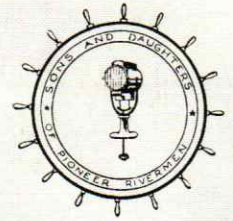


S&D

REFLECTOR

Published by Sons and Daughters
of Pioneer Rivermen



Vol. 38, No. 3

Marietta, Ohio

September 2001



FRONT COVER

This view of the ROBERT F. BRANDT was taken somewhere on the Upper Ohio by J. Mack Gamble. The column of **rich black smoke** gives just the right visual pointer toward our masthead.

ROBERT F. BRANDT (T2172) was built in 1929 by the Marietta Manufacturing Co., Pt. Pleasant as the WALTER A. WINDSOR, a stock boat for which buyers were scarce. Her James Rees & Sons compound engines, 1,100 hp., started out on the packet S. S. BROWN of 1906. She was purchased in 1935 by American Barge Line Co. and renamed in January 1936. Dismantled 1950.

She was an oil burner for a number of years but then converted back to coal. Monongahela River fireman Jake Yonker would surely approve even if the EPA wouldn't.

- LETTERS -

Sirs: Thank you for publishing my story about the two-horsepower boat LEVI (June issue, page 32). I have more riverboat stories, in particular one about the REVONAH built by Turner Brothers in the 1920s and how they sawed it in half, added 30 feet and then built a second deck on her.

As a child, my home was five miles below Hanover, Indiana, very close to the river and I would crawl out onto the porch roof to watch the boats pass by.

Judy Searcy
224 Marvin Chapel Rd.
Sanders, KY 41083

= We'll look forward to your story about the famous gas packet REVONAH, - Hanover spelled backwards. Ed.

* * *

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Sirs: Thanks so much for the favorable review of our Kentucky River book in the June issue. Although we were able to print only a limited number of copies, we have placed the book in libraries and historical societies throughout the River basin; hopefully, it will prove useful to historians and scholars who delve into this interesting subject.

Chuck Parrish

U.S. Corps of Engineers District
P.O. Box 59
Louisville, KY 40201-0059

If you read our review of Kentucky River Development: The Commonwealth's Waterway you'll know that even wider distribution of this book is well deserved. Well, maybe someday. Ed.

* * *

Sirs: I just received my second issue of the *S&D Reflector* and enjoy it very much. In family history, my great-great grandfather was John Wilson Curry, the owner of the Jefferson Foundry in Louisville in the 1840s. They supplied engines or boilers for the SEA GULL, COL. HUNT, COL. CLAY, GOPHER, DRAGON, GEORGETOWN, HOMER and the TELEGRAPH NO. 1. Are there photos of any of these boats?

Charles A. Curry
6806 Shareith Dr.
Louisville, KY 40228

PREVIOUS LETTER CONT'D. -

= Those boats are from the 1840s and early 1850s, the dawn of photography. The best hope is: Paul Beck, Special Collections; Murphy Library, U.W.-LaCrosse, 1631 Pine St., La Crosse, WI 54601. Ed.

* * *

Sirs: I am pleased to report that Pennsylvania House Bill 103 contains provision necessary to rename the Neville Island Interstate 79 Bridge as the "Pittsburgh Naval & Shipbuilders Memorial Bridge." This bill names a number of other bridges in the Commonwealth as well. House Bill 103 now goes to the House of Representatives for concurrence and then to the Governor who is expected to sign it into law.

While we can never repay the debt we owe the men and women who worked and fought for the American ideal, this small tribute is an acknowledgment of that debt.

Jack Wagner, Senator
1333 Banksville Rd, Suite 202
Pittsburgh, PA 15216

* * *

Sirs: The June Reflector arrived yesterday and received my priority for scanning over all other pressing matters. The photo of the DELTA QUEEN on page 9 looked very familiar: I took it on June 2, 1946 at Pier 7, San Francisco. Just showing in the foreground is part of the pilot boat GRACIE S. This photo also appears on page 8 of, Saga of the Delta Queen by Fred Way.

Robert W. Parkinson
P.O. Box 608
Berkeley, CA 94701-0608

= Bob Parkinson's letter gives us an opportunity to comment on bulk rate postal service. It took more than 30 days for the June issue to reach northern California but that is not unheard-of. All copies were mailed June 4. Ed.

* * *

**S & D ANNUAL MEETING
September 14 & 15, 2001**

As required by the S&D Constitution, the annual meeting of the corporation will convene at the Lafayette Hotel, Marietta, Ohio. pick up a copy of the meeting bulletin, listing the order of events, at the hotel front desk upon arrival in Marietta.

FRIDAY EVENING - Reception and mixer in the hotel ballroom at eight o'clock. Stop by to sign the register, pick up boat ride tickets, enjoy some refreshments and visit.

SATURDAY MORNING - Official business meeting will be held in the hotel ballroom beginning at 9:30, sharp.

SATURDAY 11:30 AM - Boarding **VALLEY GEM** at the Marietta Landing for a three hour luncheon cruise up the Ohio. Have your tickets!

SATURDAY EVENING - Banquet in hotel ballroom. Purchase tickets at hotel front desk early, - not later than Friday evening.

MEETING BULLETIN WITH LATE DETAILS AT HOTEL DESK

BIG SANDY RUN OUT

John Rous Remembers

At the top of the bank at Lock No. 1, Big Sandy River, Catlettsburg, Kentucky in 1927 there were four houses in a row. The first three were owned by the U.S. Corps of Engineers and occupied by the lock men while the fourth house was ours. From the kitchen windows of all four you could look out at the lock chamber and the middle pier to West Virginia Point and beyond to the Ohio hills. This was a beautiful sight in the summer but on this winter morning the sight was far from one of beauty.

The river was high and the dam was down, the water flowing through the pass and over the weir in a muddy stream full of drift. We were finishing breakfast, ready for school and work and Dad was looking out of the window when he said, "Belle, look here, - it looks like a man out on that drift pile!" Mother had just gotten to the window and he added, "By George, it is a man!"

My brother and I got to the window just in time to see two of the lock men going out of the lower end of the lock chamber in a big, three-oarlock skiff, heading into the current through the pass to help several injured men riding the drift pile.

At that time, 1927, there was a highway bridge under construction about a mile above

the locks, from the Kentucky side of the river to Kenova, West Virginia. This would be a free-standing bridge to replace the roadway that was hung to the side of the C&O Railroad bridge. The Middle Atlantic Bridge Co. was the contractor and it was said that those in charge of the work were out-of-towners, - had no knowledge of the swift rising waters when rains occurred "Up Big Sandy." Some said that the lockmaster had told the superintendent that it was unsafe to send men onto the unfinished bridge. The two river piers had been completed and the span from the Kentucky side reached to the first pier with men working on top and a great deal of construction machinery between there and the bank.

The fast rising river that morning took out all of the cribbing, stripped the forms and fenders from the pier and took it all down stream. I cannot recall the exact number of fatalities but there several and a number of injured. It was an unforgettable morning for an eight-year old and a topic of conversation in our house for weeks.

Now, I cannot locate any written account of the above and two other 81 year-olds I have located to shore up my recollections have memories as vague as mine. Does anyone remember this event? A pop rise on Big Sandy in the old days was dangerous!

* * *

NEW MON RIVER DAM FLOATS!

The Corps of Engineers is replacing Lock and Dam 2 on the Monongahela River and using an unusual method. Noble Beheler, Ambridge, PA and a shy member at "719 Sunset Ave., Johnstown, PA" have forwarded accounts of the successful first steps.

Dam 2, Mon River is located at Braddock, PA, eleven miles above the mouth. The usual construction of locks and dams requires building a cofferdam all around the project, pump the water out and excavate and pour concrete in the dry. This is expensive, restricts boat traffic and is subject to cofferdam failure or overflow by the surrounding river. The new dam is being built in two huge sections on dry land at Leetsdale, Pa., launched into the Ohio River and then towed up to Braddock and sunk in a dredged trench. Voila! An instant dam.

The first hollow concrete segment, 333 by 104 with a draft of 11 feet, displacing 11,000 tons was launched on July 26. It was then towed up the Ohio through Dashields and Emsworth locks. and up the Mon above Lock 2 to Duquesne. The dam segments will be completed preparatory to sinking in place, about 500 feet above the present dam.

The 27 mile trip took sixteen hours with many spectators.

* * *

"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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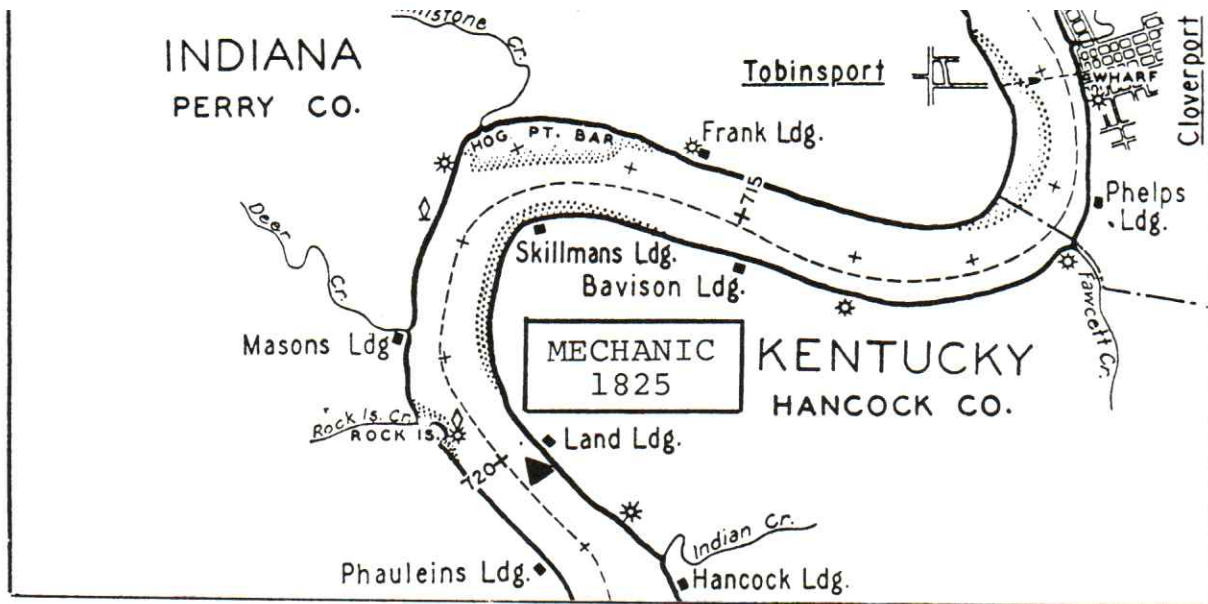
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RAISE THE MECHANIC!

**Salvage of a Steamboat,
1825**

The sidewheel steamer *MECHANIC* was typical of her time, nothing to call attention to her except for the fact that she sank on the Ohio River in the spring of 1825 with the country's honored guest the Marquis de Lafayette aboard. The governors of Tennessee and Illinois with their entourages who were escorting the Marquis to Louisville were lesser V.I.P. passengers who got their feet wet.

The story of the sinking was told by the *MECHANIC's* master Capt. Wyllys Hall in *S&D Reflector*, September 1976 while the building of the boat and her later history was recalled by W. F. Curtis in *S&D Reflector*, March 1988. Both of these gentlemen were of the company of Marietta mechanics who were the boat's owners,

Capt. Hall's account was in a letter dated April 25, 1859 to Dr. S. P. Hildreth and, writing 34 years after the event, gives the year 1824 for the sinking of the *MECHANIC*. W. F. Curtis also gave the date of the boat's trip to Nashville and subsequent sinking as 1824, his account written in 1879 for the "History of Washington County 1881." We noted in that account that the correct year was "1825."

Now, Dr. Ray Swick, West Virginia Parks Historian, brings

to our notice the 1825 diary of Royal Prentiss, another of the boat's owners, who undertook to raise the *MECHANIC* after the sinking. Only a portion of the Prentiss journal was found in the Papers of Dr. S. P. Hildreth, Special Collections, Dawes Memorial Library, Marietta College. The typist who transcribed the diary from the original labeled it 1824, the trap set by the 1881 History. IT WAS 1825.

The Editor.

The sinking of the *MECHANIC* took place near midnight May 8, 1825. The location was about ten miles upstream from Troy, Indiana on the Kentucky side, opposite or a little below Deer Creek (see the Prentiss' sketch). After the boat was snagged and sinking was inevitable, the passengers were removed to shore without injury to passengers or crew. An uncomfortable night was spent trying to keep dry as a light rain fell, a large bonfire provided some warmth and Lafayette was given a mattress (only wet on one side) which had floated ashore.

The steamer *PARAGON* appeared about the middle of the next morning. She was bound for New Orleans from Louisville with a load of whiskey and tobacco but, as luck would have it, a Mr. Neilson who owned her was a *MECHANIC* passenger. It was agreed that the *PARAGON* would retrace her course back to Louisville with the Lafayette party, - the tour schedule was

hardly interrupted by the unfortunate sinking.

After Capt. Wyllys Hall saw his passengers safely off to continue their trip to Louisville he and the crew attempted to salvage whatever hadn't already floated away in the darkness. A message concerning the sinking was dispatched to the boat's owners in Marietta and Royal Prentiss was asked to come to the wreck to oversee the salvage operations.

**CAPT. HALL'S SALVAGE
EFFORTS**

(1859 letter to S. P. Hildreth)

Following departure of Str. *PARAGON* with the passengers:

"Our crew consisted of myself, mate, clerk, two engineers, one pilot, four deckhands, two firemen, steward and one cabin boy.

The first thing was to see what could be saved of baggage, furniture, etc. and, if possible, to recover our lost money which we was apprehensive had floated down the river. We took the yawl and went down the shore and examined every object that gave any intimation of the wrecked vessel but found it (money) not. Returned in discouragement and went to work and built a shanty with such materials as we could get, - of (tree) bark and some boards saved from the wreck. Fished out some trunks and baggage belonging to the passengers.

The water falling a little gave us some hope of recovering our

portable desk with the money which, after more mature reflection and examination of the place, came to the conclusion that the desk must have slipped overboard and sunk with the weight of specie in it. Near the place where it (probably) slipped overboard, we went to work with pike poles, feeling around on the bottom. After a long search we struck something that seemed to indicate that it was there but how to get hold of it and get it up was the thing to be determined. We stuck down a pole as we supposed by the side and then one of our men who was an elegant swimmer dove down and, seizing the desk, brought it up, - to our astonishment and joy. We were then in funds that enabled us to pay off our officers & hands and have some left with which to pay off some outstanding debts.

After a few days we was (sic) relieved by Mr. Prentiss and I returned home to make the necessary arrangements for raising the boat."

The MECHANIC went down until the starboard guard was under water, as reported by Capt. Wyllys. This was a boat with a deep hull typical of the time and would have had a four foot freeboard without overhanging guards (see HOMER, page 14, March 2001 Reflector). Later the river came up and covered all of the main deck. The snag which had penetrated the hull extended through the main deck.

- - - - -
JOURNAL OF ROYAL PRENTISS
1825

(Royal Prentiss and a crew from Marietta with salvage equipment had arrived on the scene about June 1, 1825.)

Friday, June 17th. Continued to heave upon our purchases & during the day brought the head within about 20 feet of shore. The purchases (lines and their

anchors) did not fail today - the boat now stands nearly on an even keel - all hands tired - towards evening heavy clouds appeared in the west indicating heavy rain, etc. Flatboats descended today - no steamboats passed today.

N. Clark (Nathaniel Clark, one of the boat's owners) caught three catfish - being quite sick, could do nothing else. Several inhabitants came to visit with provisions. I am considerably improved in health.

Saturday, June 18th. This morning commenced heaving upon the crab and windlass but failed in bringing the boat nearer the shore. Her stern is now in about 18 feet of water, her bow in about 12 feet. Concluded to prepare our flatboat & get our chain cable under the bottom.

Made an attempt to sweep her bottom with a rope but could not effect it, - then concluded to rig a purchase under her guards & sink a (flat)boat on each side & made preparations for that purpose with the intention of proceeding with our present plan tomorrow or Monday.

All persons belonging in our encampment are in a tolerable state of health & work hard & steam high. During the last night, two steamboats passed us, one down in the evening and one up about midnight. In fore part of the night we experienced a heavy shower accompanied with wind, thunder & lightning; the rain continued the greater part of the night & the tall, heavy trees which overshadowed us looked as if danger was threatening us but, under the protection of Devine Providence, we were all perfectly safe.

I am now writing at about 11 o'clock at night - all asleep in the camp except Bonney (C. D. Bonney, one of the owners). N. Clark has just come up from the steamboat, on the deck of which seven of our gang have taken lodgings, & reported that he has caught two large catfish.

(When first built the MECHANIC had passengers' accommodation in the hull, typical of the earliest steamboats. Later, when Wyllys Hall became master, a second deck was added with the cabin moved up there and the hold used for freight. Ed.)

Several flatboats passed down today & several of the neighboring inhabitants came to visit us & bring provisions. We have been rather low in spirits as it respects getting up the boat - have resorted to a new plan & "Hope keeps the heart whole."

Mr. Skinner has recovered a considerable quantity of goods today & spread them in the woods to dry, all of which are nearly spoiled. The appearance of the boat & goods, etc. looks like destruction in reality. What will be the result . . . (paper frayed).

Sunday, June 19th. This day commenced with fair weather & wholesome air. All the persons composing our encampment, washed and dressed clean, spent the day agreeably to their inclinations.

Myself, W. Hall & Levi Cole (after procuring a guide) went into the back settlement for the purpose of attending meeting; we found a few persons collected together & heard a discourse or exhortation, after which we returned to camp about 3 o'clock. We then concluded to write letters to our wives & friends; myself, Capt. Hall, Wm. Bell & Mr. Skinner accordingly wrote so as to be ready to send them by the first steamboat which should come up.

Just at dusk, before, all of us had finished our letters, a steamboat hove in sight about a mile & a half distant. We hurried our letters to a close and made preparation to go off with them to the boat; Capt. Hall, Mr. Bell & John Carlisle manned a flat for the purpose & pulled her into the middle of the river (the yawl being absent). They hailed the boat & requested her to receive on board a packet of letters -

the boat was hailed again and again but no answer was returned; she passed on without even noticing us and we have failed this time, through the lack of accommodation on the part of the commander of the boat, to inform our friends & relatives of our prospects, health & present situation.

The boat proved to be the MEXICO but by whom commanded is unknown to us & it matters but little whether his name is ever known or mentioned in a company of gentlemen. We will endeavor to ascertain his name & still hope we may soon have an opportunity of forwarding our letters by some boat commanded by a man who has some pretensions to the character & conduct of a gentleman.

June 20th Monday. This day was spent in caulking the flatboats preparatory to sinking them beside the steamboat. A steamboat passed down this evening.

The weather fair & warm. The farmers are now cutting their small grain.

June 21st, Tuesday. The caulkers finished the flatboats. In the meantime all spare hands went to work clearing the steamboat of all the weight possible - viz.: the anchor, brick & clay about the furnace, etc. - & removed the snag which still remained in the bow.

We rigged a derrick by the wheel house & with a purchase hauled the snag aft into the boat. It measured three feet through & about 111 (sic) feet long; we then cut it in two with a saw and rolled it overboard after which all hands went into the woods & brought in the timber necessary to rig the flatboats, in doing which the end of a log fell on my right foot & disabled me. I immediately showered it & then applied camphor & oakum; it pained me much for about 3 hours & then became more easy, - it was swelled considerably.

(The typed transcript of the diary says the snag was "111 feet

long" and if so the MECHANIC must have rammed the butt end of this big tree. If the length is a typo, the snag could have been an eleven foot stump that had slipped down over the bank in high water, - take your choice but it was BIG. Ed.)

June 22d, Wednesday. Got the flatboats alongside the MECHANIC & placed a part of our timbers across them, one boat on each side opposite the boilers, bored holes in them in order to have them sink with plugs ready to stop the holes in case the boats should sink too much.

I was too unwell today to do much & two or three others were complaining of being unwell. N. Clark appeared to be quite unwell & has done but little since he has been here. My foot is getting quite well.

June 23rd, Thursday. This morning I found that the flatboats had sunk but very little. Stopped the plug holes & filled them by bailing; got our main timbers across the boats & lashed & secured them fast by braces, etc. & then commenced bailing & heaving on our purchases on shore. By night we had raised the bow of the MECHANIC about 18 inches & hauled her in shore a number of feet. Her stern settled about 6 inches, - her forecastle deck is now about a foot out of water & her cabin deck is about 18 inches under water. All hands are in good spirits & feel satisfied with the progress made today & are now confident we can save the boat. Am in hopes we shall be able in 8 or 10 days to start for Louisville.

Two steamboats passed today: The HIGHLAND LADDIE up about 3 P.M. & about 1/2-after-three the PLOWBOY down. The HIGHLAND LADDIE took the letters we wrote on Sunday last to our friends - to put them in the Post Office at Louisville.

Finding myself very unwell this morning I took a physic - in the evening was much better. Martin Coleman, Thomas Bell & N. Clark

are also invalids in camp; Coleman from having run a nail in his foot, Clark from slight fever & debility & Bell from having fell the evening before with his side upon the side of one of the flatboats - he was very sick during the night & unable to move but little during the day, being in much pain & very sore.

This afternoon we were visited by a thunder shower accompanied by wind. It is now dusk & a drizzling rain continues. Several persons came into camp today & assisted us in heaving on our purchases.

June 24th, Friday. Today, continued our work much as yesterday. Myself tolerably well but not yet seasoned to hard work & our present mode of living..

June 25th, Saturday. This day found our flatboats had lifted all we could make them; then hove on our purchases on shore in order to draw her bow as near shore as possible. We then let our purchases all up and pulled the plugs out of the flatboats in order to have them sink & placed them at her stern to try to raise her cabin deck above water, - which we intend to do on Monday next.

Wyllys Hall started on board the steamboat FRIENDSHIP for Nashville, by way of Louisville, about 3 o'clock. In about half an hour afterwards the steamboat BELLE CREOLE passed up. Several persons came into camp today. Weather fair & cool.

June 26th, Sunday. Nothing done today. Several persons came to see us. Weather fair and cool.

June 27th, Monday. Removed the flatboats from the bow to the stern, also the large spars & placed them through the cabin & sunk the boats. In the afternoon, bailed them out & took a heavy strain upon her but could not move her. We then concluded to go by the plan which I proposed on Sunday, viz., building a bulkhead all around the boat above water & bailing

her out which was all prepared & invitations sent to the inhabitants in the country to come to assist us in bailing.

The steamboat LAWRENCE passed down this evening. High hopes are entertained that we shall be able to raise her tomorrow.

June 28th, Tuesday. This morning the people who were invited to come in began to flock together to the number of about 20 men & boys. We commenced bailing & reduced the water about 8 inches lower than the water in the river but upon discovery that the water came in upon us through the rudder port, as we supposed, we ceased bailing & in a few minutes she was as full as ever.

We then stopped up the rudder port & with an additional number of hands, tried to relive her a second time. After bailing about an hour we had lowered the water upwards of one foot but finding the water to come in nearly as fast as we bailed out we again ceased bailing & concluded to erect a derrick each side of the boat & take the falls to the Crab & Windlass on shore. & bail the boat & heave at these purchases at the same time.

(Crab: Any of a variety of machines for raising or handling heavy weights - Webster's.)

We accordingly rigged them in that manner & made another attempt but failed in consequence of our rigging giving way.

June 29th, Wednesday. Rigged our purchases again & with the few hands we had invited the day before, commenced bailing & heaving upon our purchases. We could gain upon the water & nearly cleared the deck but our derricks pinching the boat on the wheel houses, we let all go and, while putting things in order, Mr. Cole started in quest of men to assist us in another attempt in the afternoon while other persons went in other directions.

Our number in the afternoon amounted to about 40 men & we made another effort but failed, -

but invited all who were present to come again on Saturday & make one more attempt on this plan.

Today two steamboats passed up, viz. the LAWRENCE & GEN. NEVILLE.

June 30th, Thursday. This morning, I found myself unwell in consequence of being so much in the water & was unable to do much of anything. Finding ourselves short of rigging we uncoiled(?) our new cable, which took us about two hours, & erected a derrick at the stern of the boat & a capstan on shore. Made six pumps and other preparations to be in readiness on Saturday to make a desperate attempt on the present plan if the water should not be too high. The water continues to rise gradually - about 4 inches in 24 hours. Our men are principally tired down & unwell from being so much in the water.

July 1, Friday. During the last night it is said by some in camp that a steamboat passed up. This morning is clear & warm. All hands are employed in making preparations for raising our boat tomorrow; the river rose about 2 inches last night

Nine o'clock at night, finished our preparations for raising the boat on the plan proposed but during the day the river had risen so much that we abandoned the attempt till the water should fall & accordingly sent word to those persons invited not to come till further orders.

The HIGHLAND LADDIE passed down about 5 o'clock; ran in close to our boat - we sent out our yawl, manned by 3 men, & took on board 1 barrel bread, 1 coil rigging, some sugar, bacon & a letter from Capt. Hall from Louisville.

We had a slight shower today about 4 o'clock which lasted about 15 minutes. In the evening I caught four catfish with one hook for breakfast. All persons composing our camp seem to be in a tolerable state of health & good

spirits & are confident that as soon as the water falls about one foot we shall be able to raise the boat without much difficulty.

"Hope keeps the heart whole!" and hopes we now have are so strong that notwithstanding, every person is anxious to be at home. They say but little on the subject, believing that in a few days we shall have a boat at our command to transport us nearer our homes & dear relations.

July 2, Saturday. This morning the water had risen so much that it was found impracticable to do much at the boat & the principal part of our hands were lying still. About 30 men came from the different parts of the country to assist us in getting her up, stayed with us part of the day - took dinner - drank grog - told stories & promised their assistance at another time, etc. and then retired to their respective houses.

The fore part of the day fair - latter part flying clouds, threatening rain.

July 3d, Sunday. On examination we found the river had risen about half an inch during the night & was about on a stand; we believe that on Wednesday next the water will fall enough to enable us to carry out plan into execution. Some of the persons composing our company went out this morning after breakfast to visit the people in the country. The balance are in camp, reading, sleeping, etc.

July 4th, Monday. This morning the river was found to have fallen about half an inch & hopes were entertained that the water would be low enough in a day or two to commence operations on the boat - it was again found in the course of the day to be rising. Some of our men went into the country - the balance staid in camp & picked oakum. The Steward, Clemens Pacotet, having drunk too much liquor started from camp in a crazy fit & went & hunted up

Thomas Kennedy, who had been some time previous discharged & was lurking around in the neighborhood, & violently beat him with a club so that he could not see. Some apprehensions are entertained for his life.

Had a spree in the evening at camp; (I will try to remember as much of it as possible). Just before dark had a violent thunder shower which lasted nearly all night.

July 5th, Tuesday. This morning, went down to Mr. Bushears' to see "Canada" (Kennedy) whom I found to be in a most deplorable condition from the beating given him by Clemens the day before.

Two steamboats passed up - the PIONEER and GRECIAN. I sent a letter to my wife by the PIONEER. Clemens fled about noon to avoid the punishment justly due him for abusing Kennedy yesterday.

This evening is very clear and serene. Keel and flatboats pass down frequently. We yesterday learned that the steamboat BOLIVAR had come in contact with the steamboat OHIO at New Richmond & had destroyed her.

July 6th, Wednesday. Examined the river this morning & found it had risen some but in the course of the day it appeared to be at a stand. All persons in camp express much anxiety that the river should fall & the boat be raised. Found employment the greater part of the day for all hands viz.: for our carpenters - repairing the tables. The axemen - chopping steamboat fuel & for others - collecting together articles belongs to the boat & cleaning & scouring them.

In the morning the weather was cloudy & appeared to threaten rain - but it cleared off before noon & the wind blew very fresh up river till towards evening it clouded up & commenced raining very heavily accompanied with incessant thunder & lightning. Just before night the steamboat PATRIOT passed up - full of freight &

passengers from New Orleans.

In the morning sent Kennedy some physic & learned by the bearer that he was much better. None of our neighbors has been to visit us for several days.

The water at evening was found to be but little higher than in the morning. (It is now about 10 o'clock at night & while I am writing by candle light it is raining, thundering & lightning incessantly.)

July 7th, Thursday. This morning commenced fair. Nothing material occurred during the day. The PHOENIX and another steamboat, NEVILLE, passed down. A messenger came from N. Clark informing that he was very sick - sent Doctor Carlisle out to him, to attend to him & by him a bottle of whiskey.

The evening is quite pleasant. The water has fallen during the day about 4 inches.

July 8th, Friday. Nothing material occurred this day. The water falls slowly. Our carpenters at work getting out stanchions, railing, etc. The steamboats RAMBLER and LAWRENCE passed down. Weather pleasant.

July 9th, Saturday. Carpenters employed as usual getting out stanchions. The water falls slowly, about one inch per day. The steamboat PLOWBOY arrived today with Capt. Hall on board from Louisville, having been to Nashville & affected a settlement with Gov. Carroll; not much to our advantage, he being so miserly, stiff & rigid that it was with difficulty Hall could obtain anything near the charge which justice dictated for the simple conveyance of Lafayette and Suite to the place where the boat was wrecked. Capt. Hall obtained only \$300.00, the loss of the boat was not considered by Tennessee, & there was an unwillingness to pay the money earned.

The weather quite warm today.

July 10th, Sunday. This morning a messenger came from Nathaniel Clark in the country informing that he was quite

unwell; we sent him a dose of Calomel & some French Brandy - 4 of our men went out to see him.

The steamboat LEXINGTON passed up this morning. The company who went out this morning to see N. Clark returned this evening and reported that he was not as bad as represented & would probably be at camp in a day or two.

This evening I was taken quite unwell.

July 11th, Monday. This morning found myself quite unwell (after being so all night) and took 4 Sees Pills which operated very well and in the evening felt much better than in the morning.

About 5 o'clock in the afternoon received a letter from Stanton Prentiss dated the 23 of June - it was a welcome treat to me & I felt joyful to hear that all were well at home at that date.

All hands employed as usual getting out timber for repairing the boat when we get her up. Several persons are complaining in our camp today. Several flat bottom boats & others passed down to day; one of the flatboats brought the letter from Stanton.

July 12th, Tuesday. Today employed as usual getting out timber for the boat. The river is falling slow. A steamboat passed up after dark - supposed to be the CARAVAN.

Nothing material occurred except a heavy shower in the forenoon - the balance of the day was pleasant.

July 13th, Wednesday. This morning was quite cold. Carpenters employed getting out timber for boat. Several persons complaining with colds, etc.

July 14th, Thursday. The water having fell considerable, we concluded to heave on our purchases & see how we could effect the boat.

Capt. Hall received a letter from Marietta dated July 3 informing of the death of Mrs. Todd & marriage of S. Whipple to Mrs. O. Lincoln.

Succeeded in raising the boat about one foot by heaving upon our purchases & bailing our boats.

July 15th, Friday. The weather continued cool and pleasant. Again tried our purchases & bailed out our flatboats - we raised the MECHANIC about 10 inches & sent out invitations to the inhabitants to come tomorrow and assist us in bailing out the steamboat.

Sent Charles Holley to Troy (Indiana), 10 miles down the river & purchased 2 lb. tea, 5 lb. coffee & some sugar. Also, sent a letter to the Post Office at Troy directed to my wife at Marietta.

The water falling faster than in the morning. A few of our neighbors came to see us today & brought some provisions. Major Carlisle had a chill today.

A messenger came from N. Clark informing that he was, "Mighty bad," & wanted to borrow some flour. I believe the news of our having purchased a barrel of flour has spread through the country, far and wide.

July 16th, Saturday. This day, agreeably to invitation and all things being prepared, the people came in from the country to assist us in bailing out the boat & about 11 o'clock, we having raised the boat so much that there was about 18 inches of water on deck, every man was placed to his post & the word given to commence to the number of about 50 including our own crew. After bailing and heaving on our purchases about 2 hours, finding we could not raise her in consequence of the water running in under her guards and perhaps other places, we ceased bailing & for the present gave up the idea of raising her on this plan.

All well in camp.

July 17th, Sunday. This morning, after breakfast, all hands went to work endeavoring to secure her so that she would not settle any in the hope that by Tuesday or Wednesday next the water would fall below her

guards & we might bail her out without calling upon our neighbors.

The water falls about 6 inches in 24 hours. The FRIENDSHIP passed down today.

July 18th, Monday. Today finished securing her, having five derricks & 2 chains passed under her bottom & so secured that we think we can hold her up till the water falls below the guards of the boat. The water falls about 6 inches in 24 hours; we are in great hopes of raising the boat on Wednesday, - perhaps tomorrow.

All well in camp but very anxious to raise the boat & leave this place. The prospects this evening of raising the boat are better than they have yet been, - the guards are nearly out of the water.

July 19th, Tuesday. After having made every preparation in our power, we all went to work to see if we could have any effect upon her by bailing without the assistance of the natives. Found that we gained so fast that we continued to work very hard all day and night - and in the meantime invited the natives to come to our assistance tomorrow.

July 20th, Wednesday. The persons invited to come to our assistance came early in the morning, much to our relief, and after much hard work bailed the water and mud nearly all out of her - she is now afloat, but a miserable looking wreck - the sad effect of a voyage of frolic and pomposity, principally to my loss & sorrow.

July 21st, Thursday. Employed 10 hands in cleansing the cabin & hold of mud & washing them. Stopped the snag hole in the bow so that we could run to Louisville. Put the engine, boilers, etc. in order.

All in tolerable spirits & entertain hopes that we shall start for Louisville Saturday.

Heard that the boilers of the steamboat OHIO had burst; killed one man and scalded badly two or

three others. All Well in camp & hard at work.

July 22d, Friday. All hands again employed as yesterday making ready, getting out mud, water, etc. Keep watches regularly on board at night to keep the pumps going.

July 23d, Saturday Commenced carrying our goods, etc. on board which employed all hands busily till about 3 o'clock.

Raised one of our flatboats which had been sunk a few days previous. Sold three of the flatboats - one for a watch & two dollars & two for a mare valued at 50 dollars. The mare we took on board. The other flatboat we took in tow as far as Mr. Philemon Davisson's where we left her with directions to sell her to the best advantage & remit the money to Louisville to the house of Harper & Nichols.

Before starting from our encampment, we invited all our neighbors to come and ride a few miles with us. They accordingly came to the number of about 30, Mr. Davisson and his family with the rest, to whose landing we went this evening where we concluded to stay all night - about 5 miles from our encampment. I went up and spent the evening with Mr. Davisson. ■

LAFAYETTE'S GRAND TOUR

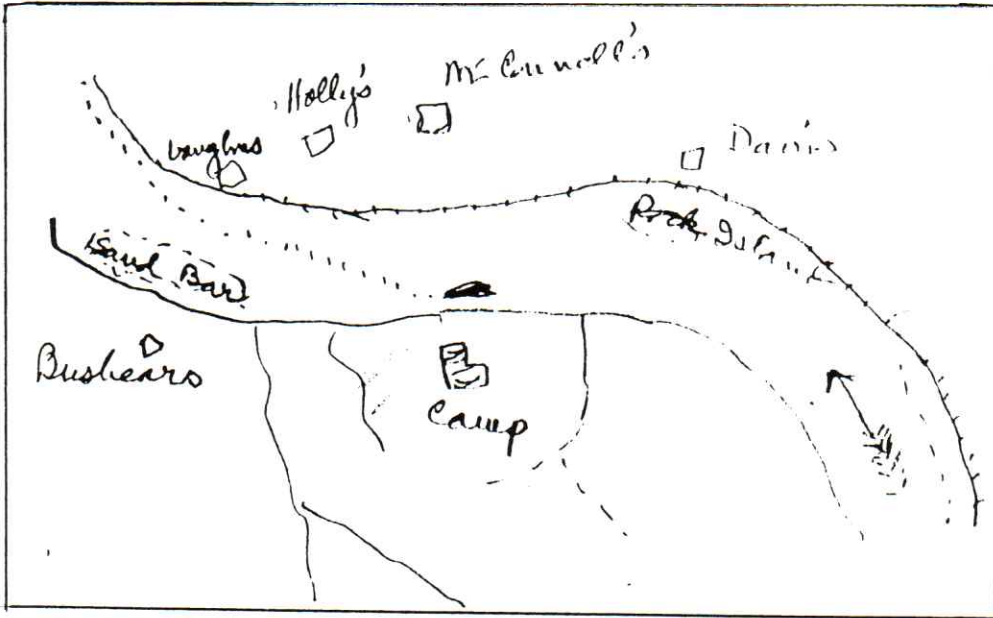
8/15/24 Arrived in New York aboard the frigate CADMUS with son George, secretary and valet.

12/24/24 - Washington, D.C.

2/25/25 - Begins trip south with visits to North Carolina, Georgia and Alabama. At Mobile, met by the NATCHEZ which takes him to New Orleans and up Mississippi to Natchez, St. Louis and back down to Cairo.

Aboard MECHANIC to Nashville then on to Louisville, Lexington and Cincinnati. Aboard HERALD to Wheeling and overland back east to New York state and New England.

Departs September 9, 1825 aboard the Frigate BRANDYWINE.



NOTES ON THE ROYAL PRENTISS JOURNAL

The sketch above by Royal Prentiss is of the site of the sinking of the MECHANIC. It is from this sketch that we show the approximate location on the 1935 Ohio River chart page reproduced at the beginning of the Prentiss Journal. Some accounts say, ". near Deer Creek" which is inexact and that stream is above Rock Island. We believe that "Land Landing" is about the right spot since the Prentiss sketch is as he saw it while enjoying camp life on the banks of La Belle Reviere for more than a month.

The residences marked by Prentiss are, from left to right: Vaughn's, Holly's, McConnell's, Davis' and, lower left, Bushear's. Rock Island is shown in front of the Davis property while the sunken boat in front of the camp site and her approximate course the dotted line.

On another point, the typed copy of the Journal mentions Philomon Davisson as living five miles above the site of the sinking. "Bavison Landing" is just five miles upriver and likely it was once "Davisson's," - or perhaps our typist misread Prentiss' penmanship.

We only wish that the Prentiss Journal had been uncovered while Bert Fenn, the Tell City historian and sage, was around to follow up. Bert would have loved it.

CLARINGTON HONORS A FAVORITE SON

#

J. Mack Gamble Memorial Pavilion

Clarington, Ohio has languished since its days as a busy market town located some twenty-six miles down the Ohio River from Wheeling. Its rise and fall were related by S&D's first president, Mack Gamble, in a well remembered speech in 1961 which he called, "Modern Progress."

In the days when you got to Wheeling by the daily packet

such as the COURIER or LIBERTY, Clarington had a large flour mill, a boatyard, a bank, doctor, dentist, barber shops and a dozen saloons. But, all was lost when they paved Ohio Route 7, according to Mack who grew up near the mouth of Possom Creek below Clarington, - you can't get your teeth fixed and there are no saloons. Things have only become quieter in Clarington since 1961 and Mack himself has slept in the Clarington Cemetery since 1973.

A new generation of residents, however, has at last taken an interest in improving what was once the typical self-contained small town on the river that was such a viable place in steamboat days. On May 26 there was a dedication for a new village park and picnic ground and with it the J. Mack Gamble Memorial Pavilion.

About eighty people were on hand for the dedication ceremony, held on a bright, warm afternoon with a gathering of classic cars adding to the interest. We enjoyed being with the Clarington locals, many of whom could look back to first meeting the honored Mr. Gamble as their elementary school teacher. One of these former students, Juanita Mattone Cordery, came down from Cleveland to participate in the proceedings with a short, fitting remembrance of her favorite teacher: who else would take the class down to the riverside to watch the DELTA QUEEN pass by.

Mayor Jeffery Morris also remembered Mack as a favorite teacher as follows:

"Mack Gamble was a gentle giant, a fountain of knowledge and a teller of tales. I primarily recall him as principal of Clarington Elementary School and prior to that he had been a teacher at (then) Salem High School. Mr. Gamble retired my fourth year of school yet continued to substitute teach. What a delight it was to have the good fortune to see his face as a fill-in instructor.

It seems very fitting to be honoring him in our riverfront community as he truly was a riverman in every sense of the word. Evident in his passion for the river is his published work, Steamboats on the Muskingum."

Mack would be pleased with his pavilion and his students, too.

Our thanks to reader Hope Barnhouse of Rea's Run, Ohio who alerted us to this event.

* * *

MEMOIRS OF A FIREMAN

TOWBOATING ON THE MONONGAHELA
by J. A. Yonker

TOWBOATS WERE RACERS TOO!

The reminiscence which follows was not, to our knowledge, published previously. J. A. "Jake" Yonker's earlier stories appeared in The Waterways Journal in the 1940s but this one was written in 1964, prompted when the race between the BELLE OF LOUISVILLE and the DELTA QUEEN during Derby Week first caught the public's interest nationwide. The Editor.

- - - - -

Most people have heard or read about the famous race between the ROBT. E. LEE and the NATCHEZ in 1870; to the winner went the horns and the prestige and publicity to attract passengers. However, racing of a sort was a common practice on the Monongahela River in the days of steam, for practical reasons if lacking the glamour and glory gained by the storied packets.

This was a different type of racing - towboats with tows racing down the Monongahela from the coal mines to the mills at Pittsburgh. Around the turn of the century, 1900 or a little later, a large number of mines were operating and shipping most of their product by water. This coal had to be towed up to seventy-five miles from the mines and in that distance there were five locks - four power operated with double chambers and one single and hand operated - with considerable time required at each.

The races were nearly always between down stream, loaded tows destined for the industries of the Pittsburgh area which were always calling for coal and more coal. Furthermore, at times when "coalboat water" was anticipated on the Ohio large towboats would be waiting at Pittsburgh for coal from the mines to make up tows going to Cincinnati and points beyond on both the Ohio and Mississippi.

The poolboats which engaged in this racing, if that's what it can be termed, were all of a type suitable to the conditions on the Monongahela. They were short, 120-135 feet in length and 20-25 feet wide with the low pilothouse mounted forward of the cabin to clear the numerous bridges across the river. They had two or three Western River style boilers, hand fired, 26-28 feet long and 38-42 inches in diameter with each boiler having two 14-16 inch flues. Engine room equipment consisted of two simple non-condensing engines of 15-16 inch diameter of cylinder and a 5-6 foot stroke. The exhaust steam from these

engines, after passing through the feed water heaters, usually went to the stacks for increasing the draft. In addition, there was a doctor pump used to pump the water from the heaters to the boilers, a dynamo engine (used only at night) and the ever-present engine room bells which required the engineer to do whatever the pilot rang for and quickly and without error. (The navigation dams built on the Monongahela in the 19th century created pools, hence "poolboats" for the compact design that developed to operate there. Ed.)

Monongahela River tows were usually made up of five pieces, four of which went through one of the double locks while at the same time the fifth barge and the steamboat went through the second lock. The similarity of the towboats and the tows they handled was great enough to furnish a logical background for a first-class race. (See postcard view of old Lock 4, June issue, page 22. Ed.)

Coal was always in high demand and caused the company officials to encourage the boat crews to move coal from the mines to Pittsburgh as promptly as possible. Naturally, the crews were not only willing to oblige, for the company and to win some glory for themselves. Not infrequently there would be several boats with tows in the same pool and since the first boat to reach the lock was the first to be locked through each boat had incentive to try and beat the others.

Naturally, one would look to the pilot as the most important figure in a contest of this kind and, to a considerable extent, this was true. A good pilot was a master of his job and one of the elementary things he would do would be to hug the willows as closely as possible going up stream and take full advantage of the current when coming down. His knowledge of the river, of his boat and its tow and that of his rival would permit him to use everything available to get to a lock first. And he usually did this without any mishaps.

No matter what skills and wily tactics the pilot employed, however, it all came down to the steam produced in the boilers and used by the engines. This brings us to the engineer and the equipment in the engine room, to the hand-fired boilers and the lowly fireman. The more steam available and used the better the chance of winning the race.

Boilers were, of course, regularly inspected by the U.S. Inspection Service and allowed a certain steam pressure. Fortunately, and sometimes unfortunately, the old fashioned lever safety valve had a nice flat place on the top of the weight upon which some additional weight could be easily placed. This additional weight at the end of the valve lever raised the point at which

the valve would lift and release excess steam, - this inviting place for weight(s) was invariably used. Even the never fail pop safety valves could be wedged down so they would never blow at all. If a boat were allowed say something like 160 pounds enough additional weight would bring the usual working pressure up to a more useful 200-210 pounds. I recall one boat with pop valves set at 150 pounds that carried 200 pounds whenever needed and another boat with lever valves carried 240 pounds for years and nothing ever happened. A few additional pounds of steam produced quite a noticeable improvement in engines performance and every effort was made to get all the pounds possible.

When a race appeared imminent the mate would shut off all the syphons on the fleet and of course syphons used a lot of steam. Most tows in the days of wooden barges had one or more leaky pieces and this meant one or more syphons usually stayed in operation. If there was a small syphon in operation on the steamboat to keep the hull dry this was also shut off. The dynamo would not be running in the daytime and could not be shutoff at night since the signal lights and the search light were needed, - even the most aggressive pilots would not take the risk of running without signal lights.

Some of the boats operating in the pools had engines of the fixed cut-off type with cams operating the intake valves that could not be changed by the engineer. Many other boats had cams giving a 3/4 stroke cut-off and if the engineer wanted more power the only option was go to full stroke - effective but hard on the steam supply and the pressure would fall.

Most of the newer boats at that time did have engines with adjustable cut-offs which the engineer could change to suit his needs; this gave him a chance to work his engines to the best advantage. Full stroke with either type of valve gear meant just what it says - full boiler pressure following the piston the full length of the cylinder and then released by the sudden opening of the exhaust valves with the simultaneous closing of the intake valves as the piston began its return stroke. If for whatever reason engines working full stroke were 'scaping out everybody in the neighborhood would know it.

The engineer could control the height of the water in his boilers by changing the speed of the doctor as the need for steam changed and with it the consumption of water. If he were carrying the water as low as he thought he should he might have to speed up the doctor when he began to work his engines harder. This increase in the amount of cooler water pumped into the boilers would be hard on steam because even though the feed water was heated by the



The BRADDOCK (T0291) of the American Steel & Wire Co. upbound on the Monongahela (towing empties) racing for the next lock. Jake Yonker fired on the earlier boat of the name; this one built from the first in 1916. W. S. Pollock photo.

Snowden heater its temperature was lower than that already in the boiler. If the water level was carried higher he might not need to speed up the doctor or could even slow it down a little. Although the writer had never seen it done, theoretically the engineer could stop his doctor entirely for just a few critical minutes during the last hundred yards of a close race.

The fireman, the ultimate key to maintaining steam pressure, would be working hard and using all the skills he had. It is to be hoped that he had a reasonably clean fire when the race began because fighting a dirty fire is a losing proposition. He had to fill up as quickly as possible using, if available, lump or nut coal in preference to slack, pigeonhole several times between other operations and hope the pilot did not stand too long on the whistle when blowing for the lock.

At the conclusion of the race, when the winning boat was safely in the lock, the engineer could wipe his sweating brow and come out to the deck room to get a cold drink of ice water; the keg would have been filled with raw Monongahela River water and a large chunk of ice. The fireman on the winning boat could do the same, clean a really dirty fire, haul his ashes when safely out of the lock and be prepared for whatever the next pool might bring, - perhaps another race to the next lock. The fireman on the losing boat would have to wait until the winning boat got out of the lock chamber and so had more time to clean his fire, haul his ashes and then relax.. Thus, it might be said that he was the only one who gained by being the loser.

That was "racing" on the Monongahela River in the palmy days of firing on the poolboats. It was a practice that continued for sixty years or more after the famous LEE-NATCHEZ race of 1870 and if lacking glamour could be just as exciting. The work could be demanding for the entire crew but we were all young and there was pride in nosing into the lock approach just ahead of the other fellow.



Here's the deluxe office of the fireman on a typical poolboat. O. F. SHEARER (T1940) was built in 1919 as the VICTORY (T2527) and she is fitted with coal stokers. Less heavy work for fireman Edward "Skill-Lee" Watson but still a bit dirty.

Watson holds a shaker bar, the pipe curving up from the floor brings coal from the bunkers to the firebox and in the right foreground are the stoker controls. Is that pull line the ready whistle; Bert Shearer will tell us. Walter J. Meyers photo, 1946.

- THIS AND THAT -

**AMERICAN ILLUSTRATORS' POSTCARDS
A NO-SHOW**

Madam Secretary has received the following communication regarding the 5x7 postcards featuring the Dean Cornwell painting of the BETSY ANN announced on page 33 of the last issue:

"In furtherance of our recent communications, please be advised that the postcard collector pack, "Great American Illustrators" will not be produced due to significant budget reductions at the U.S. Postal Service. The cancellation of this postcard set is one of many cost saving measures that the Postal Service has instituted in reaction to steep operating losses that have been much in the news lately."

Too bad, too bad.

* * *

**THE POINT PLEASANT RIVER MUSEUM
FOUNDATION**

The Foundation is offering a lifetime membership for \$100. With this membership you will receive a signed copy of Capt. Charles H. Stone's, History of the Marietta Manufacturing Company, a membership certificate, a membership card and a tax exempt charitable donation certificate. The book alone is an invaluable source of information about the Pt. Pleasant area. (See Book Review section, this issue.)

Jack Fowler, Foundation president, is optimistic that the front of the museum building will be completely restored by "Battle Days" in October this year. Your contribution will serve as an investment in our town's future.

From The Mason County Area Chamber of
Commerce Newsletter, July 2001.

* * *

TOWBOAT "DONALD B" TO BECOME MUSEUM

We have earlier reported that the diesel sternwheel towboat DONALD B., formerly owned by Donald Brookbank, Maysville, Kentucky, was purchased by Steve Huffman and Barbara Fluegeman of Lamb, Indiana. The DONALD B. was built in 1923 at Pt. Pleasant as the STANDARD, owned by Standard Oil Company of Ohio. She was rebuilt at Portsmouth, Ohio in 1958 and has a steel hull, 79.6x18x3.5 and 185 hp. F-M diesel engine.

Many of the features of DONALD B. remain unchanged since her building 78 years ago and the new owners plan to make it available for

public inspection. The DONALD B. has been designated a National Historic Landmark, - considered to be the nation's oldest operational sternwheel towboat.

Our thanks to Keith Norrington for the *Courier-Journal* article of May 14, 2001.

* * *

CAPT. G. W. HILL LETTERS TO MERCANTILE

The St. Louis Mercantile Library, University of Missouri, St. Louis has received a significant collection of the letters of Capt. Granderson Winfrey Hill, well known packetboat owner and operator. The thirty-eight letters date from 1879 to 1886 and were written to his brother Robert Edwin Hill. Family members had saved the letters and donated them to the library's Herman T. Pott National Inland Waterways collection.

Capt. G. W. Hill was usually associated with the Leyhe brothers in owning several packets and he was one of the founders and an officer for many years of the Eagle Packet Co.

* * *

MURPHY LIBRARY STEAMBOAT COLLECTION

The work of the Murphy Library Resource Center, of which the famed Steamboat Photo Collection is a part, has received a boost from the Murphy Library Endowment Fund. The Special Collections Department has been awarded \$1,000 to make prints of un-printed negatives in the Steamboat Collection. At the present time there are some 25,000 un-printed negatives and this award will help reduce the backlog. With prints available, it will be possible to better identify duplicates and retain the best negative of each image.

The new photographic and digital processing center is complete. We understand there will be a period of hiatus in processing print orders until the move from the photo-lab's temporary quarters is completed.

* * *

JOHN STOBART EXHIBIT AND LECTURE

The Public Library of Cincinnati and Hamilton County, has arranged an event which should be of great interest to readers in the Cincinnati area. Marine artist John Stobart, whose works have graced these pages many times, will speak at the Library on Sunday, September 23. The title of his presentation is, "Steamboats & Landings Along America's Inland Rivers." Time is 2 PM, probably in the Tower Room, Main Library, 800 Vine Street.

The Inland Rivers Library will have most, possible all 33, of John's Western Rivers scenes on exhibit from September 1 thru November 18.

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REFLECTIONS ON A RIVER TRIP

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GOOD-BYE ST. LOUIS - HELLO SALLY RAND!

by Joseph E. Vollmar, Jr.

As times change and the pace of life quickens, we forget what it was like to travel before the age of airline schedules and computerized reservations. As I think about the days of my youth I recall a more relaxing style of travel. In particular, I vividly remember the summer of 1933 when my family took a motor trip to the Chicago World's Fair.

Rather than drive directly from St. Louis to Chicago, we took a detour back in time and traveled aboard a steamboat on the Mississippi and Illinois Rivers for part of the trip. The memories of leisurely river travel to Starved Rock State Park in Illinois still lingers and sharply contrasts with the excitement we, my younger brother and I, discovered in Chicago at the World's Fair, A Century of Progress, and the Midway..

Father was a friend of Captain William H. "Buck" Leyhe of the Eagle Packet Co., which owned the steam packetboat the CAPE GIRARDEAU. Mother believed a river trip would be, "relaxing and fun" as well as "instructive" for my brother Lewis, age nine, and myself, then fourteen years old. Since this was to be a combination river and driving trip, Father made arrangements to have out LaSalle auto accompany us aboard the CAPE GIRARDEAU which would take us up the Mississippi River from St. Louis to Starved Rock State Park on the Illinois River.

When the day of the big trip arrived, we took pains to pack up the LaSalle. There was even a special suitcase for hats which held Father's Stetson and Mother's "Cloche." The luggage trunk, which sat on a rack at the rear of the car, was loaded up and off we went. Our plan was to arrive shortly after the CAPE GIRARDEAU landed at the St. Louis Levee so there would be ample time to load the car and get settled in our rooms before departure.. In those days there were no Interstates nor expressways and the city streets were jammed with Ford Model-Ts, four-cylinder Chevrolets, double-deck busses and street cars. The traffic was directed by live police officers at the major intersections supplemented by stop signs and a few "stoplights" (traffic signals) so driving to the St. Louis levee was time consuming.

Capt. "Buck" greeted us at the stageplank of the CAPE GIRARDEAU at the Eagle Packet Co. landing at the foot of Market Street. A brief conference was held between Capt. Buck and

Father and it was decided that the easy way was to drive the LaSalle, with all of us in it, up the stage and then on board. Father was proceeding according to plan when he suddenly stopped, got out and looked at the front tires and then the stageplank. "Won't fit," he announced. "Everyone out of the car."

My mother, brother and I walked to the front of the car to view the problem firsthand; the front tires overhung the side rails of the stageplank by one or two inches. Father told Capt. Buck that he thought he could drive the car aboard with the tires overhanging but the Captain vetoed the idea saying, "If that thing slips off of the stage we'll be here the rest of the morning jacking it back up."

At a holler from Capt. Buck, the mate and ten black faces and a few whites appeared from inside the boat. Capt. Buck got behind the wheel and told the mate to walk backwards in front of the car and direct the wheel movement while the rest of the gang pushed slowly, - with the emphasis on "slowly." With Capt. Buck's head extending out of the window to observe the edge of the stage he yelled, "Let's go. Slowly, now."

Father, normally a "take charge man," thoughtfully refrained from any comment. The mate's thumb twitched first right and then left, - a wee bit right, - a wee bit left, progressing slowly until the stage's hoisting bridle was encountered; Too narrow for the car to pass! Without hesitation a stilson and spud wrench were procured, the fittings removed and the cables lifted above the LaSalle. Whereupon, the pushing and steering guided by the mate's thumb continued until the car was safe aboard.

From the great trunk on the back of the car the luggage appeared and was "toted" to our staterooms. Father, gratefully relieved, sank into a deck chair on the forward boiler deck which overlooked the forecandle below. Father, who had extensive knowledge of the river, relayed a commentary of the activity by the deckhands on the head of the boat to Mother and my brother and me. The steamboat's band was playing, "Shine on Harvest Moon" and Mother commented that she had not heard that tune since she was a girl. Refraining from showing my ignorance, I figured it was modern jazz.

As we traveled north up the Mississippi toward Grafton, Illinois where the Illinois joins the Mississippi, my brother discovered a slot machine in a corner of the concession stand. What a stir of excitement was caused when he hit a jackpot and some hundred odd nickels came spilling out onto the floor. The cabin waiters hustled to bring him cups to catch his winnings and good naturedly helped him corral the nickels that had

scattered everywhere. Word of Lew's luck quickly spread and thereafter, whenever he passed, the deckhands would politely ask, "Write me down a number, Lucky Boy." Mother explained that it was some sort of a little game with numbers that they played.

For me, life aboard a steamboat was new and one of varied and intense interests. The engine room and the boilers with the firemen and their big shovels that could lay a scoop of coal on a "cool spot" were fascinating. There was an art to slicing up the "clinker" with a long steel rod with a handle on one end.

The pitmans driving the sternwheel seemed to do a very slow dance, back and forth as the wheel buckets played a rhythm all their own with a slow but steady, "Spush, Spush." of escaping steam at the end of each stroke. The smell of steam combined with cylinder oil was new to me and I wondered how long one could be around it before becoming hooked on the odor. It was, and still is, a smell all its own.

Then there was the pilothouse and I wore a path between it and the engine room. At night, I'd swear the lights on the bank would wink. No radar then; the man at the wheel would turn on the carbon arc headlight and its beam would spear into the darkness. The beam would make a sweep across the water and settle on something that I couldn't identify but it meant something to the pilot. Not too much was said but someone on the lazy bench told me that the soft gray light in the sky to the southwest was a reflection on clouds from the street lights of St. Louis. The moonlight flitted across the ripples ahead of us and played over the line of rollers made by the paddlewheel behind.

The unloading of the LaSalle at Starved Rock State Park went much smoother than the loading at St. Louis. When the car was on the shore, Father saluted the mate and he returned it just as the pilot blasted the whistle. Father muttered something about, "That was an event you won't forget." Mother added, "I'm sure the crew hopes that they don't get another group like us." My brother was probably hoping that his hoard of nickels was safe in Mother's purse while my mind was racing ahead to Chicago and the Fair and how an underage kid could get into see Sally Rand and her fan dance.

As I reflect back on that trip, I still remember the innards of the CAPE GIRARDEAU, the pilothouse conversations and the relaxing pace of our 235 miles on the river. I don't remember much about Starved Rock State Park but can still clearly see Sally Rand, - even a few things about the Century of Progress.

I was successful in being able to weasel my way into The Sally Rand Show after learning



The CAPE GIRARDEAU preparing to enter an unidentified lock on the Illinois River, 1933. In the foreground is Joseph E. Vollmar, apparently studying the slow movement of the lock gate as six lockmen in background crank it open by hand.

Photo by Joseph E. Vollmar, Jr.

quickly that gratuities do work, especially with ticket takers. Sally manipulated a couple of huge fans on a big stage, too far away, while a bevy of beauties were ensconced on the sand of a make-believe beach. The set was protected behind an expansive plate glass window from the eye-straining audience, - but I did see Sally Rand.

Going to The Chicago World's Fair in 1933 aboard the CAPE GIRARDEAU was a trip to remember.

* * *

The late J. Mack Gamble also saw Sally Rand a year or two later and approved. On May 19, 1935 Mack and Miss Jessie Parr went to the Wheeling to watch Sally perform both her fan and bubble dances, sat in the second row and stayed for two shows. The following letter survives:

SALLY RAND
Zanesville, Ohio
May 22, 1935

J. Mack Gamble
Hannibal
Ohio

My dear Mr. Gamble:

Thank you very much for your kind letter of May 19.

It is very gratifying to know that you enjoyed my performance and I am very grateful to you for writing and telling me so.

I am sending the picture you asked for under separate cover and hope that you will like it.

Sincerely,

Sally Rand



Opposite Page, - Wazzat?

The collection of playing cards on the opposite page came to the S&D River Museum from the late Ben Richardson early-on. There were guesses about their use on the museum's opening day at Campus Martius on March 16, 1941. Several opined that the cards might have been found up the sleeve of the frock coat worn by George Devol, famed local riverboat gambler.

The answer to the puzzle is not so romantic:

The U.S. Census of 1880 shows that 17% of the population was illiterate - could not read nor write any language and an even larger percentage did not know English. Fully 70% of blacks were illiterate, then only 15 years after the Civil War. In 1900 the overall illiteracy was still 10.7% and for blacks 44.5%.

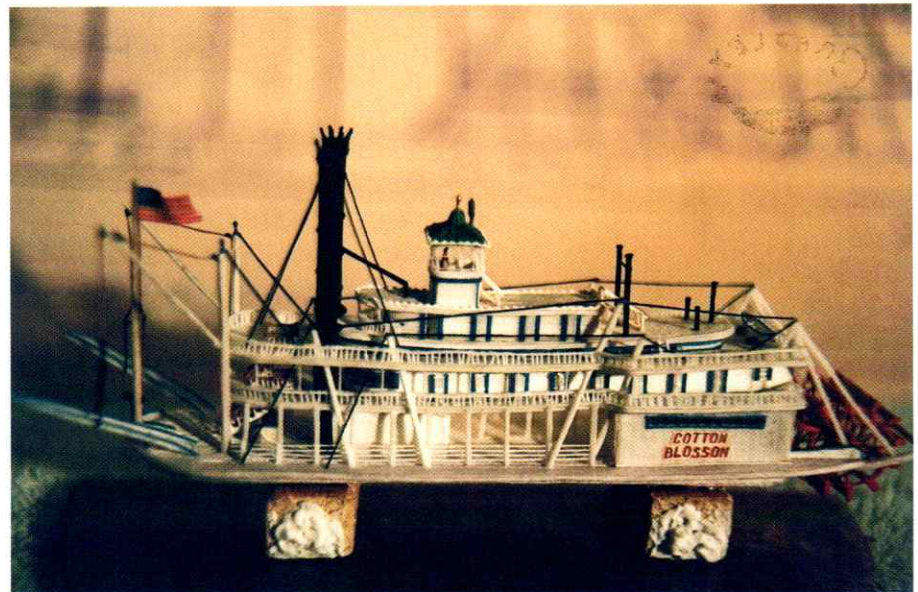
Even in 1941 only old-timers familiar with boating on the Muskingum may have known the significance of these playing cards, modified with seven inch lengths of spring wire. They were easily recognized by roustabouts on the local packet boats such as the LIZZIE CASSEL, CARRIE BROOKS or the GEN. H. F. DEVOL, - used to mark piles of freight.

The mate could shout, "Bring off the Jack of Hearts when we land at the Chamberlain place."

This collection may be unique.

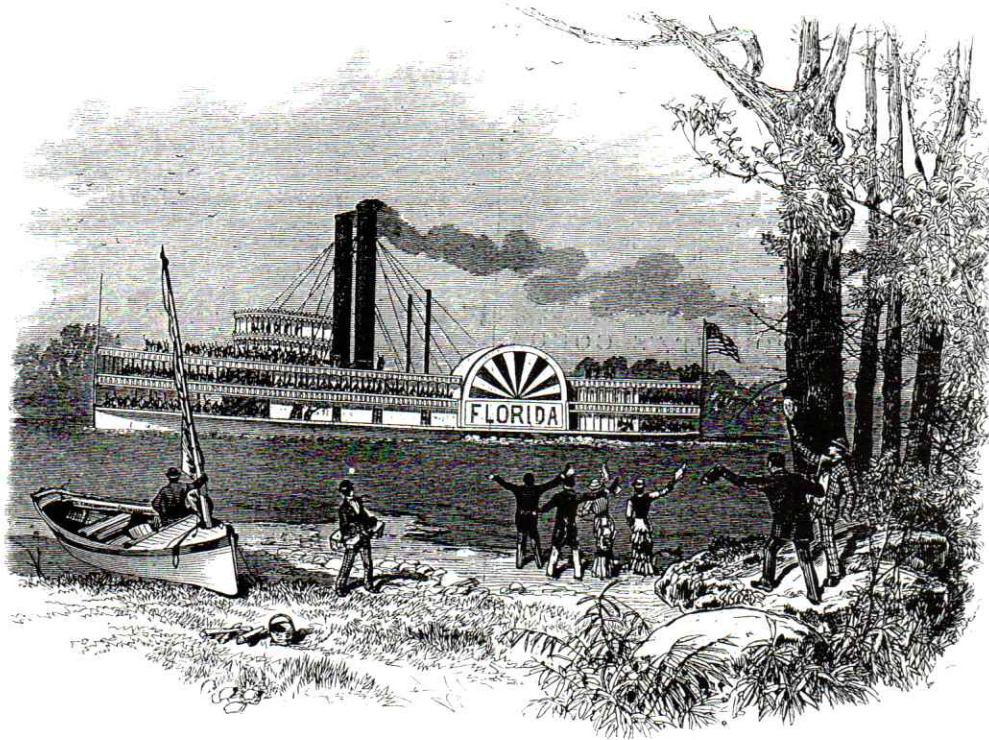


On September 18, 1993 there were two DELTA QUEENS at the Marietta Landing. The near one is a radio controlled model built by Guy Williams, the fellow in the red sweater. The full size version is the one with water around it; we don't know the young lady but she's cute.
Photo by Fred Rutter



The photo (above right) of the steamboat model comes from Jack Hinkley, President, Ships-In-Bottles Association of America with the following explanation: In the construction of ships-in-bottles, our builders often employ thread which has been stiffened by glue, applied and allowed to dry. This technique is often used when making parts for smaller miniatures such as pilotwheels, standing rigging, etc.

Our member C. L. Don Bradley, Morton, IL has now carried this technique of building to new heights in his creation of a sternwheel river steamer, the COTTON BLOSSOM. She is constructed entirely of glue-stiffened thread. This includes the cotton bales upon which the boat rests inside its glass dome housing. Don's label states, "Made entirely of sewing thread, 1999," - wish we had a thimble alongside for size comparison.



Excursion of Cincinnati businessmen down the Savannah River aboard the FLORIDA, April 20, 1880. Sketch by F. W. Edwardy, *Harpers Weekly*, May 22, 1880. Ed Mueller print.

THE STEAMBOAT FLORIDA
and the
GEORGIA AND FLORIDA STEAMBOAT
CO.
by Edward A. Mueller

INTRODUCTION

In the late 1870s the Central of Georgia Railway owned or controlled a line of steamboats on the Apalachicola-Chattahoochee-Flint Rivers system. This line, termed the Central Line, ran boats between Columbus, Georgia, the head of navigation on the Chattahoochee River and Apalachicola, Florida on the Gulf of Mexico. These were sternwheel boats and carried passengers and freight but were especially needed in moving cotton during the cotton shipping season.

Cotton would be delivered to points along the river system for trans-shipment over the railroad to Savannah on the east coast, then the premier cotton exporting center. Some cotton was, of course, carried down to Apalachicola for reshipping on both sailing and deep-water steamships.

The Central of Georgia Railway also controlled and operated the rather significant Ocean Steamship Co. of Savannah. This line was headquartered in Savannah and operated between Savannah and northern ports such as New York and Boston. The company (also known as the

Savannah Line) operated several iron combination freight and passengers vessels with Savannah as the southern terminus.

For many decades there had been steamboat service from both Savannah and Charleston south to East Florida destinations. All Florida-bound freight had to be transferred at Savannah from oceangoing vessels to smaller boats because of the low depths of water which limited access to both the St. John's River at Jacksonville and the harbor at St. Augustine.

Florida even then was a winter visitor Mecca and Savannah was the major port for transferring these folks to steamboats bound for the Sunshine State. Jacksonville was in those days truly the "gateway city" to Florida, however, many of these Savannah based vessels also touched at Fernandina (on the coast) and Palatka, up the St. Johns River.

ACQUIRING A STEAMBOAT

The Ocean Steamship Co. evidently observed both the success of its Central Line and the type of boats that others were running in the Florida east coast trade and decided to enter the competition for this sizable and evidently lucrative business.

Under the leadership of Colonel William M. Wadley, president of both the Central of Georgia Railway and the Ocean Steamship Co., it was decided to construct a steamboat-type vessel to run on the east coast from Savannah to Fernandina and to the St. John's River at

Jacksonville, Florida. This boat would carry passengers and freight and would adjust her schedule to meet the arrivals of Ocean Steamship Co. vessels at Savannah.

It was contemplated that this steamboat would traverse the so-called "inside passage," now the Intracoastal Waterway, for the most part. This provided somewhat sheltered and shallower waters for most of its length and was the usual alternate to running parallel to the coast "outside." Col. Wadley undoubtedly thought much of the manager of the Central Line, Capt. Samuel Judd Whiteside, and desired that he design the vessel that was to be commissioned. Whiteside had served in the Civil War, had been a master of steamboats and was a good business man, - controlled the Gordon Cotton Press near the Ocean Steamship Co. wharves. It is possible that the idea was Whiteside's and he persuaded Wadley of the project's merits.

Whiteside proposed that the boat would have the deeper hull of an eastern-rivers steamboat but the accommodations along the lines of a Western Rivers type. The boats then on the Savannah-Florida service were sidewheelers of the Eastern type with a deeper hull and sharp tapered bow, a single stack. These were usually low pressure vessels while the river craft used by the Central Line on the inland rivers of Georgia were sternwheelers of the Western Rivers model, two stacks and high-pressure engines. As the new vessel evolved she was a mixture of both Eastern and Western schools with the eastern-style hull, boiler deck carried forward to the stem and two stacks, albeit behind the pilothouse.

THE FLORIDA EMERGES

Early in 1879 the Central of Georgia Railroad sent out general specifications and proposals for this unusual vessel which was to be named FLORIDA (2083). At the July 1879 Board meeting, the company received bids from five prominent builders, as follows:

John Roach (iron hull), \$70,000; Pusey and Jones (iron hull), \$62,000; Harlan and Hollingsworth (iron hull), \$60,000; Marine Railway Co. (wood hull), \$35,000; James Rees & Sons (wood hull), \$33,750.

The low bid from the Pittsburgh firm of James Rees and Sons Co. was accepted and the work was commenced in a few days. Capt. Charles Blain, a Columbus, Georgia resident who had built steamboats at Columbus on the Chattahoochee, superintended at least some of the construction.

FLORIDA, #130394, (Way 2083) was launched from the Sewickley Boatyard, Sewickley, Pennsylvania on the Upper Ohio in late October 1879. She was towed to Pittsburgh to be

outfitted with machinery and completed at the Rees shops on the Allegheny River under the eye of Capt. Whiteside. She set out for her home in Savannah in January 1880, via the Ohio and Mississippi, Mississippi Sound and the Gulf of Mexico to Florida, down the west coast and through the Florida Keys thence north along the east coast of Florida and Georgia to Savannah. She accomplished this journey without report of undue incident.

Information set forth in the January 20, 1880 edition of the Pittsburgh Leader and reprinted later in the Savannah Morning News described FLORIDA in detail:

"She is certainly one of the most complete and perfectly equipped boats ever constructed in the West. She is a modification of the two styles - Eastern and Western - and combines all the modern conveniences and advantages found in the two. The hull is 185 feet long, beam 46.2 feet . . . hold 8 foot depth. She has three fore and aft bulkheads. She is extra timbered and fastened, containing far more material than ordinary-built steamers. The hull was thoroughly painted inside and out before she was launched. The outside presents a rather odd appearance, having a four foot rail forward and aft, similar to Eastern built boats, for protection from waves.

The cabin has 20 rooms on each side. Each stateroom is fitted up like a hotel parlor. The glass in the skylights was made from entirely new designs for this boat; red, white and blue comprise the colors while the centers are cut flowers. The main cabins are furnished with carpets from A. T. Steward & Co., and are of the latest style. The cabin and pilothouse are heated with steam heaters. In a word, the cabin contains all that money could procure or ingenuity invent for the comfort and happiness of passengers. The engines, boilers and all of the machinery are of the very best material and make, and combine all the latest improvements. Thus, she is calculated to be one of the safest boats afloat. A prominent feature is the cabin for colored people."

The FLORIDA was 475 gross and 438 net tons. She was documented at New York for most if not all of her life. (Probably the home port for Ocean Steamship Co. Ed.)

She had two engines, one for each side wheel, 24s-8 foot stroke, and was provided with two 60 inch by 19 foot, 10 inch steel return-tubular boilers and a patent surface condenser. Steam pressure allowed was 120 psi. After a few years in service, a third boiler was added for additional steam generation capacity.

FLORIDA's initial arrival in Savannah was on February 15, 1880. The Savannah Morning News reported:

"The main saloon is beautiful and attractive. In the paneling is an excellent painting representing Tybee Island and showing the steamship CITY OF SAVANNAH going to sea whilst the steamer FLORIDA is headed up the river, the lighthouse and buildings on the island being plainly discernible."

Ocean Steamship Co. desired to provide both freight service with suitable connections for its Florida-bound passengers. There was formidable competition on hand in the form of the excellent iron-hulled and larger sidewheeler, ST. JOHNS, recently placed in service and replacing the wooden sidewheelers older CITY POINT and DICTATOR. The ST. JOHNS was based at Charleston.

There had been continuous steamboat service from Savannah to the St. Johns River area since 1829. In 1880 the Savannah-based service was usually being provided by the wooden sidewheelers CITY OF BRIDGETON and DAVID CLARK. FLORIDA would compete directly with these two vessels for patronage in addition to the ST. JOHNS. The corporate entity owning the FLORIDA was termed The Georgia and Florida Inland Steamboat Co.

FLORIDA enjoyed good business from the start. A listing of passengers on board for March 1880 indicates it was a good tourist month with numbers being March 10, 50; March 14, 57 cabin and 19 deck; March 15, 79 cabin; March 17, 61; March 20, 106; March 23, 46; March 28, 103; March 30, 114 and March 31, 55.

During a portion of her service, Samuel Whiteside's brother George would be found as captain of FLORIDA.

Although FLORIDA almost always had more passengers listed than her competitors that first year a special meeting of the company's Board was called in December 1880. A decision was made to sell FLORIDA to the Georgia and Florida Inland Steamboat Co. Furthermore, the Ocean Steamship Co. indicated that freight rates would be set without prejudice to the purchasing company.

The Ocean Steamship Co. could have run FLORIDA on alternate days with the two vessels of the Georgia and Florida Inland Steamboat Co. but chose not to do so. Factors in the decision to sell FLORIDA (price not known) may have been the relatively small part she played in the total Ocean Steamship Co. picture, management problems or a desire not to compete with the Georgia and Florida Inland Steamboat Co. which was Savannah based. The Savannah Line was also about to buy the Philadelphia and Southern Steamship Line and would thereby acquire two additional ocean-going vessels. The Central of Georgia Railway controlled Ocean Steamship and undoubtedly influenced the decision.

Another factor might have been the opening within a few months of a direct railroad line between Savannah and Jacksonville, - the Waycross Short Line, built by Henry Bradley Plant. The railway was expected to carry many passengers and much of the freight that would have otherwise used the Georgia and Florida Inland Steamboat Co. vessels. Another factor might have been the person taking over at least some of the operations of the Georgia and Florida Inland Steamboat Co., - J. H. Harriman, well-known railroad tycoon of the time.

At the time, the Ocean Steamship Co. had five, first class iron steamers in operation. These were named for cities in the service area: CITY OF AUGUSTA, CITY OF MACON, CITY OF COLUMBUS, CITY OF SAVANNAH and GATE CITY (named for Atlanta).

GEORGIA & FLORIDA INLAND STEAMBOAT CO.

The Georgia & Florida Inland Steamboat Co. now owned and operated three boats in 1881: DAVID CLARK, CITY OF BRIDGETON and FLORIDA. Usually, only two of these ran at one time and twice a week trips were maintained during the winter tourist season.

DAVID CLARK had been obtained from Capt. Jacob Brock, built in Jacksonville in 1875 at Brock and Stevens' shipyard located at the foot of Catherine Street. She was named for David Clark, a Connecticut philanthropist who was then a large Florida landholder. She was a wooden sidewheeler, 483 gross tone, 147.5x41.4x7.0 feet and was equipped to carry 150 passengers, 75 of these in staterooms. The machinery dated from the 1849 DARLINGTON and developed 120 horsepower.

The line's CITY OF BRIDGETON, #33845, was built at Wilmington, Delaware in 1868. She had been owned by the Cumberland County Steamboat Co. for the first eight years of her life and named after Bridgeton, New Jersey. She was a sidewheeler 171.7x29.2x8.2 feet, rated 499 gross tone and developed 150 horsepower. She was a shallow draft vessel and drew only 4.5 feet of water with 160 tons of freight aboard. She had run in local trades in the Delaware River region but by December 1880 CITY OF BRIDGETON had been purchased by the Georgia & Florida Inland Steamboat Co.

The Savannah to Florida service continued for a time with FLORIDA taking the place of DAVID CLARK. A three times per week schedule was maintained with CITY OF BRIDGETON, Capt. John Fitzgerald, and FLORIDA, Capt. Mike Usina but in the spring of 1881 the company announced that their vessels would provide a daily through line except for Saturday and Sunday between

Savannah and Fernandina, Florida. The reason for this was that a local railroad had been recently completed linking Fernandina with Jacksonville to the south. Passengers could get off the steamboat at Fernandina and step across the wharf to the railroad line.

Savannah, Fernandina and Jacksonville.
THROUGH LINE
 VIA
Sea Island Route,
 VIA THE NEW
FERNANDINA AND JACKSONVILLE R. R.

Only ONE HOUR BY RAIL BETWEEN THE TWO CITIES, over a road bed laid with 56-pound steel rails, new and elegant coaches, new locomotives, Millar's platform and Westinghouse air-brakes, in connection with the Georgia and Florida Inland Steamboat Company's

PALACE STEAMERS
CITY OF BRIDGETON,
 Captain FITZGEBALD;
FLORIDA,
 Captain USINA,

Thus forming a Tri-Weekly Express Service to SAVANNAH AND ALL POINTS NORTH AND WEST, offering a route unsurpassed for comfort and speed, insuring a comfortable night's rest. No tedious transfers. The Steamboat Express Train runs on to the wharf at Fernandina, alongside the boat. Baggage checked through. Steamboat Express leaves Jacksonville every Monday, Wednesday and Friday, from Fernandina and Jacksonville Railroad depot 3.10 p. m.
 Leave Fernandina every Monday, Wednesday and Friday by steamer . . . 4.15 p. m.
 Arrive Savannah every Tuesday, Thursday and Saturday by steamer at 8.00 a. m.

LEVE & ALDEN'S

In early May 1881 FLORIDA's rudder framing gave way and her running mate CITY OF BRIDGETON had to tow her to Savannah for repairs. In September it was noted that DAVID CLARK had been repaired and overhauled and would resume her regular trips.

In 1882 the advertised schedule, vessels and their masters was the same. In the spring of 1882 the DAVID CLARK was taken to Charleston

for extensive engine repairs and refurbishing which occupied about two months. In September 1882 CITY OF BRIDGETON had a slight collision with a schooner in Georgia waters. In December 1882 ST. NICHOLAS substituted for DAVID CLARK which was withdrawn for overhaul. Ten days later DAVID CLARK was able to resume her Florida trips.

FLORIDA continued with this company but in June 1883 had been badly damaged and went to Charleston for repairs. Upon her return to Savannah to resume her place in the Florida service she was described by the local paper as being increased in value: "She is now worth fully a third more than the day she was launched."

In late fall 1884 the FLORIDA was at Jacksonville for repairs and general refurbishing. It was speculated that she would be somewhat faster after the work was done and later she went back on her Savannah-Fernandina route.

In the mid-1880s FLORIDA is not often mentioned. However, she was paired for a time with the New York-based CYGNUS on a route between Jacksonville and Palatka, 75 miles up the St. Johns River from Jacksonville. During this time she suffered a burned out boiler. There was a rumor that she would join some Western River boats in a short-lived attempt to serve the trade on the St. Johns but nothing came of this.

About 1886 FLORIDA disappeared from public notice and in April 1887 she was sold at auction in Savannah to be dismantled. In 1897 the Rees engines from the FLORIDA returned to the Western Rivers and were installed on the new and palatial QUEEN CITY (4615) built that year at the Cincinnati Marine Railway Co., Cincinnati, Ohio. So, if some of you readers may have wondered how this tale of the FLORIDA would ever come full-circle, her engines lived on for another thirty-six years aboard the QUEEN CITY. They were shut down for the last time at Pittsburgh on October 3, 1933, not very far from the James Rees & Sons shop where they were built in 1879.

A number of true Western River steamboats (as contrasted with the mixed design of the FLORIDA) gravitated to Florida and ran on the St. Johns River and elsewhere. Ed Mueller's 1986 book, St. Johns River Steamboats devotes a chapter to these. For the history of steamboats on the Chattahoochee, Apalachicola and Flint rivers we recommend, Perilous Journeys: A History of Steamboating on the Chattahoochee, Apalachicola, and Flint Rivers, 1828-1928 published 1990 by The Historic Chattahoochee Commission, P.O. Box 33, Eufaula, AL 36072; Ed Mueller is also the author of this 260-page-plus, large format book (ISBN 0-945477-09-0).

* * *

- S&D CHAPTERS -

MIDDLE OHIO RIVER CHAPTER

Members of the Middle Ohio River Chapter celebrated the 25th anniversary of its founding on May 4 thru 6 at Cincinnati. Headquarters was the Holiday Inn, Waterfront, hidden behind the Covington, Kentucky floodwall.

A tour of famed Spring Grove Cemetery, Cincinnati with the resting places of a number of notable river personalities identified was carried out Saturday morning. Spring Grove is noted for both its landscaping and the elaborate monuments and crypts. It was begun in 1844 and was one of the first burial grounds designed on the "lawn plan," like a park with groves of trees, ponds, gardens, items of sculpture, etc.

Spring Grove encompasses 733 acres with 400 of these landscaped. There are thirty-five miles of improved roads winding through the property and 14 lakes and ponds, - hardly the orderly marble orchard or stark, modern memorial park.

The cemetery tour was well planned by Rick and M'Lissa Kesterman with four stops at locations near the resting places of rivermen. Interest was such that time ran out by the time three of the sites had been visited.

A luncheon cruise was the next event on Saturday. The SPIRIT OF CINCINNATI was ready but somehow the caterer was asleep at the switch - no lunch in sight. Rick Kesterman and others staged a raid on a nearby supermarket and in less time than it takes to tell, \$160 worth of groceries were gathered for an impromptu picnic on the boat. A bonus was a generous extension of cruise time by the boat's captain.

The evening dinner at the Holiday Inn was well attended with a sheet cake decorated with a drawing of the BETSY ANN and "25th Anniversary" for dessert.

The evening meeting was presided over by President Rick Kesterman who recognized guests Michael Blaser and wife Gay and thanked them for contributing one of Mike's new Cincinnati prints as the grand prize for the evening drawing. Charter members of the MOR Chapter were in attendance and recognized: C.W and Lucy Stoll, Dale Flick, Keith Norrington, Ann Zeiger, Frank Prudent, Lee and Diane Woodruff.

The Nominating Committee report was given by Judy Patsch and the slate of current officers was approved by acclamation. They are: Rick Kesterman, president; M'Lissa Kesterman, secretary; Barbara Hameister, first vice president; Fred Rutter, second vice president; Ann Zeiger, treasurer; Jim Schenk and Dan Back, board members at large.

The ever popular Clarke "Doc" Hawley was the speaker of the evening. He told the story of his experiences on the river, beginning at the age of 15 aboard the AVALON as calliope player and popcorn popper. This was under the wing of the no-nonsense Capt. Ernie Wagner.

Doc traced his progress through the licensed ranks, first aboard the AVALON then the DELTA QUEEN, back to the AVALON when disguised as the BELLE OF LOUISVILLE and finally bringing out the new NATCHEZ at New Orleans in 1975. Doc's account of almost fifty years working on the river was fascinating, spiced with anecdotes about the many river characters he had met. Perhaps unique in the last half of the 20th century is his record of working almost exclusively on steam passenger boats.

The penchant of the MOR group for traveling wide and far, wherever there is a river and boats to ride, was upheld when it met in Pittsburgh July 6 and 7. The headquarters was the Day's Inn, Banksville Road and sixteen loyal members attended, a little

light but then Pittsburgh is the headwaters rather than the middle Ohio.

The usual informal gathering on Friday evening was followed by meeting early Saturday morning at the foot of the Duquesne Incline. The weather was perfect for looking out over the city and the three rivers from atop Mt. Washington. No doubt this excursion was inspired by the photo on page 33 of the December 2000 issue of *S&D Reflector* or perhaps the stunning Stobart painting of the Smithfield Street Bridge in the centerfold.

There was a Dixieland luncheon cruise aboard the Gateway Clipper Fleet excursion boat MAJESTIC which covered the three rivers, "The Mon, the Al and the O." The latter part of the afternoon was open with some opting to explore the Heinz Regional History Center while others chose the Science Museum on the Ohio and its WW-II submarine among other exhibits.

Dr. J. K. Folmar, professor emeritus of California State University, California, PA was the speaker following the evening dinner. Dr. Folmar has been active with the Monongahela River Buffs for a number of years and was head of the University's history department before his retirement. His presentation of Western Pennsylvania history with slides was well received.

We have learned that, following the program, there was a moonlight tour of Pittsburgh and environs nightlife in hired stretch limos. This might confirm the views held by some other S&D chapters that the MOR is just too upscale.

* * *

MISSISSIPPI RIVER CHAPTER

Grafton, Illinois was again the scene of the Summer Meeting of the MRCSDPR on June 23, the same location as it was last year. The weather was ideal and the crowds for the second "Great

Rivers Towboat Festival" surpassed expectations.

The S&D Chapter members and guests met for lunch at the historic Ruebel Hotel with its notorious "James V. Swift" room. The formality of the name on the door alone is enough to spark local rumors but, so far, Mr. Swift's past history seems to be almost exemplary. We have not heard whether or not the James V. Swift Room was toured on this occasion.

The Towboat Festival featured the Luhr Brothers Co. 6,800 HP line boat ALOIS LUHR open for inspection. People were lined up both Saturday and Sunday to explore this modern towboat. Luhr Brothers had gone to extra lengths and by dropping her upbound tow at Memphis to make her date in Grafton.

There was lively entertainment beginning with Mark Twain on Friday evening and music and storytelling both Saturday and Sunday afternoons. Many were thinking about John Hartford who had performed at the 2000 Towboat Festival while the rain poured down, - the true trooper.

Chapter president Tom Dunn reports that the St. Louis floating restaurant "Lt. Robert E. Lee" was scheduled to reopen in August. The once popular riverboat restaurant has been closed for nine years and its resurrection is happily anticipated. Tom says the Mississippi River Chapter plans to hold a detailed inspection of the dining room and bar, ". once the paint dries." A report is anticipated at the S&D annual meeting at Marietta.

* * *

OHIO & KANAWHA CHAPTER

The first order of business at the June 3 convocation in the Mason County Library, Pt. Pleasant was the Treasurer's report. This formal presentation is always awaited with expectation that, this time, it will be required

to pass the hat. There was applause when Jim Bupp announced that the cigar box held \$78.72 and nine stamps, - ample for the next mailing.

Engineer Charles Stone welcomed the family of Charles Montegue and expressed the sadness of chapter members in the very recent and unexpected passing of Charlie. Note was also made of the recent loss of former Chapter secretary Howard Tyler.

Jack Fowler, President of the Pt. Pleasant River Museum Foundation, was introduced and outlined the recent progress toward renovation of the museum building. With a Federal transportation grant, bids are being invited to install steel supporting members within the historic brick store building on lower Main street. Much interior work has already been accomplished including a new concrete main floor on steel supports and a new roof. The additional steel frame support is planned to reinforce the entire structure, desirable in view of its age and intended use. A new facade will be constructed, hopefully in time for the annual Battle Days celebration in October.

Jack announced that the Foundation has arranged to have the book, The History of the Marietta Manufacturing Co. reproduced and professionally bound for distribution to those subscribing for a \$100 life membership. In view of the wide interest in Capt. Stone's informal history it is hoped that this will prove to be an incentive to support the River Museum Foundation. (See Book Review section for details.)

The large number in attendance at this meeting anticipated the program subject, "Salvage of the USS COLE." This was not a river story but the attempt to destroy the COLE was international news last October and interesting salvage problems were involved.

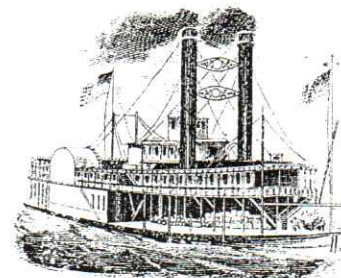
Edward Shearer, Shearer & Associates, New Orleans presented the slide, video and sound program produced by the National Association of Marine Surveyors, Inc. This account of the condition of the damaged destroyer and the decisions made to effect its salvage had been assembled by Greg Gant, an independent surveyor from Houston, and it was indeed dramatic. Ed Shearer added explanation and commentary to the prepared program as it unfolded.

Perhaps the most surprising and interesting scenes were the loading of the 505 foot COLE onto a new heavy-lift vessel named BLUE MARLIN. The BLUE MARLIN's available deck was 585 feet long but the destroyer had to be placed at an angle to accommodate the large sonar dome at the bow while cutting a hole into the lift ship's deck to accommodate the propellers seemed to pose no problem.

All who saw this fascinating program were impressed with the speed with which the USS COLE was loaded and on her way back to the states only seventeen days after the attack. That huge BLUE MARLIN and her crew are amazing, too.

The annual election of chapter officers was the last order of business. No volunteers arose from the audience so Capt. Bert Shearer announced, "You'll just have to put up with the same crew for another year." Bert Shearer, Captain; Charles Stone, Engineer; Jim Bupp, Treasurer; June Bupp, Secretary.

* * *



SAUNDERS HARTSHORNE

AN EARLY CINCINNATI
STEAMBOAT BUILDER

by Alfred R. Maass

Prof. Jack White contributed an interesting treatise on the life and times of the Cincinnati steamboat builder Burton Hazen in the March issue (page 12). Now, Alfred Maass has followed up with a similar article on another of the Cincinnati builders of steamboats in the early years and adds to the story of how the Queen City quickly became a boat building center.

The very early years of the steamboat on Western Rivers has been covered very lightly in these pages, largely because of the scarcity of accurate information. We're pleased to fill some of this gap with these Cincinnati contributions. Ed.

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Cincinnati's first home-built steamboat was the VESTA, built upriver from the downtown section at Columbia in 1817. She made a highly successful maiden voyage to New Orleans in January 1818 and returned to Cincinnati on March 20 in less than the twenty-five days which had been celebrated by the WASHINGTON of 1816.

The VESTA was the seventeenth steamboat on the Ohio River but this delayed start for Cincinnati boatbuilders was not due to a lack of shipyard facilities; keelboats, barges, etc. had been built as early as 1804 but there was a lack of iron foundries and engine builders. The first steam engine shop was that of Daniel French in May 1817 followed by William Green's foundry in August of that year.

From 1817 on, due to the financial Panic of 1819 which lasted fully to 1824, the number of steamboats built in Cincinnati annually did not exceed five and was some years only one or two. Only after 1824 did the number of boats built increase rapidly;

Drake and Mansfield in Cincinnati in 1826 listed sixty steamboats built in the city since 1817 and stated that there were three permanently established shipyards viz. Parsons', Gordon's and Weeks'.

William Parsons established a shipyard in Cincinnati about 1814 to build sea-going vessels. With the advent of steam they built the CINCINNATI in 1818 and PARAGON in 1819 and early on became the predominant local builder.

William and Archibald Gordon emigrated from New York and served apprenticeships as ship carpenters with William Parsons. Their shipyard was established in the early 1820s and launched both the GEORGE WASHINGTON and the PIONEER from their yard on December 24, 1824.

Stephen Weeks and his four sons, also originally from New York, located their yard about five hundred yards east of the intersection of Front and Pearl Streets in what came to be called Fulton Township. They launched the PATRIOT on December 22, 1824.

No mention was made by Drake and Mansfield of the John Brooks shipyard established in 1817. Perhaps this omission was because it was upriver at Columbia (rather than Cincinnati proper) or because competition had by 1826 eliminated Brooks from boat building. They had launched the 257 ton VULCAN in 1819.

The ease of establishing a boatyard at any convenient site along the river, the lack of specialized equipment required beyond a handy sawmill and with the need for little capital investment led to extensive competition in boat building. At times these simple requirements for boat building resulted in an over production of steamboats. Thus, not only did the local yards compete with each other but there was competition all along the river, - from

Brownsville and Pittsburgh down to Louisville. In 1848 the *Louisville and New Albany Business Directory* identified five yards in Cincinnati: Gordon's, Hartshorne's, Huger's, Leatherwood and Littleberry's (sic) and Week's.

Saunders William Hartshorne, "Sandy," was born in Norfolk, Virginia on December 13, 1803. He emigrated to Cincinnati in the 1820s after having been trained as a ship carpenter. He had erected a steam sawmill in Fulton Township, just upriver from the city limits, by 1829 and began building barges. In 1830 his boatyard operated with John Litherbury, Maryland born who trained as a ship carpenter in Baltimore, as foreman. Litherbury later established his own yard and built the BEN FRANKLIN in 1834 before he joined Ezekiel Lockwood to establish a yard in Fulton Township.

Hartshorne, an outstanding craftsman, developed a reputation for building the hulls of some of the fastest and most elegant boats on the river. An early boat, the SULTANA, launched in 1836 measured 385 tons and cost \$60,000. In 1839 Hartshorne built the hull of the first PRINCESS, 216 tons, for Captain Thomas P. Leathers and his brother John. They ran her in the Yazoo River trade and in 1842 she was lengthened to measure 242 tons and then used in the New Orleans and Vicksburg trade.

In July 1844 Hartshorne built the hull of the second PRINCESS which measured 395 tons and cost \$30,000. Engines for this boat were by Anthony Harkness and she was enrolled at New Orleans in September 1844. Capt. Leathers ran her in the New Orleans-Vicksburg trade until 1849 when she was sold to Fairchild and Foster. The third PRINCESS, 335 tons, was built for Capt. Leathers in the summer of 1848 and he ran her until lost in 1851.

S. W. HARTSHORNE Cont'd. -

In 1845 Hartshorne built the hull of the first in a series of steamers all named Natchez, Capt. Leathers' home port. This first NATCHEZ measured 280 tons and was a two-boiler boat with engines 20s-8 foot stroke built by Harkness; considered very fast. She was run as a Saturday packet in the New Orleans-Vicksburg trade until Capt. Leathers sold her to Capt. Pierce in 1849. Leathers then contracted with Burton Hazen of Cincinnati to build the second NATCHEZ.

In 1853 Capt. Leathers again contracted with Hartshorne to build the hull of the third NATCHEZ, a large boat of 698 tons designed to carry 4,000 bales of cotton. She also was fast with six boilers and engines 34s-9 foot stroke. But, she had run only six weeks when she was lost in the great fire at the Canal Street Wharf, New Orleans in February 1854. In the burning of the NATCHEZ James Leathers, brother to Capt. T. P. Leathers, was lost.

In 1854 Tom Leathers proceeded to Cincinnati and again contracted with Hartshorne to build the hull for the fourth NATCHEZ. She was measured at 714 tons and had a capacity for 4,400 bales of cotton. She also was a six boiler boat, engines 34s-9 feet and was entered in the New Orleans-Vicksburg trade by Capt. Leathers and Capt. Truman C. Holmes carrying U.S. Mail.

In the spring of 1860 she went up to Louisville to bring down the hull of the fifth NATCHEZ which had been built at the Cincinnati Marine Ways under the supervision of Hartshorne as the architect. She was fitted with the engines from the third NATCHEZ and was an elegant boat, rated 800 tons at a cost of \$200,000. With the outbreak of the Civil War she was used as a Confederate States mail packet. After the loss of New Orleans to

the Federal troops in April 1862 she was taken up Yazoo River and eventually destroyed to avoid capture.

Sandy Hartshorne joined the management of the Cincinnati Marine Ways in 1863. No record has been found on when Hartshorne closed his own operation.

In 1869 the Marine Ways built the hull of the sixth or racer NATCHEZ, a huge boat of 1,547 tons. She had eight double flue boilers built by Dumont and Niles with engines 34s-10 foot stroke. In June 1870 she beat the 1844 record of the J. M. WHITE between New Orleans and St. Louis by one hour and twelve minutes but later lost to the ROBT. E. LEE in the celebrated great race of June 30 to July 4.

The seventh NATCHEZ was bigger (and supposedly faster) than any of the previous boats named NATCHEZ. Again, the hull was built by Hartshorne at the Cincinnati Marine Ways and launched in August 1879. She had eight steel double-flue boilers and the same size engines as her predecessor, 34s-10 foot stroke. She was designed to be a 6,000 bale boat but business was slow in the middle 1880s. She was laid up in 1886 and remained laid up for two years. She was brought out to run to Greenville and lost by stranding at Stack Island on January 1, 1889.

Saunders W. Hartshorne, well deserving of the recognition among rivermen as a master builder, died in Cincinnati in May 1889.

* * *

SOURCES

The *Cincinnati Commercial*, 4 June 1879 and 26 May 1889 carried the obituaries of John Litherbury and Saunders W. Hartshorne, respectively.

Robert J. White, "The Cincinnati Marine Railway," *Queen City Heritage*, Vol 57, No. 2/3, 1999, pp. 69-83.

Way's Packet Directory, 1848-1994; Gould, *Fifty Years on the Mississippi*; WPA, *Ships Register and Enrollment Records at New Orleans*, Vols. III and IV. The Dewey A. Somdal Collection, Louisiana State University, Shreveport, LA provided many of the details cited on Captain Leather's steamboats.

For the early years of steamboat production, I am indebted to Ophia D. Smith, "Cincinnati: From Keelboat to Steamboat," *Bulletin Historical & Philosophical Society of Ohio*, Number 4, pp. 258-289.

The author thanks James V. Swift for his encouragement and assistance.

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MARIETTA-STOCKPORT TRIP

October 1 and October 3, 2001

The Marietta excursion boat **VALLEY GEM** will again make a fall trip through four locks and two canals on the historic Muskingum River. The trip proved to be a sell-out last year and arrangements have been made for a repeat.

Monday, October 1, UPBOUND:

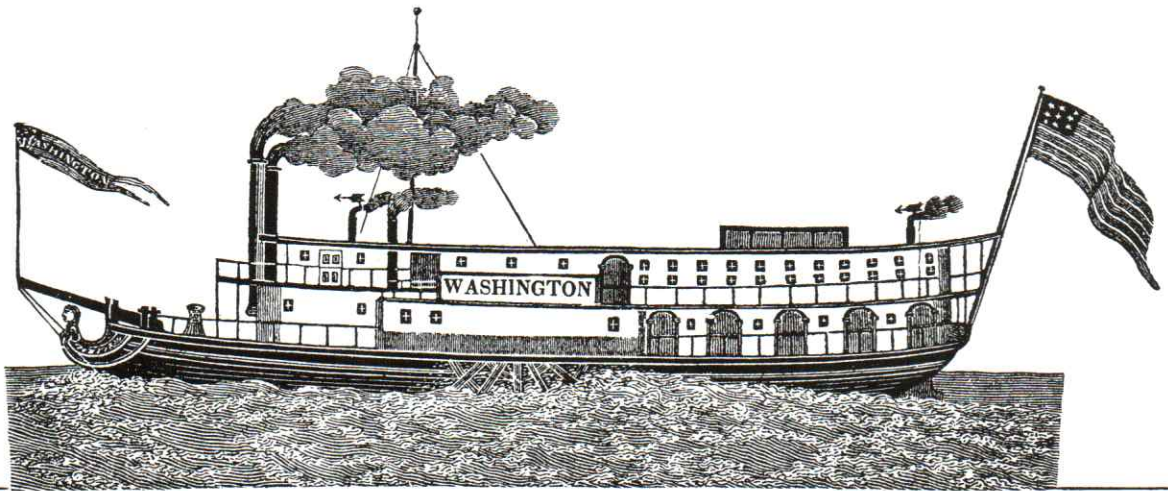
Departure time is 9 AM from the Washington St. Landing, Marietta. A buffet lunch will be served on board and arrival at the Stockport Mill is approximately 4 PM. Buffet dinner will be served in the Mill dining room before boarding busses back to Marietta. Arrival back at the landing about 7:30 PM

Wednesday, Oct. 3, DOWNBOUND:

Departure 9:30 AM from Stockport. Buffet lunch served on board with arrival at Marietta at the Lafayette Hotel at 4 PM or so. After a buffet dinner at the hotel, busses will take passengers back to Stockport.

Cost for each trip is \$98 per person, inclusive. Passenger list limited to 94; reservations by September 14.

PHONE 1-740-373-7862.



Str. GEORGE WASHINGTON 1825

This woodcut is of the GEORGE WASHINGTON built at the William Gordon boatyard, Cincinnati and launched on December 24, 1824. She is mentioned in the Saunders William Hartshorne article elsewhere in this issue and probably generally similar to many of the boats Hartshorne built in the early years. It is the only likeness we have handy of a boat of the 1820-1835 period.

Also, we know something about the GEORGE WASHINGTON as she was built by Paul Anderson, Fred Way, Jr.'s great uncle. The label beneath a copy of the woodcut commissioned by John Way, Jr., Fred's grandfather, states:

"Steamboat Washington, built 1820, at Cincinnati, by Genl. Paul Anderson and others." John Way, Jr. simply had his date wrong; she went into service in 1825.

The following was written by the late Fred Way, Jr. in 1938:

"Paul Anderson and his brother William left Pittsburgh for St. Louis about 1819 and entered the contracting business. Later, he returned to Cincinnati and with Henry M. Shreve as architect, designer and builder put up a steamboat on the levee there (Gordon's boatyard) which was named GEORGE WASHINGTON. It was built in the winter of 1824-1825.

The construction of the steamboat cost \$31,982.96. This is an exact figure from a quite authentic source for the Cost Book has been preserved and is in the possession of the author. The clerk who kept the books was Reuben R. Springer; later he became a Cincinnati millionaire and gave that city its elaborate Music Hall. - - - Henry M. Shreve is mentioned in several instances in this Cost Book including an item paying his wife for her labor of sewing the curtain material, etc.

A frequent item of expense in the construction of the GEORGE WASHINGTON seems to be whiskey, beer and gin, "for use of the engineers." They

must have had good capacity, or else they were generous with their friends, for nearly every other page contains an item similar to this:

'1825, June 9, 1 bbl. whiskey, \$8.30'. Cider was furnished free to the dock workers.

The GEORGE WASHINGTON had three anchors; two for chain and one for hemp line. She had hawser holes in the forecastle bows and used 3/4 inch chain to handle the anchors.

The ladies cabin on the after end of the second deck took the cake, though. It had a real coal fireplace, andirons, hearthrug, - the works. Over the mantle was a huge mirror. On the bulkheads were framed oil paintings: one of Daniel Boone and the other of Washington's Farewell to the troops. There were numerous staterooms and accommodations for fully sixty passengers; nevertheless, Clerk Springer's inventory shows but 20 hand towels in stock.

The GEORGE WASHINGTON had style. Look at the dining room inventory: 6 silver plated candlesticks; 12 brass candlesticks; 48 silver teaspoons; 56 silver tablespoons; 5 doz. knives and forks; 9 doz. tumblers; 3 doz. wine glasses; 1 doz. quart decanters; 1/2 doz. pint decanters; 4 silver sugar tongs; 6 pair snuffers and trays; 3 plated casters; 5 tea trays.

The forward end of the cabin deck of the GEORGE WASHINGTON was an open cabin, fitted up with 101 hammocks, hung for deck passengers. There must have been 150 passengers aboard this boat many-a-time; there wasn't a life preserver anywhere to be found. There were two 'long boats' among the equipment on deck and an 'anchor boat' which was named HUNTRESS.

This boat was 130 feet long, 30-1/2 feet wide, 8-1/2 feet depth of hold (hull measurement). She had six boilers, each 17 feet long by 40 inches diameter and was powered with a high pressure engine (see layout, March issue, page 16). Paul Anderson entered this steamboat in various trades between, Cincinnati, Louisville, St. Louis and New Orleans. He ran her until she burned in New Orleans in December 1831."

* * *

LOADING FREIGHT

In 1994, Dick Rutter fired off a string of questions about packetboating to the late Jim Wallen. Jim had been third clerk on the BETSY ANN for one full and one partial season when the BETSY ANN was forced to quit the Pittsburgh-Cincinnati trade in 1930 after the race with the TOM GREENE at Cincinnati.

Says Clerk Wallen: "About marking livestock, on the BETSY ANN we had neither painted pigs nor painted ladies. What we did have were small, metal tags that could be clamped onto the ear of the pig or calf. Those tags bore either a letter or a number for identification. And, of course, there had to be makeshift pens for them along the guards where the individual shipments could be kept separated.

When it came to loading freight we started at the back of the deckroom. The consignment that had the farthest to go was loaded first so there would be a minimum of interference from other shipments when it came time to get it out. For instance, - say we were loading at Cincinnati, the freight for Pittsburgh would go in first and then be followed in order by consignments for Rochester, East Liverpool, Congo, Steubenville, Wheeling, Marietta, Parkersburg and on down the river.

When loading at either Cincinnati or Pittsburgh the clerk and the mate would cooperate in placing the shipments in proper order for unloading. The clerk would go through his bills-of-lading and find the shipments that should be stowed in the proper order and the mate would see that they were so placed. When it came to unloading, both the mate and the clerk would know where to find the shipments for each landing. In the case of an exceptionally heavy piece of freight, the mate might have to decide where it should go for trimming the boat properly."

THE CRICKET'S FIRST SEASON, 1900

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RIVER REPORTER GIVES HER A SEND OFF!

Editor's Note: The CRICKET (1373) was built in 1900 at the Parkersburg Dock Co., Parkersburg, West Virginia for Capt. Gordon C. Greene as a low-water boat. Locks and dams on the Ohio River were still in the planning stage and the water got mighty low every summer.

The CRICKET was built as light as possible, 132.6x18.3x2.9, scow bow and when completed floated on 13 inches of water. The batwing BIG SANDY (0621) had been brought to the Upper Ohio from the Big Sandy River where scant water was a fact of life. BESSIE SMITH (0603) was another low-water boat with a scow bow, built in Smithsonia, Alabama and brought up for the Parkersburg-Wheeling trade by Capts. Sam Williamson and Fred Kimpel.

"Parkersburg Sentinel, (date ?)

The River And Boats

Today's Boats:

CRICKET, Parkersburg, noon
BIG SANDY, Clarington, 3:30 pm.

Tomorrow's Boats:

BESSIE SMITH, Pksbrg., 11 am.
BIG SANDY, Clarington, 3:30 pm.
CRICKET, Parkersburg, noon

The packet CRICKET started off in the Wheeling-Parkersburg trade today with an unusually heavy cargo, included in which were 106 sacks of oats from Walter Marshall's feed store. She was manned with the following crew: Captain, Jesse Hughes; pilot, Monroe Cross; head clerk Chas. Stalder; second clerk, Edward Rogers; first mate, Aleck Shaw; second mate, Jacob Litman; first engineer, Sam Brooks;

second engineer, Hughey Hicks and George Peck, first steward.

Capt. Jesse Hughes is probably the youngest man commanding such a responsible position that runs on the Ohio River. He is only 23 years old and has papers good for anywhere on the river between Pittsburg (sic.) and Louisville and extending to the headwaters of the Big Kanawha. He is captain and half-owner of the CRICKET and is considered one of the best pilots on the Ohio, even now, very frequently taking a hand at the wheel. He came from Grape Island when quite young and took a position on one of the boats, working his way up from pantry boy to pilot, a position which he held for some time on the old stern wheel packet COURIER.

It is said that he can do successfully anything he undertakes. He draws and paints and is also a musician. He did all the lettering on the CRICKET and he plays the calliope. An ardent admirer of him and an old river man, describes him as a man who does not smoke, chew, drink or swear. These are very unusual traits to find in a river man. Such a man cannot help making his mark in the world."

* * *

WHISTLE ECHOES TAPES

Audio cassettes of the 1965 Master Artists recording of the Long Reach, WV Whistle Blow are available from the gift shop at the Ohio River Museum. Whistle Echoes Volume No. 1 includes thirty-seven steamboat whistles.

This is 42 minutes of steam nostalgia with Fred Way's inimitable commentary for \$9.00 each.

Mail orders are \$10 or \$10.60 for Ohio residents, postage paid.

Order from:

CAMPUS MARTIUS MUSEUM
ATTN. KIM MCGREW
601 SECOND STREET
MARIETTA, OH 45750
PH. (740) 373-3750

- BOOK REVIEWS -

STEAMBOAT KID; Memories of a Missouri River Childhood

by Dorothy Heckmann Shrader.

This is the last in the Steamboat Trilogy by Dorothy Shrader - about the comings and goings, ups and downs of the Heckmann family of Hermann, Missouri. Previously published were Steamboat Legacy and Steamboat Treasures, both still in print.

The Heckmann family and others of German descent settled in Hermann on the Missouri River because it looked familiar, similar with its rivers and hills to the homeland. This book is a girl's eye view of her family during the early 1900s into the 1970s. She introduces the reader to her family from great grandmother to both sets of grandparents, aunts, uncles, cousins and her mother and dad. All of them are industrious, capable people intent on accomplishing their goals. Unfortunately, changing times and some poor choices by some enter in and limit their success. But, the little girl tells all.

The Heckmann family cooperated on many projects common in rural communities of the times such as butchering and preserving everything but the squeal. This took place in cold weather since refrigeration was not available. They made apple butter in the fall and quilts to keep warm. The men had a cooper shop, vineyards, a grist mill and steamboats in the local packet trades and finally an excursion boat.

The author's experience on the river began on the excursion boat JOHN HECKMANN at age ten when school was out in the spring. She was cook's helper and hat check girl, - allowed to keep any tips for her pay. As related through the eyes of a young girl, running an excursion boat on the Missouri sounds equal to a chapter from *The Perils of*

Pauline with various escapades duly reported and the good times sprinkled in too.

The Heckmann family had the gift of coping with whatever befell them and passed that trait onto the little girl. She set goals and accomplished good ones such as twelve years of perfect attendance in the Sunday School and she still has the award pins to prove it. She graduated from high school and college, became a wife and mother and teacher. With her husband Bill she traveled widely and one of the schools she taught in for a time was the U.S. sponsored Alianza in Montevideo, Uruguay, a long way from Hermann.

STEAMBOAT KID is 182 pages with many photo illustrations, introduction by John Hartford. This is the story of a colorful family worth getting to know.

It is available hardcover for \$27.95 and softbound for \$12.95 plus \$3.20 per copy shipping and handling. from *The Wein Press*, 514 Wein Street, Hermann, MO 65041. Phone (573) 486-5522.

Reviewed by Bee Rutter.

* * *

**MERCHANTS & MINERS
TRANSPORTATION CO.**

#

Queen of the Sea Routes

by Edward A Mueller

Ed Mueller is well known to *S&D Reflector* readers as a contributor of stories to these pages numerous times and is an author of a number of books including Upper Mississippi River Rafting Steamboats published by Ohio University Press in 1995. Ed's subject this time is the coastal trade served by the Merchants & Miners Transportation Co. out of Baltimore; with the Delta Queen Steamboat Co. now branching out into coastal service this book provides some important prior history of interest to our readers.

The Merchants and Miners Line was a Baltimore company and its initial service begun in 1852 was to Boston. The merchants of Baltimore needed a means to ship regional products to the industrial northeast as did the miners producing coal in western Maryland.

The company was successful from the start and the trade soon outgrew the capacity of the two wooden sidewheel boats with which it began. Eventually, Merchants and Miners provided regular weekly or more frequent service between Baltimore, Providence, Philadelphia, Norfolk, Charleston, Savannah Jacksonville and Miami. By the early 20th century the company was one of the largest and most successful coastal steamship lines in America and was operating a large fleet of modern steel-hulled passenger and freight steamers.

The decline of business in the 1930s was due only in part to the Great Depression. The increasing use of trucks for freight and use of private automobiles for passenger travel also hurt. Finally, when German submarines began wholesale sinkings of American vessels along the east coast after Pearl Harbor in 1941 it was no longer possible for the Merchants and Miners Line to remain in business.

After the war ended many of the line's ships, taken over by the government, were gone and the handwriting on the wall, - the coastal freight and passenger service was no longer practical nor needed. Merchants and Miners finally liquidated on March 31, 1952, just one month shy of 100 years of operation.

This is a well written story, as we have come to expect of Ed Mueller. It moves right along from early beginnings to building the reliable service with new ships to keep up with the trade and technology of the times. Those with even a passing interest in blue water boats and

sailing will particularly enjoy the book which has been with the assistance of the Steamship Historical Society of America (SSHSA). Edwin L. Dunbaugh is contributing editor.

Merchants & Miners Transportation Co., by Edward A. Mueller is hardbound, 8-1/2" by 11" format, 185 pages on glossy stock and illustrated with 175 photos and deck plan drawings. There is an historical sketch of each vessel owned by the company, listed in order of acquisition and also an alphabetical fleet list, bibliography and index.

Available from **PURPLE MOUNTAIN PRESS, LTD.**, 1060 Main Street, P.O. Box 309, Fleischmanns, New York 12430-0309 for \$37.50 plus shipping and handling. Phone (845) 254-4062 or FAX (845) 254-4476.

* * *

THE HISTORY OF MARIETTA MANUFACTURING CO.

by Capt. Charles H. Stone

For the past several years Capt. Charlie Stone has been working at tracking down the story of The Marietta Manufacturing Co. Starting in business as an engine builder on the west side of Marietta the company moved after the 1913 flood to Pt. Pleasant, West Virginia where it became one of the largest builders of boats, barges and machinery on the Ohio River.

In format, this is like looking through a scrapbook, made up of clippings from The Waterways Journal and contemporary newspapers with additional photos added. The clippings were mostly collected by the late Roy Loomis with other contributions from the late Howard Tyler and former Marietta Mfg. Co. employee Ray Proffitt plus others. The book is divided into sections, - one dealing with the early history and inland river craft including the large number of boats built

for South America. A separate section covers the ocean going vessels for the U.S. Navy and Coast Guard of which Marietta Mfg. Co. built plenty.

The compilation of this story was first printed spiral bound for a few friends. The reproduction is by photocopy rather than offset but satisfactory for the "scrapbook" purpose. There are 212 pages, 8-1/2" by 11" format with an eight page addendum covering a 1953 barge explosion.

In response to many requests for copies of **The History of the Marietta Manufacturing Co.** the Point Pleasant River Museum Foundation is making the book available in hardbound form as a fund raiser to complete remodeling of an historic building in downtown Pt. Pleasant and installation of displays.

Contributors of \$100 to the Point Pleasant River Museum Foundation will receive a bound copy of **The History of Marietta Manufacturing Co.**; no other sales are planned.

We print the information below as a public service:

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THE RIVERS OF AMERICA

A Descriptive Bibliography
by Carol Fitzgerald

A new reference book for your local public or college library warrants the publisher's blurb:

"This work is the most comprehensive bibliography ever published on the distinguished series of books called *The Rivers of America*. This important series of sixty-five titles was published from 1937 to 1974, and most have been reprinted, some many times. Each book focused on one of the nation's major rivers or river systems and captured its spirit, folklore and history as never before.

Carol Fitzgerald has written a very readable, two-volume work that goes far beyond the dry reference work of most bibliographies. She includes insightful biographies of the series' sixty authors and fifty-three illustrators. Each original dust jacket is depicted in the text and some are illustrated in full color in the plate section. *The Rivers of America* is an excellent reference source for the subject and a fascinating read to anyone in love with the lore of this nation's earliest highways, its rivers."

Hardcover, 6" x 9" format, two volumes, 1,020 pages, illustrated, ISBN 1-58456-032-0, \$125 Oak Knoll Press, 310 Delaware Street, New Castle, DE 19720.

* * *

A HISTORY OF NAVIGATION ON CYPRESS BAYOU AND THE LAKES

Received too late for this issue, this book by Jacques D. Bagur was published in April by University of North Texas Press. It's a sizable volume; 6" x 9", hardbound, 822 pages, 136 photos, 73 illustrations and maps, etc.

A peek and quick skim-through is enough to heighten our anticipation of this one. Should have a review for the December issue unless we are stopped by, "Chapter 3 - The Great Raft." The Editor.

* * *

A FOND FAREWELL TO JOHN HARTFORD

His best friends mourn him with
music

by Dan Martin

We received tributes to John Hartford from a number of sources but think the tone of Dan Martin's piece, sent by Jim Swift, is just about right. It is from the *St. Louis Post-Dispatch* with our thanks and appreciation.

Nashville, Tennessee

This evening's performance at New York's Carnegie Hall will feature some of the biggest names in bluegrass and roots music, including Emmylou Harris, Alison Krauss and Ralph Stanley. The concert is the result of the phenomenal success of the soundtrack to "O Brother, Where Art Thou?" - the Coen brothers' film that brought new attention to old-time sounds.

But the scheduled master of ceremonies, a native St. Louisan who had longed to play the storied hall, won't make it. John Hartford, 63, died June 4 in Nashville after a long battle with cancer.

A large tent on the lawn of Hartford's home overlooking the Cumberland River accommodated 500 of his closest friends. His trademark black bowler hat and a miniature fiddle sat on top of the wooden casket. A single microphone was set up nearby, facing the shaded mourners.

And then some of the best musicians in the country paid homage the only way they knew how: They played and sang.

Among them were Sam Bush, Sonny Osborne, Tut Taylor, Vassar Clements, the Nashville Bluegrass Band and the Hartford String Band. Emmylou Harris sang "Your Long Journey." Hartford's hero and mentor, Earl Scruggs, played "Flint Hill Special," and his banjo led the

group in the gospel classic "I'll Fly Away."

Nashville royalty also was well represented - a tribute to Hartford's musical influence over the past 35 years. Vince Gill, Ralph Emery, Jim Stafford, Riders in the Sky and Marty Stuart were among the crowd.

But plenty of the mourners were river people, struggling musicians and others who Hartford had helped. An then there were just friends from more ordinary walks of life. Like me.

When I was a kid, I remembered seeing Hartford on TV. After buying his Grammy-winning album, "Mark Twang," in the mid 1970s, I would try to go to concerts when he was in town. In 1986, we were introduced at the Mercantile Library. When he asked what I did, I told him that I was an artist at the Post-Dispatch. His eyes lit up. "You don't draw the Weatherbird, do you?" he asked. "I love that little cartoon. I used to clip him out of the paper every day when I was a kid."

From that exchange grew an improbable friendship.

Most of my friends are more or less like me. John's brain worked differently. His craziest, most abstract thoughts made perfect sense to him. While working together on a benefit concert for the Mercantile Library, he seriously suggested that all the guests be commanded to dress up as famous steamboats with paddlewheels attached to their rumps. Only after shouting pilot directives could they navigate to the nearest hors d'oeuvres table, made to look like river islands.

His dress and persona on stage were the same as they wee off. He drew stares walking along the street with his derby pulled down around his ears and his long, black winter coat almost touching the ground. His entire "filing cabinet," filled with song lyrics, phone numbers and other important incidentals, were kept

on 3 by 5 cards tucked into his always-present vest. His ornate handwriting was similar to that seen on 19th-century steamboat ledgers. And he had the quirkiest talent to write with his right hand while simultaneously writing a backwards mirror image of the same sentence with his left hand. He was also extremely bright, and had the wide-eyed enthusiasm and curiosity of a 9-year old boy.

And as eccentric as he was, he was also unfailingly witty, humble, soft-spoken and well-mannered. When I saw him a month ago, he politely wanted to know all about my 2-year old, whose name is the same as one of John's bluegrass idols, the late Benny Martin.

Although he had an ego big enough to perform on the "Tonight Show," David Letterman, "The Smothers Brothers Comedy Hour" and "Prairie Home Companion," I never once saw him act egotistical or throw his show-business weight around. To the last, he always kept in contact with and still revered the Ozark musicians who helped him 40-plus years ago in South St. Louis.

On the surface, it would seem that we didn't have that much in common. He was 20 years older than I. He was a privileged doctor's son, a graduate of John Burroughs School, and the world-famous composer of "Gentle on My Mind." I was from Concord Village, worked for the local paper and couldn't read a single note in fifth-grade trumpet class.

But we did have some similar interests.

His mother was a painter and John (then Harford, his real surname) studied art at Washington University. He loved to draw and often did the artwork for his own albums. And at least I liked to *listen* to bluegrass music. And there was the river.

The Mississippi has been a hobby and interest of mine since my mom bought me a paperback

version of "Tom Sawyer" at Old Rapp's supermarket.

With Hartford, it was an obsession, instilled in him by his Community School teacher, Ruth Ferris. He lied about his age to become the night watchman on the DELTA QUEEN and spent teenage summers as a deckhand. He earned his steamboat pilot's license.

His 50-plus years of collecting river memorabilia and his passion made him the envy of steamboat nerds everywhere. Atop his Nashville (Hendersonville) home is the replica of a pilothouse. Many nights, he'd climb into it to watch the boats on the Cumberland cruise past the navigation light the Army Corps of Engineers named for him.

There are plenty of people in St. Louis and across the country who had known John Hartford longer and better than I, but few, I think, who had more fun with him. We spent countless hours riding the river, inventing horrible puns and drawing caricatures of each other on restaurant napkins. But mostly we laughed, chewed over life and where ideas and creativity come from.

As a by-product of our friendship, I was awarded his trust and a shadow in his spotlight. There were late-night concerts over the phone, mentions in liner notes and invitations to his three-day birthday/Christmas parties. The welcome mat was always out for us in Nashville. His Mississippi-born wife, Marie, graciously treated us to food, lodging and Southern hospitality. When touring permitted, he would stay in St. Louis with us, although we soon learned that the Crestwood police frown on giant Silver Eagle tour busses idling on residential streets.

Of all the mementos I have from him, my most cherished is one of his songs.

Ten years ago, in honor of the Weatherbird's 90th birthday, he wrote "The Weatherbird Reel." It

was never released commercially and I believe I have the only tape. It's a wonderful fiddle tune that he played while he sang and danced. He even designed the cassette cover. It goes like this:

*I'm the St. Louis Post-Dispatch
Weatherbird.*

I was born in 19 one.

*In a box at the bottom of the
daily front page*

is where I have my fun.

*It may be hard to fly too high
'cause I*

wear these big old shoes,

*But I cover all of old St. Louis
from the Cardinals to the Blues.*

*Thanks a whole lot to Kris and
Dan Martin.*

From John and Marie

and a small dog a'barkin'.

No, John, thank you. Rest in peace. But I sure wish you were in New York City tonight.

* * *

- OBITUARIES -

CAPT. JOHN LEONARD

Charles John Leonard, 78, died at the St. Catharines, Ontario General Hospital on May 9, 2001. John was a favorite of many who attended the S&D annual meeting for he had been a regular on the scene for many years - our official Canadian representative.

John was born in Toronto and served in the Royal Canadian Navy during WW-II. For forty-four years he sailed the Great Lakes on bulk carriers and became a master in 1953. He retired in 1983 after serving as master of the CHICAGO TRIBUNE, a hauler of newsprint owned by the Ontario Paper Co. Later, he served as a relief master aboard various Great Lakes boats for four or so years.

John's friend and fellow S&D member Jay Bascom recalls that John's father was a Canadian Senator and the family spent summers on Ward's Island outside

of the Toronto harbor. The Bascom family also lived there. It was supposed that John's father might have hoped that his son would aspire to the professions but he was hooked on boats at an early age.

When the 525-foot Canada Steamship Lines bulk carrier EMPEROR struck canoe rocks off of Isle Royal in Lake Superior on June 4, 1947 John was one of the 21 survivors. The boat broke in two and foundered with twelve members of the crew lost. John Leonard was an off-duty wheelsman at the time but we don't recall him saying much about the accident unless asked.

For twenty-five years Capt. John was master of the CHARLES DICK, a sand-sucker owned by the National Sand & Material Co., Ltd. of Toronto. Increasingly tight regulations resulted in the CHARLES DICK laying up in the mid-1970s and John became master on several boats owned by the Westdale Shipping, Ltd. He then joined Quebec & Ontario Transportation Co., Ltd., Thorold, Ontario which was the lake shipping arm of the Ontario Paper Co. Among others, he was master on the Q&O carriers PIC RIVER and BLACK RIVER before finishing up on the CHICAGO TRIBUNE.

With his lifelong interest in the boats John Leonard became a well respected historian of the Great Lakes. He was a member of several historical societies on both sides of the boarder. In 1993 he was elected Historian of the Year by the Marine Historical Society of Detroit.

Many will recall John Leonard's interest in band organs, calliopes and antique automobiles. On several occasions he participated in band organ rallies around Ohio including ones in Marietta and New Philadelphia on one or more occasions joined Richard Strimple with impromptu organ concerts on Greene Street in front of the Lafayette Hotel.

John had a wonderful, dry sense of humor and enlivened a

several S&D business meetings with tongue-in-cheek commentary on news of world shaking events north of the boarder. After a contested S&D election several years, John rose and in his deep quarter-deck voice roared, "Move the ballots be destroyed by FIRE!" John Leonard's friendly nature and engaging conversation with one and all will long be missed; if there was ever a seaman who looked and walked like a sailor it was Capt. John.

Capt. Leonard is survived by his wife of 33 years Pauline and sisters Agatha Tawastjerna, Sister Anne Leonard, R.S.C.J., Kathleen Huckabone and Stephanie Bonar.

Our thanks to Jay Bascom for the information on John's career and clippings from the St. Catharines *The Standard*.

* * *

HOWARD W. TYLER, JR.

Howard W. Tyler, Jr., 78, of Nitro, West Virginia died May 29, 2001 after a long illness.

Howard was for many years the Secretary-Treasurer of the Ohio & Kanawha River Chapter of S&D. He was retired from One Valley Bank and, surprisingly, may have been the treasurer who instigated passing the hat in lieu of more formal dues notices. He relinquished his position as an officer in the chapter when his illness made it difficult for him to attend meetings.

Howard never worked on the river to our knowledge but had a real love for history and the boats. He put together a short photo history of the Marietta Manufacturing Co., Pt. Pleasant a number of years ago and made copies available to several libraries. This contribution to recognize the once principal industry of Pt. Pleasant, West Virginia has been incorporated in the recently published, [The History of Marietta Manufacturing Co.](#) assembled by Capt. Charles Stone, - see "Book Review" section of this issue.

Howard served in the Navy during WW-II.

He is survived by his wife Alice Escue Tyler of Nitro, daughter Janice Lynn Tyler of Nitro and sister Nelle Bennett of Charleston. He was preceded in death by his son Timothy Wayne Tyler. Burial was in Tyler Mountain Memory Gardens.

* * *

ROBERT F. BOOTH

Bob Booth, 84, of Bethel Park, Pennsylvania died on May 27, 2001.

Bob was the son of Capt. Walter Booth (died January 18, 1952) who was long associated with the last Upper Ohio packet LIBERTY. During his high school days Bob spent his summers riding and working on the LIBERTY of which his older brother T. Kent Booth was the mate. The Booth family has a long history associated with the Upper Ohio River beginning with Bob's great-grandfather Capt. John Kent Booth followed by his grandfather Ernest Kent Booth.

Bob was active in the Three Rivers Tool Collectors Association, a group dedicated to the documenting and collection of antique hand tools. Attending auctions and visiting flea markets to add to his tool collection was Bob's principal hobby.

Bob Booth is survived by daughters Susan Titus of Ithaca, NY, Barbara Schnobel of Peters Township, PA and Linda Reichard of Alburdis, PA and his brother T. Kent Booth, Leesburg, FL. His wife Eleanor died several years ago. He is also survived by five grandchildren and one great-grandson.

A memorial service was held at the Bethel Presbyterian Church, Bethel Park, PA on June 9, 2001.

* * *

CHARLES MONTAGUE, JR.

Charles Montague, 82, of Ashland, Kentucky died Saturday

May 26, 2001. He had been setting out tomato plants in his garden which was just one of his many interests.

Mr. Montague was born August 5, 1918 in Ashland, his parents being Charles E., Sr. and Saja Evans Montague. He was an independent insurance agent and realtor, often called upon to appraise properties. He was past president of the Kentucky Realtors Association..

But, Charlie's hobby and great interest was in local history. The *Ashland Daily Independent* in it's May 31 edition called Charlie, "Valued historian had a love for city." It noted that Mr. Montague was one with a curious mind and interested in music, books, antiques, railroads, the rivers, his church and people. He studied life, using local charcoal furnaces, steamboats and railroads as his textbooks and classrooms, - a person regarded as always knowing something from the past and happy to share his knowledge.

In 1959 with his late brother Roland they constructed a steel, sternwheel steamboat in Charlie's back yard. She was christened the LUCY COLES, after the local towboat (1881-1928) of the name. He attended most S&D annual meetings and the meetings of the Ohio-Kanawha River Chapter where he usually had a story to contribute, often about riding the towboat E. D. KENNA with Capt. Chick Lucas.

Surviving are his wife Irene Alexy Montague, three sons, Dr. Charles E. Montague, III, Phillip G. Montague, both of Ashland, and Dr. J. Jerome Montague, Eagle River, Alaska; a brother John Peter Montague, Abington, Virginia; two sisters, Judith Risser, Laguna Niguel, California and Mary Susan Montague, Greensboro, North Carolina and four grandchildren.

Burial was in Ashland Cemetery.

Our thanks to John Rous and Bob Gray for sending information.

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- PASSAGES -**MABEL REED****LLOYD OSTENDORF -**

We belatedly learned that artist Lloyd Ostendorf, Dayton, Ohio, died in October 2000 and felt that some readers who knew him from S&D events in the past may also have been unaware.

Lloyd and wife Rita were frequently in the pages of the *S&D Reflector* in the decades of the '70s and '80s and they were usually on hand at the annual meetings, too. Lloyd was a scholar of the life of Abraham Lincoln and was asked to produce oil paintings of several Lincolns including Mary Todd Lincoln as a young woman for the Todd home in Lexington, Kentucky.

For several years in the early 1970s he was guest artist on the DELTA QUEEN and produced pen and ink sketches of crew members and passengers. Lloyd also worked with several authors of books on Lincoln and was the owner of a rare Lincoln letter which brought attention in the national press some years back.

At the 1971 S&D meeting Lloyd sketched Jesse P. Hughes, age 95, and made copies available for Jesse's many friends. Cincinnati readers may remember Lloyd and Rita's steel pleasure boat named ABRAHAM LINCOLN which was built in 1964 by Tucker Marine..

* * *

DONALD "SKIP" HILL

Donald Hill, 55, of Walton, Kentucky died on June 7, 2001. He was a member of the M.O.R. Chapter and he and his wife Kathy had been enthusiastic participants for several years.

Skip was a veteran of the Vietnam War and worked as a chemical processor for L'Oreal USA, Inc.

* * *

Mabel Young Reed, 94, died in Charleston, West Virginia April 2, 2001. She was the widow of William E. Reed, well known steamboat artist, who died in January 1990.

Mabel was born in Prosperity, Pennsylvania and lived most of her life in the Pittsburgh area. She and Bill moved from Pittsburgh to a retirement community in New Bern, North Carolina in 1988 where she resided until about three years ago. Mabel and Bill and the extended family were always on hand at the S&D annual meetings for most of forty years, - until Father Time slowed them down.

In addition to her husband, Mabel was predeceased by her son James Harry. She is survived by son William N. Reed and Karen, Mars Hill, North Carolina, Mrs. James Harry Reed (Donna), Charleston, West Virginia, sister-in-law Catherine M. Reed, Charleston, four grandchildren and one great-grandson.

Burial was from the Hopewell Hebron Presbyterian Church, Clinton, Pennsylvania on April 7.

* * *

RICHARD "DICK" LEMEN

Richard Lemen, 84, died on June 13 at the Illinois Veterans Home, Quincy, Illinois. He was retired from the Rock Island Arsenal and had lived in East Moline before moving to the Veterans Home about a year ago.

Dick was a native of East St. Louis, Illinois and graduated from the high school there in 1935. He was interested in river history as well as the contemporary steamboats he knew when he was growing up in East St. Louis. For at least one season Dick worked as a cub pilot for the Greene Line, Cincinnati and was also at one time watchman on the GOLDEN EAGLE.

He was also very interested in photography and had pursued his study of the subject by taking a job at the well known commercial photographers Underwood & Underwood, Chicago before WW-II. It was there that he acquired the professional skill to process films and prints. Many readers will probably recall seeing stunning prints turned out by Dick Lemen over the years reproduced in these pages; the cover photo of the GOLDEN EAGLE on the September 1997 issue is an example.

Dick's photographic and river collections were turned over to the Mississippi River Museum, National Rivers Hall of Fame at Dubuque, Iowa when he became a resident of the Illinois Veterans Home.

Burial was at the National Cemetery, Arsenal Island, Rock Island, Illinois.

Information on Mr. Lemen's life from James V. Swift, Contributing Editor, *The Waterways Journal*.

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BACK COVER

On page nine of the June issue we used a similar view of the DELTA QUEEN in connection with the story about the boat's service as Yard Ferry Boat 56 during WW-II. It had also appeared in Fred Way's book Saga of the Delta Queen and elsewhere, We now learn the photo was taken by Robert W. Parkinson, Berkeley, California..

Bob Parkinson searched his negative files and supplied this new view, a better angle and taken one week later at Pier 7, San Francisco, June 6, 1946. The Navy turned the DELTA QUEEN back to the War Shipping Administration on August 20, 1946

