

S & D

REFLECTOR

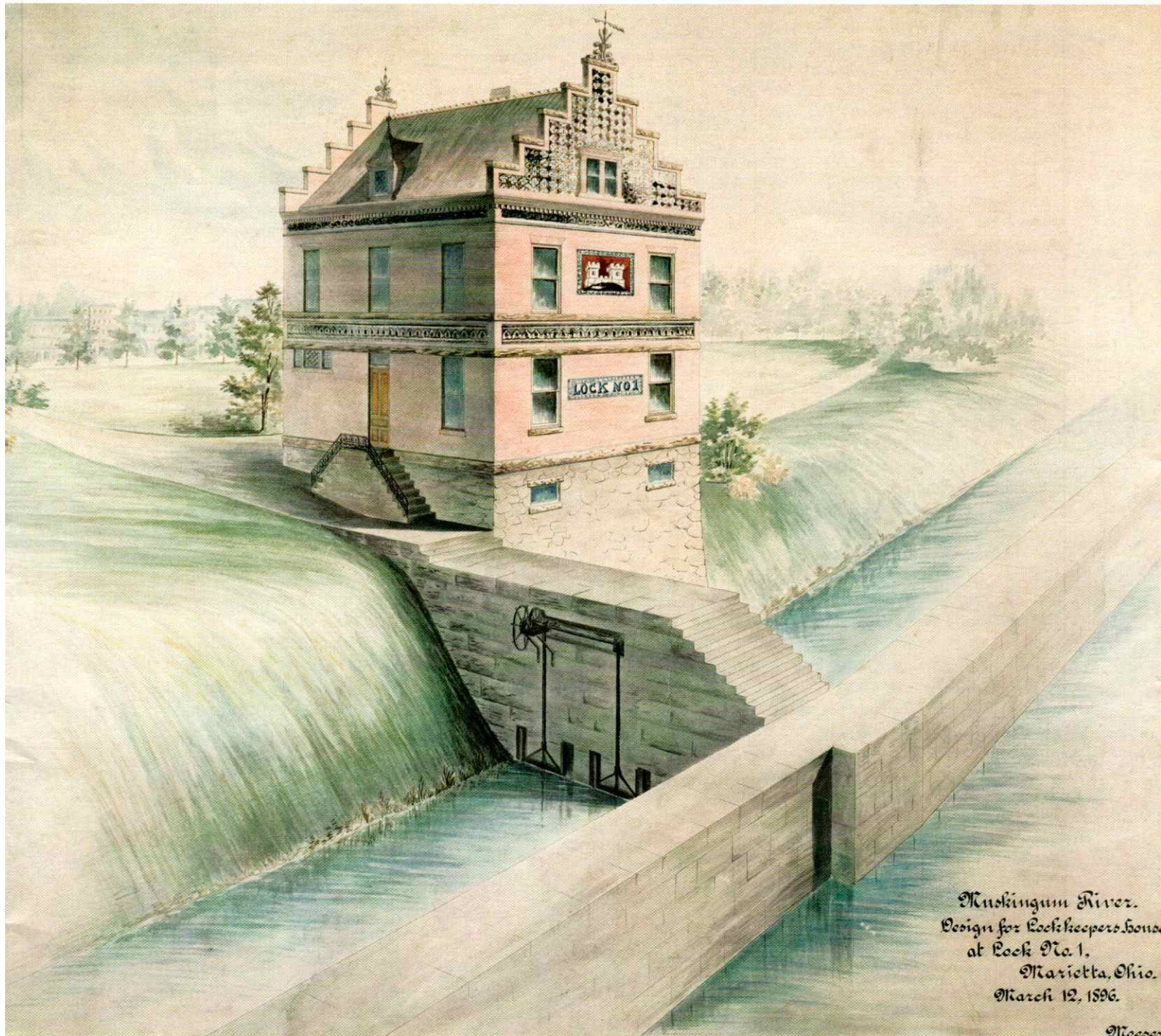
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of Pioneer Rivermen



Vol. 38, No. 1

Marietta, Ohio

March 2001



Muskingum River.
Design for Lockkeeper's house
at Lock No. 1.
Marietta, Ohio.
March 12, 1896.

Mace

DESIGN FOR LOCKKEEPERS HOUSE AT LOCK NO. 1, MARIETTA, OHIO
MARCH 12, 1896

FRONT COVER

On March 12, 1896 an architect named Mosser completed this rendering of a new lockkeepers house for recently completed Lock No. 1 on the Muskingum River at Marietta. We admire Mr. Mosser's precise yet artistic work and with the current debate in Marietta about what to do with the lock house it is timely that we bring this art to the world.

This drawing was with others made by the U.S. Corps of Engineers in 1887 and 1888, during a survey of Muskingum River structures ceded to the Federal government by the State of Ohio in 1886. The Muskingum River improvement from Marietta to Dresden had been completed in 1841 as part of Ohio's canal building program.

The Engineers had undertaken to replace Lock No. 1 which had been on the Harmar side of the river at the mouth. The new lock on the Marietta side was large enough to pass larger packets and towboats with barges up to 400 feet in length into the upper pool. This was opened in 1896 and designed to serve as an ice harbor when the Ohio River had dangerous ice conditions.

The lockkeepers house still exists in 2001, next to the old National Guard Armory where the Showboat Becky Thatcher is moored. The waterway between the lock house and the lock wall was the race for the Phoenix flour mill located just above the railroad bridge; it was filled in after the mill burned over 90 years ago.

Jerry Sutphin rescued these drawings some years ago when the Huntington office of the Corps of Engineers decided to clean house.

- THE FREIGHT BOOK -

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- LETTERS -

Sirs: The *S&D Reflector* arrived a few days ago and was enjoyed, as always. But, I almost didn't recognize it, - no BOAT on the cover! Was this the first issue not have a steamboat on the cover?

William S. Hanable
6281 Walina Court SE
Salem, OR 97301

= Damfino! Oh, wait a minute, - the December 1978 issue had a color photograph of the patchwork quilt won by the steamer COURIER in a popularity contest with the BEN HUR in the 1890s; the March 1979 issue featured "Myrtle Terrace" which was once owned by Capt. T. P. Leathers in Natchez, Mississippi. You gave us pause for a minute, Bill. Glad we didn't break any holy precedents. Ed.

* * *

Sirs: The photo of the DEAN ADAMS on page 20 of the December issue is a beauty but you didn't comment on the crewman perched atop the starboard mast. What gives?

Dick Rutter
2205 Clinton Ave.
Alameda, CA 94501

= Hmm. Well, we don't rightly know the explanation for the acrobatic performance. Close examination shows a number of folks standing about looking toward the camera including those on the head of the boat who should be rolling that cotton bale. Suffice to say the word was out that a professional photographer was at work and everybody was looking for his fifteen minutes of fame, even the rousters. Ed.

* * *

Sirs: You asked if anybody knows the date of "Waiting for the Robert E. Lee" (litho, back cover, December issue). I have the 1942 sheet music for the movie, Jolsen Sings Again. It says the original copyright was issued in 1912 by Thomas M.D. Deutsch who assigned it to the Alfred Music Co., New York City. It was re-copyrighted in 1942.

In 1979 during the D.Q.-M.Q. "race" the widow of writer of the lyrics, Mrs. L. Wolfe Gilbert, was aboard as one of the judges, then in her 50s I judge.

Ann Zeiger
6167 Fairway Dr.
Cincinnati, OH 45212

= See John Fryant's ruminations about "Waiting for the Robert E. Lee" on page 35 this issue. Ed.

* * *

Sirs: I just finished my first look at *S&D Reflector*; what a joy to find the the writings of Jesse P. Hughes in it as his son-in-law Burnice Prater was my fourth grade teacher. I'm familiar with the Vaughan home and Jesse's service station in Catlettsburg, - the area was known as Vaughan's Corner. My grandfather was Charlie Williamson who ran the gasboat ECLIPSE with Capt. Tom Vaughan.

Where can one get the list of boat numbers assigned by Fred Way?

Paul R. Williamson
7143 Christina Dr.
Catlettsburg, KY 41129

= Welcome to S&D, Paul. Way's Packet Directory, 1848-1994 and Way's steam Towboat Directory are available from the gift shop at Campus Martius Museum, 601 Second St., Marietta, OH 45750. Telephone (740) 373-3750. Credit cards accepted. Ed.

* * *

Sirs: I have a question about boilers: Your sketch of the Western River Boiler in the last issue gave me some reason to ponder the soundness of placing

LETTERS

the blowdown line from the relief valve in the stack with an uptured ell. It would seem to me that when the relief valve popped the steam rushing up the stack would increase the draft in the furnaces and generate more steam (and pressure).

Bob Kreamalmeyer
2745 Old Fort Rd.
Blacksburg, VA 24060

= We defer to Capt. Alan L. Bates for a response to this scientific question who writes as follows:

"On packets, the safety valve escape line was often run into a stack to reduce the noise. It was a comfort to the passengers but an essential to muffle the sound for the cattle being handled on or off the boat. Capt. T. P. Leathers even put the whistle in a stack, claiming that it was for waking people ashore, not on the boat!

The escaping steam would tend to induce more draft but this seems to have caused little trouble. On towboats the usual practice was to discharge to the open air. Many escape lines were fitted with a bulbous 'muffler' at the upper end and I seem to recall that the W. P. SNYDER JR. is fitted with them."

Thanks Alan. We might observe that steam jet blowers, when used, were installed directly into the boiler flues before the stack breechings. A three inch open pipe in a three foot diameter stack would seemingly create little draft. Ed.

* * *

Sirs: "Steve Hoag Organizes a Picnic" on page 13 of the last issue brought back memories. Digging around in old boxes turned up the enclosed program for the 1965 S&D annual meeting and a menu from the Gun Room of

"The Ohio Valley's Finest Motor Hotel." The food prices have escalated a bit in recent years!

R. D. Flick
1444 Burney Lane
Cincinnati, OH 45230

= Dale's old program reminds us that the speaker for 1965 was Ken Parks, Vicksburg, Mississippi who narrated a movie of the raising of the gunboat CAIRO. Ken Parks was a reporter for WJTV, Jackson, MS and a scuba diver who did much work on raising the gunboat; his film provided a night still remembered.

The Gun Room prices for 1965:
"Roast prime rib of Western beef, au jus, \$3.75, extra thick \$5.50; Live Maine lobster, \$3.50 and \$6.00; Assorted pies and cheese cake 25 cents; Chocolate Eclair 30 cents; strawberry shortcake 50 cents."

These historic documents go to the S&D archives. Ed.

* * *

Sirs: The two best sets of articles you people have published since starting my membership have been the Missouri River logs of the HENRY M. SHREVE and "Memoirs of a Firemen." The J. A. Yonker stories bring back fond memories of my days as an oiler on the Great Lakes and later in the Navy on the North Atlantic.

Brian Lerohi
29048 486th Ave.
Fairview, SD 57027

* * *

Sirs: I wish to get my brother in Florida a membership in S&D. We lived and grew up in the Parkersburg area; the Ohio and the Little Kanawha Rivers were our playground. We walked the banks, fished with twine string from Charlie Hanaman's store, learned to swim there and had two old rowboats built by our

father. My brother is 73 now and so many years have gone by since those happy days.

Ann McNear
201 Penn Ave., NW
Warren, OH 44485

= We welcome Eugene Lorraine, Ellenton, FL to S&D. Baptism in Little Kanawha River water is sufficient qualification. Ed.

* * *

REFLECTOR SET OFFERED

One of our veteran members writes that shoveling snow and cutting grass is no longer fun and the time has come to move to smaller quarters. He has a full set of the *S&D Reflector*, 1964 to date, less one issue, and offers the set for sale.

Contact -

Ray W. Sheppard
3942 Seneca Trace
Painted Post, NY 14870
(607) 962-5153

- S&D MEETING DATES -

The annual meeting of Sons & Daughters of Pioneer Rivermen will be in Marietta, Ohio the third weekend of September, as usual. Please mark September 14 and 15 on the calendar and there will be more details in the June Reflector.

The S&D Board of Governors will be holding its spring meeting on Saturday, April 28, 2001. Members having matters for consideration by the Board may contact Chairman Capt. Bill Judd, 1099 U.S. Rt. 52 East, New Richmond, OH 45157.

"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.

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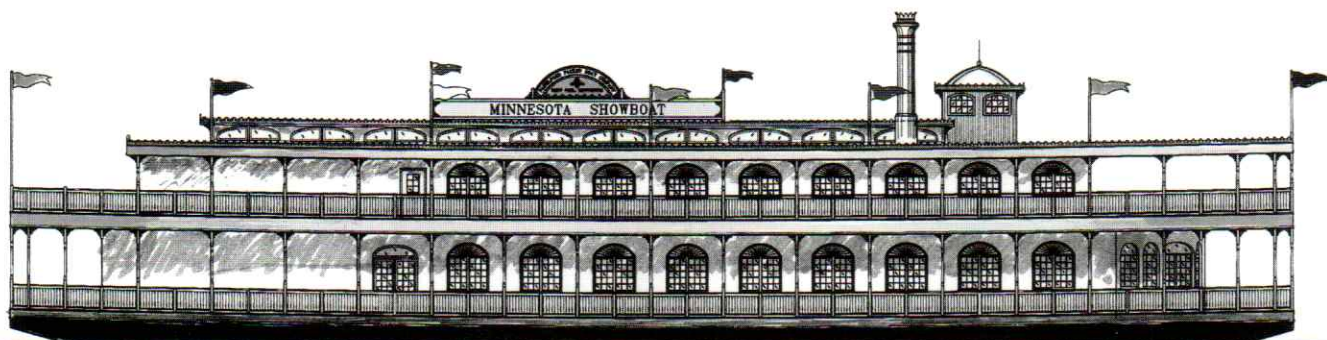
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Outboard profile of the new 175 ft. x 50 ft. Minnesota Showboat is handsome and functional if not entirely traditional. The stacks? The university likes 'em.

SHOWBOAT A'COMING!

**UNIVERSITY OF MINNESOTA
AND
PADELDFORD PACKET BOAT CO.
JOINT VENTURE**

The University of Minnesota at Minneapolis has used the former U.S. Corps of Engineers steamer GEN. JOHN NEWTON (T0900) as the floating theater for its Theater Arts and Dance Department since 1958. The NEWTON was retired by the Corps in 1957 and acquired for use as part of the celebration of Minnesota's centennial. She was renamed MINNESOTA CENTENNIAL SHOWBOAT and after touring for several years was permanently moored near the university's Minneapolis campus. The boat burned January 27, 2000 while being overhauled.

The GEN. JOHN NEWTON was built at the Iowa Iron Works, Dubuque at the same time as the BETSY ANN and in overall design the boats were very similar. River historians had hoped that the NEWTON/SHOWBOAT would be restored but the damage from the fire was all but total.

It had been planned that the refurbished SHOWBOAT would be relocated to the twin city of St. Paul by July 4, 2000 as part of a \$14 improvement project at Harriet Island Regional Park. A special dock area with drop-off and parking for patrons, on-shore ticket booth, etc. was under contract at the time of the boat's destruction. During thirty-six seasons, 1958-1993, the SHOWBOAT entertained over 400,000 patrons so there was active interest in continuing the floating showboat venue.

Financing and operation costs were problems discussed by the University's board but progress stalled, - the investment required to buy or build

a boat was high. Making use of it for more than the theater season to help defray maintenance costs was another question. The new dock facility remained unused while various proposals and options were explored. Prospects for again operating a true showboat by the University seemed bleak.

Capt. Bill Bowell, who operates his Padelford Packet Boat Co. excursion and catering business from Harriet Island, was an interested observer. The new regional park facilities are impressive and designed to enhance greater use by the public. Finally, Bill Bowell became active in the new showboat project and offered to have the boat built and then sell it to the University. An agreement to use the boat for his business outside of the theater season would help with maintenance costs.

Marine architect Timothy Graul, Sturgeon Bay, Wisconsin designed an entirely new boat which proves to be more cost effective and easier than attempting to convert an existing hull into a floating theater. The new boat will be 175 feet long by 50 feet wide and have seating for 230 with elevator and otherwise handicapped accessible. Construction cost is approximately \$2M and will be done by Mississippi Marine Greenville, Mississippi. Completion is projected by year-end with theatrical productions in the 2002 season.

The joint operating arrangement between the University and Padelford gives the school use of the boat for 80 days per year. The rest of the time Bill Bowell's company will use the showboat for weddings, meeting groups and public functions.

The University of Minnesota will name the new showboat but no decision had been made at press time.

* * *

**The GORDON C. GREENE
ESTABLISHED AS A
TOURIST BOAT**

#

**Tom Greene's Vision
Rewarded**

From the diary of Jesse P. Hughes

When the Greene family, at Tom Greene's urging, bought the CAPE GIRARDEAU from the Eagle Packet Co. in 1935 there was no shortage of doom-sayers along the rivers and for many good reasons. Why should the Greene's think they could revive the tourist-passenger trade when other well financed owners before them had failed?

There was John W. Hubbard, the Pittsburgh Shovel King, who had had a love affair with packetboats for fifteen years; he had backed several experienced rivermen who thought they could make a go of it and saw them fail one by one. Hubbard had built the magnificent and modern (some rooms even had private baths) sidewheeler CINCINNATI in 1924 but even with the reliable freight revenue in the Louisville-Cincinnati trade she couldn't keep up with the mortgage payments. Hubbard sold the CINCINNATI, and gave his L&C business to the Greenes. He threw in the towel when the SENATOR CORDILL sank one February night in 1934.

The CAPE GIRARDEAU was state-of-the-art when the Howard Shipyard built her in 1923 but even the experienced Leyhe brothers of the Eagle Packet Co. couldn't keep her gainfully employed in the early 1930s. She was their newest boat, steel hulled, but they were well pleased when Tom Greene focused upon her and he and Ma Greene came along with cash money. The Leyhes did manage to operate very successfully their smaller, older GOLDEN EAGLE in the tourist trade until the beginning of World War II.

The CAPE GIRARDEAU, renamed GORDON C. GREENE, was no more than a well built packet of the tried and true design - room for freight on the main deck and cramped, passenger cabins above. Would tourists of leisure and taste demand more than the two bunks within a space of six feet by four or five feet? The sign that said, "NOT POTABLE WATER" over the tiny sink in the corner and a chamber pot didn't help. How long could passengers be attracted to this Mark Twain relic when Franklin Roosevelt was building good roads for the now reliable and cheap automobiles: Tourist cabins with cute front porches and private facilities were springing up everywhere.

The somber veil of the Great Depression was slowly lifting and the railroads were rolling out streamlined unit trains with air conditioning. Wouldn't they be attracting the leisure crowds?

But, Tom Greene had the vision that nostalgia, low fares, good food and a packetboat's friendly home-style atmosphere could be appealing to enough to make a boat pay. For most families, spare spending money was still scarce in the mid-1930s but the GORDON C. GREENE offered a week of travel, a berth and meals for only \$6.00 per day - school teachers and office secretaries could hardly afford to stay home.

They didn't fill the boat very often in the early years and Tom experimented with itineraries, attended travel shows and tinkered with the Greene Line brochure. The 1935 folder was on heavy paper, attractive pale green printing and illustrations by famed Cincinnati photographer Paul Briol. The original touting of, "first class and a strictly modern boat" (steel construction, running water in every room, etc.) evolved through three years experience.

By 1938 Tom was promoting romance on the rivers aboard the

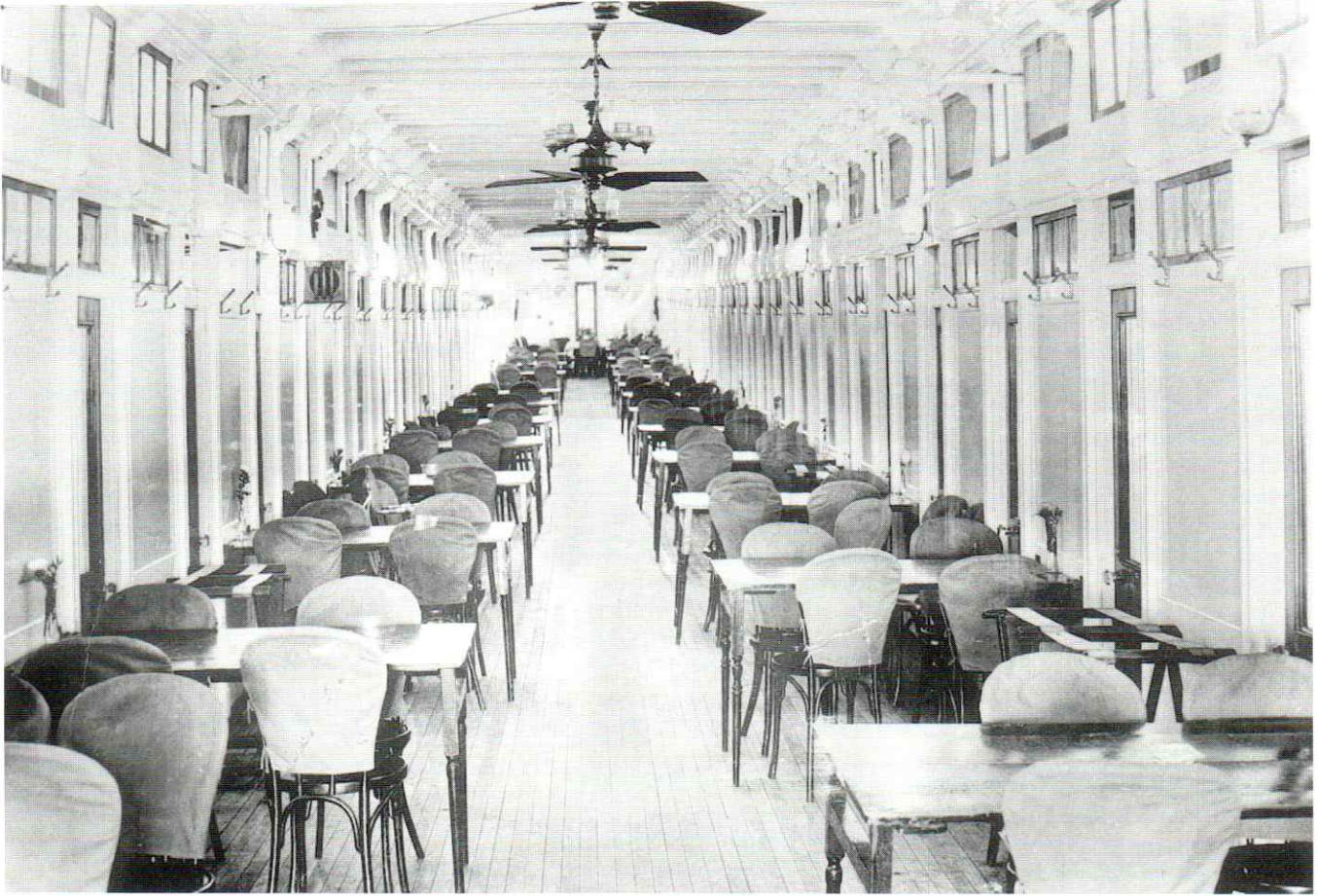
picturesque (but all steel!) steamer with dancing the Virginia reel in the wedding-cake cabin accompanied by the Hal Spencer orchestra. According to the brochure we could expect a typical southern dinner with, "Turtle soup Pendennis, hearts of celery, half spring milk fed chicken - steamboat style finished off with Mississippi Stage Planks (?)." Umm, Mammy!

In late 1936 the boat's capacity had been increased by the construction of the new Texas deck with somewhat larger rooms and as 1938 opened Carpenter Bill Horn was putting finishing touches on the rooms in the crew quarters in the new Upper Texas which replaced the CAPE GIRARDEAU original. He was also working on adding more rooms down on the main deck, forward of the engine room, for the larger cabin crew.

Some critics on the river bank said that the beautiful CAPE GIRARDEAU had been ruined by these remodeling projects but Tom Greene had his priorities well understood, - there had to be paying passengers to bring in the revenue. The GORDON C. GREENE was now in her final outward form and she was going to pay her way even if purists carped, "She looks like a bird house."

Tom Greene bought a new white uniform with lots of gold braid and prepared to slather on the down-home charm and hospitality. And have a lot of fun doing it, too.

The 1938 Mardi Gras trip would be a test for the somewhat revised marketing plan. The finishing touches on the upper, crew Texas and new crew rooms downstairs had been finished by the end of January. A new range came on board to outfit the new kitchen and Jesse comments on installing a new smoke pipe for it. Bill Horn and the carpenter crew were building new yawl



The cabin of the GORDON C. GREENE, built in 1923, was in more restrained style than older packets. One of the brochures still described it as . . . quaint and ornate main cabin which Mark Twain described as, "a long resplendent tunnel."

The view is toward the stern and the Captain's Table is just in front of the mirror at the far end. The four-piece orchestra would be just behind the camera on the right and tables can be folded up against the bulkhead to clear space for dancing the Virginia Reel.

platforms and davits on each side above the Texas deck promenade; we suppose that the inspectors had some second thoughts about doubling the passenger capacity without adding two johnboats to ferry passengers ashore should it become necessary.

While the crew was still getting the boat ready for the Mardi Gras trip, Jesse dropped the GORDON down to North Bend, below Cincinnati on February 14 and began taking on 400 tons of coal. In his spare time he lettered numbers on the new rooms in the upper Texas and oversaw other details, too. The boat moved back up river to the wharfboat on February 16.

Of great interest to newspaper readers was the death of Oscar Odd McIntyre who was buried at Gallipolis, Ohio on February 17. Jesse noted that there was a big crowd at the funeral, apparently reported to him by local friends. O. O. McIntyre wrote, "New York Day by Day", a commentary on the social life in the big city, and became the highest paid journalist of his time.

McIntyre never forgot his roots in Gallipolis and in 1933 bought a brick Victorian home there as a birthday present for his wife. The Lafayette Hotel in Gallipolis had a number of framed letters from McIntyre decorating the lobby and in one O.O. observed that he was not surprised the town had never grown since his time there, - "After all, every time a child was born someone left town."

The GORDON C. GREENE left Cincinnati for New Orleans shortly after one o'clock in the afternoon of February 17 with 170 round-trip passengers, - about capacity. She arrived in the Crescent City on the morning of February 26 and tied up at the Poydras Street Wharf. The Streckfus excursion steamer CAPITOL was there and the Holland-America Line's VEENDAM arrived about one o'clock from New York with Mardi Gras tourists. Jesse recorded this trip on a new 16mm movie camera and he spent the afternoon of the 28th exploring the VEENDAM, a big ship 576x67 feet.

Departure for Cincinnati was March 2, 1938 and took ten days. We found the detailed progress up the Mississippi of interest and perhaps some readers will want to compare it with 2001 when 8,000 hp. towboats shove immense tows over the same route:

MARCH 2, 1938 Fair & cool. Leaving New Orleans 1:30 AM. Passing College Point 9 AM. Landed Plaquemine at 4 PM for lumber; river 27 ft., rising. Baton Rouge 6 PM - 7 PM; meeting SPRAGUE at midnight.

MARCH 3 Fog 6 AM - 10 AM. Layed near Carr light above Red River. Met SLACK BARRETT in fog at 10 AM. Reached Vidalia at 6 PM. River 40 ft., rising at Natchez. Strong current in cutoffs. (The Corps of Engineers in the 1930s was straightening the channel by dredging through a number of the long bends or meanders, a controversial project then and now. Ed.)

MARCH 4 Fair & warm. Partly cloudy today. Layed an hour below Giles Cutoff; at Vicksburg 8 AM till noon; 36 ft. stationary there. Had a race with the COINER after leaving. (The COINER was a diesel towboat owned by the Corps of Engineers, built at Pt. Pleasant, WV in 1935 and powered by two Winton engines totaling 1,300 hp. Ed.)

MARCH 5 Cooler. In Yellow Bend 7 AM. Lighthouse tender WILLOW (5848) and COINER there also; 31.5 ft. falling. Passing White River 1 PM; 35 ft., falling there. Rain & fog 7 PM; at Wildwood Ldg.; cleaning boilers tonight. Having Minstrel Show in the cabin.

MARCH 6 Clear & cool. North winds. Left Wildwood Landing at 4:20 AM. Passing Natchez and near Helena at 1 PM. Rabbit Island 6 PM; 28.5 ft., falling there.

MARCH 7 Clear & pleasant. In Memphis. Leaving at noon; 22.4 ft., falling. Layed beside PEACE (Union Barge Line diesel towboat. Ed.). Was out at Government

experimental station at 11:30. Occasional dredging above Memphis; met CHARLES F. RICHARDSON (T0380). At Island 35 AT 6 PM.

MARCH 8 Cool & cloudy. Passing Caruthersville at 6 AM; Toney's Towhead at noon (Toney's is about seven miles below New Madrid - the GORDON was making about 5 mph. Ed.)

Met W. A. SHEPHARD (American Barge Line diesel towboat) and J. J. McVICCAR (T1258) near New Madrid. Hickman at 6 PM, Cairo 11 PM, - 29.75 ft. at Cairo; 31.2 ft., rising at Dam 53.

MARCH 9 Light rain & cool. Cloudy. At Dam 53 at 3 AM. Paducah from 6 to 10:25 AM. Foot of Slim Island 11 PM; bad night. Met JOHN W. HUBBARD (T1444) there and the SAM CRAIG (T2243) above Cumberland Island. Raining tonight.

MARCH 10 Cloudy & cool. At Henderson Island 3 AM. At Evansville 5-6 AM and at Green River at 7 AM. Chris Greene came on the boat at Evansville. Above Grandview at noon and stopped at Tell City 2-3 PM. At Stephensport 6 PM; Dam 44 at 11 PM; river 31.2 ft., rising at Dam 47.

MARCH 11 Cloudy; raw wind. Moonlight night. At Blue River 3 AM and in the Louisville Canal at 7 AM. Had delay in canal below bridge. Layed at 4th Street wharf till 1:30 PM E.S.T. Above Hoagland 6 PM. Below Warsaw at 11 PM. Capts. Reardon & Waddington (who had been the Mississippi pilots) went on the INDIANA (T1178) at Louisville; Capt. Bo Allen got on. River 39 ft., rising at Dam 39 (Markland).

MARCH 12 Cool Very smoky this morning. Laughery Creek 3 AM and Ludlow at 7 AM. Landed at Cincinnati at 8 AM in smoke. River 35.9 ft. at Fernbank. Went out home in taxi at 1 PM. Warming up the house; at home tonight.

This Mardi Gras trip was very successful from the Greene Line

standpoint and would become an annual part of the GORDON's schedule.

An improvement to assist in handling the boat around locks and into strange landings was an elevated bridge. The pilothouse, particularly after the construction of the upper Texas, had an obstructed line-of-sight out forward.

On March 28 Carpenter Bill Horn began work on the bridge above the boiler deck roof. This had a searchlight on both port and starboard sides and an iron pipe railing all around. Access from the roof was by a ladder on the port side and the roof officer would now have a direct view to the pilothouse as well as down to the main deck where the lines were handled. The roof bell was moved from the forward end of the upper sunshade to the lower level forward.

Taken together, the changes made the boat a practical proposition for the tourist trade of the time. Like the changes or not, she attracted a host of loyal fans, bunk beds, bath down the hall and "don't drink the water" notwithstanding.

The river had its customary spring rise in April and came up to 44 ft. on the 14th before beginning to fall. The old Ohio River Transit Co. wharfboat which the Greene's had acquired with the Louisville trade and used mostly for storage had sunk earlier and the water came up on the roof. As the river level fell the wharfboat was beached out on the landing grade and the decks hosed out before the now junk could be removed. The wreck was sold to the Cincinnati Wrecking Co. and eventually cut it up for scrap.

During the high water period Jesse undertook to paint the large letters, "GREENE LINE STEAMERS" on the newly completed big wharfboat (see back cover photo, September 2000 issue). Working when weather permitted Jesse could lay out and

paint up to ten letters per day and finished the job on April 27.

The Kentucky Derby trip over the May 7 weekend drew a satisfactory 150 passengers. Who now remembers that the winner was "Lawrin" ridden by Eddie Arcaro?

Notable visitors at the Hughes home on Ashland Avenue that spring were Alvin Zugelter, a boat fan (who is today a retired Catholic priest), J. W. "Sandbar" and Shorty Zenn from McKeesport, PA and Will Fenton who later stood watch in the office of the GORDON with Bob McCann.

John Zenn had acquired the sobriquet "Sandbar" when he assisted the 1938 reenactors of the Marietta 1788 pioneers come down the Youghiogheny River. Will Fenton was later a member of the Catfish Navy and piloted military craft down to Memphis during WW-II. But in 1938 Fenton helped Jesse paint his house and garage over the Memorial Day weekend.

The GORDON GREENE attracted annual trips by a number of reunion groups throughout Ohio and Indiana. Several newspapers of the time also had vacation trip promotions which chartered the GORDON for a weekend or a week.

On June 18 the boat took 150 members of the 50 Year Club of Akron on a week's trip to Cairo and back. It had been shown that the passenger traffic in the Pittsburgh-Cincinnati run didn't become active until about the Fourth of July, after school was out, so the charters were used to fill out the month of June.

The July 4th weekend trip to Huntington and back drew 200 passengers and Wilson "Wilsie" Miller was Jesse's pilot partner. Wilsie Miller, who had been on watch the night that the SENATOR CORDILL sank at Dam 14, became the regular pilot on the GORDON as long as she ran on the Ohio.

The first Pittsburgh trip in 1938 was July 23 and there were a disappointing 57 passengers. The week before Tom tried a

week-long Charleston-Marietta-New Martinsville (WV) trip which drew only 55 passengers but Tom Greene had faith that Pittsburghers would eventually respond to the boat's allure.

Harlan Hubbard and his brother with a canoe rode up from Cincinnati on the next trip and got off August 2 at Lock 13 (McMechen-Wheeling) to paddle back to Cincinnati. On the return August 3 trip from Pittsburgh Ye Editor, after parting with \$38.50, got aboard for a week never to be forgotten, - related in detail in the June 1980 issue S&D Reflector. The GORDON C. GREENE and her crew were on the way to becoming an institution beloved by many and a fine investment for the Greene Line.

The best passenger turnout in the Pittsburgh trade in 1938 was on Saturday, August 13 when ninety passenger were on board. Even though an office to promote the vacation possibilities on the river was maintained in Pittsburgh that city never supported the boat as well as Cincinnati. On September 7, 1938, the GORDON GREENE laid up following her Labor Day weekend trip

Jesse went to Pittsburgh on the train the evening of September 7 to meet with engineers at the Dravo Corporation. There was a conference at Neville Island with Messrs Anderson, Duncan and Wolfe to review plans for improving the TOM GREENE. It was proposed that she would get a new, deeper hull and a new bow to materially increase her carrying capacity which was needed in view of the loads of automobiles being shipped from both Louisville and Cincinnati. The TOM had big power for her size (engines 22's-7 ft. and four boilers) so could handle more tonnage. These discussions with Dravo had been on-going for some time and it was agreed that the work would be done after the first of the year.

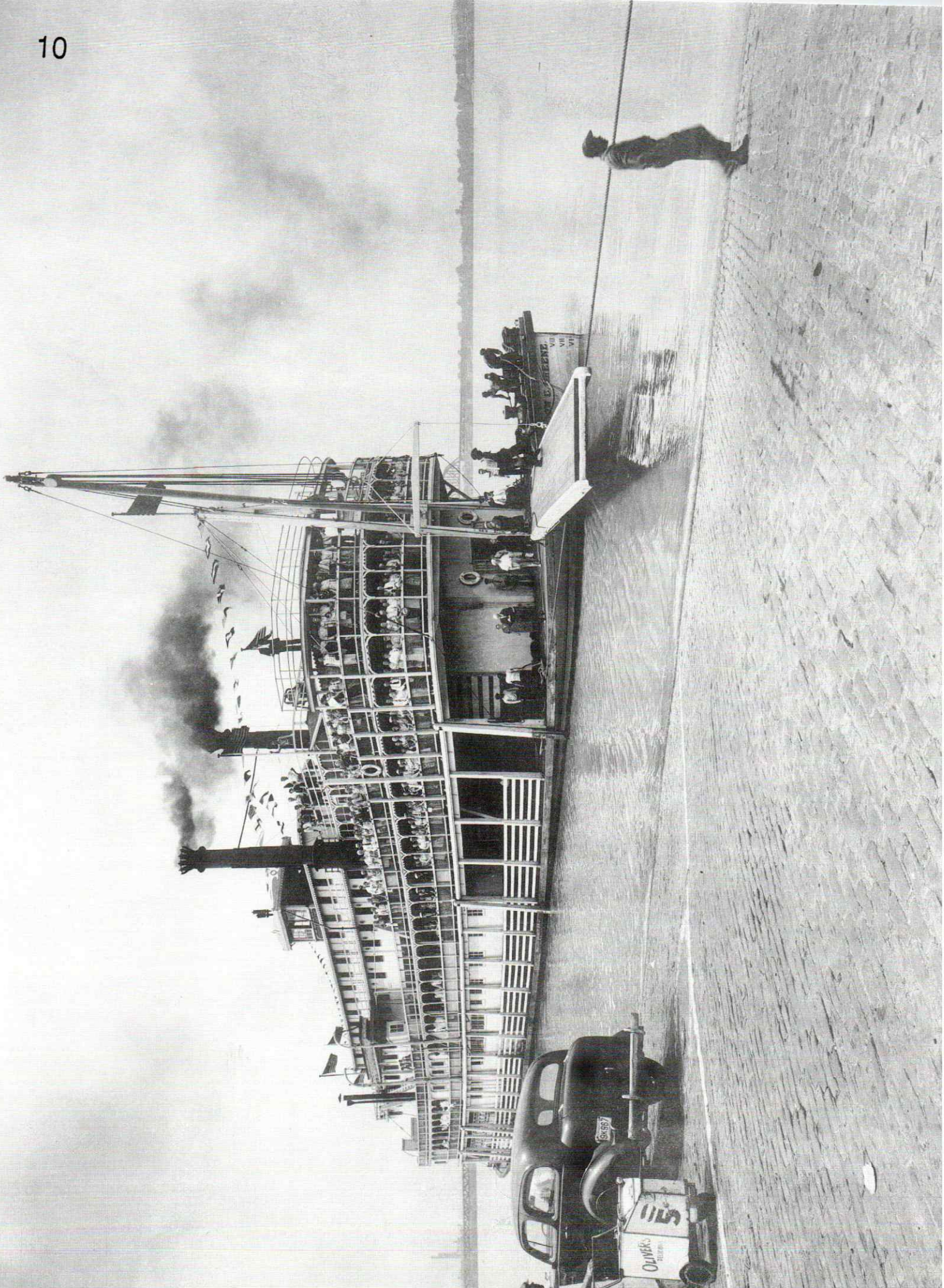
In the afternoon Jesse went to visit the "River Expo" in Pittsburgh before returning home on the night train. It was an opportunity for Jesse to visit with old friends and to see what interesting relics and pictures had turned up for this celebration of Pittsburgh's river heritage.

In November Telia and Jesse Hughes lost their oldest daughter, Lillian. She had gone into the Marine Hospital at Louisville over the Derby Day weekend in May and had been there all summer. Lillian, age 32, died November 18, 1938 with her aunt Lillian Hughes McClung at her bedside.

Followers of the JPH diary will recognize that Lillian was very much a part of her father's river life, - his assistant at the Greene Terminal Co. in Huntington, entertainer and hostess on the TOM GREENE and later on the GORDON C. GREENE. She shared his interests in music, movies, etc. Lillian Hughes was buried at the Newport Cemetery, Newport, Ohio on November 21 beside Wilkins Greene, the oldest of Gordon and Mary Becker Greene's sons who had died years earlier.

It was a sad time for the Hughes family and after a visit with daughter Helen Prater and her family in Greenbelt, Maryland Jesse and Telia were back home on Ashland Avenue in Cincinnati by early December.

Jesse and Telia were usually both on the GORDON C. GREENE whenever she was running. They were part of that family of familiar faces which were on the boat year after year and which made her so popular, for more than a decade until the DELTA QUEEN came on the scene in 1948. The GORDON GREENE was just special starting with the deep, mellow tone of her whistle and the crew was a large part of her charm. After all, some thought she looked like a Martin house and the amenities of her staterooms were from another age. But the passengers crowded aboard and Tom Greene's gamble paid off in spades.



**GORDON C. GREENE
DERBY DAY 1938**

The year 1938 is confirmed by the look of the boat and the license plate on that 1937 Chevrolet tudor sedan parked on the landing. Only the Derby Trip would account for the crowd of passengers.

The improvements completed that spring are evident: the elevated lifeboat platform and large johnboat toward the stern and the new bridge over the forward end of the roof.

On the Whistle Echoes tape with Fred Way narrating, he waxes nostalgic, almost poetic introducing the GORDON's landing whistle:

"Capt. Tom Greene on the bridge; Capt. Jesse P. Hughes in the pilothouse; Aunt Telia Hughes in the concession stand; Capt. Doc Carr on the forecastle; Mack Davis and Mose Englin waiting table in the cabin; Ma Greene sewing aprons to sell for the Hyde Park Presbyterian Church. When you walked aboard you were not a passenger, - you were a house guest in a family. There was never anything quite like this. The spell is broken and the boat is gone but that big, soft-sounding whistle tells the story."

Andy Lodder photo (we think)

THE PITTSBURGH RIVER EXPO

What was the "River Expo" that Jesse Hughes took time to visit at Pittsburgh in September 1938?

That year was the sesqui-centennial (150 years) of the founding of Allegheny County, Pennsylvania. Celebration events were planned for a month at a number of locations around the county culminating in a grand parade in Pittsburgh on September 10.

River transportation was recognized as a very large factor in the rapid growth of the county during the 19th century so this industry was given prominence in the celebration. Fred Way was enlisted to head up the "River Exposition" which was held in one end of Machinery Hall at the former city exposition grounds along the Allegheny River at The Point. Not a very grand location but it was downtown and available.

Calls to Fred's river contacts brought forth an astonishing assortment of relics and pictures for display. The vast old building had been used for storage for years and in no sense was it in shape for a gallery but, starting with a reconstructed coalboat sponsored by The Waterways Journal, exhibits were soon thrown together.

Former rivermen who had been on the bank for years heard about the show, took a look around Machinery Hall and went home to pull large framed photos and other bric-a-brac from the attic and brought them in to be hung on rough wooden panels. A fine oil painting of the JOSEPH B. WILLIAMS by artist Emil Bott came off the wall of Cavanaugh's Saloon for display as did a seven foot long oil of the W. W. O'NEIL. This had hung in the office of Capt. John L., Howder at Dravosburg.

It was a wide-ranging display which drew a surprising number of visitors during the week that it ran. Old timers came back day after day to sit around and just visit. If only there had been tape recorders.

The River Exposition was talked about in river circles around Pittsburgh for years. There was talk of establishing a museum but nothing came of it, unfortunately. We wonder whatever happened to that wonderful painting from Cavanaugh's Saloon after Matt died? If a reader has a clue we'd like to know about it.

* * *

**I REMEMBER THE '37
FLOOD!**

**JESSE HUGHES' STORY
PROMPTS DAUGHTER TO WRITE**

On page 24 of the December 2000 issue appears Jesse Hughes' account of the Great Flood of 1937 in Cincinnati.

Helen Prater remembers -

In December 1936 I arranged to go back to Huntington so I could have the same doctor who had attended me with Dick for the expected birth of Bob. Robert Prater was born December 24 at 2 PM at the Ashland Hospital, weight 8 lbs. 5 oz.

I was still in Huntington as the river began rising and Dick, who was four years old at the time, remembers going to the top of the stairs from the basement and seeing the water coming up the steps. J.P.H. was in Huntington at the time and he had a report of another rise coming down from Pittsburgh. He and my mother advised me to leave.

Bob was now about three weeks old so I put him in a basket bassinet and he, Dick and I moved to a cousin's house on 8th Avenue. That evening J.P.H. put us in a taxi to the train station and we caught the last train out of Huntington for Washington. As I recall, we ran through water a short distance.

Although he was only four at the time, Dick has vivid memories of that water coming up the basement steps. Recently, he and Nancy were in Huntington and accompanied by the Sutphens they drove down 5th Avenue and stopped at 426. They talked to the people living in the house and were shown where the stairway once came up from the basement but is now blocked off.

When I heard about this visit my first thought was, 'What if there's another flood?' But, of course, there's a flood wall now.

Just a bit of information that J.P.H. was too busy to mention.

* * *

BURTON HAZEN

AN EARLY CINCINNATI
STEAMBOAT BUILDER
by John H. White

Prof. Jack White, Miami University, Oxford, Ohio continues to research the early boat building industry in Cincinnati. An earlier article on this subject by Prof. White appeared in the December 1995 issue, page 34.

Burton Hazen, the subject of the current article, is also mentioned in the story about the packet HOMER in this issue. Ed.

Cincinnati was a center of steamboat building during the 19th century. The first steamer built in the area was the tiny VESTA of 1814 while one of the last constructed in a Cincinnati yard was the elegant and long-lived QUEEN CITY of 1897. Boat building at Cincinnati apparently peaked in the 1840s and 1850s when 1,000 men produced about 30 boats a year.

The panic of 1857 took its toll, however, and by 1859 only three yards, employing 400 men, were still in operation. The 1860 census contends six yards were active and some 500 men were at work which would indicate something of a revival but boat building in Cincinnati never fully recovered. In fact, it seemed to continue on a downward path so that by 1880 only two yards were still in operation. The Cincinnati Marine Railway & Dock Co. is specifically named at the time while the second yard, we assume, was James Mack's facility at Pendleton (St.).

It would be difficult to name and identify all of the individuals and firms engaged in river boat construction in the Fulton district of Cincinnati. Dozens were involved and partnerships and corporate names changed frequently. Some were in business only a few years while others survived for decades. It is far too tangled a story to

unravel without a considerable research effort. Such a heroic study is beyond the scope of this modest article for we intend only to discuss one of the many pioneer boat builders who set up shop in Cincinnati's East End.

Burton Hazen (1807-1883) came to Cincinnati in 1828 from Vermont, - his brother Septimus had settled in the growing town on the Ohio a few years earlier. He had established a grocery at Second and East Front Streets and so could see steamboats coming and going on a daily basis. He invited two of his younger brothers, Burton and Levis, both ship carpenters, to come west for there was plenty of opportunity for any skilled wood workers in the several yards located near his store.

Burton Hazen became an apprentice at William Parson's boat yard and by the late 1830s he established his own yard above the Marine Railway's large establishment. He was located at the landing of the Dayton, Kentucky ferry; the short road connecting the ferry landing to Eastern Avenue was named Hazen Street.

Hazen made a name for himself in the boat building trade. During one year he built 14 boats which included two large ocean-going tugs built for English capitalists and used to tow sailing boats from the Gulf of Mexico at the mouth of the Mississippi up to New Orleans. He also built several sailing boats and the coastal sidewheel steamer FANNY of 1847.

Burton Hazen gave testimony at the Wheeling Bridge Case, 1850/1851 and stated that his business was the construction of river boat hulls. (It was customary for builders to contract with specialists in cabin building, engine installers, etc. to finish their boats.) Hazen observed that the design of such hulls had undergone considerable improvement since 1830. They were made shallower, wider and

longer to decrease the draft required for such a large vessel. The framing of the hull and cabin was lightened considerably to reduce the boat's weight and to again the draft. Larger paddlewheels and wider buckets had increased the boat's power. About the only limitation on boat size and capacity was the size of the Portland Canal locks at Louisville. (The Indiana Chute channel could be used by boats too large for the canal to get over the Falls when the river stage was suitable.)

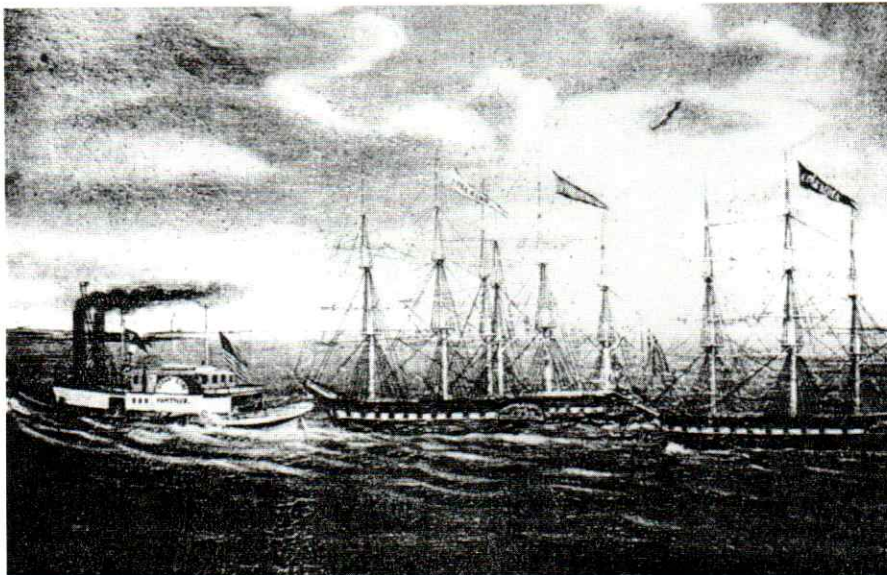
Larger boats were built for service above or below the canal; one such vessel built by Hazen being the CINCINNATI (1028), 1845, - she was about 250 feet long with a hull 28 feet wide and 7 feet deep. Her wheels were 28 feet in diameter by 11 feet width of buckets. She is credited with introducing the Texas deck into American steamboat design.

Hazen was doing well in the boat building business but in 1847-49 he became involved in a large real estate scheme to subdivide and develop Dayton, Kentucky. There it was, - just across the river from his boat yard, - all that open and underdeveloped land. It surely was tempting. Many a great fortune had been made in real estate; Nicholas Longworth, the richest man in Cincinnati, had made most his considerable pile in land speculation.

It was not long before Hazen was running his real estate empire with his right hand and the boat yard with his left. He soon found himself in trouble, - over extended financially and he could not successfully run two businesses at the same time. The result was bankruptcy.

The decline in our boat builder's affairs was outlined in this short statement found in the R. G. Dun credit agency's report that covered the years 1848-1850:

"He (h)as consid(erable) personal property but is one of the slow kind & not prompt, altho



Burton Hazen built 14 boats in one year including two large tugs for the lower Mississippi. Above is an example of these sidewheel tugs, towing sailing ships from the river's mouth up to New Orleans, about 100 miles. This one is the PANTHER, built at Wheeling, Virginia in 1841 and dismantled in 1852..

considered good until the fall of '49 when, being sued frequently, he has since been running down. July '50 - out of business."

What happened to Burton Hazen's boat yard after his failure? We can find no exact information as to its fate but it should be remembered that a 19th century boat yard (specializing in hulls) was essentially an open space along the river bank. There was no need for large structures or elaborate machinery because most of the work was done out of doors with hand tools. A few sheds gave space for an office, drafting room and a molding loft. A sawmill, jointer and perhaps a few other power tools were useful adjuncts but, in general, the men just hacked away with saws and adzes. Big concerns such as the Marine Railway a few blocks down river had more elaborate establishments. Most pioneer boat builders got along with a minimum of investment.

It seems almost certain that Samuel Hambleton took over Hazen's old quarters for his yard

was described as just east of the Marine Railway and bound on one side by Hazen Street. Hambleton built a goodly number of boats including in 1872 the impressive THOMPSON DEAN (5380).

It is not clear what Burton Hazen did to sustain himself during the remaining years of his life. He lived on until September 11, 1883. It is likely that he continued in the real estate business because a subdivision was developed in his name on the west side of Dayton, Kentucky.

Other family members remained active on the river. One son, Henry, was a ships carpenter while Burton Hazen, Jr. was a pilot. A daughter, Caroline Matilda, married Charles Barnes, a native of Louisville in June 1865. Barnes operated a boat yard in Covington for a time and then in 1886 opened a machine shop on lower Main Street in Cincinnati. The primary product was steamboat machinery and the business was continued by a son until his death in 1925. Three years later it was sold to William H. Flynn and so the Hazen and

Barnes families were active in riverboat affairs for more than a century. The engines on the sidewheel CINCINNATI (1033) of 1924 had Barnes engines.

SOURCES

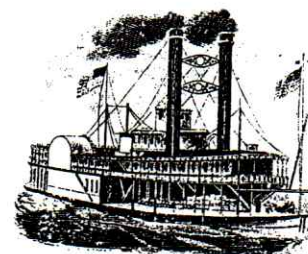
"Conteur" article on Burton Hazen, Vol. 5, p. 162. Scrapbooks at Cincinnati Public Library. Conteur was a writer for the *Cincinnati Enquirer* named Edwin Henderson who wrote most of historical sketches between 1919 and 1923.

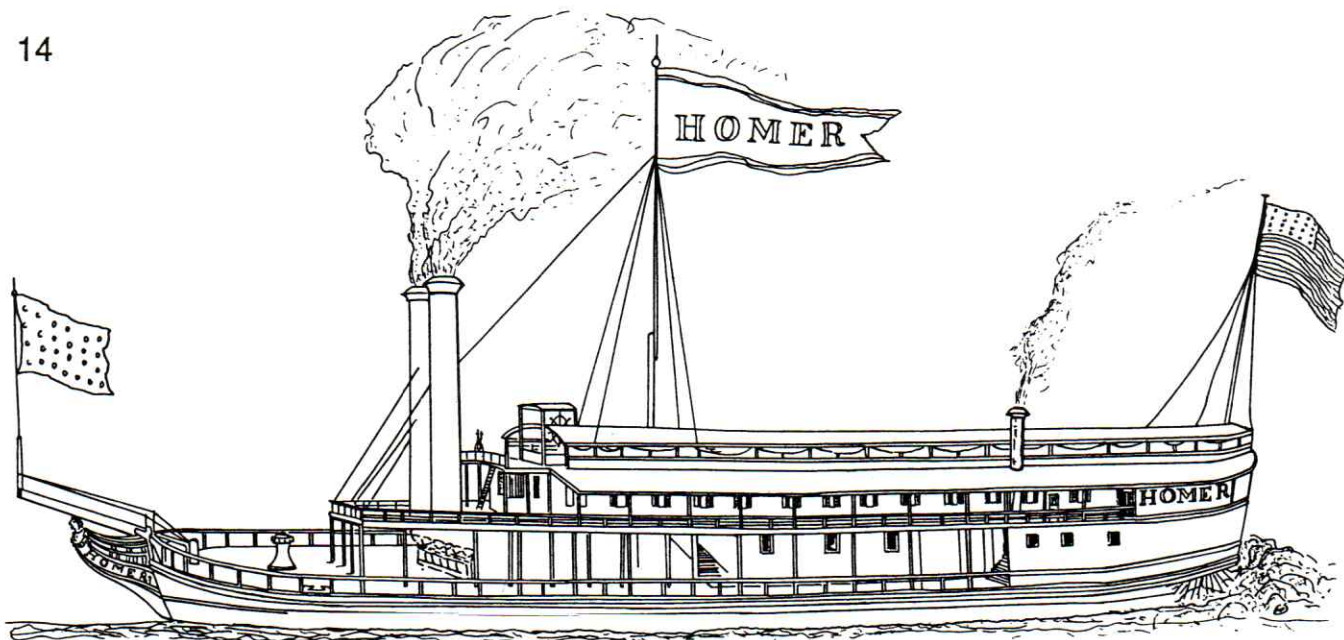
State of Pennsylvania vs. The Wheeling and Belmont Bridge Co. Supreme Court of the U.S 1851, pp 425-428. Published transcript of testimony offered at this important law case concerning a suspension bridge opened at Wheeling, Virginia (now West Virginia) in 1849. River interests declared it an obstruction to navigation and sued. The case was appealed to the Supreme Court who ruled in favor of the river folks. Congress nullified the decision by declaring the bridge a Post Road (part of the National Road).

The Cincinnati Commercial, September 14, 1883 contains a death notice for Burton Hazen. See also The Hazen Family in America, Tracy E. Hazen, Thomaston, CT, 1947; R. G. Dun Collection, Vol. 3, p. 29. Baker Library, Harvard Business School, Boston, MA.

Special thanks to M'Lissa and Rick Kesterman, Cincinnati Public Library and Herbert A. Pence, Jr., Manchester, NH for their help in researching this article.

* * *





The HOMER, 410 tons, built New Albany, IN 1832. She has twin stacks, boilers with the firebox facing forward and sidewheels placed near the stern but sports a bowsprit like a sailing ship. From a painting by Karl Bodmer.

THE 1832 PACKET HOMER

#

Evolution of the Floating Palace

Professor John White, Oxford, Ohio has favored us with drawings of the early packet HOMER which we find interesting. For longer than might be expected, the early western rivers steamboats maintained an exterior appearance similar to the boats that were developing on the Hudson River although operating conditions and problems were considerably different. We still wonder why when in 1816 Henry M. Shreve built his WASHINGTON with a shallow, flat hull to reduce the draft and better navigate the often shallow western rivers.

A decade after Shreve's radical change in design here is the HOMER still retaining the decorative bowsprit and other features reminiscent of a sailing ship. But now Jack White sends us the interior plan of the boiler deck of the HOMER which indicates that the packet cabin plan had evolved into something familiar.

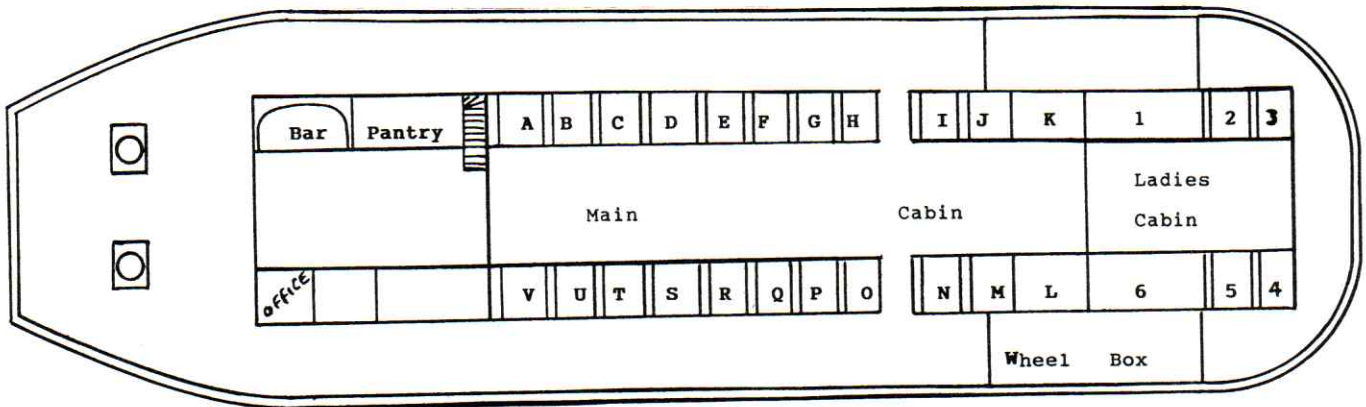
The views of the HOMER were sketched by artist Karl Bodmer and Jack White gives us the story:

Bodmer prepared a deck plan of the boat, about the oldest example I have come upon for a river boat. Both drawings are tracings I made from the original water color/pencil sketches. The originals are at the Joslyn Art Museum, Omaha, Nebraska.

While digging around in the history of early travel in America I came upon the tale of a German Prince who rambled across the United States in the 1830s. Germany at the time was a loose confederation of a hundred and one small countries and city-states that included the Kingdom of Wied Neuwied, Coblenz being its major city. One member of its royal family, Prince Alexander Philip Maximilian (1782-1867) was an amateur scientist who yearned to explore the western United States and see its exotic Native American population.

Maximilian had the means and time to indulge his interests and because photography had not yet been developed he traveled with a hired artist, a Swiss named Johann Karl Bodmer (1809-1893). The two men were dissimilar in rank, age, appearance and temperament. The Prince was a little fellow, interested in science, his pipe and intellectual conversation. The artist was a large, handsome worldly fellow interested in art, women and the Bohemian life. Yet they appeared to have gotten along rather well during the two-year visit to the New World.

They landed in Boston in July 1832 and traveled around the major eastern cities for several months. In the fall they proceeded west, going by canal and riverboat to New Harmony, Indiana where they planned to stay the winter. This was an experimental community established by the British reformer Robert Owen in 1825 in the hope of creating a workers' utopia in the newly settled lands along the Wabash.



Cabin plan of the HOMER, 1832, has the elements of the packets of later years with staterooms, a cross hall, ladies cabin aft, bar and office forward, From a drawing by Karl Bodmer at Joslyn Art Museum, copied by John White.

Maximillian had friends in New Harmony and was content to spend the winter doldrums talking about science, nature and philosophy while Bodmer was quickly bored. He wanted more excitement, - some earthly pleasures - so took leave of his patron and struck out for New Orleans, promising to return before spring.

Just what adventures the young artist had on his side trip is unrecorded and perhaps just as well for propriety's sake. He boarded the HOMER at Mt. Vernon, Indiana on January 4, 1833 and arrived in the Big Easy on January 12. There are two drawings of the boat that he made on this trip that are in his art folio, - the exterior and deck plan of the HOMER. The Prince kept a detailed record of the journey but made no mention of the HOMER while other vessels were named. Bodmer kept no journal so far as we know; he was after all the artist. Because Maximillian did not venture forth on this boat he had no reason to mention.

But of greater consequence is the detailed representation of an early sidewheeler which Karl Bodmer left for us. The deck plan of the HOMER is probably one of the oldest records of the cabin arrangement for a Western Rivers packet. There are written descriptions of some earlier boats such as the GENERAL PIKE built in 1819 but such records never really provide a very precise plan and generally fail to explain many details such as where stairways or stacks were located. This little plan says about all one could hope to find in a schematic. Note that the Ladies Cabins have numbers rather than letters and that the rear deck is reserved for the gentle sex.

The HOMER was built at New Albany, Indiana in 1832, 410 tons in size. She was lost by snagging at Cape Girardeau on the Upper Mississippi on

March 18, 1841. She bears some exterior resemblance to the YELLOW STONE built for the American Fur Co. a year earlier at Louisville and also sketched by Karl Bodmer when he and Maximillian were aboard on her noteworthy exploration of the Upper Missouri river in 1833. The cabin layout seems to be close to that described for the ASSINBOIN which was built in Cincinnati in 1833 by Burton Hazen for the American Fur Co. and incorporating improvements learned on the YELLOW STONE during the 1831 and 1832 seasons.

A summary of the contract for the ASSINBOIN is found in Voyages of the Steamboat Yellow Stone, Donald Jackson, page 73:

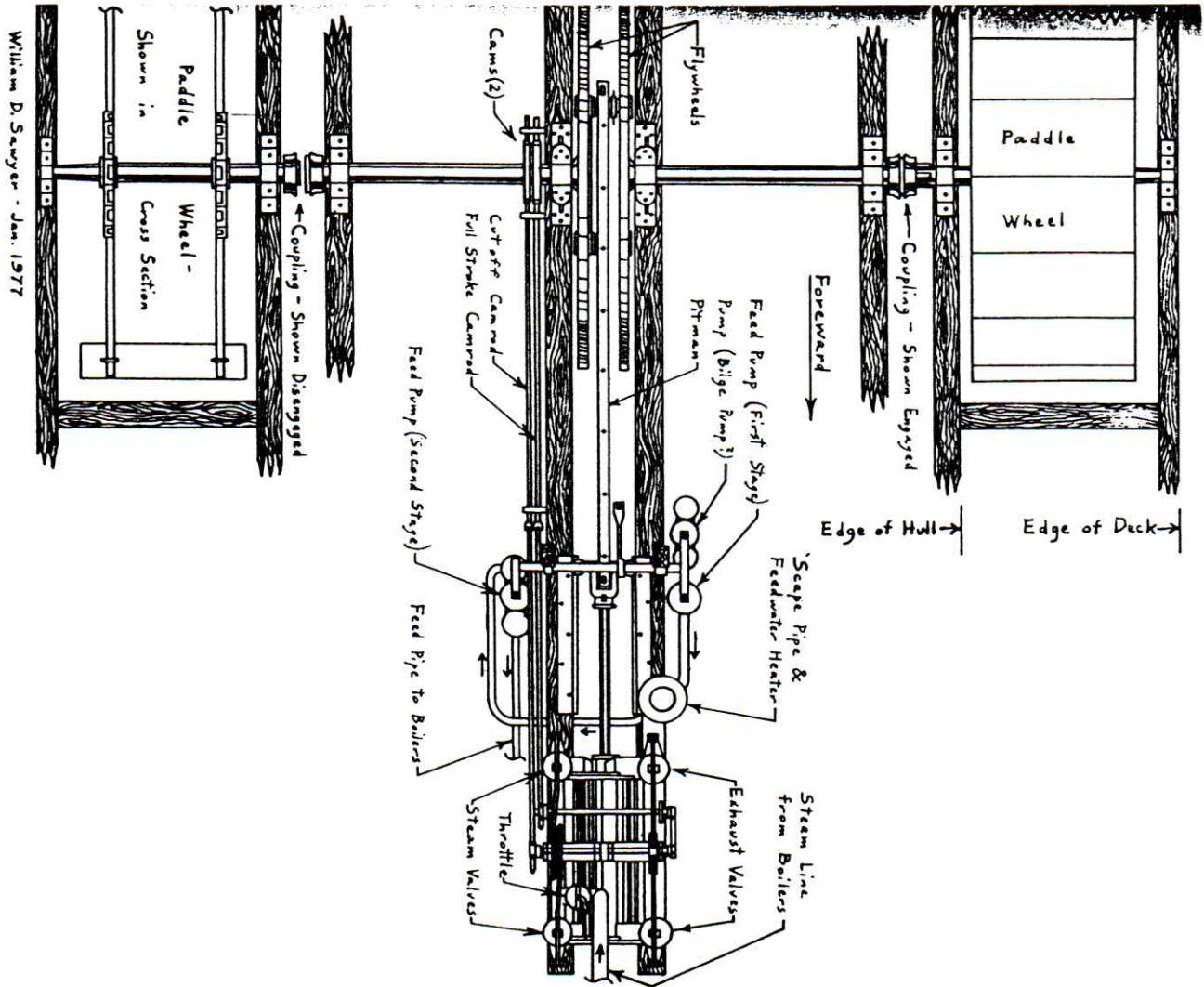
"She was to be patterned after the YELLOW STONE, length 120 feet, beam 20 feet and hold six feet deep but a flatter and fuller hull than the older boat. The contract called for dead rise of four inches in sixteen feet in the shear of the hull. For the comfort of the travelers, a ladies' cabin with more amenities was to be built and for the general welfare a barroom was to be added."

This sounds very much like the layout that we see on the HOMER as sketched by Bodmer. One rather peculiar feature is the location of the sidewheels much farther aft as compared to the symmetry of the boats of a few years later. She looks as if she had a recessed wheel.

* * *

Our thanks to John White for providing the HOMER drawings and the story of Maximillian and Bodmer. The Joslyn Art Museum, Omaha has several additional steamboat sketches by Karl Bodmer.

* * *



A typical sidewheel setup with a single cylinder, high pressure steam engine of the 1830s. Drawn by William D. Sawyer and reproduced from *Voyages of the Steamboat Yellow Stone* by Donald Jackson, Ticknor & Fields, Publisher, 1985.

The Inland Rivers Library, Public Library of Cincinnati & Hamilton County holds Document 21, published December 13, 1838, an inventory of steam engines by the Secretary of the Treasury; the steamer HOMER is listed:

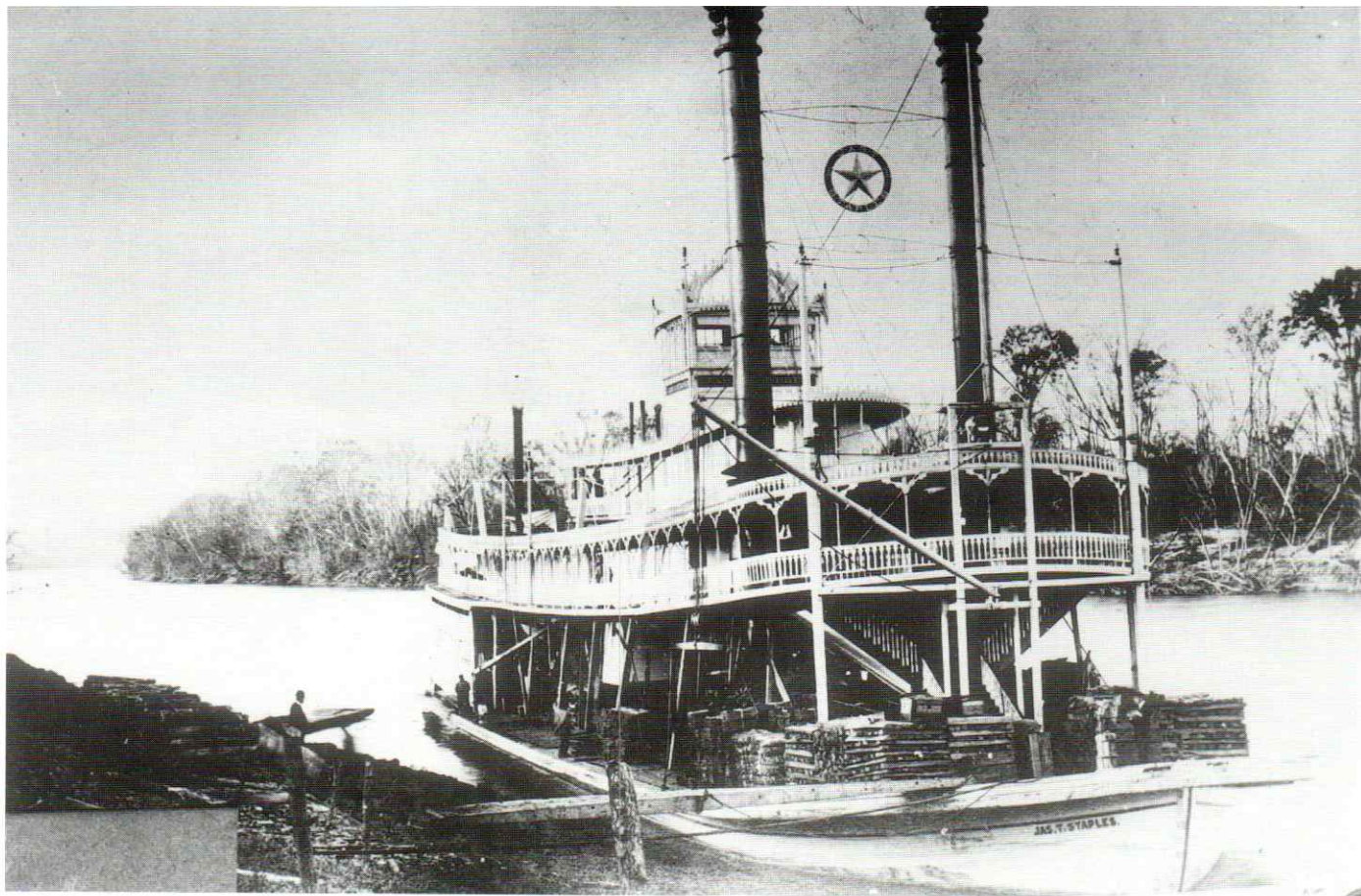
Built at New Albany, Indiana 1832 by Telone; Tons 410, length 170 ft.; width 30 ft.; depth of hold 9.5 ft. New Orleans ship registers, Vol. 3, shows her to be 172'x27'7"x9'1" transom stern, man's figurehead. "Telone" probably Telson & Co.

The single cylinder engine connected to a common shaft on these early boats explains the mounting of the sidewheels near the stern. Double engines connected to a sternwheel or independent engines for each sidewheel came into general favor about 1840 although testimony in the Wheeling Bridge case indicates that a few such layouts were tried as early as 1825. In the above drawing note the couplings consisting of a sliding collar to disconnect the wheels if necessary.

The boiler feed pump operates from the engine crosshead so it was desirable to run the engine if the boat was to be at the bank for any length of time. Problems with maintaining proper water level in the boilers led to the mandating of a separate feed water pump (doctor).

Many of the small sidewheel towboats used much later in the Upper Mississippi log rafting trade had a single engine with wheels on a common shaft, an economical arrangement which was also used on a number of sidewheel ferryboats. An example is the CHARLES HENRY STONE, Pt. Pleasant, WV a photo and description of which is found in the September 1999 issue of S&D Reflector, page 22.

* * *



The JAS T. STAPLES at Cunningham Landing, Tombigbee River, The man on shore looking at the boat is Capt. Tom Barry who was acting master in place of Capt. Norman T. Staples. Date unknown but she looks new.

THE JAS. T. STAPLES IS MISSING!

We were busily engaged in preparing copy for this issue when we paused to look over the mail. A long envelope with the return address, "Richard J. Peters, 3877 Thalia Drive, Virginia Beach, VA 23452" looked fat.

Mr. Peters enclosed a self-addressed, stamped envelope (always welcome) and a copy of two sides of a postcard mailed from New Orleans on April 23, 1914. It was addressed to Mrs. Sarah J. Griffith, 2031 Columbia Ave., Philadelphia, Pa. with no message; the photo on the card was a beautiful shot of the packet JAS. T. STAPLES. Mr. Peters stopped us when he asked, "I would be eternally grateful if you could provide me with any information regarding this boat. I bought a copy of Way's Packet Directory, 1848-1994 last week but to no avail."

Zounds! Drat! Mr. Peters is the first (apparently) to discover the omission of the JAS. T. STAPLES or bring it to our attention. We went searching for a Clintonian response: "It's a vast railroad conspiracy;" "That postcard is a genuine fake!" "Ohio University Press did it, - talk to them;" "I never, now listen to me, I never. . ." Nothing would spin; we wrote thusly:

"The postcard view which you found was taken at Mobile, Alabama where the boat ran all her

career. The Directory aims at boats used on the Mississippi River system and a number of boats operating elsewhere were not sought out as mentioned on page four of the Preface. The JAS. T. STAPLES, however, is listed in earlier, 1944 and 1950, editions of Fred Way's directory so she was just overlooked."

2948A JAS. T. STAPLES

Stw. p wh 1908-1913. b. Mobile, AL, 200x40x5.1. Ran Mobile-Tombigbee River and was a stately looking creature. Exploded her boilers at Poe's Landing above Bladen Springs, AL on January 9, 1913 and killed many. Among the crew whose lives were lost: Capt. C. T. Bartee, master; W. C. McKee, second clerk; W. H. Moulton, mate; J. J. Kopf, chief engineer. The hull was salvaged and rebuilt into the PEERLESS (see).

The PEERLESS is in the Directory and also found under the boat's last name, HELEN BURKE.

We hope that no other listings from the earlier mimeographed editions of Fred Way's Packet Directories were overlooked but you never know. The Ohio River Museum still has a few of these collector editions available should anyone be interested. Phone (740) 373-7829 to talk to Kim McGrew.

Our thanks to sharp-eyed Richard Peters.

* * *



COTTON BLOSSOM built by Ward, Charleston, WV, 1928, 135x28, 275 hp. Caterpillar diesel, passenger capacity 349.

She is listed on the Register of Historic Places as is the D.Q. The high-line pylon at the stern is on land, not on the boat.

CHANGING TIMES AND THE EXCURSION BUSINESS

The handsome COTTON BLOSSOM pictured above has been doing some wandering since we wrote her up in detail on page 31 of the March 1994 issue. At that time the threat was the imminent appearance in New Orleans of gambling boats; they had dealt a hard blow to excursion and dinner boats elsewhere when states embraced floating casinos. Her owners, New Orleans Steamboat Co., were then looking for a new trade for the COTTON BLOSSOM after running her for three years on Mississippi River Discovery cruises from New Orleans down to the Chalmette Battlefield.

As anticipated, with the coming of casino gambling, on boats or not, it attracted the visitors to the detriment of traditional excursions. The COTTON BLOSSOM owners did not give up but rather invested in improving her.

The original heavy transmission and chain drives to the paddlewheel were replaced with a modern hydraulic drive system. Iron pipe railings were replaced with decorative and lighter aluminum and some of the bulkheads were also replaced with the lighter material. She is still

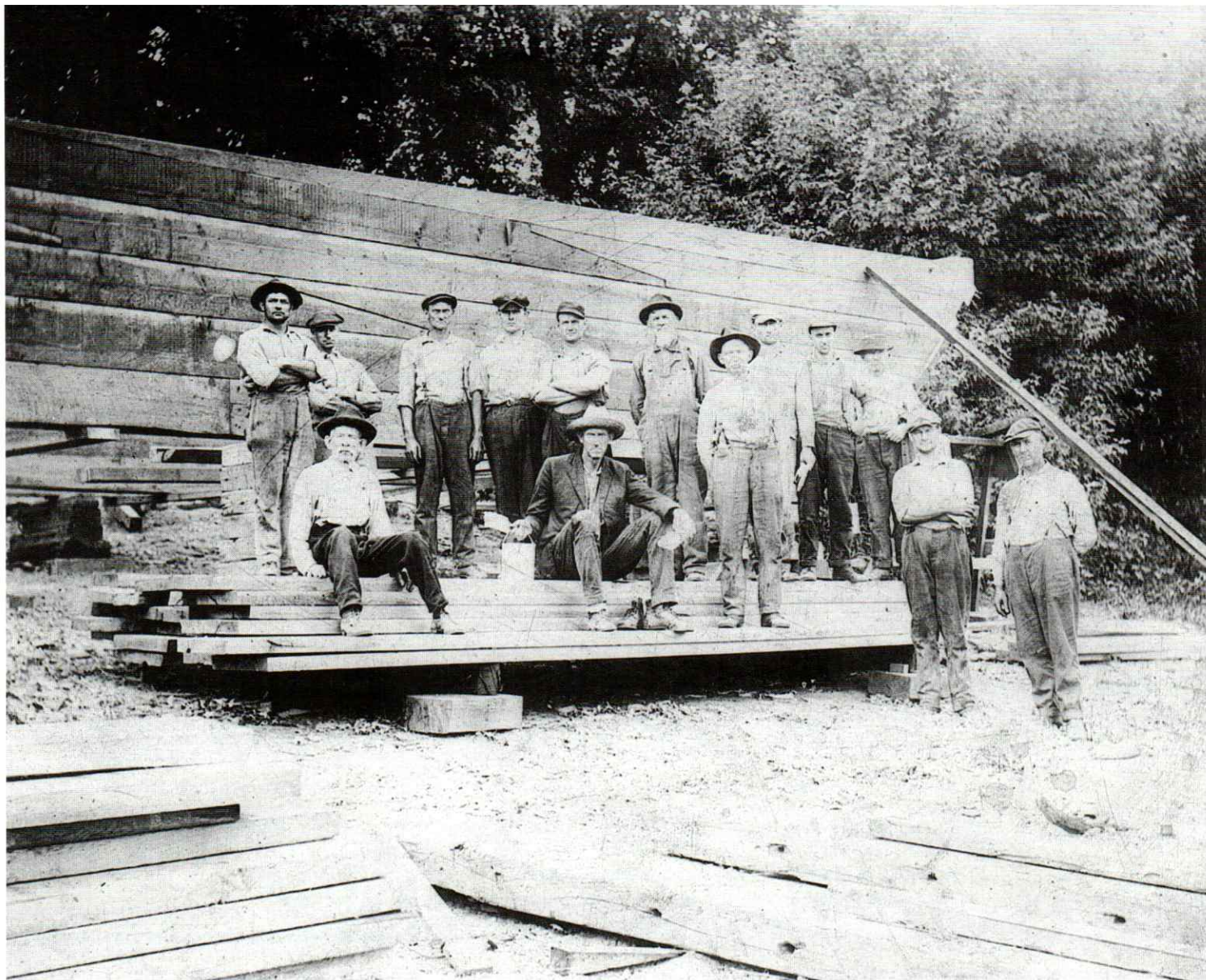
sufficiently original to her 1928 design, however, to qualify under the National Register of Historic Places, - matching the DELTA QUEEN as an operating vessel to be so honored.

In 1998 there appeared to be a niche for an excursion-dinner boat operation at Mobile, Alabama. The prospects were sufficiently attractive to warrant investing \$380,000 in enlarging the main saloon and otherwise upgrading the COTTON BLOSSOM in all respects. She began operating from downtown Mobile in May 1999 as the Mobile Steamboat Co. in partnership with the Bob Enstice Family.

Capt. Bill Dow of the parent New Orleans Steamboat Co. reports that she has been paying her way for the past two seasons. But, for tour groups attracted to Mobile, it would be helpful to have more than the 85 person seating capacity for dinner service. So, if the gentle reader dreams of another trade where the a boat the size of the COTTON BLOSSOM would just fill the bill, - not too small but not too large, - we understand that purchase of the boat or a joint operation might be possible.

Bill Dow may be reached at (518) 668-5777, Ext. 220 or Gordon Stevens at New Orleans Steamboat Co., (504) 587-0706.

* * *



THE MOZENA BROTHERS BOATYARD CLARINGTON, OHIO

Member Phil Mozena, D.V.M., Newcomerstown, Ohio sent this photo of the crew at the Mozena Boatyard which flourished in Clarington from about from about 1880 until about 1924. The three Mozena brothers were Marshall, Dennis and Henry who followed their father Lewis Mozena into boat building. The Mozenas learned the boat building trades in a yard that it operated at Sardis, Ohio, leaving there in 1870 to work in a yard at Bellaire, Ohio, near Wheeling.

They bought land at the upper end of Clarington in 1879 and opened their own yard with the first boat being the WELCOME (5733).. The yard built several larger packets including the AVALON (0402) in 1898, CITY OF WHEELING (1146) in 1899 and rebuilt the OMAHA (4307) and S. L. ELAM (4897) into the GENERAL PERSHING and GENERAL WOOD respectively in 1918. The LIBERTY (3454), last of the Upper Ohio packets, was built here in 1912. The Mozenas also built

barges, ferry flats and some of the early gas on oil engine powered sternwheel boats.

The boatyard was well equipped for the times with a steam operated sawmill including a planer, band saw and other woodworking machinery. Marshall and Henry Mozena lived close by the yard and were active in the community, Marshall being the leader of the town band. After the business was sold to the Cooks and Elmer Thomas, Dennis Mozena moved to Zanesville in 1930 to live with his son Leon D. Mozena. He was still there in 1941, age 95, when interviewed by a local news reporter.

In the 1920s photo, Phil Mozena identifies the workers as follows:

Henry Mozena is seated on the lumber pile at left; seated holding the paint bucket is Shortie Atkinson, Marshall Mozena is standing to the right. Rear from left to right - Elmer Thomas, Charlie Cook, Stanton Steed, ? , ? , Dennis Mozena, Ott Cook, Warren Cook, George Keefer (?).



A view downstream at Lock 4, Monongahela River, July 9, 1941. The town of Charleroi is off to the left and the North Charleroi highway bridge is down in the bend. The bridge was built after Jake Yonker's career as a fireman. The CRUCIBLE (T0528) was the last boat to lock through old Lock 4 before this one was opened in 1932. Waiting to lock up and hardly visible against the left bank are the VULCAN (T2550) and the HENRY A. ROEMER (T10090).

PART THREE

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

THE AFTER WATCH

The landlubber who reads seafaring tales finds references to the middle, morning, forenoon and other watches, which are four hours in length, and to the so-called dog watches which are only two hours long. These references may be a trifle confusing in that the reader may have a little difficulty in translating them into the equivalent of the working hours to which he is accustomed nor do they fit the practice followed on the river.

In 1903 when I took my first job as fireman on the ELEANOR the fresh water sailor on the Monongahela River had nothing of this kind to confuse him. He worked "six on and six off" or

six hours working, six hours off duty and then again went back to work. The forward watch was that period of time from six a.m. 'till noon and from 6 p.m. till midnight while the after watch extended from noon till six p.m. and, more horrible than any other time, from midnight to 6 a.m.

On pool boats, i.e. those towboats operating regularly in the Monongahela River pools, the captain and chief engineer stood the forward watches while the pilot and second engineer were on duty during the after watches. Some men definitely preferred to work the forward watch and I have known second engineers who so preferred this watch that they expressed a willingness to work 13 hours instead of 12 if they could have the favored watch. This, under the circumstances, was impossible until the complaining engineer became chief at which time he automatically took over the desired watch.

There naturally was more or less rivalry between the forward and after watches as to the amount of work accomplished and sarcastic

remarks sometimes passed between the men on the respective watches as regards relative performances. Undoubtedly, at times one of the watches would get a break and be able to push a tow a considerable distance in six hours while the other watch might run into some hard luck such as delay at a lock or a heavy fog and might move only a few miles.

Having fired the boilers on both watches I had every opportunity to compare the two. Both had advantages and disadvantages and the choice boiled down to a matter of personal preference. In the summer the forward watch crew could sleep soundly from midnight till morning but it was usually too hot to sleep in the afternoon so one might as well be working. As a matter of fact the fire box, being open on both sides and with the draft of the boilers pulling air through at a rapid rate was on a hot afternoon cooler than one's berth with only a thin roof, and that painted black, furnishing protection from the sun's rays.

The crew on the after watch could get some sleep in the early part of the forenoon and also in the latter part of the evening, the total usually being more than the men of the forward watch secured. Sleep was an important factor in the case of the fireman who, even under the most favorable circumstances, was working hard before a hot furnace.

Another advantage of the after watch was that, particularly in the latter part of the summer, not infrequently fog would be encountered late in the night and the boat would have to tie up. This gave the members of this watch opportunity to earn some "fog money."

Not infrequently in the summer, when the Ohio was low and coal was not moving to the southern ports, work became a little slack and it was not unusual to operate pool boats single crew. This meant that those on the after watch, with the exception of the fireman were dismissed and the forward watch worked straight through the day, twelve hours, and the firemen were the only ones working regular watches. At times, an ambitious captain would operate his boat far into the night in an attempt to make a reputation for himself. This irked the members of the crew with the exception of the after watch fireman who under no circumstances would fire more than the six hour afternoon watch with the boat in operation. He would again be called by his partner at 11:45 p.m. and would find the boat and its tow against the bank.

Usually, the generator would be shut down and there would be no lights except that furnished by oil lamps or lanterns located in the cabin, engine room, firebox and on the water gauges at the after end of the boilers. Occasionally, the

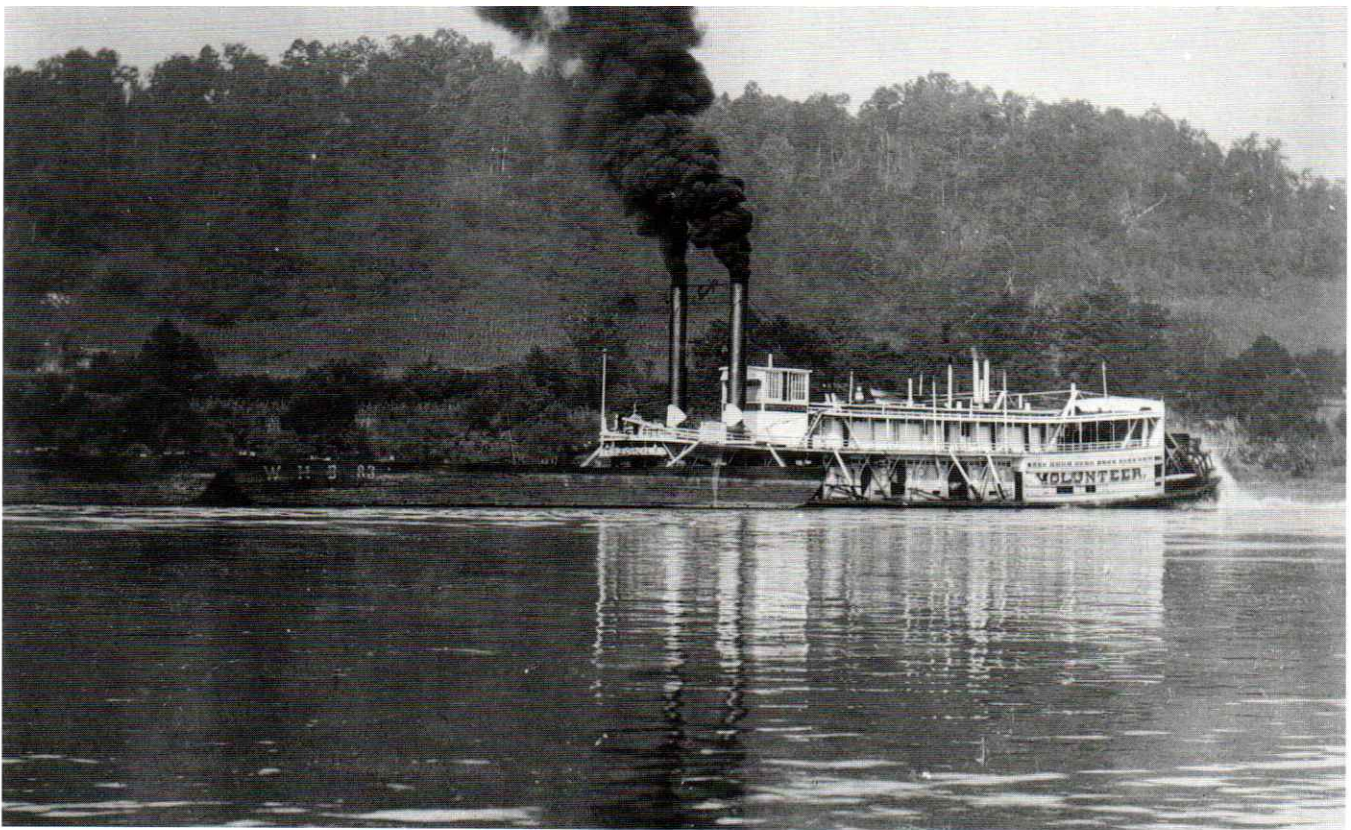
generator would still be running because there was a poker game going on in the cabin but, if so, this usually terminated shortly after midnight. The generator engine did not seem to use much steam but, as one fireman expressed it, "It pulls the water right out of the boilers." Terrible!

The fireman coming on watch would note the steam pressure which normally would be in the neighborhood of 125 pounds, look at the water gauges, try the gauge cocks and by that time he would be on his own as his partner would be making rapid progress to bed.

Undoubtedly the principle responsibility of the fireman under these circumstances was to keep the steamboat and the fleet afloat. He accordingly took a measuring pole and started on a tour of the fleet. The method of gauging the coalboats, barges and flats in the tow was simplicity itself. The gauger would stick one end of the pole in a pile of slack and get it covered with coal dust. He would then drop it in a well hole on the barge and the amount of clean pole shown on the dust-covered end would indicate the depth of water in the boat. The uncertain part of this procedure was whether or not coal might have been dropped into the well hole in loading as sometimes happened. If it had, the gauge reading would be wrong.

The principle concern of the fireman from a selfish angle was his own safety in going over the fleet. If the tow consisted of new barges it was quite easy to walk the gunnels. If old barges or flats were being towed the gunnels might be rounded from wear and if coalboats were being handled their sides on a dark night would seem exceedingly thin as compared to gunnels. A deckhand would navigate these easily but a fireman is not a deckhand; the water was on one side and, if empties were being handled, a drop of eight feet was on the other, enough to insure ample caution. Coupled to these conditions was the knowledge that no one on the steamboat was awake and the fireman might drop into the river and drown with his loss not being discovered till morning. He therefore moved about very carefully.

Assuming the fireman finally got back to the steamboat in safety he would turn on all the syphons and let them run until they "blew." A good deck crew would have syphons already placed in all of the leaking units of the fleet and seldom would it be necessary to change these. After the fleet syphons blew, the fireman would pump the steamboat until those syphons blew, too, and he would then feel that he had completed a check of conditions as regards keeping everything afloat. His time was then more or less his own for some two or three hours.



The VOLUNTEER (T2545) was built for Brown's Iron Line in 1891 but was owned by the Combine when fireman Yonker spent some time on her. The barges are marked "W. H. B. Co." so this photo is probably made prior to 1900. She went to Mexico in 1914 and ran on the Panuco River until sinking in 1918.

It is strange how quiet a steamboat and its tow can be. While the steam pressure was 100 pounds or more there would usually not be a leak large enough to make any appreciable noise. There would be a gentle lapping of the waves against the hull and the creaking of the barges and lines as they moved slightly with the water. Unless the night was foggy and all other boats were tied up, there would be a disturbance at rather frequent intervals caused by the passage of tows up or down the river. Often the pilot of the passing boat would throw his searchlight over to learn the name of your boat.

One note which necessarily disturbed the quietness of the scene and which occasionally awakened some member of the crew was the necessity of getting water into the boilers two or three times during the watch. On some boats it was customary to use the injector because this made less noise while on others the doctor was depended upon and this necessitated blowing steam through the heater and also set up some vibration of the deck. Nevertheless, the fireman knew full well the necessity of keeping water over the tops of the flues and this was done even if someone's sleep was disturbed.

The fireman filled the lubricators on the engines and slides, wiped up oil here and there and did other odd jobs until 4 a.m. at which time he called the cook. He again checked his fleet and then cleaned his fire. Since the fire was

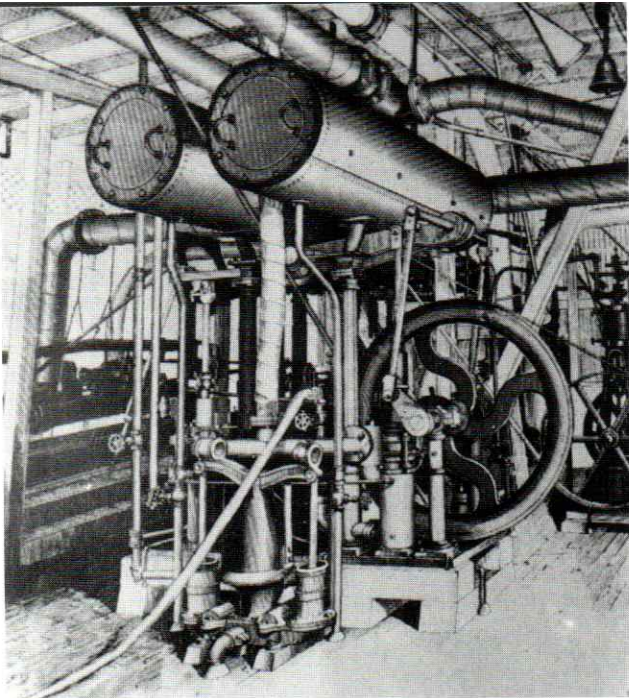
quite low and no steam was being used this was an excellent opportunity to pull clinkers off of the bridge and side walls in the furnace and to do a thorough job of cleaning with very little fire left when he got through. However, being clean, this fire burned readily. By the time he had hauled his ashes the steam pressure had started to climb. Coal was added from time to time so as to fill the furnace.

As the clock approached watch time, the steam pressure would gradually build up, the fireman would oil around including the cams and bearings on the shaft out on the fantail and would then turn the engines over to get them warm and work out any water. At 6 a.m., if the fireman's timing was right, the steam pressure would be standing at the working point, the furnace would be full of clean fire, the firebox would be swept, the doctor would be turning over slowly and enough steam would be blowing through to heat the feedwater and hold the steam pressure steady.

When the engineer came down all he would have to do would be to hit the gong indicating to the captain that all was ready to go. Just as soon as the engineer got his first bell he would turn on the blowers, the forward watch fireman would pigeon hole her once and the day's work would be under way.

The after watch fireman could now have his breakfast and sleep until called to go to work again at noon.

* * *



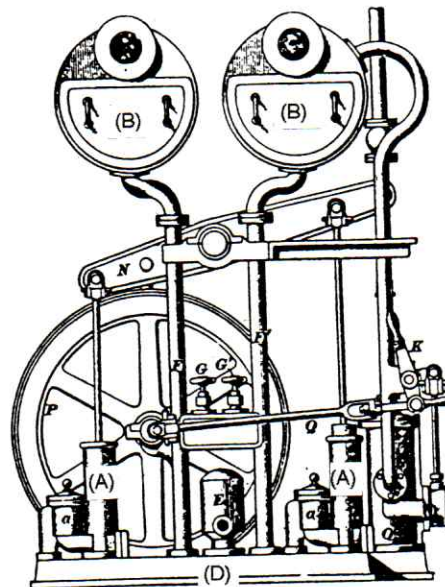
A DESCRIPTION OF THE DOCTOR PUMP
by Charles E. Ward

Charles Ward, founder of the Ward Engineering Works, Charleston, West Virginia, was a recognized innovator when it came to towboat design during the first quarter of the 20th century. He acknowledged the practicality of the Western Rivers steamboat as it had evolved over the years but was critical of the inefficient, heavy paddlewheel and high pressure steam engines which were the general practice of his time. Ward advocated steel construction, steam generators, screw propulsion with tunnel hull design and multiple rudders to equal the steering power of a sternwheel boat and so on. His JAMES RUMSEY (T1320) of 1903 incorporated many of Ward's ideas and proved his contentions in the famed Kanawha River pushing contest with the sternwheel D. T. LANE (T0549).

But, one item of traditional steamboat hardware which Ward did like was the boiler feed pump known as the "doctor." This piece of equipment had come into being in the 1840s, viewed as the cure to low water levels in boilers when the feed pump was operated only when the main engines were working. In view of Jake Yonker's reference to this equipment in the foregoing installment of his memoir we reprint Mr. Ward's description from his paper titled, "SHALLOW-DRAUGHT RIVER STEAMERS" which was delivered before the summer meeting of the Society of Naval Architects and Marine Engineers held at Detroit, Michigan in 1909:

DOCTORS AND HEATERS

The so-called doctor is, in reality, a walking beam engine, fitted with two vertical cold-water, single-acting piston pumps and two hot-water,



The doctor is a vertical, double-acting steam cylinder (right side) attached to pump cylinders (2) by a walking beam. Pumps (A) draw from the base (D) and discharge to the feedwater heaters (B), thence feedwater is pumped to the boilers.

plunger pumps having pot valves in each case. Above the framing of the engine are carried two cylindrical heaters, one for each main engine to exhaust into. The cold-water pump takes water from the river and discharges it, either over a series of perforated planes or through a coil, into these two heaters. This water, thus partially heated, is taken by the two hot-water plunger pumps and fed to the boilers.

The exhaust steam from the two heaters is conveyed through a long exhaust pipe to the smoke-stack where it discharges through reduced nozzles to increase the chimney draft. This produces a back pressure in the exhaust pipes and the engines of from four to six pounds. The feed-water pipe is carried through the long exhaust pipe to the boilers and on its way becomes heated to nearly the boiling point. This heater system is about the only economizer and is one of the very good things on the boat.

Since the day of direct-acting pumps, much fun has been poked at the "western doctor" but it is a very efficient though a heavy and clumsy means to an end.

It is very singular that while the eastern practice may ridicule the walking-beam doctor they do not see the much greater beam in their own eye - the sidewheel beam engine - which a westerner would not think of using. The doctor, nevertheless, despite its great weight, has its advantages. It is much more economical in the use of steam than a duplex-plunger pump. The plungers, being vertical, are suited to pumping water containing mud and sand. The valves are plain, strong, easily ground, tight and accessible and the wear and tear is little.

* * *

A LETTER FROM THE CITY OF PITTSBURG

THE MOST MODERN FINISHED AND EQUIPPED STEAMER ON WESTERN OR SOUTHERN WATERS

The sub-heading above is from the stationery of the CITY OF PITTSBURG (1122) which had been built at the Knox yard in Marietta in 1899. Her hull was new as was the framing for the boiler deck, cabin and roof.. The texas and pilothouse and, other parts including the main cabin interior and perhaps the exterior bulkheads too, came from the dismantled CITY OF NEW ORLEANS (1112) as did the engines and other mechanical hardware, a common practice at the time.

CITY OF PITTSBURG made her first trip in the spring of 1899, Pittsburgh to New Orleans, and then entered the weekly Pittsburgh and Louisville packet trade. The following letter appears to have been written on the boat's initial trip to Louisville, passenger Alice Tate of Sewickley reporting to her friend Mary Maud Haworth of Edgeworth, Pennsylvania.

- - - - -

On Board - May 11, 1899

My dearest old Mary Maud

Before I begin to say a word, excuse the shaking of the vessel. I feel as if I were on the briny-deep as far as shaking is concerned and also this is not my style of pen.

We are having a very pleasant trip and I am enjoying myself very much. I only wish you were with us to complete the pleasure.

Riddle introduced me to Mr. Falk but I have seen nothing of him, - he knows other people on board and we are such a party of girls that he let us alone. We are not bothered with one suitor and for my part, and the others too, we are all glad. We spend our time reading, playing games, talking and eating and the time continues to glide along in an agreeable manner.

I had the pleasure of missing my breakfast this morning but Lois gave me an orange and some little sweet cakes. By lunch-time I was hungry and also a little "ick" but am in good health and spirits once more.

Mr. McVey, Mrs. Rice and her little brother are going to Louisville and return. I like them very much, don't you? Mary Robinson is on her way to Lexington, Ky. and we see a great deal of her. I never knew her well and think she is so nice, - it really is an advantage to know her better.

So far, we are only about 17 hours late and know when Pgh.. will see us once more - hardly before Tuesday though they said Monday.

The ride is beautiful and we just live on deck. Do read about the boat on the back of this, especially the notice of the principal cities we

see on our way. We walked around Ashland this morning and last night took in Marietta and Parkersburg.

At E. Liverpool (it was dark when we got there) no less than 218 people got on to see this magnificent steamer. The table is quite good though and it really is lots of food.

Stewart, Norman Woolridge and Brent Swearingin came down, also Mr. Holdship, to see Mary Robinson. Mr. Wallace went down as far as Sewickley.

You know that we got to Edgeworth so late and Lois and I ran out from the table as quickly as possible; when we got on deck, though, your house had almost disappeared and we felt very much disappointed about it.

Mollie and I room together and I have the upper berth. The rooms are quite nice and not so very small.

I may write you another billet-deux if we stick in the river. I am afraid I won't have much to say but I hope we will see something of Louisville or Cincinnati. We are so behind time now that there's no telling what we will see.

It makes me think of crossing the ocean not a little but with scenery all the time is more interesting. We are, however, with a bride and groom, too.

Yours always,

A. T.

The envelope was addressed to Alice Haworth, Edgeworth, Penna. from Cincinnati. We have assumed that the writer was Alice Tate, that family then living on Pine Road, Sewickley, Penna.

Alice "Mary Maud" Haworth lived in the family home "Mosscroft" with her widowed mother Mrs. Jehu Haworth, sister Lucy and brother Richard "Riddle" Haworth. The late Jehu Haworth and Richard Dewhurst had been partners in the wholesale grocery firm Haworth & Dewhurst, Pittsburgh which specialized in coffee.

Riddle Haworth is mentioned as one of the party aboard the CITY OF PITTSBURG. Other passengers from the Sewickley-Edgeworth area are Mrs. (George E.) Rice and Mary Robinson (Mrs. William C.).

The Brent Swearingin mentioned may have been related to Duncan Swearingin who was a contractor and house builder in Sewickley until WW-II; Mr. Holdship (C. Frederick) lived in Glen Osborne, next to Sewickley. The Mr. Wallace (Daniel Henry) who rode down to Sewickley lived on Academy Avenue.

The glowing prose of the "Prospectus" should convince anyone that the CITY OF PITTSBURG was worth seeing. If 218 people turned out to see the boat at East Liverpool, Ohio in dark of night it HAD to be the first trip.

* * *



The CITY OF PITTSBURG (1122) at the Knox Boatyard on the Harmar side of Marietta in early spring 1899. She appears complete, ready to go but because of a mixup in ordering boilers she has missed her scheduled trip to the Mardi Gras, - finally left Pittsburgh March 28. The Scotch Marine boilers were unsatisfactory and replaced a year later. The boat burned April 20, 1902 with 81 lives lost.

PROSPECTUS OF

Steamer City of Pittsburg.

THE STEAMER CITY OF PITTSBURG was built at Marietta, Ohio, 1899, and is of the following dimensions: Length of keel, 294 feet; length over all, 300 feet; breadth of beam, 48 feet 6 inches; width over all, 79 feet 5 inches; depth of hold, 6 feet 2 inches in lowest part. Side wheels, 32 feet in diameter, 14 ft. 6 in. bucket. She has full length cabin, with promenade guards all way round, sixty staterooms in main cabin, twelve on intermediate deck, thirty-two in texas; total number of berths, 228. Also observation room forward of texas; pantry and kitchen with most approved modern outfit; barber shop, bath rooms and sanitary closets for gentlemen; bath rooms and sanitary closets for ladies' toilet; hot and cold water stationary wash-stands, electric lights and call bells in each stateroom.

This boat has Scotch marine boilers, the same as used on ocean and lake vessels. There are three of them, each of the following dimensions, 106 in. diameter, by 14 feet 6 in. long, with two furnace flues of 40 in. in diameter, and ninety $3\frac{1}{2}$ inch return flues; they are constructed of Marine 65,000 T. S. Steel. Two high pressure engines, $26\frac{3}{8}$ in. diameter, and 10 foot stroke.

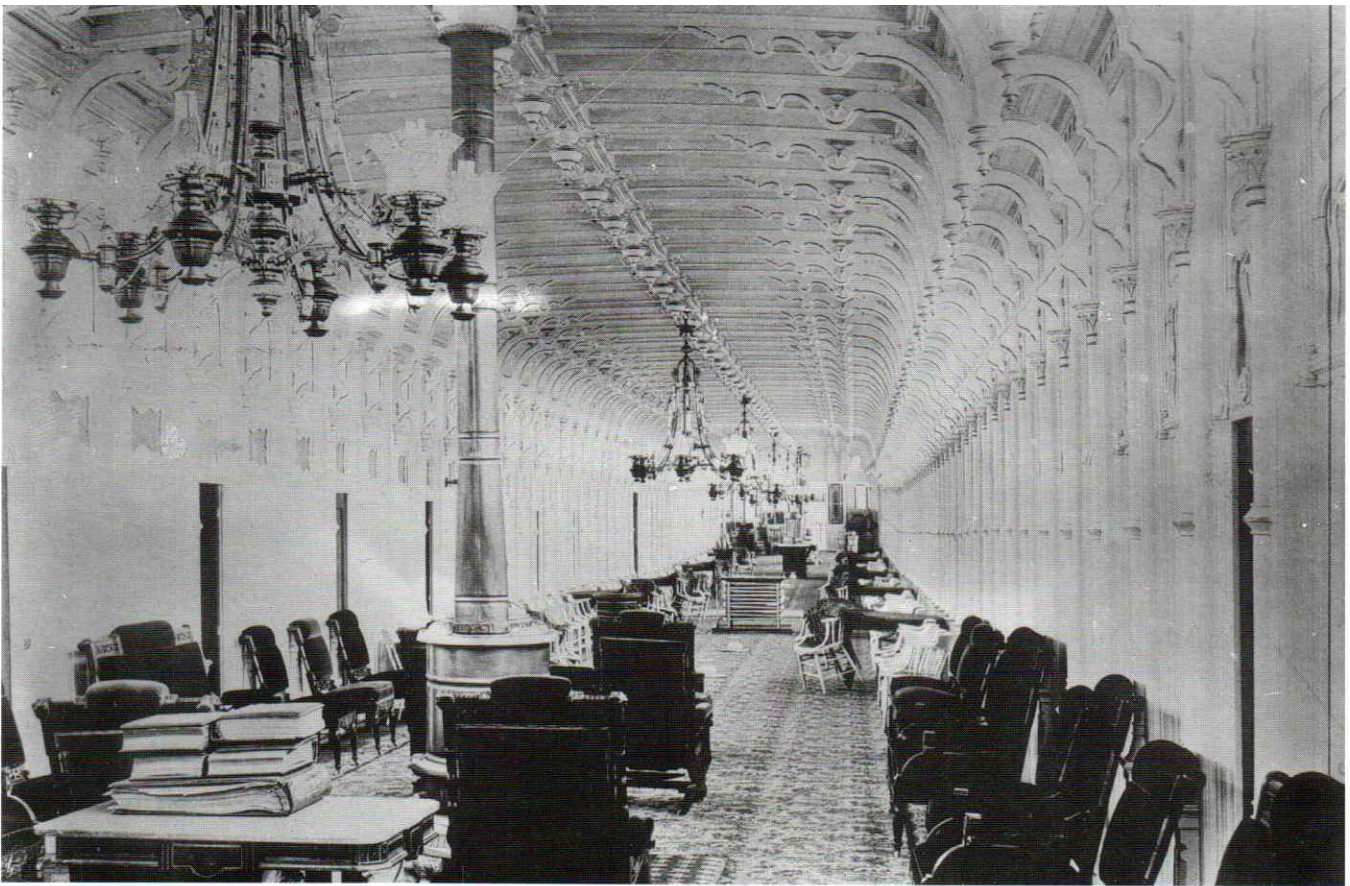
Also has steam laundry on lower deck; no linen on promenade deck flaunting in face of passengers, and shutting off view, as is the case on most all other steamers. The cuisine is complete in all respects. Meals furnished *a la Carte*.

Each and every stateroom is fitted with stationary wash stand, hot and cold filtered water, electric lights, and return call bells.

Main Saloon is lighted with seven very fine Electric Chandeliers, with Japanese trimmings, and is ventilated and kept cool in warm weather with electric fans.

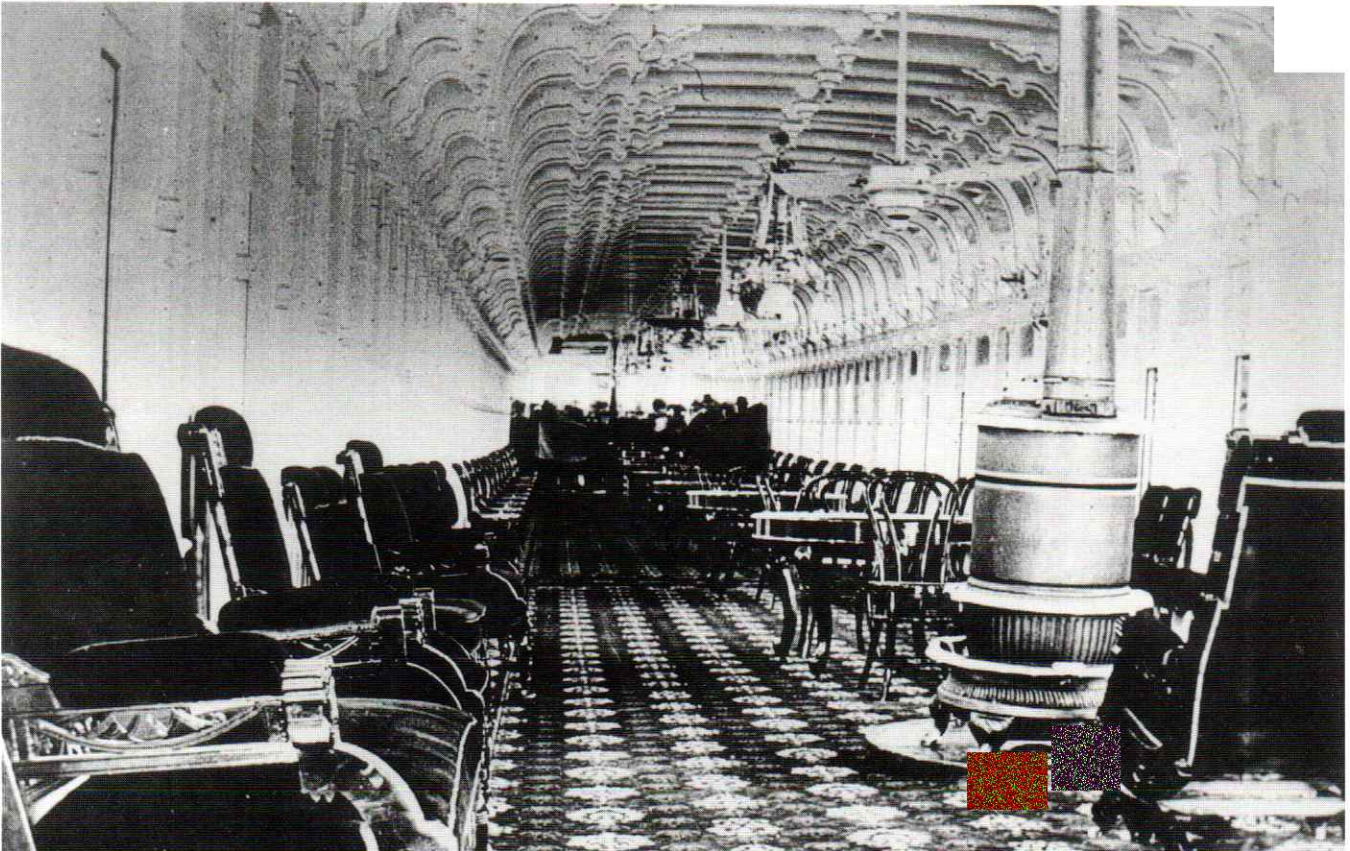
All carpets in cabin and staterooms are of very high grade Axminsters. The selection of Bed Springs, Mattresses and Bed Coverings have been looked after with great care, and will be found equal to those of the best hotels in the cities.

In fact, the whole argument, condensed to a few words, is simply this: If you wish to travel, either for business or pleasure, and desire the accommodations and conveniences of a modern hotel, do not fail to embark on the new side-wheel steamer, "CITY OF PITTSBURG."



ABOVE - Here's the CITY OF NEW ORLEANS cabin, probably when she was new in 1881, finished much like other Anchor Liners of the time. The chandeliers contain six oil lamps and the frosted outer globe on the nearest lamp is missing. The heating stove in front of the table supplements the massive steam radiator to be seen farther along in the cabin

BELOW - The cabin of the CITY OF PITTSBURG; the arches and other millwork is unmistakable. The heating stove looks familiar, is in the same location and down there somewhere is the steam radiator too.. In 1899 electricity was common and the chandeliers have been replaced while sedate-turning electric fans are suspended from the overhead.



WHISTLE FOR BELLE OF CINCINNATI and ST. LAWRENCE PUZZLE

Aaron Richardson, 870 Carini Lane, Cincinnati, OH 45218 is into whistle making, big time. He blew his replica of the towboat JOHN W. HUBBARD whistle at the 1999 S&D whistle blow and it performed without a hitch, - parts did not fly all over the landscape.

Now, Aaron has set up a machine shop and is going at whistle building with energy; a completed three-chime example of his work should be blowing on the dinner boat BELLE OF CINCINNATI this summer. He has beautiful duplicates of the BETSY ANN and BELLE OF LOUISVILLE whistles, the latter performing at the Charleston Sternwheel Regatta last Labor Day. Capts. Gabe Chengary and Doc Hawley tried the BELLE's out and pronounced the mellow tones to be close to the original.

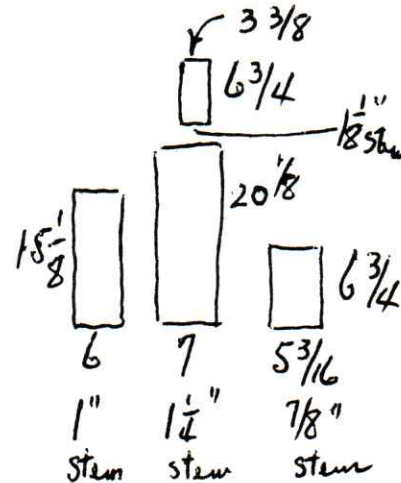
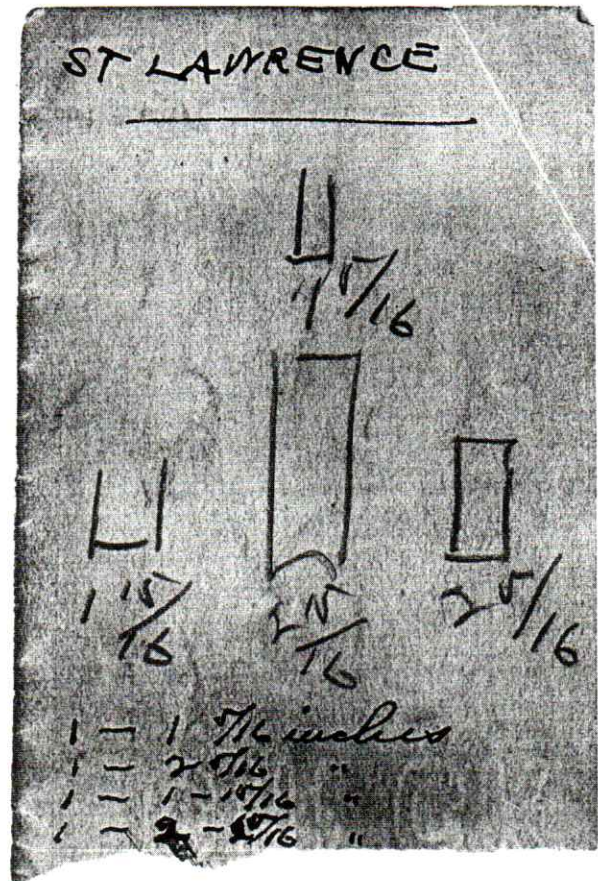
Aaron's letter gives us an excuse to bring up the famed ST. LAWRENCE whistle (again,) a favorite on the Upper Ohio for 75 years. Capt. Jesse Hughes wrote about the original whistle and its duplicates in *S&D Reflector*, June 1999, page 23 and a John M. Sweeney letter added to the story.

The ST. LAWRENCE whistle was on the COURIER (1355) when Capt. Gordon Greene had a mechanic (unidentified) make a copy for the GREENWOOD (2450), this went to the GREENLAND (2447) and then to the "Little' CHRIS GREENE (1026). The COURIER's whistle, the original, went to the TACOMA (5292). Both the CHRIS GREENE and TACOMA were lost by fire November 4, 1922. The TOM GREENE (5415) carried a whistle made up of parts from those on the two destroyed boats, assembled by JPH and Gordon Greene. It is identified by a small brass plate as, "St. Lawrence Whistle, 1872" but you can understand that it really wasn't original.

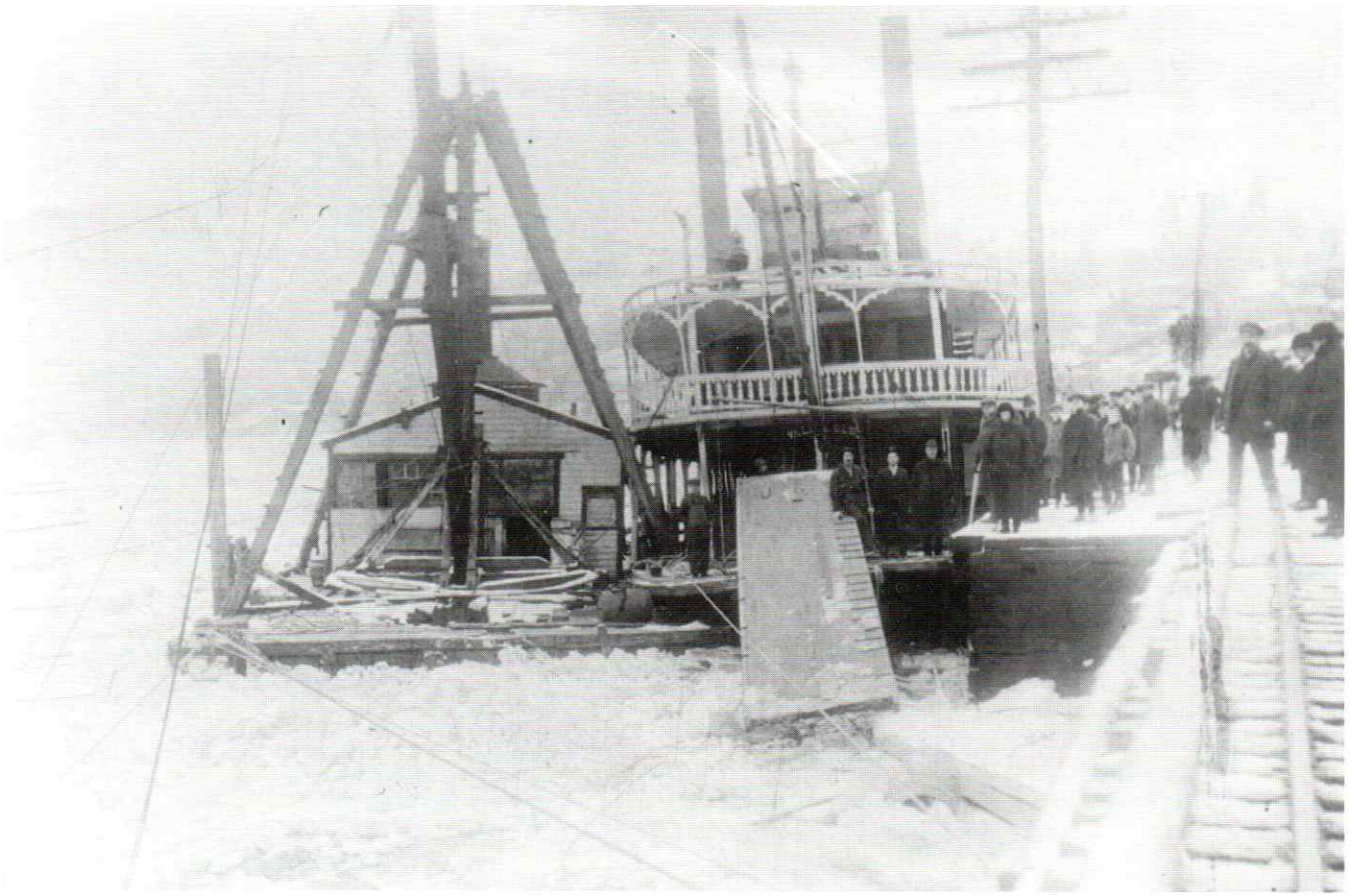
So what's our problem? The sketch reproduced above, opposite came to light recently in Jesse Hughes' 1937 diary. Fred Way's sketch from his archives is below. Fred says, "1-1/4" space between whistle & bowl in all cases" while the JPH note says spacing varied. The whistle couldn't sound the same in each case so which do we chose? Jesse had a wooden gauge stick with notches for setting the St. Lawrence whistle copy when on the GREENWOOD and we suppose that these are the measurements.

The TOM GREENE whistle is now in the Ohio River Museum, Marietta, recorded on the Whistle Echoes cassette tape with others from the museum collection so you can hear it blow. Old-timers at the 1965 Whistle Blow at Long Reach, WV looked sour and shook their heads when the prized whistle was blown. Greene Line veteran Bob McCann equivocated: "It sounds something like the TOM GREENE but not quite." The next time we blow whistles this one should be tried both ways.

* * *



whistles + bowl
as in all
#11 gauge cases.
thickness



The VALLEY GEM (5535) was a fixture in the McConnellsville-Zanesville trade on the Muskingum River, 1898-1917. She went to the Pittsburgh-Fairmont run on the

Monongahela River and was caught in the ice at Morgantown, WV in January 1918. Lost with the derrick boat about February 1. Harold Richardson collection.



ABOVE: The DELTA KING floating hotel moored at Old Sacramento as viewed from across the river. The boat just above her is the SPIRIT OF SACRAMENTO, former BECKY THATCHER owned at various times by Streckfus, B.B Riverboats and New Orleans Steamboat Co. Got to the golden west under her own power. Frank Prudent photo.

LEFT: Larry Geisler likes whistles and has built this tree of them at his Valley Boat Docks in Duffy, Ohio. Look for the signboard from the MONONGAHELA on the garage to find Larry's headquarters along Route 7.

THE STEAMER TELEGRAM

Will make an **EXCURSION TRIP** on

Thursday, May 30th,

From **CLARINGTON** to **WHEELING**, for the purpose of giving all who goes the opportunity of visiting the

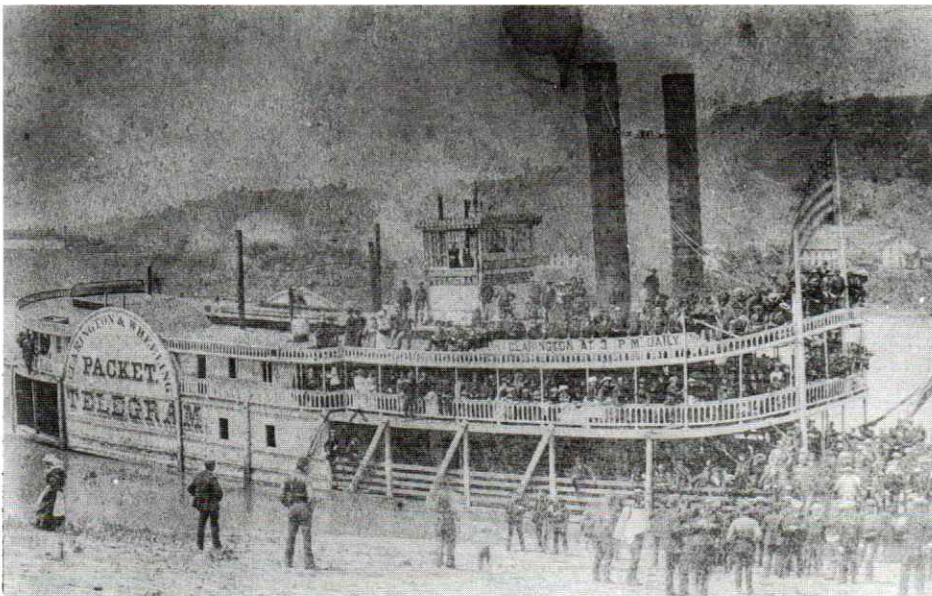
FAIR GROUNDS, WHEELING ISLAND,

TO WITNESS THE

SHAM BATTLE!

Which will be a sight to behold to see two beligerent armies moving slowly but steadily together, and volley after volley of musketry poud forth from each into the other until the ground is covered with dead and wounded mortal beings, and to see the weak side give way, the victorious fill up their depleted ranks with fresh men, and charge on to victory.

ROUND TRIP TICKETS, - 50 CENTS.



CIVIL WAR REENACTMENTS ARE NOT NEW!

The broadside above brought out the crowds from Clarington and the surrounding hills about 1880 to go to Wheeling to see the show. Decoration Day, May 30, came into being after the Civil War as the day to remember the fallen and lay flowers on the graves, a day for parades and picnics.

We have only this dim photo of the TELEGRAM (5317) at the Wheeling landing but she is loaded down with people, the starboard guard dragging in the water. It's a holiday trip with a large American flag flying from the jackstaff., TELEGRAM was the daily packet running the 28 miles from Clarington to Wheeling, 1876-1889; to Wheeling at 6 AM, return leaving at 3 PM. Until the Ohio River Railroad was completed 1884-85 the daily packet was the only way to travel.

- THIS AND THAT -

BELLE OF LOUISVILLE & SPIRIT OF JEFFERSON EXCURSIONS ASSURED

The historic BELLE OF LOUISVILLE has experienced hard financial times since the unfortunate and felonious sinking in 1997. The cost of restoration and upgrading to meet new Coast Guard requirements far exceeded the insurance coverage and the boat has labored under a mountain of debt. The two boats, BELLE OF LOUISVILLE and diesel SPIRIT OF JEFFERSON, are operated by Jefferson County, Kentucky as a public amenity similar to a park. The SPIRIT breaks even but in 1999 and 2000 the annual shortfall for the BELLE is about \$500,000.

Jefferson County and Hornblower Marine Services, Jeffersonville, IN have now agreed to an operating contract extending through June 30, 2001, the end of the fiscal year. John Waggoner, CEO of Hornblower, and Jefferson Judge-Executive Rebecca Jackson view the operating period as an opportunity to implement economies which will improve the financial outlook so that a long-term contract will follow on July 1. Hornblower presently operates 26 dinner-cruise boats and provides management services to Caesars Casino in Harrison County, IN.

The operating company is optimistic that the financial picture for the BELLE can be turned around within two years and to back its belief has agreed to share any losses.

Thanks to Keith Norrington for the update.

* * *

EXCURSION STR. WASHINGTON MEMORIES

The photo of the WASHINGTON (5711) and kids on the landing grade of some Ohio River town in the 1930s (page 33, September 2000 issue) brought back happy comments from several readers. Carl Buchanan, Palmetto, Florida worked on the WASHINGTON 1934, 1935, 1936 and writes:

"I wish all kids of today had the experience that I had working on the WASHINGTON in those days. Fred Way and Bill Pollock were the pilots, Edgar "Eddie" Mabrey the master and Kent Booth the mate, - I learned a lot about life and people.

I was 14 years old and lied about my age for I needed the job. I think we made \$12 a month and I kept \$2 and sent the rest to my mother; I was the only support for her and my 10 year old brother. The captain's wife addressed an envelope for me as I could not spell 'Constantinople Building' - where we received our mail.

Eventually, I was striker engineer and saw a lot of kids like those in the picture - my own wardrobe was a pair of deckhand overalls, one shirt and pair of Little Abner shoes. Fred Way always had his camera ready and I will treasure this picture.

What I learned about steam kept me from sailing in the Merchant Marine during WW-II. I was at Sheepshead Bay, New York and wanted to go to sea so told them about my experience on the WASHINGTON. So, they put me in the powerhouse for the duration."

Carl later became Director of Public Affairs for Greyhound Lines and then ran his own company, - but first someone gave him a chance on the WASHINGTON.

* * *

J. MACK GAMBLE FUND GRANT TO KEOKUK

Earlier JMG Fund grants for the year 2000 were reported at the S&D annual meeting; see page six, December issue. A pending grant application was from the Str. VERITY Commission, Keokuk, IA requesting funds to assist with the preservation and restoration of the towboat GEO. M. VERITY (T0921) which serves as a museum on the Keokuk riverfront. Following on-site inspection and evaluation by Trustee Bill Barr, the JMG Fund trustees have awarded \$15,000 to assist with the estimated \$40,000 restoration project.

* * *

MACK GAMBLE'S HOUSE TO BE RESTORED

Since 1868 the big white house on the hillside below Possom Creek near Clarington, Ohio has been known as, "The Gamble place." Mack Gamble called it his headquarters and lived there most of his life, unchanged until electricity was made available in 1939 and then indoor plumbing and central heating added about 1954.

Since Mack's death in 1973 the house has been rented to a procession of occupants and in recent years hardly resembled the distinctive showplace built by Mack's grandfather.

The Monroe County Beacon, Woodsfield, Ohio of January 18, 2001 contains a letter from Ray and Amy Litman who lost all sense of caution and bought "the Gamble place" for restoration. Litmans are a family local to the area and Mack would be pleased. We'll try to keep you posted on the progress and good luck to the Litmans. Wonder if the big blacksnake still lives in the attic?

Thanks to Hope Barnhouse.

* * *

- BOOK REVIEWS -

LIVE STEAM PADDLEWHEEL STEAMBOATS ON THE MISSISSIPPI SYSTEM

Another Reviewer Weighs In

We reviewed this picture book, of life aboard six steamboats operating on the Western Rivers on page 35 of the December issue. Too late for the Reflector's printing deadline, Alan Bates sent in his impressions and this book deserves a second installment so here you are:

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Live Steam, Paddlewheel Steamboats on the Mississippi System by photographer Jon Kral:

It has 128 pages and more than 100 gorgeous photographs of contemporary steamboats at work. The text by Jon Ward, publisher, is concise and quotes from river people well known to *S&D Reflector* readers - Doc Hawley, Robert Powell, Lee Havlik, Carl Henry, Charles Henry Stone, John Hartford and others.

Six of the seven Mississippi River System steamboats of the present-day are represented. The photographs show men and women at work for the general theme is to show the reality of operating steamboats. Everybody from master to porter and the chambermaid is included.

Photograph captions are all gathered into an appendix instead of with the pictures. It can be argued that captions distract from "seeing" the pictures. However, the authors did have the courtesy to provide the readily identified miniture copy of the photo with each caption.

A comparison of pilothouse design is shown by comparing Captain Charlie Decker steering the BELLE OF LOUISVILLE with handlebar, wheel and indicator on page 22; Captain Gene Tronier on the MISSISSIPPI QUEEN is confined inside a horsehoe of electronic gear on page 86. Neither pilot looks delirious with joy.

The photographer was candid. On page 89 there is a photo purportedly showing the four-bunk efficiency of a crew stateroom on the M.Q. but most readers will find it hard to ignore the bra and thonged young lady on center stage.

A touch of whimsy is shown in a photo of corridors labeled Decatur and Rampart Streets in the crew's quarters on the MISSISSIPPI QUEEN.

People are depicted carrying garbage, washing windows, guarding passengers' baggage, cooking, loafing, oiling around, tending bar, making repairs, sweeping decks, etc. No activity is ignored.

This is a very good book.

Reviewed by Alan Bates.

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Live Steam by Jon Kral with text by Jon Ward, 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.

* * *

BACKING HARD INTO RIVER HISTORY

Jim Swift's book was released just as copy for the December *S&D Reflector* closed last fall. We could only mention that the book was available and since then it has been favorably reviewed by several other publications. But the *Reflector* aims to be inclusive and review significant river books that come our way; we also may have a different take on, Backing Hard Into River History.

James Verdin Swift, the author, was born June 4, 1916 and spent most of his working life with *The Waterways Journal*, St. Louis.

Those who have read that weekly publication will understand Mr. Swift's writings are just one of the reasons many old-timers termed the WWJ, "The Riverman's Bible."

Jim Swift's grandfather was at one time a newspaper man, later got into the contracting business and was quite successful. James Verdin Swift, Jim's father, worked in the contracting business and for several years the family lived on a houseboat on the Mississippi following construction jobs. Thus, it is evident that our author was early susceptible to catching both the writing and the river bugs and his subsequent career with the WWJ was almost preordained.

The book is divided into 33 relatively short chapters. These cover the author's biographical milestones, river history, the history of *The Waterways Journal* and the relationships of the characters who wrote the news and made the publication a success.

The writing style is very readable and the author gets right into the story with no extraneous preliminaries.

Several of the chapters are particularly good word-pictures of why the river and steamboats are such an attraction. For instance, Chapter 4 is mainly about riding the excursion boats in the 1930s, a bargain in price for those depression days but an experience of high pleasure for the author. The cruises of the GOLDEN EAGLE are discussed in Chapter 5 and many names which will be familiar to S&D members crop up. Mr. Swift regrets that the CAPE GIRARDEAU was sold away to the Ohio River in 1935 before he got to ride her; the reader gets the feeling that riding the flagship of the Eagle Packet Co. would have been close to reaching the promised land, - as it should be.

Jim Swift became an employee of *The Waterways Journal* in 1941. He covers the history of the

BOOK REVIEW CONTINUED -

paper in some detail in Chapter 6 and devotes Chapter 7 to Donald T. Wright, the owner who made it a financial success. Capt. Wright was an interesting character with some peculiar ideas usually set in stone, - we felt the coverage of his successes and foibles was even-handed, not unkind and amusing.

Other chapters deal in some detail with subjects including WW-II on the river, navigation improvements, trade associations, the riverman's headquarters at the Mark Twain Hotel, St. Louis and the rise of Greenville as a river transportation center. How the annual Christmas issue of the WWJ was put together is a story in itself. Jim Swift covers all of these subjects in an entertaining manner although there is considerable name dropping and the casual reader might wish for some more background on some events.

More than 100 photographs, many from *The Waterways Journal* files, are used as illustrations. In general, the production is well done; there are one or two minor spots where sentences or information is repeated.

Five appendices are provided in the back of the book: War Vessel Construction; Tonnage Statistics; Honors For River People; The Author's Bookshelf; Waterways Leaders (biographical info). These lists and other bits of information, titles or addresses scattered throughout will make this book a resource for future reference. We were pleased to see have the appendices but a regrettable omission is an index.

Backing Hard Into River History, hard cover, 366 pages, profusely illustrated. Author James V. Swift.

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.

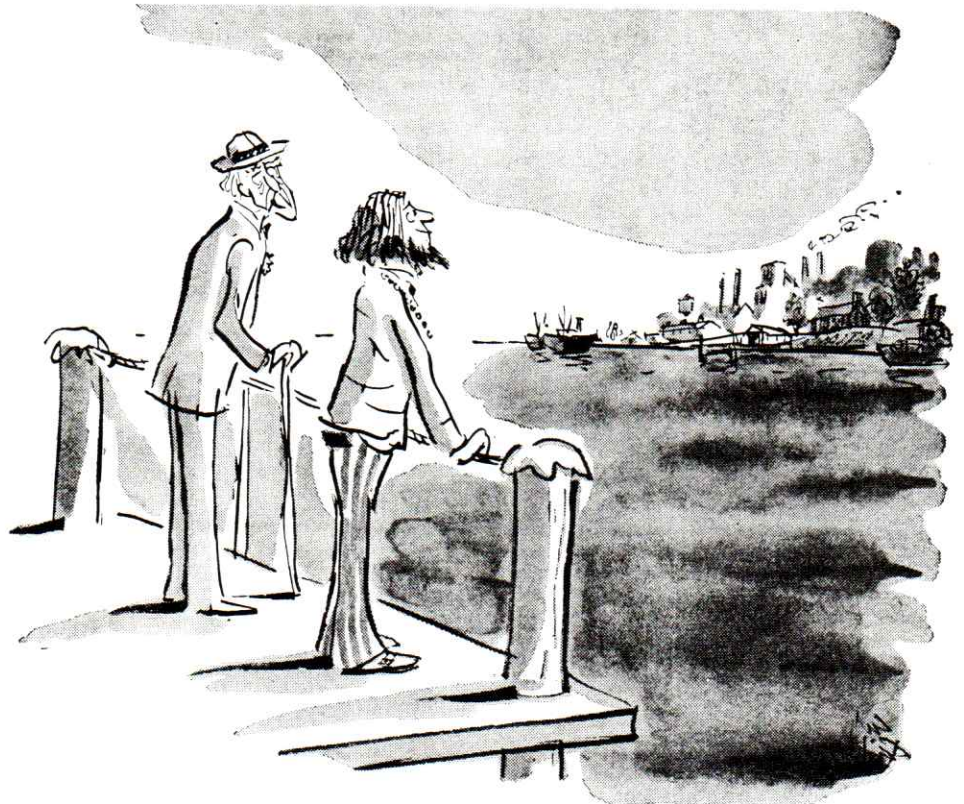
* * *



THE ADMIRAL CASINO BOAT MOVES!

After 60 years the ADMIRAL was moved from its landing below the Eads Bridge in St. Louis to a new location above. This journey of about 1,200 feet was accomplished on December 5, 2000 when the river stage was less than three feet on the St Louis gauge. The big boat passed under the western shore span with 10 feet to spare.

The new location gives the ADMIRAL an impressive entryway with three gangways, each over 200 feet long to accommodate changes in the water level. This new location should enhance the boat's business and adds a new chapter to its colorful career, writes Capt. Tom Dunn of Gateway Riverboat Cruises..



-Ed Fisher

"No, young man, I'm not waiting for the Transfinite Oneness; I'm waiting for the 'Robert E. Lee'!"

From SATURDAY REVIEW, January 23, 1971

HUMOROUS HUGHES

Readers of the Jesse Hughes Diary will probably recall that in the summer of 1934 Jesse, Tom and Chris Greene and Charlie Arthur drove down to Louisiana to inspect the packet HARRY LEE, a possibility for a tourist boat. We found the enclosed tucked in the back of the diary.

"This was a play on words I wrote up concerning an auto trip south with Tom & Chris Greene & Chas. Arthur looking at HARRY LEE with a thought of purchase that never came about:

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Sojourning southward seeing sunny scenes, sometimes severe sultry summer skies. Swiftly scanning sweet southern sections, certain steamboat superintendents secretly speeded. Slowly, surely, serenely, sensing some steamboat sideline situation.

Seeing sale situations somewhat strained, speedy separation said southern sections seemed sensible.

So same superintendents sweetly sped some sandy streets stretching several southern states, simply seeing sights somewhat strange.

Seven sultry summerdays saw said superintendents safely sitting, satisfied, - same shady Sincinnati."

HOWARD STEAMBOAT MUSEUM VICTORIAN CHAUTAUQUA MAY 19 & 20, 2001

The 19th Annual arts, Crafts and Garden Festival will be held on the grounds of the Howard Steamboat Museum, Jeffersonville, IN on the third weekend in May. About 70 booths will feature original hand crafts and arts. A large herb and perennial sale will be conducted. Tables available for authors and book sales.

Admission \$2 includes tour of the Howard Mansion, 1101 E. Market Street. PH. (812) 283-3728

PASSAGES

ROBERT L. YOUNG

Robert L. Young, 77, Wellington, Ohio died last August, - he was one of the pillars of the city both in a civic sense and as a successful business man. His father Willard Young was killed in 1936 and the then 14 year old Robert assisted his mother in the management of the family's farm implement business. He served on the Wellington city council from 1948 until 1966 and was the mayor for ten years, 1966-76,

S&D members and past patrons of the Delta Queen Steamboat Co. will remember one of Robert Young's daughters, Patti Young. She was frequently at S&D annual meetings and was vice president of public relations for the D.Q. company. Patti returned to her hometown of Wellington in 1997 to work in the family's Wellington Implement Co.

MRS. THEO A COOK

Many members will remember Theo Cook who for years attended S&D annual meetings, in the company of her good friend Louise Meldahl Carley. Theo Cook, 86, died September 20, 2000 at the Bright Glade Convalescent Center, Memphis, TN. Theo is survived by daughter Gail Cook McCabe of San Francisco and son David M. Cook of Memphis.

Theo's late husband was Capt. David M. Cook who from 1946 until her decommissioning in 1961 was the master of the U.S. MISSISSIPPI, now the Beckey Thatcher showboat and restaurant in Marietta. Theo and Louise Carley were lively additions at our meetings until Louise's death in 1985, true river enthusiasts and gracious Southern ladies.

Thanks to Keith Norrington.

OBITUARIES -

HERMAN A. RADLOFF

Herman Radloff, 95, 805 S. Front St., New Ulm, Minnesota died Wednesday December 6, 2000 at Fairfax Community Home, Fairfax. He is survived by his sisters Hilda Fritsche and Edna Sear of New Ulm and Eleanora Haber of Sleepy Eye.

Herman was born September 29, 1905 in Home Township, Brown County to Frederick and Bertha Radloff. After attending District #21 School in Brown County he became interested in amateur ham radio and enlisted in the Volunteer Communications Reserve in 1929. In 1940 he enlisted in the U.S. Navy and served in the Pacific aboard the USS RANGER, USS McCAWLEY, USS WEAVER and USS METCALF. He was on the McCAWLEY when it was sunk.

He spent 38 years working on the river starting as a radio operator-clerk on the towboat S. S. THORPE and later on other Federal Barge Line boats. In later years he enjoyed visiting the museum boat GEO. M. VERITY at Keokuk where his old office is still intact. He was a river historian who spoke to several groups on the subject of steamboating on the Upper Mississippi and was also an excellent photographer.

Mr. Radloff lived in St. Louis until returning to New Ulm several years ago in retirement. He attended at least one S&D meeting in Marietta accompanied by his long-time friend Jim Swift.

Services were at the United Church of Christ, New Ulm on December 11 with burial in the City Cemetery with military honors.

Our thanks to Ralph DuPae and Jim Swift for supplying the information.

OBITUARIES

ROBERT L. STONE

Robert "Bob" Stone, 76, died in Sewickley, Pennsylvania on December 30, 2000. He was born in Sewickley March 6, 1924 to Elias and Inez Stone and was a graduate of Sewickley High School in 1942.

He served in the U.S. Navy during WW-II and afterwards Bob became a motion picture producer. He founded Mode Art Pictures which specialized in training and documentary films. Mode Art was located in Dormont, a suburb of Pittsburgh, and owned the South Hills Theater building for a number of years.

The Union Barge Line film, "Timberhead," an early and excellent river documentary, was a product of Mode Art. Some readers will remember the 1978 S&D annual meeting when a dramatic movie on the building of the high (876 feet) bridge over the New River Gorge in West Virginia was shown, - made for American Bridge Co. by Mode Art. The bridge carries U.S. Rt. 19 across the chasm and has become noted for the bungee and parachute jumps conducted from it each October.

Mode Art went into the sound recording business in 1965 to produce "Whistle Echoes" at the Long Reach, West Virginia Whistle Blow. Two popular L.P. records were produced under the label Master Artists Recordings, now available in cassette tape.

In the 1970s Bob's firm produced sets of postcards and large prints from a number of artist Bill Reed's steamboat paintings, available today from the Ohio River Museum gift shop. Until his retirement, Bob Stone was a frequent attendee at S&D annual meetings and was always a willing contributor to our programs.

Mr. Stone was interested in community service and was a past president of the Dormont Rotary

Club, member of the Dormont/Mt. Lebanon Business Men's Association, a Mason, Doric Lodge No. 630, and member of the Community Presbyterian Church of Ben Avon where he lived until about two years ago.

In addition to his parents, Bob was preceded in death by brothers George and Charles Stone. He is survived by his brother David and wife Evie of Cleveland and brother Bill Stone of Sewickley.

A memorial service was held January 6, 2001 at Community Presbyterian Church, Ben Avon, Pennsylvania.

We appreciate Bob Smith, Sewickley bringing the loss of friend Bob Stone to our attention.

* * *

CAPT. HARRY F. WHITE

Harry F. White, 92, died on New Year's Day while in a Charleston, West Virginia hospital after suffering a fall in his home on Witcher Creek.

Harry White went on the river at age 16 as a cook's helper on a Corps of Engineers repair fleet. In 1929 he joined his father and a partner in a river contracting business. The company towed coal, laid pipe lines, built bridges, barge landings and coal tipples. In 1942 he assumed his father share of the business and became sole owner in the 1950s. Later, Harry's two sons, now both deceased, joined in the business which operated until the death of his youngest son in 1993.

Harry White was known for his salty language which embellished the stories from his wonderful memory. He claimed, and nobody has refuted, that he never forgot a steamboat whistle. He commented to a news reporter in 1996, "Knewed every damn whistle on the river. Every steamboat had a different sound and if a whistle blowed and somebody asked, 'What boat is that?' I'd tell 'em." Harry participated with his whistle

collection in the whistle blow at Long Reach, WV in 1965.

His friend Charles Jones commented that once when Harry was having a hard time in the contracting business he was down to driving a well worn Buick. Harry commented, "This engine is so worn that the pistons are swapping holes." Beneath the gruff exterior Charlie found a character who was generous to a fault.

Nelson Jones enjoyed frequent visits with Capt. White and encouraged his storytelling. At the Middle Ohio River Chapter meeting in Pt. Pleasant last summer Nelson had Harry along on the excursion boat CITY OF SISTERSVILLE. Charles H. Stone was narrating the afternoon cruise around the Pt. Pleasant harbor but was finally driven out of the pilothouse by the smoke from Harry's Lucky Strikes.

Everyone who knew Harry White appreciated his willingness to share both knowledge and anything he owned. Over the years, he operated a number of diesel boats including the KATHRYN, MAJOR, TAMMY L. WHITE, TINA M. WHITE, JUANITA WHITE and W. C. WHITE. In 1960 he bought the small steam towboat DETROITER (T0595) from the Detroit Steel Co. and began the converting her to diesel. In more recent years Harry White was a favorite pilot at the annual Charleston Sternwheel Regattas.

Harry was a life-long resident of Kanawha County, West Virginia, a member of the Kanawha Admirals Association, the Kanawha River Navy and Masonic Lodge 158, Chelyan.

Surviving are daughters Phyllis White, Hilton Head, SC, Pat Raines, Letart, WV, Brenda Briscoe, Salisbury, MD and sister Grace Jarrett of Houston, TX.

Services were held in the Town Hall, Belle, WV with burial in the White family cemetery on Witcher Creek. As the services ended the deep reverberations of a steamboat's landing whistle echoed over the hills, arranged for by his friend Nelson Jones.

* * *

WAITING FOR THE ROBERT E. LEE

The December Back Cover Inspires a Music Lover

by John L. Fryant

What lyrics! "Waiting for the Robert E. Lee" might not make much story sense but the meter carries it all:

"Way down on the levee in old
Alabama,
There's daddy and mammy,
there's Ephriam and Sammy.
On a moonlight night you can
find them all,
While they're waiting, the banjos
are syncopating,
What are they saying? O what's
that they're sayin' while
they keep playin' and
hummin' and swaying?
It's the good ship Robert E. Lee
that's come to carry the
cotton away.

Chorus

Watch them shufflin' along,
See them shufflin' along.
Go take your best gal, real pal.
go down to the levee; I
said to the levee and join
that shufflin' throng.
Hear that music and song,
It's simply great, mate, waitin' on
the levee, waitin' for the
Robert E. Lee."

When building the model of the ROBT. E. LEE for the Mississippi River Museum in 1980-82 I did a little research on the song. The words were written in 1912 by L. Wolfe Gilbert who wrote a number of other popular songs including, "Jeanine," "I Dream of Lilac Time" and "Down Yonder. Gilbert was born in Odessa, Russia and emigrated to the U.S. in the late 19th Century.

The composer witnessed a levee scene at Baton Rouge which inspired the words to "Waiting for the Robert E. Lee" but this was, of course, long after the time of the racer LEE. The lyrics

were geographically incorrect for you would be waiting a long time for the Robert E. Lee down in Alabama.

The seldom heard second verse is also fascinating:

"The whistles are blow-in',
The smokestacks are show-in'.
The ropes they are throwin'.
Excuse me I'm go-in',
To the place where all is
harmonious,
Even the preacher, - he's a
dancing teacher.
Have you been town there?
O were you around there?
If you ever go there you'll
always be found there.
Why, I'm doggone, here comes my
baby, on the good old
Robert E. Lee."

Wolfe Gilbert must have been at least a little bit of a steamboat fan to have written words like that.

* * *

HOW AND WHY OF CINCINNATI'S FLOOD 1937

Total Precipitation for 24 Days
13.52 Inches

Total precipitation January 1 to
24 inclusive, 13.52 inches.

Average January precipitation
3.48 inches.

Previous record January
precipitation 9.49 inches (1876).

Average annual precipitation
38.55 inches.

Record annual precipitation
54.67 inches (1880).

Highest previous stage of Ohio
River, 71.1 feet (February 1884).

Highest stage in 1937 flood,
79.98 feet, January 26, 4 AM.

Highest stage of famous 1913
flood, 69.9 feet.

Crest of March 1936 flood, 60.6
feet.

- BACK COVER -

Here's another color lithograph but this one somewhat more accurate in its portrayal of the Streckfus excursion boat than "Waiting for the Robert E. Lee" used last issue. It is the front cover of a 150 page magazine describing the history and attributes of principal cities along the Upper Mississippi from St. Louis to St. Paul-Minneapolis. This reads like a National Geographic of the same period and with about as many halftones.

The charge for this slick-stock publication is not indicated but it would have been a handsome souvenir for passengers taking a Streckfus excursion. The date on our copy is 1913 which seems to be confirmed by the power house at Dam 19, Keokuk described as half completed. The large advertising section should have been a money maker for the Streckfus Line.

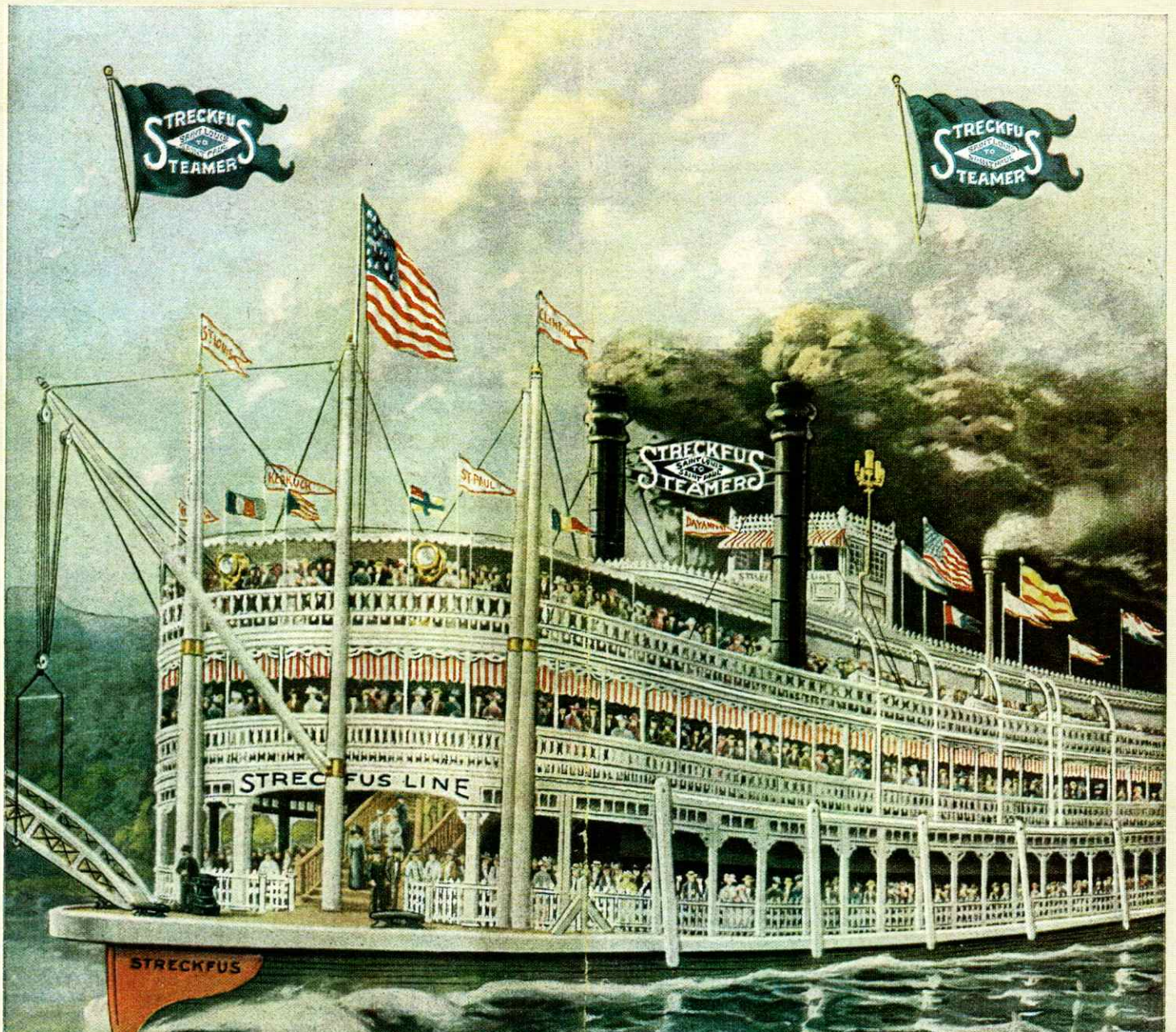
Our thanks to Ed Richmond, San Rafael, CA for the copy of the magazine and to John Rust, Savannah, GA who produced the pristine copy of the lithograph.

CLIFTY FALLS STATE PARK MADISON, IN WAR ON THE RIVER MAY 11-13, 2001

The 20th annual Midwest Civil War Round Table Conference will meet the second weekend in May at the Clifty Inn, Clifty Falls State Park. The Civil War campaigns on the Western Waters will be discussed by six well-known historians covering: CAIRO, the hard luck Ironclad; The Battle of Belmont, Missouri; Strategic Importance of the Mississippi; Red River Campaign; Port Hudson; Forts Henry and Donelson.

Conference registration \$115 covering speakers and three meals. Contact: Kathy Ayers, 3121 Clifty Drive, IN 47250.

* * *



ON THE MISSISSIPPI

NOVEL VACATION TRAVEL

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PASSENGER DEPARTMENT OF
THE STRECKFUS STEAMBOAT LINE
BETWEEN ST. LOUIS AND ST. PAUL
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