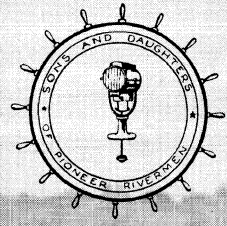


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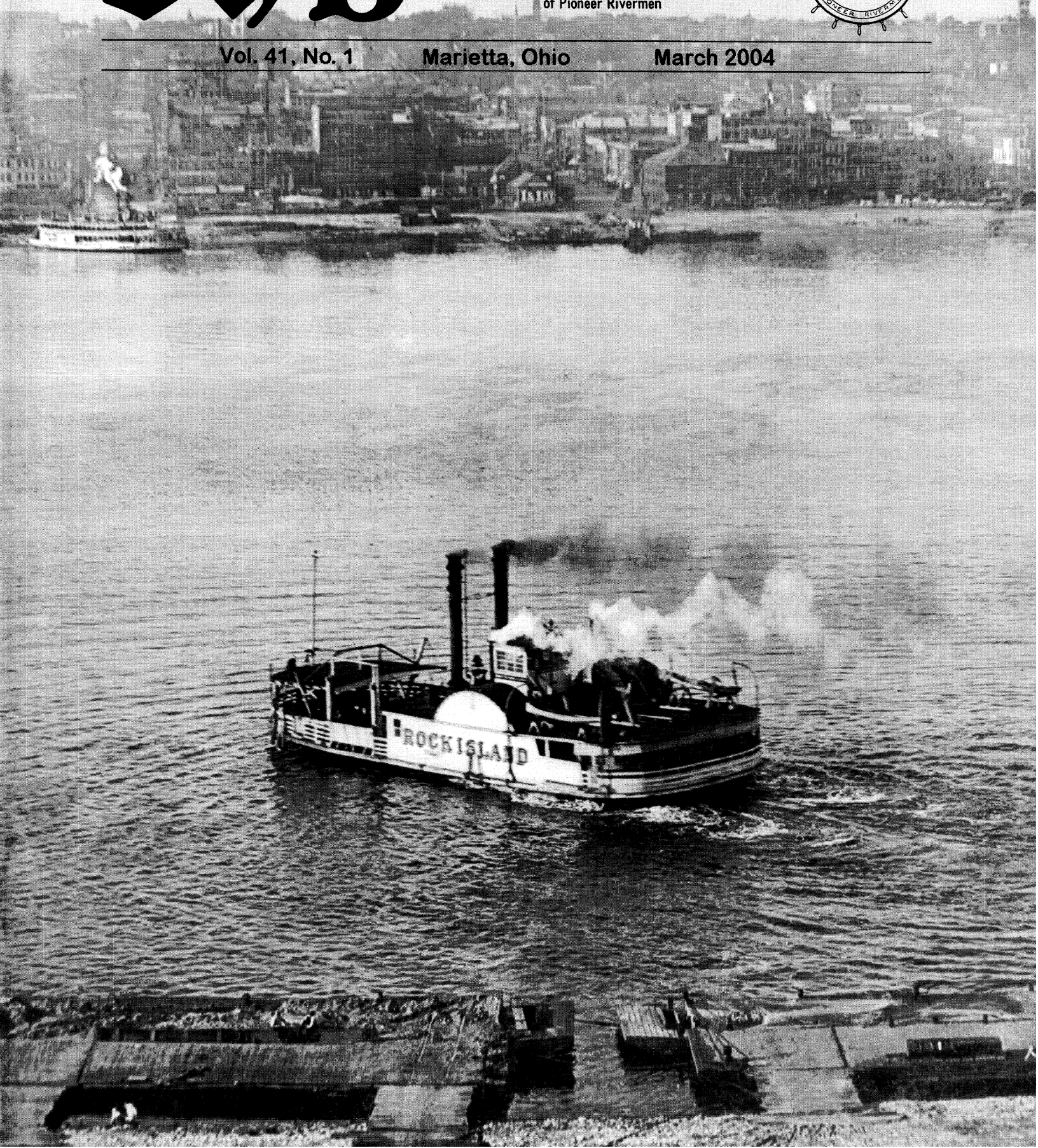
Published by Sons and Daughters
of Pioneer Rivermen



Vol. 41, No. 1

Marietta, Ohio

March 2004



- FRONT COVER -

The Editor couldn't resist this photo of the ferry ROCK ISLAND (4810) and guesses that she is leaving the Rock Island dock for Davenport. The stern-wheel ferryboat dimly visible just leaving the opposite shore would be the DAVENPORT (1459), later W. J. QUINLAN. This pair provided the ferry service between the two cities from about 1908 until WW-I or a little later when ROCK ISLAND went to Helena, AR to ferry.

- LETTERS -

Sirs: Those are excellent photos of the GORDON C. GREENE at the Public Landing and of her main cabin on the covers of the December issue. Looking forward to the next issue; what will you do as an encore?

James A. Haley
3908 Lori Dr., Apt. One
Erlanger, KY 41018

= At one week before press-time, the Editor is beginning to look for inspiration!

Sirs: Regarding the photo of the AQ leaving Lock 15 on page 5 of the December issue - she is DOWNBOUND in the main lock chamber (110'x600').

At 418 ft. in length, Her Majesty can't fit in the auxiliary 360'x110' foot lock.

Judy Patsch
921 21st. Ave.
Rock Island, IL 61201

Sirs: Regarding the cut of the hotel at New Martinsville, WV on page 19, believe the name is RIVERVIEW - if the banner flying from the roof is any sign.

Dick Rutter
2205 Clinton Ave.
Alameda, CA 94501

= Mmm! Well, that's what it looks like but dimming memory dredged up "Riverside" automatically. An earlier Editor was cagey and wrote, "riverfront hotel." We call upon Hannibal photographer Fred McCabe or Duffy resident Larry Geisler to give us the name of Orville Noll's notable caravansary. Ed.

- THE FREIGHT BOOK -

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CHARLES "CHUCK" WIRES	
CAPT. WILLIAM POTTS	

Sirs: I was sorry to read they are having trouble at Sistersville about the ferry. My great-grandfather is looking down and probably upset. The Tuel Family Descendents will be interested in the outcome of the landing-place dispute.

Jean Gross
Apt. 837
1434 Punahou St.
Honolulu, HI 46822

= The Tuel family interest in the ferry goes back well over 100 years. See, "More Sistersville Ferry History" on page 29 of the December, 2003 issue. Ed.

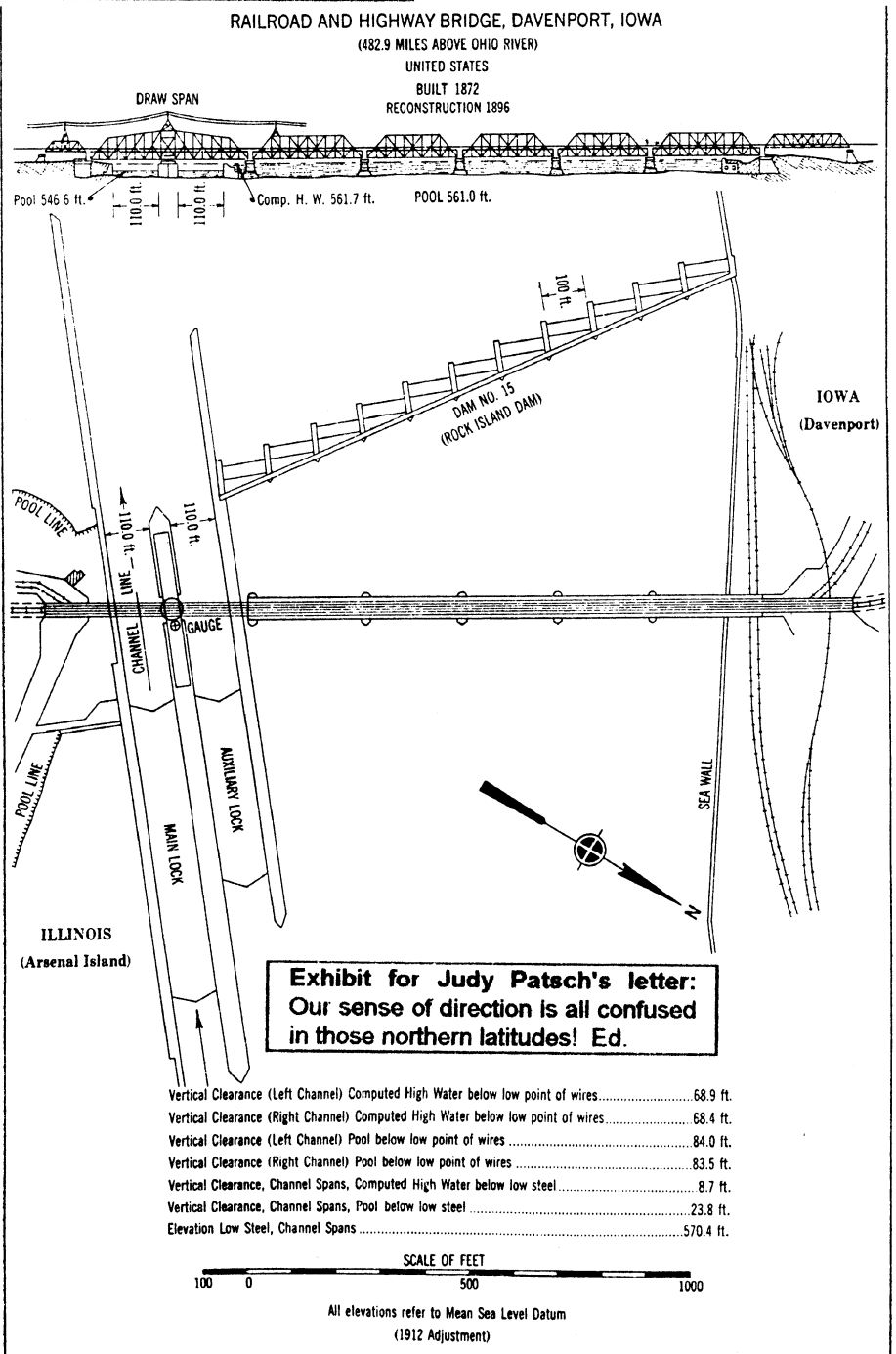


Exhibit for Judy Patsch's letter:
Our sense of direction is all confused in those northern latitudes! Ed.

Sirs: Thank you for printing a progress report on the Brownsville Transportation Museum in the "This & That" section of the September, 2003 *Reflector*. We now have a 50-year lease on our museum building. The Borough of Brownsville is providing the insurance coverage and, as a public building our organization will not be charged real estate taxes. Application has been made to the I.R.S. for a designation of the "Monongahela River-Railroad Transportation Museum" as a 501(c)3 organization for tax purposes.

An early donation is a collection of 15 albums of photographs plus other materials on the Hillman Barge & Construction Co.

Harold Richardson
5 Elizabeth Street
Brownsville, PA 15417

= Brownsville for 200 years has been noted for its boatyards and in steamboat days the related boiler shops, engine builders, etc. The Hillman boatyard site is again active building barges and other floating equipment. Good luck! Ed.

Sirs: It has been my pleasure on various occasions to receive copies of the *S&D Reflector* from friends. Upon careful observation, I note that membership is open to all with an interest in history of the rivers. Growing up along the Ohio at Belpre, Ohio, I was awed by the steamboats passing by - and by this admission dating myself.

Being of age for mature judgment, I am submitting a remittance for membership.

Frank S. Trautman
9 Meadowcrest Dr.
Parkersburg, WV 26104

= Madam Secretary has dispatched the remittance to Treasurer Flick and entered Frank's name on the rolls. Ed.

Sirs: May I amend my appeal for information which you graciously printed in the last issue?

The south Georgia river that once had steamboat traffic is the Altamaha, formed by the Ocmulgee and the Oconee. Any sources of information with reference to boats operating on these streams will be appreciated.

Bob Gressette
320 Pauk Rd.
Tilton, GA 31794

Sirs: The barge and towboat alongside the GORDON C. GREENE on the cover of the December issue is the JOHNSTON PARTY BOAT and F. H. JOHNSTON. The company, Johnston Boat Co., ran excursion service out of the Greene Line Wharftow for many years. It is where I started out in the early 1950s.

In 1984 the company sold out to BB Riverboats including the excursion barge CHAPERON and the F. H. JOHNSTON. Today, I'm still with BB Riverboats.

Capt. "Whitey" Jones
1212 White Oak Rd.
Amelia, OH 45102

Capt. Bill Judd, New Richmond, Ohio also confirmed that the craft alongside the GORDON GREENE was the Frank Johnston fleet. Adds Bill, "The F. H. JOHNSTON is a WW-II Sea Mule hull and engine with a superstructure added by Johnston. This vessel was lengthened and made wider in 1954 and two more engines added. It is still operating at the CAPT. J. T. MEANLY at Memphis."

= We had forgotten that there was a "party boat" before the excursion barge CHAPERON. The latter was built from the hull of the U.S. COE towboat SUTER (2364). Thanks for the assist! Ed.

Sirs: I believe I have substantial documentation to indicate that Capt. John Lee of the Steamer GLENCOE was my great-grandfather. I am addressing the *S&D Reflector* in this matter with the hope that someone my provide input to shed light on my assumptions.

William M. Lee
1839 Brandon Ave.
Petersburg, VA 23805

= Genealogical research is a field beyond the scope of the *S&D Reflector*. Readers with knowledge of the late Capt. John Lee (circa 1870s) please contact Bill Lee at the address above. Ed.

Sirs: Your thumbnail history of the BECKY THATCHER, once the inspection steamer MISSISSIPPI, page 20 last issue, was very good. The history of the boat has become confused when well-intentioned latter-day owners try to tie her historically to the MISSISSIPPI (3975) of 1882. That boat was rebuilt following a fire in 1893, retired in 1919 and then became the towboat PIAMINGO (T2046).

Keith Norrington
629 Roseview Terrace
New Albany, IN 47150

BOARD OF GOVERNORS MEETS APRIL 24

The spring meeting of the S&D Board of Governors is scheduled for the afternoon of Saturday, April 24, 2004 at Marietta. Any members having matters to be discussed by the Board should feel free to contact any BOG member or Chairman Bill Judd, 1099 U.S. Rt. 52, New Richmond, OH 45157.

S&D ANNUAL MEETING SEPTEMBER 17 & 18, 2004

JUST SO YOU DON'T FORGET TO MARK YOUR CALENDAR WE POST THIS EARLY REMINDER OF S&D WEEKEND!

REFLECTOR BINDERS

Red plastic binders, lettered, for three years, 12 issues of the magazine are again available. \$15 each, postpaid from:

Darlene Judd
1099 U.S. Route 52
New Richmond, OH 45157

Make checks payable to "S&D"

NEW INDEX VOLUME COMING

Capt. Alan L. Bates has again contracted to prepare an index for the *S&D Reflector*. The indices are currently complete in five year segments through 1998, - seven booklets in all. Alan reports that his new whiz-bang computer is making duck soup of the five volumes, twenty issues, 720 pages and gazillion words for the 1999-2003 index.

Announcement will be made here when the new volume is available. We anticipate holding the price at \$5, postpaid.

1939 **S&D SIXTY-FIFTH YEAR** 2004**"Lighting up the past, present and future of the Mississippi River System"****S&D REFLECTOR**

Marietta, Ohio



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The name of the publication, "*S&D Reflector*," comes from the newspaper *Fleetwood Reflector* published in 1869 aboard the Cincinnati-Pomeroy-Parkersburg packet FLEETWOOD. Newspapers were printed for the diversion of passengers on a number of the larger 19th century packets.

The S&D quarterly was originated by Frederick Way, Jr. in 1964 who was editor, typist and publisher until 1992.

Correspondence is invited and serious papers on river related history are welcomed. Please check with the Editor, however, before sending material on a "loan" basis.

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

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

There are two classes of membership - full and family. Full membership includes the quarterly *S&D Reflector*, admission to the Ohio River Museum and Str. W. P. SNYDER JR. at Marietta and voting rights at the annual meeting. Family members are entitled to all privileges except the quarterly.

Memberships are for the calendar year and full members will receive four issues of the *S&D Reflector*. Dues notices are mailed about January 1 and a prompt response will assure receipt of the following March issue of the quarterly.

The current dues are \$15 for a full membership; family members - spouses and children under 18 - \$1 each. Please list the full names of family members for membership cards.

Direct correspondence to:

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

REFLECTOR BACK ISSUES

Copies of the current issue or of the immediate prior year are available at \$5 each, postpaid. Back issues for most years through 1972 are available at \$3 each or \$10 for a complete year (4). Inquire of the Secretary for particular older issues

REFLECTOR INDEXES.

Indexes have been prepared for five year increments of the quarterly, 1964 through 1998. The index for years 1999-2003 is currently in preparation. Each index is \$5, postpaid.

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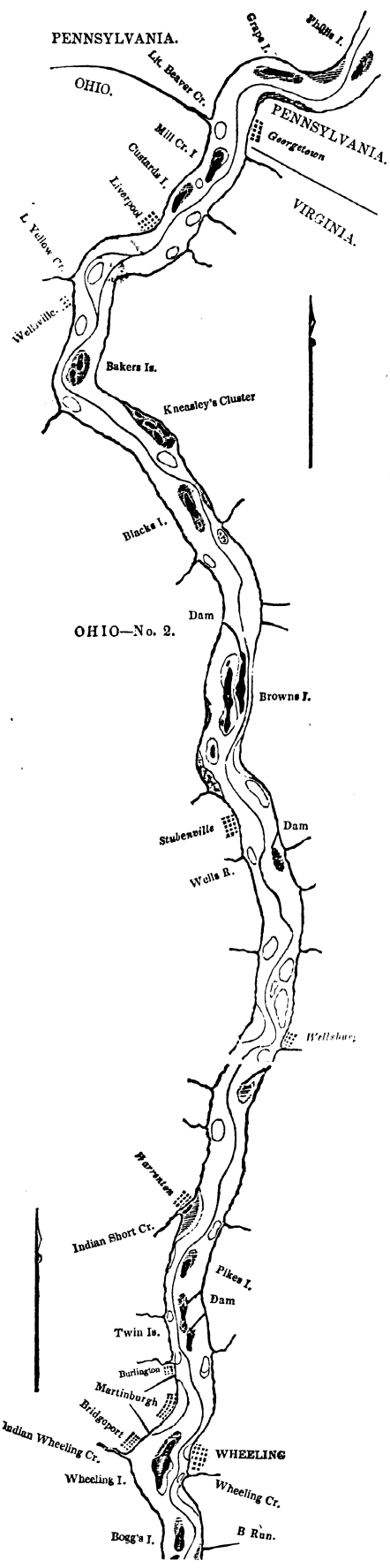
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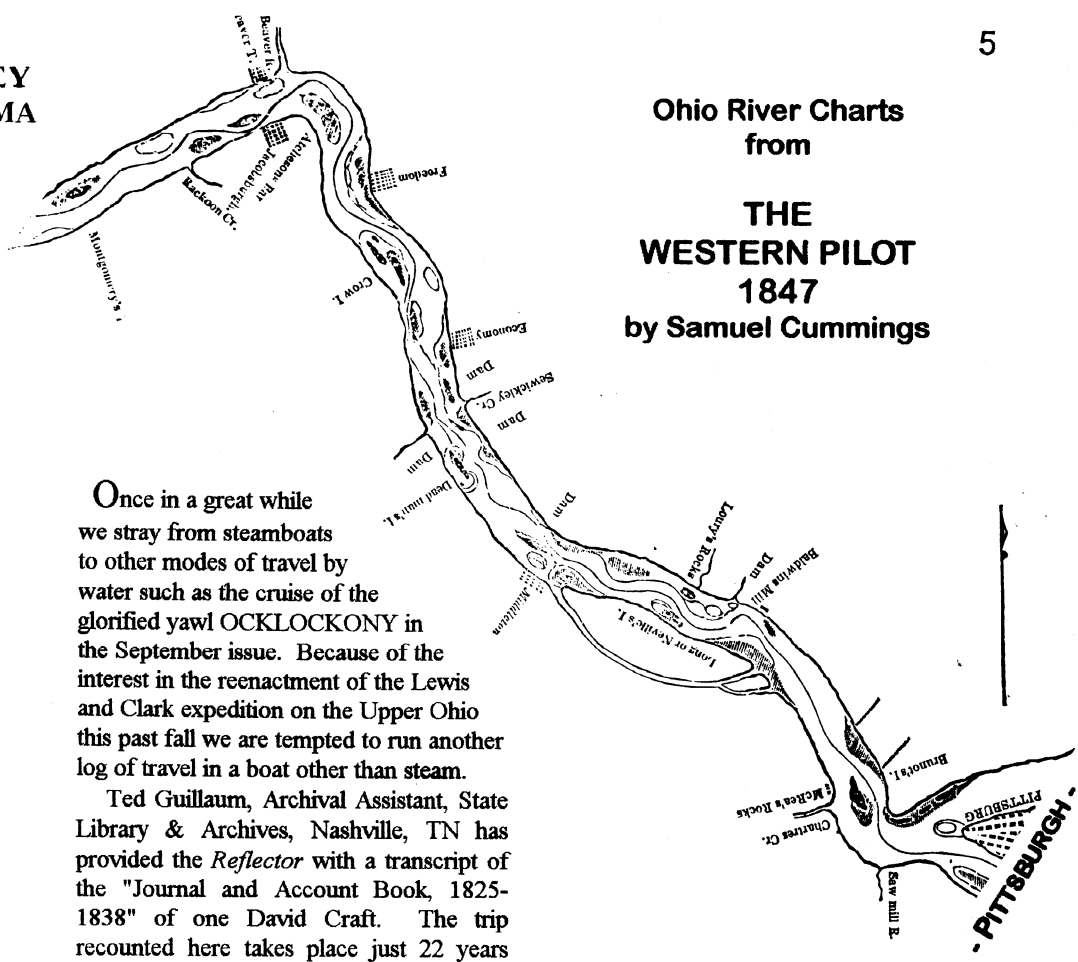
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A KEELBOAT JOURNEY PITTSBURGH TO ALABAMA 1825



Ohio River Charts from THE WESTERN PILOT 1847 by Samuel Cummings



Once in a great while we stray from steamboats to other modes of travel by water such as the cruise of the glorified yawl OCKLOCKONY in the September issue. Because of the interest in the reenactment of the Lewis and Clark expedition on the Upper Ohio this past fall we are tempted to run another log of travel in a boat other than steam.

Ted Guillaum, Archival Assistant, State Library & Archives, Nashville, TN has provided the *Reflector* with a transcript of the "Journal and Account Book, 1825-1838" of one David Craft. The trip recounted here takes place just 22 years after the Lewis & Clark flotilla left Pittsburgh with a similar keelboat.

By way of introduction, Mr. Guillaum writes:

"The journal of David Craft is a 54 page narrative of his journey in 1825 by boat down the Ohio River and up the Tennessee River to Florence, Alabama. We know the author's name but he does not indicate the specific nature of this trip, his duties during the trip, his age, the type of vessel he is on or the type and amount of cargo. This leaves the reader to speculate about many aspects of this adventure but most are answered as the log continues over a period of almost two months..

We know that his home was about one day's travel by horseback from Pittsburgh so that could be anywhere within a 30 mile radius or a little more from The Point. The author indicates through his references to a 'Mr. Ewing' that he may have been the person in charge of the boat or the owner. The craft could have been a flatboat - there is reference to sweeps and poling - but the fact that it went up the Tennessee to Muscle Shoals makes it more than likely of a keelboat design - a flatboat usually floated downstream only.

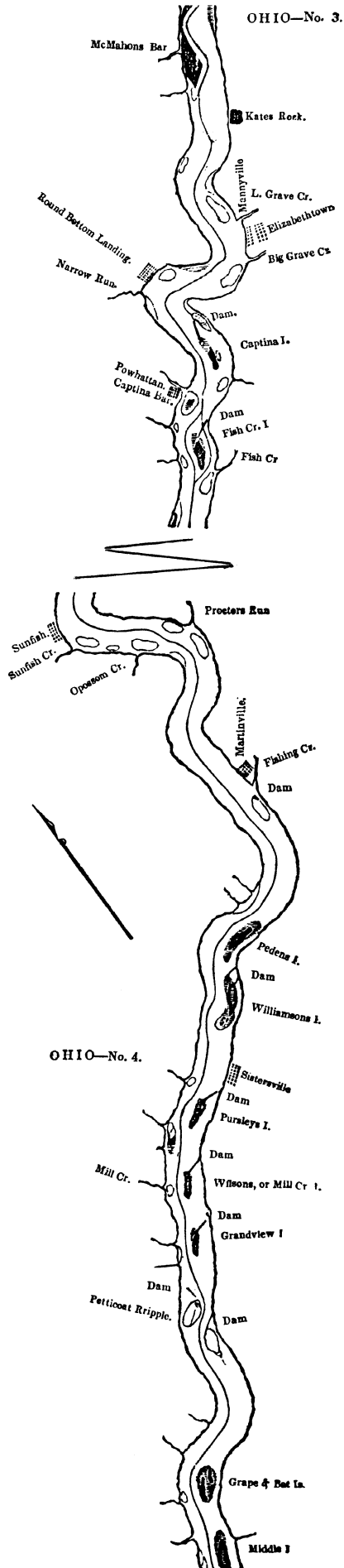
He does not describe any form of cabin or shelter on the boat but most vessels of

this time would have had something for the protection of crew and passengers. (see photos of the Lewis & Clark keelboat on pages 10 and 11, September issue). Craft does indicate that they had to put up on shore in bad weather on several occasions so they probably also had a tent of some size.

We have no clue whether or not there was some relationship between Craft and "Mr. Ewing" other than through the journey. Was this a one-time trip for Mr. Ewing or was he a merchant who was involved in a regular trade?"

The following description of keelboats is from *The Keelboat Age On Western Waters*, Leland D. Baldwin, University of Pittsburgh Press, 1941:

The ordinary keelboat was forty to eighty feet long and from seven to ten feet in beam, had a shallow keel and was sharp at both ends. It drew about two feet of water when loaded. The middle part of the boat might be left open, but usually it was covered in whole or in part by a cabin or a cargo box that had an inside clearance of about six feet. Here the goods were stored and here the passengers found shelter.



All around the gunwales ran a cleated footway, twelve to eighteen inches wide, where the crew walked when poling the boat. At the bow were seats for the rowers, four to twelve in number, who sometimes received assistance from a square sail. The sail, however, was useless except on comparatively broad waters so many keelboats carried none.

Steering was done by means of a long oar pivoted at the stern and extending ten or twelve feet beyond the boat. The steersman, who was usually the boat's captain, or patroon as he was called in the West, stood upon the roof of the cabin or upon a block made of a length of log upended and with notches cut in the side to enable him to mount.

The keelboat's burden ranged between fifteen and fifty tons but was usually less than thirty. The burden was not always rated by tons and on the upper Allegheny keels were sometimes spoken of as carrying sixty or one hundred barrels of salt.

DAVID CRAFT'S JOURNAL - 1825 -

Left home on the 15th day of February by break of day. Took breakfast with Geo. Hogg. Proceeded on to Pittsburgh on horseback; reach'd Pittsburgh about an hour after dark & put up at Darlington's Hotel.

Left Pittsburgh by water on the 18th Febr. and travell'd (down the Ohio) on to Middletown & hung fast on a sand bar called Merriman bar by the ill conduct of a man took on board at P'burgh. Got off by the help of a flat & four hands from town. Landed and put up for the night opposite Middletown. Hired a pilot.

(Middletown or Middleton was an early name for present-day Coraopolis, PA. Merrimans Bar was at the lower end of Neville Island. Ed.)

19 February-1825 Got underway in the morning and past (sic) the Steam Boat GEN. PIKE laying fast on a sand bar opposite or below Middleton. Past Beaver and Georgetown and landed at the mouth of Yellow Creek.

20 February - Sunday Started by daylight this morning. I procur'd a gallon of good drinking water for the first (time) since I left Pittsburgh. This day we landed at

Stubenville (sic), proceeded on and past Wellsburg. Landed about a mile below Wellsburg to get wood and set Thomas Casey on shore; proceeded on and landed for the night 1-1/2 miles above Wheeling.

21 February This morning we took an early start and landed at Wheeling. Our pilot, whose name is George Taylor, left us here. Yesterday we met the Steamboat VELOCIPEDA & this mornint (sic) the Steam Boat AUROA (not documented) of Steubenville is laying at Wheeling. Left Wheeling about 10 o'clock and travell'd upwards of 30 miles and landed for the night on the Virginia shore near the house of a certain Chas. Wells.

22 February Set off by daylight this morning; travell'd on slowly, the snow falling pretty fast. We could not work at the sweeps much this morning. This day we past through the Long Reach. This was a cloudy, wet day - landed for the night 12md (miles?) above Marietta.

23 February Started very early this morning, the weather very fair. Landed at Marietta then travell'd on past the mouth of the Muskingum. Landed a few minutes at the mouth of L(ittle) Kenhawa (sic). Landed for the night at the mouth of Big Hockhocking.

24 February Started not quite so early this morning on account of the fog. After travelling (sic) about 3 miles we landed to let the Steam Boat OHIO pass us. This is a beautiful day - travelled (sic) on and landed for the night a few miles below Letart Falls.

25 February Started this morning an hour before daylight, travelled on and met the Steam Boat CONGRESS. Pass'd by some men killing a deer in the river in a canoe. This day we pass'd B(ig) Kenhawa at the mouth of which stands Point Pleasant. Trevel'd on and pass'd Galipolis (sic). This afternoon we had considerable of wind & rain. Lanmded for the night a few miles below L. Gyandot Creek (sic).

26 February Started this morning at daylight. The Steam Boat GEN. PIKE pass'd us going down this morning about 8 o'clock. This day we landed at Big Guyandot; this a handsome cite (sic).

Travel'd on and pass'd 10 Pole Creek & 12 Pole Creek. Pass'd the mouth of (Big) Sandy River.

This day the Steam Boat WM. PENN pass'd us on her way up to Pittsburgh. (See story, page 29, Sept. 2003 issue.)
 This night we landed in the Mouth of Stoner Creek on the Ohio shore.

27 February Started about an hour before daylight; pass'd the mouth of Little Sandy & an town at that place called Easton on the Kentucky side. Yesterday we pass'd a small town on the Ohio side called Burlington. The wind blew very hard & we had to land about 10 o'clock and lay till sunset when we started and travel'd about a couple of hours & landed at Portsmouth on the Ohio side at the mouth of Scioto R.

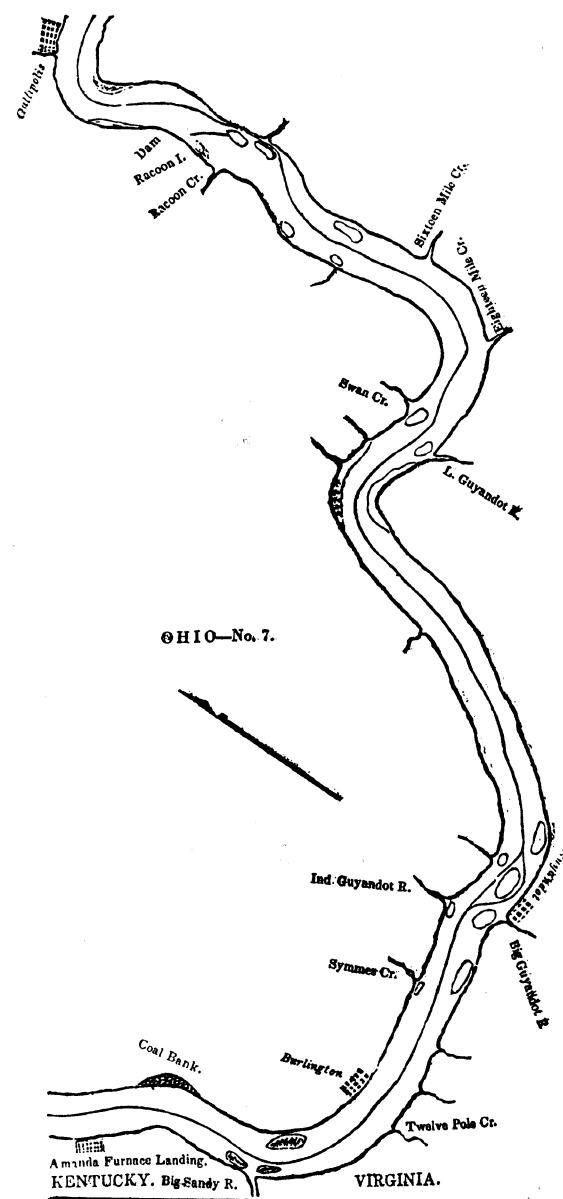
28 February Started at daylight and travel'd on pretty briskly. Past the Kentucky Salt works and past Brush Creek and Brush Creek island, past Manchester islands & Town on the Ohio side of the river and landed for the night at Riply (sic).
 This day the Steam Boat HIGHLAND LADDIE past us on her way up, - at the mouth of Brush Creek.

1 March Left Ripley this morning early and travel'd on & landed a few minutes at Augusta, a flourishing little town on the Kentucky side, ten miles below Ripley & twenty below Limestone or Maysville.
 This day as we was putting off from Augusta we discover'd a skiff break loose from the shore. A negro ran out on top of a Flat Boat & jumped into the skiff off the Boat & by that means sav'd the skiff. This a very windy day. The wind blows down stream -- travell'd on & pass'd the towns (of) Mechanicsburg, Neville, New Richmond and Columbia and landed at Cincinnati.

2 March This day we did not leave Cincinnati.

3 March Started by break of day and travell'd on briskly, the water having rais'd three feet since we landed at Cincinnati. Travell'd on and pass'd the mouth of B. Miami River which is the line between Ohio & Indiana. Pass'd Lawrenceburg on the Indiana side about a mile below the line. Pass'd the town of Rising Sun on the Indiana side and landed on the Indiana shore.

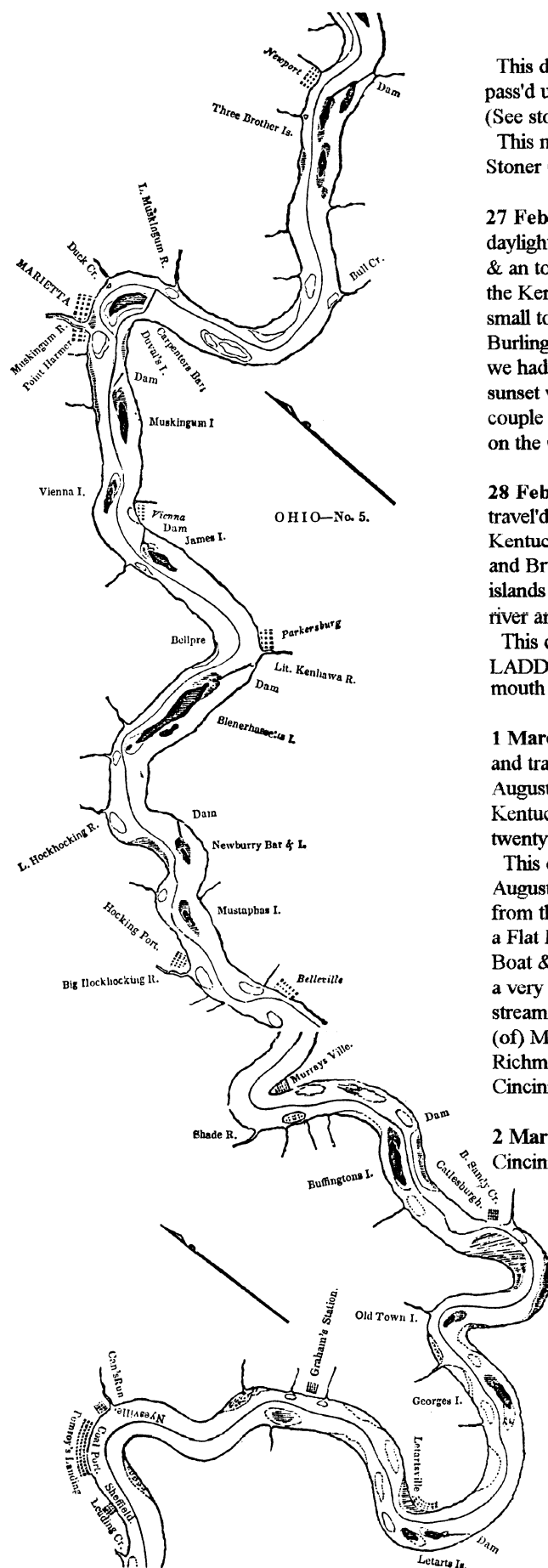
4 March Started before day & pass'd the Vevay Vinyards on the Indiana shore. Travell'd on and landed at Louisville about 2 o'clock in the night.

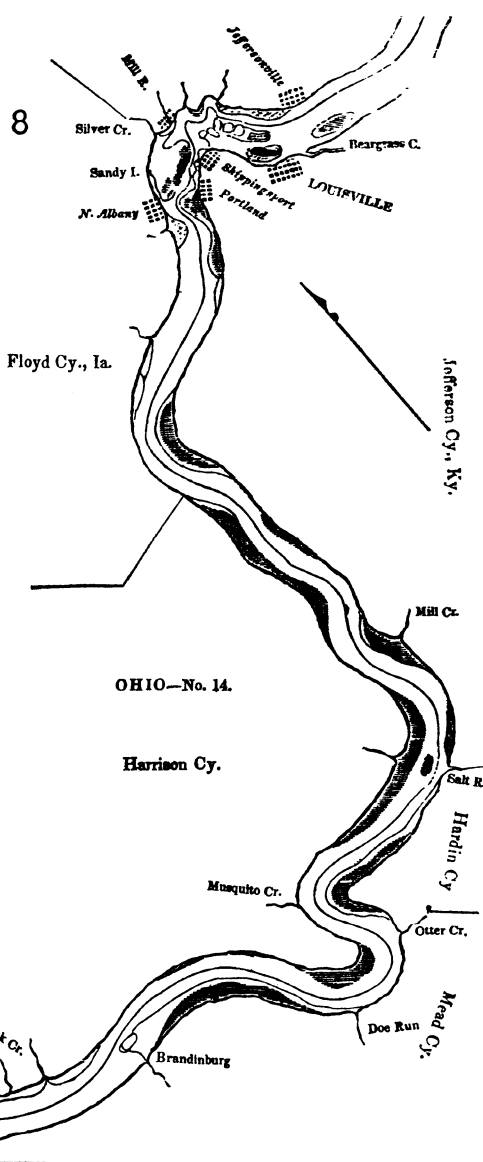


5 March Lay at Louisville until middle of the afternoon, then hired a pilot & pass'd the falls of Ohio and landed at Shippinport below the falls for the night.
 This day three Steam Boats undertook to come up the falls but failed. Succeeded at length by the air of a warp from Louisville. GEN. NEVILLE, RIEGO & INDIANA.

6 March 1825 Left Shipenport (sic) by break of day. Last night one of our Skiff oars was stolen. Commenc'd raining about 11 o'clock. This day we pass'd the mouth of Salt River 20^{MS} below the falls. Landed for the night on the Indiana shore.

7 March Started about 4 o'clock this morning. Pass'd Blue river islands and the mouth of Blue river on the Indiana side. This day the wind blew so hard we had to lay by at noon attended by violent rain, - we lay on the Kentucky side.





The land here is very level & swampy. The timber is principally beech and Cottonwood with some hoop & water(ash?) ash along the shore. The wind continued to blow all the afternoon & greatest part of the night.

8 March Started about day light. Travell'd on a few miles when the wind again sprung up & the river became rough. This day we did not row much on account of the wind. Landed 5 miles below Flint island in the mouth of Millstone creek. (Millstone Creek is 713.6 miles below Pittsburgh - on the Indiana side, halfway between Cloverport and Hawesville, Kentucky or 27 miles below Flint Island. Ed.)

At this place I saw a gourd that held a bushel at the house of Widow Ewing.

9 March Started at break of day and travel'd on past Troy on the Indiana side. This day I went ashore on Yellow Bank Island in the skiff & got some cane rods & returned to the boat. This day we past the Yellow Bank in Kentucky & past Owensport on the Kentucky side and landed for the night a few miles below Yellow Banks.

This evening in a short time after we landed we discover'd a deer swimming the river and attempted to catch it but failed.

The land on both sides of the river is very low & overflows at Every fresh.

10 March Started at 2 o'clock this morning and past French island and Three Mile island. Past the mouth of Green River & an island of the same name. This is one of the largest rivers we have seen Empty into the Ohio since we left Pittsburgh. Travell'd on past Evansville and lay by a few miles before on account of high wind.

The land on each side of the river in many places is lower than the surface of the water not more than 100 yds. from the shore. This low land is very swampy & full of ponds with hundreds of wild fowls sporting in them.

We laid by today at noon on acct. of the wind and did not leave shore this day nor night.

11 March The wind still continues to blow very hard on account of which we cannot start this morning. We at this time lay 6 or 8 miles above Hendersonville.

12 March Started this morning at 4 o'clock. The river being very smooth and travel'd on past the Red Banks at which place stands Hendersonville on the Kentucky shore. This is a beautiful day. Past Diamond Island. This island is very full of Cane at the upper part & also great Cane break on the Kentucky side. The land still continues to be flat & level on both sides of the river.

This day I had severe spell of the head ache. Past town (of) Mount Vernon on the Indiana side and landed for the night opposite to the foot of Slim island. (828 miles below Pittsburgh. Ed.)

13 March Sunday morning started before daylight. The river being very smooth.

This morning I was somewhat unwell & took a doze (sic) of salts. Travel'd on past the mouth of Highland Creek on the Kentucky side and the town of Carthage just below.

Past the mouth of Wabash river and Wabash Island. This river is the line between the states of Indiana & Illinois. The land continues to be very flat & level along the river. Cane growing very thick in many places.

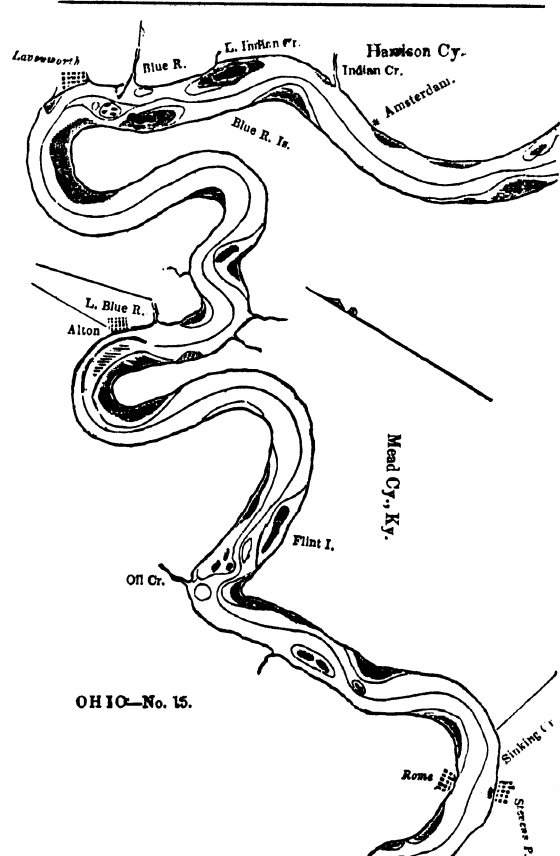
We travell'd on past Shawneetown which is on the Illinois side of the river. This is a beautiful Clear day. The sun begins to feel pretty warm now. Past the mouth of Saline River and the mouth of Tradewater & island of the same name.

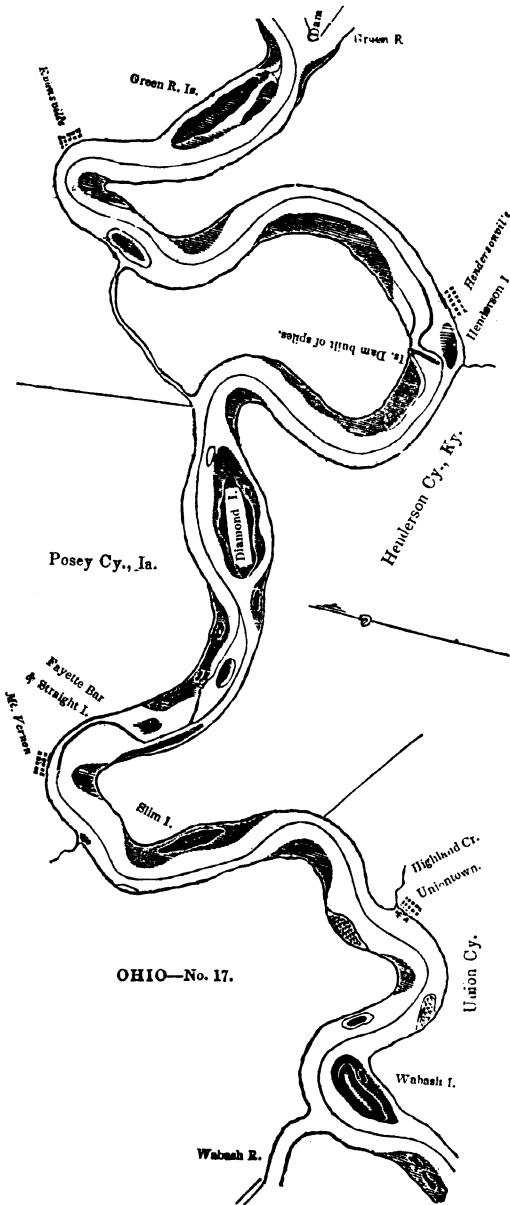
Past a beautiful ledge of rocks on the Illinois side in which there is a Cave extending back 100 yds. In front it looks like the arch of a large bridge. There is a great number of names written in & about the mouth of this cave. Every person who visits this cave writes their name on the mouth or in it. Called "Cave in Rock."

Landed for the night opposite the Hurricane Island (in Illinois). This evening got another hand on board for our boat - named Smock.

14 March Started an hour before day and landed at the mouth of Cumberland river some time in the afternoon. Got 5 more hands this evening.

The water of Cumberland looks much clearer than that of Ohio. This evening procur'd some fishhooks & lines but caught n fish this night.





15 March Left mouth of Cumberland about Eight o'clock & proceeded to the Omouth of Tennessee. This morning the Steamboat PITTSBURGH left Smithland for Nashville.

When we came to the mouth of the Tennessee we find the wind is blowing very hard down the river & find a good deal of difficulty in turning round the point to get started upstream. The wind increased & was attended with tolerabel (sic) heavy rain in consequence of which we were oblig'd to lay by a few hours not more than 1/2 mile from the mouth of Tennessee.

Got under headway again after the wind had built and went on pretty rapid having a good set of hands. This day on land I saw large logs of Red Cedar which had come down Tennessee & drifted up on shore in time of high water. The bushes extend out so far from shore that there is not a possibility of poling any on the bottom; having to pull & spike by the privy bushes altogether.

This day I got the sharp point of a spike pole struck against my ankle (sic) which lames me a good deal. This day we did not get more than 6 or 8 miles from the Ohio.

16 March This morning we started before sun rise and made pretty rapid headway. The wind being up stream help'd us considerably. Last night it rain'd very hard. My ankle (sic) pain'd me very much in Consequence of which I got no sleep of any account.

This day I saw peach trees in full bloom in Kentucky. Samson got drunk and I had to wash the dishes at dinner. Mr. Ewing was under the necessity of hitting Samson a skelp (sic) side of the head before he would be silent. Made about 15 miles today.

17 March After going a short distance this morning we cross'd over below the foot of an island and went up a very narrow Channel on the north E. side of the river.

This morning, as Mr. Ewing was loading a gun which belong'd to one of our hands, it by accident went off as he was priming but fortunately did not hit any person but went through the side of the boat.

My ankle is now getting somewhat better & I am able to hop about pretty smartly. The trees begin to look quite green on the banks of the Tennessee. Today we past a beautiful bluff of limestone rocks on the

East side of the river. These rocks look like a wall built by art being full of Cracks running horizontally & perpendicular.

This day I made out to pull brush a little again, my ankle having got pretty well again. Got about 15 miles today.

The Keelboat Age on Western Waters

The final method of propulsion was called bushwhacking and was most easily practiced when the river was high and the water flowing among the trees at the sides. Each man in turn, commencing at the bow, seized a branch and, holding to it, walked aft. When he reached the stern he loosed the branch, walked to the bow, and repeated the operation. A couple of oars or some poles were commonly kept plying on the river side.

18 March Got under headway by daylight & after going a short distance, we commenc'd warping for the first time. The land on Each side of river along here appears to be fertile. Timber'd along the river with some White Oak & Shell bark hickory & white ash. This day we did not make quite so good headway as yesterday.

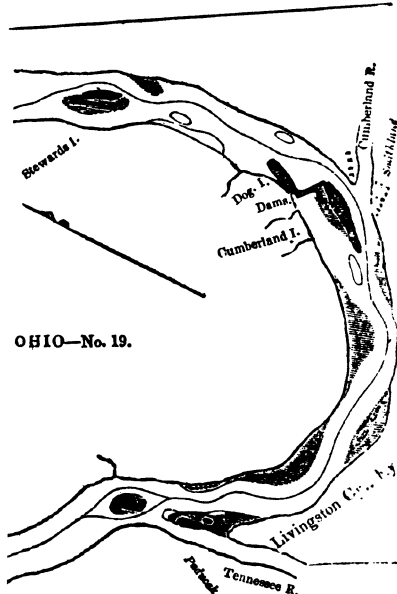
The Keelboat Age on Western Waters

When the bottom of the river was too soft for poling and the shores on both sides were unsuitable for cordelling, resort was made to warping. Two skiffs were used in this operation, though it could be accomplished with one. A skiff would carry a cordelle up stream and fasten the end to a snag or a tree, and the men in the bow of the boat would draw the boat up by means of a capstan or windlass, or perhaps hand over hand, and thus haul the vessel forward. Meanwhile the second skiff was carrying another cordelle upstream. This was the most laborious of all the methods of propulsion used and six miles of progress in a day was considered good.

EDITOR'S NOTE: A description of propelling a keelboat by "cordelling" is appropriate here although the method was apparently not used on this trip.

The Keelboat Age on Western Waters

If the river was too deep on both sides for setting poles, the cordelle, or towline, was used, provided the shore was suitable. The cordelle was several hundred feet long, sometimes as much as a thousand. One end was fastened to the top of the mast and the other passed to the crew on



shore. The bridle, a short rope lashed at one end to the bow and the other end to a ring through which the cordelle passed, was used to keep the boat from swinging. The crew was expected to wade ashore, or, if the water was too deep, to swim, and one of them carried the end of the cordelle in his teeth. A suitable shore does not mean that the bargemen expected to find a smooth towpath. On the contrary, they were used to fighting their way through the brush and wading or swimming the estuaries that came in their way. Sometimes when the growth was insurmountable they would send a party ahead to clear the way with axes."

19 March Took (a) pretty early start this morning & and proceeded by warping. Last night the Steam boats MIAMI & SCOTIA past us on their way down the river. The land along the river today appears very flat & swampy on both sides of the river. Timber'd with Ash, hickory & Cypress. This wood resembles pine being very straight graining but the tree sheds its leaves every autumn (sic).

Today we past more of the high limestone bluffs; higher than any we have yet before pass'd on the Tennessee and thickly set on top with Cedars that look very majestic. Cedar is very plenty on high, poor ground in this country.

This a clear day and pretty tolerable warm. Today I commenc'd pushing with a pole, it being the first time I ever undertook such work. I was very near falling off (of) the boat several times. This day we did not make more than 12 miles as we suppos'd.

The Keelboat Age on Western Waters

There were several methods of using poles. One way, which was probably preferred, was for the men at a given order ("Stand to your poles!"), to range themselves in two files - one on each runway - facing the stern with poles "tossed" ready for action. The captain or patroon was steersman if the boat was small and he stood straddling the oar while he gave his orders. If the boat was a large barge, there was probably a special helmsman. One or two men called bowsmen or "bossemen" were stationed in the prow with poles to look out for snags and other obstacles and to keep the boat off the shore. At the patroon's call of "Set poles!" the men would sink their poles to the bottom of the river, and at the call

"Down on her!" would place the buttons against their shoulders, bend her down, and walk aft, pushing the boat upstream under them. When the front man reached the stern the patroon called "Lift poles!" and the men turned and walked forward trailing their poles in the water.

20 March Last night the water did not rise but very little; for a day or two past it has been raising very fast until last night. The timber along the banks today appears pretty good. Shell bark hickory, White Oak and Ash but the land appears too low & swampy.

Sampson fell into the river today & got a ducking over head & ears - - - and then got drunk and again I was oblig'd to wash the dishes & get supper for the hands.

Yesterday & today Mr. Ewing acted as Steersman while our former Steersman, Mr. Vandergrift, laid the warp. This day we pass'd "Caldwell's ferry" & the mouth of Sandy river; we have not got into the state of Tennessee. Today I saw a flock of beautiful green birds with redish of flesh colour'd heads. Called "Parrowceats" (sic); they are about the size of wild pigeons (sic) and resemble them a little in their motions going altogether in flocks.

Past more high bluff on the same side of the river & Standing Rock Creek & stop'd for the night opposite the lower end of Birdsnest Island.

21 March Started this morning pretty early; being a fair morning we proceeded on pretty rapidly. Along the river on the side we go up there is some most beautiful timber, large hickories & W. oaks. On Birdsnest Island there is thousands of Cane, growing 12 or 15 feet high & looking very green. The elder bushes begin to look quite green along the banks of the river. After traveling we suppos'd 12 or 13 miles we stop'd for the night & got some chickens. But lost one of them in the river by the awkwardness of Sampson, our black Cook.

22 March This morning the Steamboat EMERALD of Nashville past by us and Mr. Ewing took a passage on her to Florence. Past Mason Island & the mouth of Leatherwood Creek today. Past a plantation on the bank of the river opposite the island belonging to a man named Mason which is the best improvement we have yet seen on this river.

This afternoon we again past some high hill(s) on the NE side of the river, thickly set on top with pine trees. Past the mouth of Greens Creek & landed for the night a short distance above said creek.

23 March Made an early start this morning again. Past Reynoldsburg island & town about noon. Wild Turkey are very plenty in this Country - we can see them flying across the river every day. This island is very thickly cover'd with tall green cane which looks very handsome. Stop'd for the night about Six or Eight miles above Reynoldsburg. (Reynoldsburg, TN is 94.5 miles above the mouth. Ed.)

24 March This morning is very cloudy & commenc'd raining shortly after daylight. The land still continues flat & swampy along the river. Cane grows along this part of the river in great abundance from 25 to 30 feet high which looks most beautiful, having a clear stalk & bunch of green blades or leaves just at the top.

This morning we heard the Loons Screaming for the first we have yet heard. They make a frightful sound of a noise which may be heard a great ways in a Calm morning. Past several high nobbs (sic) on the right hand side of the river. Past Duck river islands & lay this night a mile or two below the mouth of Duck river.

This day the Snatch broke off the bow of the Boat & the Warp threw one of the hands into the river

(Snatch - A timber to affix the warp line or perhaps the iron fitting connecting the iron ring for the warping line to the boat broke. Ed.)

25 March This is a very Cloudy morning but does not look much like rain. It having rain'd very hard yesterday, we did not make much headway in the after part of of the day. Past the mouth of Duck River this morning about breakfast time - which comes in on the left hand side as we go up. This afternoon we had a very hard shower of rain on account of which we had to stop the boat.

The land is principally unsettled along this river. Sometimes in going two days journey we don't see more than one or two rusty Cabins. We have seen but one Shingle roof'd house since we left the mouth (of the river) & very few houses of any other sort.

26 March This is a very cloudy morning & somewhat cooler than we have had lately. Took a pretty early start this morning. Travell'd on & past more of the high limestone bluffs. This range of rocks are on the same side of the river & project further out than any we have yet seen. They look as if they would fall down on a person passing close along shore. This is a beautiful bluff or rocks called "Saltpeter Caves."

This afternoon we pass'd some large Cane brakes, largest I have seen. Stop'd for the night 3 or 4 miles below "Perryville" a small but thriving town on the west side of Tennessee River.

(Perryville is in Decatur County, 135 miles above the mouth of the Tennessee - a long way to pole, cordelle, warp and bushwhack! Ed.)

27 March Sunday morning. This morning we got under headway a little after day-light. Hiram Smock, one of our hands, is unwell this morning & will not work any which reduces our Crew somewhat & we get along quite slow(ly).

We have a pretty hard shower of rain this morning. This is a famous Country for rain; we have not seen a Clear day for a week or more.

Past the town of Perryville about 9 o'clock, here we stop'd to reconit (reconstitute) our stock of Sugar which was all expended yesterday. Past more of the high limestone rocks on the West side of the river. This ledge of rocks are full of round smooth holes large enough for a person to Enter in but are such a distance from the foot of the rocks that it would be impossible to ascend to them - except by ladder. Those rocks look beautiful, being covered on top with scrubby Cedars standing very thick & look very green.

This day we did not go but 10 miles.

28 March Last night we lay near the house of a man named Armstrong. This morning I saw four white Sea Gulls. These birds are about the size of a large Hawk & are all white Except a little dusky Coulour (sic) on the wings. They look very handsome.

The high bluffs are Constantly to be seen. When there is a high bluff on one side of the river there is a flat, low land on the other. This day we pass'd and Island 8 miles below Carrolsville (sic) that is as thickly cover'd with green Cane as it can possibly stand. Past the mouth of Beech

Creek & stop'd for the night 1 mile below Carrolsville opposite high Cedar Bluffs and at the head of Bald island. (Carrolsville (sic) Landing is 156.6 miles above the mouth of the river. Ed.)

29 March This morning we row'd up to Carrolsville with our sweeps, it being a large Eddy where the water runs moderately up stream. Stop'd at this trifling little place to hire some hands but got none. The people at this place build post & rail fences out of Red Cedar. Also, I have seen a number of houses built out of Cedar.

Travel'd on past more high rocks on our right with large Cedar trees standing on top of them. Past Eagles nest island in the afternoon. This is the warmest I have yet seen. This day we past some beautiful land on the left hand side, timber'd with Beech, hickory & Black Walnut & Oak. Laid by for the night a few miles above Eagles Nest. There is a large Bald Eagle! nest on a large Buttonwood tree on this island.

30 March Last night was a very stormy night; it thunder'd & lighten'd very hard. We was under the necessity of getting up in the night to move our boat on account of it jamming against the trees which stand in the water near the shore. This is a very remarkable river for trees growing inside of the water. We have not seen any naked shore since we came into this river except a little at improv'd places, ferries, etc.

This day we past Swallow bluffs island & the mouth of a small stream called Hardens Creek. This morning we hear the loons screaming, which we call a sure sign of rain. This morning we past a large bluff of rocks, which gets out a considerable distance over the water along under which there is a great number of Swallow Nests. These rocks are opposite to the foot of Swallow Bluff Island from which this island took its name. This day the wind blew so hard that we had to lay by about noon & lay till the middle of the afternoon when the wind cease'd & we got started again.

This morning, as we were eating breakfast, the Steam boat MIAMI past us on her way to Florence. In a short time afterwards the Steam boat STEUBENVILLE past on her way from Florence to New Orleans, - loaded with Cotton & two flat boats & a Keel boat fasten'd to her sides, all loaded with Cotton

for Orleans. While we were laying by this afternoon the RAMBLER past us on her way up, towing a Keel boat bound to Florence & loaded with Salt & groceries.

Today we made only about 9 or 10 miles.

31 March This day we past through a large Eddy where we row'd our boat as much as a quarter of a mile, the water being quite still. Past the mouth of Horse Creek which empties in on the left side. There is some beautiful timber along the shores here - large, strait (sic) white oaks. & red Oaks but the land is too low & swampy to please my eye.

This afternoon we past what is called the Chalk banks. These banks are very high and are of a pale white color mix'd some places with yellow Clay. It is called 75 miles from this place to Florence; past another large Cane break on our left hand. We cross'd the river three times today & made about 14 miles.

1 April 1825 This is a beautiful clear morning - the sun shining bright against the tall green Cane on the West side of the river looks beautiful. Past Wolf island today about 11 o'clock; here is the swiftest water that we have yet seen. In attempting to Cross from the island to the main land our warp got foul & we were forced to cut it off in the middle. This afternoon we past Diamond island also & what is called "Big Bend Shoals." This is a large bend in the river where the water runs very rapid & the bottom of the river is rough but the water is so high at this time that we cannot see any shoals here.

This evening we sold a barrel of Whiskey to some Wild Tennessee men who lay by in some flat boats on the opposite side of the River. Through the night we could hear them frolicking on the Whiskey at a loud rate.

Made 14 miles today.

2 April This is a beautiful Clear morning. This morning the noise of the Whip-pour Will (sic) waken'd me for the first time that I have heard such birds in this country. I am told they are quite plenty in this Country among the Cane brakes. The leaves on Maple trees are nearly to their full size now in this country.

Past Brown's ferry in the morning and Bruno ferry in the evening & lay by for the night a short piece above latter. Made 13 or 14 miles today.

3 April - Easter Sunday This day we past Line island. Here we cross the line between Tennessee & Alabama. The land on each side of the river continues very flat & swampy with the exception of a few bluffs of rising ground once in a while & this rising ground is cover'd with Pine & Cedar. This day we caught a deer swimming across the river; our hands dress'd it in a short time & salted it away.

This day we got within a few miles of the foot of Colbert Shoals, or Waterloo.

(Colbert Shoals is 226 miles above mouth. of the river. Ed.)

4 April This morning Mr. Ewing came down in a skiff & met us a short distance below Waterloo. We work'd up to Waterloo & procur'd some sugar, salt & Biscuit off of the Steam boat RAMBLER & then set out for Florence.

This day we heard of a drowned man laying on the opposite side of the river but did not consider it prudent to do anything with him.

Stopped for the night four or five miles above Waterloo.

5 April This is a beautiful morning. We took early start & made pretty good headway although the water is very strong & not more than from 4 to 6 feet deep. The bottom is principally rocks & hard gravel. In the low water, there is a good many boats lost on these & the great Muscle Shoals which lies above Florence.

This afternoon our boat got fast & we had to lighten her by taking out several barrels of Whiskey before we could get off. This day we did not get more than 9 or 10 miles.

6 April This is a warm, cloudy morning. We started by break of day & went on briskly. The water not quite so hard as yesterday. The land on each side of the river is very flat & level. Timber'd chiefly with hickory & white Oak & some red Oak.

Stopped for the night about 5 miles below Florence.

7 April This day we pass'd the mouth of Cypress Creek which empties into the Tennessee on the N.E. side two or three miles below Florence. We arrive at Florence about the middle of the day after a journey of a month down the Ohio & twenty-three or four days up the Tennessee. (Florence, AL is 256 miles above the mouth of the Tennessee. Ed.)

STEAMBOATS PASSED

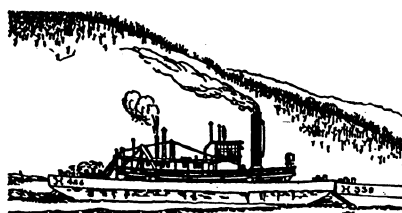
MAGNET	PIONEER
BELVIDERE	MANHATTEN
POST BOY	WM. PENN
HERALD	PRESIDENT
SPARTAN	ROB ROY
FRIENDSHIP	LOUISVILLE
ELIZA	STEBENVILLE
GEN. JACKSON	BELLE CREOLE
NASHVILLE	RAMBLER
CALEDONIA	SCOTIA
LAWRENCE	EMERALD OF
	MARSHVILLE
EXPEDITION	MAID OF
	ORLEANS
RED RIVER	COURIER
RUFUS PUTNAM	MANDAN
FAVORITE	MARIETTA
HIGHLAND LADDIE	BOLIVAR
PENNSYLVANIA	MUSKINGUM

It is interesting that in 1825 - only fourteen years after the NEW ORLEANS made the first trip from Pittsburgh to New Orleans - that 34 steamboats were seen by David Craft. Most, if not all of these, were the, small, stiff-shaft sidewheel boats similar in size and design as the MECHANIC which was described in the Reflector, Vol. 38, Nos. 3 and 4. By 1825 such boats were finding their way over most of the Western Rivers and the days of the keelboats were numbered.

After reading the Craft log, there seems to be little question that the principal cargo of the Ewing keelboat was the highly esteemed Monongahela Rye Whiskey. At the time, converting grain into potable spirits was the way to add value and more easily transport a bulky farm product to market. The log mentions unloading barrels to lighten the boat to get off a sand bar and the Tennessee boatmen were pleased to buy a barrel at retail for a party.

A steamboat had to become an attractive proposition compared to spending upwards of two months to cover 1,190 miles down the Ohio and up the Tennessee on a keelboat!.

* * *



MEMPHIS DISTRICT BOAT WRECKS?

INFORMATION REQUESTED

The U.S. Army Corps of Engineers, Memphis District, is seeking information on historic steamboat wreck sites that may be in or near the Mississippi River, - from Cairo, IL downstream to the mouth of White River, Arkansas.

From the 1800s until the early 1900s, many steamboats sank in the river after various accidents or they were simply abandoned after outliving their service lives. Remains of these vessels may exist today as submerged and often sediment covered archeological sites. As part of their ongoing environmental stewardship and navigation maintenance missions, the Corps hopes to better identify such sites.

The Corps has contracted with Memphis-based Panamerican Consultants, Inc., a cultural resources service firm, to compile records from state historic preservation agencies and similar organizations. But, substantial sources of information undoubtedly lie outside these public agency records and this is where the public can help.

Erwin Roemer, a Corps archeologist in the Memphis District office says, "We believe there may be a rich resource out there of people with records or stories passed down to them by family members or others. We hope people will share that knowledge with us."

Once information from public and private sources is collected, the Corps will produce a report on shipwreck event localities. The report will list general locations where vessels were reported lost and where physical materials might still exist.

Anyone with information on shipwreck sites or having documentary evidence such as family records about steamboat losses along the area of the Mississippi River between Cairo and White River, Arkansas is asked to contact:

Erwin Roemer at (901) 544-0704 or (800) 317-4156, extension 0704.

Mr. Roemer's e-mail address is erwin.j.roemer@usace.army.mil

MORE EARLY CINCINNATI BOAT BUILDERS

The following article is from a rare publication in the files of the Cincinnati Historical Society. This history of early boat building on the river goes along with the keelboat story in this issue and brings the reader along another thirty years. This article compliments other early Cincinnati boat yard history we have featured in earlier issues, - see Burton Hazen, March, 2001, page 12 and Saunders Hartshorne, September, 2001, page 26.

Boat-Building on the Ohio appeared in The Western Art Journal, Volume I, Number 1, published in January, 1855 by Joseph B. Babcock of Cincinnati. How rare is this article? Well, Volume I, Number 2 never appeared and the only recorded copy of The Western Art Journal is at the Cincinnati Historical Society. This valuable bit of history is now brought to you "at great expense" by the *S&D Reflector*.

The item was sent to us by Denys Peter Myers, Alexandria, Virginia who ran across it while doing some research in Cincinnati in the 1950s. We have been waiting for an opportune time to use the piece. Our sincere thanks to Mr. Myers.

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Western Art Journal, Published by Joseph B. Babcock, Cincinnati, 1855.

BOAT-BUILDING ON THE OHIO

During the last half-century, the greatest improvements have been made in every branch of Art, but in none has there been a greater advancement than in boat-building. Especially is this the case in regard to the crafts on our Western Waters. The light birch bark canoe of the Indian, which was propelled by paddles and shot over the waters like an arrow, gave place to the pirogue, flat-boat and keel-boat of the white man. Forty years ago, the productions of the South were freighted up the Mississippi and Ohio rivers on keel-boats and borne to the inland towns in heavy wagons of rough roads.

These boats were built longer in proportion to their width and depth than other boats. Running along from stern to stern, and reaching to within a foot of the side, was the cabin or shelter for the cargo and men, which enclosed the whole area of the boat. The space on the sides was left for a foot-way on which were nailed cleats which enabled the boatmen to propel their craft against the current. These keels were obliged to keep close to the shore, to enable the boatmen to pole them up stream, and where the current was rapid, they were under the necessity of straining every muscle and nerve to their utmost tension to breast the tide. They were animated in their toilsome work by the regular, "Set-to" of the Captain which resounded from shore to shore as the boatmen nimbly retraced their steps on the running board, and again set their poles for another through ("Through;" walk the length of the running board against the set pole to move the boat.) It usually took eight hands to man a keel - four on each side - exclusive of the Captain. The speed of these boats may be estimated at from twelve to twenty miles per day.

Barges, which were of a larger size than the keel-boat, were sometimes used for carrying freight. These were constructed with a mast and sail and depended mostly upon the wind, which if favorable, would propel them against the current, if not very strong, with considerable rapidity.

Freight was taken down the river from Pittsburg and intermediate points on large flat bottoms, - on broad horns as they were termed. These boats, however, if heavily laden as they usually were, took occasion of the fall and spring freshets, when the produce of the upper country was transported in large quantities to the Southern markets. Between the years 1800 and 1807, at Marietta on the Muskingum, several vessels were built and fitted out for the sea. Among the number was the RUFUS KING. Commodore Abraham Whipple built the ST. CLAIR, and conducted it to the ocean about this time and several gun-boats were built at this point and at Columbia on the Ohio River, a few miles above Cincinnati.

The vessels at Marietta were built by Benjamin Ives Gilman, proprietor. Capt. James Whitney, a gentleman well and favorably known among the pioneers of the West, was the master builder. Marietta was at this time "a port of clearance" from which vessels could receive regular papers for a foreign country. This circumstance was the cause of a curious incident. A ship built at Marietta cleared from that port with a cargo of pork, flour, etc., for New Orleans, which was exchanged for cotton and with this freight the vessel sailed for England, being also chartered to take a cargo to St. Petersburg. The Americans were at that time carriers for half the world.

The vessel at length reached the port in safety. Her papers, dating from the port of Marietta, were examined by a naval officer and, as knew of no such port in the civilized world, he ordered her to be seized upon the plea that the papers were a forgery. After considerable search and difficulty, the Captain obtained a map of the United States and, pointing with his finger to the mouth of the Mississippi, traced the course of that stream to the mouth of the Ohio and from thence he led the astonished and admiring naval officer along the devious track of the latter river to Marietta, at the mouth of the Muskingum, from whence he had taken his departure. This explanation was entirely satisfactory and the American was dismissed with every token of regard and respect.

The invention of the steam engine and the application of this new power to the propulsion of boats, wrought a mighty revolution in the art of navigation, as well as the numerous other industrial arts to which it has been applied. And now the merry song of the boatmen, as their craft silently parted the waters and the all-animating voice of the captain, as his inspiring, "Set to!" waked the echoes of the forest, have given place to the thunder of steam as the mighty craft in mid-tide forces its way against the strongest current at the rate of ten miles an hour.

As our purpose is to sketch the rise and progress of the arts in the West, we propose giving a short history of boat-building in Ohio. Nothing gave a greater impetus to Western trade and Western interests generally than the introduction of the steamer in the navigation of our rivers. And nothing perhaps has contributed more effectually to the development of the mineral and agricultural resources of the Mississippi Valley than this all-potent agency.

The first steamer launched upon the Western Waters was that constructed by Robert Fulton at Pittsburg. This boat, which was called the ORLEANS, left Pittsburg in December, 1812, forty two years ago, and on the 24th of the same month arrived at New Orleans. The next boat which was built was called the COMET. It was constructed by Samuel Smith and embarked for Louisville in the summer of 1813. In the succeeding year, the VESUVIUS was built by Fulton and was destined for the New Orleans trade. Then followed the ENTERPRISE which was built at Brownsville, Pennsylvania, owned and constructed by Daniel French on a patent obtained by him. This boat made two trips to Louisville in the summer of 1814 under the command of Captain Israel Gregg. After this, the ETNA was built by Fulton & Co. The business of steamboat-building was fairly commenced and the number increased annually to such an extent that in twenty-five years from the building of the first boat, four hundred steamers were found on our Western Waters.

The first steamers built in Cincinnati were constructed by Messrs. Richardson & Nelson, both of whom are still living in the city (1855), the former at the advanced age of 87 and the latter 85 years. Their first boat was not originally intended for a steamer. It was built in the form of a barge and subsequently had a steam engine placed in it by Mr. William Greene, an enterprising mechanic who previously erected steam mills at Cincinnati, Marietta and Zanesville. The first regular steamer built by this firm was called the EAGLE. It was built about the year 1814 (Not shown in Lytle List. Ed.), the same year as the VESUVIUS was built at Pittsburg by Fulton. The EAGLE belonged to Messrs. Bakewell & Prentiss, the former of Cincinnati and the latter of Louisville. After this, they built the HECLA and other boats.

Mr. Parsons of Baltimore came to Cincinnati and commenced boat-building in the year 1816. The first boat he built was the PARAGON for Capt. William Noble. This was succeeded by many other valuable boats.

Mr. Stephen Weeks & Sons engaged in the business in 1824 and continued until 1832, during which time they built many valuable boats, among the number of which was the BEN FRANKLIN on the low pressure principle. This boat was commanded by our enterprising fellow-citizen, Mr. Jacob Strader, a gentleman long and favorably known in the West as a man of business.

Mr. Joseph Coppin also engaged in the business in 1827 and continued until 1832. Among the boats built by him was the CASPIAN, for Capt. Peter F. Kemble of Red River.

The late Mr. Archibald Gordon of Fulton was for many years an extensive boat-builder. The steamer GENERAL PIKE, which was built in 1824, was the first boat built with reference to accommodating passengers.

Mr. Burton Hazen opened a ship-yard in Fulton in the year 1828 and built many boats which for dimensions and workmanship were unrivaled by any of his contemporaries. Mr. Hazen continued his operations until 1852 when a disastrous fire occurred which compelled him to stop. During the time in which he was engaged, he constructed the hulls of one hundred and sixty steamboats and barges. Among the largest class of boats built by this enterprising gentleman was the MISSOURI, 302 feet long, 38 feet beam and 9 feet hold, and measuring 1,007 tons. Also, the steamer SULTANA, 276

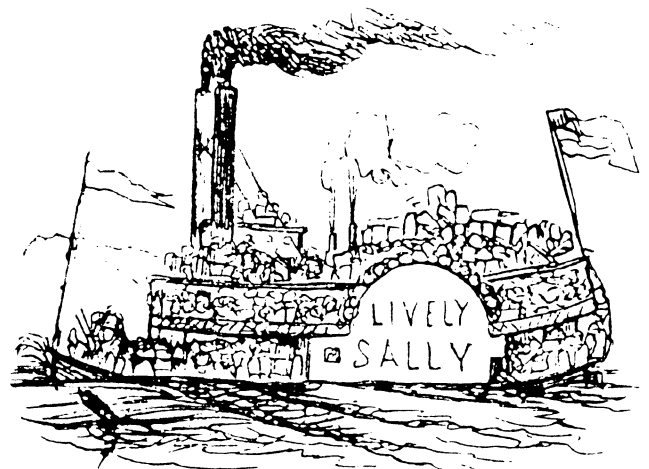
feet long, 43 feet beam and 9 feet hold and measuring 1,018 tons. The steamship FANNY, built for the coasting trade, was also launched from this yard.

Mr. John Litherberry commenced boat-building in Fulton in the year 1830 and has continued actively engaged in the business until the present time. Mr. L. has built about one hundred and forty steamers besides several smaller craft. Among the largest of the boats built by him were the GRAND TOWER, recently sunk by collision (November 23, 1854 at Cairo, Illinois), the MARIN, the BULLETIN and the PIKE NO. 7.

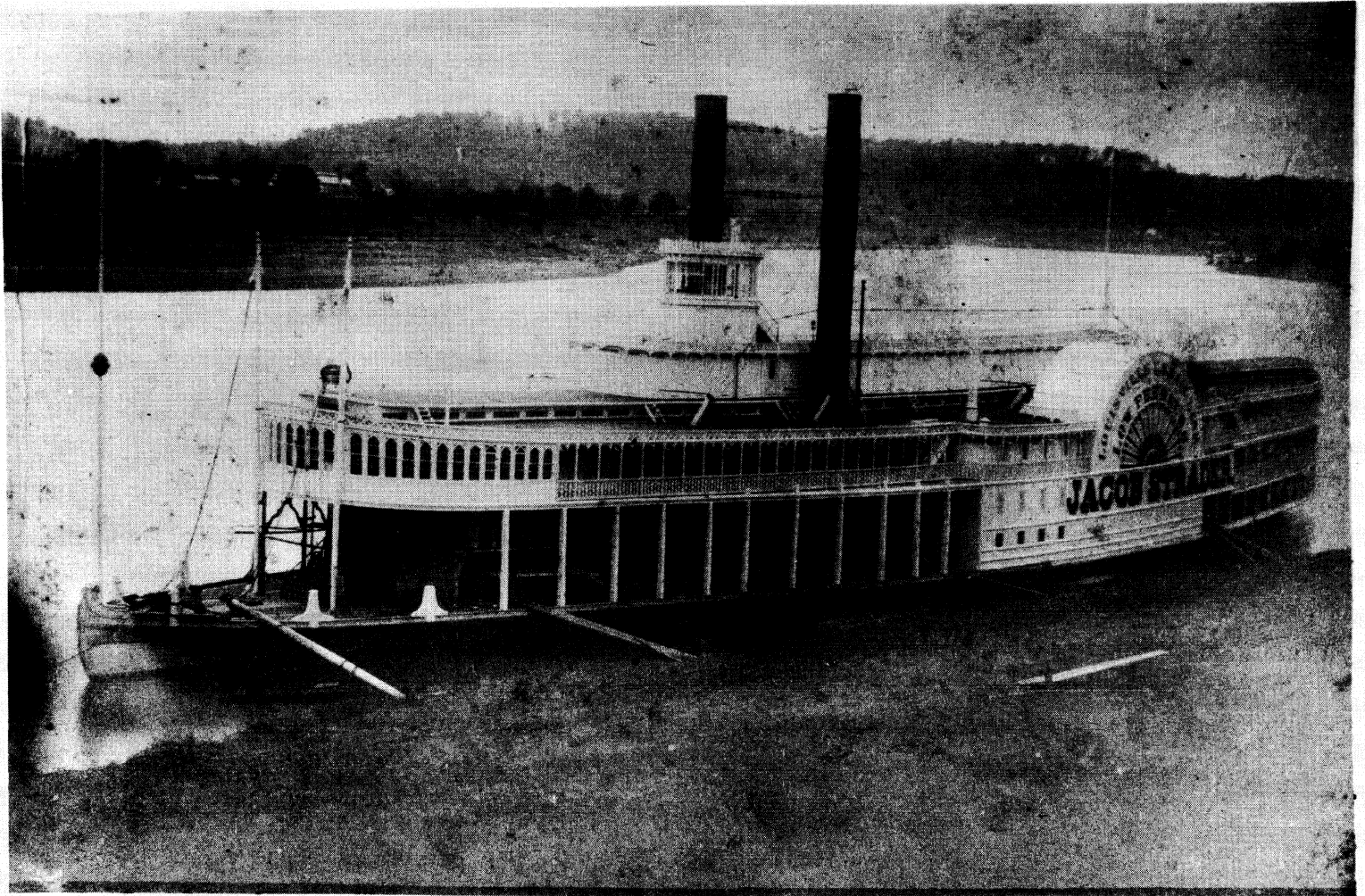
In 1847-48 he built the MINNESOTA, the largest (sailing) vessel ever launched on the Western Waters. She was constructed of choice timber firmly put together with copper bolts and fastenings. Her dimensions were as follows - 143 feet keel, 33 feet beam, 16-1/2 feet depth of hold, over all 22 feet, length on deck over all 165 feet measuring 800 tons government measure. She was built for a merchant vessel and proved to be a fast sailer.

The JACOB STRADER was built in the year 1853 by the Marine Railway Company. The cabin was constructed by Messrs. Johnson, Morton & Co. Her entire length is three hundred and forty-seven feet. She is a low pressure (30 p.s.i. or less) boat with engines whose cylinders are sixty inches in diameter and ten feet stroke. Her saloon is perhaps the largest in the world, the length, including the ladies cabin, being three hundred and six feet, the width eighteen feet and of suitable height. The ceiling is elaborately finished and from the Gothic hangings are suspended, at regular intervals, beautiful chandeliers which when lighted up cause the saloon to resemble a fairy palace. The mirrors of the ladies cabin are from Wiswell's. They are full length. A splendid piano, which cost \$1,000, was furnished by Colburn & Field. The painting was done by Mr. D. Williams and is of superior style. The boat is under the command of Capt. (John Blair) Summons, an old and skillful commander on the Western waters, having embarked in the navigation of the Ohio as a bargemen and keel-boatman forty-three years ago.

Capt. Pierce, who has for many years been connected with steamboat navigation in the West, has the superintendence of the Louisville line of steamers, and whoever of the traveling community finds this gentleman will find in him a safe counselor in everything pertaining to steamboat traveling.



Western Steamboat, with full cargo.



SOLOGRAPHED BY

E. C. HAWKINS.

THE STEAMER JACOB STRADER.

EZEKIEL COOPER HAWKINS 1808-1862

Western Art Journal used a number of illustrations based upon the work of Ezekiel Hawkins, a prominent Cincinnati photographer of the time. The following account of E. C. Hawkins is from page 14 of the first and only copy of the *Journal*.

"In the fall of 1840, without having received any instructions, or without ever having seen a daguerreotype, he received a letter from Professor (S.F.B.) Morse containing an account of the process of Daguerreotyping and he immediately went to work, procured an instrument, made a plate, prepared his own chemicals and commenced taking pictures.

In the year 1846 he turned his attention to the study of taking pictures on glass and subsequently on paper, which he termed *solographs* or *mizzographs*. Since that period he has made many improvement and his illustrations in the present number (of the magazine) will show that, as an Artist, his industry and skill have been rewarded with the success they so justly merit."

Hawkins is listed in *Artists in Ohio, 1787-1900* published by Kent State University Press, Kent, Ohio, 2000. He was born in Baltimore, Maryland and brought to Steubenville,

Ohio in May 1811 when the family relocated. His father, Archibald Hawkins, was a Methodist Minister.

Hawkins early art work was as a house, sign and ornamental painter. In 1829 he moved to Wheeling, Virginia and added portrait painting to his skills. He went into business as an itinerant photographer and arrived in Cincinnati in 1841 with a partner named Todd. Hawkins later opened a studio at 132 West Fifth Street and his studio in 1849 was in the Apollo Building, Fifth and Walnut, which burned on July 15, 1851. By 1853 he was in business at 168 Vine Street and advertising his "Solograph" enlargements.

Because of ill health E. C. Hawkins closed his business in 1855 and worked for others until his death in 1862.

The above E. C. Hawkins photo of the JACOB STRADER (2915) is marked as a "Solograph." We guess that she is laid up in the East End (Fulton) when fairly new; the Public Landing would be around the distant right-hand bend.

At 347 feet in length the STRADER was two feet longer than the hull size of the MISSISSIPPI QUEEN (3978). That slim, wooden structure has supporting chaining across the skylight of the boat and a single lengthwise chain visible. The two original 132 inch diameter boilers were replaced in 1860 by five of 63 inch, at which time the stacks were relocated ahead of the pilothouse. Copy photo by Jack E. Boucher



Looking up Sunfish Creek, Clarington, Ohio on a cold morning in February, 1918 with the LIBERTY trapped against the bridge by the gorged ice. The ice being pushed up the creek from the Ohio River (behind the cameraman) has torn the boat loose from her moorings and swung her around clockwise. Prints by Murphy Library from Dave Thomson's collection.

THE STR. LIBERTY AND THE ICE BY CAPT. WALTER BOOTH

The worst accident we ever had while running the LIBERTY (3454) was in the breakup of the ice in 1918. We had taken the LIBERTY into the mouth of Sunfish Creek at the lower end of Clarington, Ohio to await the breakup. Sunfish Creek was considered the most safe tying-up quarters in time of freeze-ups. We were tied up facing upstream in the creek below the steel highway bridge and found ourselves holding a gorge of creek ice from pushing out into the river.

While we were fighting the creek gorge, nature was busy in the Ohio River developing a gorge at Buckhill Bottom, five miles below us, and one at Wheeling only 28 miles upstream. Through the unfathomable workings of nature, the gorge at Buckhill Bottom broke and the river fell rapidly. With a full crew on the LIBERTY and steam up we had a telephone installed in the cabin so we did not worry too much. Lock No. 12 at

Warwood and Lock No. 13 at McMechen were instructed to call as soon as the Wheeling gorge broke. It did, at 39 ft., 8 inches.

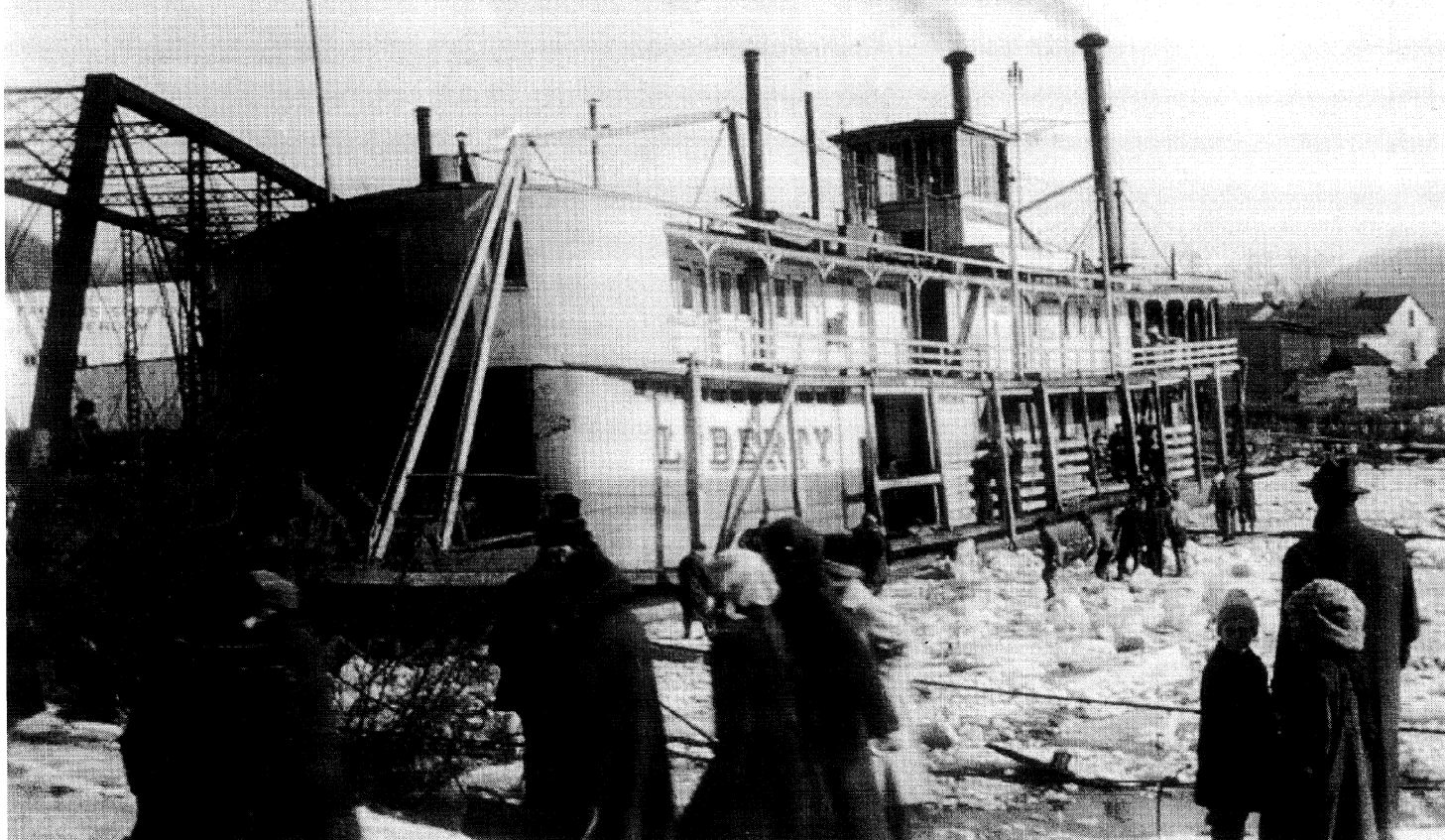
However, no one called the LIBERTY until the ice was running past Lock No. 14 a short distance above Clarington and then the surge of water started running upstream into Sunfish Creek. The power was so great that our stern lines were broken before we could do anything and the LIBERTY was turned three-fourths around in the creek, damaging the wheel cylinder on the port side, the timbers going under the bridge and placing the steamer in a very dangerous position. There was no way out to free her as the ice was gorged fifteen feet deep and the water was rising rapidly.

It looked as though the LIBERTY would be pulled under the water by the weight of the bridge but we never lost faith in the boat's buoyancy and strength. Gradually, the corner of the bridge began to rise and then there was danger that the natural gas line crossing on the bridge would break. This was averted by having the line shut off at the gas plant.

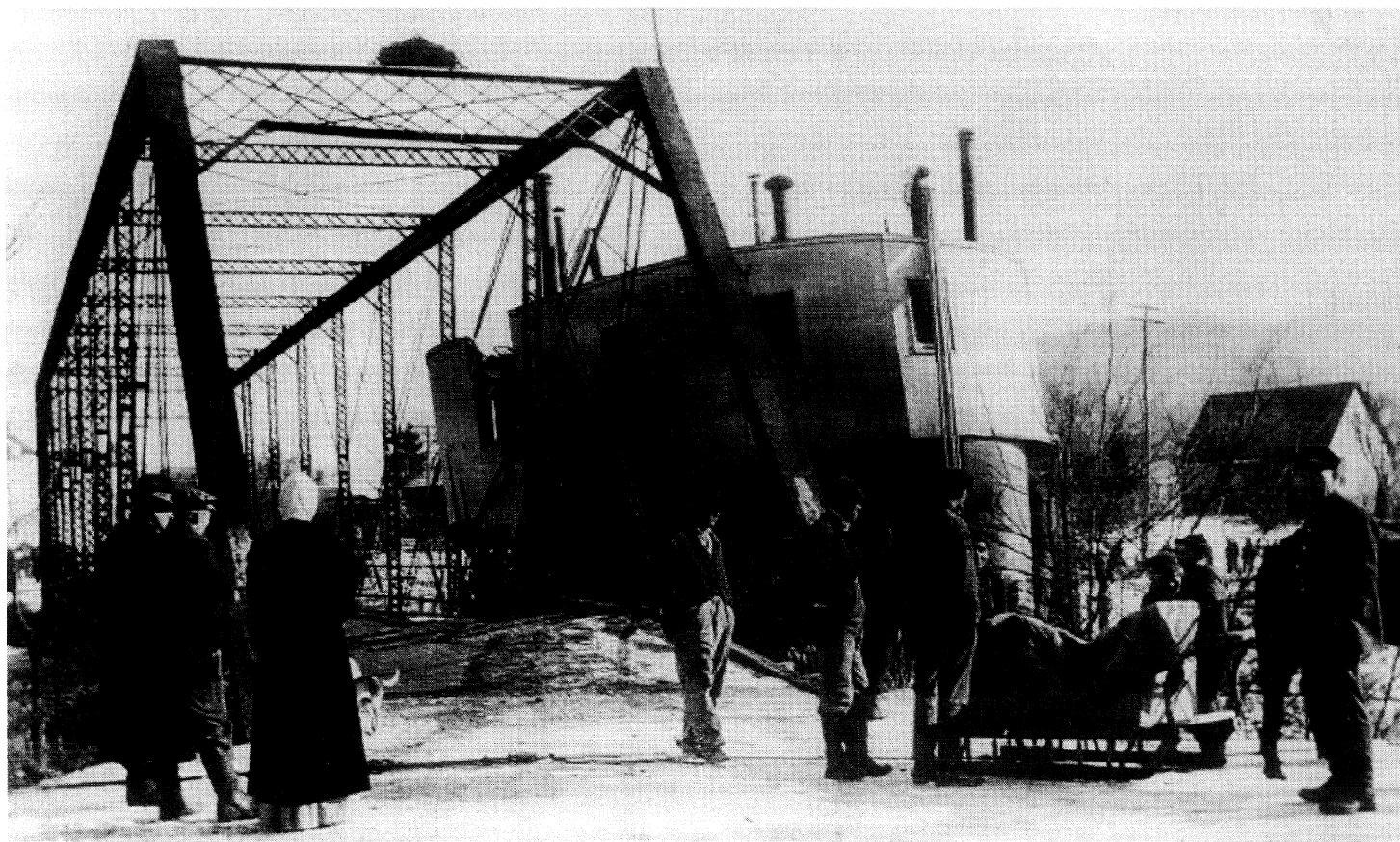
Now, the river came to a standstill and the danger of wrecking the boat, still pinned under the bridge, was minimized. But to be truly safe we had to get the boat out from under the bridge and headed parallel with the creek or, as the river level fell, she would be caught with the head on the bank on one side of the creek and the stern on the other. So we cleared the ice away from the boat on the downstream side by pulling the cakes of ice out on shore. Upwards of a thousand men, boys and even some women came from all over Monroe County at the first call for help.

Then we pumped water into the LIBERTY's hull and lowered her so the hull was free of the bridge and pulled the boat clear. The work of dragging ice went on with everyone helping and by 4 pm. the boat was back on the upper side of the creek but with a broken cylinder timber, wrecked wheel and broken wheel chain braces.

The next morning, Tuesday, with the crew and about 20 more men we started to dig out. By 1 pm. the creek was free of ice all the way up to the bridge so the repairs began to the LIBERTY. We had won!



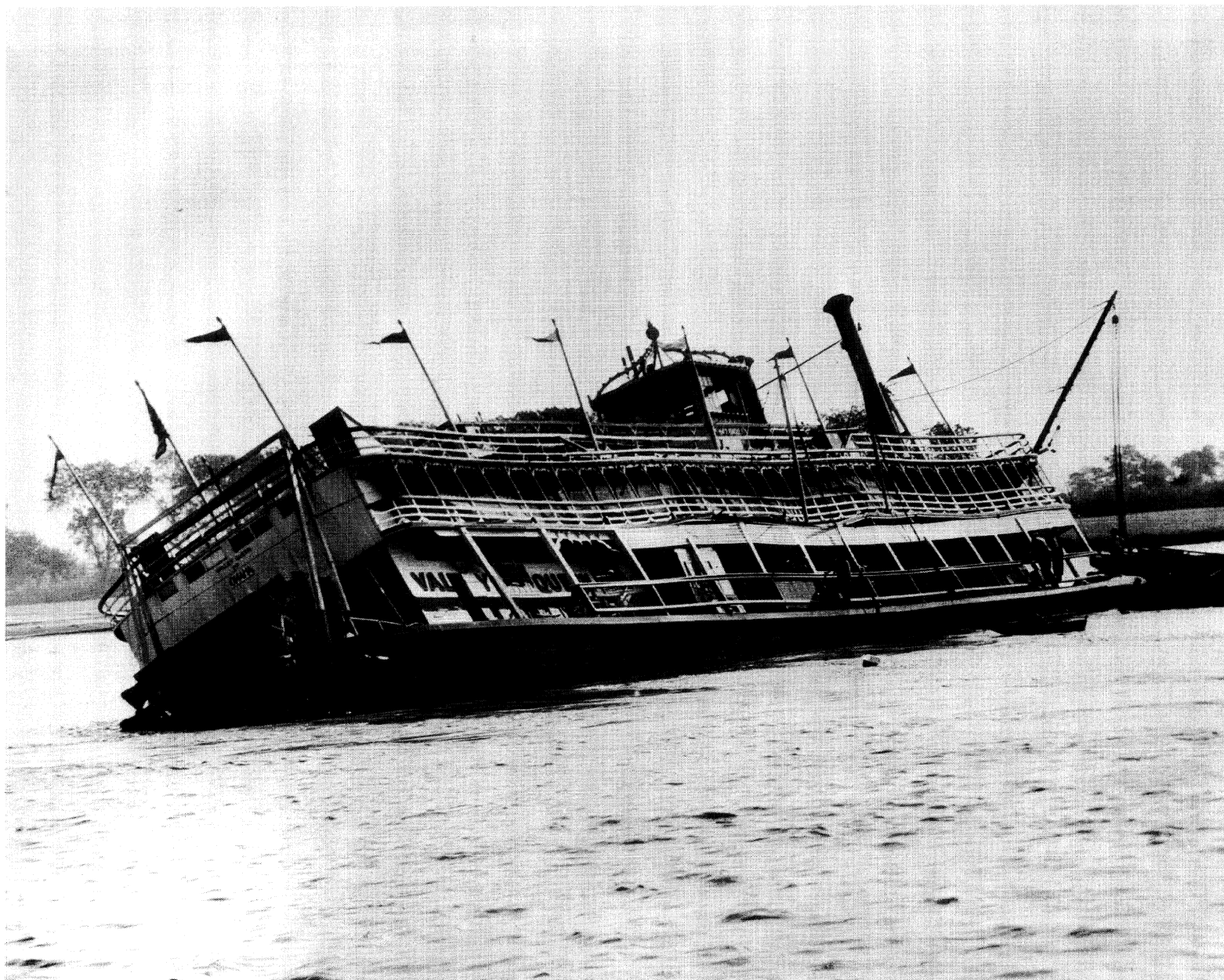
The view toward the mouth of Sunfish Creek from the bridge with the creek ice beginning to push the boat against the highway bridge. Note that the LIBERTY has steam up to run pumps and the capstan but the paddlewheel has been crushed. Rising water caused the boat to lift the bridge from its foundation but both bridge and boat survived for many years.





The VALLEY QUEEN (5537) began life as the JO HORTON FALL (3025), a Cumberland River packet. She was built at Howards in 1913, 158'x28'x4', engines compound 9's.18's-5 ft. stroke, for Capt. Tom Ryman, Jr. Tulane Univ. collection

In May, 1922 she made a special trip to Burnside, KY, the head of navigation on the Cumberland. She was sold to Valley Line Steamers of Memphis about 1926 and later converted to an excursion boat as seen here.



This scene is the excursion boat VALLEY QUEEN (5537) after she sank near Omaha on May 17, 1934. There were passengers on board but nobody hurt. The boat was a lost.

VALLEY QUEEN had been the packet JO HORTON FALL, rebuilt in 1928 for excursion service. Dorothy Weil tells about her in the book, The River Home, Ohio University Press,

LOOKING BACK TO 1934

The Waterways Journal Retrospective Review

The annual Holiday Issue of *The Waterways Journal* is a wealth of information on the then current state of the rivers. The reviews of the year - by whomever authored them - become "history" almost as soon as they are published and are an important source of information for hungry editors. While looking for something else in the WWJ issue of December 23, 1934 we were distracted by the Annual Review for 1934.

The 1934 review seems to be only the second such feature written for the *Journal* by Mack Gamble but Editor/Publisher Donald T. Wright was obviously pleased and gave Mack the assignment thereafter. He produced the reviews each December with only a break when he was in the army during WW-II. He also wrote his regular weekly column of news from the Upper Ohio for more than fifty years - from 1918 until 1970. Mack Gamble died in Bellaire, Ohio on February 13, 1973.

The following unconnected items are some of the events which Mack chose to write about some 70 years ago. They tell of a river industry far removed from 2004. The words are his without editing.

#

THE TRIP OF THE PEACE

Widespread attention and interest was attracted by the voyage down the Ohio and Mississippi of the 150th tow of the Union Barge Line in charge of the modern towboat PEACE. This new vessel, built by The Dravo Contracting Company to conform to the ideas of the late Francis R. Dravo, was considered to be the last word in river architecture. With two 375 hp. Winton engines driving twin screws and equipped with a double set of rudders, the PEACE was said to have great ability in pushing, backing and steering. On her trip to New Orleans she towed a special barge fitted up with exhibits of various prominent Pittsburgh district companies. Special attention was attracted by the PEACE because she differs so widely from the other towboats of the Union Line, which are of the steam stern-wheel type.

The Dravo Contracting Company constructed another pioneering vessel, appropriately named the PIONEER, during



Mack was an admirer of the PEACE and her sister the NEVILLE. In his UPPER OHIO column, December 29, 1934 he wrote: "The new Diesel towboat PEACE of the Union Barge Line went down Saturday with an eight barge tow. The PEACE is extremely quiet and there was not a vestige of smoke coming from her large stacks, two very worthwhile features for any Diesel boat to be proud of." (Note: Diesel capitalized for years after Rudolf's death.)

This photo was taken by Bill Reed at Marietta in 1954. She had been re-engined with two 750 hp. GM diesels and her hull rebuilt with Kort nozzles. Still not a vestige of smoke from her stacks!

1934. This was a single screw 250 hp. Diesel tug, somewhat resembling those used in lake and coastal work. The PIONEER was placed in service towing heavy cargoes of sand and gravel.

MARIETTA'S RECORD YEAR

The Marietta Manufacturing Company of Point Pleasant made a remarkable shipbuilding record during 1934 when it delivered two large dredges of propeller type, the BURGESS and the JADWIN, to the Memphis District, U.S. Engineers; two mammoth side-wheel dredges, the WILLIAM M. BLACK and the WILLIAM S. MITCHELL, to the Kansas City District, U.S. Engineers; three patrol boats for the U.S. Coast Guard, the NIKE, NEMESIS and TRITON, each 165 feet in length; and had under construction a 1,300 hp. twin screw Diesel towboat for the Vicksburg District, U.S. Engineers. The Marietta company had built floating craft for practically every kind of service except ocean and with the building of the Coast Guard boats, its ability to build boats for operation on the high seas was demonstrated.

TOWBOATS

The Pittsburgh Coal Company, which has been operating wooden hulled boats in the Pittsburgh district, made arrangements for the construction of the new towboat CHAMPION COAL to be built by The Dravo Contracting Company. This new boat, to be equipped with Nordberg steam engines, was designed by T. R. Tarn and is to have a hull made of wrought iron plates in order to resist the acid conditions of the waters of the Upper Ohio and Monongahela rivers. The CHAMPION COAL will be 148 feet in length and represent an outlay of \$265,000. Of the stern-wheel type, she will be as modern and complete in every detail as any vessel ever designed for river service.

CANALIZATION PROJECTS

Proponents of the Lake Erie-Ohio River canal did not succeed in securing official approval of the entire project, but Major General E. M. Markham, Chief of Engineers, did approve the building of a 35-mile canal from the Ohio River at Beaver, Pa. to near Youngstown, Ohio,

considered a good start in the right direction. It was said that, if this canal should be built, the Youngstown Sheet and Tube Company would build ten river-type towboats.

The Trinity River Canal Association, which advocates the canalization of the Trinity River in Texas, continued its effective campaign by means of an exhibit at the Fort Worth Stock Show and Rodeo where James R. Mullens, the active 77-year old river enthusiast, explained the benefits of river transportation to all visitors.

Interest was aroused in building a canal to connect the Tennessee and Tombigbee Rivers at a cost of 75 million dollars. Such a canal would afford a new outlet to the Gulf of Mexico for the Ohio and upper Mississippi valleys. The Tennessee Valley and Tombigbee River Association held its convention at Clifton, Tenn., on September 12 and the towboat JAYHAWKER, formerly the BEN FRANKLIN NO. 2, was there as the official boat of the Sheffield, Ala. Chamber of Commerce.

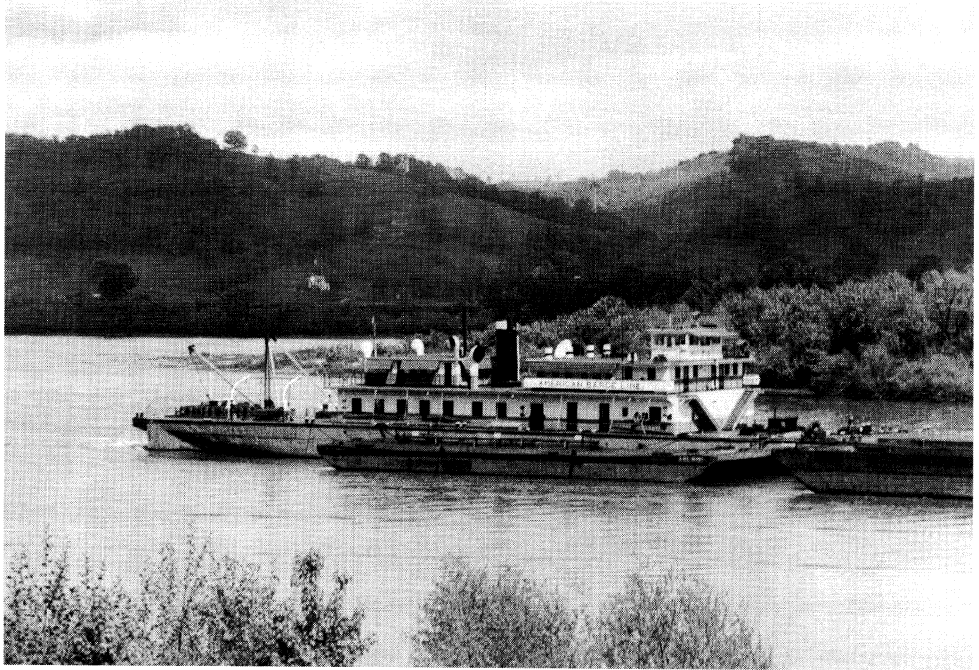
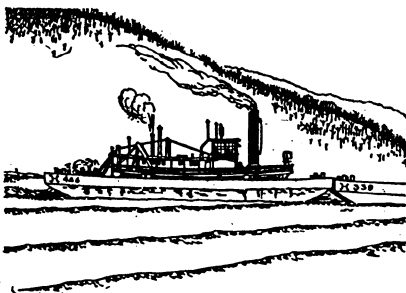
IN MEMORIAM

News of the death of Francis Rouaud Dravo in a train accident in Pittsburgh on February 26, 1934 came as a shock to all river interests. His brother, Ralph M. Dravo, who succeeded him as president of the Dravo Contracting Company, died in November. Thus were removed two men nationally and internationally prominent in the design and construction of bridges, locks and dams and modern boats and barges for river and harbor service.

Capt. Neffie G. Dukes, who boated with Mark Twain, died in Memphis. Capt. Dukes was a notable figure in the gala days of packet operations and had been prominently connected with the operation of the beloved KATE ADAMS.

Parvin DeGaris, 78 years old, Evansville Correspondent of The Waterways Journal and a writer of river news in Evansville newspapers died during 1934.

Capt. W. R. Haptonstall, 78, one of the most noted of Ohio and Mississippi Rivers pilots, died at Middleport, Ohio.



This PIONEER was NOT the PIONEER built by Dravo in 1934 but the one noted below by Mack Gamble. She was built in 1909 by Bath Iron Works, Bath, ME as a side-wheel tug named FERINANDO GORGES, 240x47.4x15.7, and brought to the Ohio in 1934. She operated with side wheels and steam 1934-35 and then was converted to diesel with twin props. Dismantled 1950. JMG photo.

THE SEA-GOING PIONEER

The American Barge Line gets credit for bringing a most remarkable craft to the river for use as a towboat. This is the sea-going side-wheel PIONEER, 240 feet long. The same line, which frequently had to charter additional boats to care for the trade, had the ocean tug CORONA, drawing 12 feet of water, as high as Greenville.

FIRE AND OTHER LOSSES

The worst steamboat fire of the year damaged the DUNCAN BRUCE and W. L. BERRY of the American Barge Line and the J. ROBERT NUGENT of the Nugent Sand Co. at Louisville. The BRUCE will be rebuilt but it was the end of the other boats.

The ARKALA, a 95-foot full cabin sternwheeler burned in Bayou Tech, La. The D. T. LANE, of the Hatfield-Campbell Creek Line, sank in Kanawha River but was raised. The OLD RELIABLE, sternwheel towboat owned by Capt. G. W. Shaw, burned in Pittsburgh. The IRON CITY also burned in Pittsburgh but is being rebuilt by the Iron City Sand and Gravel Company.

The 104-foot towboat TOMBIGBEE hit a bridge at Selma, Ala. on the Alabama River and was wrecked with the loss of two lives. She was owned by the Southern Sand and Gravel Company.

The GERARD KLEIN, in the Kanawha River coal towing trade, burned at Manchester, Ohio. The ED. J. HOWARD sank at Jeffersonville, Indiana.

TOUR OF THE SECRETARY OF WAR

Secretary of War Dern visited government projects along the Mississippi and gave a good deal of cheer to waterways associations by statement made in his various speeches.

Completion of the new Marmet and London dams in the Great Kanawha River, the former of which was the first of the type (roller dam) in the United States, brought news that the Kanawha Valley Power Company will build a \$1,500,000 power plant at these dams.

The Dravo Contracting Company received the contract to build the Gallipolis Dam, the second of the roller type on the Ohio River, the first being that at Montgomery Island, now under construction.

MRS. GREENE HONORED

When Mrs. Mary B. Greene was introduced at the Mississippi Valley Association banquet as, "The outstanding daughter of Old Man River," it was just one of the many well deserved tributes that have come to her during a life which has been closely connected with the actual navigation of river packet boats as well as the management of their business. Mrs. Greene and her sons, Capt. Chris Greene and Capt. Tom Greene, keep the Greene Line of packet steamers in successful operation and it is interesting to note how many real packet boats, equipped for carrying both passengers and freight, are left in existence at the close of 1934. They are: The LIBERTY at Pittsburgh; CHRIS GREENE and TOM GREENE at Cincinnati; OUACHITA at Louisville; CAPE GIRARDEAU and GOLDEN EAGLE at St. Louis; TENNESSEE BELLE and V. J. KURZWEG at New Orleans. Eight boats in all, seven steam and one Diesel.

To these might possibly be added the SENATOR CORDILL at Pittsburgh and the HARRY LEE in Louisiana although the latter is now arranged as an excursion boat. These two boats could be reconditioned for packet service.

TAPS FOR THE GENERAL WOOD

Coming to the upper Ohio from the Louisiana bayous under the name of S. L. ELAM, the boat, later known as the GENERAL WOOD, quickly attained fame among rivermen, a prominent place in the public print and exceeding popularity with the traveling public. After a few trips as the S. L. ELAM she was rebuilt at the Mozena Boat Yard, Clarington, Ohio, named the GENERAL WOOD and appeared in the Pittsburgh-Cincinnati trade under the banner of the Liberty Transit Company, later under the ownership of the Pittsburgh, Wheeling and Cincinnati Packet Company, headed by Capt. Fred Hornbrook and finally as one of the boats of the Pittsburgh and Cincinnati Packet Line under the management of Capt. Frederick Way, Jr. and William S. Pollock. Capt. Way has written the GENERAL WOOD' obituary in his book, "The Log of the Betsy Ann" but friends of the packet hoped, as long as she remained tied up in the Pittsburgh harbor, that she might be reconditioned and placed in the trade.

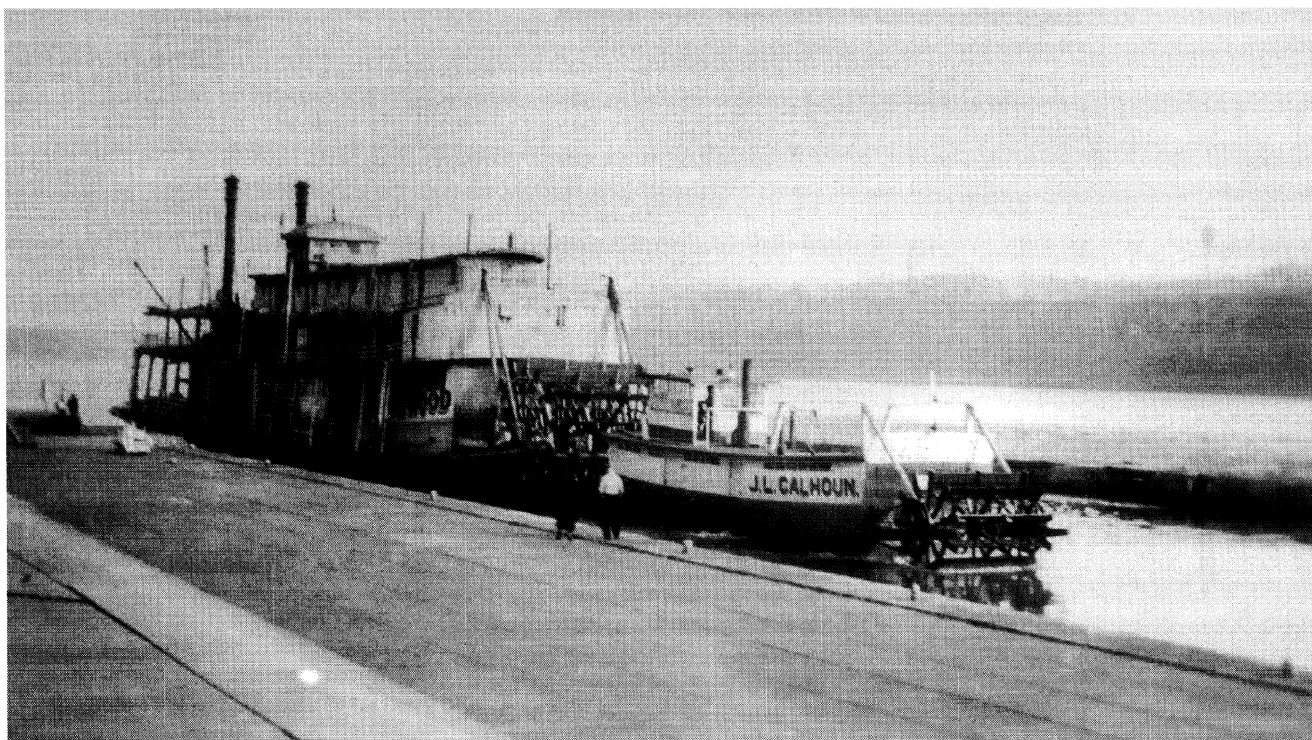
Now, that hope is gone. During the latter part of 1934 the GENERAL WOOD was removed to East Liverpool, Ohio and dismantled, there to be converted into a wharfboat, following down that dark and

gloomy pathway taken the previous year by the illustrious QUEEN CITY.

SENATOR CORDILL INCIDENT

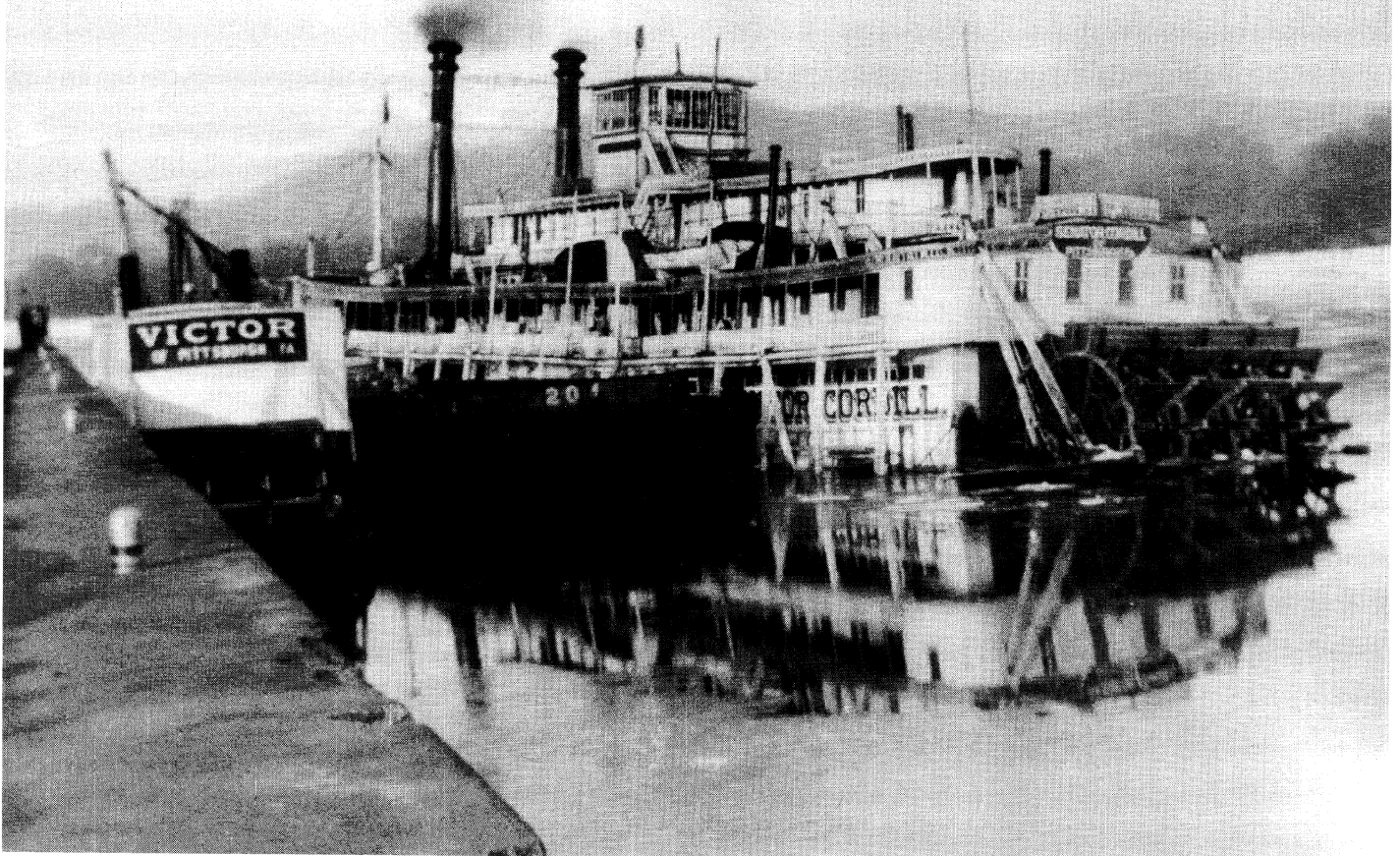
With packet boats so scarce on the Upper Ohio, news of the sinking of the Pittsburgh-Cincinnati packet SENATOR CORDILL at Lock 14 last February was magnified out of proportion to its ordinary interest. Efforts to raise the boat were closely followed by river enthusiasts all along the western waterways and there was much satisfaction when the CORDILL was finally floated.

However, the aftermath of the affair was not so pleasing. The government claimed a large sum of money due it for raising the boat and finally the steamer was sold at public sale for \$325. The owner of the boat apparently suffered a total loss unless he should later be reimbursed by the government for the value of the boat. No further repairs were made to the CORDILL than necessary to keep her afloat and the new owner tied her up at the Pittsburgh wharf where she has since remained.



In November 1934 the GENERAL WOOD was sold to P. Milliron to become the wharfboat at East Liverpool, Ohio. She had been tied up at

Pittsburgh since 1930 and is being towed stern-first through Lock 6, Vanport, PA by the gasboat J. L. CALHOUN. Who owned the CALHOUN?



Early on the morning of February 5, 1934 the SENATOR CORDILL was upbound for Pittsburgh. She was running in the Pittsburgh-Cincinnati trade with Capt. Fred Hornbrook as master. The owner was John W. Hubbard who had been the financial backer of the Ohio River Transportation Co. which had taken bankruptcy in 1933.

"It was a dark and stormy night . . ." as the CORDILL continued up the Ohio after making a landing at St. Marys, WV shortly before watch time, midnight. Fred Way and Wilsie Miller were the pilots. Ice was running heavy when Wilsie Miller came on watch at the beginning of the Long Reach above St. Marys and the river conditions did not improve as the boat proceeded.

The wicket dams had been lowered but one or more of the wickets at Dam 14 above Clarington, Ohio had not fully seated - probably blocked by ice. As the CORDILL crossed over the lowered dam one of the improperly lowered wickets speared the boat's hull and came up through the forecastle.

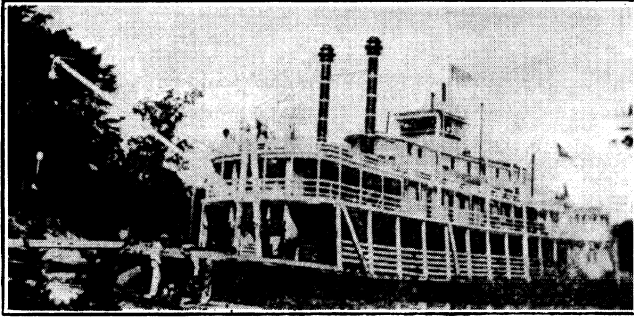
Pilot Miller, when he felt the jolt, steered for the upper guide wall of the lock but the boat settled to the bottom just before reaching the wall. Two rousters dove into the water and drowned as the boat headed for the guide wall and a third was found when the boat was raised.

The above photo by Mack Gamble shows the scene at Lock 14 several days after the sinking as the U.S. Corps of Engineers are attempting to raise the boat. The head of the boat was above water level while the deckroom and engine room had 4 feet of water or more in them after the boat settled. There is steam on at least one of the boilers to run the syphons as a diver builds a bulkhead around the hole in the hull.

The towboat VICTOR, 79x18x2.6, was built in 1923 at Parkersburg, WV and powered by a 200 hp. diesel engine. She was owned by Earl Cooper who used her for job towing, apparently hired by the U.S. Engineers to bring a barge of salvage equipment from the Marietta Depot to the site of the accident. The CORDELL was raised, towed to Marietta to await disposition and eventually sold at public auction to Charles Zubik. She was dismantled in the Allegheny River at Pittsburgh over the next several years.

This accident resulted in a law suit against the Federal government by Mr. Hubbard because the crew of the CORDILL had not been warned of the improperly lowered wicket. The sinking was alleged to be the fault of the U.S. Corps of Engineers and damages were sought for the loss. The case dragged on over a period of years but we believe that John W. Hubbard eventually received some compensation.

OHIO RIVER STEAMER
OUACHITA



PITTSBURGH-CINCINNATI PACKET

A Delightful Vacation Trip
at Low Cost

900 Miles on the Ohio. Scenic, Historic Route.
Safe, Restful, Continuous Change of Scene.
Old-time Steamboat Men, Famous Steamboat Meals.
A Splendid Outing for the Whole Family.

Round Trip, Meals included, from Cincinnati to Pittsburgh and return, or Pittsburgh to Cincinnati and return. One Week's Cruise. Only

\$18.00

Staterooms \$3.00 and \$5.00 for the trip.
Two or three persons may occupy one stateroom and divide the cost.

One way or shorter trips may be arranged.
For information, schedule and reservations write:

THOS. L. BUSH,
218 First Avenue Gallipolis, Ohio



The Steamer Ouachita (pronounced "Wash-i-ta") was built in 1922 for the Memphis-New Orleans trade on the Mississippi River. She was brought to the upper Ohio for the 1934 season. She is the familiar, stern-wheel type. Her hull is all-steel, with water-tight compartments, safe from the ordinary hazards of navigation. Metal bulkheads and superstructure, adequate supply of lifeboats and life preservers, and frequent inspection by U. S. Government Steamboat Inspectors, insure every provision for your safety.

Officers and crew are men of long experience, licensed under Government regulations.

When writing, please state what week you plan your trip and where you expect to come on board. Popularity of these cruises makes advance reservations advisable, to be sure you can be accommodated at the time you plan. Reservations may be made by sending check or money order for \$5.00, to be applied on your fare.

When George A. Zerr, of the Pittsburgh "Post-Gazette" chronicled the arrival in Pittsburgh of a packet from Lake Providence, St. Joe, Vicksburg, Natchez, etc. it was real news and meant that the Pittsburgh-Cincinnati trade wasn't dead yet, - despite the sinking of the SENATOR CORDILL. The steel hull packet OUACHITA, "of Baton Rouge, La." arrived in June to enter the trade under the sponsorship of Capts. Earl Webster, Harry Donnally, Fred Hornbrook and J. Orville Noll who purchased the boat from Capt. George Prince. The OUACHITA was perhaps the smallest boat ever in regular service in the P. and C. trade, yet she made a grand success during the passenger season and carried more passengers than the mammoth packet QUEEN CITY the year before. However, after the close of the passenger season, the OUACHITA was sold to the Ohio River Transit Company of Louisville, again leaving the Pittsburgh-Cincinnati trade without service except that provided by the Pittsburgh-Charleston-Huntington packet LIBERTY, reshipping via the Greene Line.

CUMBERLAND SERVICE DEMISE

Cumberland River packet traffic seemed to be definitely at an end, at least so far as large packet steamers are concerned. During 1934 the Bureau of Navigation officially removed from government records the last fleet of Cumberland packets, - the ROWENA, CELINA and CITY OF BURNSIDE - which formerly operated out of Burnside, Ky.

AND MORE PACKET LOSSES

When everyone was searching for a Pittsburgh-Cincinnati packet last spring, The Waterways Journal suggested that the 210-foot BALD EAGLE, in use as a quarter boat in the Missouri River, might be more economically conditioned for the trade than either the GENERAL WOOD or the SENATOR CORDILL. The BALD EAGLE was considered in fair condition and would have required but little work to make her ready for active service went the thinking.

Then, in the latter part of the year, came the news that she had sunk and the wreck sold to a farmer for one dollar. This was without a doubt an all-time low price for a complete packet boat more than 200 feet in length.

PACKET LOSSES CONTINUED -

The famous racing packet **BETSY ANN** disappears from the roster of packets with word that her texas and after cabin have been removed to fit her for oil towing on the Illinois Waterway in 1935.

FERRYBOATS

New bridges have by no means put ferries out of commission. The Howard Shipyard built a new steel hull for a Huntington, W.Va. ferryboat owned by Paul F. Thomas and the Zeller family of St. Louis placed a modern 100-foot Diesel ferryboat, the **TRAVELLER**, in service.

SHOWBOATS

Four showboats, the **WATER QUEEN**, **HOLLYWOOD**, **MAJESTIC** and the **BRYANT SHOWBOAT** were in regular operation during 1934. It continues to be feared that the **GOLDENROD**, long known as the largest showboat in the world, has reached the end of her voyages.



In 1934, as documented in Mack Gamble's "Annual Review," the **BETSY ANN** (0604) was no longer pretending she was still a packet and became the handsome towboat **BETSY ANN** (T0245) you see above. Mack snapped this photo at St. Louis in 1938.

The latter days of the **BETSY ANN** on the Ohio River are superbly told in the book Log of the Betsy Ann but that story ends with the sale of the boat at Memphis. She had been overhauled and outfitted at a cost of over \$6,000 for the 1930 tourist season. A tourist boat was an inspired idea but her passenger capacity was too small for a financially successful enterprise. **BETSY ANN** laid up in the fall of 1931 and was sold to John I. Hay Co. in April, 1932 for \$4,000 - complete, including all her hotel equipment.

John Hay at first did little but add towing knees before using the **BETSY** as a towboat. There was no purpose in maintaining the boat's passenger facilities so from time to time bits and pieces were removed - from the texas on down. After the removal of the after cabin in 1934 she looked much as she appears above for the rest of her days.

The **BETSY ANN**, such as remained, was dismantled at St. Louis in the fall of 1940. The iron hull was used as a barge by the Wood River Refining Co. and was sold in 1946 to become a marina landing boat at mile 18 on the Meramac River near St. Louis.

SHOWBOAT GOLDENROD CONT. -

She has remained for some months beached on the bank of the Allegheny River in Pittsburgh. However, Capt. J. W. Menke is anxious to go to the rescue and have the big boat calked and launched into the river.

EXCURSION BOATS

The appearance of the mammoth side-wheel excursion steamer J.S. on the upper Ohio was an interesting event of last spring. The J.S. later served as a summer excursion boat at New Orleans. St. Louis, with the three side-wheel excursion boats PRESIDENT, SAINT PAUL and CITY OF ST. LOUIS in daily operation was conceded to be Queen of Western River cities in that respect. Memphis had a big excursion day when the two mammoth steamers ISLAND QUEEN of the Coney Island Co. and the PRESIDENT of the Streckfus Steamers both happened into port at the same time. The steel hull IDLEWILD was the Louisville 1934 excursion steamer.

Missouri River was left without an excursion boat when the VALLEY QUEEN, formerly the Cumberland River packet JO HORTON FALL, sank on her second trip of the season out of Omaha, Neb.

The GREATER NEW ORLEANS, originally the Pittsburgh-Cincinnati packet VIRGINIA, was dismantled in New Orleans and thus ended her long career not long after her sister boat QUEEN CITY. The excursion-packet HARRY LEE was in retirement on the Vermilion River in Western Louisiana the past season

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In a single sentence Mack also chronicled the end of the packet PIASA, dismantled by the Eagle Packet Co. at St. Louis. Without a doubt, 1934 marked the grand finale for packet boating on the Western Waters.

An anachronism was the packet LIBERTY which continued paddling back and forth each week between Pittsburgh and Charleston, WV with a stop at Huntington when freight was offered. Considering that rails paralleled her route all the way and roads on both sides of the river had been paved since 1929-30 it seems beyond logic that she still found shippers to support her. It was an area with mostly farm products, the distance

was short enough to permit reasonable service - about two day - between ports and she still made economic sense for the hucksters. In Mack Gamble's "Upper Ohio" column just after Christmas, 1934 he reported:

"The Pittsburgh-Charleston packet LIBERTY arrived in Pittsburgh Thursday of last week with a Christmas trip of 800 coups of poultry. The boat had been delayed by breaking a hog chain at Pomeroy, Ohio and by high winds which caused her to tie up for 11 hours at the new Montgomery Island Dam. Repairs were made to the broken hog chain while the boat was in Pittsburgh and she left again for the southern terminal on Friday, passing down by Clarrington on Saturday evening."

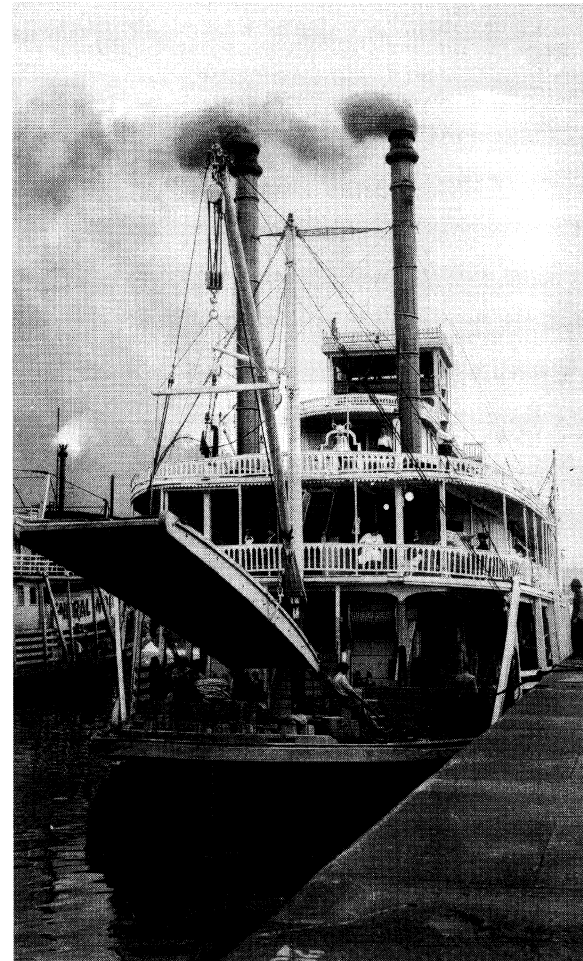
Even the economical LIBERTY would survive as a packet for less two more years. And yet and remarkably, Tom Greene and Mary B. Greene at this time saw the opportunity and launched tourist service with the GORDON C. GREENE in 1935.

Under the report of "Canalization Projects" the improvement of the Beaver River from its mouth at Rochester, PA to near Youngstown - which seemed so possible when Mack reported congressional approval - never got off the ground. Funds for the project were not forthcoming. In 2004 there is no Youngstown Sheet and Tube Co. nor for that matter other active steel mills in that area which would use a navigable waterway. The dream of a deep water canal between the Ohio and Lake Erie never seems to die, however, and politicians were proposing such a project in 2002-2003 as they had done a number of times dating back to the 1890s.

And, the GOLDENROD was saved by Capt. Bill Menke. She operated with a troop of "Major Bowes Amateurs" in 1936 and was towed by the packet LIBERTY after she finally quit the Pittsburgh-Charleston trade.

The GOLDENROD is still in existence in 2004 but whether or not she survives for 70 more years is somewhat in doubt. See Vol. 40, No. 3, September 2003, page 5 for later news on the GOLDENROD.

Our thanks to *The Waterways Journal* for allowing an extract of the 1934 review.



BETSY ANN IN HER SALAD DAYS!

We couldn't leave our tender readers with the photo of the BETSY ANN on Skidrow. Here she is in the Davis Island lock on her first trip down from Pittsburgh on August 20, 1921. The GENERAL WOOD, running in the Pittsburgh-Cincinnati trade for the Liberty Transit Co., is just visible across the lock chamber.

Of interest are the boat's bits - two pipes with rounded caps - showing under the heel of the stageplank. The BETSY ANN in later photos shows no evidence of bits on the head of the boat. The supposition is that they were removed following damage in a collision which sank the Huntington wharfbat on October 14, 1924.

Photographer, W. S. Pollock.



Sistersville-Stringtown Ferry ORION

Before the community on the Ohio shore across from Sistersville received the regal name of "Fly" it was Stringtown. The first steam ferry was a batwing, side-wheeler named W. C. PUSEY (5627).

The PUSEY was replaced in 1896 by the ORION (4329), built 1884, 110.5x24x3. The local paper reported that the steamboat inspectors from Wheeling were in town on Nov. 14 to look her over.

In the above photo, the pilothouse is mounted on the roof of the engine room. Later, a deck was built over the vehicle space and the pilothouse was centered on it amidships. This arrangement permitted a two-man crew, - the pilot also handled the engine; second man was fireman/deckhand.

A new hull for the ORION was built at Clarington in 1907 and she was renamed DANIEL (1439).

FERRYBOAT PASSENGER BEHAVIOUR

Walter McCoy, business manager of the Tyler Printing Co., began writing a column for the "Tyler Star News," Sistersville, WV with the December 30, 1969 edition. He called it "Walter's Corner" and each week filled his allotted space with topical observations around Sistersville or - more than likely - looked back on some momentous or humorous incident in the town's past.

WALTER'S CORNER

February 11, 1970

Here I am, riding the ferry boat. Mike Gooseman is at the helm and traffic is moderately heavy. You can spot the tourists. They are very cautious driving onto the flat and observant of every move that they can see.

As we back off the bank and the boat swings away from the flat, the tourists become apprehensive. They are not sure that this is the way the thing should work. By the time the boat is facing the other way and back alongside the flat they sigh with relief and may even decide to get out of their car to look at the river.

Some of them help steer the boat with their car steering wheels. As we near the bank the drivers up in the front row really twist their wheels to help make the landing; some apply their brakes to help stop the boat.

As they drive up the bank they glance to get a last look to fix the scene in their minds. This will be an experience to tell about back home.

The salesman drives onto the ferry flat with a glance at the pilot house and says, "What a dull job that must be. Just back and forth across this dumb river! Never getting anywhere.

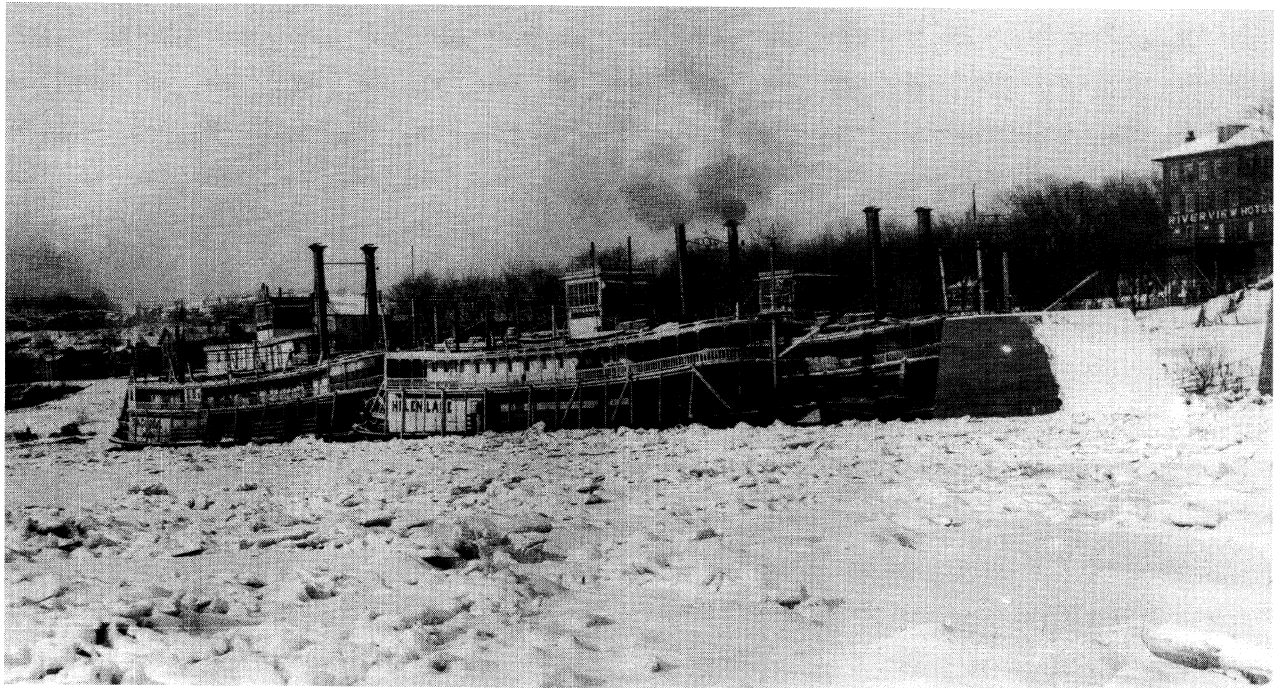
What could be more monotonous?"

The salesman would find it hard to believe that each crossing is different. There is wind with all of its speeds and changes of direction. Changing currents in the river, floating debris to be dodged and passing towboats creating high swells. Even the number of cars and trucks on the ferry flat makes a difference in the way the boat handles.

The safety of the passengers and cargo is always in the pilot's mind. It's never monotonous, - even without the mini-skirted young girl reclining in the back seat of a convertible or the long-winded pilot house loafer who never seems to run down.

That's life on the ferryboat.

* * *



The scene at Gallipolis as the covey of wooden-hulled packets prepares to ride out the moving ice when the gorge breaks. The TACOMA (5292) is at the lower left, the grade down to the wharf visible behind. The HELEN LANE (2572) with steam up is nestling up to the ice pier alongside the COURIER (1355) while next to shore is a ferryboat - not named by Jesse Hughes. The RIVERSIDE HOTEL stands at the upper end of the park.

1917-1918 ICE AT GALLIPOLIS & STEAMBOAT LOSS STATISTICS

The photo essay and story about the successful effort to save the packet LIBERTY (3454) when caught by the Big Ice of 1918 at Clarington, Ohio reminded us of another account of the same period. Capt. Jesse Hughes was caught with the packet TACOMA (5292) at Gallipolis, Ohio. He was so busy at the time that he didn't keep up with his famous diary but he did write a later recollection of that hectic period.

Recently three photographs taken at Gallipolis of that time of the Big Ice, floated into the Office courtesy of Capt. Charles H. Stone, Esq. These are from the collection of Bob Erwin, evidently found when he operated a photography service in Gallipolis in the 1970s.

The Hughes diary for 1918 was carried in the June, 1993 issue of the *Reflector*.

Jesse P Hughes, S&D Reflector, Vol. 30, No. 2, page 9:

"Just before the river closed, I had placed the TACOMA under the ice piers at Gallipolis where also were the partially dismantled COURIER (1355), the CHRIS GREENE (1026), a large wharfboat and ferryboat owned by the Greene Line and the HELEN LANE (2572). By liberal use of dynamite to keep the ice loosened up around the fleet and constant work and toil, all was eventually saved without damage.

The GREENWOOD (2450) was tied up opposite Ripley, Ohio and was saved with only slight damage.

At Cincinnati, the situation was much worse owing to the gorged ice. Large and small steamers clung to whatever ringbolts and other fastenings that were within reach. The Greene Line wharfboat and two small boats, the CHILO (1017) and GREENDALE (2445), were sandwiched between the CITY OF LOUISVILLE (1095) above and the CITY OF CINCINNATI (1066) below them. Capt. Greene was right on the job but deeply concerned about his interests. He felt pretty secure about the GREENLAND (2447), however, as she was under repairs at the Cincinnati Marine Ways in the East End and had been pulled to the top of the bank.

The ice finally broke at Gallipolis and ran for two days and nights before anything happened down at Cincinnati but then that great mass of ice and water piled up and raised the river far above flood stage. This action widened the river greatly and shoved the boats in closer to the shore everywhere in the Cincinnati harbor.

The ice gorged again below Cincinnati and held for most of the month of January. In the first big squeeze at Cincinnati on January 30, 1918, Commodore Laidley's CITY OF LOUISVILLE, CITY OF CINCINNATI and LOUCINDA (3573) were all sunk at the city wharf. Dramatic scenes were enacted and great crowds line the shores and wharf to see what was happening. The rising water at last reached the GREENLAND up on the ways and swept her out into the great gorge of ice where she turned part way over. Capt.

Greene was notified by 'phone and stood in the front door of his wharfboat and watched his flagship as she passed slowly out of sight. "Well, boys, there she goes. That's the last we'll ever see of the GREENLAND."

The GREENLAND moved along in the ice gorge and gradually disappeared beneath it a short distance below Mill Creek at the lower end of the city. Some river pirates visited her as she drifted along and secured a metal lifeboat, a bunch of cabin chairs and the whistle, one that had been made several years earlier and used on the GREENWOOD. Police arrested

the thieves and notified Capt. Greene who said, "Just tell them, if they will give me the whistle, they can have the other things and I'll not prosecute." The GREENLAND proved to be Capt. Greene's greatest loss although he also lost wharfboats at various points along the river."

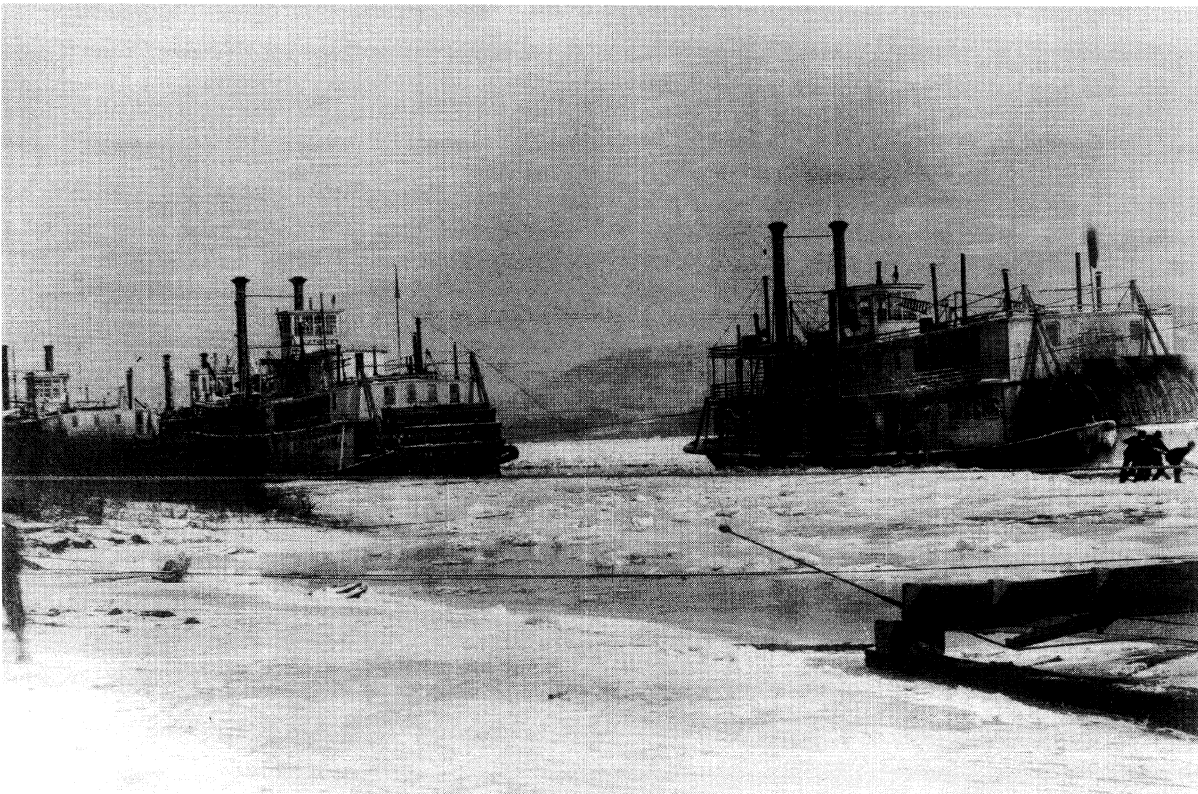
Michael Blaser's excellent painting of the scene in the Cincinnati Harbor just before the ice gorged there was featured as the centerfold in the December, 1996 issue (Vol. 33, No. 4) of the S&D Reflector.

**STEAMBOATS LOST IN THE BIG ICE, WINTER 1917-1918
DECEMBER DATES - 1917; ALL OTHERS - 1918**

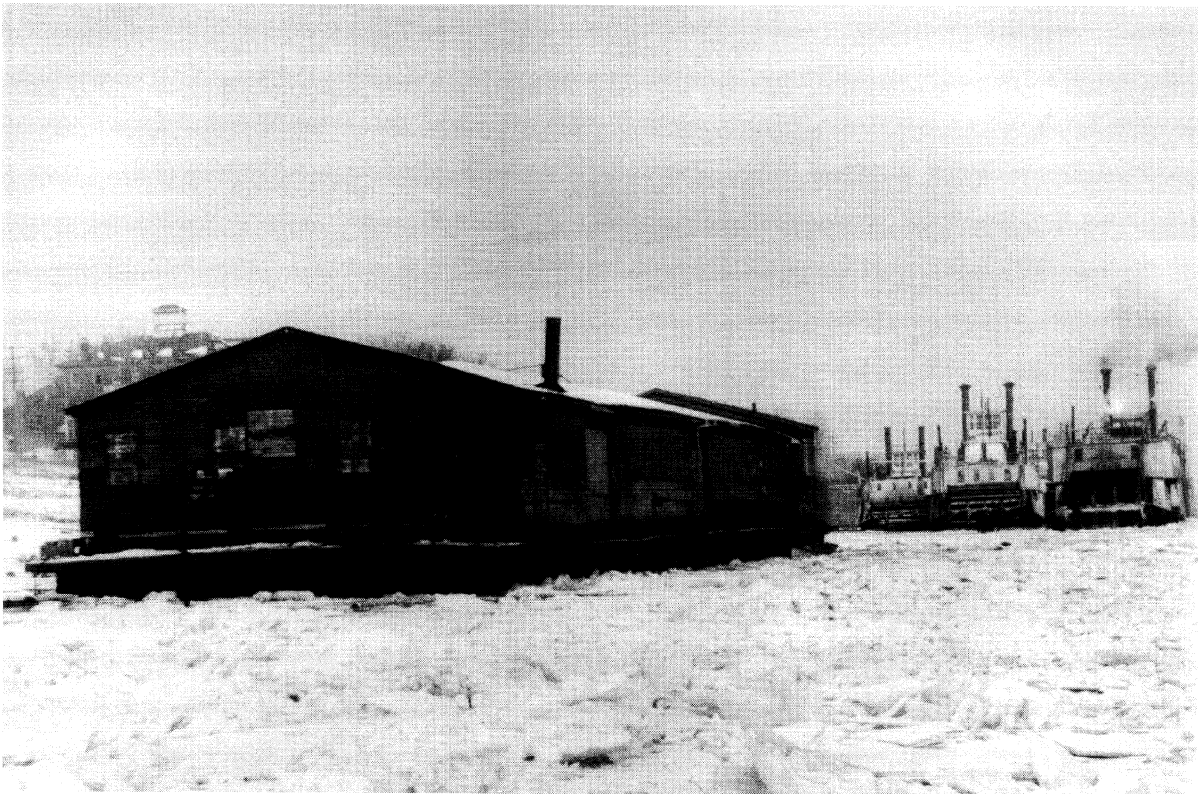
Admiral Dewey	Stw tb	Feb. 10	Ohio R., Apple Grove, O.
Alert	Stw tb	Jan. (?)	Ohio R., Boone Hollow, Ky.
Alton	SW ex	Jan. 29	Ohio R., Paducah, Ky.
Black Hawk	Stw p	Jan. 29	Ohio R., Livingston Point, Ky.
Bonne	Stw f	Dec. 12	Ohio R., New Boston, O.
Charles Brown	Stw tb	Jan. 31	Ohio R., Cincinnati, O.
City of Cincinnati	SW p	Jan. 31	Ohio R., Cincinnati, O.
City of Louisville	SW p	Jan. 31	Ohio R., Cincinnati, O.
Clinton	Prop t	Jan. 15	Tenn. R., Chattanooga, Tenn.
De Soto	SW ex	Jan. 21	Miss. R., Memphis, Tenn.
Dick C. Pape	Stw tb	Jan. 31	Tenemo Ldg., Tenn.
Ed. Meyer	Stw p	Jan. 23	Miss R., Helena, Ark.
Georgia Lee	Stw p	Jan. 21	Miss R., Memphis, Tenn.
Greenland	SW p	Jan. 31	Ohio R., Cincinnati, O.
Grey Eagle	SW ex	Jan. 29	Ohio R., Livingston Point, Ky.
Greyhound	Stw p	Dec. 22	Ohio R., Ashland, Ky.
Hazel L. Watson	Prop p	Feb. 10	Monon R., Rices Ldg., Pa.
Ironton	Stw f	Jan. 28	Ohio R., Ironton, O.
J. O. Cole	Stw tb	Feb. 8	Ohio R., Elizabethtown, Ill.
J. R. Ware	Stw tb	Jan. 29	Ohio R., Manchester Id., O.
Jewel	Stw tb	Jan. 5	Ohio R., Mt. Vernon, Ind.
Kelley Sauls	Stw p	Jan. 28	Ohio R., Paducah, Ky.
Mildred	Stw tb	Jan. 29	Ohio R., Dam 31
Monie Bauer	Stw tb	Feb. 10	Ohio R., Wheeling, W. Va.
Orion	Stw tb	Jan. 31	Miss R., Randolph, Tenn.
Pavonia	Stw tb	Jan. 29	Ohio R., Little Chain, Ky.
Peoria	Stw p	Jan. 29	Ohio R., Paducah, Ky.
Princess	SW ex	Jan. 30	Ohio R., Carrollton, Ky.
Rapids	Stw p	Dec. 12	Ohio R., Paducah, Ky.
Reba Reeves	Stw tb	Feb. 15	Ohio R., Sekitan, O.
Ruth	Stw p	Jan. 31	Ohio R., Dam 13
Silver Star	Prop t	Jan. 29	Ohio R., Paducah, Ky.
Spread Eagle	SW p	Jan. 29	Ohio R., Paducah, Ky.
Sunbeam	Prop t	Dec. 18	Ohio R., Evansville, Ind.
Val P. Collins	Stw tb	Jan. 31	Ohio R., Sekitan, O.
Valley Gem	Stw p	Feb. 10	Monon R., Morgantown, WV

Stw, sternwheel SW, side-wheel Prop, propeller tb, towboat
p, packet ex, excursion boat f, ferry t, tug

Compiled by Fred Way, Jr.
S&D Reflector, Vol. 9, No. 3, Pg. 43

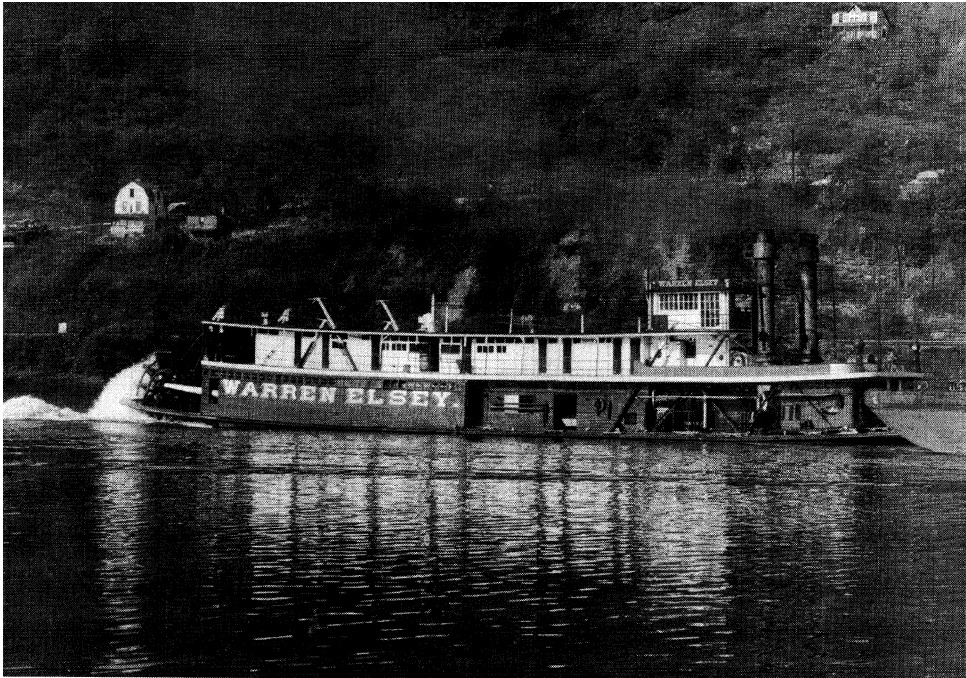


Another customer for the ice piers appears. The CHRIS GREENE (1026), running Gallipolis-Charleston, is rolling her wheel and pushing up through the ice to a spot beside the TACOMA. Note three men with a spar pole attempting to keep the ice cakes moving.



A cold scene of the big wharfboat and the fleet of boats with the CHRIS GREENE still working ahead. The cupola on the landmark Riverside Hotel shows above the wharfboat.

GONE THESE 50 YEARS!



The Fifty Year Ago column in The Waterways Journal for July 7, 2003 noted the retirement of steam towboats by the Jones & Laughlin Steel Corp. Here are the three honorees!

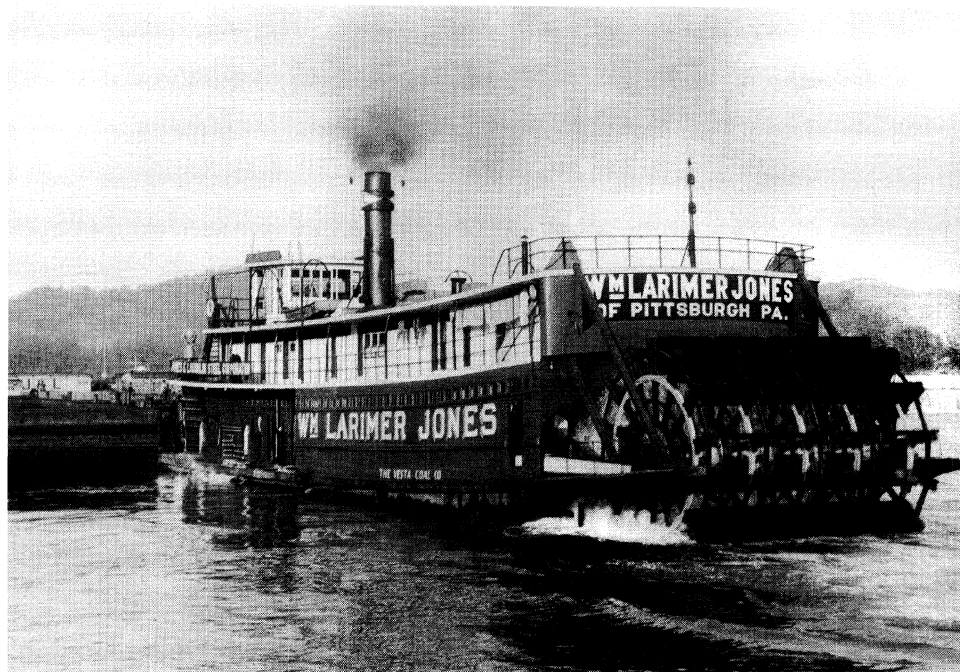
Left, WARREN ELSEY (T2613) is passing Dixmont Hill across from Dravo on Neville Island where she was built in 1919. She was named for Capt. Warren Elsey who was Master of Transportation for J&L for many years. Capt. Elsey was born on a canalboat on the Ohio & Erie Canal near Portsmouth, Ohio and died in 1928, age 80. She was dismantled in 1953.

Photo by W. E. Reed.

Right, WM. LARIMER JONES (T2671), duplicate of the TITAN (T2443), built by the Howard Shipyard, Jeffersonville, IN, 1930. She was 136x34x7.3 ft., condensing engines 14's,28's - 8 ft. stroke and rated 700 hp.

An innovation was the omission of a pilotwheel. Steering only by the levers controlling the steam steering gear, maybe the first such daring design. Pilots felt insecure with no wheel for emergency use, - or to watch spin as proof that the rudders were responding. She is entering Lock 14, Clarington, OH

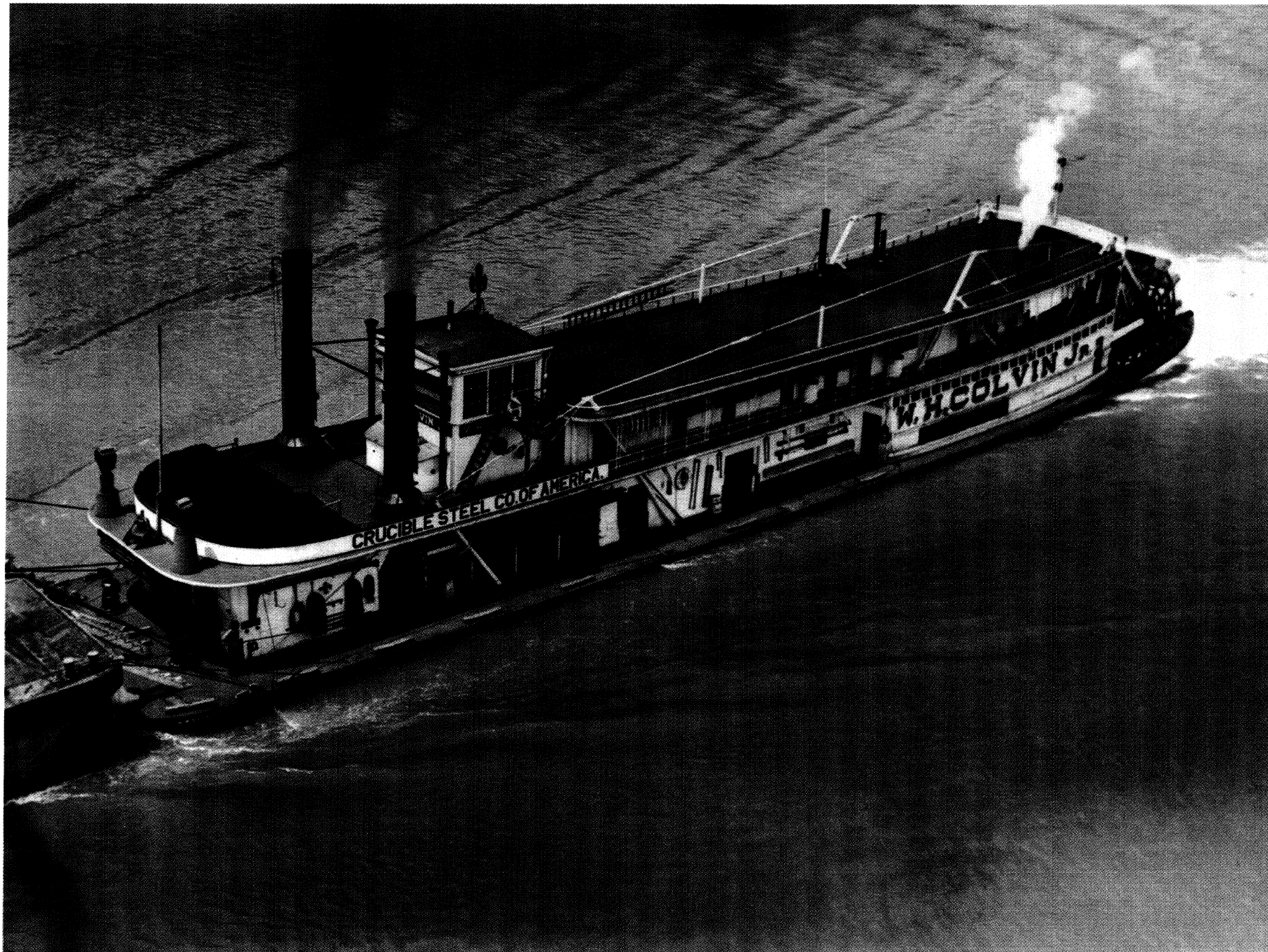
Photo by J. Mack Gamble.



Left, TITAN (T2443), the other twin built at Howard's in 1930. These were the modern "pool boats" built to bring barges of coal from the Monongahela River mines to the J&L mills at Pittsburgh and Aliquippa, PA. Big power was not needed but handling for the several locks and size to fit was. She's shown at the Pittsburgh wharf in 1950, ready to race the HOMESTEAD.

The J&L steam towboats HENRY A. LAUGHLIN (T1089) and VESTA (T2521), duplicate steam prop designs by Ward, had been sold in 1952. VESTA today is Madison Coal's J. S. LEWIS.

Photo by W. E. Reed.



There is no mistaking the relationship between W. H. COLVIN JR. (T2566) and the familiar W. P. SNYDER JR. They were built by Jas. Rees & Sons at the same time (1918-1919) for Carnegie

Steel Co., the COLVIN the HOMESTEAD (T1122), her mate W. H. CLINGERMAN (T2565). The twins were renamed by in 1945 Crucible Steel Co. Photo and print by Noble Beheler, artist.

- S&D CHAPTERS -

OHIO & KANAWHA RIVERS

Following the November, 2003 quarterly meeting, the O-K Chapter went to the bank and laid up for the winter.

The Spring Meeting should occur on Sunday, March 7 or 14, the date depending upon the weather forecast, the Treasurer's, Secretary's and Chief Engineer's schedules and river conditions.

Contact Jim Bupp, Treasurer (304) 344-4226 or Charles Stone, Engineer (304) 675-4671 for late bulletins.

MIDDLE OHIO RIVER CHAPTER

We understand that there was a low-key weekend retreat at one of the MOR's favorite meeting locations in October. About 35 of the faithful met at Shakertown in Pleasant Hill, Kentucky but no official report had been received by press-time on details of the scintillating activities.

The attraction of Shakertown as a meeting site is understandable - a rural setting with the interesting Shaker Village Museum buildings. There are a number of interesting historic and steamboating locations on the Kentucky River close by.

The spring meeting details may be obtained by contacting Secretary Melissa Kesterman at (513) 662-8627.

MISSISSIPPI RIVER CHAPTER

The president of the Mississippi River Chapter, Capt. Tom Dunn, sent a report of the fall meeting/cruise but the printing deadline ruled out using it in the December issue. Please forgive the delay.

Kimmswick, Missouri was the selected site of the Mississippi River Chapter's Fall get-together on October 23, 2003. Kimmswick was founded in 1859 by German immigrant stonecutters and quickly prospered with a population of 1,500.. At the turn of the 20th Century steamboats, railroads and finally paved roads passed Kimmswick by and the town today has a population of only about 135.

But the Mississippi Chapter didn't let the excursion boat TOM SAWYER pass up Kimmswick. The passengers, S&D chapter members and others, enjoyed a 2-1/2 hour cruise down the river from St. Louis on a glorious autumn day. Once at

the landing, passengers adjourned to the Blue Owl Restaurant, a quaint little place renowned in the area for its great home cooking and spectacular desserts. The featured dessert is "Levee Apple Pie," so named because it resembles the emergency levee the town built to hold back the Flood of 1993. A Levee Pie is a foot high and filled with 18 apples.

Although small in size, the village holds lots to see and there was time to stroll around and check all the various shops. At the end of the day the group was transported back to St. Louis via bus. All, that is, except Judy Patsch, Pat Welsh and Captain & Mrs. Herschler who's son, Casey, was piloting the boat and elected to return on the TOM SAWYER.

Aboard was a large contingent of folks from The St. Louis Mercantile Library which dedicated the cruise in Jim Swift's memory. Bette Gorden of the library staff presented commemorative coffee mugs to the Mercantile members.

We came back to town with the same number of passengers as when we left, a sure sign of a successful trip!

BECKY THATCHER DARK

A follow-up to Keith Norrington's letter on page 3, this issue, is the decision to close Marietta's Showboat Becky Thatcher.

Financial support for the showboat has dwindled this past year and was no longer sufficient to assure proper maintenance and security. With no prospects for improvement in the financial picture, the board that manages the boat reluctantly decided to drop the shows scheduled for the coming summer season. The restaurant is also closed as the operator decided not to renew his lease.

The Becky Thatcher was brought to Marietta from St. Louis in 1975 and since then has become a popular tourist attraction, albeit with various ups-and-downs. She has been dependent upon both the popularity of her showboat drama productions and the lease of her restaurant.

There is now active debate about the future of the Becky Thatcher - the shell more or less of the U.S. MISSISSIPPI - but the future is hazy. Tourism is a noticeable part of the area's summer economy and the Becky has played a big part in the past. Yet, some local factions say, "Let her go!" The owner, Ohio Showboat Drama, avow that she is not for sale as they study the options for the boat's long-term future. Too bad. Too bad.

Verhoff Named Site Manager at Campus Martius



The Ohio Historical Society has announced the appointment of Andrew J. Verhoff as the new site manager for

Campus Martius Museum and Ohio River Museum in Marietta, effective Oct. 15. He replaces John Briley, who retired at the end of September after 25 years with OHS.

Prior to his appointment at Campus Martius, Verhoff had been the historical agency consultant in the Society's Local History Office since 1998, working in a variety of functions to support local history efforts throughout Ohio.

Verhoff, 37, began working for the Society in 1989 as a museum interpreter in the Ohio Village pharmacy. In 1990, he was promoted to manager of volunteers and interpreter of the Village schoolhouse. He left the Society for a brief time to pursue a Master of Arts in history at Indiana University, Indianapolis. While pursuing his master's degree, he interned at the Indiana State Museum, the Ross County Historical Society and the Historic Landmarks Foundation of Indiana. From 1994 to 1997, he was curator of education and collections for the Ross County Historical Society in Chillicothe.

A native of Ottawa in Putnam County, Verhoff graduated summa cum laude with an undergraduate degree in history from Ohio University in Athens in 1988.

We are pleased to introduce the new manager of the Campus Martius and Ohio River Museums, Andy Verhoff, to our readers. Our friend John Briley retired at the end of September last year.

Andy soon got his feet wet with the rivers over flood stage but is surviving very well.

Welcome to Marietta and S&D Andy!

This and That

GRAND EXCURSION 2004 CELEBRATION

In the June 2003 issue, page 13, we outlined the program for the celebration of the 150th anniversary of the 1854 river trip from Rock Island, Illinois to St. Paul. That trip, you probably recall, was to recognize the extension of rail lines to Rock Island from Chicago, - a notable milestone for 19th century transportation technology.

From time to time in these pages we have had articles about details of that 1854 trip - and clarification of the lineup of boats including the JENNY LIND. We have had little information to present in the way of details for the upcoming 2004 celebration, however, but will correct the omission. Activities are planned for numerous cities and towns between Rock Island and St. Paul, the schedule lasts all summer, spans 400 miles and gives lots of opportunities for river buffs to enjoy the show.

Member Bill Judd, who has a hand in the boat-movement planning, has provided a handful of pages from the GRAND EXCURSION 2004 website. We shall extract:

The big event on the river will be the flotilla of overnight and day cruise boats. The DELTA QUEEN STEAMBOAT CO. boats are booking overnight trips up to eleven (11) days aboard the DELTA QUEEN and MISSISSIPPI QUEEN. Day excursions will be available on a number of smaller vessels from many of the participating towns along the route.

"Choose your trip by city, date, or boat. There are meal cruises, harbor cruises, races and parades. Ticket prices are as little as \$24 for adults and \$10 for children with group tickets also available." For information call: (309) 736-3678

The choices are overwhelming! Suggest you look up the website [://www.grandexcursion.com](http://www.grandexcursion.com) for the full panoply!

RIVERS INSTITUTE ESTABLISHED AT HANOVER COLLEGE

Hanover College is a smallish liberal arts college founded in 1827 which permits it to claim it is the oldest private college in Indiana. It is perched atop the hills a short distance down river from Madison, Indiana and overlooks a very scenic stretch of the Ohio River.

The school is very recently the announced recipient of a grant of \$11.4 million from the Lilly Foundation, Indianapolis to establish a free-standing Rivers Institute. This will be devoted to wide-ranging studies of the rivers and how they have affected civilization - science, economics and culture.

We can't think of a more scenic spot than above Hanover Landing to establish a seat for studying the rivers. The spirits of Harlan and Anna Hubbard who lived for many years across the river within sight of Hanover would approve.

Dale Flick alerted us to the Lilly Foundation's fine gift.

NEW BOOK BY JACK WHITE CINCINNATI RAILROADS

Member John H. White, Jr., Oxford, Ohio, has written another book for the Cincinnati Railroad Club. This one is titled, "On The Right Track, Some Historic Cincinnati Railroads" and follows much of the style of John's earlier and successful book on the five Cincinnati inclines. The subjects include the pioneer Little Miami Railroad, narrow gauge lines such as the Cincinnati and Westwood, College Hill Railroad and the Mt. Lookout Dummy plus others with a Cincinnati connection. This large format, hard cover book is well illustrated on glossy stock, 160 pages with index and useful bibliography, - a beautiful production. Available from: Cincinnati Railroad Club, Inc. c/o Ross Carr, 4416 Homer Ave., Cincinnati, OH 45227. Priced \$36.95 plus shipping and Ohio tax if applicable.

POINT PLEASANT RIVER MUSEUM GRAND OPENING, SATURDAY, MAY 1, 2004

The 2004 season for the museum begins May 1 with the long-awaited official dedication. The museum was open last summer and fall while work was still underway and even with much to be completed the visitors were pleased. The RIVER EXPLORER of RiverBarge Excursions took advantage of the new riverfront park and public landing with scheduled stops and arranged for all passengers to visit the museum. With completion the library, the new elevator and other finishing touches by spring this should prove to be a popular destination for the Delta Queen Steamboat Co. boats also.

Mark your calendar for 2 p.m., Saturday, May 1, 2004!

ACORNS ALSO WEAR OUT

Member Bob Kreamalmeycr, Blacksburg, Virginia once lived on Neville Island, home of the Dravo Corporation Marine Ways, near Pittsburgh. A year or so ago Bob related a story to us of an instance when the DELTA QUEEN was on the Dravo ways and Bob was instrumental in having a decorative wooden acorn made for the boat. With several changes in the boat's ownership, Bob wondered if the acorn still existed. It should repose in the S&D museum collection!

Such acorn production was a hobby of Larry Walker, Cincinnati. Larry cranked them out by the dozen and distributed them at various times to the DELTA QUEEN, NATCHEZ and maybe the MISSISSIPPI QUEEN too. We had no knowledge of Mr. Kreamalmeycr's product nor did any of the folks now connected with the D.Q.

Bob wrote to the Delta Queen Steamboat Co. with his story and received the following handwritten reply from Marketing Manager Brian Hughes:

"I was awaiting an answer from DQ Capt. Mike Williams to our inquiry. Capt. Mike said, 'I'm afraid that is not the acorn you made. The old one rotted away and has been replaced several times - at least twice - during my 24 years on the DELTA QUEEN.' Thank you for writing and for your kind remarks about Capt. Fred Way whom we recall fondly."

Good to see that the DQ folks still have the personal touch.

HOWARD BELL PEABODY, JR.

Howard Peabody, 84, died at his home in Metairie, Louisiana on November 1, 2003. Howard was a member of S&D since 1966 and, in years past, a frequent contributor to these columns.

He was born in Chicago on October 24, 1919, the son of Elizabeth Yerger Learned and Howard Bell Peabody. He graduated from the Choate School and attended Washington & Lee University for two years.

At the outbreak of WW-II, Howard entered the Merchant Marine Academy at King's Point, New York and graduated in 1944. He served at sea for the duration of the war and afterwards entered the family timber and planting business at Natchez, Mississippi.

Howard's great-grandfather, Rufus F. Learned, who was the builder of the packet BETSY ANN. He was also an owner in the packets J. M. KERR, LITTLE RUFUS and the LULU PRINCE which operated in local trades around Natchez at the turn of the 20th century.

The Peabody family spent summers at Blue Hill, Maine beginning in the 1970s and became full-time residents in 1981. They moved back south to Metairie, LA in 1992. Howard had the roof bell of the J. M. KERR at the family home "Magnolia Vale" in Natchez for many years and it also was a prized artifact at the house at Blue Hill. In 1991 Howard donated the bell to the S&D collection and today it may be seen - and gently tapped - at the Ohio River Museum.

Mr. Peabody's first wife was Elizabeth Barton Williams who died in 1951. He is survived by his wife, Margaret Pipes Peabody, his brother, Andrew Learned Peabody, three daughters, a son and eight grandchildren.

Our thanks to Joan Gandy and Dick Rutter for letting us know about Howard.

FATHER ALVIN T. ZUGELTER

An avid reader of the *S&D Reflector* and a steamboat fan since the 1930s crossed over the river on December 2, 2003. Father Al Zugelter, 85, has lived for the past two years at a retirement village in Cincinnati after retiring from many years of service as a Catholic priest. He was born April 27, 1918 and grew up on the West Side of Cincinnati.

He attended the University of Cincinnati before converting to Catholicism to train

for the priesthood at St. Gregory and Mount St. Mary Seminaries. He was ordained October 26, 1946. He was pastor of St. Louis Church, Cincinnati for eleven years before being called to Chicago in 1984 to be an assistant to Cardinal Joseph Bernardin. Rev. Zugelter returned to Cincinnati in 1988

We didn't know the good Father personally but had read about Al Zugelter riding the Greene Line boats in the 1930s and visiting Mack Gamble when he was on Pittsburgh trips. We had assumed that before deciding on a career as a priest Al had worked on the river but, he once wrote, such was not the case, - he just liked steamboats and river people.

Father Al always enclosed a note when he paid his dues and had a delightful sense of humor. We'll miss Father Al.

Burial was from St. Peter in Chains Cathedral in new St. Joseph Cemetery, Price Hill, Cincinnati.

Thanks to Dale Flick for researching.

CHARLES J. WIRES, SR.

Charles Wires, 81, Cincinnati, died December 6, 2003.

Chuck Wires was a graduated of the Kings Point Merchant Marine Academy and held licenses as a steam and diesel engineer, all oceans. He was a retired industrial engineer and was an expert model builder of radio-controlled river boats. He will be recalled as a leader in the Queen City Paddlewheelers who performed with their realistic models at the Ohio River Museum on at least two of the S&D annual meetings.

Chuck presented a seminar on riverboat modeling for an afternoon program at an S&D annual meeting several years ago. Chuck was a creative thinker and was admired by fellow model-builders for solving intricate problems. He donated several models to the Ohio River Museum including a neat set of operable steamboat machinery, - painted light green and adorned with polished copper and brass suitable for an excursion boat of the classic age. He enjoyed talking to elementary school classes in the Cincinnati area about his hobby and the history of steamboating.

Chuck is survived by his wife of 54 years, Frances (O'Donnell) Wires and children Peg Bogle, C. J. Wires, Jr., Karen W. Stroude, Gary Wires and Christine Dworak. He is also survived by ten grandchildren and his brother R. Donald Wires. He was predeceased by brother William Wires and sister Dorothy Wires.

We thank John Fryant for alerting us.

WILLIAM F. POTTS, SR.

Capt. Bill Potts, 87, Sardis, Ohio died October 8, 2003. Bill was retired from the Ohio River Company having been a master/pilot for the line for many years. He had been an S&D member since 1963 and is survived by his wife Lucille and several children.

Before becoming a line pilot for the Ohio River Co. Bill Potts owned and operated the Bel-Mon Towing Co., Sardis, Ohio. In 1967, with R. E. Ruble, he built the 720 hp., twin prop, MACK GAMBLE which teamed with the NACCO of similar size in fleeting barges at the Powhatan Mining Co., Powhatan Point, Ohio and for other plants in the Hannibal pool. Bel-Mon Towing Co. had a fleet of four or five boats before selling out in 1973.

The MACK GAMBLE was of course named in honor of *The Waterways Journal* correspondent who wrote the Upper Ohio River news from 1918 until 1970.

- BACK COVER -

Such business! Three upper-Ohio packets waiting to get through Lock No. 6, Vanport, PA in 1921. The LIBERTY on the right has a texas, built when she was in the Zanesville trade. Center, the GENERAL WOOD was the Pittsburgh-Cincinnati boat. Left, the SENATOR CORDILL, in the Charleston huckster trade, has a big load of produce and livestock for Pittsburgh.

Lock 6 was out of service for repairs to the sliding gate. Bill Pollock, age 18, third clerk on the GENERAL WOOD, was ordered to transfer the freight to one of the other boats and conduct the passengers to Pittsburgh by train. There, Bill would gather up the waiting Cincinnati passengers, take them to dinner and then get them on the B&O evening train for Wheeling where the WOOD would be waiting. It was a tall order but carried out without a hitch. The bill for 37 dinners at Monongahela House was eye-popping for a lowly mud clerk!

W. S. Pollock photo.

