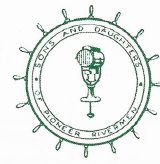


S&D

REFLECTOR

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of Pioneer Rivermen



Vol. 41, No. 4

Marietta, Ohio

December 2004



- FRONT COVER -

Much of the reporting in this issue concerns events taking place at the historic Lafayette Hotel so it is fitting that it should grace our cover. The photo was taken from about midpoint on the Marietta-Williamstown Bridge the afternoon of September 19, 2004. The rivers are at a stand at 44.97 ft.

In 1891 the Marietta Hotel Co. was organized by local business men and a contract was let for the building of the first class, 55 room Bellevue Hotel. The Bellevue opened for business early in 1892 and boasted five rooms with bath, five large sample rooms, steam heat, an elevator, a call bell system in every room, bar, dining room and barber shop.

The Bellevue was destroyed by a fire of unknown origin on April 26, 1916.

The Marietta Hotel Co. reorganized after the fire and a Wheeling church architect was engaged to rebuild the hotel. The outside walls were retained and another floor added. There were now 79 rooms, all with hot and cold running water and seven rooms with full baths. The new hostelry was named Hotel Lafayette in honor the French hero of the Revolution Marquis d'Lafayette who visited Marietta in 1825.

An experienced hotel manager, Reno G. Hoag, was hired by the hotel directors and the Hotel Lafayette opened on July 1, 1918. In the 1930s the building and the business came under the ownership of Reno Hoag and his son S. Durward Hoag. S. D. "Steve" Hoag became a farsighted promoter of Marietta and a successful operator of the hotel who continued to improve the property until his retirement about 1970.

Photo by Steven Merrill of Marietta.

- THE FREIGHT BOOK -

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- LETTERS -

Sirs: Unfortunately, our car was flooded and destroyed at the Comfort Inn after we enjoyed the social affair on Friday evening at the S&D Annual Meeting. As taxis were not running to downtown on Saturday morning we did not get to do other activities related to the Meeting..

Lost in our flooded car were my June and September *Reflectors*. Money for replacements and our 2005 dues is enclosed. We hope for a dry year and may see you next September.

Chuck Pietscher
1001 Morgan St.
Keokuk, IA 52632

= Our condolences, Chuck. Seeing the family car go "Glug!" in Duck Creek would put a pall on any weekend. Hope we will see you next year and allow the Ohio to make up for the ill luck. Ed.

* * *

Sirs: Loved the latest issue of the *Reflector* with smokey Aliquippa on the front cover and beautiful Ambridge on page 33. The photographer, Noble Beheler, is the uncle of my high school friend. Please send her a copy of the September issue.

Nel Hamilton
444 West Dr.
Nashville, IN 47448

= Nel had kinfolk who were boatbuilders in the famous Shousetown, Pennsylvania yard. She therefore knows the nearby garden spots of Aliquippa and Ambridge. Ed.

* * *

Sirs: While on a trip on the DQ last month, I met someone who told me I could join your organization and receive the *Reflector*. It is so nice to meet people who share my interest in riverboat history!

I first visited the Ohio River Museum in 1958 while a college student living and working on the Showboat MAJESTIC.

Pat Carr
3559 Joycliff Rd., Lot 73
Macon, GA 31211

= Pat was just ten years behind the author of the story about the 1948 season on the MAJESTIC in the June 2004 issue. We believe MAJESTIC was leased to Hiram College in 1958; any comments, Pat? Ed.

* * *

Sirs: I hate nitpickers - and hesitate to mention this - but the RR bridge in the photo on page 12 of the September issue is over the Kanawha River, not the Ohio.

Bill Smith
1240 Warbler Ridge
Springfield, OH 45503

= Well yes, Bill, but we of golden years always called that line of the B&O the Ohio River Railroad, - ever since it opened after the big flood of 1884. Remember? Thanks for reading our rag and taking the time to nit-pick. Ed.

* * *

Sirs: Thank you for running the Joe Goold story of running the gap at Dam 26. Without near as much planning, I ran the gap at the Gallipolis Dam when it was under construction in 1937.

We had GEORGE III (150 h.p.) hooked to two Ashland Oil & Refining Co. barges and I was steering for Old Man Bayless, heading downstream. The lock was in operation with J. C. RAWN inside but GEORGE III wouldn't steer into the chamber; her wheel was torn up after we rubbed on a dam in Elk River. The only chance was to aim for the hole!

Our gasoline barge was wooden with several steel tanks inside and you never saw such humping, creaking and rivet-popping in your life as when we dropped through that hole!

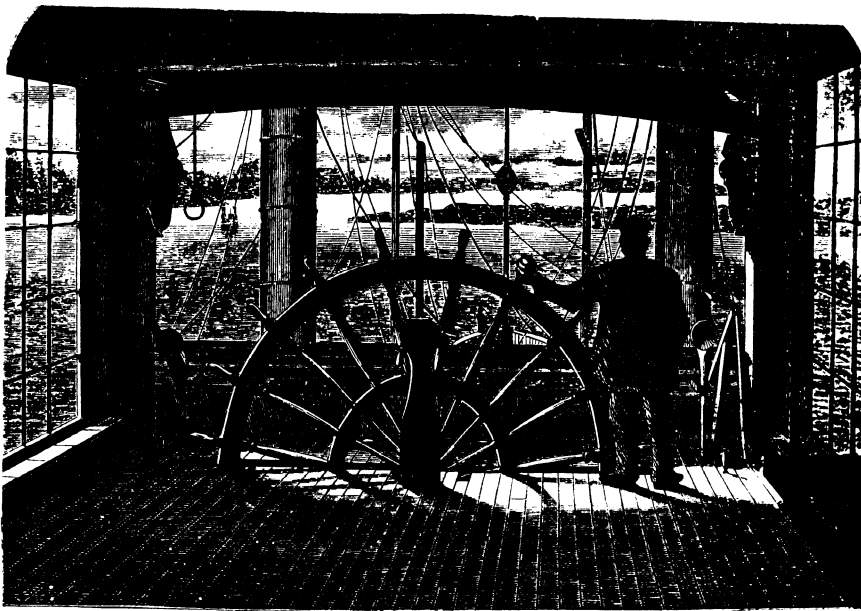
Charles H. Stone
2105 Mt. Vernon Ave.
Point Pleasant, WV 25550

* * *

Seasons Greetings!

Secretary Bee and your Editor wish to extend to you and yours our best wishes for the holidays.

Working with and for the good members of S&D is a pleasure and 2004 was another good year. We wish you all prosperity and good health in 2005. Thanks! *Bee & Woody*



PILOTHOUSE OF THE GREAT REPUBLIC (2438), FROM
SCRIBNER'S MONTHLY, OCTOBER 1874.

PILOTING BEFORE NAVIGATION AIDS How did they do it?

"I would appreciate your comments about early river navigation, - in the days before lights," writes reader Si DeBolt, 8821 Winchester Road, Carroll, OH 43112.

Si's question is prompted following receipt of the book, Steamboats on the Muskingum by J. Mack Gamble which was offered at a discount in the last issue of the *S&D Reflector*. "In reading about the Muskingum boats, a long-standing question in my mind came up again: how did riverboat pilots navigate at night before the invention of electric lights, - especially in conditions of poor visibility?. Even an oil lamp with a large reflector would not give much light." Anyone who has ridden in a steamboat pilothouse at night on a piece of dark river would wonder.

We have heard pilots comment that (once you know a stretch of river) it is just similar to walking down a darkened hall in your own house. Sounds reasonable but the faint outline of a doorway or the reflection of a street light on polished wood or the drip, drip of water in the bathroom sink in a short hallway is a simple proposition compared to miles of river.

Mark Twain's river career was prior to the Civil War and he describes it this way in Chapter XIII of his Life on the Mississippi:

". . . First of all, there is one faculty which a pilot must incessantly cultivate until he has brought it to absolute perfection. Nothing short of perfection

will do. That faculty is memory. He cannot stop with merely thinking a thing is so and so; he must know it; for this is eminently one of the 'exact' sciences. With what scorn a pilot was looked upon, in the old times, if he ever ventured to deal in that feeble phrase, 'I think,' instead of the vigorous one 'I know!' One cannot easily realize what a tremendous thing it is to know every trivial detail of twelve hundred miles of river and know it with absolute exactness. If you will take the longest street in New York, and travel up and down it, conning its features patiently until you know every house and window and door and lamppost and big and little sign by heart, and know them so accurately that you can instantly name the one you are abreast of when you are set down at random in that street in and the middle of an inky black night, you will then have a tolerable notion of the amount and the exactness of a pilot's knowledge who carries the Mississippi River in his head. And then if you will go on until you know every street crossing, the character, size, and position of the crossing stones, and the varying depth of mud in each of those numberless places, you will have some idea of what the pilot must know in order to keep a Mississippi steamer out of trouble. Next, if you will take half of the signs in that long street, and change their places once a month, and still manage to know their new positions accurately on dark nights, and keep up with these repeated changes without making any mistakes, you will understand what is required of a pilot's peerless memory by the fickle Mississippi."

George B. Merrick says it a little differently from Sam Clemens in his book, Old Times on the Upper Mississippi, first published in 1909. Merrick's days on the river dated 1854 - 1863 and the following is from Chapter X, *The Pilots and Their Work*:

"Compared with those days, the piloting of to-day, while still a marvel to the uninitiated, is but a primer compared to the knowledge absolutely necessary to carry a steamboat safely through and around the reefs, bars, snags, and sunken wrecks which in the olden time beset the navigator from New Orleans to St. Paul. The pilot of that day was absolutely dependent upon his knowledge of and familiarity with the natural landmarks on either bank of the river, for guidance in working his way through and over the innumerable sand-bars and crossings. No lights on shore guided him by night, and no 'diamond boards' gave him assurance by day. No ready search-light revealed the 'marks' along the shore. Only a perspective of bluffs, sometimes miles away, showing dimly outlined against a leaden sky, guided the pilot in picking his way over a dangerous crossing, where there was often less than forty feet to spare on either side of the boat's hull, between safety and destruction.

To 'know the river' under those conditions meant to know absolutely the outline of every range of bluffs and hills, as well as every isolated knob and tree-top. It meant that the man at the wheel must know these outlines absolutely, under the constantly changing point of view of the moving steamer; so that he might confidently point the steamer at a solid wall of blackness, and guided by the shapes of the distant hills, and by the mental picture he had of them, know exactly when to put his wheel over and sheer his boat away from the impending bank"

That's how they did it! And even with modern navigation lights and - heaven forbid - using the searchlight piloting at night always appears to us to be more art than science.

The U. S. Lighthouse Service came to the inland rivers in 1874; See page 13, *S&D Reflector*, March 1997

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

Marietta, Ohio



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

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

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

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

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

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

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

Beginning 2005 dues are \$20 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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**SETTING STEAM ENGINE VALVES
THE MYSTERIOUS ENGINE
INDICATOR
PART II**

The above sub-heading was the the beginning of our story on page 25 of the September issue. The subject was somewhat more technical than we usually attempt in *S&D Reflector* but it proved to be of interest with a number of the readers. Letters and comments indicate that Ye Editor is not alone in not fully understanding the truths revealed by use of the indicator apparatus and the meaning of the tracks it leaves upon its "cards."

We were pleased to receive the following letter from Conrad H. Milster, Jr., 178 Emerson Place, Brooklyn, New York 11205. Mr. Milster is retired from the Department of Graphic Design, at the Pratt Institute, Brooklyn.

"I was interested in the item on Indicators in the Sept. 2004 issue, - have used them for many a year.

The indicator set shown on page 26, bottom, is one of the better sets as it has a built-in reducing motion under the second card drum. (Left-hand side of case.) By means of different size pulleys or gears, any engine stroke can be reduced to the 3/4 or so revolution of the card drum. The outside spring units (above the steam pressure piston) were considered more accurate as the spring was not subject to steam pressure and heat as were "inside" springs.

As regards the card from the G. W. McBRIDE illustrated on page 28, it's pretty bad!

The "AFT" (left) side of the card has a restricted (steam) admission for the line curves to the right, indicating that the piston is moving faster than the steam is

flowing in. There is no cut-off so the engine may have been running full stroke, - very possibly with a partially closed throttle for the steam line slopes down to the right indicating, again, insufficient steam flow into the cylinder.

Exhaust (the lower, smoothly curved line) seems about right but when the piston returns to the "AFT" end there is no compression; meaning that incoming steam has to fill all void spaces such as the cylinder/piston clearance and valve ports. Very wasteful!

The "FORWARD" side is almost as bad. There seems to be a delay in the admission valve opening as the vertical pressure line curves slightly to the left at top, - again restricted flow.

This side has an even more choked admission line as the pressure drops drastically to the left, "AFT" side of the piston movement. There is also excessive back pressure on the exhaust valve opening on both sides, but if this is running full-stroke it shows that this is causing the engine to partially choke itself, losing power.

Again, there is no compression curve shown on the lower right (FORWARD) corner.

This is a very badly "valve set" engine, - regardless of the type of valve gear or if running "cutoff" or "full stroke." Both diagrams should be more or less similar. This card would seem to indicate a very uneven turning engine - perhaps 10-20% more power on one stroke than the other."

We greatly appreciate Conrad Milster reading the tea leaves on the McBRIDE's indicator card for us. He has also furnished a copy of an extensive paper he authored on the subject of indicators which ran in *Live Steam* magazine, June-July-August, 1987. Readers might benefit from an "Advanced Course" in our later issues!



Engineer on duty; two feet of water on the lower deck.

Harper's Monthly, Dec., 1858

Sirs: When I went to work for Ingersoll Rand Co in 1955 we had a half dozen or so of these indicators in their finely finished boxes. At the Painted Post, NY plant, steam engines were still being built at that time as drivers for compressors of various kinds. The indicators were used on the reciprocating compressors as well as the engines and were used to determine the "indicated" horsepower of the engine or compressor.

As mentioned in the article, valve timing was determined on the engines to provide the most efficient operation. It was used on the compressors to determine valve losses and establish the horsepower required. By 1955 the steam engines were built only on special order and the compressors were mostly electric motor driven with speeds too high (300 rpm) for the string "monkey motion" to stay tight as the crosshead zipped back and forth.

We were also building integral internal combustion engine compressors (the compressor and engine built on the same crankcase and used the same crank shaft) and we sold a number of diesel versions of this type. Each power cylinder had its own diesel injector fuel pump.

We would put one of these indicators on the cylinder and "Pull" the string slowly until it stopped. This would give us a series of peak firing pressures in the cylinder. By doing this on all cylinders we could determine which cylinders were carrying more load (higher pressure) and adjust accordingly. By the late seventies electronic indicators took over.

Ray W. Sheppard
11913 SE 176 Place Rd.
Summerfield, FL 34491



G. W. McBRIDE

S&D ANNUAL MEETING TRUNCATED BY HIGH WATER

We had some high water in Marietta, Ohio the weekend before S&D and thought that was the end of it. For thirty years the Sternwheel Festival at Marietta has been held on the first weekend after Labor Day and that popular event is the reason that S&D meets for its annual meeting on the third weekend. The waters of the Ohio River reached near the top of the bank at the Marietta Landing and forced a quick change in the traditional venue for the Sternwheelers.

The Sternwheel Festival has become largely a street fair without the midway. Food booths line Greene Street from Front Street to Second. A barge for the entertainment stage is moored just off the Public Landing and the grassy bank is covered with Indian blankets to stake out advantageous positions for being assailed by the overstressed sound systems.

The blankets appear magically before dawn on a Friday morning and are honored - not purloined - until late Sunday afternoon. The blanket stakeholders graze along Greene Street then repair to the chosen spots in front of the "musical entertainment." With the river at about flood stage the sternwheelers, some 20-odd, tied up to the curbs at the top of the bank and there were no grassy places to claim.

But the Sternwheel Festival organizers were up to the challenge and the stage was retrieved from the barge over the turbid waters and set up on Second Street at Greene. Folding chairs appeared from somewhere and the show went on with the musical entertainers attempting to shatter the nearby shop windows. There was a reported reduction in consumption of funnel cakes and hot sausage sandwiches but Sternwheel Weekend was deemed a success.

S&D WEEKEND

The river was dropping rapidly after it had inconvenienced the Sternwheel folks and it appeared there would not be a problem for S&D's activities. Madison Coal & Supply Co. scheduled its refurbished towboat FRED WAY for Saturday afternoon in Marietta and it would be open for inspection. This would be the twentieth anniversary of the christening of the boat in 1984. Sunshine was promised and the city fire department crew hosed off the roadway down to landing to make it pristine.

S&D members Bub Crain and Bill Price had participated in the sternwheel doings with their handsome pleasure boats BETTY LOU and LAUREN ELIZABETH. They intended to layover until the S&D meeting but, being wise to the ways of the river and hearing that it was raining big-time in Pittsburgh, both boats suddenly disappeared early in the week. When Bub and Bill left we could have guessed that it would rain six inches in Marietta on Friday, September 17.

The ground was already well soaked. The rains were general over southeastern Ohio and West Virginia and there was more - up to nine inches - in the headwaters of the Ohio. This was from the fringe of hurricane Ivan which had come ashore earlier on the panhandle coast of Florida.

The S&D faithful straggled into the Lafayette Hotel during Friday afternoon as the skies dripped. Several travelers found harrowing tales of traveling to Marietta. Joan Strader found unexpected water on Route 32 from Cincinnati; Yvonne Knight arrived at Marietta at midnight from Jeffersonville, Indiana; Fred Rutter's usual two-hour drive from Lithopolis, Ohio turned into a five hour gymkhana over high water detours through Athens, Morgan and Washington counties.

FRIDAY EVENING RECEPTION

The turnout at the evening mixer was surprising large given the dire reports of rising water and roads closed. Only several of the regulars from the Point Pleasant area were notably absent and Capt. Charlie Stone thought that Saturday would find better driving conditions. There was lots of talk about the rainfall during the day but it had slackened off in Marietta to a drizzle by early evening and stopped a little later.

As usual, our talented artists from Louisville, Martin "Pete" Striegel and Forrest Steinlege, had three large paintings on display. John Fryant brought his model of the U.S.E. towboat CHICOT, as realistic as if she was fresh from the Howard Shipyard.

Author-publisher Barbara Huffman had books for sale and was busy signing copies of her latest, Beatty's Navy, the life and times of the well-known partners John and Elsie Beatty.

A pleasant surprise was the appearance of a reprint of the Mack Gamble book, Steamboats on the Muskingum. The book first appeared in 1971 and The Steamship Historical Society of America, sponsor of the original, has now produced a fine second edition, complete with an added index. Richardson Printing, Marietta is responsible for the reproduction and the result is a fine hardback. This project was under the supervision of Ed Mueller who was on hand with a supply of books hot from the press. (A card for a discounted offer accompanied the September *Reflector*)

Shortly after nine o'clock John Fryant obtained the attention of the group and related a story about building his model of the CHICOT. Desiring to have the model as authentic as possible John wrote to Capt. William Tippitt, who had served on the boat, and inquired about the paint scheme. Bill Tippitt was a true historian and a well-known storyteller and answered John's inquiry at length. John read the significant parts of the Tippitt letter - which told much about Bill's work with the Corps of Engineers and his opinion of certain of his supervisors but after three pages there was no mention of paint colors.

The entertainment continued as Mr. Fryant then introduced John and Gwen Nofseger of Spring Valley, Ohio who are billed as the Ohio River Minstrels. The Minstrels presented a lively musical program of original and favorite river songs with Gwen plucking what we call a "boom-base" and John performing like a one-man band. John Fryant's "reading" and the music by the Nofsegers added much to the evening.

But although the rain had not resumed both the Ohio and Muskingum Rivers were running high. Even in the dark, as we drove home up the Muskingum to Devola, it seemed that there was more water spreading over the fields. News reports indicated that there had been as much or more rain farther north in Ohio and creeks were flooding in Cambridge.

The National Weather Service predicted at 10 o'clock Friday morning that the rivers would crest about a foot below the 35 foot flood stage. This was changed about 10 p.m. to 41.5 feet at 4 p.m. on Saturday, - time enough to judge how the hotel might be affected, if at all. (Bench mark at Front and Greene Streets at the hotel is 41.5 ft.)

SATURDAY MORNING BUSINESS MEETING

The business meeting was called to order by the president at 10:00 o'clock rather than 9:30 as a result of a detour caused by water over Route 60 along the Muskingum. The water on the road meant that the rivers were then above flood stage by three feet - or a little more than 38 ft.

On the back edge of the hotel parking lot, water was even then encroaching slowly from the alley. But, the prediction of 41.5 feet by late afternoon had just been given as gospel by the cute number we watched on the Weather Channel. She had obviously had had acting lessons. Who would not believe her?

The annual meeting audience was welcomed to the "Weekly Flood" and congratulated for its fortitude. First-time attendees were recognized, welcomed and urged to feel free to identify themselves and become acquainted.

Dr. Antony Twort, our United Kingdom member, was on hand and welcomed after a four-year absence. Antony acknowledged that observing the American election campaign was an attraction that was approaching a habit. He brought the traditional greetings to the colonists from the Queen and Prime Minister Blair. He confirmed that he had recently celebrated his 81st year with a 1,000+ mile walk from John-O-Groats to Land's End. Antony wins the prize for coming the farthest to witness the Ohio River's approaching 40-year flood!

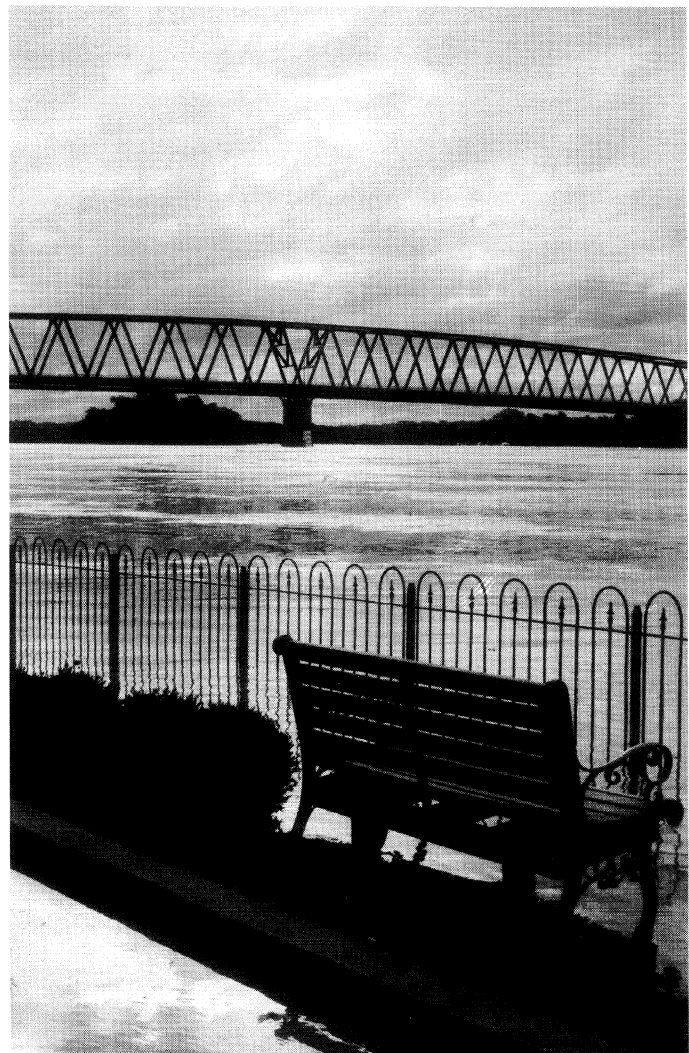
REPORTS

Board of Governors: Capt. Bill Judd, Chairman of the Board, had requested first billing as he needed to get back to New Richmond and was hearing reports of road closings. Bill reported on the deliberations of the BOG at its spring and fall meetings in 2004.

He spoke at some length on the proposed amendment to the S&D Constitution which would, (1) expand the membership of the Board of Governors, (2) reduce the vice presidents from two to one and (3) clarify the wording of the Constitution in several points. The BOG also recommended to the membership that the annual dues for a full membership be increased from \$15 to \$20. The last increase in the dues was effective in 1988.

The constitutional amendment and increase in dues (both printed in the June, 2004 issue of the *Reflector*) were included on the printed ballots and later approved by the membership.

Treasurer: R. Dale Flick, Treasurer, reported a balance as of September 17, 2004 of \$9,145.87. This compared to a balance of \$8,777.46 reported at the Sept. 12, 2003 meeting. Income from dues, sale of back issues and indexes, etc. was \$16,623.29 while expenditures were \$16,254.88. Printed copies of the report and the detailed accounting of receipts and checks written, etc. were available for those interested.



DAWN BREAKS OVER THE MARIETTA-WILLIAMSTOWN BRIDGE AS THE OHIO RIVER LAPS INTO THE HOTEL PARKING LOT, SEPTEMBER 18, 2004. FRED RUTTER PHOTO.

Secretary: Bee Rutter was called upon. She reported the membership - full and family - was 1,258, about 20 more since April, 2004.

Bee also noted that 2004 was her 49th year as Secretary of S&D. While she enjoyed the direct contact with the members and involvement with the business of the Association, she felt it was time to turn the office over to another. Bee does not propose to run for the office after 2005 so she hopes that someone might be thinking that they too would enjoy being secretary.

J. MACK GAMBLE FUND

Kim McGrew, chairman of the Fund, furnished the report on grants approved by the three trustees during calendar year 2004.

The net earnings of the JMG Fund investments including royalty payments from Ohio University Press totaled \$90,590. The trustees continued the practice of turning 10% back into the capital fund for future growth so the amount available for grants was \$81,531.

J. Mack Gamble Fund Report cont'd. -

GRANTS FUNDED

• Pt. Pleasant River Museum	\$ 7,705
• BELLE OF LOUISVILLE	8,500
• Murphy Library, La Crosse	4,000
• La Crosse Historical Society	3,500
• Ohio River Museum, Extended hours	2,892
• SSHSA, <u>Steamboats on Muskingum</u>	5,000
• S&D, Book offer to membership	50
• S&D, Index preparation by A. Bates	1,750

Grants expended to date during 2004 total \$33,397. The amount committed for the 1999-2003 index for the *S&D Reflector* was \$4,000 and invoices for page paste-up and printing remain to be paid before the end of the year.

A grant application has been received for a mural of the Str. SULTANA on the Vicksburg, MS floodwall at a cost of \$13,000. This will be considered by the trustees.

Funds available in a given year which have not been committed to specific projects during that year revert to the capital funds to generate future earnings.

OHIO RIVER MUSEUM

Andy Verhoff, manager of the Ohio River and Campus Martius Museums was introduced to the meeting. He assumed the position of manager of the two properties last October following the retirement of John Briley. Andy has served in a number of other positions with the Ohio Historical Society before coming to Marietta.

Since the end of the fiscal year on June 30, the Ohio Historical Society (OHS) has operated its properties statewide with reduced hours open and/or a reduction in the length of the season. The Ohio River Museum and W. P. SNYDER JR. also suffered the fate of being reduced in days open each week from five to two (Saturday and Sunday). With the financial assistance of a grant from the JMG Fund the river museum was returned to five days a week beginning September 15 which will continue through the end of the season on October 31, 2004. Andy expressed his gratitude on behalf of the OHS for the financing extended during this time of a tight budget.

He brought the group up-to-date with the inspection of the W. P. SNYDER JR. A complete survey of the boat has been undertaken with the help of a Federal grant. The purpose is to ascertain what investment might be required to place the boat in operating condition. Following receipt of the surveyor's report OHS will make a decision about raising funds to undertake such a complete restoration, i.e. new hull plating and on up to the tip of the jackstaff, to meet Coast Guard requirements.

Several questions were asked indicating skepticism as to why such a project would be considered on an historic vessel which hasn't operated since 1955. A hydrostatic test on the boilers in October will be the final stage of the survey.

INLAND RIVERS LIBRARY

As an original sponsor of the Inland Rivers Library in the Rare Books and Special Collections Department of the Public Library of Cincinnati S&D has a continuing interest the use and activities of the library.

Manager Sylvia Metzinger had her usual well prepared and interesting report in hand. The following are some of the highlights from Sylvia's 2004 report:

- Researchers or requests came from textbook publishers, magazine editors, historians, schoolteachers, TV stations, museum curators, model builders, passenger boat companies, genealogists and river buffs and from locations from Maine to Oregon and Oxford, England and Bangkok, Thailand.
- A number of exhibits at the library using materials from the IRL were presented and well received by the public. Highlighted was a Lewis & Clark exhibit prepared by MLissa Kesterman and Diane Mallstrom which ran from May until August for the bi-centennial of that historic journey. Currently the Library is running *From Packet Boats to Towboats: An Introduction to Inland River Steamboats* which illustrates the different types of steam vessels, past and present. (Sorry - you missed the closing Nov. 14!)
- Leading up to the Tall Stacks celebration, the library staff arranged a series of five programs presented by artist Michael Blaser, music by John and Gwen Nofstger with Lois Kidd, Jerry Sutphin on Greene Line history, Jack White and the ISLAND QUEEN and, finally, MLissa and Rick Kesterman's look at Cincinnati in 1848 through the daguerreotype lens of the well-known panorama. (Sorry we missed the Kesterman's lecture this year but it is booked for the 2005 S&D Annual Meeting.)
- Gifts to the Inland Rivers Library collection included photographs and cassette tapes from Dorothy Weil; 1934 Kentucky River charts from Glenn Drummond; books from Barbara Huffman and Nancy Goodman.
- Purchases to augment the collection employed a trust fund established by the late Miss Virginia Hatfield. These included an 1837 manuscript journal by Wm. P. Currier of a round-trip from New Hampshire to New Orleans; a travelogue by C. M. Junkin titled, *Cruise of the Morning Star*; a number of steamboat line brochures and, among others, two books relative to the Grand Excursion of 1854.

After listening to the recitation of activities sponsored by the Public Library of Cincinnati and Hamilton County and the Inland Rivers Library, the Editor is envious of those who live close enough to take frequent advantage of the facilities.

S&D CHAPTERS

Middle Ohio River Chapter: The resume of the Chapter's wide-ranging travels during the year was reported in the September issue of this quarterly (page 35). The fall meeting of the MOR was scheduled for the Tennessee River at Chattanooga, Tennessee and Rick Kesterman reported on the arrangements in some detail. The gathering place was to be

Holiday Inn Chattanooga Choo Choo, a former passenger station in the grand manner. Planned activities included a ride up Lookout Mountain on the incline railway and a luncheon cruise aboard the SOUTHERN BELLE.

Mississippi River Chapter: President Tom Dunn reported on the Chapter's excursion to Kimmswick, about 20 miles downstream from the St. Louis Wharf. We had supposed the trip had been a pleasant boat ride with no surprises but Tom reported some excitement. Upon arrival at Kimmswick it was learned that the vigilant U.S. Coast Guard had banned landing upon the docks of a local marina because it had overlooked filing a "Terrorist Plan" and the dock's defenses were in doubt. The passengers of the MV. TOM SAWYER were forced to take the presumed safer route by debarking onto the muddy riverbank and clambering through the horseweeds and stinging nettles.

All was taken in good humor, however, and the Kimmswick terrorist alert signal remained, "Green." The local food was up to standard and the day was delightful.

Ohio and Kanawha Rivers Chapter (O-K): When it came time for the O-K report the star spokesman, Capt. Charles Stone, was missing. He had reported in that, with his intrepid driver Jean, he was on his way from Pt. Pleasant and would report on time, - come hell or high water. But the second condition prevailed and the water was rising faster than Jean was driving. Pike Street leading to the hotel was blocked and the Stones were turned back to the I-77 bridge and, wisely, returned home.

Clerk-Treasurer Jim Bupp reported that there was \$51.15 in the cigar box and all stamps had been used. The opening of the Pt. Pleasant River Museum in May had been long-awaited and the high point of the year. Jack Fowler's work in heading up the museum project was termed, "Fabulous!"

REFLECTOR INDEX

Alan Bates, compiler of the copy for the forthcoming eighth volume of the indices for the *S&D Reflector*, (1999-2003) has completed the manuscript copy. It will be readied for printing and will be announced in the *Reflector* when available for purchase. Alan was called upon to comment on the job of preparing an index for 720 pages of arcane terms.

Alan briefly reviewed how the first volume of the indices had been done with slips of paper, manually stored in alphabetical order in little boxes. Then, he had progressed to a word processor which facilitated making corrections in spelling and inserting additional listings. Finally, he invested in a computer at ruinous expense because he was informed that it would save time by automatically putting all entries in order upon command. All the modern improvements and exotic systems resulted in extending the time for preparing an index from two and a half months to nine.

The amusing presentation reminded us of the Mack Gamble speech, "Modern Progress" about the ruination of small-town life.

NOMINATING COMMITTEE

Chairman Lee Woodruff was called upon to report the recommendations for officers and Board of Governors members for the following year. The committee recommended as candidates: President, J. W. Rutter; Vice President, G. W. Sutphin; Treasurer, D. Flick; and Secretary,

Bee Rutter. For members of the Board: Bill Barr, Lee Woodruff (nominated by Bill Judd), David Smith (nominated by Bill Barr).

There were no nominations from the floor for any officer position.

Bob Reynolds, Memphis, was nominated for the Board of Governors by Allen Hess. The Chair gave messrs. Barr, Smith, Woodruff and Reynolds the floor and each gave a brief bio as an introduction to the members in attendance.

Printed ballots had been prepared for the positions open plus the issues (1) Amend the Constitution and (2) Increase the dues from \$15 to \$20 for full membership. Bob Lodder and John Briley were named the tellers - to report at the reconvened meeting in the evening.

While the ballots were being distributed, the Chair called for any member concerns which should be discussed. Two inquired about member input on setting the S&D dues. The constitution provides:

"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 the members attending the annual meeting." For this reason Issue No. 2 was on the ballot for action by the voting members

Meeting was recessed at 11:40 a.m.

Most attendees rushed for the doors to ascertain if their cars in the hotel parking lot were taking any water. The answer was a dubious, "Not yet!"

NOON LUNCHEON

The rivers were still rising. Several rows on the lot were now covered with slowly advancing muddy water. The prediction for a flood crest was now 43 ft. but the water was almost there and the advancing tide was very evident, - not at a stand.

The proposed inspection of the towboat FRED WAY could not be considered. The Ohio was over the bank and surrounding the still spouting decorative fountain in front of the hotel. The boat was tied up below town so, to show willing, Nelson Jones called for her to proceed up to the hotel, blow a whistle salute for the benefit of those watching with cameras and retire back to her landing. We heard the whistle while assessing the rate of rise of the water on the parking lot; did anyone catch a photo?

It was approaching 12:30 and the afternoon program would have to be limited to Nelson Jones' talk on the renovation of the FRED WAY and the slide show outlining the wonders of modern river navigation. Charles Jones had driven over from Charleston and somehow found his way to the hotel to honor us with his presence. There were 101 who had signed up for the light lunch and, after a short delay to set up two more tables, the service by the hotel staff was prompt.

Madison Coal & Supply Co. had arranged for Greg Dunkle of Ceact Information Systems to set up a display of his company's electronic river charting system. But, the room was buzzing with talk about the prospects for the still rising waters rather than what Jesse Hughes or Clare Carpenter might think about ground positioning satellites



2:00 P.M. , SEPT. 18, 2004. THE S&D ANNUAL MEETING HAS BEEN DECLARED A WASHOUT. FRONT ST. LOOKING TOWARD THE OHIO; THE BROWN TIDE WILL BE THREE FEET DEEPER BEFORE IT STOPS. FRED RUTTER PHOTO.

The attractive luncheon plates were disposed of quickly and those with cars on the lot stepped outside to check the situation. The crowd was thinning and interest was focused upon the drama outside, - the afternoon program was cancelled.

THE INFORMAL ENDING

The gutters on Front Street were running full and the direction was into town rather than toward the river. Those from the Cincinnati, Louisville, Point Pleasant and Huntington areas were concerned about high water over the routes home and began to check out.

At two o'clock, as a line was forming at the front desk, we declared the 2004, 65th Anniversary Annual Meeting of S&D, "A Washout!"

Even then, the banquet staff was setting up the room for the evening meeting and the kitchen help was beginning preparations for the sumptuous dinner. They were willing to carry on but there would have been few around to enjoy their efforts. What a shame and a waste. Old Man River had won.

EPILOGUE

Elsewhere in this issue we leave it to first-hand accounts to relate stories of escape from the raging Ohio and Muskingum Rivers. A few elected - or by default - observed the first real flood in forty years from the comfort of the Lafayette Hotel. The final flood crest was 44.97 ft. which was reached in the morning on Sunday, October 19 and the water didn't begin to recede until late in the afternoon.

At the Ohio River Museum the water didn't quite reach the floor while the Capt. Tom Greene memorial light was just above water and burning bright. The W. P. SNYDER JR. rode out the flood safely.

Marietta's Flood History

➤ Marietta area floods reaching 40 feet or more during the last 106 years are:

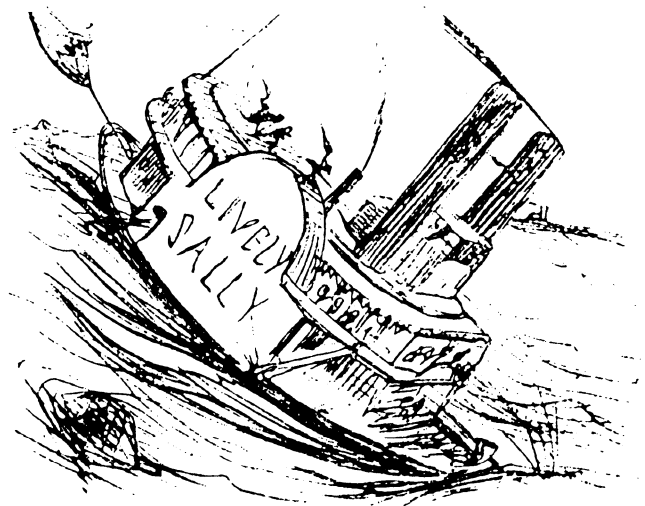
■ 1898, March 27	48.0
■ 1901, April 23	41.0
■ 1904, Jan. 25	41.7
■ 1905, March 23	40.5
■ 1907, March 16	50.5
■ 1908, Feb. 18	40.6
■ 1910, March 4	40.9
■ 1913, Jan. 11	41.3
■ 1913, Jan. 13	42.7
■ 1913, March 29	58.7
■ 1915, Feb. 4	40.5
■ 1924, April 1	40.4
■ 1927, Jan. 24	44.0
■ 1927, Dec. 27	40.7
■ 1933, March 14	41.0
■ 1936, March 20	48.1
■ 1936, March 28	40.4
■ 1937, Jan. 26	55.0
■ 1937, April 29	40.0
■ 1940, April 22	44.5
■ 1943, Jan. 1	48.8
■ 1945, March 8	48.2
■ 1948, April 15	47.1
■ 1952, Jan. 29	43.8
■ 1959, Jan. 24	41.4
■ 1963, March 7	41.0
■ 1964, March 12	45.2
■ 1979, Feb. 27	40.0
■ 1996, Jan. 21	40.7
■ 2004, Sept. 19	44.97

As for the S&D election, both issues - constitutional Amendment No. 1 and the increase in the dues to \$20 beginning in 2005 - were approved. The officers were reelected and three-year terms on the Board of Governors were won by Bill Barr, Lee Woodruff and David Smith.

We hope we can celebrate the 60th Birthday of the towboat FRED WAY next year and M'Lissa and Rick Kesterman have been requested for the 2005 banquet program. But, one flood is enough!

THOSE WHO SURVIVED THE FLOOD OF 2004!
(And Thought to Sign the Register as They Fled)

Danny	Back	Patriot, IN	David & Chariot	Smith	Ashland, KY
William "Bill"	Barr	S. Charleston, WV	Lillian "Lil"	Smith	Lakewood, CO
Rita & Alan	Bates	Louisville, KY	Jeffrey L.	Spear	Marietta, OH
Margie & John	Briley	Marietta, OH	John & Joan	Spear	Marietta, OH
Gary & Gloria	Brown	Marietta, OH	Forrest & Dot	Steinlege	Louisville, KY
Richard & Tina	Brunner	Oxford, OH	Mrs. John "Joan"	Strader	Cincinnati, OH
Jim & June	Bupp	Charleston, WV	Dr. Martin & Betty	Streigel	Louisville, KY
Victor	Canfield	Covington, KY	Jerry & Lenora	Sutphin	Huntington, WV
Walter S.	Carpenter	St. Marys, WV	Pollie E.	Torner	Knoxville, TN
Ross & Pam	Carr	Cincinnati, OH	William V.	Torner	Knoxville, TN
Thomas J.	Dunn	St. Louis, MO	Pat	Traynor	Marcos Island, FL
R. Dale	Flick	Cincinnati, OH	Antony	Twort	Godalming, Surrey
John & Sharon	Fryant	Maineville, OH	Andy & Rachel	Verhoff	Marietta, OH
Dan & Michele	Goen	Indianapolis, IN	Bob & Lynn	Way	Euclid, OH
Phillip & Karoline	Golovin	Powell, OH	Jay	Way	Akron, OH
Jerry	Green	Oxford, OH	Nell & Fred	Way	Cleveland Hgts. OH
Letha Jane	Greene	Cincinnati, OH	Lew & Paula	Weingard	Tionesta, PA
Ruth & Butch	Guenther	Ross, OH	John & Ann	Weise	Cincinnati, OH
Barbara	Hameister	Blanchester, OH	Alice Carpenter	West	Bettendorf, IA
Allen	Hess	Pittsford, NY	Neil	West	Bettendorf, IA
Gayle & Bill	Hindman	Cincinnati, OH	Doug & Janet	Wetherholt	Gallipolis, OH
Barbara	Huffman	Vevay, IN	Gloria	Winters	Cold Spring, KY
Michael & Rita	Jones	Cincinnati, OH	Allen & Georgia	Wisby	Pasadena, TX
C. W.	Jordac	Covington, KY	Dianne & Lee	Woodruff	Cincinnati, OH
William "Bill"	Judd	New Richmond OH	John & Mary Lou	Wunderle	Cuyahoga Falls, OH
Carolyn	Kesterman	Cincinnati, OH	Ann	Zeiger	Cincinnati, OH
M'Lissa & Rick	Kesterman	Cincinnati, OH			
Yvonne	Knight	Jeffersonville, IN			
Jack & Bert	Mettey	Rabbit Hash, KY			
Sylvia Verdin	Metzinger	Covington, KY			
Ed	Mueller	Jacksonville, FL			
Lynn	Mueller	Jacksonville, FL			
Bob & Barbara	Neighborgall	Proctorville, OH			
John & Gwen	Noftsgar	Spring Valley, OH			
Chuck & Anne	Pietscher	Keokuk, IA			
Dick & Nancy	Prater	Ft. Walton Beach FL			
Helen Hughes	Prater	Ft. Walton Beach FL			
Frank X.	Prudent	Covington, KY			
Bob & Sharon	Reynolds	Memphis, TN			
Bee	Rutter	Marietta, OH			
Fred M.	Rutter	Lithopolis, OH			
J. W. "Woody"	Rutter	Marietta, OH			
Jo Ann	Schoen	Corydon, IN			



Going over the Falls of Ohio
[Not exaggerated] *Harpers Monthly, 1858*

THE FLOOD OF 2004

This is an account of Lillian Prater Smith's experiences in Marietta when the fast rising waters of the Ohio River cut short the annual meeting of S&D on September 18. Lillian and her mother, Helen Prater, checked into the Lafayette Hotel Thursday morning with the intention of staying until Monday before driving to Pittsburgh for a Tuesday flight connection.

The report is an accurate and lively account of making the best of circumstances when faced with the irresistible forces of nature. It is adapted from her report to friends who read the steamboat.org Message Board on the internet. Our editing involved only some repetitious passages and adding minor explanations.

Our thanks to Bill Judd for the contribution. Ed.

When Surrounded by Water, Choose Marietta Hospitality

by
Lillian "Lil" Smith

Hurricane Ivan was the star of the weekend. Brother Dick Prater and I moved our cars three times starting Friday night through noon Saturday, trying to keep a jump ahead of the river as it crept across the hotel parking lots. But, by one p.m. Saturday the water was rising so fast that all of us knew the jig was up.

Meanwhile, the National Weather Service bulletins on Friday morning had predicted a crest of a little above flood state (35 ft.) for Saturday evening. This was revised to a crest just below flood stage on Friday and then, four hours later, to a little above. Bill Dorsey, owner of Riverview Antiques across from the hotel, had slipped into our luncheon to collar his partner Jeff Spear and whisper, "They are predicting 43 feet!"

My observation was that everyone assessed the situation in terms of their own personal plans and priorities, as well as whatever might be their level of discomfort about the water, and acted accordingly. Dick and Nancy Prater wanted to leave as they were already distressed by the reports from Nancy's daughter about the ravages

of Ivan at their home at Ft. Walton Beach, Florida. Mom and I hadn't planned to fly out of Pittsburgh until Tuesday. Since the sun was shining by Saturday noon, Mom and I felt it would be a quick rise and a quick fall; we felt the safest place to be was right there at the hotel. The one and two story motels up on Rte. 7 were likely to be under the water which already was beginning to cover Front and Greene Streets. Reports out of Pittsburgh of bad flash flooding helped me decide that I didn't want to drive there.

So, I planted Mom in the lobby and drove the rental car out to park on high ground. Mom had the best seat in the house. She said it was the most amazing stampede out of there she has ever witnessed. She got to say goodbye to everyone as they flew by with luggage. By the time I hiked back in from up on the hill at Marietta College where I parked, the water on Front Street was already up to my knees. I waded through it, shoes in one hand, camera in the other taking pictures as I went. Blew kisses to brother Dick and Nancy as they drove by me in the water.

At the hotel, found Jeff Spear and Dale Flick shepherding Ann Zeiger out through the high water and, after hugs all around, Dale and company left. Dale had just returned from driving Joan Strader through the rising water to dry pavement and pointing her toward Cincinnati and then helping Bill Torner get out to his van so he and Pollie could leave.

The last to leave the parking lot were Fred and Nell Way, this about 2:45-3:00 p.m. Ross Carr, Jeff Spear and I helped the Ways load up their car but not too carefully. I wasn't sure they were going to make it out from the porte cochere and through the Front Street gutter but they did, with water half way up the doors of the car. Jeff commented, "Did anyone ever see another green submarine!"

And after that the flood party began. I hate to sound flippant about the flood because it caused so much misery and hardship for so many, but we just all settled back and decided to make the best of the whole adventure.

Capt. Nelson Jones had a crew there at the hotel; they had been repositioning and securing his boats the LADY LOIS, JUANITA and the steam whistle barge with the pleasure boats PILE INN and MOMMA JEANNE which all had been at Marietta since the Sternwheel Festival the previous weekend.

The FRED WAY had been scheduled for S&D inspection as the feature of the afternoon program. They brought her up just opposite the lobby of the Lafayette Hotel and blew a whistle salute. She sure looked beautiful out there in that high, swift, brown river in the sunlight.

We had a lively bunch in the hotel. Bob Lodder was there, along with Sylvia Metzinger from the Inland Rivers Library and Yvonne Knight from the Howard Museum (who waded back to the hotel with me). Also there were Ross and Pam Carr from Cincinnati, Wis and Georgia Wisby from Pasadena, Texas, Jeff Spear, his friend Scott and Bill Dorsey from Riverview Antiques across the street. The Schafers who run the Schafer Leather Store across the street had moved in to keep an eye on the store.

The Madison Coal and Supply Co. wonderful gang with Nelson Jones included a bevy of captains: Robyn Strickland from the LADY LOIS, Tony Richardson, Sandy, John Scott and his son, - just the most terrific, helpful folks you'd ever want to be marooned with. These people epitomize the warm heart and down-to-earth soul of everything we love about river folks.

We had a party. We ate sandwiches, drank beer, laughed, watched the river rise with an astonishing assortment of trees, dumpsters, windows, garage roofs - you name it - whisking by and told river stories without end. And Mom gave her traditional Saturday night piano concert on the grand in the lobby of the hotel. We called just about everyone we could think of. and Mom played the piano for the likes of Capt. Bobby Powell, on watch in the pilothouse of the MISSISSIPPI QUEEN making her way up the Mississippi, Doc Hawley in New Orleans and Virginia Bennett at Covington, Kentucky.

We had wonderful and regular calliope concerts from Nelson's steam barge and he urged in vain that pianist Miss Helen go out there via the dinghy so she could play the calliope too. I guess it's unseemly to have such a good time under the circumstances but there wasn't anything anyone could do to stop the still rising water, - so we treated it as a vacation.

The Madison Coal & Supply Co. fleet was secured up and down the river and nothing could run because the locks were closed. Jeff and Bill Dorsey could only watch the water rise on the door of their

LIL SMITH SAGA CONT'D -

store across the street, knowing they would have their hands full salvaging furniture and collectables when the water dropped. The staff of the hotel who were marooned there with us had a giant party when they weren't fixing sandwiches or moving furniture up the stairs.

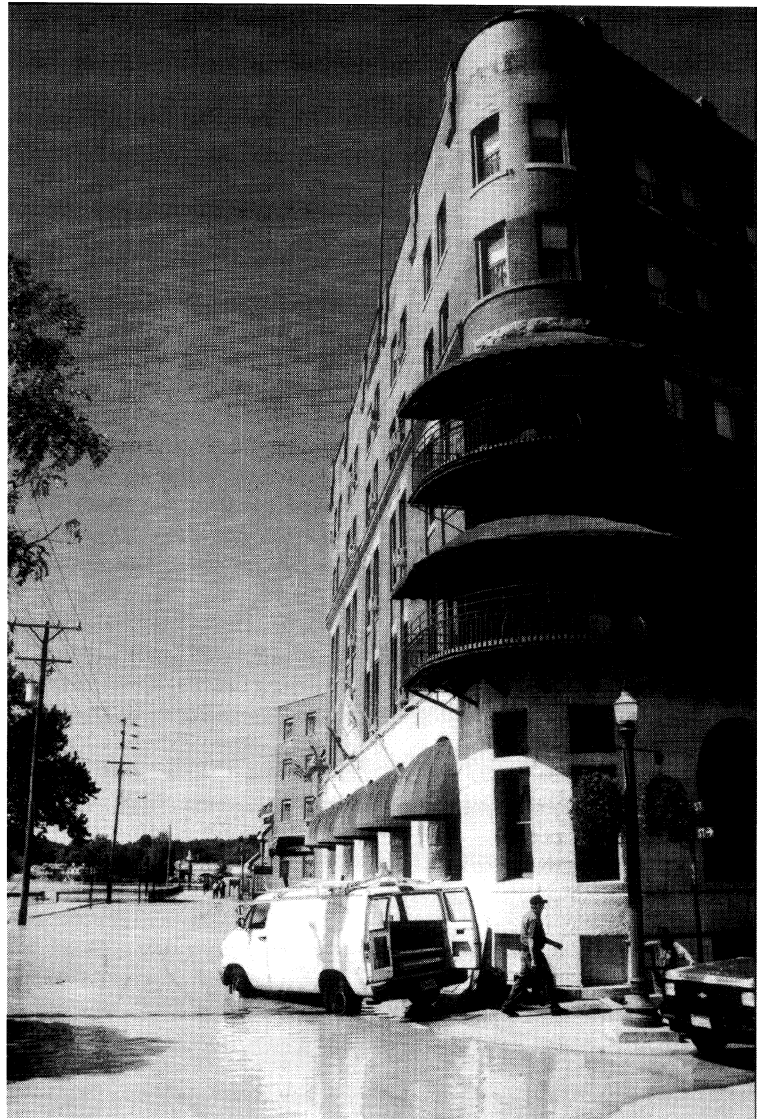
Mom and I just sat back and enjoyed the laughter, the peace and quiet of no traffic - just the occasional governor or TV news team flying overhead in a helicopter - and the sound of the crickets and the soft burble of river going by, on all sides.

The city was kind enough to leave the power on for us in that little section of Marietta and the police and fire department came by in their boats on a regular basis, checking on us. They got Bob Lodder some more blood pressure medication and kept checking to see if any of us had to leave. Who could ask for anything more?

Sunday was a little quieter but still truly enjoyable. By then the river was to the 4th step (of 5) into the lobby and all the furniture had been moved out except the piano and some of the smaller chairs. Because the basement of the hotel was of course flooded, there was no hot water (boiler under water) and no elevator.

In the evening, a bunch of us sat out on "the back porch" - the back entrance to the hotel where you drive up and drop off luggage, now under water up to the last step. It became the "Lafayette Landing" with two or three dinghies tied up to the railing. It was just an unbelievably wonderful sight to watch the river roll by with all the objects it had collected clear back to Pittsburgh. I simply could not tear myself away from the stunning majesty of that river in flood.

The river dropped Monday as fast as it rose. Eventually it was low enough for Nelson Jones (bless his bones) to hike out and get his pickup truck. Sandy and John and Robyn helped us with our luggage from the third floor and when Nelson brought the truck around Robyn - tough and strong and as warm and wonderful in heart - picked up my mother and carried her across the water to deposit Mom at the truck door. Mom is still absolutely thunderstruck at how wonderful they all were to her. She just keeps saying, "How can I ever thank them enough?"



THE FABULOUS CORNER AS FORMER OWNER STEVE HOAG WAS PLEASED TO CALL FRONT AND GREENE STREETS WHERE THE HOTEL LAFAYETTE STANDS - SINCE 1918. THE PLAQUES MARKING HISTORIC FLOOD LEVELS SHOW JUST ABOVE THE FLOWER BASKET AND, ABOVE, JUST BELOW THE BALCONY. AT NOON ON SEPT. 18 THE WATER HAS REACHED THE SIDEWALK - 41.0 FT. - AND HOTEL STAFF ARE STILL RETRIEVING ITEMS FROM THE NOW FLOODED BASEMENT. FRED RUTTER PHOTO

My last sight as we left the hotel was Jeff Spear shoveling out muck - and the water had left a very thick deposit - from the antique store across the street. Nelson took us to the rental car up the hill, and Mom and I picked our way through back streets till we were able to bypass the still high water on Pike Street (Rte. 7) and get up to the interstate bridge. We were out of friendly Marietta with some of the most amazing memories imaginable.

The water crested at 45.97, about ten feet above flood stage and the highest since the same height flood in March, 1964. The next time you are at the corner of Front and Greene Streets take a look up at the flood markers on the Lafayette. The January, 1937 flood reached 55.0 feet and the highest of all was 58.7 feet in March, 1913. And my mother takes great glee in the fact that she was in the 1913 flood (albeit as a one-year old), the 1937 flood, and now the 2004 flood.



Noon, Sept. 18, 2004. The river gauge at the Army Corps of Engineers Repair Station at the junction of the Muskingum and Ohio Rivers stood at 41.0 ft. The top of the gauge, for reference, is 60 ft. Fred Rutter Photo

DAMSELS IN DISTRESS AND THEIR RESCUE

by
Sylvia Metzinger

After parking my car on Fifth Street, well out of possible high water, I waded back to the Lafayette Hotel on the sunny afternoon of September 18. The water was by then above my knee in the middle of the street and Rick, M'Lissa and Carolyn Kesterman had loaded up and just pulled into the street from the parking lot to head out for Cincinnati.

Also while wading back I ran into our British friend Dr. Twort. He said that he was walking back to the Best Western, and that he hoped to see us the next morning - not if the rivers had anything to say about it. (The resourceful Antony Twort was last heard from on Monday morning as he was about to leave the Best Western, - hitch-hiking with a motel guest who was heading west. Ed.)

I guess I should have just thrown everything into the car and hit the road when I first saw the water in the parking lot, - knowing the hotel had my credit card number. I was concerned, however, about what was going to happen to my car while I was in line checking out - the water was rising that fast. Also, I just couldn't believe that we really weren't going to finish the meeting; that people really were leaving and not just moving their cars.

After cleaning up following my wade through Marietta, I went downstairs to the bar. They were serving food but mentioned that they were going to stop at seven o'clock so I got a sandwich. Yvonne Knight joined me at a table by the window. We just sat there watching things float down the river - things such as two large dumpsters; a gas grill upright on a board to which I presume it was bolted; a picnic table with an umbrella attached (I guess it was trying to catch up to the grill!).

Yvonne and I used the water fountain on the plaza at the end of Front Street as our gauge. We watched the water creep up the bronze plaque on side of the fountain. We were reminded to order anything that we wanted to eat as the electricity was going to be shut off so I went to the desk to ask for a flashlight as the outside street light didn't help in the windowless bathroom of my cabin room. I was told that they had changed their mind about shutting off the electricity, thank goodness.

A couple of times that evening I got in the elevator on the first floor and heard water sloshing! I thought that I was hearing things, but the next morning realized that that was the river in the basement. By the next morning the elevator was being stopped at the second floor.

Yvonne called me about 9:00 a.m. Sunday to let me know that the Gunroom was open. Fortunately for us one of the chefs had apparently gotten stranded as we were and we also heard that another came on over by boat because he lived close by. So, we had a grand Sunday breakfast, albeit on plastic dinnerware and with plastic utensils as there was no hot water and they didn't know when they would be able to wash dishes.

We spent mid-morning between the lobby and the loading dock at the back entrance - again, just watching things float on by. Lillian Smith was shooting lots of pictures. The water was still rising - the

wrought iron fence at the parking lot was totally covered and only the bowl of the water fountain was showing. A few hours later-just the spout portion was visible. We strolled down to the far side of the hotel, by the big parking lot, and the area between the doors and the steps was like a swimming pool. Only the last step before the landing was visible.

Some fireman came by in a boat and asked if anyone needed a lift. I said another lady (Yvonne) and myself needed to get out. She had to get ready for a fundraiser at Jeffersonville and I was anxious to be headed to DC for a week to visit my daughter and attend the festivities surrounding the opening of the National Museum of the American Indian.

The fireman had come by to bring some insulin to the lady behind the lobby desk. They said they would come back later because first they had some folks to evacuate out of their homes.

I was worn out from all of the excitement and retired to my room to take a nap. Later there was a knock on the door; it was Yvonne, "If you want to leave," she said, "the firemen have come back for us." Jeff Spear, who was also staying in the hotel to watch the Riverview Antiques across the street, came up to help me with my stuff. I left three bags and a box at the hotel to be picked up on my return trip: we couldn't bring too much onto the boat.

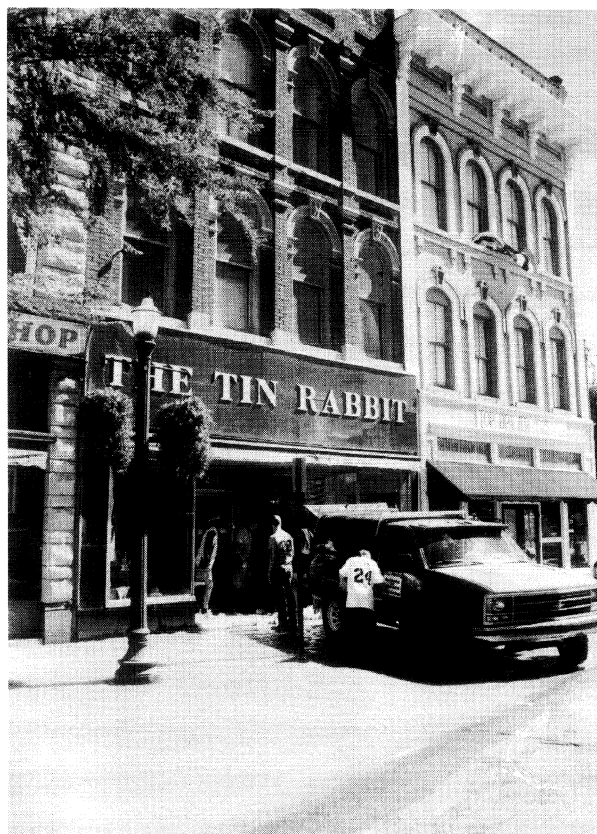
Yvonne and I didn't even get our feet wet. We boarded the boat at the loading dock and the firemen lifted the motor out of the water so they could pull up onto the grass at the college lawn and help we damsels out of the front of the boat directly onto dry land. When we went up Fourth Street there was a full-size cargo van with water covering the edges of its roof; the water was that DEEP!

We were advised by the firemen to head down Highway 7 to Parkersburg to pick up Highway 50 - Yvonne went West; and I headed East. She and I checked with each other the next morning to make sure that we had gotten out A-OK.

"Yvonne, did you catch the number on that cute captain's badge?"

That weekend was a real river meeting!

* * *



**HIGH WATER COMING!
SEPTEMBER 18, 2004**

AT THE TOP, TWO VIEWS OF THE 200 BLOCK OF FRONT STREET AT 11:30 AM. AS MERCHANTS HUSTLE TO MOVE STOCK. UP TO 4-5 FEET GOT INTO SOME STORES AND SEVERAL DID NOT ATTEMPT TO RE-OPEN AFTERWARDS.

MIDDLE, THE PARKING LOT NEAR THE ARMORY AS THE WATER KEEPS COMING - ALMOST A FOOT AN HOUR. THIS MAY HAVE BEEN THE END OF THE PARKING METERS - WORKS REMOVED AND NOT YET REPLACED.

BOTTOM, 2:30 PM. WITH FRONT STREET COVERED; FROM PHOTOGRAPHER'S CAR AS IT PLOWS AHEAD FOR HIGH GROUND FROM THE LAFAYETTE'S PARKING LOT.

FRED RUTTER PHOTO



Ralph DuPae Honored at Murphy Library Steamboat Sleuth Receives Archives Award

On October 13, 2004 an awards ceremony and reception was held in Special Collections, Murphy Library, in honor of Mr. Ralph DuPae, co-winner of the 2004 Governor's Award in Archival Advocacy. The Governor's Archival Awards program is presented by the Wisconsin Historical Records Advisory Board and the Wisconsin Historical Society. The award for Archival Advocacy is given to an individual who has provided distinguished leadership or support for the improvement of Wisconsin's historical records or archival programs. Mr. DuPae, now retired as a chief engineer for the Northern Engraving Company of La Crosse, Wisconsin, received the award in recognition of his 30 years of volunteer efforts to collect historical photographs of steamboats for Murphy Library's Special Collections.

Largely through Ralph DuPae's tireless volunteer efforts, Murphy Library boasts one of the largest collections of inland river steamboat photographs. Comprising over 50,000 images, the "Steamboat Collection" serves as a valuable tool for researchers who have utilized the photographs to solve ancient puzzles and quell decades-long

arguments about steamboats, such as the famous steamboat race between the NATCHEZ and the ROBT. E. LEE in 1870. The photographs have been used in numerous books and journals and as illustrations for TV and video programs such as The History Channel and The American Experience. The library's collection of steamboat and river-related photographs is nationally recognized for its scope, and accessibility.

Remarks at the awards ceremony were made by Anita Evans, Director of Murphy Library; Elizabeth Hitch, Provost of UW-La Crosse; and Paul Beck and Ed Hill, the current and former Special Collection Librarians at Murphy Library, respectively. The 2004 Governor's Award in Archival Advocacy award was then presented to Mr. DuPae by Peter Gottlieb, State Archivist of Wisconsin. Ralph responded with a heartfelt statement that highlighted the many friendships he had made over the years in the pursuit of ever elusive steamboat photographs. After the remarks, the reception ended on a warm note as attendees mingled, ate cake, and further

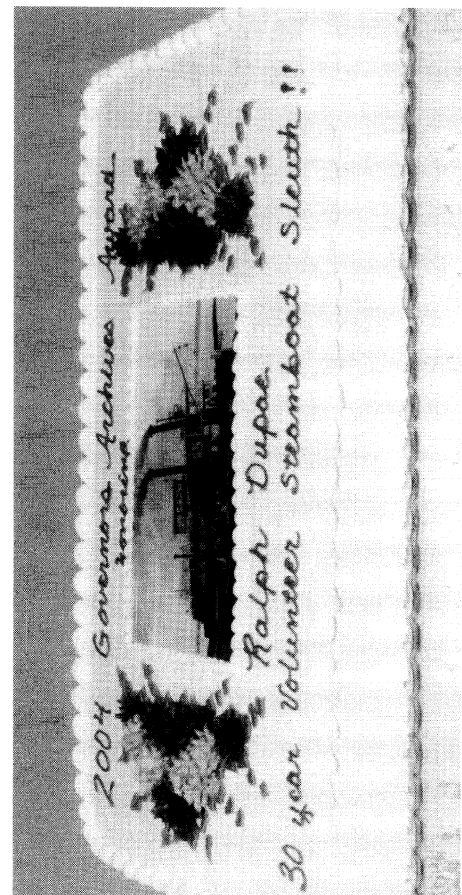
reminisced with Ralph about his remarkable "second career" as a steamboat sleuth.

Murphy Library was honored to host this event and pleased that Ralph received the 2004 Governor's Award in Archival Advocacy as the Steamboat Collection that Ralph helped create has brought recognition to Murphy Library, the University of Wisconsin-La Crosse, and the La Crosse community.

The above release was prepared by Paul Beck, Special Collections Librarian and we thank Linda Sondreal of the Special Collections staff for getting it to us. The *S&D Reflector* is forever beholden to Ralph and to the Murphy Library for having the foresight to embark on "collecting boat pictures." It is a rather obscure corner of Americana but a significant one.

Ralph Du Pae was the ideal person to win the trust of those who had an interest in steamboat subjects. Within a few years he was one of the gang in S&D and built a reputation as eminently trustworthy with rare and prized photos. Looking for a particular boat picture, - see Ralph or call the Murphy Library.

Congratulations and best wishes to Ralph Du Pae. The *Reflector* salutes you!



- S&D CHAPTERS -

A summary of the activity reports by the three S&D Chapters will be found in the proceedings of the annual business meeting. Since the September meeting in Marietta, the Middle Ohio River (MOR) has made a safari to Chattanooga but we have no report at press time.

We want to report that another group of members has taken steps to create a fourth chapter, this time in the deep south. Centered at Vicksburg, Mississippi. Nineteen (19) members have petitioned the Board of Governors for recognition as the YAZOO RIVER CHAPTER. Lamar Roberts, of the Vicksburg Battlefield Museum, is president and Dan Richardson, Secretary. The paperwork was received by the Secretary too late for the petition to be taken up at the last BOG meeting on September 17. It will be circulated with the minutes of the Board meeting for consideration and action. A report will be included with the March issue of the *S&D Reflector*.

OHIO & KANAWHA RIVERS

The O-K meeting was held on the first Sunday of November (rather than the second) so the faithful could enjoy a fine slide program by Jerry Sutphin.

The meeting room at the Mason County Library, Point Pleasant, WV was well filled when the meeting was called to order by Clerk-Secretary Jim Bupp. Capt. David Smith was asked to offer the blessing.

Chairman Bupp announced that the auditing committee had observed only \$39.39 in the treasurer's cigar box. This called for a replenishment and donations for the postage fund were solicited.

Engineer Charles H. Stone reported the loss of member Ben Tracy, late of Ashland, Kentucky, - an obituary appears in this issue. Charlie called upon Jack Fowler, president of the Point Pleasant River Museum, for a report on activities.

Jack advised that the office and library furnishing project has been completed. He announced that the artist who created the eye-catching museum logo on the building is making a series of hand-crafted figurines for the museum to sell to augment the Foundation fund. An order blank and additional details of the collectible set is available from the Pt. Pleasant River Museum, Box 411, Pt. Pleasant, WV 25550.

Chairman Bupp asked for a motion to transfer the S&D membership from the Mason County Library to the River Museum. This is a contribution by the O-K Chapter and the files of the *S&D Reflector* have been moved to the museum library. Approved by a voice vote.

Jerry Sutphin had assembled an interesting group of slides to tell the story of the Greene Line which led up to the acquiring of the DELTA QUEEN in 1946. The history of the big Sacramento River boat and her sister-ship DELTA KING in the West and then the DQ's subsequent history on the Western Rivers under Greene Line ownership makes a fascinating story. Jerry had excellent slides - historic and modern photos - to tell his story. His intimate association with the boat today permitted him to include a number of stories and sidelights of her history.

The next meeting of the Chapter should be March 13, 2005, - if the creeks don't rise!

Billy Bryant Does Carman

From Time magazine, July 22, 1940.

MUSIC

Cincinnati's Carmens

Proud of its culture is Cincinnati, "Queen City of the West." Part of its cultural tradition, for 20 summers, has been opera in a pavilion in the Cincinnati Zoo, - where shrilling peacocks sometimes compete with the piccolos and roaring lions double in bass. Last Sunday night Bizet's Carmen opened another Zoo season. There are no great Carmens today. One of the most persistent, bouncing Italian Bruna Castagna, gave her usual interpretation of the gypsy who seduces Soldier Don Jose (Tenor Raoul Jobin, Metropolitan debutant of last season), then gives him what Broadway calls the brusheroo.

Cincinnati heard another Carmen that night--on a showboat moored near the city's public dock. Captain Billy Bryant plies the Ohio River, playing melodramas straight for West Virginia hillbillies in the spring, pulling for sophisticated hisses and catcalls in Cincinnati in the summer. Raised on a showboat (his father, in his 80s, still plays in the family troupe), Captain Billy is a hard-voiced, articulate showman who wrote a book about the Bryants and sounds off on the theatre in the Sunday *New York Times*. He got the

- CENTERFOLD -

The weather for the September Flood in Marietta couldn't have been better - just look at that cloudless sky. The view is up the Second Street Grand Canal toward the skyscraper at the corner of Second and Putnam Streets. The domed clock tower doesn't perch on the elevator penthouse but is on the Washington County Court House, across Putnam Street.

Near left, - the water is just at table-level in the Levee House Cafe while outside diners will need snorkels. Near right, - the condos on Ohio Street just missed having the river on the floor.

A floodwall would spoil the scene!

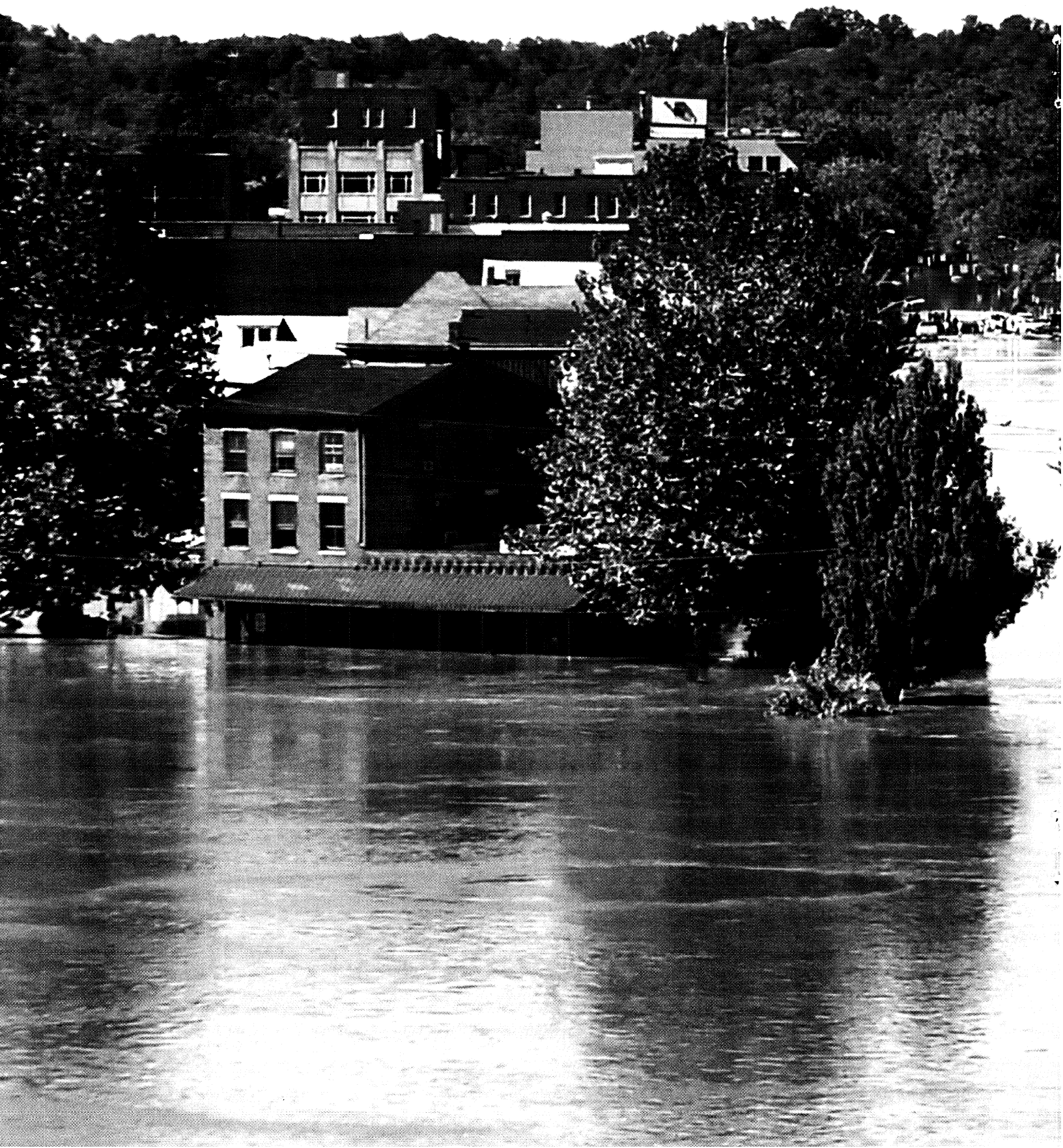
Photo by Steve Merrill.

idea of doing Carmen long ago, when he found a Spanish shawl in a box of the cheap candy which he - like the rest of his troupe - peddles between acts. Captain Billy worked up his Carmen when the Zoo opera announced its production. His working up consisted of throwing away nearly all of Bizet's melodious, phony-Spanish music and nearly all of Prosper Merimee's phony-Spanish story.

Captain Billy has a cast of eight blond, un-Spanish-looking members who wash decks, sell tickets, move props as well as sing, dance, feed lines to Captain Billy on & off stage. Carmen opens with all hands singing *Hail, Hail, the Gang's All Here*. Carman is Billy's 18-year-old daughter Betty, who does a song and trucks to the jazzed-up Habanera while her mother pounds a little red piano. Captain Billy revised a scene in which Carman consorts with smugglers in a cafe; made the chief smuggler a Greek restaurant proprietor, played by himself.

Bullfighter Escamillo announces that he is "the greatest bull-thrower in all Spain," while Carman begs him to, "Come to the Zoo opera to see my understudy." Climax is the bullfight scene (usually off-stage noises), in which the bull, accompanied by the announcement, "Here comes Ferdinand," who appears munching a carnation. Instead of getting killed, the bull performs a soft-shoe dance.

The audience was not supposed to know it, but the fore and aft of the bull were Carman and Don Jose (Benny Wullkotte, 17-year-old Cincinnati). Said Captain Billy of his production, "It's 10% Carmen and 90% bull."





THE RISE OF A RIVER EMPIRE

THE OHIO RIVER COMPANY

BY
WILLIAM F. JUDD

This is the story of one of the inland waterways most prestigious river towing companies - from its most humble beginnings till a huge unfeeling corporate giant swallowed it alive. It is the fable of The Ohio River Company. I'm sure many *Reflector* readers have their own anecdotes and tales as relates to this company, its boats and employees, but this story attempts to cover the big picture. The author has tried to stick to the organizational and historical facts for this article.

It is also the saga of the river industry's transition from the steam age to the modern diesel era. ORCO retained steam towboats in service as late as 1961.

THE BEGINNING

In 1915 a young man, Albert Converse Ingersoll, Sr., was delivering coal by horse and wagon in Cincinnati. Ingersoll was ambitious, an entrepreneur, and soon expanded his sales from residential customers to industrial and utility companies. Within a short time he was delivering by truck and rail and had expanded into neighboring states. In 1917 Ingersoll took a hard look at his successful and expanding business and decided to enter river towing to both lower his costs and to insure the needed volume for his growing distribution base. He formed a new company The Philadelphia and Cleveland Coal Company although actually it had nothing to do with either city; - Ingersoll simply wanted it to sound impressive so as to attract investors.

The towboat, CONVOY (T0501) was chartered along with four wooden coal barges which Ingersoll numbered 1001-1004 so as to make the company fleet seem bigger than it really was in fact. The Philadelphia and Cleveland Coal Company purchased this vessel in 1923 and renamed it for the owners son, A. C. INGERSOLL, JR. (T0008)

As Ingersoll's success increased so did his monetary needs and he took in a partner, W. W. Marting, a steel and foundry magnate of Ironton, Ohio. Together they embarked on an ambitious expansion of the business.

In 1922 they acquired the Logan Dock Co. facility on 25th and 26th. streets in Huntington, West Virginia. After extensive renovation and installation of state of the art (at the time) equipment it officially opened for business in 1924. In its first month over 19,000 tons of coal were loaded into river barges. About this same time the company acquired property at Addyston, Ohio, Ohio River mile 485, fifteen miles down-river from Cincinnati or about a mile below old Lock & Dam #37. Here was built a large efficient terminal. This lucrative coal trade from Huntington to Addyston was the goose that laid Ingersoll's golden egg.

It soon became apparent that the A. C. INGERSOLL, JR. and the small fleet of barges, now numbering over thirty, could not deliver the needed tonnage. The Philadelphia and Cleveland

Coal Company was forced into chartering towboats and barges. Ingersoll disliked the arrangement because of both high costs and the lack of control of the vessels.

One of the boat charters is worth mentioning, - it was for the big towboat IOWA (T1190) in 1926. The IOWA at this time was still a sternwheel boat - later rebuilt to twin-prop - of huge size, 230'x58' wide. She was a Goltra vessel designed for the Mississippi River service and seemed out of place on the Ohio. She ran up river as far as Neville Island. It is important to remember that the original lock & dam system had not been finished in 1926. The charter was quickly terminated and IOWA returned to her native habitat.

EXPANSION YEARS - PHASE ONE

Ingersoll saw that with the continuing success new equipment was needed. The problem, as always with expansion was to obtain the money needed. At this point Ingersoll made a deal with C. E. Hutchinson, President, of the West Virginia Coal and Coke Co. which was based in Omar, Logan County, West Virginia. This company had extensive rail holdings (The Coal & Coke Railway), a mining operation (Davis Colliery Co.) and large land holdings in both West Virginia and Eastern Kentucky.

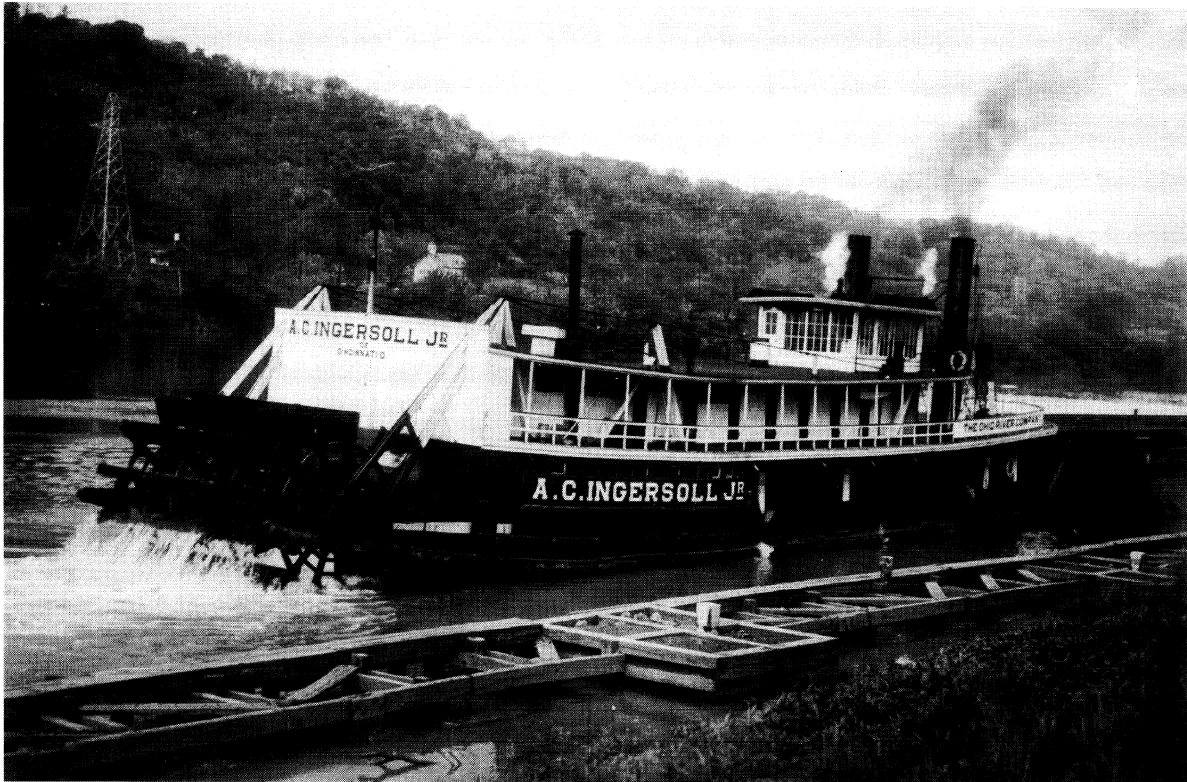
On April 17, 1925, The Ohio River Company (ORCO) was incorporated in West, Virginia as a wholly owned subsidiary of West Virginia Coal and Coke Co. A. C. Ingersoll, Sr. and W. W. Marting were retained to head the new concern. The Philadelphia and Cleveland Coal Co. ceased to exist as an operating company.

One of the first moves by the new company was to let a contract to Ward Engineering Works at Charleston, W. Va. for construction of a new steel hulled, 750 horsepower, towboat the E.D. KENNA. (T0651). Total price delivered was \$179,325.00. The boat was delivered to ORCO in July, 1926 with Capt. Edgar L. "Jocko" Meek as master. Capt. Meek reportedly was quoted as saying, "Before any deckhand can become a mate, he has to be able to whip anyone in the crew - or make them think he could". ORCO also let contracts for thirty new steel "standard" (175'x26') barges costing \$14,000.00 each.

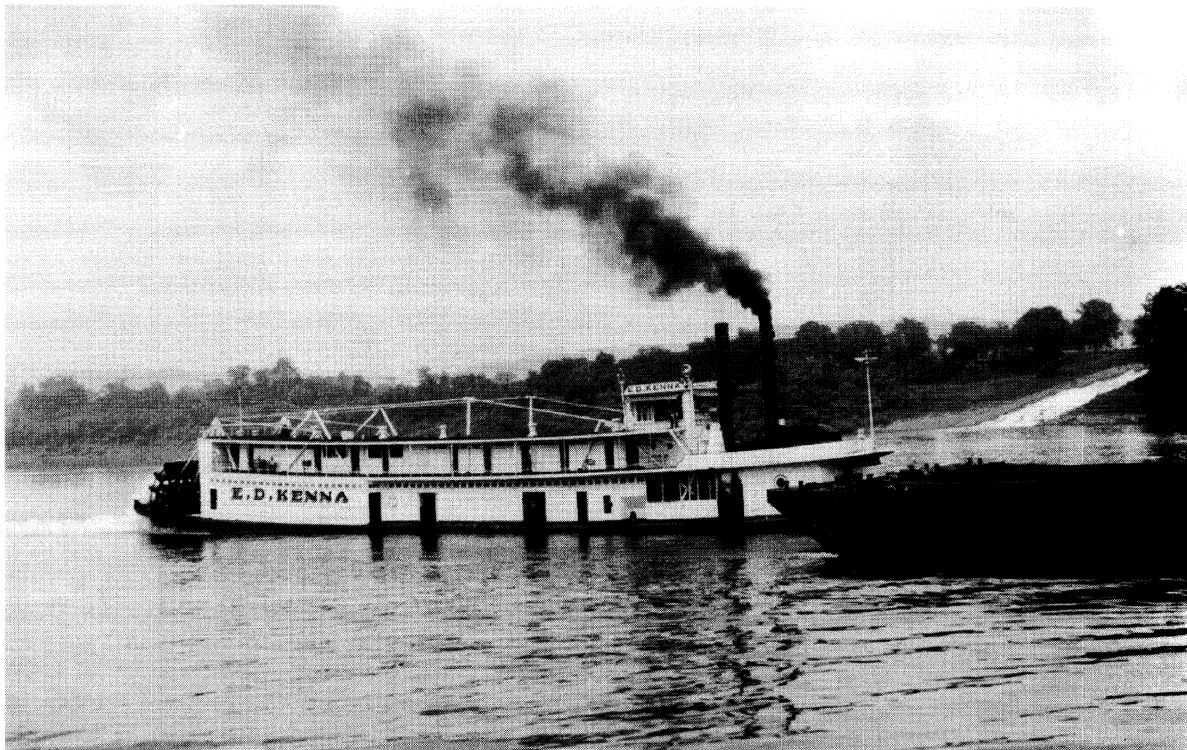
In 1925, ORCO signed huge contracts with the Cincinnati Gas & Electric for coal delivery, contracts that continue to this day. Probably, due to this relationship, ORCO moved its offices to the seventh floor of the Atlas Bank Bldg., in Cincinnati.

The new company's terminal business had an explosive growth. The Huntington Terminal tonnage in 1925 was 388,000 tons and by 1927 was 747,000 tons. A third terminal was opened in 1931 at Mill St., Cincinnati, river mile 471.2. several large barge fleeting areas were established in the Cincinnati harbor. This growth of tonnage, even though it was during the depression years, continued at a fast pace and once more strained the limited river fleet. Once again several vessels were chartered during the 1930s, among them the CATHARINE DAVIS (T0361) owned by the Island Creek Coal Co., D,W WISHERD (T0553) from the Campbell Transportation Co. and the ARTHUR HIDER (T0168) which, after 1935, was owned by A. O. Kirchner.

Again Ingersoll chafed under the charter agreements and soon embarked on a fleet enlargement. His first move was to let a contract with the Dravo Corp of Pittsburgh to construct a large



THE A. C. INGERSOLL, JR. (T0008) WAS BUILT AT HIGGINSPORT, OH IN 1901 AS THE ROBERT TAYLOR, WOODEN HULL, 119x27.1x5.8. SHE WAS RENAMED W. T. SMOOT IN 1908 AND THEN CONVOY IN 1920. SHE WAS RENAMED AGAIN IN 1923 AND MOVED COAL FOR ORCO ON THE OHIO AND AS FAR SOUTH AS VICKSBURG (ONE TRIP) UNTIL BURNING IN 1940.



E. D. KENNA (T0651) WAS BUILT BY WARD ENGINEERING IN 1926 FOR ORCO, STEEL HULL, 144x32.1x6.5, CONDENSING ENGINES 15'S, 30'S-7 FT. STROKE, RATED 700 HP. IN 1936 SHE WAS LENGTHENED AT DRAVO'S TO 171.2x32.1x8.5 AS SHE IS SHOWN HERE. SHE WAS DISMANTLED AT BROWNSVILLE, PA IN 1953.

PHOTO BY FREDERICK WAY, JR.

steamwheel towboat of 1,000 hp. This vessel, the OMAR (T1958), completed in 1936, was to become the company's flagship and probably the best known towboat on the middle Ohio River. Even to this date, forty-two years after her retirement in 1962, when the author gives a slide presentation, four or five in the audience will chime in, "I know that boat!"

She was named, of course, for the headquarters location of the West Virginia Coal and Coke Co. Capt. John C. Marting, son of W. W. Marting, was in charge of OMAR's construction and went on to become Vice President of ORCO. The OMAR on January 14, 1939 moved 28 barges, carrying 24,041 tons of coal from the Huntington terminal to Cincinnati, a record! By 1940 ORCO was moving in excess of 2,500,00 tons, a big boost over its first year 388,000 tons.

NEW MARKETS AND A NEW RIVER

In 1937 ORCO was awarded several large towing contracts with the Commonwealth Edison Co. to supply coal to their Chicago area power plants. For this work, ORCO formed the Illinois River division and sent over the E. D. KENNA and thirty new jumbo (195'x35') barges. Capt. A. C. Ingersoll, Jr. was placed in charge of this operation.

ORCO built a rather large terminal and fleeting facility at Kingston Mines, Illinois. Part of this landing dock area was the old lock walls of one of the original Illinois & Michigan (I & M) canal locks.

Several significant events were a result of this Illinois River venture. First, was the purchase of the G. W. McBride (T0870) to replace the E.D. KENNA in the Ohio River trade. Second, was the purchase of a diesel towboat the NORTH STAR. This vessel had been built by Nashville Bridge Co. in 1925. The NORTH STAR was completely rebuilt in 1938 at ORCO's Addyston terminal; new Fairbanks-Morse (F-M) diesels (2) totaling 1,000 hp. were installed and its superstructure was cut off to just a main deck with a retractable pilot house for Illinois River service. Due to the success of the NORTH STAR, a contract was let in 1941 with St. Louis Shipbuilding & Steel to construct a new, large 154'x 34' all steel, 1,600 hp. vessel, single deck with retractable pilothouse to be called the W. W. MARTING.

The NORTH STAR and the W. W. MARTING were the early experiments by ORCO with big horsepower "stink-pot" boats which foretold the eventual changeover to diesel power.

The third event following the expansion to the Illinois River was a real shocker to those following the ORCO story: Albert Converse Ingersoll, Sr. and his son Capt. A. C. Ingersoll, Jr. abruptly left the company. Rumor had it that the senior Ingersoll was totally against the diesel boats. The upshot of the deal was that Ingersoll quickly founded the Central Barge Co. to compete with ORCO on the Illinois. It does appear evident that Ingersoll was reluctant to leave the steam age as he immediately let a contract with Marietta Manufacturing Co. at Pt. Pleasant, W. Va. to build the big sternwheel steamer ALEXANDER MACKENZIE (T0085). She came out in 1939 with Capt. A. C. Ingersoll, Jr. in command.

TRAGIC EVENTS.

There is an old saying on the river (and elsewhere) that bad things happen in a series of three. For ORCO that saying surely held true.

On August 23, 1940 the company's first vessel, the A. C. INGERSOLL, JR. burned a total loss just above Tietzville, Kentucky, about two miles below Augusta, Kentucky. The GORDON C. GREENE rescued the crew.

The second tragic event happened on February 22, 1942 when the G. W. McBRIDE, in high water and only towing four barges, got out of shape and struck a pier of the L & N Railroad bridge in Cincinnati. Capt Roy Edgington was at the wheel and sounded a distress whistle, which was heard throughout the harbor and uptown. Help was immediately mobilized but it was too late; the McBRIDE itself caught the pier sideways and literally broke apart and rolled over in just a few minutes.

Sixteen lives were lost including Capt. Edgington and the master Capt. Pete O. Lallance. Of the crew of 21, those lost included the master, pilot, mate, chief engineer, second engineer, watchman, four fireman, three cabin help, two deckhands and a boiler man. The crew was a family affair - two sisters, two brothers, a brother and sister and a husband and wife. This very great tragedy still recalled on the river today.

The third event occurred on May 22, 1948 when the OMAR, running upstream "light boat" ran her head under and did a deep six to her second deck. She lay on the bottom opposite the mouth of the Licking River, across from the Cincinnati Public landing. This was extremely embarrassing to ORCO as the scene was visible from their office windows in the Atlas Bank Building and quick salvage, regardless of cost, was ordered.

These three events, luckily, were the most serious in the company's seventy-eight year history, an exemplary record for a big river operation such as ORCO.

EXPANSION YEARS -PHASE TWO

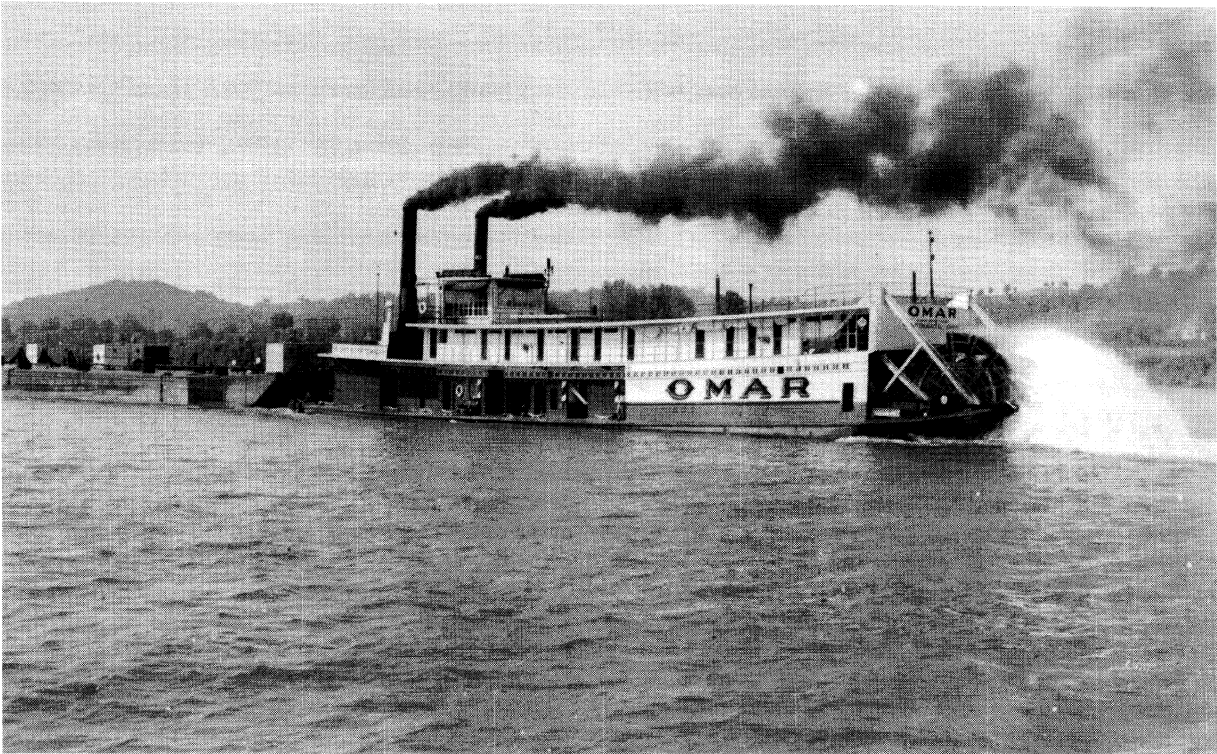
The period 1940 to 1965 saw ORCO double, then triple and finally quadruple in size of terminal facilities, tons hauled, floating equipment and corporate value.

By the late 1930s the handwriting was on the wall regarding the ascent of diesel power for river towboats. The ALEXANDER MACKENZIE and her sister JASON (T1345) of 1939 and 1940 would be the last steam towboats built for the Western Rivers. The diesel boats built just before and during WW-II proved the reliability and efficiency of the newer designs while the savings in crew costs of internal combustion compared to steam power pleased the financial officers.

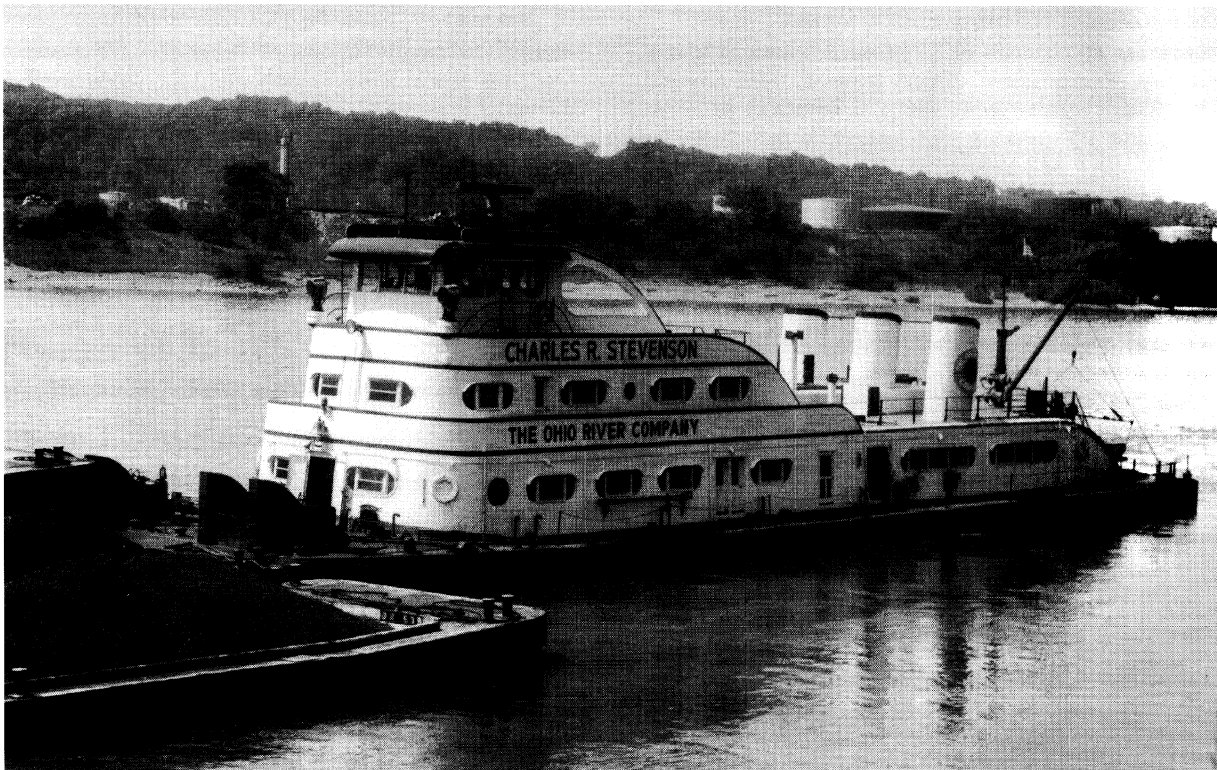
In 1943 ORCO took delivery of the 1,600 hp. HENRY S. STURGIS, 154'X36', from St. Louis Shipbuilding. This was the beginning of a long relationship between ORCO and St. Louis Shipbuilding, resulting in the construction of over thirty large towing vessels over the next thirty-five years.

However, even at the end of World War II it might appear that ORCO management was not quite fully sold on the diesel era. The evidence is the company's purchase, in 1947, of two big, steam sternwheel boats, the CHARLES DORRANCE, (T0379) formerly the JOHN W. HUBBARD and the JOHN J. ROWE (T1415), formerly the CHARLES T. CAMPBELL. These two vessels, built in 1936 by Dravo at Neville Island, PA and were almost identical sister ships to ORCO's flagship OMAR.

In 1952 ORCO purchased two more identical steamboats, this time propeller driven craft, from the Jones & Laughlin Steel Co. The T. R. WORKMAN, (T2385) and the MIKE



OMAR, WV WAS THE HEADQUARTERS OF THE WEST VIRGINIA COAL & COKE CO., PARENT COMPANY OF ORCO, THUS THE NAME OF THE 1,000 HP. TOWBOAT WHICH WAS BUILT AT DRAVO'S IN 1936. SHE ORIGINALLY HAD FIVE BOILERS, REPLACED BY A B&W STEAM GENERATOR IN 1948. IN 2004 SHE IS THE "SHOWBOAT" AT CLINTON, IA. PHOTO BY GROVER LITTON.



AS THE 1930S DREW TO A CLOSE DIESEL POWER WAS OVERTAKING STEAM AND ORCO CHANGED WITH THE TIMES. THE CHARLES R. STEVENSON, BUILT BY ST. LOUIS SHIPBUILDING IN 1943 AS SOHIOAN, WAS ADDED IN 1950. SHE WAS 160x38x10; F-M DIESELS TOTALED 2,415 HP. IN 1970 ORCO HAD 21 DIESEL BOATS AND BY 1993 THERE WERE 81 OF ALL SIZES.

CREDITOR, (T1810) were rated at 750 hp. and had been built in 1931 by Ward at Charleston. The CREDITOR was later renamed ORCO and then J. S. LEWIS, the name she still carries in 2004 as part of the Madison Coal & Supply Co. fleet and long-since converted to diesel. Both of these boats only lasted three years under ORCO ownership.

Purchase of additional steam power at this time could be justified on the basis of coal shipments being a large source of income for ORCO and fuel costs would be cheap. Also, the demand for new diesel boats was high while steamboats in fine condition were readily available at bargain prices. But, by 1955 even ORCO knew that the steam age on the western rivers had come to an end. The E.D. KENNA had been sold in 1947, the CREDITOR and WORKMAN in 1955, the DORRANCE in 1957, the ROWE in 1960 and finally, in 1961, the company's darling, the OMAR was laid up and then donated to the state of West Virginia to be used as a showboat and museum to highlight West Virginia's 1963 centennial as a state. Ironically, both the OMAR and the DORRANCE continue in use today, - the OMAR at Clinton, Iowa and the DORRANCE is the Mike Fink restaurant at Covington, Kentucky.

SUCCESS ATTRACTS ATTENTION

ORCO was getting big, probably huge would more accurate. Its river tonnage figures of 2,500,000 tons in 1940 grew to 6,600,000 tons in 1950 and by 1960 were close to 20,000,000 tons. The company employed more than 900 people and had revenues in excess of \$25 million. It had acquired a new terminal at Kenova, West Virginia to supplement the Huntington terminal which, although rebuilt, was at capacity and out of room to expand.

The size and success of ORCO attracted outside investors, namely a New Yorker named Simon Scheuer, who acquired control in 1954. Scheuer pretty well cleaned house as to top management and Eli Goldston was brought in to reform the company. Goldston and Scheuer decided the river operation was the obvious profit center and began to systematically purge the mining side of the operation. In April, 1955 West Virginia Coal & Coke Co. ceased to exist. The new parent company name was to be Midland Enterprises, Inc. The Ohio River Company was left intact as a wholly owned subsidiary.

Under new ownership and management ORCO embarked on its most ambitious expansion. A towboat and barge building program was put in to place, the likes and size of which had never been seen in the inland river industry. Over the next ten years contracts would be let for nineteen large towboats and over 1,000 barges.

ACQUISITION-MERGER-CONSOLIDATION -ENDING

Some think "Bigger is better" while others would argue that such is not always the case. Much of both arguments can be applied to the final thirty years of ORCO and its parent companies.

In 1961 the Midland Enterprises, Inc. chief stockholder, Simon Scheuer, having made a fortune on his investment (share prices had increased from \$15.00 to \$58.00) was looking for a way to cash out. He found it in Eastern Gas & Fuel Associates of Boston. A merger agreement was set in place and Eastern took over Midland Enterprises.

Coming out of the turmoil that is part of most large mergers ORCO survived as a wholly owned operating subsidiary. There was a gradual change in ORCO's middle management which had almost always consisted of people brought up through the ranks. This included persons who had both terminal and boat experience who now were being replaced by management experts, bean counters, pseudo-lawyers and transportation specialists. It was a new approach.

Through the late 1970s, '80s and '90s ORCO prospered and, in fact, grew in size as to equipment and volume of tonnage. Its parent company had gone on several buyout sprees acquiring such concerns as Chotin Transportation, with its fleet of 15 towboats and over 150 specialized tank barges in 1971. The Walker companies of Paducah were acquired in 1982, consisting of R. & W. Marine Towing and the Walker Shipyard operation. The big move came in 1984 when the Federal Barge Line, with its 12 towboats and over 700 barges, was purchased.

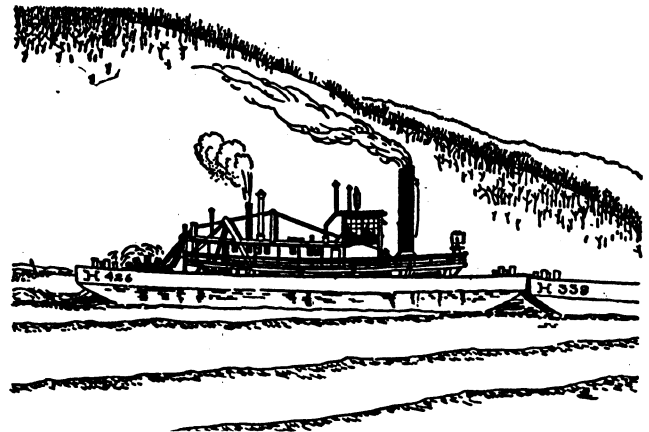
As ORCO continued to grow, more equipment was needed. A large barge and towboat building program was undertaken in the late '70s with addition of six new 5600 to 6000 hp. towboats for ORCO and two 9000 hp. boats for the Gulf of Mexico operation, Orgulf. In 1990 ORCO moved in excess of 33 million tons.

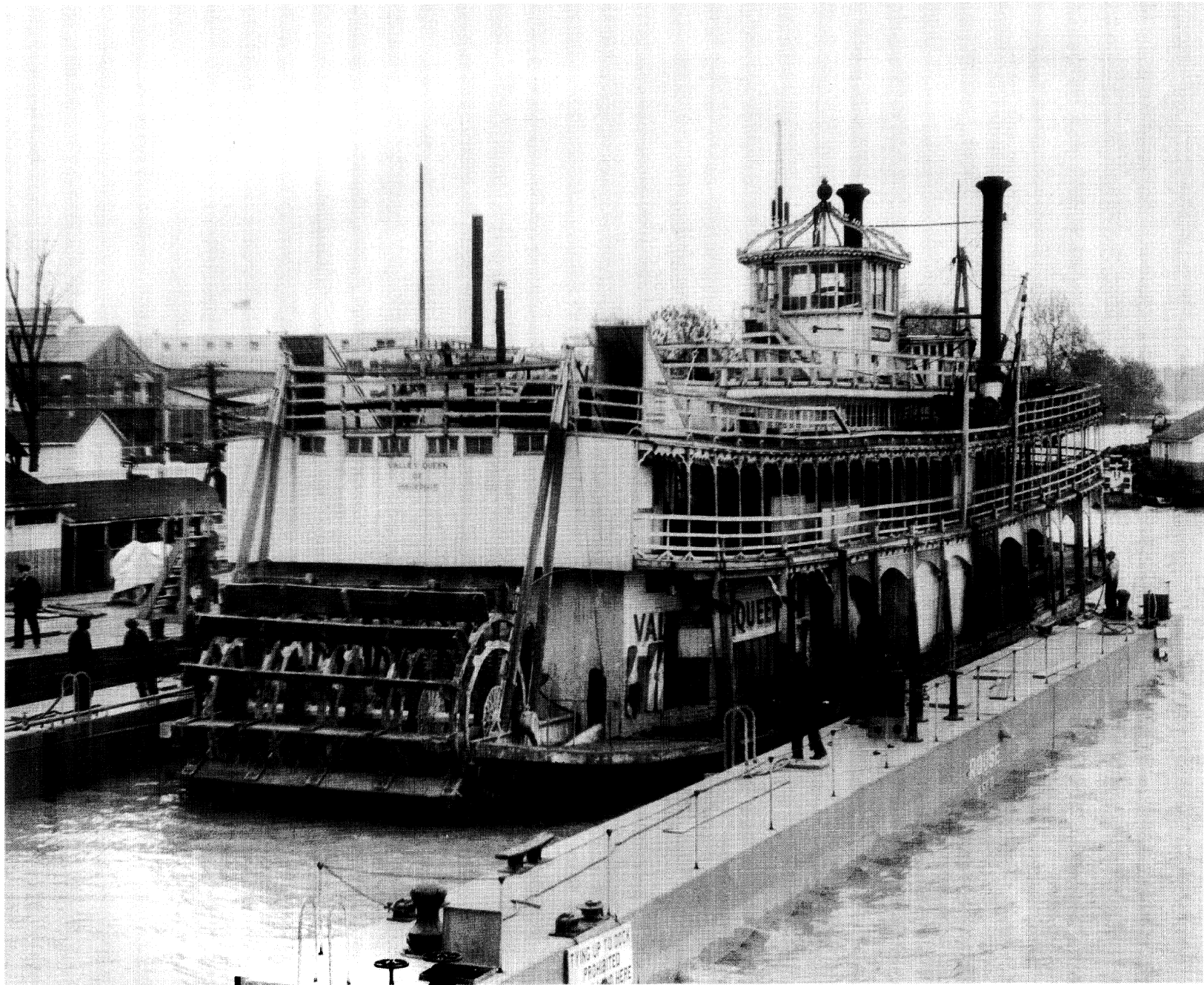
In 2002, Ingram Industries, of Nashville, Tennessee, acquired all the assets of Midland Enterprises including ORCO and Orgulf. The Orgulf division was the first to go, with Ingram stating the "Ohio River Company" name was historically and commercially important to retain. The ORCO office at Cincinnati, however, was reduced from over 130 employees to six.

On May 19, 2004, the fatal blow came as the second shoe dropped with Ingram's terse announcement that the Ohio River Company would cease to exist. Its Ohio River boats were all put up for sale.

The dream of Albert Converse Ingersoll, Sr. had come to an end.

AUTHOR'S NOTE: A special thanks goes to Mrs. Patty Hyer of Ingram Barge who supplied me with articles and printed material on ORCO and a booklet called "History of Midland Enterprises". As I got deeper into this story I realized that a whole book could be done on this amazing company. It could be an interesting case study for a business school class.





THE VALLEY QUEEN (5537) WAS BUILT BY HOWARD IN 1913 AS THE JO HORTON FALL (3025), 158X28X4, FOR CUMBERLAND RIVER TRADES. SOLD TO MEMPHIS PARTIES 1926, NOW AN EXCURSION BOAT AND RENAMED.

VALLEY QUEEN IS BEING EASED INTO A FLOATING DRYDOCK AT THE U.S.C.E DEPOT, MEMPHIS, - A CLOSE FIT. IT APPEARS VALLEY QUEEN COULD USE A LITTLE MORE THAN HULL WORK. PRINT BY W. E. REED

This and That

WAY DIRECTORY SALES REPORT

The Ohio University Press reports the continuing popularity of the steamboat directories published with the sponsorship of S&D.

For the first six months of 2004, "Way's Packet Directory, 1848-1994" continues to outsell "Way's Steam Towboat Directory" as has been the case traditionally. The romance of the stately packets and the reputed grand style of the patrons is perhaps irresistible for genealogists. (Try reading the pedigree of the KENTUCKY (3268) for a reality check!) Both directories are important references which belong in the libraries of all river towns and serious regional historians. The royalty check of \$75.69 is a welcome addition to the J. Mack Gamble Fund.

BOAT PHOTO MUSEUM LOGS 40,000TH PHOTO *THE WATERWAYS JOURNAL, November 1, 2004*

"Boat Photo Museum, Maryville, Ill., has logged photo No.40,000 into its collection of river towboats and Gulf coast area tugs. The enterprise was begun in 1955 when Dan Owen began photographing boats passing Babbs Island at East Liverpool, Ohio, on the upper Ohio River. The collection has grown through the years until it now is contained in 11 four-drawer filing cabinets and associated filing systems.

Photo No. 40,000 is of the towboat CITY OF JOLIET, submitted by C. R. Neale, III of Parkersburg, W.Va. While Owen has taken many of the photos himself, the collection lately has become a central repository of photos submitted by contributors from throughout the United States and other areas of the globe where push towing is utilized.

In addition, many collections have been donated by families of avid collectors and photographers who wanted their deceased family member's photos kept available for use rather than being stored away or possibly destroyed.

The collection includes photos of more than 14,950 different boats. It centers mainly on diesel-powered river towboats and Gulf Coast-area tugs and diesel- and gas-powered sternwheelers, but does include some of the later steam prop and sternwheel towboats.

Owen, a contributing editor to The Waterways Journal, editor of the Inland River Record, and former editor of the Inland River Guide, was earlier a deckhand and mate for a large barge line and was able to photograph towboats on various locations on the inland waterways".

(Dan C. Owen, P.O. Box O, Maryville, IL 62062. Ed.)

MV. P. A. DENNY ENTERS NEW TRADE

The P. A. DENNY has been a fixture at Charleston, WV as the local excursion boat but now has a new home. She was built by Ward Engineering in 1930 as the U.S. Corps of Engineers towboat SCOTT and operated by the Corps at Louisville until 1954. In 1973 she was owned by P. A. Denny,

Dunbar, WV who converted her into a private pleasure boat named ROBIN D-TOO. Purchased in 1975 by Lawson Hamilton and renamed P. A. DENNY in honor of the former owner, she operated as a public and private excursion boat.

The DENNY was recently purchased by the ORSANCO Educational Foundation, Cincinnati. The Foundation is a 501c3 offshoot of the Ohio River Valley Water Sanitation Commission (ORSANCO).

The boat is being remodeled to serve as a floating classroom to serve schools the length of the Ohio Valley with river-related science programs. A pilot program will begin Spring 2005 and will be directed mainly to high school sophomores, juniors and seniors. Grants for initial funding have been received from the L&L Nippert Charitable Foundation, Cincinnati and the Ohio EPA Environmental Education Fund.

ORSANCO Educational Foundation, 5735 Kellogg Ave.,
Cincinnati, OH 45228. PH (513) 231-7719

Thanks to Steve Sandfort, Cincinnati and Lee Hughes Brock, Fort Thomas, KY for the info.

GOLDEN EAGLE RIVER MUSEUM CLOSES END OF AN ERA IN BEE TREE PARK

The museum has been in the Nims Mansion in Bee Tree Park, South St. Louis County, Missouri since 1964. It was established by the Golden Eagle River Club whose members were (at first) made up of fans of the packet/tourist boat GLODEN EAGLE. This has been an active river group in the St. Louis area since its founding in 1942 and the late Jim Swift was for years one of its spark plugs.

But, the years have slipped slowly by and it has become more difficult to recruit volunteers for the museum. After all, it was 1947 when the GOLDEN EAGLE made her last trip.

Reluctantly, the club arrived at the decision to close and dismantle the museum at the end of the season. Sunday, October 31 marked the last day for the Golden Eagle River Museum, an afternoon for members only. Joe Vollmar entertained with a talk about the St. Louis harbor boat ERASTUS WELLS.(1895) and the membership celebrated the club's contribution toward preserving river history for more than 40 years.

We regret that we never visited the Golden Eagle River Museum and now it is too, too late.

THE RIVERS OF KENTUCKY EXHIBIT NOV. 6, 2004 - DEC. 31, 2005

The Kentucky Historical Society has a year-long exhibition of artifacts historic photographs, maps and oral history relating to her waterways underway at the Kentucky Historical Society in downtown Frankfort. Kentucky claims 13,000 miles of moving water - more than any state except Alaska - and the temporary exhibition is titled, "A River Runs Through Us."

For the next year the show will occupy the Keeneland Changing Exhibits Gallery at the Kentucky History Center. The Historical Society is located at 100 W. Broadway, Frankfort, KY 40601. Phone (502) 564-1792.

More This and That

MARIETTA'S BECKY THATCHER REINCARNATION

The ex-U.S. MISSISSIPPI (3977) has a life the equal of The Perils of Pauline! In this column in the September issue (page 14) we reported that new owners were hard at work in renovation of the historic vessel, now known as Becky Thatcher. September 10 was the target for reopening the restaurant on the boat, - with live and lively entertainment but sans "Showboat Drama." The reopening date was missed because of some legal problems with the city lease, then the rains came and flooded out the Sternwheel Weekend followed by the genuine flood the following weekend. Then the partnership that had taken over the boat fractured.

The boat's owner is Jeffrey Levin, Delray Beach, FL and he now has a new partner and investor in Kevin Sams, Belpre, OH. In an interview of November 2, 2004 Sams is reported to say, "We're on the fast track right now. Jeffrey Levin and I are working to get open by Thanksgiving." The new theme restaurant on the two upper decks will be called, "1926" and we must say that the boat shows for all the repairs and fresh paint applied this past summer.

We wish Messrs. Levin and Sams all success.

A NEW MUSEUM IN THE WORKS AT BROWNSVILLE, PA

Brownsville, Pennsylvania, on the Monongahela River 56 miles above Pittsburgh, was a principal builder of steamboats in the very early days and well into the 20th century. In very recent years industry has moved elsewhere and barge building ended with the closing of the Hillman Boatyard by Trinity Marine Group in the 1990s. Now, there are some hopeful signs with a new owner taking contracts for new construction at the old Hillman yard.

The following press release comes from Harold Richardson who, with others, is promoting the new museum.

"The Monongahela River, Railroad and Transportation Museum, Inc. (MRR&T) is currently renovating a building within Brownsville's Northside Historic District for the purpose of developing a museum and research center. The building is of recent construction, 100 ft. by 34 ft. split level brick, on Church Street in Brownsville. The mission of the MRR&T Museum is to collect, research, preserve and display and maintain archival materials and artifacts related to the river, rail, and other modes of transportation."

"Brownsville had a unique position in the nation's early western movement. Traveling over the Allegheny Mountains on primitive paths which later became the National Road, the Monongahela was the first navigable river that the pioneers reached. Boat building immediately became a dominant industry. In 1814, the ENTERPRISE, built in Brownville, was the first steamboat that traveled to New Orleans and back under its own power. Steam packet boats were built to transport large numbers of pioneers and their supplies on the

river westward and south. A number of manufacturers soon established works in Brownsville to supply the boat yards with outfitting equipment including boilers and machinery."

Lifetime family memberships for the MRR&T Museum are still available for \$100.00. Individual memberships are \$10.00 per person and family memberships, including children up to 18 years of age, are \$15.00. Membership cards will be issued that include the year 2006."

Checks may be made to MRR and T Museum, Inc. and mailed to Monongahela River, Railroad and Transportation Museum, Inc., c/o Harold Richardson, 5 Elizabeth Street, Brownsville, PA 15417-1914.

MORE DETAILS ON THE USS MICHIGAN

In the September issue we had a discourse on the early iron boat construction at Pittsburgh. At the bottom of page 7 mention is made of the USS MICHIGAN, a revenue cutter on the Great Lakes. Jack C. Standen, 310 Roosevelt Ave., Elyria, OH 44035 has provided a chronology of this historic vessel:

- 1841 - Congress authorized the sum of . \$100,000 for armed steamers upon the waters of Lake Erie.
- 1842 - The Commissioners of the Navy decided to build one steamer of iron, instead of wood.
- 1842 - United States Navy forms its Engineering Dept. Charles H. Haswell as Engineer-in-Chief.
- 1842-43 - With Mr. Samuel Hart as "architect," the USS MICHIGAN was designed and was fabricated by the firm of Stackhouse & Tomlinson in Pittsburgh. The individual pieces were marked and shipped to Cleveland via the newly-opened Ohio & Erie Canal; there they were transhipped to Erie by steamer.
- 1843, December 5-6 - USS MICHIGAN launched at Erie, Pennsylvania.
- 1844, September 29 - Placed in commission under the command of Commander William Inman, USN.
- 1851 - Assisted in the arrest of King James I, monarch of a Mormon colony at Beaver Island in Lake Michigan.
- 1861-65 - Guarded a camp for Confederate prisoners at Johnson's Island, Sandusky Bay near Sandusky, OH.
- 1864, September 21 - Foiled a Confederate plot to seize the ship and free the prisoners.
- 1905, June 17 - Renamed USS WOLVERINE.
- 1912, May 6 - Placed out of commission by the Navy and turned over to the Naval Militia of Pennsylvania.
- 1912-1923 - Summer training cruises for the U. S. Naval Reserve.
- 1923, August 12 - Connecting rod of the port cylinder broke. Repairs refused by the Navy.
- 1927 - "Loaned" by the Navy to the City of Erie. Towed to Misery Bay in Erie Harbor and pushed up on a sand bank.
- 1949 - Cut up and sold for scrap.
- 1950 - Her bow and cutwater erected as a monument, near the shipyard where she was built.

A WEEK ON THE TENNESSEE BELLE

AS THE TRAVELER FINDS
IT TODAY

BY
FRANCES SHAW

This is a story that was found with a 1926 folder from the St. Louis & Tennessee River Packet Co. It was printed three-columns and folded brochure-style as an advertising piece or handout for passengers. The story appeared in the magazine "American Review of Reviews" under the title "Life on the Mississippi" in the mid-1920s. Of author Frances Shaw we can shed no light but we like her writing.

The TENNESSEE BELLE (5341) had been rebuilt from the KENTUCKY (3267) in 1923. The St. Louis & Tennessee River Packet Co. sold the boat to Capt. Dick Dicharry in the summer of 1927 and she left St. Louis to operate on the lower river. Ed.

###

This is the truthful report of a very plain adventure, made by a middle-aged woman during one week of the full moon of a summer month. I had been tired of my smooth and pleasant job of being a mother, a house-keeper, a wife, a hostess, and grandmother. In that frame of mind I came upon the following advertisement: "Seven-day trip down the Mississippi, Ohio and Tennessee rivers to the National Cemetery and battlefield of Shiloh. Unsurpassed river scenery remote from any railway. Boat, the Tennessee Belle from St. Louis every Monday"

The following hot Monday you might have seen me start off, an adventurer over 50, with a small suitcase, a waterproof handy bag, and Mark Twain's masterpiece, "Life on the Mississippi."

The Tennessee Belle was a river freight boat, propelled by a stern paddle wheel. The delivery of freight was its first pre-occupation. You might look down with a dramatic eye on the tough black skins of the Negro deckhands and the tougher little white deckhands, with blackened eye, shooting craps with them; but they did not cast a self-conscious glance up to meet your dramatic eye. They were busy lying on sacks of grain, or coils of rope, or on loose piles of coal. They sang or shuffled or fought, but they did not show off for the ladies and gentlemen of the first cabin, nor did they beg.

If they had they would not have gotten much, for the travelers on this trip were not over-affluent themselves. They were nice, hard-working people, enjoying to the utmost their one week of vacation. They seemed all to be getting their hard-earned money's worth, and they appeared to be happy and content with the trip.

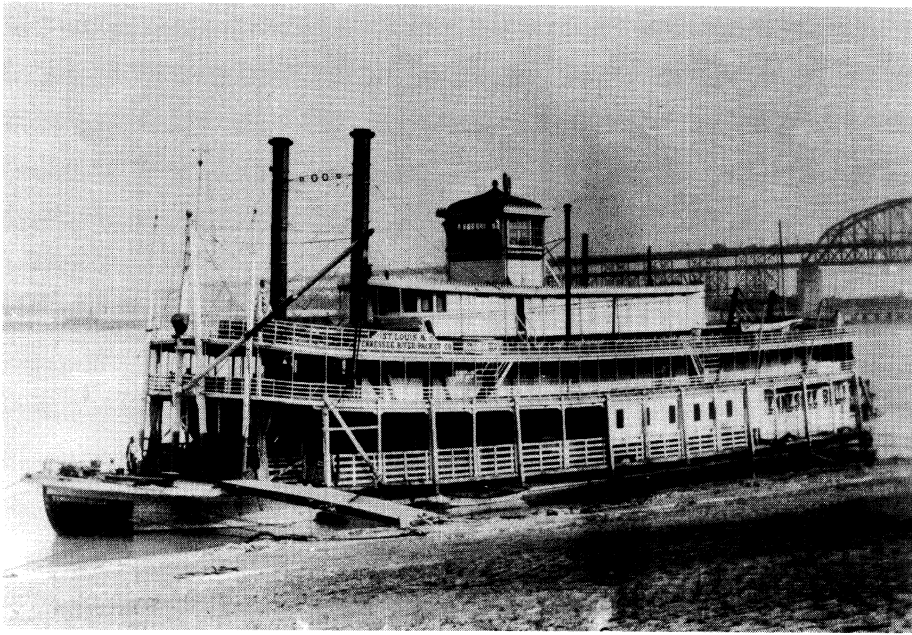


The above map outlines the 750-mile stretch of river traversed by the steamers of the St. Louis & Tennessee River Packet Co.

TRANQUIL PROSPECT.

The full moon was my reason for starting in the last week of July. My bunk was clean, the sheets were unbleached muslin washed quite smooth and soft. My cabin opened directly upon the uncovered deck along with those of the boat's officers. Above me was the fiat roof that I learned from Mark Twain to call the "Texas" from which rose the pinnacled pilot house, with its great wooden steering-wheel

At meals we sat in the long dining saloon at tables for four. I asked several of the passengers what they thought of the food, and they all said it was exceedingly good for a river boat. They said the drinking (water) supply came from the pure Missouri. Mark Twain says of the Mississippi water that "you want to let it settle in the glass, and then stir it before drinking to get a good rich draft." He says then that, "if you swallow a kernel of corn, it will sprout."



TENNESSEE BELLE

BUILT ORIGINALLY 1904 BY HOWARD AS THE KENTUCKY, 176x33x6, WOOD HULL, FOR THE ST. LOUIS & TENN. RIVER PKT. CO. REBUILT AT PADUCAH AND RENAMED IN 1923. FROM HER LOOKS HERE - PAINT AND ALL - SHE IS FRESH FROM THE DOCKS.

AUTHOR FRANCES SHAW SAYS THAT HER ROOM WAS IN THE TEXAS; NOTE THE OBSERVATION ROOM IN THE FORWARD END. THE PHOTO IS AT ST. LOUIS WITH THE MUNICIPAL HIGHWAY AND RAILROAD BRIDGE SHOWING AT THE LOWER END OF THE WHARF.

Before' going to bed, I walked about my quiet deck with the sky for company, and no ocean voyage ever provided a more tranquil prospect. From my pillow I looked out through the screened door across the current of the river to the moonlit foliage of the slowly passing shore. Every night I followed the changing outline until I reluctantly fell asleep. If I awakened early I saw the sunrise colors over cornfields or woods, cliffs and little river villages. The cool freshness of early morning on deck was a joy.

THE PURSER

It was a strange new motion, that of the stern paddlewheel kicking the water back in a 4-4 rhythm, vibrating, when you were in the stern of the boat, but hardly perceptible from the forward deck, where I sat all day with my book in a comfortable high back rocking chair, with shade and breeze and always something new around the corner just ahead.

The boat moved like a water animal swimming steadily with nose close to the water, a smooth, peaceful progress, less than fifteen miles an hour down stream and hardly five up current. I think sailing before a gentle breeze is the only motion to be compared with it in tranquility. In fact, I found a river steamboat and the shores at which it docked to be a new world to me, and also the minds and activities of some of my fellow travelers.

The first morning I learned the whole duty of a perfect combination purser-and-entertainer. He was an artist in his role. He had the solemnity of all great humorists, and he managed the boat-load of 'passengers as if they were at a private kindergarten; and they liked it-and so did I.

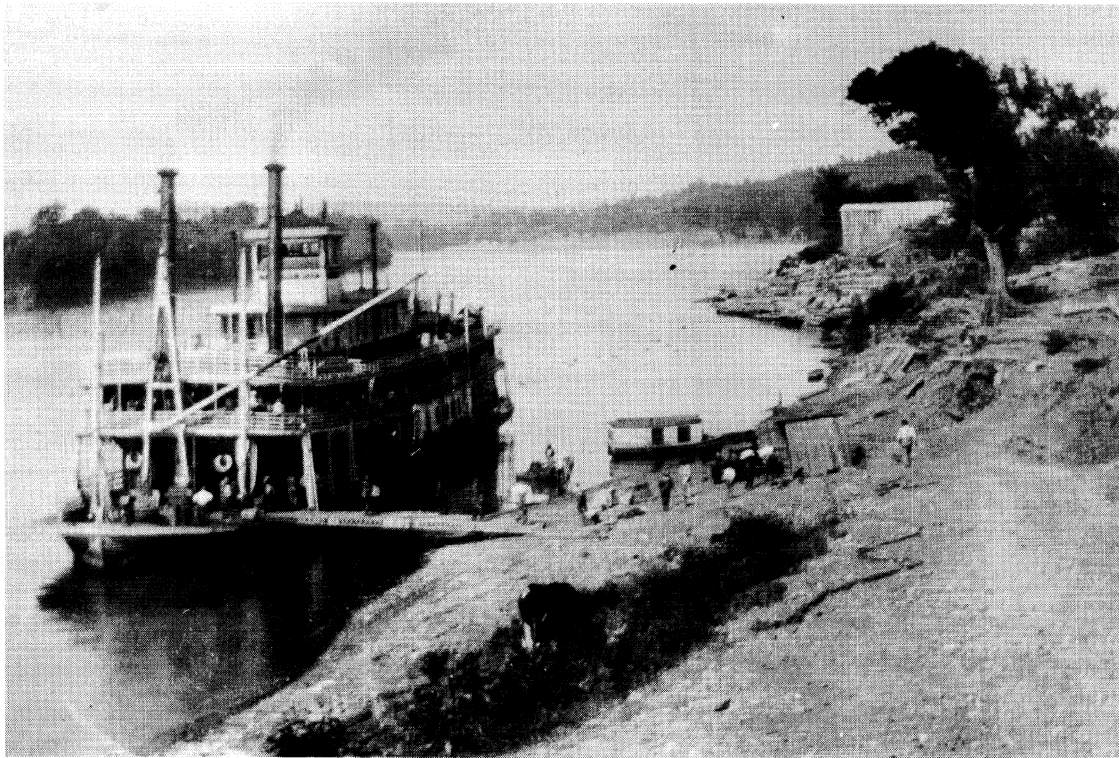
The first morning at breakfast he appeared toward the front of the saloon near the piano and the obnoxious victrola, and as he sat down at his table he said in a firm, kind kindergarten tone of voice: "Now, one-two-three, Good-morning, everybody! Say it! One two-three - -" and we all rolled out

"Good-morning, everybody!" in exactly his tones, and then felt "kind of sheepish." But everyone was smiling at every one else, and I noticed when we gathered on deck that many were engaged in friendly talk who had been stiff and silent before.

THE SHEIK OF ARABY.

After breakfast I began my sight seeing from my green rocker. The ever varying width of the river - more than a mile wide at St. Louis, then wider, and yet, often like a small winding stream divided with islands. It was somewhat of a problem to discover where anyone lived. The chief effect of the shores was of wild open country. Even when vast cornfields swept along for miles, a farm house was seldom visible. You might not see a landing, but two long blasts of the whistle and two short toots indicated that the gangplank was to be swung out. It hung by ropes, and a long, lanky Negro would swing it deftly into place on the mud bank, and then lope down with every joint in his body rattling loosely. They called him the "Sheik of Araby." He wore his cap hung-side-to, with a dirty white handkerchief dangling coquettishly from the rim to his shoulders. His shirt was a mere tatter, showing the muscles of his great bronze back, as he heaved the grain bags on and off. Once we loaded 750 sacks of wheat down a chute and the Negroes all made a fine game of it, singing and whistling, and springing about like monkeys. One bag slipped off the slide into the river and such a hullaballo! But they rescued it and succeeded in heaving it on top of the dry sacks, for delivery at a town where the railroad would take it on.

Each day was a lesson in middle western geography. I remember the last green point of Southern Illinois, where at evening of the second day a thunderstorm came swiftly up, and under forked lightning I saw the Ohio River flowing down to meet us. We crossed where the currents mingled, and said good-bye to the Mississippi, which rolled from us on its way down to New Orleans.



This landing may be Clifton, Tennessee: Leaving Pittsburg Landing at noon on Thursdays TENNESSEE BELLE was scheduled at Clifton in late afternoon, or so. The local entertainment available has passengers lining the boiler deck and the dinner gong will not sound until departure.

The rousters coming off of the stage unload sacks of freight into the small wharf house. A flat bed wagon in the river is loading water barrels. That small shantyboat is probably the local fisherman. The holstein cow grazing in the foreground is oblivious. Just a hazy, lazy day down south.

As the Ohio had joined us at Cairo, Ill., so we united with the Tennessee at Paducah, Ky. Then the scenery became more wild. Peanuts appeared as a crop, and also tangled moss.

NO SEASICKNESS

The incidents of the voyage were simple, but everyone seemed diverted. Once we stopped at nightfall, and after a time a voice was heard from the waters saying plaintively, "Ain't you fellers ever goin' to move along?" Then we perceived a lad clinging to a snag in the river, separated from his clothes far up the bank.

Later on we made a landing after dark, to unload some brass beds, and a Swedish farmer arrived with a lantern, berating us for the spot we had chosen. In great excitement, with high Scandinavian flavor, he indicated a place farther upstream. The captain amiably took on the beds and delivered them farther along, and the Sheik jumped into the air, cracked his heels together and the six deck hands stampeded up the bank and into the misty moonlit woods.

All the evening, and from 5 o'clock on, I enjoyed as much as any one journey I have ever taken. Constantly the amusing thought would arise of six moonlight evenings on the water - a time equal to that of an ocean voyage, with greater variety, if

less comfort (which I doubt, as there was no seasickness and few perils of the deep).

The second morning after leaving Cape Girardeau, the socially gifted purser appeared with a roll of flowered blue cotton goods and asked for volunteers among the women to hem curtains for the cabin doors. He said he had bought the stuff "for ventilation," that it was "transparent, but not too transparent," so that all would be pleased and that the prize would be - prepare yourselves, readers of Walter Pater, Friends of China, Opera Italy, Gardens, etc. - the captain's kiss! A howl of merriment arose. The captain was a diffident Irish gentleman and did not make good. But the curtains were done in a jiffy, and that night the dining room saloon looked very gay with its interspaces of flowered blue. I wondered if he took them down, and did the job over on every trip for sociability's sake.

EVENING AMUSEMENTS

Interesting things took place in that saloon at night. Always after meals the tables were cleared away, except a few under the windows over the stern paddle wheel for those who wished to write. The music during the dinner, and for dancing, was supplied by two young and very pretty girls, dressed in ruffled

A WEEK ON THE TENNESSEE BELLE CONCLUSION -

net with gay ribbons, who played the piano and violin. Their program was pleasing and their dance tunes very good jazz. And they all danced; the grandmother traveling with her year-old grandchild, danced with a fat, gray-haired school teacher. Figures did not seem to matter, nor ages. The flapper and her attendant were missing, and I saw no sign of the pocket flask.

For the first evening's entertainment the purser conducted a Virginia reel. He was assisted by an ex-bar-keeper who was now the storekeeper. This gentleman led the grand march every night in his grandest Knights Templar uniform, plumes and all. He would get the fun started and then slip out onto the moonlit deck and sink into a chair a trifle wearily. He was a gentle, distinguished looking old man.

Not to feel at too great a disadvantage as to affairs social, I timidly joined in the chorus singing, when we all sat about on the floor in a circle with little booklets of first verses of popular songs, old and new, and sang lustily tunes like "Peggy O'Neil," "Tipperary," "Wild Irish Rose," and ending with a novelty entitled "My Grandmother's Toothbrush That Hangs in the Sink." I remember on an ocean liner my 14-year-old daughter coming to me with puckered brow and the unanswerable question, "Mother, why is it the second cabin people seem to be having all the fun?"

One morning I went to the purser's window to ask an innocent question and was confronted at the glass enclosure with a clearly printed placard bearing the inscription, "Go to hell!" I turned aside with an odd sensation and did not ask the question until the sign was down. I might have used the purser's own phrase which I overheard later: "You hadn't ought to speak that way to me! Didn't you know I was raised a pet?"

THE OLD SOUTH.

The first vivid impression that I was really in the old South of literary tradition came when we had landed for an hour at a small river town where I caught sight of a gray-haired man in a frock coat, slouch hat and pointed goatee, tilted back in a hickory chair against the side of the general store, telling a story. At the same time, through a window came the strains of victrola; not ragtime, but a male quartet, singing "My Old Kentucky Home."

At this point I began to realize that our destination was vague in my mind - the National Cemetery and battlefield of Shiloh. But I found on board a tattered volume, written by an old veteran. So, when we went ashore in the moonlight at Grant's headquarters in the old Cherry homestead (Savannah, Tennessee), nine miles below Pittsburg Landing, where Grant was when news of the attack was brought, there was a real thrill in passing under the arched stone gateway, up the terraced bank fragrant with magnolia, to the old house overlooking the river. There a Miss Cherry herself received us.

Horse barges met us next morning at Pittsburg Landing and drove us through the park. Our mustachioed driver pointed out the sunken road, the earthworks, the peach orchard, and spoke with fire of General Buell's arrival and of General Lew Wallace's timely aid, - as if it had been yesterday. The blast of the whistle called us back down hill, and we started downstream. Coming out onto the deck after we had started, the charm of the morning was still on the river banks. The birds were singing and a little wind rippled the narrowed stream. In a beautiful idleness, the darkies lolled happily on their levees close to the swift current, which was now bearing us homeward.

How fast on the homeward journey the Tennessee bore us on its current down to the Ohio, and how fast the Ohio carried us back to the old Mississippi! If at Cairo, and that last green point of Illinois, I had met a boat going on down to New Orleans, I should have followed the river all the way down, reading over again Mark Twain's description of the gay old river days - the crowds of boats and travelers at the levees and the gracious ladies at the plantation landings.

■ IMPRESSIONS OF THE WONDERFUL ■
MISSISSIPPI - OHIO

TENNESSEE RIVER TRIP

THERE IS A BRIDE AND GROOM WITH US

THE JOLLY PARTY LEAVING CHICAGO FOR ST. LOUIS WHERE THEY BOARD THE STEAMER

EXCELLENT MEALS

DANCING - MUSIC - FUN

WAY DOWN SOUTH IN DE LAND OF COTTON

A GLIMPSE OF TENNESSEE RIVER SCENERY

FAMOUS BELL OF THE "TENNESSEE BELLE"

MOONLIGHT ON THE RIVER

ILLINOIS MONUMENT

THE FAMOUS EADS BRIDGE

ONE OF THE MANY BRIDGES ACROSS MISSISSIPPI AT ST. LOUIS

WILLIAM LAUDER

IS EVERYBODY HAPPY!

WHO CONDUCTS THE TRIP?

I ATTENDED SCHOOL AT CAPE GIRARDEAU

I CAN STILL SEE PADUCAH

DID YOU BRING YOUR KODAK?

SHILOH WAS WONDERFUL

WATCHING THE RAINBOW

SOME FAMILIAR "DOWN SOUTH" SCENES

DOWN AMONG THE SIBBY HILLS OF TENNESSEE

THIS IS MY THIRD TRIP

THE NEW STEAMER "TENNESSEE BELLE"

OF THE ST. LOUIS & TENNESSEE RIVER PACKET COMPANY

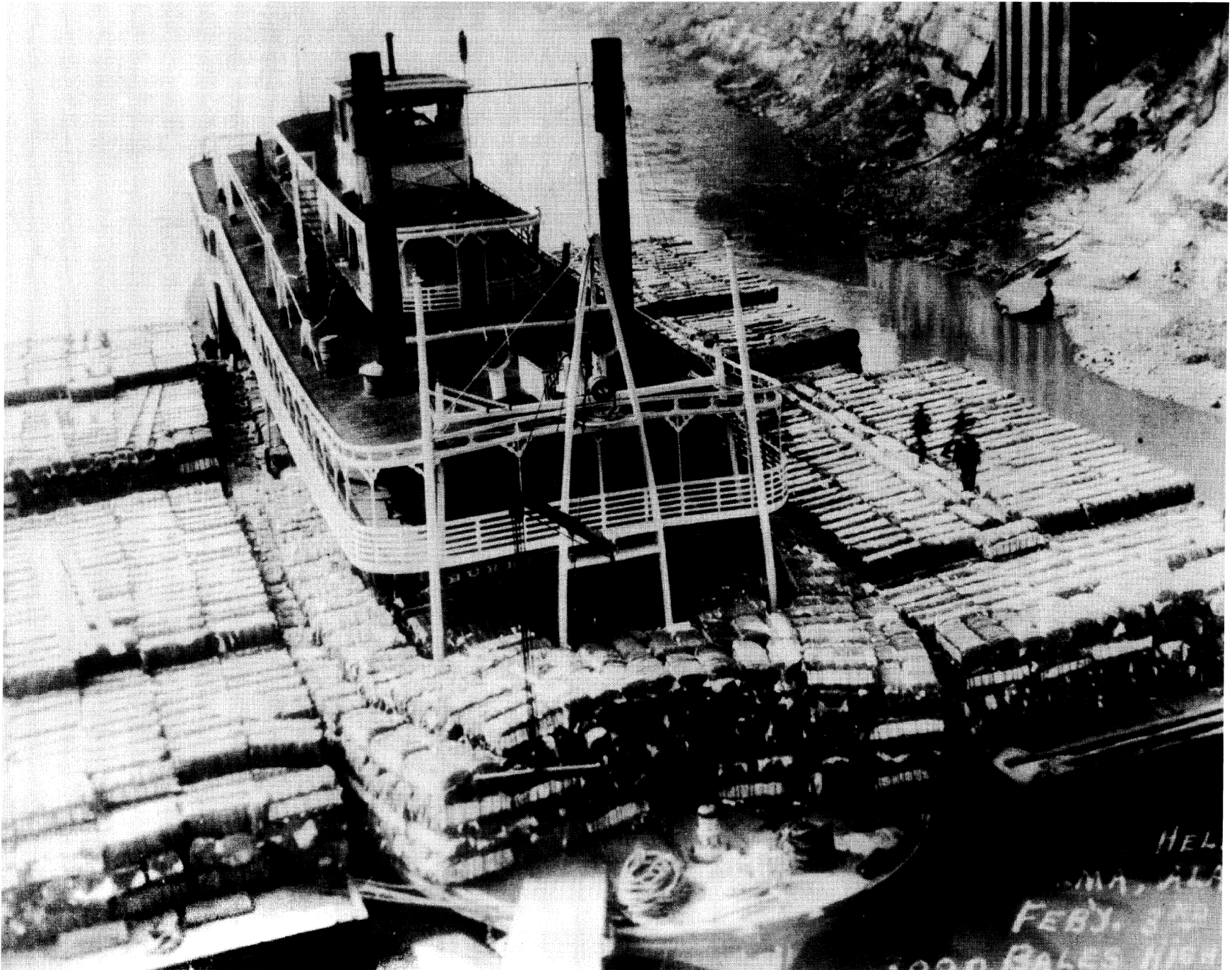
Illustrated by Z. AMERSON

FROM LOUDER'S TOURS, CHICAGO, 1926. RAIL
CHICAGO-ST. LOUIS. BOAT FARE R/T, SIX NIGHTS, \$35.



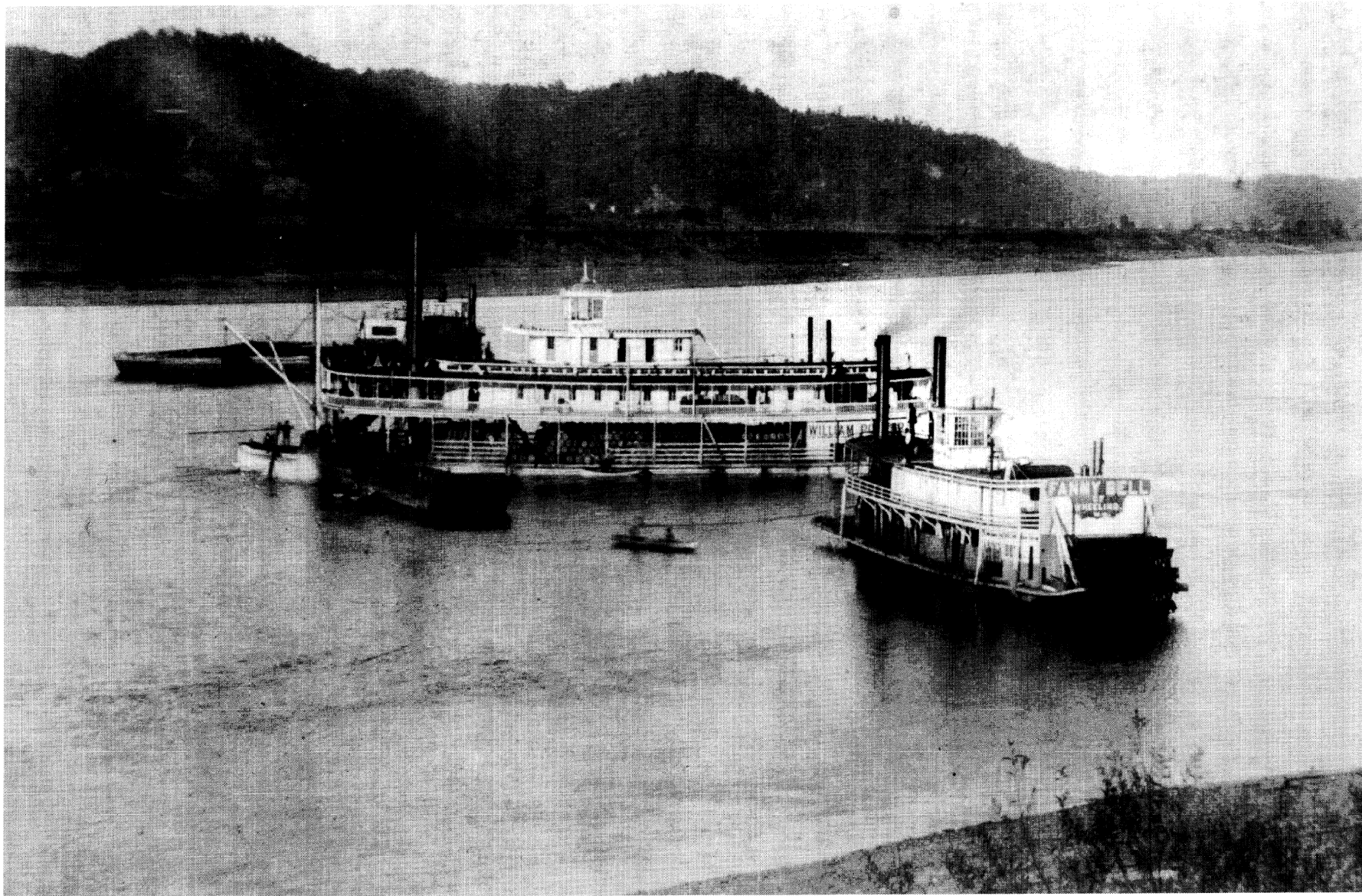
A December issue deserves some snow! This wintry landscape was taken in 1922 at Green River lock 3. NETTIE JOHNSON (4146) (June '77, page 32) has four barges of railroad ties below the lock.

Crew listed on the print: Willard McCoy, master; Cecil Wingfield, pilot; Weyman Cooper, chief engineer; Harry Simpson, 2nd engineer. Donald T. Wright Collection, Murphy Library Print.



SELMA, ALABAMA CIRCA 1922-28. THE HELEN BURKE (2570) IS UNDERTAKING TO MOVE 3,000 COTTON BALES DOWN TO MOBILE. THE DISTANCE IS 262 MILES - A SLOW TRIP!

THE BURKE WAS BUILT AS THE PEERLESS (4432) AT MOBILE, AL IN 1908, 200x40x5.1. SOLD TO THE BURKE LINE IN 1917 AND RENAMED IN 1921. PRINT BY W. E. REED.



THE WILLIAM PORTER (5831) IS HARD AGROUND ON A BAR, SOMEPLACE ON THE UPPER OHIO. COULD BE A PLACE LIKE POSSOM CREEK, BELOW CLARINGTON WITH THE WEST VIRGINIA HILLS IN THE BACKGROUND. THE PORTER, WITH A BIG LOAD OF APPLE BARRELS, IS SPARRING TO GET OFF; NOTE STEAM COMING FROM THE CAPSTAN ENGINE JUST AHEAD OF THE EMPTY BARGE.

THE PORTER WAS BUILT IN 1886 FOR CUMBERLAND RIVER AND BURNED BELOW LOUISVILLE JAN. 2, 1888. SHE EVIDENTLY MADE A LOW-WATER TRIP ON THE OHIO BEFORE GOING SOUTH. THE FANNY BELL (1997) WAS REGISTERED IN WHEELING IN 1886 AND IS STANDING BY WITH A LINE ON THE BARGE. A POOLBOAT WITH THREE BARGES IS ALSO AGROUND. MURPHY LIBRARY, DAVE THOMSON FIND.

- BOOK REVIEW -**A NEW OLD BOOK****STEAMBOATS ON THE MUSKINGUM**

The Steamship Historical Society of America has republished J. Mack Gamble's Steamboats on the Muskingum. Ed. Mueller edited the reprint for SSHA with production by Richardson Printing, Marietta. A long-needed index has been added, written by C. Bradfield Mitchell.

Author Gamble's book examines the history of the Muskingum River with exhaustive, scholarly detail. Every boat that ever stuck its snout into that romantic little river of southern Ohio is listed, together with its crew roster and its individual history. There is a refreshing directness to this book in that it does not sink into the mire of romance. Every student or buff with an interest in the history of southern Ohio will enjoy this little volume.

Hardbound, the French-vanilla cover (by John Fryant) shows a brilliant red rendering of the Steamer Valley Gem. The 5-3/4 by nine-inch book has 162 pages, table of contents, text, maps, bibliography, many photos of boats, people and scenery, and the new index to form a complete volume.

The book is offered at \$12 plus \$4 postage and handling. The book is available from:

Steamship Historical Society of
America

400 Ray Drive, Suite 4
Providence, R.I. 02906

Review by Alan Bates, The WWJ

NOTE: Order with card enclosed with the September *Reflector* and save \$4.

REFLECTOR INDEX

The new index of the *Reflector* has been completed by Alan Bates and is in the hands of the printer. This will be the eighth (8) index volume and will cover years 1999-2003, Vols. 36-40.

We anticipate copies will be available early in the new year and the price will remain \$5 each, postpaid. Feel free to order with your payment of dues if you so desire.

Bee Rutter, Secretary

- OBITUARIES -**BEN F. TRACY, JR.**

Benjamin Franklin Tracy Jr., 87, of Louisville, KY formerly of Ashland, Ky., and Point Pleasant, WV, died Thursday, September 30, 2004, in Louisville.

He was born June 3, 1917, in Wheeling, WV, son of the late Benjamin Franklin Tracy Sr., and Rose Kirchgessner Tracy.

He was a Navy veteran of World War II. He retired from Ashland Oil in 1982, as a Marine Engineer, with more than 35 years of employment. Until his illness, Ben was a regular in attending the meetings of the O-K Chapter of S&D at Point Pleasant, most often in the company of Bob Gray, also a retiree from the marine department of Ashland Oil & Refining Co. He was a member of Holy Family Church in Ashland.

In addition to his parents, a daughter, Diana Tracy Arthur and a sister, Elizabeth Tracy Keeler of Point Pleasant, preceded him in death.

He is survived by his wife, Eleanore Lowe Tracy of Louisville, a daughter Barbara Tracy of Louisville, a son-in-law, Bill Arthur of Madisonville, Kentucky, grandchildren, Tracy Arthur Stewart of Louisville and William Michael Arthur of Nashville, TN, three great grandchildren, and a brother Jack of Grants Pass, OR.

A funeral mass was held on Saturday, October 2, 2004 at Holy Family Church with the Rev. John P. Noe officiating. Burial followed in Ashland Cemetery, Ashland, Kentucky.

In lieu of flowers, memorial donations may be made to the Alzheimer's Association, 225 N. Michigan Ave., Suite 1700, Chicago, IL 60601-7633.

Our thanks to Ben's brother, John "Jack" Tracy, 3200 Jump Off Joe Creek Rd., Grants Pass, OR 97526, who thoughtfully furnished the obituary.

ELIZABETH C. BOOTH

Elizabeth C. Booth, 93, of Leesburg, FL died Thursday, August 26, 2004. Mrs. Booth was the widow of Capt. Thomas Kent Booth who died in 2002.

Elizabeth was born in Pittsburgh, Pennsylvania where she continued to live following marriage to Kent Booth shortly before WW-II. Her husband at that time

was employed by Streckfus Steamers as an officer on the SAINT PAUL, the regular summer excursion steamer at Pittsburgh. The family moved to Ashland, KY in 1942 when Capt. Booth joined the Ashland Oil & Refining Co. marine department as pilot and master.

Following his retirement from Ashland in 1965, Mr. and Mrs. Booth resided at a number of locations in Florida including Clermont, Mt. Dora, Deland and Ft. Myers before moving to Leesburg in 1992.

Mrs. Booth is survived by a son, John K. Booth and his wife Kay of Bothell, WA, three grandchildren and four great-grandchildren.

Burial was at Brownsville, PA.

- BACK COVER -

From the Muskingum River toward the Ohio River Museum at the flood crest of 44.97 ft., September 18, 2004. The water stopped just below the lower edge of the precast concrete floor beam, - less than 10 inches from running onto the floor itself.

The four brown poles showing against the peeling white paint on the building represent past flood levels above 49.5 ft. according to the gauge marks currently used. From left to right: 1898-49.6 ft.; 1907-52.1 ft.; 1913-60.3 ft.; 1937-55.0 ft. At sometime after 1913 the water level gauge was moved which accounts for the difference of 1.3 ft. compared to the chart of "Marietta's Flood History" elsewhere in this issue. The landing stage of the VALLEY GEM is just visible at the right edge.

Obviously, the museum with its priceless artifacts is not above the, "100 year flood." ODOT has promised to freshen up the blue paint on the Washington St. Bridge but the money just disappears. Steve Merrill photo.



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