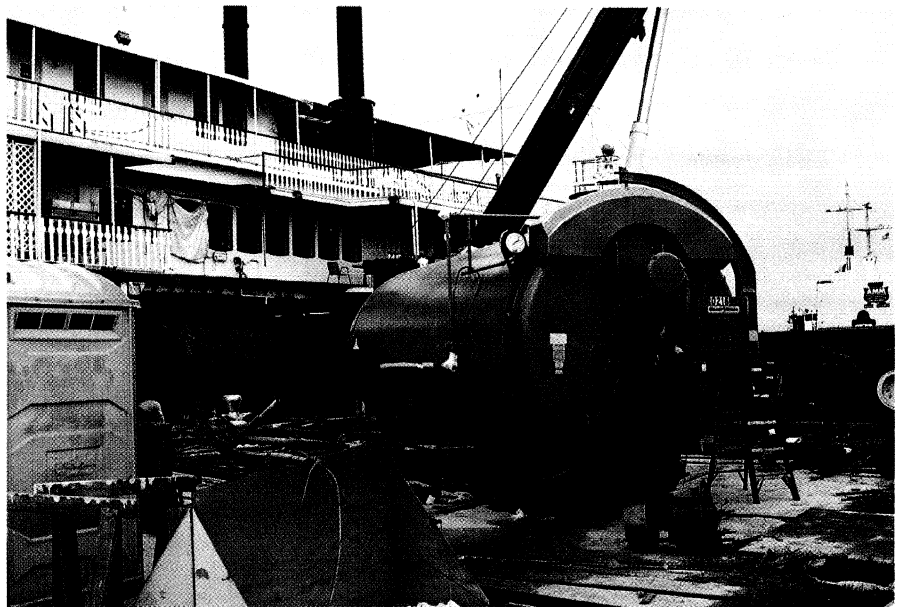
A used boiler that was only three years old and with few hours on it was found in Philadelphia. After a three-day delay for a snow storm it was trucked down to New Orleans.

TOP; All the work was done in the Industrial Canal with a nice view of Lake Pontchartrain in the background.

MIDDLE: A lot of the deck had to be cut out along with three stairways to make the exchange; the new boiler is in the foreground.

BOTTOM: Old boiler coming out. The NATCHEZ was laid up for an extra week by the additional work but everything went smoothly. The NATCHEZ celebrated her 25th birthday in April and she also just welcomed aboard her twelfth million passenger!"

\* \* \*



## - S&D CHAPTERS -

### OHIO & KANAWHA

There was a BIG turnout for the quarterly meeting of the O-K Chapter on March 5 at the Mason County Library, Pt. Pleasant, WV. Among the multitude were Jerry and Lee Sutphin who have missed a few meetings but have now completed a move into a new home in Huntington.

Capt. Bert Shearer called the meeting to order at 2 PM on the dot. The first order of business was to take a reading on the famous Treasury; reported to be flush by acting treasurer Jim Bupp - \$50.52 plus nine stamps so passing of the hat was postponed.

Chapter Chief Engineer Charles Henry Stone had the program for the day. Charlie put together an excellent lecture and slide show covering the very serious ice gorge of January 1978 and lasted most of a month. This occurred at and upriver from the Markland Dam above Vevay, Indiana, stopped traffic and resulted in the sinking of a number of barges and the towboat CLARE E. BEATTY.

Charlie set the stage for the events which followed the river's freeze-up before going into the excellent slides and day-by-day story of the event. Most of the navigation dams had raised the rollers to allow the ice to move through when the heavy ice conditions were forming on the Upper Ohio. But for some reason the Markland Dam held its pool until the ice began to gorge above and it was too late then to flush the forming ice through. Eventually the river was essentially frozen solid, from surface to bottom immediately above the dam and for a considerable distance.

The views of the heaving ice layers which built up 20 or more feet were impressive. Several barges were wedged against the piers on the dam or actually went

through it, demonstrating the pressure of the ice buildup and the river.

The plight of the trapped towboat CLARE E. BEATTY as it was first pushed out of the water on an ice reef and then sunk almost out of sight was sad to see. Capt. John Beatty had taken his fleet down to Markland in an attempt to remove some of the barges from the dam but instead his prize towboat was a victim. Some thought she was beyond salvage but Capt. John eventually raised and restored the boat to again look like "Beatty's Yacht."

It was a great program on just one of the problems faced by towboat operators and their crews. The 1978 event at Markland was undoubtedly a lesson too for the Corps of Engineers and lock and dam operations during ice conditions may be different in the future.

Visitors are always welcome at the O-K Chapter meetings, good programs and good fellowship assured.

\* \* \*

### MIDDLE OHIO RIVER

The spring meeting of the M.O.R. Chapter was held in Newport and Covington, Kentucky on April 7-8, 2000.

Twenty-three members and friends passed through the gathering room on Friday evening. The highlight of the evening was a box of "river stuff" from the estate of the late Pat Sullivan which was brought by Ann Zeiger. Included in the box were old menus from the DELTA QUEEN, postcards, lapel pins, etc., all available for the taking.

Planned for Saturday noon was a luncheon cruise on the sternwheel BELLE OF CINCINNATI. Unfortunately, high water prevented the cruise since the big boat would not clear the bridges, even with the stacks lowered. The group had to settle for luncheon on board while it

rained, sleeted and snowed outside. There was a tour of the engine room with the remainder of the afternoon free for individual explorations around Cincinnati.

The evening meeting was conducted aboard the small excursion boat SPIRIT OF CINCINNATI operated by Queen City Riverboats of Dayton, KY. Departure was delayed by a snag caught beneath the hull by the high water but we persevered despite swift current and high winds.

The annual business meeting elected the current group of officers to serve another term: Rick Kesterman, president; Fred Rutter and Barbara Hameister, vice presidents, Ann Zeiger, treasurer; M'lissa Kesterman, secretary.

Speaker for the evening was Bill Judd who took the audience behind the scenes of Tall Stacks '99, Cincinnati's river celebration. Bill headed the group regulating boat movements during the five day festival and related details of the planning which begins two years before the event. A number of planning and coordinating meetings take place and in back of everyone's mind is the possibility of high water, fog and run-outs from the Licking River, just across from downtown Cincinnati.

Bill also related some amusing incidents which might be expected with an undertaking involving so many committees and thousands of visitors. One enterprising street person set up shop near the portable toilets and charged 50 cents a visit until run off by the constabulary. It was a very enjoyable presentation on a dark and damp evening.

The Summer Meeting of the M.O.R. will be held at the Lowe Hotel, Point Pleasant, West Virginia on July 14, 15 and 16. Point Pleasant is a little quieter today than when the Smith Drydocks were operating, Marietta Manufacturing Co. was turning

out packets, towboats and barges and the. Heslop Machine Works performed wonders repairing steamboat machinery. But, many reminders of steamboat days remain to be seen and will be explored by the M.O.R. attendees.

Contact M'Lissa Kesterman, Secretary, for details: (513) 662-8627.

Fred Rutter, Riverview Editor.

\* \* \*

### COLUMBIA RIVER NEWS

Don Chalmers, Fairview, Oregon, a volunteer at the Oregon Maritime Center and Museum and aboard the Str. PORTLAND, brings a follow-up to the status of the new west coast service by Delta Queen Steamboat Co. (see This and That, March issue).

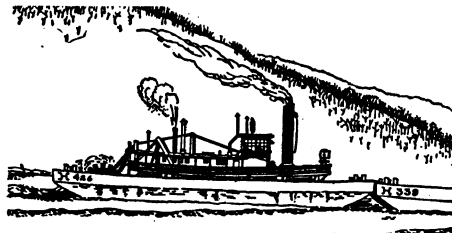
The COLUMBIA QUEEN arrived safely at Portland after coming around from New Orleans loaded on a barge. As of April 24 she was on Drydock No. 2 at the Portland Shipyard undergoing final completion for entering the Columbia River overnight cruise service. Her printed schedule brochure was optimistic in listing the first departure from Portland

as March 31 but that is to be anticipated, we suppose, with most new boats. Don says that Late May is reported to be the more likely first trip.

An office has been established in downtown Portland: The Delta Queen Steamboat Co., 119 S.W. Market Street, Portland, OR 97201 (503)-222-4513. The COLUMBIA QUEEN trips cover nine days, eight nights and include a first night in Portland with a day trip to Mount St. Helens National Volcanic Monument the following day and boarding the boat in late afternoon.

The museum's PORTLAND will be under steam on June 8 when it welcomes U.S. Navy ships to the City of Portland's annual Rose Festival. Consideration is being given to later taking the PORTLAND up the Columbia and Snake Rivers to Lewiston, Idaho to celebrate the 25th anniversary of the opening of slackwater navigation to Lewiston.

\* \* \*



The PORTLAND gets up steam periodically, when money is found to cover the fuel bill, and last May she ventured over to Vancouver, WA. She was built in 1947, 219x44x7 with engines 26s-9 ft.

Don Chalmers phot

### CHRIS GREENE

Here are the last remains of the old packet CHRIS GREENE (1027) which was visited by Judy Patsch and Keith Norrington on last April 8. The boat was dismantled in 1950 and used by the late George Harrison at his Dayton Boat Harbor, Dayton, KY. The hulk burned a number of years ago and only the hull remains, sunk and filled with mud from high water. Judy, dressed for the blustery spring weather, describes her as a "giant flower pot" and a few stems and stalks are to be noted.

The remains of the TOM GREENE are visible behind, still retaining her boiler deck but little else.

\* \* \*



## - BOOK REVIEW -

### Thrills of the Historic Ohio River

This revised reprint of the 1929 book originally published by the *Cincinnati Times-Star* was reviewed in the March issue. The reviewer wished for a general index and Barbara Fluegeman, publisher of the reprint, has rightly pointed out that she has provided one.

The new edition in fact contains three indices: General Index, page 269; Boat Line Index, page 273; Vessel Index 275. Hurrah! We should have checked the Table of Contents rather than thumbing the back pages.

**Thrills of the Historic Ohio River**, paperbound, 280 pages, illustrated with photos; indexed. Spencil Hill Publishing Co., 116 Bethel Ridge Rd., Florence, IN 47020. Price per copy \$21.95 plus \$3.50 shipping and handling. Indiana residents please include 5% state sales tax.

\* \* \*

### Steamboats and Ferries on the White River

This book, published in 1998, is a revised and updated paperback version of a 1995 book by the same title. One of the authors, Duane Huddleston, who died in 1982, was a serious student of the history of Arkansas' White River, and much of the book is based upon his research. Pat Wood and Sammie Rose secured the permission of Huddleston's widow to use his material. They combined it with their own work, and the result is a White River history that is informative, entertaining and readable.

The book is divided into three main sections: A nine page section entitled Keelboats and Flatboat is the start and it ends with a 21 page section covering ferries. The bulk of the book is devoted to the steamboat era divided chronologically into four

sub-sections with the division points at 1860, 1865, and 1900. Packets are the main topic but gunboats are covered in the 1860-1865 section, and steam towboats show up as they came into use.

There are 125 illustrations including several maps, a three-page listing of steamboats - presented in chronological order, a two-page list of ferries - listed by location, a two-page listing of the authors' source material, a two-page glossary of terms and an excellent 13 page index.

The material is presented is a mix of factual and anecdotal as excerpted from newspapers, letters, records, etc. Some of the more recent information is directly from interviews of descendants of the people involved. There are a few small deviations from the book's main themes, but they add interesting historical color. By all indications the authors dug deeply and worked diligently to achieve an accurate history of White River steamboating. It's certainly clear that they have uncovered some long-lost information on the steamboats that plied the White. A cursory check of steamboat names in the book against Way's Packet Directory indicates a number of local boats not included in the Directory.

The book is a valued addition to my library and recommended to other steamboat fans. Only the quality of the reproduction of photographs is somewhat sub-par.

**Steamboats and Ferries on the White River - A Heritage Revisited - New Addition**, ISBN 1-55728-538-1. Paperback - 8.5 x 11 inch format. 183 Pages. by Duane Huddleston, Sammie Cantrell Rose, and Pat Taylor Wood. Published in 1998 by the University of Arkansas Press, Fayetteville, AR 72701. List price \$24.

Reviewed by: Tom McKee  
Cary, NC

\* \* \*

### THE MONONGAHELA RIVER OF DREAMS, RIVER OF SWEAT

It has been said that a book can't be judged by its cover but this one can. From the dramatic photo over a six barge tow on the dust jacket and the high quality photos throughout are indicative of the excellent contents. This new book from Penn State University Press was released in December 1999.

Author Arthur Parker reflects his knowledge of the Monongahela gained through his work with the Mon-Yough Chamber of Commerce and as Executive Vice President of the Waterways Association of Pittsburgh. Parker is a native of the area and a resident of Elizabeth Township near McKeesport, Pennsylvania where the Monongahela and Youghiogheny Rivers join..

The book begins with an early history of the Monongahela Valley starting with General Braddock's defeat by the French and Indians in 1755. Following the Colonial history much salient information is given about early rafts, flatboats and keelboats. Later, the author covers the construction of ocean-going sailing ships from the excellent timber of the area. He describes the building of the earliest steamboats at numerous yards along the Monongahela and how the boat building industry progressed to the modern diesel towboats.

An early chapter concerns the training, experience qualifications, duties and working conditions of present day rivermen.

Material for sixteen of the twenty-two chapters is largely gained from riding boats from the headwaters at Fairmont, West Virginia to the mouth of the river at Pittsburgh. The reader is taken aboard a towboat the well qualified tour guide describes the vessel, interviews the personnel and provides a plethora of information about sites along the shore as the boat passes them.

This river tour is divided into four sections: Fairmont to Point Marion; Point Marion to Monessen; Monessen to Elizabeth and Elizabeth to Pittsburgh. The many fine photographs and sectional maps assist the reader to envision himself aboard a boat rather than in the comfort of his reading chair.

Mostly, the history and modern accounts are of the working river while chapters on early migration, the river as the route to the lands to the west and development of river towns are the dreams woven into the story at appropriate places. The author often refers to the Monongahela as, "the river of sweat." The tour by towboat of the modern river includes sites of past and present industry including the "Rust Belt." The past industrial greatness, the decline and present day efforts for redevelopment and renovation are discussed.

The reader's tour guide covers not only things of major importance - coal, coke, iron, steel, strikes and floods - but includes a multitude of minor facts of interesting history too. Did you know that the practice of saluting the flag by school students originated in 1866 at Elizabeth or that the process for making carborundum originated in the Mon Valley?

The tour down the length of the Monongahela ends as it must at Pittsburgh. I know many others will enjoy this attractive and informative book as much as I did. It might look like an attractive coffee table book but there's much substance here.

The *Monongahela, River of Dreams, River of Sweat* by Arthur Parker, hard-bound, 9x11 inch format, 200 pages with 50 color and 29 b&w illustrations (several full-page, extensive bibliography and index. Priced at \$35. Published by Penn State Press, 820 N. University Drive, University Park, PA 16802, Telephone (814) 865-1327.

Reviewed by Bill Smith,  
Springfield, Ohio.

\* \* \*

## QUEEN CITY HERITAGE

One of the projects undertaken in connection with the Tall Stacks celebration at Cincinnati last October was a special edition of *Queen City Heritage*, the journal of the Cincinnati Historical Society. This is a 97 page paperback, 8-1/2x11 inch size, full of interesting articles about local river history by authors familiar to many readers of *S&D Reflector*. Represented are Jerry Sutphin, M'Lissa Kesterman, Walter Havighurst, Bob and John White, etal.

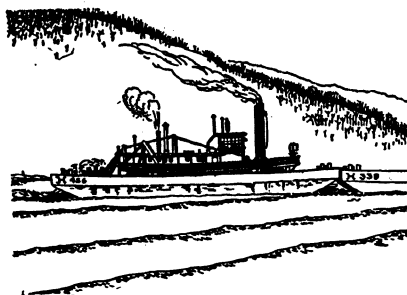
Some of the subjects are the Greene Line history, a biography of Richard L. Hunster who was a noted steamboat photographer at the turn of the 19th century, the U.S. Mail Line and The Cincinnati Marine Railway Co., premier boat builders. There are many photos and while we noted some difficulties with page sequencing and a line dropped here and there the overall production is good.

The J. Mack Gamble Fund assisted with underwriting the cost of publication and copies are available from the Ohio River Museum. Proceeds from sales will go to the W. P. SNYDER JR. Restoration Fund. The Cincinnati Museum Center, 1301 Western Ave., Cincinnati also has copies available.

The price is \$9.95 each at the Ohio River Museum gift shop. Mail orders postpaid are \$11.10; Ohio residents \$11.75 (to please the tax man). Order from:

Campus Martius Museum,  
Attn. Kim McGrew,  
601 Second St.,  
Marietta, OH 45750.  
(740) 373-3750

\* \* \*



## WHISTLE ECHOES AVAILABLE

A long-play recording of the S&D sponsored 1965 Whistle Blow at Long Reach, West Virginia was issued shortly after the big event. The excellent 33-1/3 RPM platter by Master Artists Recordings was well received but has not been available for the past 15 or 20 years. We are pleased to report that Whistle Echoes Volume One is now available in cassette tape format.

The narration is by Capt. Fred Way, Jr. from his own script and in his inimitable style. Thirty-seven whistles were blown that day in 1965, from both the S&D Dan Heekin Collection and from other sources. The new reproduction is complete with the birds tweeting, echoes bouncing from the hills across the river and answering salutes from the MV. WESTERN which happened to pass by on the river.

Whistle Echoes Volume One is available from the Ohio River Museum gift shop in Marietta, priced at a reasonable \$9.00 for 42 minutes of steam nostalgia.

Mail orders are \$10.00 postpaid; Ohio residents \$10.60 to include state sales tax. Order from:

Campus Martius Museum,  
Attn. Kim McGrew,  
601 Second St.,  
Marietta, OH 45750.  
(740) 373-3750

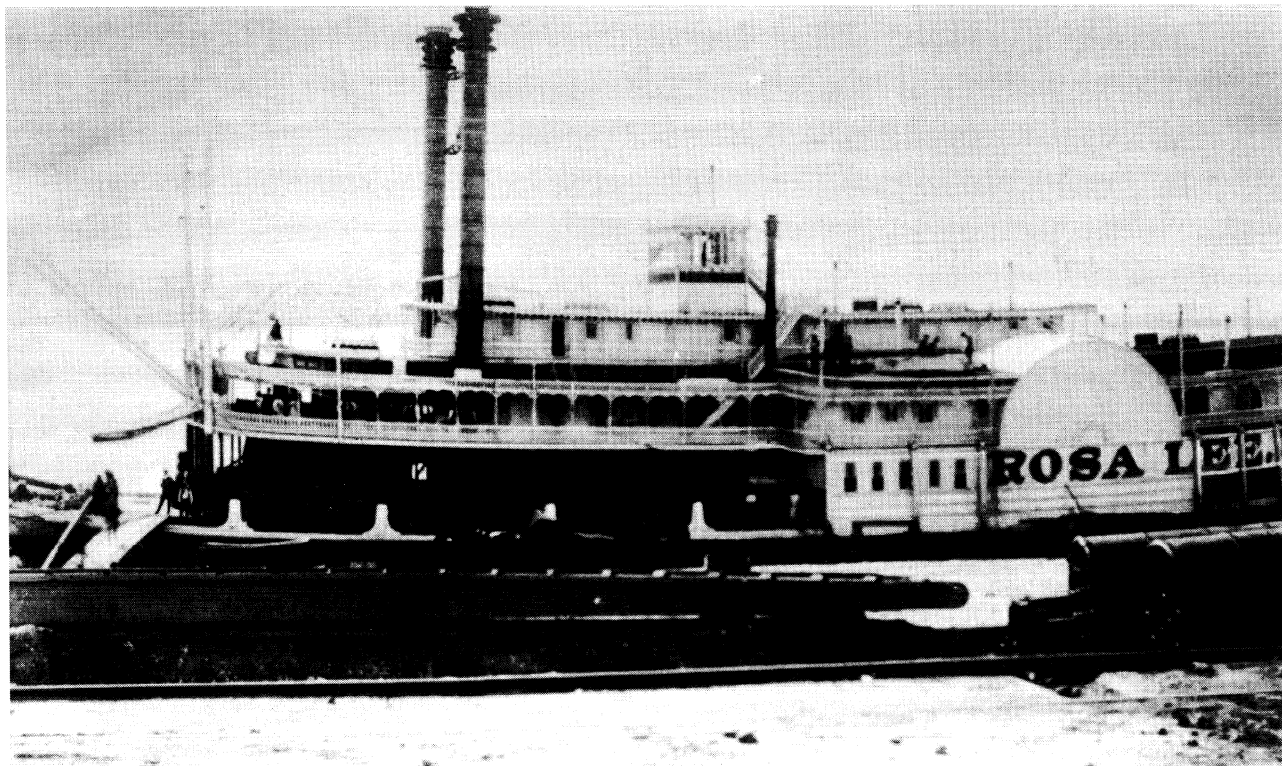
## S&D REFLECTOR ISSUES

Back issues are available to fill out your files.

The S&D quarterly was designed and initiated by long-time S&D president Fred Way, Jr. The writing and layout is entirely Fred Way up until 1992.

Current year and immediate prior year priced at \$5 each; earlier issues \$3 each or \$10 for four, postage paid. For issues older than Volume 9, (1972) check availability. Order from:

Mrs. J. W. Rutter, Secretary  
126 Seneca Dr.  
Marietta, OH 45750



The ROSA LEE (4827) has a very short history in Way's Packet Directory, perhaps because she only lasted five years. She was built at Paducah in 1887, 225x36x7 with engines 32s-9 ft. from the considerably larger FRANK PARGOUD.

The boat was christened by Miss Jennie Fowler, daughter of Capt. Joe Fowler of Paducah. The photo is by Robinson Photo, Memphis; two boilers in the right foreground indicates a boatyard, - West Memphis, perhaps?

## THE END OF THE ROSA LEE

From time to time we receive a miscellany of items which Tom Cottrell, Swansea, MA culls from old newspapers or other "paper" which these days he tries not to collect - but once a collector, always a collector. This clipping comes from the *Daily Mercury*, November 21, 1892, city unidentified but evidently distant from Memphis where the ROSA LEE (4827) burned in the early morning of November 10, 1892.

The hyperbole of news writers of 100 years ago is wonderful. We reprint this account as written and the subhead reminds us of a radio news reporter some years ago who became caught up in reporting a spectacular fire. Carried away to the end, he almost shouted, "And the occupants were burned to a CRISP!"

## A STEAMBOAT HORROR

### Mississippi Boat Burned to the Water's Edge

#### PASSENGERS BURNED TO DEATH

"MEMPHIS, Tenn., Nov. 20 - The steamboat ROSA LEE was burned to the water's edge at the wharf here this morning. There were about 30 cabin passengers aboard including three women. They, with about 40 deck passengers and the officers and crew, were saved. It is thought, however, that six deck passengers lost their lives. They were drunk and asleep on the lower deck in the engine room where the fire started.

The steamer was owned by the Lee Line and ran as a tri-weekly packet between Memphis and Ashport, Tenn., 100 miles north of

this city on the Mississippi River. She was valued at \$70,000 and insured for \$30,000 in the Louisville Underwriters. Her cargo consisted of 397 bales of cotton and 19,000 sacks of cotton seed. The cotton was consigned to Memphis factories and insured in local companies. About 100 bales which were on the forward deck of the steamer were saved in a damaged condition.

The ROSA LEE arrived here at 4:30 a.m. and after all fires had been extinguished and the boilers cooled down the engineer left for his home in the city. The night watchman, who went through the deck room 20 minutes afterwards, discovered several bales of cotton afire. The bell was rung and a colored watchman went through the cabin arousing the sleeping passengers. The fire spread rapidly and the upper part of the boat was soon in flames.



Many of the passengers and the officers in the Texas had narrow escapes and all lost their clothing and effects.

Mrs. Chapman and her daughter, six years old, who were in one of the staterooms were so badly frightened that they had to be carried down stairs by the third clerk and the cabin watchman.

Mrs. Cook and Miss Freeman escaped from the steamboat in their night clothes.

Tabbie Bradley, the colored chambermaid, also had a narrow escape. She did not have time save any clothing.

Capt. Henry Cooper, who had been asleep in the Texas, was compelled to slide down one of the iron stanchions of the boat. The flames had cut him off from the stairs leading down to the boiler deck.

The ROSA LEE was lying between the ROWENA LEE and the ORA LEE, both of which were in danger. They were towed to places of safety. The fire department of the city succeeded in saving the hull of the boat.

The men supposed to have been lost were laborers employed at the government works.

Tom Bailey, the engineer on watch when the boat landed here, said that there were a colored woman and child who were deck passengers. Nothing has been seen or heard of them since. They may have lost their lives.

The fire, it is thought, was started by sparks from the pipes of the deck passengers."

Rosa Lee, for whom the boat was named, was the daughter of Capt. S. Rees Lee and granddaughter of Capt. James Lee.

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#### MISSISSIPPI RIVER CHAPTER

St. Louis - Delayed Dispatch.

President Dunn claims that operations along the St. Louis waterfront were being disrupted on May 10 as the Mississippi River dropped an astounding four feet over night. Several pieces of floating equipment had taken on strange angles; investigations were a distinct possibility.

Very preliminary plans call for an M.R.C.S.D.P.R. outing sometime this summer, somewhere in the midwest. A visit to La Crosse, Wisconsin is a maybe although attempts to reach the public relations department of the Heileman Brewery for a sit-down tour have been unsuccessful.

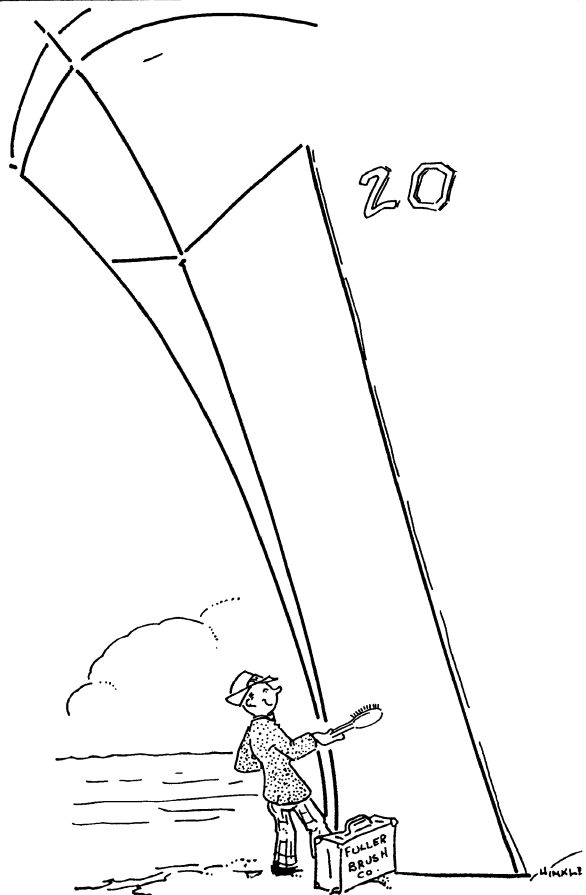
We anticipate an up-date for the next issue. Stand by.



Betty Blake, Frederick Way, Jr., Clarke "Doc" Hawley  
Betty was the speaker at the S&D banquet Sept. 15, 1979 and Doc has just presented long stemmed roses to honor her superb performance. It was a night to remember. Photo by Allen Hess.

## LS Teasers

By Jack Hinkley



### THE FULLER BRUSH MAN MISSES NO DOORS

The LST article in the March issue reminded Jack Hinkley, Moon Township, PA of his stint working at Dravo during WW-II.

Jack was an electric welder at the shipyards on Neville Island and worked on LSTs. Earlier he was employed in the Carnegie-Illinois Steel Co. office in Pittsburgh and also dabbled in cartoons. All the vast expanse of LST bulkheads invited using his welder's chalk to add some unofficial art work to every job and amuse his fellow workers. The painters took care of covering Jack's art but he also contributed cartoons to the Dravo employees newspaper.

Above is one of Jack Hinkley's spoofs - any door was a challenge to the once common Fuller Brush salesman.

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## CASINO BOAT MANIA COOLING DOWN

It has taken longer than we might have expected but the drive for bigger and more outrageous gambling boats seems to be over. A feature article in the August 1999 issue of *Work Boat* magazine points this out.

Most states have ended the requirement that the boats cruise so why have power, - a barge meets the "riverboat" requirement. Sticking a boat into a hole in the bank improves safety so better close off the end open to the river for more safety. The argument that romantic riverboats always had gamblers which was used to make the industry palatable ten years ago has been conveniently forgotten.

Robert Kehl, Dubuque, president of Kehl Riverboats is quoted as saying, "I don't see any more boats being built. I built one too many."

But the casino boat stampede did at first result in some very presentable and functional boats. We might hope that more of these now bargain-priced vessels will be converted to regular excursion or overnight cruise service such as the *BELLE OF CINCINNATI* or the *COLUMBIA QUEEN*.

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### LIFE ON THE RIVER FESTIVAL GRAFTON, IL, JUNE 24-25

Grafton, Illinois - 14 miles upriver from Alton - will be celebrating its river heritage on June 24 and 25. A large towboat will be open for inspection and there will be displays of historic photos, towing industry exhibits and talks by river personalities.

John Hartford is scheduled to entertain and several local Dixieland bands will perform.

The historic Reubel Hotel and the famous James V. Swift Room is an unlisted feature.

Contact Grafton Visitors Center for details: (618)-786-7000.

## - OBITUARIES -

### HARRY E. PETTIT

Harry Pettit, 91, died at The Arbors, Marietta, Ohio on April 3, 2000. He had suffered a stroke about a month prior and until then had lived in his home in the Devola community.

Harry was born in Parkersburg October 6, 1908, the oldest son of Joseph L. and Emma Petty Pettit. The death of his brother Fred was reported in the March issue; their father, usually known as Dude Pettit, was the chief engineer on the packet *KANAWHA* when that boat sank on the Ohio in 1916.

Harry was a graduate of Mountain State Business College, Parkersburg and was later employed in the trust department of the First National Bank, Marietta. Following the closure of that bank in the early days of the Great Depression Harry worked as office manager for Marietta Realty Co. until joining the U.S. Navy in 1943.

Harry was interested in music and taught himself to play the clarinet with the help of mail order instructions. He had been active in several local orchestras including The Mid-Ohio Valley Symphony, Marietta College Symphony, Muellers Little German Band and local dance bands. Upon joining the navy he became a member of a Navy Band and was sent to the South Pacific with that unit. Harry liked to recall meeting and performing with several U.S.O. personalities of those days including Bob Hope, Jerry Colonna, Irving Berlin and orchestra leader Les Brown (and his Band of Renown).

After the war Harry became office manager for an insurance agency in Marietta and in 1947 bought his own agency. He operated it as Harry Pettit Insurance Co., later Pettit Insurance & Bonding Agency, for 40 years.

In 1960 he was appointed Washington County (Ohio) Auditor to fill an un-expired term. He was then elected for his own term and was County Auditor for 25 years until retiring in 1985. Around Marietta, Harry Pettit was known as being involved in many worthwhile civic projects during his lifetime. He was instrumental in establishing a township zoning board and also the Devola Volunteer Fire Department where he raised money to buy the first fire truck. He was a charter member of the Washington County Historical Society and its president from 1961 to 1964. Harry was a student of local history and saw to it that many outdated county records were saved, rather than discarded, for use by future researchers. He donated his complete file of the S&D Reflector to the Wood County Public Library, Parkersburg, West Virginia

He is survived by his wife the former Doris Shaw whom he married December 3, 1927, two sons, Harry Pettit, Jr. of Lakeland, Florida and James L. Pettit of Parkersburg; daughters Betty Reynolds of North Port, Florida and Patricia Uhl of Lakeland, ten grandchildren and sixteen great-grandchildren.

Burial was in East Lawn Memorial Park, Marietta.

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#### LLOYD G. POORE

Lloyd Poore, 66, former owner of the excursion boat BONNIE BELLE, died at his home in Charlestown, Indiana February 23, 2000.

Lloyd operated his boat at Jeffersonville, Indiana for some thirteen years. In 1990 he moved his operation to Madison, Indiana following a denial of rezoning of river front property to permit expansion. The boat was named for Capt. Poore's wife and partner in running the excursion business and Bonnie's Landing Restaurant at Madison until 1996.

BONNIE BELLE was sold to Northern Star Cruise Lines, Toledo, Ohio.

Mr. Poore is survived by his wife, three daughters and their families, his father, O. E. Poore, and two sisters.

Thanks to Louie DeCar for the information.

\* \* \*

#### CLARENCE A. JOHNSON

Clarence Johnson, 77, Raccoon Township, Beaver Co., Pennsylvania died April 22, 2000. Mr. Johnson was born January 11, 1923 at Racine, Ohio to the late Albert R. and Rilla Pickens Johnson.

His father, Albert, was a fireman on towboats in the Pittsburgh area during the 1930s and the family lived on a houseboat in the Ohio River near Rochester, Pennsylvania. Albert died during the 1937 flood when he went to rescue a niece who had fallen in the river. The same high water also destroyed the houseboat and the family moved to dry land in Rochester.

Following service in World War II Clarence went to work on boats owned by The Dravo Corporation and later joined with his brothers Carl and Sidney to form the Johnson Brothers Towing Co. Later, Clarence and his son John formed J&T Towing Co. and J&T River Services providing harbor service in the Pittsburgh area. These two companies were sold to Ingram Barge Co. in 1993 when his son's health began to fail.

Son John A. Johnson, died several years ago and his will provided for a sizable bequest to the Ohio River Museum, Marietta. The Johnson family made other memorial contributions to the museum in his name.

Clarence is survived by his wife Dorothy (Weber) Johnson and two daughters and their families. Burial was in Sylvania Hills Memorial Park.

Thanks to Noble G. Beheler for supplying the information.

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#### - BACK COVER -

Ed Mueller, Jacksonville, Florida was curious about a piece of old sheet music he saw advertised and he bought, See Those Mississippi Steam-boats On Parade. We don't pretend to read music so can't comment on the tune but the colorful cover is attractive, - and old enough to be historic, in keeping with the S&D Reflector.

This piece was published in 1916 and the lyrics by Joe Kelsey are less than memorable. Sample:

"Don't you hear those whistles blowing? There's going to be a jubilee down where the Mississippi's flowing."

"Just see that old Bell Flower, making twenty knots an hour."

"Crowds are loudly cheering from the shore; Just like they did down South before the war!"

Whoever designed the cover seems to have been more familiar with ferry boats rather than inland rivers steamers but it is still an interesting and different cover for us. Maybe some brave pianist will perform this work during the next S&D annual meeting; we'll have it available. Thanks Ed.

#### PAUL R. ANTON

Paul Anton, 82, of Peoria, Illinois died on February 2, 2000 at his home. He had been fighting cancer.

Paul was a long-time member of S&D and he and his wife Dorothy worked aboard the JULIA BELLE SWAIN and the TWILIGHT for Capt. Dennis Trone. Paul had been the Assistant Engineer on the JULIA BELLE SWAIN.

Paul had a large steam whistle collection and an extensive library of river and steam locomotive books and publications.

He is survived by his wife Dorothy; sons, Bob, Phillip and Dan; daughters Patricia and Francis.

Paul donated his body to medical science.

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# SEE THOSE MISSISSIPPI STEAMBOATS ON PARADE



SONG

LYRIC BY  
JOE KELSEY

MUSIC BY  
CHARLEY STRAIGHT

GRINDEL BROS.,  
ANN ARBOR, MICH.

5

JEROME H. REMICK & CO. NEW YORK DETROIT