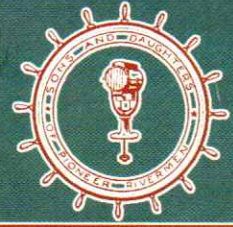


S&D REFLECTOR

Published by Sons and Daughters
of Pioneer Rivermen



Vol. 38, No. 4

Marietta, Ohio

December 2001



FRONT COVER

A MOONLIGHT STOP

St. Joseph, Louisiana

The air is warm one evening in the early fall in the 1880s when the NATCHEZ (7th) pauses to load a few bales from the new cotton crop. The moon is low in the east, plenty of light for the roustabouts at work while the teamsters and mules watch. The job is made easier when using those two-man hand trucks rather than rolling bales by hand as done at most plantation landings.

St. Joseph is the seat of Tensas Parish, below Vicksburg, and the landing was some distance from the courthouse in town, - as it is today. Shortly, the boat will again be on her way down the river and the bright moon will make it an easy watch for the pilot.

The NATCHEZ was built in 1879 and replaced the boat which had been matched with the ROBT. E. LEE in the 1870 race. She was more luxurious than her predecessor, a grand boat with big cotton capacity but, sadly, the cotton business was in the doldrums in the mid-80s. She was laid up for two years and, after coming out to run in the Greenville trade, sank and was lost January 1, 1889.

Many of John Stobart's paintings have graced our pages over the years but this may be the only one which did not also appear as a print. We like the quiet tone and the defused lighting, - a scene oft repeated in the New Orleans and Vicksburg trade in the old days.

Our thanks to Maritime Heritage Prints, Townhouse 23, Union Wharf, Boston, MA 02109. **MERRY CHRISTMAS!**

- LETTERS -

Sirs: Capt. G. W. Hill was my Great Grandfather, - his daughter Elizabeth Hill Cunningham was my grandmother. I have a picture of his home in Alton, IL with my mother, Virginia and her sister, Mary, in a carriage hitched up to their pony Dixie and holding their poodle Fluffy. I know little about Capt. Hill and would like to

- THE FREIGHT BOOK -

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see the letters you reported in the "This And That" section in the last issue.

William Hill Patterson
2855 Lorain Road
San Marino, CA 91108-2752

= The collection of letters may not mention Dixie or Fluffy but is now at:

St. Louis Mercantile Library,
Bette Gorden, Curator,
Pott Inland Waterways Collection,
University of Missouri, St. Louis
TJ Annex, 8001 Natural Bridge,
St. Louis, MO 63121

* * *

Sirs: I have a suggestion for the next issue of the index for the *S&D Reflector*: Please go back to underlining articles with photos. Thank you.

James V. Swift
7330 Colgate Ave.
St. Louis, MO 63130

= Well, yes, we see what you mean about no underlining in the Index, 1994-1998; it was intended to mark a more than casual mention of the subject. Please check for, "p" which means, "picture or other graphic."

S&D Reflector has been indexed at considerable effort by Messrs. A. Bates and F. Way, in five year increments; seven volumes to date since 1964. If you save the magazine you need the indices, - \$5 per volume postpaid from the Secretary. Ed.

* * *

Sirs: Boy! Would Bert Fenn ever have enjoyed Royal Prentiss' log of the raising of the MECHANIC! Bert and Earl Bettinger made a

terrific effort to find the MECHANIC's hull up there at Rock Island, - information was then sketchy about her fate.

Did the MECHANIC get back to Louisville? Did she run again? My speculation based upon phases of the moon, moss on the north side of the trees and tea leaves is that she was rebuilt at New Albany.

Alan L. Bates
2040 Sherwood Ave.
Louisville, KY 40205

= Alan, you are a good speculator! Read the next installment of the Prentiss diary in this issue and all will be revealed. Ed.

* * *

Sirs: When did the GORDON C. GREENE get the second Texas which shows on her in later photos? Can you enlighten?

Bob Niemeyer
445 Galtier St.
St. Paul, MN 55103

= Sure enough! April 1936. See photo on page 24, September 2000 issue. Ed.

* * *

Sirs: My cousin and I have been researching our Great, Great Grandfather William Tigner (circa 1828-187?) and his brothers Edward, James and Lewis who worked on the Muskingum and Ohio Rivers. In the *Reflector* indexes we found that William's son Lewis "Ed Tigner owned two small sternwheelers in the 1920s. Does any reader have knowledge of the Tigner clan, on the Muskingum or elsewhere?

Janet L. Wacker
3627 Chowning Ct.
Columbus, OH 43220

= Ms Wacker and her cousin have beaten all the usual bushes in the census records; William Tigner was a fireman or engineer. Our ancestors leave an easier trail when they are blown up or part of other disaster - but we don't recommend it. Ed.

* * *

AMERICAN CLASSIC VOYAGES TO FILE FOR BANKRUPTCY

This was the stark headline that the trade publication *Cruise Week* sent out to members of the travel industry on October 18, 2001. "Leading financial analysts say American Classic Voyages is expected to file for Chapter 7 or 11 bankruptcy protection, the second major cruise company to do so since September 11. The company encompasses 3,700 berths including United States Line, American Hawaii Cruises, Delta Queen Steamboat Co. and Delta Queen Coastal Voyages."

AMCV, as readers who have been keeping score might know, comprised two ships under American Hawaii Cruises, the COLUMBIA QUEEN on the Columbia River, AMERICAN QUEEN, MISSISSIPPI QUEEN and DELTA QUEEN operated by Delta Queen Steamboat Co. and two new ships under Delta Queen Coastal Voyages. All went to the bank with the exception of the venerable DELTA QUEEN which somehow is running out her 2001 schedule.



**"How much is that paddlewheel in the window?"
An apt title but we must await the bankruptcy court.
D.Q. at Peoria, IL by Ann Zeiger, July 14, 2001.**

Financial over-extension with help from the Federal trough followed by management problems and some unanticipated bad luck seem to sum up the debacle. We'll leave it up to the business press to put a fine point on all the problems. Two 1,900 berth cruise ships under construction for the Hawaii service constitute a large piece of the Federal loans for which the general taxpayers will pay, eventually. The posturing of our Congress people at the investigations to come will be interesting to follow, - better sign up for C-Span if you don't want to miss the fun.

As of press time, statements coming from Delta Queen Steamboat Co. headquarters in New Orleans indicate that the DELTA QUEEN will come out in the spring to run her published 2002 schedule while the MISSISSIPPI QUEEN might also be brought out later (our words).

Summer along the river won't be summer without the QUEENS. Good luck to those sorting out the salvage from this shipwreck. Sad, sad.

* * *



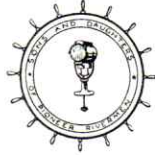
UPPER LEFT: AMERICAN QUEEN looking good at Cassville, WI August 16, 2001. Lock 15 was suddenly out of service so she killed time and entertained the Cassville natives before unloading her St. Louis passengers above the lock at the Davenport Boat Club and waited to begin her next trip to New Orleans. Photo by David Tschiggfrie.

LOWER LEFT: MISSISSIPPI QUEEN, first trip up the Kanawha River to Charleston, August 8, 2001 and Bill Smith was at the Point in Pt. Pleasant to catch the big boat entering the Kanawha. On her October trip she returned to Pittsburgh on October 22 after receiving word that it was the end of the financial line; dead-headed back to New Orleans.

"Lighting up the Past, Present and Future of the Mississippi River System"

S&D REFLECTOR

Marietta, Ohio



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

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

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

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

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

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

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

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

BACK ISSUES

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

INDEXES

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

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

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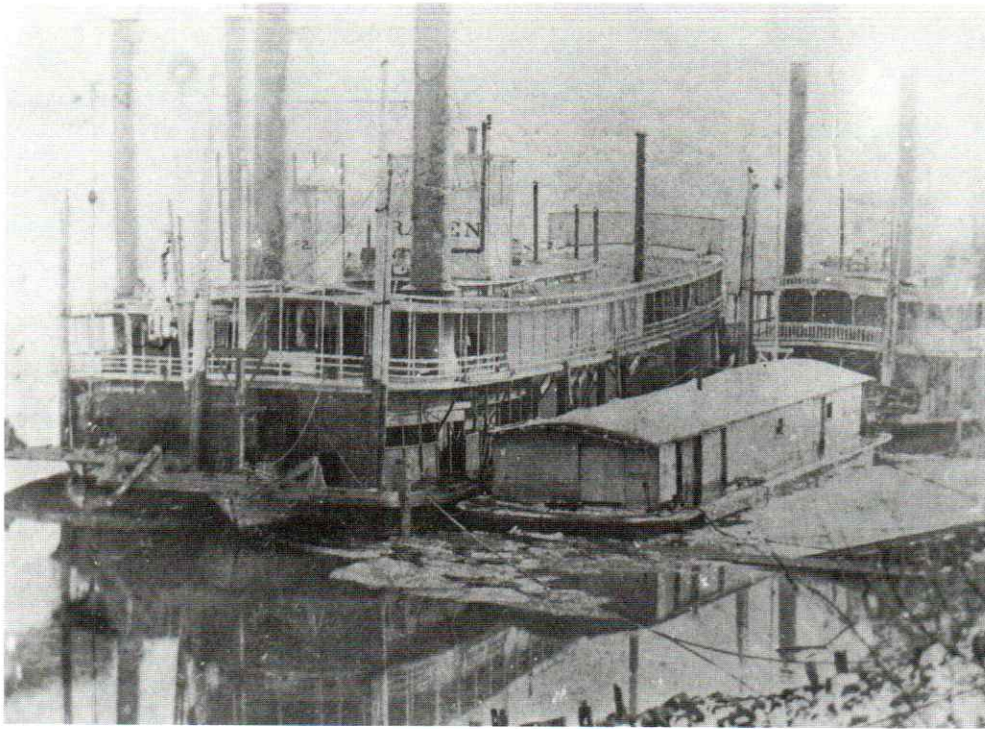
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J. Thomas Dunn, President

ADJUNCT ORGANIZATIONS

Inland Rivers Library, Cincinnati
M'Lissa, Kesterman, Rare Books
(513) 369-6957

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

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The above photo is the only one we have of RAVEN; the location could be Gallipolis. Below the wharboat is the local packet ORIOLE (4326) built in 1869 for

Gallipolis-Racine, ran Pomeroy-Ironton in 1871. The towboat outside of the RAVEN could be the VETERAN NO. 2 (T2523); the wreath between the stacks is a clue.

WHEN THE STR. RAVEN EXPLODED What Happened to Capt. Asa Woodward?

We received a letter recently from George Woodward of Gallipolis, Ohio which was not unlike a number others but it raised our curiosity.

"My father was Capt. Tom F. Woodward and I would like to know about my grandfather, - Capt. Asa Woodward. He was killed when the steamboat RAVEN exploded but where is he buried? My father never talked about it."

The record shows that The RAVEN (T2114) was built in 1864 at Middleport, Ohio, a sternwheel towboat with engines 18's-7 ft. stroke from the LAKE ERIE NO. 2. These probably had been on the predecessor LAKE ERIE, a packet converted into one of the early towboats in 1850. RAVEN was rebuilt after exploding, - dismantled in 1876.

We responded (in part) thusly:

S&D Reflector

Dear George -

". . . If you don't have access to microfilm of the Cincinnati newspapers of 1870, call the Cincinnati Public Library, Rare Books Department and see how much they would charge to make you photocopies of any pertinent information. Inland Rivers Library - (513) 369-6957; ask for M'Lissa Kesterman. The address of the Public Library is 800 Vine St., Cincinnati, OH 45202; a stamped self-addressed envelope is appreciated."

George took our advice and the staff made a search of newspapers and found an account of

the accident and what became of Grandad.

In April 1870 the RAVEN stopped at Cincinnati for boiler repairs and had started out again, upstream, on April 15. Shortly, the engineer asked that the boat be landed as a boiler leak had been discovered. She was near the Covington Water Works, opposite Pike Street, but may not have landed when the boilers exploded. The account in the Cincinnati paper says the boat sank about 60 yards from the shore.

There was a crew of twenty-three on the RAVEN when the explosion occurred and Capt. Asa Woodward, pilot, John Calvin DeWolfe, mate, and Jane Bell, chambermaid were lost; their bodies had not been recovered at press time. John DeWolfe was the son of Capt. Dan DeWolfe who was president of American Transportation Co., the boat's owner, who was not on board at the time.

Asa Woodward, the pilot who was lost, lived in Pt. Pleasant, West Virginia and left a wife and two children. He was seen on the roof of the boat after the explosion before the boat sank and Joseph Martin, Chief Engineer who was only slightly injured, called to him.

The morning paper of May 4 reports that the body of pilot Asa Woodward was found on May 3 below Mill Creek. The body was shipped to Point Pleasant, West Virginia in a metallic casket aboard the packet ANNIE LAURIE.

The April 5, 1870 date of the accident in the Steam Towboat Directory was close but no cigar, - please change to April 15.

Perhaps this successful search will encourage others to make use of the extensive facilities and fine staff at the Library.

* * *



This is the ORIOLE (4326) which shows in the photo of the RAVEN on the previous page. She was built in Middleport, Ohio in 1869, hull built at Murraysville, WV yard. Her first master was Capt. A. J. Branch with Nat Ehrhart clerk in the Gallipolis-Racine, Ohio daily trade. Capt. Ed Maddy, father of S&D's first treasurer Harry Maddy, ran her at one time.

She appears to be landed at a salt works, possibly at Hartford City, West Virginia. Her wheelhouse says, "Ironton, Gallipolis & Pomeroy." She was sold south at some point and in New Orleans 1876. Pittsburgh *Post-Gazette*, January 31, 1876 reports her sold to R. C. Sickles for the Portsmouth-Gallipolis trade. Photo from Murphy Library Collection.

S&D MEETING

September 14-15, 2001

The tragic events in New York on September 11 were on everyone's mind but the annual family reunion of S&D came together as usual. It was good to again see the familiar faces and hear the friendly greetings in the lobby of the Lafayette Hotel, Marietta on Friday afternoon and for a time forget the repeated views on TV of the World Trade Center buildings collapsing. The disruption of air travel earlier in the week did prevent a number of the regulars from attending, however, and we missed them.

The Friday evening reception was well attended and those who remembered to sign the register book will be listed elsewhere in this issue. Artists Dr. Martin Streigel and Forrest Steinlege didn't disappoint and had three large paintings on display for approval and discussion. Pete Striegel has produced an interesting view of the Cincinnati harbor and public landing about 1910 with the CITY OF CINCINNATI and INDIANA in the foreground. Another of Pete's works was one of the SENATOR CORDILL with the Howard Shipyard in the background when the boat was new in 1901; believe that this fine painting was on display several years back and we enjoyed seeing it again. Forrest Steinlege produced a new painting of the GORDON C. GREENE; we took it to be at the St. Marys (WV) Bridge or thereabouts but the artist says only, "Somewhere on the Upper Ohio, I guess."

Over near the room entrance were a couple of what we took to be Daniel Boone reenactors with a model of a flatboat. They proved to be Bela Berty and Bob Weiford of "The Flatboat Project" which proposes to build and operate a flatboat replica. Hopefully, the flatboat will be operational for educational purposes along the

Ohio to coincide with Ohio's Bicentennial of statehood celebration in 2003. Bob and Bela were attracting considerable interest in this unique proposal, - good luck to them.

Saturday, September 15 gave promise of a perfect fall day and we were not disappointed. When scheduling a luncheon boat ride the weather is always a nagging worry although it needn't be since the hardy S&Ders have enjoyed almost as many boat trips in the rain as in sunshine without complaint.

BUSINESS MEETING

The annual meeting of the S&D corporation began on time at 9:30 AM in the hotel ballroom. In preliminary remarks the president read a note of greeting to the group from Dr. Antony Twort, the official representative of the United Kingdom to S&D, who promised to be on hand in 2002. Also missing was our stalwart from Canada Capt. John Leonard whose obituary was to be found in the September issue of *S&D Reflector*; Big John's friendly smile, booming voice and droll sea stories will be long remembered.

TREASURER

Treasurer R. Dale Flick was called upon to give his financial report. The audience was relieved to learn that the \$15 dues are still sufficient to keep S&D in the black, the balance on September 9 being \$14,163.40 which included expenses for the September *Reflector*.

SECRETARY

Secretary Bee Rutter reported that there were 1,379 paid-up members as of the meeting, an increase of 80 since April of 2001.

The Secretary had offered non-profit organizations such as museums and libraries carton lots of press overruns of back issues of the *S&D Reflector*. The surplus magazines have helped the recipient organizations and provide an opportunity to spread the name of S&D and its work to a wider group interested history.



Secretary Bee Rutter is pleased to announce that the on/off postcard sets of the Illustrators Series commemorative stamps are again "on" so watch for them at your P.O. Photo by Robert Lodder.

She was gratified that a number of organizations had again availed themselves of this offer.

The Secretary asked for a show of hands to judge the demand for binders for the magazine and judged that a reorder could be postponed for the present. (Binders present a storage problem if there is not a sizable initial demand for them.)

BOARD OF GOVERNORS

The Board of Governors of S&D met twice during the year, spring and fall, and Chairman Bill Judd gave a report of the Board's deliberations.

The Board had authorized the Museum Committee to expend up to \$5,000 from the J. Mack Gamble Fund to expand the S&D display started at the Blennerhassett Museum, Parkersburg and to relocate the storage area from the Campus Martius Museum, Marietta. S&D's agreement with the Ohio Historical Society required removal of stored artifacts by August 1 and this was accomplished on time and under budget by Museum Committee Chairman Jeff Spear.

The Board endorsed a proposal by Don McDaniel of the J. Mack Gamble Fund trustees that an effort be made to identify museums and libraries in smaller river towns. Many of the smaller organizations with significant interests in the river history of their area are seemingly not aware that S&D can provide grants from the J. Mack Gamble Fund for specific projects.

Judd commented that, in his opinion, the JMG Fund Trustees had done an excellent job in considering grant applications and furthering the S&D interest in the history of the rivers.

At the September 2001 meeting the Board reviewed the by-laws it had adopted in 1996. Some of the seven (7) by-laws could be viewed as properly constitutional rather than within the powers of the Board while some needed clarification. These by-laws may be found on page 3, December 1996 *S&D Reflector*: Numbers 9601, 9605 and 9607 have been rescinded and the others will be further reviewed at the spring meeting.

Chairman Judd reminded the audience that the Board members are interested in input from the membership so as to be responsive in guiding the organization.

J. MACK GAMBLE FUND

The J. Mack Gamble Fund report was delivered by Don McDaniel who is retiring as a trustee after serving as chairman since 1995. Don acknowledged Bill Judd's endorsement of the stewardship of the JMG Fund and stated that S&D was fortunate to have the trust department of the National City Bank, Columbus as the manager of the investments and providing other services since the Fund began in 1976. In the 25 years since, grants made totaling \$420,214 have been made for a variety of projects preserving river history. Meanwhile, the value of the principal has increased from about \$188,000 to more than \$700,000.

Don outlined how the funds available for grants in a given year are calculated based upon the net earnings for the prior year. Grant applications are considered from organizations tax exempt by the IRS [501(c)(3)] and the grant awards are for specific projects judged worthy of support by the trustees.

Don pointed out that there had been only two grant applications received so far in 2001 and the total requested was less than \$5,000. His personal project is to contact libraries and historical societies in river communities in an effort to make them aware of the help that S&D can give them. He invites members to furnish the names and address of such organizations in the smaller communities so that he may contact them. (Historical marker projects where local matching funds are required for Ohio Bicentennial Commission grants might be a particular area where S&D could help.)

INLAND RIVERS LIBRARY

Sylvia Metzinger, Head, Rare Books & Special Collections Dept. The Public Library, Cincinnati provided the report.

A special exhibit on the steamer ISLAND QUEEN, organized by M'Lissa Kesterman, was in progress a year ago a very well received. She outlined several notable items which had come to the library during the year including photographs of the 1884 flood in Cincinnati and records of the Str. GEN. PIKE, 1824-1827. Several preservation projects had been carried out including the freight bill collection of Frederick Way, Jr.. The freight bill collection had been encapsulated in mylar so patrons could examine the items without actually touching them.

During the year the library had assisted a number of authors in their research. Replacement photographs were provided from the library's negatives where a collection had been destroyed in a fire, another example of the

value of the Inland Rivers Library.

A number of researchers had complimented the customer service provided by M'Lissa Kesterman, the recognized expert on river resources in the Special Collections. M'Lissa also received kudos for the Cincinnati 1848 Panorama brochure and her article on the Panorama in *Timeline* magazine. (The excellent bi-monthly magazine of the Ohio Historical Society.)

The 2001 fall exhibit at the library features 31 prints of noted marine artist John Stobart's paintings of river scenes.

OHIO RIVER MUSEUM

John Briley, Manager of the Ohio River Museum and W. P. SNYDER JR., had applied for a Federal grant for some restoration work on the boat but had not been successful. From other sources it was expected that funds would be found to replace the roof on the boat to protect the interior; other needed work would have to be postponed.

The Ohio Historical Society has arranged to have the river bank along the museum property ripped to control continuing erosion where the SNYDER is moored.

In response to a question about the possibility of OHS electing to put the SNYDER up on the bank rather than continuing to keep her in the river, John responded that he felt a boat should be in water. There has been talk for several years about putting a new hull under the boat and John feels that when accomplished modern materials and coatings that will assure the SNYDER should be around for many years. As yet, the sizable investment required to build a new hull has not been committed by the state nor found from other sources, - but it is in the long-range plan.

S&D LOCAL CHAPTERS

President of the Mississippi River Chapter Tom Dunn was called upon to report on activities

during the past year. There are currently 52 members in the Chapter. There was to be a meeting in October aboard the restaurant boat ROBERT E. LEE at St. Louis. The floating restaurant has been closed for about two years but new owners have spent \$1.5M on refurbishing and restoration so the LEE should again be a popular spot on the St. Louis landing.

Rick Kesterman, president of the Middle Ohio River Chapter, reported that there were four meetings during the year as follows:

At New Albany, Indiana in the Fall of 2000 the group inspected the casino boat GLORY OF ROME as guests of Capt. Gary Frommelt; the 25th Anniversary meeting for the chapter was held at Cincinnati in the spring and featured a guided tour of Spring Grove Cemetery where a number of noted river personalities rest; Capt. Doc Hawley was the speaker at the evening banquet. The summer meeting was held in Pittsburgh, the first time that the "middle" Ohio River group had ventured to the headwaters, with Dr. John Folmar, California, Pennsylvania speaking about Western Pennsylvania history at the evening banquet. The fall 2001 meeting was scheduled again in New Albany with the focus on the major lock project by the U.S. Corps of Engineers at the Louisville & Portland Canal.

For the Ohio & Kanawha River Chapter report, the venerable Charles H. Stone hopped up to the podium, claiming that his cane was merely a stage prop. Capt. Stone outlined the plans and progress toward the new River Museum in Pt. Pleasant under the leadership of Jack Fowler. This has been a dream of the O-K Chapter since its inception and Mr. Fowler had been on hand at the Friday evening reception to promote the museum.

Quarterly meetings of the Chapter were held, as usual, at the Mason County Library, Pt.

Pleasant, in November, March and June, usually on the first Sunday of the month. Visitors are always welcome, the programs interesting and conversation lively.

ANNUAL ELECTION

Lee Woodruff, Doug Wetherholt and Dr. Pete Stiegel comprised the Nominating Committee this year. Lee presented the committee's recommendations for officers and the candidates for the three openings on the Board of Governors.

Incumbent officers for President, Senior Vice President, Vice President, Treasurer and Secretary were recommended; there were no nominations from the floor for any of these positions and upon call for a voice vote all were reelected.

There were four candidates for the three openings on the Board of Governors so written ballots were utilized. (Anne Mallinson decided not to seek another term.) John Briley and Robert Lodder were appointed the tellers and directed to report on the election results at the evening banquet.

While the ballots were being distributed the Chair recognized Ralph DuPae, Murphy Library, La Crosse, Wisconsin. Ralph thanked the group for the help they had given him in locating river photos over the past many years. The Murphy Library now has a collection of some 54,000 images of boats, river scenes and personages and many of them came to Ralph's attention through the help of S&D members. The J. Mack Gamble Fund has contributed generously to the expenses of finding, copying and printing these now historic photos to help make a wonderful resource available for future researchers.

Ralph announced that he will probably retire from his quest for photos the first of the year. We say his work with the Murphy Library is a tribute to Ralph's diligence in pursuit of photo collections or single prints,

sincerity in dealing with river people and dedication to the project which has proved to be so valuable.

The annual business meeting was recessed at 11:10 AM in anticipation of the VALLEY GEM loading for the luncheon cruise.

RIVER OUTING ABOARD THE VALLEY GEM

A trip on the river, on a bright fall day or a rainy one, seems ever popular with the S&D crowd. This year we had a clear, bright day for the trip south on the Ohio toward Parkersburg and around the three islands along the way.

A picnic spread had been laid out in the cabin of the VALLEY GEM by a local caterer and the lines opened shortly after the boat pulled away from the Marietta Landing. There was a pleasant breeze out on the river and perhaps that is why the food disappeared but there was some beer left over when the boat got back to Marietta.

On a trip a number of years ago down the Ohio (in a rainstorm!) Capt. Jim Sands had wandered around the back sides of Muskingum, Vienna and Neale Islands. That trip is remembered and there were requests for a similar itinerary. This time we were fortunate to have Janet Butler from the U.S. Fish and Wildlife Service aboard as guest lecturer. Janet livened the afternoon with a discussion of the history of the area and pointed out the various flora and fauna that the islands support.

The Ohio River Islands National Wildlife Refuge encompasses nineteen island located along 362 miles of the Ohio and totals 1,100 acres for protected habitat for wildlife. There was no shortage of birds to be seen on this sunny day and maybe we say a couple of beaver also. Ms. Butler pointed these out and also had exhibits of fresh water mussels which are not so easily seen from the VALLEY GEM but part of the protected wildlife.

The islands are open to visitors daily from sunrise to sunset and hunting is permitted on several of the larger islands. It was a very enjoyable start to the afternoon and we were back at the Public Landing at 2:30 so a few of the passengers could assault the local antique shops; others rode the boat on up the Muskingum to the River Museum.

THE EVENING BANQUET

There were 124 reservations for the evening banquet, the three-menu choices this year proved to be popular. Service was efficient and the kitchen was doing a good job of preparation from what we heard.

The hotel had dressed the tables with candlelight and otherwise added a bit of formality with decorations. S&D has been meeting at the Lafayette Hotel since 1939 and the present management and staff goes to some lengths to welcome our group, - makes easy the job of setting up for whatever schedule we follow for our annual meeting. Comments on the newly refurbished guest rooms with all new Victorian furnishings seemed to be very favorable.

Senior Vice President Jerry Sutphin was the master of ceremonies for the evening and in recognition of the tragic events which took place on September 11 he began by calling for a moment of silence in memory of those lost. Marcie Richardson, Delta Queen Steamboat Co. Riverlorian, was at the keyboard as the group stood and sang God Bless America.

Following dinner, the S&D business meeting was reconvened for the report by John Briley, ballot tabulator with Bob Lodder. The election for three members on the Board of Governors returned incumbents Jerry Sutphin and Bill Barr who are joined by Judy Patsch, Rock Island, Illinois.

A year earlier the destroyer USS COLE had been heavily damaged by terrorists in a harbor in Yemen on the Red Sea

and four days before our meeting terrorists had brought their acts to New York, Washington and Pennsylvania. Who could have anticipated when inviting speakers for the evening that the subject would be so timely.

Ed Shearer, Shearer & Associates, New Orleans narrated and clarified of a film covering the salvage of the USS COLE following the bombing and almost sinking of the ship. The COLE could not be towed back to the U.S. because of severe structural damage to the hull but a new heavy-lift vessel, the BLUE MARLIN, was nearby. She was quickly chartered to carry the COLE to the Ingalls Shipyard at Pascagoula, Mississippi where she had been originally built.

The size of the BLUE MARLIN and the ingenious manner in which she was modified to carry the 504'x67' destroyer that draws 30 feet when loaded was fascinating. For reasons not known, the COLE turned out to measure five or six feet longer than her specifications but the salvage crew quickly adapted the heavy-lift ship to this problem. The COLE was loaded catawampus (askew, not in line) with the bow overhanging the side of BLUE MARLIN sufficiently to accommodate the sonar dome extending below the bottom line of the hull. An amusing sidelight was the refusal to allow the U.S. salvage people access to the COLE once it arrived in Pascagoula, - they didn't have necessary secret clearances.

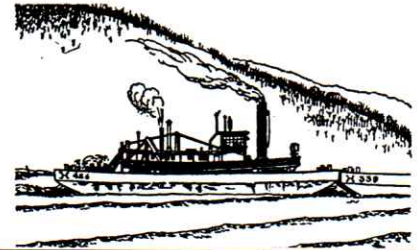
The lesson of the speedy and workable arrangements for the salvage of the USS COLE is that red tape can be cut ruthlessly whenever there is the urgent need. Another lesson is the havoc which two terrorists in a little boat can do to the most modern of warships.

So, the 2001 annual meeting of S&D in its sixty-second year of fellowship came to an end. The weather had been perfect and the peaceful afternoon exploring the

back channels of the Ohio River islands was a needed relief to the tensions following September 11.

May we all be together in another year on the third weekend of September, - same place.

* * *



J. MACK GAMBLE FUND TRUSTEE APPOINTMENT

As noted in the report of the annual meeting, Don McDaniel decided to step down as a trustee of the JMG Fund. Don has acted as the chairman of the trustees during his six years of service and received a well deserved round of applause following delivery of his annual report at the annual meeting.

Mrs. Kim McGrew, Marietta, Ohio will join Bill Barr and Frank Pollock as a J. Mack Gamble Fund trustee for a three year term. Kim grew up in Charleston, West Virginia, is a graduate of the University of Kentucky, Lexington and has a master's degree from Marietta College. She and husband Doug have been members of S&D for the past fifteen years.

Kim has been the assistant manager of the Campus Martius and Ohio River Museums for a number of years. She is well acquainted with the S&D collection at the river museum and has been helpful to many of us with research on local Marietta history.

Kim has served as secretary of the board of the Marietta Area Tourist and Convention Bureau and is completing three years as chairman of the Board of Marietta Memorial Hospital. We welcome Kim as a JMG Fund trustee.

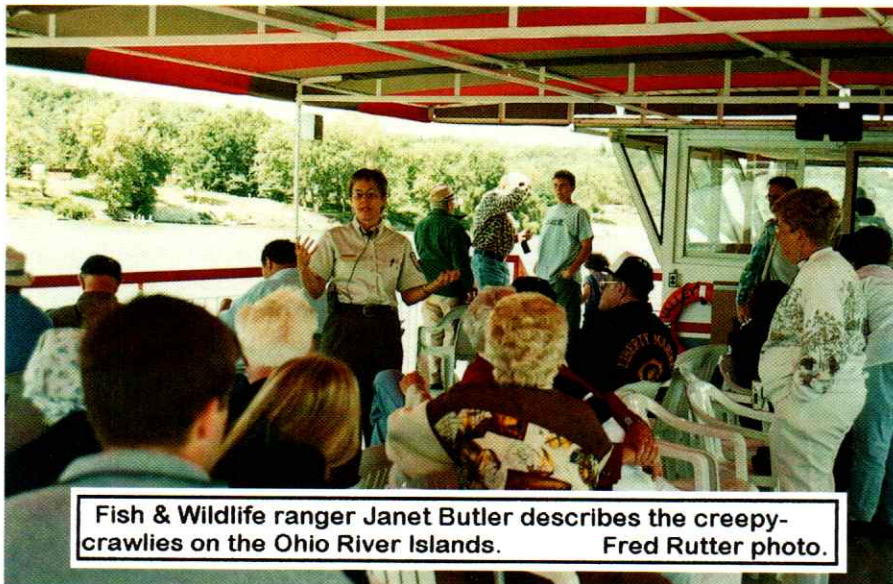
J. W. Rutter, Pres.

MEETING ATTENDEES

DID YOU SIGN THE REGISTER?
If so, your name should be here -

Hope Deshler Barnhouse, Wade, OH
 Louise Barr, Charleston, WV
 William "Bill" Barr, South Charleston, WV
 Rita & Alan Bates, Louisville, KY
 Bela A. "Flatboat" Berty, Cincinnati, OH
 Harry Booth, Jr., Coraopolis, PA
 John B. Briley, Marietta, OH
 Donald Brookhart, Belpre, OH
 Junnelle Brown, Steubenville, OH
 Jim & June Bupp, Charleston, WV
 Walter S. Carpenter, St. Marys, WV
 Ross & Pam Carr, Batavia, OH
 Mary & Jerry Cooper, Mason, OH
 Paul & Mary Ann Coulter, Florissant, MO
 Larry Devine, Cambridge, Ontario
 Bill & Dona Dunn, Marietta, OH
 Capt. Thomas Dunn, St. Louis, MO
 Ralph DuPae, La Crosse, WI
 R. Dale Flick, Cincinnati, OH
 Lois FoilsPradt (?), Seneca, PA
 John & Sharon Fryant, Maineville, OH
 Ben & Robin S. Gilbert, Piney Point, MD
 Dan Goen, Bloomington, IN
 Phillip & Karoline Golovin, Powell, OH
 Bette Gorden, St. Louis, MO
 Jim & Sherley Greenwood, Newport, OH
 Ruth & Butch Guenther, Ross, OH
 Barbara Hameister, Blanchester, OH
 Gayle & Bill Hindman, Cincinnati, OH
 Steve & Barbara Huffman, Vevay, IN
 Ethan Ingham, Hendersonville, TN
 Helena & Bob Isfort, Cincinnati, OH
 Michael & Rita Jones, Cincinnati, OH
 William & Darlene Judd, New Richmond, OH
 Mary & Doug Kelley, Ann Arbor, MI
 Rick & M'Lissa Kesterman, Cincinnati, OH
 Carolin Kesterman, Cincinnati, OH
 Yvonne Knight, Jeffersonville, IN
 R. Greg Litton, Millersport, OH
 Robert "Bob" Lodder, Cincinnati, OH
 George & Maxine McClintock, Pt. Pleasant, WV

Don "Showboat" McDaniel, Worthington, OH
 Charles & Diana McMahan, New Matamoras, OH
 Sylvia Verdun Metzinger, Covington, KY
 Charles E. Montague, III, Ashland, Ky
 Virginia Hughes Morrison, Ooltewah, TN
 Dick & Nancy Prater, Ft. Walton Beach, FL
 Donna Reich, Sumter, SC
 Judy Reynolds, Reno, PA
 Marcie Richardson, New Orleans, LA
 Fred & Tammy Rutter, Lithopolis, OH
 Woody & Bee Rutter, Marietta, OH
 Jim & Judy Schenk, Hendersonville, TN
 Capt. Bert Shearer, Charleston, WV
 Ed Shearer, New Orleans, LA
 Bob & Virginia Smith, Sewickley, PA
 John & Joan Spear, Marietta, OH
 Forrest & Dot Steinlage, Louisville, KY
 Jim & Garnet Stephens, Marietta, OH
 C.W. & Lucy Stoll, Louisville, KY
 Charles & Jean Stone, Point Pleasant, WV
 Mrs. John J. Strader, IV, Cincinnati, OH
 Dr. & Mrs. Martin Striegel, Louisville, KY
 Jerry & Lenora Sutphin, Huntington, WV
 Mrs. Gerry Swartz, Louisville, KY
 Jim "W.W.J." Swift, St. Louis, MO
 Mayor Pat Trimble, Dawson, PA
 Joe & Helen Vollmar, St. Louis, MO
 Fred & Nell Way, Cleveland Hgts., OH
 Donald & Aris Way, Louisville, KY
 Bob & Lynn Way, Mentor, OH
 Bob "Flatboat" Weiford, Winfield, WV
 Lew & Paula Weingard, Tionesta, PA
 John & Ann Weise, Cincinnati, OH
 Dr. R. B. Whitacre, Frankfort, KY
 Robert "Bob" White, Cincinnati, OH
 John H. "Jack" White, Oxford, OH
 Gloria Winters, Cold Spring, KY
 Dianne & Lee Woodruff, Cincinnati, OH
 John & Mary Lou Wunderle, Cuyahoga Falls, OH
 Ann Zeiger, Cincinnati, OH



Fish & Wildlife ranger Janet Butler describes the creepy-crawlies on the Ohio River Islands. Fred Rutter photo.



Jacob A. Yonker, 1942, - once a fireman.

MEMOIRS OF A FIREMAN

TOWBOATING ON THE MONONGAHELA
by J. A. Yonker

IT MIGHT HAVE BEEN; A COLLECTION OF INCIDENTS IN THE MONONGAHELA POOLS

The following collection of short stories were published in three parts in The Waterways Journal, summer of 1945. They followed several earlier articles which Jake Yonker had submitted in 1942 and he may at the time have intended them as the final installments of his memoirs. But, as our readers will know, Jake's excellent memory later generated more installments which we have taken the liberty to rearrange.

These particular vignettes of life aboard the poolboats operating on the Monongahela almost 100 years ago seem a proper summation to those days of youth which Mr. Yonker looked back upon with amusement and sometimes amazement. Even after achieving success in the insurance business he called his steamboating days, The Happy Time.

The Editor.

Someone has said that life is made up of little things. This, undoubtedly, is true in the life of a riverman, even the lowly fireman. The typical riverman has many experiences which may be minor in themselves but which could easily and quickly develop into something serious, even tragic. However, he seldom records his experiences but takes them in stride as a part of his life's work and the world hears little from him.

The events recorded below are taken from the personal experiences of the author as a fireman on pool boats working out of Pittsburgh some 40 years ago (written in 1945). At that time, the River Combine was at the height of its glory and poolboat activity was at a maximum. The Monongahela River was then crowded with boats of this class and frequently they were found on the upper Ohio too.

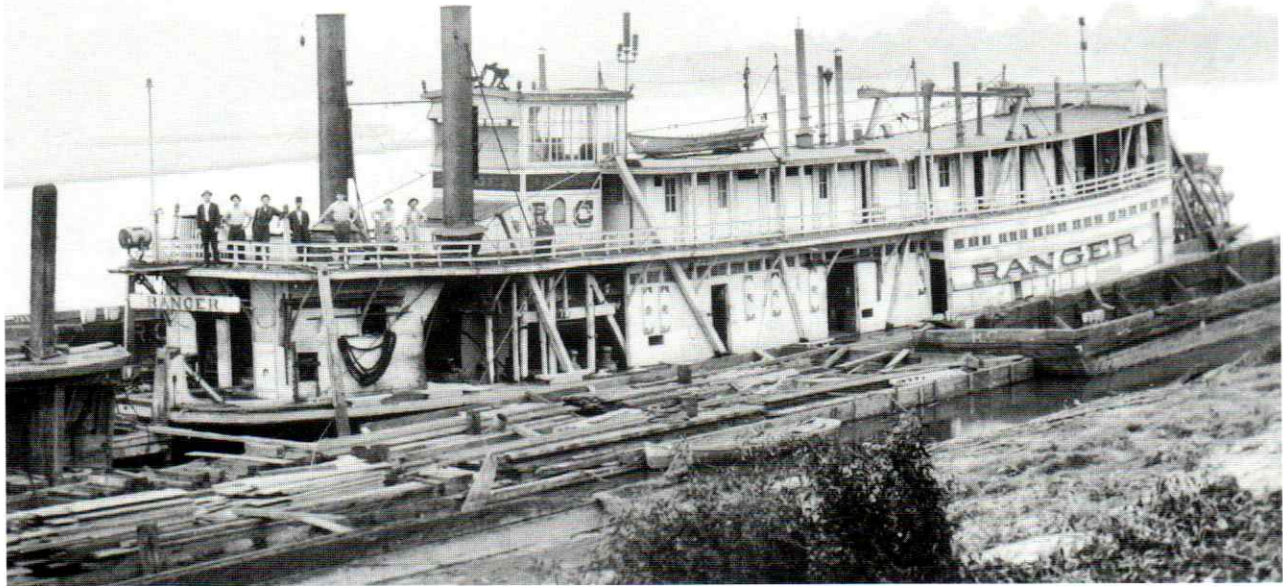
My initial experience was on the JIM BROWN (T1371) of which Jersey Blair was captain and John Martin chief (engineer). On this boat I learned to make steam under difficulties and also to answer bells in the engine room or, in the language of the river, to "handle." Both of these accomplishments were later very helpful. The BROWN was reputed to be hard to fire and she lived up to her reputation. The fireman had to take advantage of every opportunity in order to keep her hot. This experience, however, had its advantages in that it not only constituted good training but also led one to appreciate an easier boat when he was lucky enough to get one.

* * * * *

The first event concerns the poolboat RANGER (T2111) on a dark night in the summer of 1904. There was coalboat water and the RANGER had helped one of the larger Combine boats to below Bellaire and was bringing back to Pittsburgh a tow of fourteen empties. This was all she could handle even though the pilot hugged the willows and the firemen did their part by keeping her hot. A couple of kids were firing the after watch, - Val Reuter from Pomeroy and your author. We had just cleaned the fire and had the needle on the gauge standing at 240 which is what it took to keep us moving up the river against the current of the coalboat water.

We were a short distance below East Liverpool, Ohio and were doing the universally disliked job of hauling ashes when suddenly the engines exhausted irregularly two or three times and then stopped entirely. I ran back to the engine room; the engineer had already closed the throttle and shut off the blowers. He was getting his wrenches together but paused long enough to say, "She has slipped a cam; hope the pilot can get her against the bank and they can get out a line."

Several anxious minutes passed before we felt the tug of a line and boat and tow swung to the shore. We learned afterwards that a deckhand had, fortunately, been out on the head of the fleet when the trouble developed. The pilot, hearing the irregular exhausts and stopping of the engines and blowers, knew something was wrong and did his best to swing the tow toward the shore and, running very close to the willows in order to avoid as much of the current as



The RANGER (T2111) was rebuilt from the JOHN W. AILES which exploded her boilers on February 5, 1902. The AILES engines came from VETERAN NO. 2 and had outside cams on the wheel shaft; when one slipped it caused some excitement. This peaceful scene is at the Point Pleasant Dry Dock Co. The decoration on top of the pilothouse was also on the AILES, - looks like a stubborn mule but we can't be sure.

possible, he succeeded in putting the head of the tow against the bank. The deckhand jumped ashore with a line and choked the first tree as the tow and boat swung against the shore. Other deckhands got out more lines and soon we were fast.

Working on a narrow fantail a few feet above swiftly running, muddy water the engine room force lashed the wheel, reset and bolted the cam, unlashd the wheel and in a comparatively short time we were ready to go on up the river. Nothing more happened but, if the pilot had not been able to swing his tow against the bank, if the deckhand had not been ready to put out a line there undoubtedly would have been wreckage all over the Upper Ohio that night.

* * * * *

One dark night the ELEANOR (T0700) was picking up a tow in the bend a short distance above Monongahela City on the Mon River. The steamboat and a barge or two were loose a short distance from the shore and the pilot was trying to get the barges together into a tow. He was ringing one bell right after the other and the engineer was busy.

Just then the packet I. C. WOODWARD (2693) went by at full speed on her way up the river. Since we were in a bend and the WOODWARD turned just as she passed us, we got the full benefit of the waves. All poolboats were low and the ELEANOR had her deck unusually close to the water. The waves hit the side of the boat and swept right on across the deckroom and also into

the engine room. We had a Westinghouse engine driving our generator by means of a belt and when the water entered the engine room it hit the belt which immediately jumped off of the pulleys; all the lights, including the signals, went out. The pilot kept right on ringing bells because he was out in the river with a loose barge or two ahead of him and he had nothing to tie to.

The engineer kept on answering the bells in the dark. I ran back, lit a torch and then two or three more thus relieving the darkness in the engine room. I then stopped the generator engine, put the belt back on the pulleys, started the engine and in a little while we had light again. Luckily, no other boat came along while we were blacked out, otherwise, there might have been a collision, - with the ELEANOR very much at fault for not displaying signal lights.

* * * * *

One bright night in the summer of 1905 the poolboat ELEANOR locked through Dam No. 5 on the Monongahela with five empties upbound for the mines. Soon thereafter the outfit was in the middle of the river making good time against the slight current. The night was perfect, the moon was shining brightly, the boat was steaming well and everything was in harmony.

Suddenly, I heard someone go up the companionway forward of the coal bunker, two steps at a time. The next instant the stopping bell rang loudly, followed immediately by the gong and the backing bell, - all pulled as if

someone meant it. I ran out on the head of the steamboat and saw in the moonlight that the tow was headed directly toward some large boulders on the east bank of the river and these were only a short distance away. By this time, Todd Mercer, our second (engineer), had the ELEANOR in back motion and the tow stopped just a few feet from the rocks. We backed out a little way, stopped and then came ahead on a slow bell until the tow was straightened up and in the middle of the river and proceeded as if nothing had happened.

What had happened! Just this: A deckhand had been stretched out on the bench in the pilothouse. He and the pilot were talking, ordinary "run of mine" conversation. The pilot decided he wanted a cup of coffee so he said to the deckhand, "Hold her while I get a cup of coffee," and went out of the door without making certain that his place had been taken at the wheel. It just so happened that at instant the deckhand dropped off to sleep and never heard the pilot's request

Meanwhile, the ELEANOR went pounding up the river with a full head of steam and no one at the wheel. The mate happened to go out on the head of the steamboat and saw where we were heading; it was he who went up the steps in a hurry, rang the stopping and backing bells and kept the tow from piling up on the rocks. A decidedly minor happening in that nothing came of it but for just a few minutes there were plenty of possibilities.

* * * * *

For sheer nerve without any fanfare an event on the ELEANOR while just above Lock No. 3 on the Monongahela is outstanding. The boat was coming down stream with a tow and the chief, William Kennedy, was on watch. Just as Mr. Kennedy answered the backing ball, to check the momentum of the tow as it approached the lock, the piston head in the starboard engine went all to pieces. The tow was not close enough to the lock wall to let the deck crew get out a line; as a matter of fact, it was so far away that the current might have readily carried both tow and steamboat over the dam. The engineer realized this but he had a backing bell and he continued to back with one engine while the piston rod in the other cylinder was churning back and forth amid pieces of the broken piston. He knew better than anyone else that at any instant a piece of the piston might become wedged between the piston rod and the cylinder head, probably knocking out the latter and scalding him to death before he could get out of the room. Nevertheless, Kennedy remained at his post for several anxious minutes and, finally, the tow touched the lock wall and was secured by the deck crew.

The engines were shut down and an unsung hero wiped the perspiration from his brow and had time to contemplate what might have happened if the cylinder head had been broken out above the dam and if the deck crew had not been able to get out a line.

* * * * *

Sometimes there was a case of man failure in an apparently minor matter and the results were serious or otherwise, depending solely upon the circumstances. One evening we were going up the Allegheny River below the Sixth Street bridge with a flat of coal to be delivered to one of the landings which were then numerous along this stretch of river. We were approaching the landing where the flat was to go and I heard the pilot ring the stopping bell, then a little later the backing ball but the boat continued coming ahead. Again the bell sounded but still no backing motion from the engines.

By this time I was back to the engine room door, just in time to see a red-faced engineer pull out his cut-offs and feel the engines starting to back. Every engineer knows that steamboat engines will not back as long as the cut-offs are in place but ours had momentarily overlooked this fact. Too late, - the flat hit the fleet but fortunately not hard enough to sink anything. If we had been above a dam or in some other tight place this little lapse of memory might have resulted in a different ending of the story.

* * * * *

Coming out of Lock No. 5 Mon River with a loaded tow it was customary, on account of the shallow water just below the dam, to run on a slow bell or half head down to the old covered bridge at Brownsville. Farther down there was a bend around which we usually flanked. This situation called for some bell ringing on the part of the pilot and corresponding response on the part of the engineer.

On one trip down the engineer had just returned from a visit ashore upon which he evidently had lost some sleep. Accordingly, as soon as we were through the shallow water and he had answered the second gong giving him full speed ahead, he came out to the deck room, seated himself in the yawl and promptly fell asleep. I knew he was there but, naturally, the pilot did not.

Just below the Brownsville bridge the pilot apparently decided he wanted to reduce the speed a little so he could swing the tow around and, accordingly, he rang a slow bell. I heard it but the engineer did not and he continued to sleep. I debated for a little while: should I go back and wake the engineer; go back and answer

the bell; do nothing? I looked out at the tow and saw that the pilot was swinging it around without getting too close to the bank and, since he seemed to be going through safely, I did nothing.

The pilot, too, apparently decided that he had rung the bell unnecessarily and went on down the river without further incident. But, it is interesting to contemplate what might have happened if the boat had been in close quarters with the engineer asleep and the fireman had not heard the last bell.

* * * * *

While I have no definite record, I have been told that when the BRADDOCK (T0290), a three boiler boat, came out new she had engines 15 inches by six feet. I was told too that the engineers carried her pretty hot and occasionally broke something. The company finally decided to put a stop to all this by installing 18 inch, six foot stroke engines and putting on pop safety valves, something rather new at the time, set at 150 pounds. At any rate, when I went on her this is what we had.

Everything worked as planned until we got into a race one day and needed some more power. The engineer took a pair of mechanics dividers and wedged the pops down and I built the steam pressure up to 190 pounds, - all I could get.

We won the race and nothing happened. But, I have often wondered whether or not the boilers could have stood the strain if the dividers had jarred out and let the pops lift full and released the 190 pounds pressure?

* * * * *

Talking about safety valves reminds me of another experience. The ELEANOR had a lever safety valve, with a little weight added on it for good measure. One day my partner came back from a short vacation ashore, feeling much the worse for wear. No one could fire a steamboat and do very much drinking and he was no exception. He apparently was unusually low in spirits this time and so must have decided to do something drastic about it.

I went off watch at 6 p.m. and, shortly after I finished my supper, I heard the engineer commence to bleed her by blowing steam through the heater. I went down to see what was going on and found that the fireman had run our pressure from 200 to 240 pounds after putting a stick between the safety valve and the overhead, thus wedging it down. Only the watchfulness of the engineer kept all of us from blowing up. A little more pressure might have done the trick because it was very close to the hydrostatic pressure used by the government inspector in testing the boilers on their last visit; certainly one cannot expect boilers to stand very much more than that.

Since the fireman was a good one (when not hung over), and since good firemen were hard to find, nothing happened to him and he continued to fire the ELEANOR until the whole crew went over on the new CLYDE (T0452) in the fall of 1903.

* * * * *

Some things, even of apparent minor importance, remain in one's memory down through the years. It happened that in the summer of 1905 I caught the VOLUNTEER (T2545) for a few days because one of her regular firemen wanted a vacation. This boat was larger than the average in the pools, had bigger engines, carried plenty of steam and had the reputation of being high class all around. At that time I weighed about 120 pounds soaking wet, was young in appearance and, on the whole, looked pretty light for the job.

The engineer - I have forgotten his name - looked me over with doubt written all over his face. It was plain to be seen that he was skeptical about my ability to make the steam he wanted. However, the boat was ready to leave the wharf and I was there so he almost had to take a chance. He finally said, "Keep her full of coal so if I want steam I can get it." With that, he went back to the engine room and we backed out.

I soon found that by keeping the fire clean and the furnace full of coal there was no trouble keeping the gauge at 240, which was what the VOLUNTEER then carried. I found, too, that when she was working full stroke the draft was heavy enough to burn the fire readily and the steam held up well. The engineer observed these things and also learned that I could handle (the engines) which was definitely a point in my favor.

In about three days the engineer came out to the firebox with a different look upon his face and a different tone in his voice as he said, "Well, son, you go at it like an old head." The memory of those words still remains with me, even after the lapse of forty years. Did not Shakespear say, "How far that little candle throws his beams! So shines a good deed in a naughty world."

* * *

As indicated in the beginning, the incidents of forty years ago just recorded were in themselves minor, but they carried possibilities of things both grave and tragic. Similar incidents were not unusual and occasionally one of these did not turn out so fortunately as mine did. Then there was a wreck, an explosion, or some other disaster. It should be said to the credit of most of those crewmen I worked with that they have not shirked their responsibilities, - it has been largely due to the watchfulness, valor and faithfulness of these men that so few of the possibilities for disaster actually materialized.

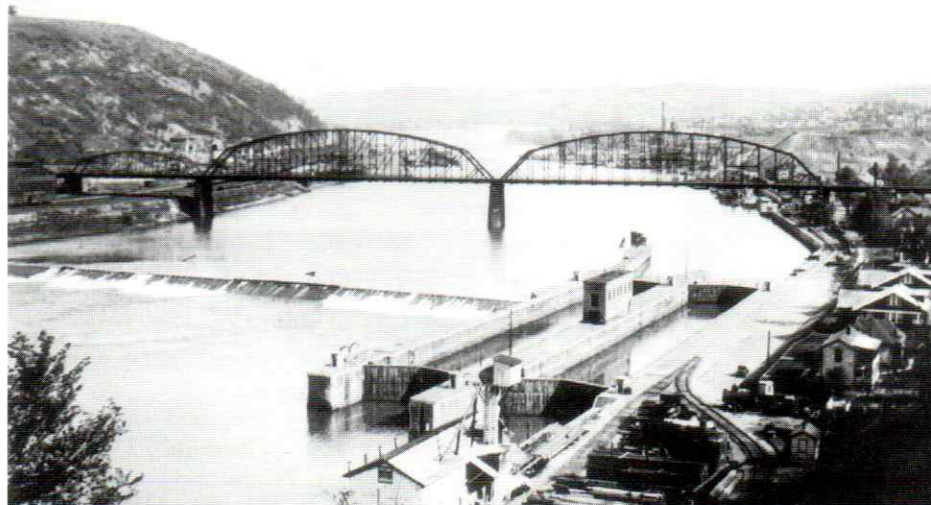
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ABOVE: Looking up the Monongahela River from the Point Bridge at Pittsburgh, May 14, 1921. The poolboats JIM BROWN (T1371) and J. C. RISHER (T1238), neat as two pins, are waiting for a call from the mines. The screw tug is unidentified, - not a person in sight around the landing. A switcher is smoking up on the P&LERR tracks near the Wabash Bridge.

W. S. Pollock photo.

RIGHT: Old Lock 4, West Monessen in the Mon River pools was the scene of several scrapes remembered by Jake Yonker. This lock in the bend was 40.9 miles above The Point and replaced with a new structure on the opposite side of the river above the North Charleroi Bridge which shows. Boating on the Monongahela was a challenge, - as it still is.



- THIS AND THAT -

AMERICAN ILLUSTRATOR POSTCARDS ARE ON!

As announced at the S&D business meeting, the United States Postal Service reconsidered the American Illustrators giant (5x7) postcards and they should now be on sale at your local post office. The pack of 20 cards from the Illustrator Series postage stamps, including the Dean Cornwell BETSY ANN painting, is \$5.95. They look great - and just in time for Christmas.

* * *

A PAINTING OF MADISON, INDIANA UNVEILED

Fans of works by artist Michael Blaser will be pleased with the a recently completed view of the Madison Landing in 1936, - before the 1937 flood changed things. Member Louie DeCar and Ron Grimes of the Historical Society were local consultants to assure accuracy of the then existing waterfront details. The sidewheel J.S. DELUXE and IDLEWILD are tied up while the GORDON C. GREENE is heading for the landing; the backdrop of hills shows the colors of fall. A local mortician commissioned the work; we understand prints are available for the living.

* * *

VETERAN FERRY OPERATOR HONORED AT SISTERSVILLE, WV

Gilbert "Dib" Harmon, former operator of the ferry between Fly, Ohio and Sistersville, West Virginia was recognized by his neighbors and customers at a picnic held this past July in Riverside Park at Sistersville. Dib operated the ferry as owner for twenty-six years after a group of local business leaders arranged to back him in a purchase from the former owner, Joe Whitten. Dib, now retired, continued to run the ferry as an employee of the Ferry Board after Sistersville bought the franchise ten years ago.

The current ferry and flat are new and provide service 6am. to 6pm., Monday through Friday; 8am. to 5pm., Saturday; 9am. to 5pm. Sunday.

Thanks to Don Moore for the clipping.

* * *

CHARLES T. JONES HONORED

Charles Jones, president of Amherst Industries, Inc and chairman of Madison Coal & Supply Co. was presented with a Lifetime Achievement Award by the National Rivers Hall of Fame, Dubuque. The presentation took place at the recent National Waterways Conference, - and well deserved.

* * *

ANTI-TERRORISM MEASURES AT LOCKS

Veteran photographer Noble Beheler of Ambridge, Pennsylvania likes the Dashield Lock for boat photos but reports that security is now tight. The Pittsburgh District, Corps of Engineers (and the other districts, too) now bar visitors from approaching the lock chambers; the one lane road from Glenwillard to Dashields is blocked. Mail can't be left at the locks for crew-members, - malaria mosquitoes enclosed, perhaps. Shades of WW-II.

* * *

RIVER'S EDGE PLAZA DEDICATED AT DUBUQUE

On July 28 the first phase of the "America's River" redevelopment of the Dubuque Ice Harbor and environs was dedicated. This is a 5,000 sq. ft. paved landing and landscaping just outside of the north floodwall gate to the Ice Harbor, part of what is to be a \$188.5 million project. The next phase will include the Woodward Riverboat Museum and the National Rivers Hall of Fame in a River Discovery Center plus an aquarium, a 50,000 sq. ft. layout near the dredge WILLIAM M. BLACK.

A 200 room hotel and convention center with indoor water park is planned adjacent to the Riverboat Museum complex. A Riverwalk is to be built from the newly completed River's Edge Plaza, along the Mississippi to the Dubuque Star Brewery building where there will be an outdoor amphitheater with seating for 1,000. Wonderful!

The AMERICAN QUEEN was the first to use the new Plaza on August 16. Will she be back?

Thanks to David Tschiggfrie for the fine report.

* * *

PACKETS VS. TOWBOATS - 75 TO 11

Every six months Ohio University Press renders an accounting of sales of the books, Way's Packet Directory, 1848-1994 and Way's Steam Towboat Directory. These two reference volumes were published with the assistance of the J. Mack Gamble Fund and the copyright is held by S&D so we have a royalty interest in sales. For the six months ending June 30, 2001, Packets outsold Towboats almost seven to one, a sign that the "romance" of the packets still dominates the "heroics" of towboating. Hmmm. Maybe these tell-it-like-it-was recollections of towboating we've been printing recently are hurting sales?

* * *

THE POSTWAR GREENE LINE

from the diaries of Jesse P. Hughes,
1946, 1947 and 1948

Nineteen forty-six was the first full year without war since 1938 and Capt. Tom R. Greene was in the market for a new boat. The war years had provided an artificial market for the cruises offered by his GORDON C. GREENE and, with broader opportunities for vacation travel, Tom needed something modern to attract passengers. The days of bunk beds in cramped rooms without air conditioning and the bathroom down the hall were fading fast for the next generation of tourists.

The Greene Line still operated the TOM GREENE and CHRIS GREENE in the Louisville and Cincinnati overnight freight trade. The TOM, with her hull rebuilt in 1939 and ample power, had the potential for rebuilding into a tourist boat retaining the traditional packet appearance. But automobiles were again being built and were shipped both directions on the freight boats by Ford and Chevrolet; the trade was thriving. Also, rebuilding the TOM GREENE would require new everything from the main deck up and lengthening for more passenger capacity, an expensive proposition.

An intriguing possibility which had caught Tom's eye in 1946 was an approaching auction of surplus ships by the U.S. Maritime Commission, and the Sacramento River overnight boats DELTA KING and DELTA QUEEN were included. Tom's Cincinnati friend Andy Lodder had ridden these boats just before the war broke out and often waxed enthusiastic about them.

The pros and cons of bringing one or both of these boats from the west coast was batted around with Fred Way on a trip to Chattanooga on the GORDON GREENE in June 1946. Tom's

friend Fred was not overly taken by the proposition, - he hadn't seen the western boats, leaned toward something new in the Western Rivers style and foresaw the hazards of towing a flat bottomed craft on the high seas to get to New Orleans.

Jesse Hughes' diary has no mention of his being involved with Tom Greene's western fantasy until the summer of 1946. Jesse was 70 that June and while still active in the business and standing regular pilot watch on the GORDON GREENE was probably a conservative voice in Tom's deliberations about new (or used) boats. After the June trip from Cincinnati to Chattanooga the GORDON GREENE began the weekly trips between Cincinnati, New Martinsville and Charleston, West Virginia for July and August. She ran two Chattanooga trips in September and two to New Orleans in October and continued to carry almost full passenger lists each trip. But, the question was how long would such prosperity for the Greene Line last without a modern boat?

Tom and Letha Greene went to California by train early in September to have a look at the KING and QUEEN and returned on September 4. Tom Greene had been impressed with the two Sacramento River boats and submitted a bid for the Maritime Commission auction.

Jesse and Wilsie Miller were partners in the pilothouse when the GORDON left for the first of two Chattanooga trips on September 7. She was returning from a New Orleans trip and at Louisville October 22 when word was received that the DELTA QUEEN had been sold to a, "Boston company for \$61,500." The buyer did not follow through with the purchase and by the middle of November Jesse mentions Fred Way meeting Tom Greene in Pt. Pleasant where the CHRIS GREENE was undergoing hull inspection. Fred and Tom drove to Cincinnati, we suspect to

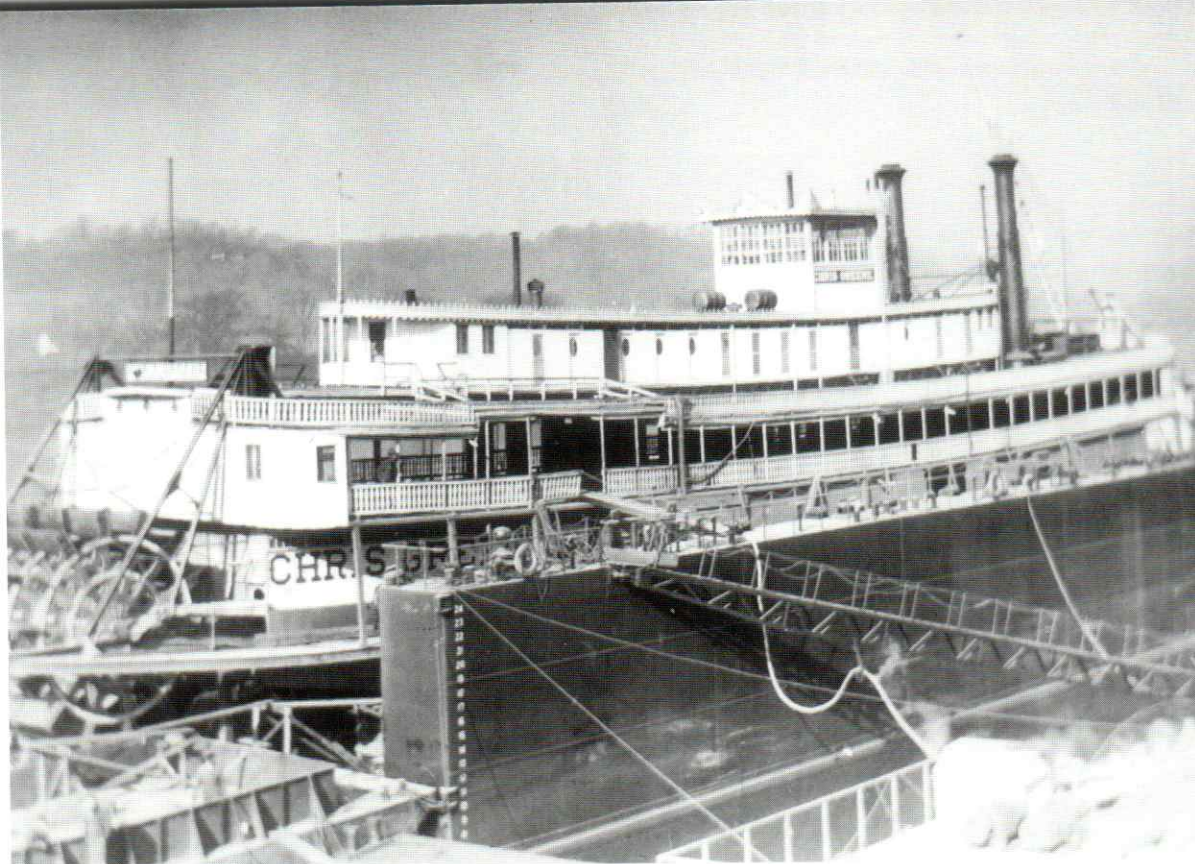
visit the bankers, and when they returned on November 21 Jesse writes, "Prospects of getting one of the DELTA boats."

Jesse attended a meeting at Tom Greene's home on December 18 to discuss the telegram received from the Maritime Commission awarding the DELTA QUEEN to the Greene Line. (Only one bid received and for \$46,250.) On January 3, 1947 Tom Greene, accompanied by Fred Way (who had now agreed to oversee the moving of the boat to New Orleans) left by train for California to accept the DELTA QUEEN.

Jesse had been working on a biographical manuscript of his life on the river for several years with the hope of having it accepted for publication.. Stan Walker, an editor with McBride & Sons who had assisted with the publication of Log of the Betsy Ann, had been conferring with Jesse on the book and in January there was considerable correspondence with Henry Holt & Co. In the end, Jesse and Walker were unsuccessful in finding a publisher for his manuscript, - a loss for the rest of us and for future researchers.

Now that the D.Q. belonged to the Greene Line, Jesse Hughes was very much in the picture when it came to planning for the remodeling of the boat. On January 16, 1947 he received, "a big letter from Tom Greene and Fred Way in California." Tom returned from San Francisco on January 20 and the following day he met with Jesse, and Will Horn, Greene Line master carpenter, to lay plans for having the DELTA QUEEN prepared for towing to New Orleans. Jesse was soon drawing plans for bulkheading the QUEEN for her ocean voyage. These were reviewed at a meeting of interested parties on the Greene Line wharfboat on January 26.

An intriguing comment relative to this meeting is, "Way & Greene with Kent Booth," Kent Booth was



CHRIS GREENE was taken out on the Marietta Mfg. Co. drydock for inspection on November 18, 1946, - hull found to be in nice shape, per J.P.H. The knuckle plates were replaced, sea chests and rudders rebuilt before she was put back in the river November 29.

In this photo taken November 26 the packetboat lines are unmistakable, the wooden railings and trademark Greene Line tops on the stacks intact. The opening on the boiler deck is for loading automobiles but this trade too will be gone in just a few months.

an old friend, had been mate and master of the excursion boats WASHINGTON and SAINT PAUL/SENATOR for Streckfus before the war. In 1947 he was master of the diesel towboat TRI-STATE for Ashland Oil & Refining Co. Whatever the proposal might have been, Kent evidently declined to become involved in this DELTA QUEEN project.

The work party to prepare the QUEEN for towing consisted of Charles Dietz, engineer, Bill Horn, carpenter and Fred Way to be augmented with one or two others later. They left for California on the noon train January 27 and their adventures were later recounted in the book, The Saga of the Delta Queen published by the Picture Marine Publishing Co., a division of Young and Klein, Inc., Cincinnati.

The GORDON C. GREENE left for the Mardi Gras at New Orleans on February 8 with a full list of passengers and Tom Greene on board. As he once commented, "I have to stay on the GORDON to

earn the money being spent in California." Although it might have been brewing for some time, it was during this trip that there were rumblings heard from the disgruntled truck drivers (and perhaps other labor) involved with the Louisville and Cincinnati freight operation. Coming up the river, Tom Greene got off at Memphis to attend a labor meeting in Louisville.

The GORDON arrived at Louisville on February 27 and Capt. Greene again met with the union representing the shore labor group. It seemed that the problem (wages) had been resolved but when the boat arrived in Cincinnati the following morning there was bad news. Jesse wrote, "TOM GREENE & CHRIS GREENE laying at Cincinnati. Labor leaders in Louisville refuse all arbitration offers, so freight service in Louisville trade is ended." On March 1, 1947 the TOM and CHRIS GREENE were cooled down to quit business; the GORDON GREENE left

at 3 p.m. on another trip to New Orleans.

Strikes by labor were a part of the postwar scene in many industries including long ones in the automobile plants, railroads and coal mines. The engineers for the Mississippi Valley Barge Line were on strike when the GORDON arrived at Cairo on March 16. There were more meetings with the Greene Line strikers at Louisville on the 18th but no settlement was reached and the L&C trade - going back more 100 years - was over.

The GORDON GREENE continued with New Orleans trips that spring with 125 passengers for the March 22 departure and "a good crowd" on when she left again on April 12. The GORDON was at New Orleans on April 17 when Jesse notes that the DELTA QUEEN was supposed to have departed from San Francisco that same evening. Fresh from the west coast, Fred Way met the boat at Vicksburg to give a first-hand report to Tom Greene.

When the GORDON arrived back at Cincinnati on May 1, 1947 Way and Charles T. Campbell were there to meet with Tom Greene. Capt. Charlie Campbell, having sold his Campbell Transportation Co. to Mississippi Valley Barge Line, was then affiliated with Dravo Corporation as Assistant to the President. He had followed with interest the purchase of the DELTA QUEEN by Tom Greene and shared Tom's vision that there was a market for a deluxe cruise boat. At some point, and it could have been at this meeting, Charlie Campbell offered to buy 50% of the Greene Line, to develop the cruise business including building one or more new boats at Dravo's. After thinking it over, Tom turned down the offer of a partner with deep pockets, - after all, the glamorous DELTA QUEEN was still in transit.

The GORDON GREENE departed Cincinnati for her fifth trip to New Orleans that spring on May 3 with 130 passengers. When the boat reached Memphis on her up trip on May 16 there was word that the D.Q. would arrive in the Crescent City on May 21; Tom Greene got off to make the docking arrangements and line up the crew to put the QUEEN back together. At Louisville on May 20 Jesse received a wire from Tom that the D.Q. did arrive and on May 19.

June 7 was Jesse Hughes' 71st birthday and he, Tom Greene and Fred Cramer, treasurer of the Greene Line had a conference about the DELTA QUEEN. The boat was then at Harvey, Louisiana with the crew of Fred Way, Charlie Dietz and Bill Horn directing putting her back together.

Jesse continued as head pilot on the GORDON and the boat left on May 10 for a trip to St. Paul which would prove interesting. There was high water on the Upper Mississippi and by the time the boat reached St. Louis all of the locks above Alton (Dam 26)

were flooded out. The destination was changed to Tennessee River and many fans of the GOLDEN EAGLE, including "Goldie's" master Capt. Buck Leyhe, came aboard to fill up the rooms; the GOLDEN EAGLE had been lost on May 17 after hitting the bank near Grand Tower, Illinois. The aborted trip to St. Paul now became a grand tour, - up the Tennessee as far as Sheffield, Alabama; up the Cumberland to Nashville, Tennessee: back to Cincinnati on June 25

The GORDON GREENE returned to her usual summer trade on the Upper Ohio for July and August, - Cincinnati to New Martinsville, to Charleston and back to Cincinnati. The DELTA QUEEN arrived in Cincinnati from New Orleans at 4 p.m. July 27. Although it was 11 p.m. on August first when the GORDON returned from her up-river trip, "Everybody was over looking at the new boat." This would seem to have been Jesse's first look at the big boat, too.

Before leaving the following day on the next trip up the river, Jesse and Tom Greene jointly inspected the boat and discussed the plans for her rebuilding into the DELTA QUEEN now so familiar.

Jesse and Tom left the GORDON at Charleston on August 6 to drive back to Cincinnati; the D.Q. left at midnight to make her way up to the Dravo Shipyard on Neville Island, Pittsburgh. The D.Q. and GORDON GREENE met at Sciotoville the morning of August 8 and exchanged long salutes. Jesse commented upon the large number of people at most of the locks to welcome the new boat as she made her way up the river to arrive at Dravo's at 7:10 a.m., Sunday, August 10. The volunteer celebrity crew including C. W. and Marijane Stoll, Carl Hatley, Marion Frommel and others promptly departed for home.

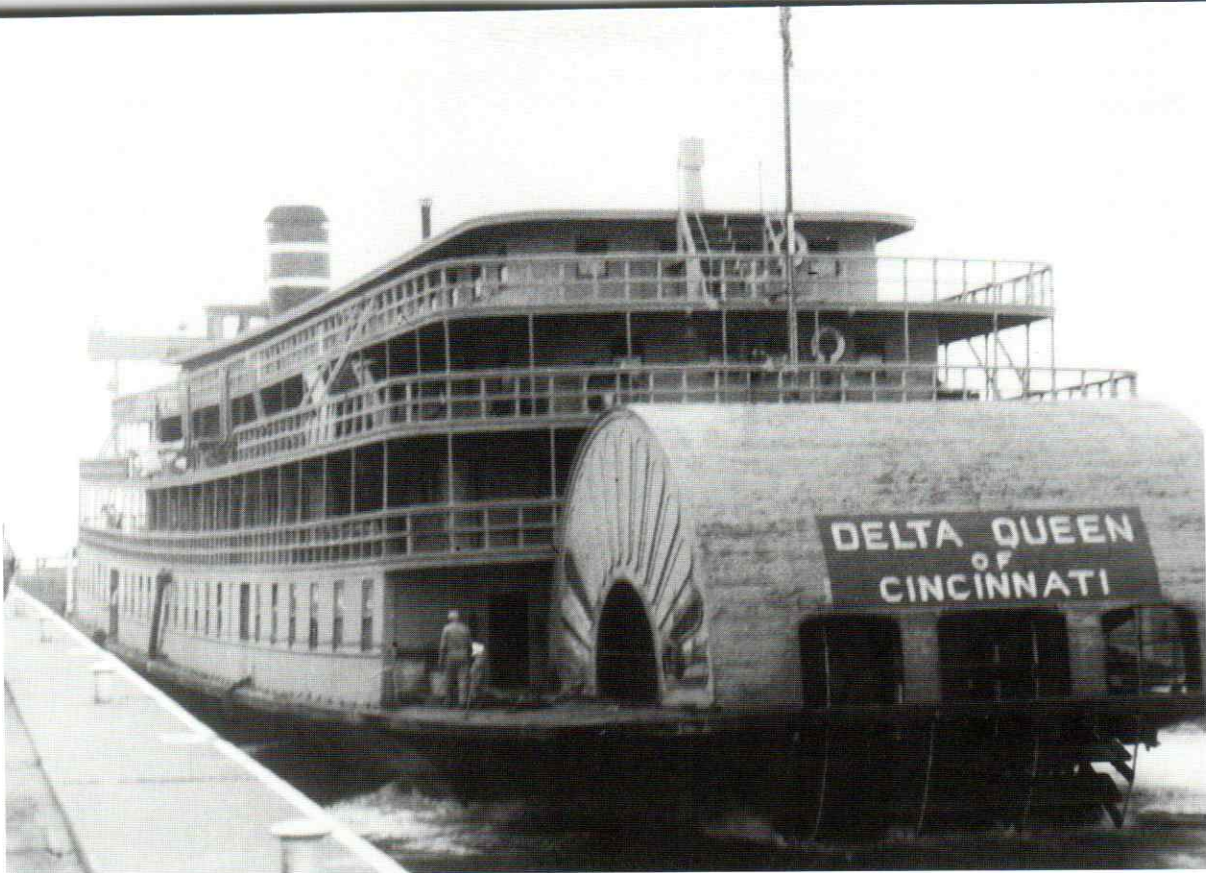
The DELTA QUEEN was now in the hands of the Dravo people for

the necessary overhaul and remodeling under the general supervision of Fred Way. She would not emerge from the shipyard until the following February and in the meantime the GORDON C. GREENE ran trips to St. Paul, Chattanooga and twice to New Orleans, - earning the money to help pay for her replacement. The cash register was singing an expensive tune at Dravo as changes and additions were made to the preliminary plans drawn up earlier.

The TOM GREENE and CHRIS GREENE were still laid up below the big wharfboat at Cincinnati when in November there was a glimmer of hope that they would run again. Commercial Barge Lines, Inc. had developed a busy trade moving automobiles on the Ohio and Mississippi Rivers and in 1947 took delivery of two 600 car special designed carriers: COMMERCIAL CLIPPER and COMMERCIAL EXPRESS. But these two sleek race horses could not keep up with the trade and on November 25 the CHRIS GREENE was chartered to move Chevrolets from the Cincinnati East End to Evansville. Steam was raised on the CHRIS and Jesse took her down to the Hatfield Landing for coal but, alas, there was then a shortage of coal and none was available for the Greene Line.

Without a coal supply, Commercial Barge Line gave up the charter the following day and there were no other charter possibilities in sight nor source of coal to run the CHRIS and the TOM GREENE. On November 28 the CHRIS pulled the TOM away from the Cincinnati landing at 9 a.m. and started for Louisville.

It was open river and there was a strong wind blowing which made it difficult to manage the CHRIS with her consort. After snagging a line under the Suspension Bridge, she backed through the harbor to below Mill Creek and was still unable to turn around so went to the bank.



**Lock 17, Ohio River, - upbound for the Dravo Marine Ways at
Neville Island, morning of August 9, 1947. Photo by Mack Gamble**

After starting out again with the wind dropping, the outfit continued to back down the river, passed the Pure Oil Terminal at noon and finally was able to turn around about 2:30 p.m. when opposite the St. Joe landing, two miles below Anderson Ferry.

The CHRIS and TOM GREENE landed at the Louisville wharfboat at 8:30 a.m. November 11, 1947 and were later moved into winter quarters below the bridge pier. Shortly after noon the crew of Tom Greene, Wilsie Miller, Joe Heath, Joe Lawrence, Will Horn and Jesse started back for Cincinnati by car.

As far as we know, this was the last time the CHRIS GREENE had steam and operated; she was sold to George Harrison, Dayton, Kentucky on October 22, 1950 and dismantled for a boat harbor. The TOM GREENE was sold to Commercial Barge Line on November 1, 1950, had her machinery removed and was converted into an automobile carrying barge.

It was a cold winter in 1948 with ice forming in the Ohio during the latter part of January. The GORDON C. GREENE had a Mardi Gras scheduled but on January 26 the dams were lowered on account of ice and the trip was canceled. Ice was gorged between Anderson Ferry and the Cincinnati landing on February 10 and the following day the gorge extended from Chilo, Ohio to Madison, Indiana. They were holding steam on the GORDON GREENE in anticipation of trouble when the gorge began to move but all passed without damage.

After the ice there was high water, 54 feet at Cincinnati on February 17. The GORDON couldn't get under the bridges so the second New Orleans trip had to be canceled.

At Neville Island, the DELTA QUEEN was ready for her trial trip on February 27, 1948 after the remodeling and refurbishing at Dravo's. All went well and she left Neville Island at 10:30 a.m. on the 28th for Cincinnati. A stop was made at Dam 16, Beavertown, Ohio to load some lumber for

rebuilding the paddlewheel and the river was rising as she continued down on open river.

She was at Maysville just after one o'clock the morning of March 1 and sailed by the Cincinnati Landing only four hours later. She went down below the Southern Bridge before turning and returning to the wharfboat at six o'clock, sharp. There had been no shortage of applicants for crew to bring the new boat to her home port and these quickly left for home, - Ways for Sewickley, Stolls for Louisville, Irwin Urling for St. Louis, etc.

The DELTA QUEEN was now in the hands of the Greene Line crew - to complete the thousand and one details to get her out on the first paying trip.

The DQ was lacking a landing stage when she came from Dravo's, this to be built by carpenter Bill Horn to plans drawn by Jesse. Before the GORDON GREENE left for New Orleans on the first of her spring trips on March 13 the drawings for the stage and rigging had been completed. It would be a cold trip with high winds going

and returning and only seventy-five passengers aboard.

On the way back to Cincinnati, at 12:45 a.m. the morning of March 31 the GORDON was in a collision at Twelve Mile Island with the towboat R. J. NUGENT (T2093). There was damage to both boats but there was no leakage in the hulls and, after waiting for the Coast Guard inquiry that afternoon, the GORDON with her passengers went on to Cincinnati.

Repairs were made to the hull and the broken landing stage was replaced with the new one Bill Horn had just completed for the D.Q. New stage rigging had to be put up before the boat left on her next New Orleans trip on April 3. This trip too was dogged with cold, wet spring weather and windy conditions. The Ohio River was rising and when the GORDON arrived at New Albany April 21 on the return trip she was unable to get under the K. & I. Railroad bridge. Some of the passengers were sent to Cincinnati by rail and, when the water level had dropped sufficiently by the evening of the 22nd, the boat could get under the bridge and was into Cincinnati the following evening.

Conditions improved, the river continued to fall and the GORDON left for New Orleans the evening of April 24 on schedule with 130 passengers. At Louisville the next morning she was able to go down over the falls with her stacks up, passed New Albany at noon and caught up with the rise in the river at Evansville at midnight, open river all the way.

A decision was made on May 13 to postpone the first trip of the DELTA QUEEN until June 30. The GORDON GREENE left for another New Orleans tip on May 15 (101 passengers) with Albert Kelly taking Jesse's watch.

Jesse was now chasing details of the outfitting of the D.Q. and painting signs for everything and anything when time permitted. Bill Horn was building a new

paddlewheel from the Washington County, Ohio lumber picked up on the trip down from Pittsburgh. Entries from the Hughes diary document the frantic pace to complete the QUEEN in time for the inaugural trip on June 30:

May 24 - Lettering signs, New beds and springs arrive.

May 26 - Painting cabins. Setting up pantry stuff.

May 27 - Setting braces on the new mast.

May 28 - Went to Frisbies (Machine Shop) to order stage rigging.

May 29 - Welder on stage boom. Putting in dining room tables.

June 2 - Putting up stage boom. Welding shields (?). GORDON GREENE due in.

June 3 - Working on D.Q. stage rigging. Stenciling stateroom notices.

June 4 - Picking up GORDON's new stage; returned borrowed one to D.Q. Setting up York (refrigeration) engines.

June 5 - GORDON C. GREENE left for St. Louis, full up with the Akron 50 Year Club annual trip. (The GORDON would run out of St. Louis until she was retired in 1952.)

June 7 - Worked on setting up room keys for the purser's office. Stogie White on board making race horses (for the marine horse racing game). Men painting new wheel. The SPRAGUE whistle arrived from Baton Rouge. (This whistle - 480 pounds - proved too big for the boat and was later donated to the S&D Dan Heekin Collection at Marietta.)

June 8 - Painting, fixing beds and marking staterooms.

June 9 - Customs men - Hagan & Bolinger - measuring the D.Q. Have steam on the boat. Sold the EVERGREENE today to Capt. Will Beatty for \$3,100.

June 10 - Removing stuff from the EVERGREENE. Painting on the D.Q. and trying new equipment.

June 11 - Worked on carving crew quarters signs; made eight. Received three letters from Ma; she and Tom Greene in St. Louis seeing GORDON C. GREENE.

June 12 - Carving signs.

June 14 - Painted stateroom signs; carved some more. Received five truckloads of fuel oil. Finished painting wheel.

June 15 - American Barge Line barge number 94, half loaded with scrap, floated down river and hit D.Q.; no damage.

June 16 - Telia returns from St. Louis on the B&O. Worked on room notices.

June 17 - Finished room notices. Cleaning halls and placing furniture today. Part of GORDON'S crew returned from St. Louis.

June 18 - Putting up clothes hooks and hangers in rooms. Cleaning halls; welding on main deck.

June 19 - More of the same.

June 21 - Raised steam on D.Q. Trying out things and cleaning.

June 22 - EVERGREENE gone. Got QUEEN CITY bell from Mississippi Valley Barge Line Co. (It had been on the towboat JOHN W. HUBBARD, T1444 when she was built; evidently removed when the boat was sold to the Ohio River Co. in the fall of 1947.)

Ran a trial trip on the D.Q. - to Coal Haven - 3:30 to 4:30. Turned below the Southern Bridge and back at the landing at 5:45 p.m.

June 23 - Putting up Detix stations. The Propeller Club met on the D.Q.

June 24 - Real summer weather, - HOT! Putting up stateroom notices, fixing office keys. Dewey nominated in Philadelphia.

June 25 - Trying to locate trouble in oil burners.

June 26 - Putting up shelves in Mary Becker Greene's room. Currier Press Club meets on D.Q.

June 28 - Welders working on blower pipes (oil burners).

June 29 - Worked on painting table numbers in the dining room.

June 30 - At D.Q. at 8:30 a.m. Painted table numbers and race horses. Out at 8:30 p.m. on maiden trip - nice passenger list. Dick Prater helping Telia in the concession stand. Tom Greene,



The DELTA QUEEN's early schedules featured seven day Kentucky Lake trips from Cincinnati. She made her first trip back to Pittsburgh in 1958, caught here by the camera of W. E. Reed.

master, Capt. Charles Hall, mate, Jesse and Wilsie Miller, pilots.

The maiden trip to Tennessee River was completed successfully and the boat returned to Cincinnati July 9 on schedule. The only difficulty mentioned specifically in the Hughes diary is with the furnaces. The boat smoked badly all the time and various cures would be attempted

over the next several months including raising the height of the smokestack. On the second trip to a tiller line broke while in the canal at Louisville and repairs were made at New Albany. Trouble with the steering engine persisted on this trip but eventually mechanics from Jeffboat, Jeffersonville, Indiana traced and corrected the problems.

The DELTA QUEEN was on her way and the Greene Line could offer a boat with all modern amenities - air conditioning, private baths, a formal dining room on the main deck and entertainers in the evening. It had been the vision of Tom Greene which brought it all about.

* * *

THOUGHTS ON SAVING RIVER HISTORY

by Don McDaniel

Recently, a young couple asked me to suggest what they might do to assist in the preservation of river history in their home community. After some consideration, the following suggestions might be helpful and accordingly I write to the *S&D Reflector*.

First, acquaint yourself with any local historical interest groups which might exist and find out what they might be doing and if they are aware of the importance of the rivers in the early life of the community. Does the local library have a section of river books and reference publications on the open shelves or in a special collection? Is it prepared to accept and preserve donations of primary source documents such

as logs, diaries, letters, photographs, etc. Just by inquiring about river subjects you might spark the librarian's interest in the value of preserving local river history.

So how can these contacts be developed to further the purposes of S&D in preserving history? With heightened interest in river history there is a place for those inclined to donate their collections or hand-downs from forebears. Too many times we see memorabilia discarded because there is no local institution known to have an interest in such things. And if there isn't an active local facility to preserve diaries, letters and the like you can perhaps guide such valuable papers to the Inland Rivers Library (Cincinnati), the Mercantile Library (St. Louis), the Murphy Library, University of Minnesota (La Crosse), etc.

Whether the materials go to a favorite repository or some other is not as important as making certain that the materials do not become lost or mishandled.

The J. Mack Gamble Fund stands ready to assist in worthwhile local river history projects as it does with ones of wider scope. In Ohio there is, for instance, a Bicentennial Project program to erect historic markers at sites of note yet, to date, we have seen no requests from local groups for S&D assistance to mark river events. You can perhaps spread the word.

Grant application forms are available to non-profit organizations from Kim McGrew, JMG Fund, 503 Lawton Rd., Marietta, OH 45750.

The real benefit of preserving history is sharing knowledge and understanding with others.

Don McDaniel, a researcher.

* * *

- BOOK REVIEWS -

**THE WHEELING SUSPENSION
BRIDGE**

A Pictorial Heritage

Emory Kemp & Beverly Fluty

This book has been out since 1999 but somehow has escaped our attention until recently. We could have used it several issues back when the 150th Wheeling Bridge anniversary was being discussed in these pages (March and June, 2000). The book was also occasioned by the 150th anniversary of the Great Bridge.

This is a picture book but with a great deal of interestingly written text covering the history and development of suspension type bridge construction and the designer and builder of the Wheeling Bridge, Charles Ellet, Jr. (1810-1862). Ellet was a contemporary of John A. Roebling who was the other noted advocate of suspension bridges. But Roebling had no hand in the Wheeling Bridge, notwithstanding an impressive bronze plaque commissioned by the professional engineering societies of Ohio and West Virginia which once proclaimed that he built it.

The 1847 contract for building the first span over the Ohio River came from the Wheeling and Belmont Bridge Co., a private company holding the franchise for crossing the river at Wheeling, Virginia. The National Road had been constructed earlier (1818) through Wheeling from Cumberland, Maryland to Vandalia, Illinois and had become the principal east-west route before the day of the railroads.

The need for the bridge was evident by the line of wagons often backed up on the streets of Wheeling as they waited to be ferried over to Wheeling Island. A dual carriageway covered bridge had been built from the island to the Ohio shore.

The suspension design provided a clear span of 1,010 feet across the river channel and

90 feet of vertical clearance above the usual water level. But, the city of Pittsburgh was a rival for the river traffic and feared that the bridge would at times prevent the larger packets from coming above Wheeling so entered suit to have it raised or removed. The authors devote a chapter to the court case which went on for ten years, - even while the bridge was damaged in a wind storm and rebuilt.

The bridge has undergone several rebuildings and renovations over the years but today stands looking much as when it was originally built by Charles Ellet. The authors have found some remarkable photographs to cover the 150 year history of the bridge starting with the earliest views in 1852, before the storm blew it down in 1854. The photos of details such as the cables and their anchors, wrappings, clamps, hangers and the timber truss supporting the roadway show design features of 150 years ago and are intriguing. There are a number of full page plates and all with good reproduction quality.

Beverly Fluty is a native of Connecticut who lived in Denver before moving to Wheeling in 1968. She has been involved with several local history projects including the restoration of the Wheeling Custom House, site of the organization of West Virginia statehood during the Civil War. Dr. Emory Kemp is director of the Institute for the History of Technology and Industrial Archaeology at West Virginia University, Morgantown. He is the author of a number of books in the field of industrial development in the 19th century including works on The Great Kanawha Navigation, the C&O Canal, Cement Mills along the Potomac, Canal Terminology of the United States, etc.

The Wheeling Suspension Bridge, soft bound, 8.5x11 inches in format, 82 pages, including a bridge chronology and

bibliography. Details the history of this noteworthy civil engineering project from conception through 1999.

Available from IHTIA, P.O. Box 6305, 1535 Mileground, Morgantown, WV 26506. \$14 plus \$3.50 shipping; make checks payable to "IHTIA."

The color reproduction of the famous George Washington Storm painting of the bridge on the cover is alone worth the price!

Reviewed by the Editor.

* * *

**ONE MAN AND THE MIGHTY
MISSISSIPPI**

Many readers will know Capt. Norman Hillman from trips on the DELTA QUEEN or the MISSISSIPPI QUEEN or as frequently on hand at the S&D annual get-togethers. Capt. Hillman started piloting on the DQ in 1983 and later went to the MQ but for many years before that he was a towboat pilot and master. He has written an interesting story of his experiences over sixty years on the rivers.

Beginning with his first job fresh out of high school in 1936 as a deckhand at \$1.00 per day on the 180 horsepower ROBERT R. Capt. Hillman worked his way through the ranks to become pilot on some of the largest towboats, steam and diesel.

The ROBERT R. was working on Illinois River and the Hennepin Canal when Hillman went to her. But the trips started in the Chicago Sanitary Canal or Chicago River - known by the descriptive term Bubbly Creek. We haven't read much about boating on the Illinois & Mississippi or Hennepin Canal and now it is long abandoned.

When Central Barge Line was formed in 1938 Norm Hillman took a job piloting the 150 horsepower KENTON for Central. He recounts some exciting times trying to handle a tow of two empty grain barges in high water on the Upper Mississippi. Eventually he moved over to work for Central

on the new (1939) ALEXANDER MACKENZIE.

Hillman's stories often have a humorous twist, not unlike the way Clare Carpenter's stories came out in his recollections of several years ago. We like the way river terms are usually described to enlighten the reader; towing barges single-file behind the boat is called mule training by Capt. Hillman while around Pittsburgh we seem to remember the term railroading.

The story is mostly told chronologically as Hillman progresses to larger boats and bigger tows. During World War II he spent considerable time on the Mississippi aboard the ALEXANDER MACKENZIE and includes several diagrams of the makeup of larger or unusual tows by way of explanation.

The latter half of the book is a series of short stories about interesting incidents on a variety of boats. These are sometimes out of chronological order which causes the reader to do some considering and many locations such as islands or bars will not be known by most, - if such are material to the reader's enjoyment.

One Man and the Mighty Mississippi is softbound, 5-1/4 by 8-1/4 inches, 207 pages profusely illustrated with photos, many taken by the author. An appendix lists the boats the author worked on during his career and a useful glossary of river terminology is provided. It's well produced and edited by Heritage Press and a good read!

Available at \$19.95 per copy plus \$3.95 shipping from:

Capt. Norman Hillman, P.O. Box 784, Auburndale, FL 33823-0784.

* * *

A HISTORY OF NAVIGATION ON CYPRESS BAYOU AND THE LAKES

The subject of this large book (821 pages!) is a stretch of once navigable water of not much more

than 100 miles. It is in the area west of Shreveport, Louisiana and across the state line into Texas, toward, Marshall with Jefferson, Texas being the effective head of navigation.

Steamboats traveled this route from the Red River at Shreveport from about 1840 until the 1870s - until railroads made it possible to ship cotton direct to the St. Louis market without going through New Orleans. It is a generally low, flat area and navigation was by way of Cypress Bayou, Soda Lake, Caddo Lake and Big Cypress Bayou. The famous Red River Raft played an essential part in all of this commerce, holding up the water level so that boats could travel the route at most times of the year.

Until reading this book we didn't fully understand the scope of The Great Raft, which blocked the Red River below Shreveport, nor the natural forces which maintained the raft and the hydraulics which made boat traffic around it feasible. A chapter is devoted to the history of the "Raft" which was really a huge drift pile stretching for 100 miles or more. To our surprise, The Raft wasn't stationary but kept extending at the upper end and retreating at the lower - more logs and trees coming down with each spring freshet and natural rotting away at the other end. In most years the pile of tangled logs and vegetation moved up-river about a mile but in some years more.

A chapter is devoted to the familiar story of Henry M. Shreve taking on the contract to remove The Raft in the 1830s. The job of opening the Red River to boat traffic was completed by 1838 and Shreve warned that maintenance would be required to keep the collection of drift from re-occurring. Within months, a raft 2,300 yards long had reformed near where the first project had ended. Removal of collected drift to keep the Red River clear would

be necessary until 1873. The Great Raft was persistent!

With the channel of the Red River blocked over many years, distributaries (the opposite of tributaries) developed where the terrain was favorable. These outlet channels existed primarily on the west side of the river and served to maintain the water levels in the bayous and lakes. With the removal of the blockages in the river the average water level in the bayous and lakes dropped; the Corps of Engineers erected a low dam at the outlet of Caddo Lake in 1914 but without a lock and justified the project by, "nonexistent navigation benefits." The dam to maintain the level of Caddo Lake was rebuilt in 1971 by the C.O.E. on the basis of, "a Federal moral obligation," - pork barrel?

There are chapters devoted to "Ports and Landings," "The Route," "Wrecks," etc. which include useful maps and diagrams for the student of these subjects. The writing style is clear and interesting; a reader better acquainted with the general area and its history would be pleased with the detailed accounts. Each chapter has a helpful summary section at the end to give the highlights and overall picture.

In addition to the sketches of waterways, drawings of town sites and locations of landings there are a number of photographic illustrations. Many of these are attributed to the Inland Rivers Library and a lesser number to Murphy Library. Caddo Lake navigation has been discussed (sketchily) in this publication in years past and one of the photos is of the steamer GRACEFUL GHOST, currently owned and operated by member Lexie Palmore.

This is a well researched work with a wealth of history interestingly presented about a relatively small corner of Louisiana and Texas. It is a valuable reference source for anyone interested in the Upper Red River and the cotton trade to

New Orleans before and after the Civil War.

Three appendices detail: (A) Steamboats at Work, life aboard the boats during the thirty years they dominated transportation into this area; (B) Steamboats by Year and (C) Alphabetical Listing (steamboats). Source references for the various chapters are covered in a Bibliographical Essay, a good way of presenting usually tedious information.

A HISTORY OF NAVIGATION ON CYPRESS BAYOU AND THE LAKES by Jacque D. Bagur, hardcover, 6x9 format, 821 pages, twenty chapters, indexed and well illustrated with drawings and photographs. Available from: UNIVERSITY OF NORTH TEXAS PRESS, P.O. Box 311336, Denton, TX 76203-1336. Priced \$67.95 plus shipping.

To order: 1-800-826-8911

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KING & QUEEN OF THE RIVER 75TH ANNIVERSARY EDITION

The third printing of the popular King & Queen of the River by Stan Garvey has just been received. Changes have been made, mostly up-dates, on about twenty pages with several new illustrations.

We noticed, among other changes, a late 2001 appraisal of the future for the DELTA KING with the conclusion that the Coyne family will continue to operate her as a floating grand hotel at Sacramento. There had been some speculation that she might again be restored to overnight cruising.

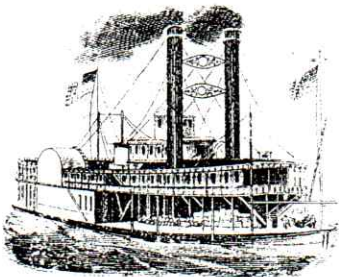
If the subject(s) of the biography aren't looking at the wrong side of the grass there are perils for the author. The references to the monumental expansion of American Classic Voyages Co. and the move of headquarters to a posh layout in Sunrise, Florida were a trap for author Garvey. All came crashing down before the revised edition got out of the printer's door.

But, this is also part of the history and the KING and QUEEN have long led a perilous life.

The summary cruising schedule for the D.Q. in 2002 is assumed to be safe since present plans call for the boat to be operating, - the MISSISSIPPI QUEEN's schedule is a question mark at this writing. All other company hulls are in the hands of the court or U.S. Maritime Administration.

KING & QUEEN OF THE RIVER, 75th Anniversary Edition is softbound, 274 pages with index, research notes and appendices; well illustrated: \$15.95 plus \$3.50 shipping from River Heritage Press, P.O. Box 7441, Menlo Park, CA 94026. Also available in hardcover for \$27.95.

* * *



October 19, 2001, St. Louis: After the AQ's final trip, until? Pat Welsh boarded the boat at Keokuk on October 16 for the ride to St. Louis. There was no mint on his pillow, - a sure sign of trouble. The QUEEN deadheaded to New Orleans.



The flag on the roof of the Davenport casino boat TREBLE CLEF is a reminder of Sept. 11; AMCV bookings dropped 50%, and led to bankruptcy. Pat Welsh pic.

MECHANIC PART 2

THE REBUILDING OF MECHANIC, 1825

#

A SLOW TRIP AND THE NEW ALBANY BOATYARD

In our September issue we reprinted the diary of Royal Prentiss who was responsible for the salvage in 1825 of the steamer *MECHANIC*, - near Rock Island, Indiana, mile 720 of the Ohio River. Mr. Prentiss was a part owner of the boat and a portion of his 1825 diary is preserved in the S. P. Hildreth Collection, Dawes Memorial Library, Marietta College.

We are gratified by the reception readers accorded this tale of 175 years ago, - when steamboats were of a type unfamiliar to most of us and the methods and machines available for salvage were far removed from those available today.

The *MECHANIC* had been snagged and sunk close to the Kentucky shore near Rock Island about midnight on May 8, 1825. This small, sidewheel boat - typical of the time - had the distinction of having the Marquis de Lafayette and the governors of the states of Illinois and Tennessee on board. All passengers were saved and after enduring a wet and cold night on the shore were able to continue up the river the next day aboard the *PARAGON*.

A big reception had been arranged for the distinguished party at Louisville and the travel schedule had to be maintained. After the sinking experience, Lafayette probably wished he was in Philadelphia rather than on the Ohio River.

Royal Prentiss and crew of salvagers started work to raise the *MECHANIC* about June 1, 1825 and by July 20 she was afloat. On the afternoon of Saturday, July 23 the *MECHANIC* started up

the river and stopped for the night at the Davisson farm, about five miles above the place of the sinking.

The saga of the *MECHANIC* as recorded in the Royal Prentiss diary now continues, - "The rest of the Story."

The Editor.

July 24, 1825, Sunday. Started from Davisson's Landing at daybreak & proceeded on moderately till we came to Clover Creek (Cloverport, KY.) where we stopped & bought some whiskey. Then, went on till we came to Rome, where we stopped & took in one of our settees & two chairs which had been purloined from our encampment - and a passenger for Louisville. Also, bought some provisions.

While writing these minutes we are endeavoring to run Flint Island Bar, (Mile 685) a very shallow place, which, if we are able to pass with safety & Blue River, we entertain no doubt but we shall arrive safely at Louisville. 12 o'clock (noon).

At 7 o'clock, arrived at Leavenworth, 60 miles below Louisville; all well on board with the exception of the fatigue we have endured. Leavenworth is in Indiana, a small town - has two or three handsome buildings, one of which is a large, three story brick. We here left Mr. Ludlow & Mr. Matthews, two of the merchants who were on the boat when she sunk. Lay at this place all night. Bought some provisions.

July 25, Monday. Started from Leavenworth between daylight & sunrise. Passed Blue River Island, which lies just above Leavenworth, without difficulty - found the water to be about seven feet deep in the most shallow place. We are running now under 70 pounds of steam, at the rate of about six miles an hour. It is now 1/2 past 10 & we have 30 miles to run to Louisville.

Stopped to wood.

At 2 p.m. we passed the mouth of Salt River, 20 miles below Louisville. Below the mouth of Salt River (in Kentucky) several snags appear above water, some of them nearly in the middle of the river. Arrived at Shippensport with the *MECHANIC* about 5 o'clock.

Ran on a log about 30 yards from shore where we stuck fast till 10 or 11 o'clock at night.

July 26, Tuesday. Several persons came to see us. Discharged all her cargo & in the afternoon dropped down to New Albany in Indiana to repair.

July 27, Wednesday. Continued with several persons employed in clearing her hold of mud and water. Wrote a letter home to my wife by D. C. Skinner - this is the first information given her of our having raised the boat and where she now lies.

Levi Cole, Nathl. Clark, Mr. Bell & Count D. G. Bonny left us yesterday. John S. Clark, B. F. Carlisle & John Carlisle & Martin Coleman continue with us.

July 28, Thursday. Employed a man to take out our engine in order to lighten the boat preparatory to hauling her out for repairs. Continued several hands a work clearing her hold of mud, etc.

July 29, Friday. Kept our hands at work lightening the boat & washing out her hold.

Capt. Hall left us in the afternoon for Marietta by way of Frankfort & Lexington in order to try to obtain for us 250 dollars, the amount of money due for carrying Lafayette from the Tennessee line to the place where the *MECHANIC* sunk. I went with him as far as Shippensport where I parted with him. All well on board.

July 30, Saturday. Employed the hands washing down the sides of the boat, etc, etc.. Waiting for Mr. Robinson to haul her out; his price for hauling out is 170 dollar. I have now on hand about 460 dollars. All well on board.

July 31, Sunday. All well on board. Spent the day principally in the cabin.

I have been into New Albany but once since I have been here. The buildings are principally on one street, a considerable distance from the river. All the buildings are small.

We are in hopes by the middle of the week to have our boat hauled out. I estimate that our repairs will amount to about \$1,000.

August 1, Monday. Nothing material occurred today. All hands employed clearing the mud out from between the timbers, washing cabin, etc., while Mr. Robinson is preparing to haul us out sideways, on ways laid under her keel.

Discharged Martin Coleman & gave him leave to stay on board till he had an opportunity to go home.

August 2, Tuesday. Today went to Louisville accompanied by John S. Clark & D. Lincoln for the purpose of obtaining provisions. Bought me a black silk waistcoat. Went & returned on foot, - being quite unwell with a looseness, returned without obtaining provisions.

Called at the Post Office & with much satisfaction received a letter from Mrs. Prentiss - dated the 17th & 20th of July. Wrote a letter to Mrs. Prentiss, to be sent in the morning by Martin Coleman. All hands at work & well.

August 3, Wednesday. Still continuing to lighten the boat of mud, etc. preparatory to hauling her out. Mr. Robinson continues to make preparations.

Martin Coleman started this morning for Marietta; took a letter to Mrs. Prentiss & one also to Mr. Clark's wife.

John Carlisle was violently attacked by fever today. Myself and J. S. Clark are unwell, - feel like the approach of fever and ague.

August 4, Thursday. Busied ourselves in mending the decks

which had been cut up for the purpose of bailing the water out of the boat when we raised her.

Mr. Robinson, the contractor to haul her out, is also employed in getting out (lumber for) ways, blocks, etc. preparatory to hauling the boat.

John Carlisle still continues quite sick. The fever has raged without intermission ever since the first attack. Recommended to Major Carlisle the propriety of calling on a Physician which he accordingly did towards evening.

The weather is somewhat warmer today than for a number of days past.

August 5, Friday. Today has been very hot & towards evening there was some appearance of rain.

John Carlisle continues to lie very low with bilious fever, which has not abated much since his first attack. His father had given up all other business today for the purpose of nursing him. Dr. Clapp has called upon him three times today; his symptoms are not yet considered dangerous.

Mr. Robinson has prepared all his ways & intends tomorrow to have them placed under the boat's bottom. He also made three fastenings around the boat - one through the cabin doors, one through the cook house & one in front of the boilers. I presume he will be able on Monday next to haul the boat entirely out.

The Musketo's (sic) continue to be so numerous and troublesome that it is impossible for any but a person destitute of the sensation of feeling to sleep, - I never before saw so many. Dr. Clapp informs me that it is generally very healthy in New Albany but somewhat sickly in the country. I feel tolerable well this evening.

August 6, Saturday. Mr. Robinson laid the ways under the keel of the MECHANIC but did not get them quite ready to commence hauling. I am in hopes, however, that he will be able to haul us

out on Monday. I paid him one hundred dollars today to begin upon.

I went to Louisville today on business of the boat, - paid some old debts due from the boat, etc, but got no letters from home.

John Carlisle was tolerably smart today. Had quite a tempest with much rain in the afternoon.

August 7, Sunday. Clear and pleasant. John Carlisle not so well today. Quite warm but a gentle breeze stirring.

All hands except Major Carlisle, myself & John are gone to Louisville - visiting and to hear the news. In the evening, learned upon the return of our boys that Bonny, Cole, Clark, etc. had gone as far as Portsmouth on the steam boat AMERICAN. (Note: a small sidewheel boat built at Augusta, Kentucky, 34 tons, and home port Cincinnati.)

August 8, Monday. Today, having all our ways prepared & purchases fastened to the boat, we commenced hauling upon her and after a hard days labor, in which we were assisted, the boat was hauled about half the distance intended.

John Carlisle continues very sick; all the rest of us are well.

August 9, Tuesday. Finishing hauling out the boat & blocked her up for repairs. Her keel stands about four feet from the gravel & is in an excellent situation for making any repairs required.

John Carlisle continues very sick & a doubt has arisen whether he will recover. All the rest of our crew continue in good health.

Paid Mr. Robinson \$50 towards hauling out the boat.

August 10, Wednesday. Mr. Robinson, with three hands, commenced ripping the plank and timbers from the bow of the MECHANIC & finding that it was considerably shattered, recommended that a new bow be made to her. After due consideration of the subject & advice of several friends, concluded to build a new bow.

The following are the motives to this step:

1st - The old bow being much shattered, the expense to repair it will amount to about two-thirds the expense of a new one.

2nd - It will tend to reinstate her character as a strong boat & no apprehensions will be entertained of her safety from the bluntness of her bow.

3rd - Mr. Robinson, the carpenter who has undertaken to repair her, being of the opinion that he could not sufficiently secure her so that he could put his name to an instrument recommending her as a staunch vessel unless a new bow was put to her.

John Carlisle continues very sick. Removed him today from on board the boat up into town to the house of Mr. Marsh, - is said to be some better this evening.

Wrote a letter today to Capt. Hall, also to C. D. G. Bonny; I'm looking strongly for a letter from home.

August 11, Thursday. Informed Mr. Robinson that I would consent to have a new bow placed on the MECHANIC, - and accordingly, as the carpenters progressed in tearing her up, it was perceived that the whole bow was started forward and much strained. Mr. Robinson again stated that he could not make a good job of it by patching up the old bow & that if a new bow was placed upon her he would be willing to guarantee her to run at least two years.

Went up to see John Carlisle this evening and found him to be much better than for the last three or four days. Major Carlisle constantly attends upon him.

August 12, Friday. Today our hands were employed tearing off the bow of the boat & Mr. Robinson and his hands in getting out timber. Paid Robinson 100 dollars, viz 25 for the last payment for hauling out the boat and 75 towards repairs. Progress slowly in repairing.

John Carlisle is much improved in health since he went up into town. The heat is very intense. All hands, on board, are well except myself who am troubled with a bowel complaint.

August 13, Saturday. This morning, myself & John S. Clark went up to Louisville to purchase a barrel of whiskey (sic) & some bolts & spike iron. Purchased our articles but, owing to the intense heat of the day, did not start home till towards evening. The thermometer stands at about 100 degrees & the weather is very dry. Was informed that Louisville was very healthy.

Red'd. a letter from Mrs. Prentiss which well paid me for the journey on foot to Louisville.

Our men progressing slowly with the repairs of the boat, - all well on board.

August 14, Sunday. Today found myself very unwell with a dysentery; took four of Lee's Pills which soon had the desired effect - feel much better this evening & wrote a letter to my wife. All well on board except myself.

August 15, Monday. Mr. Robinson is progressing as fast as circumstances will permit - he had two men employed as sawyers, one man as a laborer and one man as a carpenter. The timber for the bow is nearly all drawn.

Our boys employed daily cleansing the hold of the boat of mud & doing whatever my occur to facilitate the progress of our business. Myself afflicted with a severe griping & looseness, - John Carlisle getting better, the rest of our men are all well on board.

August 16, Tuesday. Our business is going on much the same as yesterday. Made an arrangement for purchasing oakum for caulking the boat if we should want more than we have on hand.

Capt. Baker came over to see us yesterday and stayed all night with us.

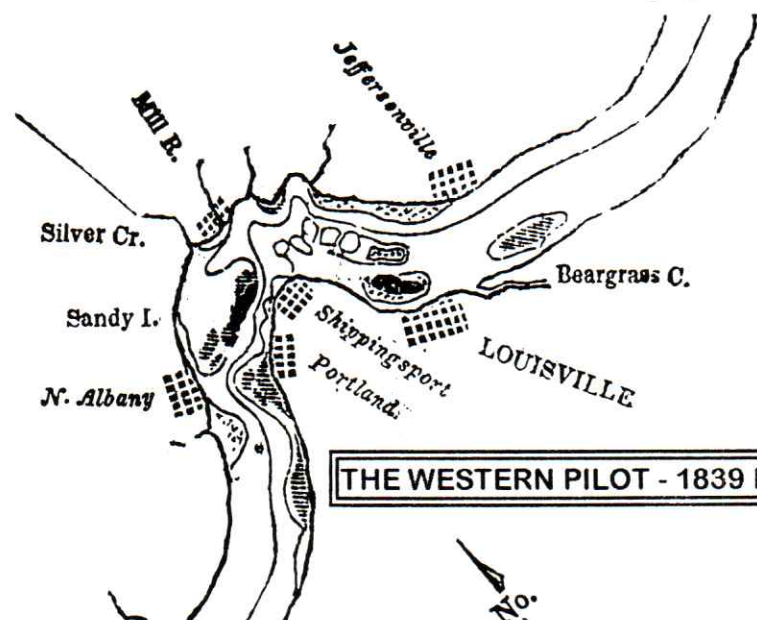
Found myself very unwell this morning and so much weakened by a continued dysentery that it was with difficulty I could walk - took some burnt brandy and sugar which by evening I found to have done me much good.

Found by inquiry that it continued to be very healthy in New Albany.

Major Carlisle is busy fixing up the cabin & doing other necessary joiner work. The heat continues to be very intense; two or three deaths have occurred in Louisville & Shippensport, from drinking cold water, within eight or 10 days past.

Pulled: BELLE CREOLE, MECHANIC, PLOWB(CAVALIER, HIBERNIA, MIAMI, MEXICO

The above are the positions in which the steamboats on our side of the river are now lying.



August 17, Wednesday. This morning Mr. Robinson began upon the stem piece for the boat & by night had it nearly finished. Rec'd. a letter from Capt. Hall, dated, "Cincinnati, August 3d."

Found myself much better this morning - but not entirely recovered. John Carlisle came on board today & took up lodgings & board.

I am looking strongly for a letter from Home, - believing Mrs. Prentiss will write immediately after the arrival of Cole, Bonny, etc. All tolerably well on board.

The weather continues very hot with some appearance of rain.

August 18, Thursday. Mr. Robinson finished the stem and put it up. Set Major Carlisle & John S. Clark to work ripping out stuff for the hurricane roof & two of the boys cleansing the hold of mud. The weather continues very hot.

August 19, Friday. All hands employed much as yesterday. The weather continues very hot - some appearance of rain.

Put up one of the night-heads (sic). Paid Mr. Robinson 30 dollars.

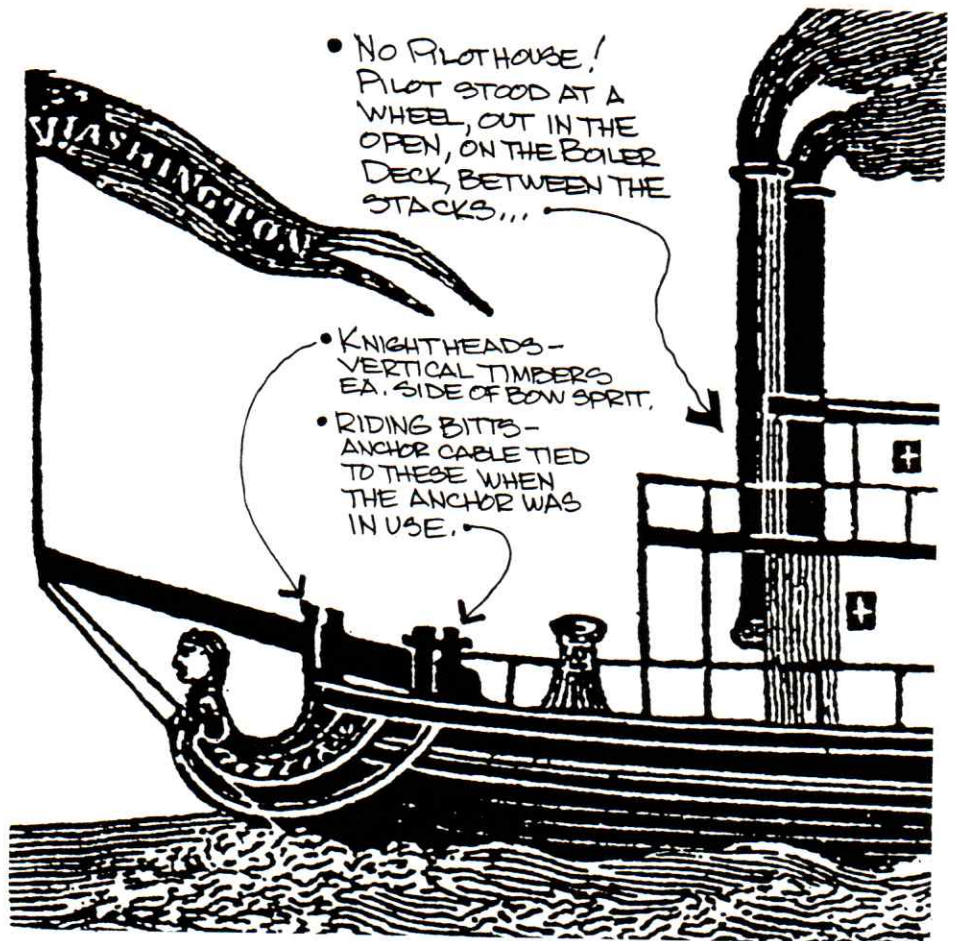
August 20, Saturday. All hands employed much as yesterday. In the morning had a very heavy shower which lasted about an hour.

Put up the other night-head (sic). (Knightheads: heavy vertical timbers supporting the bowsprit.)

Am quite well today & entertain hopes that the complaint which has troubled me for the last ten days has entirely left now.

Sent to Louisville to enquire (sic) for letters. In the evening the messenger returned with one from G. Prentiss (brother of Royal Prentiss) dated August 2nd & probably had laid in the office ever since I got the last from Mrs. Prentiss. The messenger did not think to enquire for papers.

Weather has changed, - quite cool this evening. Begin to think strongly of going home next week & am only waiting for a letter from Hall or Bonny.



ABOVE: Explanation of construction features on steamer similar to MECHANIC, 1825, courtesy of Dick Rutter.

Found upon a close examination of the boat that the timbers were perfectly sound in the places most subject to rot, worthy of being handsomely repaired. Mr. Robinson appears to be a first-rate ship carpenter - very friendly and a worthy man.

August 21, Sunday. This morning it is so cold that I was obliged to put on thick clothes. It is thick & cloudy weather.

Sent again to Louisville to enquire of newspapers which my brother informed me in his letter he had sent to me.

August 22, Monday. The carpenters progressing slowly with the bow. Weather cool, - think there must have been much rain above.

August 23, Tuesday. The carpenters are progressing very slowly with the bow. Major

Carlisle & John S. Clark are fixing the stern of the boat which was torn away in raising her. Weather quite cool.

August 24, Wednesday. Went this morning to Louisville to try to negotiate a loan to pay off Mr. Robinson and all the small bills as they might come in. Called upon Harper & Nichols for that purpose but they were out of funds. Went to Messrs. Forsyth's & they offered to lend me money as soon as they were in funds & anything I wanted in our repairs was at our command. Returned without obtaining any money with the intention of trying again on Friday.

The river has risen about six inches & is still rising. Called at the Post Office for letters and papers & found three newspapers from Marietta of the 8th, 15th & 29th of July.

Called upon Mr. Ferguson, the lumber merchant, and ordered 1,000 feet of inch boards for the boat, to be hauled to Portland, etc..

August 25, Thursday. Sent D. Lincoln, G. C. Laphain & Jas. Miller over the river to the steam boat WASHINGTON to aid them in taking their chain cable from the blacksmith shop (to) on board the boat. The charge for mending the chain cable was \$7.00 for putting in seven new links, - the mechanics think it very low wages if they do not receive \$2.50-\$3.00 for a moderate day's work. (The WASHINGTON would be the GEORGE WASHINGTON, subject of our story on page 28, September issue.)

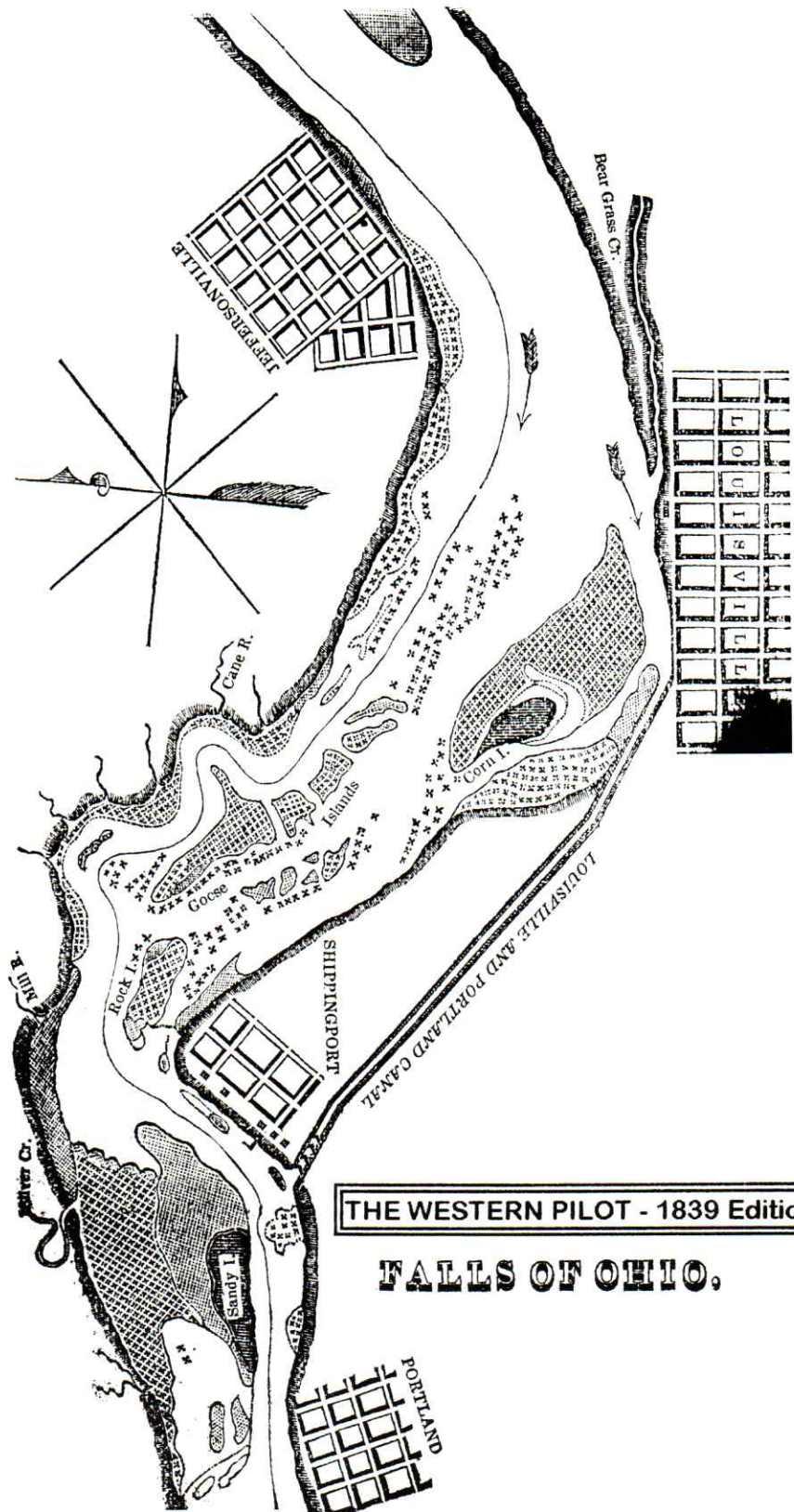
Our carpenters are going on very slowly with their work - but the work is good.

August 28, Friday. Went to Louisville for the purpose of obtaining some money and to learn the state of the water above.

Upon application to the house of Harper & Nichols, I obtained the sum of 200 dollars on loan for 4 weeks till I could go to Marietta & obtain money to refund it. Learned that the river had risen at Cincinnati about five feet & was still rising on the morning of Thursday. I am now preparing to leave the boat to go home tomorrow or next day.

The water has risen here about 18 inches today, - it will take about two and a half feet to rise up to our keel, - we are, however, making preparations to secure the boat so that the water cannot move her from her block.

Several boats are preparing to leave Shippensport - the PLOWBOY, PUTNAM and the CONGRESS on Wednesday next, as soon as they can obtain a load for New Orleans. We do not expect the MECHANIC will be ready to leave this place for four or five, - perhaps six weeks. The carpenters are progressing very slowly with their work but the work is well done & approbated by all who views it.



Louisville had a population of less than 25,000 in 1825. During low water, freight was hauled around the falls and reshipped above, an important business. The canal was completed in 1830 by a private company, - three locks 183x52 ft. with lift 8 ft., 8 in. each.

August 27, Saturday. Made preparation to leave the MECHANIC to go home & also concluded to take John Carlisle along with me, he being in too feeble a state of health to remain any longer at the boat.

All hands were employed making the necessary repairs.

August 28, Sunday. Took 25 dollars & 75 cents of the boat's money to pay our passages home. Started from the boat with John Carlisle & John S. Clark, Major Carlisle and Daniel Lincoln, in company, & went on foot up to Louisville where we arrived at 9 o'clock A.M.

The PHOEBUS steam boat was lying at the wharf, on board of which we embarked & in about 10 minutes pushed off. The PHOEBUS is a new boat - has made only two trips before the present - has fine accommodations - runs well & is commanded by Capt. Nance, a very accommodating and pleasant man.

We hope to arrive at Cincinnati tomorrow & meet there the ROTARY, to proceed without loss of time to Marietta - the PHOEBUS not intending to go farther than Cincinnati. About 9 o'clock this evening, met a steam boat, supposed to be the CURRIER, which passed down.

We had today a very heavy shower of rain which lasted about an hour. Paid Major Carlisle 25 cents out of the monies appropriated for our passage.

Editor's Note: The PHOEBUS was a sidewheel boat of 41 tons built in Cincinnati in 1825 (by comparison, the MECHANIC was 116 tons) and burned at Cincinnati July 20, 1832 with the loss of four lives. No boat named "CURRIER" in Lytle List; possibly the COURIER built in Pittsburgh 1821.)

August 29, Monday. Arrived at Cincinnati at a little past 11 o'clock. Made immediate enquiry for a steam boat going up river and found that the ROTARY was not expected for three or four days & that ARIEL had left here

the day before our arrival, which was a great disappointment.

Having John Carlisle with me & he being unable to go by land, I concluded to wait the arrival of the ROTARY and, accordingly, we took up lodgings at the Washington Hall, being H. Cromwell (proprietor).

In the afternoon, walked around the town and made some inquiries for the arrival of boats, etc., with much impatience.

(Inquiry or enquiry used interchangeably in the diary by Prentiss. Ed.)

August 30, Tuesday. Went to the river to see if any boat had arrived from above but found none. In the afternoon called upon Mr. Greenleaf & family & Mr. Holyoke where I dined, - and also Capt. John Greene, at his store. Watched the river with much anxiety.

August 31, Wednesday. After breakfast, went to Capt. Greene's house to see Miss _____ who wished to send a letter to her brother. Called again upon Mr. Holyoke & Mr. Greenleaf.

Watched the river very closely, as yesterday, for the return of a boat but none came. I am now almost out of patience & have a good mind to start home on foot, - John Carlisle being too unwell to travel is all that prevents it.

Traveled considerably round the city & find it much more extensive & of more importance than I had any idea.

September 1, Thursday. Went to the river again to see if any boats had arrived; found none. Called today upon Mr. Deterly & Mr. Hudson who invited me to the house where he & his wife boarded & took tea with them.

After returning to my lodgings, Wm. Hall & John Hunt accidentally came into the barroom, not knowing that I was there. I felt very glad to see them - I heard from home - & feel very impatient to be there.

September 2, Friday. Still at Cincinnati & my patience nearly exhausted. To pass the time

away I visited in the afternoon the Western Museum, for which I gave 25 cents. The militia companies here are training today. Are in hopes a boat will arrive tomorrow.

September 3, Saturday. Still in suspense, - no boat has arrived today. Were it not for John Carlisle I should now have been at home as I should have taken it on foot the day after I arrived here.

I spent one dollar for a reticule (a network bag) for my wife.

September 4, Sunday. This morning, as usual, I went to the river to see if the ROTARY had arrived & found she had not. Spent the day in anxious expectation & finally concluded to start by land on foot. After having given up all idea of an opportunity by water, towards sunset, a gun was fired & it proved to be the ROTARY. But, being uncertain whether she will return up river or go to Louisville, I am still left in a state of suspense.

The COURIER arrived from Louisville just at dark & brought a number of passengers for up river.

September 5, Monday. This morning, went down to the ROTARY steam boat and was informed by her commander that she would not start on her return up the river till Tuesday morning. It seems as if the fates had decreed that I should never return home again.

Paid J. Carlisle 100 (dollars? 10 dollars more likely. Ed.) to buy provisions for his passage home.

September 6, Tuesday. Started on board the ROTARY from Cincinnati about 10 o'clock, the weather cloudy & occasionally rains. Arrived at Maysville about 2 o'clock where we lay till morning. During the night had a heavy rain; there are about 40 passengers on board.

September 7, Wednesday.
Left Maysville at daylight.
Passed Portsmouth at sunset.
The weather very cool. Nothing
material today.

September 8, Thursday.
Several passengers left the boat
today. Our number is reduced to
about 10 on deck & four in the
cabin. Very cool & pleasant. Ran
about four miles above Great
Kanawha (River) & stopped for
the night.

September 9, Friday. Started
at daylight & ran two or three
miles but was obliged to stop, the
fog being too dense to run with
safety. As soon as the fog
cleared away, weighed anchor
again. Started on our journey
(and) proceeded as far as
Belleville where we lay all night.

September 10, Saturday.
Arrived at Marietta where I found
my family all well.

* * *

The Steam Boat ROTARY

Royal Prentiss and John
Carlisle took the ROTARY from
Cincinnati to Marietta in
September 1825 but the boat is
not listed by this name in the
Lytle List. Some vessels of the
period carried this name, based it
upon the rotary type of engine,
so perhaps Prentiss used
"rotary" generically - not unlike
the term "jet plane" heard today.

The rotary type steam engine
was direct mounted on the
paddlewheel shaft which
connected the two sidewheels.
Mounted inside a closed iron case
was a rotor with two hinged metal
seals which caused rotation when
steam was admitted. Steam
pressures were low so the
rotation was low speed on the
principle of a water wheel,
another early effort to harness
steam, - the steam turbine came
much later.

The rotary design originated
with a Mr. Stiles of Baltimore who
installed it first in the steamer
SURPRISE, a sidewheel boat built
in 1817.

- S&D CHAPTERS -

MIDDLE OHIO RIVER CHAPTER

The faithful gathered at the
New Albany Holiday Inn on
October 20 and then gravitated to
the home of Keith Norrington to
explore his famed River Room.

There were some thirty-five
members and guests by all
accounts and Judy Patsch
produced a decorated cake to
mark Keith's dad's 70th birthday.
A pleasant evening was spent
fingering Keith's collection of
"steamboat stuff" with, of course,
much discussion and speculation
about the recent news of the
bankruptcy of the Delta Queen
Steamboat Company.

On Saturday morning a group
toured the McAlpine Lock
expansion project which was led
by Chuck Parrish, lately Public
Affairs officer with the Louisville
District Corps of Engineers. By
reason of heightened security
imposed following September 11,
viewing was from the new
visitors' plaza, - the old 600 foot
lock is being replaced by a new
1,200 foot structure.

Noon lunch was part of the
Oktoberfest Cruise aboard the
BELLE OF LOUISVILLE. The skies
were sunny, temperature in the
70s, the menu of brats and kraut
was fine and the Rheingold
German Band entertained. The
smell of hot oil and the sound of
high-pressure steam made for a
perfect afternoon.

About forty attended the
Saturday evening dinner at the
Holiday Inn where President Rick
Kesterman presented a program
based upon slides furnished by
members to mark the 25th
anniversary of the chapter. This
was followed by a show Judy
Patsch put together from a
collection of slides taken by a
passenger on a 1968 D.Q. trip.

Thanks to Keith Norrington and
Fred Rutter for the report.

* * *

OHIO & KANAWHA CHAPTER

The main topic of conversation
at the quarterly meeting of the
O-K Chapter on November 4 was
the progress toward the Pt.
Pleasant River Museum. Jack
Fowler, president of the Museum
Foundation, outlined the approval
of various financial grants and
the retention of a contractor to
do the needed structural steel
work and installing a new facade
on the building. The interior
remodeling will be completed
during the winter with prospects
the first phase of the museum
open by the summer of 2002.

Clerk Jim Bupp reported that
sufficient funds were available,
\$100.52 (no stamps on hand) and
no need to pass the hat.

The program was a video
produced by the Arabia Museum,
Kansas City, MO which detailed
the research and excavation of
the Str. ARABIA in 1987-88. The
work to unearth this 1856 wreck
was accomplished under difficult
conditions and the superlative
collection of 19th century
ordinary items recovered and on
display at the museum is amazing.

Next meeting of the O-K
Chapter will be the first Sunday
in March 2002 at the Mason
County Library, Pt. Pleasant.

* * *

BELLE OF LOUISVILLE CHANGES

Capt. Mike F. Fitzgerald,
popular master of the Louisville
excursion for the past seventeen
years, has retired and was
honored by friends and associates
at a dinner on November 8.

Mike began his love affair with
the BELLE as a third grader on a
field trip and he became a
deckhand in 1974 after
graduating from high school. He
received his pilot's license at age
21 and, after serving as mate and
pilot, became Master in 1983.

Capt. Mike will now be
associated with the floating casino
GLORY OF ROME.

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- OBITUARIES -

JOHN J. ROUS

John Joseph Rous, 82, of Ashland, Kentucky died July 14 in Ashland.

John joined S&D in September 1965 and has long been a follower of, and contributor to, articles appearing in the *S&D Reflector*. If there was mention of a river event between Huntington, West Virginia and Ashland, Kentucky chances were John would drop the editor a note expanding on the story or send a present-day photo of the site. He was a close follower of the Jesse Hughes diaries since John's birthplace was Catlettsburg, Kentucky and its residents, were often mentioned.

Although to our knowledge John never worked on the river he, like others growing up in the 1920s and 1930s looked upon the river as the natural playground. His friend Bob Gray wrote, "John was admired by all who knew him and had a life-long fascination with the river and its people."

Mr. Rous was born June 9, 1919 in Catlettsburg, a son of the late Charles Edward Sr. and Belle Berger Rous. He was retired chairman of the board of Home Federal Savings and Loan Association and earlier has been associated with Universal CIT Credit and City Loan and Savings Co.

He was a U.S. Army veteran of WW-II, former master of Hampton Masonic Lodge 325, and a member of the Ashland Rotary Club, Ashland Board of Realtors, Ashland Chamber of Commerce and Ashland Elks Lodge 350. He had been a director and vice president of the Kentucky Savings and Loan League.

In our September issue John had contributed his recollection about the 1927 runout on Big Sandy River and also thoughtfully sent information on the death of his friend Charles Montague, Jr.

His son, John W. Rous, wrote, "His connection with S&D and all its members he knew was a part of his life that brought him much happiness." We'll surely miss John.

John is survived by his wife Elizabeth Nalle Rous; two sons, Joseph G. Rous of Mazatlan, Mexico and John W. Rous of Louisville, three grandchildren and four great-grandchildren.

Burial was in Ashland Cemetery.

Thanks to Bob Gray for furnishing the newspaper obituary.

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WILBERT H. HANTELMANN

Bert Hantelmann, 76, died at his home in Dubuque, Iowa on October 7, 2001.

Bert was born November 11, 1924 in Dubuque, son of Eldon and Gertrude Pillard Hantelmann. He is survived by four brothers; Harold E., Leroy J., Eldon E. and Earl F., all of Dubuque, and numerous nieces and nephews. He was preceded in death by his parents, a brother Emil and sisters Pearl Burger and Lorraine Weis.

Bert joined the Dubuque Fire Department after returning from U.S. Navy service in the South Pacific in WW-II. He was an avid riverboat and railroad buff and before WW-II was a deckhand on the MARK TWAIN for Federal Barge Line. Bert was well known to crews on the Delta Queen Steamboat Co. boats and to many towboat pilots in the Upper Mississippi pools, always offering to run errands or pickup personnel. He was a crew member aboard the excursion boats MISSISSIPPI BELLE and WEST VIRGINIA BELLE when they were delivered from the Florida shipyard via the Tenn-Tom Waterway some years ago.

Our thanks to David Tschiggfrie for the information.

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HOWARD E. GARLAND

Capt. Howard Garland, 94, of Gallipolis Ferry, West Virginia died at his home on Sunday, September 16, 2001.

Capt. Garland was born October 13, 1906 at Dravosburg, Pennsylvania, a son of the late George and Ella Garland. He was licensed as master and pilot on the Ohio, Mississippi from St. Louis to New Orleans, the Kanawha and parts of the Monongahela and Allegheny Rivers. He spent 56 years working on the river including service with American Barge Line, Union Barge Line and the Ohio River Company. Some readers may recall mention of Capt. Garland as a contemporary of Clare Carpenter's in his recollections printed in these pages several years ago.

Capt. Garland was part of the "Catfish Navy" during WW-II and piloted a number of LSTs down the river from the Dravo and American Bridge Co. yards at Pittsburgh.

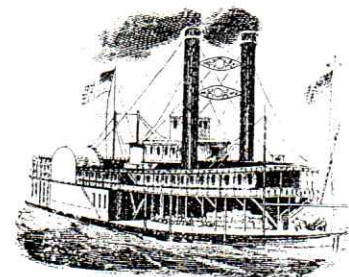
He is survived by his wife, Lida (Wilson) Garland of the home, sons Howard R. Garland, Cincinnati and Charles W. Garland, Point Pleasant, West Virginia; daughters Mary Lou Tawney, Gallipolis, Ohio and Rita Ann Persin, Oak Hill, Ohio, six grandchildren and four great grandchildren.

He was preceded in death by his parents, brothers George, Walter and William Garland and son-in-law Okey Tawney.

Burial was in the Garland Family Cemetery, Gallipolis Ferry, West Virginia.

Our thanks to Charles Stone for the information.

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PHILIP C. FOSTER SMITH

Philip Chadwick Smith, 62, died at the Maine Medical Center, Portland Maine on May 30, 2001.

Chad Smith was born in Salem, Massachusetts, the son of Philip Horton and Elinor Mahoney Smith and grew up in nearby Wenham, Massachusetts. He was a graduate of Phillips Academy, Andover, Massachusetts, Harvard College and Harvard University's Graduate School of Design.

In 1963 Chad joined the staff of Peabody Museum, Salem where he remained until 1979. Most of those years he was curator of maritime history and managing editor of *The American Neptune* magazine. He was active with a number of organizations in Salem including the Salem Marine Society, Salem Redevelopment Authority, Ropes Mansion and the Wenham Historic District Committee. He was affiliated with the Council of American Maritime Museums, The Marine Society of London, the North American Society for Oceanic History and the Massachusetts Historical Society.

From 1979 until 1988 Chad was associated with the Philadelphia Maritime Museum, now Independence Seaport Museum, for which he was curator for five years and later historian. In 1984 Chad and his wife Meredith moved to Bath, Maine where he became one of the founders of the Maine Maritime Museum.

Chad was the author of fourteen books and more than 200 lesser published works. He was interested in photography, woodcarving, model building and travel. His diorama of the Salem waterfront in 1820 is on display in the lobby of the U.S. Park Service's Visitors Center in Salem. Several of his paintings have been hung in the Philadelphia Museum of Art and the Omani Museum in Muscat, Oman.

Chad and wife Meredith were frequent passengers on the DELTA QUEEN a few years back.

Early in the morning, before most passengers were about, Chad could be seen creeping around various locations on the boat with a tape measure - in preparation for building another diorama. Readers will recall photos and descriptions of Chad's miniatures of rooms on the DELTA QUEEN including The Texas Lounge and the pilothouse interior. Photos of Chad's model of the stern of the D.Q. appeared in June 1993 issue.

Survivors include his mother, his wife of eighteen year's, Meredith S. S. Smith, two daughters by a previous marriage, Alexandra Smith Rowland, New Castle, New Hampshire and Hillary Webb Smith, Portsmouth, New Hampshire, stepdaughter G. Gouverneur Miller, Fairview, Tennessee and two grandchildren.

A memorial service was held at the Maine Maritime Museum, Bath, Maine on Sunday, June 3, 2001.

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- PASSAGES -**HERBERT ROUSH, SR.**

Herbert Roush, 75, Little Hocking, Ohio died in Marietta August 8, 2001. He was born December 10, 1925 in Parkersburg, son of the late Melvin Curtis Roush and Vina Grace Yonker Roush.

Herb was an avid researcher of the early history of Southeastern Ohio and the publisher of half a dozen books, some based upon diaries or letters located by descendants of pioneers in the Little Hocking area or from his own family. One of his books which may be familiar to readers is, T. C. Collins, Boatman which is the memoir of a riverman of the mid-19th century, - mainly about taking produce boats and coalboats south from Little Hocking. Herb later published a full biography of T. C. Collins and a history of Belpre, Ohio among others.

Herb Roush's books are available from the Belpre

Historical Society, 509 Ridge St., Belpre, OH 45714; Phone (740) 423-7588.

In addition to his wife Linda Davis Roush, Herb is survived by five sons and three daughters.

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HELEN LOUISE SWANN

Helen and Kurt Swann were well known by the crews of the Delta Queen Steamboat Co. boats plying the Upper Ohio and by towboat crews passing through the New Cumberland Dam. The Swanns traveled from Marietta to Pittsburgh to greet the boats, take photographs and pass out plates of Helen's homemade cookies.

Helen, 84, died at her home in New Cumberland, West Virginia on August 28, 2001. In the years before Kurt died in 1996 the Swanns were frequently at S&D annual meetings.

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GRETCHEN SCHMERTZ JACOB

Gretchen Schmertz Jacob, 73, died in Pittsburgh August 11, 2001. She was a graduate of Carnegie Mellon University and was an art teacher and Visual Arts Supervisor in the Pittsburgh school system.

Gretchen was the daughter of architect Robert Schmertz, composer of folk songs based upon historical fact or fantasy including several with a river theme such as "Monongahela Sal" and "The Wake of the W. P. Snyder Jurn-i-or." Gretchen also was a musician and talented folk singer and until her father's death in 1975 she usually accompanied Bob to the S&D annual meetings and entertained.

Mrs. Jacob is survived by a brother, a sister and her son and two grandchildren.

We thank Bob Smith for sending the warm and lengthy obituary from the Pittsburgh Post-Gazette.

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