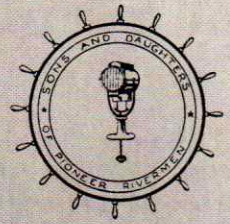


S&D

REFLECTOR

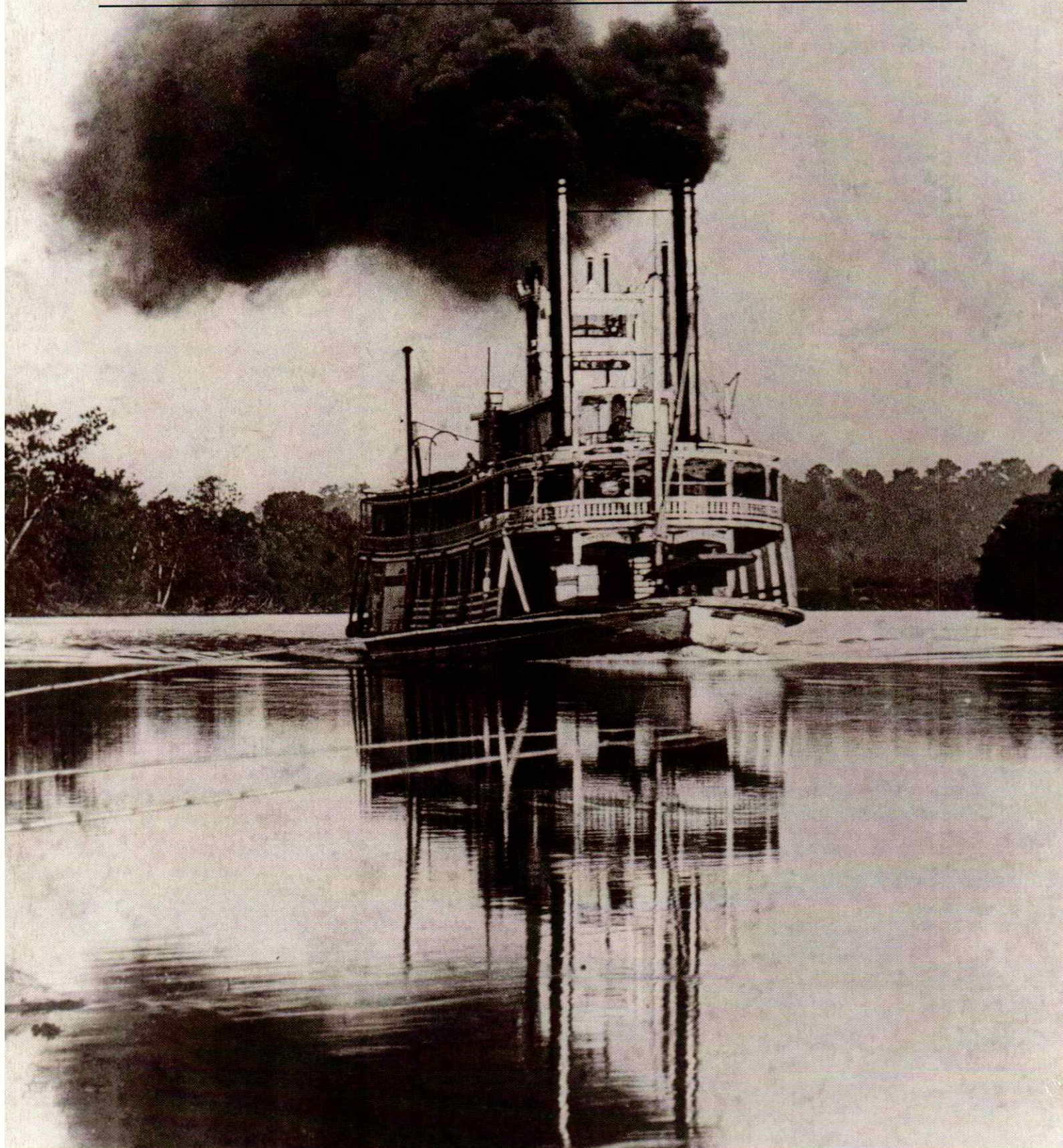
Published by Sons and Daughters
of Pioneer Rivermen



Vol. 40, No. 2

Marietta, Ohio

June 2003



- FRONT COVER -

This photograph may lack some clarity of detail but it does have action! The LORENA (3560) is coming at you "full head" somewhere on the Muskingum - it could be Rainbow Bend a short distance above the Devols Dam.

LORENA was built at the Knox Boatyard in Harmar, the west side of Marietta, in 1895. She was a near duplicate of the HIGHLAND MARY which was built the previous year and by the McConnellsville partners who owned the earlier boat.

LORENA was a fixture in the weekly Pittsburgh-Zanesville trade until 1915 when she damaged her hull by striking Possom Bar below Clarington. Burned early 1916 while awaiting repair at Point Pleasant, WV.

Photo by Kay Chandler.

- LETTERS -

Sirs: I was informed by John King of Belpre, Ohio that I could possibly get some information about a particular packet boat from the Sons & Daughters of Pioneer Rivermen.

My great-grandfather Richard S. Carr moved to Ashland, Kentucky in 1870 to become part owner of the HAWKEYE. I'm informed that the boat operated between Pittsburgh and St. Louis. If we qualify, may my wife and I join S&D?

Jim and Roberta Layne
2095 Jr. Furnace Powellsville Rd.
Franklin Furnace, OH 45629

= HAWKEYE NO. 2 seems to be the boat, - T1070 in Way's Steam Towboat Directory. In 1872 she took nine barges of petroleum from the Allegheny River to St. Louis. This was a pioneer movement of bulk product over such a long distance. HAWKEYE was owned in equal shares by Walter Tetley and S. J. Carr who was master. Richard Carr most likely part of the family; check the directory index at the local library. Welcome to S&D! Ed.

- THE FREIGHT BOOK -

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Sirs: I've been enjoying Russell Ryle's Ohio River Images but am unfamiliar with the "ice piers" marked on several of the river charts. What's an ice pier?

Myrna Myres
251 South Lenore, #3
Willits, CA 95490

= Ice piers serve as a haven from packed or moving ice which can play havoc with floating equipment. They are concrete structures, three or four, at right angles to the river bank, and most were built by the U.S. Corps of Engineers. The pressure of an ice pack and the cutting effect when moving made ice piers a welcome improvement in the days of wooden hulls. At times, they are still a real protection when the ice builds up into gorges and dams the river. Ed.

Sirs: I enjoyed the March issue and seeing the LIBERTY on the cover brought back some memories.

My playground in 1934 was old Lock No. 3 at Glen Osborne, PA. When we didn't have a rowboat and couldn't get out to ride the waves from the stern wheels we resorted to roller skates. The lock was abandoned in the early 1930s and the esplanade - particularly the paved slope - was ideal for skating.

On our way to the old lock we stopped by a convenient gas station and dipped our clamp-on skates into the pan of discarded motor oil, always available, to protect the ball bearing wheels. The object was to pick up speed on the slope and fly off the lock wall into the river - wearing only skates and union suits.

Steven D. Handy
RR 1,
New Wilmington, PA 16142

= This admission of lacing the pristine Ohio River of 1934 with used motor oil will have to be reported. Ed.

Sirs: Nice foto of the SNYDER on the back cover (March issue). Will you enlighten me as to the purpose of the two ladder-like accessories lying on the top of the roof? I am thinking seriously of building a copy of the SNYDER in a whiskey bottle for an exhibition at the San Diego Maritime Museum sometime in 2004.

Jack Hinkley
403 Amherst Ave.
Coraopolis, PA 15108

= Sharp-eyed Jack has discovered the ladder(s) carried on many of the Mon River towboats, - needed for access to loading docks, lock walls and high-riding empty barges on that busy river. Ed.

Sirs: The FANNIE DUGAN story in the March issue (page 6) was like a Paul Harvey, "Now, the Rest of the Story."

Secondly, the photos on pages 18-19 of the Buena Vista stone boat and the town in its heyday are keen! Seeing Buena Vista today it is hard to visualize such a large business.

William J. Glockner
1735 Rosemont Rd.
Portsmouth, OH 45662

= The photo of the Cincinnati Suspension Bridge is a professional print with identifications by Jesse Hughes. The stone wall in front of the Freestone Works still exists, the river now lapping its base.

Sirs: Please extend my appreciation to James Stephens for his review of my book The Five Lives of the Kentucky River in the March issue (page 33). I was particularly happy that Mr. Stephens point out the comparison between the Muskingum River and the Kentucky. I spent several happy days with Ms. Pat Archer and her staff visiting each lock and dam on the Muskingum River Parkway. Kentucky could well employ some of the same concepts.

William F. Grier
712 Cromwell Way
Lexington, KY 40503.

= The Muskingum River Parkway is a jewel overlooked by many. The Dept. of Natural Resources is undertaking the rebuild of Devol's Lock (No. 2) beginning in July. Maintenance is a large expense but this 150 year-old, 86 mile-long, state park is a civil engineering landmark. Ed.

Sirs: Another, "Rest of the Story, " this one concerning the new tourist boat EMPRESS OF THE NORTH. She was built by Nichols Boat Works, Whitby Island, WA for American West Steamboat Co. for the Alaska service.

Rough Schedule: Inside Passage to Alaska from Seattle beginning July, 2003.

Columbia and Snake Rivers from Portland beginning September, 2003.

Don Chalmers
1615 NE 201st St.
Fairview, OR 97024

= EMPRESS OF THE NORTH is a stretched copy of the earlier QUEEN OF THE WEST. Forty page brochure on the new boat available from 1-800-434-1232.

Sirs: The continuing story of the MAMIE S. BARRETT in the March issue prompts this comment. Three years ago we were offered the MAMIE by the city of Rosedale, MS. It was tempting but towing and insurance costs to our base in Indiana would have consumed most of our restoration budget. The old boat should be saved and if some individual or towing company were to donate moving services as a tax write-off we have the space for her alongside the hull of the LORETTA HOWARD.

Historic Sternwheeler Preservation Soc.
Steve and Barbara Huffman
11 Ashland Cove Rd.
Vevay, IN 47043

= The Society acquired the D. W. WISHERD or LORETTA HOWARD remains in September, 2002. Ed.

BOAT DIRECTORY SALES REPORTED

Ohio University Press has provided the following report on book sales for the last half of 2002:

Way's Packet Directory - 49 copies
Way's Steam Towboats - 16 copies

Royalty payment of \$86.20 has been deposited in JMG Fund account.

NOTICE OF ANNUAL MEETING

Sons & Daughters of Pioneer Rivermen September 12 and 13, 2003 Lafayette Hotel, Marietta, Ohio

In accordance with the S&D Constitution, the annual business meeting of the corporation is called for Saturday, September 13 at 9:30 am. Reports from officers, S&D Chapters and committee chairmen will be received and a discussion of programs and problems, if any! The election for officers and members of the Board of Governors for the following year will be conducted.

Friday evening, a general gathering and get-together for registration, socializing and conversation will be held in the hotel beginning at 8 pm. Luncheon and banquet tickets should be purchased on Friday evening.

The excursion boat VALLEY GEM has been reserved for a noon luncheon cruise on Saturday. The boat will return to the Public Landing a 2:30; remainder of the afternoon open.

The traditional banquet will be in the hotel Saturday evening. The scheduled speaker will be Richard "Dick" Rutter, A.I.A. who has been researching the design and construction of the well-known packet BETSY ANN.

PICK UP A FINAL SCHEDULE OF EVENTS AT THE LAFAYETTE FRONT DESK - WHETHER OR NOT YOU ARE STAYING AT HOTEL!

For room reservations at the Lafayette, call (800) 331-9336. Best Western Inn, Muskingum Dr., Marietta is in town; other national chains are available near I-77 on the eastern edge of town off of Ohio Route 7.

NOMINATING COMMITTEE

The following members have accepted appointment to the S&D Nominating Committee for this annual meeting:

Lee Woodruff, Cincinnati, Chair
Jim Stephens, Marietta, OH
Jack Mettey, Rabbit Hash, KY

The Nominating Committee will accept nominations for the Officer positions and three members of the Board of Governors whose terms expire this year. Members may nominate themselves or another qualified member in good standing who agrees to serve if elected. Those standing for election should run for a single office only.

The Committee will report its recommendations at the annual business meeting. Nominations should be directed to Lee Woodruff, Chairman, 1413 Meadowbright Lane, Cincinnati, OH 45230

"Lighting up the past, present and future of the Mississippi River System"

S&D REFLECTOR

Marietta, Ohio



Vol. 40, No. 2

June 2003

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Post Office Permit #73, Marietta, Ohio

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).

***S&D Reflector* INDEXES**

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

PLEASE BE AWARE!

THE U.S. POSTAL SERVICE DOES NOT FORWARD MEDIA MAIL. ADDRESS CHANGES, SEASONAL OR PERMANENT, REQUIRE NOTICE TO THE SECRETARY TO ASSURE RECEIPT OF YOUR *S&D REFLECTOR*!

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The EXCEL: Workhorse of All Trades

by Sonie Liebler

Let me introduce you to the Kansas (Kaw) River. Nowadays, the river is 170 miles in length from its mouth on the Missouri River in Kansas City to its confluence formed by the Smoky Hill and Republican Rivers at Junction City and Fort Riley, Kansas. Steamboat men in the 1850s measured the pristine river at 243 miles. An actual mileage log does exist from Captain Benjamin F. Beasley's forays up the Kaw in 1859.

The deep and narrow Smoky Hill River, 560 miles long, is formed by the North and South forks of the Cheyenne River in northern Colorado, thus giving rise to claims by the renowned Beasley that he could drive his COL. GUS LINN (1223) loaded with Gold Rush hopefuls to within 150 miles of Pikes Peak in 1859. At that time, this was still a part of Kansas Territory.

The wide Republican River reaches into the state of Nebraska for the headwaters of its 445 meandering miles to help form the Kaw. In 1855, the stern-wheel FINANCIER NO. 2 (2043) steamed up the Republican for several miles to see it was a "boatable" stream. It wasn't, as the river spread out over a great expanse of prairie, about 40 miles from its mouth. But, in those days, a sharp businessman was always looking for new routes to markets and trade.

Its principal tributary, the Big Blue River, from its head near Seward, Nebraska, flows 287 miles into the Kaw at Manhattan. The Blue was the main cause of flooding downstream and forcing the Missouri out of its banks at Kansas City. Tuttle Creek Reservoir and Dam have controlled flood waters since 1963. Milford Reservoir and Dam, on the Republican, provide relief as well.

The Kansas River Valley was the first area settled in the new territory, and remains the most heavily populated. The river drainage area consists of 613,000 square miles from areas of Kansas, Nebraska, and Colorado. From Junction City, the river flows shallow and wide, but narrows and deepens from Topeka east to Kansas City. Although its mouth is hardly 600 feet wide on the Missouri, the Kansas or Kaw is navigable to barge traffic for about seven miles upriver to reach the flour mills, grain elevators, and gravel loaders, etc., on the Armourdale and Argentine levees in Kansas City.

The EXCEL (1928) was the first steamer to ascend the Kaw. Small compared to most Ohio and Mississippi riverboats, the stern-wheeler ran on *nine* different rivers during her five-year lifetime. Along with the many trades came many owners which was typical of the steamboat business of this era.

Beginning on the Ohio River, the EXCEL moved to the Cumberland, Upper Mississippi, Illinois, Kansas, Des Moines, Missouri, Hatchie, and finally to the Osage River, a tributary of the Missouri or Big Muddy. Perusing the river news columns of 1850s newspapers and steamboat inspection records, I have tried to piece together the EXCEL's diverse career.

The stern-wheeler was built "in a fine [unnamed] shipyard located across the Youghiogheny River" from McKeesport,

Pennsylvania. Finished in June 1851, the EXCEL's hull measured 139' long, 22'2" beam, and 2'8" depth of hold. When fully loaded, she drew only three feet. Rated at 79 2/95ths tons, the steamer carried two 12s-5' engines, two boilers, 22' by 38", with a working pressure of 150 psi.

A partial description of the EXCEL can be gleaned from a daguerreotype taken of the St. Louis levee in 1854. Partial because, unfortunately, the steamer is hidden behind her wharfboat; only a portion of her stern and wheel can be seen. However, the upper parts of her cabin, skylights, hurricane deck, and pilothouse are visible. There is no texas. Her name is clearly painted on the side of the plain, flat-roofed pilothouse. The tops of her stacks are unadorned. There is no filigree or decorative work on the spreader bar. She has a roof bell and a steam whistle; a jackstaff with a nighthawk barely can be discerned. On the boiler deck, the cabin stern is square with four windows. Wagons loaded with freight await their drivers in the foreground.

Given the years of Kansas River navigation and trades, 1854-1866, it was a surprise to find this daguerreotype. No other photos of the Kaw riverboats have been found by this researcher. A drawing of the EXCEL that probably appeared in a Kansas City newspaper verifies her spare, no gingerbread top structure and shows an open main deck for cargo, - a true "no-frills" workhorse.

THE EXCEL WAS TRADED LIKE A BIG JACKKNIFE!

The EXCEL's first owner/master was Captain J. M. Calhoun, who ran her from his homeport of Pittsburgh to Wheeling, Virginia (now West Virginia), and to Cincinnati, Ohio during the remainder of 1851. According to the *Pittsburgh Gazette's* "Imports By River" columns, Wheeling cargoes consisted mainly of tobacco, wheat, apples, butter, lard, flour, wool, and merchandise. Whiskey, corn, and sundries filled out the Cincinnati cargoes. Books and ginseng were transported on one trip.

Besides printing the manifests, the *Gazette* listed port arrivals and departures—an aid to tracing a steamboat's movement as well as her cargo. Coincidentally, another future Kansas River boat, Captain William Hazlett's HARTFORD (2543) and the EXCEL were often at the Pittsburgh levee at the same time, in 1851. The FINANCIER NO. 2 (2043) built for Captain Adam Poe, in 1850, also crossed paths with the steamers, and raced the HARTFORD up the Kansas River in 1855.

The years 1852-1853 found the EXCEL running out of St. Louis under various owners to ports on the Illinois and Upper Mississippi Rivers, with cargoes of mostly meat, grains, and produce.

Perils of riverboat travel were duly reported in the newspapers. The January 13, 1853, *Gazette* printed an item from the *St. Louis News* that the "EXCEL broke her shaft 45 mi. below St. Louis and lost shaft and "water wheel" overboard—towed [to St. Louis] by GRAND TURK (2429)."

On December 20th the *Gazette* reported the steamer sank at Apple Creek on the Illinois River in five feet of water. She was towing two barges laden with grain, and was described as "...a small boat, but has had a valuable run of business during the season." She was raised and reported at the St. Louis levee three days later!

According to the steamer's Certificates of Enrollment, the EXCEL was sold to three different sets of owners during 1852. G. D. Williamson and R. G. Ferguson of Smithland, Kentucky, sold the boat to Jeremiah Miller, of St. Louis, who in turn sold her to Thomas K. Voorhies. Miller remained as Master.

In June 1853, Benjamin F. Beasley and Samuel E. Gray of St. Louis purchased the steamer. The St. Louis *News* reported the EXCEL had been sold at auction for \$6,000, price including some outstanding debts; "The sum at which the boat was bid off being \$2,150." Some outstanding debts, all right!

In 1854, Beasley sold the EXCEL to Charles K. Baker, a one-third owner. Merchants Luft and John Baker of Weston, Missouri, were the remaining two-third owners. The steamer made five documented trips upriver to supply Fort Riley.

In late 1855, the EXCEL again changed hands. Beasley purchased her for the second time to run from Memphis up the Hatchie River in Tennessee.

Then, back to the Missouri she went. Some time before March of 1856, merchants Smith and Vernon of Linn Creek, Missouri, purchased her for the Osage River trade. Linn Creek is still on the map in Camden County, on the shore of the Lake of the Ozarks. The 1855-1856 certificates are missing, but the rapid change of owners is characteristic of the steamboat era as a whole.

Ice floes could be fatal to steamers wintering at St. Louis. The February bitter cold of 1854 caught the EXCEL amidst two large Missouri River steamers, the side-wheel ELVIRA (1798) and stern-wheel F.X. AUBREY (1956). Both side-wheelers ASIA (0374) and ST. ANGE (4510) sank from damages and were not repaired. The GARDEN CITY (2202), a side-wheeler, sank but was raised, repaired, and put back in service.

The little EXCEL had been moored with the other steamers below the Marine Railway Docks at the northern part of the city. The river above and opposite the boats was frozen over and gorged—two to ten feet deep. The gorge suddenly moved forcing all six boats against the rock bluff bank, sinking three and damaging three. The St. Louis *Missouri Republican*, of February 3rd, continued: "The EXCEL was forced out on the bank and had her bow, forward guard and boiler deck badly broken up, the loss of which will probably amount to \$1,000....The EXCEL was valued at \$7,500 and was not insured, her policy having expired a day or two since. She was owned by Captain Gray and others."

By the 23rd, the ELVIRA and the F.X. AUBREY were ready to head up the Missouri and the EXCEL was loading for the Illinois River. On March 12th, the EXCEL, with Samuel F. Gray as Master, had arrived back at the St. Louis levee with a load of wheat and oats, timothy and flax seeds, whiskey, barrels of port and lard, rags, 40 plows, 6 pumps, assorted merchandise, etc., from LaSalle. Heralded as "one of the lightest boats afloat," she couldn't float forever on a rapidly falling "Sucker Creek," a monicker for the Illinois River - perhaps for the large schools of sucker fish or more likely in derision for a "river" that was too low to navigate. Illinois was then known as the "Sucker State." The side-wheel packet SUCKER STATE (5206) carried the popular nickname for Illinois while her sister-boat HAWKEYE STATE (2557) represented Iowa, both owned by the Northern Line.

ENROLLMENT.

Enrollment, in conformity to an act of the Congress of the UNITED STATES OF AMERICA, entitled "An act for enrolling and licensing SHIPS OR VESSELS, to be employed in the Coasting Trade and Fisheries, and for regulating the same;"

Charles K. Baker of St. Louis
State of Missouri

having taken or subscribed the Oath required by the said Act, and having sworn that he is owner of one undivided third part of the Vessel herein named, and Dent G. Luft (composed of Dent G. Luft and John F. Baker) of Weston Mo. own two thirds - and that all

are citizens of the United States, sole owners of the Ship or Vessel called the EXCEL of St. Louis whereof said Charles K. Baker is at present Master, and, as he hath sworn is a citizen of the United States, and that the said ship or vessel was built at New Orleans in the State of La in the year 1857 - as appears by her Enrollment No. 59 - issued at this Office and dated the twenty second day of July in the year One thousand eight hundred and fifty three - Now surrendered on change of owners and having filed Certificate of Inspection dated 23rd July, 1855 & paid Tonnage Tax at that date.

And the said Enrollment having certified that the said ship or vessel has one deck and no mast and that her length is One hundred and thirty nine feet her breadth Twenty two feet two inches her depth Two feet eight inches and that she measures Seventy nine $\frac{21}{95}$ tons;

and that she is a Steam Boat has a Cabin above Wheel astern and Pelam - head And the said Charles K. Baker having agreed to the description and admeasurement above specified, and sufficient security having been given according to the said Act, the said Steamer has been duly enrolled at the Port of St. Louis.

Given under my hand and seal of office, at the Port of St. Louis, this 10th day of April in the year one thousand eight hundred and fifty four

Above is a copy of the Enrollment for the EXCEL by Charles K. Baker of St. Louis after she was sold by Beasley and Sam Gray. We make out the other owners as Dent G. Luft and John F. Baker who seemed to be partners in another business. Dated April 10, 1854.

The March 30th *Republican* noted that the EXCEL, along with the stern-wheel GOSSAMER (2388), and the side-wheelers TROPIC (5446), and NEW LUCY (4172), had abandoned the Illinois River trade and were heading up the Missouri.

In April, Charles K. Baker of St. Louis purchased the steamer for \$7,500. Baker and his partner Charles A. Perry of Weston, MO, had obtained a government contract to deliver commissary and building supplies 243 river miles to the newly established army post, Fort Riley, up the Kansas River near present-day Junction City.

Kansas Territory had been declared officially open for settlement in 1854. Frontier entrepreneurs were anxious to establish successful steamboat traffic on the river. Many newspaper column inches were devoted to editorials and articles selling the merits of the Kansas River Valley "oasis" and the navigability of the Kaw (*Western Journal of Commerce*, 1854).

The EXCEL's five successful trips from the ports of Weston, Missouri, Leavenworth, Kansas Territory, and Kansas City to Fort Riley during May and June were enthusiastically documented in the territorial newspapers. The June 15th *Weston Frontier Reporter* grandly described the steamer as the Weston and Fort Riley Packet: "...a smart puff of a steamboat just put onto run weekly trips from Weston to Ft. Riley.... No sooner did the Nebraska-Kansas Bill pass, than a steamboat, the white man's herald of commerce, went plowing the Kansas River to the heart of Kansas Territory and now it is a regular weekly visitant." (The Kansas-Nebraska Act of 1854 left the question of slavery for future statehood up to the settlers. Ed.)

On April 22nd, the EXCEL, towing a barge filled with 200 barrels of pickled pork, grain and other stores, steamed into the Kaw. William A. Cade, later Captain and owner of the ANNIE CADE (0289) and WILLIE CADE (5845), was a roustabout on board. His is the only account of the first trip: "There were only two settlements along the river...a Delaware Indian mission near present-day Topeka and one store and a few houses near Silver Lake, a few miles beyond the mission. There were no wood yards, so many stops were made to cut wood for the hungry engines."

Numerous groundings occurred along the way. The barrels of pork had been transferred to the EXCEL, after the barge had hit a snag. The extra weight probably contributed to the steamer's grounding below the mouth of the Wakarusa River, about 30 miles from Kansas City. She waited two weeks for a rise before proceeding on up the Kaw.

Cade was also on board on the EXCEL's last trip to the fort, June 15th-22nd; this time as a helper in the engine room. After the boat was unloaded, about 60 passengers, including Army officers, boarded for an excursion up the unknown Smoky Hill River: "Of course, the pilot didn't know the channel. The boat struck a snag once and from the jar I thought we were gone for sure. But it didn't happen to make a leak. The real fun began when the pilot tried to turn the boat around for the return trip. The channel was so narrow that we were forced to take out the lines and tie them to the shore before we could turn."

Benjamin F. Beasley, a former owner of the EXCEL, was a passenger on that first trip and claimed the Kaw a "boatable stream." Beasley obviously had future plans to bring a steamer

up the Kaw. In 1859, he had the shallow-draft COLGUS LINN (1223) built especially built for the river and did dominate the trade as the only steamer to make four or five trips to Fort Riley during flood conditions. (That's another story!)

George S. Parks, editor of the Parksville (MO) *Industrial Luminary*, was a passenger on the EXCEL's last trip to the fort. His article published later in the *Herald of Freedom*, Wakarusa, K.T., October 21, 1854, gave a detailed description of the river, valley, and steamboat travel. Passengers included the Perry and Baker families, and several Army wives who were to join their husbands at the post. The trip was the first on which women traveled by steamboat on the Kaw. An Army surgeon, his wife and sister-in-law were members ". of the pleasant and agreeable company."

The steamer stopped to purchase 15 cords of wood at \$2.50 per cord from a wood yard, quickly put into operation by the Delaware Indians, after the EXCEL's first trip. A large band of Fox Indians stretched for miles over the prairie and crossed the river in front of the steamer.

Imagine steaming up an uncharted quicksand bottom river with only Indians as an astonished audience. Echoing across the valley, the EXCEL's steam whistle and belching stacks stampeded their horses.

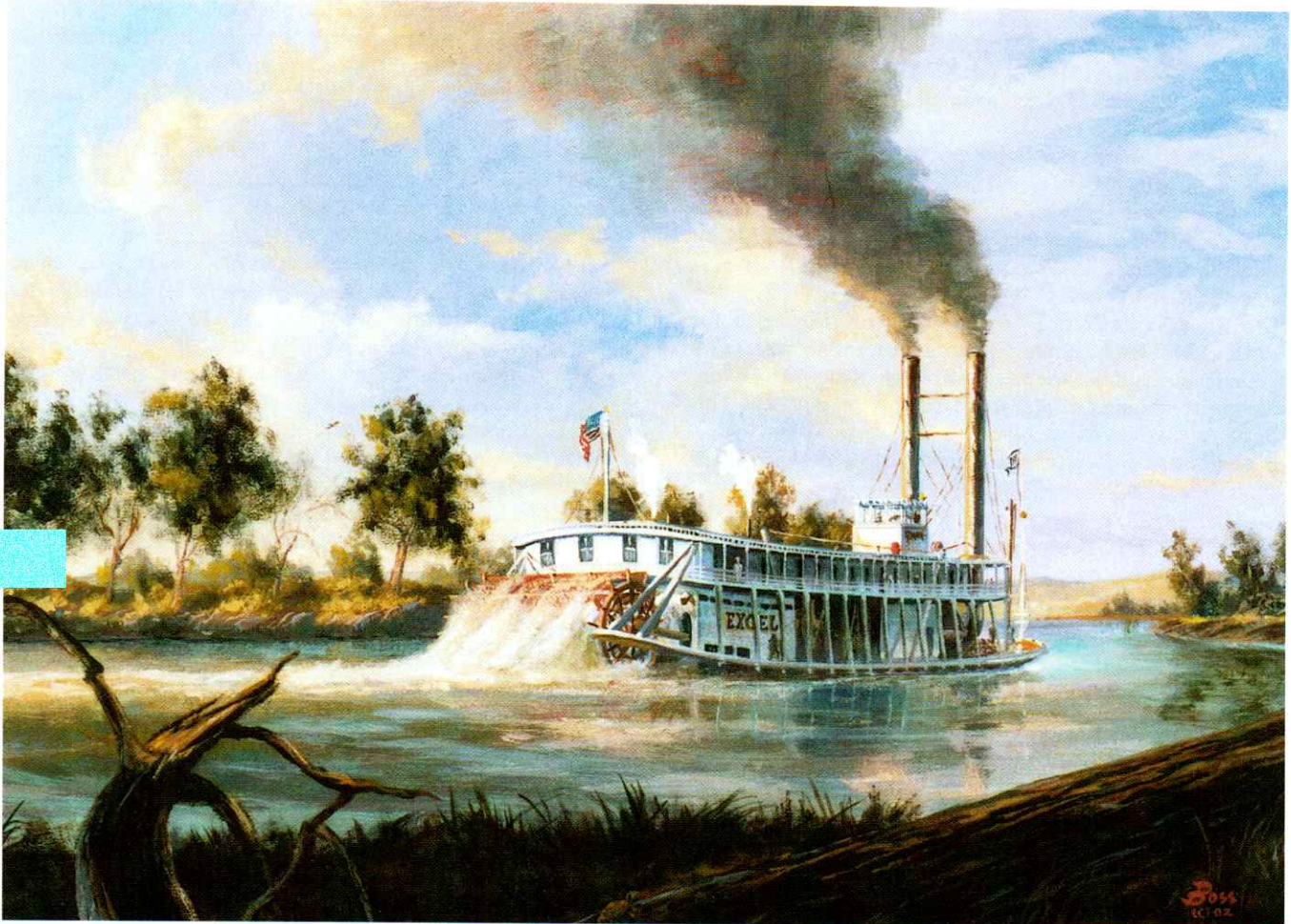
In July, after the "freshets" (floods) ceased, the EXCEL was sold to the Williams family of St. Louis. For the remainder of 1854 and most of 1855, the steamer ran from St. Louis to the ports of Hannibal, Missouri, Keokuk, Davenport, and Dubuque, Iowa, Rock Island, Illinois, St. Paul and Stillwater, Minnesota in the upper Mississippi River trades. She made at least one trip up the Des Moines River with Captain Williams at the helm.

After the EXCEL had abandoned the Kaw for lack of water, an appeal appeared in the Lawrence, Kansas *Herald of Freedom*, of October 26th. "It is desirable that a steamer of light draft be put in operation as soon as possible on the Kansas River. A small stern wheel boat, drawing not more than eighteen inches of water, could ply on the river most of the year, and be of immense value to the new colony, besides paying great profits to the owner. ...It may be proper to state in this connection, that the steamer EXCEL, mentioned by Mr. Park in his trip up the Kansas, has been withdrawn from the river, leaving no mode of travel inland after leaving the Missouri at Kansas City than by private land conveyance, a very expensive and inconvenient mode of visiting the interior."

This would become a common request on other shallow tributaries across the new West.

In late 1855, the EXCEL again changed hands, purchased by Beasley, for the second time, to run from Memphis up the Hatchie River in Tennessee. He must have liked this little "smart puff" of a steamer! Some time before March of 1856, merchants Smith and Vernon, of Linn Creek, Missouri, purchased her for the Osage River.

The 500-mile long Osage flowed into the Missouri at Jefferson City while Linn Creek was about 113 miles upriver. Linn Creek still shows on the maps, in Camden County on the south side of Lake of the Ozarks. The steamer would haul products from south-central Missouri into St. Louis and pick up provisions and cargo for riverbank settlements in the hinterlands.



Photographs from the 1850s of small boats such as the EXCEL are few indeed. A generic drawing labeled, "EXCEL, first boat on the Kaw" was found in the Riley County Historical Society, Manhattan, KS. This painting by Mike Boss, P.O. Box 23, Hill city, KS 67642 is probably closer to her true appearance. She is shown ascending the Smoky Hill River, 1854.

After wintering on the Osage, the spring thaw brought her down for St. Louis with prospects of another prosperous season under the command of Captain Bell, with Pilot Joe Fecto at the wheel. On March 23rd, the heavily loaded EXCEL hit a snag descending the Osage Chute at the mouth of the Osage River, broke in two, and sank in six feet of water. Valued at \$6,000, the steamer was insured for three-fourths her value. Her cargo was fully insured, most of which, though damaged, was salvaged and carried on to St. Louis by the stern-wheeler COL. MORGAN (1228).

The March 26th St. Louis *Missouri Republican* carried a long article on her sinking and listed the shippers and their lost cargo. The freight manifest is a good example of a typical downriver trip carrying grains, feathers, produce, furs, deer and raccoon skins, hides, feathers, venison hams, indigo, dried fruits, eggs, butter, etc.—a microcosm of the frontier economy.

A manuscript of an interview with a settler who saw the sunken wreck, describes the EXCEL's hull as having "a 2 or 3 foot flare, the only hull with that much flare I ever saw." [from the E. B. Trail Collection, a must-look for Missouri River history that can be found in the Missouri Historical Society, Columbia, MO.]

Riverboats played an exciting and priceless role in the movement of people and goods westward during the mid-1800s. The steamers provided a lifeline of communication back East to families as well as delivering goods and produce to and from the new "unknown" frontiers of a growing America. The Missouri River has been called "the road to half [of] America" of the 19th century. Her tributaries such as the Kansas and the Osage Rivers lured entrepreneurs to test the waters as well as their steamboats to make a killing by being the first steamer upriver to corner all commerce.

The EXCEL's career was typical of the "no-frills" working steamers of that era. Tramping the newly found tributaries such as the Des Moines, the Osage, and the Kaw, brought many experiences and discoveries to those aboard. During her five-year lifetime, how many river miles did this sturdy, small stern-wheeler travel? How many cords of wood did she burn? And—how many tall tales were told and how many human dramas played out aboard? She had worked on NINE rivers with a multitude of owners, captains, mud clerks, crews, roustabouts, passengers, cargoes, adventures, escapades, groundings and near misses.

- S&D CHAPTERS -

OHIO AND KANAWHA CHAPTER

Sunday, March 9 found the faithful of the O-K Chapter gathering at the unfinished Point Pleasant River Museum. As shown on page two of our March issue, the new museum is located in downtown Point Pleasant and is well on the way to a formal opening by June 1.

Meeting in the new museum brought out a crowd of 40. Jim Bupp, opened the meeting and explained his worried look by reporting that the famed treasury cigar box was down to \$40.19 and only seven stamps. The box was passed for replenishing and, when later audited, Jim's usual smile was restored.

River Museum Foundation president Jack Fowler introduced his assistant Miss Virginia Merritt. The finished work in the museum was pointed out as were the projects yet to be accomplished before the grand opening. Jack voiced appreciation for a grant of \$9,600 from the J. Mack Gamble Fund which permits building displays and the recreation of the typical towboat pilot-house on the second level of the building. An elevator at the rear of the building is in the plans when funding permits.

Around the main floor were displays of some of the recent acquisitions including a set of "steamboat" chinaware produced and sold by the late Tom Kenny and artist Bill Reed. The set was donated by Ben Tracy of Ashland, Kentucky.

There was a brass plate from the top of the capstan off of the U.S. Corps of Engineers towboat FORT AMSTRONG and other interesting relics donated by the Capt. Harry White estate.

The program for the afternoon was the viewing of a professional video made documenting the collapse of the Silver Bridge on December 15, 1967. The video commemorated the 25th anniversary of the falling of the bridge and included the recollections by a number of persons involved in the accident or the recovery afterwards. It is a well-done program with the impact heightened by a large model of the Silver Bridge on display in the museum.

All who were on hand were impressed with the functional and attractive arrangement of the new River Museum. It is a fine example of putting an historic structure - once a boat store - back to productive use while maintaining the

exterior appearance. It is close by Tu-Endi-We Park, the locus of the Ohio and Great Kanawha Rivers and within comfortable walking distance of the newly beautified Pt. Pleasant landing.

For information on museum hours or to make arrangements for tour groups call:

(304) 674-0144.

MIDDLE OHIO RIVER CHAPTER

The M.O.R. held its spring meeting in the Cincinnati area the weekend of April 4-6. Headquarters were at the Holiday Inn on the waterfront in Covington, Kentucky with the usual informal Friday evening gathering.

A group rate was available at the Cincinnati Museum Center in the former railroad terminal where a new exhibit opened on April 5. The theme is LIBERTY ON THE BOARDER: THE CIVIL WAR AND THE OHIO VALLEY and the exhibit drew fine reviews. Many were also drawn to an expansive diorama of downtown Cincinnati which is complete with moving traffic and scale buildings readily identified by those familiar with the city. Dramatic lighting effects illustrating the 24 hour day add to the realism.

Most S&Ders did not attempt to tour the new whistle garden down on the riverfront because of excessively damp weather and the congestion of a baseball game in the park nearby. The newly completed National Steamboat Monument was reported upon in our March issue.

MLissa and Rick Kesterman had a new program on the famed 1848 daguerreotype panorama of the Cincinnati waterfront. The earlier scenes were shown as they looked at several periods during the 20th century and as they are today. Reports indicate that viewers could pick out only one distant church steeple as a landmark shown in the original panorama. Perhaps in another fifty years the present stadia will be passe' and removed to recreate the building fronts of 1848! "That's progress."

The spring meeting of the M.O.R. is also the time for the annual election of officers. No report of the hotly contested election has been forthcoming; look for it in the September issue.

The Summer Meeting of the chapter is tentatively scheduled for July to view the parade of Tall Ships coming to Lake Erie July 9-20, 2003. Arrangements for a regular chapter meeting in connection with

this event are pending at press time. See an Ohio Bicentennial press release about the tall ships elsewhere in this issue.

MISSISSIPPI RIVER CHAPTER

JIM SWIFT'S CRUISE

The Sons & Daughters of Pioneer Rivermen is a organization of unique individuals who simply enjoy our Nation's inland rivers and the people that make up its rich history. There was probably no member that more exemplified this common interest than Jim Swift. With Jim's passing last October we have lost a dear friend and a wealth of river knowledge. We all know that he helped perpetuate and preserved the rivers' past in his weekly articles for 60 years in The Waterways Journal. But what he loved more were the people, - his friends that worked, entertained, and enjoyed the rivers.

"When my time comes, I want to throw a party on a boat for all my friends." That's what Jim wanted and he did it in grand style! On Saturday November 23rd, aboard the BECKY THATCHER in St. Louis, Jim had his memorial cruise where over 100 of his friends gathered. It was a beautiful sunny day.

To start, his friends were greeted on the levee with tunes from the Seamen's Church Institute calliope brought up from Paducah by Greg Menke for this special occasion. Once onboard his guests were treated to an open bar, a sumptuous buffet and live Dixieland music;

Upon departure Tom Dunn began with some introductory remarks commenting that this was a cruise ". with Jim, not for Jim." Capt. Jerry Tinkey from the Center for Maritime Education, Paducah gave the invocation stating that he didn't ordinarily pray aloud, although on occasions he prayed alone in the pilot house when confronted with a difficult river bend or bridge. Bette Gorden of the Mercantile Library assisted in displaying many of the favorite photos passengers brought of Jim, most of which were of him on boats. Nelson Spencer of The Waterways Journal brought Jim's old Royal typewriter, his S&D Mississippi Chapter coffee mug, and his infamous red sweater.

At one point in the cruise the band played a set of tunes Jim requested such as John Hartford's "Where Does An Old

Riverman Go" and "Shall We Gather At The River". Later, Dan Martin, cartoonist and journalist of the *St. Louis Post-Dispatch*, proposed a toast. Special commemorative engraved martini glasses were given out recalling Jim's fondness for martinis. Chancellor Blanche Touhill, University of Missouri-St. Louis, and John Hoover of the Mercantile Library thanked Jim for all his years of dedication to the Herman T. Pott National Inland Waterways Library, followed by Nelson Spencer who described Jim's years at the Journal.

As the cruise neared its end, the BECKY THATCHER was positioned below the Gateway Arch, a whistle salute was blown while Jim's cousins placed a wreath in the Mississippi. A burly towboat man said he had to hold back tears seeing that wreath float down the river through the bridges in the sunset, a nearby tow heading up stream and then overall the familiar strains of "Old Man River".

All disembarked as the band played "When the Saints Go Marching In." It was a great farewell to a great friend of the River.

Tom Dunn, Reporter.

**CELEBRATION OF
LAKE ERIE HERITAGE: OHIO
BICENTENNIAL TALL SHIPS,
JULY 9-20, 2003**

This event will bring to Lake Erie the largest gathering of Tall Ships in Ohio since the 1800s. Ohio's Tall Ship Challenge will encompass all suitable ports along the North Coast from Cleveland to Toledo.

Ships visiting in 2003 will be from 45 to 200 feet and will be available for public tours. The gathering is expected to draw hundreds of thousands (!) and have several millions of dollars of economic impact.

Local and state organizers are also planning events to include artists, entertainment and displays that highlight the Great Lakes' maritime history.

Visit the Tall Ships website, www.toledotallships.com,

CONTRACT BLANK

Local
No. 25



A. F. of M.

EDING, MO. SOULI MARCH 8 1928
19

The undersigned, party of the first part and second part, respectively, agree as follows:

The party of the first part hereby agrees to furnish HIS SERVICES

AS A MUSICIAN Musicians, members of Local No.

AS THEIR AGENT, to party of the second part, for \$ 30.00 PER WEEK
BOARD AND ROOM & A WEEKLY BONUS 5.00
Expenses, CALLIOPE 5.00

Total, \$ 40.00

PIANO AND CALLIOPE
THE CALLIOPE MUST BE PLAYED ON ARRIVING AT EACH TOWN, AT NOON NOT LONGER THAN 15 MINUTES AT 6 P.M. AND WHEN RUNNING MOONLIGHTS FROM 7 P.M. TO 8 P.M. HELP ON THE CALLIOPE WILL BE FURNISHED TO YOU FROM TIME TO TIME. PROMPTNESS ON THE CALLIOPE IS ESSENTIAL

The party of the second part agrees to fulfill provisions of above.

Leslie C. Swanson
Party of the First Part.

Received.....

C. W. Elder
Party of the Second Part.

Accepted.....

Recording Secretary.

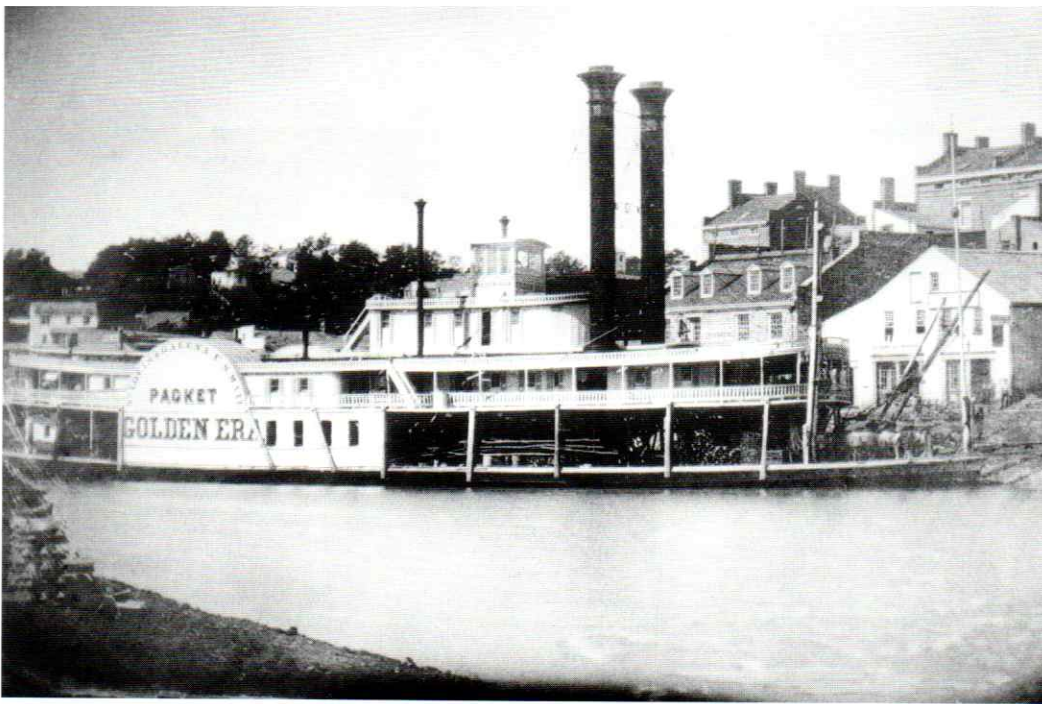
44

The death of musician, photographer, newspaperman and author Leslie Swanson is noted on page 34. This is the contract Les signed in 1928 to become a musician and calliope player on the WASHINGTON (5711). C. W. Elder, the orchestra manager, later admitted, "On tramping trips the bands played until unconscious." Les earned his \$40!



This photo is from the collection of the Howard Museum, Jeffersonville, IN. The contrast and shading in the light of early morning is attractive enough but there is also the activity of the floating dock. The location is Enterprise Docks, Pt. Pleasant, WV in 1910 and the LEROY (3427) has received hull work extending the head of the boat ten feet with decking and nosing yet to be done.

Just visible on the outside of the dock is the VALLEY BELLE (5534) which was roughly the same size as LEROY. Both boats operated on the Muskingum River for several years but at this time LEROY was owned by the Greene Line in the Gallipolis-Charleston daily trade. VALLEY BELLE was in the Marietta-Middleport trade and later became a towboat. Print by Murphy Library



The GOLDEN ERA (2368) hosted ex-President Millard Fillmore, a guest on the 1854 Grand Excursion. The boat was built at Wheeling, Virginia in 1852 for the Galena, Dunleith & Minnesota Packet Co. Not palatial compared to the later packets she was 178 ft. long by 29 ft. wide, and was grand for the time. This shows the narrow Fever (Galena) River at Galena, looking at the north bank.

THE GRAND EXCURSION

OF 1854

A complete account of the 1854 celebration is found in William J. Petersen's Steamboating on the Upper Mississippi, published 1968 by The State Historical Society of Iowa. Mr. Petersen's detailed account is based upon a number of contemporary sources which are well documented in numerous footnotes.

The most frequently cited source by Petersen is the account written for Putnam's Monthly Magazine by Miss Catherine M. Sedgwick. She penned a piece titled, The Great Excursion to the Falls of St. Anthony which appeared in Vol. IV of the magazine, summer of 1854. The notable event was also covered by reporters from many eastern and mid-western newspapers.

Dr. Petersen, who for many years was a regular attendee at S&D annual meetings, is our main source for the following account.

THE GRAND EXCURSION OF 1854

The first railroad to unite the Atlantic with the Mississippi River reached Rock Island on February 22, 1854. To celebrate

this event leading citizens of the country were invited by the firm of Sheffield and Farnam, contractors for the construction of the Chicago and Rock Island Railroad, to participate in a joint railroad and steamboat excursion to the Falls of St. Anthony. The response was so hearty and the requests for passes were so numerous that the Minnesota Packet Company was obliged to increase the number of steamboats chartered from one to five.

So lavish were the preparations that an eastern paper declared the affair, "could not be rivaled by the mightiest among the potentates of Europe." The account continues:

"Without bustle or noise, in a simple but grand manner, like everything resulting from the combined action of liberty and association, guests have been brought hither free of charge from different places, distant thousands of miles, invited by hosts to them unknown, simple contractors and directors of railroads and steamboats."

Early on the morning of June fifth the excursionists assembled at the Rock Island station in Chicago. Shortly after eight o'clock two trains of nine coaches each, gaily decorated with flowers, flags, and streamers, and drawn by powerful locomotives, left the city.

Speeches, military parades, and the discharge of cannon greeted the excursionists on every hand. A free lunch was distributed at Sheffield, Illinois. Notwithstanding frequent stops, the trains reached Rock Island at 4 p.m.

At Rock Island the GOLDEN ERA (2368), the G. W. SPARHAWK (2194), the LADY FRANKLIN (3332), the GALENA (2197) and the WAR EAGLE (5691) lay waiting to take the excursionists aboard. So large was the number of unexpected or uninvited guests that the five boats were quickly jammed, and it was necessary to charter two additional craft - the JENNY LIND and the BLACKHAWK (0632).

But accommodations still proved insufficient. According to reporter Charles A. Dana of the *New York Tribune*, "Staterooms had been allotted at Chicago, where the names had been registered; but many of the tickets had been lost, and many persons had none at all. Besides, there had been some errors husbands and wives were appointed to different boats, and several young fellows were obliged to part from the fair ladies about whom they had hitherto revolved with the most laudable devotedness."

The lack of berths caused fully one-third of the guests to renounce the

Continued on page 14.

THE GRAND EXCURSION OF 2004

In the March issue the Editor expressed some mystification about the details and plan for the reported Upper Mississippi River celebration next year. (See Letters section, right column, page 2.)

The inspiration for the 2004 whoop-de-do is a celebration in June of 1854 when the Rock Island Railroad sponsored a rail and steamboat excursion from Chicago to Rock Island and St. Paul. That affair was to mark the completion of rails to the Mississippi River and was a huge public relations success.

To enlighten us, alert reader Bill Judd promptly responded to our wonderings with the attractive press promotion folder for "Grand Excursion 2004." The following excerpts are from the press folder for a condensed version of the plans for next year. We quote:

PURPOSE

Commemorate the historic occasion of the original Grand Excursion by establishing a permanent legacy and serving as a catalyst for lasting regional initiatives and improvements along the Upper Mississippi River.

Celebrate the 150th anniversary of the Grand Excursion by developing and implementing a series of events including a Grand Flotilla, and through these celebrations bring recognition and awareness to the world.

Educate children and adults about the significance of the Grand Excursion through initiatives, curricula and special events.

PLANNING

The concept of the Grand Excursion 2004 was born in 1994 when Saint Paul began its campaign to reclaim its relationship with the Mississippi River. City leaders created a ten-year timeline with goals for accomplishing major city improvement projects. At the same time, the Saint Paul Riverfront Corporation came to learn of the historic Grand Excursion event of 1854.

Recognizing that a 150th Grand Excursion anniversary celebration would dovetail perfectly with its own ten-year timeline, Saint Paul embraced the Grand Excursion concept and began research and planning. The Saint Paul Riverfront Corporation initiated outreach to other

Upper Mississippi River cities and organizations to share the idea of growing the concept into a larger regional initiative.

Over fifty Upper Mississippi River cities and organizations have passed resolutions in support of the Grand Excursion 2004 thus far. As much as the 1854 celebration marked a turning point for the region the 2004 initiative has the capacity to promote the region's future.

THE CAPSTONE EVENT

In the early summer 2004 the capstone event, the Grand Flotilla, will make its way from the Quad Cities (Rock Island-Moline, IL; Davenport-Bettendorf, IA) to the twin Cities (Minneapolis-St. Paul). Featuring over ten of the finest riverboats from all reaches of the inland waterways, this magnificent riverboat and train journey along the Upper Mississippi River will not only recall a time gone by but bring the attention of the nation and world to the Mississippi River. The Excursion will begin in Chicago by rail joining the Flotilla kick-off in the Quad Cities on June 26, 2004 en route to a July 4, 2004 arrival into the Twin Cities.

From the Quad Cities to the Twin Cities, over fifty thousand opportunities exist to board authentic steamboats, riverboats or rail cars for short sightseeing trips, sumptuous meal cruises: or even complete excursions upriver from one celebration to the next. Hundreds of . . .

CUT TO THE CHASE!

THE GRAND EXCURSION

JUNE 25-26, 2004

Participating boats arrive in Davenport on Friday evening. On Saturday, boats participate in tours and cruises. Over 1,000 media and dignitaries arrive in Rock Island from Chicago via Amtrak, and parade to Davenport for celebration.

JUNE 27, 2004

All vessels depart Davenport for the Upper Mississippi. Some boats stop in Clinton for celebration, others continue to Dubuque.

JUNE 28, 2004

Dubuque celebration featuring harbor and meal cruises, fireworks and side trips to Galena, Illinois.

JUNE 29-30, 2004

Boats depart Dubuque to continue the journey upriver. Arrive in Prairie du Chien, Winona and La Crosse for celebrations, parades and cruises. (Sorry, no celebration stop in McGregor. Ed.)

JULY 1, 2004

Wabasha, Pepin and Lake City rollout the red carpet for vessels on their way upriver. Dignitary speeches, entertainment, sailing regatta and water-ski demonstrations await the Flotilla passengers and celebrants.

JULY 2, 2004

Boats arrive in Red Wing for more celebrations featuring harbor and meal cruises, and a mini-parade. Some vessels continue to Hastings for public events.

JULY 3-5, 2004

The Grand Flotilla parades into the Twin Cities for a weekend of fireworks and celebration. A ceremonial "mingling of waters" at St. Anthony Falls, a reenactment-style dinner at the State Capitol, and a special salute to the power and majesty of the Mississippi River are among the highlights.

JULY 6, 2004

Boats depart for trip downriver.

So, there you have the outline. It is claimed that the Grand Flotilla will consist of twelve riverboats including the DELTA QUEEN and the MISSISSIPPI QUEEN. There will be fourteen stops along the 419 mile stretch of river with day, port-to-port cruises which include overnight accommodations and transportation back to point of boarding.

The 1854 no-charge policy is not part of the reenactment! Cruise tickets go on sale in July, 2003. For information about group tours, and we assume the cruises too, contact -

Cincinnati Office: Betsy Hussey, 2036 Eight Mile Rd., Cincinnati, OH 45244. Phone (513) 381-6700.

Quad City Office: 2031 River Dr., Moline, IL 61265. Ph. (309) 736-3678

Twin Cities Office: 175 W. Kellogg Blvd., Suite 502A, Saint Paul, MN 55102. Ph. (651) 265-4901.

* * *

steamboat trip and return to Chicago. Let us trust with the electronic wonders of 2004 there will not be a repeat of such a mix-up in 2004.

Ed Note: There were several boats named JENNY LIND around this period and this could be a little sternwheel boat (Way-#3000) built for the Muskingum River in 1852, anything but palatial. Further investigation of another JENNY LIND possibility is promised.

About twelve hundred remained aboard the now seven boats where they were served a "sumptuous feast" that was said to equal any afforded by the best hotels in the country. After listening to brief speeches at Rock Island and Davenport (including two addresses by former President Millard Fillmore on internal improvements and the Great West) the passengers were entertained with a brilliant display of fireworks from Fort Armstrong.

Bells rang and whistles sounded as the boats, decorated with prairie flowers and evergreens, left Davenport at ten o'clock. Captain Harris led off with the WAR EAGLE while the GOLDEN ERA with the former President aboard, brought up the rear. The flotilla proceeded up the river and the next day went up the Fever River to tie up at Galena.

Seven big steamboats at the Galena wharf in that little creek must have been a sight worth seeing. Wonder if Ralph DuPae ever found a photograph of the event?

After leaving Galena the boats proceeded to Dubuque where, despite a heavy downpour, they were met by a throng of people.

La Crosse was described by reporter Dana as, "a wooding-place on the eastern shore, with two or three frame houses." A dozen excursionists climbed a lofty cliff overlooking the embryonic settlement while the boats were "wooding up".

Frequent landings were made at the scattered settlements along the river and wherever the boats stopped to "wood up" the excursionists invariably trooped ashore. President Fillmore's daughter (while her steamboat was "wooding up" at Trempealeau, Wisconsin) mounted a horse and scaled that "mighty rampart." Her appearance at the summit was greeted with a salvo of steamboat whistles and the prolonged cheers of those aboard.

When Lake Pepin was reached at eleven o'clock at night, four boats were lashed



Galena was a busy place when lead was being mined and shipped out on the packets - before the Civil War. Many of the business blocks in this 1852-53 photo are still standing. The NEW ST. PAUL (4186) is nearest to the camera. The NOMINEE (4217) is behind, "Galena-St. Paul Packet, U.S. Mail" is lettered on the wheelhouse. The turning basin in the river was filled in years ago.

together; and they then proceeded upstream shooting brilliant shafts of light that streamed and danced on the waters and shores of the lake.

The appearance of the fleet when it rounded the bend below St. Paul was described as, "grand beyond precedent." The steamboats approached like an armed squadron taking its position in line of battle. Two full bands were on board, both of which struck up lively airs as the boats neared the landing. This, with the rays of the bright June sun which broke forth in all his glory, after three days' of storm, and the enthusiasm of the assembled hundreds on shore and on the decks of the ADMIRAL (0069) then lying at the landing produced a scene of excitement which St. Paul has never before witnessed. At the time, St. Paul was little more than six years old but boasted six thousand inhabitants

After viewing the Falls of St. Anthony, the excursionists visited Lake Calhoun, Minnehaha Falls, and Fort Snelling.

Shortly after eleven o'clock the tired tourists returned to the landing where the boats lay illuminated and with steam hissing from their boilers. Shortly after midnight the fleet cast off from St. Paul, whose hills and lighted windows disappeared as the boats rounded Dayton's Bluff.

The notables who made the fashionable tour of 1854 were almost unanimous in their praise of the Upper Mississippi and its steamboats. Only one adverse criticism was made by an anonymous writer who observed; "the table is abundant but butter-knives and sugar-tongs are not among its luxuries."

William J. Petersen, familiarly known as Steamboat Bill, authored ten books, was director of the Iowa Historical Society from 1947 to 1972, an associate professor at the University of Iowa. He died February 2, 1989, age 88, at Dubuque.

THE LOW WATER OF 1881

From *The Waterways Journal*, October 3, 1942.

"E. P. Anshutz of Glendale, Calif., well recalls the low water season of 1881. In August of that year he drove his father, Capt. Phil Anshutz, from their Buckhill Bottom farm to the head of Captina Ripple. Capt. Phil then walked back to Moundsville, took a traction car to Wheeling, where he, in partnership with Ed Anshutz and John Crockford of the Wheeling wharfboat, rented a threshing machine engine from Spence, of Martins Ferry. They placed this engine on a flatboat with a shanty on it, carried plenty of tarpaulins, named the craft the LONE WANDERER and entered the Wheeling-Matamoras trade. The crew was composed of John Muhleman, John and Sam Lenkard, and Lee Anshutz.

The strange craft ran until late in November and carried the U.S. Mail. Mr. Anshutz made one trip on it and arrived in Wheeling at 8 p.m. September 29, 1881, the day that President Garfield died. The water depth in Wheeling Ripple was 12 inches and the marks showed three inches below zero.

Muhleman Brothers, of Buckhill Bottom, had a flat, ordinarily used for moving a threshing outfit. They placed an engine on this flat and ran it in the Matamoras-Marietta trade carrying the mail, with Capt. Godfrey Muhleman, pilot. This boat was known as the SLIM CHANCE. Jake Suter, of Baresville, Ohio (now Hannibal) ran a flat in the freight trade, towing it with a team of horses.

Capt. W. B. Rodgers, Sr., built the steamer TIDE (T2428) at Clarington that summer of 1881. The hull was towed to Wheeling with a team of horses, leaving Clarington about October 1. The TIDE's cabin was built and machinery installed at Wheeling."

Some comments about Phil Anshutz's recollections of the low water season:

The LONE WANDERER (3552) was 94x14x2, documented with Wheeling as the home port and regularly inspected by the U.S. Inspection Service as late as 1886. The threshing machine engine could have been a steam traction engine as used when moving a threshing machine from farm to farm but was more probably a "portable engine," not self-propelled and somewhat lighter.



This is a low-water time on the Upper Ohio about 1900. An unidentified gasboat pushes a flat hauling a typical packet freight cargo. A pen of fine porkers and, in the next pen, seven bovines are headed for market. Cases of bottled beer are numerous and four upright barrels are in sight. On the head end is a mixture of boxes, larger barrels and crates. Between the towing knees in the foreground is a drum of gas or crude oil, - gasboat fuel, no doubt.

The location is probably above Parkersburg and a gravel bar is close on the starboard side ahead. We make out the name on the cases of brew as "Schmelbach" but invite a beer drinker's guess.

Photo was found by the late Walter McCoy of Sistersville.

We find no record that the SLIM CHANCE was ever documented and if no paying passengers were carried the inspectors ignored her. Likely, the powerplant was removed from the flat and went back to the farm after the low water period.

Until the Ohio River Railroad was completed and went into service after the flood of 1884 the fastest way for the U.S. Mail from Moundsville and Wheeling down the valley to Marietta and Parkersburg was by packet boat.

JIM SWIFT COULD TELL A GOOD STORY A Trip on the GORDON C. GREENE

Readers of *The Waterways Journal* probably still remind themselves that Jim Swift's byline is no longer found on the pages of *The Riverman's Bible*. He was on that paper's pages for three score years and over that time held a number of posts, - in addition to writing the "Old Boat Column" for which he was identified in recent times.

The following story appeared in the *Journal* July 30, 1938. We think it a fine example of the Jim Swift style although at the time he was not on the WWJ payroll. He was then working for the American Automobile Insurance Co. The office was in a high-rise building overlooking the Mississippi and Jim became more interested in the boat traffic than policies.

He was still single and spent many summer weekends riding the Streckfus excursion boats. With the encouragement of Ruth Ferris, Jim became one of that group loyal fans of the GOLDEN EAGLE. He had ridden GOLDIE to St. Paul and Chattanooga but had missed the CAPE GIRARDEAU. She had left St. Louis in 1935 to become the GORDON C. GREENE in Cincinnati.

In his autobiography, *Backing Hard into River History*, Jim tells of accepting a job with *The Waterways Journal* in 1941. He recalled his first river news item by-line with his middle name appeared November 1, 1941. But, the following story was credited to "James Verdin Swift" nonetheless.

THE GORDON C. GREENE GOES UP THE GREAT KANAWHA Usual Low Bridge Proves to Be the Usual Artificial Head of Navigation

by James Verdin Swift

Cincinnati's pride, the GORDON C. GREENE (2387), added one more river to her long list of conquests last week when she nosed her way up the Great Kanawha River to Montgomery, W. Va., only six miles from the head of navigation on that stream.

In the July 16 *Waterways Journal*, Charles J. Gramp, Cincinnati correspondent, forecast that the trip to Marietta and the Kanawha would be the "most unusual packet boat trip of 1938." He was absolutely right. The trip proved even more unusual than was anticipated for who could foretell that the GORDON would pay the Governor of West Virginia a visit - even landing in his front yard to do so?

Sharp at 10 p.m. Saturday, July 16 the packet slipped away from the Greene Line wharfboat at Cincinnati. On her decks she carried the EVERGREENE's (1927) load of freight for Huntington, which was something unusual right at the start. The EVERGREENE landed under the GORDON a few minutes before she left.

Sunday morning at 7 Ripley, Ohio was awakened by three long whistle blasts and after breakfast many of the passengers went up into town for church. Leaving Ripley at 9, stops were made at Maysville, Portsmouth and Ironton to unload freight. While the passengers were asleep the final consignment of freight was dropped at Huntington.

Monday morning the boat locked through the big Gallipolis Dam, where sliding pins in the wall were a new and helpful innovation for many.

From then on it was a triumphal journey through virgin territory. Everywhere the population lined the banks for a look at the biggest boat to ascend the Kanawha since the HOMER SMITH went to Dana in 1915. Distinctly did the passengers hear one little West Virginian's shrill cry, "Pappy, Pappy! Look at the big boat!" Whereupon heads appeared in every door and window. The big roller dams on the Kanawha were passed through, and as the boat progressed, the scenery grew more beautiful.

The most exciting part of the trip came when the boat tried to land at Charleston, capital of West Virginia, a large city which has evidently forgotten that packet boats exist. Motorboats and other small craft so cluttered up the regular landing that the GORDON was forced to nose into a very small hole in the bank which proved to be entirely unsuited for the unloading of passengers. Finally, she had to back out into the river again, wait for the OMAR (T1958) to pass downstream and for the J. C. RAWN (T1236) to puff upstream, and then slip up the river trying to find an opening in the foliage where the bank was not too steep. The hope of finding such a

spot was almost gone when, in the shadow of the capitol building, wooden steps were sighted leading up from a fairly open bank. Capt. Tom Greene's attention was called to it and soon lines were made fast and the stage was down. After landing it was discovered that the GORDON had tied up in front of the Governor's Mansion.

Governor Discovers the Gordon C. Greene in His Front Yard

How many people have looked out their front windows and have seen a big packet boat tied up in their front yard? That was what happened to the Governor of West Virginia, Homer A. Holt, Monday night of last week.

West Virginia's First Lady and her children were guests for dinner on the boat and Purser Robert McCann and Capt. Mary B. Greene were escorted through the Holt mansion and the Capitol. The GORDON's whistle had completely disrupted work in the tall state office building overlooking the river and motor cars, bicycles and pedestrians in hordes followed her along the river bank to her landing place. That night the river drive was so congested with Charlestonians who came down to see the packet that policemen had to direct traffic.

Usual Low Bridge Is Artificial Head of Navigation

The next morning the GORDON followed the beautiful Kanawha up to Montgomery, where the highway bridge threatened to strip off everything on her upper decks above the base of the jack-staff. Therefore, for the GORDON C. GREENE, the head of navigation on the Kanawha is Montgomery, W. Va. By 8 Tuesday night the GORDON was out of the Kanawha and up to Pomeroy on the Ohio where she was coaled by the M. L. French Coal Company.

At Marietta the next morning the passengers explored the beautiful city, visiting the Campus Martius State Memorial and other points of interest connected with the 150th Anniversary of the Northwest Territory. The GORDON was in Marietta until noon.

Amos K. Gordon Host for a Visit on Blennerhassett Island.

Second biggest event of the trip came that afternoon when through the personal invitation of Amos K. Gordon, retired vice-president of the Standard Oil



This photograph was taken August 4, 1938, about three weeks after Jim Swift rode the GORDON C. GREENE. The coal pile may be seen on the head of the boat, the stacks sport feathers on the top and this was the first year for the new Texas.

The Marietta Wharfboat, built at Clarington, Ohio in 1905, had not seen regular use for two years, - since the packet LIBERTY quit. Lettering beside the open door says, "Waiting Room Up Stairs" while at the lower end "Ice" is advertised.

Company of Louisiana, the GORDON landed at Blennerhassett Island, famed but little visited refuge of Aaron Burr. It was the first time a Greene Line steamer had ever landed there, and the crew as well as the passengers thoroughly enjoyed exploring its lovely shores.

Many drank from the old well where the United States' No. 1 traitor once quenched his thirst. A great deal of work has been done on the lawns and trees and Blennerhassett is a beautiful place. Mr. Gordon gave a very interesting talk on the history that transpired there.

That evening, the boat again took on French coal at Pomeroy, the coal known as "Charter Oak, Nature's Best."

Point Pleasant.

Thursday morning at Point Pleasant a landing was made to enable passengers to see Tu-Endi-We Park with its Mansion House and battle monuments. Again, it was the first time a Greene Line steamer had landed at this point for some time and even Capt. Tom Greene went ashore to look the place over. A short time later Gallipolis displayed its wonderful courtesy by taking the passengers on a tour of the city and the Ohio Institute for Epileptics. The newly dug grave of O. O. McIntyre was visited high on a bluff over the river and also his boyhood home. Mrs. McIntyre was a guest on the boat while the passengers were shore.

A two-hour stop was made that evening at Huntington but rain kept most of the passengers from going ashore. Farther down the river the GORDON tied up at Portsmouth for the night. Locked wharfboat doors kept the passengers on board.

So fast was the GORDON's time on the down trip that it was only 6:30 p.m. when she blew her deep, mellow whistle at Cincinnati. She had saved so much time through the elimination of dams on the Ohio and Kanawha by the Gallipolis Dam that she was three hours ahead of schedule. Later that evening a group of the passengers attended the performance on Billy Bryant's Showboat. Capt. Mary Greene received a very hearty round of applause when she was introduced.

Traffic on the Ohio seemed heavy. Boats passed included the TARIC (T2391), MARCIA RICHARDSON (T1711), JOHN G. BRITTON (T1406), C. W. TALBOT (T0331), JOE COOK (T1384), JAMES SUTHERLAND (T1338), MARGARET HALL (T1716),

OMAR, EVERGREENE, J. C. RAWN and the gasboats TEDDY NO. 4, PIONEER (screw with first Kort nozzle), JAMES NELSON and JUANITA. Some of these were on the Kanawha and all were working.

Capt. Chris Greene Pilots.

Among the notables on the passenger list for the trip were Cleves Kincaid, author of the New York success, "Common Clay," and Margo, a magazine and newspaper feature writer who is to collaborate with Garnett L. Eskew on a new river book. Both were collecting material for river stories.

The trip marked one of the few times when all the Greene family were together. On board were not only Capt. Mary B. but also Capt Tom and Capt. Chris and the families of both. Even young Tom, Jr. enjoyed the trip from his baby carriage. Capt. Chris was called into service, however, when Capt. Jesse P. Hughes disembarked at Marietta to go to Louisville to see his sick daughter, Lillian. Chris stood Capt. Hughes' watch the rest of the trip.

Hostess Scores.

The trip was a great success from the passenger's point of view. The many landings meant much to see. Paul Jones and Paw-Paw Patch dances, led by talented Capt. Tom Greene, made the evenings short. Also, there was a grab-bag and a ship's concert on Thursday evening.

A friendly atmosphere prevailed among all the passengers and was due largely to the splendid work of Miss Anna Mary Coates, of Steubenville, who acted as hostess on the trip. Versatile, friendly and helpful, she added much to everyone's enjoyment.

From beginning to end, the trip was interesting, exciting and beautiful and one learned more history in one hour than during years of school. Add to that, a fine boat manned by an ever fine crew and one certainly does have 1938's most unusual boat trip, - exactly as predicted in advance by The Waterways Journal.

It was my first experience on the Ohio and I met many people who had previously been mere names as read in the columns of the "Riverman's Bible." It was really exciting to see the scramble for the only copy of The Waterways Journal received on board when we returned to Cincinnati and landed on Friday Night.

Reading Jimmy Swift's account of his 1939 adventures on the GORDON GREENE reminds us of things that may be beyond the memory of some of our readers. The article is just as written with only boat identification numbers from the Way Directories added.

The Gallipolis Lock and Dam, completed in 1937, was an engineering innovation. The high-lift structure replaced three of the original wicket dams on the Ohio and three on the Kanawha River. It employed roller gates to regulate the flows, unique at the time.

At Marietta in 1938 the big excitement was the 150th anniversary celebration of the landing of the original settlers. The wagon trip from Massachusetts to West Newton, Pennsylvania on the Youghiogheny River was recreated. Boats were constructed, similar to those of 1788, and floated down to Marietta. The Start Westward monument in Muskingum Park was dedicated that summer by President Franklin Roosevelt.

The stop at Blennerhassett Island was not the first for the GORDON GREENE. Amos K. Gordon owned the island at the time and his personal tour was a first. Today, Blennerhassett Island is a West Virginia state park with a rebuilt mansion and gardens. It is open during the summer months and accessible by boat from The Point in downtown Parkersburg.

The Gallipolis shore stop included the grave of O. O. McIntyre on Mound Hill Cemetery. Oscar Odd McIntyre, 1884-1938, died in February, 1938. At the time he was a very popular newspaper columnist with his "New York Day by Day" appearing in 508 papers. He worked for several Ohio papers before gravitating to New York City in 1912. His formula was observing the city notables and high society or harking back to small-town life in Gallipolis.

Today, Jim would not introduce the very proper Miss Coates by the heading, "Hostess Scores."

CAPT. W. R. HOEL

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A Photograph Discovered

The life of William Hoel was told on these pages in Volumes 33 and 34, 1996 and 1997 but no photograph of this Civil War hero had then been found. The omission has been corrected by Jeff Spear and his friend Myron Rolston who found Hoel's likeness on the internet.

William Rion Hoel was born March 7, 1824 at Sharon, now Sharonville, Hamilton County, Ohio to Edmond and Emiline Hoel. Edmond Hoel, the father, was a well known Ohio and Mississippi pilot and at the age of sixteen the son William began learning the river under tutelage of his father. W. R. Hoel's Personal Account Book notes, "Left Cincinnati on the 15th of October, 1840 to learn the river from Cincinnati to New Orleans."

Only a single trip was made by the cub pilot Hoel and his father on the packet SAMSON. Over the next three years there was a succession of boats, typical of pilots of those days who were usually hired by the trip. By June, 1843 Hoel had completed 21 trips over the Cincinnati-New Orleans stretch including four one-way flatboat trips and was considered a qualified pilot.

On June 26, 1843, at age nineteen, William R. Hoel commenced piloting on his own. His first berth was on the new side wheel CONGRESS which had been recently completed at the Murraysville, Virginia boat yard. The pay was \$50 per month and Hoel worked until August 9, 1843 when the boat laid up.

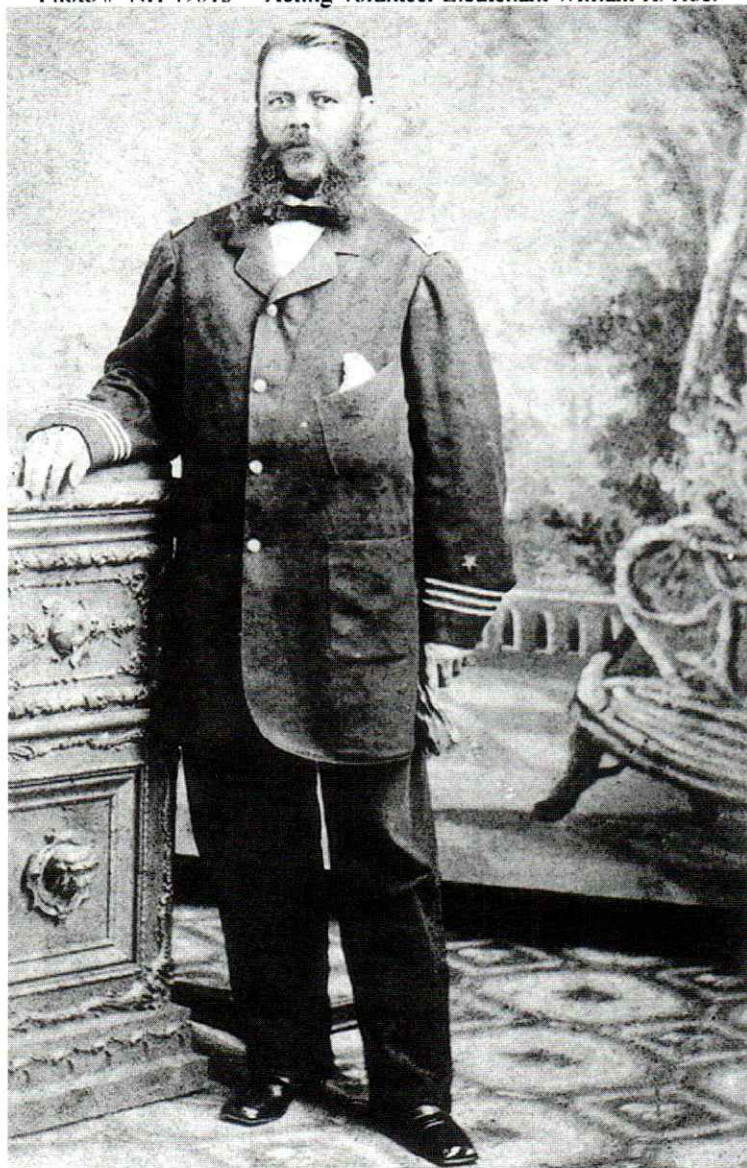
William Hoel soon became a well-known member of those kings of the river termed High Pilots. He was usually on boats in the St. Louis-New Orleans trade but often took boats up the Ohio to Cincinnati. He maintained his home in Cincinnati even after the death of his young wife in 1853. Hoel was in the first group of pilots licensed by the U.S. when the licensing law took effect in 1852.

With the onset of the Civil War the through trade between St. Louis and New Orleans ceased by May, 1861. In October, 1861 Hoel was hired as a civilian gunboat pilot and then enlisted in the U.S. Navy in February, 1862 with the rank of First Master doing the same work. He soon had a reputation for coolness under fire after seeing action at Belmont, Missouri and at Fort Henry on the Tennessee River.

On the night of April 4, 1862 the Federal gunboat CARONDELET, Capt. Henry Walke, was selected to force its way past the Confederate fort on Island No. 10, near New Madrid. Bill Hoel stood out on the roof in the middle of a thunder storm and shouted directions back to the pilot to con the CARONDELET past the batteries.

The part played by Hoel in this action prompted Flag Officer Foote to specifically commend him in a letter to Secretary of the Navy Gideon Welles. When Secretary Welles responded and offered Hoel a commission as an Acting Volunteer Lieutenant he at first declined; it entailed a \$30 per month reduction in pay.

Photo # NH 49013 Acting Volunteer Lieutenant William R. Hoel



Acting Volunteer Lieutenant William R. Hoel

The portrait of Capt. Hoel in his Acting Volunteer Lieutenant's uniform was probably taken in the summer of 1862 but we do not know when he accepted the offered "promotion."

Hoel was master of the gunboat PITTSBURG during the Vicksburg campaign in 1863 and in the spring of 1864 went up the Red River in support of General Banks. He was promoted from Acting Volunteer Lieutenant to Acting Volunteer Lieutenant Commander in late November or early December, 1864. He was discharged from the U.S. Service as discharged from the navy effective December 30, 1865. He had achieved the highest Navy rank awarded any volunteer during the war.

His last uniform coat, somewhat different in style and material from the one pictured, is now displayed at the Ohio River Museum, Marietta.

Capt. Hoel died tragically on May 23, 1879.

CAPT. JOHN S. SEGERS, A SHORT BIOGRAPHY

by
Jerry Green

The article "The Steamboat Fleet on the Red River of the North" in the March, 2003 issue of *S&D Reflector* made a brief mention of Captain John S. Segers as captain of the INTERNATIONAL in a collision with the MANITOBA. This brief glimpse of Captain Segers serves as an introduction to a man characterized in Steamboats on the Saskatchewan as one who, ". sailed more rivers than any other river captain in history ."

According to steamboat files at the University of Wisconsin-La Crosse, John Scribner Segers was born in Bangor, Maine in 1834 and moved to Minnesota in 1853 where he began, "piloting on the Minnesota and Mississippi Rivers." The La Crosse records continue, noting him as master of the OTTER in 1870 and the INTERNATIONAL in 1874 and 1875. Following the collision between the MANITOBA and the INTERNATIONAL on June 4, 1875 noted in the *Reflector* reference above, Captain Segers continued his involvement with navigation in the Winnipeg area.

Meanwhile, in 1884-85, conditions in the faraway Sudan in Africa had led to Major General C. G. "Chinese" Gordon being under siege in Khartoum as a result of an uprising against the British. The attempts to rescue him had led to the development of shallow-draft steamers suitable for use on the Nile River and the need for crews to operate them.

C. P. Stacey, writing in Records of the Nile Voyagers, 1884-1885, the War Office in London proposed to draw on a force of Canadians including eight "wheelmen" to help undertake the relief of Gordon at Khartoum. William Robinson, manager of the Northwest Transportation Company in Winnipeg selected himself and three other Winnipeg boatmen: J Webber, R. A. Russell, and John S. Segers. They sailed for Egypt in October of 1884. Two steel hulled vessels, WATERLILY and LOTUS, were used in the campaign, both Yarrow-built vessels.

The siege of Khartoum lasted ten months but the city fell two days before the relief force reached Gordon. It was the end of the General and most of his force and the "wheelmen" returned to Canada in the spring of 1885.

Captain Segers arrival home was nearly concurrent with the outbreak of the Northwest Rebellion of the Canadian Prairies by the Metis led by Louis Riel. The NORTHCOTE, owned by the Winnipeg and Western Transportation Company, was in danger and Captain Segers was sent to take command of her at Medicine Hat where she had been laid up. In his article in The Beaver, house organ of the Hudson's Bay Co., Robert Malcomson goes on to report that the NORTHCOTE with Segers and James Sheets as pilots entered the battle in May of 1885 at several sites along the South Saskatchewan River.

(Some of this action is covered in the book, Strange Empire by J. Kinsey Howard. Ed.)

With the end of the Rebellion in 1885, Captain Segers' story continues with the Hudson's Bay Company. Steamboats on the Saskatchewan credits him as building and operating the ATHABASCA. He remained with the company for twelve years, also serving on the GRAHAME and WRIGLEY.

Captain Segers stint with the Hudson's Bay Company came to an end in 1898 with the discovery of gold in the Klondike. Captain Segers formed part of a party that followed the all-Canadian route to the Klondike. That route went from Edmonton north to Athabaska Landing, down the Mackenzie River, across the divide, down the Porcupine River, and then up the Yukon to Dawson.

Reaching Dawson in 1898, Segers was a master for the North American Transportation and Trading Company rather than becoming a gold miner, as later reported in his obituary in The Waterways Journal.

In 1903 he bought his own vessel, the QUICKSTEP. Disaster followed when a tidal wave carried the QUICKSTEP onshore at Nome. In the resulting destruction Captain Segers lost his life's savings and apparently retired.

He died in Rossland, British Columbia in 1909.

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Editor's Note: Aside from the MANITOBA, built at Moorhead, Minnesota, 1875, the other boats mentioned do not appear in records available to us, - apparently they were of Canadian registry. The reference "Yarrow-built" to the two steamers involved in the attempted relief of Gen. Chinese Gordon we guess is British but the location of Yarrow is a blank to us.

Author Jerry Green is a professor in the Department of Geography at Miami University, Oxford, Ohio. He hails from eastern Ohio and has made a study of steamboats on the Yukon River and the crews. He has also looked into the early wooden railroad transfer boats widely used on the Missouri River in the last half of the 19th century and built in a boat yard at Wellsville, Ohio. That boat-building activity was sizeable yet remains hazy and deserves reporting so we look forward to another article from Prof. Green.



The SELKIRK from the Red River of the North was pictured on page 13 of the September, 2002 issue and now we find another view of her. She was at the Moorhead, MN landing when caught by the camera of F. Jay Haynes. (River flows from south to north.)

The bridge of the Northern Pacific R.R. crosses the river above the boat. The SELKIRK's hull had skeg mounted rudders; the wheel buckets have seen some hard use. The Moorhead Mills building looms in the background. Print by Murphy Library, La Crosse, WI.

(5) The fifth period of river development is 1970 to present. By 1970 all of the antiquated Ohio River wicket dams with their small lock chambers had been replaced by nineteen fixed high, dams with two lock chambers, one of which is 1200 x 110 feet, the other 600 x 110 feet. Large pools have been created above each of these higher navigation dams, some as long as 60 miles. Flood control has been improved by the construction of large dams designed to hold water runoff on the headwaters of tributary streams. No longer is "highwater" a part of springtime along the Ohio nor on the Muskingum which drains Central Ohio.

But, back to our subject of the boats that passed Grandpa Dietrich's farm at Buckhill Bottom.

Nicholas Roosevelt, the brother of Theodore Roosevelt's grandfather, built the NEW ORLEANS at Pittsburgh in 1811. This 138 foot long, 300 ton sidewheeler arrived in New Orleans on January 10, 1812 after a somewhat hectic journey during which Roosevelt's son was born on the boat while she awaited sufficient water to pass over the Falls of the Ohio at Louisville. As the boat passed into the Mississippi, she encountered the great earthquake of 1811 in which the town of New Madrid, Missouri slid into the river, islands completely disappeared and Reelfoot Lake in western Tennessee was formed.

The exact design of the NEW ORLEANS is not known but she apparently had a deep draft much like an ocean going vessel and was not successful in the shallow waters of the Ohio. It was left to Henry M. Shreve, for whom Shreveport, Louisiana was named, to design and build at Wheeling, (West) Virginia the prototype layout of the Western River Steamboat in 1816. The WASHINGTON may have had a shallow keeled hull but more than likely followed the deep, eastern design, - it is still a matter of debate. The innovation was to place all machinery on the main deck; boilers were installed forward and the engines aft on the hull in a horizontal position to drive the wheels. A second cabin deck with several rooms for passenger accommodations was installed and it is thought that Shreve may have named these after states - thus the origin of the word "stateroom." After an explosion near Marietta, Ohio in which six passengers and three crewmen were killed, Shreve thrown into the river and twenty others were injured, the repaired WASHINGTON steamed successfully to New Orleans.

(See discussion of the WASHINGTON's design and the extent of the accident at Marietta in S&D Reflector, June, 2001, page 20. Ed.)

In 1816 the WASHINGTON's most famous upstream run against a spring current was made from New Orleans. She made Natchez in four days, Memphis in fifteen days, Cairo in nineteen days and Louisville in twenty-one days. In 1817 the ZEBULON M. PIKE breasted the upper Mississippi current to St. Louis. By the year 1820 there were sixty-two documented steamboats on the rivers and hundreds more followed in the years prior to the Civil War.

The typical Western River Steamboat was an engineering miracle of her time. No other river in the world records a vessel of similar construction. Basically, they were of two types, sidewheel and sternwheel. Propellers were little known, even ocean going vessels, until well after the Civil War.

Hulls and superstructure were basically of wood; iron and steel hulls were uncommon until the last few years of the 19th Century. Hull framing and planking was generally of white oak, hence most of the better known boat yards were in the upper Ohio Valley because of the bountiful supply of this lumber. Particularly noted were the yards at Brownsville, Pennsylvania on the Monongehela; Shousetown (now Glen Willard), Pennsylvania - just below Pittsburgh; Wheeling, Marietta, Ohio; Point Pleasant, W. Va.; Cincinnati, the Howard Yard at Jeffersonville, Indiana - just across the river from Louisville; and New Albany, Indiana below Louisville where the racer ROBERT E. LEE was built.

Even smaller towns had boat yards as exemplified by the Cook Brothers and Thomas Yard at Clarington, Ohio, five miles upriver from Buckhill and still operating when I was a boy.

Some of the larger hulls were more than 300 feet in length, 30 to 40 feet in width and only 5 to 12 feet in depth. Even the largest packets rarely drew more than 6-1/2 feet. A good medium sized packet in the 150 ft. range could float on three feet of water.

Imagine, if you will, trying to build a rigid wooden hull almost as long as a football field, seven feet deep with several tons of boilers toward the bow, several tons of heavy machinery at the stern and a 20 ton, 23 1/2 ft. paddle-wheel projecting from the stern. This was accomplished by erecting long, diagonal posts from the hull which extended above the second deck and were laced together from the stem to the stern of the boat with heavy steel rods and turnbuckles called hogchains. These acted in much the same fashion as a truss bridge to provide rigidity and support the ends of the hull but still allowing some movement of the hull if the boat struck a sandbar or made a "hard landing."

Such was the fate of the packet VIRGINIA on March 6, 1910 when she became stuck in a cornfield below Ravenswood, West Virginia. By morning, the Ohio River had receded from its flooded stage and the VIRGINIA, looking like a serpent draped over the landscape, was sitting high and dry one-half mile from the river. A Pittsburgh contracting firm moved her back to the river's edge where a cooperative Ohio River rose slightly again and floated her off. Her hogchains were tightened up, thus straightening the serpentine curves in her hull and she steamed off none the worse for her mishap. Such were the advantages of wooden hulls.

Steamboat engines were huge affairs mounted at the stern on sternwheelers and amidships, forward of the paddlewheels on sidewheelers. Sidewheel boats had a single engine for each paddlewheel while sternwheelers had their engines connected by the shaft of the paddlewheel. Sidewheelers were thus much more manageable since one wheel could be made to come ahead while the other rolled astern, thus turning the boat in its length. Earlier, engines were high pressure types with a single piston, the steam escaping into the atmosphere. Later, engines had both a high and low pressure cylinder and were of the condensing variety to gain much more efficiency from the steam. The stroke of these engines was often as much as 8 to 10 feet. Engines from a wrecked or worn-out boat were frequently used on a new one and had remarkable longevity as evidenced by the fact that the steamer NATCHEZ, a modern day excursion boat at New Orleans, has the engines of the CLAIRTON, a Pittsburgh towboat constructed in 1927.

Steamboat boilers were also of unique design and were placed longitudinally near the bow of the boat to balance the heavy machinery aft. They were long, cylindrical, and of relatively small diameter, mounted in batteries of two or three, and on the larger boats up to eight or more. They were interconnected by a common thwartship steam drum overhead and underneath by one or two sediment-catching mud drums. The furnace at the forward end carried heat and flames under the boilers aft and at the rear end upward and into the boiler flues through which the flames were returned forward into the breechings over the firebox and thence to the smokestacks. The design was thus called "return flue boilers."

Raw river water was used to produce steam and this became a problem on the highly sedimented middle and lower Mississippi, Missouri, Arkansas, and Red Rivers. Frequent clean-out of the boilers (washing the boilers) was necessary.

The early boats were fueled exclusively by wood and legend has it that many a captain, especially if he was in a race would actually burn any loose wood on his boat including furniture and doors rather than stop to replenish his fuel at the nearest wood yard. Following the Civil War, coal became popular as a fuel. Steamboats still existing on the rivers today are fired by fuel oil because of its ease of storage and obvious cleanliness.

Boilers were a serious problem on the early packets and frequent explosions occurred with huge loss of life. There was no standardization of manufacture nor technical understanding of the power and behavior of contained steam; owners or engineers would hang weights on the safety valve to increase steam pressure and thus enhance the performance of his boat.

Although there were many explosions, at least three of these disasters stand out:

On April 25, 1838 at Cincinnati, Ohio, a brand new packet, the MOSELLE, had just loaded passengers for St. Louis when the boilers exploded with the loss of 150 lives. This mishap resulted in the Federal Steamboat Act of 1838, a weak attempt to regulate safety and operation. A subsequent Act of 1852 provided for the inspection and licensing of boats, pilots and engineers.

Another was the SULTANA, built in Cincinnati, Ohio in 1863, 260' x 42' x 7', with four tubular boilers 46" x 18', having twenty-four 5" flues. She was a sidewheeler with paddlewheels 34 feet in diameter. In April, 1865, shortly following the end of the Civil War, a Captain Speed, U.S.A. ordered 1,886 federal troops aboard the SULTANA at Vicksburg even though she was legally allowed only 376 persons. Landings were made at Helena, Arkansas (where a photographer took a picture of her with the troops aboard) and at Memphis, Tennessee. Shortly after leaving Memphis on the night of April 27, 1865, the SULTANA exploded her boilers with the loss of 1,547 lives, 1,100 of whom were mustered out Union soldiers returning to Northern homes.

In his piloting days, Samuel Clemens was steering for a pilot named Tom Brown on a large sidewheeler named PENNSYLVANIA. Clemens' younger brother, Henry, also worked on the boat as a mud clerk. In an altercation with Pilot Brown over his brother's integrity, Samuel Clemens was put off the boat. His brother continued up river on the PENNSYLVANIA and later died as a result of scalding by steam when the boilers exploded on June 13, 1858 between Helena, Arkansas and Commerce, Missouri. Chapter 20 of Life on the Mississippi by Mark Twain is devoted to this disaster.

The Steamboat Act of 1852 and the advent of licensing of boats, pilots and engineers along with periodic inspection of boilers practically did away with such accidents by the turn of the century.

A discussion of the Western River Steamboat must include a word about design and superstructure. Both practicality and beauty were incorporated. The hulls were long, shallow and narrow to allow speed and navigation in the shallow waters of the Ohio and upper Mississippi. Hulls always had a gentle sheer or curve in their deck, the bow and stern being higher out of water than the midsection.

The main deck often extended several feet out over the water on either side of the hull and was called the "guard." This was particularly true of the large sidewheelers and cotton packets. Bales of cotton were stacked higher than the second deck on these guards, often completely obscuring the superstructure of the boat from view. Most cargo was stowed on the main deck. This could include anything from farm produce to heavy machinery or cattle and hogs being taken to market.

The main cabin was built on the second or boiler deck and contained a long corridor fore and aft with staterooms on either side. Doors from the staterooms opened both inboard to the central corridor or cabin and outboard to the boiler deck guard so the passenger could stroll along the side of the boat protected from the weather by the deck above. Meals were served in the long main cabin. Most main cabins were extremely elaborate, decorated with molding, pillars, wainscoting and bric-a-brac. Almost all woodwork in the cabin was painted white as was the boat itself.

The third deck was known as the hurricane deck or roof and was roughly the same outline as the boiler deck, thus covering the cabin and staterooms. In the center of the hurricane deck was a long narrow deck raised from the hurricane deck about two feet. This covered the width of the main cabin below and allowed skylights or windows to project daylight into the main cabin and provide ventilation. Above this was a long narrow cabin called the "Texas" which served as quarters for the officers and cabin crew. In the rear of the Texas on southern boats were cabins for black passengers and was frequently called the "Freedmen's Bureau."

Crowning all of this was the nerve center of the boat or Pilothouse. The pilothouse featured many panes of glass on three sides but the front was always left open, protected only by a visor from above and a breastboard below which could be hinged together to somewhat protect the pilot from the elements. It was traditional to have nothing obstructing the pilots forward vision or introduce distracting reflections. This made piloting a steamboat on a blustery, cold winter's day with nothing to heat the pilothouse but a potbellied stove, an uncomfortable job. Traditionally, toward the back of the pilothouse was a high, comfortable bench ("Lazy Bench") for visitors, crew and loafers.

Before steam steering rigs were perfected about 1890, boats were steered by a large pilot wheel extending half way through the floor of the pilothouse. The pilot stood to one side of the wheel - to see out over the breastboards and to have necessary leverage to turn the wheel. Engines were handled by a system of bells which signaled the engineer in the engine room what the pilot desired.

All of these features of the steamboat were glorified by fancy railings and ornate woodwork topped off by two tall smokestacks positioned in front of the centrally located pilothouse. Stacks, or chimneys in river parlance, were often topped by rolled sheet-iron ridges termed puddings and crowned by a plume of decorative iron feathers or leaves.

All boats were painted white with their names emblazoned on the stern bulkhead, engineroom bulkhead or sidewheel housing in 2-1/2 to 5 ft. tall black letters shaded with red, orange or yellow. Other legends were sometimes seen on sidewheel housings such as, "Wheeling-Parkersburg Packet," "Safe - Low Pressure," or "U. S. Mail Line Packet." Two boats of which Captain Charlie Muhleman was once owner had artistic scenes painted on the paddle boxes. These were the PHIL SHERIDAN with a picture of General Phil Sheridan astride his horse and the WILD WAGONEER to depict the character in the poem "Wagoner of the Alleghenics" by Thomas Buchanan Read.

No packet after about 1870 would have been complete without a stage plank at its bow. Twin stage planks were often found on the Mississippi, particularly on larger boats where banks at landings were often high. These stages were used in frequent landings to pick up and discharge freight and passengers.

Each day at noon on Buckhill, if one listens closely, he can (or could) hear the whistle of the old packet KATIE STOCKDALE blowing at the Pittsburgh Plate Glass Company's plant across the river in Natrium, West Virginia. This whistle was placed there many years ago by Mack Gamble and is a reminder of the day when each boat had its separate, unique "voice." These whistles could be heard for miles away and reverberated and echoed among the hills. Valley dwellers knew each boat by its whistle.

Some whistles became favorites and were used on many boats. Perhaps the most noted is that of the ST. LAWRENCE, a side wheel packet built at Wheeling in 1879. It had three large barrels or whistles crowned by a single small barrel. The notes if played on the organ or piano are A flat and C in the treble cleff, D flat and A flat and C in the bass cleff. The ST. LAWRENCE the whistle was later used on the COURIER and TACOMA but was lost when the TACOMA burned at Cincinnati in 1922. The whistle was duplicated and used on the GREENLAND, CHRIS GREENE, TOM GREENE and GEORGE M. VERITY. The whistle still exists (with some duplicated pieces) and is on display with many others at the Ohio River Museum, Marietta.

Some of the boats that passed Buckhill have a special niche in the panorama of Americas development and culture. The history of these boats is most ably recounted in the fantastic works, Ways Packet Directory, 1848-1994 and Way's Steam Towboat Directory by Capt. Frederick Way, Jr. These were published by Ohio University Press, Scott Quadrangle, Athens, OH 45701 and are still available.

Deserving notable mention as once passing by Buickhill is the FAR WEST, a sternwheeler built at Pittsburgh in 1870. This boat was directly involved with the expansion of the American west and interaction with the Indian tribes along the Missouri River. She ascended hundreds of miles up the Missouri, the Little Yellowstone and the Big Horn Rivers to bring out word of Custer's massacre and the 52 survivors of Major Reno's troops.

A similar boat, the DAKOTAH, also built near Pittsburgh in 1879 was noted for her trips to Fort Benton, Montana, far up the Missouri River and later for similar feats on the Red River. Her owners added the letter "H" to the spelling of Dakota as six letter names for boats on the river are considered unlucky.

Special kinds of boats adapted to conditions at isolated locations played a part in the lives of river people. Small, very lightly built "bat wing" steamers ran on the Big Sandy River from the Ohio to Pikeville in Kentucky. The appearance of this river today is almost that of a creek and one would wonder how any sizeable boat would navigate there. Yet, they filled an essential transportation need until a railroad was built up the valley in 1904.

Culture and drama were spread through the valleys by showboats that stopped at each small town to bring the latest entertainment. Music from their steam calliopes announced their arrival.

Storeboats, dishboats and junkboats offered the latest clothing and household wares or provided a cash or trade market for discarded items in the remote towns. Photographic studio boats would make the family portrait and sawmill boats would convert logs into lumber. Grandad Dietrich could hail the first up-bound packet and ship a calf or load of watermelons to the Wheeling markets. The Captain would act as his agent and bring him the proceeds from the sale on the next down-bound trip.

My mother would ride four miles downriver to New Martinsville, West Virginia every Saturday morning on a small local packet called the TOM to take her piano lesson. When I was born, I was brought home from the hospital on a ferry called the THELMA RUTH. Travelers once had access to Cincinnati, Louisville, St. Louis and New Orleans on packets with comfortable quarters, good food and service. Connections could be made to less well known places such as Pikeville on the Big Sandy, Frankfort and beyond on the Kentucky, Bowling Green and Mammoth Cave on the Green River. Nashville and on to Burnside, Kentucky, the head of navigation on the Cumberland or up the Tennessee to Chattanooga and Knoxville could be reached with a connection at Paducah.

The days of the packet boat were ended by the building of paved highways and the improvements in the reliability of trucks and buses rather than competition from the railroads. Rails often did not touch the smaller towns and certainly did not stop to pick up freight and passengers whenever there was a hale from a lone farmstead as was the case with packets.

Weekly service past Buckhill to Pittsburgh and Cincinnati lasted, surprisingly, until 1934 but then rural electrification didn't reach many Monroe County farms until after World War-II. The Pittsburgh-Charleston weekly packet service by the LIBERTY finally ended in 1936. Boats with names like: WILD WAGONER, PHIL SHERIDAN, QUEEN CITY, KEYSTONE STATE, BETSY ANN, GENERAL WOOD, TELL CITY, SENATOR CORDILL and JULIA BELLE SWAIN have faded into memories of a few and stories of the past found in history books.

In the 1920's and '30's, Streckfus Steamers of St. Louis rebuilt several old packet boats and turned them into excursion boats. The boiler decks were turned into large dance floors complete with orchestras and refreshments and the boats



Buckhill Bottom
May 27, 2001
Bee Rutter photo

This panorama of what once was the farmland called Buckhill Bottom was taken from a small Monroe County, Ohio park called Kaidash Point. The Ormet Aluminum plant covers what was once the Muhleman and Anshutz farms. Proctor, WV is tucked away up in the bend

would steam from town to town along the rivers taking out the local citizenry for pleasure cruises. It was on one of these boats, the WASHINGTON. that I had my first steamboat ride. As fortune had it, I spent most of that ride in the pilothouse and the pilot just happened to be Captain Frederick Way, Jr., who left a legacy of writings as one of the most prolific authors and river historians of all time.

The orchestra on that boat was led by a black musician named Fate Marable. This man alone, was probably responsible for the dissemination of New Orleans Jazz style music throughout the country. Notable among black musicians who got their start with Fate Marable on Streckfus boats were Louis Armstrong, Warren "Baby" Dodds, Charles Creath, trumpet, and Dewey Jackson. Jimmy Blanton, bass player, became a featured singer with Duke Ellington.

My days as a riverman were confined to summer vacations as a deckhand for Standard Oil of Ohio and later for Union Barge Line of Pittsburgh. It was my great good fortune to work on the last steam sternwheel towboat ever constructed on the river, the JASON. Barge tows on the rivers are pushed and are fastened together as a unit so that the towboat can better steer them through the sharp bends of the Ohio and the narrow chutes and sandbars of the lower Mississippi. Barges are of standard sizes to fit in the locks. Tows on the Ohio and Upper Mississippi are almost 1/4 of a mile in length. Our maximum tow with the JASON was twenty-two empty barges downriver to New Orleans and eight or ten loaded barges upstream against the Mississippi's rapid current. Today, modern diesel propeller towboats with four times the horsepower of the JASON are able to handle as many as thirty-six barges upstream on the Ohio and more than forty downstream on the Mississippi.

Romance on the rivers is not completely gone. At least three overnight steam sternwheel vessels of the Delta Queen Steamboat Co. carry passengers and several years ago an interesting concept of carrying passengers on hotel barges was launched by RiverBarge Excursion Lines, Inc. of New Orleans. The story of the DELTA QUEEN is fascinating, however, and is well told in the book King and Queen of the

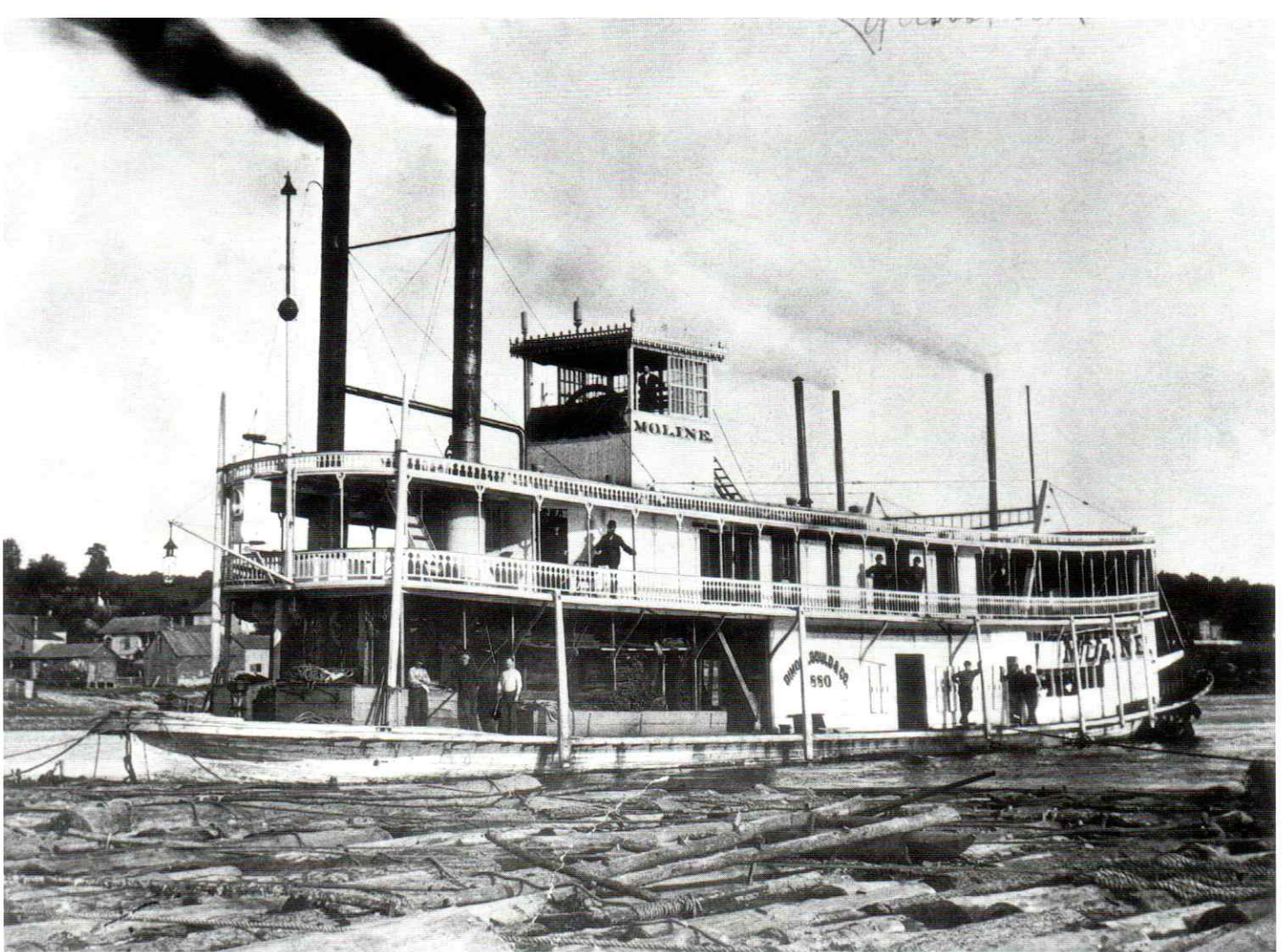
River by Stan Garvey. Fred Way's The Saga of the Delta Queen is unfortunately out of print.

Three more steamboats that carry daytime excursion passengers are of interest: BELLE OF LOUISVILLE at Louisville, Kentucky is a sternwheel boat that is much the same as when built at Pittsburgh in 1915. The JULIA BELLE SWAIN was built in Dubuque, Iowa in 1971 using steam engines of 1916 vintage. She is a good likeness of a small sternwheel river packet and operates day and overnight trips (with accommodations in motels) from La Crosse, Wisconsin.

A few years ago, I sat on the levee in New Orleans and viewed again what I consider to be the best modern likeness of an old river packet - the NATCHEZ. This excursion boat, based at the French Quarter in New Orleans, was built in 1975, a 175 ft. x 38 ft. sternwheeler. She has the best features of the old QUEEN CITY, HUDSON and AMERICA. An afternoon New Orleans harbor cruise will give the passenger a sense of how packet travel might have felt as shores slip quietly by and where the view is always changing. But not to be duplicated will be the sounds and smells from the livestock and other cargo down on the main deck of a true packet.

The farm at Buckhill is gone now. In its place is a large aluminum smelting plant. There is still plenty of traffic on the river. Large, powerful, air conditioned diesel propeller towboats push standard Ohio River tows of fifteen barges loaded with coal, oil, gasoline, chemicals, steel and grain. I have confidence that boats will pass Buckhill for many years to come, the green zealots that want the dams removed notwithstanding. But no more steamboat whistles are heard reverberating among the hills.

You can get to Wheeling or Marietta faster by car now but the traffic and highway conditions are frightening and when you get there, you can't find a place to park. The TOM doesn't run to New Martinsville anymore; you can't catch a through packet to New Orleans and the Mardi Gras. You can't ship your produce to market without leaving the farm. It makes me wonder, as Mack Gamble did in a speech he made to a Sons and Daughters of Pioneer Rivermen meeting more than thirty years ago, "Is this really progress?"



The MOLINE was built at Cincinnati in 1880 by C. T. Dumont for the Dimock, Gould and Company of Moline, 126.2x16.2x4.0, engines 14's-5 foot stroke. Here alongside a log raft near LaCrosse when new.

Owned by Kansas City Navigation Co. in 1900 and used as excursion boat. Towed showboat GRAND FLOATING PALACE in 1907-1908. Sank Oct. 3, 1908. She's mighty pretty! Murphy Library print.

RAFTBOATS FILLED A SPECIAL NEED

This photo of the MOLINE (T1849) jogged us to realize that rafters seem to have been under-represented in our pages for some time. The striking photo, obviously posed, is a reminder that the logging of the great forest in Wisconsin and Minnesota beginning about 1870 brought the development of an identified type of boat just for moving log rafts down the Mississippi. The boats were usually handsome and the type of steamboating was not at all like speedy packets or towboats with lots of push.

This was a thriving industry until the turn of the 20th century or a little after by which time the forests had been chopped flat to build the growing cities of the midwest. Handling log or lumber rafts was a special skill of steering a vast expanse of

a tow rather than shoving it. The boats had the style and power of the smaller sternwheel packets for rafters did not require great power as with moving a big fleet of empty coalboats up the lower Mississippi and Ohio or a heavy tow of loaded barges downstream.

The owners usually decorated their boats with some gingerbread and maintained the appearance with fresh paint every spring. After there were no more rafts to move down to the sawmills many raft boats were adapted for other light towing jobs. They were particularly popular for moving showboats.

Raft boats are listed in Way's Steam Towboat Directory but don't overlook the more extensive source of history in the book Upper Mississippi River Rafting Steamboats by Ed Mueller. This is a very attractive and complete story based upon the writings of Harry G. Dyer who worked for many years as a mate on rafters. There

are 236 boats listed as "rafters" in the Mueller book and individual histories are provided for each.

Ed Mueller has crammed a lot of information into his 340 pages beside the recollections of Harry Dyer and the raft boat histories. Some chapter/section headings are - *Building Rafts, Raft Pilots, Steamboat Cooks, Steamboat Nicknames, Upper Mississippi River Ferries and Ferry boats*, etc. and 285 photos. Several tables of crew personnel are provided in addition to an index.

UPPER MISSISSIPPI RIVER RAFTING STEAMBOATS was published by Ohio University Press in 1995 and should not be overlooked as another source for river research. And perhaps finding that elusive forbearer who was last heard of heading for the deep woods or a job running rafts.

Ohio University Press, 11030 S. Langley Ave., Chicago, IL 60628. (800) 621-2736.



STR. WASHINGTON ORCHESTRA - 1925

Standing, L-R: E. Ray VanDuzen, trombone; Irvin Hardesty, piano - leader; Kenneth Scott, drums; Leonard Gonyea, trumpet; Al More, trumpet; Red Heggen, saxophone. Seated: Pod Morrison, saxophone; C. W. Elder, manager and strings; Roy Kopesky, bass. Taken at Pittsburgh.

MUSIC ON THE RIVER

by C. W. Elder

With the passing of Les Swanson, who spent some time playing music on several Streckfus boats in the 1920s, and the recollection of Frank Pollock's first steamboat ride on the WASHINGTON and Fate Marable prompted looking up this photo. It was used in the S&D Reflector's September, 1965 issue. We do not have reruns - consciously - but how many 2003 readers would have seen this almost forty years ago, or much less remember? Clarence "Heavy" Elder's story is a good one and bears repeating - for preservation. Ed.

Capt. Joe Streckfus was very particular about music on the Streckfus excursion boats. He would attend rehearsals, tap his feet with his watch in his hand and if the band failed to keep the proper tempo {70 beats a minute for fox trots and 90 for one steps) somebody got hell. If it happened too often there were new faces on the bandstand.

Capt. Joe in my opinion was the man who did most to exploit music in my day. The men themselves of course were talented, but it was Capt. Joe who provided them the place to start. He personally trained some of them, always insisted on regular rehearsals, and strove for perfection. He had an uncanny sense of values when appraising a musician, and in audience reaction. I have never noticed credit given to him, come to think of it.

"Dixieland" music originated at New Orleans. Yankees had not been exposed to it, and it was Capt. Joe who recruited New Orleans players and sent them North on his boats. The result was fantastic. I saw it happen.

I lived in Burlington, Iowa, and the SIDNEY came in (the first real excursion boat there) with capacity crowds. Fate Marable played on her then, before the first World War. He played an air calliope in the ballroom instead of a piano - called a "Tangley Air Calliope," made at Muscatine, Iowa. The SIDNEY attracted crowds wholesale, while the G. W. HILL about starved to death with a local orchestra recruited from around here, - poor music and poor pay.

Now about the "river boat musicians." Fate Marable was by far the most colorful river boat musician in the country. He was born at Paducah, Ky. about 1890. His mother, a music teacher, taught him what he first knew. One day Fate was walking down Broadway, there in Paducah, and saw the old (first) J.S. at the landing, walked aboard and got a job playing piano. In later years he had excellent offers to take bands to New York, but he was loyal to Capt. Joe Streckfus, and save

for about two years, he always was a featured musician with the Streckfus Line. Fate afterward, told me he was eating a hunk of sweet potato pie that day he got his first job on the J.S.

As you know, Fate was colored. He did more for colored musicians than anyone in his time, and his graduates include some of the Great. One of them was Louis Armstrong,

trumpet and vocalist who did command performances for royalty. Fate told me in 1921 about the time Capt. John Streckfus nearly dragged Louis Armstrong off the bandstand because he was too bashful to sing a song. Warren "Baby" Dodd, drummer, graduated from Fate's Band. He was there 1919-1921, before he went to New York and teamed up with Armstrong. Then Charles Creath, trumpet, was with Fate in the 20's at St. Louis. Dewey Jackson, too; both of these men led their own bands later and made records. Creath was on the SAINT PAUL with Fate the first year she came to Pittsburgh, 1937.

Jimmy Blanton, bass, was with Pate that first year the SAINT PAUL came to the Ohio. He became a featured soloist with "Duke" Ellington, and died before he hit the top, but he had all it takes to get there. Duke Ellington did not start on river boats.

Some other colored musicians who played with Fate Marable and Charlie Creath on the CAPITOL are George "Pops" Foster, 1918-1921, and St. Cyr, banjo, 1918-1920. These two were with Fate when Louis Armstrong was there, and they both became prominent later. Arthur James "Zutty" Singleton, drummer, was with Fate on the CAPITOL and J.S., 1923-1924. The music magazines told much of him later, and he really got his start right here on Streckfus boats.

Most of the jazz bands in those early days didn't play from music. They would all sit down around a Victrola, learn the melodies and then improvise their parts. The old "standards" from around New Orleans everybody knew: "High Society" was one of Capt. Joe Streckfus's favorites, and every new clarinet player got tried out on that one, and if he could cut the mustard on "High Society" he was good enough for anybody.

The original Dixieland Band, the actual start of the Northward movement, was composed in 1913 of the following - all white: Nick LaRoca, cornet; George Brunis, trombone; Yellow Nunez, clarinet; Anton Lada, drums, and Harry Ragas, piano. You may notice that I harp on the Streckfus excursion boats. None of the others had what was called good, solid beat rhythm music with the Dixieland flavor; not even the ISLAND QUEEN with her big orchestra and big arrangements - sounded stenciled. The HOMER SMITH had Everett Merrill as leader, who played stinking saxophone. These boats never did recognize the value of the southern musical influence.

On Streckfus boats the laggards couldn't help improve, what with coaching of the leader and of Capt. Joe. They either got good, or else dropped out. The hours were terrible with the long all-day trips and moonlights. In later years Capt. Joe was obliged to use two bands; one for the day trips (smaller) and a big band for the evening. On tramping trips all bands played until unconscious.

When it comes to the calliope, Fate Marable could get more pretty music out of that instrument than anyone. The four ranking calliope players then were Fate, Homer Denny, Bill Foley and George Strother. All the rest were mechanical and that includes me, and also Irvin Hardesty who was on the WASHINGTON. George Strother was really good, and was on the HOMER SMITH for a long time. He doubled on piano drums and bass in the orchestra, was on the WASHINGTON two seasons and played calliope once on the QUJEN CITY, when she had one. Hal Kennedy, saxophone,

was on the HOMER SMITH at the time George Strother was there, and Hal was some shucks on a sax. He liked the river well enough to spend his adult lifetime at it and his name should not be left out of any article pertaining to River Music.

To blow my own tooter a little, I started in 1922 playing calliope and banjo on the WASHINGTON and turned out captain of her on the last season in 1937. And, between us, I wish she was still running (with steel innards and bottom) and that I could be purser and I'd take Cap Wisherd back, too, and Bill Pollock and F. Way as pilots and little matter who the captain would be.

Which reminds me again of Hal Kennedy. In 1934 the Carnegie Steel people sent down a "Century Tow" to New Orleans from Pittsburgh, their 100th, and Hal Kennedy tried to get George Strother to go along and play calliope. Turned out George was in Florida somewhere, and Hal was about nuts as Capt. A. O. Ackard had ok'd the deal and the calliope was already bolted to the deck of the I. LAMONT HUGHES. I'd been learning the river on the D. W. WISHERD under Capt. Joco Meeks (passing coal, mostly) and Hal called me to come play the thing.

I went up to Clairton and tuned the calliope in zero weather. We went out of the Ohio River fighting ice, and me playing, "In The Good Old Summertime." The steam from the whistles froze on the keys almost on contact so I had to pour black engine oil all over the keys, and played the damn thing with canvas glove on.

I trained a few musicians myself, if you'll pardon the protruding. Claude Thornhill came aboard the WASHINGTON at Wheeling on June 1, 1925 and was 17, and was late getting there because he had to finish High School in Terre Haute before he came. He came in short pants, now believe it or not. Claude made history in the music business; was an orchestra leader in World War II, in the Navy. Since has become one of the foremost. He left the WASHINGTON at the close of the 1925 season to study at the Cincinnati Conservatory of Music, and after that he was with Clyde McCoy, Hal Kemp, Benny Goodman, Paul Whiteman and the rest of the best.

Eugene Royse trumpet, was in my orchestra on the WASHINGTON 1925-1927, and left to go to school in Lexington, Ky. Last I heard he was a prominent lawyer in Maysville, Kentucky. Also, I had Wendell Mayhew, trombone, in 1925, who graduated to the best orchestras, and later was with John Scott Trotter playing for the Bing Crosby show.

I knew Bix Beiderbecke, cornet, but he wasn't in my outfit. Although I did play with him in Davenport when he was a kid. Bix then carried his horn around in a paper bag, and I've been on the bandstand when the manager threatened to fire the whole orchestra if Bix was kept; that was in 1921-1923. Bix went on the CAPITOL with "Doc" Wrixon and was on the WASHINGTON for a while. They had to let Bix go because he couldn't read music. That happened at Clinton, Iowa. After they fired him, Bix went to Chicago and next thing he was with Paul Whiteman. So he really did play on Streckfus boats.

Boat orchestras in my time played no popular ballads as a rule; we played four beat rhythm which is Dixieland. The standard tunes then were Dixieland One Step, Millenburg

MUSIC ON THE RIVER CONT'D. -

Joys, High Society, Panama, Clarinet Marmalade, At The Jazz Band Ball and Muscat Ramble. When the WASHINGTON made her first foray up the Ohio River I had one very fine dance orchestra organized, what with the caliber of Claude Thornhill and Wendell Mayhew. Ed West was the captain and many times he begged me to slow the tempo lest the crowd shake the boat apart dancing. There was such a thing as the orchestra leader announcing to the band, "Blues In F." That was the cue to improvise, and the leader would start off any direction in the key of F, and each player used his own judgment. Very rarely would such a tune end up badly. Takes experts to get away with that.

Never forget, it was Capt. Joe Streckfus who was the daddy of all this.

Clarence W. Elder died at Moline, Illinois June 15, 1965.

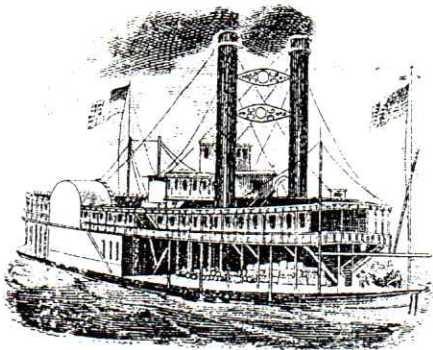
WHY A FLOATING VESSEL IS "SHE"

From *TravLTips*. Letters to the Editor:

"She or He (in reference to a ship)? The weight of evidence seems to be in favor of calling a ship *she*, though there are examples of the masculine being used, - merchantmen, men-o'-war, etc. In the navy, officers in particular are apt to call a naval vessel he because of the practice of referring to the commanding officer by the name of his ship. An example of this is the answer to a boat-hail given by coxswain of a boat carrying the captain of a ship, the name of his ship being shouted in reply."

"In defense of *she* much could be written. First of all, several of the parts of a ship, particularly of a sailing vessel and its rigging, are the same as parts of a woman's body or her ornaments. Also we speak of dressing ship. Before the era of steam propulsion, a figure-head was mounted on the stem of a ship, usually of a female. A few collected suggestions are that a ship, like a woman, is obstinate and perverse, requires much cleaning and polishing, is an object of affection, needs men to look after her, but they in turn are looked after by her, and whenever she sinks, she takes a lot of good men down with her!" Lt. Commander, A. D. Taylor,

Found by R. Dale Flick: the Editor takes no responsibility.



SCREW PROPELLER ON THE OHIO IN 1788

From the The Life and Letters of Gen. Samuel Holden Parsons we have a report of a boat trip down the Ohio by Marietta pioneers Dr. Manassah Cutler and Gen. Tupper in August, 1788:

"The voyage down the Ohio was made in a species of galley propelled by oars, which carried forty-eight passengers, besides cattle and freight. The passengers divided themselves into five reliefs for rowing at night but Cutler and Gen. Tupper who was with him, excused themselves from working their passage.

It happened on this voyage that the screw was applied for the first time to the propulsion of vessels on western waters. Tupper had described this substitute for oars to Cutler, who was so much taken with the scheme that, as he writes, he immediately, 'constructed a machine in the form of a screw with, short blades and placed it in the stern of a boat which we turned with a crank. It succeeded admirably and I think it is a very useful invention.'

This is the same device used by David Bushnell to propel his torpedo boat, with which General Parsons in 1776 attempted to blow up the British man-of-war ASIA. This invention Tupper had probably seen."

Thanks to Bill Reynolds for bringing this fascinating book to our attention. Gen. Samuel Parsons was drowned in October, 1788 when his canoe upset in the Beaver River near New Brighton, Pennsylvania.

BILLY ROE BELIEVED IN HONESTY

The following letter to Chas. McMahan, Independence, OH was sent from the Str. KANAWHA on April 10, 1911:

Dear Sir & Friend: -

Some weeks ago our boat landed at Indipendance (sic) landing (and) I understand the wind was blowing very strong & unfortunately came in contact with a John boat. I was not on board at the time and of course only know what my crew told me. I told the pilot who was on watch at the time to keep a look out for just such a boat as was damaged and I would buy it and turn same over to the man. It seems that Mr. Tippens is not satisfied.

My rule has always been to make good any damage done by our boat and I want to do so in this case. If you know the man I would appreciate the favor if you would adjust the trouble by having the boat repaired, so as to be as good as the one we damaged, or allow him for doing the work. Send bill to me and I will pay same.

Yours very truly,
/s/ W. E. Roe.

Thanks to Diana McMahan for sharing this.

- THIS AND THAT -

TIMES PAST IN MARIETTA

The daily *Marietta Times* inaugurated a column on the editorial page a year or so back with the title "Times Past." This extracts local events which happened on the same date, usually 100, 75, 50 and 25 years past. We often are pleased to see river and railroad doings reported; the following are some samples:

100 Years Ago - March 7 Captain J. Mack Gamble, the well-known river man of this city, has accepted a splendid position with a transportation concern and will take up the duties of the office. He has been made general superintendent of the Pittsburgh & Morgantown Packet Line.

75 Years ago - March 7 A petition by residents of the Big Bend country along the Muskingum in northern Washington County, that operation of the free ferry at Swift Station be continued was granted by the County Commissioners if the petition is also granted by the Commissioners of Morgan County. (Swift's is a short distance below the Luke Chute Lock & Dam; lack of paved roads put a premium on free ferries.)

75 Years Ago - March 27 The familiar whistle of the steamboat SENATOR CORDILL is being heard again along the Ohio River, the packet having resumed her regular schedule after a layoff of several weeks while new boilers were being installed following an explosion at Point Pleasant which killed three men. (She had exploded her main throttle valve on March 2, 1928.)

* * *

ANOTHER RESEARCH RESOURCE

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UPPER OHIO VALLEY COLLECTION
Bethany College Archives

On page 9 of the March issue we set out a short, updated list of museum and libraries with significant river material. We inadvertently overlooked one which was brought to our attention last fall - T. W. Phillips Memorial Library on the campus of Bethany College, Bethany, West Virginia.

The Upper Ohio Valley Collection holds the regional history assembled and donated by S&D member Paul E. Rieger of Sylvania, Ohio. We quote from the library's description:

"It is specifically focused on nine counties within the Upper Ohio Valley (being) Hancock, Brooke, Ohio and Marshall Counties in West Virginia; Washington County, Pennsylvania and Belmont, Harrison, Jefferson and Monroe Counties in Ohio. Content ranges from the early exploration period of the frontier to the present time. It is located on the lower level (Sakach Room and Dolbear Room) and ground floor (Audio Visual Room)."

As might be anticipated, there is a very sizeable collection of material dealing with the historic Wheeling Suspension Bridge. A listing for this subject totals thirty-nine items beginning with a Memorial of the Wheeling Bridge Co. to the

U.S. House of Representatives in 1830. The famed "Wheeling Bridge Case" before the Supreme Court of the U.S. in 1852 appears to be well documented.

If you are interested in research in this collection's area of specialty you might want to take the scenic drive north on Route 88 from Wheeling to Bethany.

* * *

A TECHNICAL RESOURCE, -
RAILROAD TRANSFER OPERATIONS

The Rail-Marine Information Group (RMIG), John Teichmoeller, Coordinator, distributed a four page useful listing of sources of information on this rather narrow subject. The list we have is dated 1996 and titled Rail-Marine Rivers and Gulf Bibliography has perhaps been updated but is extensive, nonetheless. RMIG also publishes the quarterly "Transfer" with an interesting mix of rails, boats, car-floats, etc. history and photos. Current membership \$30 payable to John Teichmoeller, RMIG, 12107 Mt. Albert Rd., Ellicott City, MD 21042.

* * *

SHOWBOAT GOLDENROD IS NOT DEAD YET

From the *St. Louis Post-Dispatch*, February 25, 2003:

By MARK SCHLINKMANN

There are now two proposals to move the Goldenrod Showboat back to the downtown St. Louis riverfront from St. Charles, its mooring spot since 1990. The latest is from the Marine Learning Institute, a nonprofit organization. An institute official, Scott Wooten of Sunset Hills, said his organization wanted to operate the boat as a riverboat museum, "education center" and theater at Laclede's Landing north of the Eads Bridge.

"It never has been successful as one entity," Wooten said.

The institute had previously submitted a proposal to St. Charles for the 94-year-old vessel but had not specified St. Louis as a location. It had mentioned Illinois, but Wooten plans to do repairs first at a facility in Hartford on the Illinois side of the Mississippi River.

The other downtown proposal is from City Museum founder Robert Cassilly, who would run the boat as a theater and historical exhibit south of the Eads Bridge.

The city of St. Charles is getting rid of the Goldenrod because of higher-than-expected repair costs, pegged at \$379,000 or more. In all, four proposals are pending; each calls for St. Charles to give the vessel away.

The St. Charles City Council was expected to discuss the issue at its meeting on March 4 but your editor has not heard of the outcome. Thanks to Ken and Margaret Buel.

Tall Stacks on the Ohio
River
October 15-19, 2003

The national celebration of America's steamboating era will host 20 riverboats from 15 cities and 11 states for five days of riverboat mania.

- THIS AND THAT CONTINUED -

RIVER HERITAGE MUSEUM EXPANDS

The spring newsletter of the River Heritage Museum, Paducah, Kentucky announces a sizeable grant which will permit construction of a new inter-active exhibit. Marquette Transportation, Inc. has awarded \$100,000 to the museum toward the expansion which is now under way.

Marquette Transportation Company, Inc. was founded by Ray Eckstein in 1978 in Cassville, Wisconsin. It relocated to Paducah in 1991 and is today one of the largest operators on the rivers.

The contract has been signed with Malone, Inc., Atlanta for construction of a new gallery and the fabrication of exhibits. The new space should be completed by mid-summer this year.

Julie Harris has been the director of the museum for the past two years. River Heritage Museum is located at 117 South Water Street in downtown Paducah which is experiencing a cultural rejuvenation.

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NEW ORLEANS PAINTING BY MIKE BLASER

Several issues back (September, 2002) we printed a photo of artist Michael Blaser meeting with representatives of the New Orleans Steamboat Co. in a bistro on Bourbon Street. The purpose was a discussion of a painting of the New Orleans harbor commissioned by the owners of the steamer NATCHEZ (4113).

The large, colorful work has now been delivered with Capt. Doc Hawley and manager Gordon Stevens looking approvingly at the result. The NATCHEZ is shown down-bound at New Orleans with Jackson Square and the St. Louis Cathedral in the background. Adding interest is the three-masted bark ELISSA from Galveston passing up, apparently under auxiliary power as no sails are set. It is an attractive and lifelike scene and we understand reproductions will be available. **Waterway Art Publishing, 1-800-383-0669.**

* * *

MISSISSIPPI RIVER MUSEUM & ACQUARIUM

Scheduled to open at the Dubuque, Iowa Ice Harbor in June, - all roads lead to the enlarged museum and new aquarium. The Smithsonian Institution is listed as an associate on the folder recently received but no date for the grand opening of the attraction is given. Call (800) 226-3369 for information before you set off for Dubuque.

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TOWING INDUSTRY SEES SOME SLOW TIMES

Several readers currently associated with the towing industry have reported that there are a sizeable number of boats now at the bank. *The Wheel Wash*, newsletter of the Association of Retired Marine Personnel with headquarters in Paducah, had an item in the March issue which highlights the present problems.

"In the news recently was the report that ACL, American Commercial Lines, better known as ACBL, had filed a Chapter Eleven bankruptcy application. ACL is the parent company of ACBL, the Louisiana Dock Company and ten other companies.

As of the last of January, ACBL had a fleet of 200 towboats and some 4,600 barges. The application indicated the action was due mainly to the lowering barge rates, plus the (general) economy and lower shipping volume. According to published reports, a spokesman stated the company will continue to operate normally,

ACL was founded in 1915 by Patrick Calhoun. With mergers and expansion, by 1927 the company had five towing vessels and 48 barges. During the depression years in the 1930's, the company survived by hauling quantities of coal. In the early 1950's, the company operated thirteen towboats and had increased its number of barges to 250. In 1956, ACL purchased the assets of Blasko Lines."

* * *

BOARD OF GOVERNORS MEETS

The S&D Board of Governors met at Marietta on May 3, Bill Judd, Chairman. Members Tom Dunn and Dick Prater were unable to attend but seven members were on hand plus the officers.

The J. Mack Gamble Fund is administered on behalf of S&D by National City Bank, Columbus. Michael Fisher, Vice President, Institutional Trusts, attended the meeting and presented a resume of investment portfolio. He responded to several questions and, in general, presented a guardedly optimistic view of the stock performance he expected in the rest of the year. As of March 31 the value of the Fund was \$578,758, a decline of 13% in the past twelve months, in line with the stock market performance in general.

Secretary Bee Rutter reported a total of 1,302 members on the rolls as of May 3. She confirmed that renewals and some new members should be anticipated during the year, as usual.

Treasurer Dale Flick reported a balance in the S&D account of \$14,644 which is almost identical to one year ago.

Jeff Spear, Chairman of the Museum Committee, was unable to attend but provided a report which outlined the progress made on reviewing the inventory of S&D museum artifacts. Valuations have been updated for insurance purposes, a requirement for completing a formal loan agreement with the Blennerhassett Museum, Parkersburg. The conversion of the inventory records from the OHS system to the new S&D software continues as a work in progress.

The Chairman asked for a report on the status of the W. P. SNYDER JR. Because of the failure of the rip-rap stone on the river bank at the River Museum, the SNYDER is not open for visitors at this time. (As of this writing it appears that the stone will have to be replaced on a new plan and the job is being re-bid by OHS. Ed.)

The next meeting of the Board will be September 12, 2003.

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- OBITUARIES -

GUY "COKE" ANDERSON

Guy Coulter Anderson, 77, died in Cincinnati on February 19, 2003. He had been a member of S&D for more than 30 years and served as treasurer of the organization for five years, 1993-1998. Coke, as he was known to most of us, and his late brother Yeatman were a familiar pair at S&D annual meetings for many years.

Guy was born in Greenville, South Carolina on October 27, 1925. He graduated from Hughes High School and in 1944 was drafted into the army. He served in the 120th Infantry regiment as an anti-tank gun crewman.

In 1953 he graduated from the Ohio State University in 1953 with a degree in Fine Arts and began teaching drafting at Western Hills High School, Cincinnati. Guy received a Masters of Education degree from the University of Cincinnati in 1972. He retired from teaching in 1986.

Coke and brother Yeatman were descended from one of the original settlers of Cincinnati - Griffin Yeatman. Yeatman's Cove was the name given to the original landing location and shows up on early Ohio maps of the Cincinnati area.

Coke attended the Cincinnati Art Academy for a time and fine art was a lifelong hobby. He had a collection of paintings by local artists. In retirement he played golf, enjoyed travel and the affairs of the Society of Colonial Wars.

He is survived by his sister-in-law Harriet Anderson, nephew Yeatman Anderson and niece Lynn Conaway of Cincinnati. Burial was in Spring Grove Cemetery.

MILES T. EPLING

Miles Epling, 72, died at Gallipolis, Ohio on February 27, 2003. He was the retired general manager of the M. T. Epling Co., a general contractor, and the former president of the Mountaineer Materials Corp.

Miles was the son of the late Moses T. and Hortense Arnold Epling and born in Gallipolis April 26, 1930. His father was the founder of the M. T. Epling contracting firm which owned the towboat M. T. EPLING (T1679) in the 1920s.

The company was in the sand and gravel business and operated towboats and barges on the rivers until recent years.

Miles was a 1948 graduate of Gallia Academy High School, Gallipolis, and attended Ohio State University, Virginia Tech and the University of Virginia. He served two terms as commissioner of the City of Gallipolis and was on the board of Trustees of Rio Grande University and Rio Grande Community College, Rio Grande, Ohio.

He was a long-time member of S&D and some years back was a regular at annual meetings.

Miles is survived by his wife Barbara C. Cardwell Epling and daughter Ann Herrington and husband of Milford, Ohio. Four sons survive - Mark Epling and wife of Bidwell, Ohio, Dean Epling and wife of Peachtree City, Georgia, Scott Epling and wife of Yellow Springs, Ohio and Kent Epling and wife of Oklahoma City, Oklahoma.

Two brother also survive, - John Epling and wife of Cincinnati and Richard Epling and wife of Morristown, Tennessee.

Burial was in Pine Street Cemetery, Gallipolis.

LES SWANSON, CALLIOPE
PLAYER

Leslie C. Swanson was born August 21, 1905 at Moline, Illinois and died April 6, 2003 at Moline. He was a musician, photographer, newspaper man and author with a strong connection to the river.

Many readers will be acquainted with Mr. Swanson's small books, Steam Calliopes which he published in 1982 and Riverboat Gamblers of History which came out in 1989.

But Les' various careers reached far beyond those two books. His first job was on the excursion steamer WASHINGTON in 1928. For short periods throughout his life, he appeared on riverboats, playing piano, calliope, or both, on ten different steamers including the DELTA QUEEN and the MISSISSIPPI QUEEN...

In 1945, appearing with Lee Johnston's band on the ferry W. J. QUNLAN (5643), they made the final historic trip across the Mississippi before the boat was banned from service by the Coast Guard due to structural problems.

In other business, Swanson spent a number of years as a member of the editorial department of the former Quad-

City newspaper *Daily Times*.

Then he went into photography and owned and operated Swanson's Studio in Rock Island, specializing in weddings and children's portraits. Swanson met many celebrities while in photo work, including the Andrews Sisters, the famed singing trio and jazz greats Louis Armstrong, Jack Teagarden and Earl "Fatha" Hines.

Retiring from the photo studio in 1965, Swanson turned his attention to writing books about Americana topics, such as covered bridges, old mills, old canals, steam calliopes and country schools. His best known book in that series was Covered Bridges in Illinois, Iowa, and Wisconsin. He penned eight books during his lifetime on widely diverse topics.

Written while in his eighties, Riverboat Gambling was Swanson's most recent book. This book coincided with the introduction of gambling boats in the Quad-Cities. He called it the "thrill of a lifetime" when he played calliope and was interviewed on national television (ABC's, Good Morning America) during the 1991 inaugural voyage of the DIAMOND LADY gambling boat in Bettendorf, Iowa.

Among Swanson's hobbies were TV sports, reading several newspapers daily and golf which he continued to play at Credit Island Golf Course in his 97th year.

With his sharp memory of details and history of the Quad-City area, he was regarded as a prominent local historian in multiple fields.

Swanson is listed in Who's Who in the Midwest and Who's Who in Entertainment. He was one of the last survivors of the 1923 graduating class of Moline High School and the 1928 graduates of Augustana College.

He married Gladys Huddleston in Davenport August 10, 1940.

On October 7, 1972 he married Mildred Hyler in Bellevue, Iowa. They shared many trips on the DELTA QUEEN and MISSISSIPPI QUEEN before she preceded him in death in 1988. He is survived by two daughters and their families; a sister and three step-children and families. A younger brother, Robert, died in 1975.

Our thanks to Pat Welsh, one of Les Swanson's pallbearers, for this account of a wonderful life.

- PASSAGES -

WILBUR FINGER

Wilbur M. Finger, 83, of St. Louis died on January 30, 2003. Wilbur was formerly president of the P. W. Finger Roofing Co. and had an interest in the rivers over many years. He was a member of the Coast Guard Auxiliary, active in the Sea Scouts and a past president of the Golden Eagle Club. He was a founder and a member of the board of directors of the Golden Eagle Museum.

Thanks to Ken and Margaret Buel.

MARIAN B. MILLER

Marian Miller, 77, died at East Dubuque, Illinois on February 25, 2003. She was the widow of the late Henry B. Miller who was connected with the Dubuque Boat and Boiler Co. Henry Miller died in 1970.

Henry "Hank" Miller was president of the boat building firm in the 1950s and 1960s and was responsible for developing a line of diesel excursion boats. The JULIE N., DUBUQUE II, LADY D. and LADY M. were all built for River Excursions of East Dubuque, Illinois.

Marian lived up high on the bluff overlooking the river at East Dubuque and, among many other civic organizations, was active in the Dubuque County Historical Society. She worked at the Riverboat Museum at the Ice Harbor in Dubuque, a career she enjoyed with her love of the river and the boats.

Thanks to David Tschiggfrie.

HAROLD E. WILMUNDER

Harold Wilmunder, Carmichael, California, builder and operator of the steam excursion boat ELIZABETH LOUISE at Sacramento died April 20, 2003.

Hal was doing some repair work on his boat when he evidently fell into the river and disappeared. His body was found on Tuesday, April 29. He was 78 and a navy veteran of WW-II and the Korean conflict.

In his youth, Hal was a fireman on locomotives for the Southern Pacific RR. He owned and operated a steam tourist railroad in the orchards at Apple Hill in El

Dorado County, near Placerville, CA. He closed the railroad in 1974 and began the steamboat project.

Hal came to the attention of our readers about 1980 when he was deeply involved in building the ELIZABETH LOUISE. In 1975 he acquired the engines built in 1889 that were last used on the towboat DETROITER (T0595). The ELIZABETH LOUISE, named for his first wife, was Hal's design and he was the active foreman in the construction of the 138x29 foot all-steel boat. She was completed in 1986 and licensed for 400 passengers.

- BOOK REVIEWS -

McBRIDE'S RIVER

by Capt. Alan L. Bates

Alan Bates is no stranger to the *S&D Reflector* - as a frequent contributor and author/publisher of intriguing books. His latest book, *McBride's River*, is a handsome paperback with lively text illustrated with good photos about the McBrides of Louisville and their boats.

This is the story of four generations of river men and women beginning in the 1880s in the age of steam. It carries the reader through the trials and tribulations of river life to today's powerful diesel towboats. Capt. Bates worked for the McBrides and obviously admired their humor and know-how which contributed to their ability to run boats and a business.

A glance at the chapter titles invites further investigation. For example: A Trip with Cap'n Birch; Ingenuity; Learning The River; Friendships; Getting Started; Boundaries; Transitions; Whose Gasoline Do You Use?; Switching; Inventions; The Inside Story; Things Happen; Accidents; The U.S. Coast Guard; Salvage and Fireworks. There are more and all involve the McBrides, - past and present.

This honest, instructive picture of river life - the boats and the people - is a real pleasure to read.

McBRIDE'S RIVER by Alan L. Bates, 119 pages including numerous photos, 5-1/2 by 8-1/2 inch size, paper bound. Available from: Cyclopedium Press, 2040 Sherwood Ave., Louisville, KY 40205-1112. Priced at \$9.50 plus \$2.25 for handling and postage.

Reviewed by Bee Rutter, Marietta.

- BACK COVER -

The LORENA on the front cover and the QUEEN CITY were contemporaries but designed for very different trades. The QUEEN CITY was Capt. J. Frank Ellison's apex design for the long-haul Pittsburgh-Cincinnati trade and with touches of elegance for passengers.

The photo of the forecastle of the QUEEN CITY - probably taken in the first decade of the 20th century - makes an interesting study of many items no longer commonplace.

The iron-shoed, heavy spar pole is stored next to the painted derrick used to handle the spar and position it to raise the hull over a bar. The section of chain seems connected to the deck strap used as the lift point when sparring the boat over a sand or gravel bar.

Three piles of hoghead hoops are in the foreground, for use in the casks to ship tobacco. The craft of a hoop-pole cutter is no more but the derisive term "Hoopie" still is heard in some localities. The sacks could contain potatoes. The barrels are stouter than needed for apples, - pottery or glassware, maybe?

The polished brass caps on the turned posts at the foot of the front stairs add a touch of class. The stair risers are faced with punched brass sheets alternating, "Queen City" and "P.&C. P. Co." The two air scoops just below the boiler deck ventilate the boat's hull.

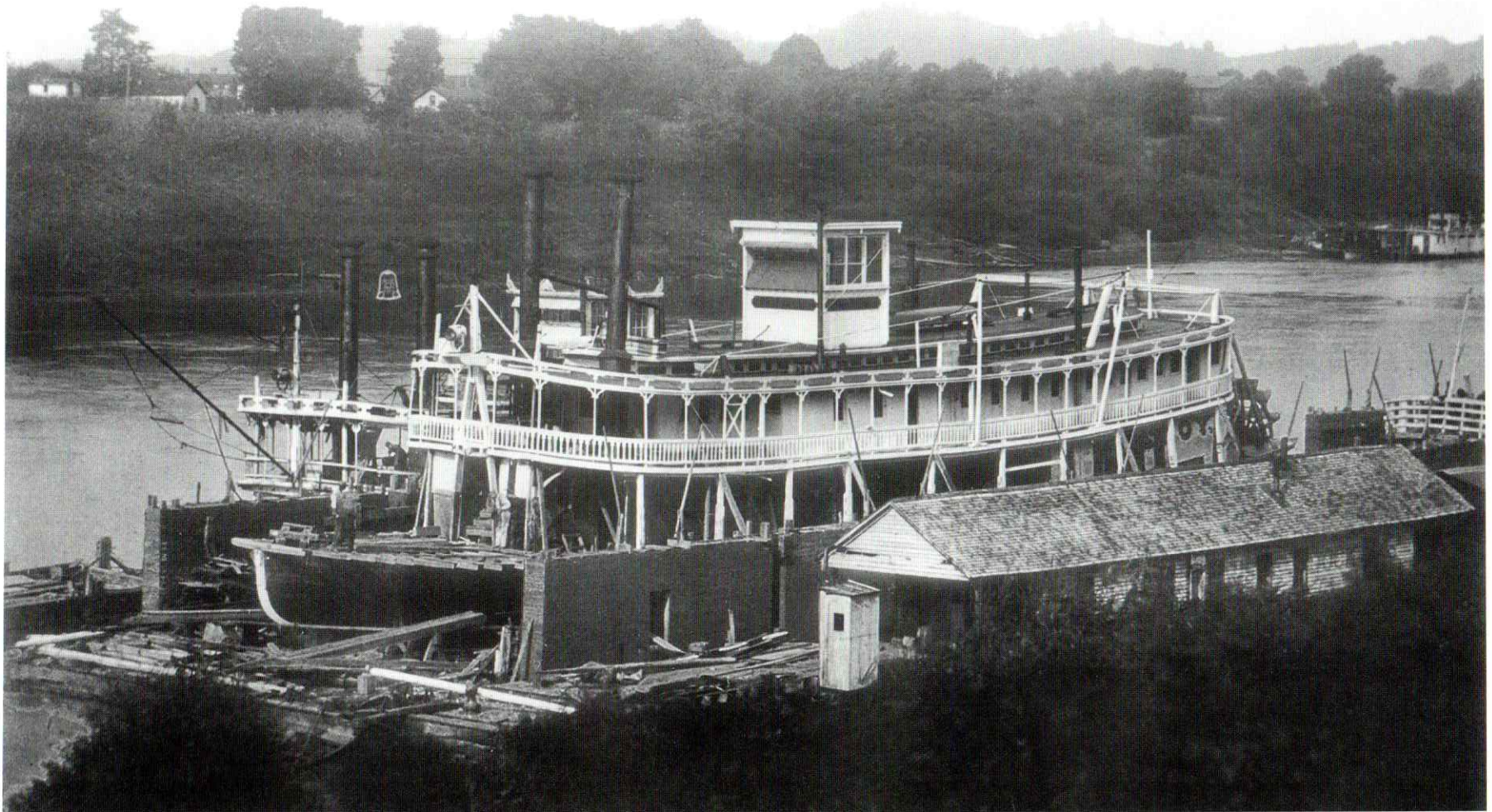
The three arched signs are now displayed in the Ohio River Museum as are sections of the wire railing with decorative rosettes.

Capt. Wilmunder operated the boat May through October offering scheduled cruises on weekends and charters. She was docked in West Sacramento, across from the DELTA KING. The original 10's-3 ft. engines were replaced with larger ones in 1997. A color photo of the ELIZABETH LOUISE is on the back cover of our December, 1997 issue.

He is survived by his wife Marie.

Thanks to Dick Rutter





This photo is from the collection of the Howard Museum, Jeffersonville, IN. The contrast and shading in the light of early morning is attractive enough but there is also the activity of the floating dock. The location is Enterprise Docks, Pt. Pleasant, WV in 1910 and the LEROY (3427) has received hull work extending the head of the boat ten feet with decking and nosing yet to be done.

Just visible on the outside of the dock is the VALLEY BELLE (5534) which was roughly the same size as LEROY. Both boats operated on the Muskingum River for several years but at this time LEROY was owned by the Greene Line in the Gallipolis-Charleston daily trade. VALLEY BELLE was in the Marietta-Middleport trade and later became a towboat. Print by Murphy Library



This photograph was taken August 4, 1938, about three weeks after Jim Swift rode the GORDON C. GREENE. The coal pile may be seen on the head of the boat, the stacks sport feathers on the top and this was the first year for the new Texas.

The Marietta Wharfboat, built at Clarington, Ohio in 1905, had not seen regular use for two years, - since the packet LIBERTY quit. Lettering beside the open door says, "Waiting Room Up Stairs" while at the lower end "Ice" is advertised.