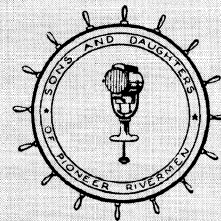


S & D REFLECTOR

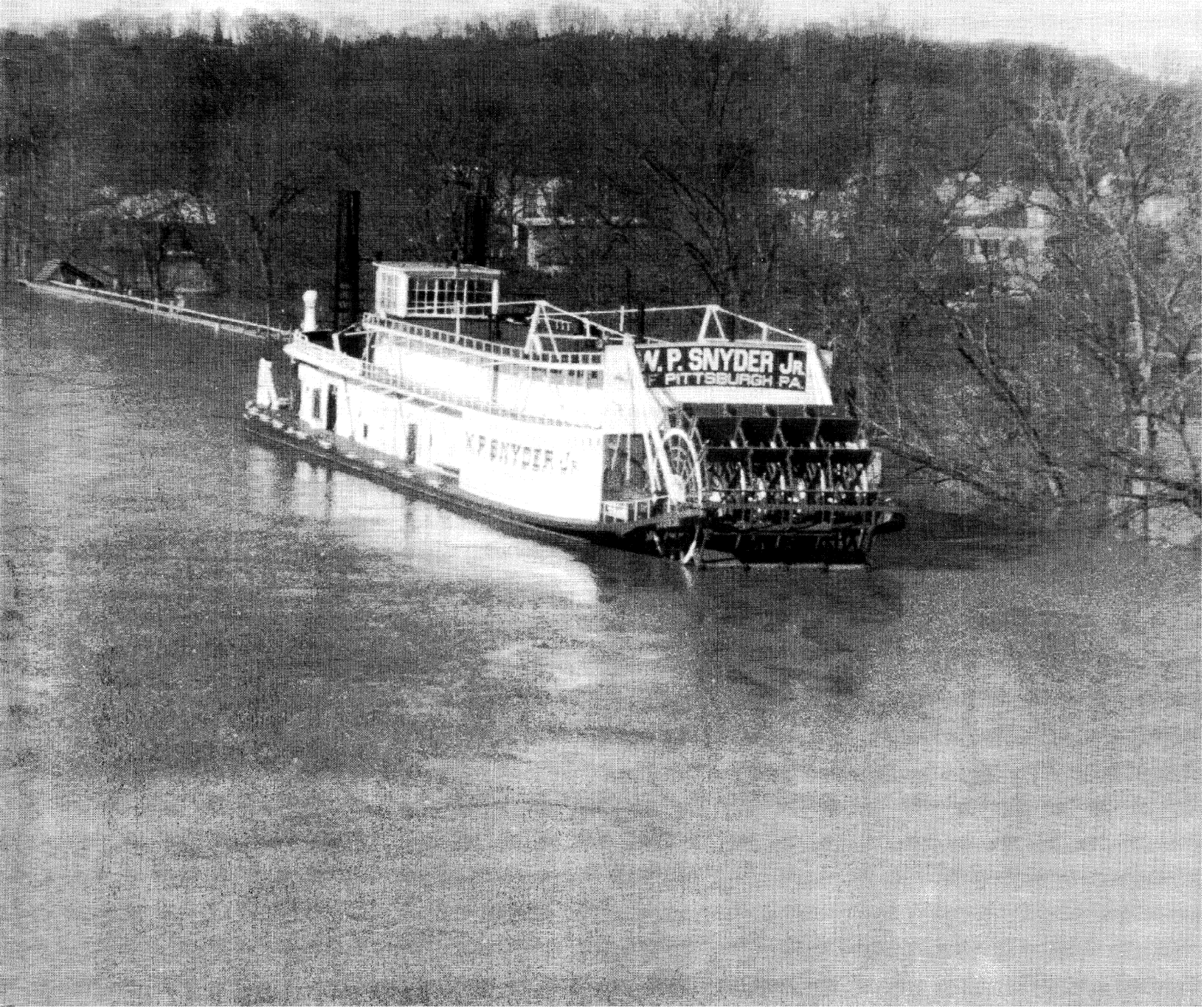
Published by Sons and Daughters
of Pioneer Rivermen



Vol. 41, No. 2

Marietta, Ohio

June 2004



- FRONT COVER -

The Ohio and Muskingum Rivers stayed high for most of the winter and spring. A little above flood stage (35 ft.) was reached at Marietta. For a day or so the Ohio River Museum grounds were covered - just the top of the Tom Greene Memorial Light showing above water. Here, the W. P. SNYDER JR., safely tied to a spud barge, rides out the high water about 300 feet up-river from her usual landing.

The spud barge was lent to the Ohio Historical Society for most of the fall and winter by the Madison Coal & Supply Co. until the hat was passed in Columbus to pay for restoring the SNYDER's landing.

- LETTERS -

Sirs: Enjoyed seeing the photo of the ferryboats ROCK ISLAND and DAVENPORT on your March cover - one of the few photos I've seen showing both vessels together. Many thanks for featuring Upper Mississippi boats in your fine publication.

Jerry Canavit
2715 Gainesborough Dr.
San Antonio, TX 78230

* * *

Sirs: Thank you for publishing the David Craft Journal in the March issue of the *Reflector*. (See, *A Keelboat Journey, Pittsburgh to Alabama, 1825.*) The references to The Keelboat Age on Western Waters and the charts from the The Western Pilot, 1847 help fill in many details that Mr. Craft left out.

Ted Guillaum
Tennessee State Library & Archives
403 Seventh Ave. North
Nashville, TN 37243

= And our thanks again to Ted who found the Journal and provided it to us. Ed.

* * *

Sirs: You have a photo on page 22 showing the J. L. CALHOUN towing the GENERAL WOOD through old Lock 6 and asked "Who owned the CALHOUN?"

- THE FREIGHT BOOK -

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She was owned by John L. Calhoun, Georgetown, PA and built at Wellsville, Ohio in 1928. She had an 80 hp. Cooper-Bessemer engine and for years shifted barges at the PRR coal dock in the mouth of the Little Beaver River. My dad was on her 1930 when she worked for Hi Carpenter. Burned December 4, 1947 near Georgetown, PA, then owned by Valentine & Todd.

W. H. "Bill" Price, Jr.
11341 S.R. 170
Negley, OH 44441

= The Little Beaver River was the eastern end of the Sandy & Beaver Canal which once ran west to Boliver, Ohio, connecting with the Ohio & Erie Canal. The J. L. CALHOUN was a fixture at the coal dock when we explored the canal in 1940. Ed.

* * *

Sirs: Regarding the New Martinsville, WV hotel at the lower side of the ferry landing, believe it was originally the Brast Hotel, later Wrights Riverview. Did Orville Noll have the hotel on the north side of the landing and call it Grandview? I have a postcard showing both establishments and on the back it says, "Grandview Hotel-Motel-Boatel" - so take your choice.

Fred J. McCabe
Liberty Photo Service
P.O. Box 135
Hannibal, OH 43931

= Boatel? We thought that was Orville's place on Court Street that used pieces of the QUEEN CITY cabin? See next -

Sirs: The original name was Brast Hotel. My mother was 14 years old when she worked there washing dishes for 10 cents an hour. Then it was Wright's River View (sic) and the last as the Riverview, owner Jack Hawkins. The Riverview had some famous guests such as Guy Lombardo, the big-band leader, who came with his boats named TEMPO for the annual hydroplane regatta.

Capt. Larry Geisler
38786 S.R. 7
Duffy, OH 43946

= RIVERVIEW it is! Thanks to Dick Rutter, Fred McCabe and Capt. Geisler for catching the Editor's slip.

* * *

Sirs: Boatbuilding on the Ohio, page 13 of the March issue was very interesting but I was delighted when I turned the page and saw the beautiful photo of the JACOB STRADER on page 15! She is sparrowed out from the shore because of low water. It is my understanding that she was in the Red Bank area, the west side of Cincinnati, - not the East End. There are several photos of the boat at the East End shipyard when new.

Mrs. John J. Strader
3650 Clifton Ave.
Cincinnati, OH 45220

= Joan Strader goes to the head of the class! It is the west side of town. The *Reflector Index* discloses another print of the same photo (Vol. 18, No. 4, pg. 31) showing the full sweep of the river's bend and the TELEGRAPH NO. 3 (5324) also laid up for low water,. Editor Way saw a resemblance to, "the head of Cullums Riffle at Sedamsville." Ed.

* * *

Sirs: Thank you for running my letter regarding Capt. John Lee of the GLENCOE (see page 3, last issue). S&D member Cliff Sayre of Silver Spring, MD took time to go through his library and found the full name of the GLENCOE's captain's son who was killed on the boat. Conclusively, I am a descendant of Capt. Lee.

Bill Lee
1839 Brandon Ave.
Petersburg, VA 23805

= The story of the explosion of three boilers on the GLENCOE at the St. Louis landing on April 3, 1852 is told on page 274 of Lloyd's Steamboat Directory and Disasters Ed.

* * *

**S&D CONSTITUTION AMENDMENT
Amendment One to the Constitution will be
considered at the S&D business meeting
September 18, 2004**

THE PURPOSE OF THE FOLLOWING AMENDMENT IS TO:

1. Modify Article III of the Constitution, entitled Membership Dues by: a) changing the name of Article III to "Membership" instead of "Membership Dues " to more accurately reflect its content; b) rearrange the paragraph to state membership criteria first; and c) add authority for creation of S&D Chapters. Nothing in the wording or content of the Article has changed except for the sentence regarding the Chapters.
 2. Modify Article VI of the Constitution, entitled Officers, by deleting the office of Vice President and rename the position of Senior Vice President as Vice President.
 3. Modify Article VIII of the Constitution, entitled Board of Governors, by: a) increasing the number of Board members to eleven; b) changing the wording to account for the addition of the President and Vice-President as voting members during their terms of office, i.e. "ex-officio," and c) to direct the Board to meet at least semi-annually.
- (KEY: Strikethroughs = deletion; Underlines = added.)

AMENDMENT ONE

**ARTICLES III, VI, AND VIII OF THE S&D CONSTITUTION
ARE HEREBY REVISED AND SHALL READ AS FOLLOWS:**

III

MEMBERSHIP DUES

Two classes of membership are available as follows:

Full - entitled to receive the quarterly S&D Reflector;

Family - resident members of the same household as a "full member", not receiving the quarterly but entitled to all other privileges of Membership. Any group of members, as defined in this Constitution, shall be eligible to establish a Chapter of S&D, subject to the guidelines and approval of the Board of Governors.

The annual membership dues of the organization shall be established by the Board of Governors. The Board of Governors shall periodically review the finances of the Association and may revise the dues structure as indicated, subject to a vote of approval by a majority of members attending the annual meeting.

VI

OFFICERS

The Officers of the Association shall consist of a President, ~~Senior Vice President~~, Vice President, Secretary and Treasurer. The officers shall be nominated by a nominating committee appointed by the President and elected at the annual meeting of the Association. The term of office shall be one year.

In the event of a vacancy in the office of president, the Vice-President shall succeed thereto for the un-expired term. The Chairman of the Board of Governors shall fill the office of President in the event the Vice-President is unable to serve.

VIII

BOARD OF GOVERNORS

The Board of Governors (BOG) shall be charged with the management of the Association including interpretation of this constitution. The BOG shall consist of ~~nine member initially appointed by the President in 1955 for three staggered terms of three members each~~ eleven members, nine of which shall serve in three staggered terms of three members each. The other two members shall be the President and Vice-President, with voting rights while serving in their elected offices. The Chairman of the Board shall be selected by a majority vote of the Board members. The President and Vice-President cannot serve as Chairman.

Three members shall be elected to the BOG for terms of three years at each annual meeting of the Association with nominations presented by the Nominating Committee. The President shall appoint successors to the BOG when vacancies occur for any reason.

The BOG shall meet annually at least semi-annually, with one of those meetings being held on the day prior to the Association annual meeting. Special meetings, if required, may be called by the President or the Board Chairman.

Pro-tem officers may be appointed by the Board in the event of vacancies. The Board may elect as Honorary Members or Honorary Officers of the Association, those persons distinguished for outstanding service to the Association.

Official action by the Board at any meeting requires a simple majority of the full Board of Governors. Witnessed proxy votes will be accepted at such meetings.

END OF PROPOSED AMENDMENT ONE

**INCREASE IN DUES RECOMMENDED -
TO BE CONSIDERED AT ANNUAL MEETING**

Under the heading of "New Business" at the Board of Governors meeting on April 17, 2004 the finances of your Association were reviewed.

Treasurer Dale Flick's report to the BOG showed a balance as of April 17 of \$10,687.15, somewhat lower than reported at a similar period last year (\$14,643.64 as of May 3, 2003).

For comparison, the end of February balances, before printing bills show up, for the five years starting with 2000 are:

00) \$27,592; 01) \$25,346; 02) \$22,581; 03) \$17,382 and 04) \$13,783.

The trend is unmistakable and while the 2004 balance is sufficient to cover anticipated expenditures for the remaining months of the year, the BOG members feel that it is prudent to propose increasing the annual S&D dues.

Dues were last raised from \$10 to \$15 beginning in 1988. It is now proposed to increase the "Full" membership to \$20 while "Family" memberships will remain at \$1. If approved, the new dues structure will become effective for year 2005.

1939 **S&D SIXTY-FIFTH YEAR** 2004

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

S&D REFLECTOR

Marietta, Ohio



Vol. 41, No. 2

June 2004

ISSN 1087-9803

Post Office Permit #73, Marietta, OH

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.

**THE POSTAL SERVICE DOES NOT FORWARD
"MEDIA MAIL." ADDRESS CHANGES - SEASONAL
OR PERMANENT - REQUIRE TIMELY NOTICE TO
THE SECRETARY TO RECEIVE *S&D REFLECTOR*!**

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Bee Rutter, Secretary (740) 373-7829

R. Dale Flick, Treasurer

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Jeffrey Spear, Chairman

Phone (740) 374-4176

MEMBERSHIP COMMITTEE

Allen Hess, Chairman

Phone (716) 381-9796

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Ohio-Kanawha River Chapter

Capt. Bert Shearer, Pres.

Middle Ohio River Chapter

Rick Kesterman, Pres.

Mississippi River Chapter

Capt. J. Thomas Dunn, Pres.

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Inland Rivers Library, Cincinnati

Rare Books - (513) 369-6957

Ohio River Museum, Marietta

Andy Verhoff - (740) 373-3750

Blennerhassett Museum, Parkersburg

Ray Swick - (304) 420-4800

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OFFICIAL OPENING FOR THE POINT PLEASANT RIVER MUSEUM

"WE HOPE YOU ENJOY THIS MUSEUM FOR
MANY YEARS TO COME"

- JACK FOWLER

River Museum Gets a Rousing Welcome

by Kevin Kelly, News Editor, Pt. Pleasant Register

"Point Pleasant, May 1, 2004.

Mason County's link with the Ohio and Kanawha rivers and the livelihood it has provided - and continues to provide - for local families was as clear as the steamboat whistle sounded before and after a dedication ceremony for the Point Pleasant River Museum.

Veteran river men and women, citizens and the many volunteers who made the museum a reality as an historic archive of river life, work and commerce gathered Saturday at Tu-Endie-Wei Park to celebrate the link with local heritage the museum offers.

The opening ceremony was called to order promptly at 2 p.m. with the sounding of a vintage steamboat whistle by Capt. Bob Bosworth.

"It shows that when you have a vision and dreams, it may take awhile, but it comes about, and you have a beautiful facility," Point Pleasant Mayor Jim Wilson said as the first speaker on the opening program. The museum is housed in the former Nease building at 28 Main St., across from Tu-Endie-Wei Park and near the confluence of the Kanawha and Ohio rivers.

Opened in May 2003, it was closed during the winter months, when a final round of renovations and additions to the building, including an elevator, were completed. The new elevator to the second floor was OK'd by the state inspector only last Tuesday.

The work culminated 14 years of effort to get the building into shape as a museum, and is the realization of a dream shared by river enthusiasts. that stretches back to the 1970s when a local chapter of the Sons and Daughters of Pioneer Rivermen was formed.

The goal came closer to reality in 1990 when Hartley, Hartley & Hartley of Point Pleasant donated the historic Nease building to the city for the purpose of creating a river museum.

With federal funds issued in 2000 and 2002, numerous private donations and the efforts of numerous volunteers who shared the vision, the museum was ready for public viewing last year.

"It's been like a miracle putting this together," said Capt. Charles Henry Stone, a member of the museum's board of directors and among the first to push for such a facility in Point Pleasant. In his remarks representing those who had worked on the river, Stone said, "I know the good Lord gave us this river, and I think he had to give us Jack Fowler (Museum Executive Director) to make the museum happen," Stone, 88, added. "I didn't think I'd live to see it happen, but I did!"

Fowler, who served as master of ceremonies, issued many recognitions and thanks because, "People helping, that's what it's all about - the people who wanted the museum and worked for its creation."

Don Waldie, president of the museum's board of directors, added that the rehabilitation of the building's exterior, interior remodeling from the walls in, arranging of exhibits and a myriad of other details required, "determination, hard work and brains," for which he credited Fowler and many others with those traits in bringing to the project to completion.

In his keynote address, Edward Shearer, son of Capt. Bert and Ann Shearer of Charleston, touched upon the river's life influence and cultural impact on the community that the museum celebrates. Shearer is president of Shearer & Associates, a firm of naval architects, engineers and marine surveyors with offices in New Orleans, Houston, Nashville and Louisville.

He commented on his fond memories of being exposed to the river growing up in a family immersed in river life and starting his career working on the boats including cleaning empty coal barges on hot summer days. Shearer pointed out that in working on the boats he had met some real characters, - a lot of latter-day Mike Finks - but they were people and families and not remote corporations. "That legacy lives on," Shearer said, adding that, "the museum is a monument and a credit to the people of this area. Why here?" he asked. "Where else could it have been built?"

Among the honorees at the ceremony were Shearer's parents, Bert and Ann. The day was also Bert Shearer's 94th birthday. Bert's sister, Nita Shearer Walden, presented Fowler with a \$10,000 donation for the museum in the Shearer family's name to conclude the ceremonies.

Art and Vitus Ray Hartley of Point Pleasant were also honored, presented with a certificate of appreciation from Mayor Wilson recognizing the Hartley family's original donation, of the building."

We thank Kevin Kelly for permission to use his article. Ed.

"We hope you enjoy this museum for many, years to come," Fowler told the audience of about 300 as the formal ceremonies closed. The pavilion tent pitched in Tu-Endie-Wei Park had every seat filled while the overflow sought shade under the surrounding trees.

Capt. Charlie Stone walked down toward the old ferry landing and asked Bob and Eddie Bosworth if he could try blowing a landing whistle. The shiny three-chime Lunkenheimer once had been on the towboat JOHN W. HUBBARD and the Bosworths had it mounted on a large, high pressure air tank with a compressor. Capt. Stone closed the official program with a professional performance, - tones that made toes curl, - a long, two shorts, a long and a short.

Myron Duffield of Middleport, Ohio, "The Calliope King of the World," launched another set that invoked the days of the local showboats and the 1920s hometown excursion boat HOMER SMITH. Mr. Duffield had rebuilt the antique calliope and installed it in a circus wagon mounted on a trailer. He provided traditional calliope tunes both before and after the dedication program.

MUSEUM OPENING CONT'D. NEXT PAGE -

MUSEUM OPENING CONTINUES -

Bert Shearer's birthday cake was cut over in the museum and a lot of visiting was going on, much like an old fashioned family picnic. We noticed Captains Bill Judd, Bill Price from Negley, Ohio, David Smith, now with Amherst Industries, John Reynolds, Bill Barr and other S&D types among the throng. The Pt. Pleasant River Museum takes its place next to Tu-Endi-Wei Park as another educational attraction and, as speaker Ed Shearer had said, it is the logical location.

The museum, whose phone number is (304) 674-0144, is open 10 a.m. to 3 p.m. Tuesday through Friday, 11 a.m. until 4 p.m. Saturday and 1 to 5 p.m. Sunday. Admission is \$3 for adults and \$1 for children.

LANDING SIGNALS

Various lines have distinctive signals sounded on the whistle or airhorn as code groupings of long and short blasts. Such signals are blown to attract notice of the approach of a particular tow or vessel.

The American Rolling Mill Co.	■ ■ ■ ■ ■ ■ ■ ■
Ashland Oil & Refining Co.	■ ■ ■ ■ ■ ■ ■ ■
American Barge Line Co.	■ ■ ■ ■ ■ ■ ■ ■
Carnegie-Illinois Steel Co.	■ ■ ■ ■ ■ ■ ■ ■
Central Barge Co.	■ ■ ■ ■ ■ ■ ■ ■
Federal Barge Lines	■ ■ ■ ■ ■ ■ ■ ■
Greene Line Steamers	■ ■ ■ ■ ■ ■ ■ ■
Cincinnati-Louisville trade	■ ■ ■ ■ ■ ■ ■ ■
Tourist trade	■ ■ ■ ■ ■ ■ ■ ■
Hatfield Campbell Creek Coal Co.	■ ■ ■ ■ ■ ■ ■ ■
Hillman Transportation Co.	■ ■ ■ ■ ■ ■ ■ ■
Island Creek Coal Co.	■ ■ ■ ■ ■ ■ ■ ■
Keystone Sand Division, Dravo Corporation	■ ■ ■ ■ ■ ■ ■ ■
Mississippi Valley Barge Line	■ ■ ■ ■ ■ ■ ■ ■
Ohio River Co.	■ ■ ■ ■ ■ ■ ■ ■
Pittsburgh Coal Co.	■ ■ ■ ■ ■ ■ ■ ■
Raymond City Coal & Tpn. Co.	■ ■ ■ ■ ■ ■ ■ ■
Standard Oil Co. of Louisiana	■ ■ ■ ■ ■ ■ ■ ■
Streckfus Steamers	■ ■ ■ ■ ■ ■ ■ ■
Union Barge Line	■ ■ ■ ■ ■ ■ ■ ■
Vesta Coal Co. (J. & L.)	■ ■ ■ ■ ■ ■ ■ ■
Wheeling Steel Corporation	■ ■ ■ ■ ■ ■ ■ ■

This tabulation of landing whistles comes from the 1946 edition of Inland River Record, page 162. Capt. Charlie Stone was imagining he was aboard an American Barge Line or Carnegie boat when he blew the JOHN W. HUBBARD's (T1444) whistle at the museum celebration.

NOTICE OF ANNUAL MEETING

**Sons & Daughters of Pioneer Rivermen
September 17 and 18, 2004**

Lafayette Hotel, Marietta, Ohio

The annual business meeting of our association will take place the weekend of September 17-18, 2004 at our traditional headquarters, The Hotel Lafayette, Marietta.

Events will begin at eight o'clock Friday evening, September 17, at a welcoming, informal get together in the ballroom of the hotel. A social meeting place with refreshments, exhibits of river art and models, etc.

Saturday morning - Business meeting of the association begins at 9:30 in the hotel. An amendment to the S&D Constitution will be presented for membership consideration, - see proposal elsewhere in this issue.

A group luncheon with a short program is planned. An open-house aboard a Madison Coal & Supply Co. towboat is possible for the afternoon, river conditions permitting. Planning is ongoing at this writing.

Evening banquet program at the Lafayette will feature the 1848 photos of the Cincinnati waterfront presented by M'Lissa and Rick Kesterman, Cincinnati.

FINAL PROGRAM WILL BE AT

**LAFAYETTE FRONT DESK - PICK UP ONE
ROOM RESERVATION AT LAFAYETTE - (800) 331-9336
BEST WESTERN INN, MUSKINGUM DR - (740) 374-7211
OTHER CHAINS AVAILABLE NEAR I-77 & Rt. 7.**

NOMINATING COMMITTEE

The Nominating Committee has been appointed as follows:

**Lee Woodruff, Chairman, Cincinnati
Charles "Charlie" McMahan, New Matamoras, OH
John "Jack" Mettey, Burlington, KY**

The Nominating Committee is charged to consider qualified candidates for the positions of Officer and three members of the Board of Governors for the coming year. Members may nominate themselves or others who have agreed to serve if elected. Nominees shall stand for only one (1) elective position per ballot.

Nominations should be directed to Lee Woodruff, 1413 Meadowbright Lane, Cincinnati, OH 45230. The Nomination Committee will report its recommendations to those assembled at the Annual Business Meeting.

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"

BEFORE THE FOOTLIGHTS A SUMMER ON THE SHOWBOAT MAJESTIC

BY ROBERT J. MACDONALD

This account of life aboard the Showboat MAJESTIC on the Ohio and Great Kanawha Rivers was written as a thesis for the Graduate Council of Kent State University, Kent, Ohio. The author was Robert J. MacDonald who submitted it in 1951 in partial fulfillment of the requirements for the degree of Master of Arts. The formal title of the work is, "THE 1948 KENT STATE UNIVERSITY SHOWBOAT, THE RECORD OF AN EXPERIMENT."

We are indebted to Ted Guillaum, Archival Assistant and to the Library and Archives, Department of State, State of Tennessee, Nashville for unearthing a copy of the Robert MacDonald thesis. Mr. MacDonald's original thesis is in the archives of the Kent State University Library. We think it conveys the outlook, resourcefulness and enthusiasm that only youthful aspiring actors might have.

And what better exposure to the realities of theater-life than a summer aboard a twenty-five year old showboat? By surviving a summer on the MAJESTIC in the steamy Ohio and Kanawha Valleys the student cast obtained a liberal education in real life as well as drama. And, from his thesis, we judge Bob MacDonald deserved the Master of Arts degree he sought although the files of Kent State University do not seem to indicate that the degree was actually conferred.

* * * * *

BEFORE THE FOOTLIGHTS

Part I

INTRODUCTION

Professor G. Harry Wright, of the School of Speech at Kent State University, who has a background of life-long association with showboats of the Mississippi river system, began in 1946, a study of the history of showboats and of the entertainment they offered. On one of his research trips in the spring of 1948, Professor Wright, accompanied by Mrs. Wright and graduate student Donald Shanower, visited the old Showboat MAJESTIC at Point Pleasant, West Virginia. All three people caught the vision of using the MAJESTIC for a summer theater for Kent State University, and they immediately made tentative plans for the venture. These plans were approved by Professor E. Turner Stump, Head of the School of Speech and Dr. George A. Bowman, President of the University.

This resulted in negotiations between Mr. Wright and Captain T. J. Reynolds, owner of the Showboat MAJESTIC. After several conferences a contract was drawn up, approved by the administration of the University and signed by Captain Reynolds and Professor Wright. By the terms of the contract, Professor Wright agreed to pay to the Captain, the sum of \$75.00 per day and 1/3 of the net profits, if any, for rental of

the MAJESTIC and the towboat, ATTABOY, together with the services of the Captain and his son Thomas Reynolds in navigating the boats. The season was to open June 7, 1948 and to continue, with nightly performances, until September 15, 1948.

PREPARATIONS

Since the contract had been signed and the venture had become a reality, there was now the task of preparing for the trip. Many problems had to be met: selecting the persons who would make up the company, choosing and rehearsing plays, making plans for financing, outfitting the boats, preparing vaudeville acts, launching a publicity campaign, and planning a schedule and itinerary.

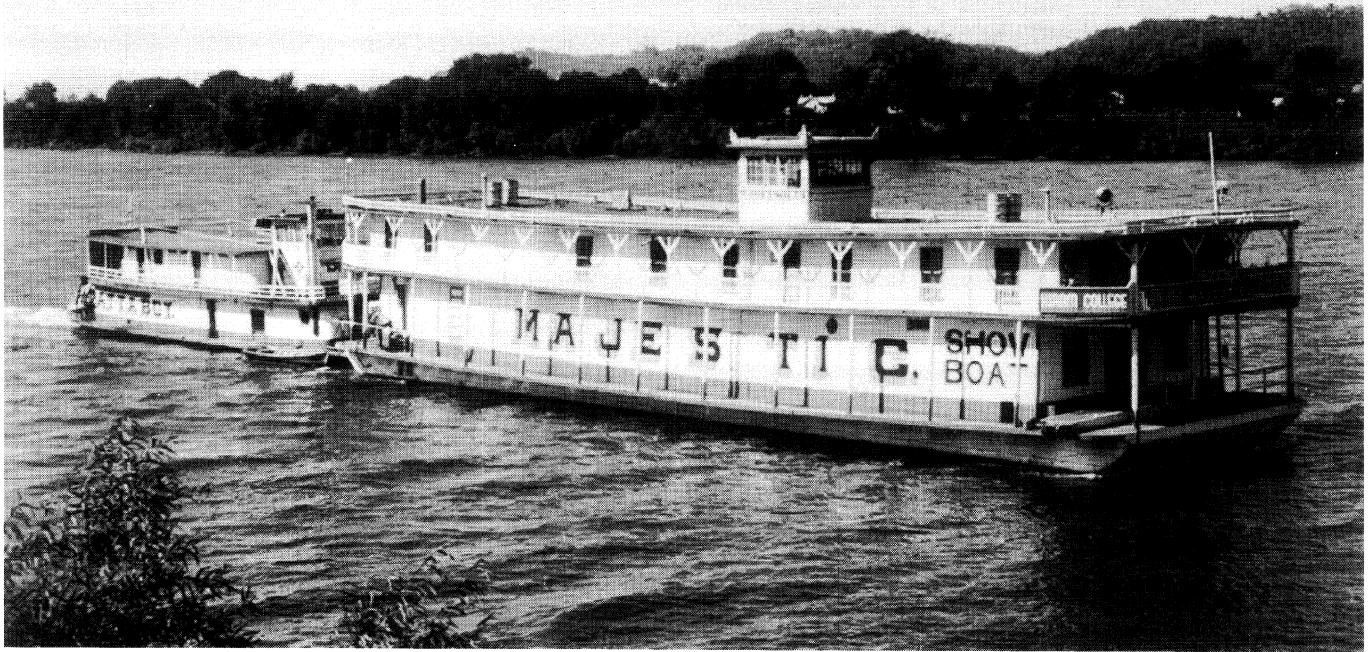
It was decided that the company should consist of four faculty members and about twenty-five students. Mr. and Mrs. Wright were to go of course, and the University employed Mr. and Mrs. Robert I. Pearce of Hiram College, to go along as members of the summer faculty of Kent State University, and to act in the capacity of assistants in the showboat project.

Professor Pearce was granted the courtesy of bringing with him ten of his students, who enrolled at Kent for the summer. Thus, everybody concerned with the venture was a regularly enrolled student of Kent State University, or a member of the faculty of that institution. No other school had any official connection with the showboat during that summer. The positions of the faculty were decided as follows: Mr. Wright was to be director and manager, Mr. Pearce, associate director, Mrs. Wright, Dean of Women and assistant business manager and Mrs. Pearce, dietitian.

Next came the question of financing the trip. The University assumed no monetary responsibility beyond that of faculty salaries. This meant that we (the participants in the project, both faculty and students) had the task of raising enough money to outfit the boat and to keep the project going until the door receipts were adequate to cover operating expenses. This was solved by the requirement that each student who was going on the trip would contribute \$50.00. There was no guarantee that he would receive any of his contribution back. There was further understanding, however, that if the venture proved successful, each student would be refunded his initial \$50.00 and an equal share of the profits, whatever they might be.

Now came the process of selecting the people who were to go on the trip. Mr. Pearce was asked to pick ten students from Hiram, and rehearse a play and have it ready to go on the boards when they arrived at the boat. While this was being done, Mr. Wright was screening students at Kent State University and finally selected nine men and four women. These students were selected on the basis of talent, versatility, integrity, and compatibility. All the students chosen were veterans of the Kent State University Theater and had worked with Mr. Wright for at least two years. The Kent students chosen were: Felice Faust, Janet Gillispie, Dolores Clark, Lea Baumann, Donald Shanower, Russell Gillis, Wilbur Adams, James Sharp, Nick Bozeka, Dominic DeSimio, Ernest Mauier, Robert Wallace and Robert MacDonald.

The actual work of preparation was now at hand. Both groups, Kent and Hiram, were to have a play ready to be



THE ATTA BOY AND THE MAJESTIC CHARTERED TO HIRAM COLLEGE, 1949.

presented opening night. We at Kent began rehearsal on "Charley's Aunt," and the Hiram group was rehearsing "The Bat." Both of these plays were put aside as we learned from Samuel French in New York that "Charley's Aunt" was being made into a musical comedy on Broadway and had been withdrawn from the amateur market and Mr. Pearce was not pleased with "The Bat." The Kent outfit immediately switched to the old melodrama "Ten Nights In a Barroom" and the Hiram group decided to do "You Can't Take It With You."

Note: The musical adaptation of "Charley's Aunt" was named "Where's Charley" and opened at the St. James Theater in New York on October 11, 1948 with Ray Bolger starring.

The agreement with Captain Reynolds was that opening night was to take place at Point Pleasant, West Virginia on June 7, 1948 and we were to continue with nightly performances until September 15, 1948. School at Kent State was not over until June 12, but Mr. Wright secured permission from the President of the University to let the students finish their work a week early and be excused from school on June 4, 1948. This meant that all tests, term papers, etc. had to be finished before we could leave. We did this while rehearsing the play, preparing vaudeville acts, and going to Point Pleasant every weekend to get the boat in shape for opening night.

The weekends were strenuous. We rented a trailer, attached it to Mr. Wright's car, loaded it with equipment and made the 230 mile drive to Point Pleasant each Friday night. Other student cars, loaded with personnel and equipment, also made the trip. We set up dormitory beds on the boat, slept a few hours, worked all day Saturday and Sunday, drove back Kent Sunday night, and were back in our classes Monday morning.

Finally on Friday, June 4, 1948, enlisting the aid of a University truck and several faculty members to haul the students and equipment, we made our final trip to Point Pleasant and set up housekeeping on the showboat that was to be our home for the next fourteen and one-half weeks.

We had planned to rehearse all day Saturday and Sunday as we had not had much time to work on "Ten Nights In a Barroom" in the last two weeks preceding opening. However, we found that there were so many final preparations to be made that we did not have time to rehearse the play and on Sunday we were able to rehearse the vaudeville acts only. Saturday afternoon we decided to see if the calliope was working, so Tom Reynolds, son of Captain Reynolds, got up steam and Wilbur Adams went up on the top deck of the ATTA BOY and proceeded to play Dixieland music and showboat tunes. The people lined the banks on both sides of the river to listen and we assumed that we would have a good house the first night. In the meantime, we had picked up our popcorn, prize candy and one order of prizes that were to be given away at the big prize candy sale.

About five o'clock Sunday evening, Captain Reynolds and Tom lifted anchor and we pulled out of the mouth of the Kanawha River and tied up on the Ohio River side of Point Pleasant. At ten-thirty that evening Mr. Wright called rehearsal of "Ten Nights In a Barroom." Suddenly, a horrible discovery was made: all of our costumes had been left in Kent, 230 miles away! Mr. Wright put in a hurried call and contacted Michael Radock, the public relations officer for the University, and he promised to send the costumes to Point Pleasant the next day. We went on with rehearsal and finally, at about 2:30 A.M., we went to bed, completely exhausted.

It ought to be mentioned at this point that Professor Pearce and his group were not with us at the opening of the season as they did not get excused from school a week early as did the Kent students. Hence, they did not join the troupe until a week later when we were playing Charleston, West Virginia.

The opening performance, and those of the first difficult week on the Kanawha River, were played by the thirteen Kent students only. The necessity of playing with half a company added materially to our difficulties, especially since we had only a few days warning that Professor Pearce and his students would be late in joining us

OPENING NIGHT

Monday morning (June 7, 1948) we arose at seven o'clock and began the final preparations for the opening that night. The excursion steamer AVALON had tied up next to us to compete for the evening's business. To add to the unpleasant situation, it rained all day. The advance sale had been light and we did not expect a large audience. We were supposed to have someone play the calliope but since Wilbur Adams had had insufficient practice, we were at a loss as to what to do. However, this problem was solved as the calliope of the AVALON began playing and the townspeople were unable to tell which boat was furnishing the music. Later, Captain Reynolds' daughter Catherine Reynolds King, an expert calliope player, came aboard and played for us and we were happy again. Wesley Egan, a member of the Kent State faculty, arrived with the costumes and immediately set to work helping us with the concessions and with preparations for the show.

NOTE: The steam calliope which we used was typical of those found on the old-time showboats. It was a musical instrument consisting of a four-octave keyboard; similar to the middle 32 keys of a piano, attached by wires to 32 steam whistles of graduated pitches. Steam was piped up to these whistles from a boiler below. When the keys were depressed, the whistle valves opened and the resulting MUSIC could be heard from 3 to 10 miles, depending upon atmospheric conditions.

We ate early and, as soon as the kitchen table had been cleared of dishes, began to put on our costumes and makeup. As soon as we were ready for the show, we went out to the front of the boat and did various jobs such as selling concessions, selling tickets, ushering and taking tickets. We had to do all these tasks in addition to our acting as there were only thirteen of us and twelve of these thirteen were in the show.

At just about time for the show to start it was discovered that in the rush of preparations we had neglected to have programs printed. It had already been decided that, in the tradition of the old showboat managers, Mr. Wright would open the show with a curtain speech in which he greeted the audience and told them something about the performance that was to follow. He decided, therefore, in the absence of programs to include in this speech the information which would normally be on the programs, such as the name of the play, the setting for the scenes, and the introduction of the actors and characters they were to play.

Since several of the actors and actresses were working in the audience as ushers up to curtain time, they were instructed to come down front when the speech began, stand by the orchestra pit, and be introduced from there. But as Mr. Wright prepared to begin the introductions he noticed that the house lights were off, and the actors could not be seen in the darkened auditorium. Then he realized that he had in his hand a flashlight with which he had been making a last-minute check-up backstage. He threw the light on the faces of the actors in turn and proceeded with the introductions without a pause.

The result was surprising and very effective, judging from the response of the audience, and it was decided then and there to follow this same procedure every night and to dispense with programs for the entire summer. Thus on our opening night we began a learning process -- planned or otherwise -- that was to continue all summer. It was the first of many occasions where we capitalized upon our shortcomings, and through what appeared to be misfortune, learned new ways to save money and to handle audiences.

After the audience had been welcomed and briefed on the night's entertainment, we launched into "Ten Nights In a Barroom." It was received very well and after the play we had the big prize candy sale and sold \$37.00 worth of candy. We thought that we had done very well, but did not realize how lucrative such sales would be until later in the season.

After the candy sale came the vaudeville show. The lineup for the opening night was as follows: Felice Faust in a Hillbilly number, an acrobatic dance by Lea Baumann, Mouse and Guisevite in a radio skit, Dom DeSimio with a parody on Pyramus and Thisbe from "A Midsummer Night's Dream," Mouse and Guisevite again in "Casey at the Bat," and the entire cast in the finale singing "Old Man River" and "Here Comes The Showboat."

The entire show was a success, but it was too long and we had to cut it to make it run just about two hours. The opening was well covered by the press. Newspapers represented were: "The Cleveland Plain Dealer," "The Akron Beacon Journal," "The Dayton Daily News," and "The Point Pleasant Register." Despite everything that had happened, the show was a hit and, although we did not know at the time, we were on our way to a very successful summer.

TOURING THE KANAWHA

The next morning we were up at 7:30 and after a hearty breakfast, cleaned up the debris from the night before. The Captain and Tom had cast off about six o'clock that morning and we were on our way to Leon, West Virginia for our second night's performance. We arrived at Leon about eight o'clock that morning and Tom Reynolds and I immediately started out in Mr. Wright's car to do some advance billing.

Perhaps it would be in order to explain at this time about the advance work and how it was done. A regular group of professional actors of a traveling stock company usually has one man whose sole job is to travel about a week ahead of the troupe and take care of the publicity. This person usually makes all the arrangements for sleeping quarters, meals, advertisements in the local newspapers, radio interviews, theaters in which to

perform, and makes whatever other preparations are necessary in advance of the arrival of the company. On the showboat, of course, we did not have to worry about our sleeping quarters, meals, or a place to present the show, but the newspaper advertisements, interviews, and the rest of the necessary publicity had to be taken care of. Since we could not afford a regular advance man, Professor Wright decided to take advantage of the fact that we wanted to learn show business in its entirety and sent out two men each time to do the advance work. It was not, however, the same two men each time. The assignments were rotated and everyone had a chance. These people knew that on their shoulders rested the responsibility of having a good audience at the towns they were billing, so they went all out to do a thorough job of publicizing the show.

NOTE: While all the duties aboard the boat were strictly rotated among all the students, men and women alike, advance work and other traveling duties were assigned among the men only. The women were never sent out on advance work.

We played to a rather poor house in Leon and a fair one in Buffalo, but the following night in Redhouse, we had our first full house. The fifth night we played Nitro, West Virginia and had the noisiest crowd that we were to have all summer. The crowd was so noisy that we had to literally shout to make ourselves heard, and the next day we were all hoarse.

Here at Nitro we learned a very valuable lesson about concessions. The night before at Redhouse, the audience had practically cleaned us out of prize candy and had so depleted our stock of prizes that we had almost nothing to use for "flash" on the stage. Someone was rushed into Charleston to buy peanuts and candy bars, which we thought would offset the lack of prizes, but it was to no avail. The customers did not want candy to eat, - they wanted PRIZES! Peanuts sold well, but nobody wanted candy bars. We tried to sell prize candy that night but without a "flash" the sale was very small; you had to have "flash" to sell candy. (By "flash" is meant the display of colorful, spectacular prizes on the stage, implying there might be one of them in many -- all - of the boxes.)

On Sunday morning, June 13, after playing to a full house the night before in St. Albans, we landed at the City Landing in Charleston and tied up outboard of a Navy Reserve vessel that was stationed at the city. The sailors welcomed us and made available their facilities including fresh water, showers, etc. The AVALON was again in our midst, playing the fourth night of a five day engagement. We did not play that night but spent the time getting ready for, the opening the next evening. The next morning we exchanged places with the Navy boat and tied up next to a concrete ramp facing down river.

We were uncertain as to the reception that we would receive in Charleston as it was the first large city we had played, - did not know whether we would have a crowd or not. While on one of his advance billing trips to Charleston, Mr. Wright learned that instead of selling tickets at the box office only, that he should sell them at a store uptown. The store suggested was Galperin's Music Store and Galperin's was the center of ticket sales for all better class entertainment that came to Charleston. The fact that our tickets were on sale there assured us of the patronage of the carriage trade of the city. We took this lesson to heart and proceeded to send tickets to places of equal standing in all large communities on our schedule.

Mr. Pearce and his students came aboard at Charleston on Monday morning. We had been anxiously awaiting their arrival because we realized it would spread the load and make the work a little easier on us. However, we were due for a disappointment. They had not as yet learned their show and as a result had to rehearse for an extra week, which left us still doing all the work.

We opened the first night in Charleston with "Ten Nights In a Barroom" and in spite of the AVALON we had a sellout crowd. The next day the AVALON left and we moved to her spot for the best landing that we were to encounter during the entire trip. We had advertised that after three performances of "Ten Nights in a Barroom" we would present "You Can't Take it With You" for a limited run. Mr. Pearce's students were to have had that play ready when they came aboard and with two days of rehearsals with the Kent players in the show were to be ready to open. The play, however, was not ready and Mr. Wright asked Mr. Pearce if he would like the rest of the week to rehearse. Mr. Pearce said that he would and Professor Wright immediately went uptown to the newspapers and the radio stations and advised that we were continuing "Ten Nights in a Barroom" by popular demand. Business for the rest of the week was either sold out or nearly so every night.

On Sunday, June 20, after two weeks on the boat, Professor Wright issued a notice which said that we were out of the red and were making a profit. The most important part of the statement was to the effect that a dividend declaration of \$31.72 per share had been made. Mr. Wright set up a drawing account for each person and this was kept through the season.

When we opened with "You Can't Take It With You" on Monday, June 21 business dropped off considerably and was poor the rest of our stay in Charleston. There were a few hard feelings after we left Charleston because of the success of "Ten Nights In a Barroom" and the failure of "You Can't Take It With You." We of Kent were a little resentful because we had played a non-royalty show to capacity crowds and then had to switch to a show that cost ninety dollars a week and played to a very few people.

On the other hand, the Hiram people felt that we had advertised "Ten Nights In a Barroom" more than we did "You Can't Take It With You" although, actually, more money was spent in advertising their show. But be this as it may, the main reasons for the bad last week in Charleston were that it was very hot, the Republican National Convention was in full swing and the Joe Louis-Jersey Joe Walcott heavyweight championship fight was postponed twice and consequently hurt us for three days instead of only one.

The people of Charleston had been unusually kind to us and had given us several parties, the Navy boys had, been very generous in sharing their facilities with us and taking us on several midnight rides in their crash boat. The radio stations and the newspapers had also been more than kind to us. but all the same we were glad to leave Charleston after staying week and were looking forward to playing new town.

There were two firsts for us during our stay in Charleston. The first day that we played there was there was the first day that we sold Coca Cola and we sold \$36.80 worth. The other first was the evening that the band played on the top deck. We had not been able to play before this as our trumpet, clarinet, baritone horn, and ocarina players were all with Mr. Pearce's group and not aboard until Charleston. We practiced for three

days and on the fourth day went up on the top deck and played just before the show. We were not very good but we were very loud, and that's what drew the crowd.

On Sunday morning, June 28, we moved up the Kanawha River to the village of Marmet and the worst landing we were to encounter during the summer. We had to tie up right next to a pigsty, which gave out various and sundry odors. We had to tie up just above the ferryboat landing and could not get down to the landing until five o'clock in the afternoon. The only way that we could get to the town was to jump from the boat to the shore and clamber over a lot rocks until we reached the top of the bank. We had a fairly good crowd that night and the next morning left for Cedar Grove, West Virginia. We had good crowds here and also at Crown Hill the next night.

At Crown Hill, we secured State Police to keep order because the little coal town was unincorporated and had no dependable law enforcement officers. There was no disturbance as long as the police were there, but just as soon as they left, someone cut our lines and we started to drift out into the current toward a dam a half-mile downstream. Fortunately, Tom Reynolds discovered the cut lines in time and nothing came of it. It was at Crown Hill that we sold the most balloons of the trip.

Thursday and Friday, July 1 and 2, we played Montgomery, West Virginia where we had the best behaved and most enthusiastic audiences that we had had up to that time. The following day we played Boomer Bottom, at the head of navigation on the Kanawha River. On Sunday morning, July 4, we turned the fleet about and started a 66 mile journey down the river to Winfield, West Virginia, where we were scheduled to play July 5.

We had promised the people of Point Peasant that when we came back down the river we would have a marching band and would parade for them. While at Montgomery we had purchased white shirts and white slacks for the members of the band and we had also bought a piece of red corduroy and some gold paint, which we made into a very colorful banner. The members of the troupe who were not in the band rigged up various costumes to wear in the parade.

When we passed the Navy boat at Charleston on the trip back down the river, our band gathered on the top deck of the MAJESTIC and saluted the sailors with Anchors Aweigh and other tunes. Then the Chief Petty Officer came out in the crash boat and took some of us for a ride down the river and back, - the last exchange of courtesies in what had been a most pleasant relationship.

We arrived at Winfield, West Virginia on the evening of July 4, and the next day paraded for the first time in the season. The line was as follows:

Mr. and Mrs. Wright and their dog Judy rode in the car and led the parade. Next, came Lea Baumann, our head drum majorette, and behind her were Janet Gillispie, Barbara Thomas, and Sandra Pearce, our other three majorettes. The Majorettes were each dressed in white blouses and shorts and carried batons. Behind them came the band consisting of Don Shanower and Dom DeSimeo on the trombones, Bill Garce playing the baritone horn, Red Larson playing the trumpet, Pat Gibbs on the clarinet, Jim McCafferty on the ocarina, Russ Gillis beating the bass drum and Bob MacDonald playing the marching drum. In the center of the front line of the band was usually a local boy who carried the red and gold banner.

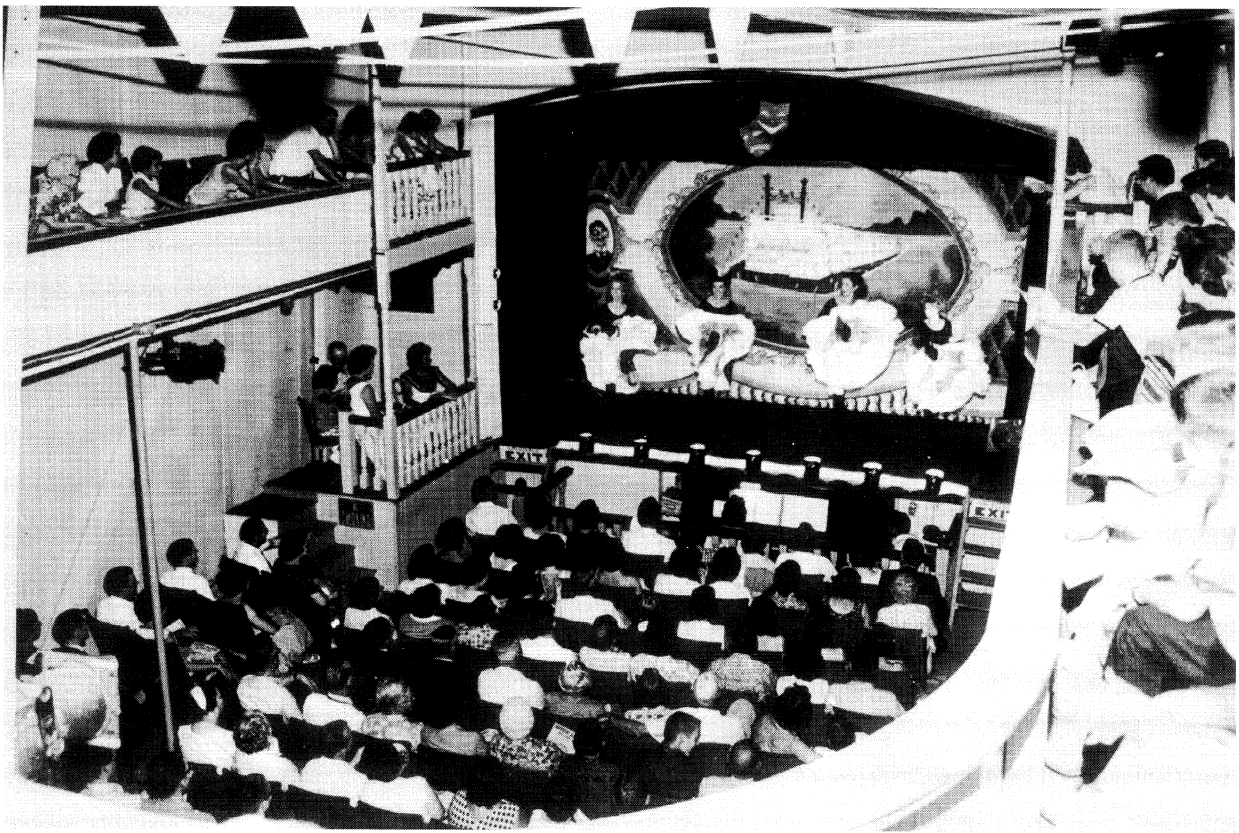


Stretched out behind the band came the rest of the troupe dressed in various home-made costumes, - Weatherston and Caris wore old fashioned bathing suits; Mauer, Hutchinson, and Sharp wore clown costumes and chased the younger generation along the way; Faust and Bozeka were dressed as a gay nineties song and dance team; Clark wore a gypsy outfit; Jones wore a South American tango dress; Johnson and Masterson were a French Apache dance couple, Wilbur Adams appeared as an old time villain and Bob Wallace dressed as a zoot-suiter. Ed Hutchinson, one of the clowns, usually brought up the rear of the parade wearing a sign on his back which read, "THE END."

After we had paraded around most of the town, we stopped in what would pass for a public square and played a brief concert. Mr. Wright spied the show for that night - a flamboyant speech to the congregated citizens telling them in grandiose terms what show we were presenting, how large a company we had, all about the big prize candy sale and the vaudeville show afterwards. When he had finished we formed again and marched back to the boat. This was the general procedure that we were to follow the rest of the summer.

This first parade was one of the two highlights of the day in Winfield. The other was the arrival of Martha Holmes, photographer for LIFE magazine. Miss Holmes came aboard that afternoon and stayed for three days. The crowd that night was not too good as most of the people had gone to Charleston to see a huge fireworks display but also this show was sponsored by the local Fire Department, and they had not sold many tickets. Miss Holmes took some pictures that night and early the next morning she and her mother drove down to Point Pleasant in order to photograph us as we were coming into port.

All the way to Point Pleasant we had very bad crosswinds so, after fighting them for a while, Captain Reynolds turned the boat around and we backed the last thirty-three miles. We



A "packed house" took on new meaning on a July night in the 423 seat "air-cooled" auditorium of the MAJESTIC. Patrons totaled 29,637 in 1948

BEFORE THE FOOTLIGHTS

Part II

UP THE OHIO TO EAST LIVERPOOL

arrived there about two o'clock in the afternoon and paraded immediately. After the parade the townspeople came down to the boat to buy tickets, but there were none. The Fire Department was sponsoring the performance that evening and Mr. Wright had given the tickets to the Fire Chief to sell but he and the tickets were nowhere to be found. When the Chief and his truck were found at a lumberyard outside of town not a ticket had been sold. What house we had that night was in spite of the Chief. Mary Leatherbee, feature writer from LIFE magazine, came aboard that evening and supervised the taking of pictures before and during the performance and continued coverage through the next day.

By this time we had been on the river a month and considered ourselves veterans of the showboat boards, - not in the sense that we were polished actors but in the sense that we had slipped into a set routine and knew exactly what to do and when to do it. That month on the Kanawha River had taught us many things that we had never known before. We began to jot down rules for meeting situations: "To sell prize candy you have to have a 'flash';" "If mistakes occur, such as forgetting about having programs made, improvise something and it may work out better;" "Never try to fool your audience, - tell them the truth."

One thing especially that we learned was that in a play on the showboat you could not have some one person to do every separate job. At the University there was always someone to take care of properties, costumes, stage managing, lights, etc. who had been assigned that job alone. Here on the boat, it was quite a rude shock to learn that we not only had to learn our lines and act in the plays but also make costumes, do makeup and props, manage the stage, sell tickets, take tickets, usher, wash dishes, scrub floors, sell concessions and many other jobs. This was different from doing a play at school and we were realizing more and more that show business is 99% work and 1% play.

In the early stages of planning for the showboat cruise, it had been decided that the duties on the boat would be rotated in order that every student aboard would receive training and practice in all of the elements that go into the operation of a floating theater. It had also been planned to operate on a standard time schedule, with certain hours allocated to certain duties. A tentative daily schedule had been included as part of the plan presented to the University Administration for approval.

This original schedule was considerably altered in practice. Unforeseen problems arose as soon as the cruise began, and new problems presented themselves in every town, calling for a combination of orderliness and flexibility in planning our days. Gradually, as we worked our way up the Kanawha River, we adjusted our techniques to conditions as we found them, and progressively replaced our original tentative schedule with a new one based on the realities of experience.

By the time we had finished our tour of the Kanawha River part of our season and had come out into the Ohio River to begin our upstream trip, we were operating smoothly on a fixed schedule and assignments were being rotated daily. We followed this plan for the remainder of the trip. Every day a work sheet for the following day was posted on the bulletin board on the after deck so that each student knew before he went to bed at night just what his duty would be for the next day.

Following is a typical work sheet. The date, July 8, 1948, the date we played Pomeroy, Ohio, was chosen at random as a routine day.

POMEROY, OHIO

Move car at 5:00 A.M	DeSimio.
K.P. - Breakfast and lunch	McCafferty, Jones.
K.F. - Supper	Masterson, Johnson.
Auditorium and deck detail	Adams, MacDonald, Clark, Gibbs, Caris, Shanower, Gillis, Thomas, Wallace, and Bozeka.
Set up Candy	Faust, Baumann, Weatherston
Postoffice	Gillispie
Water detail	All men immediately after breakfast.
Purchasing with Mrs. Pearce	Mauer, Sharp.
Advance work	Hutchinson, Larson.
Office watch	DeSimio, Caris.
Popcorn	Mauer, John Reynolds
CocaCola	Gillispie, MacDonald
Tickets	Shanower
Ushers	Faust, Baumann, Clark, Wallace
Doorman	Gillis
Sell candy -	Mauer, Wallace, Hutchinson, Thomas, Larson.

NOTE: John Reynolds was a youngster of Captain Reynolds. He was fifteen years of age and Captain Reynolds asked permission to take John on the cruise. He was with us most of the summer, making himself generally useful, especially in the landing of the boats. He received no pay, and was not charged for room and board.

C.Q., is "Charge of Quarters." One student was designated each day as the C.Q. and was responsible for getting the company out of bed on time in the morning.

The time schedule which we were following by this time was as follows:

5:00 Student assigned to move car leaves showboat, drives car to next town and awaits the arrival of the showboat. Sometimes he has duties in the new town such as finding a water supply or arranging for a parade if the showboat is expected to be late pulling in.

7:15 C.Q. wakes everyone for breakfast. The showboat is well on it's way to the next town, having cast off between 5 and 6 A.M.

7:30 Breakfast

8:00 Meeting of the entire company. At this meeting a clinic is held on the activities of the preceding day; financial report of the last night's performance given, announcements made, suggestions and grievances heard and discussed. Nobody was excused from this meeting.

8:30 All details report for duty.

9: 50 Prepare for parade. (Get into costume and makeup)

10:00 Parade.

11:30 Parade over. Rest, read mail, finish uncompleted tasks.

12:00 Lunch.

1:00 Advance men leave. (If several towns were to be covered, or if the distance to be traveled was great, the advance men left early in the morning instead of in the afternoon.)

2:00 Rehearsal, line study, performance of odd jobs, repairing of scenery, making of props public relations work. Everybody available for special duty at this time.

4:00 Shopping, performing personal errands ashore.

5:00 Dinner.

6:00 Convert dining room into makeup room and begin making up.

6:30 Concessionaires, (coca cola" popcorn, etc.) open for business on front deck.

7:00 Calliope concert.

7:30 Band concert on top deck of showboat.. Ushers report for duty. Doors open for public.

8:00 Brief calliope concert indicating show is about to start.

8:15 Performance:
A. Overture.
B. Spiel by manager.
C. Play.
D. Prize candy sale.
E. Vaudeville.
F. Finale.

10:45 Ring down.

11:00 Recreation ashore or aboard.

12:00 Lights out.

* * * * *

Life aboard was not as neat as the above time-table would indicate. Every member of the company knew the schedule perfectly and was trained to follow it religiously but frequently circumstances beyond our control forced us to depart from it temporarily. The schedule provided for all regular and predictable activities, but could not, of course, cover all of the unexpected happenings and conditions which we were constantly encountering. In general, the duties of the company went on independently of the movement of the boat since the navigation was taken care of by Captain Reynolds and his sons.

But if the boat did not arrive in a town by 10:00 A.M. obviously we could not parade on schedule. On the day we left the Kanawha River and came out into the Ohio we fought strong winds in the morning, and were forced to back the last 33 miles down to Point Pleasant. We paraded at 2:00 P.M. and the morning parade time was spent in rehearsal. On one occasion we paraded as late as 5:30 P.M.

Then, of course, water is where you find it and when. Sometimes, we would take on water while going through a lock since this would involve less carrying distance and a saving of considerable time. On such occasions all men would drop whatever details they were working on and grab the buckets or the garden hose. On one occasion we heard that the water at the next town was not good so the bucket brigade formed at midnight to fill up our tanks. In any case, and at any time of day or night except during the performance, other activities stopped for the men when the water detail went into action.

There were many other interruptions to the set schedule, too. If a load of coal arrived at 4 P.M., the men might have to help transport it from the shore to the forward deck of the *ATTABOY*. Everybody was called upon occasionally for radio appearances, at times convenient to the station giving us the time. Occasionally, suspicious characters hanging around the landing at midnight would necessitate the setting up an all-night guard to protect personnel, property and the considerable amount of cash which we always had aboard. But despite the infinite variety of the problems and conditions we encountered and the necessary elasticity of our schedule, it worked out remarkably well. Even deviations became standardized and the members of the company learned to react almost automatically to sudden changes in conditions. One of the outstanding phenomena of the entire cruise was the discipline and the quickness with which the students learned to handle all kinds of bizarre conditions without being thrown off their basic schedule of procedure.

The performance, too, was run according to a posted schedule. Each day a notice was posted backstage indicating what play would be given that night, what vaudeville acts would be used, and the order of presentation. Here is a sample callboard:

SHOW & VAUDEVILLE FOR TONIGHT, JULY 6, 1948
TEN NIGHTS IN A BARROOM

Act I

Act II

Song - "I Don't Wanna," -- Gillispie.

Act III

Act IV

Skit - Bucket of Beer - MacDonald.

Act V

PRIZE CANDY SALE

Spiel - Mr. Wright.

Selling - Mauer, Wallace, Gibbs, Thomas, Larson, Hutchinson

Prizes - Faust, Baumann.

VAUDEVILLE

Song - "It Had to be You" - Clark and Larson

Skit - "Pyamus and Thisby" - DeSimio.

Song - "By The Beautiful Sea" - Caris and Weatherston.

Dance - "Mad Dance" - Mauer Gillis, Baumann.

Song - "Old Man River" - Pearce

Finale - Entire cast singing "Here Comes The Showboat."

Wilbur Adams,
Stage Manager.

The callboard was posted every evening about supper time so that everyone would know exactly what was expected of him that night. We had a few other vaudeville acts and these were alternated with the different plays and all were usually well received by the audience.

After leaving Point Pleasant, we proceeded up the Ohio River to Middleport, Ohio, where our performance was again sponsored, this time by the local Chamber of Commerce. Here, *LIFE* magazine representatives left us in the late afternoon to return to New York, a pity because that night our largest crowd to date came over the hill filling the boat to capacity. *LIFE* could have had some good pictures that night, especially, as a horde of disappointed customers were unable to get seats.

The local sponsorship idea worked out extremely well in this case - in contrast to the two preceding sponsored engagements which had been disappointing. Despite our success at Middleport, and because the score was two to one against sponsored engagements and the cost being twenty percent of the gate receipts, we decided not to try again unless we needed desperately to draw a good crowd. We did not have another sponsored engagement.

After leaving Middleport, we played Pomeroy and Racine and turned away people at both places. Our gate receipts at Racine were somewhat lower due to the fact that 123 children saw the show at half price, thus tying Crown Hill, West Virginia for the most children at one show. We played Ravenswood, West Virginia the next day, a Saturday, and then Sunday morning set out for Marietta, Ohio. We arrived in Marietta about 7:00 that evening and Mr. and Mrs. Stump and Dean and Mrs. Manchester were there to greet us.

We were dark that night and played the next night to a full house. That morning we wore, for the first time in the parade, the tropical helmets that Mr. Wright had purchased for the band in Ravenswood. The Stumps and the Manchesters were very well pleased with the parade.

The next day we went to St. Mary's, West Virginia where Arthur Witman, color photographer of the *St. Louis Post Dispatch* came aboard and took color pictures for the Sunday Picture Section of his paper. He was a very wonderful guest and bunked in for three days with some of the boys. He never asked us to pose but just stood around watching and snapped candid shots. We rarely knew when we were being photographed.

The following day, Wednesday, July 14, we went to New Martinsville, West Virginia where we met Mayor Robert L. Brace, the friendliest and most helpful city official that we encountered on the entire cruise. He met us at the landing, presented us with the landing license with his compliments, placed the police and fire departments at our disposal, took the Wrights and the Pearces to lunch and afterwards on a tour of the countryside. He also made the municipal swimming pool available to us and even furnished a police car to take us to and from the pool. (Mayor Bob Bruce was known far and wide - even nationally - for his promotion of New Martinsville. Ed.)

The next night we played Moundsville, West Virginia, the site of the West Virginia State Penitentiary. This town is strung out all along the river and has several business districts. When we paraded, we reached what we thought was the center of town, only to find out that there was another one further along and beyond that, still another. We finally realized that the boat was docked about three miles from the real center of town and

this hurt our business considerably. When we paraded, Art Witman drove Mr. Wright's car at the end of the parade to pick up anyone who might become a heat casualty. The crowd that night was very poor because we were so far from the center of town. Our advance man had been deceived by the large and spreading town, and had billed only one section. I do believe that most of the Moundsville people who attended the show did so at Wheeling the following week.

The next day, Saturday, July 17, we played Bellaire, Ohio. We played this town against the Captain's advice. He said that there was no landing, that we would have to pay \$50.00 a performance for a license, and that we absolutely could not get it for less. Mr. Wright decided that we would not pay a cent, so in. we went to be pleasantly surprised.

The Mayor was very gracious. He sent some of the city employees to cut a road down to the boat and pack it with cinders, told us to forget about the license, and paid for his own ticket. That day we had the Mayor on board for lunch and everyone was pleased all the way around. The local paper, "The Bellaire Times Leader," gave us a very nice spread and that night we had a full house and turned away hundreds of people.

The following day we pulled into Wheeling, West Virginia for a week's run. Monday morning we went up town and it was apparent that Wheeling was not ready for us. Although the papers had run our advertisements, they had not run any of our publicity and hardly anyone knew that the showboat was in town. Also, the advance man had been given the wrong information as to where tickets for entertainment were sold in advance, and consequently the tickets ended up in a small jewelry store instead of the establishment uptown that was known for handling such sales.

The first night there were eighty people in the audience, the smallest crowd that we had had to date and the smallest that we were to have for the entire summer. We could not believe it. We had thought that we were so good that people just could not resist coming to see us. How could anyone that had heard of us possibly pass up the opportunity to see us? We were hit suddenly and rudely by the fickleness of fame. When Mr. Wright stepped out on the stage that night, he told the people exactly what he thought of the journalistic business in Wheeling. And he told them that, notwithstanding, we were going to do a show for them just as if we were playing to a million people in Madison Square Garden. Then he threw copies of the "Bellaire Times Leader" into the audience and said, "There is what Bellaire thought of us. Go home after the show and tell your friends how good the show was so that Wheeling will know what was going on at the river landing."

There was considerable doubt in the minds of the members of the company as to the wisdom of Mr. Wright's tirade, and he himself felt that he had perhaps committed a serious error in audience psychology. But, it must have been effective for the audience was extremely friendly and responsive throughout the performance. The next night the attendance was tripled and from the third night on the boat was packed for every performance of the Wheeling engagement. When we closed Saturday night, July 24 to move on to our Wellsburg, West Virginia engagement we were still turning away hundreds of would-be customers.

We might as well have passed up Wellsburg. There were two very disturbing factors there. First, there was an epidemic of ringworm among the children of the town, and second, the

Mayor gave us considerable trouble. We did not want to let the children onto the boat for fear of catching the disease ourselves but were afraid to refuse them admission because of the trouble that might cause. As for the Mayor, we gave him and his family and the city council complimentary tickets but when we asked him if he would waive our license, he turned the matter over to the council and gave them to understand that he did not want it waived. Although the vote was two to one in favor of waiving the license, the Mayor made us pay the fee and indicated that it would probably be refunded at the next meeting of council. We told him not to bother, and left the next day for Steubenville, Ohio.

We played July 27 and 28 at Steubenville and had complete sellouts. The Mayor, W. C. Sterling, was very nice and wrote us a letter complimenting us on the show and asked us to stop again on our way back down the river. The next night we also had a sellout at New Cumberland, West Virginia and then went on to East Liverpool, Ohio.

We had originally planned to play East Liverpool only two days but the tremendous demand for tickets from Kent made us prolong our stay for an extra three days. The first two nights had been sold out for weeks and it seemed there was a great migration from Kent. Without the extension of our run, the people of East Liverpool would never really have had a chance to see the show. President and Mrs. Bowman and Mr. Joseph Hanan and Mr. Dix of the University Board of Trustees were down. to see the show and all were very well pleased.

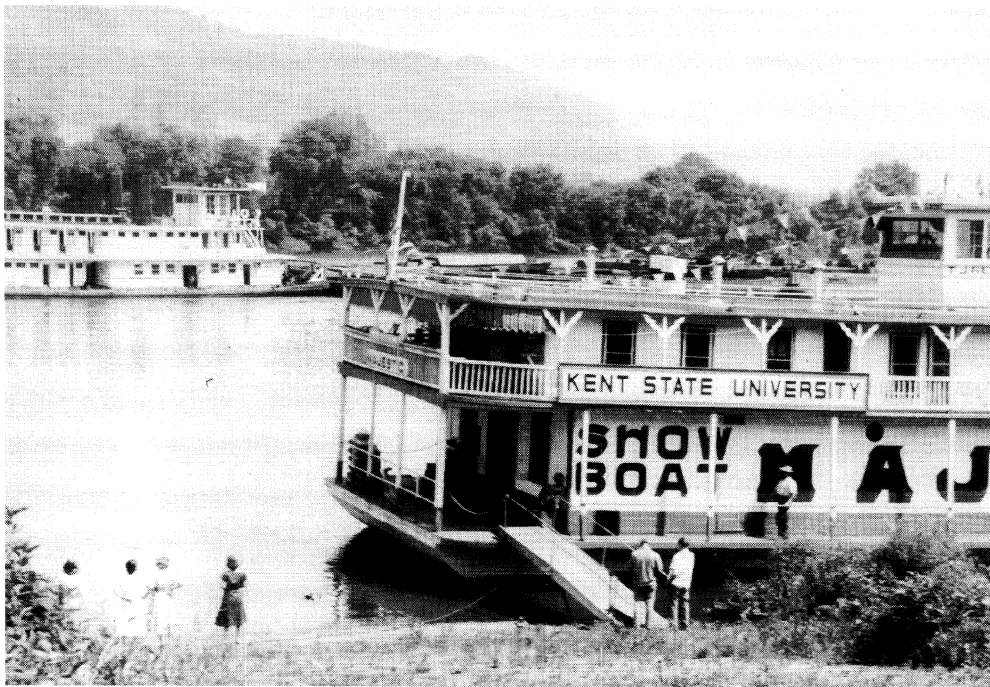
And so ends the part of the journey that took us to our farthest point north on the Ohio River.

We left East Liverpool on the morning of August 4, and headed downstream for Toronto, Ohio, where we had a full house. This was to be the last full house for quite a while.

The following day we played the worst engagement of the summer at Tiltonsville, Ohio. Tiltonsville is a small town. that stretches out along the river, - just below and adjoining is Yorkville and just above is the smaller town of Rayland. These three towns were too spread out for us to parade on foot, so we paid the local Fire Department \$5.00 to haul us around in one of their fire trucks. It took the Fire Department about an hour to set up their public address system and by that time all the people who had gathered to witness the parade had gone home. We traveled about twenty miles making all the noise that we could, but the parade was a failure. The crowd that night was poor and the performance was even poorer. The events of that day had put us in a state of very low morale and we were very glad to leave Tiltonsville behind.

The next day, Friday, August 6, was another first for us; it was the day that we opened our third play, "Arsenic And Old Lace." This was one of the shows that we were to end the season with in Cincinnati. The next night we played Powhatan Point, Ohio to a nearly full house. It was at this time that a shipment of prize candy from Chicago was lost and Mr. Wright went in search of it but to no avail. The show at Clarrington, Ohio on Monday and the next one at New Martinsville had no candy sale.

(Clarrington resident and Waterways Journal writer J Mack Gamble was a student of showboats and visited Capt. Reynolds on the MAJESTIC on August 8 to get a story for his "Upper Ohio" weekly column. G. Harry Wright had gone to Marietta but he and Mack got together on the following day. Ed.)



This seems to be one of the few photos of the MAJESTIC we have at hand when chartered by Kent State University. She is at the Clarington, Ohio landing on the afternoon of August 8, 1948 when J. Mack Gamble stopped by to get a story for the next week's Upper Ohio column in *The Waterways Journal*.

The diesel towboat PEACE of the Union Barge Line is passing down with a tow as four stars of the show watch from shore.

Right, three of the cast's ingenues pose on the showboat's stage for Mack's camera.



The next night we played Paden City, West Virginia, which Captain Reynolds had said was sure-fire and was loaded with money. Here was another lesson learned; the glass plants and the potteries were down and we drew only about two hundred customers that night. This, of course, taught us to make sure that the industries in the towns that we played were working steadily.

We played New Matamoras the following night and then tied up at Marietta, Ohio for a two-day stand. The crowds here were very good and we were beginning to make up for the bad nights at Tiltonsville and Paden City. From Marietta we made a long hop down the river and played Ravenswood again to a partially filled house.

Our next stop was Pomeroy, Ohio for two days and here we realized another mistake. The Meigs County Fair was in full swing at this time and the streets of Pomeroy were deserted. The next day we moved to Middleport, Ohio, three miles below Pomeroy, and still in the area which was too close to the Meigs

County Fair. We rigged up a loud speaker on the top of the advance car and drove around the countryside ballyhooing the show, but to no avail. We played to 228 customers that night.

This experience pointed up the value of a regular full-time advance man. If we had had such a person, he could have foreseen this situation and wired us to skip Pomeroy. He could have possibly booked us into the larger market of Parkersburg, West Virginia for those two nights.

After the show at Middleport, this was the first that we traveled by night. The Captain usually traveled in the daytime, starting around 5:00 A.M. but this time he decided that since it was a fairly long hop that we make the run at night. Most of us went up on the top deck and sat in the night breeze watching the moon. We arrived at Gallipolis, Ohio at 3:00 A.M. and tied up for a two-night stand. The first night brought only fair business, but the second was much better.

The next day, Sunday, August 22, we made the long voyage to Huntington, West Virginia. We had advertised that we would

enter Huntington in a blaze of glory, with our band playing and the calliope blaring forth. When we arrived we were met by numerous motor boats which circled about waiting for the serenade to begin. However, Tom Reynolds had failed to get up steam for the calliope, Felice Faust, our calliope player, was sick and it appeared for awhile that our triumphal entry into Mr. and Mrs. Wright's home town would be a dud. Finally, however, Tom got up steam, Nick Bozeka held Felice up to the keyboard and we went into town with our blaze of glory, flags waving, and our music blaring forth.

On Monday morning we held our first parade in Huntington in a temperature of 103 degrees. The rest of the parades were to be in weather just as hot. That night we had a capacity crowd in a house that was more like a bake oven than a theater. We were scheduled to play six nights Huntington, but by the second day we had sold out the house for the sixth day and had to play an extra performance, full houses every night.

On Monday, August 30, we played Ironton, Ohio to another capacity house. That night the weather broke and we had the worst storm. of the summer.

The following morning we pulled into Portsmouth, Ohio for a three day engagement. This was to be the last date on the MAJESTIC for Mr. and Mrs. Pearce and their ten students, so we had our last parade. It was our best parade of the summer, for each marcher and musician put forth his finest effort in this last street exhibition of the season. Just prior to the parade, Phyllis Phillips, a replacement from Kent, arrived to join the company and rode in the advance car in the parade.

The departure of Mr. and Mrs. Pearce and their students left us with just the original thirteen Kent State students who had begun the season plus Phyllis Phillips and Carl Larson, the only one of Hiram students who remained to finish the season.

This necessitated the making of several adjustments, such as rearranging the casts of our plays, reallocating duties aboard, and abandoning the daily street parade. We still had our most important engagement, a nine-day run at Cincinnati to play.

We had been working on the adjustments for some time and so they were accomplished quite easily. Actually, life aboard was much less of a strain after the reduction in size of the company. Overcrowding was relieved, duties were lightened by the elimination of the parade and morale reached a new high because there were fewer persons to share in the profits. Each student went about his tasks with renewed energy and enthusiasm because he knew that his reward would be greater.

After leaving Portsmouth we played on down the river stopping for one-night stands at Buena Vista, Ripley, and New Richmond, all in Ohio. On Tuesday, September 7 we tied up at Cincinnati for the nine-day engagement that was to end the season.

We had poor business the first night but then the next night it picked up immensely. We were sold out for the rest of our engagement and I believe that Cincinnati was the most profitable atop that we made. We were given much publicity, by radio station WLW and we put out our greatest expenditure for newspaper advertising in Cincinnati. "The Post" had a reporter at the landing to meet us when we came in; "The Enquirer" gave our opening performance an extremely favorable review and the "Times Star" sent an ace reporter down to obtain a feature story which they ran two days later. The people came in hordes and I believe that we could have stayed in Cincinnati a month very easily.

Our last performance in Cincinnati was "Ten Nights in a Barroom" which the cast hammed its way through with great spirit and abandon to the delight of the audience. The next morning we dismantled the boat, stacked everything for shipment back to Kent and late in the afternoon everyone left for home.

The season on the Showboat MAJESTIC was over.

* * *

Bob Macdonald summarized the summer with some conclusions which serve as an Epilogue to his story.

"None of the students who participated in the venture had ever had any professional experience, yet they presented shows that drew 29,637 persons to 92 performances, an average of 322 per show - in an auditorium that held 423.

The venture was started with \$1,430.00 in capital and this was expected to dwindle fast. It did dwindle fast. The expenses for the first week amounted to a little over \$1,200 however this was offset by our gross of \$2,246.32 that first week. With the exception of one bad week, the profits increased as we went along and one can definitely say that the venture was a financial success.

Everyone who had a \$50.00 investment in the Showboat and remained aboard throughout the season received a profit of \$442.92 from a total gross of \$40,361.49. Those who resigned before the end of the season were refunded their \$50 upon leaving and received profit earned prior to their departure.

Our success was not merely a financial one. It was also a theatrical success. This is from the point of view that we learned much about the theater from the trip that we had not known before. We learned how to gauge an audience, how to use publicity, how to take unexpected situations in stride and from these things we grew up into theater-wise persons instead of college youngsters who put on a show with no idea of the work and sweat that goes into a production."

Kent State University Drama Department operated the summer theater aboard the MAJESTIC for only the 1948 season. G. Harry Wright and his staff had developed the student-theater concept and proved its success that summer but he was unable to work out arrangements with Capt. Reynolds for subsequent years.

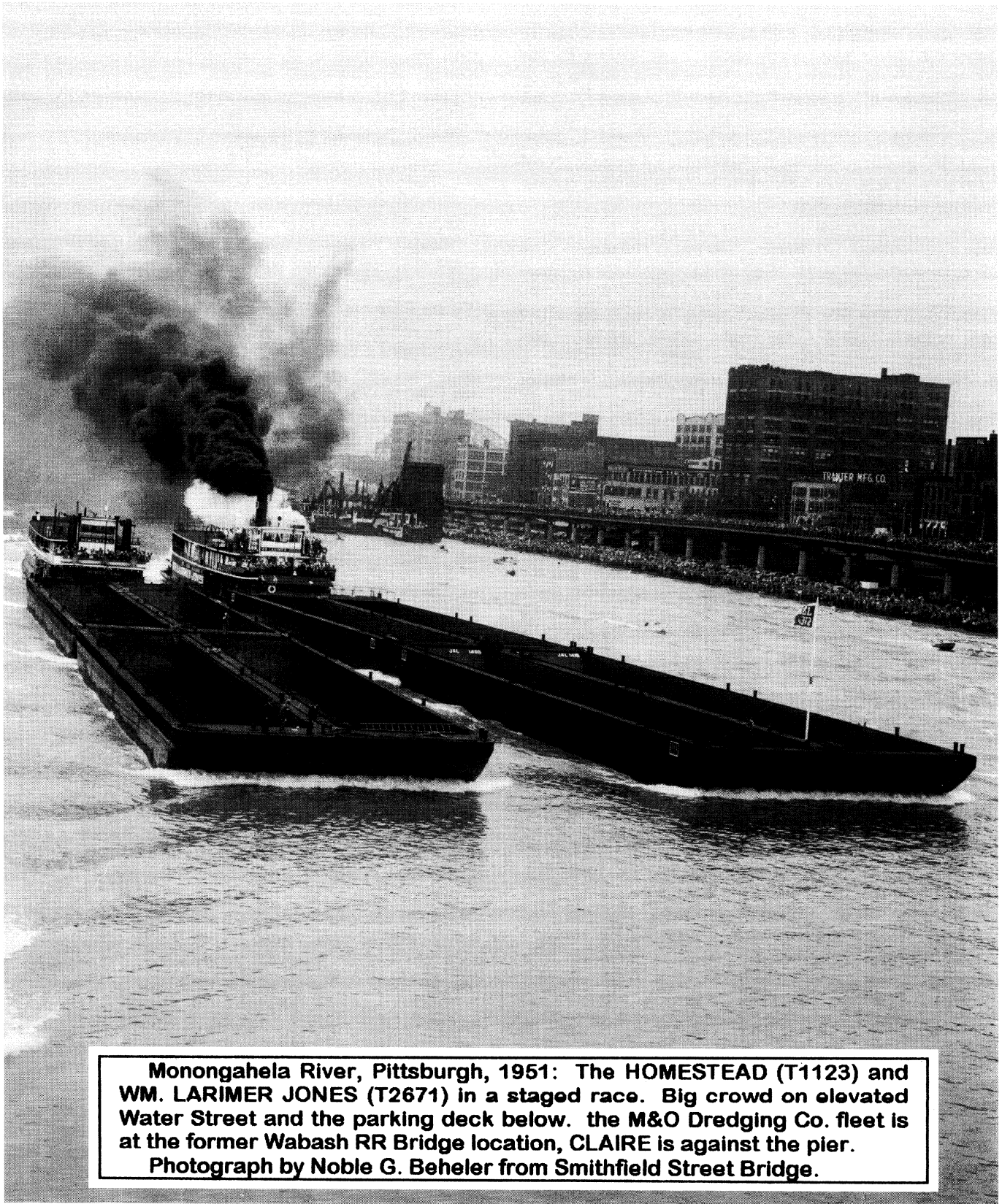
Hiram College, Hiram, Ohio used the MAJESTIC for their summer theater semesters in 1949 and 1950. In 1951 the boat was chartered by a group called "The River Players" and in 2004 John Reynolds recalls that Robert MacDonald, our author, may also have been associated with this group.

Hiram College again chartered the MAJESTIC in 1952 through the 1959 season. The showboat outfit became the property of Indiana University in the fall of 1959. Tragically, Capt. Tom Reynolds was drowned following a fall from the ATTABOY on December 16, 1959.

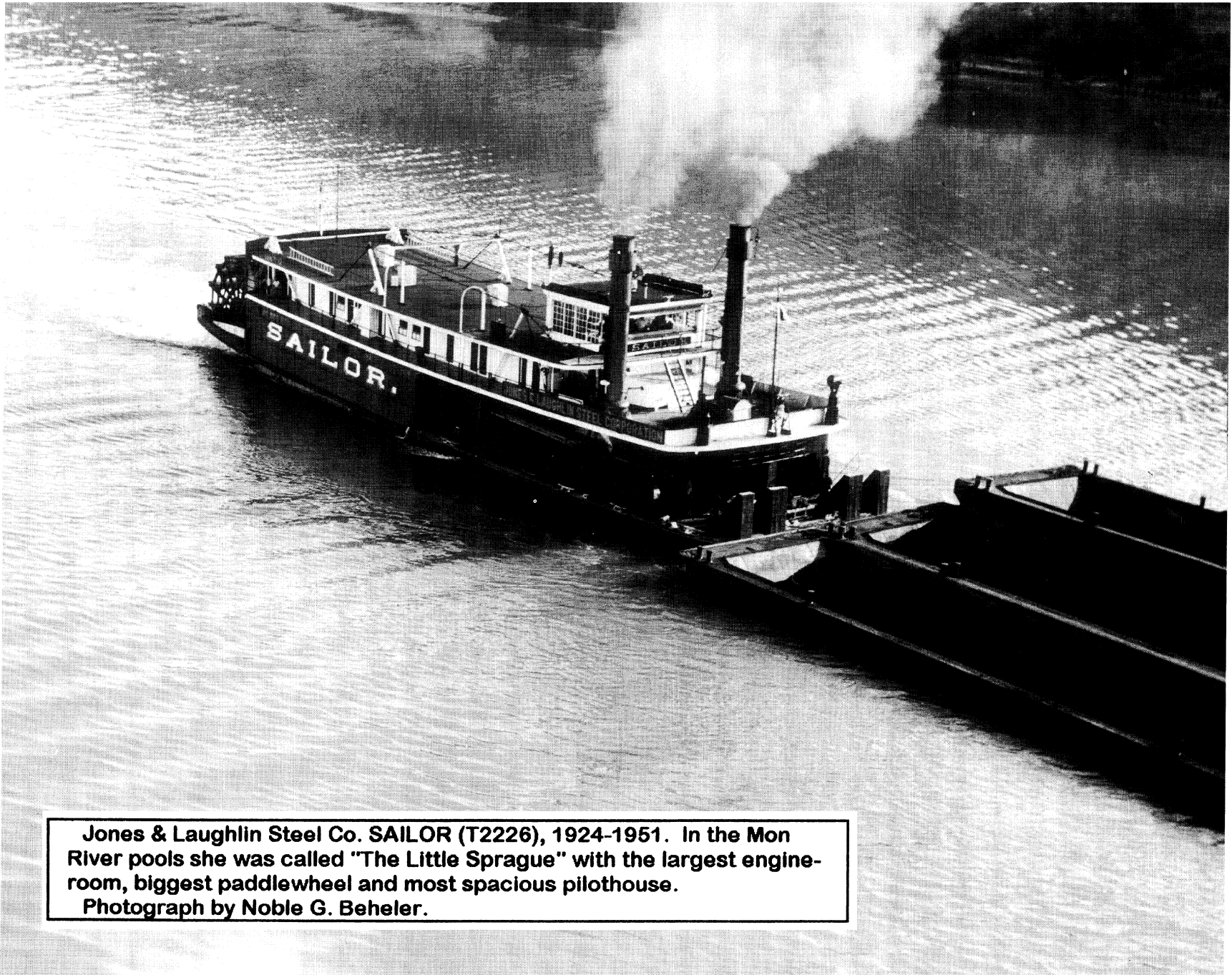
Indiana University successfully operated summer theater aboard the showboat until 1966. Then, the showboat and towboat ATTABOY became the property of The Cincinnati Waterfront Commission and it is today still an attraction on the rebuilt Cincinnati waterfront.

The excellent book Cargo of Memories by Catherine Reynolds King, published 1992 by Mountain State Press, The University of Charleston, 2300 MacCorkle Ave., S.E., Charleston, WV 25304-1099 relates the story of the Reynolds family and life aboard the MAJESTIC.

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**Monongahela River, Pittsburgh, 1951: The HOMESTEAD (T1123) and WM. LARIMER JONES (T2671) in a staged race. Big crowd on elevated Water Street and the parking deck below. the M&O Dredging Co. fleet is at the former Wabash RR Bridge location, CLAIRE is against the pier.
Photograph by Noble G. Beheler from Smithfield Street Bridge.**



**Jones & Laughlin Steel Co. SAILOR (T2226), 1924-1951. In the Mon River pools she was called "The Little Sprague" with the largest engine-room, biggest paddlewheel and most spacious pilothouse.
Photograph by Noble G. Beheler.**

This and That

BOTTLE FEEDING OF CARP

Charles "Chuck" Barnhart was a volunteer on the W. P. SNYDER JR. at the Ohio River Museum, Marietta. In recent years he was usually found helping answer questions at the Museum desk as his eyesight began to fail and it became difficult for him to conduct the boat tours. Shortly before his death last year Chuck wrote the following piece for the Marietta Natural History Society newsletter Natural History, Summer 2003.

It has been a habit of long standing that visitors to the SNYDER would entice carp around the stage leading to the boat by throwing bread onto the water. Then in about 1995 when I began volunteering at the museum a woman visitor told Lowell Warden, boat keeper, about seeing carp pushing a baby bottle around in the water. Soon afterward I saw a home video on a television program of this same behavior - and maybe that's where the lady saw it, too.

It got me thinking about the time when I was a boy, fishing along the creek, and heard this terrible loud noise coming from downstream. Upon investigation, I spied a big old carp with its head up out of the water along the bank and making a sucking sound at a crawdad hole. Whatever the carp was trying to do, he was definitely sucking so I thought maybe we could teach "our" carp to suck the bread out of a baby bottle. Muskingum River carp should be at least as smart as any other.

We obtained a plastic baby bottle, cut the tip from the nipple and mixed up a "formula" of bread and water in the bottle. I then held the bottle down in the water when the carp were feeding on the bread tossed onto the water and squeezed my "formula" into the water with the carp. It took a while but eventually one big carp took a suck on the nipple and was rewarded. Soon, he was making that same sucking-sound that I remembered as a boy and you can believe that other carp took note and learned by the example of the old-timer.

The bottle must be held tightly for the carp have quite a grip and can easily pull the bottle out of your grasp. It is surprising how tame these carp have become and how accustomed they are to being fed in this way, even allowing petting while feeding. This is a favorite activity with kids - and adults - who visit the W. P. SNYDER.

THE GREAT RIVERS TOWBOAT FESTIVAL

Grafton, Illinois, sixteen miles above Alton at the mouth of the Illinois River, will again put on its free show the weekend of June 25-27, 2004.

Friday evening is the kick-off dinner, open to all at a modest charge. Tickets on sale by calling (618) 786-3555.

Saturday, June 26 - Times 10 to 4 with live music, towboat tours, rope tossing contest at 2 p.m., etc.

Sunday, June 27 - Times 12 to 4 for towboat tours and live music, historical and educational displays by U.S. Coast Guard and Corps of Engineers.

For information call (618) 786-7000 or (800) ALTONIL.

MORE GRAND EXCURSION 2004 EVENTS

JUNE 25 - JULY 5

Bill Warrick, Ogden Dunes, Indiana sent an interesting travel article from one of the local papers featuring travel from Chicago to Rock Island via a steam train pulled by Milwaukee locomotive #261. The train trip takes place on June 25 to meet the arrival of the Grand Flotilla in the Quad Cities on June 26. "There passengers will have the options of boarding a flotilla vessel at Bettendorf, Iowa for harbor cruises or port-to-port cruises upstream. Or they may continue on various train excursions that follow the flotilla route. The flotilla docks at Bettendorf, Clinton, Savanna, Dubuque, Guttenberg, Prairie du Chien, La Crosse, Winona, Wabasha, Pepin, Lake City, Red Wing, Prescott, Hastings, St. Paul and Minneapolis."

GRAND EXCURSION HOTLINE

BOAT AND TRAIN TICKETS

(866) 439-2004

LA CROSSE PLANS FOR THE GRAND EXCURSION!

Paul Beck, Special Collections Librarian, Murphy Library Resource Center, provides a late update of plans for the Grand Excursion 2004 celebration.

Writes Paul: "The Excursion will be here in La Crosse June 29- July 1. The Murphy Library will feature a sampling of its steamboat photos in an exhibit at the Pump House Regional Art Center in La Crosse from June 19 through July 9. There will be a reception on June 30 at the Pump House from 6:30 to 8:30 p.m., the day when the Excursion arrives. Steven Keillor, author of a new book, Grand Excursion: Antebellum America Discovers the Upper Mississippi will speak at 7 p.m. at the Pump House.

We will have a booth at La Crosse's Riverside Park on June 30 for the arrival of the flotilla and will display photos and give short talks on steamboats and the Murphy Library Steamboat Project. Naturally we will give credit to the Sons & Daughters of Pioneer Rivermen for the support given to the Library over the years.

Sons & Daughters members who might be in La Crosse during the Grand Excursion celebration period (or anytime) will be most welcome to visit the Murphy Library. I encourage them to call (608) 785-8511 to check on hours, etc."

DUBUQUE CELEBRATES THE GRAND EXCURSION

The National Mississippi River Museum & Aquarium and the National Rivers Hall of Fame will be throwing a party and Captain's Ball on June 26 during the Grand Excursion 2004.

Inductees into the Hall of Fame are Capt. Ernie Wagner are Lt. Zebulon Pike at a reception, dinner and entertainment. This event is sponsored by the Delta Queen Steamboat Co. and Captain Doc Hawley will be the main speaker at the induction dinner.

Also, the ribbon will be cut on June 26 for the William D. Bowell River Library at the National Mississippi River Museum. This has been made possible by a \$1M gift from Capt. William D. Bowell, Sr.

The Grand Flotilla of boats will arrive at Dubuque on the morning of June 28 for another day of celebration.

Call (800) 226-3369 for information.



The Grand Excursion 2004 begins to arrive at Dubuque on June 26 and will find the Ice Harbor a far cry from this scene! We date this view as 1907 by the railroad transfer boat ALBATROSS (0104) under construction at the Dubuque Boat & Boiler Co., the location of the Mississippi River Museum today. The sidewheelers QUINCY (4625) and SAINT PAUL (4965) are laid-up at the Diamond Jo landing at the harbor mouth. Photograph from the Murphy Library collection.

SOME OLD-TIME RIVERMEN OF NEW RICHMOND, OHIO

THE BOYS' AMBITION, Life on the Mississippi

"When I was a boy, there was but one permanent ambition among my comrades in our village on the west bank of the Mississippi River. That was to be a steamboatman. We had transient ambitions of other sorts, but they were only transient."

In one of Mack Gamble's addresses to an S&D annual banquet on the subject of small-town life before the days of paved roads, automobiles, big trucks and busses, Mack avowed that many river towns had people with all the skills to completely crew a boat. He was citing the self-contained life in Clarington, Monroe County, Ohio but his statement might have equally applied to Baden or Georgetown, Pennsylvania, New Cumberland or Wellsburg, West Virginia, Middleport or Gallipolis, Ohio.

New Richmond, Clermont County, Ohio - twenty miles upriver from Cincinnati - was also such a "steamboat town" a hundred years ago. We recently ran across a letter written by New Richmond native Albert R. Ketcham in the fall of 1907. He was responding to a request from the New Richmond *Independent News* that he set down his recollections of Pioneer Rivermen that it might be read at the town's Homecoming celebration beginning on September 30, 1907.

Mr. Ketcham was at the time living in New Orleans and a typed copy of his letter was sent to S&D in 1942 by Bertha C. Hardman (Mrs. W.M.), Yellow Springs, Ohio. Mrs. Hardman evidently grew up in New Richmond as she wrote, "Of course, these captains were in the lower river trade, largely, but I knew their families, in fact their names were household words since most of them went to my Grandfather Parker's Academy near Cincinnati."

Albert Ketcham's recollections support Mack Gamble's thesis of forty years later.

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NEW RICHMOND'S PIONEER RIVERMEN a letter from Albert R. Ketcham

My sister Fannie wrote to me and thought that I was the only one who could furnish the desired information. This I am only too glad to do and hope that what I can recollect of the Pioneer River Men, natives of Clermont, or residents thereof will prove of interest. At the same time regretting that circumstances forbid my being with you this year (at Homecoming) to meet and greet relatives, school mates and friends and acquaintances of long age.

I should be happy indeed to have met General Corbin who was a school mate of mine and a neighbor. Well do I remember when he left home and enlisted as a private in an Ohio regiment in the Civil War, and I feel proud of his record and his promotion to the present high rank he holds. This

recognition of his eminent service was entirely due to his bravery and conduct in the army.

As regards the others inquired for, and such as I remember and who perhaps have been forgotten by you, I will do to the best of my ability. I will therefore take up the names seriatim as contained in your latter.

CAPTAIN LEW MORRIS

As to Captain Lew Morris who was a commander of steamboats and served also at times as clerk on nearly every boat engaged in the Louisville and Cincinnati trades, he was also on nearly every boat plying in the New Richmond and Cincinnati trade: LANCASTERS #1, #2, #3 and #4 (3357, 3360, 3361, 3362); the DUNLEITH (1629), CITY OF PORTSMOUTH (1125), MARY AMENT (3786), CLERMONT (1180) and other boats. Capt Morris retired about twenty-five years ago.

Capt Morris' father was a saddler by trade and was named Benjamin Morris; he was my Sunday School teacher.

THE CONNOR TRIBE

As to Captain John Connor, - I knew him when I was but a bit of a lad and he was then already a riverman so that it is quite a long time ago. His home was on a farm on the banks of the old Ohio and about a mile above New Richmond. He was a Captain on a number of steamboats of the old river days, notably all the LANCASTERS, and was one of the most popular as well as experienced steamboat men ever in the trade from New Richmond to Cincinnati. He loved his vocation too, and only withdrew from active river life when old age forbade his continuing. He then he returned to his residence on the river bank where he could see and hear the steamboats passing. He was indeed an ornament to his chosen profession.

Captain Connor had four sons, two of whom, Newell and Mortimor, adopted the profession of steamboat engineer. They were fine boys but Mortimor died young being only about 25 when he passed away to the other world. As to Newell, he passed from my knowledge or sight and I never knew what became of him. (He became a stationary engineer in Newport, Kentucky. Bertha C. Hardman)

Andrew Connor, a brother of Captain John Connor was a pilot and lived in New Richmond. He also served in New Richmond, Maysville and Cincinnati trade on pretty nearly every boat of his time. He was as good a pilot as ever turned a wheel or rang a bell.

He was a pilot on the ill-fated steamboat MAGNOLIA (3698), which blew up near Four Mile Bar, eight miles above Cincinnati, March 18, 1868. He was blown into the river and sustained severe injuries on that occasion, when so many people (33) lost their lives.

THE PROLIFIC KETCHAMS

Your next inquiry is regarding the Ketcham family of which I am a humble member - but one of the oldest living.

The forbearer of the Ketchams (Ketchums) was George Ketchum who emigrated from eastern Pennsylvania. He

NEW RICHMOND RIVERMEN - NEXT PAGE

NEW RICHMOND RIVERMEN - CONTINUED

traveled afoot across the state of Pennsylvania and a portion of Virginia and located on a little place in southwest Ohio, on the banks of the Ohio, known in those days as "Boat Run." Subsequently, the little town about three miles from New Richmond grew and became known as Clermontville.

George Ketchum had five sons: William, Jacob, Meyer, John and George and four daughters. Everyone of the boys followed steamboating as a trade and I will endeavor to give you as much information about them as I can:

William, the eldest, was a steamboat mate and commenced his career when but a small boy and served until 1864, in every trade on the Ohio and Mississippi from Pittsburg (sic) to New Orleans. He died a natural death while serving on the steamboat DES ARC (1510) while up White River in Arkansas in the latter part of 1864.

Jacob became an engineer and followed that calling successfully on several different boats for a number of years. He became commander of the steamboat J. W. CHEESMAN (2893) and was killed in an expedition through Yazoo Pass back of Vicksburg in April, 1863 while operations were being directed against that almost impregnable fortress by the Federal Army. He was shot at his post of duty by Guerrillas who lay in ambush and was killed instantly. He was 44 years of age and his remains were brought home to New Richmond, interred Mt Zion Cemetery, Clermontville

Meyer was also a steamboat engineer and served on a number of different steamboats running out of Cincinnati to New Orleans and St. Louis. He continued in that business until quite recently when he died at his home in New Richmond, age 80 years.

George was also a river engineer and followed that avocation all his life. He was engineer on the steamer BOSTONA (0693) and while at the throttle of his engine became suddenly ill and stricken to death, circa 1898. He served in the Louisville-Cincinnati trade most of his professional life.

John Ketcham, the youngest of the family, was a steamboat mate on boats in the Ohio River trades. He was accidentally killed by a friend in Clermontville about 30 years ago.

Jacob Ketcham, son of the pioneer George Ketcham above, had three sons - Albert, James and Jacob, Jr. - who all became rivermen as detailed below:

Albert, the eldest (myself), left his home in New Richmond in 1876 as mate on the steamboat JOE BRYARLY (3029), built especially for the Red River trade. Afterwards, and up to the present writing, served as mate, master and owner of steamboats engaged in the lower Mississippi and tributary trades. At the present time he is mate on the steamboat BOB BLANKS (0657) plying in the Ouachita and the Black Rivers trade with his son Capt. Fred Ketchum master of the boat, temporarily.

James, the second son of Captain Jacob Ketchum, became a steamboat engineer and has followed the calling all his life. He left home in 1872 and has been in the South ever since, running on different steamboats. At the present time he is an engineer on the steamboat NATCHEZ (4111) running in the Vicksburg and Bends trade on the Mississippi. He has a son, James Ketcham, Jr., who is also an engineer and is running on the steamboat IMPERIAL (2744).

Jacob Ketcham Jr - Likewise chose as his profession marine engineering and has served on numerous steamboats on the Cincinnati, New Orleans and Bayou Sara trade. At present, he too is on the steamer IMPERIAL,

The widow of Captain Jacob Ketcham, the mother of Albert, James, Jacob, is still living in her home in New Richmond, Ohio, at the advanced age of 82 years, and still hale and hearty. She is living with her daughter, Mrs. Fannie Elstun.

Albert K. (the writer) had four sons, namely Jacob, Edward, Frederick, and Albert Jr.:

Albert, Jr. was a steamboat engineer but died in 1892 at the age of 25 years. At the time of his death he was engineer on the steamboat VALLEY QUEEN (5536).

Edward is also an engineer and after serving on steamboats plying in various trades on the Mississippi and Ohio Rivers is now employed as engineer on the steam ferry boat HETTIE (2623) in New Orleans, known as the Third District Ferry.

Frederick, as before said, is a steamboat mate and is now in temporarily in command of the steamboat BOBBLANKS.

Albert Jr. is likewise an engineer but at the present time he is stationary engineer for Peoples Tobacco Co., New Orleans.

Meyer Ketcham left two sons, Charles and William, both of whom are steamboat engineers. Their home is in New Richmond.

Such in brief is a history of the Ketchams (Ketchums) on the river to the present generation, - as far as I can remember.

CAPTAIN ANDREW WILSON

An old steamboat man who is well known to me and in the town of New Richmond and along the banks of the Ohio River from Pittsburg (sic) to Cairo and down to New Orleans is Captain Andrew Wilson.

Capt. John Connor and Andrew Wilson were associated together in steamboat business from 1852 to 1858 in the New Richmond and Cincinnati trade, which was at that time very lucrative. Wilson, after commanding various steamboats in the Ohio River trades, became Master and part owner of the J. W. CHEESMAN and died while in command of that boat. He was succeeded by Captain Jacob Ketcham as already mentioned.

Captain Wilson's remains repose in the cemetery in New Richmond, Ohio. He left a son, John Wilson, who became a steamboat engineer and proved a good one. He is still (1907) living in New Richmond.

NEW RICHMOND RIVERMEN - NEXT PAGE

NEW RICHMOND RIVERMEN - CONCLUSION

At one time, New Richmond offered freight enough to load a steamboat daily. A large boat was supported in this trade by two large distilleries, the Beck Distillery and the David Gibson Distillery, and the output of these two establishments by large quantities of flour, hogs, and cattle shipped from this point

There are a few other New Richmond rivermen I recall such as Will Shannon, a first class steamboat engineer and a son of Enoch Shannon, a pioneer steamboat man.

The venerable Steven Goble was one of the best engineers in the country and ran on a number of different steamboats in the Cincinnati trade. He died at his home on a farm about on a half mile above New Richmond on the Ohio River.

Pioneers in the boat business were the brothers McFarland - Jack and (?). They were among the first engineers on boats plying between New Richmond and Cincinnati. Both are dead and Jack McFarland left a son named Harry who was an engineer. Harry died a couple of years ago in New Richmond.

In closing, I hope that these comments may prove of interest to those who may be present at the 1907 New Richmond "Homecoming."

I am with esteem and respect,
Yours,
Albert R. Ketcham.

Editor's Note: It is very evident that the life of a steamboat engineer held an attraction for the boys growing up in the village of New Richmond in the 19th century. Other river towns were known to produce mainly pilots while still others turned out citizens leaning to the financial or management roles such as clerks, pursers and roof captains. A few communities were known for highly esteemed stewards and cooks who served as role models for youngsters who followed. Working on a steamboat was a way out of town!

THE FLY FERRY IS BACK IN BUSINESS!

Readers have been saddened by the forced closing last fall of the historic ferry crossing on the Upper Ohio between the city of Sistersville, WV and Fly, Ohio. Early in April the Sistersville Ferry Board assisted the Monroe County, Ohio Office of Economic Development in the purchase of about two acres of land on the Ohio side of the river including a fifty foot right-of-way. The ferry began operation on April 10, 2004.

The closing of the ferry was brought about last October when a Sistersville resident discovered that the city had not secured legal access from Ohio Rt. 7 across a parcel of land to the ferry landing. So, he bought the land and offered to sell it to the city or pay \$500 per month rent. Cooperation between Monroe County and Sistersville with assistance by the state of West Virginia eventually resulted in a successful purchase of the contested property. Monroe County owns the property and ensures access to the ferry landing.

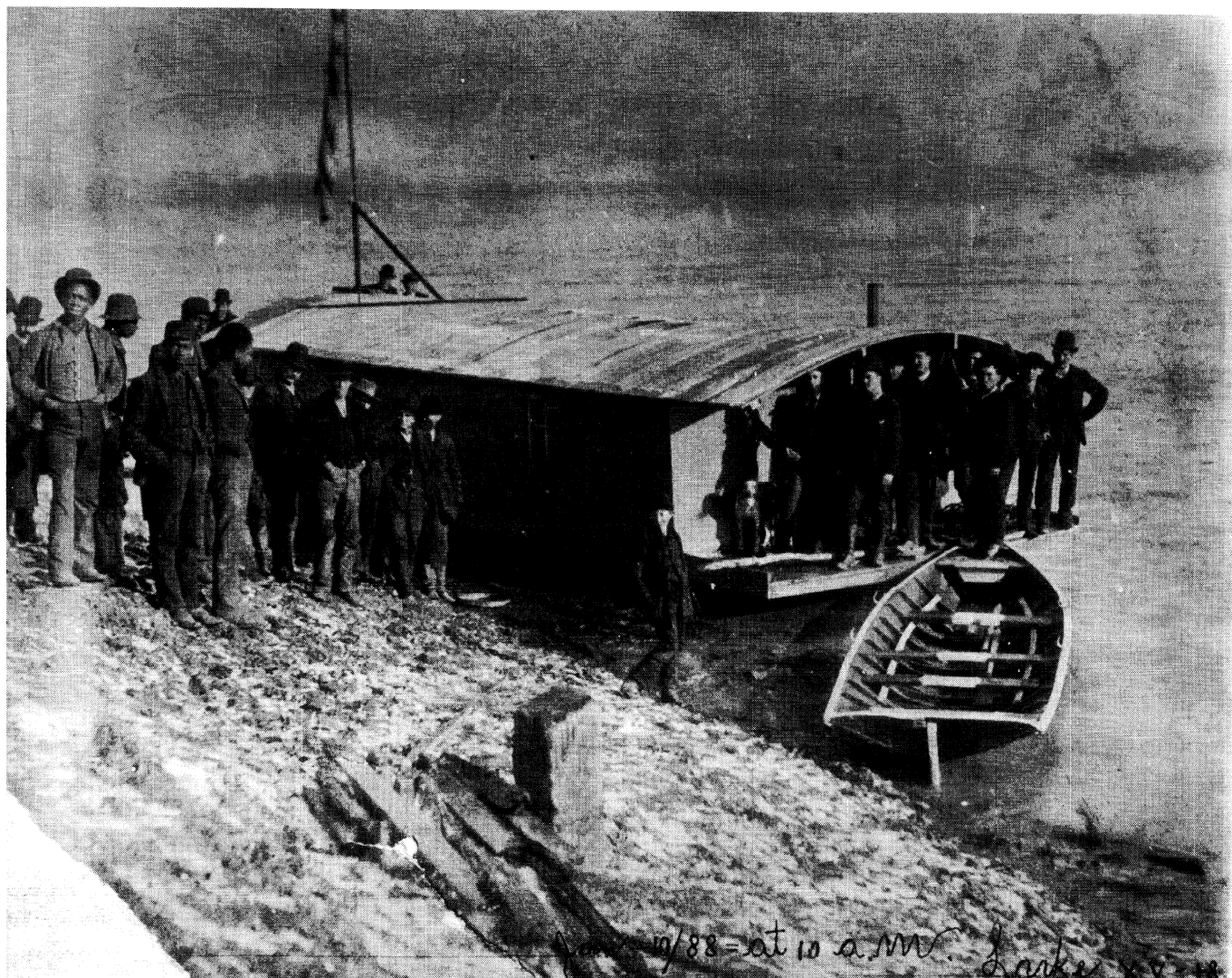
There has been a ferry at this location since 1818 and it still serves a useful purpose in saving many miles of travel. The nearest bridges are at New Martinsville and St. Marys, West Virginia and during the months of operation the ferry handles about 80 vehicles per day. With its modern ferry float and towboat, most over-the-road vehicles can be accommodated. (See history on pages 6 and 29, December 2003 issue.)



RIVERVIEW HOTEL NEW MARTINSVILLE, WV

This is the photograph that spilled so much ink! (See "Letters") Bill Pollock took it from the side lawn of the house opposite, called the Grandview when a hotel.

The Riverview used the photo for the cut on its stationery shown on page 19, Dec. 2003 issue. The BETSY ANN is just below the ferry grade and, with no leaves on the trees, would indicate the fall of 1930 or early spring 1931. The hotel was a handsome brick structure with a porch full of rocking chairs across the front facing the river.



The University of Wisconsin, La Crosse, Murphy Library would like an identification for this photo. It was furnished by the late Bert Fenn in 1993 and in his transmittal letter to Ralph DuPae said, "have a great story about it for the S&D Reflector." Alas, Bert died in August, 1993 and if he ever wrote the story or sent the photo we have no recollection of it.

The print is dated January 10, 1888, 10 a.m.; the photographer seems to be "Larke." The flatboat has the earmarks of a "club boat" or a floating poker game but it could be a forerunner of the Floating Chapel. The wide river, if on the Ohio, has the appearance of around Cairo or Mound City while the snubbing post embedded in the landing grade might be a clue.

There is no evidence of sweeps for propulsion or steering yet the gathering looks like a departure sendoff; she must be towed if moved.



CINCINNATI WATERFRONT - 1893 VIEWED FROM THE SUSPENSION BRIDGE

THE PHOTO OF CINCINNATI (CIRCA 1950) WHICH RAN ON THE FRONT COVER OF THE DECEMBER, 2003 ISSUE CAUSED MUCH COMMENT. WE HEREWITH RUN A MUCH EARLIER VIEW WHICH CAUSED COMMENT BY JESSE P. HUGHES IN 1954. FRED WAY HAD SENT JESSE A PRINT OF A "NEW FIND" AND HE RESPONDED IN TYPICAL FORM:

"The Globe Soap Co. occupied the buildings shown here in 1892 with the Henry Heile & Sons Commission Merchants next door, just exactly as you see the lay-out in the picture.

The rest of the buildings to the corner were this-and-that, - some of them vacant. This row flooded out at 42 ft. and 45 ft. put the water over the fire plug at the corner of Main St.

The big timber showing at the corner I remember very well. It was 2-ft. square, oak, and served as a fender to keep boats getting against the buildings in flood times. About 1908 these buildings were torn down. The white flag pole

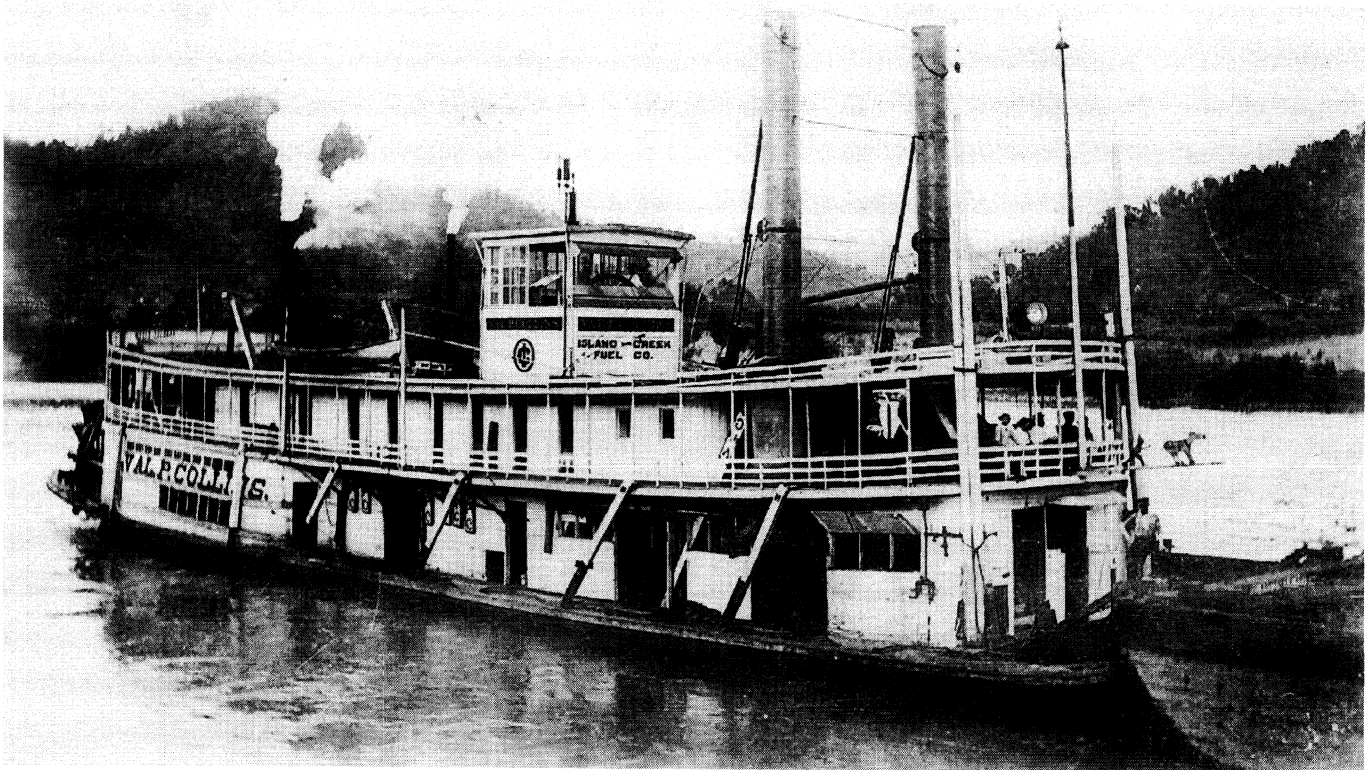
showing at Sycamore St. was an old one and it might be the one that was knocked down in 1910 when the REES LEE blew in against it during a flood.

The boat in the foreground is the TACOMA and ahead of the TACOMA is the BOSTONA, no doubt about it; has hog chains while the similar BONANZA had none.

I would guess this photo was made in 1890 as The hogchains on the TACOMA appear as they looked then. In 1892 they were changed and made higher at Pt. Pleasant when the BARNSDALL was there. The TACOMA was in the Chilo trade and the sign on the roof reads, New Richmond, Moscow & Chilo. Packet leaves Daily at 3:30 P.M.

The TACOMA's texas was lengthened by Commodore Laidley when he started her in the Pomeroy trade, 1901. It shows here as very short, as first built, another indication for the date."

NOTE: Photo was taken January 24, 1893 and is from the Public Library of Cincinnati & Ham. Co.



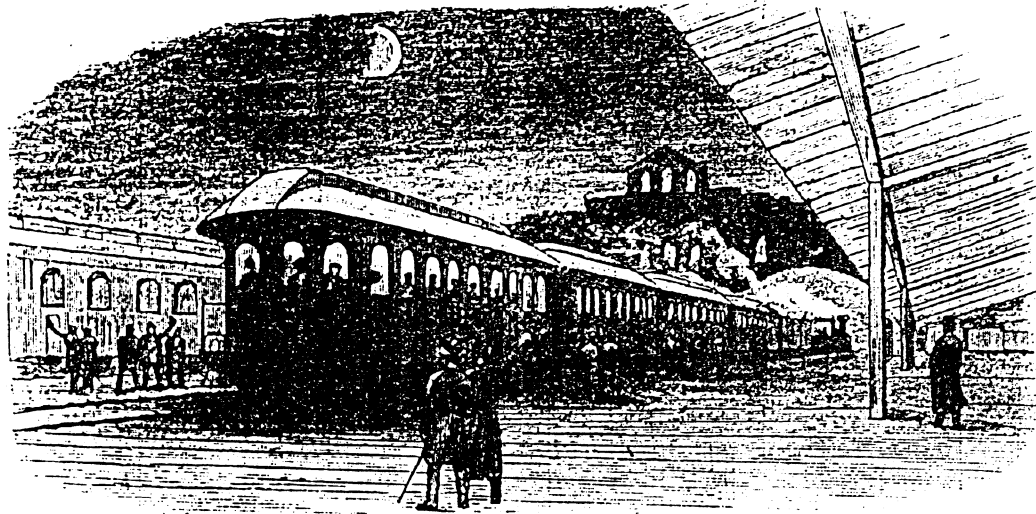
VAL P. COLLINS

The honorable R. Dale Flick, our S&D treasurer recently rummaged through some family papers and discovered this fine photo of the towboat VAL P. COLLINS (T2503).

She was built in 1901 at Charleston, WV by Collins and Hartweg with engines and some other machinery from the COAL BLUFF (T0455), built in 1871 as the ABE McDONALD (T0029). She was one of the early boats operated by the Island Creek Fuel Co. - as shown on the pilothouse. The boat sank in a windstorm at Buena Vista, OH December 29, 1914 and was in a mix-up with the F. M. WALLACE near Huntington in January, 1916. Then, the 1918-19 ice claimed her at Sekitan, below Fernbank Dam.

In this view of the COLLINS she is freshly painted and there is a family group on the boiler deck enjoying the boat ride. But, the cutout of a stubborn mule and driver projecting from the base of the jackstaff intrigues us. We don't recall seeing this particular mascot on any other boats, - there must be a story here.





DEPARTURE OF THE EXCURSIONISTS FROM OLD ILLINOIS CENTRAL DEPOT, JAN. 4, 1879
UNDER THE COLD, SILVER MOON AND THE SHADOW OF THE RUIN FROM 1871 GREAT FIRE.

SOUTH FROM CHICAGO – 1879 COMMERCIAL EXPEDITION TO MEXICO

Frank Leslie's Illustrated Newspaper, Feb. 1, 1879

“We, the commercial conquerors of Mexico, a.k.a. the American Industrial Deputation, took our departure from Chicago after a dinner given by Mr. Potter Palmer of the Palmer House at seven o'clock on Saturday the fourth of January one thousand, eight hundred and seventy-nine.

What matter it to us that the General Post Office was on fire and eighteen engines were throbbing their vitals away in a vain attempt to subdue the flames? What matter it to us that the thermometer marked eleven degrees below zero and that noses and cars were pounced upon by the eager, nipping air? We were en route for the tropics, to vertical sunlight whose white sheen and dazzle, near the white radiance of eternity, to skies deeply, darkly, desperately blue . . .”

And so the author continued for several paragraphs, - at least.

“Some twenty carriages conveyed us to the depot of the Illinois Central Railway where special Pullmans awaited the party and a special moon - young, artless and innocent - shed silver and brand-new dollar beams upon the ruined archway which still points to that awful epoch in the History of Chicago when the great fire laid the Garden City to ghastly and hopeless ruins. Had the weather been less severe our send-off would have risen to the dignity of a public display but King Frost, as though begrudging our escape from his vice-like grip, bad all good citizens of Chicago remain within doors and our departure was as noiseless as though an ordinary way-train were starting for Hyde Park.”

“Our historian, Horatio N. Rust, is strong on pyramids and Aztec inscriptions while his colleague, our physician, Dr. Rice, is also a profound archaeologist, having spent several years amongst the fiercest Indian tribes in search of prehistoric data.

Of the remainder of the party I shall speak further later. Misfortune makes us acquainted with strange bedfellows and I look forward to the trip across the Gulf to make me thoroughly acquainted with my fellow passengers.

At Cairo, late afternoon the following day, we struck the ice laden Ohio, and an ice-bound dinner. The great problem so difficult of solution was attempted here. Given eighty guests with double-edged appetites and three waiters driven to the verge of desperation, how long will it take to serve the eighty guests through the medium of the frantic attendants?

The crossing of the Ohio was a source of considerable head-wagging and cogitation. The nervous man of the party spoke dismally of floating ice that would crush the sides of an armor-plated ship like so much eggshell, announcing the transit a physical impossibility while others, less apprehensive but somewhat imbued with the sentiments of the croaker, became suddenly grave, earnest and taciturn.

The sun was setting behind blood-red bars, the moon was silvering in a pale blue sky; the stars had commenced to throb when the railroad transfer boat commenced to crunch her way through the ice, like a huge monster eating through its crystallized foot. The scene was intensely picturesque and one not easily to be forgotten. The woods on the opposite shore were dyed in a purple seldom seen save in the heather-clad mountains of bonnie Scotland while the light apple-green of the water showed dreamily against the creamy white snow.

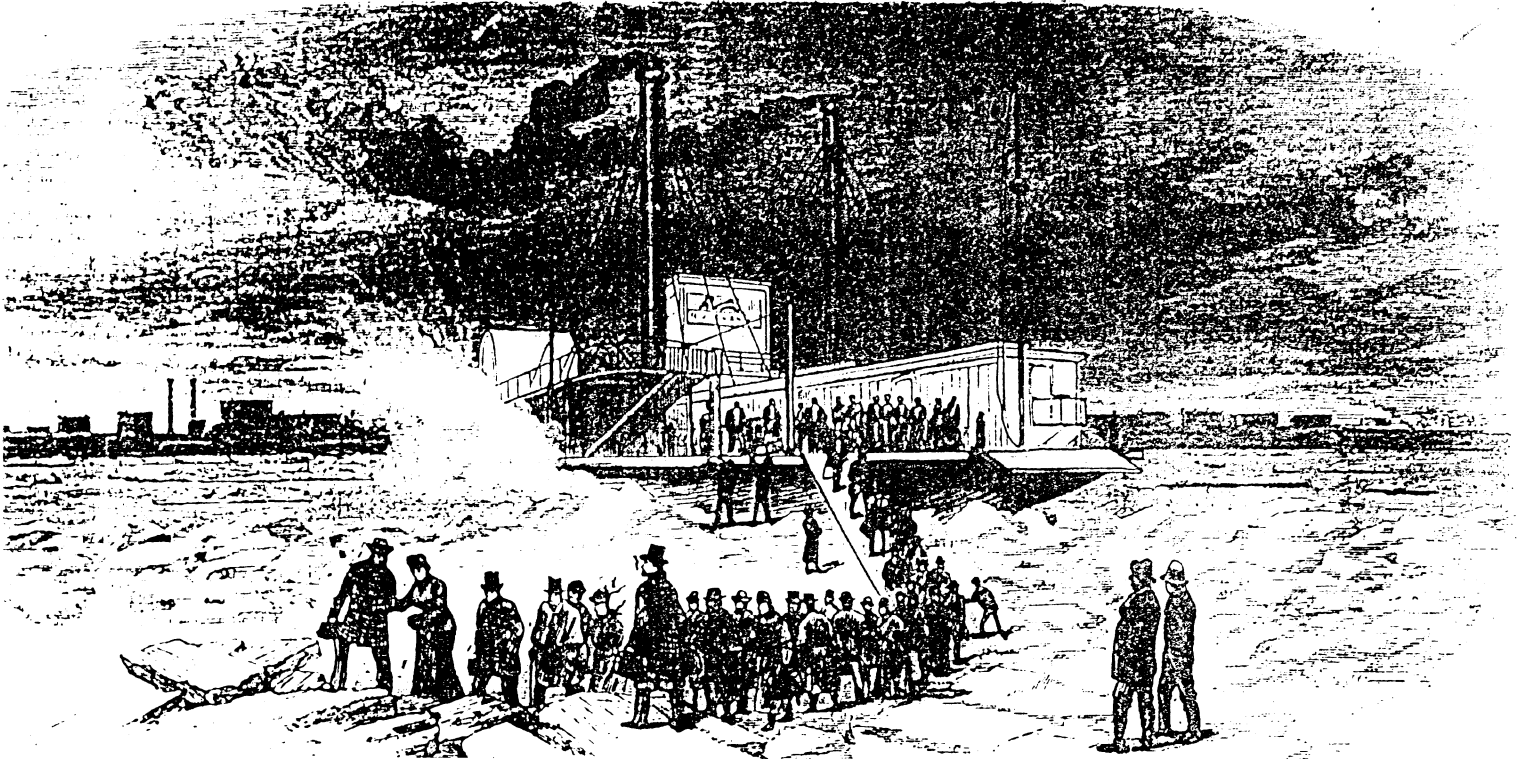
Crunch! Crunch! Crunch! And slowly but surely we crash through the ice until its packed condition rendered further progress impossible. A few black forms that had appeared on the opposite heights now approached, bearing pails laden with coal ashes which they cast on a very rude and uneven track to deaden the slippiness sic. A gangway coated with gravel was lowered from the still snorting steamer which we cautiously

descended, and like recruits at a funeral, proceeded in single file to slip, slide, jerk, stagger and stride to terra firma where the steam cars and an impatient engine awaited us.

'We'll soon get away from' the snow!' 'The Sunny South is upon us!' 'A few miles now and we'll be in the sub-tropics!' were the exclamations uttered by pinched and quivering lips for the crossing of the Ohio at 'five below' caused the veriest sic. Laplander to shake and quiver in his shoes."

The rhetoric doesn't improve and for the *Reflector* the crossing of the ice-laden Ohio at Cairo aboard the transfer boat H. S. McCOMB (2503) is the main object.

We thank Jack White, Oxford, Ohio for sending us the Leslie article and John Teichmoeller of Rail-Marine Information Group for making the identification.



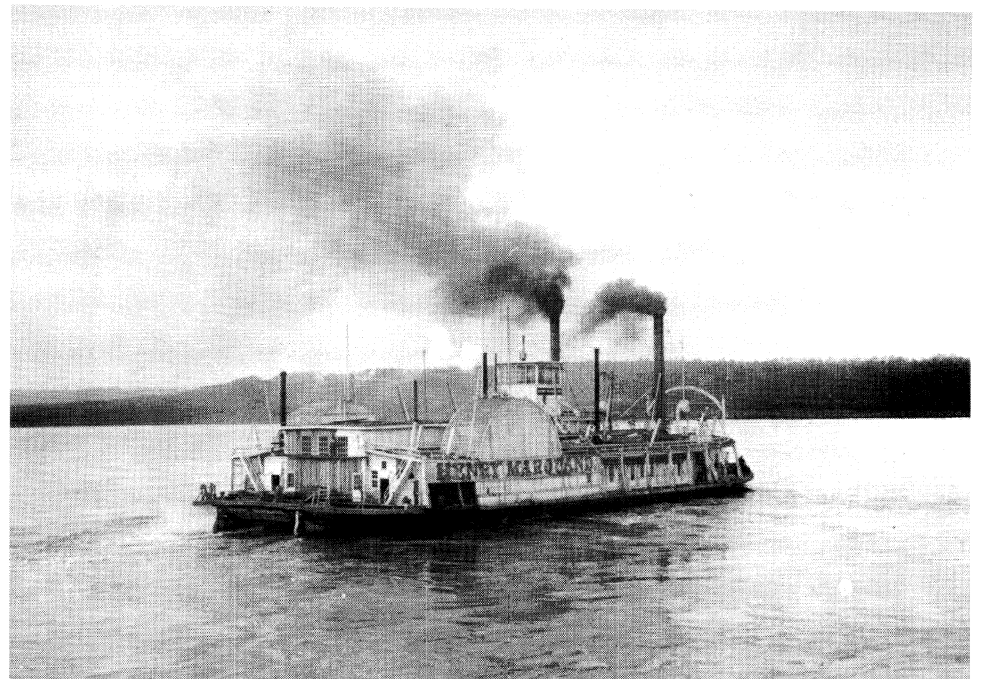
Crossing the Ohio at Cairo, Illinois - The excursionists disembarking over the ice

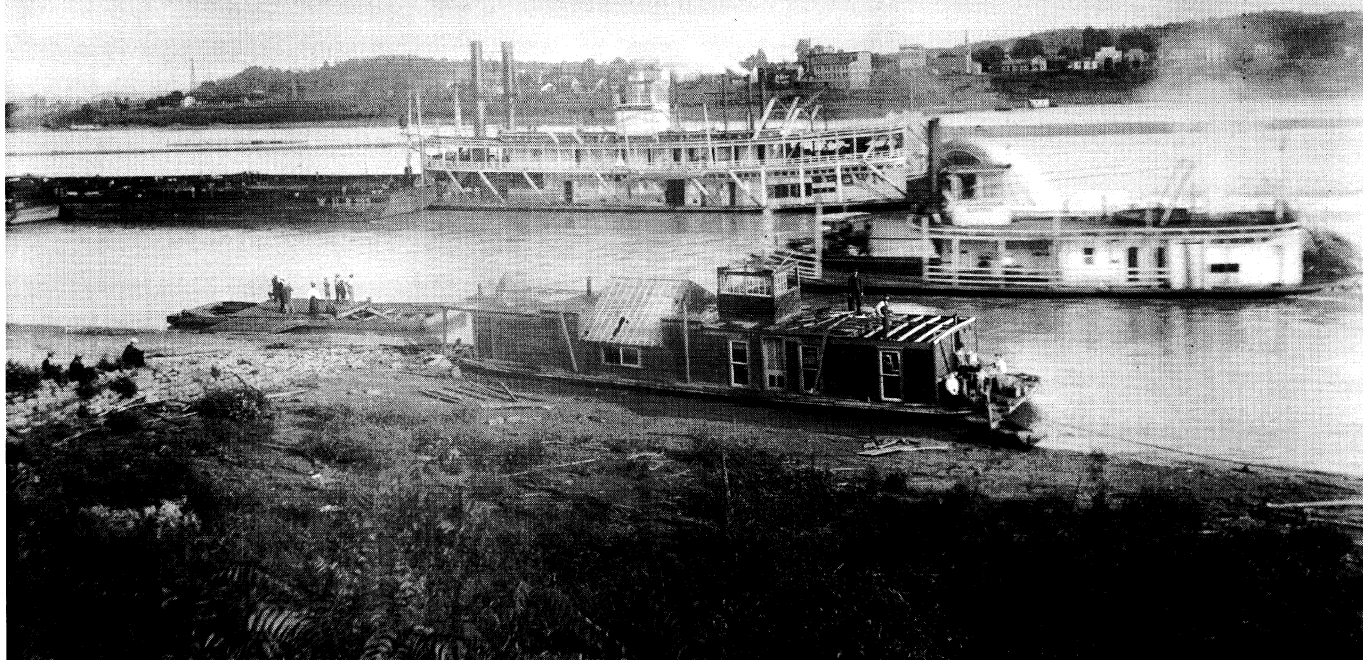
HENRY MARQUAND

The railroad transfer steamer H. S. McCOMB (2503) which was in service at Cairo in 1879 was renamed HENRY MARQUAND (2603) in 1896 as shown here. She had been built by Howard, 195x45x7 feet, launched September 17, 1873, for Illinois Central RR. Engines 22s-7' stroke, two boilers each side. She was 70 ft. wide overall and had two tracks the entire length of the deck. She made her first trip, Cairo to Columbus, KY on Christmas Day, 1873.

The McCOMB was transferred to the Ohio Valley RR Co. (part of I.C.) at Evansville, IN Feb. 2, 1892. In June, 1892 she returned to Cairo and ran Cairo-Columbus the rest of her career.

Dismantled at Mound City in 1927.





In sorting through old prints the above print came to hand. We hesitated, - there's much going on - and tells a story of old times at Marietta. The ferry landing was down toward the Muskingum River point below the Bellevue Hotel, today the Lafayette.

ABOVE. The SAM BROWN (T2241) is on her way up to Pittsburgh with a fleet of empty coalboats and barges; the "W.H.B. 283" lettering on the barge stands for W. H. Brown, soon to be absorbed into The Combine. Behind the towboat is the dike and bar extending down from the foot of Marietta Island. The ferry PIONEER CITY (4519) is hurrying up to the ferry float after waiting at Williamstown on the far shore until the towboat cleared the end of the bar.

BELOW. A few minutes later and the SAM BROWN has rolled on up the river. The ferry has loaded the B&O station omnibus. At the shore, the "Williams Floating Gallery" is being dismantled. Panes of glass are missing from the skylight and the roof is going fast. Mr. Williams set up shop at St. Marys, WV after leaving the river.



- BOOK REVIEW -

**THE WESTERN RIVER
STEAMBOAT**

The *Western River Steamboat* by Adam I Kane is an April release by Texas A&M University Press and focuses on the technical aspects of inland river steamboats prior to the inspection law of 1853. There were enrollment papers outlining the general configuration of vessels, place of build, etc. but no details such as required by a detailed inspection of the vessel. Prior to 1848 there were no photographs of steamboats to truly show their design or mechanical arrangements.

Details of the construction of the early boats has really come to light in recent years with the excavation of wrecks. Since the rivers are prone to meander, many sinking sites are now on dry land and sometimes the excavated wrecks yield preserved previously unknown details of early steamboats. The *ARABIA* and *BERTRAND* and their cargoes are two well known examples as is the gunboat *CAIRO* preserved at Vicksburg.

Author Adam Kane has worked as a nautical archeologist and much material in his book relies upon recent archaeological discoveries. He cites seventeen examples of steamboat wrecks, locates them on a map and provides a summary of the size and history of the boat and what is known about the remaining condition and notable artifacts, if any.

The development of Western Rivers steamboats, following the experimental attempts prior to 1820, is examined in some detail. Chapter 4 covers the 1820-1835 period divided into sections covering, "Structures" and "Machinery" which are detailed and illustrated. The testimony from the famous "Wheeling Bridge Case" of 1850 is frequently the source of the discussions. The description of the general outline of steamboat machinery in the 1830-1840 era is reasonably good.

We were stumped by several terms such as "compass wood" and "manhead" which are not in the extensive glossary. Likewise, the definition of a "spoonbill" shaped hull is confused by an illustration of the timbers for the bow of the *ALABAMA* of 1912, - not usually described as spoonbill. There are a few glaring slips to which the reader should be alert viz.: *WASHINGTON* of 1816 was built at Wheeling - only her machinery came from Brownsville - and

contemporary accounts show the *NEW ORLEANS* of 1811 was built at the boatyard on the Monongahela River rather than near Beeler's Foundry on the Allegheny (page 45). But, in general, Mr. Kane is a clear reporter and his descriptions of design features and mechanical devices are understandable.

This is a readable and concise history of steamboat development in the period prior to 1853 before comprehensive inspection records became available. The extensive bibliography is helpful in checking any of the author's conclusions that might be questionable. The "Foreword" is by friend Alan L. Bates who sets the stage for Mr. Kane's treatise that follows.

The *Western River Steamboat*, by Adam I. Kane, 224 pages, 60 illustrations, two appendices, bibliography and index. Published by Texas A&M University Press, 4354 TAMU, College Station TX 77843. Cloth \$39.95 or Paper \$19.95.

Orders 1-800-826-8911

* * *

**PADDLEWHEELS
ON THE UPPER MISSISSIPPI
1823-1854**

This very recent book written by Nancy and Robert Goodman is a cooperative effort to recognize the sesquicentennial of the Grand Excursion of 1854. That celebration publicized the opening of the rail connection between Chicago and the Mississippi River at Rock Island.

We have mentioned the "Grand Excursion 2004" celebration a number of times during the past year (see page 34 of the March issue) but perhaps the coverage has been a mite sparse in detail. The subject book is a tangible product of the 150th anniversary of the 1854 event which we predict will be enjoyed and valued long after the 2004 hoopla is past.

The writers are Nancy and Robert Goodman, the nominal sponsor is the Washington County (Minnesota) Historical Society with support by fifteen additional historical groups bordering the river in Minnesota and Wisconsin. Also assisting in the project is the History Network of Washington County, an informal association of thirty-three historical groups. The cooperative effort has paid off and the writers Goodman have woven a story which is much more than the six or seven boats traveling from Rock Island to St. Paul in 1854.

The first chapter outlines the Grand Excursion in 1854 and the reasons the promoters of the railroad felt it was necessary. Chapter 2 focuses on "What Changed in 1854" and that change was the place of packets in the transportation picture along the upper Mississippi valley. Railroads soon spread north and south and provided reliability throughout the year while boats, at the mercy of river conditions and shut down in the winter, saw their importance diminished.

Chapter 4 is titled, "Early History of River Steamboats" and begins with the *NEW ORLEANS* of 1811 and the more practical *WASHINGTON* of 1816. The authors do fall into the trap of crediting Henry M. Shreve with a radical design of a flat-bottom, shallow hull for the *WASHINGTON* and seem to mix it with Shreve's *GEORGE WASHINGTON* of 1825 - but others have done as much. (See *GEORGE WASHINGTON, S&D Reflector*, September 2001, page 28.)

The style of writing is informative and not overly technical. Extensive quotes from newspapers, books and letters of the time are frequently used to tell of the conditions aboard the boats of the time and the problems of their operation. This device lends authenticity to the writing.

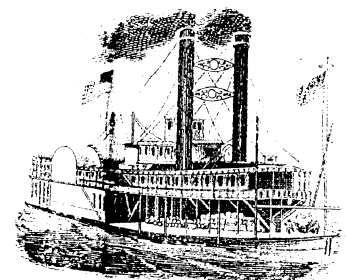
For steamboat details, the Appendix provides biographies of 255 boats that operated on the Upper Mississippi from 1823 to 1854. Limiting the list of boats to only those operating on the river prior to the 1854 arrival of the railroad simplifies the list's use as a quick reference.

This book is a worthwhile legacy of the "Grand Excursion 2004!"

Paddlewheels on the Upper Mississippi, 1823-1854, by Nancy and Robert Goodman, softbound, 8.5" x 8.5" format, 155 pages with 70 illustrations, glossary, index, maps. Available from: Washington County Historical Society, P.O. Box 167, Stillwater, MN 55082-0167. Price \$18.00 plus S&H. Ph. (651) 439-5956.

Our thanks to Capt. Bill Bowell for calling our attention to this interesting volume and supplying a copy for review.

* * *





The threesome above - upon close inspection - are not relaxing deckhands with a Sunday off but winsome young ladies. Dave Thomson, Sun Valley, California found this postcard photo and the young ladies are pretending to be shantyboaters.

The postcard lacking postmark was sent in a letter or perhaps hand delivered, "From Mary Vanpattan (to) Miss Irma Carpenter, Sandford, Indiana." Mary identified each with the name above the head as follows: Mary Vanpattan on the right; Ethel Hay in the middle; ?? Broeff on the left. The disguises are obvious but the shoes seem to be female, high-button style which indicates 1900-1910. Note the cigars nonchalantly held in the right hands with Ethel (middle) holding an ashtray. Is Ethel missing a joint from her left index finger?

Sandford is on the western border of Indiana, northwest of Terre Haute. Perhaps the houseboat is tied up on the Wabash River. We await information on this scene from the sleuthing of our readers. Look closely: is your grandmother here?

CAPT. CHARLES T. JONES LIFETIME ACHIEVEMENT AWARD by Seamen's Church Institute

"Charlie Jones loves the river. He has devoted a lifetime to promoting our waterways not only as a place for commerce, but has also worked actively to preserve its unique history and protect its fragile environment," said the Rev. Dr. Jean R. Smith.

Captain Charles T. Jones, a lifelong resident of West Virginia, is the Chairman of Madison Coal and Supply Company which operates the largest fleet of sternwheeler towboats in the world and the oldest propeller-driven inland river towboat.

He has been with the company for 52 years after serving in the Pacific with the Seabees and the United States Navy from 1943-46.

He joined the Ohio Valley Improvement Association (OVIA) in 1953 and was instrumental in its consolidation into DINAMO, the Association for the Development of Inland Navigation in America's Ohio Valley. He was appointed to the Inland Waterways Users Board, served as Chairman, and continues to serve as Chairman Emeritus.

Captain Jones has owned and operated his own personal sternwheel boat since 1956 and is the only captain who has participated in every Charleston Sternwheel Regatta since 1971.

Captain Jones is also active in many civic organizations. He is a trustee of the West Virginia Chapter of The Nature Conservancy, Director Emeritus of The Mariners' Museum, President and Director of Pittsburgh and West Virginia Railroad Trust, Member of the Sons and Daughters of Pioneer Rivermen, and Founding Member, now Fleet Admiral, of the Great Kanawha Navy.

Thanks to Bill Mallinson, Pittsburgh for keeping us posted on the Seamen's Church Institute. Once serving only the blue water crews, S.C.I. is now active on the rivers with its valued programs.

- S&D CHAPTERS -

OHIO & KANAWHA RIVERS

A good sized crowd filled practically every seat in the meeting room of the Mason County Library, Point Pleasant, WV on the afternoon of March 14. There were sounds of happy visiting as the faithful gathered on the warm, bright day, a welcome early break in the overcast skies of the Ohio River Valley winter.

Jim Bupp called the meeting to order promptly at 2 p.m. and invited David Smith to offer the invocation. Bupp admitted to \$51.15 in the O-K Treasury cigar box and, although lacking a stamp supply, opined that the chapter was still prosperous.

Charlie Stone had some welcoming remarks and comments. He surprised and pleased the editor of the *S&D Reflector* with favorable references to the keelboat story in the March issue of the quarterly, - only passing mention of steamboats which may disappoint some readers.

Jack Fowler, President of the Point Pleasant River Museum Foundation, was called upon for a report. The elevator had been installed in the museum building and only awaited some finishing touches and an inspection by the state officials. A more comprehensive exhibit of the Silver Bridge story was being completed on the second floor of the museum with relocation of the bridge model and graphics from the first floor and added photos.

The Rev. Van Windsor of Pine Bluff, AR has presented to the museum a film of the bridge's construction in 1928 which will run as part of the overall display. Rev. Windsor has also presented three models of boats built by The Marietta Manufacturing Co., long connected with the Windsor family

Bob Condee of Gallipolis, OH walked in with a very antique-looking oil lantern under his arm. It had been used in the Beale Landing Light, located at mile 273.7 below Pittsburgh. The light had existed since sometime prior to 1910 and was pulled from service in July, 1935. It will be exhibited at the Pt. Pleasant Museum.

The program was a video titled, "A River's Story" supplied by Ed Shearer of Shearer Associates, New Orleans. It was an interesting and well organized story of the Louisiana Purchase and the country bordered by the Mississippi River produced in connection with the 2003

bicentennial of the Lewis and Clark Journey of Discovery. There were many scenes at various locations along the Mississippi - from Lake Itasca to mouth - with a well delivered commentary on the points of historic interest and the importance of the modern barge traffic.

* * *

MIDDLE OHIO RIVER CHAPTER

The Middle Ohio River Chapter of S&D traveled to southeastern Indiana for their spring meeting held April 2-3, 2004. Lodging was at the Fairway Inn, a new though nondescript hotel a mile down river from Florence, Indiana and across the road from the Belterra Casino, near Markland Dam. The hotel caters to sports wanting to chase small white balls on the adjacent Belterra Links, or to gamblers on a slim budget. However, the MOR group was in good company with country singer/songwriter Willie Nelson. He and his entourage remained out of sight, but his tour bus and semi tractor trailer for equipment were hard to miss.

The first event was a concert on Friday evening in Vevay, Indiana at the old Hoosier Theater. This turned out to be a public affair and part of the new River Museum opening celebration. The first act was MOR members John and Gwen Noftsger. John portrayed in spoken word and song, a flatboat man, and later appeared as "Steamboat Bill." Gwen did a monolog as Callie French, wife of the owner and operator of French's New Sensation Showboat. They both did a fine job.

A short intermission permitted the audience to gaze about the small theater built in 1847, and still largely intact, before the second act. Next up on stage was the Big Muddy String Band from Louisville. This quintet often plays aboard the BELLE OF LOUISVILLE. Bill Ray, the lead spokesperson, is part of the BELLE's crew and is working on his pilot's license, as well as being an entertaining raconteur. One of the other band mates, Sheila Nichols, is currently documenting the life of John Hartford. The band played many of John Hartford's river songs to good effect and gave a lively and entertaining performance.

Saturday brought a pleasant clear day with a stunning deep blue sky. The casino offers about the only diversion for out-of-townners along this stretch of the Ohio

valley. No MOR members were so inclined and most headed down river to Vevay to check out the day-long festivities at the Switzerland County Historical Museum, in an old brick church located on a large treed lot. The Big Muddy String Band reappeared for morning and afternoon performances, this time for free. A small yard sale of river related items was set up on the lawn amongst the tall trees as was the German Corner Food Trailer. Both had a fine selection.

The official opening ceremony for the Life on the Ohio River History: Museum began promptly at 1:00 PM. Much speechifying ensued, - to thank all who had contributed and to outline the genesis to fruition of the new museum housed in an old, frame, two story house adjacent to the County Museum. The amazing aspect was that the building had been empty on Wednesday but was ready for the public on Saturday.

The museum contains an eclectic assortment of steamboat photos, artifacts, and models, crammed into the first floor rooms of the old house. Some of the models were donated by the Howard Steamboat Museum, others were from local builders, and most had some significance to this particular stretch of the Ohio. All the displays were professionally executed and the model cases employed the latest construction and lighting technology. It is an impressive effort, considering the space constraints. MOR member Dan Back received many of the accolades for being the prime visionary and motivator of the project.

Also available for public inspection during the celebration, was a heavily constructed steel trailer with steamboat whistles and a boat bell. This assembly was one of the late Captain John Beatty's creations. The sternwheel, diesel boat BARBARA H. was down at the landing at the foot of Ferry Street, a few blocks away. It was a fine day for the festivities, and judging by the turnout, quite a success.

The evening banquet and program was held at Belterra. A shuttle bus picked up the whole MOR entourage from the modest Fairway Inn and whisked them across the road to the palatial luxury of the casino and conference center. Following a fine meal, MOR president Rick Kesterman opened the official business meeting. High drama transpired with the nominating committee's report which brought the first

M.O.R. CHAPTER CONT'D. -

major change in the makeup of the MOR board in recent memory. Fred Rutter, second vice president and editor of the MOR newsletter Riverview declined a nomination to run for reelection. At press time, the editorship of the Riverview remains open, - or so we understand.

Following the business meeting, Barbara Huffinan was the guest speaker. She recounted her efforts to research Captain John Beatty's life and the major role his second wife, Claire Elsie Beatty, played in their various business ventures. All bids, work orders, and checks bore the signature of Elsie. She also played the managerial role in their Captain Hook and Mike Fink restaurants in the 1960's. Elsie was recognized as a leading business woman in Northern Kentucky.

Together, John and Elsie (Claire E.) ran river businesses that included marine salvage and recovery, the first riverfront floating restaurant in the Cincinnati area, and a marine ways at the old Corps of Engineers station in Fernbank, Ohio. Several high profile recovery operations brought the Beatty's to the national spotlight. In 1972 John removed a loaded chlorine barge that was lodged in the McAlpine Dam in Louisville, and in 1978 he removed a number of barges, including one that was leaking gasoline, that had become stranded in Markland Dam.

Barbara Huffman has just published a book about John and Claire E. Beatty titled, *Beatty's Navy*. This was a fitting presentation for this crowd and for this meeting location which was not far from the home port of "Beatty's Navy" in Warsaw, Kentucky.

The next MOR meeting will be in Point Pleasant WV on July 16-17, 2004, where they will inspect the new river museum there, make a pilgrimage to the Mothman statue recently installed downtown and visit the West Virginia Farm Museum.

Start saving your lottery winnings: the autumn meeting will be in mid-October in Chattanooga, Tennessee.

Fred Rutter, Scribe.

MISSISSIPPI RIVER CHAPTER

No recent official bulletins received.

Capt. Tom Dunn, Esq., President expects that the livelier members will be at Grafton, Illinois the weekend of June 25-27 for THE GREAT RIVERS TOWBOAT FESTIVAL. 1-800-AltonIL.

A NEW CHAPTER IN THE OFFING?

A late bulletin from Lamar Roberts, Vicksburg, Mississippi reports progress in organizing a southern chapter of S&D.

Eighteen S&D members in the Vicksburg vicinity have signed up and Don Richardson has agreed to serve as Secretary-Treasurer. Lamar Roberts is serving as temporary president. Meetings are planned bi-monthly at Goldie's Restaurant, well known for its Bar-B-Cue we are told.

The name for the proposed chapter is "Yazoo Valley" which sounds very suitable in view of the historic importance of the Yazoo River in shipping cotton by steamboat. Recruiting for the new chapter is continuing with the expectation that a petition for recognition will be submitted to S&D sometime this summer.

Mr. Roberts has been mentioned in past issues as the proprietor of the Gray & Blue Naval Museum in Vicksburg. The non-profit museum is now in new, larger quarters (in the general shape of a Civil War gumboat) on the east side of the city at 4139 I-20 Frontage Rd. It has been renamed the "Vicksburg Battlefield Museum" and is near the east entrance to Battlefield Park.

SEAMEN'S CHURCH INSTITUTE**OHIO PARISH JOINS M.O.R.**

By Wendell Mulford

The Lookout, Fall 2003:

St. Luke's Episcopal Church, Marietta, Ohio, held its first Mariners' Sunday service on September 7, 2003 in connection with Marietta's annual Sternwheel Festival. The Rev. Jim Wilkinson, a Ministry on the River (MOR) chaplain, described the Seamen's Church Institute (SCI) ministry programs for river towboat crews and their families.

"Jim has the entire watershed for the Mississippi and Ohio Rivers as his parish. He asks churches along the river to partner with him to provide pastoral care in emergencies and on special occasions. Right now there is no Episcopal partner in Ohio between Portsmouth and St. Mary's, West Virginia. We'd like to be able to join in the effort to provide for those who toil 24/7 for a month at a time for our benefit," said the Rev. Faith Perrizo, Rector of St. Luke's.

The Ministry on the River program is a source of hospitality and pastoral care for inland mariners and their families along 2,200 miles of America's inland waterways. Other Ohio River Friendly Churches include All Saints', Portsmouth; Church of the Advent, Cincinnati; and Christ Church Cathedral, Cincinnati.

We're pleased with the news! It's time that the MOR Chapter have a counterweight for those floating casinos they frequent. Ed.

NEW MANAGER AT LAFAYETTE HOTEL, MARIETTA

Those S&Ders who prefer the traditional Lafayette Hotel as their abode for the Annual Meeting weekend will find a familiar face wearing a new title this year. Cecil Childress, host for the past several years, has moved down the river to manage the historic Blennerhassett Hotel in Parkersburg.

Stepping into the manager's office at the Lafayette is Brian Carpenter who has recently held the title of Banquet Sale Manager. Brian has been with the Lafayette for about 14 years and has had experience in a number of departments. We have known Brian in his several positions and appreciate his talent for solving problems and accommodating our meeting plans, etc. with remarkable aplomb.

The hotel Front Office is under the same administration as for the past several years so any reservations or arrangements patrons may have made will remain intact.

THE LAFAYETTE, (740) 373-5522
Ohio (800) 331-9337 U.S. (800) 331-9336

- OBITUARIES -

JOHN R. ROSS

Capt. Jack Ross, 72, of Monroeville, PA died March 10, 2004. Jack was born in Johnstown, PA, a graduate of Central High School and served with the 8224th Engineer Group in Japan and Korea from 1949 until 1953.

After military service, Ross worked in land-based marine construction until 1979 when he became a self-employed, free-lance project manager for construction projects. He later helped found Western Pennsylvania Construction Co. and served as part-owner, president and chief executive officer. The firm's clients included the Corps of Engineers on flood control projects. He sold his interest in the firm in 1988.

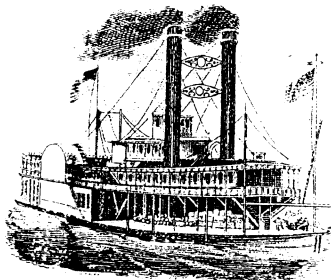
Since 1988 Mr. Ross devoted full-time to his consulting business operating as Captain Jack Ross & Associates. The firm focused on planning, design and legal requirements of docks and other maritime structures. Jack was widely known as an expert witness in maritime cases

He held an operator's and master's license and had worked on the western rivers and the Intracoastal Waterway. Jack and his family were active pleasure boaters in the Pittsburgh area.

In 1996 Jack assembled a river lingo dictionary titled, "As They Say on the River." As he described it, "the dictionary contains technical terms unique to the inland towing business, colloquialisms and quaint expressions that make the language of rivermen colorful as well as arcane." The first edition quickly went through three printings, found to be easily usable for report writing and in cases of litigation. The Second Edition of, "As They Say on the River" appeared in 1997 and contains over 1,400 definitions.

Jack Ross is survived by his wife of forty-nine years, Ruth and seven children.

Our thanks to Bill Stinson, McKeesport, PA for the information on Capt. Jack.



Dr. Thomas H. Gandy

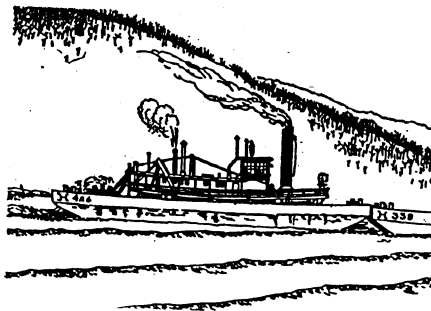
Dr. Thomas Gandy died at his home in Natchez, Mississippi on January 26, 2004. Dr. Gandy was born July 31, 1921 in Tallulah, Louisiana, the son of Robert Wiley Gandy and Ellen Penfield Gandy. His parents and brothers Robert Wiley Gandy, Jr. and William Frederick Gandy and sister Mary Helen Loe preceded him in death.

Dr. Gandy attended Louisiana State University, Baton Rouge and received a premed degree before continuing his training at the LSU School of Medicine. He began his internship and residency training at Shreveport Charity Hospital but was called to active Navy duty in 1946 before completion. He served at the New Orleans Naval Hospital for a short time and then was assigned to the First marine Division at Tientsin, China and later at Tsingtao, China. Released from active duty in 1948, Dr. Gandy completed his residency at the Shreveport hospital.

In 1950 Dr. Gandy established his practice in Natchez, - partly because he had developed an interest in history and the town was indeed historic and unspoiled. Gandy soon became aware of the work of the local photographer Henry C. Norman, who put out his shingle in Natchez in 1876. For the next thirty years Mr. Norman captured the sights of the town and its citizens. The business was continued after Henry's death in 1913 by his son Earl and both of the Normans seem to have had the curiosity and interest in preserving all scenes - special and ordinary.

Earl Norman died in 1951 (born 1888) and - realizing the importance of some 80 years of documented history - Earl's widow hung onto the negatives. In 1960 Dr. Gandy purchased the collection of about 75,000 glass and cellulose film negatives and began his new hobby of photography.

About 15,000 negatives were too damaged by storage on exposed back porches to save. But, the remaining



- BACK COVER -

A view from the Washington Street bridge after the river level allowed Madison Coal & Supply Co. to rebuild the landing at the Ohio River Museum. Working the crane barge under the Putnam Street bridge was like a Chinese puzzle; the swing span in the old railroad bridge was opened, of course. The mighty towboat TOM COOK handled the fleet with aplomb.

The bank was graded, a porous plastic covering was laid down and the stone rip-rap overlaid. The replica flatboat, which can't float, is protected and the carp are back at the SNYDER landing.

60,000 images have been cleaned, catalogued and printed by Tom and Joan Gandy. Their work has resulted in six books on Natchez and one on steamboats and the river. The Mississippi Steamboat Era In Historic Photographs was published by Dover Books in 1987.

Many readers will associate Tom with some wonderful steamboat photos that have appeared in the *Reflector*. He was an S&D member for many years and his vast collection of historic Natchez area photographs is an intriguing story.

Dr. Gandy was named chairman of the Natchez Architectural Review Board when it was formed in 1970. That board was the forerunner of the city's Preservation Commission. In 1972, he was elected president of the Natchez Historical Society and through that position he was instrumental in the establishment of the Historic Natchez Foundation.

Survivors include his wife, Joan Warren Gandy of Natchez, six children, Susan Gandy Olds, Warren Buford Gandy, Thomas Howard Gandy, Jr. and William Wiley Gandy, all of Baton Rouge, Melissa Warren Good of Cambridge, England and Nancy Chandler Rosebrock of Asheville, North Carolina and one sister, Eleanor Gandy Terzia.

Tom Gandy's resting place in Natchez City Cemetery overlooks the Mississippi and, fittingly, fronts on Steamboat Lane.

Thanks to Margaret Cotten for the alert.

