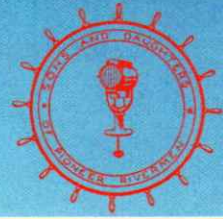


# S&D REFLECTOR

Published by Sons and Daughters  
of Pioneer Rivermen



Vol. 37, No. 4

Marietta, Ohio

December 2000





## FRONT COVER

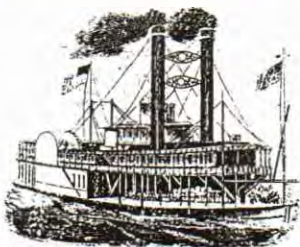
Lest you jump to the conclusion that *S&D Reflector* has picked a chalet in Europe for its front cover we advise that this is an old flour mill on the Muskingum River. Located at Stockport, Ohio, it is on the west end of the Dam No. 6 and was built in 1906 using water turbines to power the machinery. That is not the entrance to a grotto under the foundation but rather the opening for water discharge.

In 1908 the mill installed an electric generator and provided Stockport with the first electric street lights. The mill survived the 1913 flood which took out all the bridges over the Muskingum River. It became a feed mill in 1942 and operated as such until 1997 when it closed down.

It looked like the end for the last remaining classic mill on the river. But, in 1998, the building was purchased by Randy and Laura Smith who had a vision for this attractive site. After investing more money than we will attempt to estimate the Smiths have remodeled the Stockport Mill into a country inn and restaurant.

The upper two stories have elegant guest rooms, each with a balcony overlooking the river. Several have hot-tubs should that be your thing. A circular staircase leads from a two-bedroom suite up to the cupola hidden by the trees.

The first floor restaurant also has outside dining overlooking the river, - probably not suitable for Christmas dinner, however. (877) 687-6455 or (740) 559-2822.



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## - LETTERS -

Sirs: The first installment of what I hope is to be a long series by J. A. Yonker was first class. I had never heard of "cleaning a fire;" my back aches just thinking about it. The reference to the "knowledge box" must have put a smile on a lot of faces, an old river turn not heard for years.

Fred Way, III  
1258 Castleton Rd.  
Cleveland Heights, OH 44121

= "Knowledge Box" might no longer be politically correct nor the reference permitted under the union contracts. It is not even found in Capt. Jack Ross' dictionary of river terms. Ed.

\*\*\*

Sirs: Just a note to let you know how much we enjoyed "Memoirs of a Fireman" and on two levels.

I once signed on to a Great Lakes ore boat early in my career as a coal-passer. When we got to the upper end of Lake Superior the fireman got sick and I had to take over. It was a good thing I had watched the fireman on the way up because it was very tedious, exacting and hard job all the way back down the lake. Mr. Yonker is right!

Later, in 1949, a friend of mine had found a job with the Ohio Inspection Bureau and told me what a great place it was. I went out to the Inspection Bureau's headquarters at 431 East

Broad Street, Columbus and was directed to a Mr. J. A. Yonker, Assistant Manager. In filling out the application, part of my job history included working on the Upper Ohio for Standard Oil.

A week later I went back to see Mr. Yonker and he said, "Oh yes, you're the fellow who worked on the river." My application was on the bottom of a big pile but he directed me to go to work in the Dayton Office.

Working on the river was my entree to the insurance business.

Frank Kerr, Jr.

P.O. Box 87  
Westfield Center, OH 44251

= Frank Kerr is retired from the home office of the Westfield Insurance Cos. - because he worked on the river. Ed.

\*\*\*

Sirs: Jacob Yonker's story about firing on the steam towboat ELEANOR is very graphic and brings back the aroma and sounds once so familiar. The ELEANOR was smaller than the RELIANCE where I decked in 1941 but both boats were hand-fired and operated in the same Monongahela where the hand-operated locks had advantages, - Yonker tells of having time to clean his fire while locking through.

If the run for the ELEANOR was from the mines at Fredericktown to Pittsburgh and then down back of Neville Island I think he included the total distance in his 78 miles. The Consolidated Coal Co. loading dock was at mile 69.2 and the delivery point at the lower end of Neville Island would be 8.8 miles below Pittsburgh, on the Ohio.

William V. Torner  
1119 Kent Circle, Apt. 209  
Waterloo, IA 50701

= Your analysis is on the mark and the clarification is helpful. We're pleased that Jake Yonker's account of the work of a lowly



fireman has found such interest - there was as much science as brawn needed. Bill Torner has written up something about his days on the RELIANCE which will come along later. Ed.

\* \* \*

Sirs: Will you please extend my thanks to Bill Smith for his review of my book, The Monongahela. I'm pleased that he enjoyed the book and found it substantive as well as attractive. He should know that I screened some 5,000 photographs to find the 79+ that were finally used.

There is a second book on the Monongahela in the works. It will be called, More on the Mon and will feature a dozen or so chapters, each on a subject that had to be edited considerably in the first book.

I enclose \$15 for S&D membership.

Arthur Parker  
405 Antonelli Drive  
McKeesport, PA 15135

= The Monongahela, River of Dreams, River of Sweat is reviewed on page 30 of the June issue. We look forward to seeing the followup. Ed.

\* \* \*

Sirs: That is a wonderful photo of the KLONDIKE on the cover of the last issue. My wife Jeanne made a round trip on her from Whitehorse to Dawson City in 1955. On that trip she watched the crew winch the boat up through the Five Finger Rapids.

The side view of the proposed OHIO VALLEY excursion boat is attractive but why does she have towing knees?

James A Haley  
3908 Lori Dr., Apt. 1  
Erlanger, KY 41018

= Two videos on the Yukon River show the difficulties of the Five Finger Rapids and also sparring to get over the shallow spots. Videos are available from the Yukon Transportation Museum (403) 668-4792 or SS. KLONDIKE, Parks Canada (403) 668-2116. Ed.

\* \* \*

Sirs: I purchased Way's Steam Towboat Directory and Way's Packet Directory, 1848-1994 and also the tape of Whistle Echoes. Need the books for reference while enjoying the tapes; please send three more tapes for gifts.

Timothy Dickens  
P.O. Box 100  
Ironton, OH 45638

= The books and the Whistle Echoes tape are available through the Campus Martius Museum Phone (740) 373-3750. Mrs. Kim McGrew is pleased to mail them out, credit cards accepted. Ed.

\* \* \*

Sirs: At the 1999 S&D meeting I had the audacity to mention to Dr. Pete Striegel that indexing the S&D Reflector would be immeasurably easier if his paintings had the Packet or Towboat Directory numbers on them. Lo-and-behold, at the recent annual meeting Pete led me by the lapels to view his most recent works and on the backs of each are THE numbers.

Am I the only one who is as excited by the back of the canvases as the front?

Fred Way, III  
1258 Castleton Rd.  
Cleveland Heights, OH 44121

= Without a doubt! Indexes for S&D Reflector are available from the Secretary; see page 4. Ed.

\* \* \*

Sirs: I very much enjoyed the June issue of the Reflector and have fond memories of a Pittsburgh-Cincinnati trip on the GORDON C. GREENE in 1935. My dad, Henry Holloway, was standing watch that summer with Jesse Hughes. Please send two more copies.

Peter G. Holloway  
19 Deerhaven Lane  
Ashville, NC 28803

\* \* \*

Sirs: I came across an interesting Web site the other day - Tulane University archive "Riverboats & Jazz.":  
<http://www.tulane.edu/~lmiller/JazzHome.html>

There are about 25 photographs with text, primarily of the Streckfus Line emphasizing the connection between river boats and dance music.

Norvin Armstrong  
2515 Ansley Ave.  
Monrovia, CA 91016

= The Reflector may have to change its page format to accommodate these Web addresses. Let us know when they get to the Donald T. Wright diaries. Ed.

\* \* \*

Sirs: My thanks to the Secretary for prompt shipment of all back issues of S&D Reflector. They arrived on my 78th birthday, October 28. Now I need the indexes, numbers 2 thru 7, to go with them - check enclosed.

We have been to Marietta in 1991 as members of the Mid-America Chapter, Musical Box Society International. In Vol. 9, No. 2 there are photos of a White steamer automobile with a calliope mounted in the back seat. Have you any idea where that calliope is now?

Ed Richmond  
109 Garden Ave.  
San Rafael, CA 94903

= The photos are of Capt. Ellsworth Eisenbarth's steam car with daughter Dennalla Eisenbarth at the calliope keyboard. We don't have a clue but perhaps Don McDaniel does. Ed.

\* \* \*

*Merry Christmas and  
a very Happy New Year  
to all the wonderful members.  
Eco and Woody*



"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.

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Inland Rivers Library, Cincinnati:  
Sylvia Metzinger, Rare Books  
(513) 369-6957

Ohio River Museum, Marietta  
John Briley, Manager  
(740) 373-3750

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## S&D ANNUAL MEETING REPORT

### ANOTHER ENJOYABLE FAMILY REUNION

After some weather predictions on the doubtful side earlier in the week the skies and temperature for Friday, Saturday and Sunday the third weekend of September couldn't have been better. There was a good turnout for the annual meeting in S&D's 61st year and the number participating for the first time was particularly gratifying.

The Friday Evening Social in the Lafayette Hotel ballroom was well attended and by nine o'clock the room was abuzz with animated conversation, - more visiting with old and new friends than usual it seemed. Good!

There were a number of attractions in the form of paintings and models on exhibit around the ballroom. The Louisville artists, Forrest Steinlege and Dr. Pete Striegel displayed three new paintings this year: Forrest, a fine painting of the modern NATCHEZ while Pete had completed a large TELL CITY at Evansville and a very artistic rendition of the packet JOHN W. HUBBARD. (Was there a painting or a model of an early Jeffersonville-Louisville ferryboat too?)

Modelers John Fryant and Chuck Wires had several models on display as a foretaste of the symposium on building boat models they would present the following afternoon. Mr. Wires model of the BELLE OF LOUISVILLE was complete with the sounds of Doc Hawley playing the boat's calliope and an authentic steam whistle sounding at the press of a button. John had the hull and radio controlled machinery for the start of a model of the U.S. Corps of Engineers towboat CHILCOT (T0413). Several action displays demonstrated how radio controlled models achieve ever more realistic performance.

The S&D Museum Committee displayed a recently cleaned and newly framed 19th century pen and ink wash drawing of the J. M. WHITE at a southern plantation. This large and very detailed print has been in the collection for some time but very badly needed the restoration recently performed by a local Marietta frame shop. A companion drawing of similar large size showing the B&O Railroad bridge at Parkersburg when new in 1871 has received similar treatment. The identity of the artist who made these drawings has yet to be discovered.



Seated in the Lafayette Hotel lobby, Ralph DuPae observes Dr. Pete Striegel making a point with Madam Secretary. Judy Patsch photo.

---

### SATURDAY MORNING BUSINESS MEETING

The Annual Business meeting of The Corporation was called to order at 9:30 AM in the ballroom, Lafayette Hotel, S&D president Rutter presiding.

Before beginning the formal (used loosely) part of the program he called upon Jeff Spear to tell about the sale to be conducted by the Museum Committee in the afternoon at the Campus Martius Museum.

First-time attendees were asked to stand so that they could be recognized and there were more than twenty. Other notables recognized were:

Dr. Antony Twort, Surrey, United Kingdom was making his traditional election year visit to the Colonies. He was called upon for remarks and presented Madam Secretary with an attractive Oxford Marmalade jar of some age which bore engravings of the ROBT. E. LEE and the NATCHEZ.

Ralph DuPae, sleuth for the Murphy Library Steamboat Photo Project came down from La Crosse, Wisconsin two days early to harvest from several collections. Ralph had missed his annual trek to Marietta in 1999.

Bette Gorden, Curator of the Herman T. Pott Inland Waterways Library, St. Louis Mercantile Library was introduced. She had attended in 1999 also but we had missed the opportunity to give her a formal introduction.



Then, Edward Brownlee, 88, Mt. Holly, NJ was spotted sitting in the front row. Ned Brownlee, a new member, discovered the story about the 1868 Cumberland River steamer KATIE MORRISON which appeared in the June 2000 *S&D Reflector*. Ned provided the original 1921 manuscript and other information regarding the Morrison family and descendants which is now in the Inland Rivers Library.

#### TREASURER'S REPORT

Treasurer R. Dale Flick had a cheerful report for the membership. The beginning balance on September 16, 1999 was \$20,242.02. Income including dues, sale of *S&D Reflectors*, binders and indexes amounted to \$16,472.80; expenses such as postage, printing, supplies, etc. were \$16,472.80; net gain for the year \$150.54. Ending balance \$20,392.56.

Dale had been contacted by the family of the late Charles Brown, Cincinnati who donated a table from the tourist steamer GORDON C. GREENE and a dining room chair from the DELTA QUEEN, thought to have been from the 1948 refurnishing. These items were on display and gratefully received by the Museum Committee.

#### SECRETARY'S REPORT

Secretary Bee Rutter reported that the S&D membership rolls had increased modestly during the year to a total of 1,394. She attributed this growth to the distribution of the revised membership brochure by the Membership Committee and the efforts of the Middle Ohio River Chapter during the Tall Stacks festival in Cincinnati in October 1999.

Madam Secretary also commented upon a letter she had sent to several of the larger river museums and libraries offering surplus over-runs of past issues of *S&D Reflector*. Several organizations have taken advantage of this offer using the distribution to visitors as a goodwill gesture while also promoting membership in S&D. Back issues of the magazine are still available beginning with Volume 9, 1972, see page 4 this issue for prices.

#### BOARD OF GOVERNORS

The Board of Governors of S&D is composed of nine members with three being elected each year for three year terms. The Chairman is selected by the Board members and current chairman Bill Judd gave his report on activities during the year.

He began by introducing the current members of the Board (member Ann Mallinson was absent

because of a family death). The Board meetings are held spring and fall to hear reports and review matters relating to the operation of your association.

The Ohio Historical Society, S&D's landlord at the river museum, desires that our storage area in the Campus Martius building be vacated. The area is not the best because of humidity problems and O.H.S. has offered secure storage at its Columbus facility, if desired. S&D has been invited to expand the river exhibit at the Blennerhassett Museum in Parkersburg and it appears that this move will go a long way to minimizing the storage problem. This should be completed by next spring to meet the O.H.S. request.

Several suggestions for changes in the S&D Constitution had been brought up at the April meeting of the Board. Subsequently, a study committee to review the suggestions was appointed and a preliminary report was submitted at the September meeting of the Board. The study committee has been continued until the April 2001 meeting to consider if any constitutional changes are warranted.

Chairman Judd invited the general membership to contact members of the Board of Governors or S&D officers whenever they have concerns about the operation and direction of the association.

#### J. MACK GAMBLE FUND

The three trustees for administration of grants for S&D's J. Mack Gamble Fund are Don McDaniel, Bill Barr and Frank Pollock. They serve three year staggered terms and have the responsibility for receiving and reviewing applications for grants to assist with river related projects. The funds available for grants in any given year are determined by the net earnings of the Fund.

Don McDaniel, Worthington, Ohio gave the Trustee's Report for the year 2000:

The market value of the Fund as of September 30, 2000 \$826,684. Earnings less expenses show about \$28,000 available in 2000.

So far during the year, grants have been approved for:

Howard Steamboat Museum, Jeffersonville, IN - \$3,000  
 P.A.S.T. Foundation, Bozeman, MT (Missouri River research) - \$5,000  
 Ohio River Museum, Marietta (security equipment) - \$3,595  
 Matamoras Historical Society, New Matamoras, OH - (River Room display cases) - \$1,200.

Applications were pending from the BELLE OF LOUISVILLE, and the Steamboat Photo Project of the Murphy Library, LaCrosse, WI.



Since the first awards beginning in 1977 the J. Mack Gamble Fund has supported a number of projects totaling \$368,723.

Applications for possible grants are accepted from not-for-profit organizations by submitting a completed grant application form. Rules and forms are available by writing to Don McDaniel, Trustee, 76 Glen Drive, Worthington, OH 43085.

#### INLAND RIVERS LIBRARY

Sylvia Metzinger, Curator, Rare Books Department of the Public Library of Cincinnati and Hamilton County, reported the activities in the Inland Rivers Library collection.

In the fall of 1999 the library presented a series of lectures titled, "Paddlewheels, Pilots and Passengers, the American Riverboat Experience" planned by M'Lissa Kesterman. The programs were well received and brought in the largest audiences of any in the library during the past year. Special displays in the library were prepared for the Tall Stacks period in October.

Use of the river collection increased noticeably as a result of the interest in Tall Stacks and M'Lissa served as the library's representative on the Tall Stacks Education Committee.

The Cincinnati Library has prepared a new brochure on the 1848 Cincinnati Panorama and copies were available at the meeting. The series of eight daguerreotypes comprise the earliest known photographs of the Cincinnati waterfront, an outstanding record of both the look of the city. The new brochure reproduces all eight plates with interesting descriptions of each prepared by the library staff. These are the first known photographs of steamboats and led the late Fred Way to chose 1848 as the beginning for his Way's Packet Directory.

An expendable trust fund has been established in the Inland Rivers Library in memory of the late Dorothea Frye. It will be used to acquire items for the Inland Rivers Library collection. Dorothea was a patron, donor and avid user of the library and more than \$5,000 has been given in her memory. Additional donations are welcome and will be added to the fund. Public Library of Cincinnati & Hamilton County, 800 Vine St. Cincinnati, OH 45202.

M'Lissa Kesterman had just completed the library's fall exhibit featuring the ISLAND QUEEN - photos, blueprints, brochures, etc. - to run through October 15.

#### OHIO RIVER MUSEUM

John Briley, manager of the Ohio Historical Society's museums in Marietta gave a report on activities during the year.



**The Presiding Officer wonders where the business meeting is headed when Dr. Antony Twort, Godalming, Surrey, United Kingdom rises to present an antique marmalade jar with steamboat decoration to the Secretary.**

**Dan Back photos.**

The notable project, of course, was the appearance of the towboat W. P. SNYDER JR. at the Tall Stacks event in Cincinnati last fall. The boat was carefully moved down to Cincinnati and returned by Madison Coal & Supply Co. under the eye of Nelson Jones. The boat proved to be a popular attraction at Tall Stacks and, moored on the Kentucky side of the river, served to highlight the historic aspect of the festival.

John endorsed the plan to expand the S&D exhibit at the Blennerhassett Museum and thus place items on display which are presently stored. He thanked S&D for donating, through a J. Mack Gamble Fund grant, the video security equipment being installed in the three rooms of the river museum.



### MISSISSIPPI RIVER CHAPTER

Capt. Tom Dunn was called upon to review the status of the chapter and activities during the year. There are about fifty members and while the treasury is not so notorious as that of the O-K Chapter he assured all that it was an "interest bearing" account, - although evened out by the bank's charges for writing checks.

There were two meetings during the year. At Cape Girardeau, MO there was a joint meeting with the Midwest River Buffs which included a tour of the local drydock facilities. The second meeting was at Grafton, IL, above St. Louis, in connection with the town's "Life on the River Festival." Highlights at Grafton was entertainment by John Hartford and the opportunity to tour a modern line towboat. Rain fell plentifully on both outings but didn't dampen the enjoyment of the participants.

He reminded the audience that Chapter member and distinguished author Jim Swift would have a new book, Backing Hard into River History out by the first of the year.

### OHIO & KANAWHA CHAPTER

Chief Engineer Charles Stone gave the O-K report under the watchful eye of Capt. Bert Shearer, the Chapter's Captain with the authority given by passing four-score and ten.

Charles Henry called attention to the absence of the youthful Jim Bupp, Secretary, who found another engagement when it was suggested that he give the report. Feeling his age, Charles Henry pointed out that the Captain was still up in the pilothouse but using a recliner while the Engineer could see neither the steam or water gauges nor read his notes.

Meetings had been held at the Mason County Library in November, March and June with good attendance and some new members joining. These have been reported upon in earlier issues of the *S&D Reflector*.

In July many of the O-K members joined with the Middle Ohio River Chapter meeting in Pt. Pleasant, WV. Charlie gave the M.O.R. a slide program on steamboat days at the mouth of the Kanawha River held in the pool room of the historic Lowe Hotel. His description: "That's a first! I was in the side pocket; C. W. (Stoll) was at the end of the table where he could rack 'em up and the audience was packed around where they could see the screen. That was really a close-knit group!"

Engineer Stone then displayed the new cigar box which the M.O.R. presented to the O-K Chapter for its "Treasury." It is a handsome, polished cedar box, fully lined with foreign



**O-K Engineer Charlie Stone clutches the new deluxe cigar box holding the pumped-up treasury of the Chapter. Dan Back photo.**

language on it indicating importation from a suburb of Havana. Best of all, according to Charles Henry, there was an envelope inside containing folding cash in the amount of \$15, - foreign aid, so to speak. The treasury balance stood at \$54.26 and nine stamps.

After hearing this report of magnanimity a rich dude (who looked like Ralph DuPae) presented \$5 to the O-K Chapter treasury on behalf of the compassionate citizens of La Crosse, Wisconsin.

### MIDDLE OHIO RIVER CHAPTER

Rick Kesterman, President of the M.O.R. began his report with the comment, "I tell you Charles Henry, you're a hard act to follow!"

The September 1999 meeting involved working aboard the W. P. SNYDER JR. at Tall Stacks. Rick designed and constructed the S&D display and the chapter members manned the information table on the boat during the five days of the river frolic. (Note: the S&D display is stored at Marietta and is available for use by members wherever advertising of our association might be worthwhile.)

The spring meeting was also held at Cincinnati amid rain and threats of tornadoes. The summer meeting at Pt. Pleasant, WV was billed as a Trip to Mecca, one of the few historic river towns which had not been visited by the M.O.R. Rick confirmed Charles Henry's account of the cigar box incident and mentioned that the contents of the envelope might be considered a tithe to the Senior Chapter.

Year 2001 will see the 25th anniversary of the founding of the M.O.R. and plans are being made for some special events. All S&D members are, of course, invited to join in any of the Chapter's programs.



## ANNUAL ELECTION OF OFFICERS

Lee Woodruff, Cincinnati was called upon to deliver the report of the Nominating Committee. Other members of the committee were Doug Wetherholt, Gallipolis, and Dr. Martin Striegel, Louisville.

The following slate was offered by the Committee:

President	J. W. Rutter
Senior Vice President	G. W. Sutphin
Vice President	John Fryant
Secretary	Bee Rutter
Treasurer	Dale Flick
Board of Governors	William Judd Fred Way, III Thomas Dunn

Nominations from the floor for each position were called but none were forthcoming. Accordingly, the slate proposed by the Nominating Committee was accepted and following a motion and second the officers were elected unanimously. The three nominees for Board of Governors were elected by acclamation following proper motion and second.

The Nominating Committee was discharged with thanks by the chair.

Meeting adjourned at 11:15 AM.

## SATURDAY AFTERNOON

Stan Garvey, author of King and Queen of the River followed the group luncheon with an illustrated story of the history of the DELTA KING, the lesser known member of the twins built for the Sacramento River in 1926. Stan reviewed the reasons for building these two magnificent steamboats at a time when the river freight and passenger trade was in decline by reason of improved roads and motor vehicles. The early years of success were touched upon and then the struggles during the 1930s followed by the government service during World War II.

Stan's slides took us up to Kitamat, British Columbia where the KING was used as a barracks during the construction and later operation of the huge Alcan Aluminum smelter and processing plant during the 1950s. Returning to San Francisco in 1959 for the next twenty-plus years she was the pawn of various owners and non-owners who painted her, trashed her and allowed her to sink in a slip at Richmond, California. At times, the story was a cliff hanger, a comedy and a near tragedy until the DELTA KING was finally rescued in 1984 by developers at Sacramento with money and vision.

Since 1989 the beautifully restored (and remodeled) DELTA KING has operated as a deluxe floating hotel moored at Old Sacramento, the restored tourist area and close to the outstanding California State Railroad Museum. It is a story of many twists and turns but the boat survived and Stan told it well.

Following our visual trip aboard the DELTA KING, activities shifted up the street to the Ohio River and Campus Martius Museums. Two discussion groups were available at Campus Martius:

(1) For those interested in the B&O Railroad story as it relates to the Ohio River John Teichmoeller, Ellicott City, MD held forth.

(2) A discussion and examples of steamboat model building was presented by John Fryant and Chuck Wires, Cincinnati. Both sessions were well patronized, - just about enough to fill the two classrooms.

In the lobby of Campus Martius there was a sale of photographs and similar materials which the Museum Committee had determined surplus to immediate display needs. It was a heyday for the collectors and the Committee raised about \$640 to be devoted to acquiring other museum items.

A number of members were encouraged by the seasonably mild day and bright sunshine to revisit the River Museum and wander through the W. P. SNYDER JR. The boat has been tied up in the Muskingum River since September 1955 and seems to become ever more fascinating as we are farther away from that day when Capt. Tom Kenny rang, "Finished with engines" for the last time. The SNYDER was looking good.

Some stopped to look over the almost completed new bridge at Putnam Street and got no farther. This concrete span is four lanes wide and is built with a sweeping curve in it, - designed to squarely match up with the streets on each side of the Muskingum. It is the only bridge of such construction in the state of Ohio (so far) and after opening on September 30 there are six historical markers on the bridge to tell the story of the historic (1841) lock and dam system, earlier bridges, floods and other history.

## EVENING BANQUET

Senior Vice President Jerry Sutphin served as the master of ceremonies at the annual banquet.

As has become a tradition, Helen Hughes Prater provided a concert of familiar tunes on the electronic piano during dinner. Her selections came from the palmy days of the packets TOM and CHRIS GREENE when Helen and her sister





**TOP-**The surplus tables set up by Jeff Spear and Keith Norrington of the Museum Committee at the Campus Martius Museum produced \$640 for acquisitions and restoration. Judy Patsch photos  
**MIDDLE-**Joe Vollmar gave an entertaining talk on Capt. James B. Eads and his St. Louis bridge as Marcie Richardson of the DELTA QUEEN listened.  
**LOWER-**Tom and Kay Metzler, Sue and Dan Back are a Hoosier foursome. Lucy and Capt. C. W. Stoll, Honorary President. Dan Back photos



Lillian regularly entertained the passengers in the Cincinnati and Charleston trade.

Speaker for the evening was Joseph E. Vollmar, Jr. of St. Louis.

Joe Vollmar is the third generation of the family in the river construction business. He served three years in the Army Air Corps during World War II and graduated as a civil engineer from Washington University, St. Louis. In 1946 he established Vollmar Brothers Construction and afterwards was involved in a number of projects on both river and land. His firm built the Six Flags theme park near St. Louis but he also claims the distinction of reinstalling THE Civil War cannonball in the court house tower at Lexington, Missouri. (Purists might have some second thoughts about authenticity of this artifact as Joe used the modern development of epoxy cement. "Been there 40 years," says Joe)

Mr. Vollmar's subject was James B. Eads and the construction of his famous bridge across the Mississippi at St. Louis. By way of introduction to his subject Joe pointed out that before bridge building James B. Eads was a well respected civil engineer involved in building railroads, salvaging sunken boats in the rivers and the constructor of the seven city-class ironclad Civil War gunboats known as Pook Turtles.

The gunboat project was undertaken at a price of \$89,000 per boat and a delivery time of 64 days. The first boat was launched in 48 days but slow payment by the U.S. government delayed final completion of the contract. Capt. Eads still had a financial interest in the gunboats when they were dispatched to attack forts Henry and Donaldson on the Tennessee and Cumberland Rivers early in 1862.

With his engineering background, Mr. Vollmar took us down to the depths of the caisson foundations of the St. Louis bridge. He explained the concept of cantilever spans high enough to be acceptable to the river interests of 1870. Slides illustrated the details of the original and subsequent designs and construction of the bridge as it progressed. The arches between the piers of the bridge were constructed without resorting to supporting cribbing which would have been a hazard to river traffic.

When hot weather expanded some of the steel members and prevented them from fitting the ingenious Eads ordered them packed with bags of ice and they slipped into place.

After the completion of the St. Louis bridge Eads went on (1875-79) to design and build the Jetties at the mouth of the South Pass of the Mississippi. It was a solution which used the current to scour the river bottom and thus permit deep draft vessels to use the port of New Orleans. James Buchanan Eads died 1887, age 67.

Dedicated July 4, 1874 the Eads Bridge still stands as an engineering marvel today. It was a fascinating story and told with gusto by Joe Vollmar.

Too soon another S&D weekend was over. By noon the following day, Sunday, most had packed up and departed for home. Dr. Antony Twort was still in town and that evening we shared supper and talked about a great weekend. Dr. Twort was headed for St. Louis (we think) by Greyhound on Monday noon.

\* \* \*



Mrs. John Strader IV (Joan) and Jane Greene take their ease in the lobby of the Lafayette before heading home over the hills and dales of Ohio's Appalachian Highway. Joan and Jane were close friends of the late Dorothea Frye and spoke at the Marietta services held in her memory.

The ball is over, - another S&D reunion is a memory. May we meet again in Marietta on September 14-15, 2001.

Judy Patsch photo.



## A GOOD TURNOUT FOR S&D!

### WHO'S WHO AT 2000 ANNUAL MEETING

Dan & Sue Back, Patriot, IN  
 Hope Deshler Barnhouse, Newport (Reas Run), OH  
 Bill & Debbie Barr, South Charleston, WV  
 Louise Barr, Charleston, WV  
 Bela K. Berty, Cincinnati, OH  
 Whitey Booth, Jr., Pittsburgh, PA  
 Edward G. Brownlee (Ned), Mt. Holly, NJ  
 John & Margie Briley, Marietta, OH  
 Bobbi Burri, Newark, CA  
 Walter Carpenter, St. Marys, WV  
 Ross & Pam Carr, Batavia, OH  
 Ella & Minten Christman, Miami, OH  
 Paul & Mary Ann Coulter, Florissant, MO  
 Bill & Dona Dunn, Marietta, OH  
 Capt. Tom Dunn, **Gateway Riverboats**, St. Louis, MO  
 Ralph DuPae, **The Murphy Library**, La Crosse, WI  
 Chris Eaton, Athens, OH  
 Miles T. Epling, Gallipolis, OH  
 Lois Follstaedt, Seneca, PA  
 John & Sharon Fryant, Maineville, OH  
 Mickey Frye, Kissimmee, FL  
 Roscoe Frye, Cincinnati, OH  
 Paul & Virginia Gakle, Hebron, OH  
 Stan Garvey, Menlo Park, CA  
 Ben Gilbert & Robin Simpson, Tall Timbers, MD  
 Dan Goen, Bloomington, IN  
 Phillip & Karoline Golovin, Powell, OH  
 Bette Gorden, **The Mercantile Library**, St. Louis  
 Letha Jane Greene, Cincinnati, OH  
 Jim & Shirley Greenwood, Newport, OH  
 Ted Guillaum, Nashville, TN  
 Ruth & Butch Guenther, Ross, OH  
 Barbara Hameister, Blanchester, OH  
 Allen & Elaine Hess, Pittsford, NY  
 Capt. Norman & Ranell Hillman, Auburndale, FL  
 Gayle & Bill Hindman, Cincinnati, OH  
 Bill & Darlene Judd, New Richmond, OH  
 Charles W. Kester, Jr., Hartford, NJ  
 Rick, M'Lissa & Carolyn Kesterman, Cincinnati, OH  
 Yvonne Knight, **Howard Museum**, Jeffersonville, IN  
 Don McDaniel, **Mr. Showboats**, Worthington, OH  
 Frederick McCabe, Hannibal, OH  
 George & Maxine McClintock, Pt. Pleasant, WV  
 Charles & Diana McMahan, New Matamoras, OH  
 Sylvia Metzinger, **Cincinnati Library**, Cincinnati  
 Kay & Tom Metzler, Greenwood, IN  
 Edward & Peg Mueller, Jacksonville, FL  
 Keith Norrington, New Albany, IN  
 Judy Patsch, Rock Island, IL  
 Jim Pickens, Gahanna, OH  
 Dr. Frank Pollock, Winston Salem, NC  
 Dick & Nancy Prater, Ft. Walton Beach, FL  
 Helen Prater, Colorado, summer; Florida, winter.  
 Capt. & Mrs. William Price (Bill), Negley, OH

Judy Reynolds, Reno, PA  
 Marcie Richardson, **DELTA QUEEN**, New Orleans, LA  
 Margaret Robertson, Cleves, OH  
 Russ, Evelyn & John Ryle, Bloomington, IL  
 John Rust, Savannah, GA  
 Bee & Woody Rutter, Marietta, OH  
 Fred & Tammy Rutter, Lithopolis, OH  
 Richard Rutter (Dick), Alameda, CA  
 Jim & Judy Schenk, Hendersonville, TN  
 Henry Schmitz, Reading, OH  
 Capt. Bert & Ann Shearer, Charleston, WV  
 Ed Shearer, Metairie, LA  
 Lillian Smith, Lakewood, CO  
 Bob & Virginia Smith, Sewickley, PA  
 Jeffrey Spear, Marietta, OH  
 John & Joan Spear, Marietta, OH  
 Mark & Jenee Sponaugle, Baxter, TN  
 Jim & Garnet Stephens, Marietta, OH  
 Forrest & Dot Steinlage, Louisville, KY  
 Capt. C. W. & Lucy Stoll, Louisville, KY  
 Charles & Jean Stone, Pt. Pleasant, WV  
 Mrs. John J. Strader (Joan), Cincinnati, OH  
 Dr. & Mrs. M. C. Streigel, Louisville, KY  
 Gerry Swartz, Louisville, KY  
 Jim Swift, **The Waterways Journal**, St. Louis, MO  
 John Teichmoeller & Kathy Farnsworth,  
 Ellicott City, MD  
 Reuben Thomas, Clarington, OH  
 Patrick & Catherine Trimble, Dawson, PA  
 Dr. Antony Twort, Godalming, Surrey, U.K., GU7 2PQ  
 Joseph & Helen Vollmar, St. Louis, MO.  
 Fred & Nell Way, Cleveland Heights, OH  
 Lew & Paula Weingard, Tionesta, PA (Allegheny R.)  
 Gloria Winters, Cold Spring, KY  
 Chuck & Fran Wires, Cincinnati, OH  
 Allen K. Wisby, Pasadena, TX  
 Lee & Diane Woodruff, Cincinnati, OH  
 John & Mary Lou Wunderle, Cuyahoga Falls, OH  
 Ann Zeiger, Cincinnati, OH

\* \* \*



Modelers Workshop: BELLE OF LOUISVILLE by  
 Chuck Wires. Photo by Jim Swift





**Ready for the picnic! Dianne Robertson Woodruff, R. Dale Flick and Delly Robertson at the Boat Club in latest '70s styles. And dancing The Twist was still done at Murphy's Supper Club.**

### **STEVE HOAG ORGANIZES A PICNIC**

For many years the S&D annual meetings included a Saturday picnic lunch held up on the grounds of the Marietta Boat Club, above the W. P. SNYDER JR. mooring at the end of Sacra Via. This event dated back to the days when S&D met the weekend after Labor Day when the usual September weather was suitable for outside dining. The coming of the Sternwheel Festival crowds on that weekend later forced S&D to move back a week when there seems to be a 50/50 chance of rain.

Picnics started as we recall with a suggestion by Edith Reiter, curator of the Campus Museum who knew of a local church catering lunches. This worked just dandy but in 1971 there was some sort of conflict although we don't recall that the appearance of a keg of beer the year before had anything to do with it. No caterer! What to do for the picnic was by now a tradition;

Steve Hoag, owner of the Lafayette Hotel stepped in with

an offer of box lunches. Steve RAN the Lafayette; the typed order he handed the kitchen staff recently came to light:

**PICNIC BOX LUNCHES TO BE  
PREPARED BY LAFAYETTE MOTOR  
HOTEL KITCHEN DEPARMENT.**

**200 TOTAL TO BE COMPLETED  
BY 11:45 AM, SATURDAY, SEPT. 18,  
1971**

1. Have ready two stainless steel portable thermos 5 gallon containers of coffee.
2. In carton, 150 paper hot cups.  
200 cold cups for beer/water
3. 200 plastic spoons; boxes of individual packs of sugar, sugar substitute; Broughton individual cream packets.
4. THE BOX LUNCH:
  - 1 - Bread & butter sandwich, neatly trimmed and wrapped in wax paper.
  - 2 - Fried chicken. One piece of dark and one piece white meat. Wrap neatly in wax paper.
  - 3 - Glassene sack with small dill pickle, two stuffed olives, one each carrot and celery stick.

- 4 - One whole Boiled Egg. Remove shell and wrap in wax paper.
- 5 - One small container of fresh Potato Salad, well seasoned. Include one plastic fork.
- 6 - One "HO HO" Roll in foil container.
- 7 - One medium size banana.
- 8 - Packets of (two tubes each Salt & Pepper); 1 packet Tomato ketchup and 1 individual mustard.
- 9 - Two paper napkins and one pack containing a Moist Wipe.

*Steve Hoag*

You can bet those lunches were on time and all identical. We did not find the price of these box lunches, the report of the annual meeting only commenting, "Gabe Chengery was the cashier and took in about enough to pay the bill and pay for the beer dispensed by Chuck Remley."

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**MEMOIRS OF A FIREMAN**  
#  
**TOWBOATING ON THE MONONGAHELA**  
by J. A. Yonker

**A FOX ON EXCESSIVE WHISTLE BLOWERS**

The steamboat whistle has long played an important part in river life. Its uses are many: signals and announcements come from its blasts and also, if one's ears are properly tuned, poetry and music. In the days of weighted safety valves and boiler explosions, whistles were also an index, rather accurate too, of the amount of steam pressure being carried.

In *The Log of the Betsy Ann*, Capt. Frederick Way, Jr. gives an excellent description of the blowing of the whistle of his packet when approaching the Pittsburgh landing. He describes how the extremely long blasts echoed from the cliffs on one side of the Monongahela to the office buildings on the other side and caused interruptions to hundreds of telephone conversations. Capt. Way covers the situation very vividly from the lordly pilot's viewpoint but makes no reference to a detail which probably never entered his head - the effect of the long whistle blast upon the steam supply and that might at times be quite important.

Most boats had sufficient boiler power to furnish the steam to blow even a long whistle blast without an excessive loss of pressure. However, an under-boilered boat may lose considerable steam in this manner. This loss is of no great importance to a boat under most circumstances but, for a downbound towboat blowing for a lock in the old days, the loss of steam could be vital.

This was especially true in the height of pool-boat activities on the Monongahela River shortly after the turn of the century. This stream had

locks and dams every few miles and consequently much steam for backing and maneuvering was required. If steam were lacking, the boat might hit a lock wall or gate or even go over a dam with disastrous results. It used to be an adage with the crew off watch to check quickly the location of the boat if she backed long and hard - steam pressure might be down and the boat and tow on the way over a dam.

Just before noon on a hot day in August 1903, the steamer ELEANOR of the Clyde Coal Company was downbound above Lock No. 5 in the Monongahela with five loaded barges from the mines and every piece was leaking. Watches were changed just as the boat was moving into the lock. While the deck crew and lock men were getting the steamboat and tow through the lock the new fireman (me) cleaned his fire, a good opportunity since this lock was then operated by hand there was plenty of time to do a good job. (The Mon River locks in those days were 56x360 feet so the five piece tow had to be broken for a double lockage. Ed.)

The ELEANOR was finally hitched into the tow and immediately the deck crew connected up the syphon lines and opened the valves wide. Just why a deck hand never felt his duty done until he opened a globe valve to the limit is a mystery but this was invariably true though no more water came from the syphon with the valve wide open than would have come through had the valve been opened only half way.

A syphon is merely an ejector operated by a jet of steam used for pumping the water out of leaking barges, flats and coalboats. While the syphon is being used the flow of steam is continuous and the drain upon the boilers is heavy. With a clean fire this additional tax upon the steam could be handled by some extra work on the part of the fireman; but, when the fire began to get dirty a real problem faced the steam-maker.

**THE**  
**Eureka**  **Syphon**

IT IS THE MOST ECONOMICAL SYPHON MADE

It is made of either cast iron or brass. It is one of the lightest in use, being about one-half the weight of any other, and has a capacity far superior to any other. It requires but very low pressure and no attention, as it is of such a construction that it is almost impossible to stop its action. Made by

**KINCAID BROS. No. 211 Water Street, Pittsburgh, Pa.**

"Siphon" may be the preferred spelling for this steam ejector pump in the year 2000; Webster's says a "syphon" dispenses carbonated water. The device was universally used for pumping barges and coalboats in the days of steam and the "Eureka Syphon" was common when Jake Yonker was a Mon River fireman.



Fortunately, since the river just below the dam was quite shallow, the pilot had to run a slow bell for some distance. He then hit the gong for half head; by the time he hit the gong again for full speed the syphons were beginning to blow (not picking up water). Even so, one or two of the barges were leaking badly and had to be pumped continuously.

It was common practice for the pilot to ring a slow bell or even flank in the bend below Brownsville. Knowing this, the fireman listened for the tinkle of the slow bell and then hastily dropped out the clinkers immediately beneath the boilers by spreading the bars and using the hook. Since this took only a few minutes the pressure did not drop appreciably and the boat then steamed easier for several miles.

At one of the mines near Fayette City a Combine boat was picking up a tow. We on the ELEANOR knew that she had three boilers and 15's-6 ft. engines as compared with our boat's two boilers and 14's-4-12 ft. machinery. We knew too that her engineer thought she was cooled down if his steam gauge showed less than 200 pounds as compared with a maximum of 200-205 on the 24-year old boilers of the ELEANOR. The Combine boat usually handled the same size tow as ours and it was clear that if we were to get to Lock No. 4 first we had to get past our rival before she got out in the river with her tow.

Nobody on the ELEANOR wanted to be beaten; the mate shut off the siphons and it was up to the motive power department to do something. The engineer did all he could - pulled out his cut-offs, full stroked his engines and speeded up the doctor - and the rest devolved upon the fireman. Incidentally, the engines on the ELEANOR did not have adjustable cut-offs; it was three-fourths or full stroke and full stroke meant just that. Boiler pressure followed the pistons right up to the end of the stroke, when at the same instant the intake valves closed, the exhaust valves opened and the pistons stopped to begin the return stroke. The boat seemed to squat down in the water and labor. The draft increased with the release of exhaust steam at 200 pounds pressure into the stacks. The water curled up in front of the tow and the fireman went to work.

Under these conditions it was a case of pick them up and lay them down - fill up, pigeon hole twice, break back, pigeon hole again, raise up and fill up again - with no interval between operations. The fire rapidly became dirty and there was no chance to do anything about it. Boiler capacity was too small to permit cleaning now. We finally passed our rival before she was able to get her tow together and away from the mine. After full stroking a safe distance beyond,

our engineer pulled in his cut-offs and the strain eased up. This gave the fireman a little relief but the mate again turned on his siphons.

In due time we passed Belle Vernon and Lock No. 4 appeared in the distance. By this time the fire was practically nothing but a mass of clinkers. About all the fireman could do was to fire the big doors because the pigeon holes were clinkered to the point where they were useless. The siphons were now shut off in preparation for breaking up the tow for locking and the fireman anxiously hoped it would not be necessary to do any hard backing to keep the tow or boat from hitting the lock wall or going over the dam. The fire was much too dirty to furnish the necessary steam. The gauge was standing at 195, which was not bad considering everything, but any unusual demand would pull the steam right down.

Here is where the pilot comes into the story. He believed in being definite about letting the lockmaster know that the ELEANOR was coming; he calmly stepped over to the whistle treadle, put his big foot and full weight upon it and remained standing there. In the meantime the fireman was mournfully watching the steam gauge - 190, 185 - would that pilot never let up? At last, the call completed to his satisfaction, the pilot eased his weight off the whistle with the gauge needle now standing just below 180.

Partly because our ears had been dulled by the blast of the whistle and partly because of the drop in pressure we could hardly hear the exhaust of the engines which had been so loud a few miles up the river. At the same time the sound of the blowers which had been clear and penetrating had dropped to a weak, dull note which told any experienced fireman that his steam was below normal.

The pilot ran a stopping bell, drifted for a minute or two and then began to back. Engines in reverse always operate in full stroke and this caused the steam to drop some more. The fireman looked outside, - was the tow going to enter the lock or be swept over the dam? The green bank of the river and the gray retaining wall above the lock kept coming closer and closer. Then came that first shudder and shake of the boat as the tow nosed into the lock and straightened up between the lock walls. The fireman breathed a sigh of relief. This time, at any rate, there would not be a mysterious river accident with a boat going over a dam and no one suspecting that low steam, traceable to a dirty fire and the pilot's whistle practices, had been the cause.

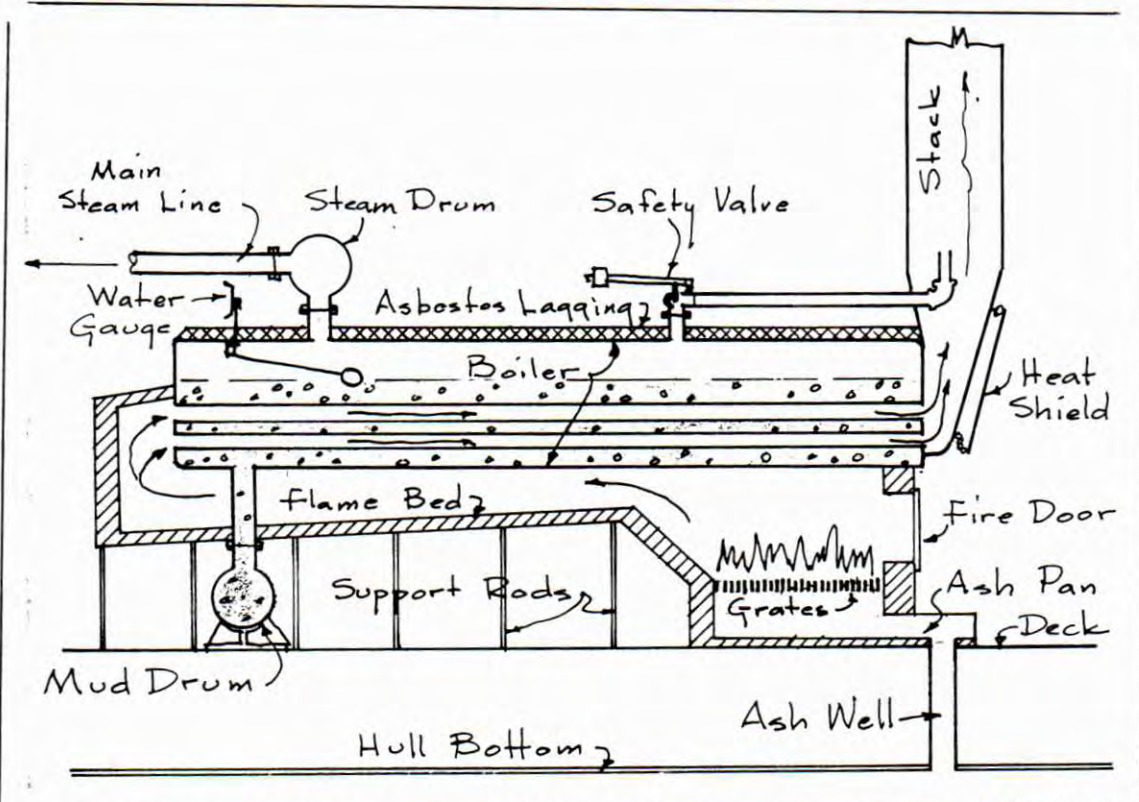
There still is music in a steamboat whistle, even for a hardworking fireman. But now, as in the days when unknown pressures were the rule, someone must furnish the steam and this, as you can see, is a story in itself.

\* \* \*





This is the first BRADDOCK (T0290), one of the poolboats on which Jake Yonker fired the boilers. She was built in 1900 at Elizabeth, Pennsylvania, 135x24x4 and owned by the American Steel & Wire Co. She had pop, instead of lever, safety valves but engineers could get around these, too. Photo Murphy Library, LaCrosse.



The furnace and grates are under the forward end of the boiler. Hot gasses pass aft under the boiler shell and then return through the flues. Cinders go down ash well.

The flame bed was made of fire brick, supported about two feet above the deck in a metal casing. The boilers were joined at the top by the steam drum or manifold.

The Western Rivers Steamboat Cyclopedium.



## - PASSAGES -

## ESTELLE CAMPBELL

Estelle Smith Campbell, widow of Capt. Charles T. Campbell, died September 25, 1999. She was 95.

Charles and Estelle Campbell attended one S&D annual meeting years ago, probably in the late 1950s or early 60s. Estelle Smith had been Charles Campbell's secretary and married him in 1937, several years after the death of his first wife.

Estelle Campbell was well known as a benefactor who contributed to many worthy causes, nationally known charities and to individuals. She became interested in the plight of blinded veterans returning from World War II and began reading textbooks to assist some going to the University of Pittsburgh. She learned Braille and translated books and also recorded them on tape.

Philanthropy in a different field was Estelle Campbell's recent gift of \$2.5 million to build a new Boys and Girls Club in the Lawrenceville section of Pittsburgh. She had no particular connection with the club but had a desire to provide an educational and recreational facility for underprivileged young people. The Lawrenceville area is an older section of the city up along the Allegheny River and the club had been located at 45th and Butler Streets since 1928. Modern facilities were greatly needed.

Mrs. Campbell made her gift anonymously and work began on a new 29,000 square-foot building last year. Shortly before her death Mrs. Campbell agreed to the request by the club's president that the building be named in her honor. The new Lawrenceville Boys and Girls Club opened in Leslie Park on Butler Street early this year.

Our thanks to H. Campbell Stuckeman and Bob Booth for supplying clippings. The Campbells have left a wonderful legacy.

\* \* \*

## CENTERFOLD

THE MONONGAHELA WHARF  
FROM SMITHFIELD STREET  
BRIDGE  
1883

Marine artist John Stobart favors the *S&D Reflector* yet again with a view of the Monongahela wharf. This one is certainly from an unusual vantage point - through the structural elements of the Smithfield Street Bridge. This is startling at first glance. The design of this bridge is unique and the artist surprises us by placing the viewer on the inside looking out. We like it!

The new sidewheel packet KATE ADAMS (3215) is about to leave Pittsburgh on her delivery trip to her owners in Memphis, the Memphis and Arkansas City Packet Co. Her hull and upper framing was built at the Sewickley Boat Yard, twelve miles down the Ohio, and she was completed with machinery installed at the James Rees & Sons Co. shops over on the Allegheny River in Pittsburgh. The abundance of hard timber in the Allegheny foothills of Western Pennsylvania and the iron and steel shops made the Pittsburgh area a major boat building center during the 19th century until well into the 20th..

With her wide main deck the KATE ADAMS was designed as a cotton carrier while her passenger accommodations on the boiler deck were deluxe, finished in ash, walnut, cherry, bird's eye maple and mahogany. She was one of the first boats to be equipped with the new Edison Electric Lighting System throughout, a novelty for the visitors who took advantage of a two-day public open house at the Pittsburgh landing.

The stern of the HUDSON (2677) built at Murraysville and Wheeling, West Virginia in 1875 shows below the KATE ADAMS. She was one of three boats then

running each week between Pittsburgh and Cincinnati. Later in 1883 this HUDSON would be dismantled at the boat yard at Freedom, Pennsylvania where some of her machinery and other parts would be used on the new and larger HUDSON (2678).

And what about the Smithfield Street Bridge? This location on the Monongahela was the site of the first bridge into Pittsburgh. A covered bridge was built across the river in 1819 to connect Pittsburgh with the fast growing industrial community of Birmingham. That bridge was destroyed in Pittsburgh's great fire of April 10, 1845 and was replaced in 1846 by one of the first suspension bridges designed by John Roebling.

In 1861 the Pittsburgh-Birmingham Bridge Co. replaced the suspension bridge with the elliptical truss span structure you see in the painting. It was originally two lanes with the ornamental entrance structure visible on the city end. Later, a parallel bridge of identical design was erected beside the original so the structure could carry both wagon traffic and the new electric streetcars.

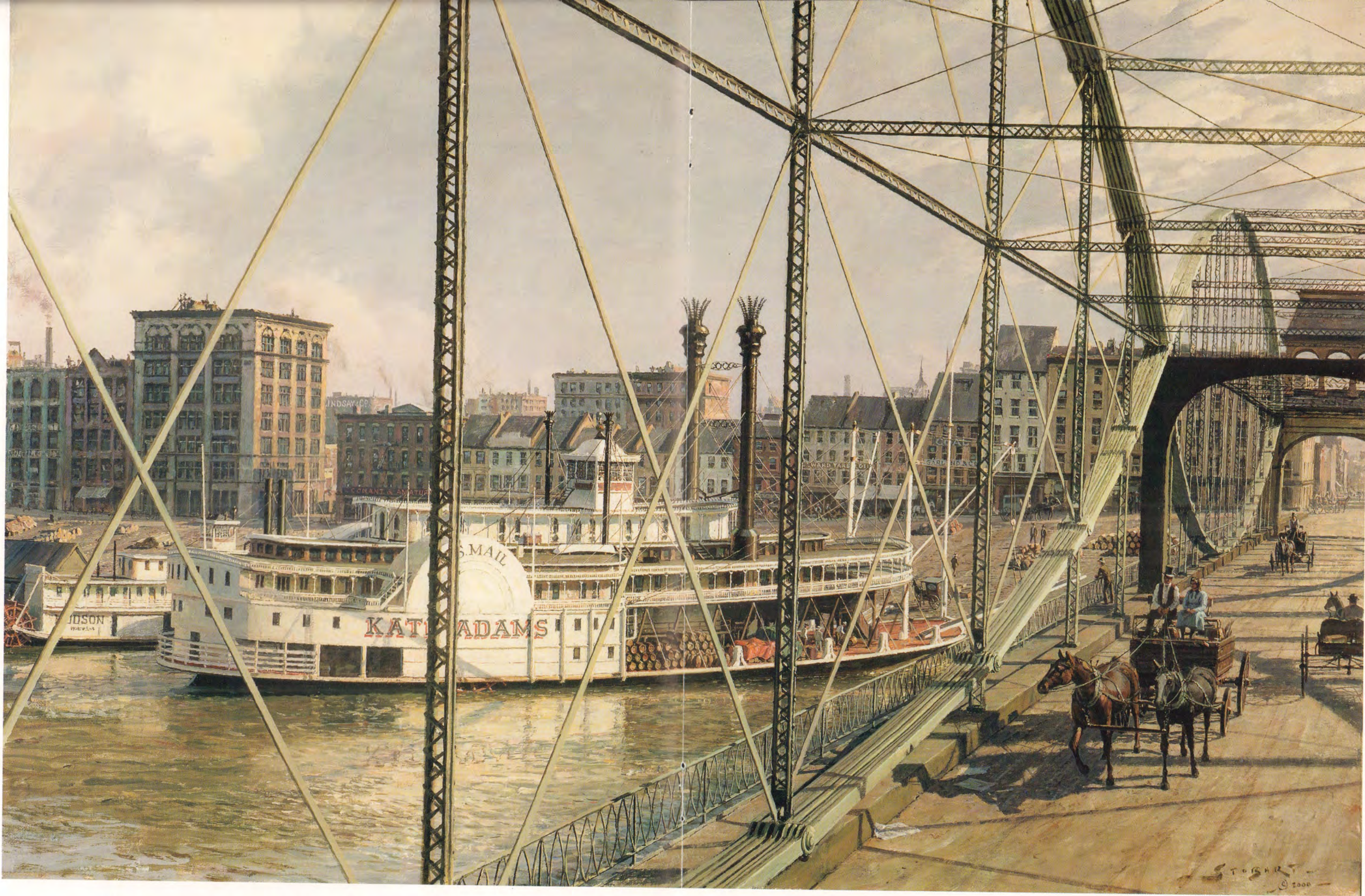
Birmingham was absorbed into Pittsburgh in 1872 and today it and other communities along the south bank of the Monongahela are usually called simply The Southside. In 1896 the city bought the bridge for \$1,152,583.

The Smithfield Street Bridge still stands while the sloping wharf has long ago been replaced by a concrete multi-level moat which carries Fort Pitt Boulevard and the Penn Lincoln Parkway. Although the ornamental tower on the north end has disappeared the distinctive elliptical trusses of the design remains its trademark.

Next time you visit Pittsburgh take time to appreciate the Smithfield Street Bridge and figure out just where John Stobart was set up for his stunning painting.

\* \* \*

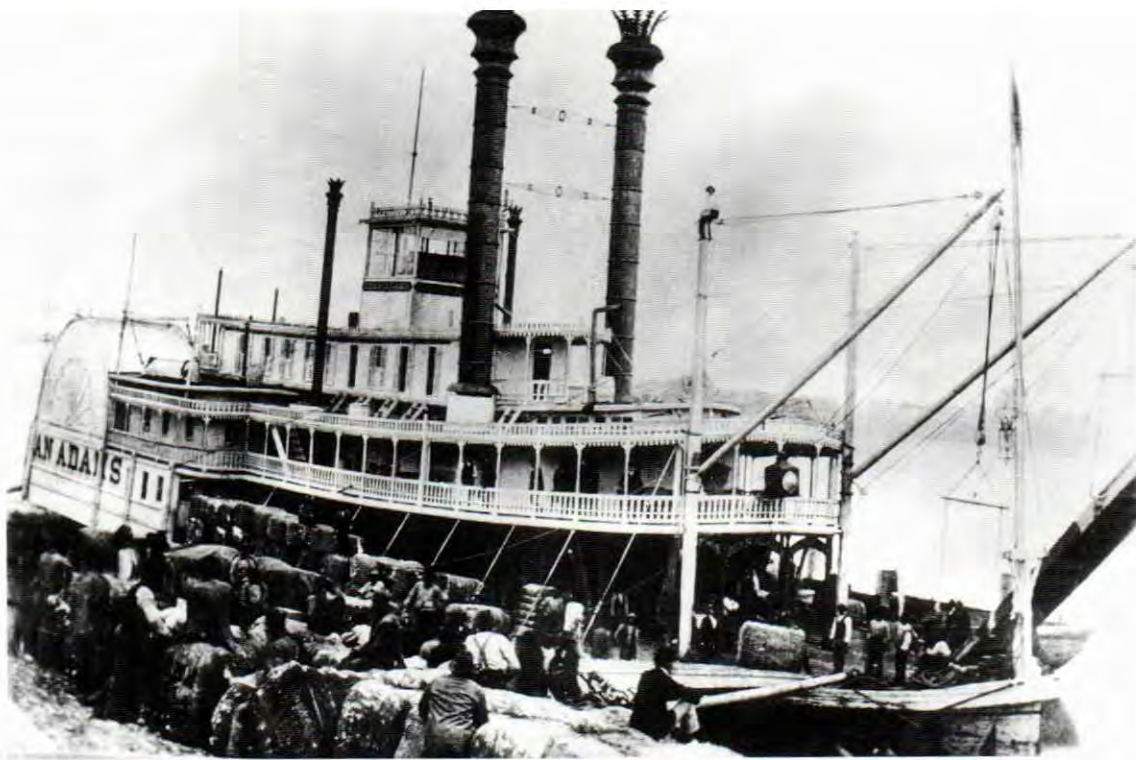




**The Monongahela Wharf, Pittsburgh from  
Smithfield Street Bridge in 1883**  
John Stobart, 2000

**Maritime Heritage Prints  
Union Wharf, Townhouse No. 23  
Boston, MA 02109**





The DEAN ADAMS (1478) built in Pittsburgh in 1880 was named for Major John D. Adams son. Smaller than the KATE ADAMS (190 ft. vs. 250 ft.) she went from the Memphis-Vicksburg trade to Memphis-Arkansas City in 1881 when the company's IDLEWILD (2726) burned. She was sold to the Lee Line 1883.

Yes, that roof over the barber shop might be a little flat.

### THE OWNER'S DIRECTIONS REGARDING THE FIRST KATE ADAMS

The centerfold painting by John Stobart in this issue features the first KATE ADAMS (3215) about to leave for Memphis on her delivery trip. It is apropos that the a letter written aboard the DEAN ADAMS (1478) to James Rees & Sons of Pittsburgh be included herewith.

Major John D. Adams, President of the Memphis and Arkansas City Packet Company seems to have just come down from Pittsburgh after reviewing progress on his new boat. He has mulled over some details about the new KATE ADAMS under construction and probably discussed his thoughts with the crew on his flagship DEAN ADAMS so goes on record with the builders..

The KATE ADAMS was named for Major Adams' wife, - perhaps he desired everything to be just so but more likely he wanted to correct some shortcomings which had shown up in other boats. The DEAN ADAMS had also been completed at Pittsburgh by James Rees in 1880. Major Adams was paying the bill so didn't hesitate to get down to details.

Memphis and Arkansas City Packet Company

ADAMS' U.S. MAIL LINE

Steamer Dean Adams

Memphis, Aug. 28, 1882

Capt. James H. Rees  
Pittsburgh, Pa.

Dear Sir

Maj. Adams is here today on his way home and he desired us to write you , among other things, to be particular with the hardware in Cabin of "Kate Adams," and have the best locks you can get. Also, to put as many basins in the Barber Shop as the space will allow.

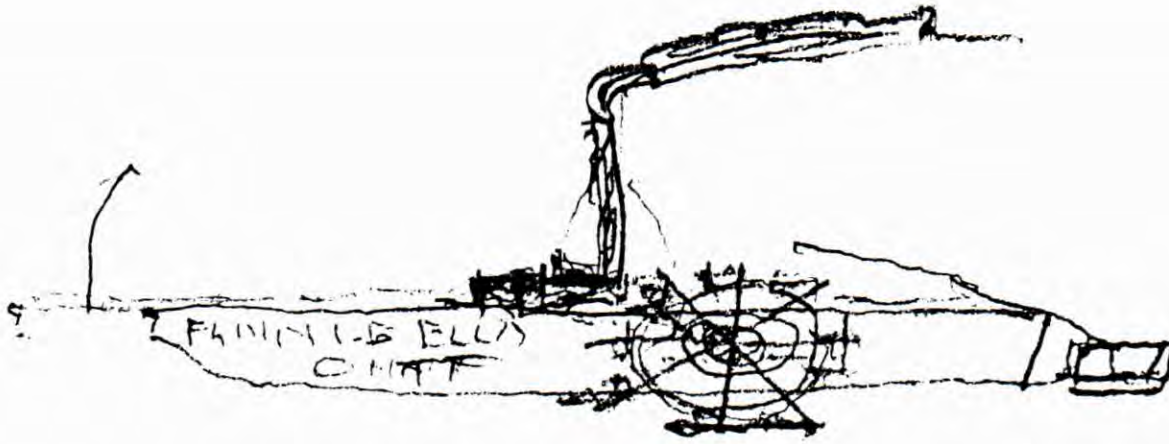
And, to give a good curve to the roof in Pantry and Barber Shop & over the rooms. When too flat, cinders & etc. will not blow off well and it is hard to keep them from leaking.

The doors inside in forward hall made so as to close against the facing and not on top of it.

Your Very Truly,

M. R. cheek, master  
A. L. Cummins, Clerk





### A VERY SHORT HISTORY OF THE FANNY ELLA CHAT'TIE

Capt. James Rowley, Jr. was born in 1860 and had a memory as phenomenal as that of Jesse Hughes. The two were very close friends and had worked as pilot partners on many occasions. Jim Rowley, some sixteen years older than Jesse, could remember boats that the younger man had only heard about and they had frequent correspondence.

Jim Rowley and his family had moved from Vanceburg to Maysville, Kentucky sometime in the late 1860s and Jim recalled visiting an aunt who lived at Portsmouth, Ohio in those years. The Ohio & Erie Canal had an outlet to the Ohio River (still visible today) west of the Scioto River at Portsmouth and canalboats frequently came out to reship freight at the city wharf or to be towed to some nearby town. It is likely that Jim Rowley saw canalboats on the Ohio in those years but the subject of this sketch was unusual.

From time to time in his later years Jim Rowley would recall some obscure information about the boats he remembered from his youth and jot notes to his friend Jesse and sometimes to Fred Way. Recently, a scribbled note with a crude sketch by Capt. Rowley about a canalboat converted to steam power came to light. She had an unusual name which does not appear in either of Way's steamboat directories nor does the FANNY ELLA CHAT'TIE appear in The Lytle-Holdcamper List. As

long as they stayed on the canal in Ohio jurisdiction boats were not subjected to Federal inspection and licensing.

After looking at Capt. Rowley's sketch she seems to have been equipped with a steam engine by some mechanic on the canal running up the Scioto valley who desired something faster than the customary mule team used for pulling canalboats. She has a boiler and stack similar to the portable steam engines used on larger farms 150 years ago and the tiller at the stern is typical of a canalboat.

A number of steamboats converted from canalboats or built on the canals are listed in Way's Steam Towboat Directory but these seem to have been equipped with propellers. The ELLA had sidewheels. The typical canalboat was 75x14 feet in size but ELLA had to be smaller, narrower for canal locks were 90x15 feet. When converted to steam power, such craft were used as tugs moving produce boats or running in short trades as freight boats. Typical canalboats were steered by a tiller with the steersman standing outside at the stern while those which were converted to steam and operated out on the rivers were equipped with a conventional pilothouse. Jim Rowley's sketch shows the stern tiller, evidence that this craft was home grown, intended for canal use only.

We don't know the date that Capt. Rowley set down this information but judging by the shaky hand it would seem to have been in the latter 1940s.

"Nathan Webster was the owner of the FANNY ELLA CHAT'TIE and served as her engineer. The wheels were operated by a belt from the engine which was clamped to the bottom of the boat.

The shaft was made of a hickory tree. Two inch holes were bored in the shaft for the wheel arms which also were of hickory; a wedge in the socket end held them and they never did come loose.

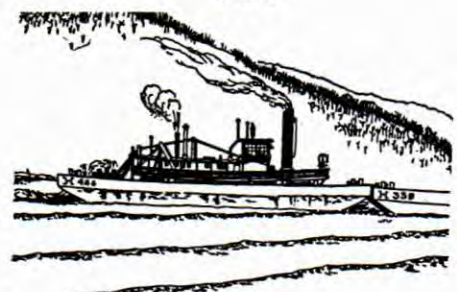
Nobody but Webster was allowed to manage that engine and instead of the four miles per hour (allowed on the canal) she made closer to three or more. The crew was:

Big Foot, captain  
Nathan Webster, engineer-owner  
Jackass, mate  
O'Kinney, 2nd mate  
Cross Eye, 2nd engineer  
Mule Head Parker, 2nd mate  
Mamma's Boy, watchman  
Snotty, Sissy, Babe and Cutter were the deckhands.

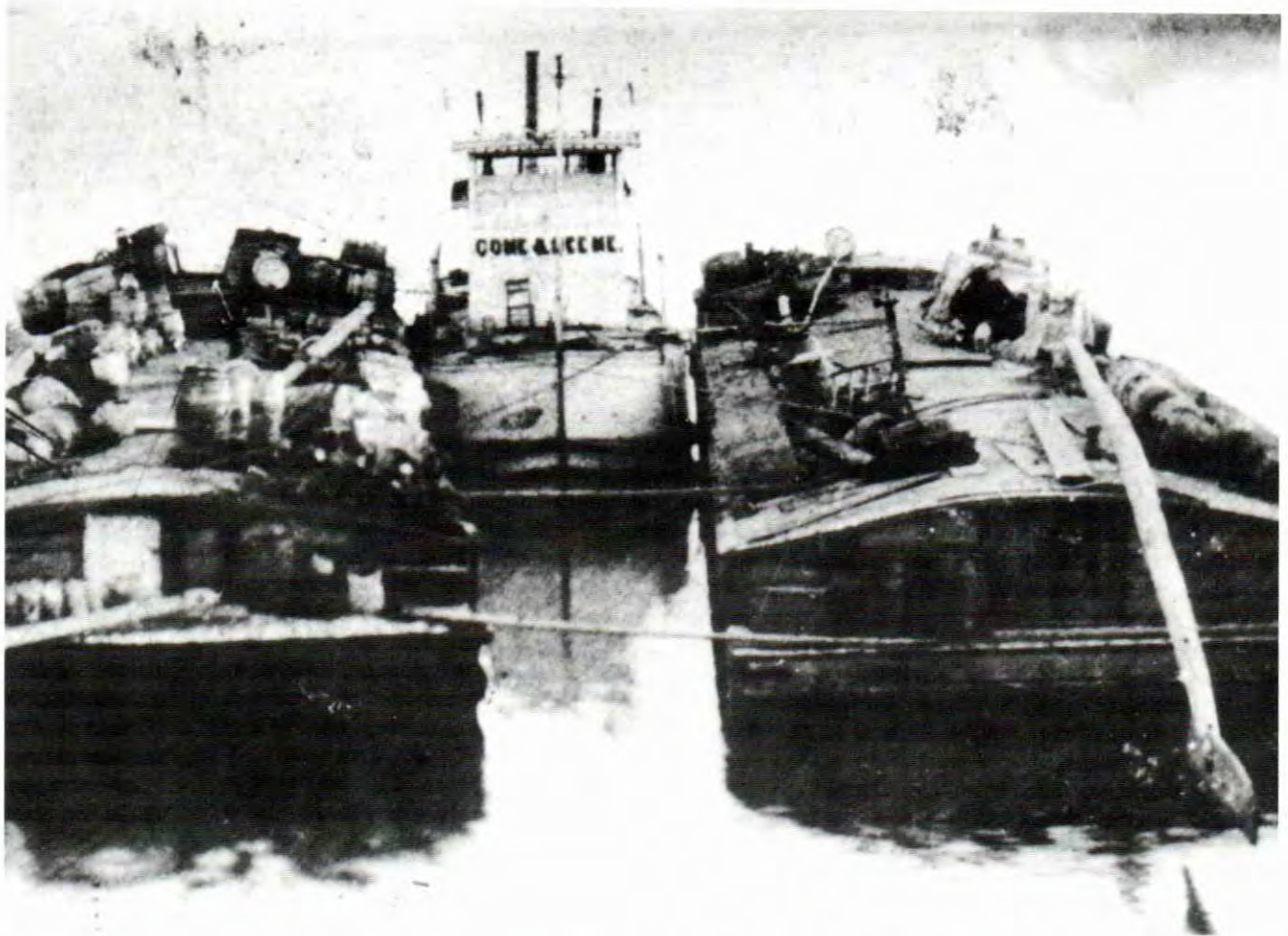
But, she got out into the Ohio one day and the law grabbed her, - along in 1869 or 70."

We can only suppose that Jim Rowley made up the names for most of the crew - or were they the nicknames commonly used? Who knows but it seems unlikely that such a small craft would need four deckhands, 2nd mate, 2nd. engineer, etc.

\* \* \*







Here's an example of a canalboat converted to steam and used as a towboat. The COME AND SEE ME (T0479) was built at Peninsula, Ohio on the Ohio & Erie Canal in 1867. A pilothouse has been built on the enclosed freight deck.

She is hitched into two produce boats. These more often than not floated downstream with the current and a steering sweep is still mounted on the boat to the right. This photo graced the front cover of the first issue of the *S&D Reflector*, March 1964.



## Membership Makes a Great Gift!

Membership dues are currently \$15 per year for a full membership; \$1 per year for associated memberships for spouses and children under 18. Please list full names of children so that each may receive a membership card. Applications for membership in S&D together with your check should be sent to Mrs. J. W. Rutter, Secretary 126 Seneca Drive Marietta, OH 45750



## - S&D CHAPTERS -

### MIDDLE OHIO RIVER

A bulletin just under the wire from Keith Norrington gives us a report on the M.O.R. held in New Albany on October 21.

About thirty members and guests were on deck on Friday evening when Keith held an open house at his River Room, the 20th, for the customary get-together.

Saturday morning found Capt. Gary Frommelt leading the M.O.R. on a tour of the casino boat GLORY OF ROME which operates from just down the river from New Albany. The group was led from hull to pilothouse and then treated to a lunch afterwards. Keith doesn't mention contributing coin of the realm to the slot machines so perhaps the focused S&Ders were bedazzled by the GLORY OF ROME.

There was free time in the afternoon for exploring the old houses on Main Street and poking in the antique stores.

The evening program featured an illustrated talk by Judy Patsch celebrating the 25th anniversary season for the excursion steam NATCHEZ. Judy covered the various adventures of the NATCHEZ, illustrated how the boat had changed over the years and left the audience asking for more.

Before leaving the Falls of the Ohio area on Sunday morning a number of the folks visited the Falls Interpretive Center in Clarksville and/or The Howard Museum in Jeffersonville. Another successful excursion for the M.O.R. gang.

\* \* \*

### OHIO & KANAWHA

The quarterly meeting of the O-K Chapter was scheduled for November 12 at the Mason County Library, Pt. Pleasant as we go to press.

After the rave reviews for Capt. Charlie Stone's slide show, "Around Pt. Pleasant in Steamboat Days" given at the summer M.O.R. meeting the O-K group asked for the same. Charles Henry promises to present the same program only in more formal surroundings than around the pool table, the only place available in the Lowe Hotel as reported in the September issue.

The O-K "new" cigar box for the treasurer remains intact as we write.

\* \* \*

### BELLE OF LOUISVILLE RECEIVES GRANT IF -

The BELLE OF LOUISVILLE and its companion boat the MV. SPIRIT OF JEFFERSON are eligible to receive a \$500,000 Federal grant PROVIDED it is matched by locally raised funds, public or private. It appears that the boats will have about a \$400,000 shortfall in meeting expenses with revenues when the fiscal year ends June 30. The grant money is for capital improvements and not operating costs.

An article in the Louisville *Courier Journal* of October 11, 2000 attributes the financial problems to the expenses incurred following the sinking of the steamer in 1997. Also, a fall off in passenger patronage during the past two years have hurt.

Jefferson County took over the financial responsibility for what can be viewed as a floating park and attraction for public enjoyment from the Operating Board, which has overseen the operations. The county is now studying proposals from three companies interested in operating the boats for the county.

Capt. Mike Fitzgerald is quoted as saying that the BELLE is in great shape but overhanging is a required five year inspection by the U.S. Coast Guard during this winter's layup. This will call for drydocking with the possibility of large expenditures to bring the boat up to current Coast Guard standards.

The BELLE OF LOUISVILLE has become such a widely known symbol for the city that we can't believe enough new ideas and necessary financing will not be found to keep the historic boat going.

Our appreciation to Louie DeCar for keeping the *Reflector* posted.

\* \* \*



Capt. Carolyn Kesterman, age four and a half, is set to enjoy Judy Patsch's show at M.O.R. meeting. Photo by Keith Norrington.



## THE GREAT 1937 FLOOD AND GREENE LINE PROGRESS

From the diary of Jesse P. Hughes

At the beginning of 1937 the Hughes family, Jesse, Telia and daughter Lillian, were still living at 426 5th Avenue in Huntington, West Virginia although Jesse's work was now in Cincinnati. He was piloting the tourist steamer GORDON C. GREENE, Tom Greene master, whenever she was running during the tourist season and otherwise kept busy overseeing various projects on the freight boats. The new wharfboat built the preceding year was still to be completed and placed in service.

Being remote from home base did not suit the Hughes family and early in January Jesse began looking around the Walnut Hills section of Cincinnati for a suitable property to buy. A January flood was in prospect early in 1937. The river rose ten feet and then fell an equal amount between New Year's Day and January 6. A strong wind came up from the south which caused rivermen some unease.

The big, unfinished wharfboat which had been brought down from the Dravo Shipyard the previous November was now being completed by a crew directed by Bill Horn, Greene Line carpenter. A crew of metal workers from the Acme Boiler Works at Gallipolis installed supports and bracing for the second floor offices.

The river was up to 51 feet at Cincinnati on January 15 and, after falling some on the 17th started to rise again toward flood stage of 52 feet. At 55.5 feet on January 18 business was shut off from the wharfboat so the Louisville and Huntington freight boats laid up. At Pittsburgh the river was reported as up to 28 feet, three feet over flood stage; it was 48 feet and rising at Cairo. And the rain came down all over the Ohio River basin while the snow on the hills above the Upper Allegheny and Monongahela Rivers began to melt under the continuing southerly winds.

There was no work going on at new wharfboat on January 20 so Jesse Hughes spent the day at Tom Greene's residence gilding the frame of a large mirror. The rain came down all the following day and the river was up to 65 feet, 13 above flood stage, and rising. Jesse went aboard the wharfboat to keep an eye on the fleet until such time as the flood crested and began to subside.

The 1884 flood record was broken when the river passed 72 feet at Cincinnati on January 23 and it continued to rise. A hopeful sign was the report on the same day that the river was at a stand in Pittsburgh (35 feet we seem to recall), considerably less than the record 46 feet reached there in March 1936. The outpouring of water



Capt. Tom Greene  
1904 - 1950

The GORDON C. GREENE and the passenger cruise business was Tom's idea with the support of his mother Mary B. Greene. Older brother Chris devoted his time to the freight traffic and overseeing the office at Cincinnati. The Greene Line overall was a growing business as the economy of the country improved during the late 1930s.

Tom Greene was a natural at managing the GORDON C. GREENE, increasing her capacity with some attention to the amenities and expanding the schedule too. Here is Tom in his element, out on the forward bridge as the GORDON lands at Hannibal, Missouri in June 1944.

from the various tributaries affected the flood crests at given locations: 1936 the record from Pittsburgh down to about Clarington, Ohio, 1913 the record from there down to below Pt. Pleasant, West Virginia and the 1937 water would be the greatest on down to Cairo according to the U.S. Corps of Engineers Huntington District History.

Warmer weather began to melt what snow was on the ground in southwestern Ohio on January 24. The river was 73.5 feet and rising at 7 AM; 76 feet and rising by noon. Jesse tried to reach Huntington by telephone to learn how Telia and Lillian and other relatives were faring but the circuits were now down. At the wharfboat the rising water reached 77.4 feet by midnight.



Finally, the waters came to a stand at Cincinnati about four in the morning of January 26 at 79.9 feet. The flood in the Ohio Valley was big news throughout the country as the crest moved down to Cairo. The water was back down to 79 feet on the evening of January 27 and Jesse reported seeing the then popular radio newscaster Boke Carter surveying the Cincinnati scene from a low flying plane.

Authorities kept all visitors from the flood zone and by the morning of February 1 the water was down to 70.5 feet with business still at a standstill. Bill Horn, Joe Telford and Jesse engaged in, "tearing up a wrecked building" although the circumstances calling for them to do so are not explained. By the evening of February 2 the river had retreated to 67 feet and Jesse left the wharfboat for a soft bed at Tom and Letha Greene's home.

A letter arrived from Telia Hughes on February 3 to report that water had gotten into the first floor of the house in Huntington while the Vaughan family home in Catlettsburg had six feet in it.. Helen Hughes Prater and family were at home in Washington DC during all the flood excitement.

The towboats E. D. KENNA (T0651) and CATHARINE DAVIS (T0361) were at the Greene Line wharfboat on February 4, the first boat movements noted since before the high water. In the evening Jesse left on the C&O train for Huntington by way of Lexington. He arrived in Huntington at 2:30 AM the following morning, the circuitous route necessary because the C&O rail line along the Ohio was washed out in several locations.

The diary reports: "No one home. Stayed at the depot until 7 o'clock. Telia and Aunt Mamie at Schartz', 236 8th Ave. Everything muddy at the terminal (Greene). Walter Kelch and I down on Ohio Ave. Desolation everywhere."

For the next week scrubbing and shoveling went on at the Greene Terminal to clean out the mud. The floor had to be shored up with a number of new foundation posts. Meanwhile, there was cleaning to be done in the basement and the first floor of the Hughes home on 5th Avenue. The Louisville boats began running again on February 10 and the EVERGREENE left that evening on its first trip to Huntington since the beginning of the high water.

The Great Ohio River Flood of 1937 remains a record today. It resulted in the construction during the following 20 or 30 years of a number of major dams on the river's tributaries to retain water runoff and lower flood crests. In Huntington, on February 22, there was a public flood control meeting held at the Hotel Frederick which lasted from two in the afternoon until ten

o'clock at night. Dr. Charles Holzer of Gallipolis and others along the river had organized the year before to promote flood control and Dr. Holzer was the chairman of this meeting. The diary portrays the discussion as, "Red Hot for flood control!"

Floodwall construction by the U.S. Corps of Engineers was authorized by the Federal Flood Control Act passed by the U.S. Congress in August 1937. Floodwalls were subsequently built before and after World War II at a number of locations along the Ohio and elsewhere to protect towns.

While the high water was at 32 feet and receding on February 13 the towboat J. C. RAWN (T1236) was caught out in a cornfield opposite Gallipolis, Ohio. The incident has not been perpetuated in song and story as was the 1910 stranding of the packet VIRGINIA in a similar cornfield but getting the RAWN back into the river was almost as big a project. The J. C. RAWN was not refloated until April 17.

With the river back in its banks at Cincinnati the work of completing the big, new wharfboat at the foot of Main Street proceeded. Jesse Hughes returned to supervising the project on March 3 and also continued scouting for a house somewhere in Walnut Hills. Installing a surface on the expanse of steel deck was not unlike laying down a street or parking lot. First, a layer of limestone was put down and then a layer of graded rock was rolled level. It took three days to pave the deck overall with blacktop to finish the job. Meanwhile plumbers were installing domestic and fire protection water lines and the carpenters worked on the office section.

#### NEW BOILERS FOR THE CHRIS GREENE

The CHRIS GREENE built in 1925, received a new set of boilers at the Acme Boiler Works, Gallipolis in April 1937. This took just about thirty days, from April 7 to May 7 when she left the boiler works, with a few more days required after she got back to Cincinnati to complete applying insulation over the boilers and around the steam lines.

As noted at the close of 1936 the Greene Line paid its first dividend since 1922. The failure to declare a dividend before this is somewhat surprising given the thriving business during the 1920s but the Greenes had a reputation for watching the pennies. The excess earnings evidently went to servicing the debts incurred by the building of the TOM GREENE and then the CHRIS GREENE and the coming of the depression years after 1929 proved Gordon Greene to be a sage planner.



The J. C. RAWN (T1236) was caught out in the cornfield opposite Gallipolis Island at 32 feet on a falling Ohio River on February 13, 1937. She was worked back into the river by refloating her in a series of ponds formed by building dikes around the boat, - a moving pond, so to speak. Her owner Capt. E. V. Rawn is given credit for the idea.

Dravo Contracting Division worked on the job and a rising river helped refloat the boat on April 17 with little damage.



Jesse received \$1,250 as his dividend and loaned \$1,000 back to the company for one year to help finance the new boilers. Jesse Hughes and his family were by now an extension of the Greene family and loyalty was extended as in any family business. It was said by at least one who worked for the Greens that, "I never worked for less nor was treated better than by the Greens."

#### THE NEW WHARFBOAT OCCUPIED

On the first weekend in May the Greene Line operations were changed over from the old "Mail Line Wharfboat" to the newly completed steel one. On Sunday morning, May 2 the old wharfboat was dropped down below Main Street and at 3 PM the new one was dropped into position. New stages from the wharfboat to the paved grade were in place by 7 PM and the following day was spent building ramps for handling the cars which were coming aboard; all was completed by Monday evening.

The river had been at 45 feet but was now falling and the old wharfboat began "catching out" on the cobblestones of the landing grade. Remaining equipment was removed to the new wharfboat on May 17 and the wreckers began dismantling the "Mail Line Wharfboat." It had been built by Commodore Laidley in 1911 when the Mail Line was still the convenient means of overnight travel between Cincinnati and Louisville.

Finishing work continued on the wharfboat into June. One of the last jobs was installing an overhead monorail layout for moving pallets of freight from the storage areas to the loading

doors. On May 22 Jesse mentions beginning work on the big sign on the roof, a job that would not be completed until June 8. (See the roof sign in the photo on back cover, September issue.)

Word was received on May 22 that Junius Greenwood, Greene Line stockholder and uncle of Tom and Chris Greene, had died at Newport, Ohio. Jesse caught the evening C&O train for Huntington and he and Telia took the bus to Gallipolis the following morning, Sunday. They accompanied Charles and Mrs. Arthur (Acme Boiler Works) in their car to Newport where the family gathered at 1 PM for dinner in the country tradition.. Burial was at 3 o'clock and Jesse returned to Cincinnati with Chris Greene by 10 o'clock that evening.

Followers of the Hughes diary will note the often mentioned improvement in roads during only ten years. The bridge at Huntington wasn't built until 1926 and Route 7 along the Ohio River was dirt and gravel until 1929 or in a few places even later. Paved roads and reliability in cars and trucks had changed the landscape.

Jesse and Telia had continued to look for a house to buy in Cincinnati. His work was now centered in the city and with the GORDON C. GREENE during the tourist season, The Hughes family finally settled on a large, older brick dwelling at 2329 Ashland Ave. in Walnut Hills and agreed to buy on June 11, price \$8,300. They would not move in until the end of September.

The GORDON GREENE made two trips to Tennessee River in June and then settled into the weekly Pittsburgh trips on July 3 through the first week in September. On most trips to the upper river there were between 120 and 130 passengers. On one trip from Cincinnati only 90



round-trippers were on board but a shipment of 300 tons of Proctor & Gamble soap and freight back from Pittsburgh helped out. A Labor Day three day trip to Huntington and return was a sellout with 165 passengers.

A note of mystery that summer of 1937 was the practice of Tom Greene and Jesse making frequent trips down to Dravos on Neville Island whenever the boat was at Pittsburgh. No explanation is made but Tom Greene must have been considering some big project involving the capabilities of the Dravo Corporation. Another tourist boat? Remodeling of the TOM GREENE for tourist service? Something else? We know not but perhaps a later diary will reveal something.

#### A PITTSBURGH PUZZLE

When the GORDON C. GREENE was at Pittsburgh on Wednesday, September 1, 1937 Jesse records the following:

"Setting up a new steel passenger boat on the wharf above the Wabash Bridge."

It was a long time ago but the scheme, as we recall, was an express service between Pittsburgh and Cincinnati, - 24 hours port to port or something like that. There was some idea to go over the then existing wicket dams rather than having to lock through on pool stage and the Pittsburgh newspapers played up the project for several weeks.

An uncompleted frame for the hull of this lightning packet was on the Monongahela bank until the following year or perhaps longer but that is as far as construction progressed. If any of our Pittsburgh readers recall this particular unfulfilled dream in the summer of 1937 we would be obliged for some education.

#### ANOTHER CHANGE ON THE GORDON GREENE

The new passenger texas which carpenter Bill Horn and his crew built on the GORDON C. GREENE in the spring of 1936 proved to be practical and popular with the passengers, even with a small premium on the fare. The original CAPE GIRARDEAU texas had been raised intact above the new one as shown in the photo on page 24, September issue.

This crew texas was narrow, the depth of a stateroom, with only outside access to the rooms. A traditional bunk room for the steward's department crew was at the stern of this texas. More and better accommodations were needed for the now larger boat's crew.

On October 11, 1937 Bill Horn and crew began work on the crew texas and in a day removed the part which was forward of the pilothouse.

Two rooms had been lost in the earlier remodeling when the texas was sliced to accommodate the pilothouse which was only raised 28 inches.. By October 14 all of the texas was removed and Jesse notes that usable parts were stored.

The framing for the new texas had been sized and cut earlier; Bill Horn, a Mr. Frazer and Jesse spent Sunday, the 17th, installing it. The pilothouse was now raised another 20 inches to sit low, about even with the lower edge of the name boards, on the new texas roof. This brought the big gold ball on the spreader bar between the stacks smack into the pilot's view so it had to go. (Wonder what became of that?) The new texas had a center hall with rooms on both sides and access through a cross hall just aft of the pilothouse.

The Hughes home at 426 5th Ave., Huntington was sold to H. A. Martin for \$5,200 on October 26.

Jesse made an entry on November 6: "Roy Barkhau, Lillian and I to Orpheum Theater tonight. Saw, 'Lost Horizon.' Never did find it anywhere."

The work of completing the rooms in the new texas, painting, etc. went on until the end of November and then work began on installing some more crew staterooms downstairs on the main deck. The GORDON C. GREENE was now in the general configuration she would have until the end of her days. Missing was the trademark Eagle Packet Company ball on the spreader bar and the fancy topped smokestacks would later be replaced by the plainer Greene Line style. The fancy work on the pilothouse roof disappeared sometime after 1938 and the boilers were replaced and converted from coal to oil fuel in 1941.

Time would prove the purchase of the CAPE GIRARDEAU in 1935 to be a most lucrative investment for the Greenes.

\* \* \*



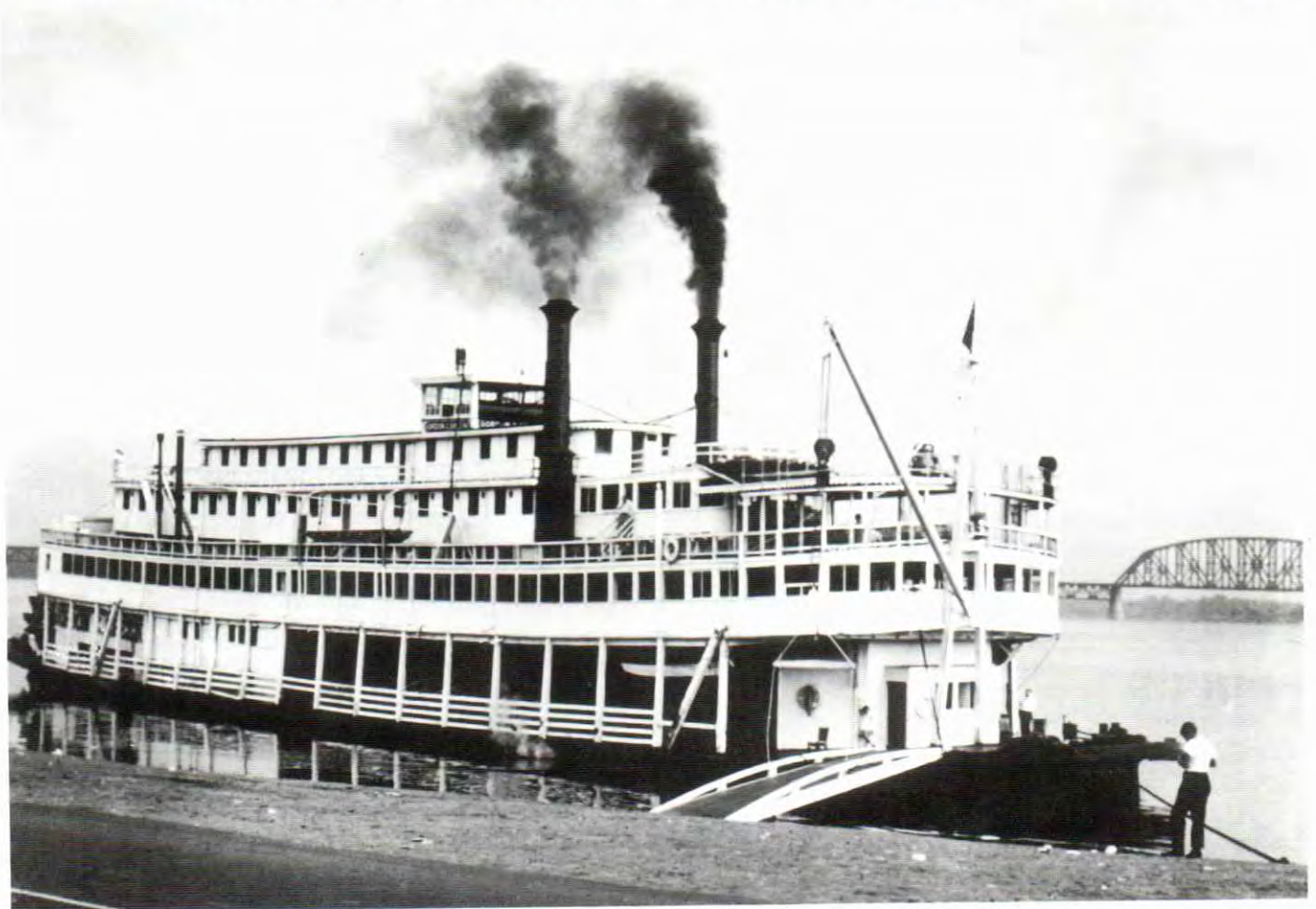
**GORDON C. GREENE at St. Marys bridge with old texas, summer of 1937. Photo by J. Mack Gamble.**





The GORDON C. GREENE before and after the 1937 replacement of the crew texas. Above, with the old texas divided by the pilothouse, raised just 28" in 1936 when the passenger texas was built. Print, J. Sutphin.

Below, with the new texas and the pilothouse raised another 20". The ball between the stacks has gone as are the stack feathers and pilothouse trim. The boiler deck enclosure was removable. Print, Bill Reed.





**- THIS AND THAT -**

**INVESTIGATING THE HERBERT HOOVER MODEL**

On pages 18 and 19 of the September 1999 issue appears a collection of photographs of the present state of a model of the MV. HERBERT HOOVER. The decks are collapsing, holes opening up here and there, streaks of rust stain the stacks of this once magnificent model by Elmer Easter. Elmer Easter was a marine architect and an excellent model maker, - how could this have happened?

John Fryant, a detail man when it comes to his favorite hobby, had to know the reason for the collapsing HERBERT HOOVER. John took a sliver of the cabin roof or deck (hard to determine with the shape she's in) and Dana Wegner, Curator of the U.S. Navy's model collection, took a look. Wegner expressed proper shock: It could be a virus! Global warming! Or mice!

The scientific approach was called for and in Dana's shop at Carderock, Maryland the following tests were performed: "First, we ignited one of the fragments which burned very rapidly with a rancid odor. WHOOSH! Then, the crucial test of dropping a piece of the material into a small bottle of trichloroethylene - it sank - substantiating that the material was nitrocellulose base plastic. EUREKA!

The scientific conclusion: With age (the model was built in the 1930s) nitrocellulose becomes unstable."

Could be dangerous. So far, HERBERT HOOVER hasn't blown but O.S.H.A. is processing an appropriate safety label: "NO OPEN FLAMES!"

\* \* \*

**END OF THE LINE FOR THE PRESIDENT?**

The Quad-City Times, August 8, had a four column headline, "Isle of Capri intends to replace PRESIDENT." The article reports that Isle of Capri Casinos, Inc., Biloxi, Mississippi was in the process of buying the President Casino properties at Davenport, Iowa from The Connolly Group for \$58.2M. That, of course, includes the venerable ex-excursion boat PRESIDENT which has operated at Davenport since gambling began in the Hawkeye State.

Isle of Capri officials point out that the PRESIDENT is scheduled for Coast Guard inspection next March and a number of shortcomings in meeting current standards might be anticipated. The hull of the boat dates back to 1924 and she became an excursion boat in 1934. Although she has been successful as a floating casino the layout is not as efficient for fleecing the public as later "gaming" designs. Afterall, she's a boat rather than a box as pointed out by local artist Michael Blaser.

Member Pat Welsh furnished the clipping and reported that another Isle of Capri vessel, PRESIDENT IV, might be the replacement for the historic PRESIDENT. Iowa, unlike a number of states, still requires casino boats to cruise so the replacement, we assume, must be capable of movement.

\* \* \*

**DELTA QUEEN STEAMBOAT CO. MOVES SOUTH**

Dale Flick furnishes a clipping from Travel Weekly, September 15, reporting that American Classic Voyages Co. is consolidating headquarters in Sunrise, Florida. Sunrise is a town about 15 miles west of Ft. Lauderdale and the cruise center of Port Everglades. A new 250,000 sq. ft. building will be completed late in 2001 and the entire company including American Classic (the holding company) and its four cruise lines will move there. Four? - Delta Queen Steamboat Co., American Hawaii Cruises, Delta Queen Coastal Voyages and United States Lines.

The deep water ships operating from Hawaii are beyond the scope of our reporting. The new Delta Queen Coastal Voyages, however, warrant a mention by virtue of the name and we may see those boats on some inland waterways in the future. Two new 226 passenger boats are under construction and scheduled to go into service in May 2001. In general appearance they look something like the coastal passenger vessels which operated along the east coast up until World War II and will be named CAPE MAY LIGHT and CAPE COD LIGHT.

In addition to the coastwise trips between Providence, RI and Portland, ME and Portland-Halifax there are trips up the St. Lawrence, across Lake Ontario and up the Welland Canal to Buffalo and Niagara Falls. We might recommend S&D faithful Capt. John Leonard as the local color historian for the Welland Canal passages.

Fares include shore tours; brochure available by calling 1-800-846-8000.

\* \* \*

**STEAMBOAT LORENA FOR SALE**

Charles Brown died November 8, 1999, obituary on page 34, March issue, and several at the September meeting inquired about the fate of Charles' steamboat LORENA.

Yes, LORENA is for sale. She was built 1964 by Tucker Marine, Cincinnati, hull size 37x11 (not including sternwheel), Semple engine and boiler rated 10 horsepower, condensing. Sleeps 7 with interior finish in cheery woodwork. Last operated 1998. More information from Lorena or Ann Brown, 2453 Sanctuary Circle, Cincinnati, OH 45230. Ph. (513) 231-4069.

\* \* \*





Photo by Don Chalmers.

### STR. PORTLAND TRIP TO CASCADE LOCKS, COLUMBIA RIVER

From Western Correspondent Don Chalmers:

Oregon Maritime Museum's Str. PORTLAND made a trip to historic Cascade Locks, Oregon on Saturday, September 9, 2000. Included among the special guests were Mr. and Mrs. Ray Hickey, Ray being the retired president of Tidewater Barge Lines and a long-time member of the legendary Sage Brush Sailors of Upper Columbia River fame.

The Cascades Locks were opened in 1896 and permitted steamboat traffic to The Dalles around the Cascade Rapids. A portage railroad around the rapids had involved costly delays. The completion in 1937 of the Bonneville Lock and Dam downriver closer to Portland flooded out the Cascades and the need for the lock.

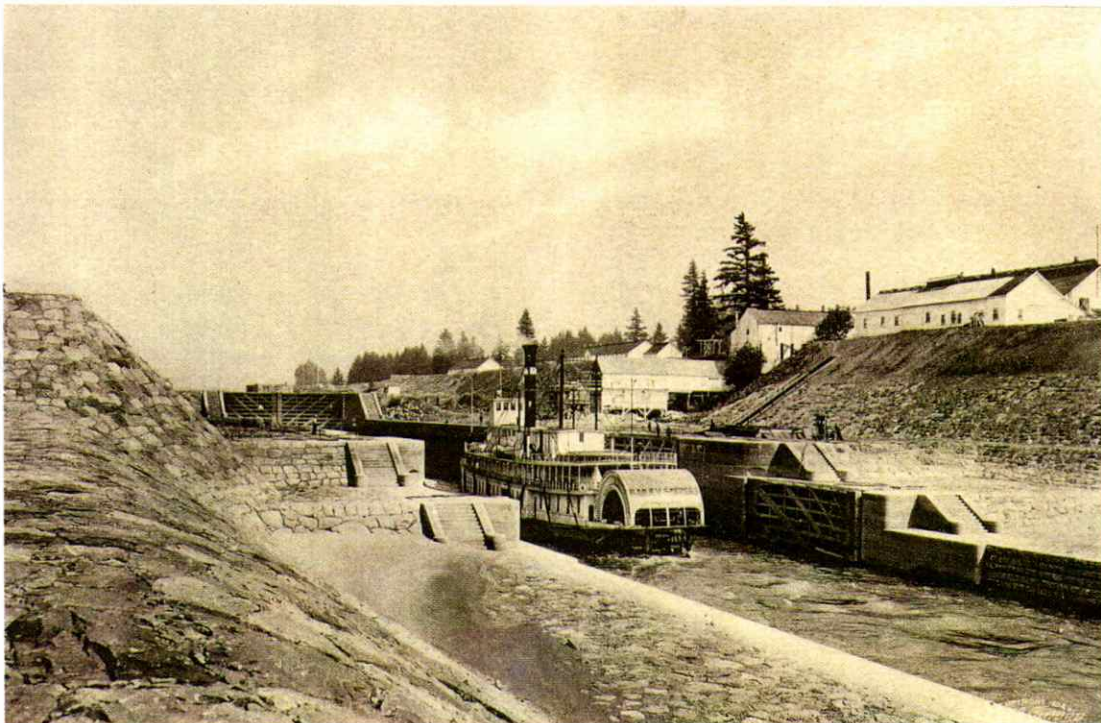
ABOVE: The PORTLAND is moored in the lower chamber of the Cascade Locks on September 9.

BELOW: The BAILEY GATZERT in the same location in 1909.

The BAILEY GATZERT was a popular boat in the Northwest for many years having spent time on both the Columbia River and on Puget Sound in the Tacoma-Seattle area. She lasted from 1890 until 1926 and a piece of music, "The Bailey Gatzert March" was written in the boat's honor.

A commemorative stamp set of steamboats was issued in August 23, 1996 and included the GATZERT. The PORTLAND was host to a first-day issue ceremony at that time and we understand that the Oregon Maritime Museum gift show still has a few first-day covers available.

\* \* \*







The design of Monongahela River packets was functional in view of the narrow stream and low bridges, the Smithfield St. Bridge in Pittsburgh being one of them. GERMANIA is landed at the wharf and about ready to back out for Pittsburgh. The stacks have the old "A-Frame" lowering rig. She was built in 1878 and dismantled in 1897.

Murphy Library photo.





We offer this interior for the ladies who might like to dust. This is a private yacht for 100 years ago and the room contains the trappings then necessary for relaxing. The ANNIE RUSSELL had a steel hull, 125x25x4.3, sternwheel and was owned by Russell Gardner of St. Louis. She was built in 1898 as the ALICE EDNA for August A. Busch and remodeled in 1902. Murphy Library photo.





Now that you have read this issue, **THE TEST!**  
 Of course you shouted Smithfield Street, Pittsburgh -  
 the shape of the trusswork is a telltale. The upstream  
 half of the bridge was added before the turn of the  
 century, now used only for cars of the light rail system.  
 Gateway excursion fleet is on the far shore; date 1965.

The camera is up on the Monongahela Incline with  
 the Pittsburgh & Lake Erie RR station in the  
 foreground. The white building at the far end was the  
 site of the Monongahela House, a premier hotel. The  
 wharf grade is a highway and parking deck. Grant St.  
 is at the upper right. Steve Mackinack collection.



## - OBITUARIES -

## OMA ORAL BROWN

In our last issue, on the "This and That" page, we reported that longtime S&D member O. O. Brown, age 95, had authored a 224 page catalogue for use by collectors of pieces produced by the Paden City Glass Co. It is now our sad duty to report the death of our friend O. O. at the Wheeling Hospital, Wheeling, WV on August 28, 2000.

He was born June 5, 1905 in Burchfield, West Virginia, the son of Donley E. and Dora Haught Brown. The family moved to Paden City, West Virginia about 1910 when several glass companies were established there to utilize the plentiful supplies of natural gas. He was still living in his neatly kept home on South Third Ave., Paden City until his death.

Paden City was mostly a collection of empty lots on unpaved streets when the Brown family came to town. O. O. watched the community develop and had stories about the various real estate promotions to sell lots, one of these being the first appearance of an airplane in town to attract a crowd. It arrived by railroad, was assembled in a vacant field and made flights for several days, as he recalled. He was the recognized historian of both Tyler and Wetzel Counties, a collector in many fields including glass making and steamboating. He was working on a history of Paden City at the time of his death.

O. O. Brown continued to ply the trade of piano technician and tuner until this year. Earlier he had worked as an engraver for the Paden City Glass Manufacturing Co. and later operated Valley Cut Glass in New Martinsville, West Virginia from 1942 until 1955.

He is survived by son Timothy O. Brown of Georgia; three daughters, Ethel Brown, Mary

Brown Slider and June Brown Shepherd of Paden City, a sister Edna Brown Hopkins of Paden City, eight grandchildren and thirteen great grandchildren. He was preceded in death by his wife Helen E. Shurtliffe Brown in 1984 and a grandson, Gary Wayne Shepherd.

Burial was in Northview Cemetery, New Martinsville, West Virginia.

Our thanks to Don Moore for furnishing the information.

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## WILLIAM FRANCIS CARROLL

Capt. William "Bill" Carroll, 80, died in St. Louis September 28, 2000. Capt. Carroll was a long time-time member of S&D and was the banquet speaker at the 1999 annual meeting.

Bill Carroll was born May 3, 1920 at Cambridge, Massachusetts. He attended Northeastern University in Boston where he ran track until joining the army early in World War II. At Jefferson Barracks, St. Louis he met his future wife Miss Elizabeth "Betty" Streckfus, a U.S.O. volunteer, who was the daughters of Capt. Joseph Streckfus of Streckfus Steamers. Betty Streckfus died in 1998.

Following his discharge from the army in 1946 Bill Carroll went to work on the Streckfus boats. He became a licensed pilot in the 1950s and served on the ADMIRAL as pilot and later master. He was long identified with the ADMIRAL but also recognized as a river historian and an entertaining speaker.

Capt. Carroll was a member of the Elijah P. Lovejoy Society and The Westerners as well as S&D.

Survivors are four daughters, Mary McCarthy, Ballwin, MO, Annie Heuchan, Clearwater, FL, Ellie Brown, Arnold, MD and Francey Green, Jacksonville, FL; three sons, Joseph Carroll, Vajello, CA, William P. Carroll and John Carroll, St. Louis. A brother, John Carroll, North Grosvenordale,

CT, a sister Mary Carroll, Belmont, MA, thirteen grandchildren and three great grandchildren.

Burial was in Calvary Cemetery, St. Louis. Memorials were directed to the Herman T. Pott National Inland Waterways Library, St. Louis Mercantile Library, University of Missouri, 8001 Natural Bridge Rd., St. Louis, MO 63121.

Thanks to Louise Koch, Keith Norrington and Robert Brandon for furnishing the information.

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## CARL ROBERT WRIGHT

Carl Wright, 65, of Cottageville, Jackson County, West Virginia died August 17, 2000.

Carl has been a member of S&D since 1967 and active in the American Sternwheeler Asso. Carl participated in most of the annual regattas on the Upper Ohio and on the Kanawha River at Charleston, in his sternwheeler U.S.S. MUDSOCK II.

Carl was a Navy veteran, past president of the American Sternwheeler Association and past master of Masonic Lodge 54, Cottageville. He was a charter member of the Cottageville Volunteer Fire Department and had worked as an electrician at the Kaiser Aluminum Co. plant before becoming a self-employed contractor.

Surviving are wife, Jacqueline Coe Wright; son Jay Robert of Cottageville; daughter, Ella Barbara Thaxton of St. Albans; mother, Hazel V. Dyke Wright, Cottageville; brothers George of Columbus, Ohio, John of Cottageville and sister Medaline Farmer of Howard, Ohio.

Burial was in the Blaine Memorial Cemetery, Cottageville.

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OBITUARIES CONT. NEXT PAGE -



## OBITUARIES CONTINUED -

## JOHN L. ROBERTSON

John Robertson, 82, New Richmond, Ohio died October 22, 2000. He was the husband of the late Dolly Robertson and father of Dianne Woodruff and Donna Lee Robertson

John was a member of S&D for forty years, attended a number of annual meetings and was a member also of the Middle Ohio River Chapter. He had been a conductor for the Baltimore & Ohio RR and retired after 41 years service. He was interested in team sports and avid fan of the Cincinnati Bengals. John and Dolly owned a series of runabouts in years past and enjoyed boating on the Ohio River in the Cincinnati area.

In addition to his two daughters, John is survived by two grandchildren, three great grandchildren, brother James Robertson and sister-in-law Margaret Robertson. He was also special guardian of Coffee-Cat.

Burial was in Greenmound Cemetery.

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## - BOOK REVIEWS -

LIVE STEAM  
PADDLEWHEEL STEAMBOATS ON  
THE MISSISSIPPI SYSTEM

This is a picture book, and a dandy, of life on the six steamboats operating on the Western Rivers today.

The photographs are by Jon Kral, a photo-journalist of some note who has worked on the *Miami Herald* for more than thirty years. To collect the photos of river life today he and writer Jon Ward rode the three cruise boats of the Delta Queen Steamboat Co. and the NATCHEZ at New Orleans. They walked over, under and around the BELLE OF LOUISVILLE and JULIA BELLE SWAIN while they were undergoing repairs and maintenance.

There are a number of quotes from crew members and those who at one time were associated with the boats forming the subjects. Among these are John Hartford, Doc Hawley, Alan Bates, Charlie Stone. Jon Ward has accurately related the attraction of the river and boating in these short quotes and his observations. After setting the stage with a two-page introduction for the book the remainder of text is in the photo captions.

Photos are reproduced in duotone (no color plates) and with a variety of formats and page arrangements to provide artistic framing. Photos cover 117 pages with the captions in a separate section at the back of the book beside the small reproductions to serve as a key for identification. The book's organization is effective, - no distraction from the photo by lines of text. The overall production is first class.

Live Steam by Jon Kral with text by Jon Ward is 128 pages, 11.25 inch square format, hardback with dust jacket. A beautiful coffee table book available in bookstores or direct from the publisher at \$55.

Published by Long Wind Publishing, 2208 River Branch Drive, Ft. Pearce, FL 34981. Ph. (561) 595-0268.

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BACKING HARD  
INTO  
RIVER HISTORY

Just when closing of the copy for this issue of S&D Reflector a review copy of this new book by James V. Swift arrived in the mail. Neither time nor space will permit a review of Jim Swift's long-awaited story now, - it will have to wait until the March 2001 issue.

But here's a short teaser: Hardbound, 6" x 9" size, 366 pages with many photographs and five appendices. A glance at the headings of the 35 chapters

indicates that this is an autobiography centered around Jim's career at The Waterways Journal plus overviews of a number of river organizations and incidental related information.

Published by J. R. Simpson & Associates, Inc., Little River Books Division, 2175 Huntington Dr., Florissant, MO 63033-1227. Priced at \$29.95 plus \$5.00 handling and shipping. MO residents \$2.01 sales tax additional.

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RIVER LECTURE AND BOOK  
SIGNING AT  
THE MERCANTILE LIBRARY

On Wednesday, January 10, 2001 the Mercantile Library at the University of Missouri, St. Louis will hold a lunch and lecture in which two S&D notables will be participating, namely:

Photographer Allen Hess will present his acclaimed illustrated lecture titled, "The River's Green Margins." James V. Swift will be on hand for signings of his just released book Backing Hard Into River History.

The program will be held at the Millennium Student Center on campus from noon until 1 PM. Reservations may be made by not later than January 8 by calling (314) 516-7240. Cost \$12.50 for Library members; others \$15.00.

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## - BACK COVER -

Our thanks to John Rust, Savannah, GA for the back cover.

Al Jolson, 1888-1950, was a popular comedian and singer who was born in Russia and grew up in Washington, DC. He is most identified with his renditions of "Swanee" and "Mammy" in blackface and often on his knees. Jolson produced and starred in "The Jazz Singer" in 1927, the first talking picture.

Any reader know the date of "Waiting For the Robert E. Lee?"



AL JOLSON'S BIG HIT IN THE WINTER GARDEN

# WAITING FOR THE ROBERT E. LEE



MOLLIE WILLIAMS

PIANO SOLO 5

WORDS BY  
L. WOLFE GILBERT

MUSIC BY  
LEWIS F. MUIR

**F.A. MILLS**  
122 WEST 38TH  
NEW YORK





The design of Monongahela River packets was functional in view of the narrow stream and low bridges, the Smithfield St. Bridge in Pittsburgh being one of them. **GERMANIA** is landed at the

Morgantown, WV. wharf and about ready to back out for Pittsburgh. The stacks have the old "A-Frame" lowering rig. She was built in 1878 and dismantled in 1897. Murphy Library photo.





We offer this interior for the ladies who might like to dust. This is a private yacht of 100 years ago and the room contains the trappings then necessary for relaxing. The ANNIE RUSSELL had a

steel hull, 125x25x4.3, sternwheel and was owned by Russell Gardner of St. Louis. She was built in 1898 as the ALICE EDNA for August A. Busch and remodeled in 1902. Murphy Library photo.