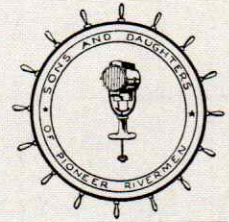


S & D

REFLECTOR

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of Pioneer Rivermen



Vol. 39, No. 1

Marietta, Ohio

March 2002



- FRONT COVER -

The BETSY ANN never looked better than on June 28, 1930, the day of the last race with the TOM GREENE. We deduce that this is just before the race for a newsreel camera crew is on the roof of the Texas and a set of elk antlers are seen on its forward end. Both were gone after the race.

This photo is new to us and turned up in the collection of the late Charles Brown of Cincinnati. It was a photo-postcard mailed to Harold Brown, Charles' brother, in care of the Hermann Drug Store, 2726 Erie Ave., Cincinnati on February 19, 1941 from Memphis. Sender was likely on a GORDON C. GREENE Mardi Gras trip judging from the message. And that boat's concession stand just might be the only place where such a card would be found in 1941. We wonder who took it, - maybe Andy Lodder?

- LETTERS -

Sirs: In the list of S&D meeting attendees in the December issue you will find an odd-shaped gap between Charles Montague and Virginia Morrison. That's where I signed my name!

Andy Morrison
8405 Snow Hill Road
Ooltewah, TN 37363

= This is to certify that examination of the S&D Register does find, W. Andrew Morrison, Ooltewah, TN. The copywriter's eye was moving faster than his fingers. Our apologies. Ed.

* * *

Sirs: You can't believe my surprise regarding the cover of the December issue. John Stobart is one of my favorite painters and we have several of his framed prints in our home and "Night Call at Bayou Sara" is one of them. It seems to have much

- THE FREIGHT BOOK -

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the same setting as the one on the cover. Thanks for the Stobart!

Alan George
624 W. Vassar Ave.
Visalia, CA 93277

= The print, Night Call at Bayou Sara is still available (but in "Low Inventory") from Maritime Heritage Prints, (617) 227--0112.

Alan is looking for some back issues of the Reflector, Vols. 1, 2 and 4, should any reader have extras. Ed.

* * *

Sirs: Does anyone have info on R. W. Skillinger of Murraysville, WV and the boatyard of which he was co-owner? Anything will be appreciated.

Mrs. Robert (June) Ashley
105 N. Broadway
Racine, OH 45771

= Murraysville is (was) located at Ohio River Mile 209, Jackson County, WV, a few miles below the present Belleville Dam. The boatyard was a busy place up until 1890 - HENRY M. STANLEY said to have been the last boat built there - but the location is today farm land at the end of Murraysville Road, off of Rt. 68. Ed.

* * *

Sirs: Thanks (again) for running Mr. Yonker's stories about firing coal on the Monongahela River pools. I did that for a short time on the Great Lakes and Jake tells it like it was.

Frank Kerr
P.O. Box 787
Westfield Center, OH 44251

= Jacob Yonker was Frank's boss when he started in the insurance business. Ed.

* * *

Sirs: Last year I received a membership in S&D from my younger brother Dr. Phil Mozena, Newcomerstown, OH. He wanted me to see the photo of the Mozena Boatyard, Clarington, Ohio in the March 2001 issue. I'll be 83 on February 16 this year and remember the boatyard as a child. Our father, Homer G. Mozena, is in rear row, second from the right - standing with hand on his hip and wearing a cap - always a part of dad.

Helen Mozena Young
Adamsville, Oh 43802

= Glad you enjoy the *Reflector* and thanks for identifying Homer Mozena. Ed.

* * *

Sirs: I'm preparing a paper showing how French dam technology was transferred to the U.S. Do any of your readers have information on movable dams on the Ohio, its tributaries or elsewhere in the U.S.? I have covered the Kanawha River in my book The Great Kanawha Navigation, the Boule movable dam at Lock 11 Muskingum River and the movable dams on the Big Sandy. Are there others I've missed? Help would be appreciated.

Emory L. Kemp
West Virginia University
P.O. Box 6305
Morgantown, WV 26506
(304) 293-2513

SEE DR. KEMP CONTINUED NEXT -

DR. KEMP LETTER CONTINUED -

= Dr. Kemp is a founding member of the Society for Industrial Archeology and author of several books and monographs on the history of industrial technology. See review of his Wheeling Bridge book in December issue. Ed.

* * *

Sirs: The cover photo on the September 2001 issue is interesting. The wheel on the ROBERT F. BRANDT appears to be turning full ahead while the smoke is straight up in the air; is this an optical illusion?

Henry J. Peters
2400 South Finley Rd., Apt. #365
Lombard, IL 60148

= The angle of the photo (this is a considerable blowup from the negative) may hide some backward tilt to the smoke column but we suspect the forward motion of the boat is just about matched by the upstream light breeze. Unusual, yes. Ed.

* * *

Sirs: Following the Jesse Hughes diaries, I've been anticipating when the year 1947 would appear. I was married on May 24, 1947 and on the night of May 24-25 my bride and I were in our stateroom when there was the gosh awfulest crash and splintering of wood just outside our door. The damage was not as bad as it sounded but I've always surmised the accident was caused by the pilot falling asleep. Can you enlighten me?

Capt. C. Leonard Schlamp
2911 Rugby Ave.
Evansville, IN 47711

= On May 24, 1947 the GORDON C. GREENE departed Cincinnati in the evening for Chattanooga. Wilsie Miller was on the forward watch; no mention in Jesse's diary of "tearing things up." Any other readers on that 1947 Chattanooga trip? Ed.

* * *

Sirs: I would like readers to know that I have a website listing several hundred Yukon River captains, - comments, additions or corrections welcomed.

[bhttp://www.users.muohio.edu/greenje/](http://www.users.muohio.edu/greenje/)

Jerry Green
Department of Geography
Shideler Hall, Room 216
Miami University
Oxford, OH 45056

* * *

Sirs: I invite you to have a look at www.twainquotes.com on the internet. Barbara Schmidt, Texas, created the site and we have collaborated on a feature called, "Samuel Clemens' Mississippi Steamboat Career."

Dave Thomson
10831 Roycroft St., No. 16
Sun Valley, CA 91352

* * *

Sirs: Sorry I had to miss the last S&D meeting; been quite busy building the boat. Some photos and a story Mary wrote are enclosed - some of the S&Ders were interested in it and we hope to have it in Marietta in 2002.

Capt. Bill Price, Jr.
1341 Highway 170
Negley, OH 44441

= See photos and a description of the launching of the LAUREN ELIZABETH elsewhere in this issue. Ed.

* * *

OHIO RIVER MUSEUM NEWS

Budget problems in the Ohio Historical Society have caused cutbacks in most of the O.H.S. sites around the state. The Ohio River and Campus Martius Museums in Marietta will open for the season in March, however, the hours will only be 9:30AM-5PM on Saturdays and 1-5PM on Sundays, March through April.

The museums will be open five days a week, Wednesday through Sunday, beginning in May through September.

If in doubt call: (740) 373-3750.

Thirty-one years of the *S&D Reflector* available, FREE! Years 1970 through 2001 collection, - you pay the shipping:

R. C. Brasington
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Cincinnati, OH 45208
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DELTA QUEEN STEAMBOAT CO. NEWS

The 2002 schedules for the MISSISSIPPI QUEEN and the DELTA QUEEN have been announced. MQ starts out May 7, New Orleans-Memphis and runs the usual itineraries for the rest of the year. DQ comes out August 26 with three night cruise from New Orleans. Fares are reduced 20% below those of 2001.

See travel agent or call -
(800) 543-1949.

**S&D site for webfooted post-
persons, per Jack Hinkley, Artiste.**



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

S&D REFLECTOR

Marietta, Ohio



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The name "Reflector" is taken from the newspaper published in 1869 aboard the packet FLEETWOOD in the Parkersburg and Cincinnati trade. The *S&D Reflector* is the official publication of the Sons & Daughters of Pioneer Rivermen and has appeared quarterly since 1964, originated by Frederick Way, Jr. who was editor and publisher through 1992.

Correspondence is invited and serious papers on river related history are welcomed. Photographs or artwork should not be sent unsolicited on a "loan" basis.

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

THE ONLY REQUIREMENT FOR MEMBERSHIP IN S&D IS YOUR INTEREST IN RIVER HISTORY!

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 of the association. Family members are entitled to all privileges except receiving the quarterly.

Memberships are for a calendar year including four issues of the quarterly. Dues notices are sent out near year-end and prompt remittance assures receipt of the next issue of the magazine.

Membership dues are \$15 for a full member; \$1 additional for spouses and children under 18. Please list full names of children to be enrolled so that each may receive a membership card. Correspondence should be sent to:

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

***S&D Reflector* BACK ISSUES**

Copies of the current issue or those of the immediate prior year are available at \$5 each, postpaid. Back issues through Volume 9 (1972) are \$3 each or \$10 for the complete year (4).

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Indexes for the quarterly are available in five year segments, 1964 through 1998. Index volumes are \$5 each, postpaid. Order from the Secretary.

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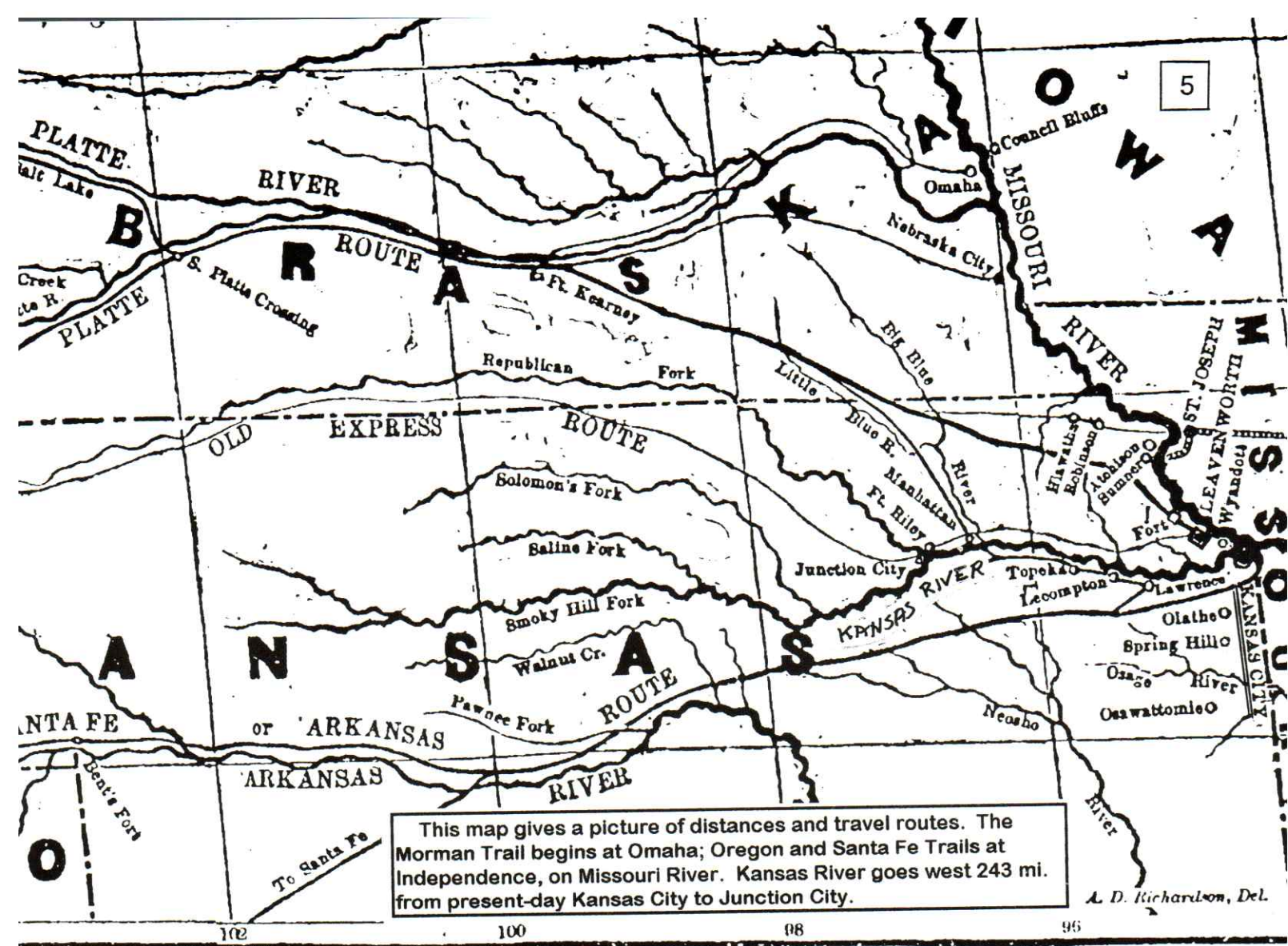
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Steamboats on the Kansas River: A Frontier Adventure

by Sonie Liebler

Steamboats chugging up and down the Kansas (Kaw) River?---- Really?----Really!

Congress had passed the Kansas-Nebraska Act of 1854 with the intention that Nebraska would end up a Free State and Kansas a pro-slave state to keep the tenuous balance of states equal. The predominantly Abolitionist New England Aid Society had other ideas. The Civil War really began in Kansas as the Border War in 1855. Hence, the terms Bushwackers and Jayhawkers were derived from skirmishes across the Missouri and Kansas border. (Missouri had entered the Union as a slave state in 1821.)

Between 1854 and 1866, over twenty stern-wheelers plied the Kaw. Kansas Territory had been opened in 1854, and Free Staters and Southern States Righters poured over the border and up the river. The object, of course, was to sway the coming statehood vote to their persuasion.

In those days, rivers were the natural roadways on which settlers and cargo were carried west to the frontier. The Kansas River was no different from other tributaries of the Missouri, Mississippi, and Ohio Rivers. In fact the EXCEL (1928), and the FINANCIER NO. 2 (2043) that made the difficult trip upriver to Fort Riley, previously had run in the Illinois River trade and returned there when the Kaw fell below navigable levels. Traveling the river was not easy, but could and was done by perseverance and by river-smart men who knew their business.

The Smoky Hill and Republican Rivers joined to create the Kansas River at present-day Junction City and ran 243 river miles to its mouth on the Missouri River at Kansas City, Kansas. [Captain Benjamin F. Beasley, who vowed to monopolize the Kaw River trade, had optimistically included distances to towns and landings in his COL. GUS LINN (1223) log published in the *Western Journal of Commerce* (Kansas City, MO) of May 28, 1859.]

The majority of the steamboats ran somewhat successfully on high water between the Kansas City, Lawrence, and Topeka, either being too large and deep of draft to ascend farther upstream. May and June were the rainy season for the Kansas River Valley and with snow melt-off the river ran rapid, full, and deep. The normal, brisk current was somewhat slower than the fast-moving Missouri River. With the uncertainty of rises and flooding of the river, only three boats were able to make the difficult and, at times, hazardous trip through frontier territory to the practical head of navigation at Fort Riley, newly established in 1852. These sternwheelers that carried trade to Fort Riley were the EXCEL in 1854, the FINANCIER NO. 2 in 1855, and the COL. GUS LINN in 1859.

The EXCEL (1928) was built in McKeesport, Pennsylvania, for Captain G. D. Williamson, in 1851. The first Certificate of Enrollment described her as having a cabin above, a wheel astern, and a plain head. Her hull was 139' long, width 22' 2", with a hold of 2'8", and listed at 79 12/95th tons. She ran in the Ohio River trade under several owners, then, in July 1853, was purchased by Captain Benjamin F. Beasley, of St. Louis, for the Illinois River trade. In April 1854, Captain Charles K. Baker, of the same city, bought her, acquired a government contract to supply Fort Riley, loaded up, and raced for the virgin Kansas River trade. Beasley accompanied Baker on the initial trip up the Kaw and declared it a "boatable stream."

A passenger, George S. Parks, wrote an article on the EXCEL's adventures during a later trip, which was published in the Lawrence, Kansas Territory *Herald of Freedom* of October 21, 1854. From his observations, we have a record of the terrain through which the Kaw ran, the wildlife and flora along its banks, the Indian settlements and movements, and the character of the river itself. The florid style of newspaper writing of that era notwithstanding, Parks' narrative, entitled "The Tourist--Up the Kansas River," is invaluable and the only written record of an early trip.

The EXCEL left Parkville, Missouri, on June 16th, carrying soldiers and a few wives, civilians, and commissary supplies, lumber and hardware for the Fort. Parks noted the entry into the 600-yard mouth of the Kaw from the "mad-Missouri, turning her prow towards the setting sun, heading gaily towards the Rocky Mountains."

The lower Kaw, from Kansas City to Topeka, is narrow and deep, with abundant hard wood trees as well as the softer cottonwood (not the preferred fuel for a steamboat) lining its bluffs. From Topeka to Fort Riley, the river becomes shallower and wider with fewer trees, mainly

cottonwood and its drift on sandbars. No wood yards existed at this time so it was up to crew and passengers alike to participate on the frequent wooding stops. Prairie vistas in this country reached into the horizon.

The Shawnee, Pottawatomie, Delaware, Wyandot, and Kansas (Kanza) Indians (for which the river and the state are named) lived along the banks. Imagine their amazement and possibly fear when the first "fire canoe" came 'round a bend!

Upon reaching the Fort, the EXCEL was unloaded and then steamed up the Smoky Hill River. Parks noted: "We had an exciting time. The constant announcement from the man who heaved the lead, was, "No bottom. The river was full, and the current strong, we had great difficulty in getting round the short bends. A little way up, we saw a band of Fox Indians crossing over going on a buffalo hunt. They had 500 horses. The startling scream of the shrill steam whistle, and the impetuous snorting of the iron horse" terrified human and beast alike. Reaching approximately 40 miles upriver (near present-day Abilene), the EXCEL was running out of maneuvering room so sashayed around to return to Fort Riley.

The EXCEL made six trips during the high water month of June 1854. With his fortune made and his retirement beckoning, Baker sold her to Edgar Williams of St. Louis in July, who ran her on the Illinois and Upper Mississippi.

The March 28, 1856, issue of the *Louisville Daily Courier*, noted that the EXCEL had hit a snag and sunk in the Osage Chute on the Missouri River, March 23. She had lasted five years, about the average life of a steamboat in the 1850s.

The second steamer to reach Fort Riley was the FINANCIER NO. 2 (2043) making two trips in 1855. Her story was similar to that of the EXCEL's. Captain Adam Poe had sold his first FINANCIER (2042) in 1846 and built NO. 2, in 1850. A boatyard in Freedom, Pennsylvania, built her hull, 149' x 23'9" x 3'6", rated at 117 tons. Various Poe brothers were part owners for the next two years; then a succession of five owners ran her on the Ohio River. In November 1854, Captain Benjamin F. Beasley, of EXCEL fame, bought her to tramp out of St. Louis. In early 1855, she ran trips to Peoria, Illinois, and back with several runs to Iowa ports on the Upper Mississippi.

On April 4th, 1855 the NO. 2 was advertised for the Kansas River, Captain Mott Morrison in command. She arrived in Kansas City and waited for a boatable stage to continue on to Fort Riley. The EMMA HARMON (1835) and the HARTFORD (2543), bound for a town site near the post, were also waiting to head upriver.

Finally, the NO. 2 left on a low river stage for Fort Riley on May 26th. She was next reported on a sandbar only four miles past the mouth of the Kaw. What started as a race for the Fort turned into a struggle on the falling river. The large stern-wheel EMMA HARMON turned back at Topeka, after transferring its freight to the NO. 2. The steamer reached the Army post after three weeks. After unloading cargo and all but a few passengers, her captain, in the true spirit of adventure and a hunt for new markets, took her 40 miles up the Republican River to near the present-day Clay Center.

After a second belabored trip to the Fort, the FINANCIER NO. 2 left for larger and more lucrative rivers. The January 5, 1857, issue of the Louisville *Daily Courier* announced the snagging and loss of the FINANCIER NO. 2 near Haley's Cutoff in the Red River on March 22, 1856, one day before the EXCEL sank on the Missouri as mentioned above.

(Note: The FINANCIER is not shown as officially "NO. 2" in the Lytle List. She was the second boat of the name built by the Poes and so identified by newspaper writers of the time; possibly had the NO. 2 painted on the boat's bulkhead. Ed.)

The HARTFORD had similar origins and ran on the Ohio at the same time as the EXCEL and the FINANCIER NO.2 and joined them in the Kaw River trade. The HARTFORD (2543) slid down the ways of the McFall & Company boatyard in Monongahela City, Pennsylvania in 1851, built for Captain James S. Haslett. Her hull measurements were 146' x 25' x 4'2" and was rated at 143 60/95th tons. Like the Poe family, the Haslett brothers were owners and partners in several boats running out of the Pittsburgh area.

The following advertisement appeared in the May 29, 1851, issue of the *Pittsburgh Gazette*: "For Cincinnati & Louisville—The splendid new and light draught steamer HARTFORD, Captain Haslett, will leave for the above and intermediate ports on Saturday at 10 o'clock a.m."

The November 27, 1852, *Gazette* announced Captain Haslett's death on board during a trip to Cincinnati. His brother William took the helm for the next two years.

On April 22, 1855, Captain David Millard, of Cincinnati, purchased the HARTFORD for \$7,000 to transport the 100 members of the Cincinnati and Kansas Land Company and cargo to a platted town site named Manhattan on the Smoky Hill River, south and east of Fort Riley. [Actually the present-day site of Junction City.]

The ever-optimistic Cincinnati *Enquirer* of April 27th noted: "The Hartford left last evening for Kansas, literally crowded. We know there will be a good time on board." Past St. Louis, cholera

hit and several passengers were buried on the sandy shores of the "Ole Missury."

[On her way to Kansas City, the HARTFORD passed the down-bound ARABIA (0311) of which much can be seen today in the "Treasures of the ARABIA Museum in downtown Kansas City.]

By 1855, steamboat travel through the pro-slavery state of Missouri had become hazardous as several steamers, including the ARABIA, had been boarded and found to be carrying concealed howitzers and Sharps rifles for the Free-Staters in Lawrence, Kansas. Trips were timed to get past Southern hot-bed Lexington, Missouri before having to tie up at night. [The swift-running river was too full of snags to run at night.] The HARTFORD steamed into Kansas City on the 12th of May 1855 and low water kept her there until a rise came down on the 20th and she started up the Kaw.

The journey was tedious due to groundings. Finally the HARTFORD ran hard aground near the small settlement of Boston, one mile above the mouth of the Big Blue River on June 3rd. With a falling river and no rain in sight, the Cincinnati & Kansas Land Company members accepted an offer to join the Boston Kansans provided the town would be renamed Manhattan—a promise they had made the Free-State monetary sponsors in Manhattan, New York.

The *Journal* (Boston) of July 14, 1855, presented a good description of building the new settlement: "A company with 25 (ready-to-build) houses and 2 steam saw mills were put up and the two engines of the steamer were made to operate the saws while the boat was used for a hotel." Yankee ingenuity!

On October 10th, the HARTFORD headed back to Kansas City only to go aground one more time near St. Mary's Mission. A few days later, she was destroyed by a prairie fire, which had jumped to the boat or--was it set by disgruntled Indians who had begged unsuccessfully for food and whiskey? The roof and engine room bells were salvaged and now reside in the Riley County Historical Museum in Manhattan.

Captain Benjamin F. Beasley had made several appearances on the Kaw earlier and knew its eccentricities well. In 1859, the COL. GUS LINN (1223), was built specifically for the finicky Kaw River in the Geo. Eberman & Company boatyard, California, Pennsylvania. Her hull was 132' x 25'7" x 2'8", rated at 83 93/95th tons and drew 8" light and less than 3' carrying 300 tons, according to Beasley's ads. A popular Captain with the press, more newspaper accounts of his adventures exist, including a "log" of one trip up the Kaw. (Note: Way's Packet Directory spells the name "LYNN" but it is LINN according to the Lytle List and official enrollment. Ed.)



The above painting of the HARTFORD (2543) is by artist Michael Boss based upon research by Sonie Liebler and shows her hard aground just above the mouth of Big Blue River. She remained there from June 3 until October 10, 1855, serving as a dormitory

for a group of settlers setting up 25 pre-fab houses and other buildings in what became Manhattan, Kansas. On the return trip down river she ran aground near St. Mary's Mission, halfway to present-day Topeka, and burned shortly thereafter.

Beasley acquired a government contract to supply Fort Riley. During the high water months of May and June, the LINN successfully made six trips, hauling commissary supplies, building materials, soldiers and their mounts, and passengers to the post. Settlers' produce, hides, and corn were returned to Kansas City markets.

The Colorado Gold Rush had begun in 1859 and droves of fortune-seekers poured westward. Beasley's ads in the *Kansas City Journal of Commerce*, May 8, 1859, ballyhooed his pride and joy to "navigate the Kansas to within 150 miles of Pike's Peak!" Now, that meant taking the Republican River up through Nebraska and sliding on dew to get that close! Once Beasley made Fort Riley, there were no more ads to that effect.

After wintering in St. Joseph, Missouri, the LINN ran several trips between Kansas City, and Sioux City, Iowa. Downbound from that town, she hit a snag and sank in Blackbird Bend near Decatur, Nebraska, on April 21, 1860.

The drought years 1860-1861 afforded little traffic on the Kaw. As war clouds worsened, hardly any steamers moved on the Missouri as well. Ironically, in 1866, the 371-ton A. MAJORS (0037), hauled railroad ties to Lawrence for the new Kansas railroad construction. (The boat was also called ALEX MAJORS.)

The short but colorful period of steamboating on the Kaw had its share of exciting frontier adventures chronicled in the newspapers of the day. Women were among the first passengers up the river. The EMMA HARMON delivered 100 Sharps rifles and two howitzers to Free-Staters in Lawrence. The STAR OF THE WEST spent the winter draped over a sand bar near Lecompton. It had been reported that a 100-pound catfish had been caught near Topeka! A baby girl was born on the COL. GUS LINN and named Gusta Linn Kelly. The LINN's owner, Captain Beasley, bragged he would monopolize the trade between Kansas City and Fort Riley, and he did.

The Kaw River steamboats moved settlers, livestock, horses, cargo and produce into the rich Kansas River Valley between 1854 and 1860 but always dependent on the spring rises and summer rainfall. Because of the uncertainty of having a boating stage between Topeka and Fort Riley, even for the lightest draft steamboats, no regular packet schedules developed although they were advertised. The advent of the Civil War and later the arrival of the railroad signaled the end of the steamboat trade on the Kansas River, the official name for the stream.

* * *

Kansas River Boat.

PIKE'S PEAK !!

NOTICE TO GOLD SEEKERS.



THE NEW STEAMBOAT
COLONEL GUS. LINN,

Built in Pittsburgh expressly to navigate the Kansas River to Fort Riley, and above that point, commanded by Capt. Benjamin F. Beasley, is expected to arrive at Kansas City on or about the 20th or 23d of April. This Boat left Pittsburgh on the 9th inst. direct for Kansas City, and will immediately leave for Kansas River. This boat draws but 8 inches light, and it is expected she can navigate the Kansas River to within 150 miles of the Peak. She has fine and comfortable accommodations for passengers and their freight.

For further information apply to

Apr20d 10t McCARTY & BARKLEY. Agents.

Above from the Kansas City, Missouri *Journal of Commerce*, April 29, 1859. By modern roads, it is more than 600 miles between Kansas City and Pikes Peak, - the copy writer exaggerated a bit.

Kaw River author Sonie Liebler formerly lived in Manhattan, Kansas and has been interested in the history of the Kaw Valley and its steamboat traffic for some thirty years. She has a masters degree from Kansas State University and has been associated with Sunflower University Press, Manhattan, KS as a free lance editor of military history. Several years back she and husband Alan removed to Oklahoma City.

Sonie Liebler, Kaw River Research, 9720 Lakeland Terrace, Oklahoma City, OK 73162.

* * *

Artist Michael Boss, a member of S&D, is new to our pages with his rendition of the HARTFORD stuck on a sandbar by moonlight. The HARTFORD (2543) has the plain-Jane look of most early Missouri River boats; about the size of the LIBERTY (3454), last Upper Ohio packet, - 1936.

Mike grew up in western Kansas and attended Southern Illinois University, Carbondale, IL. He has been painting professionally for about 25 years, railroads, aviation and more recently marine scenes. His originals hang in the National Air & Space Museum, Union Pacific Railroad Museum, Omaha and in the Lunar & Planetary Laboratory, Tucson.

Michael Boss, P.O. Box 23, Hill City, KS 67642.

* * *

RALPH DUPAE RETIRES

The demon photo sleuth of the Murphy Library, Ralph R. DuPae, hung up his traveling shoes on January 1, 2002. For more than thirty years Ralph has been searching out photographs of river subjects, mostly steamboats but also scenes of the riverfronts at different periods, boatyards and other related industrial operations.

What started out as time volunteered by his employer to identify and catalog a lot of glass plate negatives of La Crosse, Wisconsin grew into Ralph's specialty of "steamboat photos." Today, the Murphy Library Area Research Center has the most extensive collection of river "images" (in library terms!) of any we know of in the U.S. Ralph knew nothing about steamboats when asked to see about finding photos of river scenes but he soon became intrigued with the project. His dedication and easy, unassuming manner opened doors which had previously been closed.

The University of Wisconsin photo lab meticulously copied the original prints, some of which seemed hopeless cases because of fading or discoloring, and Ralph promptly returned the originals to the owner together with either an 8x10 print or a duplicate copy negative. He soon built a reputation for honest dealings and care in handling the photos entrusted to him.

Ralph DuPae has a satisfying legacy in the steamboat collection he has built for the Murphy Library. There was support for the project from a number of sources, not the least of which being the J. Mack Gamble Fund of S&D, but Ralph spent much of himself, too. There were weeks on the road, traveling from coast to coast, at times camping in his van, or even contributing monetarily to keep the work going. Ralph has been dedicated, - and made a lot of friends along the way.

Ralph, you done good! All who are interested in our history, and the rivers in particular, are in your debt. We wish you all the best.

And, if a reader runs across an "image" which seems to have unusual interest - should be in the collection in La Crosse - you can consult with Ralph at 2222 Onalaska Ave., La Crosse, WI 54603. 1-608-781-3333.

The Special Collections and the La Crosse Area Research Center at the Murphy Library continues to be supervised by librarian Paul Beck. He may be contacted at Murphy Library, University of Wisconsin, La Crosse, 1631 Pine St., La Crosse, WI 54601. 1-608-785-8511.

* * *

EARLY STEAMBOAT BUILDERS

ON THE OHIO

Madison, Indiana 1836-1845

by Alfred R. Maass

David Barmore (1801-1850) and his family moved to Madison, Jefferson County, Indiana in 1836, presumably at the same time that James Howard (1814-1878) arrived at Madison since Jim and David were partners in the building of two steamboats in 1834 and 1835 at Jeffersonville, Indiana. Madison's principal advantages were a pool of deep water extending from the falls of the Ohio and an easily accessible supply of timber on the hills surrounding the city. Colonel John Paul had already established a water powered saw mill on Crooked Creek above the city.

In an interview in 1884, Captain A. M. Connett, who arrived in Madison in 1838, placed the first boat yard in Madison below what is now called Ferry Street (see map) and stated that the steamboat LIVINGSTON was built by Prime Emerson and David Barmore. Emery Muncy, who wrote a Masters Thesis on the History of Jefferson County, located the first boat yard just below where Mamonth Cave Pork House stood and stated: "it was operated by Joseph (sic) Howard and Prime Emerson." Unfortunately, contemporary accounts of the building of the LIVINGSTON (1836) have not been found but both Savage and Fishbaugh have identified the LIVINGSTON as a "Howard" boat. She was a large, 175 ton, sidewheel steamer (155' 10" x 18' 8" x 6' 6") and was owned by Alexander Washer, Timothy Barber and Butler Mansfield of Madison and Alfred Baker of Louisville. She was completed in the winter of 1836 and enrolled at Cincinnati, Ohio 11 January 1837.

(NOTE: John Howard, 1877, states she was built by Howard & Emerson, sidewheel, equipped with a single engine, 26"-7 ft. stroke, and was very fast. "She was not steady and false sides had to be put on her soon after she was finished." Ed.)

The LIVINGSTON was actually the second steamer on the stocks at Madison in 1836. The first keel laid was the IRWINTON, 105 tons, (121' x 21' 6" x 4' 6") for Isaac Brown of Irwinton, Alabama. Launched early in 1836, she was enrolled temporarily in Cincinnati in the fall of 1836 and permanently enrolled 13 October 1836. Irwinton is present-day Eufaula on the Chattahoochee River.

Jim Howard and the Barmore family were permanently united in the winter of 1836 by the marriage of Jim and Rebecca Barmore, David's oldest daughter. Captain Connett remembered

that the Barmore family lived in a double hewed log house that stood on the ground, which in 1884 was occupied by the Madison Brewing Co. Captain Howard lived in a one story frame house on what was Ohio St., built and owned by John DeWitt of Salem, Washington County. A search of the deed index for Jefferson Co. did not turn up evidence of any land in Madison owned by Howard or Barmore although a deed was found from James Howard et al. to S. Polly in North Madison, selling north $\frac{1}{2}$ of lot #33 on 11 January 1840 for \$550.00.

The wild speculation in land, beginning in 1833, and President Jackson's interference in the re-chartering of the Bank of the United States and the revoking of bank charters resulted in the closing of many banks and led to the financial Panic of 1837 with suspension of payments, business failures, reduction of wages and general unemployment. Jim Howard and his partners were left without a contract for a steamboat hulls. However, they built two barges, (110' x 19' x 6'), one appropriately named "Hard Times" and a second named "Natchez". The Howard "Time Book" (1837) recorded payment to Emerson, Barmore and Stewart. It is possible that these barges were utilized for the transport of stone for the construction of locks on the Kentucky River.

Rebecca Howard gave birth to a daughter, Martha Ann, July 1837 and to David and Phoebe Bannore was born a daughter, Lavina, 15 October 1837.

In 1838 the boat yard, managed by Howard and Barmore, was relocated from Madison to a suburb in what was then called "Fulton". The upper limit of the yard was about where the west line of the City's water works was located and extended west about two hundred yards to the east line of Lozier's foundry. The foundry stood on ground where the lard house of the old Mamonth Cave Pork House was located. Capt. Connett described the "mold loft" building, about fifteen feet square and built of pine slabs, in the center of the yard with the blacksmith shop. The engines, boilers and machinery were cast or constructed at Lozier's foundry adjoining the shop yard. Howard and Barmore's foreman in the cabin building department was Joseph Shipley, later of Cincinnati, according to Capt. Connett.

The JOHN ARMSTRONG was built and launched late in the fall of 1838. Captain John Armstrong, a veteran boatman and brother-in-law of Addison Marshall of Madison, contracted for a steamer of about 145 tons (136' x 22' x 5'). Enrolled 15 February 1839 at Louisville, Kentucky the vessel was heavily mortgaged and may well have been sold after her maiden voyage to New Orleans where she was enrolled 27 February 1840 with Capt. F. M. Strick as owner.

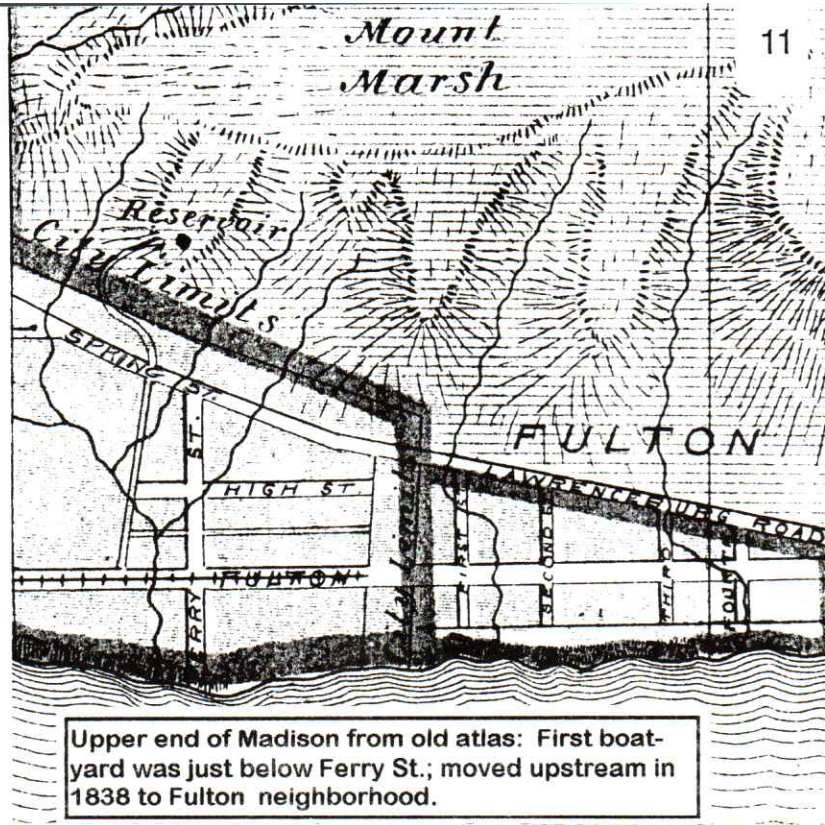
In the spring of 1839 the keel of another steamer, the NEW ARGO. Launched during the summer of 1839, the NEW ARGO, 140 tons (135' x 22' x 5') was enrolled at Cincinnati 29 October 1839.

NEW ARGO was built for Capt. John Armstrong and Philip Swigert specifically for the Kentucky River trade, Louisville and Frankfort. On January 18, 1840, on her maiden trip to Frankfort, she took the legislature and governor down river to see the recently completed Lock No. 4 (dam unfinished), prompting the legislature to adopt a resolution of support for completing the construction of slackwater improvements to the headwaters. The NEW ARGO, Capt. John Armstrong, returned the following month and on February 14, 1840 was the first boat to lock through Locks 1-4, Kentucky River. John Armstrong had been the pilot on the first steamboat on the river, the KENTUCKY, a quarter century earlier. (Kentucky River Development, The Commonwealth's Waterway, Johnson and Parrish, U.S. Army Corps of Engineers.)

Also in the spring of 1839 Isaac Hooper, Simeon Hiligar and B. F. Tucker of New Orleans contracted for a hull for the ROBERT FULTON, 169 tons (157' x 22' x 5'2"). Capt. Connett remembered that the "ways" were laid parallel to the river and that the boat was launched sideways, instead of stern first, as was usual. John Howard remembered her as a sidewheel boat, single engine and very fast, - the first boat to run two trips a week between New Orleans and Bayou Sara. She was enrolled at Louisville, Kentucky 27 November 1839. While these events suggest that the financial condition in the country was improving the ROBERT PULTON was also heavily mortgaged to Joseph and William Kenny of Madison, who took over ownership of the vessel in December 1840.

Rebecca Howard gave birth to a son, Edmonds John, in March 1839. Phoebe Barmore, David's wife, died in 1839 and was buried in the old cemetery on Third Street. No record has been found. Her death left David with a six year old son and four daughters, one of whom was barely two years old. The entire Barmore family was absorbed into the Howard household to be cared for by Rebecca.

In the spring of 1840 the GOVERNOR MOREHEAD was constructed for John Washington of Newport, Kentucky. A small vessel of 98 tons (122' x 20' x 4' 3"), she was intended for the Kentucky River trade. She was enrolled 8 October 1840 in Cincinnati. This was the only construction of the year. The yard closed down and Jim Howard hired out on the river as ship carpenter and blacksmith. When contracts for steamer hulls fell off Prime Emerson migrated to St. Louis where he became a ship builder. It is believed the David Barmore returned to Jeffersonville.



In January 1841 Rebecca gave birth to a son, William French Howard. William died in October and is buried in a Madison cemetery. The Fulton yard was closed down.

In 1843 Captain Lober of Mobile, Alabama, attracted by the superior oak trees that grew around Madison, contracted with Jim Howard and David Barmore to build the MONTEZUMA, to be used on the waters of Mobile Bay. Of 170 tons (150' x 20' x 6'), she was unusual for the time in being very deep and extraordinarily strong, with high bulwarks all around and gangways like a sea going vessel. Although carrying no masts she had an Indian head as a bowsprit. Enrolled in December 1843 at Mobile.

The depression in boat building, begun in Madison in 1837 lasted fully until 1845. In the spring of 1846 Jim Howard moved to Shippingport, Kentucky, below Louisville, and established a new yard.

* * *

Sources

Phelix Adair, "Madison's First Shipyard," Madison, Indiana *Courier* 31 Dec. 1884
Charles Preston Fishbaugh, From Paddlewheels to Propellers, Indianapolis: Indiana Historical Society, 1970
Work Projects Administration, Ship Enrollments of New Orleans, L4, New Orleans: Louisiana State University, 1942
Enrollment Records, National Archives, Washington, D.C.

I was greatly assisted in this account by Jeanne Burke, genealogist and researcher; Janice Barnes, of Madison.. Jefferson County Library and Dr. Martin C. Striegel, Curator, Howard Steamboat Museum.

* * *

BOAT NAMES BEGINNING WITH "M" ARE UNLUCKY

**According to Established River Lore -
Other truths furnished upon demand!**

Capt. D. Walter Wisherd may have subscribed to the above belief as he had two boats named MAJESTIC and both of them came to unfortunate and untimely ends. Capt. Wisherd was widely known as an operator of excursion boats and from 1925 until 1942 was manager of the WASHINGTON, SAINT PAUL and SENATOR on the Ohio River for Streckfus Steamers, Inc. He died in 1954 and his second wife, Alice Braurer Wisherd, died in Cincinnati in February 1986. Capt. Wisherd had written some brief notes about his boating career and these were printed in the December 1986 *Reflector*, page 37.

A portion of Capt. Wisherd's history, particularly that dealing with his MAJESTICS (3711 and 3712), bear repeating.

"In 1914 I purchased the KEYSTONE STATE (3288) at Peoria, Illinois and converted her into an excursion boat, renamed MAJESTIC. Operated her thirteen days when she hit the intake tower at Chain of Rocks near St. Louis and sank in thirty feet of water. She had unloaded passengers at Alton and was on her way to St. Louis for the next excursion when the accident happened.

In 1919 I purchased one-half interest in the Lee Line steamers of Memphis. Remodeled the REES LEE (4709) into an excursion boat and renamed her MAJESTIC. Ran trips with her on the Mississippi, Missouri and Illinois Rivers until she burned at Havana, Illinois on May 7, 1922 while being readied for her spring opening." (Capt. Wisherd also owned the excursion steamer G. W. HILL at this time.)

Now we come to a letter which was recently sent to us by the artist Mike Boss, Hill City, Kansas (see Kaw River article, this issue) which adds to the unlucky connotation of the letter "M." The letter is undated and was written to Leslie Schroeder, Albert, Kansas by the J. W. Jenkins' Sons Music Co., 1013-15 Walnut St., Kansas City, Missouri:

Dear friend and brother:

I want to tell you below of the untimely death of one of my personal friends and a fine fellow musician sic.

You may have read in the newspapers of how Gerald Kiser, the well-known young orchestra leader of the steamer MAJESTIC lost his life the night his new song, "UNDERNEATH THE DREAMY ORIENTAL MOON" had its presentation. If so, I know you will not object to my repeating the story; if not, I am sure this will interest you.

Mr. Kiser had been working very diligently on his composition, changing a note here, a word there; no doubt building the many air castles all young composers dream, until finally, fully satisfied, he decided that this should be the night to try out the number. So that night, taking his wife and little son with him to share in the success he full expected, all made the trip on the steamer.

Needless for me to tell you of the instantaneous sic hit the number made, calling as it did for so many encores, and with the many congratulations from friends ringing in his ears, no wonder the little family was so happy. No doubt you can realize what this meant to them; the future looking brighter than ever before. However, this happiness was destined to be very short lived. As they were leaving the boat, the boy's hat fell from his head toward the water; Mr. Kiser, in reaching for it, lost his balance and was drowned.

All of us are very anxious to make it a success financially. Mrs. Kiser is depending upon the royalties to pay for the boy's musical education and, with your help, I know this can be done. I am asking you, as a brother musician, to do all you can to boost this number. - - - - -"

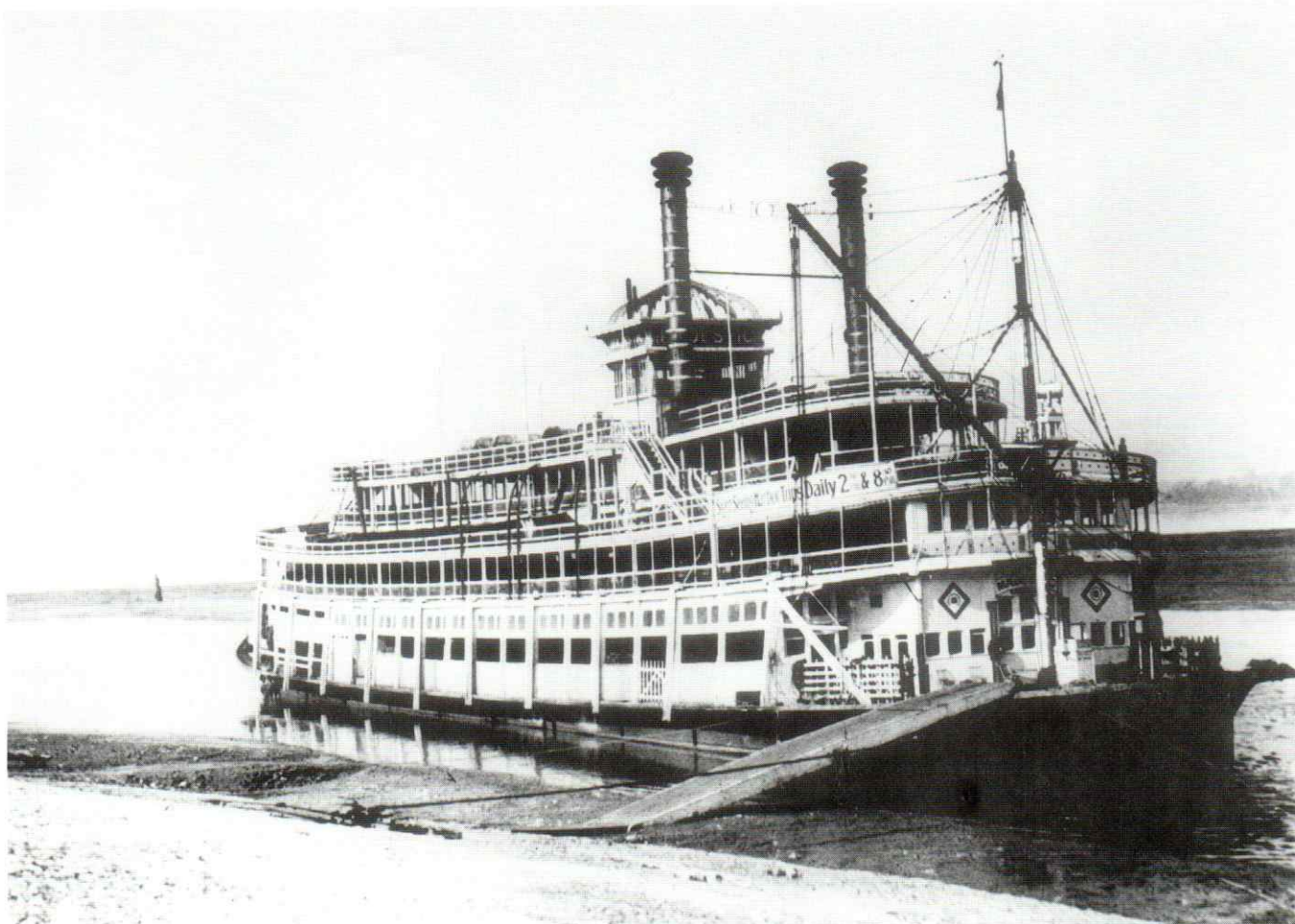
In attempting to pin down the year of this unfortunate event there is conflicting information as to when the MAJESTIC was operating at Kansas City. One source says it was 1921 while another says it was 1919, - and evidently she only tried K.C. for one year. Perhaps some Missouri reader knows the answer; we'll be interested in hearing.

The Jenkins Music Company supplied a ten-part orchestration arranged by Harry L. Alford for "UNDERNEATH THE DREAMY ORIENTAL MOON" (a fox trot); do we have volunteers for a performance at the next S&D annual meeting?

* * *

OH! LOOKS WHAT'S HERE BEST, CLASSIEST, LATEST DANCE NUMBERS ORCHESTRATIONS - 10 PARTS & PIANO \$.32 EACH

- __I Gave Her That - fox trot
- __Freckles - fox trot
- __There's a lot of Blue Eyed Marys down in Maryland - fox trot
- __The Vamp - fox trot Novelty
- __Dardanella-Oriental - fox trot
(Greatest hit of the year!)
- __Bells of St. Marys - one step
- __12th Street Rag - fox trot (new arrangement and the most melodious rag ever published)
- __Daddy, You've been a Mother to Me
- __All the Quakers are Shoulder Shakers



The MAJESTIC (3712) was built as the S. S. BROWN by Rees & Sons, Pittsburgh in 1906, steel hull, 228x50x8 L.M.V. (Rees says 228x44x6.5) for the Memphis-Vicksburg trade. Bought by the Lee Line in 1910 and ran Memphis-St. Louis until 1919 as the

REES LEE, then converted into an excursion boat by Walter Wisherd and Peters Lee. The cabin was replaced with a dance floor and bandstand. The main deck had a scenic railroad and a merry-go-round. Burned May 7, 1922. Murphy Library photo.

FATHER'S SONG A MEMORIAL.

Mother Will Save Royalties for Junior Kiser's Musical Education.

From The Kansas City Star.

The body of Gerald Kiser, the young Kansas City violinist and composer drowned in the Missouri River three weeks ago, never has been recovered. The most tangible memorial remaining for the widow and little son is the father's last composition, "Underneath the Dreamy Oriental Moon," which was played first in public the night of the young composer's death, on the excursion steamer Majestic.



JUNIOR KISER

The day he was drowned Gerald Kiser worked hard to complete the song so it would be ready for the tryout that night by the or-

chestra, in which he played on the Majestic. On the boat, before the piece was played, the young composer told his wife enthusiastically, as he romped with Junior:

"I'll make them like this one."

They did like it. The passengers that night on the Majestic applauded "Underneath the Dreamy Oriental Moon."

As the happy little family left the boat that night Kiser was drowned when he tried to recover the baby's hat, which had fallen into the water.

It is the mother's ambition that Junior become a musician "just like daddy." And the father's violin has been tenderly laid away until the baby fingers are large enough to hold the bow. Royalties from the song, the mother intends, shall be kept to insure Junior a musical education.

"Underneath the Dreamy Oriental Moon"

CHORUS

Copies of this beautiful song obtainable wherever music is sold or send 30c to
J. W. JENKINS SONS MUSIC CO.
 Kansas City, Mo.

STEVE AND BILL PRICE BUILD THEIR DREAM BOAT



William and Mary Price reside at Negley, Ohio, twelve or fifteen miles back of East Liverpool on the Upper Ohio; their business is AM&O Towing, Inc. Bill for has been talking about building a sternwheel boat, - a pleasure boat distinct from the working towboats in his AM&O fleet. Mary sends the photo above as evidence that the "dream" has become reality and we quote from her story:

Approximately six years ago, Capt. Steve Price began planning and designing a sternwheel boat as a tribute to his father. Most of Steve's life has been spent around the river and he has absorbed a lot of facts, stories and history about the boats so he used a computer to draw up the design. In the fall of 1995 Steve began cutting steel for the hull.

Early in June 2001 the new boat was ready for the water and further outfitting and final finishing. The name selected was LAUREN ELIZABETH and June 3 was the launching date. About 200 were on hand to witness the event, - neighbors, friends and the curious. With help from my daughter and granddaughter we whipped up enough food and coffee to feed the crowd.

As can be seen in the photo, the launching site was just below the Route 30 Ohio River bridge. Howard Bowers of Steubenville, Ohio trailed in a heavy-duty 1942 Sterling truck to move LAUREN ELIZABETH from her building site to riverside. This truck is chain drive with a top road speed of twenty-eight miles an hour.

As the sidewalk engineers huddled, pointed and discussed the problems and chances, designer Steve Price paced. Two mobile cranes were to do the lifting with fabricated A-frames hooked to the boat. After a last minute huddle of the experts and final adjustments to the rigging,, all was ready for the big show.

The 1942 Sterling began the job of towing the boat out of the parking lot and there was some obvious concern. A three story boat sitting on a 16-wheel dolly, hitched to an antique truck was just a little unstable. With East Liverpool's finest directing traffic and keeping the gawkers clear, the LAUREN ELIZABETH was soon out on the road and moved up to the access to the launching site. Driver Lee Bowers backed the ungainly rig smoothly between the guard rails and onto the launching pad.

Everything went like clockwork and the LAUREN ELIZABETH touched the water about 3 PM, June 3, 2001.

With the exterior having the style of a Pittsburgh poolboat the interior will house a kitchen/dining room, two large bedrooms and three bathrooms. The pilothouse will be equipped to serve as an additional bedroom as will the living room.

Will we see LAUREN ELIZABETH in September? We sincerely hope so.



* * *

- THIS AND THAT -

JUSTICE IS SERVED - FINALLY

Alan Bates has been following the slow grinding of the wheels of justice in the case of Brennan Callan, convicted many months ago of causing the sinking of the BELLE OF LOUISVILLE August 24, 1997 with malice aforethought. Mr. Callan appealed his conviction and lost that case so request leave of the court to remain free while appealing to the U.S. Supreme Court.

U.S. Chief District Judge Charles "No Nonsense" Simpson said, "Nada!" Mr. Callan may file his appeal from his personal room in the slammer, said the Judge. Well, in so many words that's what he said.

So, justice is served, - after four years. But the sad fact is that the sinking and subsequent costs triggered thereby have placed the future of the historic and unique steamboat in question. We hope that the management firm hired last summer will be successful in promoting the boat and regain her financial viability.

Thanks Alan for giving us the rest of the Brennan Callan story. Let's hope it's, THE END!

* * *

MURPHY LIBRARY RAISES FUNDS WITH MICHAEL BLASER PRINT

Friends of the Murphy Library, University of Wisconsin, La Crosse and the University Foundation commissioned well respected artist Michael Blaser to do a painting of the La Crosse riverfront. Limited edition collector prints are available as a fund raiser for the Murphy Library Endowment Fund.

The Fund was established in 1989 to support needs and projects of the library that are outside the University budget. Over the years the earnings from the Fund have been used to purchase specialized equipment and fine books, sponsor lectures and workshops, etc. In the Special Collections area, the Fund has helped to enhance the inland riverboat photographic collection, a source widely used by historians, researchers and artists working on inland river subjects.

Mr. Blaser's scene is of the excursion steamer AVALON approaching the landing on a night in August 1950. The moon is shining behind a veil of thin clouds and the AVALON has her searchlight on the landing as the pilot picks out his marks.

Full color brochure and order form may be obtained from: MURPHY LIBRARY, UNIVERSITY OF WISCONSIN, LA CROSSE, 1631 PINE ST., LA CROSSE, WI 54601.

* * *

PADUCAH HISTORICAL VIDEO AVAILABLE

Too late for our December issue was the announcement of a new video produced with cooperation of the William Clark Market House Museum, Paducah. It is titled, "History of Paducah" based upon artifacts from the Market House Museum collection and movie footage from the disastrous 1937 flood. A portion of the proceeds from sales goes to the Museum.

We haven't viewed it but Paducah has lots of railroad, river and other history to draw from. This professional production is available in VHS video or DVD format - VHS 19.95 plus \$1.20 tax; DVD \$24.95 plus \$1.50 tax; shipping \$4.95 for either. S&W Productions, 459 Broyles Ave., Paducah, KY 42003.

* * *

BOOKS BY HERBERT ROUSH

The death of author and historian Herb Roush was reported on page 35 of the December issue and copies of his books are available from the Belpre Historical Society. The local post office seems to be stiff necked about forwarding mail from the address furnished; inquiries should be directed to BELPRE HISTORICAL SOCIETY, P.O. BOX 731, BELPRE, OH 45714.

Titles available are: The Adventurer (early Belpre settler, 1757-1813), The Unknown Settlement (history of Little Hocking, Ohio, 1789-1984), T. C. Collins Boatman (diary of a flatboat man), Biography of T. C. Collins, 1832-1873. All are hardback, 6x9 inch size, privately printed by Gateway Press, Baltimore.

* * *

CAPT. LEON ASH'S PHOTO COLLECTION

Readers will recall that the sternwheel gasboat DONALD B. (built 1923 as the STANDARD) was bought some months back by Steve and Barbara (Fluegeman) Huffman. The boat was remarkably unchanged from when working as a towboat for the Brookbanks at Higginsport, Ohio. The Huffmans have refurbished and renamed the boat BARBARA H., now a floating museum. The "Historic Sternwheeler Preservation Society, Inc." (HSPS) is a non-profit for maintaining the boat and expanding educational programs with her.

Barbara bought the Ash house at Lamb, Indiana and with it came photographic negatives taken by Capt. Leon in the 1920s and 30s. A selection of twelve views is now available in calendar form, 8.5x11 inch size on heavy stock. Too late for a calendar you say, - fold back on the plastic binding and display a new towboat each month without calendar distraction.

Available from: HSPS, 11 Ashland Cove Rd., Vevay, IN 47043 at \$14.95 each plus \$3.00 mailing.

* * *



THE MAMIE S. BARRETT

#

A bargain for the handyman!

"The MAMIE is certainly in rundown condition but not yet beyond salvaging," so wrote Keith Norrington when he sent these photos. The hiding place of this once proud towboat is Deer Park, Louisiana; the remains have a look of faded Southern elegance, - perhaps a mite too faded.

MAMIE S. BARRETT (T1706) was built by Howards at Jeffersonville, Indiana in 1921, steel hull 123.2'x30'x5', compound non-condensing engines 10s,17s-7 ft. stroke, two boilers. She was built for Oscar F. Barrett of Cincinnati and sold to the U.S. Corps of Engineers in 1923. She was based at Florence, Alabama in 1925 and then valued at \$135,000.

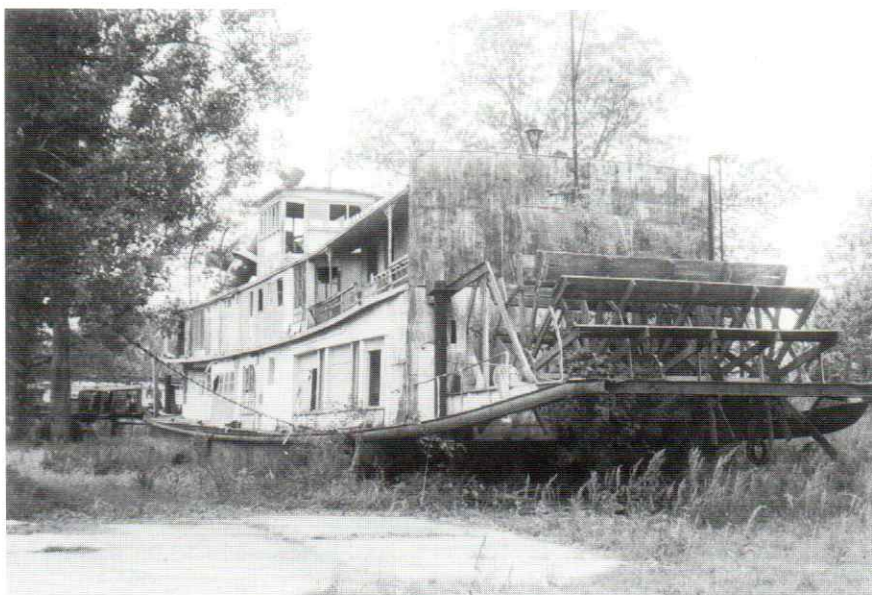
In 1926 she had moved to the Rock Island District, Upper Mississippi with dimensions then shown as 146.8'x30'x5', valued at \$83,000. The difference in length compared to when new indicates the "overall" measure adopted by the U.S.E. in 1915, helpful where there were locks and dams. (But consistency was not universal in all U.S.E. districts, we find!)

She was renamed PENNIMAN in 1935 still with the Rock Island District until retired in 1947 and sold to Vollmar Brothers Construction Co., St. Louis for use as a quarter boat.

In 1948 the PENNIMAN was owned by the Harbor Point Yacht Club, West Alton, Missouri and apparently remained there until purchased by Dick and Kathy Oberle in 1981. Her name was restored to MAMIE S. BARRETT and she was moved to Eddyville, Kentucky on the Cumberland River where, we believe, her machinery was removed.

John and Mary Hosemann bought her in 1987 for use as a restaurant and theater at Vicksburg. She was moved in 1995 to Vidalia, Louisiana, opposite Natchez, and a year later beached out in a river cut-off at Deer Park, Louisiana where she rests today, - just waiting for someone with a vision.

* * *



THE SALUDA EXPLOSION

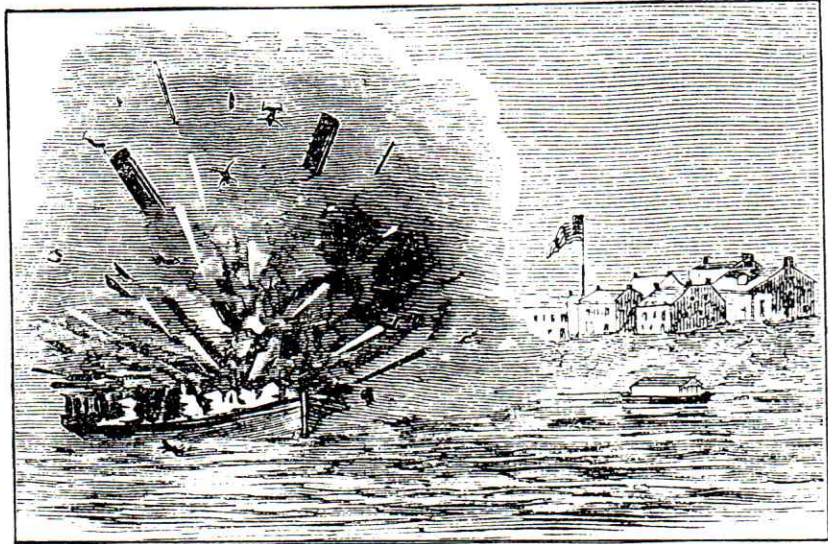
150th Anniversary Observance

April 9, 2002 will be the sesquicentennial of the explosion of the steamer SALUDA (4993) near Lexington, Missouri on the Missouri River. A commemoration of the event is planned in connection with the Missouri River Steamboat Heritage Festival, the weekend of April 6-9, 2002 at Lexington.

The SALUDA was built at St. Louis in 1846 on a hull constructed elsewhere, somewhere on the Ohio. She was 179x26.7 feet in size, sidewheel with two boilers. She operated in the St. Louis-St. Joseph trade and had been rebuilt after being snagged near Rocheport, Missouri in 1850. In 1852 she was owned by Capt. Francis T. Belt who was also her master.

A large number of Mormans en route from Great Britain to Utah booked passage on the SALUDA on her fateful trip in the spring of 1852. They had arrived in New Orleans on the steamer KENNEBEC and came up the Mississippi to St. Louis on the sidewheel PRIDE OF THE WEST (4580). They were headed for Council Bluffs, opposite Omaha, which was the starting point for The Mormon Trail to the west.

It was high water and when the SALUDA reached Lexington on or about April 4, 1852 and there was too much current for her to stem a swift stretch just above town. After several unsuccessful attempts, the captain is reported to have ordered the engineer to hang everything loose on the safety valve for another try on the morning of April 9. Folklore has it that Capt. Belt was heard to say, "We'll take this boat around the bend or blow her to hell!" but surely this would have caused dismay among the passengers, - Morman and Gentile alike. In any event, SALUDA dropped down from the landing about 7 and 1/2 o'clock on the morning of April 9 (Good Friday)



EXPLOSION OF THE SALUDA.

for another attempt. As soon as the wheels started to roll the starboard boiler, followed by the port, exploded as feed water hit the red-hot sheets.

Local sources give the time as 7:30 while James T. Lloyd's, Lloyd's Steamboat Directory and Disasters on the Western Waters, 1856 says it was earlier, - "one half past 1 o'clock A.M." The following is from Lloyd:

". . . the cabin and all the woodwork forward of the wheel-house was completely demolished and not a piece of timber was left above the guards. The boat sunk sic within a few minutes. The books were all lost and the names of all the passengers who were killed by the explosion or who sunk sic with the boat could not be ascertained. The number of those who perished is estimated at one hundred.

The commander, Capt. Belt, who was on the hurricane roof, was blown high in the air and fell against the side of a hill in Lexington, at least one hundred feet from the wreck. The second clerk, Mr. John Blackburn, was standing on the boiler deck and was also blown on shore to a considerable distance from the boat. He was taken up dead.

The mutilated bodies of a large number of the passengers of the

SALUDA were found in the streets of Lexington. Charles Labarge and Louis Gareth, the pilots, and Messrs. Clancy and Evans, the engineers, were lost; their bodies were thrown into the river and never recovered."

The exact number lost cannot be determined but there are at least 25 of the victims buried in the Machapella Cemetery in Lexington. Families in the town adopted a number of children left orphans and cared for the injured, this at a time when Mormans were often viewed with suspicion.

The bell from the SALUDA hangs in the First Christian Church at Savannah, Missouri, however, the Lexington Historical Association has a duplicate - same foundry and casting style; it is hoped that it may be part of a planned Bell Tower Memorial.

A book about the tragedy has been researched by history professors Bill Hartley and Fred Woods and will be released during the commemoration. Memorial and commemoration events will be held April 8 and 9. It will be a big time in Lexington!

Thanks to Don Stewart for bringing this festival and commemoration to our attention.

* * *

The Curtain Rises!



On January 29, 2001 the peripatetic Frank Prudent was in Jacksonville, FL and visited the Atlantic Marine yard. The Delta Queen Coastal Voyages cruise ships CAPE MAY LIGHT and CAPE COD LIGHT were well on the way to completion. The CAPE MAY (lower) is painted in final livery.

S&D Reflector has had little to say about the rapid expansion in recent years of American Classic Voyages Co. (AMCV) and not much about its recent problems except where the Mississippi System steamboats are concerned. Deep sea and most coastal shipping news is beyond our scope and we leave it to our sister publication *Steamboat Bill* of the Steamship Historical Society of America (SSHSA).

But, the Coastal Voyages ambitious project is one of the reasons the AMCV house of cards fell and with these photos at hand we can't resist a little review of these two boats. Mostly, we resort to the yellowed pages of the publicity handouts distributed in 2000, just two short years ago.

The twin boats were designed by Guido Perla and Associates of Seattle, Washington and inspired it is claimed by the look of coast-wise steamers of a hundred years ago. Not bad looking boats but a little sheer would help. They are 300x50x12.5 ft, 1,580 gross tons, diesel driven for a design speed of 13 knots (11.29 mph).

Accommodations are provided for 226 passengers in poshly furnished staterooms. Eighty-eight percent of the staterooms are outside, ranging in size from 328 sq. ft. for the top suites to 99 room ranging from 136 to 165 sq. ft. There are a half-dozen public rooms featuring, ". rich, classic New England Federal decor" including a lavish dining room at the stern of the upper deck seating 144 and an intimate bar seating 58. All sounded mighty fine, an elegance a step above the competition, with the cruise prices in the range of Group C and upwards on the DQ river boats.

Target dates for beginning service were May 5, 2001 for the CAPE MAY and August 4 for the CAPE COD. We seem to recall that the initial trip was delayed one or more times but CAPE MAY finally got out in early summer on her first cruise, Norfolk to Philadelphia. Anecdotal reports indicate that there should have been more shakedown time before paying passengers were taken aboard but, for whatever reason, the response by passengers was not entirely favorable and bookings were less



In early fall, author Ed Mueller found the CAPE COD LIGHT still a work in progress at the Marine Atlantic yard. After the AMCV bankruptcy, CAPE MAY laid up at Green Cove Springs, FL (lower) where Ed found her October 29, 2001, her funnels cut in half to clear a bridge. Sad! Sad!



than hoped for. CAPE COD did not come out as scheduled in August 2001 and CAPE MAY also missed one or more of her scheduled departures.

So, the start for Delta Queen Coastal Voyages was a rocky one, - more than just the normal shakedown of a new boat, a new crew and a new service. Maybe the market was thinner than anticipated; we get brochures from three or four companies offering similar itineraries as the new boats were to serve. It was a tough summer!

But the problem of launching Coastal Voyages was only one of the problems facing AMCV. The company's newsletter of September 2000 outlines the scope of the ambitious plans for expansion:

For the Hawaii market, two new 72,000 ton, 1,900 passenger vessels were under contract with an option for a third under the umbrella of the 1997 Department of Defense Appropriations Act. These would be owned by a subsidiary, - United States Lines.

The company has operated the INDEPENDENCE in Hawaii cruise service for years and now acquired the PATRIOT (from Carnival Cruise Lines, built as Holland America Line's NIEUW AMSTERDAM) to expand the service in preparation for the new ships to be completed in 2003 and 2004. INDEPENDENCE, built 1951, was extensively overhauled (\$24M) as was the foreign built PATRIOT to meet U.S. safety requirements and fit her for the Hawaii trade. Some \$30M was spent on PATRIOT but there were many problems and unhappy passengers on her early trips.

You may wonder how a U.S. ship operator could re-flag a foreign built ship for U.S.-only service, proscribed by an 1886 law; special dispensation from Congress with a commitment to build the two monsters outlined above. Senator John McCain fumed that it was, "an egregious example of pork-barrel spending" and introduced an amendment to block it, but to no avail.



Judy Patsch, Rock Island, IL went to The Crescent City over Christmas and found the three QUEENS of the Delta Queen Steamboat Co. at the Robin Street Wharf. ABOVE: the A.Q. has her stacks folded forward; the M.Q. is seen in the distance.

BELOW: D.Q. in for her last turn-around of the season and prettily decorated for the holidays. BOTTOM: 7:30 PM with next departure August 26, 2002, - we sincerely hope. Photos December 29, 2001.



Then there was the conversion of an unused casino boat into the COLUMBIA QUEEN to enter the Columbia River cruise service. This 161 passenger boat entered service in June 2000.

There was a MARAD mortgage against the AMERICAN QUEEN which had been built with a \$60M loan guarantee in 1994. The company owned the MISSISSIPPI QUEEN and the venerable DELTA QUEEN, at least there were no Federal liens against them.

On October 19, 2001 AMCV filed for Chapter 11 bankruptcy. The U.S. Maritime Administration (MARAD) under the Title XI loan guarantee program is on the hook for up to 87.5% of the loans to carry out AMCV's expansion dream. The Title XI Program has been likened to financing for floating equipment as FHA is for houses.

From the L.A. Times, Oakland (CA) Tribune and Marine News we have garnered the following tabulation of MARAD Title XI loans against AMCV vessels. We do not certify the total, just list the numbers:

COLUMBIA QUEEN -	\$35M
PATRIOT -	\$40M
AMERICAN QUEEN -	\$60M
CAPE MAY/CAPE COD -	\$80M
INDEPENDENCE -	\$24M
U. S. LINES SHIPS	\$221

PATRIOT was reportedly reclaimed by Carnival Cruise Lines; INDEPENDENCE sailed back to San Francisco to go into the mothballed fleet and was last reported tied up in Alameda; CAPE COD LIGHT is still at the Atlantic Marine yard piling up a \$58,000 month maintenance charges.

We are reminded of the words of the late Senator Everett Dirksen: "A million here and a million there and pretty soon you're talking about real money." One estimate places the scrap value of the INDEPENDENCE at between \$1M to 3M so there may be some salvage.

Thanks to Doc Hawley, Ann Zeiger, Dale Flick, Dick Rutter and Bill Judd for keeping us posted on this unfolding story.

* * *



**A GATHERING OF THE ELITE OF
PORTSMOUTH**

#

Grand Excursion on the Str. BONANZA

Dave Thomson, Sun Valley, California has an amazing talent for locating interesting boat photos and the above is an example. The print accompanied Dave's dues renewal and he wondered if any readers might identify the occasion. The photographer was Willis and Sons, 88 W. 2nd St., Portsmouth, Ohio. We dispatched a photocopy to William J. Glockner in Portsmouth, and Bill had the answers, - pronto.

On Friday, May 22, 1896 the exalted Portsmouth Cycling Club had an evening excursion trip on the BONANZA (0665) which at the time was the regular White Collar Line packet in the Cincinnati and Portsmouth trade. The Cycling Club was organized in the spring of 1893 with about fifteen members, Alexander M. Glockner, Chairman and David Stahler, Secretary. A. M. Glockner was the grandfather of our Bill Glockner. The club was incorporated

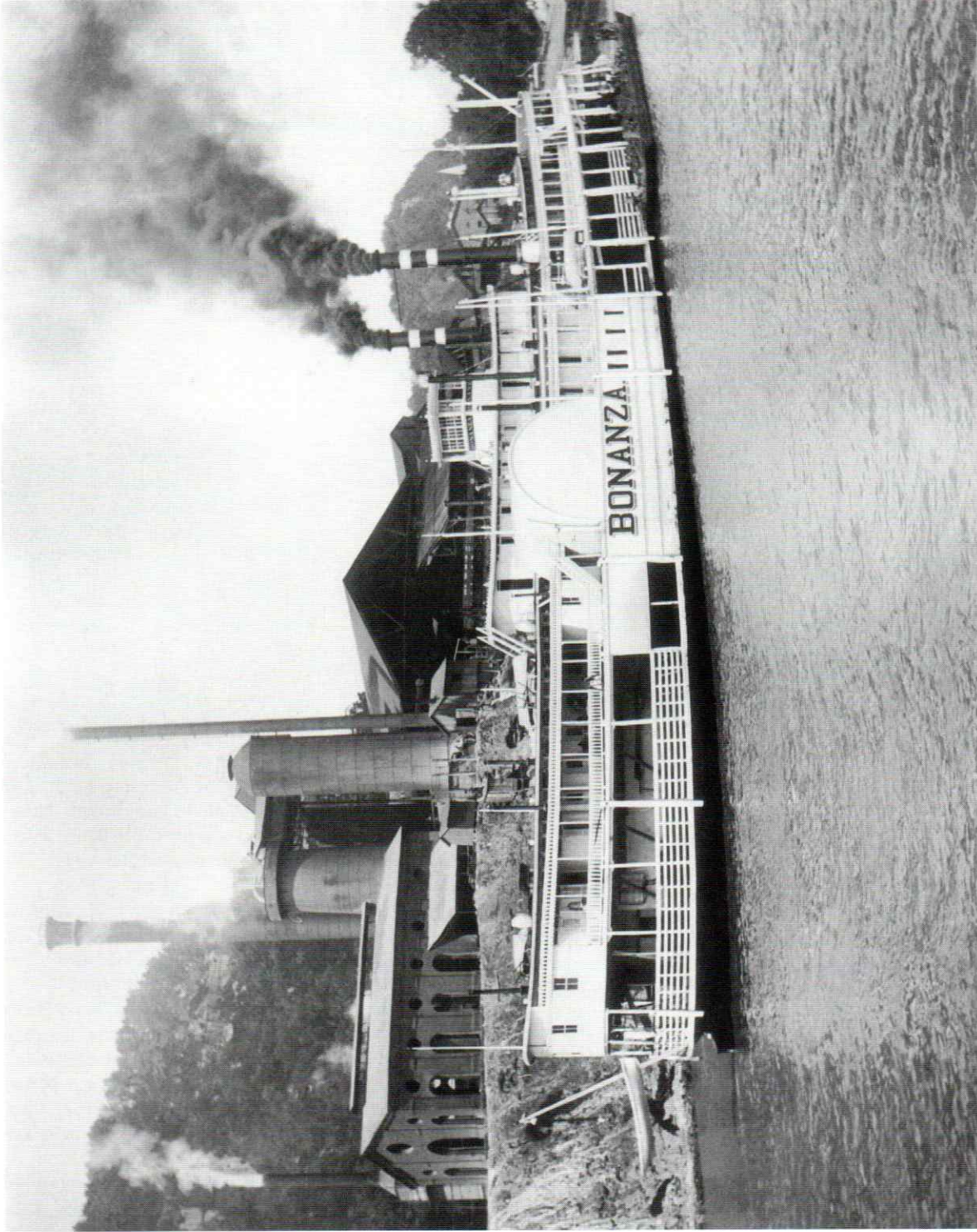
February 11, 1896 with Fred N. Tynes, President and Dan W. Conroy Secretary at which time it had thirty-five members. In the photo we count fifty-five of which four or five are women. Within a few years the membership had increased to over 200, so popular became the sport of cycling.

The Daily Times of Portsmouth had a regular column of club news, - new bikes, races, etc. The *Cycling News* for May 22, 1896, in addition to announcing the excursion, has the following items: "Miss Lucy Nurse is riding a Crescent." "Three new Elgin wheels have been seen in the Lawson family." "Napoleon McKinley has been interested in the bloomer question and, as on the money question, he straddles." William McKinley, was governor of Ohio in 1896; *The Times* seems have been Democratic.

The Willis photographic gallery later moved to 724 Chillicothe St. according to the 1899 City Directory. You might wonder about the serious expressions on the faces of the Club member; they are anticipating when the tray of magnesium flash powder will go, FOOM! and render them blind.

Our thanks to Dave Thomson and Bill Glockner.

* * *



This view of the BONANZA (0665), taken by Jesse Hughes about 1900 using his \$5 Adlake box camera, is appealing for its clarity and the background. The landing is the Hanging Rock Furnace, just below Ironton, Ohio, and the 400 foot cliff behind provides the name. The iron furnace, one of the earliest (1820), ran until WW-1.

The BONANZA was running in the Cincinnati-Pomeroy salt trade, built at Cincinnati, 1885, 267.5'x42.8'x6.7', engines 22s-7.5 ft. stroke. She was not included when the Greene Line bought the Pomeroy trade from the White Collar Line in 1904; dismantled in 1909. The roustabouts are passing coal from the flat alongside.

JESSE HUGHES' AUTOBIOGRAPHY

Ohio River Pilot at '95 Reveals His Life Story

EDITOR'S NOTE: A perusal of the indices for the S&D Reflector (available from the Secretary, \$5 each) does not indicate that the following sketch by Jesse Hughes (1876-1973) has appeared in earlier issues. It was written upon the request of the late Jim Comstock, Richwood, West Virginia for inclusion in his, West Virginia Heritage Encyclopedia, Vol. 11. It was also published in the March 6, 1971 edition of Mr. Comstock's "weakly" paper, The West Virginia Hillbilly. We have left the biography in the form of a letter, as originally written to Jim Comstock.

I am an old, worn out steamboat pilot and will soon be ninety five years old, but - I cheerfully answer your request.

My Grandfather, James Louderback, was a flat boat pilot and floated loaded flat boats down the river before steamboat pilots were required to have government license. In 1852, when the first licensing law went into effect, he secured his license to Louisville.

He lived at 2115 Chapline St. in Wheeling. In 1847 he married Miss Helen White, a native of Wheeling, whose grandfathers were Dr. John Eoff, one of the first physicians of Wheeling, for whom Eoff street was named. The other grandfather was Col. Henry Shephard who commanded Fort Henry in Indian days. Capt. Louderback exchanged his Wheeling property for a good farm in Washington County, Ohio with a man named Cram and retired from the river. He moved his family 61 miles down there (Rea's Run) to the farm in 1862.

Helen White, my grandmother, was said to have had an older brother George who was a boat builder and was one of the main men in building Henry Shreves' WASHINGTON which was built on the bank of Wheeling Creek in 1816, about where the Main Street stone bridge is now.

Louderback's family consisted of Ella, Kate, Ada, Asher, Susan, (who died) and Bernard, who later became a steamboat pilot out of Marietta, Ohio. The captain died Sept. 19, 1884, age 81. Ella Louderback married E. D. Hughes and became my mother June 7, 1876. Asher lived on that farm and died May 23, 1951. The other children scattered.

My parents moved to Wheeling in 1881, lived at 1208 Water Street. I saw the steamer SCIOTO land at Wheeling July 4, 1882 with 350 excursionists and the Captain refused to take any more. She went on up the river and at Mingo Island met another excursion boat, the JOHN LOMIS, - and she blew for the wrong side for passing and there was a collision. The SCIOTO sank and 65 people were drowned. The pilot on

the SCIOTO was blamed for the disaster and in spite of his protests was sent to Moundsville penitentiary, - served three years. An investigation later showed the other boat to blame and Capt. Dave Kellar was released and given his license.

The SCIOTO was owned by the Wheeling and Parkersburg Packet Co. and the lawsuits against it broke up the company; all their boats were sold by the U.S Marshal.

My mother died in January 1890 and my sister and I went to live with our Grandmother Louderback on the farm at Reas Run.

In 1891 I got a job as cabin boy on the Marietta packet T. N. BARNSDALL. In 1893 I worked on the new steamer SUNSHINE and had a desire to become a pilot. In a short time I was on the packet COURIER and stood my first pilot's watch May 17, 1895, while still only a cabin boy. The Captain stood watch with me during a shortage of help. A fire at Cincinnati burned up two boats and the COURIER was sold and sent to Cincinnati July 20, 1895 and I was out of a job.

On Feb. 28, 1896, I got a job on the H. K. BEDFORD with Capt. Gordon Greene. We soon became fast friends and I extended my river knowledge to Gallipolis and the Kanawha River above Charleston. In 1897 I became of age and got a pilot's license. Next, I was one of the pilots on the packet ARGAND in the Wheeling trade and soon after was changed to steamer GREENWOOD in the Pittsburgh-Charleston trade. In low water that summer the H. K. BEDFORD ran in the Maysville trade to Cincinnati.

In April 1900, Capt. Greene contracted for a low water boat which was completed Aug. 1 and took the GREENWOOD's place during low water which - was sure to come every summer when the rains quit. The new boat was called CRICKET and ran on the GREENWOOD's schedule, Pittsburgh and Charleston. CRICKET drew only 18 inches of water and gave us a chance to run just wherever the channel was. We ran a weekly, schedule.

One day below New Matamoras, mile 144 below Pittsburgh, I saw a man fording the river with a team of horses and wagon; I stopped the engines to keep from running over him. This was an unusual incident and I made a hurried sketch of it. Later, I made an oil painting of the encounter with the wagon and team and it is in the River Museum at Marietta now. We continued operating until the river got too low and then we moved- down the river farther to run.

On October 10, 1900 I joined the HARBOR 25, a little boat owned by the pilots lodge in Pittsburgh, on an annual low water trip for towboat pilots. Fifty of us were on board and the boat drew 12 inches. Rubbed the bottom many places such as the head of Wheeling Island when the river gauge at the wharf showed seven inches, other places similar.



Jesse P. Hughes in the pilothouse of the W. P. SNYDER JR. at age 91, September 16, 1967. Photo by Marietta Times.

That winter the CRICKET ran in Big Sandy River to Pikeville which was Hatfield-McCoy country then but we had no trouble with anyone. This trade was continued for four years while the C&O was building their tracks up to Pikeville which then settled the boating on Big Sandy. The CRICKET also towed three different showboats at various times.

In November 1904 Capt. Greene and Capt. William E. Roe bought the TACOMA, HENRY M. STANLEY, COURIER and M. P. WELLS from

the White Collar Line and all the packet trades above Cincinnati. I was put on the TACOMA in the Cincinnati-Pomeroy-Charleston trade. There I continued on for fourteen years.

In 1918 I traded my interest in these boats for the steamer LEROY and the Charleston-Gallipolis trade. This continued for two years when the LEROY was sold to Pittsburgh people and ran in the Monongahala River. In 1921 I became the steambot agent at Ashland, Kentucky and continued for five years.

I had married Miss Telia Vaughan in 1903 and we lived in Catlettsburg, her original home, when I was working in Ashland. In 1926 I was transferred to Huntington, West Virginia, where I was manager of Greene Terminal Co. In 1930 we bought a home on 5th Avenue, Huntington and lived there.

The winter of 1917-1918 was a terrible time for the boats. In the spring break-up many were lost and the Cincinnati-Louisville boats were among them. Mr. John W. Hubbard, the Shovel King, and Capt. W. E. Roe took over the Louisville trade. A new steel side wheel boat CINCINNATI was built and started out with a Mardi Gras trip and came back. Evidently the trade proved too expensive to make any profit; the planned second boat, uncompleted, was sold to the Coney Island and named ISLAND QUEEN.

In 1927, Capt. Gordon Greene died suddenly at home in Cincinnati and his body was taken back to his home town of Newport, Ohio, on his steamer TOM GREENE.

The CINCINNATI opened the celebration on the completion of canalization of Ohio River. Capt. James Rowley and I were the pilots on that trip, October 19-25, 1929 from Pittsburgh to Cairo, just as the great depression came on.

In the spring of 1931 the Louisville and Cincinnati Packet Co. went bankrupt and the Greene Line bought the trade. The CINCINNATI was sold to the Streckfus Line, was rebuilt as an excursion boat and taken to New Orleans, renamed PRESIDENT and is still there today. (In 2002 she is afloat at Vicksburg, now an idle casino boat. Ed.)

In 1935 the Greene Line bought the CAPE GIRARDEAU from the Eagle Packet Co. at Louis, renamed it GORDON C. GREENE and entered into the tourist trade. It was the right time for in a few years the war brought on many restrictions. The boat was a financial success and made

good money every trip under Mrs. (Gordon) Greene's management with the help of her sons Chris and Tom Greene. Chris Greene died suddenly on October 20th, 1944

On December 8, 1946 the Greene Line bought the DELTA QUEEN in California and she went into service on the Ohio and Mississippi in the summer of 1948. With the war over the tourist business slowed down and on July 10th, 1950 Capt. Tom Greene died at Evansville. Capt. Mary B. Greene had died on board the DELTA QUEEN, April 22, 1949,

I have been drawing pictures ever since I saw ad of the Cincinnati Art School and secured another captain to run the TACOMA while I went to school. I was the oldest one in the class and attracted much attention. A newspaper writer called on me one day and that spread the news. One day later the telephone rang and the call was from the river. The steamer GREENLAND was laying there loaded with- people to go to Coney Island and no pilot so there was nothing else to do but leave the class in a hurry, went to the boat and went to work.

That was the end of my art studies but it was very interesting and I learned to paint. Later on, I made over a hundred paintings of steamboats and they are scattered over the U. S.; one picture is in Hawaii. A few are in the River Museum at Marietta, one in the Cabildo in New Orleans and they are scattered around Cincinnati, Louisville and St. Louis.

Then I wrote a book, of river lore as I had seen it. But, could not find a publisher who would take a chance on printing it.

Over the years I made river sketches which lay around the house and one day Mr. Ben Kline saw them. He said, "I can publish that and make a nice booklet of it," so that is how the river Sketch Book came about. It was published by the Picture Marine Publishing Co., Young and

Kline of Cincinnati. The sketches included the Pittsburgh harbor in 1899 from the Smithfield Street Bridge. There is a picture of the Wheeling wharf with the RUTH and LEROY and the Crockard and Booth wharf boat. Also, a sketch from the (Wheeling) Bridge looking down on a bunch of steamboats lying at the wharf, - R. E. PHILIPS, COURIER, H. K. BEDFORD, HUDSON, IRON QUEEN and the big wharfboat; the date is 1893.

There is a sketch of a pontoon bridge at 12th Street over to Wheeling Island to attend the fair in September, 1882. It was during low water when all the boats were tied up; it was a long walk up to the Suspension Bridge and across and down to the Fair grounds. Everyone did not have a carriage and there were no automobiles then. So, this pontoon (bridge) was made from the decked barges on Capt. Prince's fleet above the wharf. They charged a penny to walk across and lots of people crossed. My Dad and I did.

There are sketches of the steamers ANDES, COURIER, H. K. BEDFORD, T. N. BARNSDALL, CRICKET (towing a showboat), CITY OF WHEELING, the steamer INDIANA at Cincinnati with a colored reproduction of the DELTA QUEEN, and a picture of the Canal Street ferries at New Orleans. And a lot more, but I forget just what others. There were 2000 copies printed but there was a slow sale for them. They sold on the DELTA QUEEN for \$2.00 but finally they were closed out to the River Museum at Marietta for ninety cents. They were published in 1951.

[Cap'n Hughes' Steamboat Sketchbook was later reissued by Richardson Printing Co. and is available from Campus Martius Museum, 201 Second St., Marietta, OH 45750. (740) 373-3750]

I have been over the river when it was very low and I have also been on it in flood stage, - when residents were shooting at the boat for making waves. I have been on the smallest boats

and also the largest. Took the side wheel AMERICA to Pittsburgh and back in 1923, side wheel CINCINNATI to Pittsburgh and back and later made the celebration cruise to Cairo when the slackwater was completed in 1929. Have been on most of the best stern wheel boats in their day of operation.

Dame Fortune has smiled on me as I have had some close calls but never a bad accident. I had masters and pilots license from Pittsburgh to Cairo and down the Mississippi to Chalmette below New Orleans. I had fourteen: Issues of 5 year duration and was refused the fifteenth issue on account of my vision. I made my last trip on DELTA QUEEN and retired at the age of 86 years.

I will be 95 this coming June (1971) and now taking things easy as you can tell by the length of this letter. I am living with my son-in-law and daughter and we have a mobile home here in Florida with a colony of others; will go back to Louisville in the spring if everything goes right.

Now, I will close before I make any more blunders in the typing.

Jesse P. Hughes.

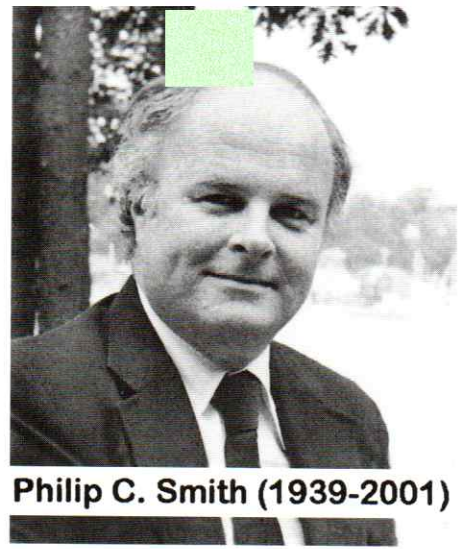
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NEW BOAT FOR THE COLUMBIA!

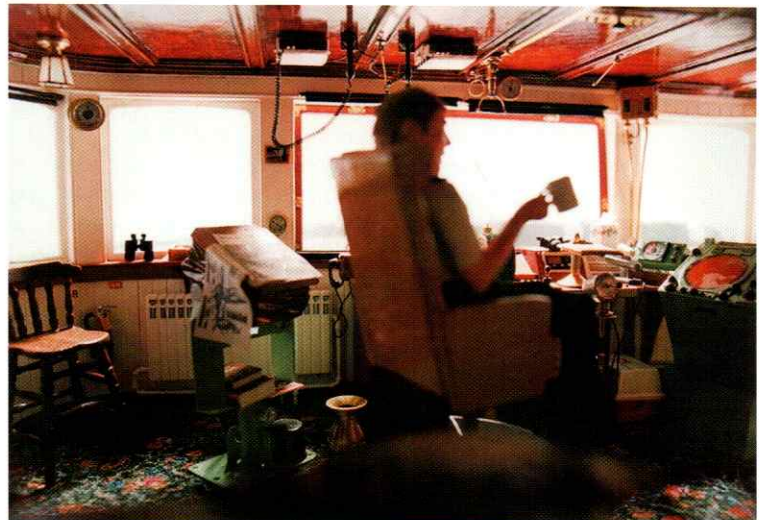
As some fortunes fade others are on the rise. The lay-up of Delta Queen Steamboat Co.'s COLUMBIA QUEEN leaves a hole to be filled in the Columbia River cruise trade.

American West Steamboat Co., Seattle, has signed a contract for a new cruise boat as a companion to its successful sternwheeler QUEEN OF THE WEST. The new boat will be much like the QUEEN in appearance and layout but stretched to accommodate 236 passengers as compared to 163 on the first boat. She will be 360'x58', sternwheel, diesel-hydraulic drive and built by Nichols Brothers Boat Builders, Freeland, WA. The name chosen is EMPRESS OF THE NORTH and completion early in 2003 is anticipated. Cost, \$50 million.

Our thanks to reader Bill Judd.



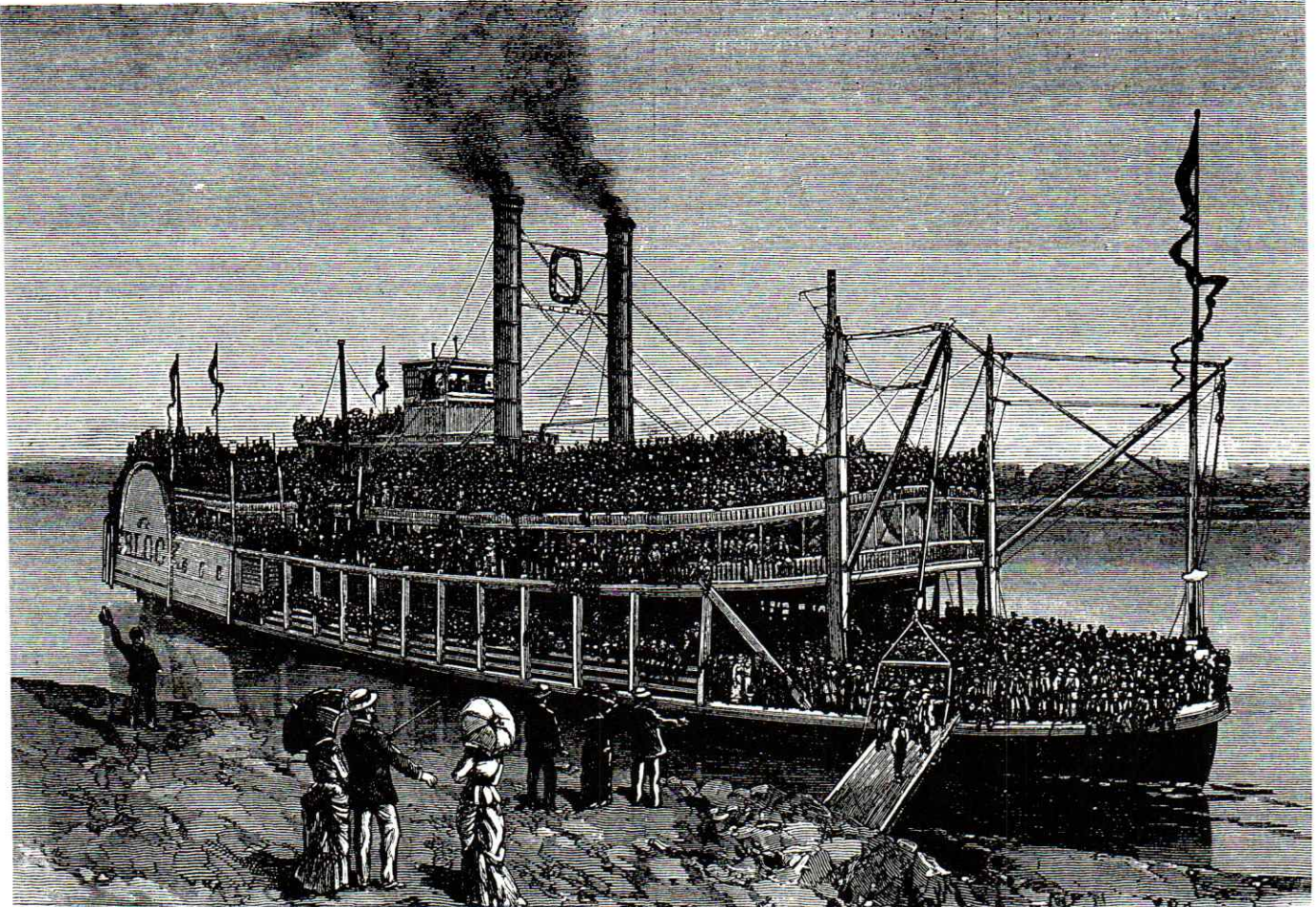
Philip C. Smith (1939-2001)



The death of Chad Smith on May 30, 2001 was reported in the December issue and we here display some of his talented work in creating miniatures. Chad was introduced to the DELTA QUEEN in 1985 by his wife Meredith and then reproduced the boat, top left, at $1/16"=1'$ scale (17 inches).

The stern of the D.Q. at $1/4"=1'$ has an operational wheel of 2,300 pieces. Only colored lights on the calliope are missing.

Above is the pilothouse of the D.Q. was done in 1990 at $3/4"=1'$. The floor to ceiling height is a little over five inches and the pilot drinking coffee is Capt. Adrian Hargrove. All details were measured and then built from scratch including the brass spittoon and binoculars on the window sill. A miniature Texas Lounge (not shown) was built in 1,500 hours, scale of $1/2"=1'$, height four inches and with lights and music.



Another identification on the photograph from which this engraving is made says "Parlor Grove, Ky., by D. C. Redington." Could be, - but the background resembles Maysville; we'll accept Harper's word for location.

CHEAP EXCURSIONS ON THE OHIO

Harper's Weekly, June 18, 1881:

"Cheap excursions are a feature of the summer months on the Ohio River, and nearly all classes participate in them, but not all to the same extent. The laboring people of the larger cities, and especially of Cincinnati and Louisville, take advantage of Sunday and other holidays to get out of town with their families and at the same time enjoy a ride on the river. They have many discomforts but, no matter how crowded the boat may be on one Sunday the same class - principally Germans - is ready for another excursion on the following Sunday.

In the summer the steamers used for cheap excursions are those which have ceased to run in their regular trades because of low water. The THOMAS SHERLOCK (5376) is the largest steamer engaged in the Cincinnati and New Orleans trade. She is 285 feet long with a capacity of 1,700 tons. The excursion illustrated was extensively advertised and the steamer chartered to make a trip to Maysville, Kentucky, sixty miles, and return for \$300. The fare for the round trip had been fixed at fifty cents and the number on board was variously estimated at from 1,500 to 3,000, the latter figure including children. No liquors were sold but refreshments could be purchased on the boat. She left the wharf

in the morning and returned after midnight.

A recent event leads to the inquiry, - Is there extraordinary danger attached to these monster excursions? There are two viz., - the boilers of a suitable steamboat are two, three, four or more in number, ranged horizontally side by side, lengthwise of the boat, on the lower deck immediately over the furnace and are communicating. Should a passing steamboat, or any object on either shore, induce the people to congregate on one side of the boat, she would be so listed that a portion of the water from some of the boilers would find its level in the others. The other danger is from capsizing under certain circumstances. But while these

two dangers are mentioned as imminent, the writer cannot recall to memory a serious accident that has occurred from either of the causes named.

Special excursion permits are issued to steamers by United States local inspectors but these have heretofore been in some cases so far disregarded that the number of passengers carried has exceeded the number permitted; but, a recent rule from the Treasury Department requires daily reports from the inspectors which will cause them to guard against a violation of these special permits.

Small towns along the river discourage the advent of large Sunday excursions from the cities, because of the disorder that is likely to prevail, but large excursion parties are organized in these same towns to visit the cities on Sunday. Passengers are added at different points for a distance of one hundred miles or more along the route of the boat, the fare being graded according to distance.

In 1870, the first Saengerfest held in Cincinnati was concluded by a monster picnic, given at a grove on the bank of the Ohio within a few miles of the city. It was estimated that 50,000 people were transported thither on not more than ten steamboats, each of which made two or three trips. As most of these people remained at the grove till a late hour of the afternoon, the reader may imagine the density of the throng on the last return trip of the boats.

(The location of the picnic was at Parlor Grove, about twelve miles downstream, opposite Rapid Run above Taylorsport, KY. Ed.)

Up to the time when the inclined planes leading to the hill-tops were constructed (See Book Review section, this issue. Ed.) short excursions by river to small towns and to picnic grounds were of daily occurrence during the summer and on Sunday it was not uncommon that six or eight



The THOMAS SHERLOCK (5376) was built in Cincinnati at the James Mack boatyard in 1873 for the Cincinnati and New Orleans trade. She was part of the consortium of boats called the "O" Line which after 1884 became part of the White Collar Line. The trademark golden "O" is mounted at the front of the boiler deck rather than between the stacks as was usual so this photo may be when she was relatively new. Her stack tops are similar to the style later adopted by the Greene Line. This must be a Sunday excursion loading from the TACOMA's wharfboat, shared by the Champion Coal & Tow Boat Co. Are they going to Parker's (later Coney Island) or Parlor Grove or elsewhere?

. On the early evening of February 16, 1891 the THOMAS SHERLOCK left the Cincinnati landing to begin another trip to New Orleans. The river was high and, after rounding to above, she ran the clear span of the Suspension Bridge before getting out of shape and striking the pier of the C&O Bridge, just ahead of her starboard engine. The stacks fell and the hull sank quickly while the upper works floated off with the passengers and crew to ground in ten miles at Cullum Ripple. Two passengers were lost.

steamers would leave the Cincinnati wharf early in the morning, all decks covered with people and with bands of music on board, to spend the day outside the city. Two causes operated toward a partial discontinuance of these excursions, viz., owners of boats began to regard Sunday excursions as disorderly; and second, the construction of inclined planes to the hill-tops provided a quick transit and pure air at less cost.

Steamers engaged in regular trade sometimes organize special excursion parties for a round trip, always including in the rates of passage both meals and berth, and these rates are usually thirty to fifty percent less than the usual fare. Other steamers establish fixed round-trip rates. The rate from Cincinnati to New Orleans and return occupying about twenty days and including meals and room from the time the steamer leaves port until she returns is forty dollars."

Ye Ed. thanks Jack White.

* * *



The sidewheel car ferry HENDERSON was unique in being the only such ferry on the Ohio built for electric interurban service. She transferred cars at Henderson, KY connecting with Evansville, IN. HENDERSON was built 1912 at Dubuque, IA, steel hull, 120x25x3.6, two gasoline engines, 120 HP total. Owned by Evansville & Ohio Valley Railway Co. Operated until 1928 when Henderson service ended.

EVANSVILLE & OHIO VALLEY RAILWAY

The street railway of Evansville, Indiana also provided interurban service east to Rockport and Grandview, Indiana (1907) and west to Mt. Vernon (1906). In 1912 a third interurban line called the Evansville, Henderson & Owensboro Railway was built to Henderson, Kentucky and this required the car ferry to cross the Ohio, - cheaper than a bridge.

In 1918 the system was reorganized and then became the Evansville & Ohio Valley Railway. The Henderson service was discontinued in 1928 following an accident in 1927 which killed four people and injuring 50. This was the end of the car ferry, - maybe a reader knows what became of her.

On the wheel house may be seen "Crescent" which was another service, the Crescent Navigation Co. On the eastern interurban at Grandview there was a launch connection with Owensboro, Kentucky, 10 miles down the river, and another with Cannelton, Indiana, about 20 miles up river. The launch service and also the line to Mt. Vernon were abandoned in 1928 but the line to Grandview lasted until 1938.

* * *



The HENDERSON at the incline on the Kentucky side of the river with an interurban car ready to come off. The ferry was single track, long enough for two cars. Photos from C. Leonard Schlamp, Evansville.



The PRESIDENT passes St. Louis Levee - last time?
PRESIDENT (4578) started out as the CINCINNATI, built at Midland, PA in 1924, 291.5x84x7.5 feet. The Louisville & Cincinnati Line went bankrupt in 1932 and with no trade for such an overnight passenger boat she was sold to Streckfus Steamers. Rebuilt for excursion service at St. Louis with an entirely new superstructure, boilers placed in the hull and converted to oil fuel. Licensed for 3,100 passengers, her guards were glass enclosed in 1944 for year-round excursion service at New Orleans. Photo by Tom Dunn.

THE PRESIDENT'S QUIET FAREWELL

by Tom Dunn

On a drab, cloudy day, November 30, 2001, the PRESIDENT made an unceremonious final passage down through the St. Louis harbor, its birthplace and former berth. A few old Streckfus Steamers crew members - Tom Dunn, Capt. Gary Desnoyer and Capt. Matt Olwig - took the excursion boat BECKY THATCHER out to greet the Grand Matron as she came down the river, towed by the REGGIE G.

It was just seventy years ago that the Streckfus brothers brought the packet steamer CINCINNATI to the St. Louis Levee to be transformed into the modern, all-steel excursion vessel, the PRESIDENT. After the rebuilding, she operated there from 1933 to 1939. PRESIDENT was so popular, even during those Depression years, that the Streckfus brothers decided to build an even bigger boat for St. Louis, the ADMIRAL.

The PRESIDENT moved south where she became a landmark at the foot of Canal Street in New Orleans from 1940 until 1985. She was the last sidewheel steamer on the river until she was dieselized in 1978. Returning to St. Louis in 1985 she cruised from below the Arch until 1990 when she was transformed by John Connelly into America's first riverboat casino before moving north to Davenport, Iowa.

The PRESIDENT made her final gambling casino cruise September 29, 2000 and was then sold to Isle of Capri Casinos. She was replaced by a new casino and the new owners are undecided as to the boat's future, thus have decided to mothball the PRESIDENT on the Yazoo River at Vicksburg, Mississippi.

Those who remember her days as a palatial excursion boat pray that this is not PRESIDENT's final resting place although future gainful employment is doubtful.

* * *

WHY THE GREENE LINE NEEDED A BOAT 1935

Member John Wunderle, Cuyahoga Falls, Ohio sends a clipping datelined Cincinnati, March 9, 1935 in which Mary B. and Tom Greene outline the reasons for buying the CAPE GIRARDEAU (0829). This momentous decision has been covered in the Jesse Hughes Diary, 1935, June 2000 issue of this magazine but the underlying rationale was not spelled out explicitly. A newspaper reporter, and we suppose he was from a Cincinnati paper, interviewed the two principals in the CAPE GIRARDEAU investment and obtained their candid thoughts.

The following are the significant portions of the article:

"Capt. Mary Greene, the only licensed woman steamboat pilot and skipper on inland waters of the United States, is smiling for she soon will have another vessel in her fleet - made necessary in part by the increase in freight business.

Once a week in the winter season one of her present three boats churns up the Ohio to Huntington, W. Va., 165 miles; daily, another idles down current to Louisville, Ky., 150 miles. The combined distance represents virtually the only portion of the entire Ohio-Mississippi system now served with passenger-freight service, Cap'n Mary said.

Next month, the steamer CAPE GIRARDEAU will come puffing 'round the bend, re-christened the GORDON GREENE, honoring the founder of the fleet. 'We had to have it,' Cap'n Mary said today. 'River freight business is picking up since last year and it looks as if it would keep improving.'

'Yes,' agreed Capt. Tom Greene, her son and a skipper and pilot in his own right. 'Until last year we had several mighty lean years.'

CONTINUED FOLLOWING PAGE -

GREENE LINE 1935 CONTINUED -

The TOM GREENE (5415), (the) present principal carrier of the line, has a capacity of 300 tons of freight and accommodations for 90 passengers.

'We have had 125 aboard but slept some of 'em in the Texas,' Cap'n Mary offered. The GORDON GREENE will carry 600 tons.

One of this week's cargoes (Louisville trade) was termed typical of the freight business done recently:

Thirty new automobiles.

One hundred tons of soap and soap powder.

Furniture.

Drums of gasoline and oil.

Crates of citrus fruit and apples.

One hundred or so rugs and rolls of linoleum.

Fifty to 75 cartons of candy.

Barrels of flour and sugar.

Boxes of canned goods.

Machinery, including parts for river dams and government boats.

'Passenger travel is not much during the winter,' Cap'n Mary continued. 'Now, tonight we have three passengers - traveling men, but when spring and summer roll around we'll have 50 to 100 every trip. And, you'd be surprised where they come from. Not the river towns, but Indianapolis, Columbus, Dayton, Hamilton, Lima, Chicago, - inland towns.

People in river cities are too close to the boats, I guess. They think they know all about them but,' - she smiled - 'I wonder if they do?'

So, the Greenes bought the CAPE GIRARDEAU and turned her into the goose-that-laid-the-golden-egg named, GORDON C. GREENE. Obviously, they saw an opportunity and had the faith to invest in the cruise trade at a time when most thought the passenger business was all gone.

Our thanks to John Wunderle.

* * *

- S&D CHAPTERS -

Chapter reports for this issue are a bit slim since we were able to cover the fall meeting of M.O.R. in the December issue. We do have a delayed report, however, from President Tom Dunn on the fall meeting of the Mississippi River Chapter.

MISSISSIPPI RIVER CHAPTER

Saturday, October 27, 2001. The Mississippi River Chapter decided there was no better place to have a gathering than aboard the LT. ROBERT E. LEE in St. Louis. This floating restaurant has been a landmark on the St. Louis Levee for over 30 years but has been basically closed since the Great Flood of 1993. The LEE had deteriorated almost to a point of no return, - it was literally on its deathbed. Thankfully, a small group of investors saved the boat and spent well over 1.5 million dollars bringing it and the restaurant back to its former glory.

Sixteen chapter members in good standing were on hand, all prominent river people, of course. True to the Chapter's reputation, they all met in the bar and gave a toast (or two or three) to the resurrection of this great boat. The members then proceeded to the main dining room where lunch was served to the group in true steamboat fashion of one long table.

The luncheon menu was a hearty gumbo and catfish, farm raised because of environmental concerns, and other items including a few libations. And, after world issues were discussed, the members were then given a grand tour of the renovations on all decks. The new owners have carried out a wonderful work and are to be congratulated and deserve all success.

Following a head count to see that no one fell overboard, the meeting was reluctantly adjourned. A good time was had by all!

The location of the spring/summer meeting will be decided later, - perhaps Grafton, Illinois in June unless better offers come to hand.

* * *

MIDDLE OHIO RIVER CHAPTER

At press time we are informed that the senior chapter plans to meet at Maysville, Kentucky the weekend of April 5-6, 2002. We understand that the remains of Beatty's Navy still graces the Maysville riverfront, undoubtedly one of the planned pilgrimages. Details on the meeting place and program will be forthcoming in a mailing to members.

Guests are always welcome. Those not on the M.O.R. mailing list may contact Secretary M'Lissa Kesterman, 3118 Pershing Ct., Cincinnati, OH 45211.

* * *

OHIO & KANAWHA CHAPTER

Next meeting is scheduled for Sunday, March 2, 2002 at the Mason County Library, Pt. Pleasant, 2 PM.

We know that work is going forward on remodeling the building for the new Point Pleasant River Museum with the aim of opening by early summer. A report from museum president Jack Fowler can be expected.

The offer to reward contributors of \$100 to the Museum Fund a copy of the hard bound book, THE HISTORY OF THE MARIETTA MANUFACTURING CO. has required a second printing. See order slip on page 31, September 2001 issue, or just scratch out a check to: Point Pleasant River Museum Foundation, P.O. Box 411, Point Pleasant, WV 25550.

* * *



This photo is from the collection of the late Charles Brown, Cincinnati. It was taken by Andrew J. Lodder aboard the DELTA QUEEN after she went into service for the Greene Line, - before the days of a stage and highbrow entertainment.

On the left is Fred Way, Jr. (1901-1992) with his friend since the 1920s, Tom R. Greene (1904-1950). The year is probably 1949 since we find no indication that Fred rode the boat the first year she came out for the Greens in 1948.

- BOOK REVIEWS -

CANAL TERMINOLOGY OF THE UNITED STATES

Canals are usually cheek-by-jowl with rivers or smaller streams for long distances, the source of the water in the canal. Therefore, this book should be of some interest to our readers.

The terminology of rivermen and canawlers is sometimes different for the same object and, in any event, canals seem to have a language all their own, - associated with mules, unique engineering structures and no necessity for definitions of snags, towheads, chutes or paddle wheels. This book fills a real need for the river fan whose curiosity starts him/her wandering off to look more closely at the remains of canals seen threading across Illinois, Indiana, Ohio, Pennsylvania and New York.

Canal Terminology of the United States by Thomas Swiftwater Hahn and Emory L. Kemp came out in 1998 but has only recently been brought to our attention. A fold-out map in the beginning shows the routes of 53 different canals in the eastern United States, the most notable public works completed in the first half of the 19th century.

This glossary is enlivened with illustrations on an average of one for every two pages. Some are vintage drawings from Leslie's and Harpers Weekly, some specific to illustrate a large or small detail and many photographs, historic and present-day. The illustrations are interesting in themselves and the reader might wish that the location (rather than just the point to be made) was included in the captions.

Rather than just succinct definitions the authors helpfully elaborate at length in many instances. An interesting example is in defining a "tunnel," not complicated but tunnels on canals were not common so there's a half-page cut of the portal of the

Paw Paw tunnel on the C&O Canal. This is accompanied by a half page written description, in part:

"There (Paw Paw, WV) the river makes a series of gargantuan loops, the tunnel route cutting across one large double loop takes one mile, whereas the river route takes six miles. Though the tunnel route required the cutting through of 3,118 feet of solid rock, the river route along the Maryland shore (Potomac River) with its impressive cliffs would also have required an extensive cutting of rock. . . The decision to proceed with the tunnel was made in February 1836, with completion date set for July 1838. Although the tunnel was holed through in 1840, it was not until 1850 that it was completed for use."

These elaborations add much to the interest of the book.

There is one slip we noted: Figure 66 on page 92 illustrates a "packet boat" with a dandy photo of the sternwheel gasboat EDITH H. She was a Little Kanawha River packet true enough but not a canal packet, - no mules nor captain manning a tiller at the stern. The "packet boat" definition, however, was in fact similar, freight and passengers, on both canal and river.

Not only does this book add and organize terms which have previously been scattered and (some) misunderstood into a useful format it is also fun for casual browsing. You may be inspired to take a walk through the Paw Paw Tunnel, - with or without a flashlight!

CANAL TERMINOLOGY OF THE UNITED STATES by Thomas Swiftwater Hahn and Emory Kemp is 8.5x11 inches in size, softbound, 139 pages, profusely illustrated. Published by Institute for the History of Technology and Industrial Archaeology, W.V.U. Order from: IHTIA, P.O. BOX 6305, MORGANTOWN, WV. 26506. Price \$15 per copy, plus postage \$3.50; check payable to "IHTIA."
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CINCINNATI, CITY OF SEVEN HILLS AND FIVE INCLINES

Shortly before press time, we received a flyer from the Cincinnati Railroad Club, Inc. announcing a new book by John H. White, Jr. John has written extensively on railroad subjects including reference works on both freight and passenger cars. Several years ago he spoke at an S&D annual meeting on the subject of the famed Cincinnati inclines, a follow-up to an article published in *Timeline*, the quarterly of the Ohio Historical Society. Now John's Cincinnati incline story is available in a new hardbound book.

The story of providing transportation up and down the seven hills of the city of Cincinnati is one of engineering and beer gardens. The inclines hauled streetcars as well as horse-drawn vehicles, trucks and foot passengers. The beer gardens and fancy restaurants were at the top of several of the inclines and served as places of respite from the humid heat and smoke of the city's downtown basin. The first incline went into service in 1872 and the last was dismantled in 1948.

The 128 page volume is illustrated with over 150 photos and other illustrations. There is one fold-out plate of the 1,000 foot Mt. Adams inclined plane track and trestle. We have not had the opportunity of leafing through the actual book but the illustrations used in the *Timeline* article were excellent.

John and brother Bob White collaborated in writing the book, *The Island Queen* published in 1995 by The University of Akron Press, Akron, OH 44325-1703.

CINCINNATI, CITY OF SEVEN HILLS AND FIVE INCLINES, available at \$34.95 plus \$6.00 shipping (Ohio residents \$2.10 sales tax) from: **CINCINNATI RAILROAD CLUB, INC., 3775 STATE ROUTE 222, BATAVIA, OH 45103.**

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- OBITUARIES -

CAPT. CHARLES W. STOLL

C. W. Stoll died in Louisville on December 10 after several years of declining health. He was 85. C.W., also known as Stolly by some, was one of the very few Charter Members of S&D remaining and was our Honorary President at the time of his death. He had remained active in the organization until the end, attending the September annual meeting and also meetings of the Board of Governors.

Capt. Stoll was born July 28, 1916 and was a graduate of Carlton College, Northfield, Minnesota. His grandfather and others had started the Stoll Oil & Refining Co. and after college C.W. joined the family business, following in the footsteps of his father. Stoll Oil became part of Sinclair Refining Corp. and later merged with Atlantic-Richfield Co. C.W. had a number of supervisory positions in the company including marketing and sales and retired in 1971 as a lubrication engineer.

But most of us have known and enjoyed C.W. as a boat fan and river historian. He became enamored of the packet SOUTHLAND which was the last to run in the Louisville-Evansville trade. While in high school C.W. was often at the wharfboat to watch the SOUTHLAND come and go and saw the end of the Louisville & Cincinnati Mail Line with its impressive CINCINNATI, faded but elegant JOHN W. HUBBARD and the nondescript KENTUCKY. C.W. once gave an amusing talk at an S&D banquet titled, "Beauty is in the Eye of the Beholder" based upon his appraisal of those boats and others.

About age fourteen he began writing dispatches of river news to *The Waterways Journal*. He was a frequent contributor to the WWJ thereafter including some feature stories. C.W. was a

supporter and prolific contributor to the *S&D Reflector*. For years he reviewed and placed in context for us the diaries of his good friend Jesse P. Hughes

He was part of the crew of the GORDON C. GREENE during her first season on the Upper Ohio, 1935. During World War II he served in the Coast Guard and was part of the famous Catfish Navy which took military craft from the building yards down to New Orleans. C.W. was on LST NO. 1 when she came down from Dravo's at Pittsburgh and later had frequent duty taking smaller craft from a yard at Ironton, Ohio down to Memphis.

Based upon his experience with the Coast Guard C.W. became a licensed pilot. He was on the DELTA QUEEN when his close friend Tom Greene brought the boat up from New Orleans in 1947 and delighted to recall that it was his license that brought her into Cincinnati the first time. C.W. was also aboard as pilot when the D.Q. went on to Pittsburgh for rebuilding and he stood regular watch on her on many occasions in the years that followed.

When the Sons and Daughters of Pioneer Rivermen was formed in 1939 C. W. Stoll was the main speaker at the first social meeting that November at Marietta. The Secretary's minute book reveals that C.W. flew from Louisville to Huntington, took the B&O up the river to Williamstown, WV and walked across the bridge just to address the meeting at the Lafayette Hotel. S&D at the time provided for two vice presidents, Upper Ohio River and Lower, and C.W. filled the latter position for many years. He was a member of the Board of Governors for several years and served as S&D's president, 1992-93.

Capt. Stoll was instrumental in promoting the acquisition of the BELLE OF LOUISVILLE by Louisville and Jefferson County,

Kentucky in 1962. He was a member of the managing board for the boat for many years and frequently served as the pilot and master when needed.

Almost equal to his love of the river and steamboats was C.W.'s interest in music. He was an accomplished pianist and served for a time as organist of his church. He delighted in demonstrating the sounds of various steamboat whistles on the organ or would play the instrument calliope-style. C.W. had a zest for life and a wide range of interests.

C. W. Stoll and Marijane Palmer were married in 1940 and from this union are daughter Christine Kramer, Owensboro, Kentucky and Charles C. Stoll, Louisville. Marijane died in 1969 and several years later he married Lucy Miller who survives. Also surviving are a sister, Mrs. Everett Ballard, a brother, George Stoll, Jr., and three stepdaughters, Geraldine Swartz, Judith Reed and Susan Burks.

Burial was in Cave Hill Cemetery, Louisville.

Thanks to Keith Norrington, Timothy Smith, Pete Dattilo, Dale Flick, Judy Patsch and Jimmy Swift their assistance.

* * *

- PASSAGES -

ELIZABETH LYON POLLOCK

Betty Pollock, widow of the late William S. Pollock, died at Lake Placid, Florida on December 30. She was born February 3, 1910 at Sewickley, Pennsylvania, daughter of Edwin and Bettie McKown Lyon. She married the late W. S. "Bill" Pollock in 1930 and frequently rode on the packets GENERAL WOOD, BETSY ANN, SENATOR CORDILL and QUEEN CITY and excursion boats WASHINGTON and SAINT PAUL with her husband who was pilot. Later, Bill worked for Campbell Transportation Co. and the Valley Line before

retiring and Betty was acquainted with many of the towboat crews, the loyal driver meeting the boats at various points along the Upper Ohio.

Betty is survived by daughter Pennie Johnson, two grandsons and great grandchildren in Florida. Burial was at Beaver, Pennsylvania.

* * *

CHARLES ALLEN SMITH, JR.

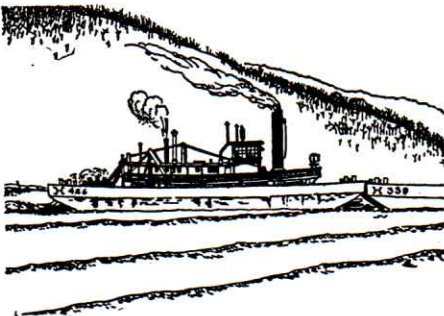
Charles Smith, Jr., Oil City, Pennsylvania died May 16, 2001, age 87. For reasons we never knew he was always "Bill Smith" and frequently signed letters or identified himself on the telephone as, "Oil City Bill."

Bill and his father were associated for years in the Oil City Sand & Gravel Co. The company had a fleet of sand barges, a digger and a small towboat named N. P. WHEELER working in the pool below Oil City. Bill's father had been manager for J. K. Davison & Bro. in the sand and gravel trade around Pittsburgh area before buying the Oil City property. Bill worked on the river out of Pittsburgh for a number of years before assuming management of Oil City Sand and Gravel from his father.

He submitted several stories of life on the poolboats in the 1920s and 30s and we could always expect a fan letter when a towboat was on the cover of the *Reflector*; photo of the OMAR on the dust jacket of *Way's Steam Towboat Directory* was a favorite. We'll miss Oil City Bill's 'phone calls and written stories.

He is survived by his wife Helen and son Peter A. Smith.

* * *



MARIE HARTFORD

Marie Hartford, 67, widow of John Hartford who died of cancer on June 4, 2001, died in a Nashville Hospital December 30, 2001. She was well known and liked in the country music business and her death from lung cancer after only a week or so in the hospital was a great shock. December 30 would have been John Hartford's 64th birthday.

Marie was known to many S&Ders, attending a number of our annual meetings. Marie often accompanied John on his road trips, taking care of details and overseeing the sales of John's music CDs and memorabilia.

Marie is survived by two daughters, two sons, her mother and a brother.

Thanks to Keith Norrington and Ralph DuPae for getting the word to us.

* * *

- BACK COVER -

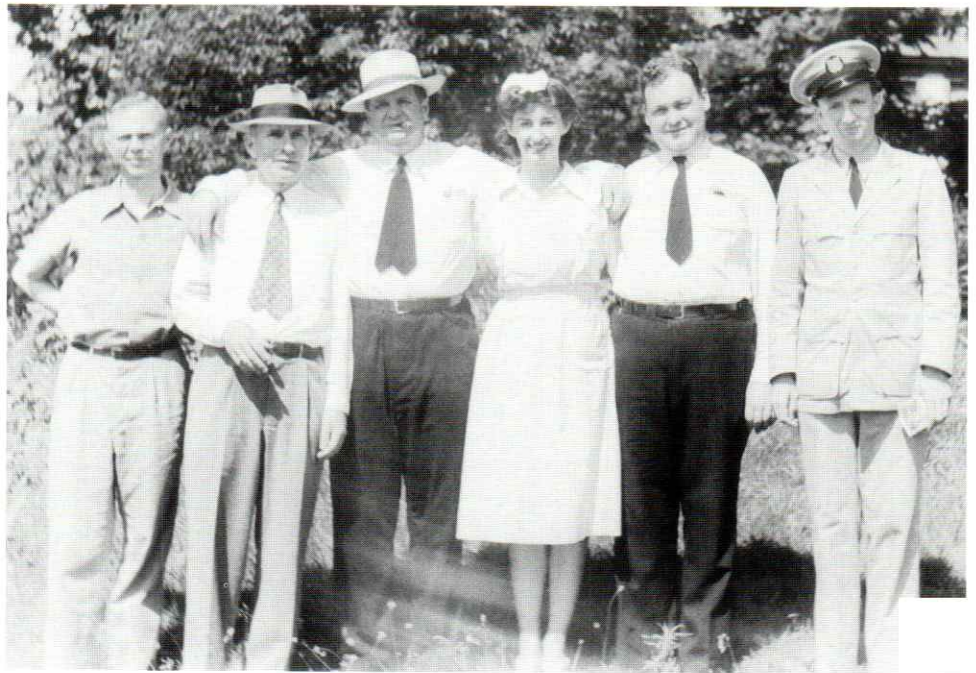
Moving coal in the Monongahela River pools about 1948.

The DONORA is moving six loaded barges out of the shore chamber of Lock 3, above Elizabeth, PA, on her way down to one of the U.S. Steel Corp. landings. Lock 3 had a 56x360 foot and a 56x720 foot chamber so six 26x175 foot barges with the towboat was the normal tow.

DONORA (T0622) was built for American Steel & Wire Co. in 1924 by Howard, 140'x32'x6', similar in size and layout to other poolboats towing from the mines to the mills in the Pittsburgh area. Became part of the Carnegie Steel Co. fleet in 1929. She was noted for her deep whistle which shook windows a mile away, - recorded on side one of the 1965 Whistle Echoes cassette tape.

The boat was retired in 1948 and dismantled at Coal Valley, PA in 1950.

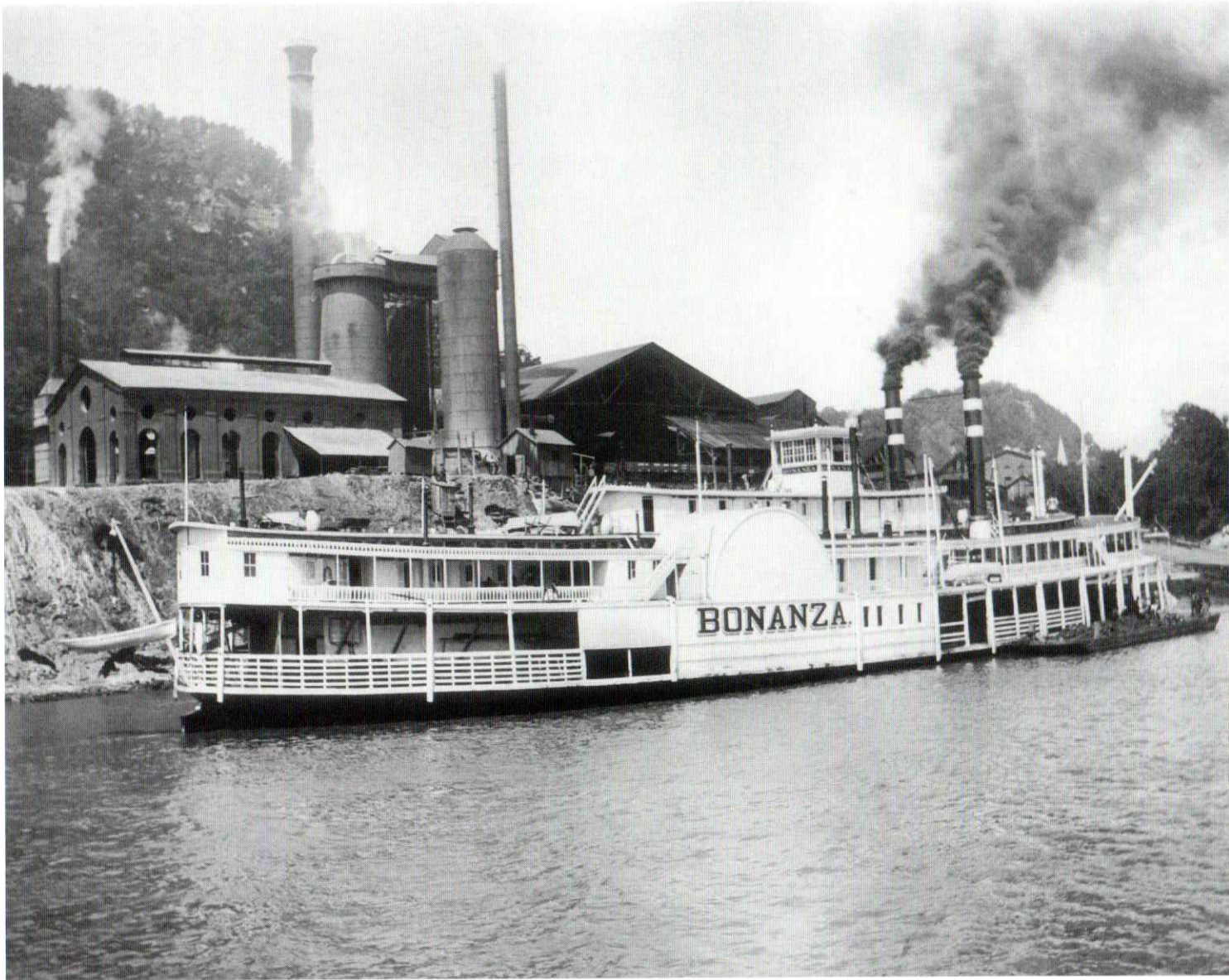
Photo and print by W. E. Reed.



These folks are standing on the hill above Hannibal, Missouri in the summer of 1944. On the left is Fred Way, then working for Ashland Oil; Donald Wright, publisher of *The Waterways Journal*; Tom Greene with his arm around Marijane Stoll; Bob McCann, purser of the GORDON GREENE; C. W. Stoll, on leave from the Coast Guard. Now, they are all gone.

DONORA
OF PITTSBURGH, PA.





This view of the BONANZA (0665), taken by Jesse Hughes about 1900 using his \$5 Adlake box camera, is appealing for its clarity and the background. The landing is the Hanging Rock Furnace, just below Ironton, Ohio, and the 400 foot cliff behind provides the name. The iron furnace, one of the earliest (1820), ran until WW-1.

The BONANZA was running in the Cincinnati-Pomeroy salt trade, built at Cincinnati, 1885, 267.5'x42.8'x6.7', engines 22s-7.5 ft. stroke. She was not included when the Greene Line bought the Pomeroy trade from the White Collar Line in 1904; dismantled in 1909. The roustabouts are passing coal from the flat alongside.

DONORA
OF PITTSBURGH, PA.

